

Top power and total control

BY JOE SAGE

In our prior issue, we drove this car's sister, the Cadillac CT4 V-Series Blackwing. While the CT4 is heir to the ATS, the CT5 is heir to the CTS. Both aim to displace the most popular European sports sedans, CT5 running a bit larger and CT4 a big smaller than some of their prime targets, though both are comfortable and spacious beyond their specific dimensions. Both are built on rear-drive architecture (with all-wheel-drive availability only on lower-powered models).

Beyond their moderate size difference, they also inhabit slightly different price ranges—CT4 from the low-mid \$30s to pushing \$60k, CT5 from pushing \$40k to well into the \$80s. At the starting end of the lineup, the CT4-CT5 price differential buys you a tad more elbow room, while at the high end,

the CT5 powertrain is also more potent. The base engine is the same for both—a 237-hp 2.0L twin-scroll turbo-four. For models in the middle, a 310-hp 2.7L turbo-four engine in the CT4 gives way to the CT5's 335-hp 3.0L twin-turbo V6.

For V-Series models, the CT4-V's 472-hp 3.6L twin-turbo V6 gives way to the key feature of the CT5-V we're driving here—a hand-built 668-hp supercharged V8.

Both the 4-V and 5-V are available with a choice of a Tremec 6-speed manual with LuK twin-disc clutch, or a 10-speed GM Hydra-Matic automatic. As with the CT4-V we had in the last issue, our CT5-V in this issue has the 6-speed manual, a rare and welcome feature among their competitive set.

As with the CT4-V, the CT5-V is a bit of a sleep-

er at its core, low on badging and high on performance, though the CT5-V adds the distinctive growl of its supercharged V8. Our CT5-V Blackwing's Electric Blue paint also made it far less of a sleeper, generating many a drive-by thumbs-up, glowing parking lot conversation, even lingering comments from neighbors after it was gone. (Both come in nine colors, from tame to others equally vibrant.)

Even in an era of high horsepower, 668 is a lot—and, as with the CT4-V, the CT5-V has trained their horses extremely well. The proof is in the pedal, earning an A-plus-plus 1,000 percent rating right from its first freeway ramp acceleration. Cadillac applies all this power extremely effectively—silky smooth gear-to-gear, never a mis-shift, with plenty of headroom to hold or run through gears. The CT5-V Blackwing weighs 263 pounds more than the CT4 equivalent. That's just 6.8 percent more weight, with 41.5 percent more power to

move it. The meat that meets the road is a staggered fitment of wide, low-profile Michelin Pilot Sport 4S summer performance tires.

Our sample's Natural Tan and Jet Black interior includes red stitching, white piping on the seats, carbon fiber in multiple key locations, and a red band at the steering wheel's top dead center.

Suspension, including Magnetic Ride Control, and Brembo brakes are both tweaked for the power of the CT5-V (and with even more advanced options available for the brakes). Both beautifully define this high performance luxury car, with the perfect balance of firmness and smoothness.

Powertrain performance and acoustics are tops right out of the box, with multiple levels available for steering, suspension, shift points, brake feel and engine sound, plus snow/ice and track settings. Your favorite custom combination is readily available through one button on the wheel.

The CT5-V Blackwing's style, presence and performance not only easily held their own among the highly competitive set around town, but made us

feel downright special next to the best of them.

The car behaved beautifully through a challenging two-lane run through the hills, with lots of curves, a variety of rises and dips, mostly bearing Arizona's usual ballroom smooth surface, with an occasional rough patch or sand wash to test adhesion, which never failed. Through healthy speeds, we used mostly 2nd and 3rd gear, which kept us in the 3000-5000 rpm range, against a redline of 6500 (all displayed on a logarithmic horizontal digital tach, with zero to 5000 occupying about one half, confirming the strength of our range).

