

HELION Dominus 10SC

Back in our November 2013 issue (#206) we had a look at the sister truck to Helion's Dominus 10TR, the Domius 10SC Short Course Truck. While the pace of the STC left us a little underwhelmed, **PETER JOYCE** discovers there is more to this Truggy than just different tires body and suspension.

**POWER
RULES!**







STRAIGHT up, let's get one thing clear: the 10TR is not the Short Course Truck.

If you recall we thought that the Short Course was a little slower than we might have hoped for sure this made it highly suitable for a beginner... well the Truggy is certainly not pedestrian but we will get to that in a second.

You get everything you need to get going including a built kit, transmitter, battery and charger.

There isn't much to do except cast an eye over the kit while the battery charges.

No problems with our kit so we just had to wait until the charger finished doing its thing.

Ok, now to the money question... the Dominus Truggy is fast, very fast.

This is thanks to its brushless power and taller gear ratio, from the larger tires.



Acceleration is very impressive, it squats and goes.

If traction is low all four of the big tires will spin like crazy when the throttle is mashed.

Top speed is right up there with the bigger 1:8 Truggies.

Somewhere around 60 or maybe 70 km/h would pull it up.

Needless to say it's way quicker than the Racing Lines Whippet!

The brakes are solid but not amazing, they do the job, however, of pulling up the Truggy.

We did note a small amount of very low speed cogging from the motor, not unusual in a non-sensor motor like that installed in the Dominus.

While the supplied 8.4v NiMh battery gets it going we did slip in some 7.4v LiPo packs and they perhaps proved a little quicker than the supplied higher voltage pack, perhaps an elegant demonstration of the impact of internal resistance.

The electronic speed controller is not rated to handle beyond the 2s LiPo pack and we didn't try our luck with more.

So the 10TR is quick and let's face it, that's all we really need to know but for those who like a little more, like all Truggies the Dominus is unflappable on rough ground.

It powers over ruts bumps and obstacles.

One thing about bumps.

If you hit them at the right point on the throttle curve it's enough to hoist the front end in a spectacular power wheel stand—you've got to love that power!

Corners are easy but carving tight lines is not the forte of the Dominus, it tends to push wide on power and that makes it pretty easy to drive as lifting off the power is usually all you need to do to get the front end to come around.

But don't worry if you're looking for tire shredding doughnuts and mega drift action, the brushless power is happy to oblige.

We had some of the best fun coming into a corner hot, giving a little 'Finnish flick' and converting the understeer to the best drifts with all four wheels fighting for grip spraying dirt everywhere with a stack of



opposite lock piled on—living the dream!

Of course with a long wheelbase wide track and big power the Truggy jumps like a champ.

It's hard to really stuff it up, so long as a wheel touched down first the other three generally follow.

With the bigger Truggy tires and quick spooling brushless motor controlling the flight pattern in the air is a snap with throttle and brake having an almost immediate effect on the attitude of the Truggy.

The only caution we have is that it is particularly tempting to mash the throttle at the craziest jump you can find and that's all well and good but as tough as this Truggy is, it's 1:10 scale and not ultimately as tough as its bigger 1:8 cousins—so don't throw caution completely to the wind!

The square block tires worked pretty well for us in terms of having fun and in the durability stakes.

They showed very little wear after testing sessions on tar.

Certainly they are a versatile pattern but may not be the best tire for maximum performance, not that we were worried about that as the out of the box set up worked a treat for us, tar, grass or dirt—it didn't matter.

