

QUICK SPEC

Motor 12T 550 Brushed  
Wheels 12 mm Hex  
Wheelbase 331 mm  
Length 545 mm  
Height 195 mm  
Width 296 mm  
Weight 2240 g  
Ratio 2.62:1



# BARGAIN OF 2015? THERE'S CLEARLY ONLY

**F**ROM THE MEDIEVAL LATIN:  
VO-LI-TION:  
*"The act or an instance of  
making a conscious choice or  
decision"*

I remember a few years ago, I was a diehard basher with no taste for racing. I

would take my trusty 4WD Short Course out and hit every jump I could find. I spent hours at the skate park launching the rig into the air, most times clearing the 15 foot fence that surrounded it. If I broke a part I was happy. Why? Well, I had discovered another weak spot. This

meant I was going home to order a new part that would take me one step closer to having bashing Nirvana; a bulletproof truck!

As all us bashers know, this is an impossible dream, but we still try. Then one day, I was bought a kit that would

Type: 1/10th 2WD Brushed SCT

UK RRP: £119.99

Manufacturer: Helion

UK Distributor: [www.jperkinsdistribution.co.uk](http://www.jperkinsdistribution.co.uk)



# ONE CHOICE...

Words and images: Scott Curlin

take me into the world of buggy and Short Course racing. I was instantly hooked and started researching other classes to race on UK AstroTurf. Admittedly I went a bit too ambitious at first, building and attempting to race a fully blown race spec 1/8th electric buggy.

It was like passing my driving test and jumping straight into a Ferrari, sounds great in your own head, but in practice for a total newbie to racing... way too much of a handful to start off with.

So I decided I needed to take a step back, and start somewhere more suited

for me. So I lined up a Team Spec 2WD SCT and immediately realised this was very different to driving a 4WD truck. It was a true driver's car, and needed to be treated properly and actually 'driven'. I have to admit that truck taught me loads about both myself and racing.



This truck could have a price tag of anywhere between £180 and £250 and still sell

There was a certain satisfaction in getting it around a track fast and cleanly. I learnt about set up and adjusting different parameters to adjust the way the truck would handle, and it taught me that racing can be real fun, that standing shoulder to shoulder with a group of friends and battling it out on a practice of race day just can't be beat, but above all the SCT genre of R/C is a very versatile and robust platform. I even managed to

*“It's a 2WD Short Course designed by the man who revolutionised R/C from the '80s onwards, Gil Losi, but at a price that's simply astonishing!”*



12T, 550 can and producing bags of torque - just what any decent 2WD SCT needs

get a few bashing sessions in with the same truck too. BUT, if you too are starting down this path into racing as a complete novice, I would not advise going the way I did.

### HEAR ME OUT ON THIS

I bought a very expensive Pro kit, and put in electrics costing almost as much. I did break stuff initially as race spec Pro kits are way less forgiving than most RTR vehicles, their materials and design being more performance orientated than designed for durability. I did get there eventually, but the truck was a bit of a handful at first, and that made the initial learning curve that much steeper.

Looking back what I should have done is found an affordable RTR platform, then upgraded as my confidence and ability grew. What confirmed this recently was a review I was sent by RRCi that made me re-assess my perception of value in R/C, my initial choices when going from bashing to racing and more importantly, made me appreciate what amazing club level capable and bashing bargains there are out there if you shop around.

So what's the truck in question then? I give you the Helion Volition. It's a 2WD Short Course designed by the man who revolutionised R/C from the '80s onwards, Gil Losi, but at a price that's simply astonishing! On opening the box you notice that shell has a great looking design. Not only in its colour scheme but the aesthetics as well. I could immediately see it on the start gate with all the other Short Course trucks that frequent the track.

Taking the shell off reveals the true origin of this kit. As soon as I took the shell off, I could see I had gotten my money's worth. The composite chassis looked like a lot of the more expensive models I have seen on the track. The shocks, although not threaded had a smooth action, the shock towers were really beefy and looked like they could take some serious abuse on and

Hopefully this bumper will not get used too much, but it's nice to know it's there!



