

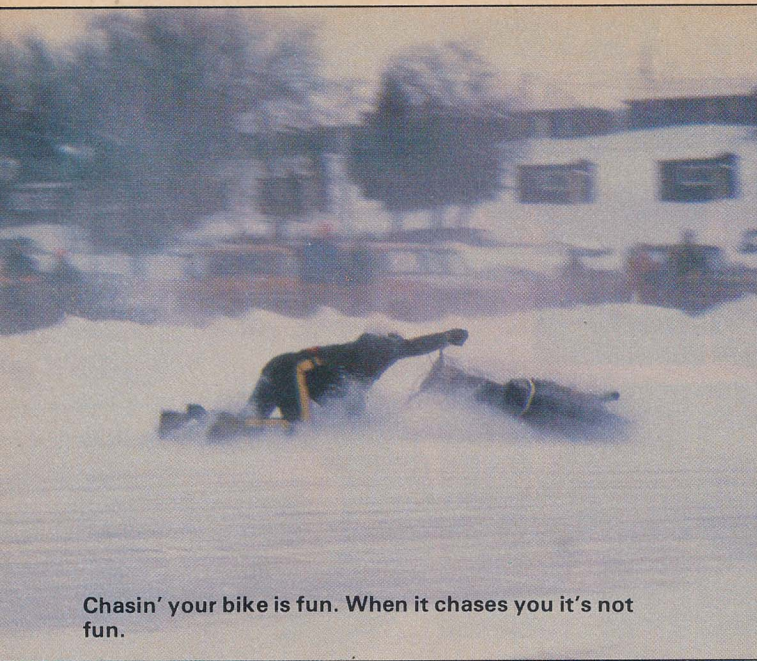
How To Race On Your Favorite Lake

ICE RACING!

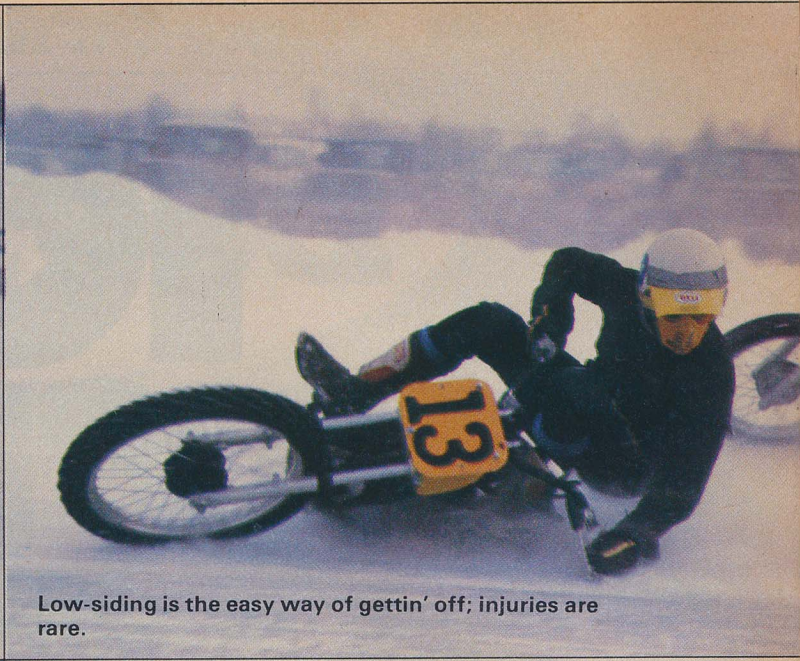
Here's how they do it where it *really* gets cold