We can only report that



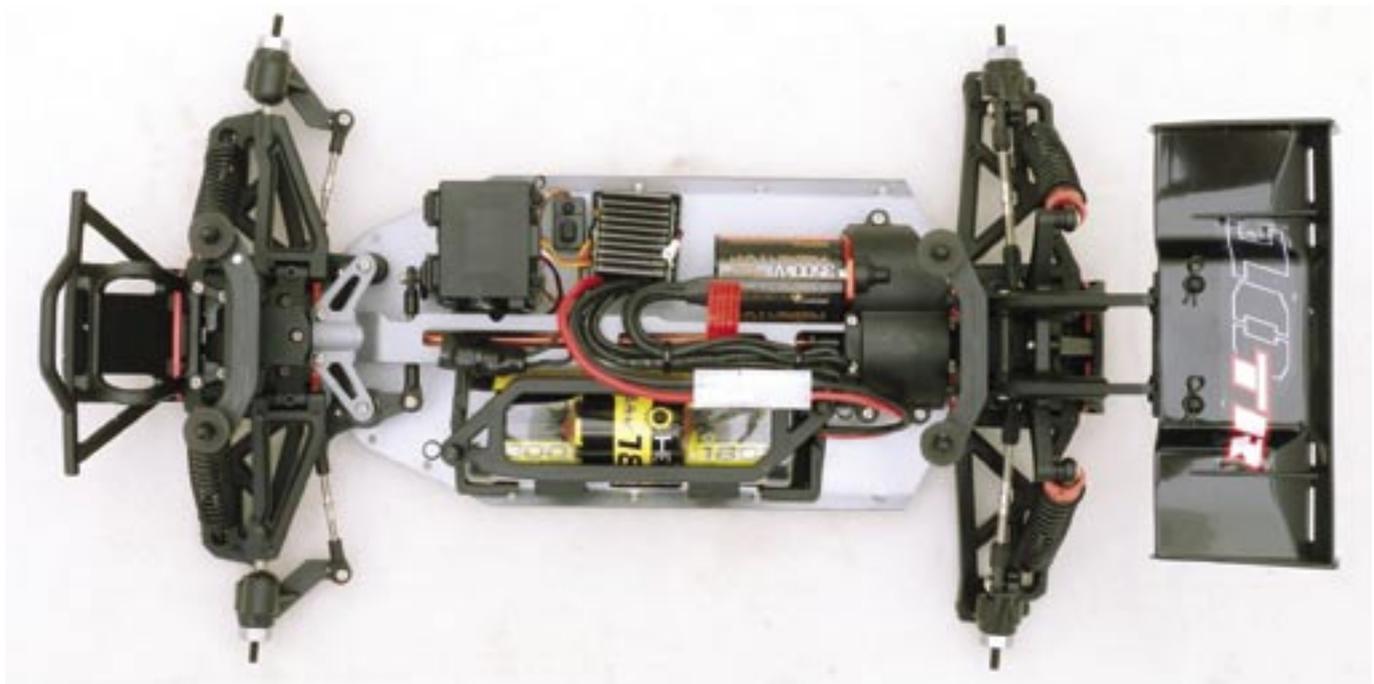
the RL Whippet was the only casualty of our testing, she was completely stuffed and unsatisfied after attempting to catch the Dominus during our tests.

The Truggy suffered nil failures and you've got to love that.

The motor and ESC did

not get any warmer than we might expect so we reckon the Dominus is going to prove a tough customer.

A caveat though: it's very fast and if you lose it into a gutter at speed like every kit we know of, it's going to suffer, probably catastrophically.



NUTS AND BOLTS

WE have to start on the outside and that means suggesting that Helion have not tried too hard to create a good looking bodyshell or for that matter a particularly special paint job.

Pushed to give an honest opinion, the body is pretty ugly but it's really about what the body covers that's critical here as it is a pretty quick and inexpensive job to re-shell if you want.

So with the bad out of the way, it's all pretty good from here on in.

The chassis is an alloy plate with a supporting cast of composite upper decks and bulkheads.

There is plenty of room on the chassis for everything to be located and it's rigid enough without being so stiff it can't take a knock or reduce grip.

A potent 'Radiant Reaktor' 3500kV brushless motor sits on the right side and feeds its not inconsiderable power into a slipper protected spur gear.

An alloy shaft feeds the power to the front end while the spur is on the input shaft of the rear diff.

The gear diffs swing the power to steel dogbones and alloy 12mm hex drives that frustrated us in needing to be punched from the wheels when they were removed.

