

THURSDAY,
March 11, 2010
Special pullout
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Sales are brisk on
both sides of the border
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TOP PICKS

The Mazda5 makes
Consumer Report's top car list
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The 2011 Super Duty offers improved off-road capability. Available features include electronic locking rear differential, Hill Descent Control and a transfer case skid plate.

Ford trucks more powerful, fuel-efficient for 2011

By **NEIL MOORE**
*Metroland Media Group
Carguide Magazine*

PRESCOTT, Arizona— It's not every day I'm tethered to a 75,000-pound front-end loader.

But perched high in a 2011 Ford F-450 pickup, I receive last-minute instructions as the journalist in the truck beside me— similarly tethered— gets the same.

Moments later, the "race official" drops his arm.

It's quite simple. Ease on to the gas, and if you feel it slip, back off. The surface at the bottom of the desert quarry is packed dirt and gravel, so I expect wheel-spin, but the F-450's dual rear wheels bite hard and within seconds, I'm across the finish line.

My first truck pull— and victory is sweet!

This wasn't an experience to cross off my "bucket list", but was an eye-opener, and one of several demonstrations that Ford officials had arranged for Canadian and U.S. journalists to showcase their all-new Super Duty trucks.

The Ford F-Series has been the best-selling line of trucks in Canada for 43 years. And the Super Duty has been a top-seller in the heavy duty segment.

As pickup truck, it is available in three models: the F-250, F-350 and F-450. The latter and the F-550 are also available as chassis cab models which can be out-fitted for dumping, towing, spreading salt and more.

But from here, it gets tricky. Factor in trim levels (XL, XLT and Lariat), engine choice (gas or diesel), 2WD or 4WD, various packages (ie. King Ranch, FX4

Offroad), single or dual rear axle, bed length, rear axle ratio, not to mention a bevy of options, and you have literally thousands of ways to configure a Super Duty truck.

To keep things simple, we'll stick with the Super Duty family, and to the big news that includes all-new, more powerful gas and diesel engines, better fuel economy, less noise, and what these work trucks are all about: class-leading towing and payload capability.

For 2011, Ford decided to go in-house to build its new 6.7-litre Power Stroke V8 diesel engine. It delivers best-in-class 390 hp and 735 lb/ft of torque at a low 1,600 rpm— up 40 hp and a whopping 85 lb/ft compared with the outgoing 6.4 litre diesel.

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