

Mercedes-Benz gets wet

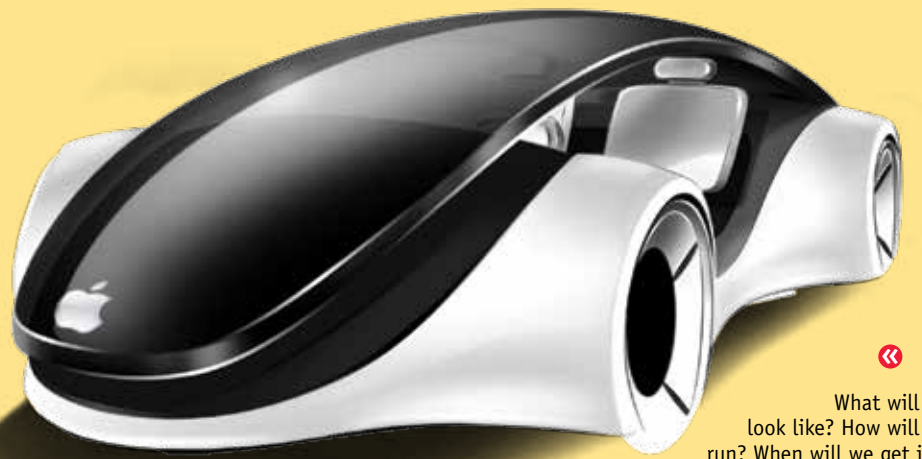
First comes word that Bugatti is making its own sports yacht (the Niniette), and now this news: High-end automobile manufacturer **Mercedes-Benz** could be getting into the yacht business. The 46-foot, 10-passenger **Arrow460-Grantursimo**, a concept boat by M-B's design consulting division and built by Silver Arrows Marine Ltd. of England,



Arrow460-Grantursimo

is currently undergoing trials on the waters off the French Riviera near Saint-Jean-Cap-Ferrat. Silver Arrows plans on just 10 full-on-luxury examples priced in the vicinity of \$1.7 million each.

Surprisingly, the Grantursimo's twin 480-horsepower diesel engines aren't being supplied by Mercedes-Benz, but instead come from Yanmar, Co., Ltd. of Japan.



What will it look like? How will it run? When will we get it? Your questions on Apple's upcoming iCar answered. Sort of.

The latest reports on Apple's iCar

Word has reached these peach-colored pages that the i-everything-Apple company has unquestionably set its sights on manufacturing a futuristic **iCar**. With a release date rumored to be in 2019 or 2020 — far enough off for Tesla CEO Elon Musk to already call it a “missed opportunity” — details are obviously sketchy. We don't know whether it will be a car or minivan, but some intel from Apple's mysterious “Project Titan” has slipped out.

Here's what we have so far: Reports are that a locale in **Germany** has been established for research and development on a vehicle that will be electric-powered. The model will reportedly also be at least partially autonomous (self-driving), and Apple will offer updates that will bring the iCar to full self-driving autonomy as technology, regulatory and infrastructure developments allow. One rumor has the iCar being made by Canada-based auto-parts manufacturer **Magna** (maker of Ford's GT supercar) at a facility in Austria, while another has **Fiat Chrysler Automobiles** working with Apple on the project.

We do know that they have the talent and treasure to do it. With more than \$200 billion cash reserves, Apple is starting from way more than Tesla did. Take that, Elon.



2016 Ford Mustang Shelby GT-H

Rent a racer

If you fancy revving out of the airport in something hotter than a freshly vacuumed Toyota Corolla, Hertz has a reservation for you. The company is reviving its 435-hp **Ford Mustang Shelby GT-H**.

The car's heritage harks back a half century, when Ford Motor Company and performance guru Carroll Shelby partnered with Hertz to create the 350-hp Shelby GT350-H.

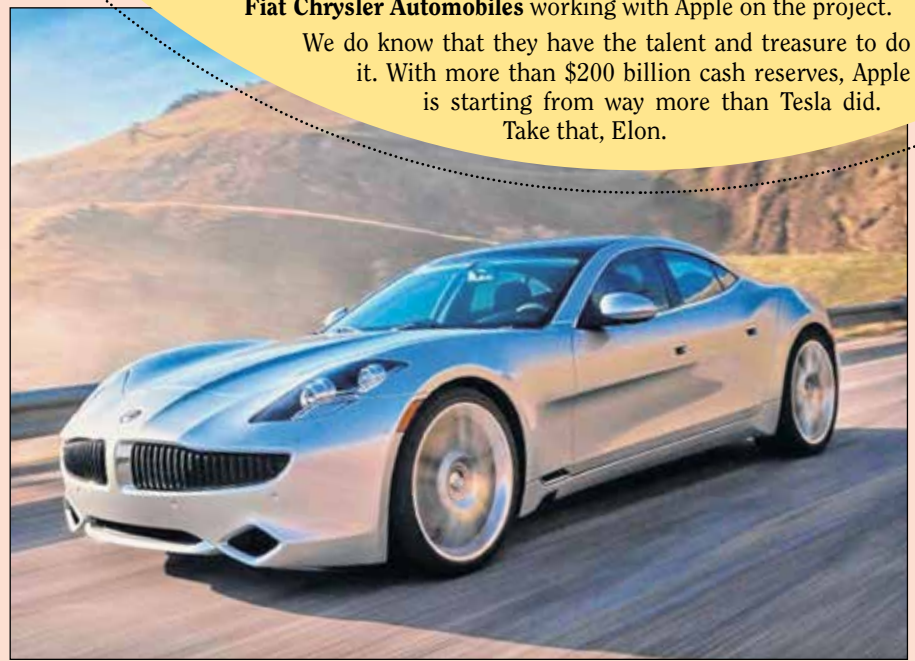
The 5.0L V8-powered 2016 Shelby GT-H vehicles sport model-specific badging and the tell-tale gold racing stripes on black color scheme, a hallmark of the Hertz brand dating back to the 1920s. A Hertz Edition emblem on the front fenders, along with Hertz Shelby GT-H sill plates and a numbered badge.

