



The cabin has been completely redesigned with a combination of leather, wood and metal trim. On the centre stack is the retractable touch screen for the navigation/climate control/ audio/information system.

# Cadillac styling boasts familiar signature edges

Continued from pg. 1

Rounding corners at speed is interesting because of the way the rear end stays glued while the front end goes right where you want with just a hint of understeer, which you want in a car with the performance potential of the FE3 version.

The front seats are very supportive but the back seats will be a pinch for taller adults. In terms of styling, the 2008 has the same Cadillac signature hard-edges but the differences from the first generation are obvious like the imposing grille borrowed from the Sixteen Detroit concept car of two years ago. Also, the CTS has engine bay air extractor vents on the fenders that are shaped to blend in with the character line that runs from the front high along the side beltline.

But it is also a Cadillac and creature comforts have not been sacrificed. The totally redesigned cabin design features handcrafted accents and include standard leather seating with heated and ventilated driver and front passenger seats, an Ultraview sunroof which covers 70 per cent of the roof and an ultraview instrument panel cluster with multi-line Driver Information Centre.

The centre cluster is interesting because of the optional navigation/entertainment/climate control as well as information component. Turn the car on and the touch screen nav monitor rises from the top of the stack. There is an override switch but it's so cool, you want to leave the screen in plain sight for all (especially neighbours) to see.

Also worth mentioning is the Adaptive Forward Lighting system, Keyless Access system with Smart Remote Start and BOSE eight-speaker audio.

One thing I noticed was the number of people coming up the car at the GM pavilion at Mosport to take pictures. When you get that kind of public reaction, it bodes well for sales. This was just a first look with very limited time behind the wheel, but it certainly was impressive with, I thought, handling and ride similar to a BMW 335i recently tested on these pages.

# JANUARY PRICE THAW

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<p><b>2004 CHEV AVALANCHE</b></p> <p><b>\$23,651</b></p>  <p>Gray, Auto, AM/FM Radio, Air Conditioning, 63,706 km Stk# G558</p> <p><b>\$226.00</b> Bi-weekly 72 Months - 9.04%</p>	<p><b>2004 GMC ENVOY XL SLT</b></p> <p><b>\$23,999</b></p>  <p>Red, Auto, AM/FM Radio, Air Conditioning, 98,932 km Stk# G449</p> <p><b>\$229.00</b> Bi-weekly 72 Months - 8.6%</p>	<p><b>2003 CHEV CAVALIER</b></p> <p><b>\$8,399</b></p>  <p>Blue, Auto, Cassette Player, Air Conditioning, 90,582 km Stk# 7C132774A</p> <p><b>\$96.00</b> Bi-weekly 60 Months - 9.06%</p>	<p><b>2006 CHEV UPLANDER</b></p> <p><b>\$16,495</b></p>  <p>Silver, Auto, AM/FM Radio, Air Conditioning, 45,280 km Stk# G541</p> <p><b>\$144.45</b> Bi-weekly 84 Months - 9.04%</p>

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## CADILLAC CTS 2008 AT A GLANCE

BODY STYLE: Luxury sports sedan.  
DRIVE METHOD: front-engine, front- or all-wheel-drive.

ENGINE: 3.6-litre DOHC V6 (263 hp, 252 lb/ft); 3.6-litre DOHC direct injection V6

FUEL ECONOMY: 3.6-litre V6, RWD 11.8/7.5/9.9L/100 km, city/highway/combined, AWD, 12.3/8.0/10.4L/100 km; 3.6-litre direct injection, RWD, 12.2/7.5/10.1/100 km, AWD, 12.5/7.5/10.3L/100 km.

PRICE: CTS V6, \$38,900, CTS direct injection V6, \$41,400.

WEB: [gmcanada.com](http://gmcanada.com)



Not much here for the do-it-yourselfer to do. The 2008 offers two versions of its quadcam 3.6-litre V6 engine and a choice of six-speed manual or six-speed automatic transmission with manual shift mode.