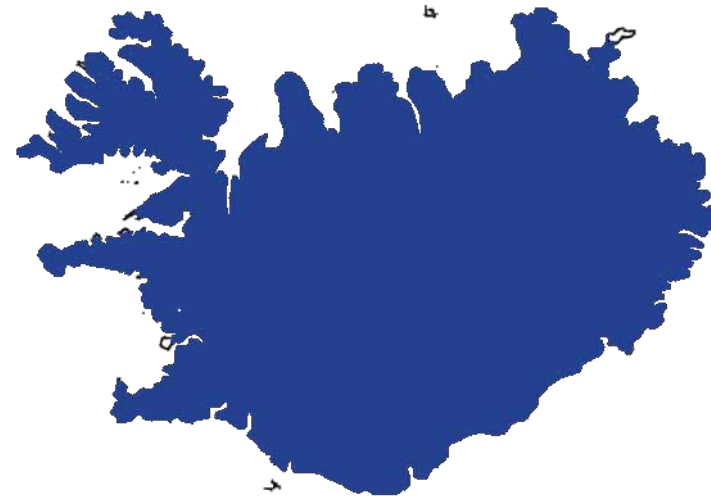
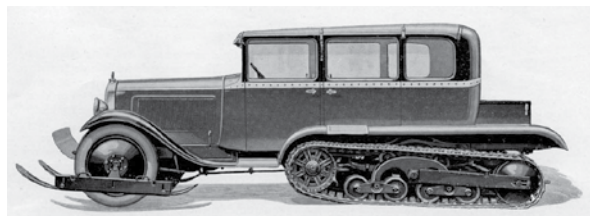




Citroën-Kegresse on Iceland





The Citroën-Kegresse P15N

The Citroën-Kegresse P15N was introduced in december 1928. The engine was the same as in the P19 Kegresse; the 6 cylinder engine from the Citroën C6 with a volume of 2442 cm³ and a 3-speed gearbox. In december 1932 the P15NK was presented. This car differed from the previous having a bigger engine (3015 cm³). In november 1934 the P15N 75 was presented, and now the new engine from the 15 Rosalie model was used. Still a 6 cylinder, but now with 2650 cm³ and a 4-speed gearbox.

The Chassis weight increased through the period from 1600 to 1790 kg.

The P15N series differs from the other Citroën-Kegresses as they were equipped and made for use in snow. They were fitted with skis by the front wheels and the belts were much wider and longer than the standard Kegresses. All wheels were dimensioned to these extra wide belts. The plates on the belts were moulded in aluminium alloy (to reduce the weight). At the centre of each of them was a rectangular rubber block which were narrower than the normal 6-sided blocks.

When the P15 came to Iceland

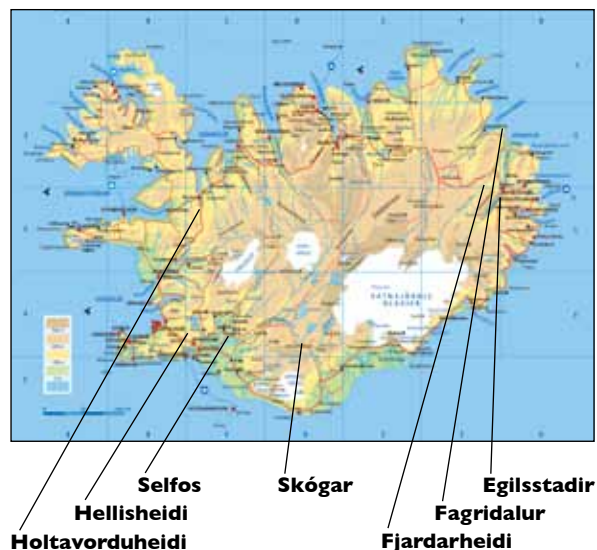
In 1929, the Icelandic Road Administration (ICERA) imported a half-track Citroën-Kegresse model P15N.

A year later, they imported three more.

As far as we know, all four vehicles were imported as rolling chassis and the bodywork was done in Reykjavik, most probably from different coachbuilders.

Of the four imported Citroën-kegresse two still exists.

One is at the national museum in Skógar. The other is in a warehouse of the Road Maintenance in Selfos. Unfortunately both cars have had their engines replaced with 4-cylinder Ford A engines instead of the original 6 cylinder Citroën-engines.



Collecting the story

On the Internet we found the Kegresse at the museum in Skógar and a story about the existence of the remains of the other one. This was of course interesting and had to be investigated! Through colleagues we contacted Borgtór Magnússon. He took up the challenge and to our joy he dug up this piece of Icelandic history.

