

Kaneda's Bike

By arvo

Sometimes half a second is enough.

A brief glimpse.

A flicker of the eye like a reflex camera captures the snapshot and lets it travel down the nerve to connect, directly with a memory... with "its" memory.

A puzzle to which a piece is added giving rise to new ideas, to new puzzles. A chain reaction, a loop; and in the centre, us. Kaneda's bike is a construction that is repeated over and again in our heads. A new solution, an untried technique, a shadow, or simply too much observation lead to a constant questioning, to resolve again... to take the step to the net stage, relaxation, forgetfulness.

At this stage we are at a loss to tell whether or not we enjoy the process that is reactivated every so often. What we can confirm is that it is quite uncomfortable that it happens unexpectedly, unwillingly, completely beyond our control, without being able to predict when, how and where to stop...

... but above all it is exhausting. Although thanks to that very experience that tires us out we are able to identify the end without any doubt. So this motorbike, with its fuel tank almost empty and with more mileage its tyres can handle needs a stop, putting it on its stand and letting it rest.

BIKE V4.0

This new (and definitive) model is the fourth since we recovered our old and (more or less) dusty pieces in 2002, although it is a clear and direct revision of the construction we published in 2007, which awakened us from a certain "constructive lethargy", showing us endless possibilities and defining our style from that moment on.

There are several details that have led to this revision, but the main defect we could attribute to the 2007 version was a certain lack of character. It is a stylised model that is not very aggressive, homogeneous, without excesses, but it works as a whole. It is difficult to pinpoint the defects under those circumstances, and only time (and a certain predisposition) can end up bringing them out.

We had part of the equation. But it is one thing to be conscious that something is missing and another to find exactly what it is. The real difficulty lay in identifying the problem and to a lesser degree in finding the solution.

It must have been while seeing one of those commercial models that we suddenly saw the light. The problem and the solution went hand in hand, crystal clear, obvious and unmissable and it wasn't any detailing or add-on; it was simpler than that... it was "the disproportion"!

This disproportion between the tyres we one day discovered (or overlooked, blinded by the emotion of finding a large diameter wheel and its perfect complement, the x-pod) is, from our point of view the basis that holds together the entire design. Something similar happened while building the Ford

GT40 MKII; without that disproportion all you have is a sports car, nothing more, and until we saw it in excess we didn't comprehend the bike is exactly that: an excess.

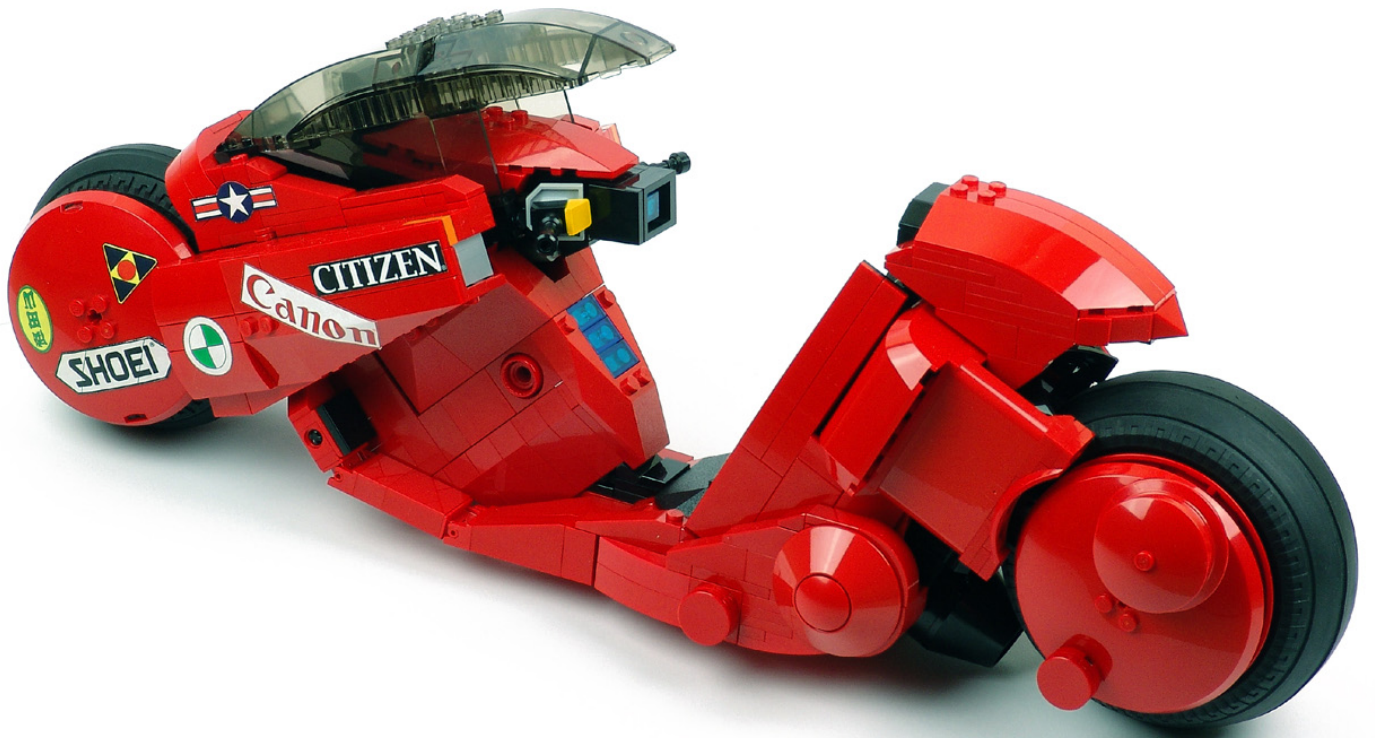
Even so we have been somewhat restrained in this version and although we tended to deliberately exaggerate we have kept it to a vitamin cure, especially in those areas where it really needed it, leaving the essence of the styling model unaltered.

