



Citroën Kégresse in Norway



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

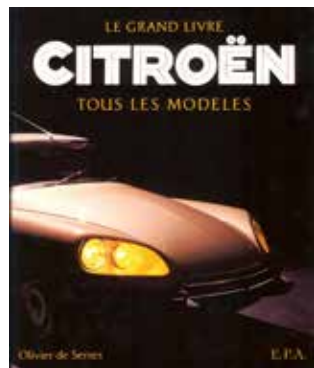


The first visit in 1923

Through the years there have been some indications that had been made an expedition to Sweden and Norway as early as in 1923!

Olivier de Serres, write in his book - Citroën tous les models:

"In February 1923,, part of an expedition of half tracks Citroën Kégresse in northern Sweden and Norway where the car literally amazed by the possibilities of indigenous routes that these vehicles opened in remote areas-through a long and heavy snowfall. The reputation of Citroën in Scandinavia will be no stranger to these demonstration part by Lucien Rosengart ..."



Et là, après quelques jours de repos, au lieu de rentrer en bateau par Dakar, les hommes de l'expédition décident de revenir par le désert. Cette route du retour fera un petit crochet par Tamanrasset pour se recueillir sur les tombes du Révérend Père de Foucauld et du général Laperrine. Une surprise attendra la mission, le 25 février, près du puits de Tadibout, au sud d'En-Salah : ils vont venir à leur rencontre deux autochenilles légères carrossées en torpédo sport. Ce sont MM. Citroën et Ferracci, pilotes par Adolphe Kégresse dans l'une, M^{me} Citroën, pilote par Guégan, le chauffeur attitré du Paron, dans l'autre, venus au-devant de l'expédition pour féliciter les valeureux explorateurs. Une troisième voiture conduite par André Diot est restée à la disposition du général Estienne à En-Salah pour une inspection militaire de la région.

Le 6 mars 1923, les voitures du raid sont de retour à Touggourt. Mission accomplie. Mission qui va donner à André Citroën une idée encore trop en avance sur son temps, celle de développer le grand tourisme saharien.

Essais en Europe du Nord

Pour changer radicalement de climat, nous quitterons momentanément les sables de l'Afrique pour les neiges de la Scandinavie où les autochenilles évoluent avec beaucoup d'aisance.

En février 1923, pendant que s'achevait la mission saharienne, une expédition menait des autochenilles Citroën-Kégresse dans le nord de la Suède et de la

Norvège où elle étonnait littéralement les autochtones par les possibilités de liaisons que ces véhicules ouvraient dans des régions isolées par un long et fort enneigement.

Le renom de Citroën en Scandinavie ne sera pas étranger à ces démonstrations conduites par Lucien Rosengart, alors collaborateur d'André Citroën, avant de devenir constructeur d'automobiles lui-même.

La Compagnie générale transsaharienne

Toujours en 1923, nous assistons à la mise en place d'une nouvelle tentative de liaison transafricaine, élaborée par Georges et René Estienne, les fils du général Estienne dont nous avons parlé précédemment.

Ceux-ci vont fonder la Compagnie générale transsaharienne dont la flotte se compose de trois autochenilles Citroën-Kégresse, spécialement équipées sur châssis B2. Deux des véhicules tirent une remorque chargée de matériel, tandis que le troisième tracte un avion Nieuport.

Cet appareil, dont les ailes se replient vers l'arrière, sera endommagé en cours d'expédition et déposé en route à Adrar sans avoir beaucoup servi.

A l'aide de ses véhicules, la mission va effectuer des relevés de terrains entre Adrar et Colomb-Béchar durant le mois de décembre 1923.

Les résultats de cette expédition permettront de rapporter des relevés topographiques des régions parcourues et différentes observations scientifiques, ainsi que la découverte d'un nouvel itinéraire entre le Sud-Oraïsis et

In the French booklet "Les Autochenilles Citroën" (AC ?) page 5, and in the English translation "Citroën Kégresse Cars" (AC314) page 6, both published by Citroën around 1925 is written as follows:

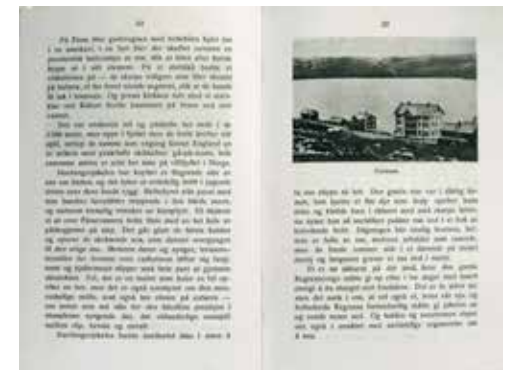
"At the same time (Ed.: february 1923), formal trials were held in Sweden and Norway and Citroën Kégresse cars put up wonderful performance"



