

## Boat Review



# Quintrex 500 Hornet Trophy

*Still Packs a Punch*

REVIEW & PHOTOGRAPHY - JOHN HESELWOOD

Given that the hull of Quintrex's Hornet range has remained unchanged after five years of production, their latest version, the 500 Hornet Trophy, still packs the same knockout punch.

The renowned ride of the stretch formed Eclipse V-Flared hull is the big feature which puts the Hornet near the top of the 'most wanted list' for anglers, but the revamping Quintrex has undertaken inside the new model should make it the top of that list.

The Quintrex 500 Hornet Trophy we tested was decked out with many of the available options and came with a price tag of \$44,560 which included the Mercury 114hp Optimax LS and trailer. Without the options the price drops to \$39,560.

The options fitted were the deluxe rod locker, bow electric motor and mount, bimini and its envelope, live well in the front casting platform and the striking 'Adrenaline Wrap' down the sides of the hull.

The Hornet range features a universal casting platform with rotomoulded under



*The Hornet was launched at a media day and only had the 'adrenaline wrap on one side for the purpose of photographs.*

deck stowage compartments that allow for optional interchangeable storage bins, tackle or utility tray or a sectioned live bait tank which this boat has. You can also easily add aftermarket options such as eskys or a 12 volt fridge. The anchor well is under another hatch in this deck.

An optional MotorGuide electric motor is mounted on the forward port side which operates from a battery under the casting platform.

Aft is another raised casting platform which is the top of the built-in transom. The test boat featured a second plumbed fish or live-



bait tank in the centre with another compartment each side. One of these compartments housed the main engine battery (there is enough room for another) while the other could be used for a second battery for the electric motor, tackle boxes or the all important safety gear.

The new model Hornet has Quintrex's new M3 transom which is a result of them modifying their hulls to support four-stroke outboards with what they called a 'Maxi' transom. The new design does waste some casting deck space, but to overcome that, Quintrex extended the aft casting deck back into the aft corners.

There are two skipper fold-down swivel seats which can be moved to any of the four seat positions in the floor or on the forward and aft casting decks if you fitted extra holders.

The Hornet has an alloy side console with a very heavy duty grab rail atop the frame containing the perspex windscreen. The console is big enough to mount the Lowrance Mark-5X depth sounder (which comes as standard) on the top between an inbuilt drink holder and a small perspex lidded compartment to keep personal items free from moisture.

On the front to the right of the sporty steering wheel is room for a couple of gauges and switch panel. Under the console is open to allow you to stretch out the legs.

The steering is a mechanical non-return style with a 4:1 ratio.

A new feature in the Hornet is the robust lock-up tackle storage locker, something long overdue. It is big and long enough to handle several full-length rigged rods and with tackle security always a problem when leaving the boat unattended, it can be secured with a padlock.



The 500 Hornet Trophy has a maximum horsepower rating of 115hp and the test boat was fitted with the max. With two onboard, the hole shot was effortless as it quickly reached a nice cruising speed of 35km/h at 3100rpm. WOT of 5,600rpm achieved 72.5 km/h which is more than enough to impress as you leave the ramp. The standard fuel tank holds 95 litres.

Coming down in size to say a 90hp outboard, would still maintain good performance if the dollars were a problem.

With a broad area of the forefoot of the hull contacting the water, you can expect a ride somewhere in between a punt style boat and a deep V while exhibiting a very flat attitude when turning hard at speed. The sharp protruding Millennium hull does pierce short chop to soften the ride

somewhat. A few bumps along the way are a small price to pay for a boat with such excellent fishing stability.

The 500 Hornet Trophy is not the cheapest small tournament boat on the market, but like everything, you get what you pay for. The boat does come with plenty of standard fittings such as transducer brackets (one

each side), two rod holders, fold down drink holders, ample hand rails in the right places and fully painted.

With the Hornet there are a lot of options available to allow you to turn it into a top customised fishing machine, which makes parting with the dollars easier:

#### Specifications

■ Length overall:	5.21 metres	■ Engine max hp:	115
■ Beam:	2.10 metres	■ Max engine weight:	225kg
■ Depth:	0.93 metres	■ Max load:	585kg
■ Weight boat only:	460kg	■ Price as tested:	\$44,560
■ Construction:	Aluminium	■ Priced from:	\$39,560
■ Topsides:	2mm	■ Dealer:	Cunninghams Marine
■ Bottomsides:	4mm		Clontarf, Brisbane.
■ Fuel capacity:	95 litres		<a href="http://www.cunninghamsmarine.com.au">www.cunninghamsmarine.com.au</a>