

"UNDERCOVER:" FROM KENNEDY'S CUSTOM CYCLE!

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HOT BIKE

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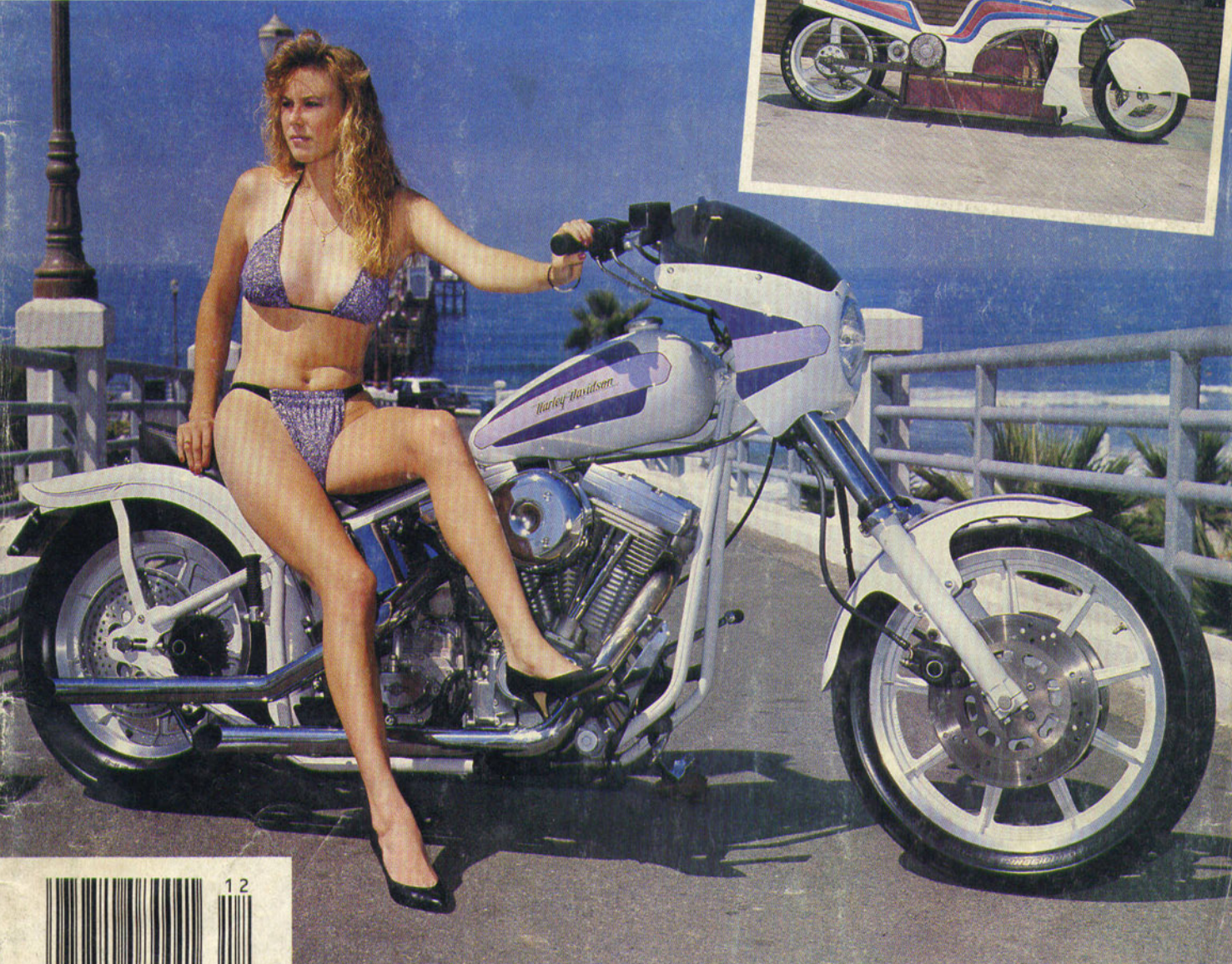
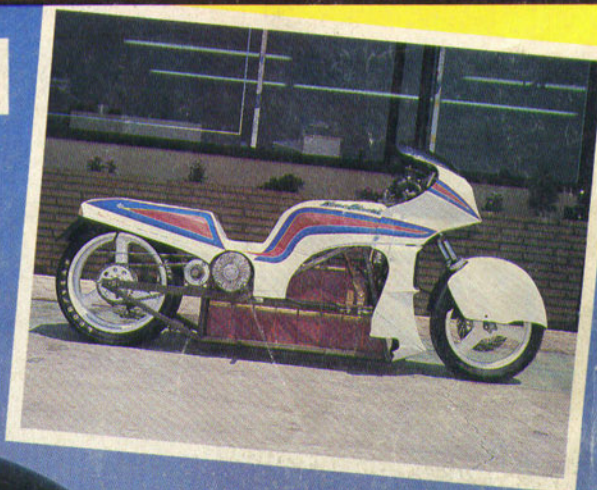