In the booklet issued by Citroën Automobiles Oslo "Med bil på Hardangerjøkelen" from 1929, the following word can reads on page 23: "We are now exactly at the place where the old Kégresse had to give up after three days trial, there were nevertheless too steep. It is some years ago now, but we were still little worried, outcome for our new Kégresse probably should give up to reach the "Jøkelen" and turn the nose down."



Vi er nu akkurat på det sted, hvor den gamle Kégressevogn måtte gi op efter i tre dager med innett energi å ha stanget mot bresidene. Det er år siden nu, men det sank i oss, at vel også vi, tross vår nye og forbedrede Kégresse formodentlig måtte gi jøkelen op og vende nesene ned. Og kulden og snestormen rispet oss også i ansiktet med uvavelige argumenter om å snu.





The first visit in 1923

But only after we found this picture on Popular Mechanic from June 1923, we realised that it was truth!

Here is a notice on a visit to Christiania (today Oslo) with two Kégresse which conducted the test tours in the Norwegian mountains.

The picture shows at least three Kégresse cars:

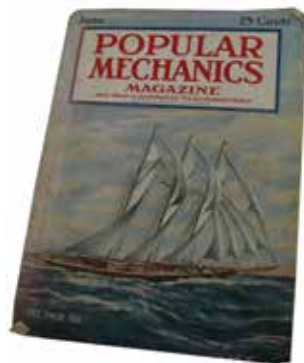
1) The car on the right is clearly a Citroën Kégresse with the beautiful Skiff-style body by the famous couchbuilder Labourdette, and very similar to the B2 Caddy Sport. It have Norwegian provisory registrations plates, with number A 827 and the script 'prøve'.

2) The second car on the left does not look to be a Citroën after the dashboard and hood form, but has the characteristic radiator for these models.

3) In the bakround the third car, we can only see that there are belts on, but we know that is a earlier K1 model with registration 2280.W1, a well know car seen in different pictures from this time with similar models.

At two of the cars appear the rubber tracks are different shape from each other, suggesting that they were experiments with them, presumably to test which type was more suitable in the snow.

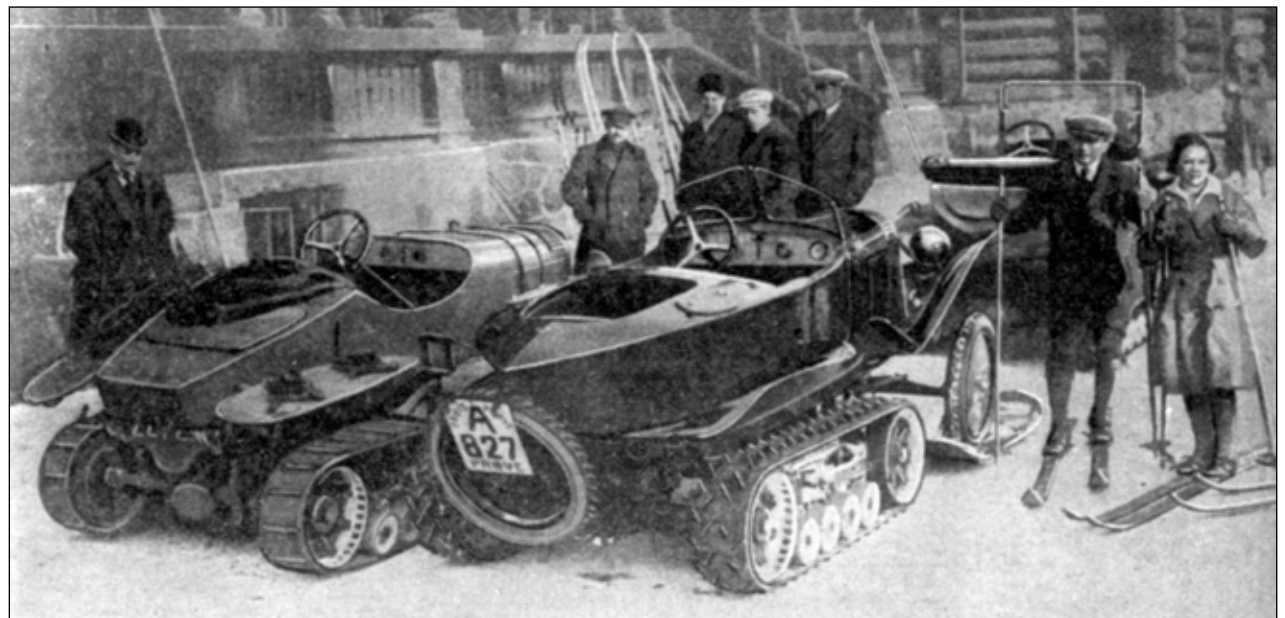
They are weider end normal traks, as the specific for the Neige (snow) model.



