

2026 FIM ENDURANCE WORLD CHAMPIONSHIP BOLD' OR 24HRS. RACE RESULT & REPORT

- EVENT PLACE : Circuit Paul Ricard
- EVENT DATE : Sep. 19 - 20
- TEAM : Kawasaki Webike Trickstar
- MACHINE NO. : #11



RIDER "BLUE"	RIDER "YELLOW"	RIDER "RED"
Roman Ramos Alvaro	Christian Gamarino	Gregory Leblanc

QUALIFY (riders best lap)

● Roman Ramos	1.52' 035	● Christian Gamarino	1.52' 207
● Gregory Leblanc	1.54' 011		

QUALIFYING POSITION	(average lap time of 2 fastest riders)
8th	1.52' 121

RACE RESULT	Laps	Best lap
5th	718	1.52' 973



Qualify (Sep. 17 -18)

The 2026 FIM Endurance World Championship reached its final round with the Bold' Or 24 Hours. Kawasaki Webike Trickstar began working on the setup with three machines from the sessions leading up to qualifying.

While focusing on preparing the machine for the demanding 24-hour race, each rider completed valuable track time to refine the overall package.

Roman Ramos was particularly strong throughout the race week, setting the fastest time of 1' 52.120 during free practice.

With a good feeling on the machine, both Ramos and the team headed into qualifying with confidence in their performance.

In the first qualifying session, first rider Ramos maintained his strong form. Early in the session, he returned to the main straight on a lap in the 1' 52.1 range, which would have provisionally placed him second. However, a red flag was shown just before he completed the lap, meaning the time was unfortunately not recorded. After the session resumed, Ramos headed out for another time attack, but a technical issue resulted in a crash. Fortunately, he escaped without injury, but was unable to complete a full attack and finished the first qualifying session with a best time of 1' 53.570.

Second rider Christian Gamarino then delivered a strong and consistent performance, recording a 1' 52.207 to finish fourth in his session and once again demonstrate the team's competitive pace.

Third rider Gregory Leblanc focused on conserving tires for the following day's second qualifying session. Rather than making an aggressive time attack, he prioritized preparations for Qualifying 2.

In the second qualifying session the following day, Ramos improved to 1' 52.035, finally demonstrating the speed he had been unable to fully capitalize on during the opening session.

Gamarino recorded a 1' 52.558, while Leblanc completed the session with a 1' 54.011.

Following the deletion of some lap times, Kawasaki Webike Trickstar ultimately qualified eighth overall.

Although the final grid position was not what the team had been aiming for, qualifying provided strong confidence in the overall package for the 24-hour race, including the riders, machine, tires, and pit work.

The machine continued to run smoothly during the free practice session on race morning, allowing the team to complete its final checks.

Confident that its race performance could exceed what the qualifying position suggested, Kawasaki Webike Trickstar lined up eighth on the grid for the final 24-hour battle of the 2026 season.



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Race (Sep. 19 – 20)

After introducing the new machine this season, Kawasaki Webike Trickstar secured back-to-back podium finishes with third place at Le Mans and Spa-Francorchamps. With those results giving the team confidence in its ability to fight at the front, it entered the final round determined to finish the season strongly.

Starting from eighth on the grid, Roman Ramos was selected as the starting rider. He dropped to 11th on the opening lap before contact with another machine in the early battles damaged the bodywork, causing him to fall as far back as 14th. However, Ramos, who had shown strong pace throughout the race week, quickly began to recover and fought his way back up to sixth place. Toward the end of his first stint, however, a slow puncture forced him to pit earlier than planned, costing the team valuable time once again.



Despite a series of incidents in the opening stages, the team adapted its strategy to the developing situation, including giving the in-form Ramos additional track time.

Christian Gamarino and Gregory Leblanc also maintained consistent pace, while solid pit work helped Kawasaki Webike Trickstar steadily climb back through the field.

After three hours, the team had recovered to sixth place, before moving up to fifth by the five-hour mark. Kawasaki Webike Trickstar remained fifth after eight hours, securing valuable intermediate championship points and heading into the night with its championship hopes still alive.

After sunset, Kawasaki Webike Trickstar continued to run among the leading group.

Although some time was lost during a pit stop to repair the headlight, the team continued through the 24-hour race without significantly disrupting its rhythm.

However, during the night, a technical issue struck while Ramos was on track, forcing the machine to stop on the circuit. After the bike was recovered to the pits, the mechanics immediately began repairs and, following a time loss of approximately 22 minutes, sent the machine back onto the track.



The team continued its fightback through the long night, but in the closing stages of the race, Leblanc reported another issue with the machine.

The team initially brought the bike into the pits and carried out repairs, but the problem persisted. With rider safety as the highest priority, the team decided to pit once again and undertake extensive repairs, replacing a wide range of components believed to be related to the issue.

The mechanics completed the work in approximately 14 minutes and 40 seconds.

