

WHEELS

The looks come with a price

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for the crossover that left showrooms in 2008.

What I mean by proper isn t putting the Pacifica into the hands of enthusiasts who would tear up and down the nearby canyon roads, and then whine about the driving dynamics it was never meant to achieve.

Although handling is pretty good.

No, FCA had provided an authentic southern California daytripping experience where we d make full use of the Pacifica's long list of family-friendly features, gleaned from its 32 years in pioneering and leading the minivan segment.

Features you ll find in the Grand Caravan and Town & Country that still own two thirds of the market and some you won t.

Let s begin with the styling that isn t simply a refresh of any FCA minivan.

My tester was a top-trim Limited model, rolling on 20-inch alloys (base vehicles get 17 s), with a long wheelbase and short overhangs to appear firmly planted.

Side glass looks long and uninterrupted between the A and C pillars. And what you won t see riding atop Pacifica's fashionably high beltline is the usual sliding door track beneath the rear window.

On some minivans, it sticks out like a canker. On Pacifica, it s concealed.

This all-new ride may still look like a minivan, but didn t make me feel like Clark Griswold among the Mercs, Bimmers and Audis the Newport locals were driving.

But a posh look comes at upscale dollars. Pacifica is replacing the pricey Town & Country, although the more budget-friendly Grand Caravan remains.

Pacifica comes in three flavours in Canada: \$43,995 for the Touring L, \$46,995 for the Touring-L Plus, and \$52,995 for the Limited. U.S. customers also get two lower trim levels.