By Ron Godridge

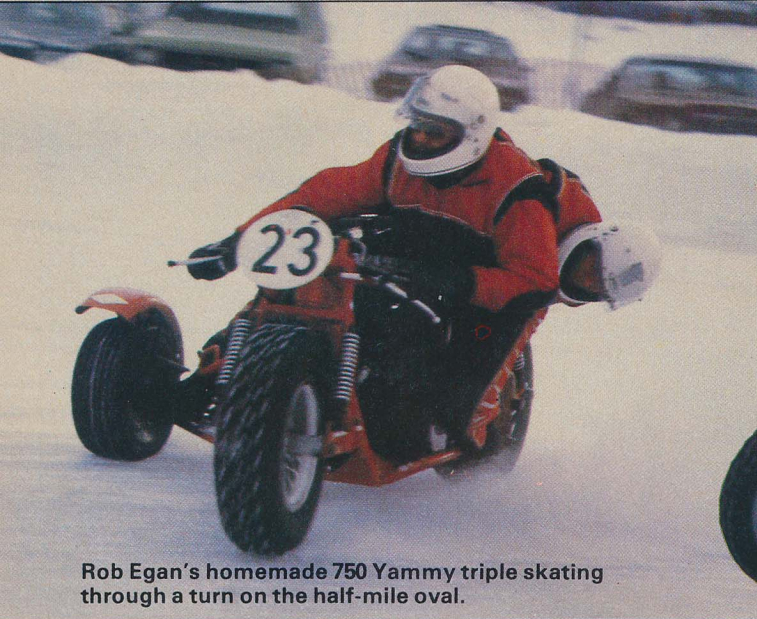




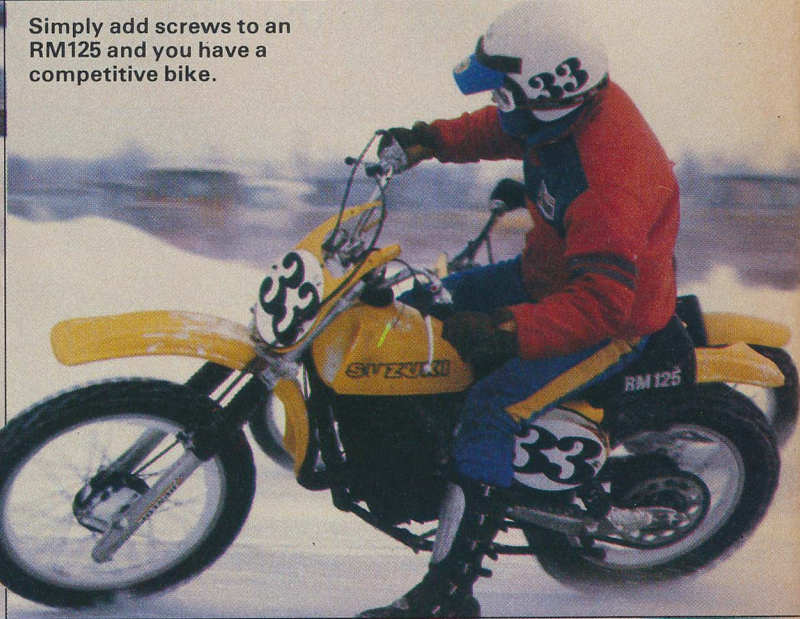
Chasin' your bike is fun. When it chases you it's not fun.



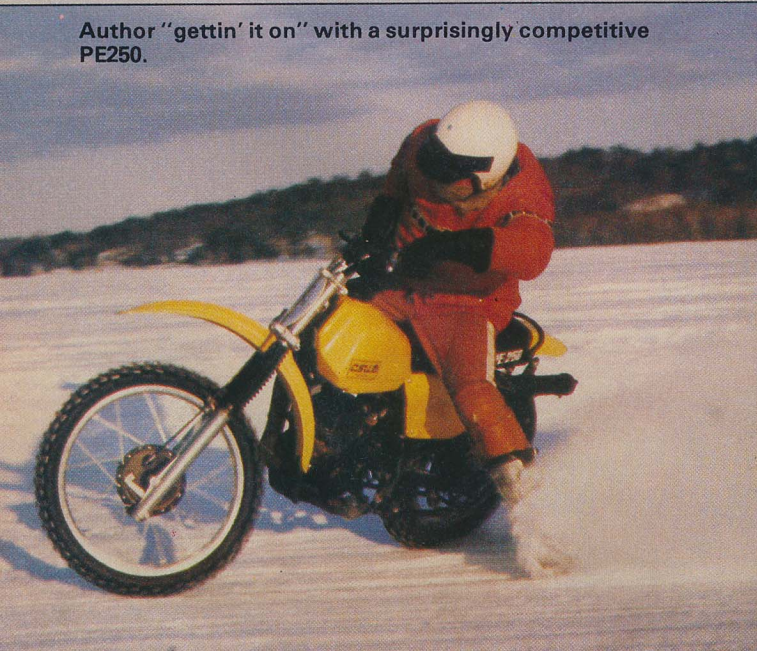
Low-siding is the easy way of gettin' off; injuries are rare.



