



**TEXAS**  
**AUTOS**



# FOUR MUST-SEE CARS

AT THE STATE FAIR OF TEXAS

Story and photos by Derek Price • Automotive Writer

The State Fair of Texas isn't just about corn dogs and Ferris wheels. It's also home to one of the biggest car shows in the country. Here are four new cars to check out while you're there.



## 2014 CORVETTE STINGRAY

Chevrolet's new high-performance sports car is back with a completely new design and the revival of a legendary name: Stingray. It's stunning to see in person, and if you're lucky, you might be able to test drive one at the Chevy ride-and-drive test track at the fair.



## 2014 JEEP CHEROKEE

This is probably the most controversial car at the auto show because of its creative styling. When pictures were first leaked online, Jeep got some criticism for the Cherokee's looks, but many people say it looks better in the flesh than it does in pictures. Check it out for yourself and see if you agree.

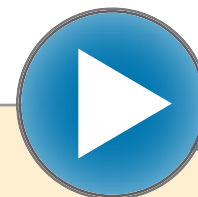
## ELANTRA GT BY RE-MIX LAB

You can't buy this car at the dealer, but it's still worth checking out. It's finished in matte military green with gold wheels, and it's got a Nintendo Wii inside. It's not going to be everybody's taste, but it's a sweet-looking car for people who like unique import customs.



## 2014 NISSAN LEAF

The 2014 Leaf isn't necessarily new and exciting, but Nissan is offering a year of free charging at EV Go stations when you buy a Leaf now. That's like getting a year of free gas, so you'll want to check out that program to see how it's going to work. It's a pilot program they're trying in Texas before possibly expanding it in other markets.



ONLINE VIDEO

### See Them All

Can't make it to the state fair? Check out all four of these cars in our online video.



<http://bit.ly/TexasCars>



# FOUR MUST-SEE TRUCKS

AT THE STATE FAIR OF TEXAS

Story and photos by Derek Price • Automotive Writer

**T**exas and trucks. They just go together. If you want to see the newest, biggest, most powerful trucks on the market right now, you've got to go to the State Fair of Texas. Here are four brand-new trucks to check out.



## 2015 GENERAL MOTORS HDs

General Motors unveiled its new generation of heavy duty pickups at the Texas State Fair. The 2015 Chevy Silverado HD and GMC Sierra HD are both on display with new body styles, powertrains and technology. They're rated for up to 19,600 pounds of conventional towing — with the factory hitch — which is remarkable.



## 2015 FORD SUPER DUTY

Ford is giving Texas buyers an early peek at this new work truck that's not even going on sale until next spring. It's got a new generation, 6.7-liter Power Stroke V8 turbodiesel engine. It's got more towing capability, and it's got a new King Ranch Edition that's inspired by Texas.

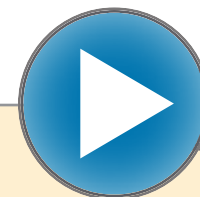
## 2014 RAM 1500 ECODIESEL

The Ram actually had an all-new design last year, but it has some groundbreaking news for 2014. It's offering a new engine called the EcoDiesel in the Ram 1500, and it's the only half-ton truck that you can buy with a diesel engine right now.



## 2014 TOYOTA TUNDRA

The San Antonio-built Toyota Tundra is rolling out a new edition called the 1794 that's inspired by Texas heritage. The powertrains remain the same this year, but the Tundra unveils a new look both inside and out for 2014.



ONLINE VIDEO

### Check Them Out

See all four of these trucks on the web — including the big unveiling moments.



<http://bit.ly/TexasTrucks>



# 2015 Ford Super Duty Unveiled

**By Derek Price**  
AUTOMOTIVE WRITER

DALLAS — Ford recently rolled out its new lineup of Super Duty trucks for 2015 at the Texas State Fair.

The biggest news is under the hood, where a new generation 6.7-liter Power Stroke V8 engine is unleashed. Ford says it's got better performance and durability, which is important for anybody buying a heavy duty truck.

