

# Chrysler LHS: affordable luxury

**JIM ROBINSON**  
Metroland Car Critic

When I drove Chrysler's make-it or break-it LH sedans in Eagle Vision TSi and Chrysler Concord last year, I made the point that how the LH was received would go the fate of the company.

Most of Canada's autowriters were agog over the LH. For 1993, it was picked as Car of the Year by the Automotive Journalists Association of Canada at our annual Car of the Year (COY) driver offs at Shannonville Raceway Park last October.

This year, the LH (in New Yorker mode) is reentered in Best Luxury Car (over \$28,000) at the COY event, up

against the BMW 740iA, Cadillac Sedan Deville/Concours Sedan, Jaguar XJ12, Lexus GS 300, Mercedes-Benz C-Class, and the Infiniti Q45.

Can the upmarket, one-year-old LH cut it in such heady off-shore and home-grown luxu heavyweights with pedigrees going back decades, and in the case of the Mercedes, more than a century?

The LHS model is entered in Best New Performance Sedan, and it has made it to the short list, up against the Saab 900 and the Volvo Turbo. The winners will be announced December 7.

Chrysler provided the LHS version of the New Yorker which is the topline model, the only option (I believe) being a trunk-mounted CD changer. List price for the "entry level" New Yorker is \$29,990 while the LHS tops out at \$35,020.

By way of comparison with its COY competitors, the Jaguar XJ 12 retails at \$92,500, the freshened-up Q45 at \$68,500. So in terms of price, it certainly is attractive, but does it measure up in terms of luxury.

The LHS is externally a knockout, particularly from rear three-quarters on which emphasizes the roof line lifted from the Jaguar Mk. VII Salon. A friend of mine used to have a tatty old Mk. VII. In the mid-60s we used to drive from Windsor to Detroit ostensibly to seek a higher education but actually to sample the delights of the pre-riot Motor City.

The Jag was slow, its 3.8-litre, twin cam, in-line six just barely allowing us to chuffle along. The LHS uses Chrysler's topline 3.5-litre, twin cam V6 and the technology and metallurgical gains in 40 years show. The LHS produces 214 hp from 215 cubic inches, certainly a number any carmaker could be proud of, not to mention 221 ft/lbs of torque. Unlike that old Jag, this Chryco has power all the way through its operating range. It's not a dragster like the Dodge Viper, but a touring car. Thus it comes up to speed swiftly, if not dramatically, which is what the target market of the 45-55 male making \$80,000-\$100,000 wanted. In overdrive, I never got close to topend, the 100 kmh speed limit never getting the needle out of the bottom third of the tachometer, and that impressed me too.

Externally, the LHS is almost six inches longer than the Eagle Vision TSi I drove last year. Most of that is actually in the trunk. Making the rear much bigger in length would be overkill, it's already almost too big.

The front seats are also large but require fine-tuning by

(See page 21)

## Markham Dodge Chrysler follows the Golden Rule

Markham Dodge Chrysler has made a commitment to its customers to provide good service with fair and competitive prices. It must be working, because in its 10 years in business, the dealership has established a dedicated following of satisfied customers who always come back for more.

"The people of Markham have been great with us. They've supported us from the beginning and we really appreciate it," owner John Longman said.

Markham Dodge Chrysler is a full service dealership, with a few extras that really make a difference. Take, for example, the shuttlebus service, which picks up and drops off customers whose vehicles are being serviced. For added customer convenience, the service department is open Tuesdays and Thursdays until 8:00 p.m.

"We treat customers the way we would want to be treated if we were buying cars," said Longman.

He noted that because the dealership's main focus is on leasing cars, they get to know a lot of local families.

"We're not a high pressure kind of place. We want people to be able to come in and feel comfortable," he said.

To this exemplary level of service, add "the best, most desirable product Chrysler has ever made" and you have a winning combination that has brought back many repeat customers.

Chrysler's vehicles offer true value, Longman pointed out, with modern high tech styling and the latest safety features.

In addition to Markham Dodge Chrysler, Longman also owns Longman's Collision on Lairlaw Blvd. in Markham as well as Markham Jeep Eagle on Main Street.

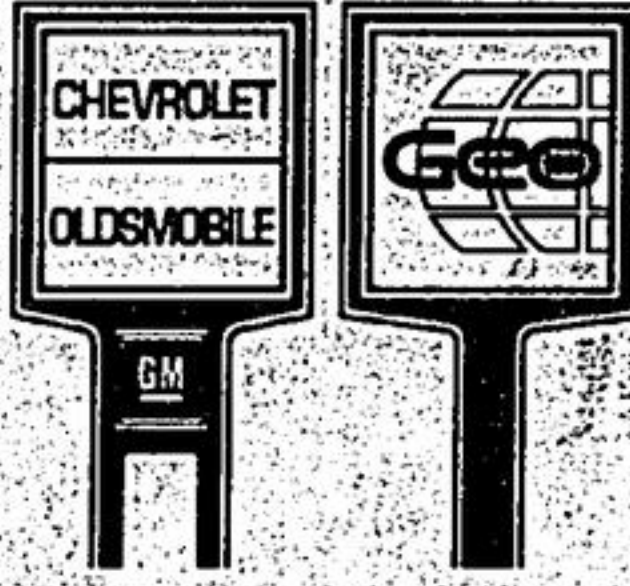
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