

# CLASSIC DRIVER



## 1905 Corre Type F

Lot sold	<b>USD 29 373 - 34 714</b> GBP 22 000 - 26 000 (listed)	Drive	LHD
Year of manufacture	1905	Condition	Used
Chassis number	129	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	537		

### Description

1905 Corre Type F Rear-entrance Tonneau  
Coachwork by Delalande, Corbevoie  
Registration no. LC 1841  
Chassis no. 129

Like fellow motoring pioneers Carl Benz, August Horch, and Ransome Eli Olds, Jacques Corre would leave the company he founded and start afresh. In 1899, Corre had founded l'Agence Industrielle d'Automobiles in Levallois-Perret, Paris, dealing in De Dion, Renault, and Peugeot motor cars, the Renaults being badged as 'Corre' during their first year of production. Corre's early products were almost identical, both visually and mechanically, to the equivalent Renault, though while Renault turned to its own engines from 1902, Corre remained faithful to De Dion Bouton. When Renault switched to a pressed steel chassis and scuttle-mounted radiator, Corre did likewise for 1905, and he later added Aster engines to the mix. From 1907 onwards, the cars were marketed as 'La Licorne' (unicorn), a move that coincided with Jacques' departure to Rueil where he manufactured Corre, Le Cor, and J C automobiles up to the start of WWI.

Offered here is a Type F, Corre's single-cylinder model for 1905; its De Dion engine dates from the middle of that year, while the 'LC' (London) registration was issued in May '05. Nothing is known of

the car's history prior to its purchase in 1957 by a Mr Harvey of Paignton, Devon, who restored it from a wreck (photographs on file). Some time later, the Corre was acquired by the celebrated Sharp Collection, remaining in their Ramsgate museum until the current vendor purchased it from the Collection's dispersal sale in 2005. A complete, 'chassis upwards' restoration was then embarked upon, which included all new interior leather (2005), an engine rebuild by NP Vintage Engineering (2009), and overhauling the rear axle (2011). Related bills and photographs are on file. In addition, the car has been sensibly upgraded with 12-volt ignition, flashing indicators, and a clutch brake to make it safer and more useable.

Enjoyed on numerous VCC events while in the vendor's care, and described by him as in generally good condition, this rare and delightful early French light car is offered with sundry restoration invoices and a V5C Registration Certificate.

## Bonhams 1793



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