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THE MAGAZINE FOR AMERICAN RIDERS

KAWASHOCKI 11.5 E.T. ON BATTERIES

INSIDE THE THRASHER/KREH FUELER



TECHNICAL: THE "FISH" CARBURETOR

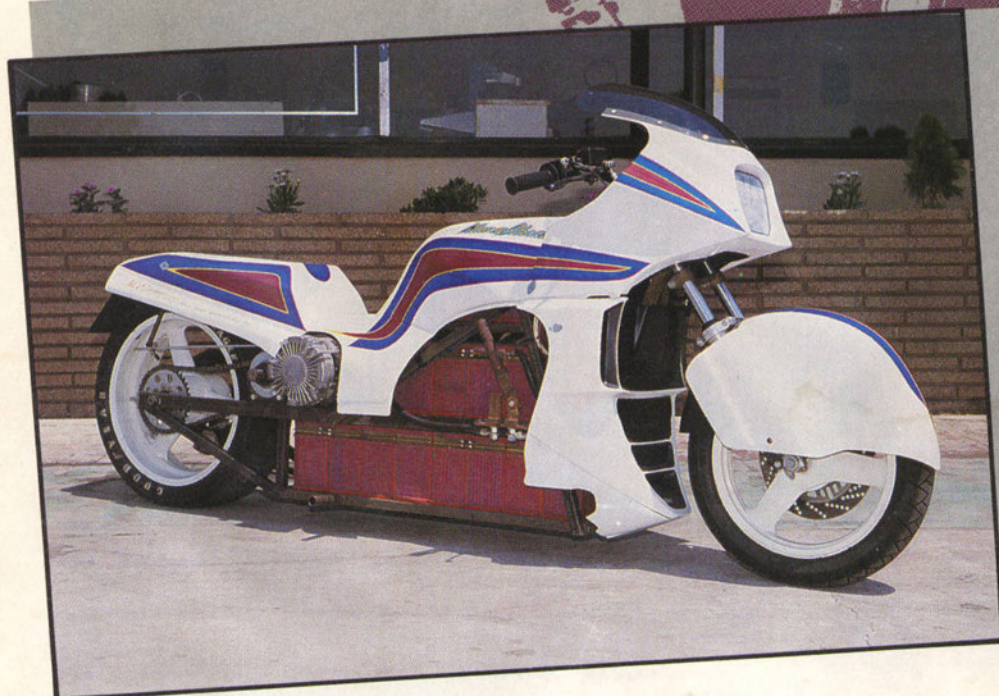
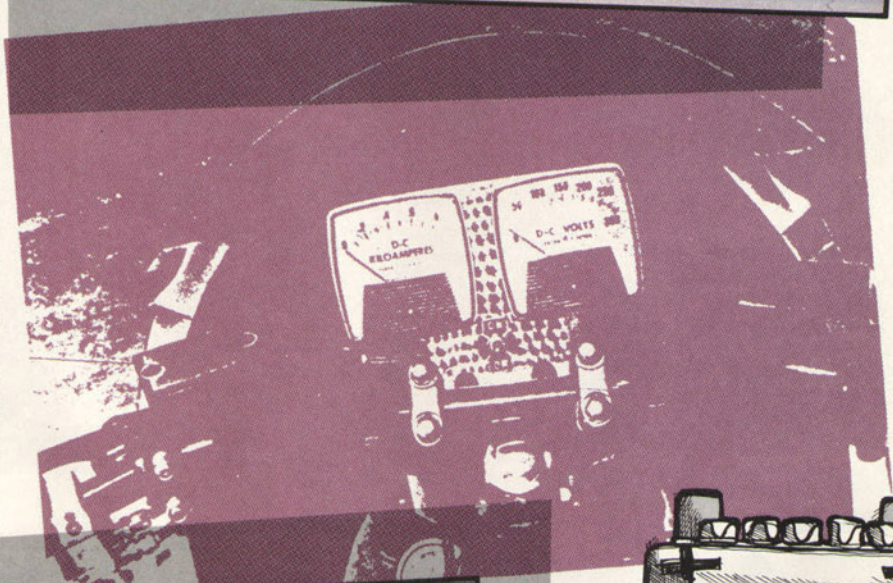
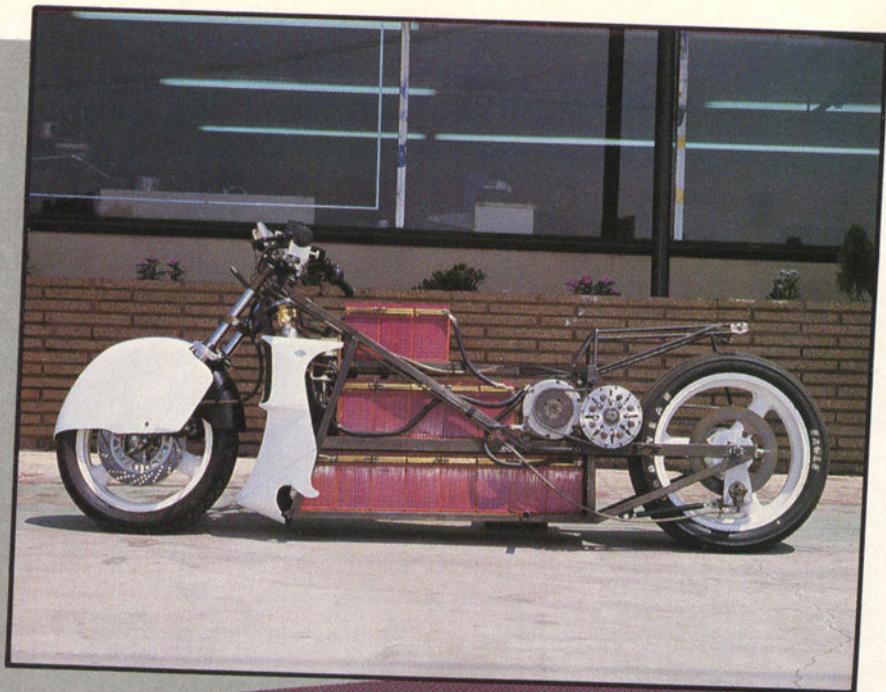