J. de Faramond



Lucien Rosengart





The train from Bergen arrive this mornig

Aftenposten: 9 february 1923

“The night train was nearly a day late because of large snowfalls in the region.

On the train there were some foreigners, among other four Frenchmen.

It is the French automobile factory Citroën's special envoy to Norway. Mr. L. Rosengart, a representative of “Le Matin” and two other representative of Citroën, one of them Mr. Faramount head of Citroën's Danish and Scandiavian branch in Copenhagen. These gentlemen have been sent to Norway to test drive the car with an endless belt for winter driving.”

By snowcar from Akersgaten to

Trygvansaet

Aftenposten: 12 february 1923

3 Kegresse cars arrives Oslo via Bergen. The cars are exhibited in Akersgården upon arrival. Traveling north without skies, the cars did well in snow even without the skies. At Frognerseteren the wide skies was mounted and Mr. Rosengart did a series of acrobatic test in deep snow which attracted attention of the local spectators. The tests continued in the ski terrain. To impress the journalists, Rosengart asked them going downhill to command a halt. Upon the order the car stopped without sliding down hill. The car moves as easy up and down hill as on a flat field. The small 10 HP car pulled 20-30 skiers uphill from Øvrejærn to Tryvandstaarnt. The trials went on all week. On Tuesday military authorities came to tee the car to evaluate it as tractor for cannons and other military use. The article also describes the use and different utility for the car. It was the intention to continue to Stockholm and Helsingfors, but the journey was canceled due to lack of snow.



Vinter trials for military

Aftenposten: 13 february 1923

A long list of military officers was present and a garde of 80 men on skies. A 1200 kg cannon was pulled to Frognerseteren as part of the trials. The group of military persons was impressed even though they expressed skepticisem at this new

type of vihecal. Conal Abildgard expressed his satisfaction to the newspaper. Due to the cancellation of the visit to Stockholm, a group of Swedish officers visited Kristiania (Oslo). Films showing Kegresse in the alpes and on the French beach, and films recorded the day before was shown in the cinema of Krisitania.

The Citroën-cars drives through Tryvand-skleivene

Aftenposten: 14 february 1923

The article is an invitation to all interested to come and see the demonstation. The Royal Norwegian Car Club invites to the first an annual snow car trial. The Citroën-cars are not participating in this year event because the cars are going back to France on Friday. Due to this all is invited to see the test performed in Tryvandskleivene.

Successful test trials yesterday

Aftenposten: 16 february 1923

The tour started at Grand Hotel. A lot of spectators arrived at the start with Swedish authorities in the seats. Driving through the Kristiania, Rosengart took the car through the Royal premises which was not allowed. Rosengart excused this as he did not know and drove on. Rosengart expressed his disappointment in not being able to attend The Royal Norwegian Car Club snow car trial. The trial was postponed.

A speech on vinter car driving was held at the Hotel. Here films with vinter driving was also shown. The 700m film just recorded got the highest attention.



The first visit in 1923

The Swedish magazine "Svensk Motortidning" issued by the Royal car club had a complete reportage about the new car who was able to drive in the snow.



