in particular will be derived from Cayenne and Carrera GT. Both engines are expected to switch to direct-injection, and they will also undergo various consumption and emission reducing measures.

The displacement of the V8 is tipped to go up to 5.0 litres. As a result, insiders expect the normally-aspirated version to deliver 375bhp and the turbo to hit the 500bhp mark.

One rung up ranks the V10. One source suggests that the 5.7-litre version we know from the Carrera GT will be replaced by a less radically tuned 6.5-litre edition which should be good for 575bhp in normally-aspirated and for 700bhp in twin-turbo form.

Sounds like wishful thinking? Not when you consider that the new 6.3-litre V8 by AMG is in its most extreme guise rated at 707bhp. Also in the works is a twin-clutch gearbox which will become the transmission of choice for all future Porsches.

The inside story

Like the current CLS, access to the Panamera is via conventional rear doors. The project team had alternatively considered a pillarless aperature with rear suicide doors which looked practical and unique - but this proposal was gunned down by the bean counters. The rear end is a hatchback, despite Porsche wishing to sell 42 per cent of Panamera production in the hatch-averse North American market.

Inside, we find four comfortable bucket seats, dual air conditioning and a full-length console loaded with infotainment gizmos.

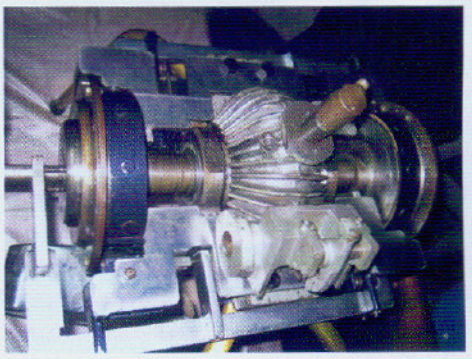
GEORG KACHER

NEW TECHNOLOGY

Radical Rotary!

Indian engineer readies rotary engine with multi-fuel capability...

WE ARE HEADING FOR A revolution. Regional Engineering College (now NIT), Durgapur alumnus Das Ajee Kamath has invented a Rotary Variable Compression Ratio engine which will revolutionise the way the wheels turn on automobiles. Conventional Internal Combustion Engines run fixed compression ratios, a limitation emerging out of the engine's design itself. Kamath's concept overcomes this limitation in a radically simple way. The RVCR is based on a rotary engine concept with the vanes attached by hinges to a sleeve allowing for the compression ratio to be altered before the combustion stage. Technicalities apart, this will translate into great results overall – imagine the same engine being run on fuels varying from LPG



to petrol to Diesel! The new engine design also guarantees a reduction in wear and vibrations through the elimination of piston slap which will mean a smoother and quieter drive.

Kamath, a chief engineer from the Merchant Navy has already been awarded a patent in India and the European patent office has confirmed his invention for novelty, inventive step and more importantly its industrial applicability through the International Preliminary Examination report. Kamath spent his life savings on developing a prototype for the RVCR engine and has recently received grants from KSIDC and TATA Motors for further developing the prototype, which is now being perfected. He is currently looking for organisations that would take the project forward ensuring that the wheel is turned in a different way on our automobiles. Anyone listening? Watch this space...

Ajee Kamath can be contacted at ajee.kamath@gmail.com