Having arrived at this point, it would be completely unforgivable on our side not to dedicate a few lines to its creator; Katsuhiro Otomo (author, among many other things, of the manga known by many, AKIRA), who gave it to us a comic over 30 years ago, with timeless characters and designs that are a part of our own history. Our gratitude is infinite and each and every attempt we have made to build this a model that lives up to the original design, becoming more and more demanding and taking care of every minute detail, reflects this.

Especially on this occasion, on which the design process has been described in a book that, to us, embodies a completely new and different way of living out this hobby, that amplifies, intensifies and completes the experience.

In any case, the objective of this article is to concentrate on the construction and its process, describing some of the details that due to lack of space have been left out of the book.

Let's get started.



FIND THE 8 DIFFERENCES

We wanted to be sure!

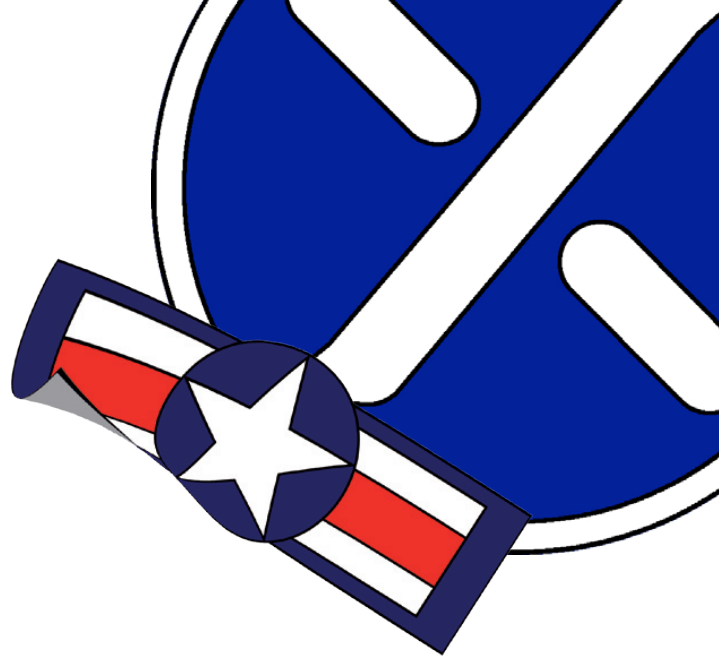
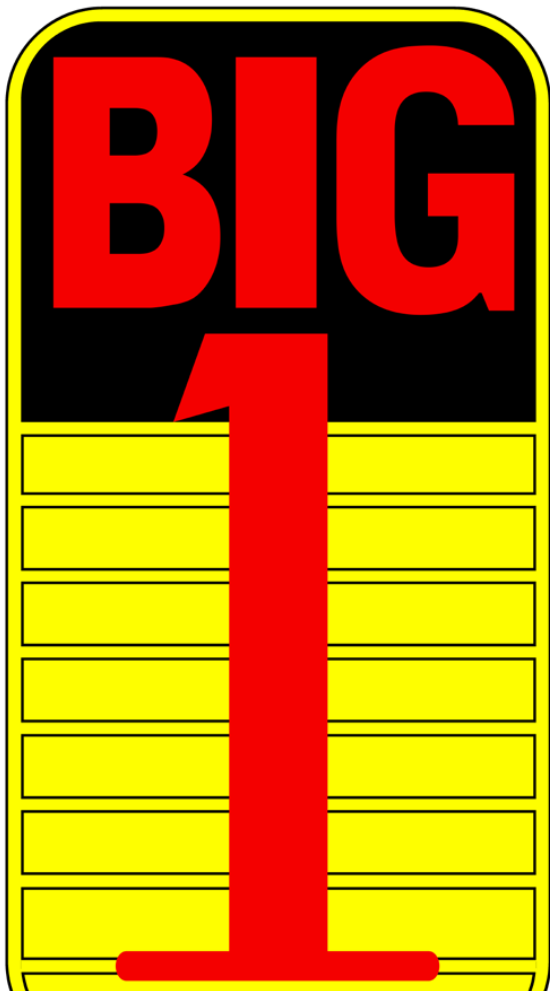
It was the closest thing to inviting your misses for dinner and leaving your wallet at home. Failure is not an option!... or maybe the only one... but there is no middle ground.

Diameters, angles, heights, distances... any parameter that defined it geometry had to be studied and analysed using all means at our disposal and going further than the typical references you can find on the Internet. We got several books with illustrations that allowed us to examine the design in detail, with more definition and, to loop the loop, we even bought a 3D 1:12 scale model to be able to look at it from every possible angle, studying every corner. Seeing as we had never seen it before.

Its a mystery we haven't come to abhor red!!!

With this disposition we started our new adventure, giving it all and as always without any guarantee of success, quarrelling and with a dry mouth from eating cheetos!

