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Ducati panigale v4 2025 prix

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Ducati Panigale V4 S 2025 : 34 690 €. - 185,50 de kilo, rassurez-vous le cavalier est beaucoup plus cher! Mais pour la route du chrono ultime, rien ne vaut évidemment une Panigale V4. C'est est le must chez Ducati et d'ailleurs, c'est un peu le must tout court vu sa mécanique exceptionnelle, son esthétique ciselée, son aura sur les circuits. Seulement voilà, 216 ch à 13 500 trs/min pour 120,9 Nm à 11 250 trs/min et 187 kg sans carburant se monnayait au prix fort : 27 990 € pour la version standard et 34 690 € pour la V4 S. La version S, soit la plus vendue, dépasse ainsi largement les 30 K€ et la version standard coûte le même prix qu'une S de 2018. Finalement, est ce une inflation normale compte tenu du travail effectué ? Si l'on met de côté l'absence de progression de la puissance, qui de toute façon, ne profite à personne car personne ne sait l'exploiter. Est ce un prix cohérent pour le marché, le niveau de performances ? Voire la concurrence en place ? Ducati Panigale V4 S 2018 : 27 999 € (essai par Matthieu Cayrol dans le Journal)Ducs et Panigale V4 S 2022 : 29 890 € (essai Moto-Station par David et Alexandre)Ducs et Panigale V4 R 2019 : 39 900 € (essai par Matthieu Cayrol et Rémi Dardodes *1 656 € le kilo de Caviar Baerl jusqu'à 4 300 € le caviar Beluga. Et cela procure moins de plaisir, sur circuit. The new 2025 Ducati Panigale V4 and 2025 Ducati Panigale V4 S were revealed during World Ducati Week at Misano, sparking excitement among motorcycle enthusiasts. With prices starting at \$25,995 for the Panigale V4 and \$33,895 for the Panigale V4 S, these models introduce significant changes, particularly with the transition to a double-sided swingarm, which has received mixed reactions from critics. The updated fairing on the 2025 Panigale V4 reduces aerodynamic resistance by 4%, creating a smoother ride and offering better rider protection. The high-efficiency double-profile wings maintain downforce, while the new fairing design makes the bike more agile during quick direction changes. Improvements in the shape of the mudguard and the radiator air conveyors enhance the cooling system's effectiveness, particularly the oil cooler. Ducati has revamped the riding position to ensure maximum rider integration with the bike's aerodynamics and improve control. The redesigned seat-tank assembly provides more room for movement, facilitating better positioning. The new tank shape helps support the rider during braking and cornering, reducing fatigue. The footrests have been moved inward by 10 mm, increasing ground clearance and improving aerodynamic penetration. The 2025 Panigale V4 is equipped with a Desmosedici Stradale engine, delivering 216 hp at 13,500 rpm and a maximum torque of 12.3 kgm at 11,250 rpm. The engine features updated cams, an alternator, and oil pump from the Panigale V4 R, and a gearbox driv from the Superleggera V4. The variable length intake horns have also been enhanced. With the Ducati Performance racing exhaust by Akrapovic, the maximum power can rise to 228 hp. Weighing just 187 kg, the Panigale V4 S is 2 kg lighter than its predecessor. The new double-sided swingarm and the lightweight front frame offer better traction and rider feedback during acceleration and cornering. The third-generation electronically controlled Ohlins NFX/TX suspension provides a more precise response, enhancing both road and track performance. The 2025 Panigale V4 introduces the world's first Brembo Hydre-TR front brake calipers, which are lighter and more efficient, ensuring consistent performance. The new Race eCBS system, developed with Bosch, improves braking by activating the rear brake during cornering, allowing riders to brake later and more effectively. The new 6.9-inch dashboard with a 8:3 aspect ratio ensures maximum readability. The Track display offers real-time information like lateral acceleration, power and torque output, lean angles, throttle opening, and brake pressure. The 2025 Ducati Panigale V4 and V4 S bring significant advancements in aerodynamics, rider comfort, engine performance, and braking systems. These updates make them not only visually striking but also highly functional on both the road and the track. With these improvements, Ducati continues to push the boundaries of what is possible in motorcycle design and performance. Sportive. Les éclairs ne sont ni blancs ni jaunes ni bleus ; ils sont rouges.Ils ne