The Volition comes with a 7-cell 8.4 V hump pack, perfect to get you up and running



A twin plate slipper clutch is very much required. It allows you to help protect the driveline from damage

off the track. The towers themselves offer five top shock mount positions on the back and four positions on the front tower.

So lots of tuning options here, but sadly all the upper linkages that on most kits are turnbuckles the turnbuckles were of a fixed length and plastic. The lack of adjustability is a bit worrisome if you intend to be a hardcore racer. But if you are transitioning that way, get yourself some adjustable turnbuckles.

Most people end up replacing the stock turnbuckles anyway. So what Helion has



The block tread tyres hook up a treat, being medium compound they not only generate grip, they also should last a while too!



The layout is pretty well balanced, the receiver weighs next to nothing so won't upset handling even in that waterproof box



The tiny footprint Rx has a built-in bind button making the process of re-binding should you ever need to a simple affair

done here is get you in the game cheaper by saving money on a part you may very well be replacing in the long run anyway!

The A-Arms are just as beefy as the shock towers and again are moulded in a plastic that just feels strong, but still forgiving. A slight flex allows these parts to withstand the occasional ill-judged turn or jump without any worries. Each have two shock mounting positions and will allow for fast trackside adjustment to stiffen or soften the ride.

The battery compartment is also well designed. It has quick turn releases to hinge the brace out of the way to change batteries. But it also gives you the option to un-pin the back and take the battery strap right off completely. Speaking of options, the included battery foam gives you more configuration options. So whether you have stick, saddle or shorties, they will work just fine!

### 'DESIGNED-IN' CRASH PROTECTION

The bumpers are quite pliable and look like they would take some serious run-ins with other cars, hard objects, rocks or miss-timed jumps! They also have mud flaps fitted to the rear bumper. This comes in handy when you have your editor laying face down in the muck with an expensive camera behind the truck during a photo shoot. Sorry Pete! (yeah, I got covered from head to toe in mud, but it was worth it! ED). The tyres throwing up all this mud are a well designed, all round pattern, with a high grip block pattern in a medium compound.

They actually look very similar to 'branded' ones I have used before, and they worked really well, even on damp Astro. To turn the tyres there is an all metal and dare I say brushless-ready geared transmission feeding the power out strong metal dog bones.

Now on to the included electrics package. First off the radio is a Helion HRS-3.1 with the receiver bearing the same name. There are bind buttons on both the transmitter and receiver, I always prefer this method to bind plugs, but that's only my opinion. I didn't need to bind the system as it came out of the box very much ready to rock.

The radio, while light didn't feel cheap to me. This is a problem I have been running into with some of the RTR's of late. But this one was a pleasure to use. It was really well set up as far as positioning of the hand as well.



Fixed length turnbuckles are my only real criticism, I can even live with the clips to set shock pre-load

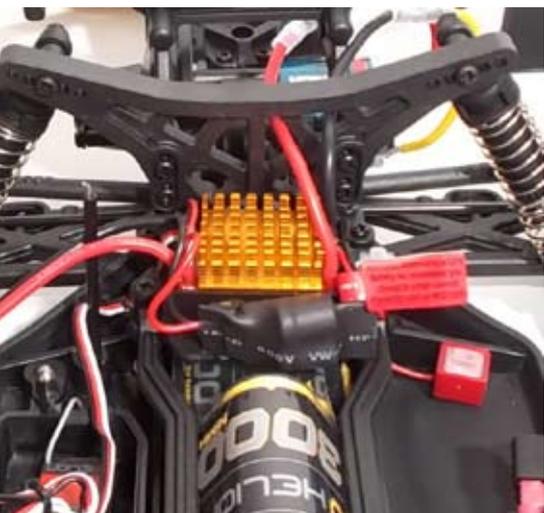


Again note the steering linkages, set length and solid plastic. No toe in or out options here

