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Special pullout section

Road Test

The Cadillac of crossovers — the SRX

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Metroland Media

"Gimme money, money, more than I need. These Cadillac dreams are waitin' on me" - Cadillac Dreams by Kiss

A few years ago, I downloaded an extensive playlist of Cadillac tunes to take to a Cadillac driving event.

It wasn't hard to do because there's no shortage of those songs out there, with lyrics voicing Cadillac dreams to the backbeat of country, rock or even rap music.

For all the success of Lexus and other modern import luxury brands, Cadillac has always somehow captured the imagination of popular culture, whether we're talking about the iconic tail fin traditions of Eldorados and Coupe de Villes or the more recent hip hop history of overtly massive, pimped-out Escalades.

The Cadillac SRX five-door, five-passenger midsize luxury crossover tested here may not seem representative of that kind of iconic imagery, even with a few classic cues throw in. But it has a quality that makes it no less important to the brand.

It is, by far, the best-selling Ca-



The 2015 Cadillac SRX, seen here in Terra Mocha Metallic and in Luxury Collection AWD trim. The only crossover in the Cadillac lineup, the SRX sits between a collection of coupes and sedans and the full-size Escalade.

dillac in the lineup, outselling every other model in Canada and the U.S.

First introduced in a more wagon-like form in 2004, tweaked for a 2010 second generation with

stronger styling lines, shorter overhangs and a more aggressive SUV-like road presence, relieved of problematic powertrains with a new direct injection 3.6-litre V6 in 2012, and still holding on today,

the SRX is now one of the oldest vehicles in the Cadillac stable. But it remains the bread and butter mainstay of the lineup.

And no wonder.

Cadillac customers looking for

anything but a car have only two choices - the full-size Escalade SUV (starting at \$84,095) or the SRX (starting at \$41,330), offering a compromise size at about half the price.

The SRX "face" starts with the signature Cadillac shield grille, bracketed on either side by tall, vertical headlamp assemblies. The side profile's most striking feature is the indented body shape, courtesy of two strong character lines that sweep from the gill slit along the door handles up top and along door bottoms below.

That concave body indent, a design element similar to the trick work of the BMW X5 and Dodge Charger, gives the SRX a leaner, athletic style. Somehow that look always brings to mind the sunken cheeks of a supermodel.

In back, tall tail lamps culminate in protruding points aimed squarely at the past, a nice tie in to the tail fins of another era. Harley Earl would be proud. The disco-style LED light pipes that have become "de rigueur" for all vehicles these days accent the front and rear lighting assemblies, even illuminating the trademark front fender gill slits.

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