



We Didn't Expect Anything Less



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## “Automobile Of The Year”

Along with its siblings Dodge Intrepid and Chrysler Concorde, Eagle Vision walked away with *Automobile Magazine's* prestigious “Automobile of the Year” award. The award is especially noteworthy since Vision was chosen from a field of 28 first-class entrants.

▪ January 1993 issue.

**Automobile**  
MAGAZINE

“Vision is a great American car, and that statement is not meant to imply that it's only great when compared with other American cars, either. Vision is an American car that can hold its own in any company on any kind of road. It is a full-throated rendition of ‘America the Beautiful’ on wheels.”

“After several hundred miles in various LH prototypes and production cars, we've chosen an Eagle Vision TSi with the 3.5 engine, touring suspension, and leather upholstery as our Four Seasons test car and will report on its conduct over the coming year. This was the most European LH permutation, and we wanted to test it on those terms.”

“There are no second-class cars in the Vision lineup. Every version, top to bottom, features dual air bags, and every version is available with the integrated child safety seats pioneered in Chrysler's minivans.”

“By lengthening the wheelbase and pushing the wheels clear out to the corners of the vehicle, then going to the cab-forward format, Chrysler's designers have created a car with huge interior volume. Vision is roomy and comfortable in the manner of American land yachts of yore, but it rides, handles, and holds the road like the best of the contemporary imports.”

“Vision is a barn burner—handsome, roomy, comfortable, fast, and safe. Uncle Sam needed a home run, and he got one.”



## Easy Maintenance Award

Awarded to all-new 1993 cars, trucks, and vans judged easiest to service by the editors of *Home Mechanics*, the Easy Maintenance Award determines the year's most serviceable vehicle. As one of Chrysler's three new LH sedans, Eagle Vision was the winner. • December/January 1993 issue.

**HOME MECHANIX**

“Onboard diagnostics are superb. As with other Chrysler products, you can get basic engine trouble codes without tools: Just cycle the ignition key on and off twice, then turn it on, and the Check Engine Light will pulse out any codes in the system.”

“Chrysler gets our vote for building so many easy-maintenance features into a line of mid-priced sedans that could redefine the shape of all cars into the next century.”

“The brakes are straightforward as well. Both the standard rear-drum and optional rear-disc versions feature a self-adjusting parking brake. Manual adjustments can be made easily on the rear drums or the drum-in-hat assembly on the disc setup.”

Eagle Vision TSi

## Design And Engineering Award

The editors of *Popular Mechanics* reviewed thousands of items before selecting 1993 Design and Engineering Award recipients, and Eagle Vision was one of the automotive winners. The award went to Vision for its revolutionary cab-forward design and exceptional performance. • January 1993 issue.

**Popular Mechanics**

“The innovative cab-forward design, manufacturing techniques, attention to detail, roominess, comfort and excellent performance put Vision at the head of its class.”

“Vision is also the most important car designwise to come out of Detroit since the Taurus.”





## “Ten Best”



Even though it is a sport utility vehicle, Jeep Grand Cherokee V8 impressed the editors of *Car and Driver* so much that they placed Grand Cherokee on their “Ten Best” Cars list. ■ January 1993 issue.

