



# Citroën Kégresse in Norway



- 1 - the K1 & P 7
- 2 - the P 15N
- 3 - the P 17
- 4 - the P 107



# The charming trip in 1929

The first Citroën-Kégresse P 15N arrived in Norway already in April 1929. Around the Easter days a small expedition of 6 days was made. The purpose of this was to promote this new strong type of car in Norway for both private enterprise and military.

The car they used was registered with the French number plates 2278-RB-4. This number was of a typical series of number the factory used for their test models.

The report of the very successful trip around Maristue and the climb of the glacier Hardargenjøkelen can be read in the English translate version on our website. After the trip, the car was exhibited at Oslo's automobile exhibition at the Stadium on May 25th. 1929th

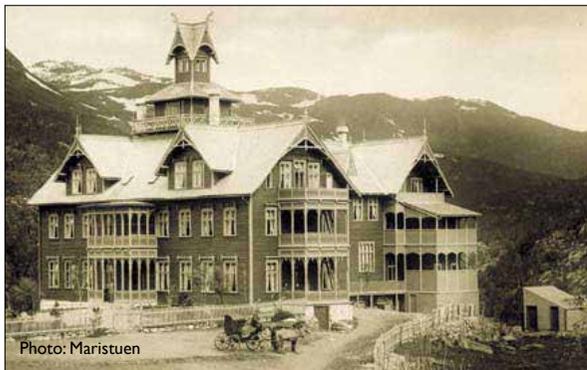
The newspaper Afterposten writes the following: *"The new Citroën track car, which this winter drove over to Filefjeld and on top of Hardangerjøkelens, is present at the car exhibition. This car has earlier this year driven in the French and the Swiss Alps."*

The newspaper Aftenposten write on August 13, 1929: *"in occasion with some military trials the Army chief Kaptain Bøling had now acquired a Citroën Kégresse with 60 hp engine of the same type as that used for this trip."*

So, is this Kégresse come back to France, or was sold to the army after the exhibition?

We know that the P15N from the army had registration number A 1308.

Fra Gardermoen meldes i formiddag, at de avdelinger som skal være med på fellesøvelsene, nu begynner å rykke inn på plassen. Igår kom automobilkorpsset og imorgen kommer A. R. I. Automobilkorpssets chef kaptein Bøling har nu anskaffet en Citroën beltebil med 60 hks motor av samme type som den der i vinter gikk over hoifjellet. Posisjonsartilleriet skal i år ha en Pavestruktor, som har en maksimalfart av 18 km. og en udmerket fremkomst i terrenget.



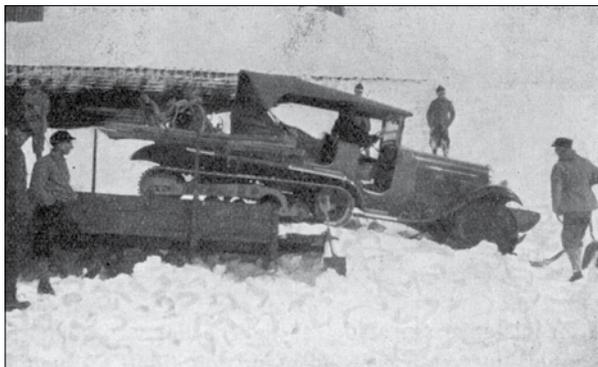
This picture of Maristue is taken in 1898. The place has roots dating from the 1330, and figure as a place where people could stay overnight. Unfortunately the old Maristue hotel burned down in 1976. Today Maristue is a complex of many winter independent houses.



We got this picture from Maristuen, the text say: the first tracked car who passed on the Filefjell. 1929.



# The charming trip in 1929



This booklet was published by Automobile Citroën, Oslo, Stockholm, Copenhagen in 1929. The english version is translate by Per Nielsen from Krybebands Societetet, and can be founds as download in his hole length on our website.



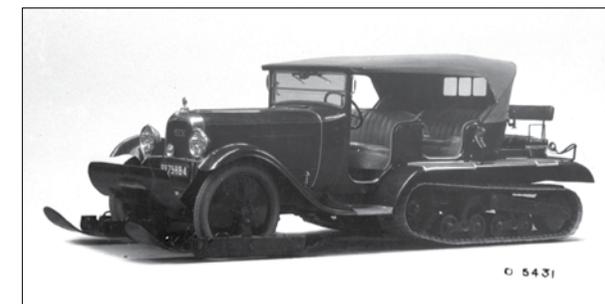
**Automobilutstillingen på Stadion.**  
Den største som hittil har været holdt i Norge.