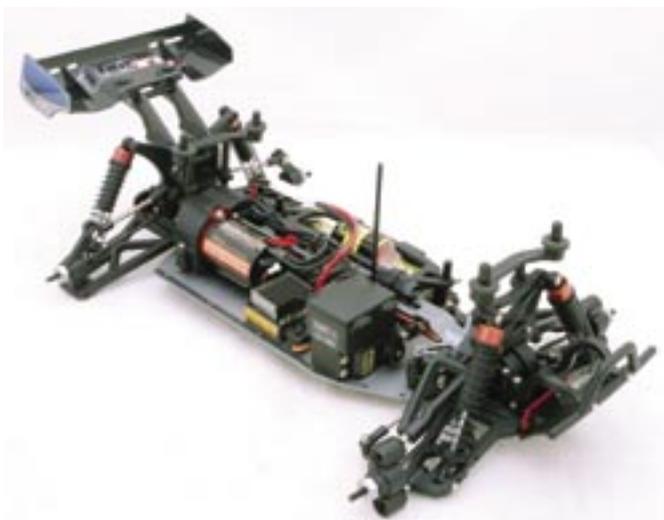
With lots of power as expected there are bearings everywhere.



Suspension is similar to Helion's Short Course version, fully independent long stroke oil filled coil over

shocks linking the composite shock towers with the lower composite suspension arms at both ends.

The upper links are composite at the front and steel turnbuckles... say what, well it's all adjustable through the



is waterproof but we didn't have the opportunity to test this and it's best advised to avoid water as while the electronics might survive, the bearings etc., won't love you for the dip.

We were a little disappointed to see the fitment of the RST (Tamiya style) plug as the heat coming off the plug clearly demonstrated the resistance this plug has in high load applications but it's an easy fix to something like our favourite, the Deans Ultra Plug.

OUR THOUGHTS

WHILE we claimed the Helion Dominus 10SC Short Course Truck was ideal for the youngster or beginner, where control is ultimately more important than outright speed, the Dominus Truggy is a different proposition.

It has control thanks largely to its proportions and ease of use but it is way quicker than its Short Course sibling.

So where does that leave us?

Power rules and the Dominus has it and who doesn't want speed and excitement!

So form an orderly line and sign up for a bit of fast paced action—only watch the youngsters if they hit something or worse, someone—they will cause damage without a doubt.

Our thanks

Our thanks to Helion's Australian agents, Model Engines, for the review Dominus 10SC and our chance to thrash this beast about the place.

You can get the Helion range, including the Dominus 10TR, at your local hobby shop or ask them to contact Model Engines for more information.

The Specs

Manufacturer

Helion

Model

Dominus 10TR RTR

Importer

Model Engines

Type

EP10 4WD Truggy

Dimensions

LOA 510mm
 Wheelbase 300mm
 Track rear 320mm
 Track front 320mm
 Weight (RTR) 2350g

Technical

Chassis

6061-T6 Alloy plate chassis, alloy upper deck composite bulkheads.

Transmission

Slipper protected spur gear, shaft drive, gear diffs front and rear. Composite diff housings and cases, steel drive shafts, Full bearings.

Suspension

Composite shock towers, 4 x composite oil filled long stroke shocks, composite upper and lower arms, front "pivot ball", rear composite uprights and steel turnbuckle equipped suspension full adjustable.

Electrics and Radio

(supplied)

- Radiant Reaktor 3500kV sensorless brushless motor.
- 35 amp electronic speed control with reverse.
- 1800mah 7 cell 8.4v NiMH battery
- 240v wall charger.
- 2.4GHz wheel transmitter and receiver.
- Helion heavy duty servo for steering.

front pivot ball design while the rear has composite upright hub carriers.

Solid and proven design solutions.

The Truggy features taller shock towers and longer shocks

than the SCT so it springs to mind Helion have other vehicles to come.

The radio gear is all 2.4GHz with the receiver tucked out of the way in its box.

The 35amp speed controller