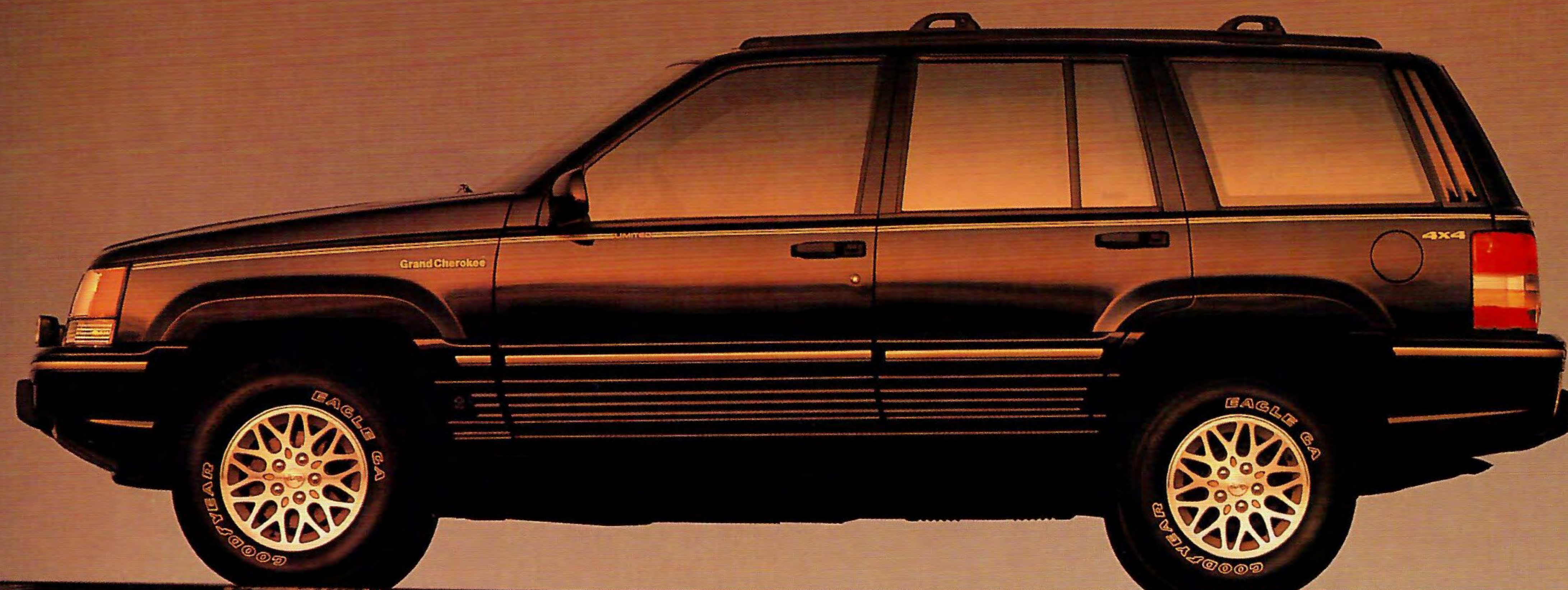
**CAR AND DRIVER**

“The new Jeep Grand Cherokee looks like a major success...”

“The 5.2-liter V-8, at the heart of matters in more ways than one, pumps out 220 horsepower and does so smoothly. And it permits a 6500-pound towing capacity.”

“Built at Chrysler’s new Jefferson Avenue plant in inner-city Detroit, the Grand Cherokee’s assembly quality is excellent.”

“We should make a confession about the Grand Cherokee V-8: we nominated it just because we thought it was a good sport-utility vehicle, and we frankly didn’t expect that a bunch of car lovers would give it the votes to win. That tells you a whale of a lot about what an outstanding transportation package this is.”



Jeep Grand Cherokee Limited

## “Ten Best”



Named one of *Car and Driver*’s “Ten Best” in its first year of production, Eagle Vision was hailed for its cab-forward design, ergonomic interior, and aggressive performance. ■ January 1993 issue.

**CAR AND DRIVER**

“From the marvelously well-shaped and ergonomically correct interior to the radical cab-forward exterior design...the Eagle Vision...pleased every last one of us—a rare thing among our staff.”

“We especially liked the...Eagle Vision’s TSi performance version.”

“The family sedan, foundation of the U.S. marketplace, gets its share of excitement with the new...Eagle Vision... Vision gives us real hope for the domestic manufacturers and tells us clearly what we’ve known all along: if the U.S. automakers use their talent and resources, world-class products can result.”

“Summing up, they’re the all-around best execution of the classic American sedan that we’ve yet seen.”



Eagle Vision TSi



## "4x4 Of The Year"

With *Petersen's 4Wheel & Off-Road's* "4x4 of the Year" award honoring the 1993 Jeep Grand Cherokee Laredo V8, Jeep becomes the first three-time winner of the 4WD industry's most prestigious award. Besting six other entrants—including Isuzu Trooper, Range Rover County LWB, and Toyota Land Cruiser—Grand Cherokee Laredo V8 finished first in the Mechanical and Ride and Drive sections of the testing.

February 1993 issue.

PETERSEN'S  
**4WHEEL**  
& OFF-ROAD

"We like powerful, torquey motors, and the 5.2 delivered all the grunt we needed, and then some."

"On asphalt, the Grand Cherokee is an excellent urban assault vehicle. It gripped on corners that were taken above the recommended speed, and ride quality was excellent. Off-asphalt, the vehicle was pretty unstoppable. The Jeep just ate up the fire roads. Its suspension could handle the roughest stuff we threw at it, and handle it at top speed."

"The Jeep's body styling is a 'modern adaptation of classic Jeep looks, but with extra brawn and contemporary integration'... In terms of four-wheeling attributes, 'Jeep hasn't forsaken its rough-tough heritage.' The vehicle is excellently designed and outfitted for serious off-highway work."

"Jeep's new sport/utility is a true performance driving machine. The 5.2-liter Magnum V8 simply outgunned the competition on a variety of terrain... At the low end of the rev scale, the 5.2 has plenty of grunt for idling over boulders. And the broad, muscular midrange makes the Grand Cherokee uncontested on dirt and gravel roads."

