

RACE REPORT: 26th October, 2025

Italian GT Sprint, Monza - Italy

Maxi-success for VSR and Lamborghini

- Frassinetti wins Italian GT Sprint Championship
- Michelotto and Zanon claim Pro-Am Title
- VSR takes the Lamborghini Huracan's 200th win with 1-2 finish at Monza

The 2026 Italian GT Sprint Championship concluded this weekend with a double header at Monza which saw VSR seal the overall and Pro-Am titles for Lamborghini. VSR entered four Lamborghinis for the season finale. At the wheel of the number 6 Pro car were Sandy Mitchell and Loris Spinelli. Driving the 19 Pro Huracan were Alessio Deledda and Kevin Gilardoni. Edoardo Liberati returned to the 63 Pro car alongside Championship hopeful Andrea Frassinetti whilst Pro-Am title challengers Mattia Michelotto and Ignazio Zanon continued in the 66 car.



(car 6 – Mitchell, Spinelli: photo by Fotospeedy).

Michelotto took the pole for Saturday's race with Klingmann's BMW starting alongside him and Liberati right behind him in the 63 Lambo. Mitchell qualified on row three and Deledda on the fourth row.



(car 19 – Deledda, Gilardoni: photo by Fotospeedy).

At the start of race one the BMW got the jump on Michelotto as disaster struck for Liberati. Hit from behind by Ferrari as the cars streamed into the first corner, he was spun around and rejoined in twenty-first place. Deledda and Mitchell ran together in sixth and seventh while up front Michelotto did his best to hang on to the back of Klingmann's BMW. Blocked behind Guidetti, on lap nine Deledda and Mitchell swapped places, and Deledda became involved in a fierce battle with Caglioni. The pit window opened on lap fourteen by which time Liberati, the fastest man on track, had recovered to twelfth place. He pitted immediately for Frassinetti, the pair serving a fifteen second success handicap from winning last time out at Imola. Deledda followed him in and Gilardoni took over the 19 Lambo. Next to pit was Mitchell who had passed Guidetti two laps earlier. Spinelli jumped into the 6 car which served a twelve second success penalty and rejoined in the middle of the battle for second between Michelotto and Ferrari before contact caused a puncture and the car lost two laps limping back to the pits. Michelotto boxed just as the pit window was closing and Zanon took over the lead of the race as Klingmann too had a success penalty to serve. With fifteen minutes of the race left Zanon was out in front with Pro drivers Di Amato and Krohn closing in on him. Gilardoni ran in eighth and Frassinetti, having set the fastest lap of the race, was back in the points in ninth. On lap twenty-two Krohn took second from Di Amato and then passed Zanon for the lead. A lap later Gilardoni and Frassinetti swapped places and Frassinetti set about harrying Rauer for seventh. With two laps to go he passed the Audi as Zanon ceded second to Di Amato. Zanon took the chequered flag in third, claiming the Pro-Am win and inching closer to Pro-Am Championship leaders Alatolo and Caglioni. A post-race penalty for the 51 Ferrari moved Frassinetti and Liberati into sixth place. Victory for Klingmann and Krohn meant sixth place for Frassinetti lost him the lead of the overall standings with one race left to go.



(car 63 – Frassinetti, Liberati: photo by Fotospeedy).

Frassinetti took pole for the final race of the season, lining up alongside Alatolo and with his Championship rival Krohn right behind him in third. Spinelli started from fourth, Gilardoni from row four and Zanon from the sixth row after qualifying fifth in class. At the start Frassinetti held the lead as Spinelli jumped both BMWs to run second. Gilardoni and Zanon avoided the chaos behind caused by Rocca's spinning Honda and were running sixth and tenth when the Safety Car came out. Racing resumed on lap three and at the restart, as Spinelli fought to keep the BMW's behind him, Zanon passed Tarabini to move into third in class and ninth overall. Out front Frassinetti, setting fastest lap after fastest lap, started to pull away from the rest of the field. The pit window opened on lap twelve and the first of the VSR Lambos to stop was Zanon. He pitted the 66 for Michelotto and the pair discounted their nine second success penalty. Michelotto rejoined just ahead of Ferrari. Next in was Gilardoni, handing the 19 over to Deledda. Frassinetti and Spinelli stayed out until the end of the window before boxing for Liberati and Mitchell. With fifteen minutes left the two VSR cars held a commanding lead as Deledda scrapped with Badawi and Caglioni over the final podium place. Behind them Michelotto was the fastest man on track and running third in Pro-Am. When Klingmann got involved in the battle between Deledda and Caglioni he clashed with Deledda who rebounded into Caglioni and the two finished in the gravel. The Safety Car was bought out on track while the cars were removed and racing resumed with time for just two more laps. With no further drama Liberati took the chequered flag first with Mitchell just behind him. The 63 car's victory was the 200th win for the Lamborghini Huracan and gave the Overall title to Frassinetti. Michelotto finished third in Pro-Am and the fifth class podium of the season for himself and team-mate Zanon was enough for them to take the title.



(car 66 – Michelotto, Zanon: photo by Fotospeedy).

2025 Italian GT Sprint Calendar

Round 1	Vallelunga, Italy	24-25 May
Round 2	Mugello, Italy	12-13 July
Round 3	Imola, Italy	27-28 September
Round 4	Monza, Italy	25-26 October

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Kevin Gilardoni Instagram [Kevin Gilardoni](#)

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Edoardo Liberati instagram [Edoardo Liberati](#)

Mattia Michelotto instagram [Mattia Michelotto](#)

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