



◀ ITP's new GP wheels are designed to be stock replacement wheels for sport quads using acorn-type, tapered lug nuts. They are as light and possibly stronger than the stock. They are also easier to mount tires onto.

Rumor has it Tim Farr used the 19-inch ITP MXR4 tire at the opening MX round at Glen Helen to obtain victory. We used it at the opening round of the WORCS and District 37 Big Six Grand Prix Series for that reason as well. It worked. ▼

PRODUCT EVALUATION

ITP GP WHEELS

Outfitted with 19 inch Holeshots

By the staff of Dirt Wheels

◻ ITP has built a solid reputation for having tires and wheels that win races in MX, and desert competition. Last year Doug Gust won the GNC title on the brand new MXR4 Holeshots and Doug Eichner has won countless WORCS races using ITP Holeshot XC's.

Recently, ITP released two new items that help fill the gap between the hardcore desert products and the pure MX applications. The first is the new T-9 Pro Series GP wheel and the second is a 19-inch version of the MXR4 Holeshot.

GP WHEEL

This new wheel is about as close to a stock replacement wheel as you can find. Like their original T-9 product, this wheel is made from lightweight aluminum. The benefits of the GP wheel are that it has a rolled lip

edges on both sides for strength. Plus, the lug holes have a stainless steel insert to accept tapered lug nuts, that are common with most sport ATV's. Sizes are limited to 9x8, 10x5 and 10x8.

To try out this new wheel we slipped on a set of ITP's new 19-inch MXR4s and put it to the test. We are using 20x6-10 two-ply's (\$68 each) up front mounted on 10x5's. Two-ply 19x10-10 (\$70 each) mounted on 10x8 wheels are used in the back.

Our test took place at the opening WORCS round in Phoenix, Arizona. The eight-mile course had a good mix of rough sand washes, rutted gullies, flat TT sections and motocross jumps. At first we were a little worried about ground clearance since all of the other competitors were running twenty-inch tires.

As it turns out our selection worked perfect. Running the Hondas stock swingarm skidplate on our TRX450R, we never got hung up in the ruts. The 19-tire actually was stiffer and cornered better than an 18-inch tire mounted on an eight-inch rim. There was virtually no tire flex and the traction was what we have come to accept from the MXR4 tire, very sticky!

Even more advantage was gained in the choppy terrain. This 19-inch would drive over bumps with far less feedback than an eighteen would. Plus they are much lighter than a 20 cross-country tire. Rumor has it that Tim Farr ran this 19-tire at Glen Helen



where he took two moto wins as well as two holeshots.

When a motocross track gets rough at the end of the day or has a little mud on it, this tire shines and out performs all other MX tires. And for the high-speed grand prix style races that we do it's perfect. However, since this tire's carcass is designed for a clean motocross track environment, and only has a two-ply rating, we would not use it for riding in terrain littered with rocks or sharp sticks.

As for the GP wheels, they are performing flawlessly. We have over a hundred race miles on them without any failures. We even bent one side of a new axle during a race and that rear wheel came out unscathed. Our rear tires have about five-six pounds of air pressure and have never spun or broken a bead. We don't see any reason these T-9 GP wheels can't replace your stock OEM wheels when that time comes. And at \$80 each the price is right too.

Contact your local ATV dealer or visit www.itptires.com ◻