Til automobilutstillingen, som åpnes på Stadion lørdag kl. 12, av den kjendte selvsberg-Meyer T. A. A. Auto & Ole A. A. A. Bilens Auto-Reparatur Co. A. A. & Gjøttvege Automobiltorretting A. A. og Nilsen & Rohrbak 2. Ved den store deltagelse fra samtlige importører av såvel amerikanske som europeiske biler blir hele stasjonen på Frogner Stadion fullstendig dekket av alle krete nye modeller. Utstillingen varer noe lenger enn de tidligere år, og vil være en stor attraksjon for alle som kommer til Oslo i disse dager. Vi har med oss en liste over deltagere:

Automobil Compagnien A. S. 15 biler, Franklin Automobil A. S. 1, A. S. Frank Automobile 7, Erik B. Winther & Berndt O. Wærn 10, Olaf Romundstad A. S. 3, Kolberg, Caspar & Co. 11, Nash Automobilkompani, C. Paalke A. S. 6, Norsk Bilimport, Erling Rind A. S. 5, Carlberg Ringe A. S. 8, Gustav Thomsen Wærn & A. S. Heron-oren & Balchen 12, C. E. Sæverm & Alper. Co. 10, O. Sæverm & C. Oelje & Co. A. S. 3, Leif Mathiesen & R. Hennings-Meyer 7, A. A. Auto & Ole A. A. Bilens Auto-Reparatur Co. A. A. & Gjøttvege Automobiltorretting A. A. og Nilsen & Rohrbak 2.

Ved den store deltagelse fra samtlige importører av såvel amerikanske som europeiske biler blir hele stasjonen på Frogner Stadion fullstendig dekket av alle krete nye modeller. Utstillingen varer noe lenger enn de tidligere år, og vil være en stor attraksjon for alle som kommer til Oslo i disse dager. Vi har med oss en liste over deltagere:

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This factory picture above shows a P15N identical with the car used on the trip to Norway. But it is not the same car! the registration number is 2279-RB-4, and the car from the trip in Norway has registration number 2278-RB-4, just a number by. We know also about a identical car with registration number 2280-RB-4, so we can deduce that was a serie of alist 3 cars who was registered at the same time.



Picture probably from Easter 1929, Costa write: "Reparation barre d'acouplement".



The rute from Oslo to Hardangerjøkelen. Hardangerjøkelen is the sixth largest glacier in Norway.