The water resistant receiver box is lined with foam where the servo and ESC wired come in and the aerial goes out. Then the lid slots over this onto two mounts and is pinned from the top with two body clips. The speedo is a Helion Metric 30 amp waterproof ESC that was not only LiPo compatible but had an ingenious switch for it as well. Not only did it have the on/off switch but it also had a NiMH/LiPo switch. No need to



With a 6 kg steering servo and a very traditional bell-crank steering assembly, including adjustable servo saver - Helion have covered all the bases



Fitting the ESC dead central helps keep the weight down the centreline, and aid cooling in use

The 2.4 GHz transmitter is comfortable and light. Perfect for long stints racing or bashing



follow blinky lights or listen to annoying beeps. Just flip the switch to the battery that you are using and you're laughing now that's a really cool feature on a sub £120 vehicle.

The servo is the same one that comes standard on many of other Helion RC products and has plenty of power for a RTR with 6 kg on tap. The servo was tied to the steering linkage via an aluminium steering assembly allowing more adjustability and a bit of protection as well. This part was anodized in orange. Although there isn't many parts on the chassis this colour, it's worth mentioning the motor plate and front hinge pin retainer are also orange alloy.

### TESTING TIMES

I loaded up my new van, the engine having nearly fallen out of my last one (long story!). So it would be the maiden

voyage for both my new ride as well as the Helion. I met up with Speedy, settled in for a few drinks and my now, mandatory, Friday night Vindaloo!

Next morning we met up with Pete who said he had a new BMX track venue to try out so we followed him to its car park. The track was a few minutes' walk from the car park, and we had four different vehicles to test and shoot, so we grabbed as much kit as we could possibly carry and headed up there.

When we finally reached the track itself Speedy and I did what could only be referred to as a 'Maverick and Goose Top Gun High Five'. It was a very cool BMX track, with both fast race sections and long sweeping berms, but also a section of massive jumps (and loads of them!). It's where Pete used to race as a teenager back in the '80s (yeah, he's really that old!) and it had been kept very up to date by the local BMX club and council. A certain Doors lyric came straight into my head as I looked at the review vehicles sitting on the grass... "No one here get's out alive", we would see about that...!

### LIKE A KID IN A CANDY STORE

I took the Helion, plugged it in and quickly jumped in front of Speedy (who was racing to do the same with another 2WD basher). I won, and hit the jumps first. We picked a few that looked really photogenic and would allow me to test the Helion's flight capabilities 'properly'.

See, told you it was waterproof!



**The Volition flies pretty level, proof of a great weight balance (or driver!) you decide...**



They were linked together by long, flowing berms allowing me to also test cornering and handling, and there was also lots of tarmac pathways and even steps if I fancied getting a little urban too.

Once Pete was in position with the camera I took off for the first jump. I wasn't expecting that much torque from the included NiMH, but then the fact it has a 550 can motor as standard should have given me a big clue! It actually got the back end spinning on the damp but still very loose surface, the back end kicked out and the Helion launched off the side of the ramp straight towards our brave camera man (at head height!), "SORRY MATE, MY FAULT!" I yelled, secretly laughing at the almost break dance move Pete did to get out of the way (one may I add that he did on many occasions that day as vehicles flew at his camera lens from every conceivable angle).

To be honest it made an ace picture, it makes the SCT look like it's performing a FMX type jump when in fact it was heading his way diagonally at full speed!

The second run up was far better. With steady throttle input and smooth steering the 2WD went exactly where it was pointed and drive up one side of the huge table top, gracefully flying over the top, slightly nose-up and then

landing on the down ramp tail first. I repeated this a few more times, seeing what affect tapping the brakes mid-air had on the landing.

Then after a few smaller jumps, we wanted to see the waterproof electrics prove themselves. We found a really deep puddle and got set to sink or swim, (literally). I hit it a bit slow and the front dipped into what we thought

was shallow water. I did what we moto crossers refer to as a 'Panic Rev' and the front-end came out of the water and the truck sped across the rest of it. I did a few more runs and each one was more and more fun. A couple I only got the left side's wheels in and it looked really epic on camera.