However, Ford is not releasing specific towing figures yet. They only say the upgraded F-450 will beat the competition and offer more towing capability than ever. They also introduced a restyled Super Duty King Ranch edition that's inspired by Texas heritage.

## NEW ENGINE

There's some interesting engineering behind the new powertrain. Ford is proud of the fact that it's the only heavy-duty truck maker that designs and builds its own



PHOTO COURTESY OF FORD

The upgraded and restyled 2015 Ford F-250 Super Duty King Ranch was recently unveiled at the 2013 State Fair of Texas.

transmission and diesel engine combination instead of outsourcing it to another

company. The folks at Ford say it helps make all the parts work together more seamlessly.

For 2015, it has a new, bigger turbocharger design that's more responsive and refined than before. It helps the diesel torque kick in faster when you really need it, and it also helps when towing at high altitudes.

## STRONGER F-450

Ford's towing workhorse, the F-450, gets a lot of upgrades for 2015, including its suspension setup, steering gears and brakes.

The new F-450 brakes are

actually shared with Ford's bigger, commercial-grade chassis cab models, and they're specially calibrated for anti-lock response. The F-450 also gets a special calibration

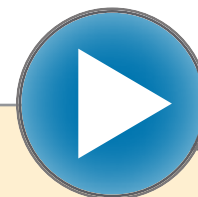
of the Power Stroke diesel for its toughest-of-tough-trucks mission.

It all adds up to big news for people in the market for a new heavy-duty pickup.



PHOTO COURTESY OF FORD

Upgrades to the new Super Duty King Ranch truck include new exterior colors and a richer leather interior.



**ONLINE VIDEO**

## Ford Super Duty

Take a look at Ford's newest lineup of heavy-duty trucks being launched in Dallas.



<http://bit.ly/SuperDuty>





PHOTO COURTESY OF GENERAL MOTORS

General Motors launched the new GMC Sierra HD, left, and Chevrolet Silverado HD, right, recently at the State Fair of Texas in Dallas.

# GM Launches New HD Trucks

**By Derek Price**  
AUTOMOTIVE WRITER

DALLAS — When Chevrolet and GMC wanted to unveil their new heavy-duty pickups, they knew the place to do it: the Texas State Fair.

General Motors pulled the covers off its new trucks in Dallas — which essentially is the pickup capitol of the world — and not only do they have a new look, but they're also built stronger than before. GM says they have best-in-class payload and conventional towing capability of up to 19,600 pounds with the factory hitch.

They're also designed to be more comfortable. They have a lot of the same refinements as GM's new half-ton trucks, including doors that are recessed to reduce wind noise and classy looking cabins with soft-touch materials. They've also got the CornerStep rear bumpers and EZ Lift and Lower tailgates that are getting a lot of attention on the company's light-duty trucks.

The standard engine is a 6.0-liter V8 that makes 360 horsepower, but buyers also can opt for a 6.6-liter Duramax diesel that offers a little more horsepower and a

whole lot more torque.

The Duramax is mated to an Allison six-speed automatic transmission and has a turbocharger that can double as an exhaust brake when coasting down steep hills.

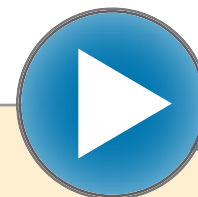
Another plus: StabiliTrak with Trailer Sway Control is now standard across all models, including 3500 duallies.

GM also takes safety to a new level for work trucks with these new models. They're available with exclusive features like Forward Collision Alert, Lane Departure Warning with an Active Safety Seat, and Front and Rear Park Assist.

Everything adds up to a big improvement for people who need the capability that can only be found in a full-size, heavy-duty truck.

If they're anything like the

light-duty versions, they should have a lot more comfort and refinement to go along with all that power and toughness — which is a wonderful combination.



**ONLINE VIDEO**

**Chevrolet, GMC**

Check out both of the new HD trucks from General Motors being unveiled in Dallas.