dénichent pas le ciel mais le circuit.Ce grondement dans l'éther n'est pas celui de l'air qui s'entaille mais d'un gros 4-cylindres aboyant sa horde de chevaux.Ce tourment excessif et obsessionnel porte un nom : Ducati Panigale V4. Ducati présente la toute dernière version de sa sportive ; de son hypersportive. Apparue en 2018 avec fracas et sublimation, la belle a secoué toutes les conventions établies par des décennies de vain. Perpétuellement à la recherche de la performance, la moto passe un nouveau cap, où l'émotion est mise à l'épreuve pour chaque sens. La Panigale V4 en est à sa 4ème génération (et la 7ème génération de Superbike). Chacune a apporté son lot d'évolutions sans bouleversement significatif. Le ton retrouve de la hardiesse. Le nouveau toue s'est décidé à donner un nouvel habit à sa Superbike, avec ce soufflé de grâce, de rage et de feu reconnaissable au premier coup d'œil. Ducati prétend, comme toujours, que les lignes de sa dernière création sont directement inspirées de la 916. C'est vrai, les deux sont rouges, et chacune de leurs roues sont rondes....Blague à part, et hormis le fait que la marque cultive sa communication et son histoire aristocratiquement, il est difficile de remettre en question sa capacité à produire de belles motos. Et celle-ci s'ajoute sans problème à la longue liste des divines et sensuelles sportives italiennes.Le visage qu'elle arbore depuis ses débuts se transforme avec des yeux plus effilés, des lèvres exultantes mais en conservant cet instinct de menace, de provocation. Les silencieux, désormais peints, s'intègrent mieux à la silhouette tandis que les flancs de carénage sont redessinés avec bien plus de simplicité. Les échappatoires de ventilation sont taillées à grands coups de couteau, dans des lignes plus nettes, plus épurées. La jonction entre les épaules, les trous dans le garde-boue avant et le MONOBRAS ont disparu. Son postérieur, toujours affriolant, scinde le phare en deux entités. Le brétagement des échappements en triangle semble avoir été un peu plus compliqué sur ce coup là. Et puis, remarquez les branches des rétroviseurs. Elles ne prennent plus appui sur la face de la moto mais contourne les joues de la tête de fourche – histoire qu'elle ne souffre visuellement d'aucun appendice... ni d'aucun cache à poser quand on vire tout l'accastillage routier pour aller sur la piste. L'ergonomie a progressé pour permettre un meilleur déplacement du pilote sur la machine. Les rospièdes-soft sont nouveaux, ainsi que les jantes, et la commande d'accélérateur (en provenance de la V4 R). Venons-en tout de suite à ce qui va alimenter les débats, houleux et techniques. Oui, la Panigale V4 abandonne son monobras. Ce n'est pas la première fois que les SBK de Bologne font cette erreur au sublime. Les 999 / 749 nous avait fait le coup, les 899 et 959 Panigale aussi. Mais pourquoi ?Pour de l'efficacité, quitte à en décevoir certains. Mais cette fois, les bras oscillant à double branche est surprenant dans sa forme. Il est constitué de fortes sections aux évidements béants. Sa conception a permis de réduire sa rigidité latérale de 37%, de façon à améliorer la traction et les sensations. Plus long de 16 mm, il augmente l'empattement pour améliorer la traction et la stabilité. Faut qu'elle force ! Sa refonte stylistique va de pair avec une amélioration aérodynamique, permettant 4% de résistance au roulement en moins. Le refroidissement est aussi optimisé, tout comme la protection du pilote. Quant aux winglets, leur déportance est identique au modèle précédent.Et pour aller le plus vite possible du virage A au virage B, puis tous les autres, la Panigale V4 compte sur son V4 de 1103 cm3, peaufiné pour l'occasion. Ce cœur très puissant, tirant partie de sa forte cylindrée et de sa technique dérivé du MotoGP, gagne un petit demi-cheval, à un régime 50 tours plus haut soit 13 500 trs. Le bloc envole ainsi 216 chevaux ; voir même 228 bourrins et 127,8 Nm une fois installé l'échappement complet Akrapovic. Mais l'essentiel houlait n'a pas été de trouver des watts. Plutôt une amélioration générale. Afin de passer l'Euro5+, gagner un kilo sur l'ensemble du moteur, réduire son inertie – pour ce faire, arbres à cames, organes de transmission et de distribution, rotor d'alternateur et de pompe à huile, et tambour de la boîte de vitesses sont modifiés. Rappelons que ce moteur possède un vilebrequin contrarotatif, des pistons à double segment, des valeurs d'alésage identique à celle de la Desmosedici de GP, la distribution desmodromic, des cornets