2014 Jeep Patriot

The Jeep Patriot is not a new design. The model first launched in 2007. That was eight years ago, and it basically hasn’t changed since. For perspective, the iPad only launched five years ago.

The current model keeps the same 115kW/190Nm 2.0-litre petrol engine as before, but the Blackhawk does away with the less-than-favourable CVT for a six-speed automatic. The package is no powerhouse and, with combined cycle fuel consumption claimed at 8.3L/100km, it’s no eco-sipper either.

But, around town, the little Jeep is peppy enough to zip through traffic and handle most day-to-day duties such as shopping, meetings and the school run. However, it is a bit noisy and harsh under load, so you tend to squeeze rather than stomp on the pedal to get going.

Clunk the shifter into drive and the six-speed auto does an acceptable job of moving though the gears. It’s not smooth, but it works just fine.

The Patriot is comfy, reasonably roomy and has great headroom – plus the trademark Jeep ‘fat sausage’ steering wheel that just feels so comforting to hold.

Say what you want about refinement, as after a few days in the thing, the Jeep becomes pretty easy to like. Not because of how it is made (opening the centre console is about as premium as opening a tub of ice cream) but because it’s just a little bit fun.