



Cadillac CTS Coupe

Photos by Michael Cooney

## 2011 Cadillac CTS Coupe and SRX Crossover Stunning Styling, Solid Value in the Luxury Segment

Cadillac is on a roll: sales are up 40.9% this year over last (as of November 2010). SRX sales are up 106%. These two show why.

Everywhere I parked Cadillac's new rear-drive CTS Coupe, jaws dropped. Everyone agreed that this is one stunningly beautiful automobile. Bold. Dramatic. Classy. And sporty. All rolled into one fine-handling coupe with most all the luxury touches

armrest. And rearward visibility suffers due to the wide c-pillars as roof connects to fenders. The back-up camera helped mitigate that however.

Driving the CTS Coupe is a pleasure. Quiet on the freeway, it emits a pleasing growl when downshifted and the engine is kept "on the boil" while slicing through tight canyon curves. The Coupe's standard 3.6L 304 horsepower V6 has plenty of thrust yet uses "regular" gasoline. A 6-speed stick is standard; this one had the 6-speed auto. In manual mode you can up- or down-shift with the console lever or the paddle shifters. A 556 horsepower supercharged V8 is optional.

This Coupe has a "luxury-firm" ride with good compliance over bumps so it never feels harsh. Optional summer tires that grip well plus a low level of body roll when pushed hard



you'd expect. The CTS is available with AWD and as a sedan, too.

Look closely and you'll see that every design detail, inside and out, was given careful attention. Headlight assemblies that sparkle like diamond jewelry. Signature vertical taillights that depart from the ho-hum sameness of so many cars. Warm, rich sapele wood trim. Beauty which speaks of luxury, yet doesn't detract from the sporty side one bit.

Perforated and ventilated leather seating added to the comfort of longer journeys. In back, though, with two bucket seats, I would expect a center

enable serious speeds along winding mountain roads. But if you venture onto dirt roads up there... the SRX gets the nod.

Unlike the CTS, the SRX is front wheel drive (mine had optional AWD) and its engines are different.

A 3.0L 265 horsepower V6 is standard; this unit had the 2.8L turbocharged V6 with 300 horsepower, and 6-speed auto. The turbo V6 was very smooth, with satisfying power and acceleration. The turbocharger also means you won't lose much power at higher elevations compared to non-turbo engines.

As with the CTS, quality and comfort is everywhere. Heated and ventilated front seats, heated outboard rear seats with separate climate controls, front/rear parking assist, the UltraView panoramic sunroof, great Bose sound, and more, makes this interior a place you'll enjoy.

With AWD, its handling was a pleasant surprise. Confident cornering around sharp curves and a quiet, comfortable freeway ride makes it a great all-rounder.

Cadillac's CTS V6 Coupe is EPA-rated at 18-city and 27-highway mpg. I averaged 19 mpg. Pricing begins at \$38,165; this loaded Premium Collection model came to \$51,030. The SRX turbo V6 is EPA-rated at 15-city, 22-highway mpg and I got 18.5 mpg. SRX models begin at \$33,830 and this turbo AWD Premium model totaled \$56,050 with various options including dual DVD players for rear occupants.

These Cadillacs are great driving, dramatically styled cars fully competitive with European and Japanese luxury brands. See more at Cadillac.com.



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Cadillac SRX Crossover