

## PRODUCT EVALUATION

# ITP DUNE STAR TIRES

A new sand-spewer from ITP

By the staff of Dirt Wheels

When it comes to slinging sand, ITP offers duners a new choice with their all new Dune Star tire line. The Dune Stars are a good complement to their existing Sand Star tire lineup. These sand-specific tires offer a more aggressive straight edge design than the V-shaped paddles of the Sand Stars. They feature dual-depth, reinforced paddles with a super-light carcass, which has been designed for better flotation in the sand and improved ride characteristics.

ITP claims the new rear Dune Stars deliver better straight-line bite, and combined with their new front Dune Stars, provide light and accurate steering, as well as a more comfortable ride. To see for ourselves, we ordered up a set of their newest Dune Stars (front and rear) and proceeded out to one of our favorite dune areas.

### SIZING

The front Dune Star is available in a 21x7-10 sizing, while the rear Dune Star is offered in 20x11-8, 20x11-9, 20x11-10 and 22x11-10 sizes. We ran 21x7-10 Dune Star fronts and 20x11-10 Dune Stars rears on ITP's T-9 Pro Series .190 aluminum wheels on our '08 Honda 450R.

Our front Dune Stars (21x7-10) weighted in at ten pounds each (tire alone) and carry a suggested retail price of \$56.95 per tire. The ITP T-9 Pro



**A front Dune Star complements their new rear sand tire. It has a ribbed center edge that offers good traction and grip in the sand.**

Series .190 aluminum wheels weigh five pounds each, and have a suggested retail of \$62.95 per wheel. The combined weight of wheel and tire for the front is 15 pounds. Pretty light, but you're looking at shelling out \$119.90 per wheel and tire. Ouch!

Out back, the rear Dune Stars (20x11-10) weigh 12 pounds each (tire alone) and sell for \$77.95 apiece. The rear T-9 wheels weigh six pounds each, and they sell for \$64.95 per wheel. Combined weight of rear wheel and tire is 18 pounds per tire. That makes them even more costly at \$142.90 per side. Pricy yes, but very light.

**On the back end, the new ITP Dune Stars offer sand fanatics an opportunity to install a tire that gets more forward bite yet still corners easily.**

### HOW THEY PERFORM

The new front Dune Stars have a ribbed center edge that gives them exceptional bite for quick turning in the sand. They are very light and responsive. They hold an edge well on sidehills, yet will turn more easily than large ribbed center groove front tires we've run.

Our Dune Star rear paddles come with dual scooped sides with smaller ribs in front. The center paddles are open in the middle, with gripping edges on either side, that give the back end a straighter-edge bite than the more pronounced V-shaped Sand Star rear paddles.

## DUNE STAR

This allows you to get more straight-ahead drive in loose or packed sand and quicker acceleration for sand-style drag racing. Combined with their light weight and solid hookup, you get better forward traction than with conventional V-shaped sand paddle tires.

Since the Dune Stars still have a slight curve, and the paddles are open in the middle, they turn better than straight-edge paddles do in the sand. This way you get the best of both worlds. A tire that hooks up in a straight line like a conventional straight paddle, but still turns easily like a V-shaped paddle, when you want to quickly change directions.

We were impressed with the hookup, overall handling and turning characteristics of ITP's all new Dune Stars. While they aren't cheap, they do get the job done, and offer the best of both worlds in one sand tire. That way, you won't have to keep two sets of sand paddle tires around, one for dragging and one for playing. For more information, contact ITP, or Industrial Tire Products, at (909) 390-1905. □