

Back once again for the...

Jeep Renegade

£20,000 est.

WE SAY: LIKE THE WAY IT LOOKS? BUY ONE. AND BEST TURN THE PAGE, QUICK...

You've already made up your mind. You looked at the photo up there, and the Renegade instantly appealed to you or repulsed you. If it's the latter, you're losing. Jeep's shifted over 800,000 of these in Europe and surrounding territories since 2014, and thirst for the mini-Jeep is so insatiable that the company's confirmed an even smaller, sub-Renegade model by 2022. This is as much Jeep's cash-cow as its parent company Fiat's is the 500.

So, its 2019-model year-update (a tiresome American anti-logic trope) leaves the looks alone (the new grille is subtle, the pin-sharp LEDs optional) but conceals a new family of petrol engines. You can still have a 1.6-litre or 2.0-litre diesel, with a nine-speed auto available attached to either, which is less indecisive than it used to be. And the 168bhp version can be specced as the gnarly Trailhawk version – no small 4x4 will take you further off-road, save for perhaps a Dacia Duster.

But the petrols are more relevant, so we'll concentrate on those. The news isn't good. The 1.0 turbo makes 118bhp and is overwhelmed by the Renegade's bulk. It's manual and FWD only, but sluggish. Reaching 62mph after 11.2secs is one thing, but asking passengers to get out and push to join the motorway is another.

So, you'll want the new 1.3-litre turbo with 148bhp, then? Nope, because it's mated only to the worst dual-clutch gearbox in production today, unless you prefer DCTs that mimic CVTs. Kickdown is non-existent. Even the old 9spd auto is preferable – at least the motor wouldn't be so thrashy in top gear.

There's a 178bhp version too, with AWD and the 9spd auto, but Jeep hasn't let us drive that yet. Nor has it confirmed homologated mpg data, CO₂ output or prices for the new Renegade, which starts deliveries in September. It feels like the petrols have been rushed into production to prop up sales as diesel goes through the floor. **OLLIE KEW**

SPECIFICATION

- 1956cc, 4cyl diesel, 4WD, 168bhp, 258lb ft
- 47.9mpg, 155g/km CO₂
- 0–62mph in 8.9secs, 122mph
- 1548kg

VERDICT: The only mini-4x4 that has any off-road nous. Wrong priorities, but that lifestyle character seems to do the trick.

6

10

SO, WHAT ELSE IS NEW?



Audi Q5 3.0 TDI

What should I know?

That, for now at least, diesel is still a thing. When/if it does a die a sooty, oily death, we won't miss the ratty 4cyls, but we will miss these: the big sixes. This Q5 has a 3.0-litre, single-turbo job with 282bhp and 457lb ft.

Should I care?

Yes, because this is the best Q5. Admittedly it's also the most expensive. The refinement and performance – 5.8secs to 62mph – justifies it, though. Pity it gets the 8spd auto. The petrol's 7spd DCT is better. **TH**



BMW X3 M40i

What should I know?

The £50k, fast 6cyl SUV set has a new entrant. Possibly a new class leader. Until the rumoured X3 M, the 355bhp M40i is the fastest X3, good for 0–62 in 4.8secs.

Should I care?

If you're into this class of high-riding über-wagons, this X3's an ace. Far higher quality cabin and ride than a Jag F-Pace S, much more sonorous than Audi's SQ5, yet it's comfier and less juvenile than the Merc-AMG GLC43. **OK**



Range Rover Sport SD4

What should I know?

The face-lifted RRS, complete with its Velar-spec, all-touchscreen cabin, has a new £63k entry-level option. In HSE spec, you can choose a 2.0-litre 4cyl diesel with 237bhp and 369lb ft.

Should I care?

For company-car duty – it's a 172g/km, real-world 36mpg car. But the measly motor stretches the 'Sport' rep to breaking point. 0–62mph takes 8.0secs, and we bailed out of more overtakes than we completed. The £67.5k TDV6 is more flexible and rangier. **OK**