One-a-these-days Alice, POW, right-in-the-kisser, threatened Ralph Cramden. Well one of these days we won't have gasoline and the automobile and motor-vehicle traffic as we know it

will cease to be. By that time we will have moved on to sophisticated electrical vehicles of convenience and range comparable to today's petroleum dependent transportation. One of the reasons we will have that sophistication is people like Ed and Randy Rannberg.

Ed and Randy have constructed the electric Dragbike "Kawashocki." No dunderhead not Kawasaki, "Kawashocki." This motorcycle is all electric, and has turn an astounding 11.54 E.T. at 109 mph. Sound unbelievable? Ten years ago this would have been impossible. Racing and other forms of competition have always lead to new and enlightening developments in propulsion, as well as provide spectators with more than action packed, sit on the edge of your seat entertainment.

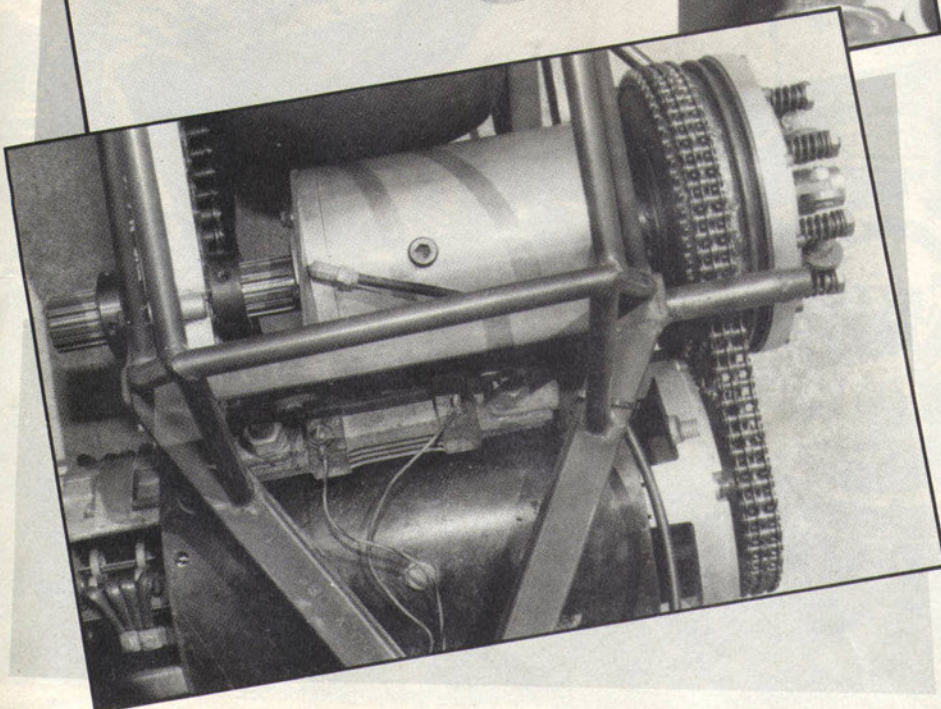
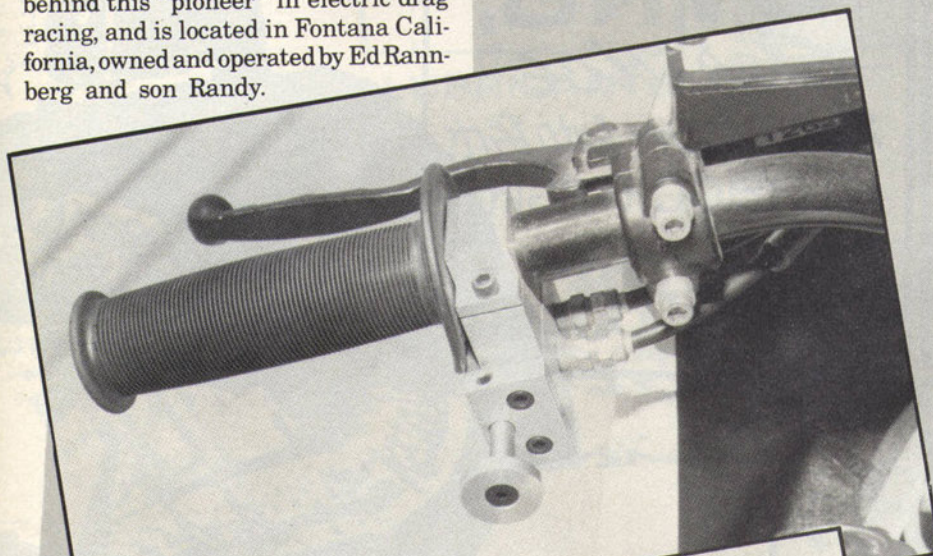
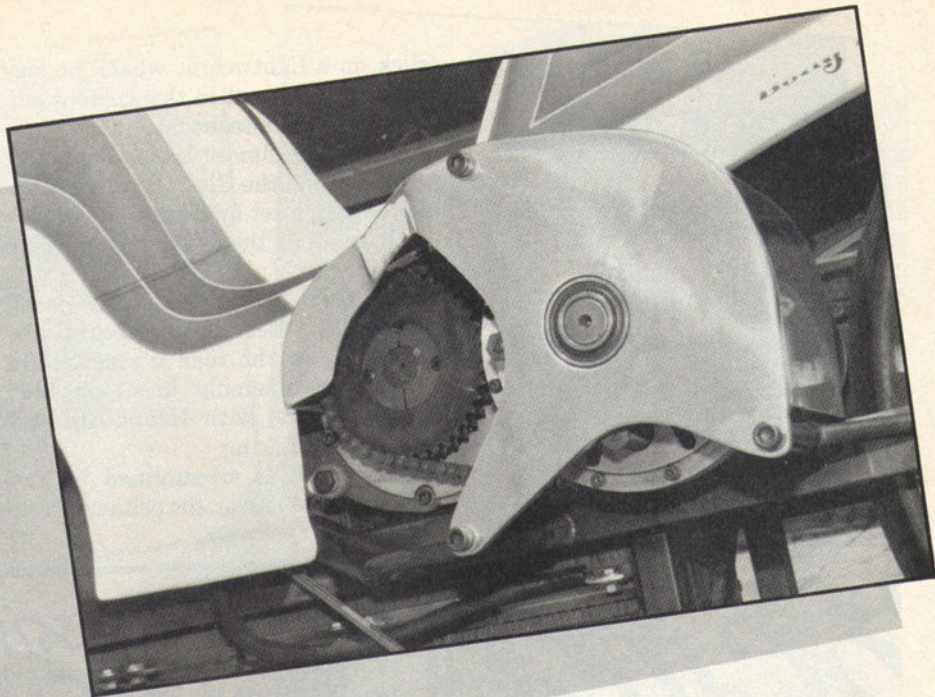
The big push for electric vehicles is probably not far away, but as long as the big oil companies are still able to make enormous profits from fossil fuels, research will not be making serious efforts away from the internal com-



