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Best of the Best: Cruisers

Honda Runs

Tradition takes a backseat on this retro cruiser.

Honda, from its four-wheel Civic to its two-wheel 919, has always stood for economy, reliability, and value. Yet the Asian Japanese manufacturer produced the Runa, an outrageous cruiser, as opposed to an economical one. Introduced in 1998, the Runa was a major aberration among the rest of Honda's lineup. All out of step as it is with Honda's time-honored philosophies, the Runa, a cruiser with a 1,832cc liquid-cooled, 52-degree, V-twin engine that turns four full-sized cranks, nonetheless has distinguished itself in the cruiser class. However, before it could create the Runa, Honda had to overhaul the culture of its company.

Perhaps the most significant development associated with the Runa's birth was Honda's integration of the custom-bike craze, the pre-US conditions of Hustlers and Super Adam have rarely been more popular. In 2000, Honda isolated three surveys' ideas—designated 70, 71, 72, and 73—which the company painted yellow and displayed as a Cycle World cover bike to test Wheel. Cast. The response was overwhelmingly positive. 73, a retro bike with full frames and the look of a hot rod, was the star of the show. "This is a review that Honda's cruiser concept, was Tony Simonetti, senior designer at Honda. "It's not a typical image, then promoted it into the future and inserted those ideas into a new and of cruiser. Honda already can't be produced except by using the most sophisticated processes and the most exotic materials.

Designs by the 72's speedy, retro-look, U.S.-styled cruiser seemed, enthusiasm to take part in a focus group. The researchers discussed the three concepts in great detail and came to the conclusion that the 73—if Honda would only change a single thing in the bike—was the design they wanted the motorcycle maker to build as a production model.

American Honda executives then had to convince the Honda's Japan to sign off on the project. This home office was skeptical, especially because it would cost Honda a significant amount to build each motorcycle. After many meetings, the 72 received a green light, but not before the entire production process had been changed. Usually, Honda's engineers build the machinery and then allow the company's designers to sculpt the body. But with the Runa, the engineers were submitting by the designers' shapes. "I thought it would be impossible to make someone the product without changing the styling shape," says Masanori Aoki, the Runa's project leader. "It was just not a Design. And yes, as an engineer I thought the process was extremely backward. We had never seen anything like this before."

The challenge proved an overreach. Aoki's team created 11 new production methods, including innovations such as a new muffler and a simple handlebar to retain the designers' vision. The result is a 736-pound, $24,499 motorcycle that is powered by a 1,832 cc engine and puts like a locomotive at low revolutions results in weight. "The Runa expands our capability to set another direction, blurring the line between cruisers and sports and pushing our production capabilities to new levels," says Ray Blunt, Honda's vice president of motorcycles. "In the end, that's what makes the Runa unique because it stopped design and styling."

(Only approximately 3,500 of these bikes were ever produced.)


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