



50-PP-61

#258
Citroën
Dyane
(1977)

Norev 153719

Period: 1967-1984
Built: 1,443,583

Engine: 602cc flat twin
Power: 32 PS
Top speed: 118 km/h
Price: fl. 9,590 (1979) / £ 1,575

Predecessor:
Citroën 2CV
Successor:
Citroën Visa

Date acquisition:
26/02/2018

Approx. first plate Approx. last plate
69-44-EK **KN-99-KG**





Citroën believed the time was ripe in 1967, after nearly 20 years of production, to offer a successor to the iconic 2CV. The Dyane was conceived as a slightly larger and “more luxurious” – or rather less basic – version of the 2CV, but both on the stylistic and technical front the similarities were large. The Dyane had the same twin-cylinder air-cooled engine – Autocar (15/05/1969) described its loud noise as a “Ludwig Koch recording of a male chicken crowing, which keeps jumping a groove”. The Dyane also used the 2CV’s independent suspension and shared the same basic design proportions – including the fabric roll-back open-top roof. However, the integrated headlamps, practical hatchback tailgate, and more angular design cues were all new.

Today many judge that in squaring off the design – specifically around the rear-wheel arches and the side window profiles – the Dyane lost some of the basic charm that so many adore in the 2CV, but contemporary reviews seem more positive. Starting from the observation that, in the car’s advertising campaign, Citroën “abandon[ed] hard masculine facts and figures, and babble[d] on lovingly about the Dyane 6 not as ‘it’ but as ‘she’”, Autocar noted that “she is not in the least bit beautiful at first sight, but scrape an acquaintance – or just stare for a while – and you will see that in the most outrageously gauche and snook-cocking way she is puzzlingly attractive”. Autocar also applauded the driving characteristics. Although “the front wheels do get to a rather alarming angle on lock” and “she rolls very disapprovingly when cornering fast”, “the ride is softer and more comfortable than almost anything except other Citroëns (...). One of the best ways of demonstrating this is to drive her diagonally at an average pavement. Her extraordinarily plain disc wheels held delicately at the end of her long slender arms like very big cymbals lift and roll over the sharp-cornered edge with very little disturbance to her body. She seems to be sprung on a system of high-hysteresis marshmallows”.

Despite the fact that the Dyane never quite emerged from the shadows of its 2CV forebear that managed to outlive it by six years, the Dyane was quite successful commercially and remained on sale virtually unchanged for 17 years. This Norev model nicely showcases the Dyane in a typical 1970s shade of green called Vert Tuilerie, and with vibrant floral motif in the interior. Nice details on the model include the very basic wheels with chromed hubcaps, the Citroën and Total stickers on the rear window, and the slidable front windows. Like the real-thing, the model car has got a fair bit of suspension travel. On this particular example, one of the “shock absorbers” seems worn-out, leading to a slightly wonky stance.



The Dyane is essentially nothing more than a slightly larger and squared-off 2CV. Below: the brown dash and colourful mosaic-style interior ooze 1970s.



The Dyane can be seen as Citroën’s counter-attack to rival the Renault 4, itself designed to take on the 2CV.