bustion engine, that is except in the minds of innovative and forward looking individuals such as the Rannbergs.

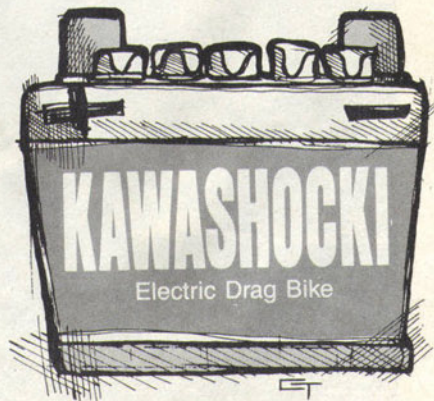
In the early seventies, Ed Rannberg was driving an electric car, and along came the gas crunch. Ed used to drive his wife shopping, and while waiting, the store manager allowed Ed to plug his on-board charger into the outlets that the kiddie Merry-Go-Round used, "charge it" took on a whole new meaning! The practicality of an electric vehicle having been established, even though technology was a little behind, and Ed wanting more than just another drag bike, the decision was made to attempt the impossible, build a rapid acceleration, exclusively electric powered motorcycle. The results of these efforts are here in front of you. "The electric Hot Bike."

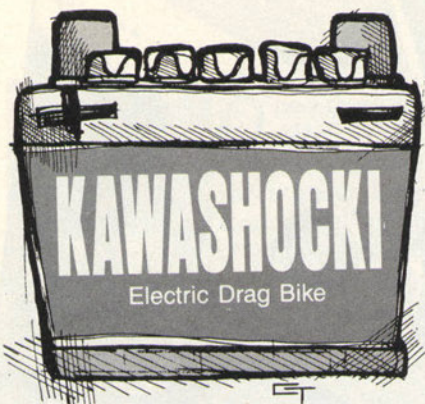
EyeBall Engineering is the source behind this "pioneer" in electric drag racing, and is located in Fontana California, owned and operated by Ed Rannberg and son Randy.



The handmade frame, (4130 chrome-moly) contains 16 Pulsar Power Pack Batteries, imported by McNeil Motorsports, of Santa Ana, CA. These are the sole energy source used to spin that Prestolite Electric Motor (a real "motor" cycle). The throttle control is a pulse width modulation device that, even when explained in detail, was a bit too complicated for me. I did understand that the motor is sent pulses of electrical energy, at a rate of 2 khz, the pulse width being varied by the rider (hand throttle) as needed.

Square tubing was used as frame material to assist in the placement/mounting of the batteries. The motor, in turn, puts the twist to the two-speed transmission. Initially this bike was direct drive, but as things began to work, it was decided to add a transmission. Also the up-coming Bonneville speed trials would be more productive with a means of increasing the overall gear ratio. Power from the transmission is then sent to the ground using a conventional chain drive, and drag





slick on a lightweight wheel, no suspension is present in this current edition of the Kawashocki.


Oh yeah, I almost forgot that power goes through the Clyde Rawlings slipper clutch, a set-up becoming popular with some of the big inch fuel bike contestants.

