

Guess who's back?



You can't keep a good military vehicle down.
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Car show calendar

Another week full of classic automobiles.
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Levante GTS unveiled

Maserati's SUV gets a Ferrari-built V8.
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TEST DRIVE

Euro Converter
2018 Cadillac ATS-V Coupe RWD

DAN LYONS | text and photos
Special to the Times Union

ATS made its debut in the 2013 model year as Cadillac's entry level model. Initially offered as a four-door sedan, the lineup for the compact luxury car expanded in 2015 to include a two-door coupe as well.
The high performance version is known as the ATS-V, and it's particularly handsome in coupe form. Though it rolls on the same 109.3-inches wheel-base as the four-door, the two-door is lower (1.1 inches), wider (1.4 inch) and shorter (.8 inch), and wrapped in stylish, edgy sheet metal. Those wishing to push the edge even further may want to consider the Carbon Fiber Package (\$5,000), which includes a front splitter, hood vent and rear diffuser, along with composite rocker extensions and rear deck spoiler. This is Cadillac's entry level series, but in "V" trim, there's nothing base-looking about it.



THE ATS-V is the performance version of Cadillac's entry level luxury compact, available in both sedan and coupe styles. It's powered by a twin-turbo 3.6L V-6 that generates a hefty 464 h.p., giving the ATS-V sub four-second 0 to 60 times.

2018 Cadillac ATS-V Coupe RWD
MSRP: \$63,795 · As Tested: \$63,795

Adding some muscle to the mix is a burly V-6. The twin-turbocharged 3.6L mill posts big numbers: 464 horsepower @ 5,850 rpm, and 445 lb.-ft. of torque @ 3,500 rpm. That results in a rather small number in 0-60 time (sub four seconds). Showing an all-in approach to this performance coupe, Cadillac offers it with a six-speed manual or eight-speed automatic



transmission. While the too-light clutch take-up makes it rough to be smooth on roll-off, the shifter has a nice action. The stick is stout — the Tremec transmission has been proven in the likes of the supercharged CTS-V — and Cadillac has backed it up with some trick technology.
Active rev matching anticipates the next gear and blips the throttle to match engine speed. No-lift shift brings the old school power shift into the electronic age, allowing you to shift without lifting off the throttle. Launch control helps you trim your straight line times by optimizing your take off. As you might expect, the power flows readily from the 3.6L, but if you manage to keep your foot out of it, it's also happy

to cruise at highway speeds and shrugs off traffic jams. EPA fuel economy is estimated at 16/23 (manual) and 17/25 (automatic), though this may not matter to most shopping this segment.
Magnetic Ride Control Suspension underpins the coupe. The system makes virtually real-time adjustments to shock absorbers in response to changing road conditions. It pays benefits equally on roads or race tracks, and while ride quality is stiffer than most Cadillacs, this is a specialty piece. Seen through that prism, the ride is firm, yet comfortable. The Brembo brakes (six-piston front, four-piston rear) are exceptional: firm and fade free. ATS-V is only offered
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