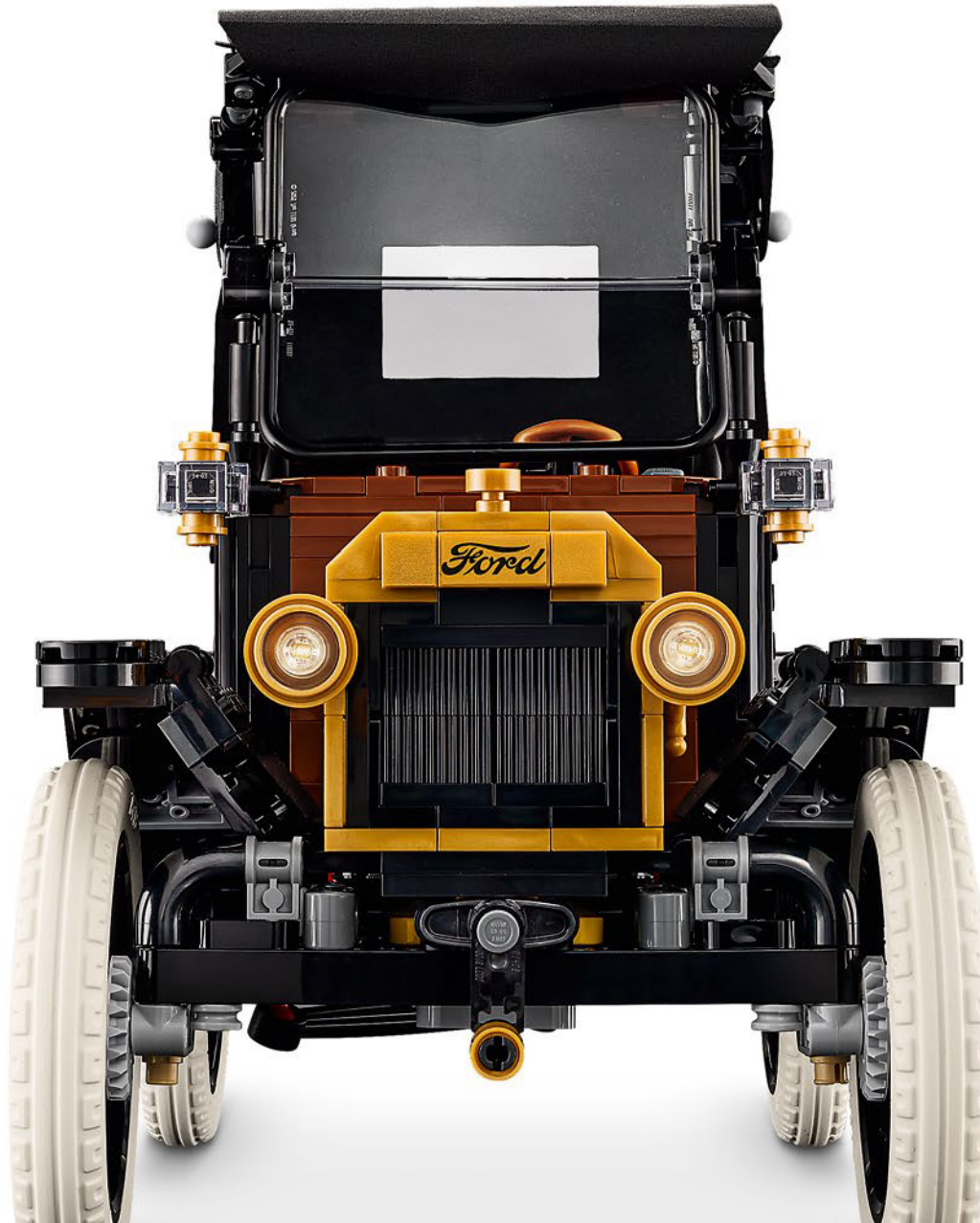




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ASSOCIATION

OU



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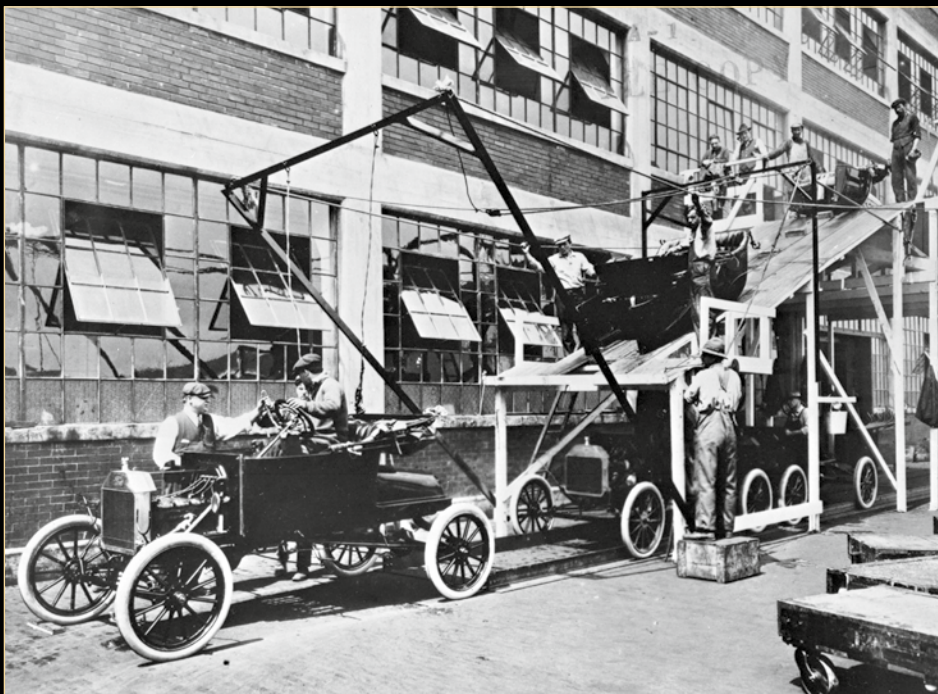
LEGO® Builder

LA VOITURE UNIVERSELLE

Avant le 1^{er} octobre 1908, les routes étaient encore majoritairement peuplées de carrioles tirées par des chevaux. Les automobiles existaient, certes, mais restaient un luxe réservé à une élite. C'est là qu'intervient la Ford Motor Company avec une idée simple : fabriquer une voiture pour le peuple. La Ford® Model T® n'était pas seulement robuste et confortable (pour son époque) ; elle était aussi abordable, et a littéralement inspiré la naissance du transport moderne et de la production industrielle. Pour prouver sa fiabilité, la voiture fut soumise à toutes sortes d'épreuves : expéditions en montagne, montées d'escaliers – y compris ceux du Capitole de l'État du Tennessee ! Construite dans l'usine Ford de Highland Park sur la première ligne d'assemblage mobile, la Model T fut produite avec une efficacité révolutionnaire : vendue 850 dollars en 1908, son prix chuta progressivement jusqu'à atteindre 250 dollars grâce aux innovations de la chaîne de montage. Innovante pour l'époque, elle comportait des pièces en acier au vanadium, un volant à gauche, un levier de vitesses facile à manier, un pare-brise, un moteur compact et même une boîte à outils. Des routes de campagne aux grandes avenues, la Model T conquiert les États-Unis, puis le monde entier. Avec plus de 15 millions d'exemplaires vendus à l'horizon 1927, elle ne s'est pas contentée de marquer l'histoire : elle l'a accélérée, en démocratisant l'automobile.

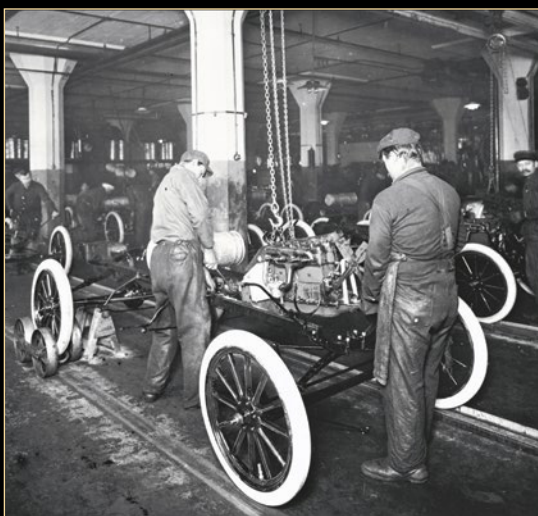
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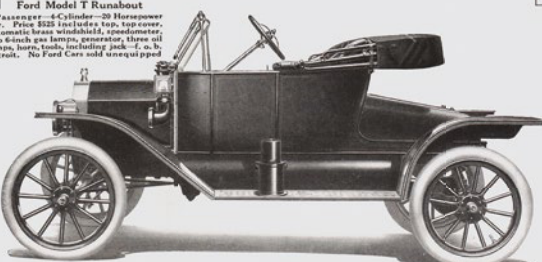


« Des centaines de ces voitures furent utilisées en 1909 pour des voyages touristiques [...], non seulement en Amérique, mais dans presque tous les pays des autres continents. »

- Livret souvenir de Ford Motor Cars (1910)

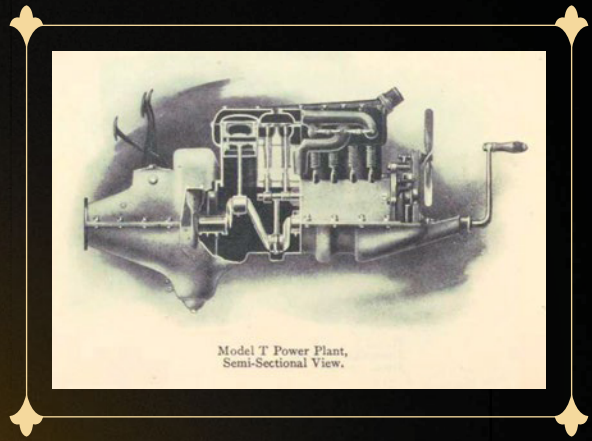


Ford Model T Runabout
 2-Passenger—4-Cylinder—20 Horsepower
 Car. Price \$225 includes top, top cover, automatic brake, windshield, speedometer, two 6-inch gas lamps, generator, three oil lamps, tools, including jack—i. e. in Detroit. No Ford Cars sold unequipped.



By raising a cover on the deck of the Runabout, ample room will be found for storing a suit case, extra tire, or any material which the operator may wish to carry with him. The rear deck is made of metal and may be removed at any time, leaving a perfectly flat surface behind the seat, or permitting space for the placing of a runside seat, if desired.





Model T Power Plant,
Semi-Sectional View.

LE MOT DE L'ÉQUIPE DE DESIGN LEGO® ICONS

Quand il s'agit de voitures anciennes, le charme des années 1900 et particulièrement celui de la Ford® Model T® évoque toute la magie et la nostalgie des débuts de la conception automobile. Ce modèle détaillé rend hommage à la version 1913 du « Runabout », avec son capot anguleux, son tableau de bord en bois plat et son habitacle deux places. Célèbre pour sa peinture noire, elle fut pourtant déclinée dans d'autres couleurs ! Notre version arbore des finitions dorées et cuivrées qui attirent le regard, comme les phares, le klaxon et la calandre. Nous avons reproduit avec soin le design emblématique et les détails d'ingénierie du modèle d'origine : allumage à manivelle, commande d'accélérateur sur la colonne de direction et réservoir de carburant sous le siège. Les roues à rayons, les jantes fidèles, la capote pliable et la transmission fonctionnelle renforcent le réalisme de cette voiture qui a révolutionné toute l'industrie automobile.

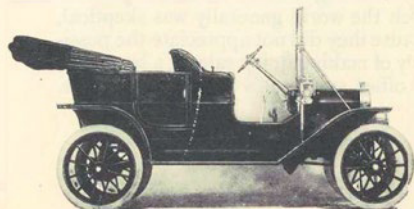
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« Nous espérons que vous prendrez plaisir à découvrir comment la voiture fonctionnait en la construisant : observez le moteur tourner, passez les vitesses et soulevez le siège pour accéder au réservoir. »

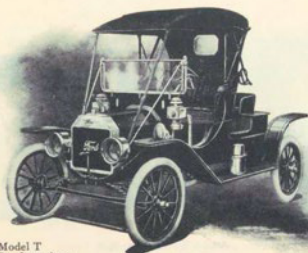
L'équipe de conception LEGO® Icons



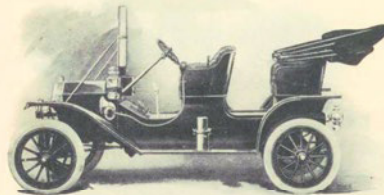
Le dix-millionième Model T[®] sort de la chaîne de production



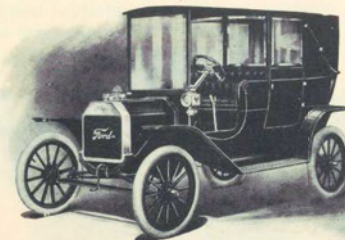
Model T Touring Car, \$950.
Complete equipment
included.



Model T
Roadster, \$900.
Complete equipment
included.

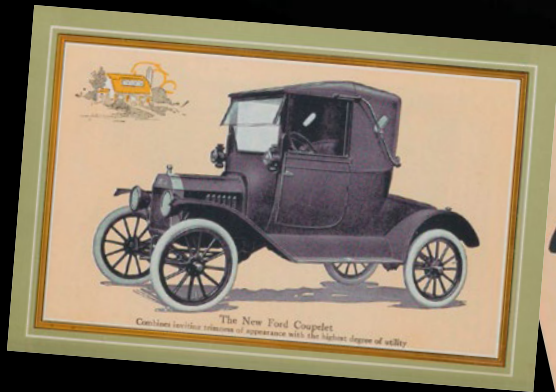


Model T Tourabout, \$900.
Complete equipment
included.



Model T
Town Car
\$1200.

Les historiens d'entreprise de Ford Motor Company nous ont aidés à reproduire toutes les caractéristiques emblématiques de la voiture. Ils nous ont partagé des photos d'archives incroyables, des schémas et toutes sortes de références tout au long de notre processus de conception. C'est ainsi que nous avons découvert que cette version du Model T n'avait... qu'une seule porte !



Specifications
For all Ford Cars

Axles—Front axle of 13mm construction, especially designed for a single layer of Vanadium steel, having the highest quality of axle strength obtainable. Rear axle of Vanadium steel and equipped in a tubular steel housing. The Ford differential is of the latest design and gives all gears an equal length made of Vanadium steel.

Bodies and Capacities—Ford cars are furnished with five series of bodies—Runabout, five (5) passenger; Touring Car, five (5) passenger; Truck Car, six (6) passenger; Service Car, five (5) passenger; Runabout, two (2) passenger.

Brakes—Dual system on all Ford cars. Service brake operates on the transmission and is controlled by foot pedal. Stopping brake in rear wheel frame serves as emergency brake. It is controlled by hand lever on left side of car.

Chassis—Ford cars are built completely equipped, except for the amount of fuel consumption.

Clutch—Multiple steel disc, operating in oil.

Control—On the left side of car. Three foot-pedal controls, low and high speed, and emergency brake on left side of car. Spark and throttle levers directly under steering wheel.

Cooling—By Thermostatic water system. Extra large water jackets directly under radiator and radiator parts of a maintenance-free and a special Ford vertical radiator fan in the front of car and a special Ford vertical radiator fan in the front of car.

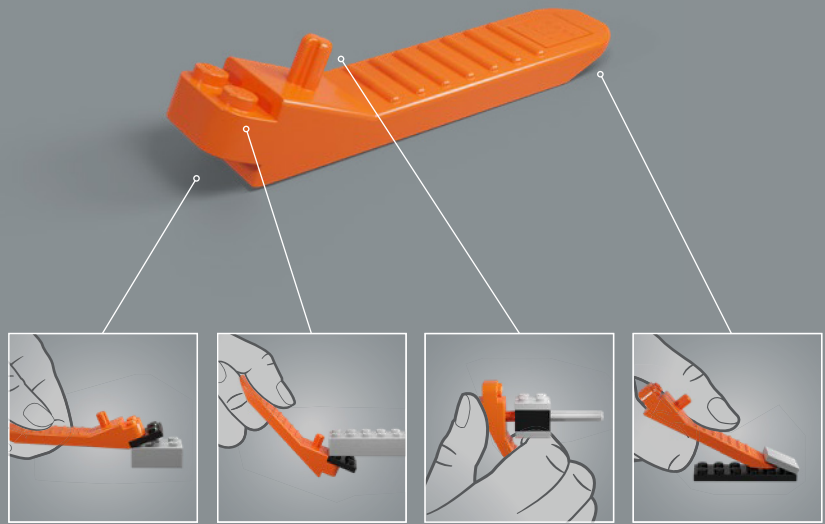
Equipment—All Ford cars are well equipped, except for the amount of fuel consumption.

Ford Drive—Ford planetary drive system with all shafts, universal joints and sliding gears enclosed in oil-tight and oil-sprayed housing. Front shaft drive to the motor of the chassis and universal joint in necessary. All shafts made of steel. Bearings in ball and roller bearings in the motor and roller bearings in the planetary gear set.

Gasoline Capacity—All Ford cars have cylindrical gasoline tanks of 10 gallon capacity, mounted directly on frame under front seat and accessible in all positions.

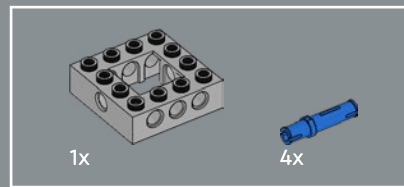
Lubrication—Construction gravity and splash system. Oil is poured into the crank case through the filler pipe on the front of the motor. All motor parts are built in and made a part of the motor. Only the parts on the Ford motor are a ready part attached to the motor and a standard, no moving when in case operation on the Ford motor.



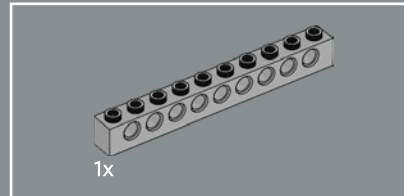
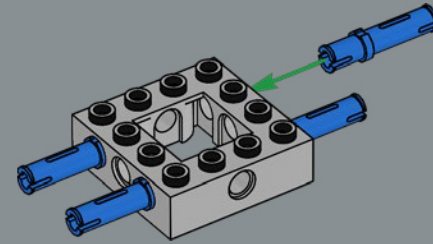




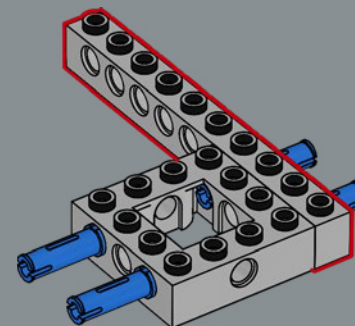
Introduite en 1908, la Ford® Model T® est restée en production jusqu'en 1927.

