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REVIEW

June 26, 2018



Stacer 619 Wild Rider 2018 Review

Stacer's 619 Wild Rider bowrider launches with the new Revolution hull bottom, higher freeboard, boosted seating and more storage space

Replacing the outgoing Easy Rider series, Stacer has debuted a new flagship bowrider model called the Stacer Wild Rider 619. Equipped with Stacer's all new concave Revolution hull, this feature-packed family boat boasts a number of upgrades and improvements. Paired with the maximum power Evinrude E-TEC G2 200hp DFI two-stroke outboard, the 619 Wild Rider is a very quick, easy handling day cruiser and sports boat.

OVERVIEW

Stacer recently debuted a range of changes and [improvements to its boat range](#). The major announcement was the introduction of the new Revolution hull bottom across a broad range of models. However, Stacer also refined its boat range, adding new models and dropping others.

As part of the re-structure/revamp, the existing Easy Rider bowriders have been phased out and replaced with a new, improved bowrider series called the Wild Riders.

There are five Wild Rider models in the new range, the 499, 519, 539, 559

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What we like!

Soft riding, stable
Revolution hull

Big power with Evinrude E-
TEC G2

Great handling, effortless
power steerin

Not so much!

No helm or passenger grab
rail

Helm console could use a
phone shelf

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equally stable due to a very fine bow entry shape which flares out substantially to wide outer chines. There is also substantial flare in the topsides at the bow to suppress spray.

During the launch of the new models we were able to sample a range of the new boats, including the abovementioned flagship bowrider, the Stacer 619 Wild Rider.

To fully demonstrate the capabilities of the 619 Wild Rider, the test boat was rigged with the maximum power outboard in the form of an Evinrude E-TEC G2 HO 200hp DFI two-stroke.



PRICE AND EQUIPMENT

In recent times Stacer has been adding value to its boats, making features and equipment that other brands generally list as options, standard. This philosophy continues with the new Wild Rider bowriders.

There is too much standard gear to list it all here, but among the key inclusions are a GME VX750B VHF radio, Fusion RA70N sound system with speakers, overhead bimini (with envelope), hull paint, a cockpit scupper drainage system, hydraulic steering, folding rear lounge and back-rest and bow seating compartment with vinyl upholstered cushions and back-rests. Also included are boarding platforms and ladder, a pair of rod holders and transducer brackets, bilge pump, sub-floor ski locker and fish box, carpet throughout, and bow and stern tie-off cleats. This really is one with the lot.

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Our test boat was fitted with only a few options. These additions included a starboard side transom door, vinyl hull wrap, Stacer/Roswell Wakeboard tower, and sealant to the underside of the timber flooring.

With the above options and a more powerful Evinrude 200hp E-TEC G2 HO outboard (and Viper propeller), our test package is priced at \$74,793. This is a fair sum for sure, but still good value compared with some rivals brands – especially so given the test boat's equipment level.



DESIGN AND LAYOUT

The Stacer 619 Wild Rider has a traditional Aussie bowrider layout which combines a V-shaped padded seating area at the bow with a centre-opening, walk-through windscreen, dual pedestal helm chairs, and a folding rear lounge seat.

The 619 Wild Rider differs from its Easy Rider predecessor (and most competitor models) in that the forward seating compartment has been enlarged by the re-location of the anchor well from the foredeck to a bin beneath the bow centre seat cushion. This has allowed the designers to push the seating area further forward and to increase the length of the two side seats.

The enlarged bow seating area can probably accommodate up to five people - although the boat is only rated to carry seven in total, so that scenario would be unlikely. More importantly, there is space for three people to lounge in comfort, two of those facing forward on each of the

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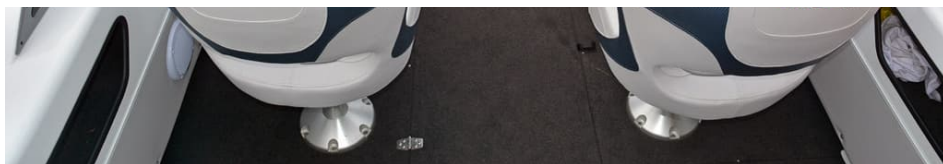
Remove all the cushions, leave the infill board in place and you are left with a sturdy casting deck for fishing. This can be combined with the optional rear lounge casting platform (part of the Angler Pack) to re-configure the boat for fishing applications.

With regard to storage, the 619 Wild Rider is well sorted. In addition to the noted anchor well bin, there is a safety gear locker under the bow side seats, a sub-floor ski storage locker between the helm chairs, an in-floor fish box aft, full length cockpit side storage pockets (with excellent toe/foot support underneath), and shelving under the transom.