Borgtór made contact with several people: Arni Kristinsson, and Jacob Hálfðanarson, who knew the stories. Our friend Wouter van Dam went on holiday in Iceland and was persuaded to photograph the Kegresse at the Skógar museum. While Wouter was in Iceland, Jacob came up with information on the second Kegresse. So we asked him to contact Wouter. He did and he offered to take Wouter on a trip to the depot. Imagine our excitement: to bring these people together and have them collecting the information and take the detailed photos. Please enjoy the many fine photos of both vehicles!

Dear Borgtór, Jacob and Wouter, your effort is indeed appreciated!

Krybebánds Societet



Some history of this car

We call this car no. 2 but – again – not necessarily the second imported Kegresse on Iceland.

The bodywork of this car is different from the other Kegresses. The windscreen with its rounded corners (which doesn't match the rest of the car) seems to be a later modification, but we don't know.

Borgtór Magnússon who works at the Icelandic Institute of Natural History, brings a story about this bright-coloured Kegresse, as told by Arni Kristinsson. See next page.

In the beginning the car was being used in western Iceland. Later it was used on east Iceland at the fjords. It was in service on a passenger route in the winter season in the Passport Mountains.

In the end the car broke down and was left on Fjardarheidi between Seydisfjordur and Egilsstaðir. Here it was abandoned and left outside for about 2 or 3 years, being vandalized piece by piece in this period.

At last this Kegresse was saved and stored in a warehouse by the Road Maintenance of Iceland, where it is still resting.



This photo is from the Ystafelli Museums catalog.



Just after the car broke down.



Fjardarheidi, close to Nordurbrun, east Iceland around 1960. It may have been the same grey car that was in this area 30 years earlier, The first Kegresse came in east Iceland in 1931. Picture from Borgþór Magnússon



Picture from a book about Sigfus Kristinsson. Fjardarheidi, close to Nordurbrun. The Kegresse shown some time after it had broken down and left in the fields.



In the late sixties.



Grani, the story

A story told by Arni Kristinsson, whose father Kristinn Arnason worked with Þorbjorn Arnoddsson (1897-1976) from Seydisfjordur, a pioneer in winter driving in Eastern Iceland and owner of snowmobiles, his driving in this area have been marked with a monument. Arndís Þorvaldsdóttir collected the story and it was translated by Borgþór Magnússon.

Here are some information which I got from my father and through reading about the matter.

In 1929 the Icelandic Road Maintenance imported a Citroen snowmobil for use on Hellisheidi in southern Iceland. In the following year three more of these cars were imported, and a special cabin (body) was built on the in Reykjavik. One of them is used as a second car on Hellisheidi, one on Holtavorduheidi in western Iceland and the third one is sent to eastern Iceland. With the car came Siggj Sveins (Sigurdur Sveinsson), which later became a car inspector in the area. This car seems to have been in use here in the east for two winters, mostly on Fagridalur. After that it is sent back to Holtavorduheii in western Iceland.

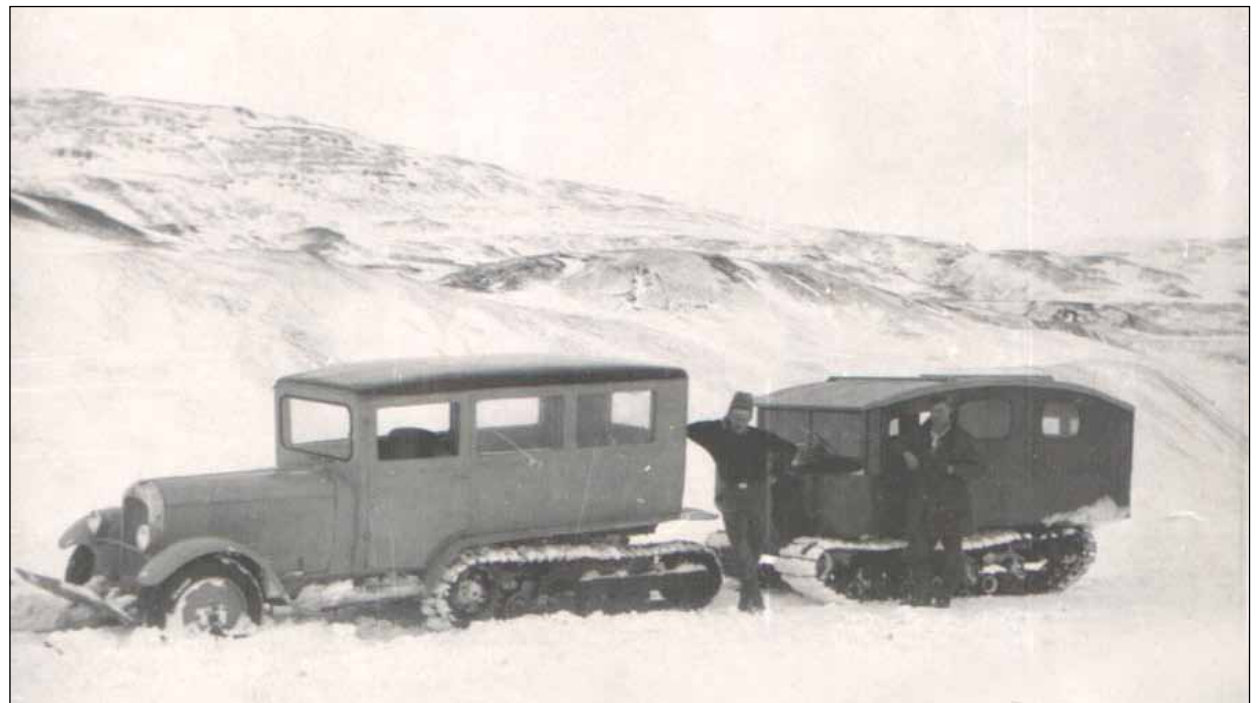
It was around 1960 that a few Heradsbuar (men living in Egilsstadir area) bought one of the snowmobiles from Holtavorduheidi (Fornahvammi). These men were Bjarni Linnet, Einar Björnsson & Gunnar Gunnarsson and Vilhjalmur Magnusson. The car was given