The time needed to carry out this project was extended due to different reasons and it took us 3 years to complete it. The first of these was devoted exclusively to redesigning the model with a self-imposed restriction that marked a big difference with any earlier project. The model had to live up to our expectations and IN ADDITION, the result would be published as instructions that were clear and legible for anyone who is even remotely familiar with this toy. An additional difficulty that multiplied the work by several factors and that forced us to build without letting go of the mouse of the computer, especially during the last months due to several modifications and rectifications.



What follows is an enumeration of the main modifications compared to the 2007 model:

1- **Rear Wheel:** The first in the list as it is the main change that has been introduced and represent the very purpose of the revision: giving more importance to the rear of the bike, looking for the disproportion we mentioned earlier. The diameter is increased, but above all the width. In addition, certain details have been added, like the "cylinders" that are so characteristic of the rear rim.

2- **Rear Arm:** Both sides of the bike are different, just like the original model. The effect of a single lateral rocker has been maximized.

3- **Seat:** This has been given more presence and depth.

4- **Profile:** We put the accent on the break that occurs at medium level, making the union between seat and fuel tank as thin as possible.

5- **Tank:** Trying to obtain a geometry that evokes the original design as faithfully as possible. We are especially fascinated by this part. It is in this part of the bike where the time it was created in is most obvious, years dominated by SIMMONS© and the glitter in the eye shadow are perfectly reflected in the polygonal reminiscences that are seen in the fuel tank.

6- **Handlebar (x2):** There are new details. Two versions.

7- **Front wing and fork:** Volume is added and some extra details are introduced, like the signal lights and the mirrors. Two versions.

Up to now we haven't mentioned a "small" detail. This revision goes beyond a simple "modification", as we have built the model in its two versions; with and without fairings, the latter showing all the mechanics of the front.

