



The 2011 Dodge Durango Citadel is the top trim model that includes almost every option in the Dodge parts bin starting at \$49,995.

Dodge Durango Citadel offers power and grace

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My first meeting with the 2011 Dodge Durango took place about a year ago.

High on a hill overlooking the Infineon Raceway north of San Francisco, the Durango was part of a test drive of the entire Dodge lineup for the coming year.

At the end of the Durango line was the top trim level Citadel in glistening black on 20-inch chrome wheels looking imposing from any angle

It took a while but I finally got my hands on an identical Citadel in time for the Labour Day weekend.

For my wife and I, it was a chance to return to our favourite haunt, the Blue Spruce Resort north of Huntsville.

It is a place we used to go to before kids, during kids and now, for the first time, without kids again. Funny how things change.

Ten years ago we would have needed all of the Durango's full seven seating for everything from groceries to boogie boards to fishing poles. This time it was three bags, a cooler and two loads of food and beverages.

Travel needs overkill no doubt but a regal ride at the same time

The Citadel is the most expensive of the three Durango models starting at \$49,995. The others are the base SXT starting at \$37,995 and the middle range

Crew Plus at \$45,995.

Durango is following the rest of the entire 2011 Chrysler line by opting for two engines, the 3.6-litre DOHC Pentastar V6 and the second generation 5.7-litre Hemi. A five-speed automatic is standard as is all-wheel-drive.

The Durango shares a number of synergies with the Jeep Grand Cherokee including the same platform which is largely the same as used in the Mercedes-Benz ML SUV.

A host of driver aids are also standard such as Electronic Stability Control, Hill Assist, trailer sway damping, traction control with electronic rollover mitigation and active front headrests.

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