

# 10 Greatest V6 Engines Ever Made - 3.5L JRV-6

In a recent edition of MOTOR Magazine Australia, the magazine provided a review of what they considered as the "10 Greatest V6 Engines Ever Made".

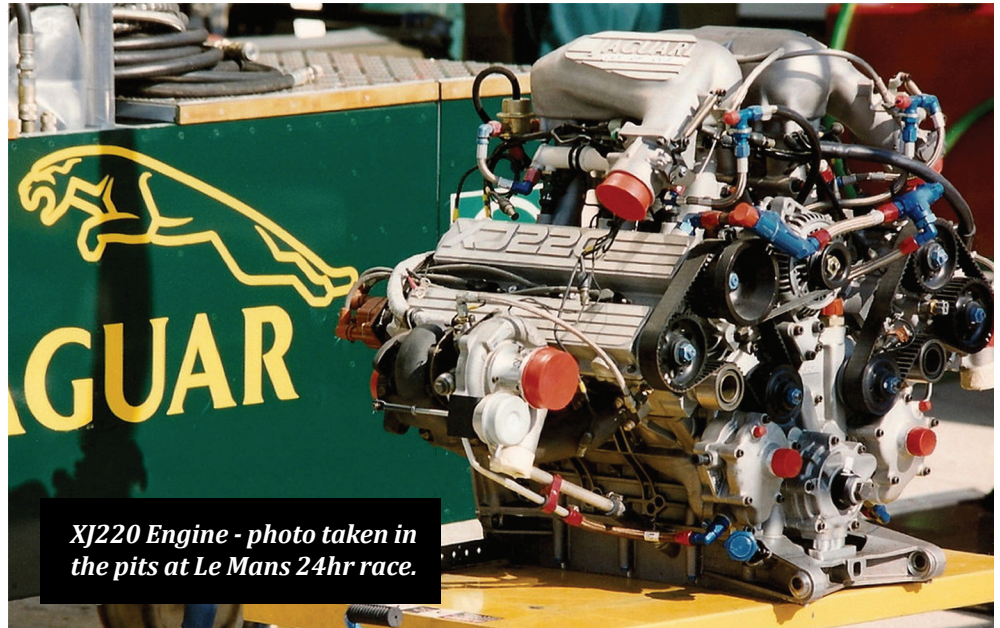
The article did not attempt to compare engines, as the engineering is varied and complex, with 5 out of 10 still in production. The engines were therefore listed in order of production, starting with the 1973 Lancia Stratos fitted with a 24 valve, 2.4 litre Ferrari built engine.

The 10 included the XJ220's V6, noting that the car was a huge disappointment, especially by the 1,500 people who paid £50,000 deposit for what they thought was going to be an all-wheel drive quad-cam 500 hp 6.2 litre V12.

But when it came to engineering and emissions requirements, the V12 engine was too big, too long and too heavy. (Bridgestone, making the tyres for the XJ220, explained that there was no tyre that could handle a car that heavy that could go at its targeted 220 mph top speed. If the car was going to work, it would need to be lighter and smaller).

A 3.5 litre all-aluminium V6 solved all those problems. In fact, with the twin-turbos, it produced more power than the 48 valve V12.

The engine was loosely based on the engine used in the MG Rover 6R4 Group B race car. Tipping the scales at just 143 kg, this was a thoroughly modern V6



*XJ220 Engine - photo taken in the pits at Le Mans 24hr race.*

with twin overhead camshafts and four valves per cylinder. Added to the lightweight unit were two Garrett turbochargers.

The redesigned engine (re-designated Jaguar JRV-6), was initially used in the XJR-10 & XJR-11 endurance race cars. In race form the engine produced around 750 bhp, depending on the level of boost. For the XJ220's, the engines were detuned, to a still substantial, 542 hp.

The engine pushed the XJ220 to over 200 mph (340 km), despite having just five-gears. The car was also excellent on the racetrack and won its class at Le Mans in 1993, before being disqualified on a technicality.

Despite being capable of over 100 km/h in first gear, buyers didn't care for it with some XJ220's taking almost a decade to sell. This lack of interest was despite its superb looks and design - it all got back to the disappointment of no V12 engine.

In 2009 the British auto magazine *Evo*, writing a head-to-head test between a XJ220 and a Lamborghini Murciélago, noted that the decision to change the V12 engine for a turbocharged V6 engine "would garner more acceptance now".

**It's ironic, that the much maligned V6 engine that powered the XJ220, is now being judged as one of the greatest V6 engines ever made. ■**



*The XJ220 used a road-legal version of the turbocharged V6 racing engine used in the XJR-10 and XJR-11 race cars. This V6 engine was considered in a review by MOTOR Magazine Australia as one of the 10 greatest V6 engines ever made.*