

Tech Article – Which Tyre for me?

I am repeating and expanding this article from a year ago, as I have had numerous questions from new customers in the past weeks. It isn't a full application guide, but gives some basic information on brands of tyre I carry, and their typical applications.



Q. *I would like to get some ideas for tyres for wood...I have tried P6 from Slot.it but I don't know if is the best tyres for wood*

A. The paint type (enamel or water-based), and surface texture from rough texture, through satin finish, and onto high gloss makes a big difference what type of tyre you might choose.

The wise question to ask first is, what are the other drivers at your club using successfully?

No need to re-invent the wheel.

The next question is – is the track always cleaned, or does it get dusty?

Urethane are a good choice if you have a textured or matt surface, and I think they cope better with dust than treaded and polished soft rubber.

But if the track has a more glossy finish, and is kept relatively dust free, the grip level from

soft rubber tyres will be higher than can ever be achieved with urethanes.

What is compatible with what other drivers are using?

No use using something that will affect the grip of other drivers – that could get you strung up.

What is LEGAL? – some clubs allow tyre treatment, others do not.



Treatment can transform the grip of a tyre by modifying its surface, and by lowering the shore rating.

What will last?

Some tyres might work, but be quickly degraded or damaged on a textured surface, and that means a lot more expense and work truing tyres. Something to avoid.

What is available in the sizes of wheel you have to shoe?

No use saying very soft rubber if you have vintage cars with all sorts of wheel shapes for which no large maker produces tyres. That might mean aftermarket urethanes are

your only real choice, and should be very suitable in grip characteristics.

In general, the more durable you go, the harder the compound and the less grip you will have. Conversely, the lower the shore rating, the more likely it is to ball up or shred rubber while truing and in use - within reason.

The tyres I carry fall into about three different categories of the type of base compound - and of course all the makers keep details of that information to themselves.

I stock these options for rear tyres.

Slot.it

N22 - Shore 22 Pretty easy to true, tend to shred rubber if done too quickly, but not melt (recoverable) These account for about half of my total tyre sales because they work in most plastic and wood track situations.

F22 - Shore 22 - more like an NSR Ultragrip and harder to true, best on smooth wood tracks.

N18 - Shore 18, Not as easy to true as N22, but still a little easier than F22 - more like NSR Supergrip in behavior. Suitable for Scalextric, Carrera and smooth wood tracks.

F15 - The softest tyre we carry. Shore 15. Will stick to most track surfaces, but quite hard to true and will ball up if overheated, and grab dust off of track in some situations. Some guys who can't true on a lathe use these "as is" - just glued to the hubs. Only for smooth wood tracks and Carrera, plus perhaps Scalextric tracks.

C1 - About Shore 25 The stock tyre on new cars. Works well on Scalextric track, but not much grip on wood

E1 - about Shore 22 Only available in one smaller hub size - Needs to be trued slowly, Will ball up if gets too hot Very good on light cars with small Slot.it 14.4mm x 8mm hubs, as it gives medium grip without a lot of weight on the wheel. Suitable for most tracks.

P2 - About Shore 30 - an older type of rubber compound, more designed for smooth plastic tracks.

Some report good performance on wood tracks with matt or textured finish

P5 - About Shore 30 - an older type of rubber compound, more designed for textured plastic tracks.

Some report good performance on wood tracks with matt or textured finish

P6 - About Shore 30 - an older type of rubber compound, more designed for smooth plastic tracks like Scalextric.

Some report good performance on wood tracks with matt or textured finish

Ninco

Pro-Race – Shore 25 in 20.5 x 11mm code 80516 Suitable for Scalextric, Policar tracks or higher grip wood tracks. Not really suitable for Ninco track which will tear them up.

NSR

Assorted **Supergrip** sizes - which are 22 shore or 24 shore depending upon whose tests you believe Fairly easy to true Assorted **Ultragrip** sizes - which are 16 shore, very grippy but a bit harder to true, will tend to ball up if overheated. **Supergrip** are good for most tracks but will wear quickly on Ninco track. **Ultra-Grip** is very soft, and I only recommend them for use on smooth wood tracks.

Sideways

I stock their two different formulas, both of which come in soft, medium and hard. But I only stock the soft versions, as "soft" is what most club racers are seeking for best grip. I have not been able to get any understanding from the company owner as to the difference in compound type between the two types, Hi-Grip and Pro-Speed.

Hi-Grip soft – Shore 18 in sizes 19x10 and 20x11 Suitable for most plastic tracks apart from Ninco, and very good for smooth wood tracks.

Pro-Speed soft – Shore 18 in sizes 19x10, 20x11 and for F1 hubs. Suitable for most plastic tracks apart from Ninco, and very good for smooth wood tracks.

Why so much overlap? Well cars with different physical shape relationship between height and width of wheel track will work better with one tyre than another, and cars with lighter weight will likewise be better with one tyre than another.

Wood surfaces vary in grip, depending on the type of paint used, and how clean, oily, or "rubbered up" or dusty the track might be.

It is definitely a learning curve for every situation and car, if you are racing in a competitive club situation. At home – well as long as they fit the car, and give reasonable grip, several different tyres may be equally suitable for your car. It is very hard for me to advise in situations I haven't seen, or know of through club racing around the country.