d'admission à longueur variable (retouché pour la version 2025), deux injecteurs par corps de papillon de 52 mm, une coupure automatique des cylindres arrière au ralenti quand ça commence à chauffer, un calage « Twin Pulse » avec allumage à 0°-90°-290°-380°, et 12,3 mg/k de couple (en légère baisse, de 0,3 mgk). Ducati a abandonné le treillis tubulaire en acier pour ses cadres de sportives depuis longtemps. Sur la Panigale V4, la structure semi-périétrique en alu « Front Frame » est modifiée pour perdre du poids (730 grammes) et de la rigidité latérale (-40%). Étrange non, cette partie-cœur qui se toré davantage, après des années et des années à rigidifier les châssis ?!Pas tant que ça. Le constructeur veut donner plus de feeling au pilote et faire davantage travailler le châssis quand les suspensions sont en contrainte. Des pneus de plus en plus efficaces et les performances de malade atteintes par les sportives actuelles obligent à revoir certaines approches techniques. Ses suspensions évoluent peu, Ducat' renouvelle sa confiance en la fourche inversée Showa BPF de 43 mm à 800 pistons tout comme dans l'amortisseur Sachs, tous les deux réglables dans tous les sens. Un amortisseur de direction (Sachs aussi) est aussi reconstruit. Seule évolution, une augmentation du débattement de 5 mm pour l'avant. Comme d'hab, Ducati réserve du mot matos à la version S, avec des éléments Ohlins plurielles. Les sportives de Bologne sont souvent les premières motos du marché à inaugurer les dernières nouveautés en matière de freinage. La nouvelle Panigale V4 respecte cette tradition. Elle étrenne les nouveaux étriers Brembo Hydreur. Ils sont plus légers et refroidissent mieux que les très performants Stylo. Ces mâchoires en aluminium-silicium à 4 pistons mordent d'énormes disques de 330 mm. Freinage démentiel garanti. Le frein arrière gagne 80 gr, avec son disque de diamètre 245 mm plus fin de 0,5 mm d'épaisseur. Ce n'est pas tout. La déscléation est aussi améliorée avec une nouvelle tarine électronique, le Race eCBS. Un couplage automatique et modulable de l'étrier arrière avec l'avant. Quand le pilote freine avec le levier, le système envoie de la sauce aussi à l'arrière mais tempérée la force en fonction de l'angle (fonction Cornering) et de la charge. Il peut même garder un peu de frein arrière après le relâchement du frein avant pour resserrer la trajectoire (niveau 1, stratégie Track Plus). La firme profite de l'évolution technologique pour installer son nouveau Ducati Vehicle Observer (DVO) – un algorithme simulant 70 capteurs pour prendre en compte 70 qualités physiques pour ajuster encore plus finement les commandes de traction et de wheeling. Désormais, la Panigale V4 est dotée : du contrôle de traction DTC DVO/ du contrôle de wheeling DWG DVO/ du contrôle de glisse DSC- de l'assitant au départ arrêté DPL DVO/ du shifter UpDown DOS 2.0 de la commande du frein moteur EBC Evo 2/ de l'ABS cornering Race eCBS- de 4 niveaux de puissance- de 5 Modèles de traction Et d'un tout nouvel écran, bien plus large que le précédent. Son format allongé 8 :3 se loge dans 6,9 pouces de diagonale, avec une résolution de 1280 x 480. Plus de place pour afficher un tas d'infos ; dont les assistances en plus, une place prépondérante pour le rapport énergie et de l'espace pour les chronos. Le pilote peut choisir un interface Route ou Piste suivant son envie d'utilisation. La nouvelle 1100 Panigale V4 fait partie de ces motos vous mettant les sens en ébullition à chaque instant passé avec elle. Le désir en la regardant, le cœur qui se soulève à chaque accélération, l'adrénaline qui pulse dans le point de corde, la force qui s'extirpe du corps lors des freinages, et la bouche qui éclate quand le tarif tombe sur la table. En 8 ans, son prix a augmenté de 24% tandis qu'elle gagnait en « facilité » de pilotage et en aérodynamisme, gagnait quelques secondes au passage. Mais la Panigale n'offre pas tout autant des pièces en carbone, un beau té de fourche aujourd' ou des pièces raffinées que l'on peut trouver chez la concurrence. Pour autant et plus que jamais, la Panigale V4 se veut la plus fantasmagorique des sportives du marché. Raisonnable ? Surement pas. Et c'est ce que le public demande. Les différents Modèles de pilotage de la Ducati 1100 Panigale V4 :5 - Race ; A - Le mode de pilotage. Race A offre au pilote toute la puissance du moteur (216 ch) avec une réponse directe du système Ride by Wire à l'ouverture de l'accélérateur (mode High Power). Le mode Race A propose par défaut un réglage électronique