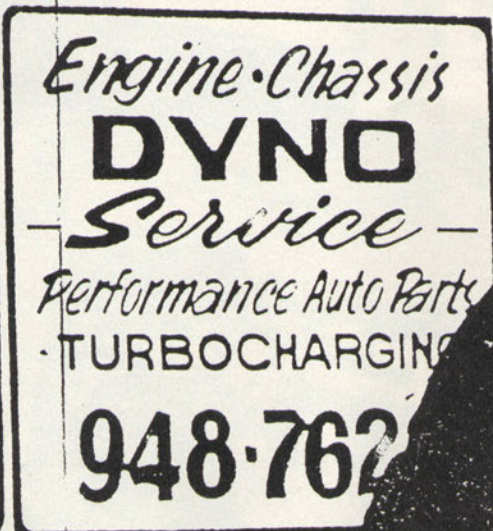
The front fork is a "Ninja" item, with a 16" wheel and Kawaski brake assembly. At the rear, a magnesium wheel/hub assembly hosts an 8½" Goodyear tire, with Hearst/Airheart doing the braking.

Front fork is streamlined by the "Targa" front fender, the primary cover

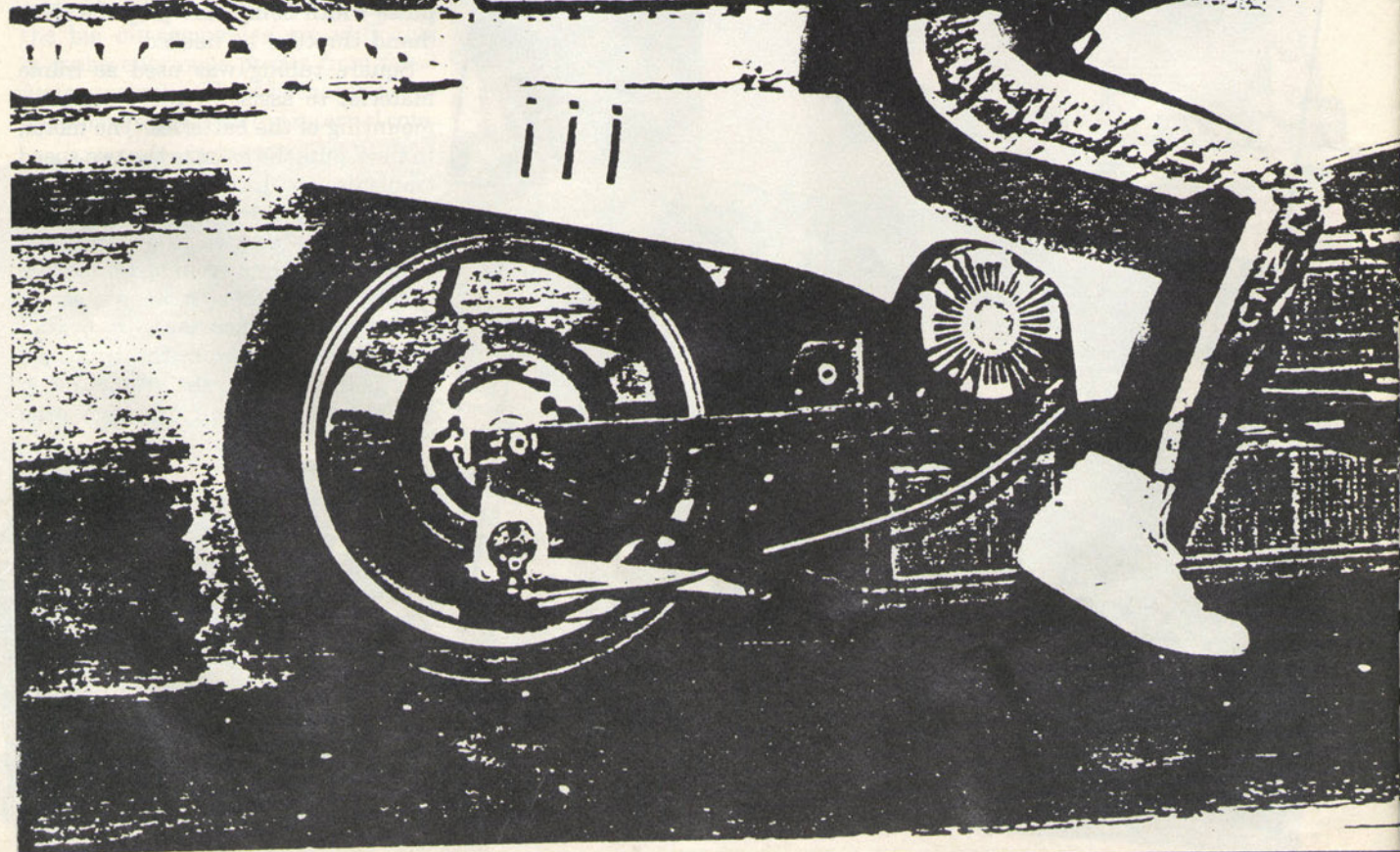
is another handmade item from Eye-ball Engineering (available for all slipper clutch applications)