<http://bit.ly/GMTrucks>



# Toyota Marks Texas Milestone

**By Derek Price**  
AUTOMOTIVE WRITER

In the late 18th century — 1794, to be exact — a ranch was founded in south Texas on the rocky, hilly land where the city of San Antonio sits today.

More than 200 years later, a Toyota plant on that same land has produced its millionth pickup truck, which fittingly was a special edition of the Toyota Tundra designed to honor Texas' ranching history.

Roughly 2,800 members of Toyota's team gathered recently to celebrate the millionth truck to roll off the assembly line in San Antonio since the plant started production in 2006. It was a Sunset Bronze Mica colored 1794 Edition, named for the founding year of the JLC Ranch, which was located where the Toyota trucks are built today.



PHOTO COURTESY OF TOYOTA

The new 1794 Edition of the Toyota Tundra shares many upgrades with the Tundra's Platinum grade, only with Texas-themed styling.

## AMERICAN ROOTS

In a pickup market with intense brand loyalty that has historically been dominated

by Detroit's Big Three automakers — Ford, General Motors and Ram — Toyota is trying to make inroads by pointing out its American and Texan roots.

The 2014 Tundra is one of Toyota's most American vehicles ever built. It was styled by designers in Newport Beach, Calif. and engineered at the Toyota Technical Center in Ann Arbor, Mich. Its engines are built in Alabama and transmissions in North Carolina.

But it's the Tundra's final assembly in Texas, the top market for pickups, that serves as a shot across the bow to the domestic truck makers. Since its production of trucks began in San Antonio, Toyota has built

enough pickups to stretch all the way from Honolulu to the Alamo.

leather and soft-touch accents around the cabin.

It also comes with some upmarket features as standard equipment, such as heated and cooled leather seats up front and a premium version of Toyota's Entune multimedia system with navigation.

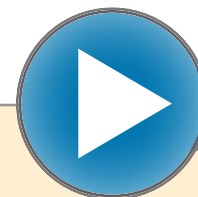
## 1794 EDITION

Reflecting the old ranch land on which it's built, the 1794 Edition Tundra has a western design theme with embossed, saddle brown



PHOTO COURTESY OF TOYOTA

Members of the truck-building team at Toyota's plant in San Antonio pose with the millionth pickup built at the factory.



ONLINE VIDEO

### Talking Trucks

Toyota Vice President of Marketing Jack Hollis talks about the new Tundra.



<http://bit.ly/TexasTundra>



# Ram EcoDiesel Breaks New Ground

**By Derek Price**  
AUTOMOTIVE WRITER

WESTLAKE, Calif. — Diesel engines and pickup trucks go together like peanut butter and jelly, but manufacturers have been surprisingly reluctant to put diesels in their light-duty trucks.

And it's not because there's no demand.

Truck buyers love diesels under the hood because they're reliable, long-lasting, fuel efficient and make more trailer-pulling torque than their gasoline counterparts. Until now, though, you could only get diesel power by upgrading to a heavy-duty truck.

If you ask the manufacturers about that, they'll tell you how traditional diesel designs are too heavy to work well in a light-duty chassis and how the government emissions requirements are stricter for the smaller, mass-market, half-ton trucks.

I'm a bit of a conspiracy theorist about it, though. Call me crazy, but I think a bigger reason is that car companies don't want to lose any sales of their pricey, heavy-duty trucks by offering a cheaper diesel model.

In any case, that's all about to change now that Ram is offering a small, fuel-efficient diesel engine in its Ram 1500 line. It's not the giant Cummins diesel from the Ram Heavy Duty, but a compact, 3.0-liter design that's engineered for fuel efficiency.

Ram calls it the EcoDiesel.

After driving several versions of the EcoDiesel, I think Ram could have a huge hit on



PHOTO COURTESY OF RAM

Ram is offering the first diesel engine in a light-duty truck for 2014. Called the EcoDiesel, it is designed to get impressive gas mileage.

its hands. Not only is it great for towing — I pulled a big boat up a steep grade without the Ram breaking a sweat — but it's also a lot more refined than you usually expect from a diesel engine.