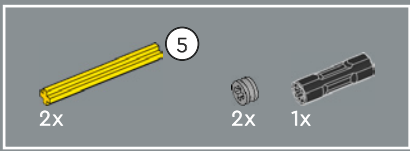


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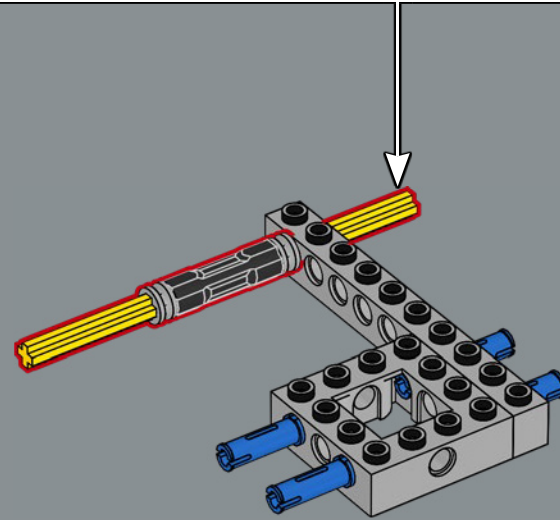
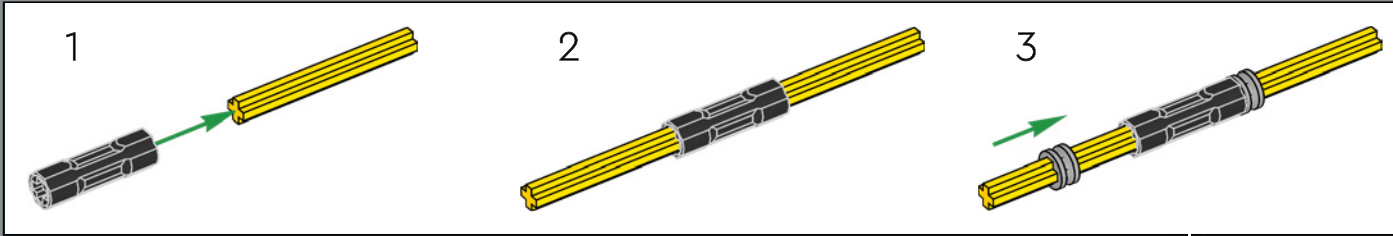


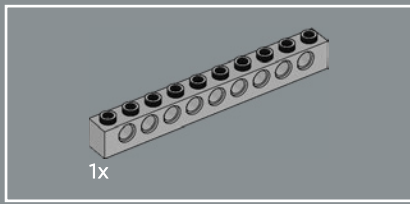
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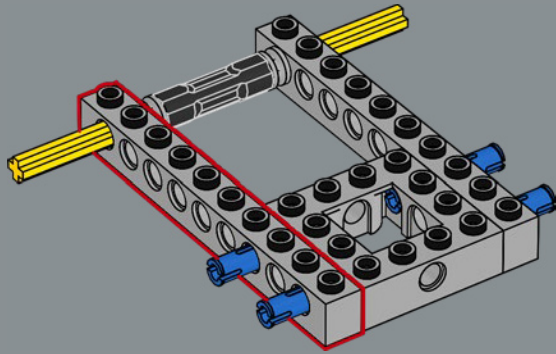


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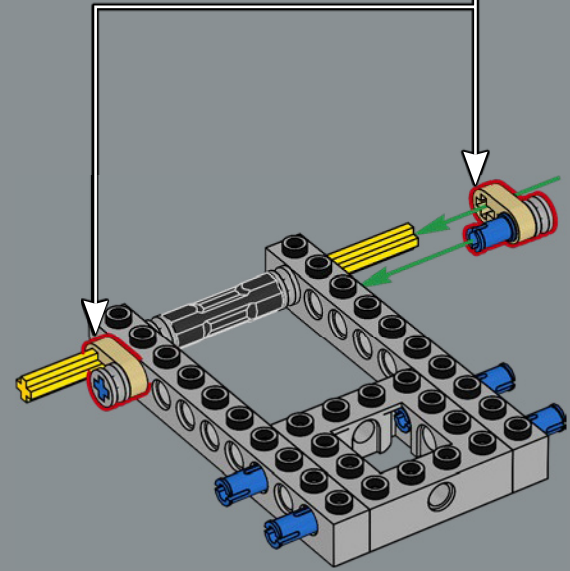
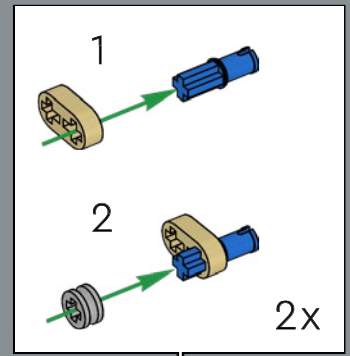


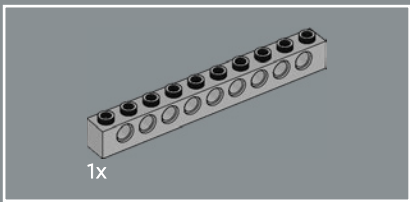


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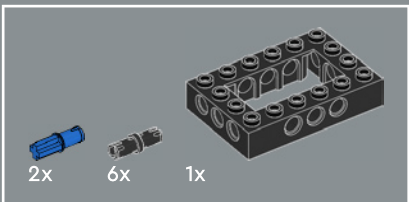
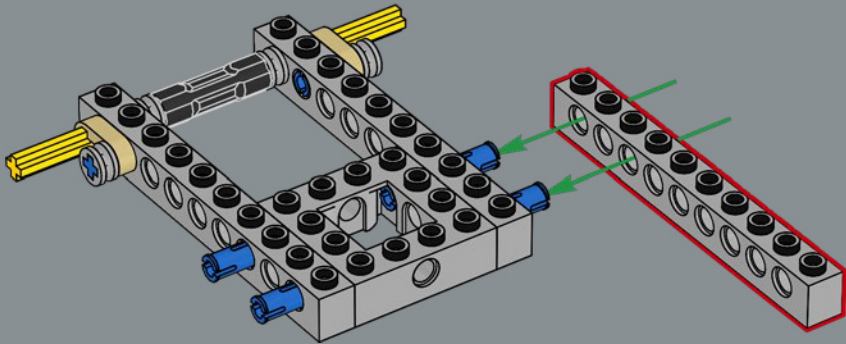


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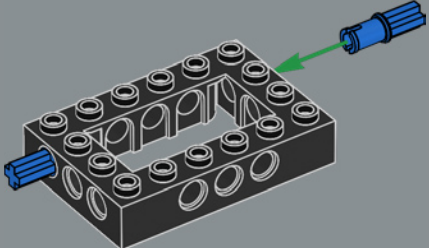


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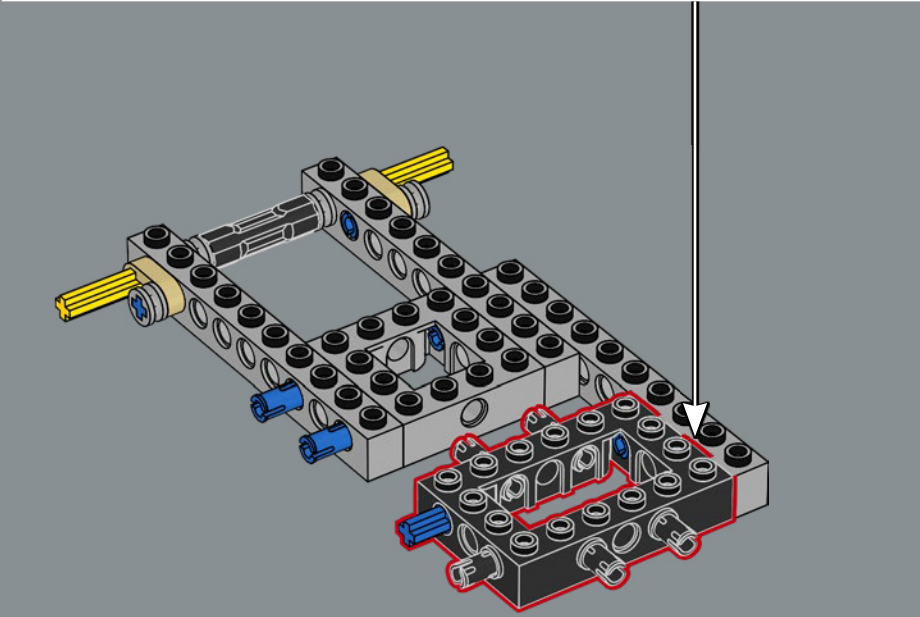
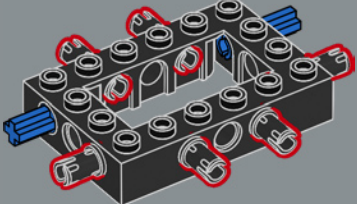


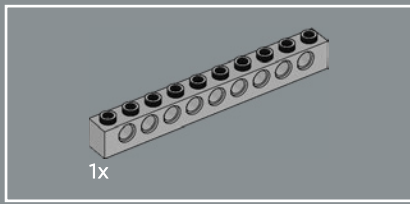
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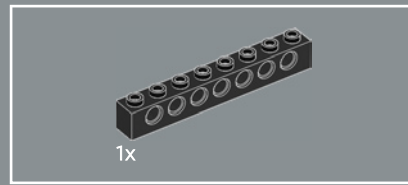
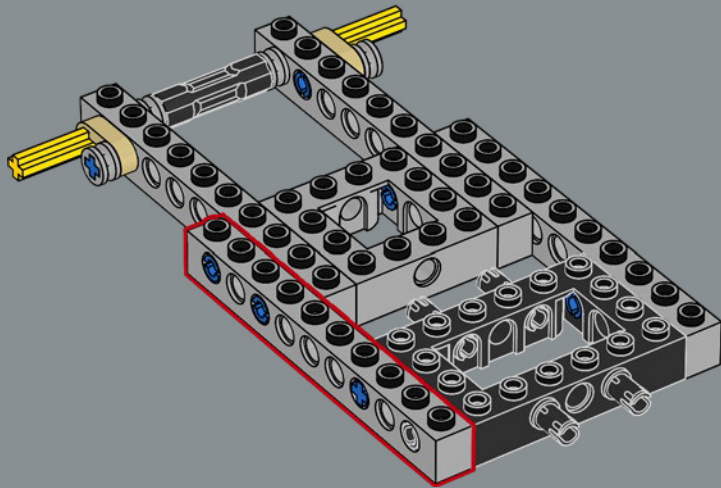


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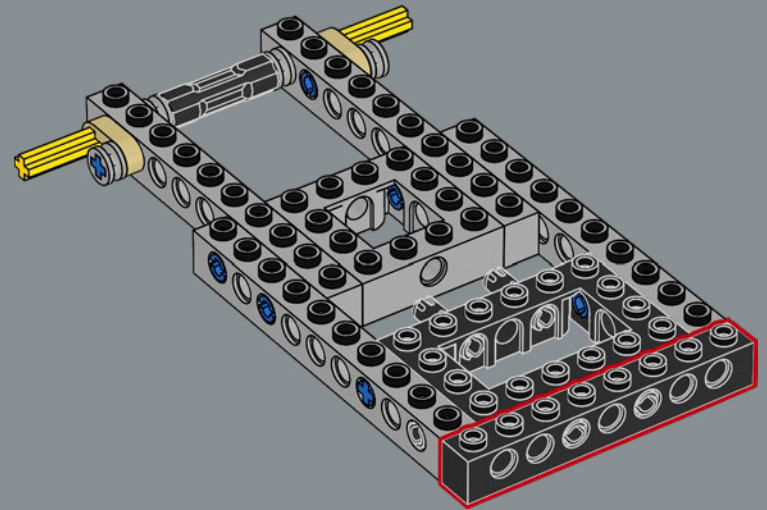


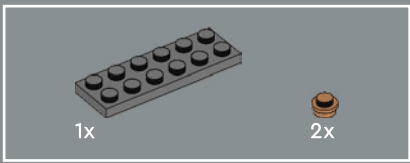


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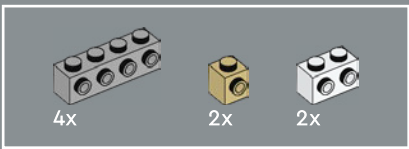
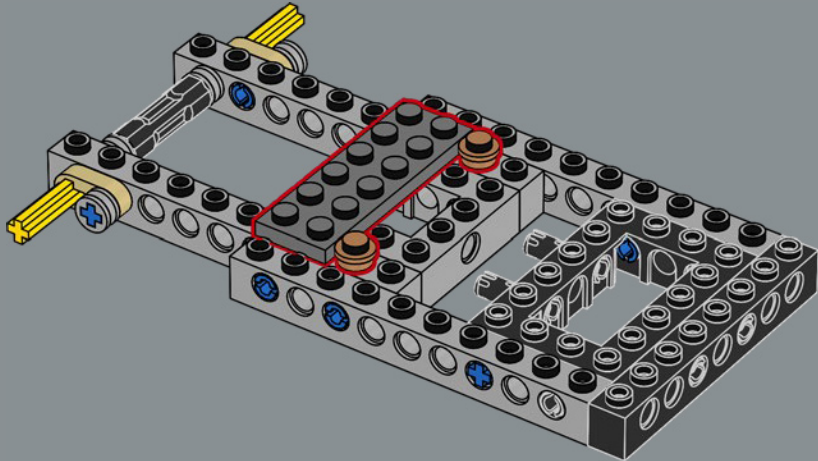


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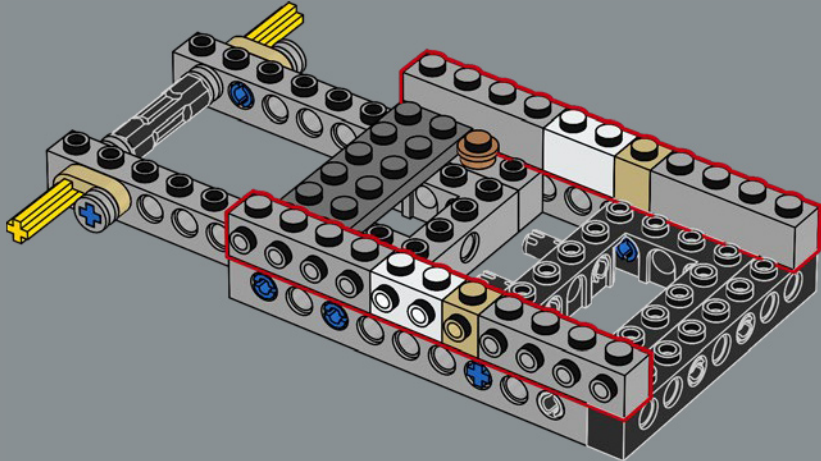


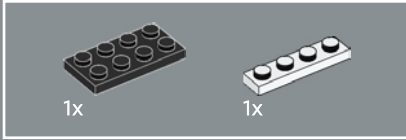
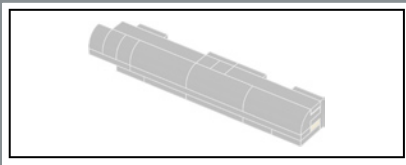


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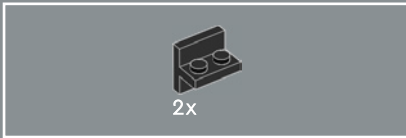
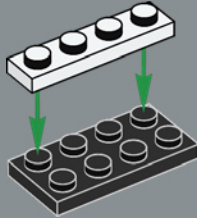


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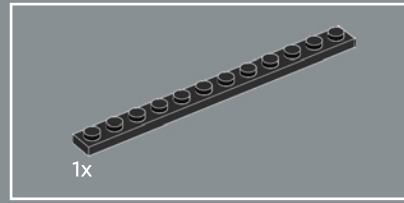
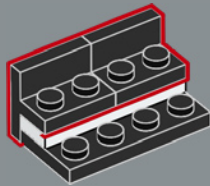




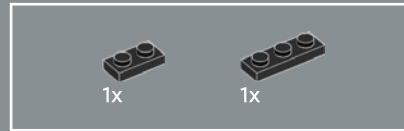
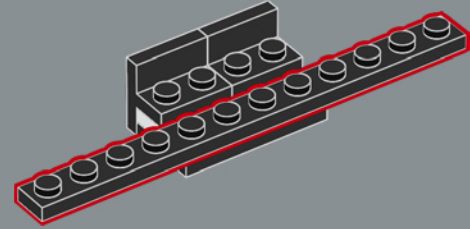
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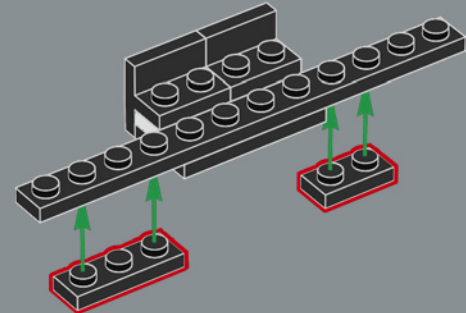
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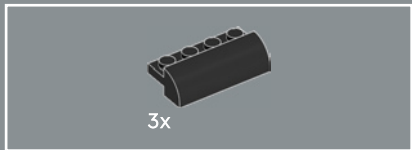
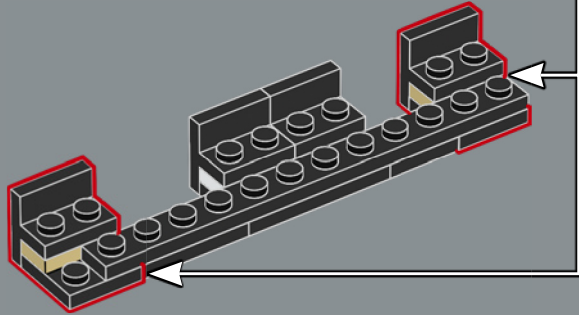
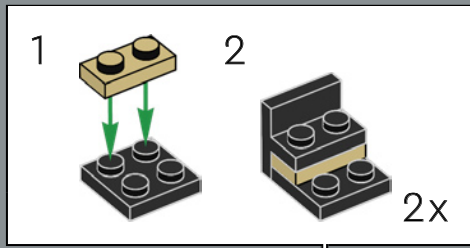