# The 3 chassis from Copenhagen

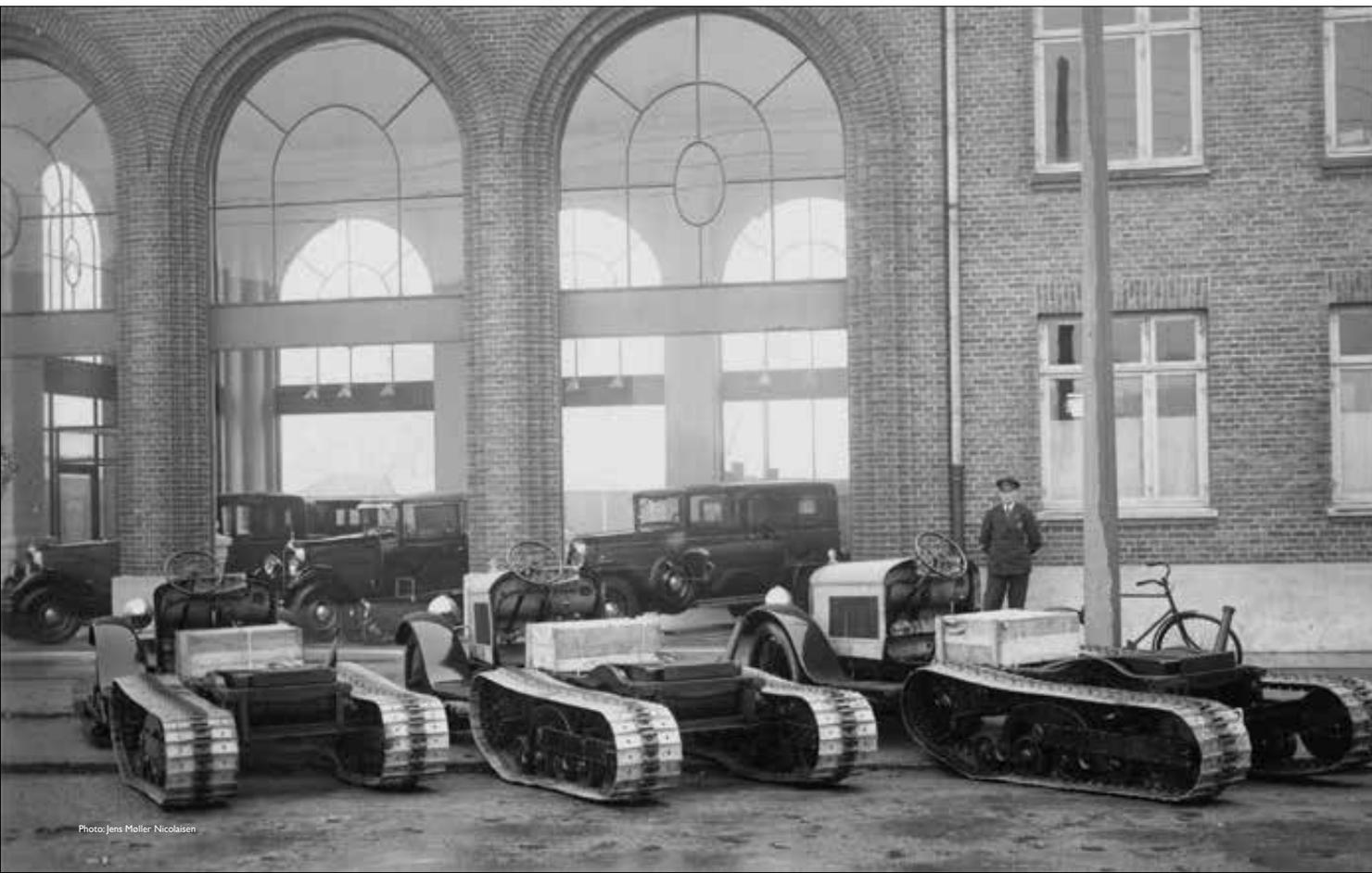
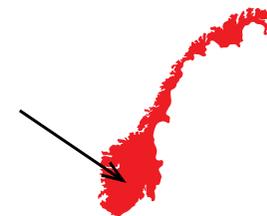


Photo: Jens Møller Nicolaisen

## The tree chassis

Around 1930, three chassis P15N arrived in Copenhagen at the Citroën branch. This amazing picture of them taken in front of headquarters.

The second picture show one of the P15N chassis, testing just around the corner.

We are pretty sure that these three chassis was sent to Norway.

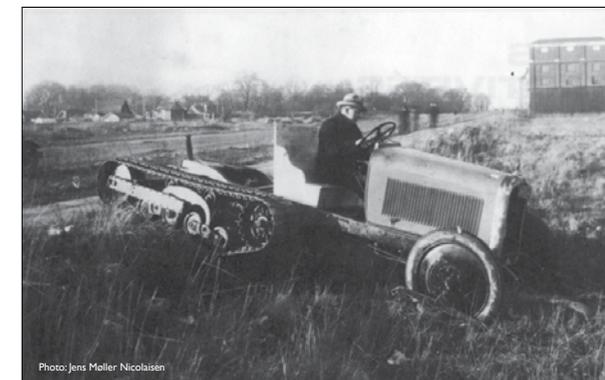


Photo: Jens Møller Nicolaisen



# The Coachbuilders

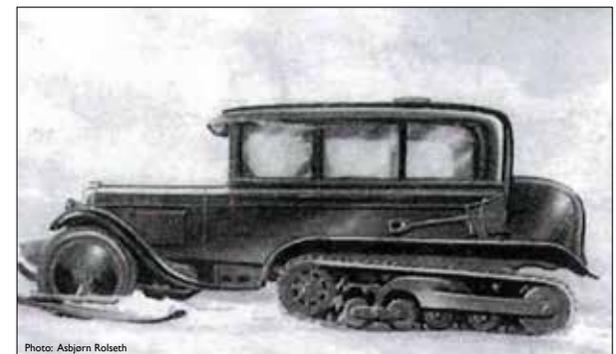
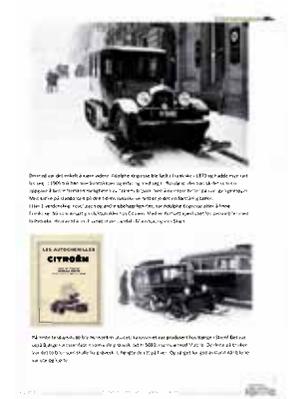


One P15 N with Wattenberg or Bjørge bodywork.



