



# PRESS RELEASE

## WOODS RACERS REJOICE! ITP ROLLS OUT THE HOLESHOT GNCC



Over the last two decades, no ATV tire has visited winner's circle more than the ITP Holeshot line.

And now ITP has put an even tighter focus on the exploding woods racing scene with the release of the all-new Holeshot GNCC. As you might guess, the Holeshot GNCC is specifically designed for the type of riding environment found in the hugely popular Grand National Cross Country Championship Series. Designed and developed for today's long-travel, high-performance quads, the Holeshot GNCC offers exceptional overall capabilities, with an emphasis on reducing rider fatigue and lowering lap times — from the green flag to the checkered.

Lighter, easier steering is accomplished with the front Holeshot GNCC's more rounded profile and angled knob pattern, while the rear GNCC's more open tread and split-knob design provide exceptional straight-line grip, balanced cornering and unbeatable clean-out. Great handling and traction are complemented by a super-tough carcass that can easily deal with all the tight trees, rocks, roots and ruts found on a typical GNCC race course. Long wear and puncture resistance were key considerations in the creation of the Holeshot GNCC. The more challenging the course, the greater advantage the Holeshot GNCC rider will enjoy.

The new Holeshot GNCC was engineered and tested with considerable input from ITP's star GNCC Series riders, most notably Team Suzuki's William Yokley. This woods racing veteran has been using the new GNCC extensively this season, and has already captured several top finishes. He feels that the Holeshot GNCC is the next big step in tire technology, and anticipates using this new tire on virtually every type of course — in all conditions — in 2006.

"Compared to the older tires, the GNCC front's rounder profile lets it track straighter and ride smoother," Yokley reports. "It's a lighter tire, too, so it maneuvers easier and cuts down on feedback through the handlebars. There's a lot less abuse to your hands, which makes a big difference two hours into a race. The rear GNCC is also



William  
Yokley



lighter and very easy to sling around in the woods. The taller lugs give it so much more traction—it really hooks up, with a lot of grip and less wheelspin under power. But you can slide it around when you need to, with less bounce in rough corners. Overall these tires are very stable at higher speeds, but they also work really good in the slower ruts, rocks and braking bumps. They just don't jerk you around as much, which really reduces fatigue. They seem to be wearing very well, and I've bashed them into a few big rocks and stumps and they're holding up great."

The Holeshot GNCC debuts in a 22x7-10 front and 20x10-9 rear size — with a 21x11-9 rear coming soon — all with durable 6-ply ratings.

ITP is the world's #1 ATV aftermarket tire and wheel source, with a complete line of innovative products for virtually all ATVs and applications. To order, see your local ATV dealer. For a copy of ITP's full-color product catalog, call toll-free: 1-800-859-4740. For other inquiries or technical advice, contact ITP at 930-A S. Rockefeller Ave., Ontario, CA 91761; (909) 390-1905. Or visit ITP's website at [www.itptires.com](http://www.itptires.com).