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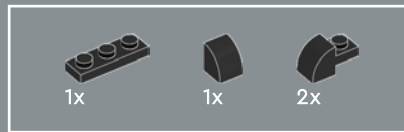
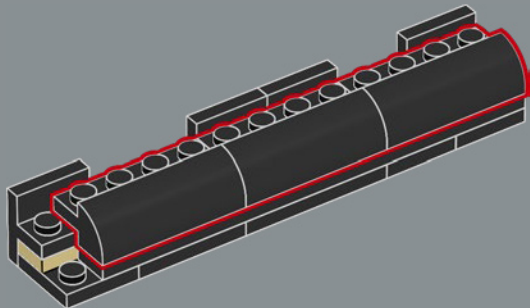




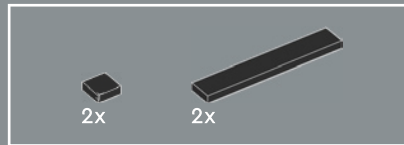
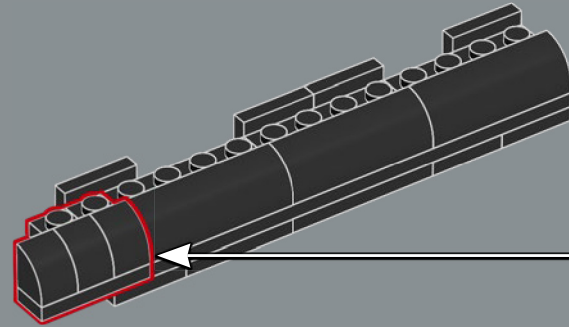
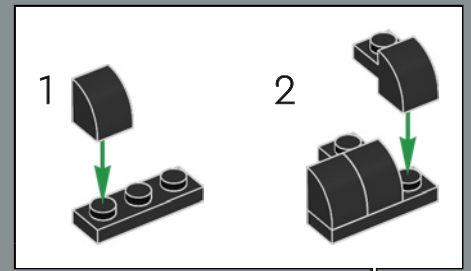
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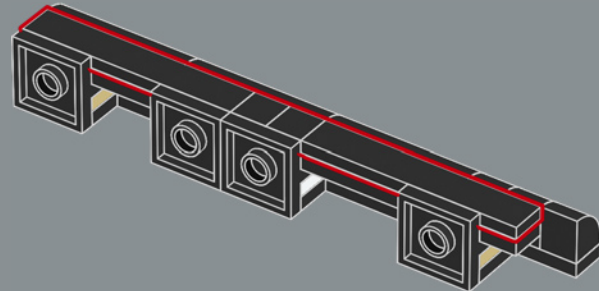
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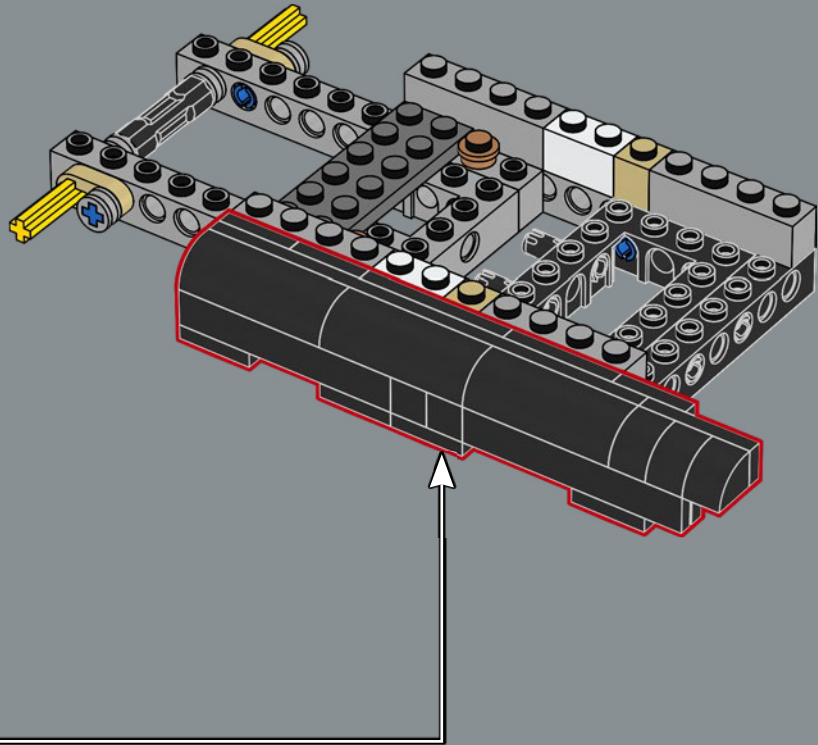
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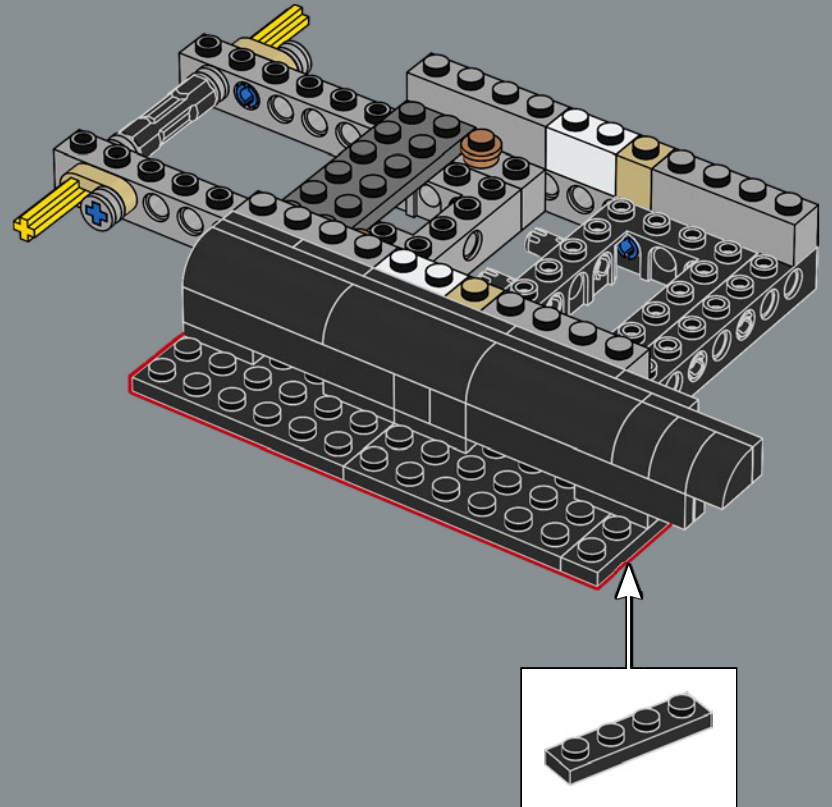
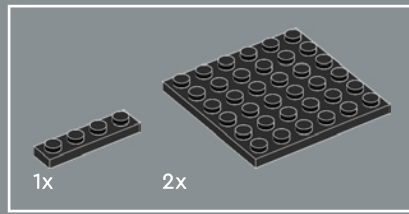
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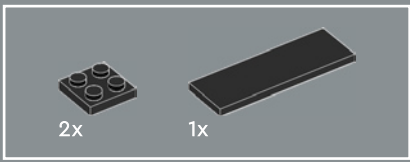


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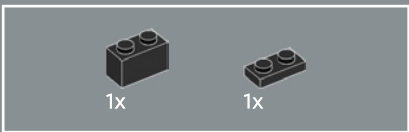
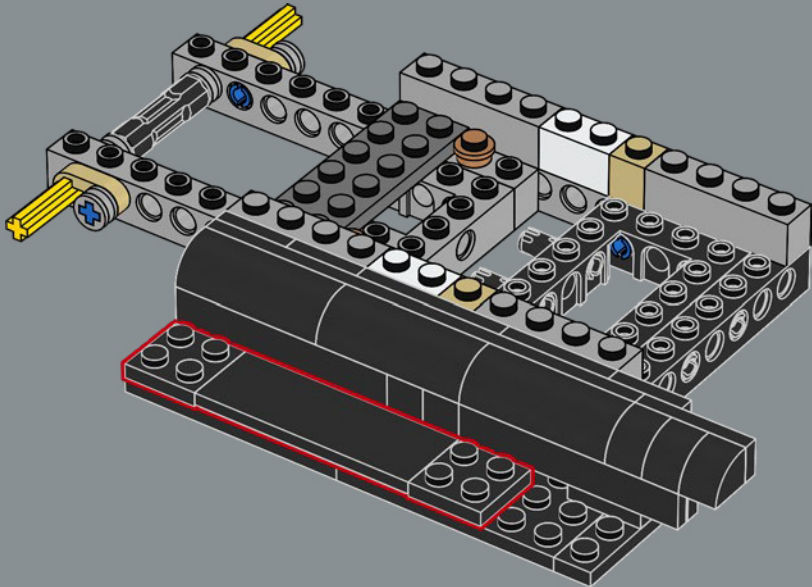


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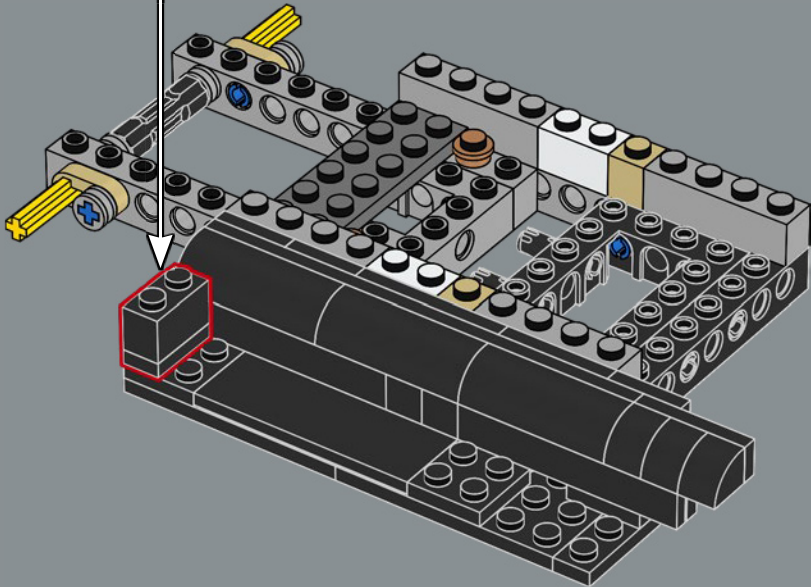
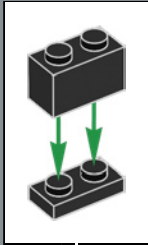


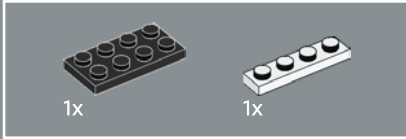
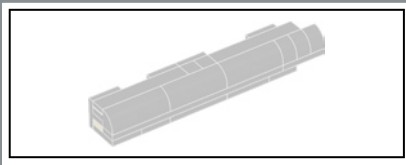


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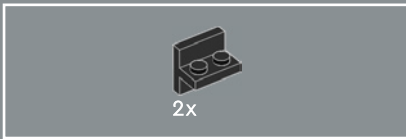
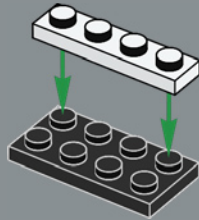


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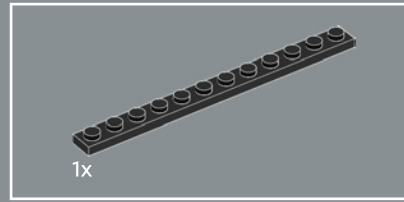




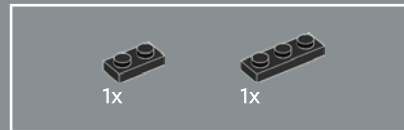
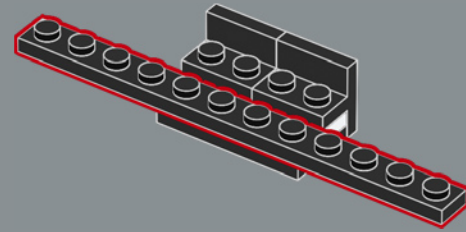
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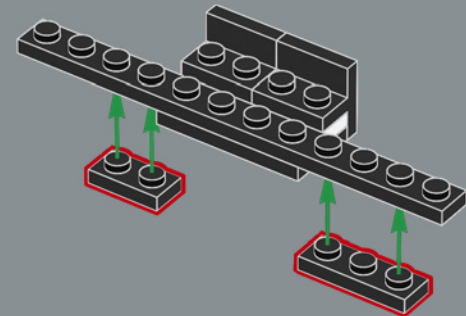
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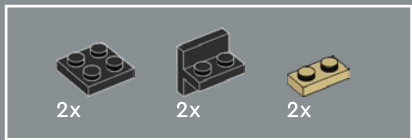


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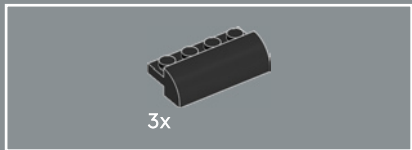
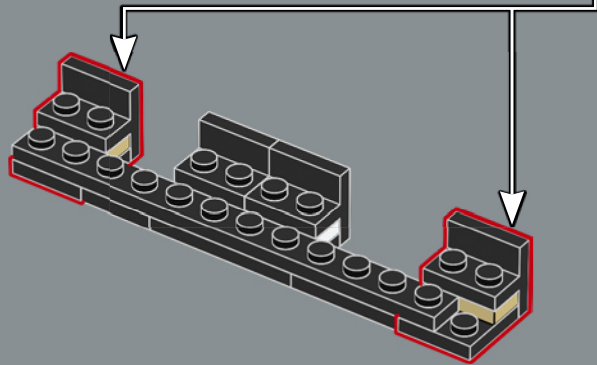
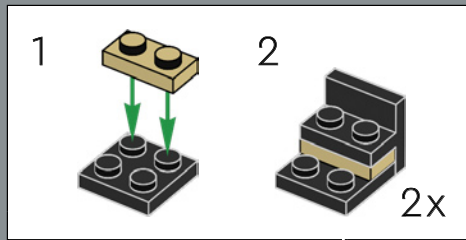


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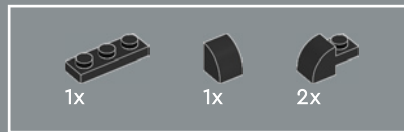
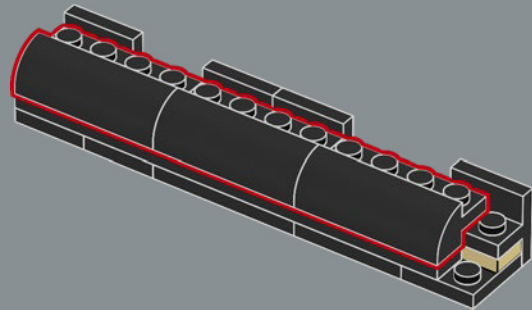




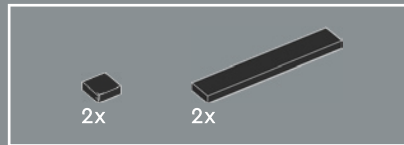
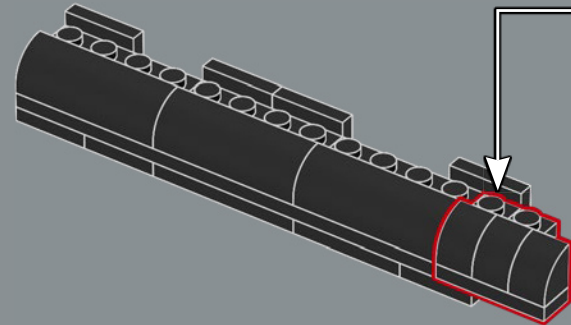
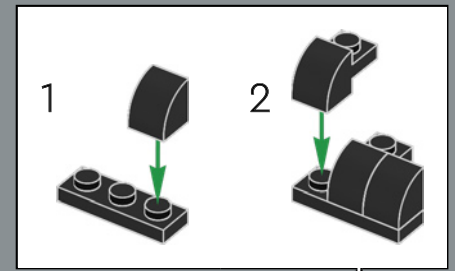
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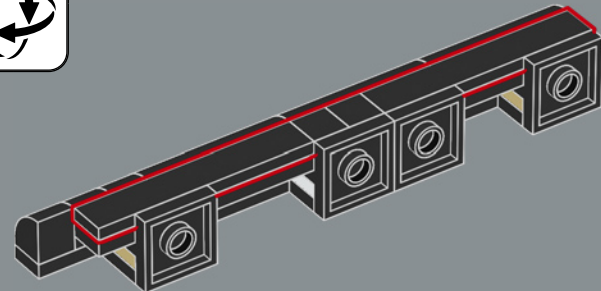
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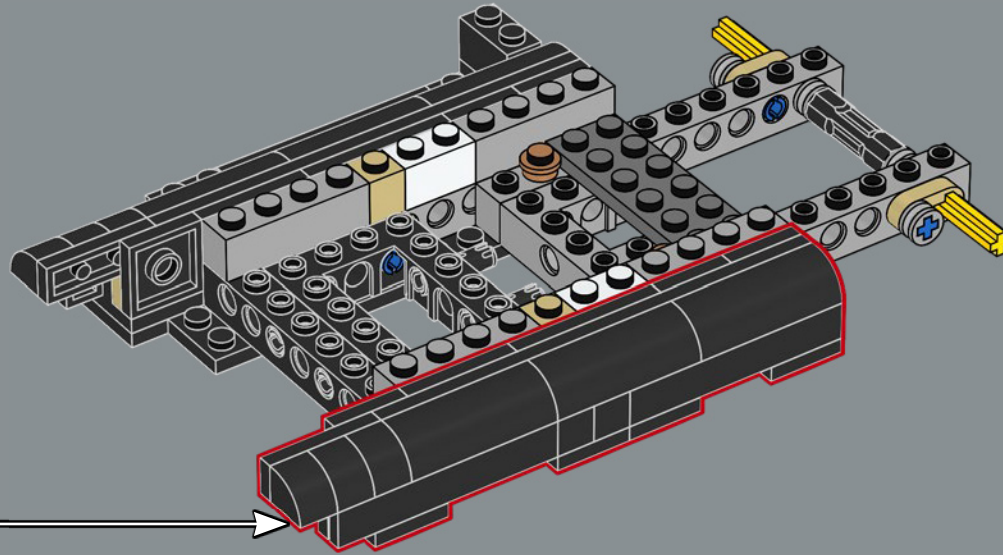
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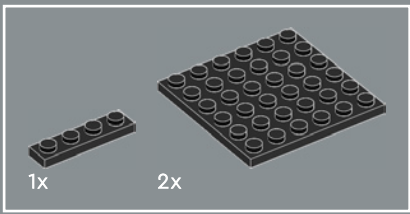




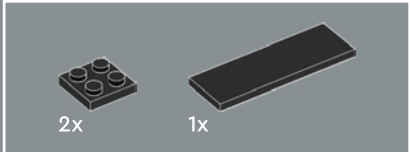
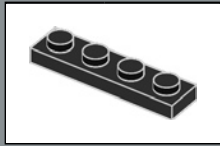
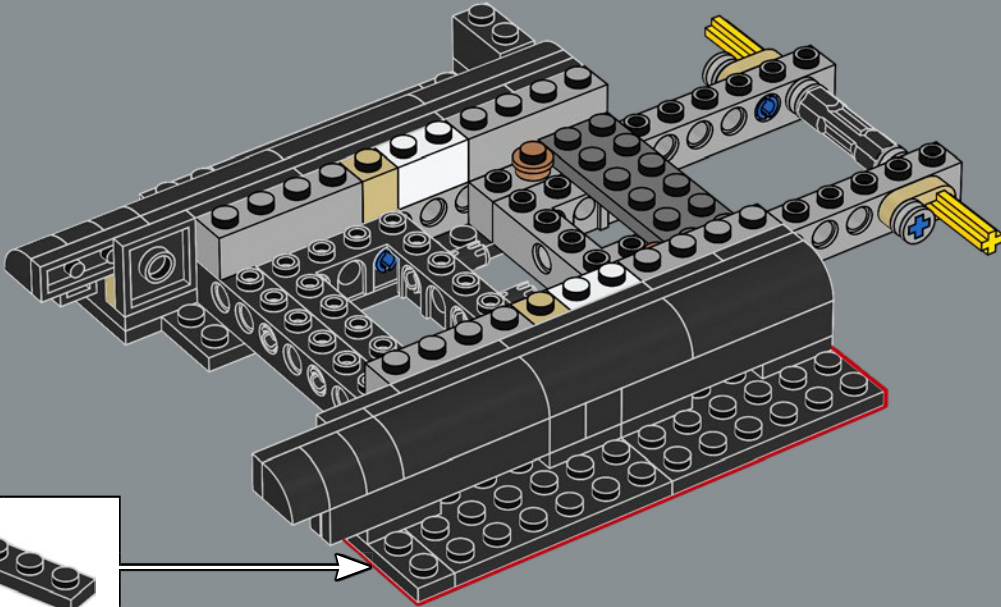
La Ford® Model T® a été conçue par Childe
Harold Wills, avec l'ingénieur en chef Joseph
A. Galamb et Eugene Farkas.

