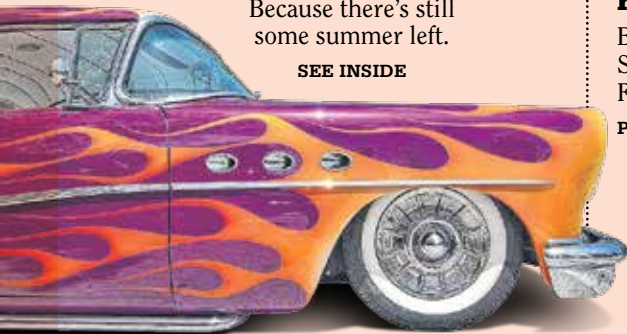


### Car show calendar

Because there's still some summer left.

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### Viper revisited

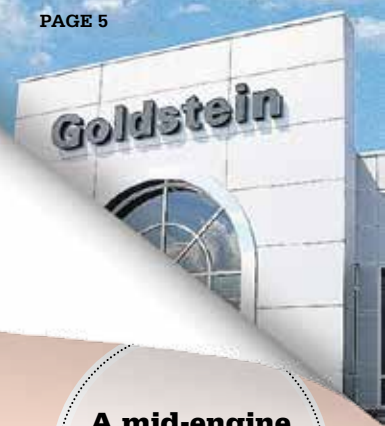
Better. Stronger. Faster.

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### Goldstein wins coveted award

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### A mid-engine sportster from Honda?

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## TEST DRIVE

# Attitude Adjustment

## 2017 Jeep Renegade Altitude 4x4

DAN LYONS | text and photos  
Special to the Times Union

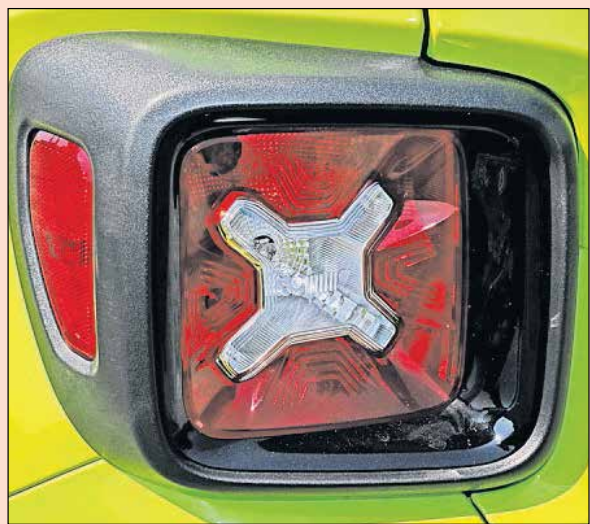
**W**hat separates Latitude from Altitude is Attitude. Allow me to explain.

Renegade joined the ranks of the subcompact crossover segment in 2015. For 2017, Jeep's entry level line fans out with two new, limited edition models — Altitude and Deserthawk. The latter is now the range topper of a six-model lineup, with a starting MSRP of \$28,390. Meanwhile, Altitude is a mid-level entry, based on Latitude (you know, even in my fleeting, lucid moments, the name similarities confuse me). The differences between the two sound-alikes is basically a matter of attitude.

Attitude, as in a blackout color scheme, with high gloss black finish on the badges, grille, tail lamp rings, rear fascia and 18-inch wheels. The blackout continues

**2017 Jeep Renegade Altitude 4x4**  
MSRP: \$24,190 · As Tested: \$32,990

inside, with black cloth seats and a high gloss finish on gauge bezels. Metal diamond accents are found on interior touch points, like the shifter knob and door handles. The package can be added to any color Renegade, so you can Goth it up with a reeeally black look, or sharpen the contrast on bright colors. Speaking of which, my test Jeep was finished in Hypergreen; an epic



**FOR 2017,** Jeep's subcompact crossover Renegade offers two new limited edition models. The Altitude is a mid-level entry, with a package including Hypergreen paint color choice and high-gloss black finish on its badging and wheels.

shade of lime green that looks right at home on a small, outdoorsy model targeting younger drivers. Particularly on smaller cars, I've never understood why more manufacturers don't offer bold color choices as part of their paint palettes.

The trail-rated Trailhawk and Deserthawk models are offered only with four-wheel-drive. All other trim levels can be had with standard, front-wheel-drive, or upgraded to all-wheel drive for an additional \$2,000.

Two Active Drive 4x4 systems are available — one is exclusive to trail-rated models. Jeep's Selec-Terrain traction system lets the driver choose the setting that will give them the best grip, in varying road/trail conditions. A knob at base of the center stack switches between the 4x4 drive modes: Auto, Snow, Sand, Mud or (on trail-

rated models) Rock. Selec-Terrain integrates with all active chassis controls. For example, in Snow mode, the transmission starts out in second gear, and the throttle is less responsive, while in Mud or Sand mode, the systems allow more wheel spin.

I've taken a Trailhawk off-road and found it stable and surefooted on some challenging terrain. I've yet to drive a Renegade 4x4 with standard Selec-Terrain on snowy roads, but I've no doubt that it would perform well. And when you don't need max traction — like, say, August in Albany — both of Jeep's 4x4 systems have a disconnecting rear axle and power take-off, to minimize parasitic loss and maximize mileage.

Two engines are available in Altitude: a 1.4L turbocharged, four-cylinder engine with six-speed manual

*Continued on page 4*

Particularly on smaller cars, why don't more makers offer bold color choices as part of their paint palettes?

# Going down the road feelin'...good!

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