intrusif, conçu pour la conduite sur circuit, avec la Panigale Race eCBS au niveau 1. « Race : B » - Le mode de pilotage. Race B conserve toute la puissance du moteur avec le mode High Power. Le réglage par défaut de l'électronique reste peu intrusif et conçu pour la conduite sur circuit, mais avec un étalonnage DSC moins libre (2 au lieu de 1) et avec le Race eCBS au niveau 3. « Sport » - Le mode de pilotage. « Sport » est associé par défaut au mode de puissance moyenne (puissance maximale de 216 ch et réponse plus progressive du système Ride by Wire). Les commandes électroniques sont réglées de manière à soutenir le conducteur lors d'une conduite sportive sur route. « Road » - Le mode de pilotage. « Road » est recommandé pour la conduite sur route, en particulier lorsque les conditions de revêtement ne sont pas optimales. La RM offre au pilote une puissance de 216 ch avec une réponse progressive à l'ouverture de l'accélérateur (Medium Power Mode). « Wet » - Le mode de pilotage. « Wet » est conçu pour la conduite sur des surfaces à faible adhérence ou sur des surfaces mouillées. Le RM limite la puissance maximale à 160 ch avec une réponse particulièrement douce de l'accélérateur (Low Power Mode). M.B - Photos constructeur Rappel constructeur dans les pays suivants : Allemagne, Irlande. Le tuyau de frein arrière, entre l'unité de contrôle ABS (système de freinage antiblocage) et l'étrier de frein arrière, peut être endommagé par la chaleur. Cela peut entraîner une perte soudaine de la puissance de freinage de la roue arrière, ce qui augmente le risque d'accident et de blessures.Dates de production entre le 01 juin 2024 et le 10 janvier 2025. Information source du rappel Contrôler la 1100 Panigale V4 face à ses concurrentes Ducati 1100 Panigale V4 2025 : 27990 € Kawasaki Ninja 1000 ZX-10R 2025 : 21099 € Yamaha 1000 R1 Race 2025 : 20799 € Honda CBR 1000 RR-R Fireblade 2025 : 22749 € Ducati 1100 Panigale V4 2025 : 6,50/100km Kawasaki Ninja 1000 ZX-10R 2025 : 6,10/00km Yamaha 1000 R1 Race 2025 Non communiqué Honda CBR 1000 RR-R Fireblade 2025 : 6,70/100km Ducati 1100 Panigale V4 2025 : 362 km Kawasaki Ninja 1000 ZX-10R 2025 : 283 km Yamaha 1000 R1 Race 2025 Non communiqué Honda CBR 1000 RR-R Fireblade 2025 : 246 km Ducati 1100 Panigale V4 2025 : 12,3 mgk Kawasaki Ninja 1000 ZX-10R 2025 : 11,7 mgk Yamaha 1000 R1 Race 2025 : 11,6 mgk Honda CBR 1000 RR-R Fireblade 2025 : 11,5 mgk Ducati 1100 Panigale V4 2025 : 216 ch Kawasaki Ninja 1000 ZX-10R 2025 : 203 ch Yamaha 1000 R1 Race 2025 : 200 ch Honda CBR 1000 RR-R Fireblade 2025 : 217,60 ch Ducati 1100 Panigale V4 2025 : 0,82 kg/ch * Kawasaki Ninja 1000 ZX-10R 2025 : 0,94 kg/ch * Yamaha 1000 R1 Race 2025 : 0,92 kg/ch * Honda CBR 1000 RR-R Fireblade 2025 : 0,85 kg/ch * Ducati 1100 Panigale V4 2025 : 14,32 kg/mkg * Kawasaki Ninja 1000 ZX-10R 2025 : 16,34 kg/mkg * Yamaha 1000 R1 Race 2025 : 15,79 kg/mkg * Honda CBR 1000 RR-R Fireblade 2025 : 16,13 kg/mkg * Ducati 1100 Panigale V4 2025 : environ 300 km/h Kawasaki Ninja 1000 ZX-10R 2025 : environ 300 km/h Yamaha 1000 R1 Race 2025 : environ 300 km/h Honda CBR 1000 RR-R Fireblade 2025 : environ 300 km/h Ducati 1100 Panigale V4 2025 : 151 g/km Kawasaki Ninja 1000 ZX-10R 2025 : 140 g/km Yamaha 1000 R1 Race 2025 Non communiqué Honda CBR 1000 RR-R Fireblade 2025 : 155 g/km Kawasaki designed for performance Ducati Panigale V4 at Clark International Speedway during California Superbike School Philippines Track Day held on April 13th 2025 The groundbreaking inline four of the Honda CB750. A sports motorcycle, sports bike, or sport bike is a motorcycle designed and optimized for speed, acceleration, braking, and cornering on asphalt concrete race tracks and roads. They are mainly designed for performance at the expense of comfort, fuel economy, safety, noise reduction and storage in comparison with other motorcycles.[1] Sport bikes can be and are typically equipped with fairings and a windscreen to deflect wind from the rider to improve aerodynamics. Soichiro Honda wrote in the owner's manual of the 1959 Honda CB92 Benly Super Sport that "Primarily, essentials of the motorcycle consists in the speed and the thrill," while Cycle World's Kevin Cameron says that "A sportbike is a motorcycle whose engine consists mainly from its ability to perform on all types of paved highway - its cornering ability, its handling, its thrilling acceleration and braking power, even (dare I say) it's speed.[12] Motorcycles are versatile and may be put to many uses as the rider sees fit.