

# HM Review

Dennis McFarlane

## NINCO Audi R18 Sebring

*This is not your mom's grocery getter.*

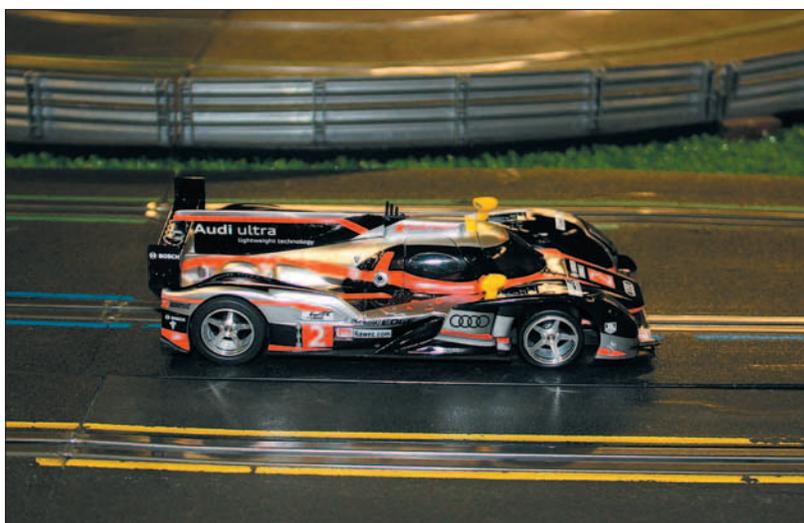
The full-scale Audi R18 is an LMP (Le Mans Prototype) race car developed by the German company Audi AG. The monocoque chassis is constructed entirely from molded carbon fiber and, depending on the race entered and the governing rules imposed by the sanctioning body, the R18 can be powered by a variety of engines from the more commonly used 3.7 liter V-6 turbocharged diesel which develops 532hp, to a unique hybrid engine that uses a rather classified system of energy storage via a fly-wheel accumulator which transfers 500 kilo joules of energy to electric motors located on each of the wheels. When using the hybrid format, the R18 is known at the e-tron quattro.

The 1/32 NINCO Sebring faithfully replicates the #2 Audi R18 Ultra as driven by Allan McNish, Tom Kristensen and Rinaldo Capello who together won the FIA WEC (World Endurance Championship) 12-Hours of Sebring race during the 2012 season.

Packaged in the standard NINCO clear plastic container, the car can be seen from all angles without ever opening the box, and it is simply a thing of beauty. During the early 1930s, for reasons of quick identification, the FIA (Federation Internationale de l'Automobile) assigned colors to countries (e.g. Italy was red, England green and the US was issued blue.)

Although not followed to the letter, many race teams continue to follow tradition, and in the case of the Audi, the car is overall silver (Germany), with black trim and red stripe highlights.

The paint is flawless, and the near microscopic reproduction of driver names and sponsor decals is immaculate. Today's race car bodies are designed in



*The paintwork along with the near microscopic sponsor markings is immaculate, but what's even better is the car is blazingly fast.*

wind tunnels, not on an artist's palette, and it is not always easy to accurately reproduce the many angles involved with air inlets and exhaust outlets. In comparing the model to photos of the full-scale car, this has been done perfectly. When looking at the R18, one wonders if it is a slot car intended for racing or collecting; it actually hurt to cut the seal.

Once past the initial shock of having to break open the crystal, the little Audi was examined up close. Three

screws hold the body to the chassis, and after separating the two components we can see what makes the Audi a race car.

The NINCO R18 is a completely new design. The molded composite chassis allows for quick motor change and the front and rear axle height is also adjustable. Power is supplied by a 14.8V 23,500 rpm motor which is coupled to an industry standard

3/32 axle using a 9/24 gear ratio. The motor, rear axle and magnet are contained in a separate pod that allows for trouble-free maintenance and personal customization by the end user.

On the track, the R18 is blazingly fast. Since I do not race slot cars regularly, I had to turn down the voltage to the track and work up to speed in increments. In short order the little R18 was flying around the bends and straights of my favorite track. The only item of note, and most do not feel this way, is to me there is a lot of magnet. As supplied, the car seems pretty "glued" to the track, but as mentioned, the pod design of the chassis allows for a quick change should this be desired.

The R18 is a worthwhile addition to any dealer's slot car department, and like all NINCO products it is available exclusively through MRC – Model Rectifier Corporation. **HM**

# NINCO WI-CO 2.4GHz Wireless Controller

One of the more aggravating aspects of slot car racing has always been the tangle of wires connecting the controller to the track. The wiring limits a driver's ability to move more than a few inches in either direction let alone around the track, and more animated drivers have always been forced to practice keeping their control hand immobile to prevent the controller's wiring from being pulled away from the track.

With the technology available it only seemed natural that slot car racing would progress forward into wireless technology, and with the introduction of the WI-CO 2.4GHz Wireless Controller it has.

Contained within the WI-CO package are two control units and two sections of straight track, one section has the WI-CO receiver attached and the other section of straight is a "spacer" section for placement opposite the receiver.

Also included is a folded one page pamphlet of instructions that are printed in seven languages. The translation from the country of origin to English is pretty rudimentary and somewhat difficult to understand. Fortunately the WI-CO is as simple to put into operation

as the instructions are confusing, and getting the unit set up for use is actually fairly easy.

Once the receiver section of track has been installed into the chosen area of the layout, power is applied to the receiver. Three AAA batteries need to be inserted in the

handle of the controller, and by using the described "binding" procedure, the controllers are taught to communicate with the receiver. Dealers of radio control products have been binding transmitters and receivers for years, so even if the consumer is having difficulty understanding what he needs to do, walking him through the procedure will be a simple service.

The slot car racer is now mobile. He can stay stationary as is more traditional, or he can freely move around the track for his best vantage point. And since the controller is no longer hard wired to the track, it doesn't matter if the driver stays stationary or mobile; he can be as animated in his driving style as he likes.

Wireless control will add immensely to the enjoyment of slot car racing and the NINCO WI-CO Wireless Controller Kit is available only through MRC - Model Rectifier Corporation. **HM**



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