32

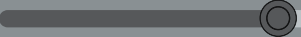
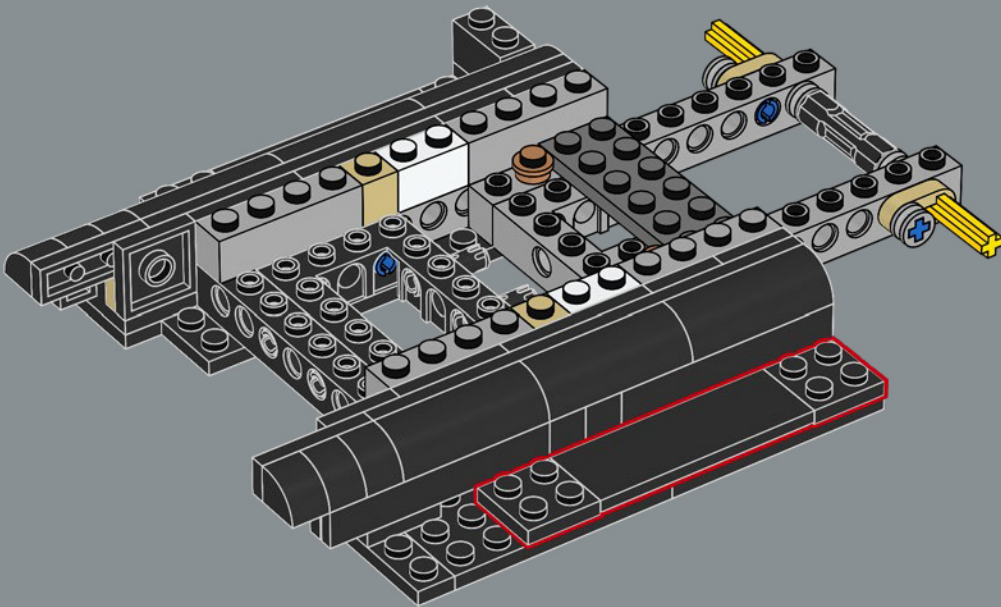


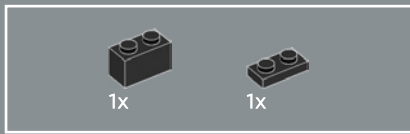


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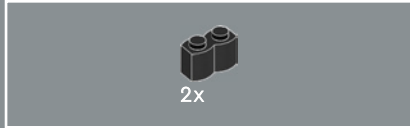
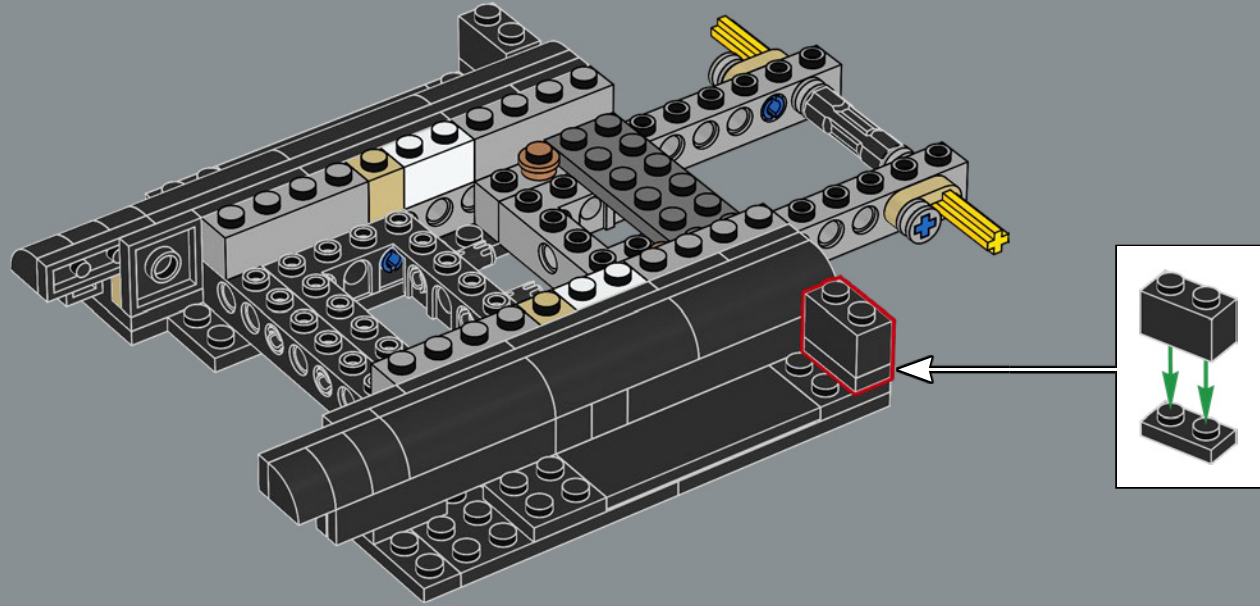


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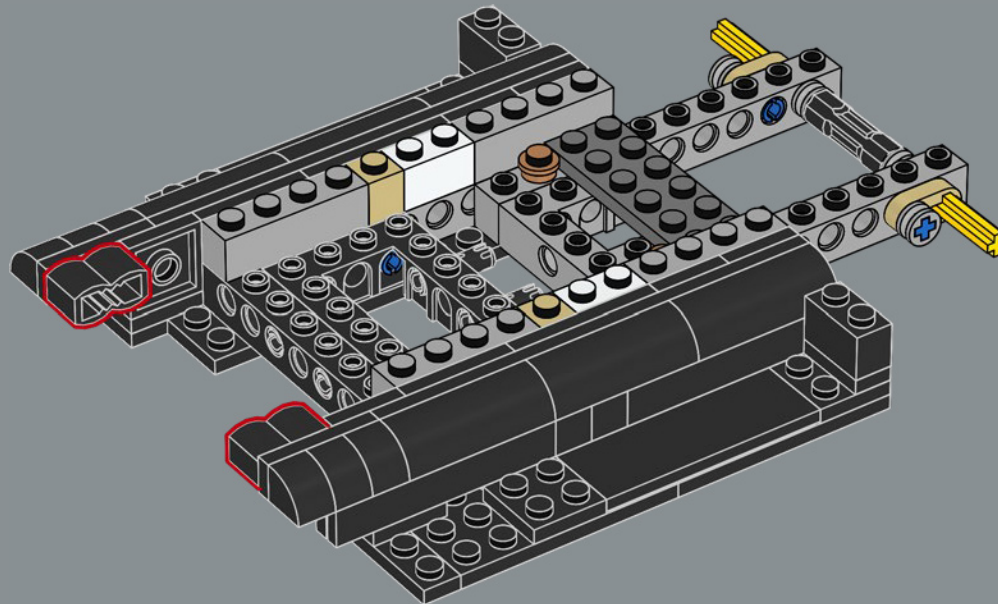


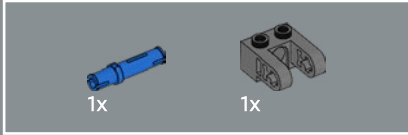
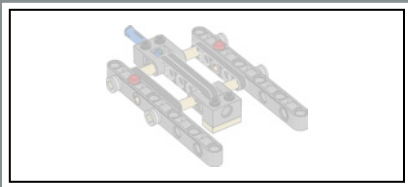


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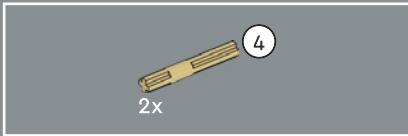
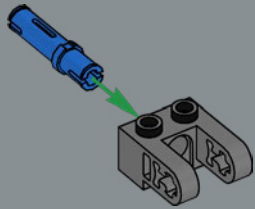


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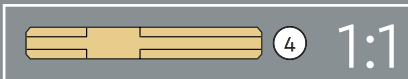
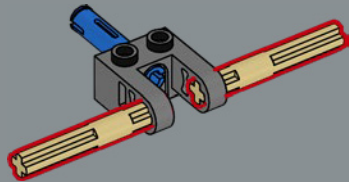




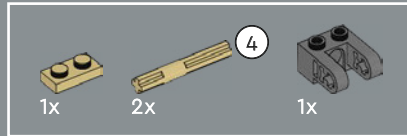
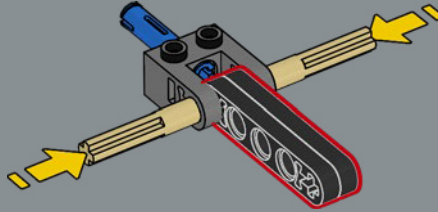
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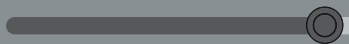
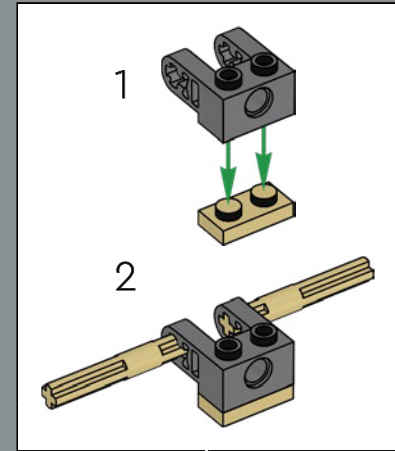
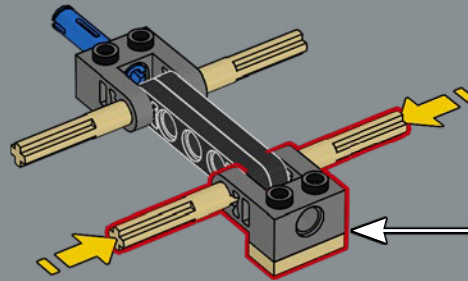
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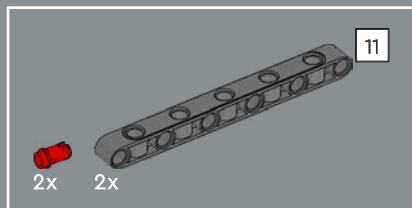
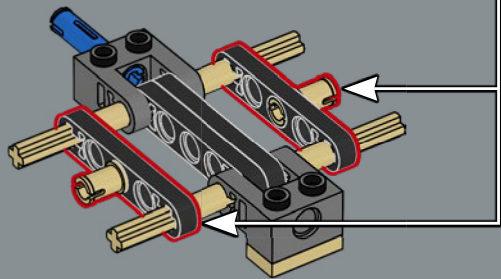
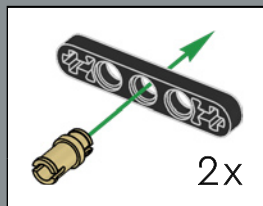


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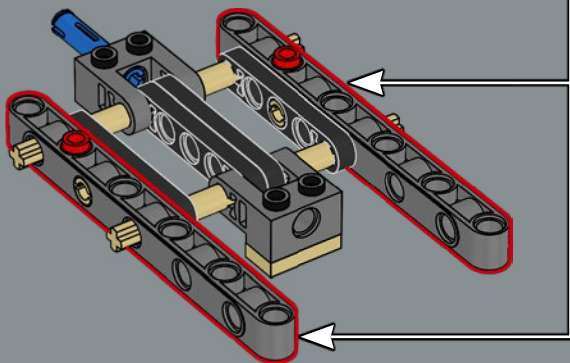
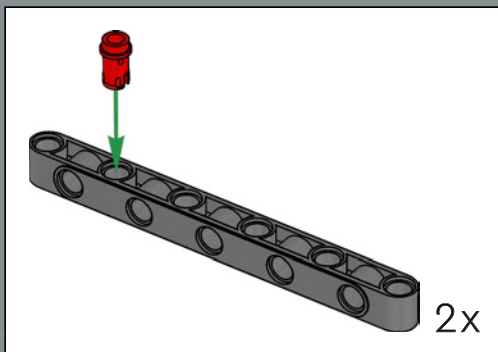




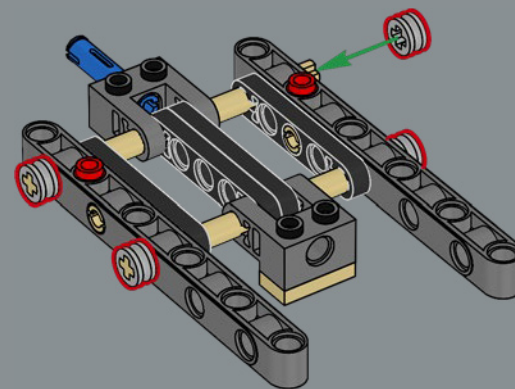
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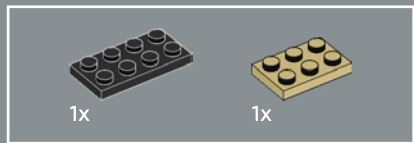
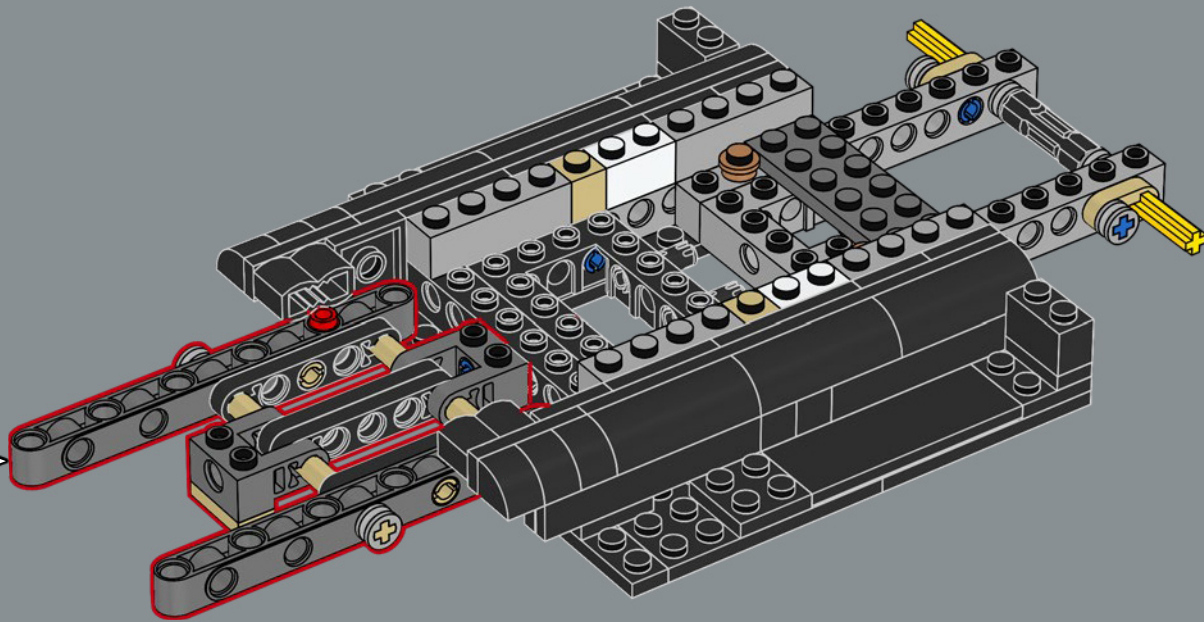
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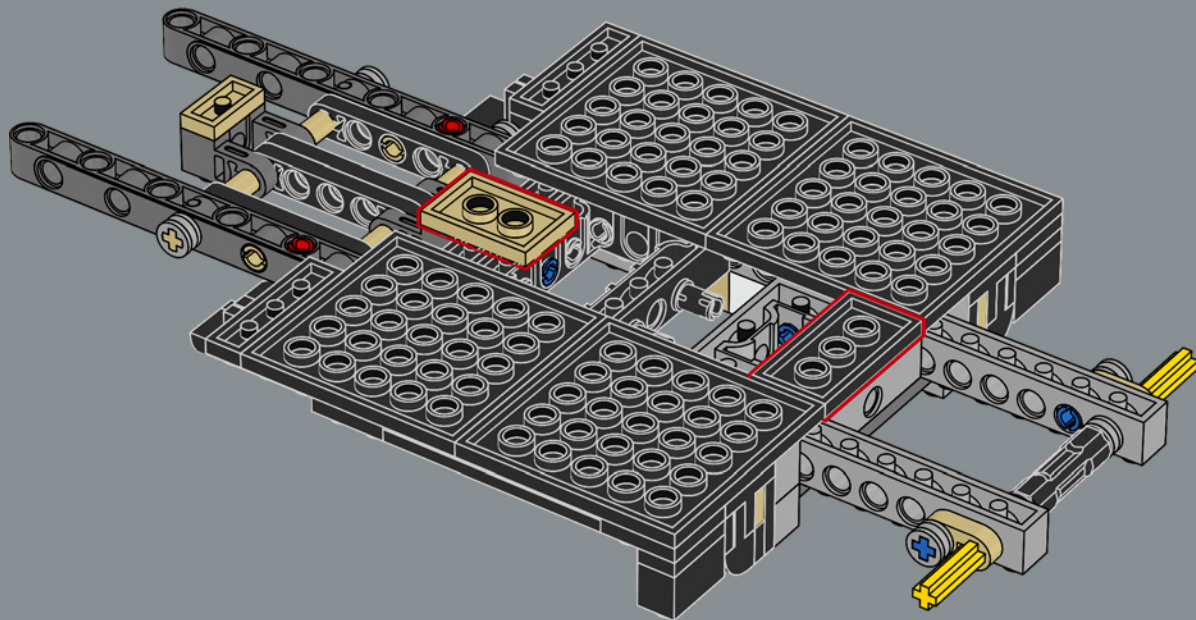
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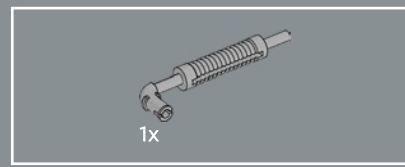


