



JETTA GLA LAUNCHED

Volkswagen Canada unveils
its latest sports sedan

PAGE 4



MAZDA3 EARNS HONOUR

2011 model nets 'Top Safety Pick'
award from Insurance Institute

PAGE 5

THE INDEPENDENT
& FREE PRESS

Special pullout section

Wheels.ca

Jeep's least expensive SUV still a capable off roader

By NEIL MOORE
Metroland Media Group
Carguide Magazine

Scanning the Jeep lineup, you may scratch your head at the company's decision to offer two flavours of essentially the same vehicle at similar price points.

The Compass and Patriot, which arrived in 2006-2007, are low-cost entries to the crowded compact SUV segment.

The Compass, with its 'baby Grand Cherokee' crossover styling, and the boxier, more rugged looking Patriot start a mere thousand dollars apart at \$16,495 and \$15,495 respectively.

That's pretty cheap for a new vehicle of any kind, but keep in mind that with Jeep, 'base' really means base.

The entry Compass and Patriot are both front drivers, free of such basic amenities as air conditioning, power windows and keyless entry. Add in a few comforts and the MSRP's rise quickly which is a tough sell against vehicles like the well equipped Kia Sportage and Hyundai Tucson.

But opt for four-wheel-drive and choose the Freedom-Drive II package, and you have a couple of 'trail rated' off roaders that can tackle some pretty tough terrain. These low-end Jeeps may face stiff competition from an abundance of stylish and well-priced urban sport utes and crossovers, but they also have the advantage of a 70-year history of building proven military and recreational off-road vehicles.

My tester for the week was the Patriot 'North Edition' with four-wheel-drive. This is the mid-point of three trim levels that begin with the Sport and end with the Limited.

All are available with FWD or 4WD.



More rugged looking than its Compass sibling, the Jeep Patriot includes essential elements like the seven-slot Jeep grille, along with true off-road capability. As tested, this 'trail rated' Patriot includes tow hooks front and back, skid plates and a full nine inches of ground clearance.

Standard on all 4x4 models is Freedom-Drive I, a slip-and-grip, full-time four-wheel-drive system that sends torque to the rear when the front wheels begin losing traction. It's available with either a five-speed manual or continuously variable transmission (CVT).

It also provides a 4WD lock mode,

which divides torque equally between front and rear axles for when you really get bogged down, such as in deep snow or sand. Lock mode works at speeds under 15 km/h.

My vehicle came with the Freedom-Drive II package, which for an additional \$1,050 makes the Jeep Patriot a Trail Rated 4x4.

This includes a 4WD off-road mode, tow hooks, skid plates for the fuel tank and transmission/engine oil pan, brake lock differential, oil cooler, 140-amp alternator, fog lamps, and P215/65R17 OWL all terrain tires on 17-inch aluminum rims.

See JEEP, pg. 3

Bratin Auto

TECH-NET
Professional
AUTO SERVICE



82 Main St. N.,
Georgetown
905-873-6127

MAINTENANCE SERVICES OFFERED

- Brakes
- Exhaust Work
- Transmission & Service
- Tires
- Drive Clean Testing & Repairs
- Cooling Systems
- Electrical
- Tune-up
- Computer Analysis
- Alignments
- ...and more

Call today to book an appointment for all
your maintenance needs