In the book "Håndværk på hjul", Asbjørn Rolseth write thath Wattenberg Karosserifabrik A/S from Skien build at least two Kégresse P15 N, the first was sold to A/S Beltebilerne from the Hemdals mountains, registered in 1930 with the license plate S-269. The other car was exported and sold to Iceland also in 1930. A third Kegresse was build by Iversen from Oslo in 1932.

Ulf Stuwitz Røvik-Larsen write in Veteranvognen 2-2014 about the picture where you can see the license plate H-5080: "It was Bjørge Karosserifabrik who owned the H-5080 plate, in conjunction with Mobile, they shared the use. The body was produced at Bjørge in Skien". This is confirmed by John Austad, member of Veteranvognklubben, who worked for many years for the car company Mobile in Skien Whether it was Wattenberg or Bjørge we can not determine it, the fact is that both originate from Skien.



The Iversen bodywork of the P15 N from 1932 is recognized from the bootlit in the back.



# The Coachbuilders



Photo: Norsk Folkemuseum, www.nb.no

The newspaper Nordisk Tidende the 27 februar 1930 had an article about the first test of the car, it has provisory plates at the moment - ending with 41 - telling thath it is not registred to the final buyer. So we have no idea if this car stay in Norway, or be send to Iceland.

These photos can be seen on the site of the Norwegian Folk Museum, they were taken by renowned photographer Anders Beer Wils. Pictures from www.nb.no



Photo: Norsk Folkemuseum, www.nb.no



Photo: Norsk Folkemuseum, www.nb.no



I midten av februar aapnes beltebilruten over Hemsedalsfjeldet. Ruten betyr en veldig forbedring i postforbindelsen østland—vestland samtidig som den aapner en lett adkomst til de to kjente turiststeder Bjøberg og Maristuen. Strekningen Gol—Maristuen er 8—9 mil. De fyste 4 mil trafkeres med almindelig bil. Paa resten av strekningen skal anvendes den store nye Citroen beltebil med plass for 9 personer. Bilen er utstyrt med Citroen stan-

dard motor paa 45 hk, den samme som i alle 6-cyl. Citroen vogner. Det serlige ved denne bil ligger i trekkanordningen (beltene) og karosseriet, som bakerst har rum for post og bagasje. Søndag foretok beltebilen vellykkede prøver i de beryktede Sachsenbakker ved Kongsberg (stigning 1:3), som med letthet forceres med full bil enda sneen paa sine steder laa 1½ meter høi. Blandt deltagerne var fotograf Wilsø, som tok ovenstaaende billede.



Photo: Norsk Folkemuseum, www.nb.no



Photo: Norsk Folkemuseum, www.nb.no



Photo: Norsk Folkemuseum, www.nb.no



Photo: Norsk Folkemuseum, www.nb.no



## *Beltebilar yver Filefjell.*

Paa eit møte i Lærdal er A.s Beltebil skipa med ein kapital på 19 500 kr. Til formann vart vald sakf. Schjelderup Jansen.

Det vert kjøpt tvo beltebilar med tilhengjarsledar til ferdsla i vinter.

### **A/S Beltebilene**

In 1930, after having been inspired by the charming tour in easter 1929 in north Norway, bought the just started A/S Beltebilene company a Citroën Kégresse type P15N.

A/S Beltebilene become from a cooperation between Sara Maristue from Maristue mountain hotel and H.L. Bogen from Bjøberg fjeldstue. The purpose was to connect the two tourist areas on Hemsdalsfjeldet. The trip went from Borlaug to Tuv, so the travelers expected, during the winter period to make the trip between Lerdalsøyri and Gol station at 9 -10 hours.

The bodywork of this car was built by Wattenberg or Bjørge Karosserifabrik A/S from Skien. Wattenberg or Bjørge built bodys for two Kégresse P15 at the time. The second Kégresse



Photo: Kaare Hovland

**Mariestuen**



Photo: Kaare Hovland

**Hovland by the Kégresse**



Photo: Indre Sogn Automobil club archive <https://hobbimil.no/>



# Kégresse in the Hemsedals mountains

was exported to Iceland.  
This Kégresse, got the registration number S-269.  
The driver was Jon Hillestad from Borgund. The car can be distinguished from the newer model, by not having the exterior luggage. It had place for 8 passengers in addition to the driver.

