

Lamborghini victorious in British GT and GT Masters to set up title deciders

Cook and Collard (Barwell Motorsport) take second win of the season at Donington as Zulauf and Hirsiger (Team Engstler) complete last to first drive in Austria

Sant'Agata Bolognese, 6 September 2026 – Lamborghini heads into the season finales of both the British GT Championship and ADAC GT Masters next month firmly in title contention after another victorious weekend.

Hugo Cook and Rob Collard picked up their second victory of the season in a wet-dry two-hour British GT race at Donington Park, a success that gives the Barwell Motorsport duo a 15.5-point cushion at the top of the drivers' standings – over the sister #78 crew of Jarrod Waberski and Alex Martin – heading into the final round of the season at Brands Hatch on the weekend of September 26-27.

The latest victory for Barwell Motorsport is the team's 31st in the championship with Lamborghini machinery, while the Sant'Agata Bolognese brand celebrates its 34th triumph in British GT competition.

After an up-and-down weekend at the Salzburgring, Team Engstler's Finn Zulauf and Felix Hirsiger lie just five points adrift of the championship lead in ADAC GT Masters after producing a stunning drive from last on the grid to take their fourth win of the year in race two. The season concludes at Hockenheim on the weekend of October 10-11.

Meanwhile, on the other side of the world, there was more success for Lamborghini as Absolute Racing claimed its maiden victory in the penultimate round of the China GT Championship season at Shanghai. The #63 Lamborghini Huracán GT3 EVO2 crew of Akash Nandy and Sandy Stuvik started from the back of the grid, after failing to set a time in qualifying, but produced a sterling effort to charge through the field, finishing second on the road. A post-race penalty for the on-the-road winner subsequently elevated the Malaysian Thai combination to the top step of the podium, earning them a breakthrough victory in the series ahead of the final round at Sepang.

British GT – Donington Park

Arriving at the Leicestershire venue which has historically been kind to both Barwell Motorsport and Lamborghini over the years, the crew of the #63 Lamborghini Huracán GT3 EVO2 began the weekend positively with the second fastest time in free practice and pre-qualifying.

In qualifying itself on Saturday afternoon, Collard left it late to set the second-quickest time in the first session. Cook then consolidated the #63's place on the outside of the front-row with the fourth fastest time in Q2, with the #78 of Waberski and Martin third on the grid.

Rain fell before the start of the two-hour race, with the majority of the grid starting on wet tyres. Collard made the most of his position on the outside of row one to launch into the lead of the race as the field approached Redgate for the first time. Martin started the #78 and, after being pushed briefly onto the grass, dropped a place to fourth off the start.

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Collard maintained his lead throughout the opening stint, despite coming under increasing pressure from the #90 McLaren early on. As the track began to dry, so Collard was able to eke out an advantage over his rivals, using the lapped traffic to his benefit to establish a four-second lead before stopping outside the mandatory window to move onto slick tyres.

The double British GT champion (2020 and 2024) stayed aboard the #63 and just about held onto his lead as the McLaren and #15 Mercedes closed in. For Martin in the #78 however, there was disappointment as an unfortunate collision with the #13 Ferrari at Coppice sent both into the gravel with Martin receiving a drivethrough penalty for his part.

Collard then made his mandatory stop to hand over to Cook, who rejoined the track with an increased margin over the #15 Mercedes. Lamborghini Young Professional Driver Cook then proceeded to race away at the front, building a comfortable 20-second gap throughout the remaining 50 minutes before easing off in the closing stages.

The #63 was largely untroubled for the remainder and secured victory by a fraction over 15-seconds at the finish. The #78 recovered well with Martin and Waberski, finishing fifth at the flag. Cook and Collard take a 15.5-point lead into the final race of the season at Brands Hatch but will have to overcome a 20-second success penalty if they are to come out on top in the championship.

ADAC GT Masters – Salzburgring

The penultimate round of the ADAC GT Masters championship produced something of a rollercoaster of emotions for Team Engstler's Zulauf and Hirsiger, who remain in the hunt for the championship following a sensational performance in race two in Austria.

Zulauf and Hirsiger came into the penultimate weekend of the 2026 season with a slender one-point margin at the top of the drivers' standings and had extended their advantage after Saturday's opening qualifying session. Lamborghini GT3 Junior Driver Zulauf set a best time of 1m25.052 to secure pole position and an extra three championship points.

However, a technical issue before the car headed to the grid for race one, curtailed Team Engstler's hopes, with the #63 unable to take the start. It did eventually join the race 12 laps down, but Zulauf and Hirsiger lost the points lead to the BMW duo of Tim Zimmermann and Leyton Fourie as a result. The #63 Huracán was again fastest in Sunday's second qualifying session, but a parc fermé infringement meant the car was disqualified from qualifying and forced to start from 13th and last on the grid.

Hirsiger took the start at the wheel of the #63 made good progress in the early stages to climb five places to eighth. The Swiss driver then confirmed the superior pace of the Lamborghini Huracán GT3 EVO2 ahead of the first pit-stop window by gaining another four places before swapping with Zulauf.



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With crews required to serve one regulation 'short stop' and 'long stop' each, Team Engstler opted to take their longer stop early in the race, while their rivals did the opposite. Zulauf remained in the top five during the second stint and pitted with 18 minutes remaining from second place, swapping back to Hirsiger for the remaining laps.

Rejoining fractionally ahead of the #41 Porsche, Hirsiger withstood several laps of pressure while on colder tyres but did enough to maintain the lead. He duly extended his margin to over a second in the closing laps, eventually coming home to claim victory by 1.690s.

This latest success, the fourth of the year after victories at the Red Bull Ring, Zandvoort and Nürburgring, leaves Zulauf and Hirsiger just five points adrift of the championship leaders ahead of the final round of the year at Hockenheim.

Photos and videos: media.lamborghini.com

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