



JAGUAR SOVEREIGN

without compartmentalized interiors, and we place more emphasis on V-8 power than on wood and leather. Consequently, Jaguars—particularly the current-generation sedan—don't earn raves in our tests.

Nonetheless, the 1990 model is a spirited performer, and Jaguar, in a burst of scrappiness, is prepared to duke it out with the Japanese on price. The base XJ6 lacks the sunroof, load leveling, and Euro headlights of our Sovereign-edition test car, and it has wood of a straighter grain inside. Those few sacrifices bring the price down to \$39,700, pretty darned competitive for what amounts to a boutique sedan.

BMW 735i Fourth Place

This car earned its highest marks when driven seriously through the back-country twisties, it impressed us at night with its turn-the-world-white high beams, and it provoked a surprising number of rude comments from us in routine traffic, where there wasn't much to do besides notice a few annoying details.

BMW handling is marked by clear signals to the driver, predictable response, and a suspension that's quite taut. The 735i doesn't wallow or bottom out. That's basic, and that's good. You can be reasonably sure the car will go where you point it. You can also be reasonably sure it will drift its tail a bit when you lift from the power during hard cornering. That's fun if you're ready for it, although probably not in the textbook description of good handling.

What's not so much fun is the steering, which has a zone of insecurity on-center that requires a lot of minor corrections in