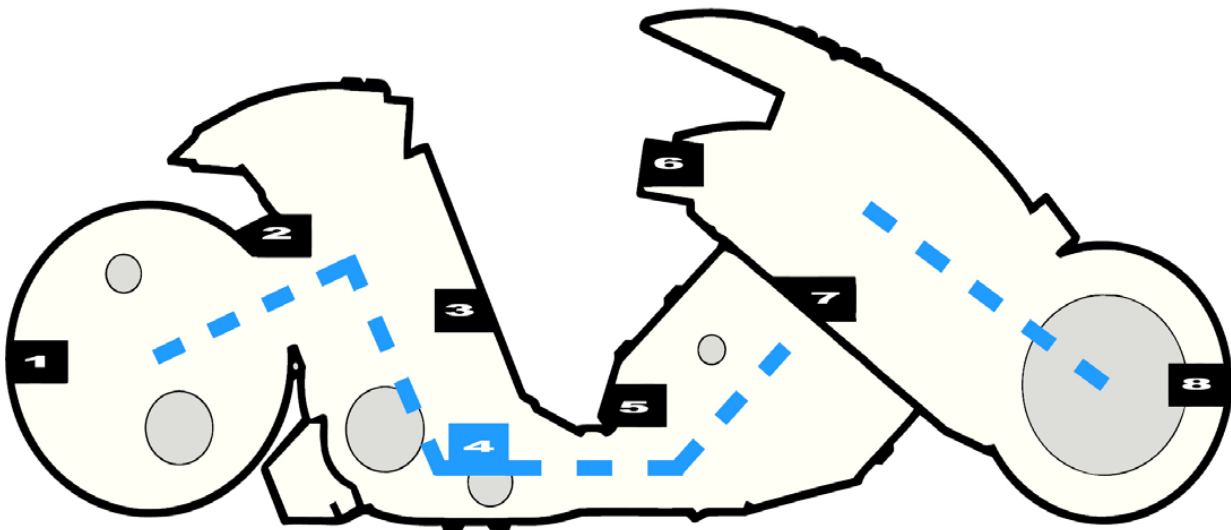
This "naked" version responds to the rediscovery of this variation, unknown to the great majority, but with its very own personality and well worth being reproduced.

8- **Front Wheel:** Following the look that was introduced with the rear wheel and with the necessary size to enhance the image we were looking for.

We would like to point out that this list of changes that has been described from rear to front, just as we tackled it during construction. In the instructions however, the order is different in order to follow a logical step by step sequence.

The bike shows a profile that is out of the ordinary with some critical points that made designing it a real challenge, especially when you try to get a strong a stable model. This objective should be clear from start to finish. It is a great advantage if you can handle a model at every construction stage without fear that it will come apart.

It makes the whole process easier and faster.



With this in mind, a DENSE structure was designed, that adapts to the special geometry of the design and facilitates in the smallest space possible the different encounters that follow. This set of parts constitutes the nucleus of the model. It is where everything starts, so it needs to be especially strong, with reinforcements in the main directions that ensure the integrity of the model at all times. The use of plates (some no longer in production) as a substitute for simple bricks gives it more fibre, resulting in a better behaviour of the core when faced with forces that originate in its own weight or the manipulation of the model.

The use of brackets has been fundamental. It is definitely the star item of this model, and with the arrival of the new versions it is possible to solve situations in very little space a very few "resources" that were impossible until now. For us they are, without a doubt, the most useful piece in the entire catalogue. It fulfils a function that goes beyond providing studs on the orthogonal sides, It has allowed us to "tie" groups of pieces together with minimal effort and maximum sturdiness. These pieces allow for simple solutions and when you are seriously limited in the available space they achieve primary importance.

