Portland Observer Auto Review News and reviews on new motor vehicles

2007 Nissan Quest 3.5 SL

BY KATHLENE CARR

Exterior styling sets it apart from others. Available in four trims - 3.5, 3.5S, 3.5SL, and 3.5SE - the 2007 Nissan Quest gets props for its freshened interior. Interior is high quality and comfortable. Multiple roof windows give it an open feel. Center overhead console, like in an airliner, puts lights, air and storage in easy reach of passengers. Dual screen DVD gives everyone a nice view. Wireless headsets are cool. Remote door/rear hatch open/close is very useful. The Six disc, 5speaker sound system sounds great. A Rear view monitor adds a higher level of safety.

"Stadium seating" lets 3rd row passengers see well. Interior space seems huge.



Specifications: 235HP 3.5 Liter DOHC 24 Valve V6 Engine; 5-Speed Automatic Transmission; \$34,015 Manufactures Suggested Retail; 18/25 MPG

No "shift shock." Every 2007 Nissan Quest draws its power from a 3.5-liter, dual overhead cam, 24-valve, V6 engine that runs on premium fuel. Horsepower is rated at 240 and peaks at 5,800 rpm, while torque peaks at 242 lb.-ft. at 4,400 rpm, all of which reaches the front wheels thanks to a fivespeed automatic transmission. This power train, used liberally across the Nissan lineup though tuned for specific applications, allows the 2007 Quest to tow up to 3,500 pounds. Traction control is standard; stability control is

The exterior features a new grille, smoked headlights, revised taillights, updated wheels, and chrome accents.

The tons of safety features, impressive styling, excellent acceleration and power makes the 2007 Nissan Quest not only a great family-hauler but a cool ride too!

Transportation Agency Builds Diverse Workforce



Lori Bean of Worksystems, Inc. lends her expertise to potential apprentices entering careers in heavy highway construction.

Minorities, women wanted for highway projects

paring 31 potential apprentices for highway construction labor pool. entering careers in heavy highway construction.

Transportation collaborated with an ODOT-produced video dethe Oregon Employment Depart- signed to prepare people for a cament, Bureau of Labor and Indus- reer in highway construction. tries, and WorkSystems. Inc. to develop orientation classes to help agency's goal of expanding the

The Portland Metro Area Re- candidates meet apprenticeship regional Workforce Alliance is pre-quirements to enter into the heavy

Those requirements include academic and skills testing, registra-The Oregon Department of tion in a job database, and viewing

The orientations are part of the

number of qualified people-especially women and minorities-working on highway projects.

Skilled highway construction workers are in demand in the Portland metro area and across the state as ODOT repairs and replaces hundreds of bridges through the \$1.3 billion State Bridge Delivery pro-

"Forty percent of skilled construction workers in the Portland metro area are 45 years old or older," said Guy Crawford, director of employment services for Northwest College of Construction. "Projects like the bridge program, Portland's downtown transit mall renovation and the Portland Development Commission's south waterfront development projects make this an opportune time to enter the construction industry.'

The orientations, held at the Metro One Stop Center of the Port-

Heidi Moon, a civil engineering where this takes me." student at PCC, attended the orientation to find out more about an way construction trades such as apprenticeship as an operating ironworking, carpentry and equipengineer. Moon learned about the ment operation provide occupaapprenticeship program on ODOT's web site and came to the orientation to hear from experts in the construction industry.



Tamera Boyd of the Oregon Bureau of Labor and Industries works to expand the number of women and minorities working on highway projects.

landCommunityCollegeWorkforce for a way to make a good living apprenticeships last two to five bridge program projects and other Network in northeast Portland are without completing a four-year years and allow people to earn a publicand privately funded projects the first of many similar sessions degree," said Moon. "It was great livable wage while they learn. scheduled around the state during to hear from other people in the industry, and I'm excited to see

Apprenticeships in heavy hightional training that combines onthe-job experience with classroom instruction. Students can also apply these credits toward an associ-

"Apprenticeships start at approxi-increased job opportunities. mately \$16 per hour, or 60 percent of opportunities for financial and professional growth are limitless."

Paul DePalma, ODOT Region 1 Technical Center manager, assured future of our state.'

"Thave a family, and I'm looking ate degree. Typically, these paid the group that current and future across the state would result in

> whatacertifiedjourneyworkermakes, serious shortfall in the number of and we'll prepare you to manage construction workers in the state," your money," said David Dixon of said DePalma. "We are looking to ODOT's Office of Civil Rights. "If you to take this opportunity to you look at this as a career, the develop a rewarding career and build Oregon's transportation infrastructure. You have an opportunity to invest in your future and the

> > Charles McCleoud

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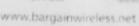
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