Although the significant time loss dropped the team to ninth place, the machine had regained its original performance, and Kawasaki Webike Trickstar began one final charge through the field.

Ramos, Gamarino and Leblanc pushed at an exceptional pace in the remaining hours, at times lapping faster than the leading group. The three riders steadily recovered position after position, climbing from ninth back to fifth place. After 24 demanding hours, and despite numerous incidents and technical issues along the way, Kawasaki Webike Trickstar never stopped pushing. Completing 718 laps, the team crossed the finish line in fifth place overall.

With this result, Kawasaki Webike Trickstar completed all four rounds of the 2026 FIM Endurance World Championship. Back-to-back third-place finishes at Le Mans and Spa-Francorchamps were followed by 13th place at Suzuka and fifth place at the Bol d'Or. By consistently scoring points throughout the season, the team finished fourth in the overall championship standings for the second consecutive year.

The 2026 season with the new Ninja ZX-10RR provided the team with a wide range of experiences, from fighting for podium finishes to overcoming difficult technical issues.

Even in the final round, the team faced two major setbacks that resulted in significant time losses.

On both occasions, however, the entire team worked together to repair the machine and return to the fight, ultimately recovering to fifth place.

Kawasaki Webike Trickstar will carry both the achievements and lessons gained from this demanding 24-hour race into its next challenge, continuing its pursuit of even greater success.



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Roman Ramos

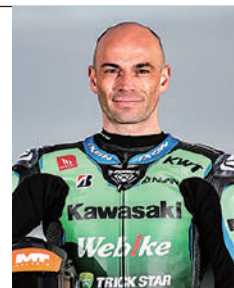
We have finally finished 2026 season closing race Bold' or 24HRS with fifth place after a long race with many emotional moments and a few technical issues caused during the race.

Our mechanics did a really hard job every day, and finally we are here in 4th position in the championship, so we are happy.

Not really, really happy to be honest... but we had given everything we could and fight till the end.

We will see what we can do next year now.

Thank you very much to all the Kawasaki fans, all our supporters and the whole Kawasaki family for your huge support.



Christian Gamarino

We finished the final race with fifth position.

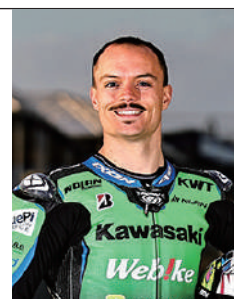
24HRS races are always very long and hard for everyone but we had made the good improvement this year compare to the performance of last year, so it was a bit regretting that we had some small technical issues during the race.

But the most important thing is to finish the race, and fifth position is a good result considering the situation we had.

We finished fourth in the championship, so it is a very good result for us as well and we have to be very happy.

The winter will be very long, so I will train hard to get to be ready as possible for the opening round of next season.

Look forward to see you next year again!



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Gregory Leblanc

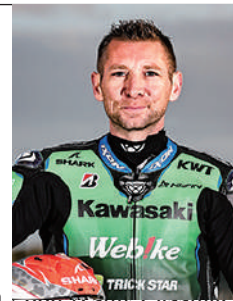
The result of the last race of our season was fifth position which is not the result we wanted to be honest, but during the race we had lots of problems, and we lost a lot of time in the pits trying to sort out the problems.

I would like to thank to all the staff and mechanics as they worked very hard for sorting out the issue.

We (changed all the electronics on the bike and) were able to restart the bike so that we could finish the race safely.

Of course, it is not the result we expected, but in these conditions, finishing fifth is a good result. We finished fourth in the championship, as same as last year which we aimed for more but we always gave our maximum and our best, so we have to be proud. We will come back next year with more experience and a better bike, and we will fight for the podiums again.

Thank you to all the fans in Japan for following us, and see you next year.



Ryuji Tsuruta/Team Manager

We headed into the Bol d'or 24HRS race with high hopes for a victory or a podium finish, fueled by our strong start to the season and excellent pre-race testing results. The race itself proved to be an incredibly tough battle; we faced a series of setbacks—including early-race contact and a slow puncture, followed by a damaged throttle body and electrical issues mid-race—that forced us to spend nearly 40 minutes in the pit.

However, we successfully overcame the engine issues that had plagued us at the Bol d'or for the past two years.

Despite the adversity, the entire team refused to give up; once the issues were resolved, we regained our true form and fought our way back from 9th to 5th place—clocking a pace faster than the leaders—before crossing the finish line.

I view this as a significant achievement.

While we finished 4th in the championship standing—matching last year's result—we successfully completed every race this season and secured back-to-back podiums at Le Mans and Spa.

Competing with the new machine allowed us to elevate the team's overall capabilities and clearly demonstrated our evolution throughout the year.

We will channel both the frustration and the valuable lessons learned into the future, building a structure that allows us to contend for race wins and the series title next season.

Thank you so much for all your support throughout the season.