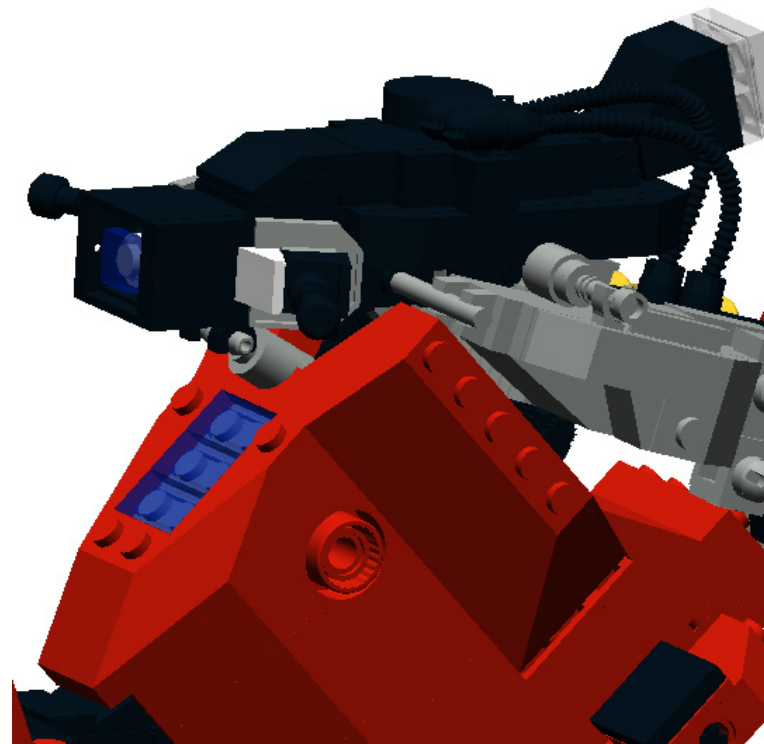
We have made a great effort to use a reasonable number of pieces and to use simple techniques (thanks to the brackets). Except in some very specific points of the construction where very specific parts are required to get the desired result, the remaining parts are absolutely common and we are happy to have achieved our goal.

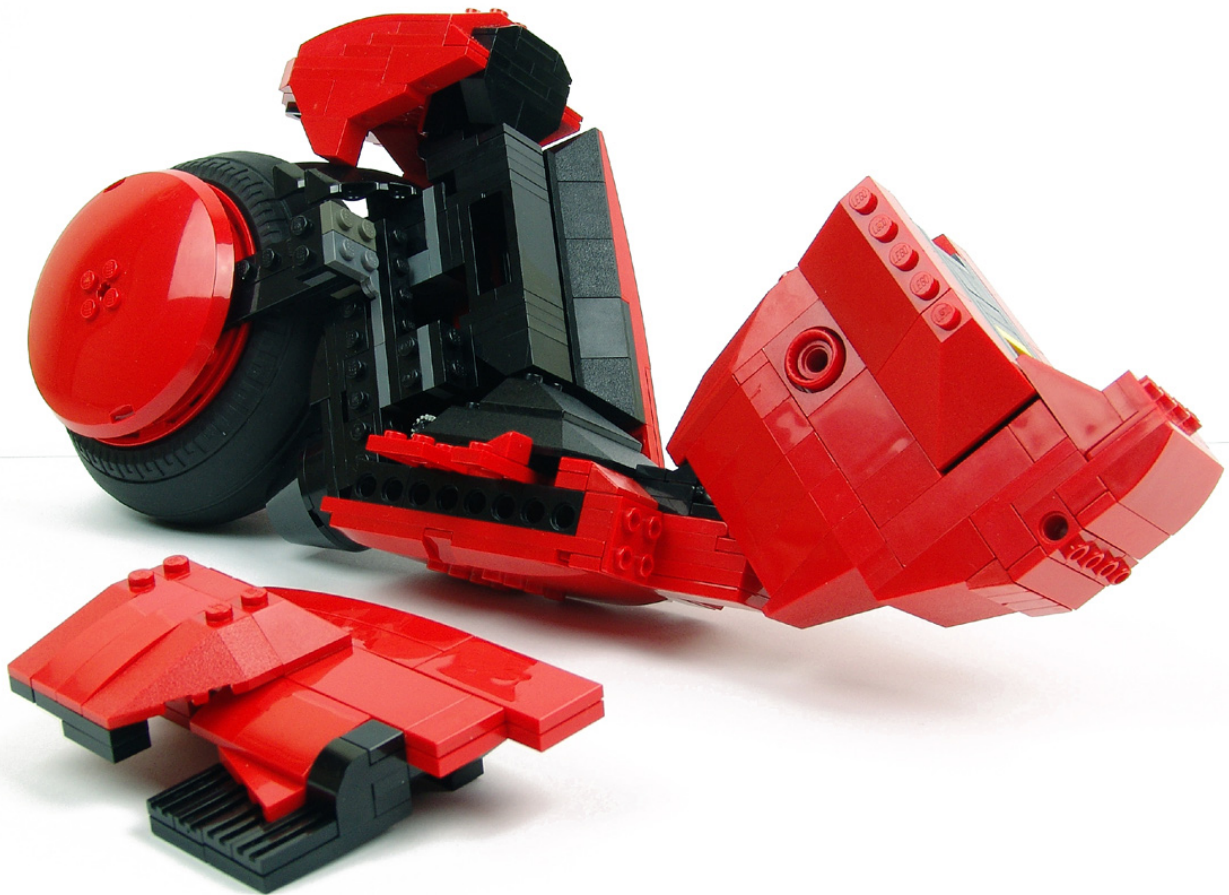
One example that illustrates this "philosophy" is the design of the seat. It is quite different from the original, but its simple and clean design more than justify this choice.