the name Grani (Grey), it may have been the same care that was here in the area 30 years earlier.

The car was not well equipped for driving in steep landscape and was therefore not used much on Fjardarheidi, but was used more on the flatter land around Egilsstadir and up to Jokuldalur valley. The car ended its life up on Fjardarheidi, close to Nordurbrun, where the engine overheated and melted down, the front of the car was as if it had burned after.

My dad says that he pulled the car to the spot where it was left and was standing for quite some time. They went to get the car to fix it but that was never done. In the end the Road Maintenance cleaned up what was left of the car and transported it down to Fellabær (across the bridge from Egilsstadir). From there it was later taken to Akureyri, but I do not know what became of it there.

Arni Kristinsson, august 2009



This photo was taken up at Hauksstadir in the winter of 1961. There you see "Grani" and another snowmobile, a Wisel belonging to Vignir Brynjolfsson, probably the first snowmobile that Þorbjorn Arnoddson owned. Grani had broken down when the photo was taken and the Wisel went to assist. On the photo you see Svavar Sigurdsson, leaning towards Grani and Vignir.



Grani today

Grani in storage in Selfos by the Icelandic Road Museum. Pictures are taken in 1998 by Jakob Hálfdanarson





History - car 3

The Kegresse van

We call this car no. 3

The only picture we have of this Kegresse. Maybe the only Kegresse build as a van?

The bodywork shows some resemblance to the survived Kegresse stored in Skógar museum.

No doubt that this car is a fully equipped P15N – but apart from that we know nothing about the origin and history of it. Was it a service-car serving the Icelandic Road Administration – or was it used for other purposes such as mail delivery?



When this photo was taken (fifties?) the Kegresse-van was obviously out of service. The carrossery seems to be in good shape, but mechanical parts are missing. Who knows the story?



History about this car

We call this car no. 4.

This car is today displayed in Skógar museum in the south Iceland, and it is probably the most complete and well preserved P15N in the world today (see next page).

We have no information about the history of the car or when it arrived at the museum.

Jakob Hálfðanarson has kindly supplied the pictures on this page.

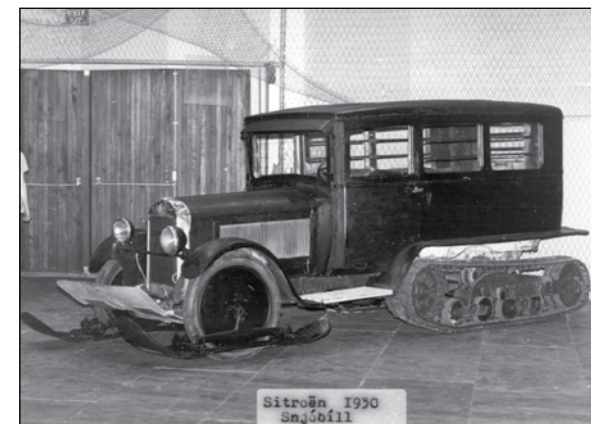


On some of the photos you see a licence plate, but is not possible to read the number.

The photo below is from the Skógar museum.



A stamp issued 1992 by the Iceland mail service. The Kegresse from Skógar Museum was the subject.





PI5 N in Skógar museum

These photos are taken by Flemming Jensen in 2008 and by Wouter van Dam in 2009.



Photo:Wouter van Dam



Photo: Siemundur Ásgeirsson



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Photo:Wouter van Dam



Photo:Wouter van Dam



Photo:Wouter van Dam



Photo:Wouter van Dam



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