Around 1932, purchased the company a new Citroën Kégresse, also with 8 passengers, the registration was F-12428. The driver of this car was Svein Hovland, also from Borgund. This car had a body built by Iversen from the Oslo area, it can easily be recognized by the big boot. Cows were now extended all the way to the end of the trunk.

The old car always stood as a reserve and was used often in the busy season. Due to the purchase of a new car, the old car often needed repairs and was not so reliable anymore. The A/S Beltebilene company was later merged with "Gol Lærdal-Maristubilene Ltd." A company which was founded in 1924, and drive bus connection in the area.

The Kégresse route through Hemsdalsfjeldene continued for 11 years from 1931 to 1942, and stopped due to the war because petrol shortages.



Photo: Kaare Hovland

**Breistolen**



Photo: Indre Sogn Automobil club archive, <http://klubbinfo.no/4y>



Photo: Indre Sogn Automobil club archive, <http://klubbinfo.no/4y>



Photo: Indre Sogn Automobil club archive, <http://klubbinfo.no/4y>



# Kégresse in the Hemsedals mountains





# Kégresse in the Hemsedals mountains





# Kégresse in the Hemsedals mountains

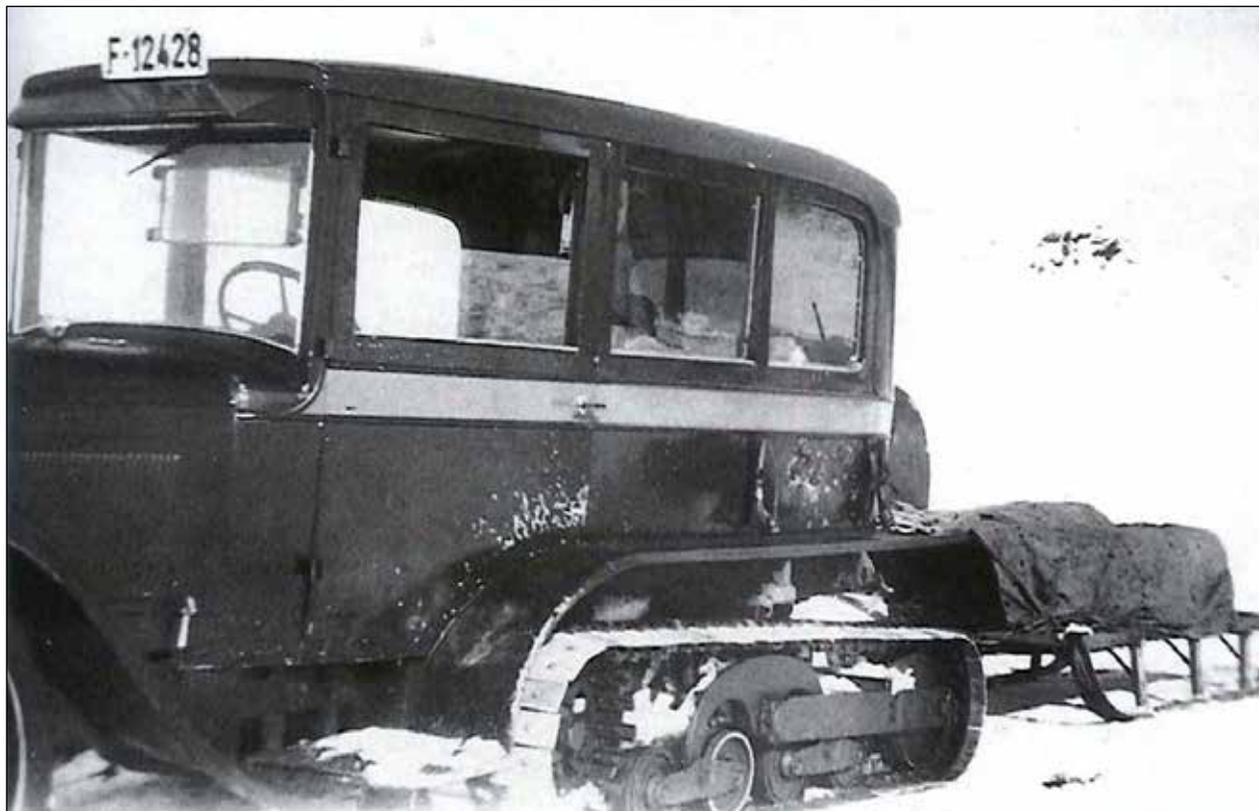


Photo: Kaare Hovland



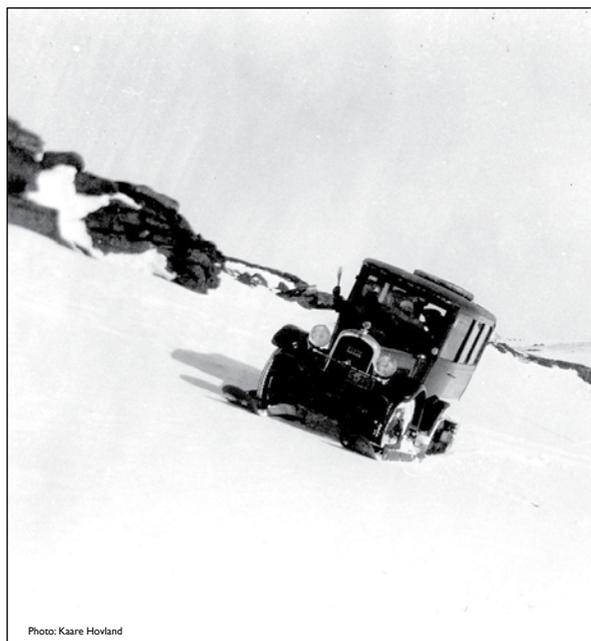
Photo: Indre Sogn Automobil club archive, <http://klubbinfo.no/4>



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# Kégresse in the Hemsedals mountains





