



Quintrex 435 Hornet Trophy

Introducing the latest in the Hornet series of Quintrex Trophy models - and the size that is proving to be everybody's favourite. It is not hard to see why. For estuary and river fishermen, this is truly the boat of your dreams - and powered by the exquisite new 40 hp 4-stroke Yamaha, this combo is getting awfully close to purrrfect . . .

A smitten Peter Webster reports

Since the introduction of the Hornet several years ago, Quintrex has literally jumped up the leader board, to the extent it is estimated that one in every two boats sold in Australia is now made by Quintrex.

The Hornet was one of the key planks in the evolution of the modern Quintrex range. Now the Hornet concept is being further refined.

Every time the writer gets into a boat like the 435 Hornet Trophy it's virtually impossible not to recall the years spent with my late father and still

active mother, when as kids in a bush family, we'd spend the annual holidays down at Tuross Lakes on the far south coast of NSW.

Travelling from the Riverina district of western NSW, we'd all pile into a variety of old Austin A-40's, A-70 Herefords and the like, and make the long trek down to the NSW South Coast via Braidwood, then down the Clyde Mountain (on largely gravel roads) before queuing for the two punts that crossed the Clyde River and the Bateman Bay estuary.

Within hours of arriving at Tuross,

we'd be out in one of the local boat shed's clinker rowing boats, and later in the 1960's, in one of their "putt-putt" motor launches, exploring the furthest reaches of this still beautiful, pristine south coast estuary.

In those days practically all the fishing was done from a boat with a handline, and I can vividly recall many wonderful hours drifting up and down this estuary in search of flathead, whiting and bream that were quite prolific. But as the years rolled on, Mother Nature and a very active bush lifestyle took their toll on Mum and

Ruth slides the Quintrex Hornet across the water, trimmed to perfection. You can easily see how this deep, deep forefoot slices through initial chop, turning the water flow over and down under the hull "flats". Skippers need to keep the weight off the forward sections though, to let this forefoot 'work' properly - so moving the crew aft whilst moving between fishing locations will result in a much smoother, softer (and dryer) ride. *Especially* if you are carrying batteries for the electric outboard well forward. This boat needs to be able to 'lift its head' to get maximum benefit from the curvy bottom sections.

