

## TIRE TEST

# ITP GNCC TIRES

Innovating

By the staff of Dirt Wheels



No other ATV tire company is as aggressive as Industrial Tire Products (ITP) in developing new equipment for the track and trail. Their latest release is a tire built specifically for GNCC racing and incorporates the GNCC logo into its design. This doesn't mean you have to race the GNCC series to use the new tires; they are just saying that they are tough enough to.

### HOLESHOT

According to ITP, the all-new Holeshot GNCC tire is specifically designed for the type of riding environment found in the hugely popular Grand National Cross Country Championship Series. Currently ITP offers the Holeshot GNCC in 22x7-10 front and 20x10-9 rear sizes, both with six-ply ratings. We at Dirt Wheels

have always felt that racing equipment is great when used for hardcore trail riding too.

The GNCC tire is lighter than ITP's old XC tire. We could immediately tell a difference in the weight when we took our ITP equipped Honda for a spin. Although we weren't testing the tires in race conditions, our test loop is as brutal and demanding as we have found on any racetrack in the country.

Traction is excellent. In the rear these tires give you the hookup of a motocross tire but with the comfort and smooth rotation of a stock radial. The knobblies are tall and offered great mud cleanout and slow wearing characteristics. After two twenty-mile loops with brand new tires we could only see small signs of wear.

*The ITP GNCC Holeshot tire has a new l-shaped knobby that gives as much traction as an MX tire. Up front, the contact patch is very narrow until you turn the tire. That's when it doubles.*

With a six-ply rating we also tortured these tires through the rocks. We slid our Honda sideways repeatedly through piles of sharp jagged rocks without suffering a single puncture. Usually, on this particular trail loop, we get flats even when we avoid the rockiest sections.

Up front we found a very tall center rib that rides surprisingly straight. On hard packed ground, the front contact patch is minimal, which makes steering very light. Under braking or sharp turning, the tire carcass flexes just enough to put another layer of knobblies onto the dirt, so no performance is lost there.



ITP got the exclusive rights to mold the GNCC name into their new Holeshot. It will not wear off like the yellow ITP labels do.

Other than William Yokley, only Andy Lagdinz has more miles on the new GNCC tire. He and William have had several top ten and top five finishes on them already. ▶

Photo by Harlan Foley



## ITP GNCC

GNCC regular Andy Lagsdinz told us he was equally as impressed with the new front tires. "The biggest improvement is in the front tires. They give a lot less feedback through the bars and they go where I point them. The 20-inch rear tire is perfect for dry tracks and after two months of testing and three races I haven't suffered a single puncture. Nowadays, using ITPs, flat tires aren't even a consideration for me," Andy says.

Although we haven't tested the new GNCC tire in race conditions, we know it makes a great tire for trail riding on dry, muddy or perfect tacky conditions. For trail riding, it's the best tire ITP makes. At a cost of \$77 each for the fronts and \$88 each for the rears, they better be. If those prices are a little steep for your wallet, ITP also just released a lower cost Trac Star radial that retails for \$66 for the front and \$74 each for the rears. Look for a test of these tires in a future issue. For an ITP dealer near you, contact them at (909) 390-1905. □