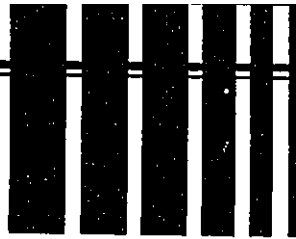


Renegade



been accented by a hard-top, complete with a moonroof. Our snappy white test Jeep looked so clean and polished it was an insult to go off-road and cover it with mud. Off-road, however, the Jeep guts take over and any thoughts of sparing the paint job from the dirt are bounced out of the mind in favor of power and fun.

The interior is utilitarian. A heavy-duty roll bar encircles front denim bucket seats. The dash is uncluttered, featuring a circular speedometer flanked by a vertical stack of controls. The seating position affords excellent visibility, but the buckets sit too high for serious off road driving. The CJ-7's extended wheelbase gives occupants increased head and legroom compared to the CJ-5.

The moonroof adds a nice touch of style to the CJ-7's hardtop, but anyone wanting the open-air feel should consider purchasing an open body CJ.

The CJ-7 got 16 miles per gallon highway and 12 miles per gallon city, running on unleaded gas. These mileage figures are respectable when compared to other four wheelers, especially the highway figure. No matter how you dress it, it still works well as an off-road vehicle, but if you plan on buying a Jeep for anything more than off-road or utility use, check the mileage ratings first.

Jeep offers a variety of options to dress your Jeep in the style you want. The CJ-7 comes in 14 colors and either a hard top or open body. Jeep has two special appearance packages, Renegade and Golden Eagle. There are six tire designs to suit your needs, whether they be off-road or highway.

Overall, the Jeep is a tough, rugged, fun machine with a charisma that will make the driver highly visible. Ideally, the Jeep CJ-7 is suited for a demanding, principally unpaved, environment. Although its famous looks and charm makes it an attractive vehicle for urban use, realize the CJ-7 was tailor-made for Jeep country. Don't expect great mileage or high speed handling, but do expect to get where you want to go. ■