[13] In the past there were few if any specialized types of motorcycles, but the number of types and sub-types has proliferated, particularly in the period since the 1950s.[4] The introduction of the Honda CB750 in 1969 marked a dramatic increase in the power and speed of practical and affordable sport bikes available to the general public.[5] This was followed in the 1970s by improvements in suspension and braking commensurate with the power of the large inline fours that had begun to dominate the sport bike world. In the 1980s sport bikes again took a leap ahead, becoming almost indistinguishable from racing motorcycles.[6] Since the 1990s sport bikes have become more diverse, adding new variations like the naked bike and streetfighter to the more familiar road racing style of sport bike.[4][7][8] Dual front disc brakes with four piston radial calipers on a Yamaha YZF-R6. Aftermarket upgrades using carbon fiber or other exotic materials are used on sport bikes to enhance the power-to-weight ratio and handling. With the emphasis of a sport bike being on speed, acceleration, braking, and maneuverability, there are certain design elements that most motorcycles of this type will share. Rider ergonomics favor function. This generally means higher foot pegs that move the legs closer to the body and more of a reach to a lower set of hand controls, such as clip on handlebars, which positions the body and weight forward and over the tank.[3][9] Sport bikes have comparatively high-performance engines resting inside a lightweight frame.[9] High tech and expensive materials are often used on sport bikes to reduce weight.[9] Braking systems combine higher performance brake pads and disc brakes with multi-piston calipers that clamp onto oversized vented rotors. Suspension systems are advanced in terms of adjustments and materials for increased stability and durability. Front and rear tires are larger and wider than tires found on other types of motorcycles to allow higher cornering speeds and greater lean angles. Fairings may or may not be used on a sport bike; when used, fairings are shaped to reduce aerodynamic drag as much as possible and provide wind protection for the rider, the combination of rider position, location of the engine and other heavy components, and the motorcycle's geometry help maintain structural integrity and chassis rigidity, and determine how it will behave under acceleration, braking, and cornering. Correct front-to-rear weight distribution is of particular importance to the handling of sport bikes, and the changing position of the rider's body dynamically changes the handling of the motorcycle.[10] Because of the complexity of modeling all the possible movements of different sized riders, to approach perfect tuning of a motorcycle's weight distribution and suspension is often only possible by having a bike customized or at least adjusted to fit a specific rider.[10] Generally, road racing style sport bikes have shorter wheelbases than those intended for more comfortable touring, and the current trend in sport bike design is towards shorter wheelbases, giving quicker turning at the expense of a greater tendency for unintentional wheelies and stoppies under hard acceleration and braking, respectively.[10][11][self-published source?][12] Some motorcycles have anti-wheelie systems, with various designs including computerized traction and suspension settings controls or mechanical suspension features, which are intended to reduce the lift and loss of traction of the front wheel under acceleration.[13] There is no universal authority defining the terminology of sport bikes or any other motorcycle classes. Legal definitions are limited by local jurisdiction, and race sanctioning bodies like the American Motorcyclist Association (AMA) and the Fédération Internationale de Motocyclisme (FIM) set rules that only apply to those who choose to participate in their competitions. Nonetheless, by present day standards in Europe, North America and the rest of the developed world, sport bikes are usually divided into three, four, or five rough categories, reflecting vaguely similar engine displacement, horsepower, price and intended use, with a good measure of subjective opinion and simplification. Marketing messages about a model from the manufacturer can diverge from the consensus of the motocycling media and the general public, but not always in production models. The original super bike, the Honda CB750, appeared in 1969, it was called a "big four" [4] while today an inline four of 736.5 cc (44.94 cu in) would be classed in the middle range. Besides having product lines that span from entry level through high end sport bikes, many manufacturers add depth[29] to that line by having pairs, or several pairs, of similar sport bikes aimed at riders of different levels. These are designed to appeal to riders seeking more or less extreme performance features. The more expensive model will be in the vein of a race replica, offering the latest technology updated with frequent design revisions, while the lower cost model typically relies on older technology, can have a more relaxed riding position, and is generally more practical for non-road racing tasks such as urban commuting and carrying passengers or baggage, and offering lower fuel, insurance and maintenance costs. Examples of these paired models are Buell's Firebolt and Lightning, Ducati's 916/748 through 1198/848 paired series, Honda's CB600RR and F4i middleweights[4] and RC51 and CBR1000RR-liter-class, several different concurrent models in Kawasaki's Ninja line, and Yamaha's R6 and 600R.[3] A BMW R1100RS sport-touring motorcycle. Sport touring motorcycles share many features of sport bikes, but they are generally considered a class all their own. These are mid- to large-sized motorcycles that offer more carrying capacity, more relaxed ergonomics, and more versatility than specialized sport bikes, while being lighter and more agile than touring motorcycles.[30] The Yamaha V-Max power cruiser. Some sport bikes are marketed as race replicas, implying that the model sold to the public is identical to the one used in racing, or at least is closer to the racing version than non-replica models. Suffixes R or RR applied to model codes can be interpreted as standing for replica or race replica. Race replica was used in the late 1970s UK where 250 cc model customized with full bodykits providing race-styling in factory team colors themed to the top-level of sponsored riders of the time were available marketed towards "learner" riders who had not passed a driving test to model codes. The Oxford English Dictionary Online (2nd ed., 1992) described their 1983 RD350 YPVS launched at the Cologne motorcycle show as the nearest thing to a road-going racer ever produced.[31] The term race replica was then used to distinguish the period of sport bike production from Japan and Europe since the mid-1980s having two meanings: a race-styled bodywork, representing an evolution from the substitute period that began in 1969.[35] The sport bike, or race replica, era began with the 1983 Suzuki RG250 Gamma, the 1984 Suzuki GSXR750F and the 1985 Suzuki GSXR750, and had full fairings.[36][37] Sport bikes with small or no fairings have proliferated since the mid-1990s. These are called naked bikes or streetfighters.[7][38] and they retain many of the performance features of other sport bikes, but are bred, or race replica, era began with the 1983 Suzuki RG250 Gamma, the 1984 Suzuki GSXR750F, and the 1985 Suzuki GSXR750, and had full fairings.[36][37] Sport bikes with small or no fairings have proliferated since the mid-1990s. These are called naked bikes or streetfighters.[7][38] and the sometimes more tame naked bike, which in some cases is a synonym for a standard motorcycle.[8] Others define naked bikes as equal in power and performance to sport bikes, merely absent the bodywork.[39] The same period that saw the naked and streetfighter variants of the sport bike theme also had a resurgence of the versatile standard in response to demand for a return of the Universal Japanese Motorcycle.[4][9] Supermoto-style street bikes, constructed with a completely different set of priorities than a road racing style sport bike, have also entered the mainstream, offering another option for riders seeking a spirited riding experience. The nickname muscle bike has been applied to sport bikes that give engine output a disproportionate priority over braking, handling or aerodynamics, harking back to the Japanese superbikes of the 1970s.[9][40][41] A similar sensibility drives the so-called power cruiser motorcycles, based on cruiser class machines but with horsepower numbers in league with superbikes.[42] Sport moped Outline of motorcycles and motocycling : Hough, David L. (2003). More Proficient Motocycling: The Ultimate Guide to Riding Well (2nd ed.). USA: Bowtie Press, p. 253. ISBN 1-931993-03-3, sportbike, a motorcycle designed for aggressive performance, especially cornering "sport bike n.". 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