Each of the consoles also has storage bins behind So-Pac hatches, accessed from the companionway leading to the bow area.

The consoles also have roto-moulded plastic inserts with built-in drink/cup holders. There's a glove box on the port side and dash and fascia space for engine instruments and electronics over the starboard side. We noted, however, there is not much flat panel space so you might need to bracket-mount a fish finder/GPS unit on the dash above the sports steering wheel.

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Otherwise the driving/helm position is very good. A flip-up front helm seat bolster makes it possible to drive the boat while standing, but it is much easier, more comfortable to remain seated - with the steering wheel and throttle falling comfortably to hand.

Behind the dual deluxe helm chairs there is ample, uncluttered cockpit space stretching back to a full height transom wall and a three-quarter width fold-down rear bench seat.

Other features include the neatly rolled internal gunwales, welded stern cleats, optional starboard side transom door, provision for a transom ski-pole, transom corner scuppers, bilge and battery access, and the aforementioned underfloor fish box and rear storage shelf.

Fishing options available include a transom live bait tank, bow-mount electric trolling motor plate, a rear bench seat/ casting platform, rocket-launcher rod rack, bait board, berley bucket and additional rod holders.



ON THE WATER

The Stacer 619 Wild Rider is designed for a mix of family sports boating and fishing activities. To that end, the concave, flared bottom Revolution hull

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easy flick of the sports steering wheel.

With the Evinrude E-TEC HO 200hp DFI two-stroke outboard on the transom, the 619 Wild Rider is also great fun to drive and brutally fast. The big outboard snaps the 619 out of hole and accelerates it to a top speed of 49kt (91 km/h) quick smart! And that's quick! Fast enough to get the adrenaline pumping, and easily quick enough for social tow sport activities.

Of course, if you don't plan on loading up the boat with the maximum seven adults, or towing your mates on tubes, wakeboards or water skis, then 200hp will likely be overkill.

We would expect to achieve low 40kt performance with a smaller 150hp outboard and mid to high 30kt with a 120-130hp option. Accordingly, we would recommend a smaller outboard engine for general family duties - including bay and coastal fishing, day cruiser, etc.



VERDICT

For water sports activities involving a combination of social tow sports, bay and coastal fishing, day cruising, and the like, the Stacer 619 Wild Rider is a very practical boat.

With big power on the transom it is very quick, yet easy and fun to drive, as well as soft, dry in choppy water, and stable at rest.

With its drop-nose bow (lowered bow gunnel line unique to this flagship

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4.3kts (8.0km/h) @ 1000rpm
5.9kts (11.0km/h) @ 1500rpm
6.5kts (12.0km/h) @ 2000rpm
12.4kts (23.0km/h) @ 2500rpm
25.9kts (48.0km/h) @ 3000rpm
29.7kts (55.0km/h) @ 3500rpm
32.4kts (60.0km/h) @ 4000rpm
36.7kts (68.0km/h) @ 4500rpm
41.0kts (76.0km/h) @ 5000rpm
45.3kts (84.0km/h) @ 5500rpm
49.1kts (91.0km/h) @ 6000rpm (WOT)

PERFORMANCE - ECONOMY

2.5 l/ph @ 1000rpm
5.4 l/ph @ 1500rpm
8.5 l/ph @ 2000rpm
12.4 l/ph @ 2500rpm
19.1 l/ph @ 3000rpm
24.1 l/ph @ 3500rpm
31.4 l/ph @ 4000rpm
41.6 l/ph @ 4500rpm
52.0 l/ph @ 5000rpm
63.0 l/ph @ 5500rpm
70.0 l/ph @ 6000rpm (WOT)

MAXIMUM RANGE ON 95% OF 118l FUEL TANK: 152.0nm @ 3000rpm




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transom door, and sealed timber flooring.

Priced from: \$63,174.11 including an Evinrude E-TEC 150hp G2 DFI two-stroke extra-longshaft (25") outboard, a Stacer aluminum tandem axle braked (mechanical over-ride) trailer, four person inshore safety gear kit, sand anchor kit, and 12 months QLD boat and trailer registrations.

Length overall: 6.2m

Beam: 2.40m

Hull weight: 857kg

Depth: 1.23mm

Weight on trailer: Approx 1,750kg

Bottom & transom alloy: 5.0mm

Topsides alloy: 3.0mm

Maximum power: 200hp

Maximum engine weight: 295kg

Engine as tested: Evinrude E-TEC HO 200hp V6 two-stroke

Fuel capacity: 118L

Flotation standard: Basic

Maximum persons: Seven

Supplied by: Whitewater Marine



Written by
Jeff Webster

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