Other features include a unique Shelby-designed vented hood complete with functional air intakes, a carbon-fiber splitter, rocker panels, a rear spoiler and 19-inch aluminum wheels. They also come with a Ford Performance package that lowers the car by an inch. And a cat-back performance exhaust for that trademark thortaty sound.

Rental rates start at \$399 per day, and the 140 or so GT-H cars will be available at 17 Hertz airport locations (but sadly, not Albany International).



1966 Ford Shelby GT350-H



When it comes to Fisker Karma revival rumors, we've always felt like Charlie Brown with Lucy holding the football. But could the sultry electric sedan make its way back under a different name?

A Karma chameleon?

We'd given up the rebadged **Fisker Karma** extended-range electric sedan for dead after the company that bore founder Henrik Fisker's name ceased operations in late 2012. What remained of the failed automaker was acquired by Wanxaing of China, who said the car would return to production this spring.

That obviously didn't happen, but now comes word from an executive that the renamed **Karma Revero** is currently being updated and will go on display later this summer. Changes include a new battery system and operating software plus related components that will be supplied by BMW.

There is also a plan to sell the car directly from company outlets (similar to the way Tesla does business) instead of through a network of franchised dealers. Production of the \$100,000-plus Revero will take place at a plant near Riverside, Calif.

TEST DRIVE

2016 Chevy Sonic LT

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the turbo's combination of better drivability and a few more mpg's is appealing. In terms of handling, Sonic isn't super sporty but it feels agile, fits anywhere and rides well for its size.

The interior is a tale of two Sonics. The choice of body style dictates a difference in cargo capacity. Hatchback models can hold 19 - 47.7 cubic feet of gear, depending on how you set the seats. That's a pretty big haul for hatches in this class, which is led by the Honda Fit (52.7 cu. ft.).

Sedan models like my tester can pack 14.9 cubic feet in their trunk; big for a subcompact. During my travels, the trunk swallowed a large rollboard and a couple of smaller bags, with some room to spare. Moving forward, Sonic's rear seat leg room (34.6 inches) is well below Fit (39.3 inches) and better than the Ford Fiesta (31.2 inches). Practically speaking, with the front seats pushed back for

six-footers, like-size people will be hard pressed to fit comfortably behind them.

The front seats suit most any size person, and I like Sonic's simplicity of design for interior controls. You can find everything easily, and it's all within arm's reach. The abundance of hard plastic everywhere serves to remind you that you're in the economy class. The LT seats are fitted with standard, inside arm rests. That's a nicety often lost on subcompacts. (However, the padding on the inside arm rests are noticeably softer than those on the outside (door panel) rests, which may spur some inter-elbow squabbling). The interior has numerous small stowage spots, but lacks that staple of empty-your-pockets storage — the big, center console bin.

Chevy's MyLink interface is now standard on LT and up trim levels. A 7-inch touchscreen and voice controls (including Siri Eyes Free) provide infotainment access. Your smartphone and



TEST DRIVE this vehicle at these preferred dealerships:

DENOYER CHEVROLET 127 Wolf Rd., Albany, NY 12205
518-458-7700 www.denooyerchevrolet.com

DEPAULA CHEVROLET 785 Central Ave., Albany, NY 12206
518-489-5551 www.depaula.com

NORTHSTAR CHEVROLET 400 Clifton Park Rd., Clifton Park, NY 12065
518-371-5400 www.northstarchevrolet.com



its stored media can be connected with the vehicle's radio via Bluetooth, USB or plug-in outlets.

MyLink is a gateway to internet radio apps like Stitcher and Pandora. It's also a less expensive way to have an onboard navigation system, when connected to the BringGo app.

The app runs on your phone (and uses its data connection), but it displays (and is controlled) on the touchscreen. The six-speaker standard sound system

features AM/FM/Sirius XM and Bluetooth streaming capability. Sonics are equipped with OnStar with 4G LTE, for a mobile Wi-Fi hotspot. A complementary three-month, three gigabyte data trial is included.

A regular contributor to the Times Union for over 20 years, Dan Lyons is the award-winning author of six books, and a photographer with over 170 calendars to his credit. Read Dan's recent reviews on line anytime, at www.TimesUnion.com