



The Quintrex 670 Offshore Experiment

In trailerboat circles, this has been one of the most highly publicised projects in recent years. Quintrex is such an iconic brand that when a completely new model is developed – and an experimental prototype at that, it is inevitably going to attract a great deal of attention. Three years later, we now have the opportunity of looking back and considering the advantages and disadvantages of this innovative project.

From the day the boating press was first introduced to the concept of a diesel Quintrex, I must confess participating marine media were all initially something akin to a state of shock. To discover that this pressed tinny boat building range was not only going to have a big, powerful long range sportfishing boat in its line-up, but it was going to offer diesel power as a standard power option, was a genuine surprise.

And whilst it was heady stuff in anyone's language, it came about from very sound, logical thinking.

It's easy to forget now, but back then, all of 3 or 4 years ago, we were starting to pay \$1.80-\$1.90 for a litre of fuel, and boatowners all over Australia were getting really worried about the cost of going out to the 'Reef or to fish their favourite haunt.

The Quintrex/Stacer dealer network, easily the biggest in Australia, started picking up the anguish from its customers and the concern was reflected all the way back into the Quintrex R&D division at Coomera, in southern Qld where the manufacturing plant is located.

It's such a big organisation (at that time, they employed over 450 people) the wheels turn a bit slowly, but soon enough, the R&D guys started working with their normal Quintrex 650 range with the target of coming up with an

economical, long range cruiser for their diehard fishermen running Quinnies all over Australia.

The first of the new Quinnies came out in 2006, and was powered by the little 120hp 2.0L Cummins diesel driving through a MerCruiser Alpha sterndrive leg.

This is a salient point in the development of this diesel cruiser. It's important to remember that Mercury/MerCruiser is the engine OEM (original equipment manufacturer) to the Telwater Group, so from the R&D department's point of view, they could only work with the diesel engines in the MerCruiser range – and at that time, the only appropriate engine available was the little 2.0 litre 120hp Cummins.

Not to worry, this was fitted to the first prototype, and it was introduced to an eager boating press a few months later after preliminary trials had been carried out. This is when F&B became involved, too, and like everybody else, we were suitably impressed but concerned about the overall level of performance, as the 120hp diesel was running out of puff once it got up to the 19-20 knot area.

Mercury themselves recognised the problem and let it be known that a new and more powerful version of the 2.0L QSD diesel was on its way already and that it, the new 150hp model, would provide a significant lift in