Then Pete asked what else I wanted to do...Big Jumps was the reply (Duh!). So we set up near the biggest table top on track. One side was a nice little plop onto the top at low speed, the other side offered an 8 foot incline rising into a near vertical jump. So after a few plop jumps onto the table top, I decided it would be rude not to hit the 'vert' side!

### **"JUST TAKE IT EASY"**

Those were the words that Pete said, but that my brain actually chose to ignore. I hit the ramp at full speed (a not un-slow 30-35 mph) easily launching the SCT 10 feet in the air and eventually landing on the backside of a berm (completely out of my line of sight). We all went really quiet as I pulled the trigger and turned towards where it had landed. Then like something out of Top Gear we saw the Helion coming around from the back of the bend. All three of us gave out a cheer as it not only survived such a big jump, but landed on its wheels and came back from the unknown!

I put in a fresh NiMH pack and just spent the next fifteen minutes or so



**My patented 'kick turn move' only took 11 attempts!**

**“Bang for buck, this thing is great!”**

blasting the truck around, back end out, through puddles, up and over jumps and generally having fun.

We were almost done with all the shots when I went up another jump and hit it a bit wrong and pulled off one of those tricks I would be trying to replicate the rest of the day. It went up the side of the jump, fought gravity and started to come back down to earth, and when I hit the throttle it spun sideways turned on one rear wheel and headed back down the jump. Basically a kick turn with a 1/10th SC. Pete and I, both being old skaters and BMX'ers just looked at each other and smiled. He asked if I could: “Do that again for the camera”, I said: “Not sure, but I’m gonna try!”

In fact it took about ten minutes but I finally found the right line to pull it off. We snapped a few pictures, and I gave way to Speedy to do some of his testing as I again swapped batteries. I went off to the side and pulled out the 7-cell NiMH and replaced it with a 4200 mAh LiPo. I also needed to switch on the LiPo cutoff. With just a flick of the switch, I was LiPo ready! Once Speedy had knackered (clean version) his first rig, I was back on course.

With the LiPo I was of course faster

straight away. The jumps were getting more epic, the high-speed passes were becoming more scary and the drifting was starting to get really good around the berms. In short, the LiPo's provided more speed which equalled more air! I ended up taking the Helion home in one piece, which says a lot. Especially if you had witnessed the things this poor truck went through in that test session... it's more than proved itself.

**DECISION MADE**

Bang for buck, this thing is great! For the £120 price tag it's very hard to beat. Its design is equal to a lot of higher price trucks you will see on the track, some actually costing twice the amount. The ESC is LiPo ready. The LiPo/NiMH switch is a great addition. It makes changing your ESC settings simple. Durability was phenomenal in our testing. I put some serious jumps on it and landed it dead wrong a few times and it drove away. The turnbuckles, although non-adjustable are quite forgiving. The shell looked great and was pretty tough as well.

A true RTR; a lot of companies say they are ready to run but too often leave out a battery and charger. This kit comes with both. Adjustability of shock position rivals that of other top companies.

Overall, I would strongly recommend this for a beginner to intermediate. It comes with everything, but leaves room for upgrades. It's a great chassis and has



**We have lift off, and it landed too!**

some tuning options straight away. It's a true Ready to Run.

So, if you want a tough bashing platform that can easily be used to get you into racing and you think short course may be the class for you, get one of these bad boys. It won't let you down. As for its bashing credentials, sometimes the ramps just call my name and I got to let things fly! **RRCI**

**“It's a true Ready to Run.”**



**On the power and kicking up the leaves, winter bashing is fun!**

**TECHNICAL SPEC**

**REQUIRED TO COMPLETE**

AA cells for Tx, that's it!

**DISLIKES**

Turnbuckles are fixed length

**LIKES**

- 'Brushless ready' all-metal tranny
- Bash or race you decide
- 30 A LiPo compatible ESC
- 12 Turn 550 can motor
- Waterproof electrics
- Bullet proof strong

**CONTACT**

[www.jperkinsdistribution.co.uk](http://www.jperkinsdistribution.co.uk)