# Kégresse in the Hemsedals mountains







# Kégresse P15 N - reg. A 1308





# Kégresse in the Hemsedals mountains

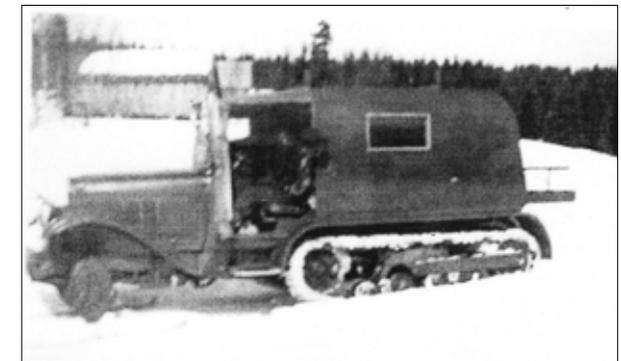
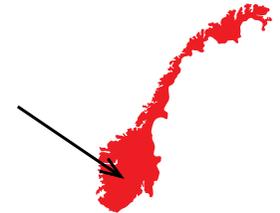
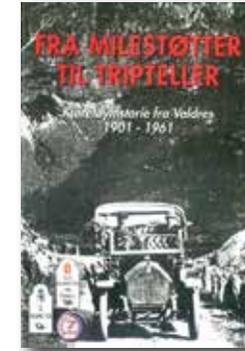
This picture is in the book "Fra Milestøtter til Tripteller", here what the author writhe:

In the late 40s a Citroën Kégresse was in use between Tyin and Eisburgarden by "Jotunheimen and Valdresruten Bilselskab" which owns the car, one of the driver, Endre Stee remembers that it had open body with a small flat luggage in the back. It was sold in the 50s to Andres Svingen from Fagernes, he uses the car for many years to transport tourists to ski lodges. Svingen had made a new closed body and had changed the original Citroën engine with a Dodge engine and

gearbox.  
This car ended his days by being buried in a roadside.

Could this car be A 1308 from the army mention on the preview page?

Endre Stee also remember that there was a second Kégresse in the area, but he says that it was probably a smaller and older model.





Model	Year	Bodywork	Reg.	Owner	When	Where	newspaper
P15N	1929	Open 5 place	2278-RB-4	Citroën	1929	Visit	Aftenposten 22/05/1929
		Open 5 place	A 1308	Army	1929		Aftenposten 13/08/1929, 12/04/1935
		Hommade playwood	Er A 1308??		1950	Fagernes 1950 ca.	
P15N	1930	Closed sedan	S 269	A/S Beltebilene	1930	Hemsdal	
P15N	1930	Closed sedan	F 12428	A/S Beltebilene	1932	Hemsdal	