

TIRE TEST

ITP'S NEW HD HOLESHOT

Tougher and taller

By the staff of Dirt Wheels

□ In the world of ATV tires, the race to have the best is on. It seems like every month or so one of the tire companies is introducing a new product either for the track or trail and claiming it is better than the competition. ITP's latest tire is aimed at both arenas. However, their main objective is to help their sponsored riders win races. To do this, the crew at ITP has a few tricks up their sleeves.

Not only does the new six-ply ITP HD tire have a thicker carcass and updated tread pattern, it has slightly larger physical measurements than what the competition uses. You see, in cross-country racing the tracks get very grooved and rutted because of the large number of riders traversing the terrain. And to keep from getting stuck in the ruts riders rely on the tires' side bite or they use a taller tire to get through the grooves. However, a taller tire will adversely effect the handling of the machine in other areas of the track.

To cure this, ITP's new HD rear tire was built slightly wider than a nor-

mal tire to help elevate the quad up out of the ruts and is said to keep riders from getting stuck. The new HD tires are available in two sizes; 20x11-10 and 220X11-9 for the rear and one front size at 22x7-10.

The original eleven-inch wide Holeshots has actual tread measurements of 9.25 inches and the new HD measures a full inch wider at 10.25 inches.

TOUGH TEST

Recently, we were able to secure a couple of sets of these brand new meats and put them to the test. For this evaluation we installed the HDs on the Golden West Cycle TRX450R race machine and entered it into the 250 mile Best In The Desert event in Nevada.

We had team orders to take it easy, save the equipment and make it to the finish. However, our instructions from the office were to punish the tires to their fullest. We told the riders to hit every sharp rock and square edged bump out there, drag the skid plate in every rut and see how the tires hold up.

During the race, we only had to change one tire because it lost air pressure due to dirt getting in the bead. We were not running beadlocks. The tire worked excellently in the variety of terrain we encountered in the desert. We used the sidewall traction constantly to keep the quad up out of the large ruts. We could travel almost full speed (approximately 90mph) while only using half of the contact patch under complete control.

◀ The six-ply HDs are slightly taller and narrower than the standard XCRs. They retail for \$64. The rears retail for \$75 each.

We ran a set of 20x11-10 in a 250-mile desert race as a part of this test. The increased side traction of this tire helped keep the quad moving in the ruts and also provided sidewall protection. ▶



Photo by Harlen Foley

ITP hopes the new HD will change XC racing. With its slightly taller and wider stance it will create different sized lines, putting the riders running anything else at a disadvantage.

On the fast graded roads, the tires performed equally as well. They slid controllably, accelerated straight and showed very little signs of wear.

To see how the advantages of a slightly wider and taller tire was working on the east coast in the GNCC races, we talked to Team Green rider Bryan Hulsey gave us his thoughts after he had run them at a few rounds. He said "they work well in both wet and dry conditions. In the dry, they handle as good as a standard XCR and the stiffer sidewalls give the tire a more positive feel. In the wet, the HDs find traction where other tires do not. They even work well in reverse. I haven't got stuck once using them and haven't suffered any flats so far. I think the taller lugs clean out better. They are the last tires I'll run on the V-Force."

TRICK OR TREAT

We threw the HDs on a scale and found a weight of 14 pounds each up front and 17 pounds in the rear. Compared to the old Holeshots, the HD tire has 4mm taller tread and thicker six-ply rated sidewall. The new front HD will retail for \$63.95 and the rears will go for \$74.95.

The latest tire from ITP has definitely gone one up on the competition as far as cross-country racing is concerned. If you don't have these tires your chances of getting hung up in the miles of ruts that line most tracks is a sure bet. As for trail riding and desert travel, the new HDs can withstand the punishment and are built to last. □