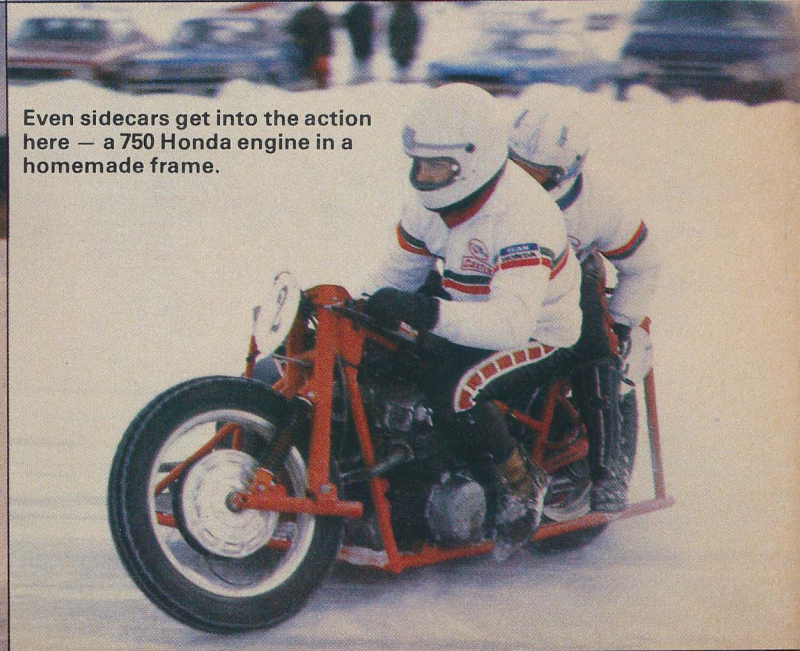
Rob Egan's homemade 750 Yammy triple skating through a turn on the half-mile oval.



Simply add screws to an RM125 and you have a competitive bike.

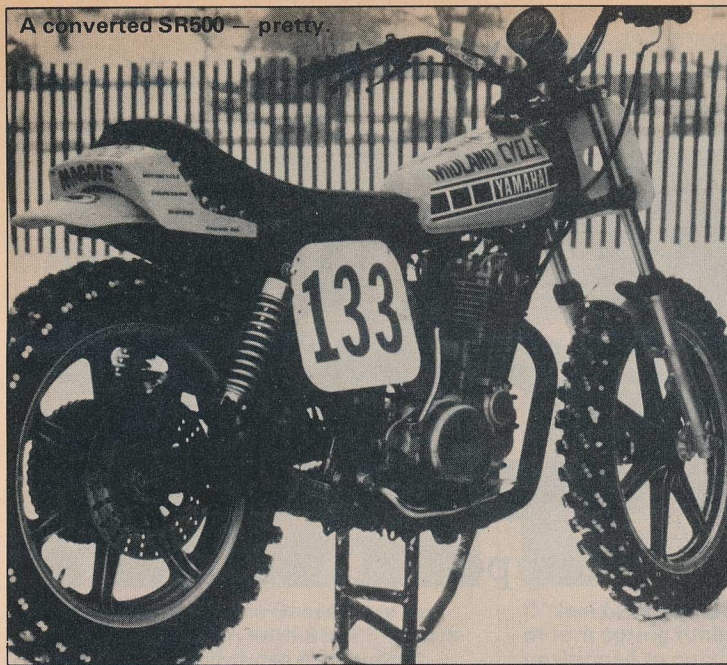


Author "gettin' it on" with a surprisingly competitive PE250.