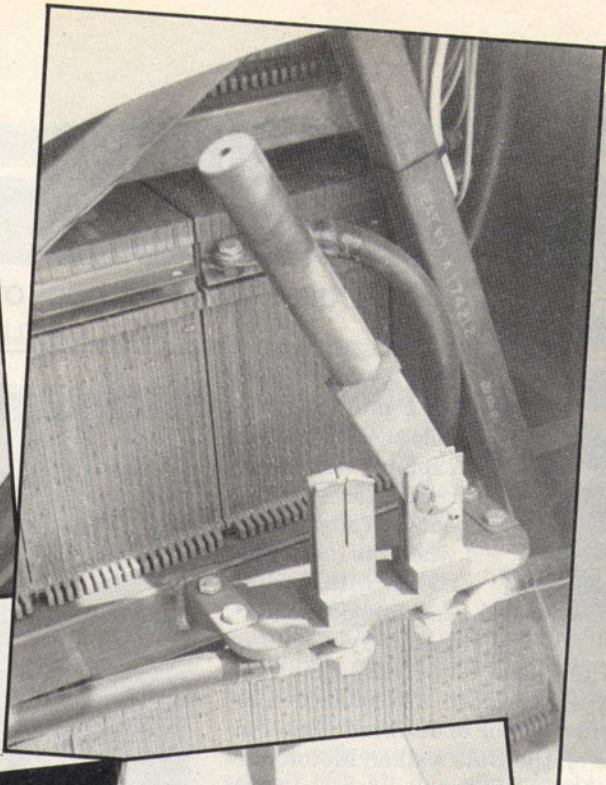
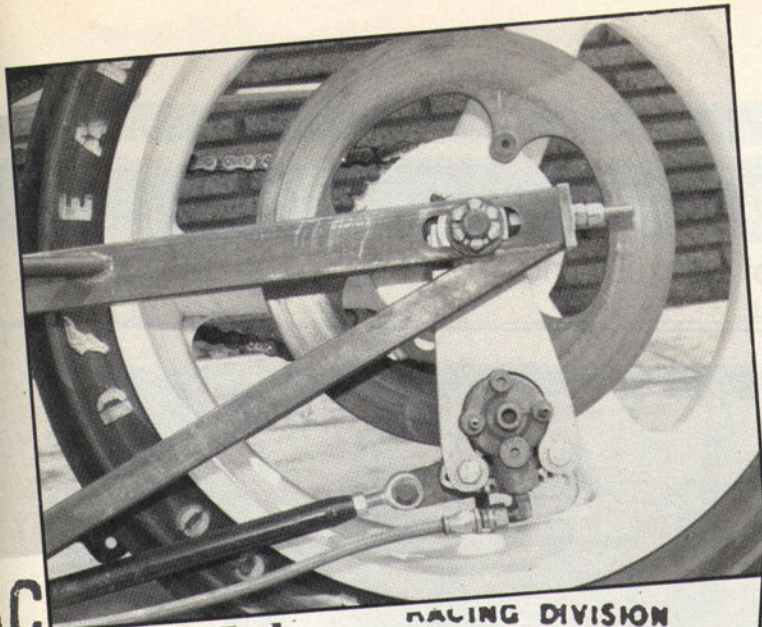
A Steve Head body has had paint applied by Lee Eubanks of Lee & Carls Body Shop in Fontana, CA, with the striping and lettering By Gary Mitchell, also of Fontana. Chroming by M.J.B Plating tops off this one-off original. Weight is a little over 500 lbs.

As this is being written, Ed and Randy are in Utah, at the Bonneville Speed Week event. We will be reporting on the outcome of that effort in the next issue of Hot Bike Magazine, look for it at your newsstand. 



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