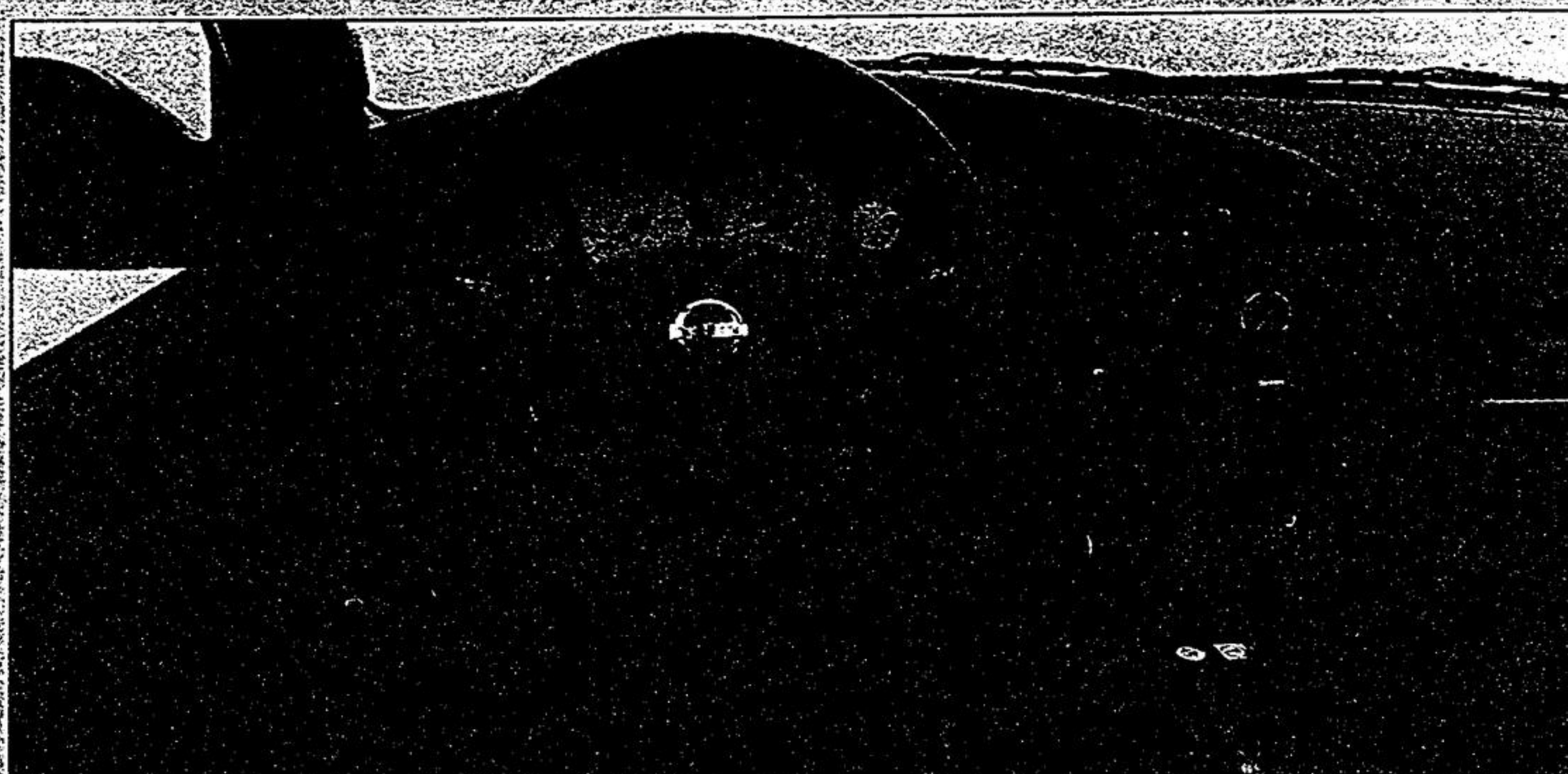


Chinook will get you through the worst weather

(RIGHT) Inside, sporty titanium-faced dials are framed by a conservative interior that is not as flashy as some of Nissan's newer offerings. But it is also classier looking than some of those same interiors.



From page 9

I'd certainly prefer to retain the traction control but saving money does require some sacrifice. All the features of the earlier 2003 Chilkoot edition, along with added enhancements such as a power sunroof and colour-keyed front and rear fender flares, the 2004 Pathfinder Chinook is being offered at the same price as last year's version.

"We are delighted to be able to hold the price while adding to the value of our latest Canadian-only limited-edition Pathfinder Chinook," said Ian Forsyth, Nissan Canada marketing manager.

The popular and largest-volume-selling all-mode, automatic transmission model—a \$2,000 option—also carries over at last year's price.

Pathfinders follow the traditional, truck-based sport utility formula, a formula less prevalent now with the current crop of crossover and car-based SUVs exploding onto the market. But, traditional though its shape may be, the Pathfinder's unique MonoFrame construction provides a sturdy platform, smooth and comfortable on-road ride and outstanding off-road potential. The MonoFrame design combines the body, floor and frame into a single, rigid structure (as opposed to separate pieces bolted to a ladder frame) reducing stress throughout the body and minimizing squeaks, shimmies and rattles. The ride capabilities are complemented by an independent strut front suspension and five-link rear suspension system. Standard 4-wheel ABS brakes with Nissan's unique G-sensor system "read" the driving surface and adjust braking control automatically. Rack & pinion steering and a tight turning radius allow for maximum maneuverability.

Like all Pathfinders, the 2004 Chinook harnesses a 3.5 L V6 engine, the same award-winning VQ Series engine architecture that powers everything from the Maxima and Altima to Infiniti's G35 and FX35. The engine note is muted but sportily preva-

lent on acceleration. Stomp the go pedal and you'll hear the same snarl that Nissan's 350Z sports car owners enjoy. But in this incarnation, the VQ engine has been designed specifically for SUV application with a 250-hp and 240-lb-ft of torque tuning in the standard 5-speed manual version or 240-hp and 265-lb-ft of torque with the optional automatic transmission. The automatic transmission package also adds "All Mode" 4-Wheel Drive with a drive selector dial on the dashboard.

Inside, the Pathfinder Chinook is snug but comfortable. This is a compact truck after all. But there is plenty of passenger and payload space for everyday driving or weekend long hauls. Sporty titanium-faced dials are framed by a conservative interior that is not as flashy as some of Nissan's newer offerings. But it is also classier looking than some of those same interiors.

Safety features include dual-stage front airbags with seatbelt sensors, front seatbelts with pretensioners and load limiters and adjustable anchors, pipe-style steel side-door guard beams, front and rear crumple zones, an energy-absorbing steering column and LATCH child seat anchorage system.

We got a preview of the all-new and larger 2005 Pathfinder at the Detroit Auto Show and it will boast more room, more seats (a third row) and more power.

But for those with a bent for a traditional and maneuverable SUV loyal to the Pathfinder's compact beginnings, the Chinook is a nice compromise of packaging and price.

And with comfortable seating, a great audio sound system, award-winning engine power and the sure-footed confidence of four-wheel drive traction, the Pathfinder Chinook offers uniquely styled, secure family transportation that will get you through even the worst of weather and dingy driving conditions.

Now, if only we could get a real Chinook to blow away the rest of winter...

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