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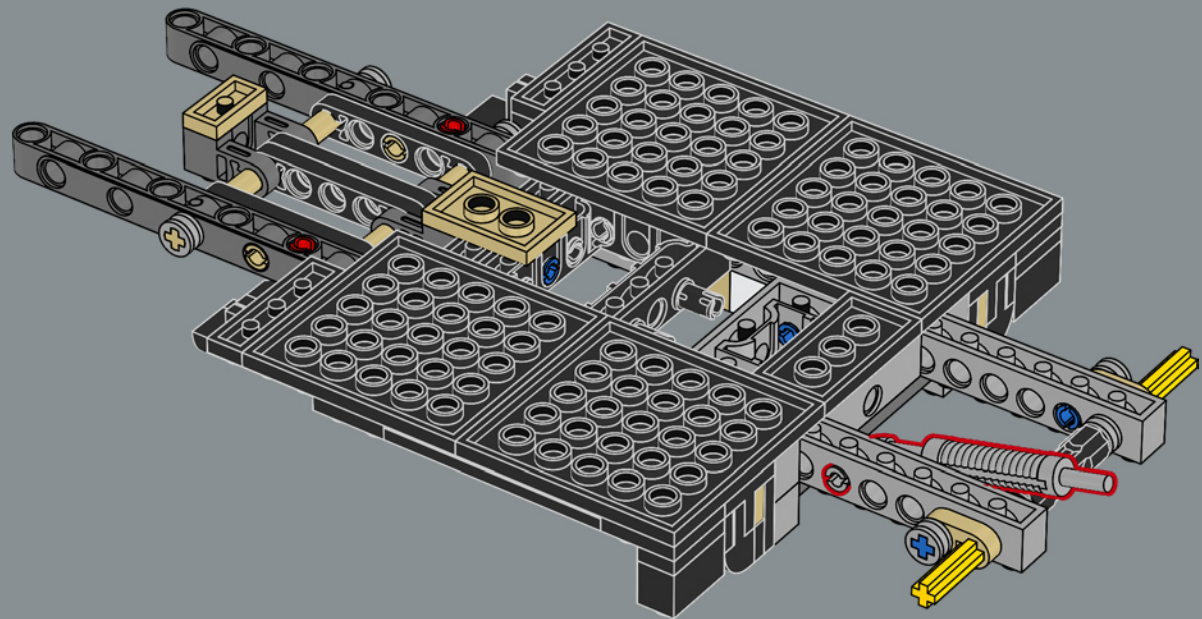


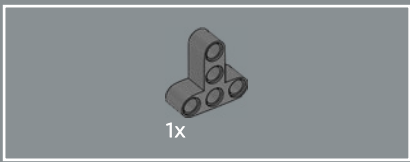
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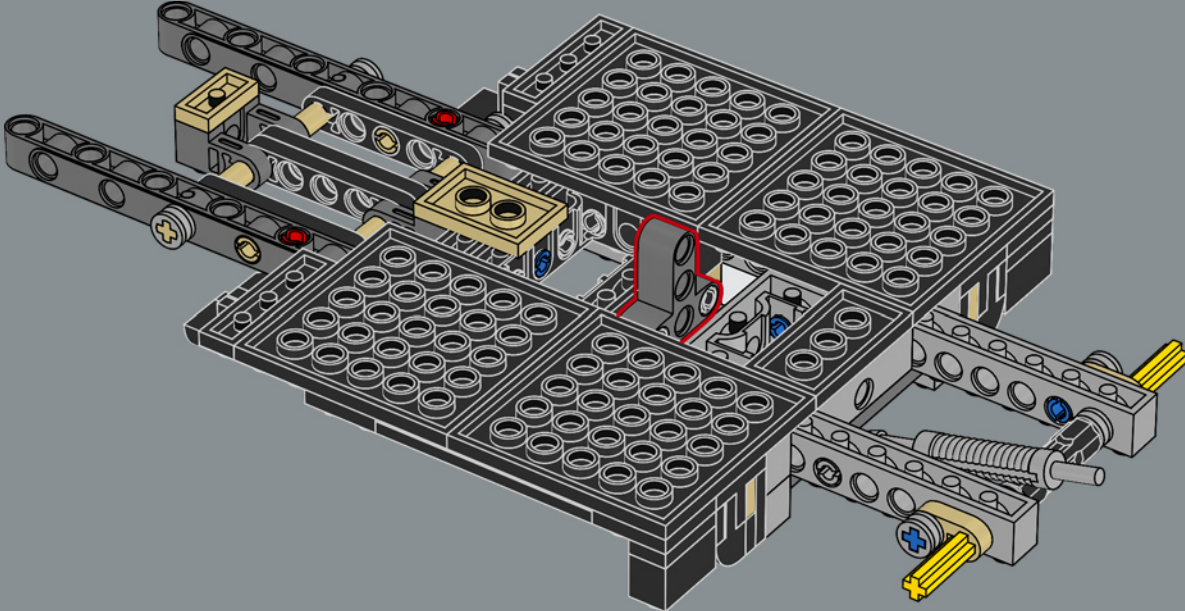


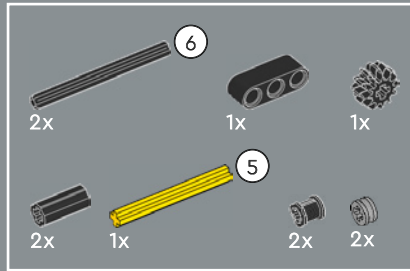
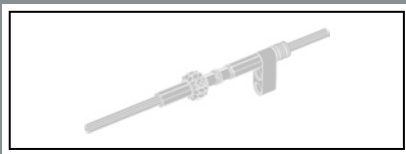
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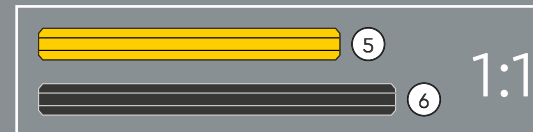
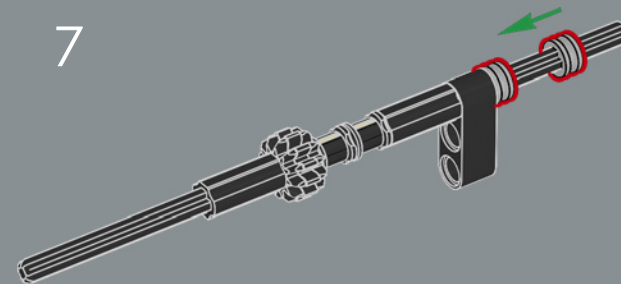
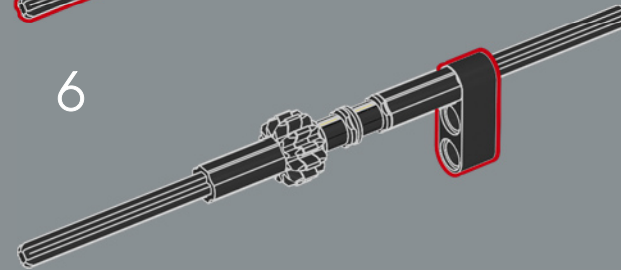
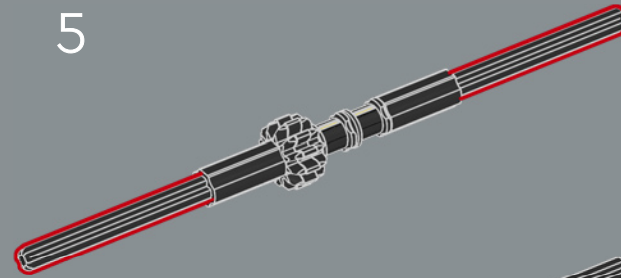
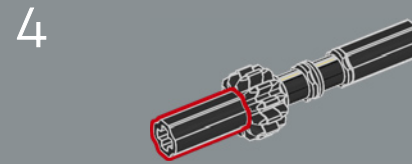
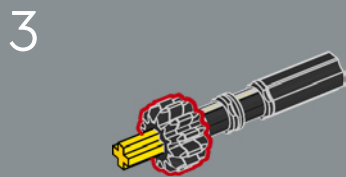
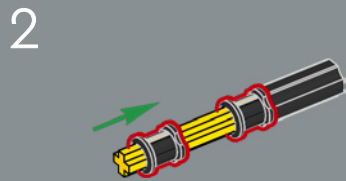
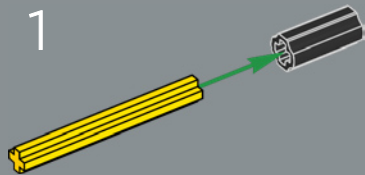


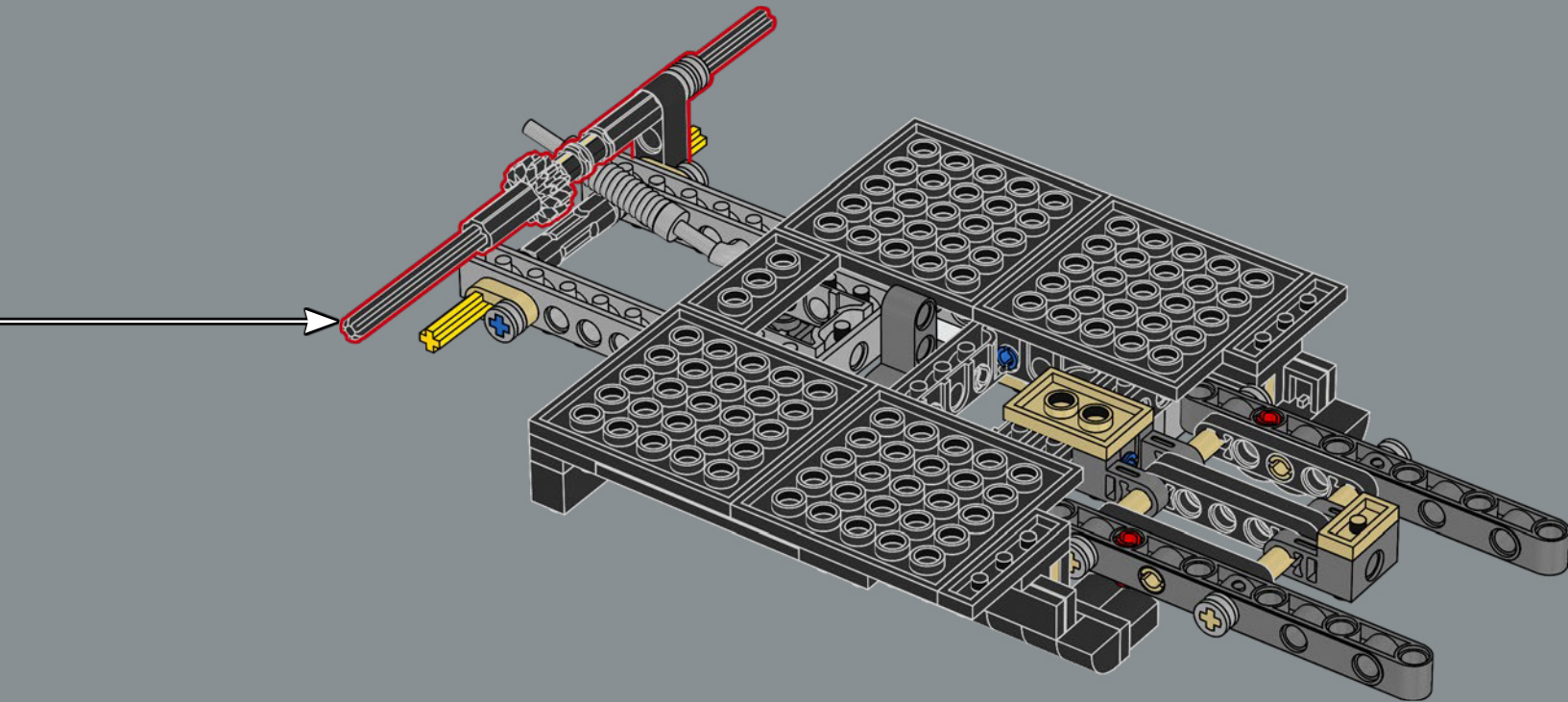
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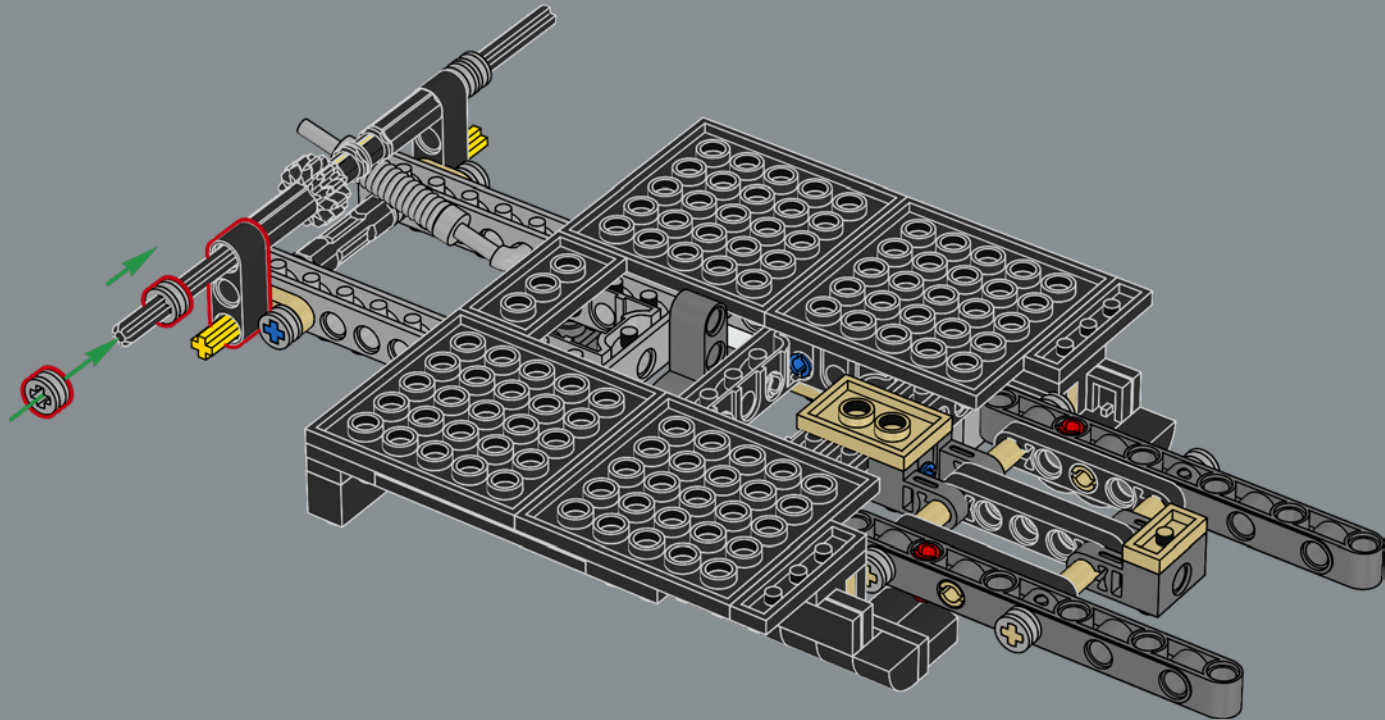
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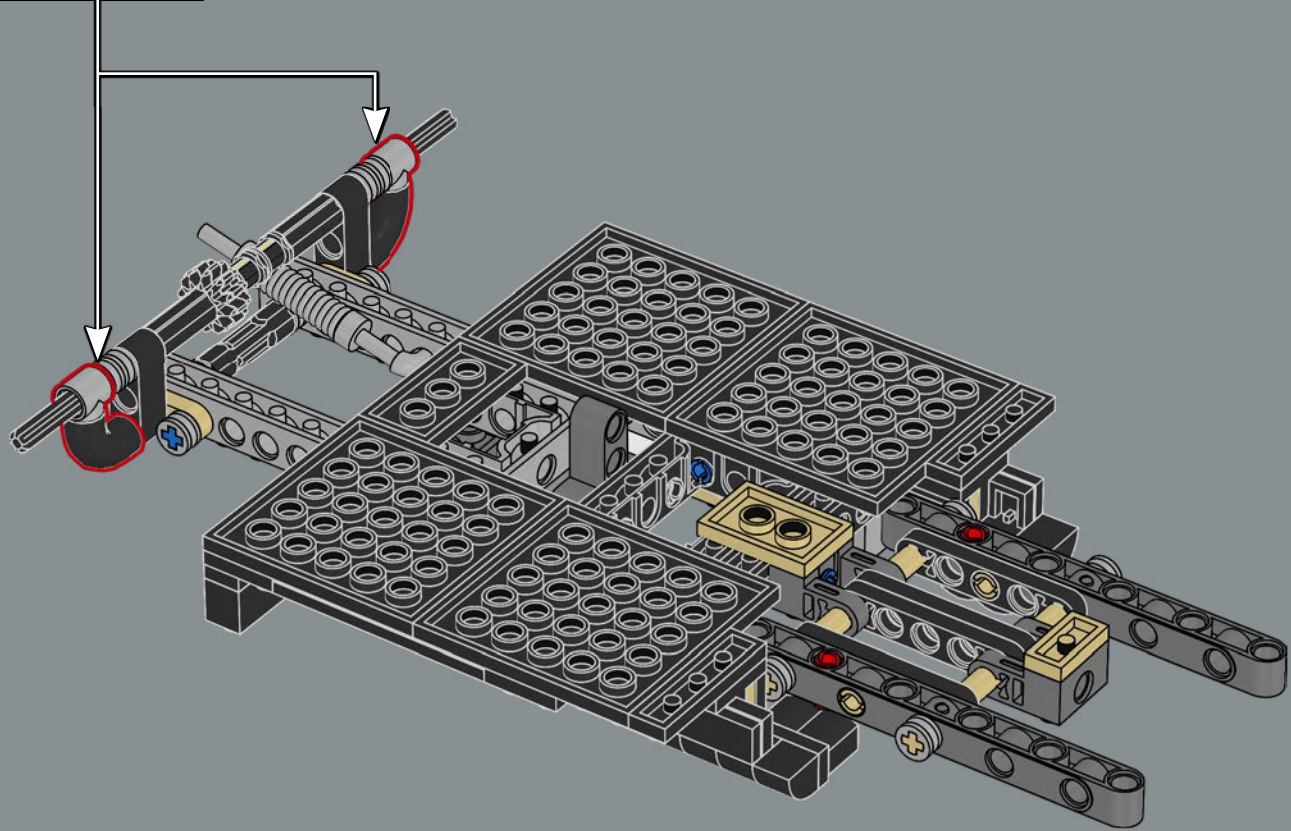
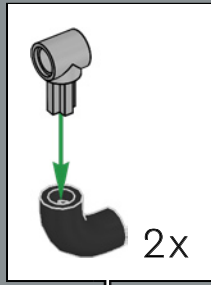