Everybody is familiar with the loud clackety-clack of diesels that pull up beside you in traffic. With this one, though, those characteristic metallic clangs are almost imperceptible thanks to lots of sound insulation under the hood.

Ram also brought some gasoline trucks to compare it to, and more than once I had to double-check to be sure I was in the diesel version. I just couldn't tell from the sound.

One of the biggest question marks about this truck — and one of the best reasons to buy it, too — is the gas mileage it's going to get. The official gov-

ernment ratings haven't been announced yet, but the folks at Ram swear it's going to be "class-leading" whenever the numbers come out.

That means it should get better fuel economy than the V6 gasoline trucks that are on the market right now, with the added benefit of greater towing capacity. It's rated to tow up to 9,200 pounds, which is approaching the figure you would expect from a big, thirsty, V8 gas engine.

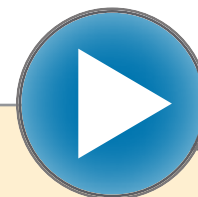
The price premium for the EcoDiesel is also reasonable. It's just \$2,850 more than a similarly equipped Ram with a HEMI V8 engine, a price that's low enough to pay for itself in fuel cost savings over time. And given the historically higher resale value of diesel trucks, it could turn out to be an even smarter decision

down the road.

Aside from the coolness of the new diesel, I like what this move says about the Ram brand as a whole. This is a company that's been breaking new ground in the pickup market and rolling out innovations before other trucks, like their diesel engine brakes in heavy-duty models and their big-rig styling in the

1990s.

Being the first to put a diesel engine in a light-duty chassis is just another step in that process. It's a smart move on Ram's part because I suspect there's a large, untapped market of people who want to drive a diesel truck but don't want to deal with the drawbacks and expense of a heavy-duty model.



**ONLINE VIDEO**

## First Drive

Get our impressions after driving the new Ram EcoDiesel for the first time.



<http://bit.ly/EcoDiesel>



# Ram Delivers ProMaster Van

**By Derek Price**  
AUTOMOTIVE WRITER

WESTLAKE, Calif. — Chrysler has had a rocky history with delivery vans. Years ago, they used to sell a lot of the big ol' Dodge vans. After they merged with Mercedes, they sold the Sprinter, but that doesn't work now that the German merger has been dissolved.

Chrysler has a new partner from Italy now, and they've used their relationship with FIAT to bring a new cargo van to the market.

Only it's not new. Far from it, in fact.

This van, called the Ram ProMaster here in America, has actually already sold 4.5 million copies under a different name. It's called the FIAT Ducato in Europe, and it's got a 30-year history of being a durable, reliable workhorse.

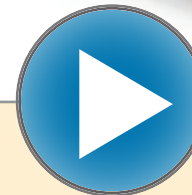
Ram says it's going to be the best van on the market for a lot of reasons. It should offer the best fuel economy, cargo capacity, payload, cost of ownership, turning radius, highest ceiling height, and lowest step-in height in its class, according to Ram Trucks President and CEO Reid Bigland.

All those attributes make it easy to load big, bulky cargo — even full-size pallets — into the back.

The ProMaster is built strictly for commercial customers, which means it's highly customizable. It's available in lots of combinations of wheel-bases, body lengths, ceiling heights, and even chassis cabs and cutaway versions are available from the factory.

I took a ProMaster for a spin, and the thing that struck me the most was how easily maneuverable it was. It has a tight turning radius for such a big vehicle, and the visibility out front was fantastic with lots of glass in the cabin.

For commercial customers, this is a great new — well, at least, new in America — option for getting the job done right.



## ONLINE VIDEOS

### First Drive

We take the new ProMaster van for a test-drive. Check out the video.



<http://bit.ly/RamProMaster>

### SRT Ram?

We ask the CEO of Ram Trucks whether a high-performance model could be coming.



<http://bit.ly/SRTRam>