Photo: Svensk Motortidning



Photo: Svensk Motortidning

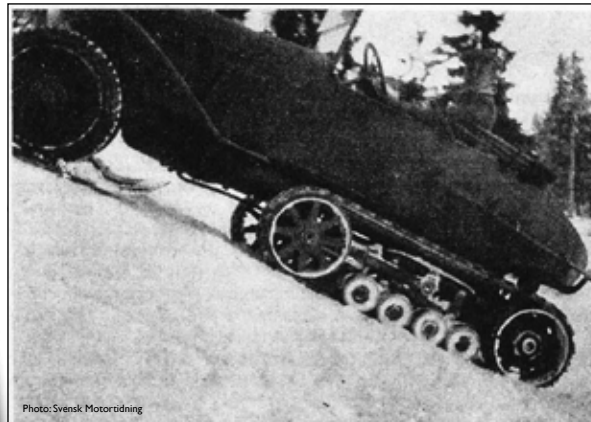


Photo: Svensk Motortidning



Photo: Svensk Motortidning

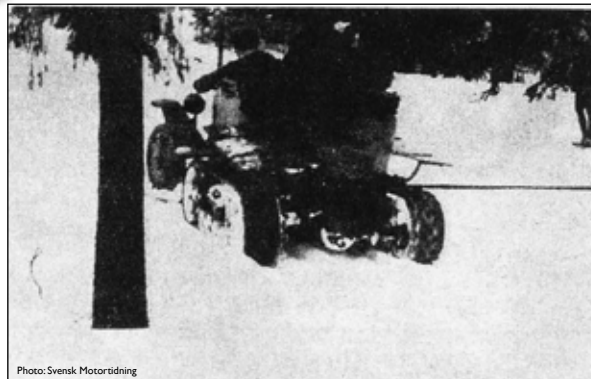


Photo: Svensk Motortidning

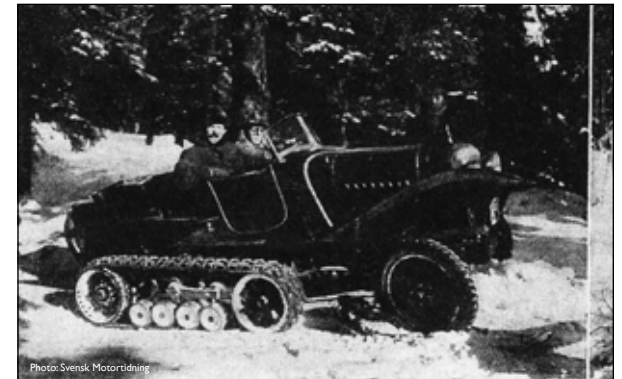


Photo: Svensk Motortidning



The rescue of the film from the visit in 1923



Photo: Eugenio Lai

After we had the picture from the previous page on the website, we had several responses about the three Kégresse from the visit in Norway. From Denis Houriez in France we have received a little roll of 35mm film, he tells us how he found the film:

“the film was found by my parents in their barn in Saint Gervais near Chamonix. In this building, there was also a projection table and furniture school. I think the film broken down during a projection long ago and that this piece was kept by the cinema operator. As former auto mechanic, when I saw the movie, I recognized the model as a Kégresse.”

Fragile and with damaged perforation it had to be restored - and of course digitalized. Finally this is now done, and 21 intensive seconds of Kégresse history can now be seen on <http://kegresse.dk>