It is made up of 5 parts: the base, back, side (x2) and front. Each of them are perfectly integrated in their corresponding "section".

Once you build the structure that is the core of the build, the model is completed adding 4 parts, built independently, but that integrate as if they were accessories (like an armour). To this end the structure was conveniently prepared to receive each of the 4 parts: side (x2), back and front

We very much like the way the different parts meet, without actually touching and leaving a minimal breathing space that





adds definition to its general appearance. On the other hand they were perfect checkpoints that would have revealed any anomaly in the construction by appearing to be asymmetric, overlapping or touching in anyway.

To be honest we have to say these are the kind of details you “stumble upon”, although we like to think they are the result of an organised build.

BINGO!

To us, the great “bingo-slash-lucky-slash-jackpot” moment was not the seat however, nor the wheels; not even the clean way the fuel deposit fitted the construction... no! It's in the wind shield.

It is very typical in us to postpone the biggest and most complicated tasks to the last moment. We redid the model without even glimpsing this part of it, knowing that the real technical difficulty of the model lay in the reproduction of the wind shield. It is enormous, with its own personality.

That being so, common sense dictates we should have designed the front depending on that shield..., but...
... why do it like that if you can do it completely backwards!? Complicating your life to toxic levels and turning something fun into an experience you want to get away from at all cost!? Welcome to our world. Evoking it was hard, fitting it in even more so.

Trial and error, trial and error ... 100 times, until you give up and one day, you see it!

Now we remember that kind of uncertainty with a certain “warmth”, but we guarantee that we lived through it in quite a different way. It was liberating to finish the build. And refreshing, as it allowed us to face the second part of the project: one that we felt a special need to broach. A book that described the construction process of the model that has been the perfect excuse to renew our “vows”. A change in register, wise or not, but absolutely necessary and very, very healthy.

CANDIES

That is how we perceive some of the details we have included in the model. Parts that appear to have been specifically designed to fulfil a role in our build.

Parts that add a special extra, that improve the model, that make it more sophisticated and that, definitely, can make the difference.

We will finish this article with some of those “candies”.

Basically there are three:

1- **Radar 5x5**. These have become essential thanks to their characteristic “base-cone” shape and that sets them apart from other radar parts. We chose to use them in red even though the “real” model has grey (or rather metallic) ones. A



little licence we've allowed ourselves as a tribute to our 2007 model.

On this occasion they have been so thankful as to allow the addition of a "plate round 2x2 inverted... a beautiful piece, no doubt the result of a fling between M&Ms and plates round :D:D

2- **Hose, flexible.** These evoke the cabling on the bike really well. The effect is subtle, but adding pieces of a different material adds credibility to the build. It gives a sensation of special care with details that we love to show in our builds.

3- **Skateboard wheels.** Like hand grips on the handle bars They are perfect. They have the ideal length and diameter, completely proportional. In addition, they have a kind of grooves that add shadows and lines that make the effect even stronger.

Despite these details, the loving care that we put into each piece and the dedication in each and every solution... despite all of that the model will suffer the passing of time, as it happened to its predecessor and everything else really, but this time there is a big difference...

... we promise not to look this time! ;);)
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