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TEST DRIVE

Status Quo

2017 Cadillac CTS 3.6L V-Sport

DAN LYONS | text and photos
Special to the Times Union

CTS — Cadillac's premium, midsize, sport sedan — carries over for 2017 largely unchanged. The Euro-flavored four door is offered in five trim levels (CTS (base), Luxury, Premium Luxury, V-Sport and V-Sport Premium Luxury), along with three engines (turbo 4, V-6 and turbo V-6). The V-Sport models are strictly rear wheel drive, but all-wheel drive can be added to all other trim levels for an additional \$2,000. My latest CTS test drive was in a V-Sport Premium Luxury model. This is the top of the CTS range, save the flagship — the 640 horsepower, CTS-V (\$85,995). With five options (four for show and one for whoa), my test car had an as-delivered price of \$76,480.



2017 Cadillac CTS 3.6L V-Sport
MSRP: \$45,995 (base CTS) · As Tested: \$76,480

The biggest chunk of those optional dollars (\$3,000 out of \$4,600) went for the new, Carbon Black Package, which adds a black chrome accented grille up front, a V-series deck spoiler in back, and a set of 18-inch dark finish alloy wheels at the corners. Inside, Carbon package cars pick up a set of wraparound, Recaro buckets up front. Also among the cosmetic options are a black suede steering wheel (\$395, and nice) sueded micro-



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fiber shifter handle (\$200) and Crystal White Tricoat paint (\$995). The “whoa” extra noted above is performance brake linings (\$100).
I've now driven two of the three engine choices in CTS. The 2.0T (268 h.p., 295 lb.-ft. of torque) is responsive and slightly better on gas than the V-6 options, albeit less refined in its power delivery. The twin turbo V-6 (420 h.p., 430 lb.-ft. of torque), also matched with an 8-speed automatic transmission, gives the car a different character. It's muscular and responsive in every gear, and the exhaust tone provides a growly soundtrack all the while. The trip from 0-60 takes about 4½ seconds, which is fast by any measure, and class competitive. Driver-selectable modes (Tour, Sport, Track (V-Sport only) and Snow/Ice) each dial in different parameters

The driving dynamics of the CTS V-Sport are impressive.

for shift point mapping, throttle response, steering heft and suspension settings.
The driving dynamics of the CTS V-Sport are impressive. It's a true sport sedan, with a sharp edge to its reflexes. The car feels light on its feet for its size. Steering is well weighted and offers good feedback; brakes feel stout. Magnetic Ride Control impresses for its ability to make real time adjustments that keep the suspension on the same page as the driving conditions. Ride quality is generally quite comfortable, though sharp bumps transmit some impact harshness into the cabin.
The basic dash design and layout of controls mirrors other Cadillacs of recent vintage. High trim models like this one feature a 12.3-inch display with configurable, virtual gauges. Toggling a thumb switch on the steering

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