Photo: Denis Houriez



Photo: Eugenio Lai



Photo: Denis Houriez



Photo: Eugenio Lai



The K1 armored car

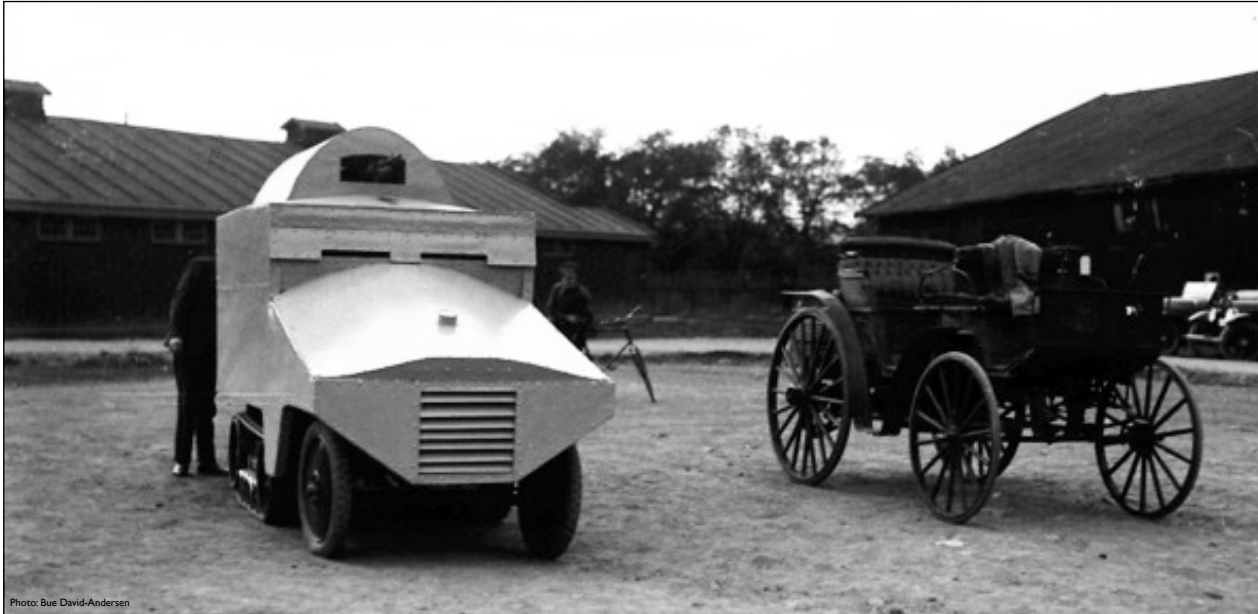


Photo: Bue David-Andersen

These two photos are taken in Oslo at the Akershus Fortress and they are dated 1926. The Kégresse is a earlier model, it seems to be a K1, from the larger spoks in the front wheel. The body looks like a primitive attempt to make a armored car.

We do not know more about this car even though we have studied through several sources in Norway.

The most interesting in both pictures is that they are taken with the oldest car in Norway at the time, and still today. A Benz from 1896. The Benz was bought in 1929 by the Norwegian Royal Car Club, today is displayed in the Museum of Technology in Oslo.



Photo: Bue David-Andersen



Photo: Kongelig norsk automobilklub



Other earlier Kégresse in the newspaper

Aftenposten march 13th. 1924

For the Norwegian royal automobilclub test with winter cars were registered three cars, one was a Citroën Kégresse

Aftenposten august 6th. 1925

Climbing the Krokkleven.
Report of the trip up to Krokskogen. The car looks on the two photos to be a K1 or P4T.



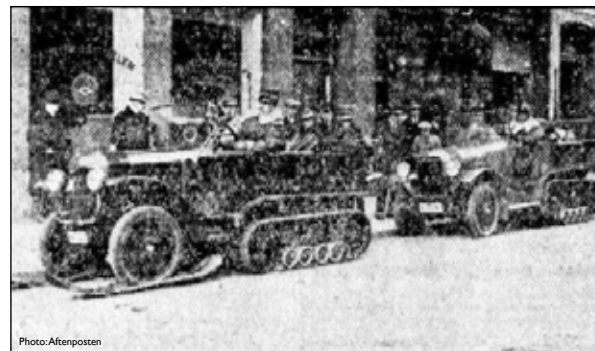
Aftenposten februar 20th. 1926

Motor artillery on detachémen trial.
The army test their Kégresse, and pull a cannon.
The car seems to be a K1.



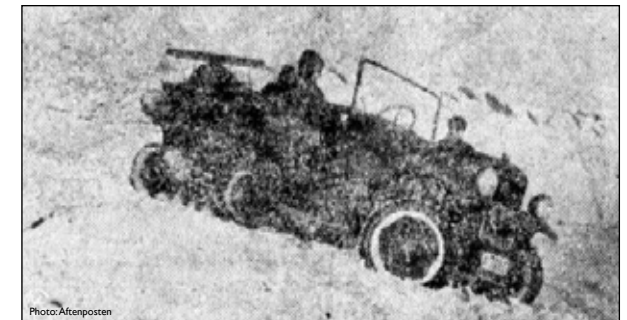
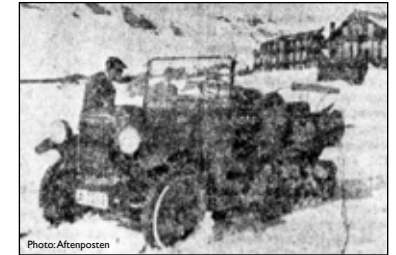
Aftenposten march 17th. 1926

Experiments with Citroën halftracks in winter conditions.
Two cars participates: a K1 and a P4T, the first is owned by the army.
Participants: Captain F. Boiling, Lieutenant O. Swang, manager Wang and the driver Costa.



Aftenposten march 25th. 1926

A car has this morning been on glacier Hardangerjoekelen and at Finse.
Pictured P4T registered A 7452
Participants: Wang from Auto Import & Co., driver Costa and a journalist from Aftenposten.



