

TESTED

ITP

Holeshot GNCC Tires

\$80 (Front 21x7-10); **\$83** (Front 22x7-10);

\$91 (Rear 20x10-9); **\$95** (Rear 21x11-9)

CONTACT www.itptires.com or your local dealer

THE GOODS When your stock treads wear thin, it's a great idea to replace them with a high-performance, thicker-ply set of tires. ITP Tires has designed the Holeshot GNCC tire in order to enhance durability and greatly improve performance specifically for serious sporty woods trail riders and racers. Inspired by and named after the Grand National Cross Country Series, these new meats were developed to greatly reduce rider fatigue and shave time off race laps. They are available only in a six-ply rating with an extremely tough carcass. The front tires are lightweight, with a rounded profile and an angled knob pattern for improved steering. The rear tires are designed with an open tread pattern and a split knob design, which delivers exceptional straight-line traction and stable cornering. The rear tires were designed for easy self-cleaning when riding in mud. For the front, the GNCC tires are available in 21x7-10 and 22x7-10 sizes, while the rears are available in 20x10-9 and 21x11-9.



THE VERDICT Replacing our beat-up old stock tires with the Holeshot GNCCs quickly proved to be a smart decision. We tested these tires in some of the gnarliest woods riding conditions over rocks, fallen trees, off-cambers, hard-packed dirt, thick rutted-up mud, and, best of all, tight technical trails in the deep Georgia woods. One of the most notable features that stood out for us was the accuracy of steering and an almost zero amount of front tire push in the corners. With the stock tires, we were experiencing continuous struggles keeping our traction in off-cambers and tight turns.

The superb traction of the GNCC tires kept our machine in the line we chose without ever letting loose. Just as the front, the rear tires offered up traction that was nearly overboard at times. But that extra stick was truly a blessing when tackling those rutted-out, steep hill climbs, as these meats dug in and allowed us to power effortlessly to the top.

One of the great things about the Holeshot GNCC is that it's offered in two different size options to better complement

terrains and ground clearance. On a muddy day where ruts tend to dig deep, or if your terrain has huge rocks that need the extra ground clearance, ITP offers the taller setup (front 22x7-10 and rear 21x11-9). This is a great option to have, as it can really save time spent bottoming out in a rut or hung up on a rock. Overall, this versatile version of the Holeshot tire line far exceeded our expectations. We experienced less rider fatigue, felt much more in control, and were able to pull faster lap times with less effort. Lastly, even though they maintained a lightweight (which is often uncommon with aftermarket tires) carcass, they were extremely tough and we never got one of those unwanted flats.

- **HITS** *The front tires offered easy and accurate steering—the front tires rarely pushed. They also climbed gnarly hills with authority!*
- **MISSES** *When sliding these tires into a turn, we occasionally experienced a click more traction than we expected.*

RATING ★★★★★