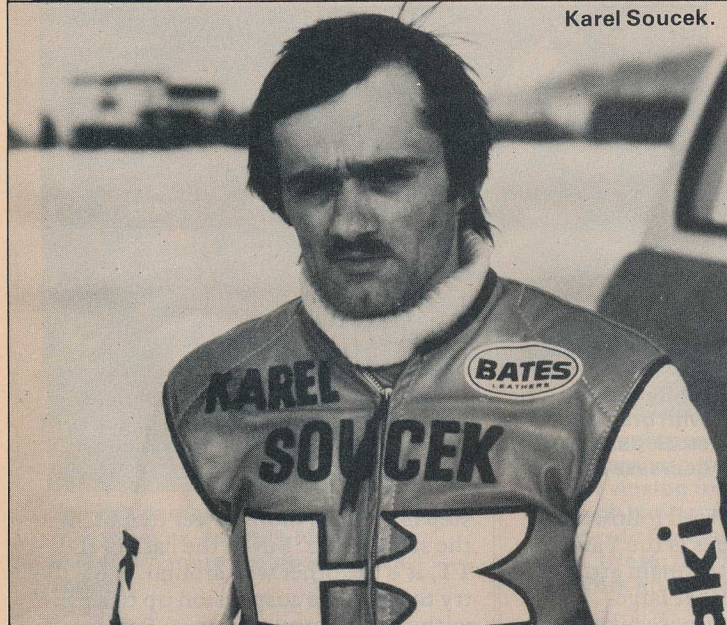


Even sidecars get into the action here — a 750 Honda engine in a homemade frame.

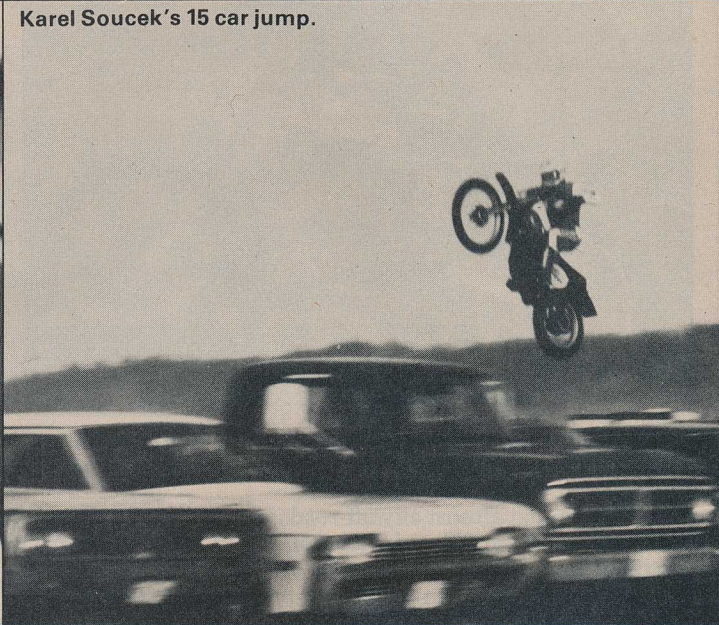
A converted SR500 — pretty.



Another shot of Rob Egan's #1 plate sidehack.



Karel Soucek.



Karel Soucek's 15 car jump.

Cold weather sneaks up on us in the north. Cool days slide into cold nights and the next thing you know, there's snow on the ground. Cold makes us do funny things: feverishly devour the latest motorcycle mags, actually read performance tests on Harleys, and yes, even dig up old DIRT BIKE magazines and check out their road test of the CX500 Honda. In winter we daydream a lot, picturing ourselves on the latest of high-zoot root-rippin' bikes, surrounded by scantily clad beauties in the mecca for bike riders — California.

However, there is one way, we have

discovered, to put in the winter other than cursing snowflakes individually. We have found a way of converting our beloved dirt bikes into winter wondermachines. Thirty bucks' worth of sheetmetal screws (about 1000 self-threading screws), put into the tires, will do it. Traction on the ice, the result of the sharp lip on the head, is nothing short of fantastic. Wheelies and full-lock broadslides are as easy to do as falling off your bike.

Many types of studs are used, but the most common are ¼-inch head about ½-inch long. These can be put painlessly into most knobby, trials or flat-track tires using a socket in a vari-speed drill. This does little harm to a tire, you don't even have to remove it from the bike. To avoid sparks on stones and pavement,

remove the screws before riding in the spring.

Many racers use ¾-inch and one-inch long studs, but to avoid tube punctures they put an old street tire carcass inside the tire. These same racers have been known to spend countless hours and dollars getting the right combination for the ultimate performance.

Just about anything goes for the bikes used on the ice. Motocross, enduro, trail, flat-track and even converted street bikes are seen on the ice every weekend. Bikes of all ages and nationalities provide tremendous excitement at the frequent winter carnivals.

It might not be California and temperatures in the 70s, but, dammit, it gets us through the long cold winter. □

(Editor's note: Ron hails from Penetang, Ontario, Canada. Cold? Don't ask.)