"As we said to each other more than once, this truck will simply eat up any kind of terrain thrown at it. On pavement it's comfortable cruising on the highway and nimble in traffic. Off pavement it makes the tough sections of a trail look easy, and the easy sections a breeze. It was the best all-around 4x4 on the trip, and that's exactly what we were testing for."





## “1993 Four Wheeler Of The Year”

To win the “1993 Four Wheeler of the Year” award, Jeep Grand Cherokee had to beat Isuzu Trooper, Range Rover County LWB, and Toyota Land Cruiser. It did, finishing first in the Mechanical, On-Road, and Off-Road Performance sections. • January 1993 issue.

## FOUR WHEELER

“Testers also trumpeted the four-wheel ABS. It ‘really worked’ on high speed washboard, and even at full stomp generated no tire skid.”

“Of the vehicles in this test, the Grand Cherokee offers the most for the least.”

“The Grand Cherokee’s lightness, quick handling, and responsiveness won the hearts of our testers. Its base curb weight is 1,000 pounds less than the Cruiser or Range Rover. Our off-road testing proves the Grand Cherokee is a real Jeep, and it’s no slouch on-road either.”

“With a turning diameter tighter than any other vehicle in this test, the Jeep could maneuver in the tightest box canyons, corner flat through the sharpest hairpin turns, yet also hum down the highway, stable as a pyramid.”

“And we think that 4x4s, at the prices people pay these days, should address modern safety standards and have access to the latest safety technology. We expect to see air bags in all trucks soon enough, now that Jeep has proven it can be done.”

“Off-Road, well, haven’t we already said that the Grand Cherokee is a real Jeep? That means it burbles up, idles down, and steers around the most dangerous obstacles known to trail driving. Frameless unibody construction and the Jeep’s coil/link suspension let the tires find traction, and the 4.0-liter engine sent them torque, propelling the Grand Cherokee onward and upward, even with open diffs.”





## “Truck-of-the-Year”

Three entrants competed for *Motor Trend's* “Truck-of-the-Year” award: Ford Ranger, Isuzu Trooper, and Jeep Grand Cherokee. Vehicles underwent instrumented testing and were driven in stop-and-go conditions, on free-ways, twisty back roads, and a road that led 6000 feet up Mt. Baldy in Southern California. Jeep Grand Cherokee Laredo V8 was the winner.

• December 1992 issue.

**MOTOR TREND**

“‘The Laredo V-8,’ one editor summed up, ‘combines the pulling power of a full-size truck with the car-like comfort and amenities of a sedan, all in a package with the classic utility of a Jeep.’ Another put it this way: ‘The versatility and finesse of the Grand Cherokee combined with the power of a V-8 equal a new class standard.’”

“Aside from all the sensible reasons for picking the Grand Cherokee as *Motor Trend's* ‘93 Truck of the Year, there’s one emotional reason: It’s just plain fun to drive.”

“The V-8 churns out 220 horsepower and a hefty 285 pound-feet of torque, and, with the optional Class IV towing package, allows a class-best 6500-pound tow rating. ‘The V-8 is what makes the Grand Cherokee such a standout. Where other sport/(utility vehicles) struggle, the Jeep easily lopes along.’”

“Given its well-mannered handling, stable cornering, amiable ride quality, off-pavement versatility, and long list of available creature comforts, the Grand Cherokee Laredo stands unquestionably among the best in its field. Mix in the potent V-8 and a first-in-class standard airbag, and, as one tester put it, ‘The Grand Cherokee leaps to the head of its class.’”



Jeep Grand Cherokee Laredo



## Best Of What's New

Hailed for its technological and safety breakthroughs, including the first driver's side air bag in a sport utility vehicle, Jeep Grand Cherokee was among the year's 100 greatest achievements in science and technology as chosen by the editors of *Popular Science*.  
▪ December 1992 issue.

The WHAT'S NEW magazine  
**Popular  
Science**<sup>®</sup>



Today, the Chrysler Corporation is the most award-winning automotive company in the world.\* The Jeep and Eagle Division of Chrysler has contributed much to this success. Both Jeep Grand Cherokee and Eagle Vision are all-new American vehicles starting at the top of their class—amply demonstrated by the nine awards presented in this brochure.

For environmental stewardship, Chrysler has also won three awards, including the President's Environment and Conservation Challenge Award for the pollution prevention design of the new Jefferson North Assembly Plant—where Jeep Grand Cherokee and Grand Wagoneer are assembled. Chrysler was also honored with the U.S. Environmental Protection Agency's (EPA) Administrator's Award for Jefferson North, and the EPA Stratospheric Ozone Protection Award for eliminating chlorofluorocarbons from the air conditioning systems of nearly 50 percent of its 1993 model year vehicles (including Jeep Grand Cherokee and Eagle Vision) and from five assembly plants and operations.  
\*Source: National Automotive Magazine Awards, 1993 model year





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