



The 1994 Chrysler New Yorker LHS is almost six inches longer than the standard LH car which results in even more room for passengers in Chryco's flagship model.

## Chrysler seeks to win again with LHS

(From page 19)

the driver to set up to his/her liking. The LHS comes with leather, and it's beautifully scented. Thank you! Chrysler's Infinity sound system with trunk-mounted CD player is also a major improvement over the system I tried in the last New Yorker.

The suspension is struts fore and aft with the LHS having its suspension more on the boulevard than sport side of ride. Energetic motor-ing results in body roll. The tires, while providing great contact, growl in protest as they try to fling 3,700-lbs into a slalom course.

Needles to say, most people will never go autocrossing in a LHS, but it's a good idea to spend some time with this car and get to know what it can do. Once you get to know where the sheet metal ends, you can get to enjoy this car. Hanging a quick left at the advance green results is power being fed to the ground without torque steer or breakaway. This is due to the wide track of the wheels and to a chassis which can handle 221 ft/lbs of torque without exhibiting torque steer. Here, Chrysler engineers have done their homework.

There are not a lot of LHS sedans on the road and seemingly not a lot

of standard LHs either. This is due to Chrysler taking its time to build up production so that any bugs or defects found can be culled out on the line, not by luxury car buyers who have decided to give Chrysler one more chance.

So far, so good, but as stated at the top, there's a lot riding on this car. Chrysler knows it cannot survive by

being simply a purveyor of econo-cars, no matter how good they are.

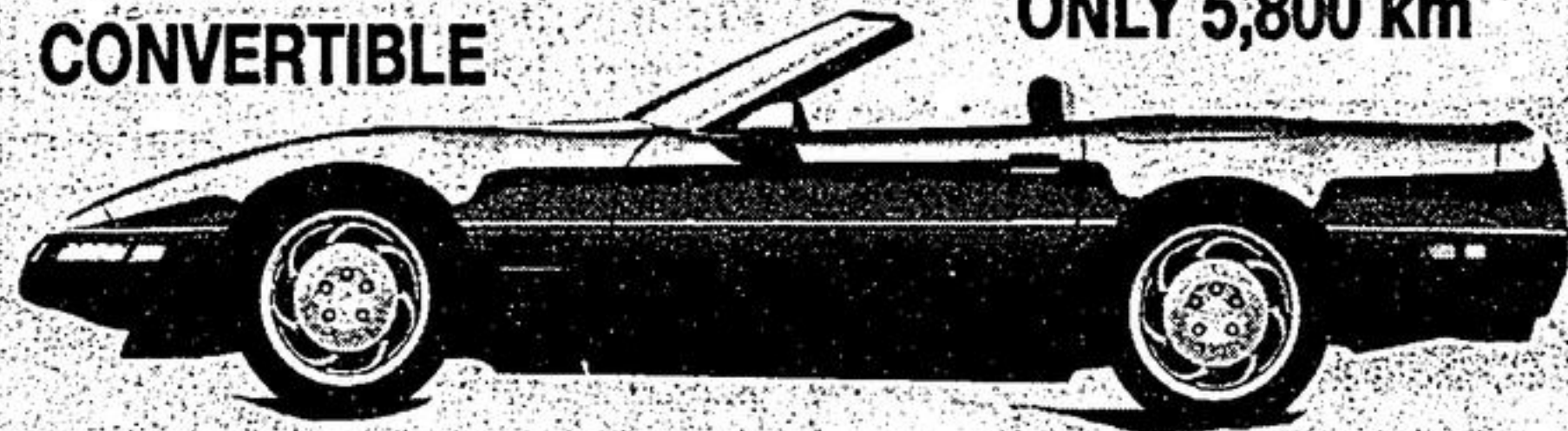
The Japanese are rethinking their luxury cars in light of the runaway Yen, while the Germans are working on a new generation of smart luxury cars.

Chrysler has the weapon to win in this category, but it will have to make sure quality and affordability never slip.

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