



CADILLAC STS

Nothing about the outward personality of this machine prepares you for the joy of its 201-horsepower V-8, which pulls heroically and issues an absolutely exhilarating sound as it climbs the rev scale. The 420's automatic, though, is as obtuse as the Cadillac's is slick. It starts from rest in second gear and, at any speed, will downshift only after taking plenty of time to mull over the decision. The V-8 deserves a better partner.

Despite its ponderous nature, this car is capable when it's time to hurry. The suspension is well disciplined, and the tires hang on to the road. If you're smooth on the controls, the chassis seems never to give up.

Capability, though, is not the same as being friendly. There's nothing welcoming about this car. Yes, it's terribly responsible: it's the only one in the group to provide air bags for both front occupants. And craftsmanship is right out there where you can see it: the wood tambour on the console compartment is a brilliant detail. But why so much roar from the dash vents? And why must so much effort be applied to the steering to keep from falling off the road crown?

The answer is easy: this car is ten years old. In this market, that's obsolete.

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### Jaguar Sovereign Fifth Place (tie)

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The Jaguar could hardly be more different from the M-B: it's light to the touch where the German is heavy, and its interior seems more closefitting—like a cockpit rather than a large room. Both interiors proffer wood and leather, but the British have a warmer, more welcoming way with the materials.

Jaguar has made drastic improve-