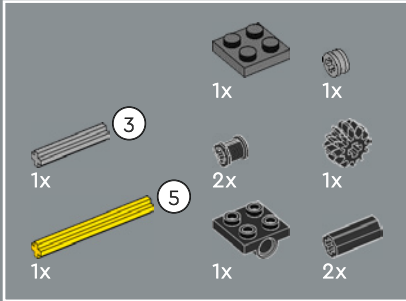
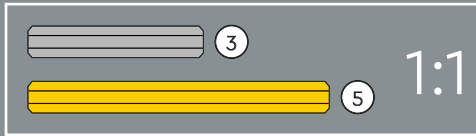
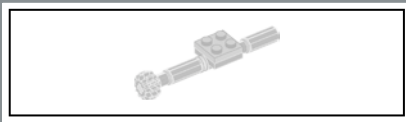
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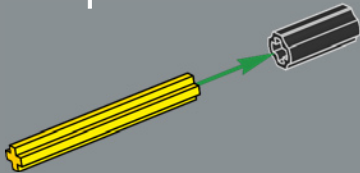
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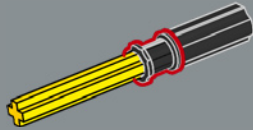


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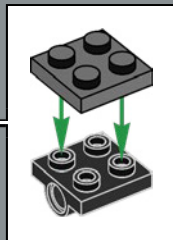
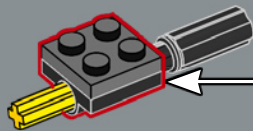
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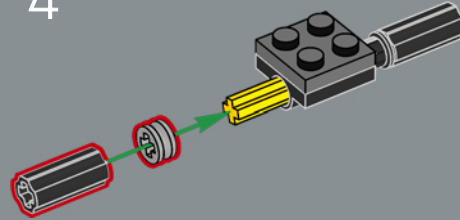
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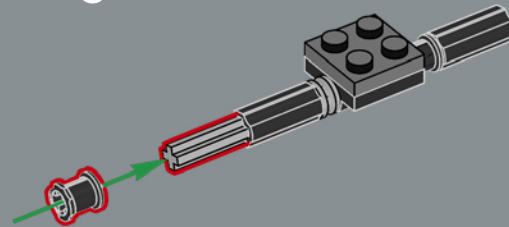
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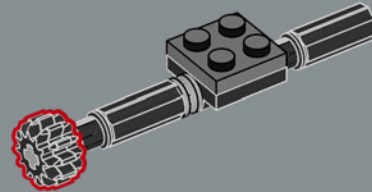
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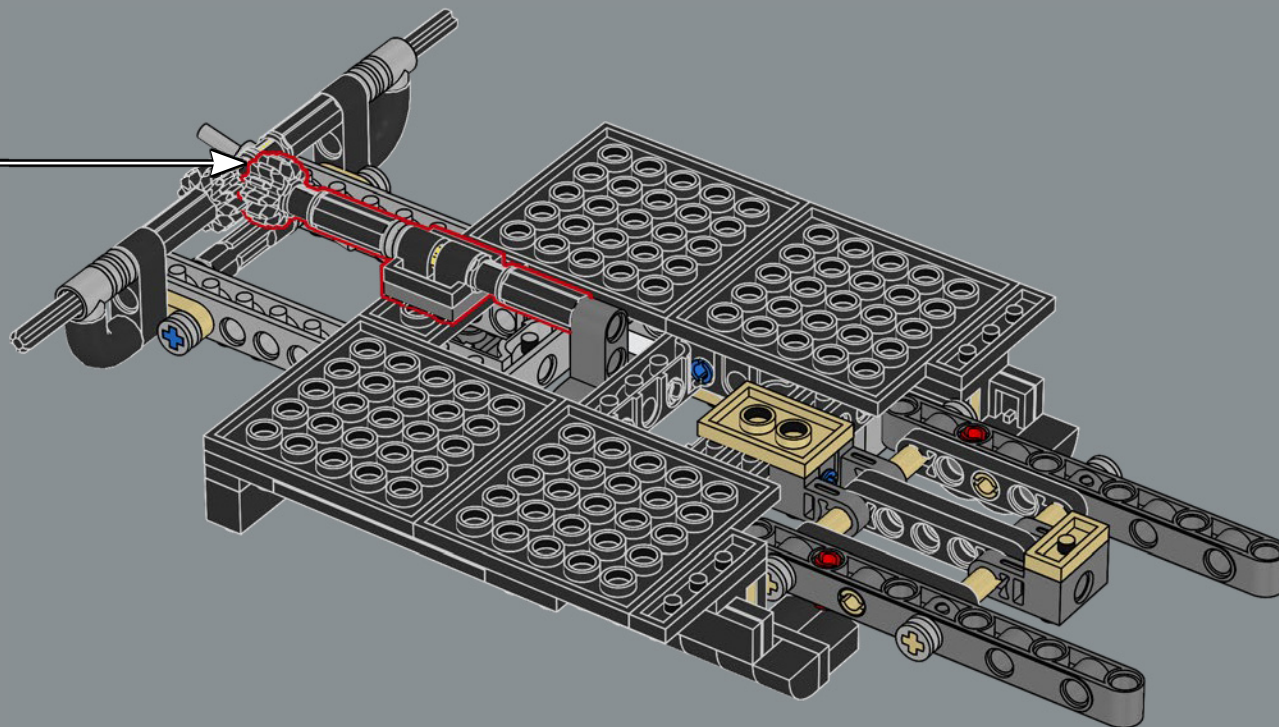


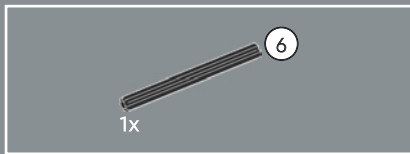
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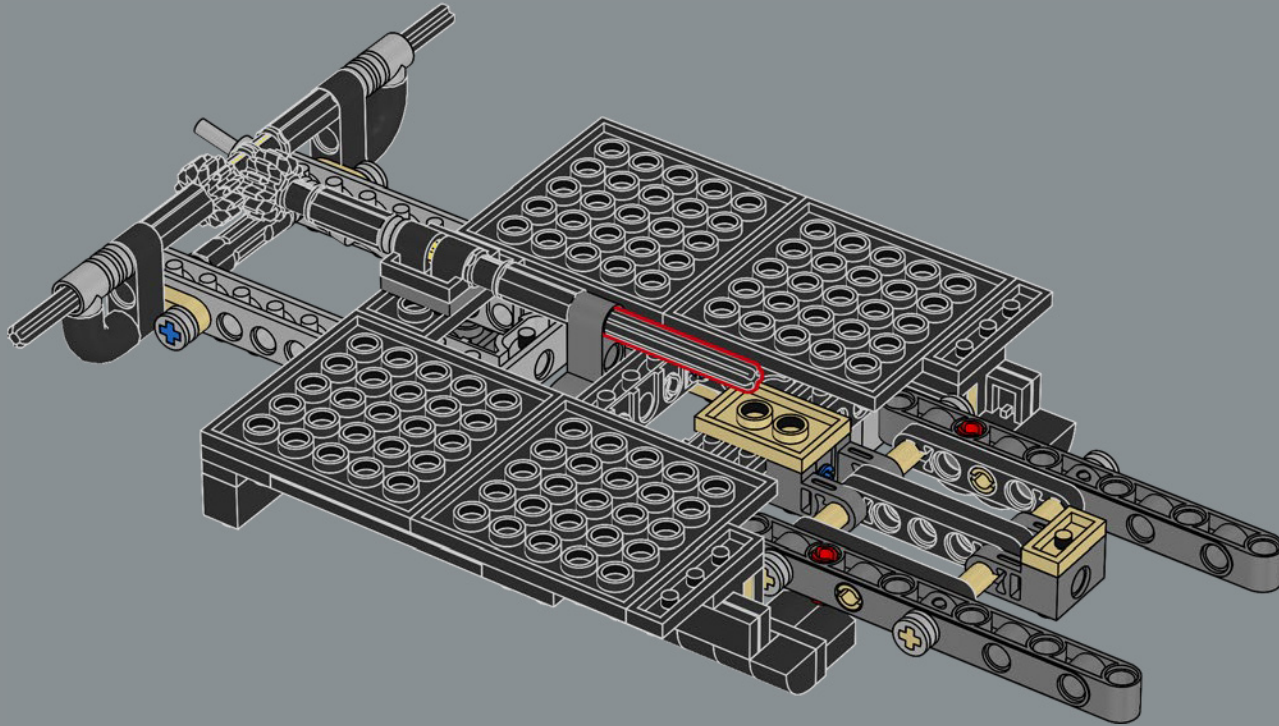


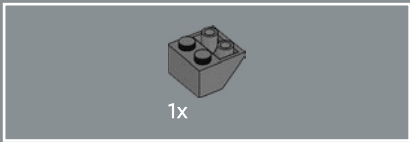
La Ford® Model T® a été l'un des premiers véhicules à être équipé de la propulsion arrière.



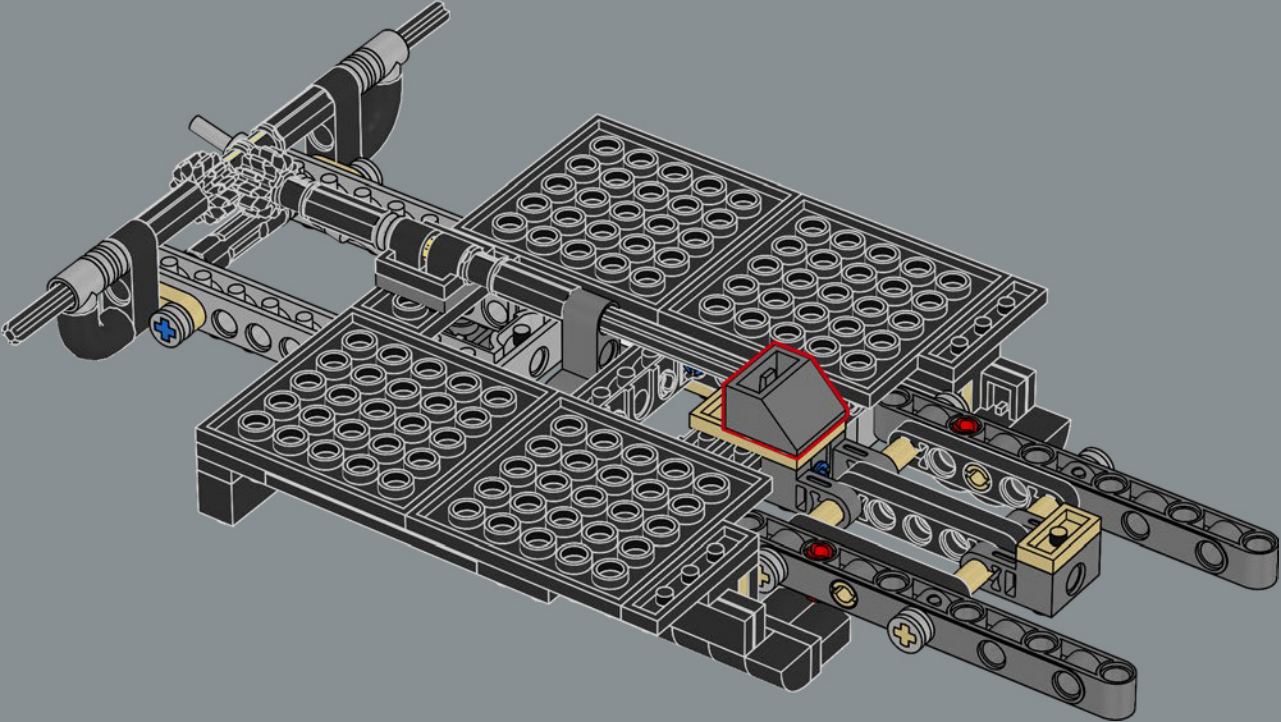


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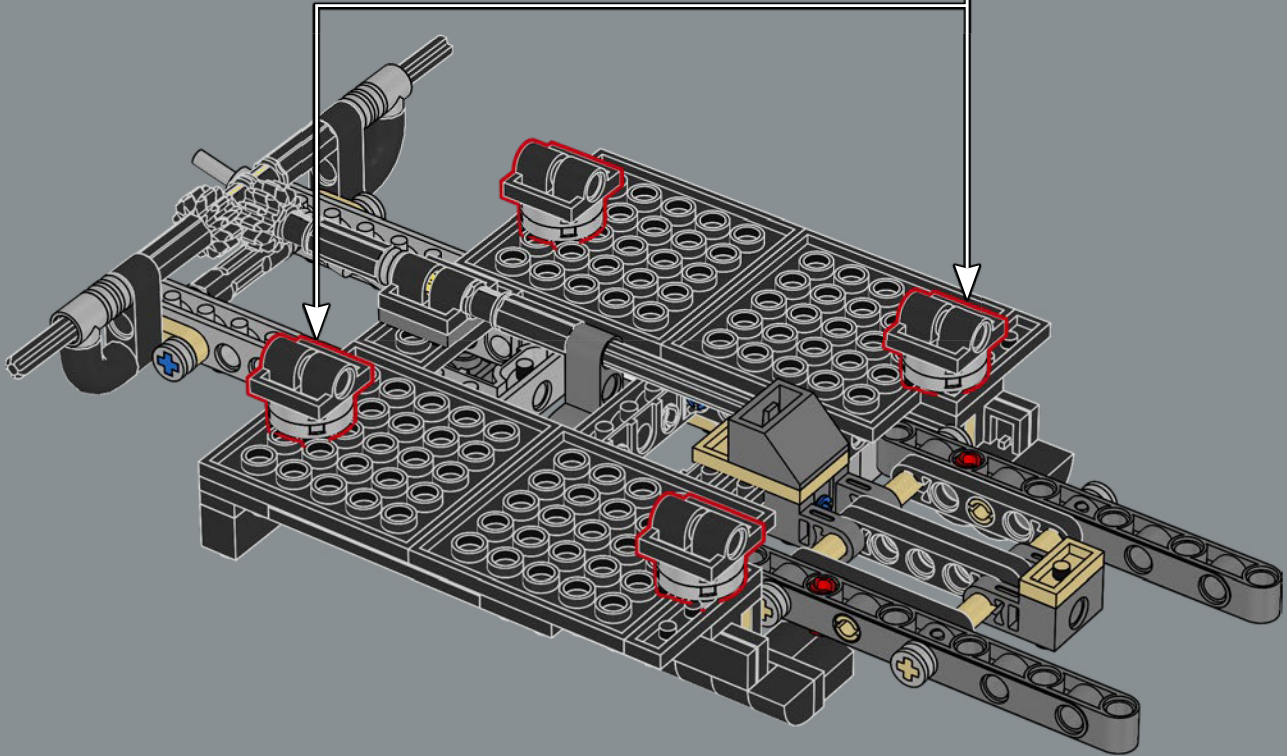
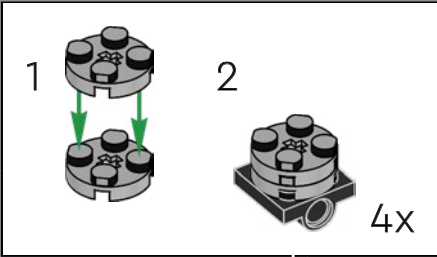


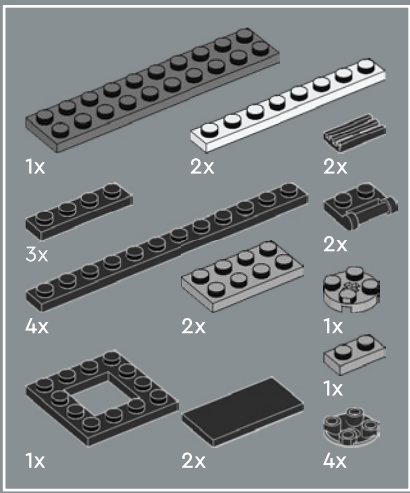
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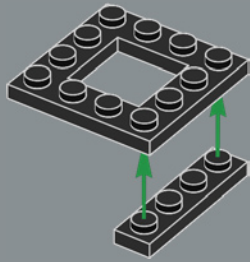
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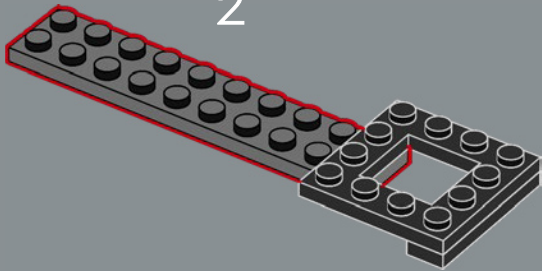


