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also very quiet and efficient. The RL handled very well in the mountains, exhibiting the kind of sure-footed confidence that a luxury car should have.

Coming down was easier than going up. Rich Thomas, Acura's executive vice president, drove back. He had no trouble in surpassing double nickel speeds, guiding the car flawlessly through snake-like roads.

various road surfaces. The suspension soaks up bumps and keeps all kinds of bad stuff from getting to the passengers.

sort of suspension system of their own. If the standard suspension misses something, the seats don't. They are very comfortable, coddling driver and passenger.

much different from the Legend it replaces, but there is much more room in the rear, nearly on par with the LS400.

Knee room is increased because the front seat backs are concave. The seat rails are moved further outward, allowing more room for rear passengers's feet. The underside of the seats are carpeted to prevent scuffing your shoes.

most refined cabin ever offered on an Acura. The plastic used