

# **Test Drive of the Cadillac CTS Coupe Premium**

## **(From a Consumer Point of View)**

Like with every car you consider in your purchase, the need verses the want battles to the end. I was no exception to this phenomenon especially when it came to the CTS. To understand how I got to this state let me explain a little history. Like most of you as I got older, I desired a more unique vehicle that had styling and features to match. Most of my previous cars were Ford's. The Taurus's history for me was one of great dependability, some features, little styling. Now here comes the explosion of GPS, intergraded computer systems and all kind of additional features to a point to where another consideration of the purchase is at what level you can handle all this stuff while going down the road. I looked at all the expert videos and ratings and I saw one thing that struck me funny. If the experts are dogging this car so bad (with the exception of looks), then why are the critics at the customer level (owners and non-owners) giving it between an 8.3-8.6 out of 10?

Then I began to realize a few things in my thinking process. Test driving the CTS:

I test drove several CTS vehicles before I made my decision. I only tested the premium edition vehicles because that was my initial direction and level of features I wanted. I was a little surprised that Consumer Reports (CR) rate the coupe much lower than the sedan since over 60 percent of the parts matched. Of course my eyes were opened because like with everything else in life there are pros and cons and when it comes to design for an automobile, the gives and takes are no exception. Here are some of my thoughts:

Interior: Like another user, I first had issues with the sunroof not being

able to slide back, but if that meant changing the design of the car, then leave it alone and I will take the pop up. The style I do not get tired of looking at in any year since they have been out. The instrument panel is great and informative (how many sedans have temperature and oil pressure gages?). I like the little screen that informs you of just about every aspect of the car. I did notice knee space issue with the console/dash board but I adjust my seating some and found a great compromise. I love the power button to adjust the seats (located behind the back rest and below the head rest). The number of people who would ride in the back in a year for me would not fill up my right hand. The few that do always have the option of walking. The window control buttons on the driver/passenger doors were a little low at first, but I was thinking of the ergonomic design should be better for me and I should get used to it. Besides with only two windows, I do not see myself going there that much. The center stack is well organized and I like the size of the buttons. My Lincoln MKS buttons were way too small and many times I would end up hitting the wrong one. The NAV system is good and seems informative. The Bluetooth setup was fast and is smartly interactive by informing you of the status rather than looking for it on the screen. The travel system is great by informing you by voice that there is trouble ahead, providing enough time to do a change.

The sound system was great. Those Bose's pump that bass to where if you had a cardiac arrest in the car, crank up those Bose buddy and it will get your heart pumping again (to at least the beat of the music playing). No vibration from other parts of the car which told me tight engineering, testing or both. My Lincoln had to go in for service and have extra padding to handle the subwoofer. What I do miss is in the information weather department. On my MKS, MKZ and Sonata, I could go there and see a radar image of the weather around me. It seems like I cannot do this in the CTS. The best I can get is a forecast. If I am wrong in this area, someone please let me know. The rear camera is ok, but it would

have been nice to have some guide bars in combination of the rear

detection. With the rear camera staying on until you were 3 mph and above is a good feature that I had in my Lincolns as well. The trunk space may be small in comparison to other sedans/coupes but the rear seats do fold down to make up the difference. The adaptive steering wheel is first rate being one of the fastest I have seen (much faster than my MKS). The thickness of the wood in the steering wheel is appreciated as well. It makes me feel you are gripping quality. One feature I really appreciate and may seem the smallest is the Ambient Lighting. The way it is engineered to be useful and under the wood that makes you feel you are driving something unique and special. In my Lincolns, they were all over the place to a point where I thought I was in a disco.

Exterior: What can I say, the style speaks for itself. To say the engineers were on the good dope when they designed this fella would be an understatement. I was looking at putting a special spoiler that would match the brake lighting and extend to the edge of the trunk. It seemed to take away from the car design. It seems perfect as is. No doubt about, it is a head turner.

Drive: I am mixed bag driver. I cruise, hall ass, and warp drive with the best of them. This car seemed to handle all three well. I have not tried the manual mode yet. Steering is good, but I seem to have some issues going to my right. It seems to float around corners rather than roll into them. The so called limited view you have in the rear window is questionable. I can see vehicles directly behind me or one lane over to my right (which seems to be the same in my other cars as well). The driver side mirror handles the rest. The blind spot warning system is a great asset. PLEASE USE THEM. The ride was firm like the experts stated, but so was my Lincoln MKS and it had 20 inch rims. I noticed later as I kept driving the MKS it smoothed out some. Most of those experts are doing their testing with brand new vehicles, hence firm ride.



I guess by now you can tell I purchase the car. I have read the ratings against the Audi's, BMW's and Mercedes, but I realized something to consider. A designer stated in a documentary there is a difference in American Luxury verses British, German, and even Italian luxury. If so then there will be a difference in just about everything else. The European high end luxury brands are build for the roads they travel in Europe. Of course if the designers feel they have a winner on their roads, then they may feel that the American roads are a shoe-end (since the quality of the two are different). I have driven in Europe and I have not found better roads (especially for the speed you can travel). If I tried some of those speeds in my area, in time (a short amount of it) damage would certainly occur. It can be a Achilles-heel due to the difference of quality in many ways.

We drive in an Oxy-Moran system. What I mean is in Europe, my

experience revealed that many Europeans feel it is their God given right to drive fast. In support of this there are speed tracks where you can take your car, pay a fee, sign some documents and haul-ass down the road. Here where cars have engines that can go well over 120 mph, I do not believe there is a law that allows anything going faster than 75-80 mph in the country (please correct me here as well). So in America, why have an engine that can go well over this, yet no where to drive it legally? I guess this is one of the many things that make Americans feel that the system is out to get them, but that is another story.

This is my first in many areas (Cadillac, coupe, etc) and I arrived here I guess due to frustrations in the Lincoln department. Believe me that is another story in itself that I will express later if enough ask. So I will report from time to time on my experience and I hope it will be helpful to all concern.