

...I thought the Sierra 4x4 3ltr V6 12v pulled very well, grunt & grip but doesn't like to rev too much, just drive it on the torque, plant it, get the power down very early & safely out off a corner, a grown-up car. I've driven a few 24v 3ltrs and have been generally disappointed with their low speed pickup, having to rev them hard to get any performance, which to me seemed pointless having a large capacity engine, but Paul I think you have provided utopia, a 24v 3ltr which pulls like a train ala 12v but revs like a very good 2ltr 16v.

That torque curve looks sooo good on a dyno chart, area under the curve is what matters and all that but difficult to believe until experienced, superb throttle response and yet revs so freely, the best of both worlds, a rare combination, modern complicated, expensive vvti's try to achieve the same.

I can understand your frustration in trying to persuade people with 3sge's and 3sgte's who naturally think it's an exaggeration, how can you accurately describe THAT sound, how can a sports exhaust be so quiet at tick-over and at constant throttle on the motorway, without a trace of resonance and coarseness and yet produce such fantastic MUSIC on acceleration, it makes the car feel so refined, expensive yet so very exciting, M3 drivers might get similar but soooo much more expensive. Apparently this engine in the nineties was voted one of the best 10 in the world and yet people without experience of them seem to under rate them.

When I knew that the heads were designed by Yamaha I though revvy but gutless, but this is the 'F' 'economy' version (i.e plenty of scope for relatively cheap productive conventional tuning 'what's that nowadays' ? it means 20 real bhp simple exhaust system, 25 real bhp straight forward head port & polish, simple adjustment of AFM tuning, I've done similar with the relatively old tech Sierra and I know it works well) rather than the 'G' performance design (ala 3sge high specific output but not much low end torque and not much power left to extract, spend a lot of money but Toyota have done most of it already, how frustrating and uninteresting, no productive big valves, gas flow & polish

here).

How nice and enjoyable is it to be able to have the benefits of modern reliable efficient electronic ignition & fuel injection systems etc and yet this generation of engines still allows the ability to interrogate/diagnose/adjust/experiment/improve the engine using relatively simple inexpensive equipment. People get too wrapped up in all alloy blocks, theoretical benefits, hi-tech for the sake of it (but will not allow you simple access anymore, ever again), thinking that must be better but if ever the ?proofs in the eating? then this is Paul, the classic and underrated example, Its must be difficult to sell the genuine qualities of the V6 against the glamour, glitz, sound and after market support for the Turbos although the V6 is getting the attention of more people, even long term turbo owners judging by the comments on the club sites, buy up all the Camrys you've got the space for Paul while the prices are low!

I think you are absolutely right in your approach of creating a demonstrator car which when tried would convince most people at an affordable price. Its getting them up there, speaking for myself it was 3 x 360 miles worth it. Your belief, and ability to do it via your own business, an enthusiast who can also deliver the goods, I join the happy band who sing your deserved praises, it took me a fair bit of commitment and heart searching(about 5 mins after the demo drive) to put ?3000 into my wifes (official owner) 16 year old car which will be changed forever but glad I did.

I used 6 gallons over 180 miles at a steady 75 (followed your instructions) and my wife was following in the Sierra which used 7.5 gallons which I would have been fairly happy to match I kept myself honest and my insurance company quoted me ?120 extra,

?V6 MR2-engine replacement! there must be other enthusiasts as underwriters.

I?ll keep you posted of progress Paul for reference to future conversions, I?m feeling quite proud of being the first MR2V6 conversion in the world with air con and the UK 6xV6, doesn?t sound a very exciting distinction but what an engine!.
Thanks again ...