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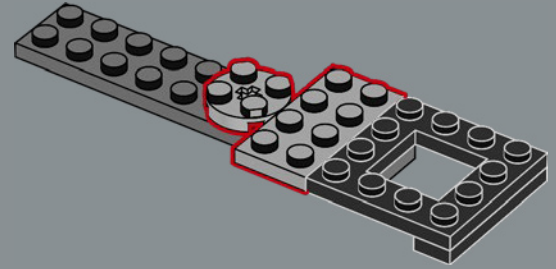
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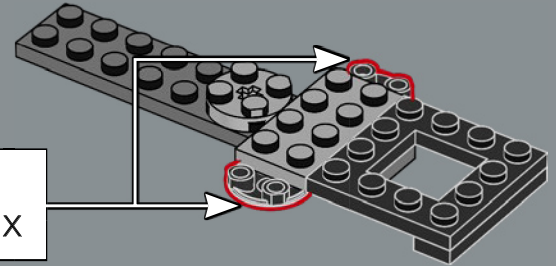
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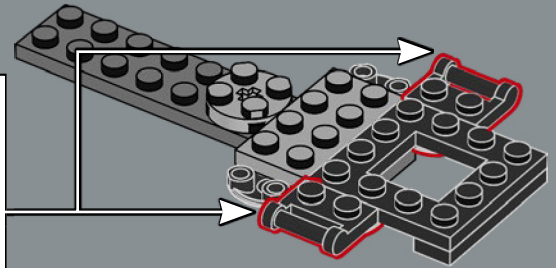
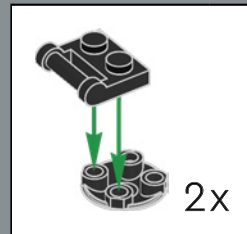
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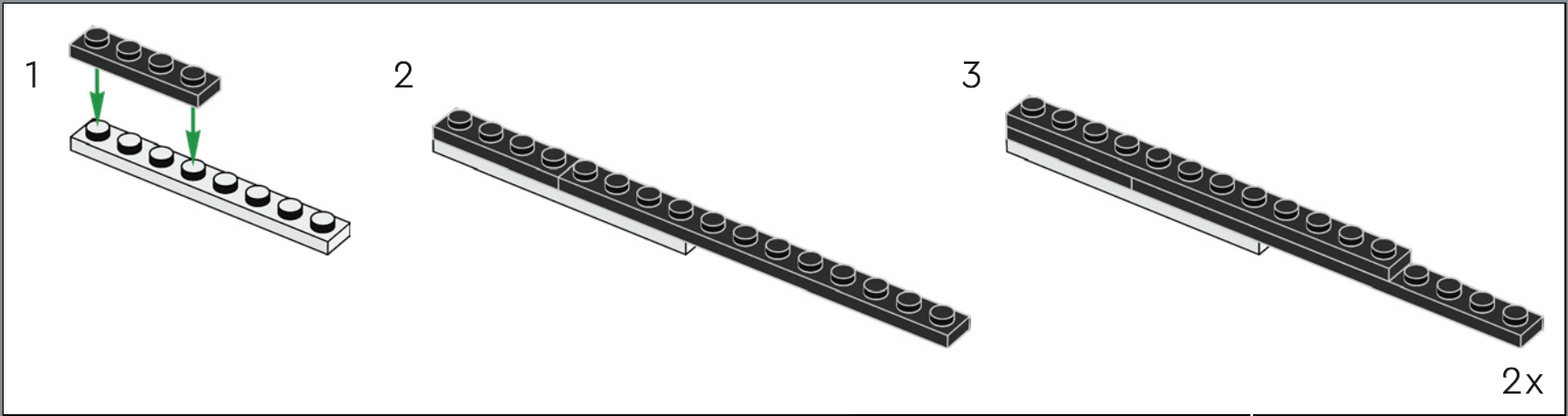


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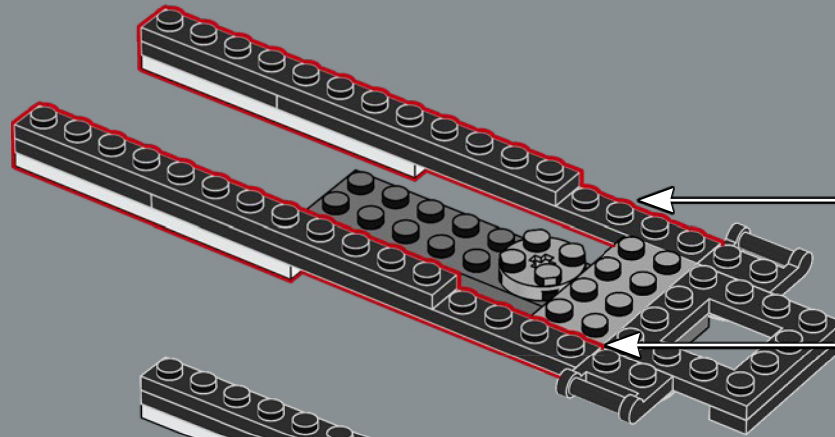


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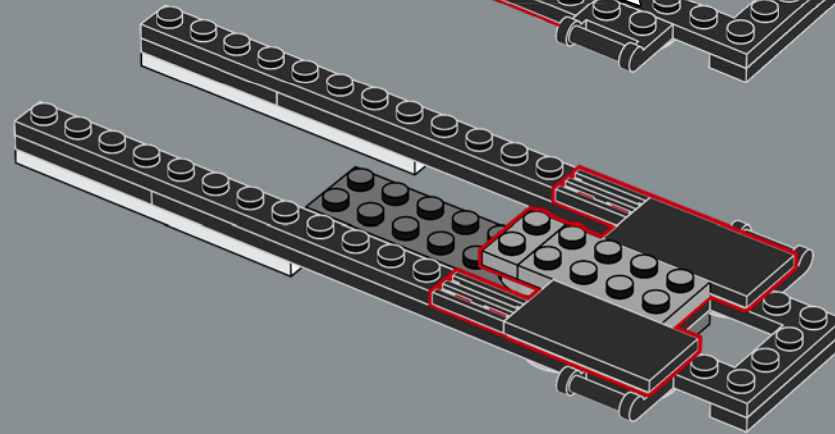


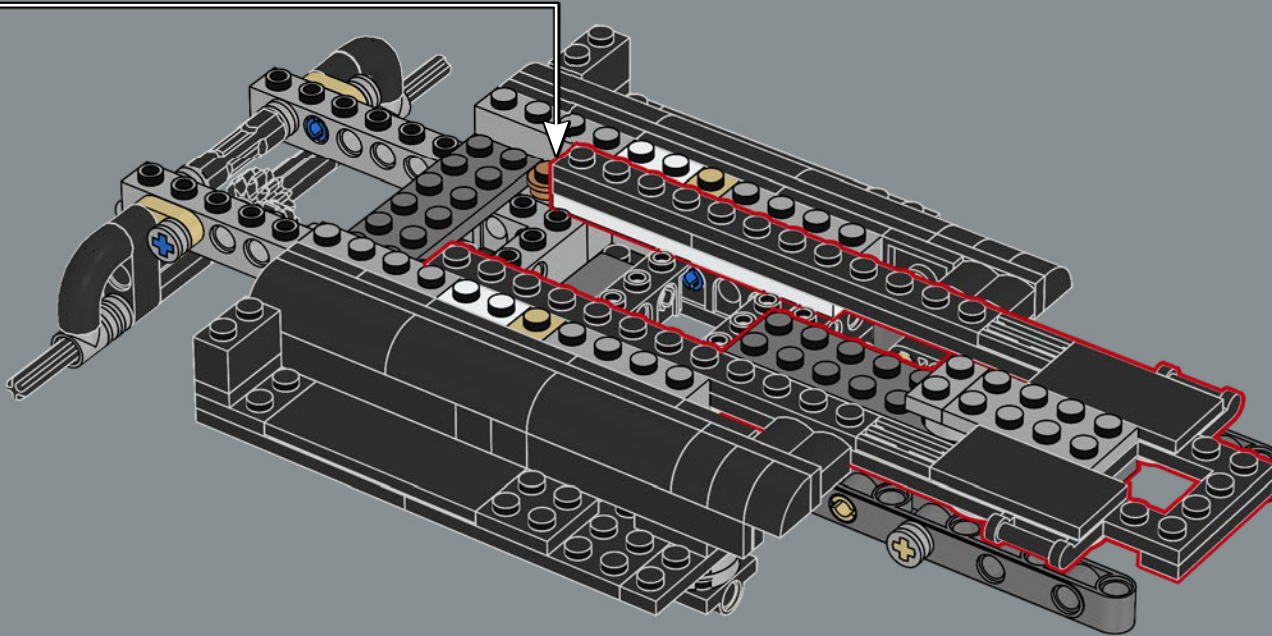


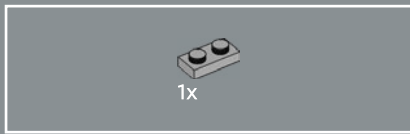
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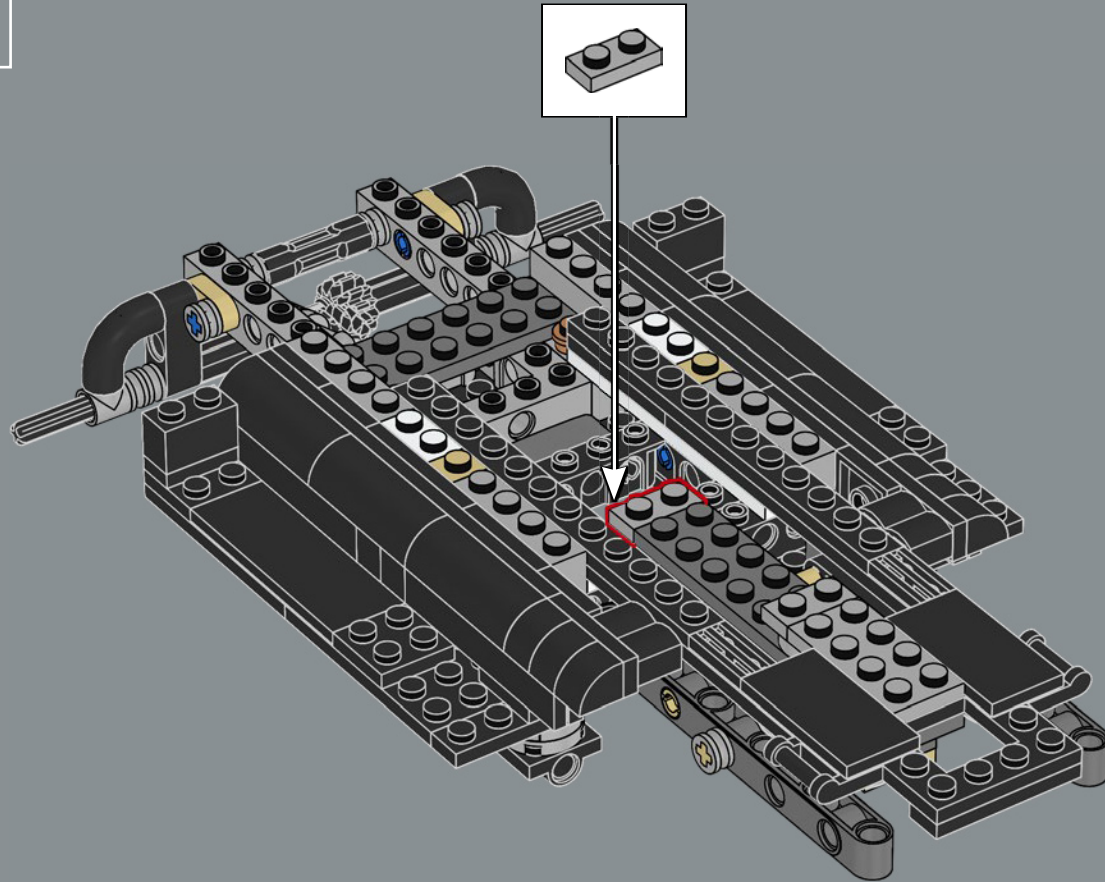
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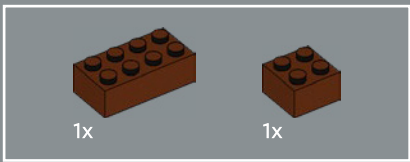




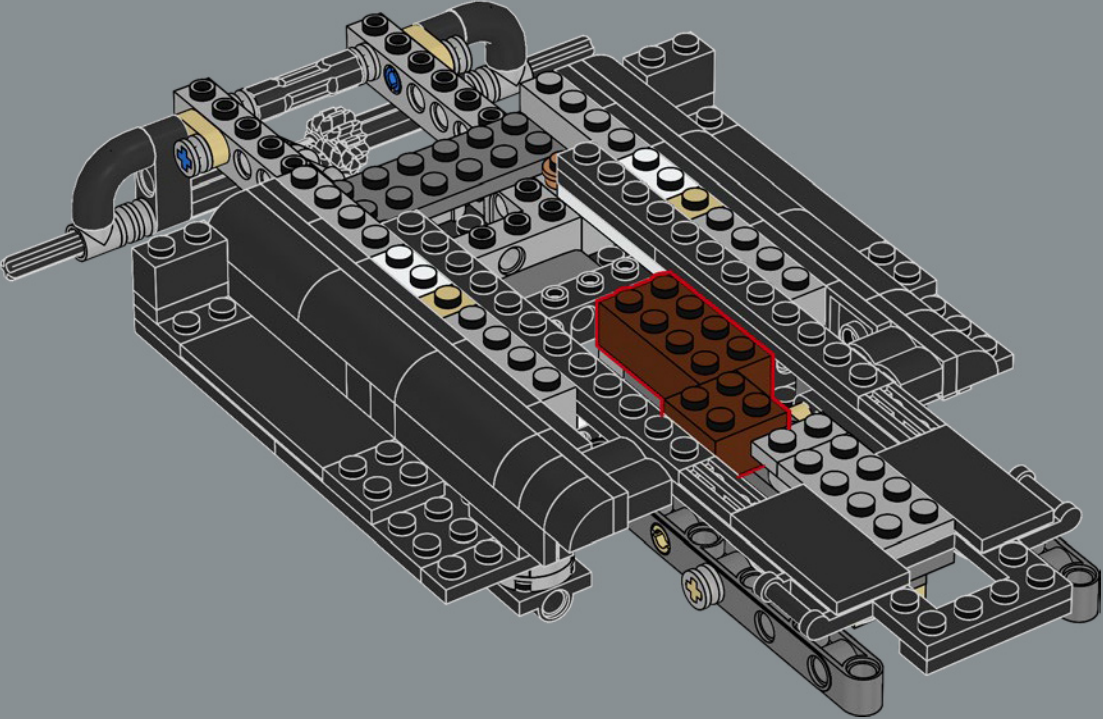


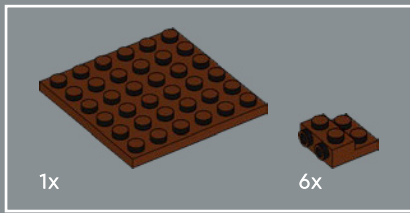
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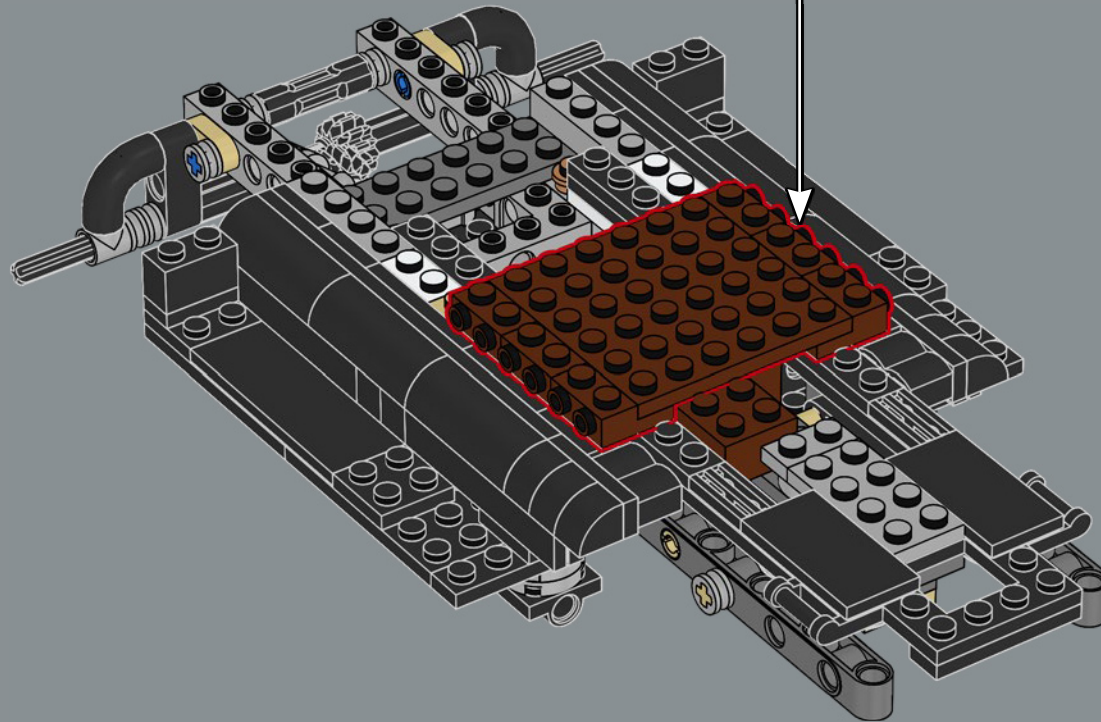
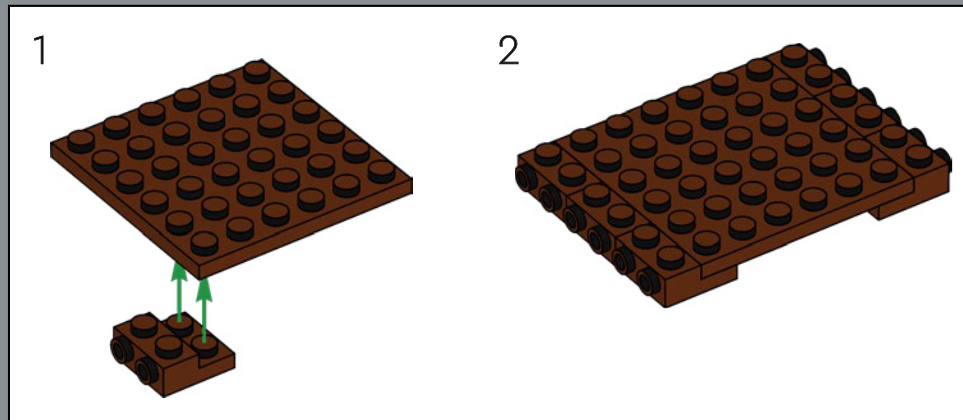