Aftenposten februar 16th. 1927

picture, the car registered belong to the army, around Eidsvoldveiehe

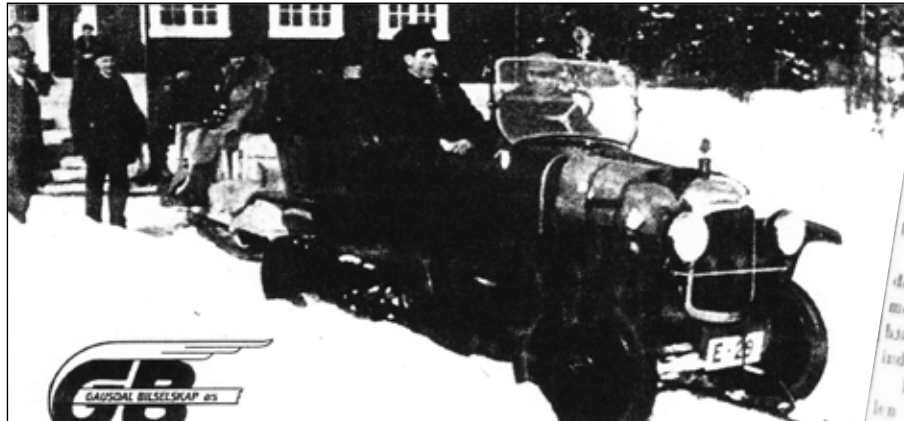




P 4T reg. E 29

Gausdal Bilselskab AS was founded in February 1917 with the aim to establish a motorized route between Fåberg and Gausal. In the beginning they used a Federal truck and a Dodge car. Winter driving appeared already in the beginning to be very difficult. The snow was the biggest problem, only in the season 1924/25 succeeded in keeping the route snow-free through the winter.

In the beginning of 1924 the company was offered a contribution from the Road Administration for the purchasing of a Citroën Kégresse as attempts to winter transportation. A Citroën Kégresse P4T with an open touring body was purchased for the sum of 13,000,- Crowns and received the registration E 29. The 5th april 1924 on the newspaper Aftenposten was a little article about the purchasing of the car. The Citroën Kégresse had from the beginning an too weak engine for this hard route in the snow terrain. In the summer, the Citroën Kégresse was stationed to Ottadalen - Geiranger - Stryn company, and again here the result was not god. One easter season was borrowed to Espedal Hotel which took tourists on excursions in the area. After short time the Kegresse was rebuilt as four whels car and sold to Lillehammer.



Rutebilene i Gausdal.

Scharas-bil i Gausdal-ruten.

AS Gausdal bilselskap som holder ruter igang fra Faaberg og indover dalene i nordre Gudbrandsdalen. Gausdal, Espedal, Veisten, Lovlund osv., har i vinter anskaffet en Citroën beltebil, hvormed ruten kan opprettholdes året rundt.

Nu naar påsketrafikken staar for døren vil beltebilen komme godt med for de reisende, som ved deenes hjælp kan naa frem til hytter og stuer indover fjeldet.

Paa ovenstående billede sees bilen paa landeveien i Espedalen often et voldsomt snefald for en uke siden. Trods sin tunge last og tilhænger-vogn paa slæp greier bilen letvintet at haare sig vei i det tunge løre.



P 4T reg. E 29





Not so much we know about this Kégresse P7T. The Norwegian air museum have this picture taken in Odnnes and dated March 16th. 1927. It was a demonstration to show the capabilities of the car at a winter exercise. We don't have no further information about this Kégresse P 7T. It may be a car who belong or has belong the Norwegian army, but we are not shure.



Overview

Model	Year	Bodywork	Reg.	Owner	When	Where	newspaper - source
K1		Soft hood,front window	2288 W1	Citroën	1923	Visit	
K1		2 place, no front window	2272 W1	Citroën	1923	Visit	
K1		Skiff Labourdette	prøve A 827	Citroën	1923	Visit	
K1		Pansered		Army	1926		
K1/P4T?					1924	KAN test	Aftenposten 31 marts 1924
K1/P4T?		Touring 5 prs.			1925	raid tol Krokskogen	Aftenposten 6 august 1925
K1					1926	Army trial	Aftenposten 20 februar 1926
K1					1926		Aftenposten 17 marts 1926
P 4T					1926		Aftenposten 17 marts 1926
P 4T		Touring	A 7452		1926	Hardangerjøkelen 1. raid	Aftenposten 25 marts 1926
These two cars an K1 and an P4T, both probably belonged to the army.							
P 4T	1924	Touring 5 prs.	E 29	Gausdal Bilselskab	1924		Aftenposten 5 april 1924
P 7T		Touring			1927	Bodø	