You can daily drive the heck out of this car, and boy can you open it up. The CT5 V-Series Blackwing's formula delivers total control, beyond what you might expect in an almost-700-hp vehicle. This is notably the priciest of the series, but that compares well with its competition, and this top flight Cadillac delivers. ■

2022 CADILLAC CT5 LINEUP

	RWD	AWD
Luxury		
2.0L turbo-4	237 hp	\$38,190
Premium Luxury		
2.0L turbo-4	237 hp	41,990
3.0L twin turbo V6	335 hp	45,490
Sport		
2.0L turbo-4	237 hp	42,990
V-Series		
3.0L twin turbo V6	335 hp	51,290
V-Series Blackwing		
6.2L supercharged V8	668 hp	
6-spd manual		84,990
10-spd automatic		88,115



SPECIFICATIONS

ASSEMBLY	Lansing, Michigan
CONTENT	46% US/Canada, 21% Mexico
ENGINE/TRANSMISSION	US / US
ENGINE	upgraded, hand-built 6.2L supercharged V8 (376 cu.in); cast aluminum block, rotocast A356T6 alum heads, OHV 16v, CVVT, dir inj w electronic throttle control, 1.7L positive-displacement supercharger (4-lobe 160° rotors) & water-to-air charge-cooling system, max boost 10psi / 0.7 bar
HP/TORQUE	668 hp / 659 lb-ft
COMPRESSION RATIO	10:1
TRANSMISSION	Tremec 6-spd manual w LuK twin-disc clutch; (opt 10-spd auto)
DRIVETRAIN	RWD
0-TO-60 MPH	manual trans 3.6 sec (3.4 auto)
TOP SPEED	200+ mph
LATERAL ACCELERATION	1.01g
HOT LAP	(VIR Grand Course) 2:50.6 min
REAR DIFFERENTIAL	electronic limited-slip w aluminum housing, high-perf cooler
SUSPENSION	track-tailored chassis and suspension features incl standard Magnetic Ride Control 4.0; F: MacPherson type w cross-axis dual lower ball joints, twin-tube struts & direct-acting hollow stblzr bar, Magnetic Ride Control 4.0; R: five-link indep, coils w hollow stblzr bar, MRC 4.0
STEERING	rack-mounted elec var pwr-asst
BRAKES	staggered Brembo 4-whl disc, high-performance copper-free linings; (carbon ceramic matrix brake pkg avail incl cross-drilled carbon ceramic rotors); F: 6-piston, R: 4-piston rear
WHEELS	forged alum: F: 19x10; R: 19x11 (magnesium wheels avail)
TIRES	Michelin Pilot Sport 4S sum perf F: P275/35ZR19 / R: P305/30ZR19
LENGTH / WHEELBASE	194.9 / 116.0 in
GROUND CLEARANCE	na
TURNING CIRCLE	42.61 ft
HEADROOM (F/R)	39.0 / 36.6 in
LEGROOM (F/R)	42.4 / 37.0 in
CARGO CAPACITY	11.9 cu.ft
WEIGHT	manual trans 4123 lb (4142 auto)
FUEL / CAPACITY	prem / 17.4 gal
MPG	13/21/15 (city/hwy/comb)
BASE PRICE	\$83,995
ELECTRIC BLUE PAINT	625
INTERIOR: natural tan w Jet Black accents full semi-aniline leather seats w custom quilting & carbon fiber front seatbacks (note: this option removes performance front bucket seats)	6090
SWEDED MICROFIBER WRAPPED TRIM PKG	na
CARBON FIBER 2 PKG: carbon fiber grille header, rocker moldings & extensions, rear valance diffuser	5230
CARBON FIBER 1 PKG: carbon fiber front splitter, front wheel well deflectors, rear extra aero spoiler	4100
PERFORMANCE DATA/VIDEO RECORDER	1600
PARKING PKG: rear camera mirror, air ionizer, rear pedestrian alert	610
WHEELS: 19-in alum alloy w satin graphite dark finish	600
BRAKE CALIPERS, BRONZE	595
DESTINATION CHARGE	995
TOTAL	\$104,440