

# The Wm. Hollander Model Cutthroat Trout Reel

Currently available in one size, for 4- to 9-weight lines; \$400. Extra spools, ventilated or solid, are available. For fresh or salt water.

Made in the U.S.A. by Wm. Hollander Co., ~~1345 Ithaca Drive, Boulder, CO 80303. 303-499-7226.~~

**B**ill Hollander is an avid angler and a professional laboratory-instrument maker at the university in Boulder, Colorado. Both of which help explain his sideline—hand-crafted fly reels of the highest caliber. *R&R* was fortunate enough to be loaned #014 to evaluate.

It's a lovely piece of work, with detailing and engineering and finishing equal or superior to any of the grand names in ultra-luxury reels. It is a single-action, full cage-frame type, reversible, that clicks sweetly in

That's not as bad as it sounds because this screw is intended to be set only to provide a minimal, basic drag; the rest is supplied by palming. With a finger, that is: Pushing in on the drag knob increases the friction proportionally; release pressure, and the drag returns instantly to its setting. Clever, effective, silky smooth and—once you're accustomed to it—easy. The trick is to turn the rod slightly in your hand so you can station your thumb on the drag button.

Note the large hexagonal spool release. Turning it to line up with the opening underneath frees the spool, which slides off to reveal a hexagonal spindle. The spindle/spool turn on a pair of precision ball bearings that are permanently sealed against dirt. Hollander says neither the bearings nor the drag will heat up, and we'll vouch for that. (Ever try to land a 13-ft. Boston Whaler with a 40-hp. motor on it? With a trout reel?)

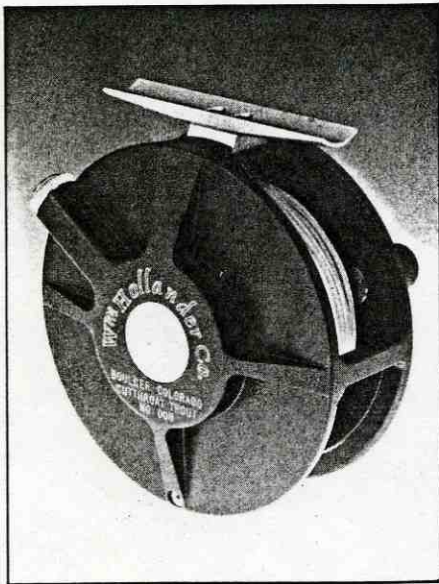
Thanks to its asymmetric spokes, the spool is balanced and runs well at crazy RPMs.

The detailing on this item must be seen to be appreciated. All parts are machined individually. All materials are high-grade

aluminum alloy or stainless steel, with the exception of the brake shoe and crank knob (Delrin), the block the drag piston is threaded through (beryllium copper), and the reel foot and spindle axle, which are titanium—very tough, very light, very difficult to machine and finish, very expensive. Other details: The roller line guard is a stainless sleeve trapped between two stainless flanges, for smooth stripping, no line pinching. The comfortable crank handle is attached with an Allen-type shoulder bolt that will probably deform the spool before it breaks. All threads machined in aluminum are Heli-Coiled to reinforce them and prevent accidental loosening of their mating screws. All interfaces between dissimilar metals are sealed against galvanic corrosion. And Hollander has even machined pockets into certain areas to trap dirt and other contaminants that might find their way aboard.

Although the reels are reversible, either a left- or a right-hand frame is available, to position the drag button to the rear. And a solid spool is also available, for bigger game and/or mono backing. Hollander calls this 5-ounce, 3½-inch beauty a trout reel, but as it will take a WF6F and 175 yards of #18 dacron backing, or a WF9F/S plus 140 yards, it might be called a bonefish or steelhead reel as well.

This kind of work costs—\$400, to be specific. Its appearance might be a bit too commonplace—mostly black, at 10 paces it resembles an early Ross—to grab many buyers at that level, but in the Rockies, these Hollanders are highly prized. Without this sort of elitism, who would we look up to?



both directions. Similarities with other reels largely stop there; Bill is being granted four U.S. patents for his design.

The drag is a replaceable semicircular shoe of Delrin, a high-tech DuPont resin that provides smooth friction and long wear. This shoe wraps partly around an anodized aluminum drum that forms the base of the spindle; both brake drum and shoe are grooved and mated together, to increase the drag's surface area with no penalty in bulk. Brake pressure against the drum is regulated by the external knob, which screws a piston against the shoe. The shoe friction is additive in one direction (when you crank line in); there is no conventional one-way clutch mechanism, and so you must reel against a partial drag.



**William Hollander Co.**  
5012 Valhalla Drive  
Boulder, CO 80301