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58



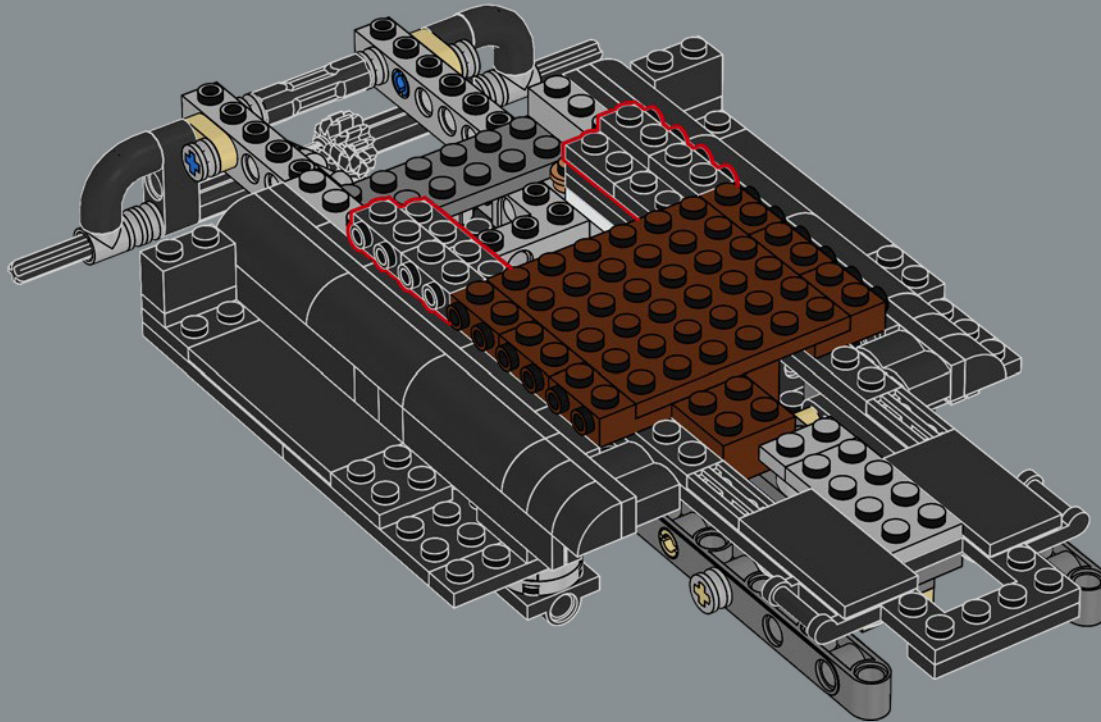


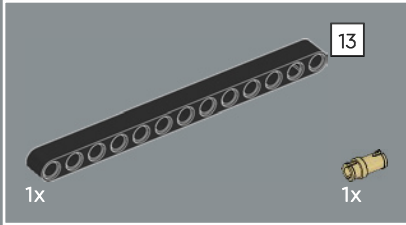
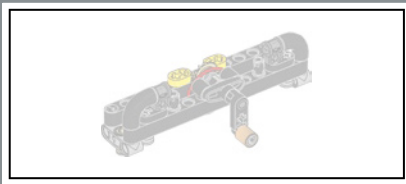
4x

59

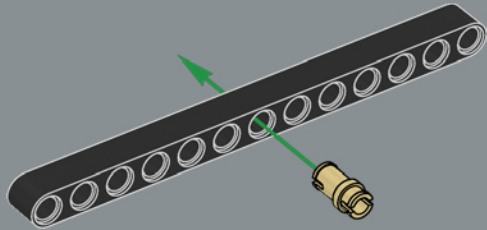


La Ford® Model T® a également été parmi les premières voitures à être produites sur une chaîne d'assemblage mobile, une avancée industrielle qui permet de réduire les coûts de production et de rendre l'automobile accessible.

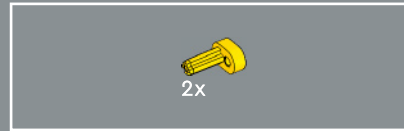
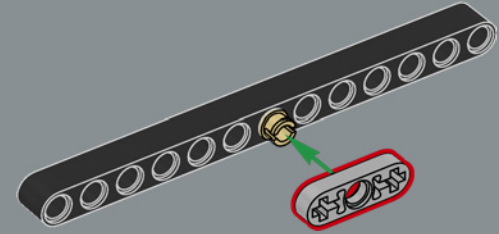




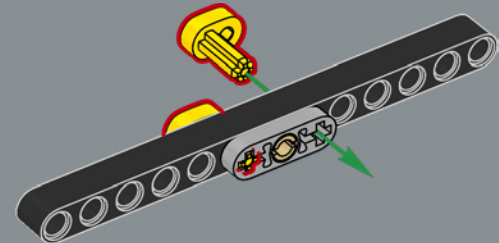
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61



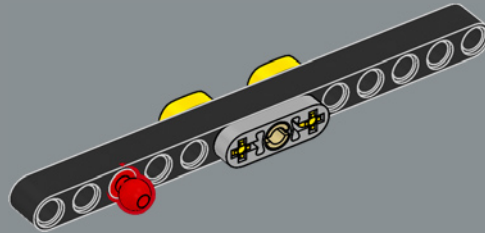
62





1x

63

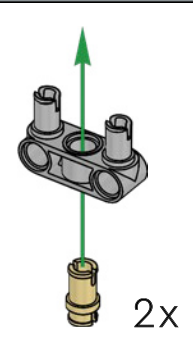
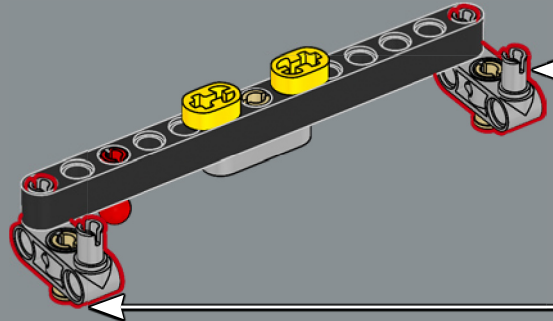


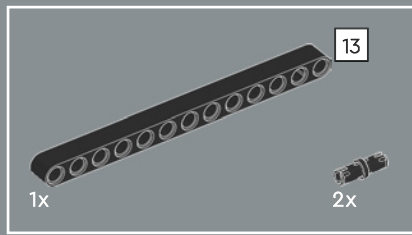
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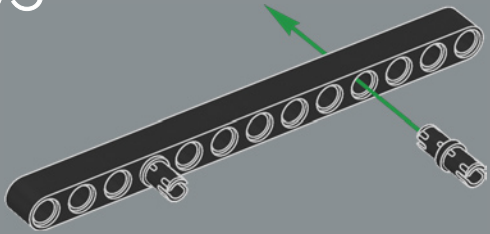
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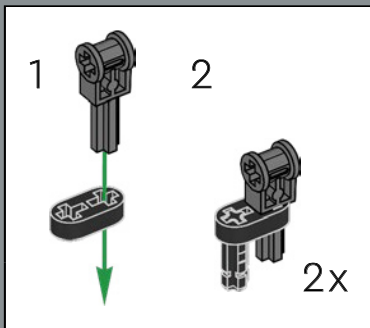
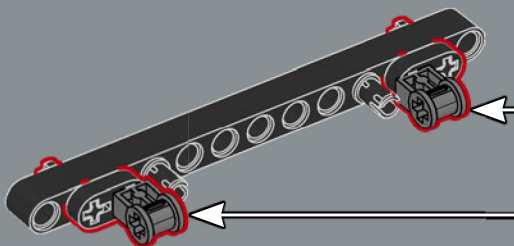




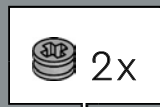
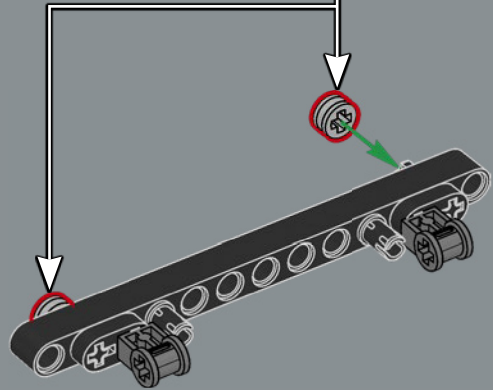
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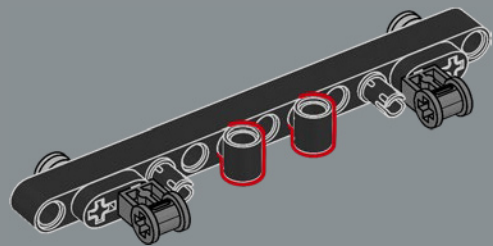
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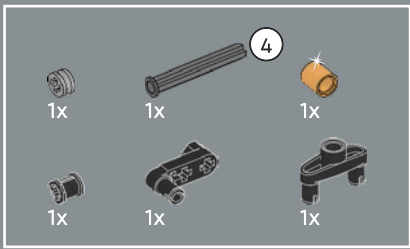


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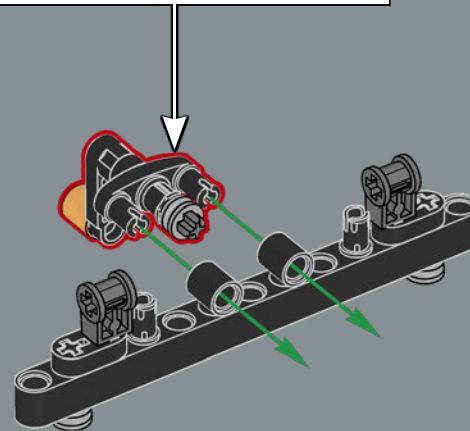
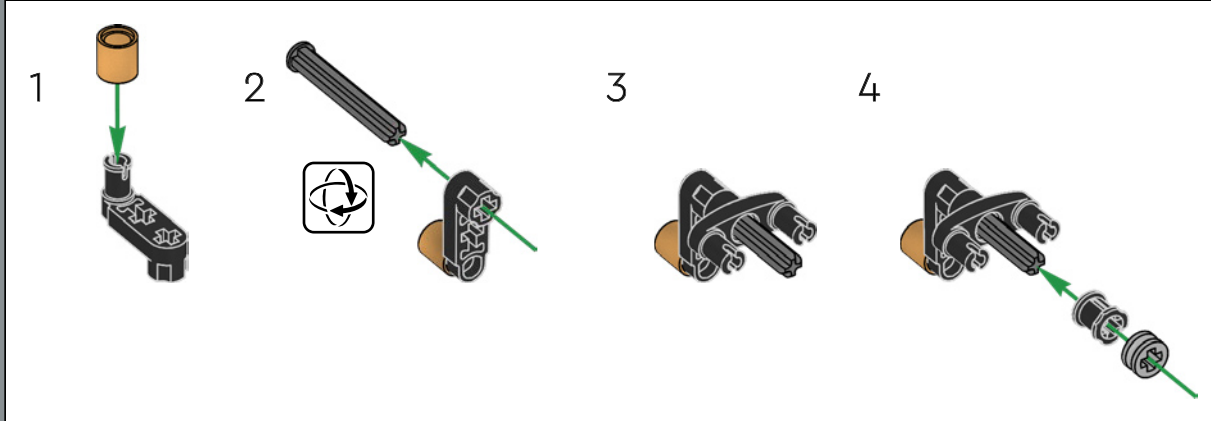


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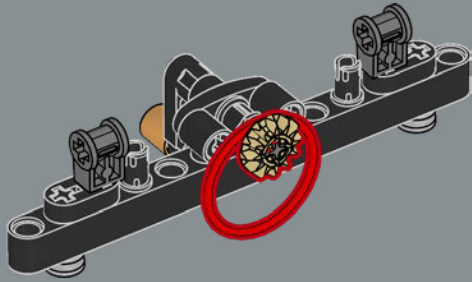


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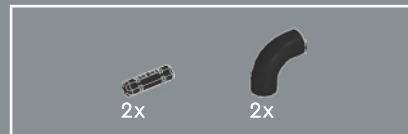
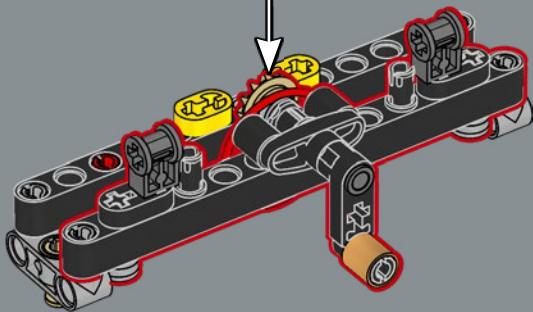




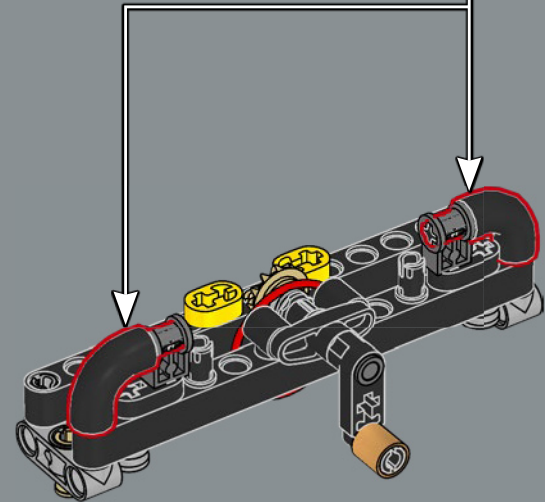
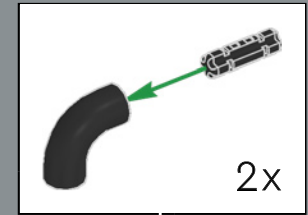
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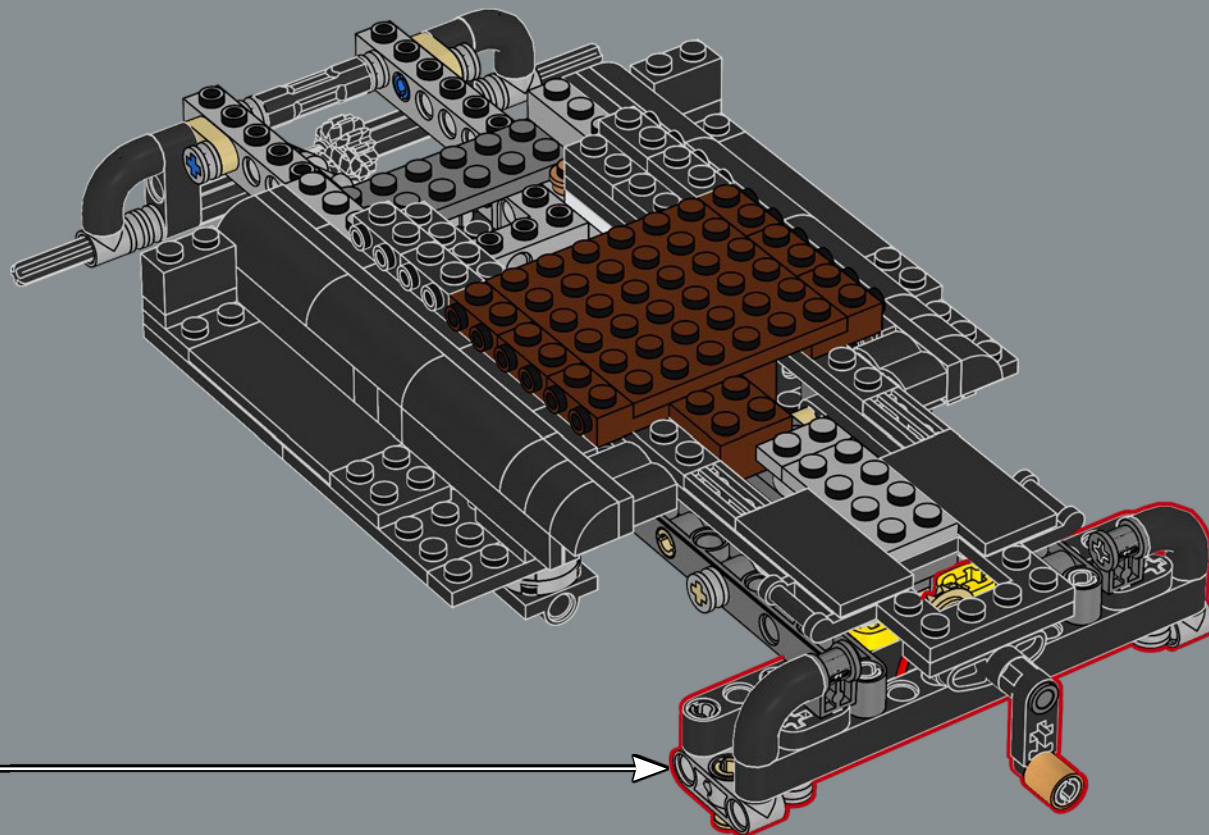
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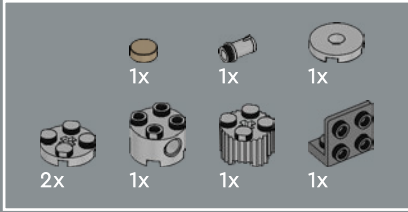
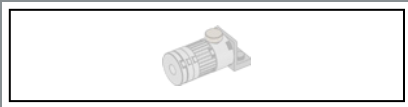




Pour démarrer le moteur, les conducteurs utilisaient une manivelle.

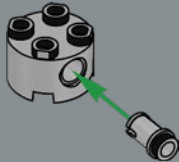
73





75

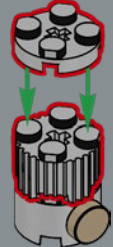
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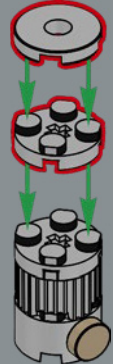
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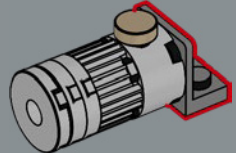
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4

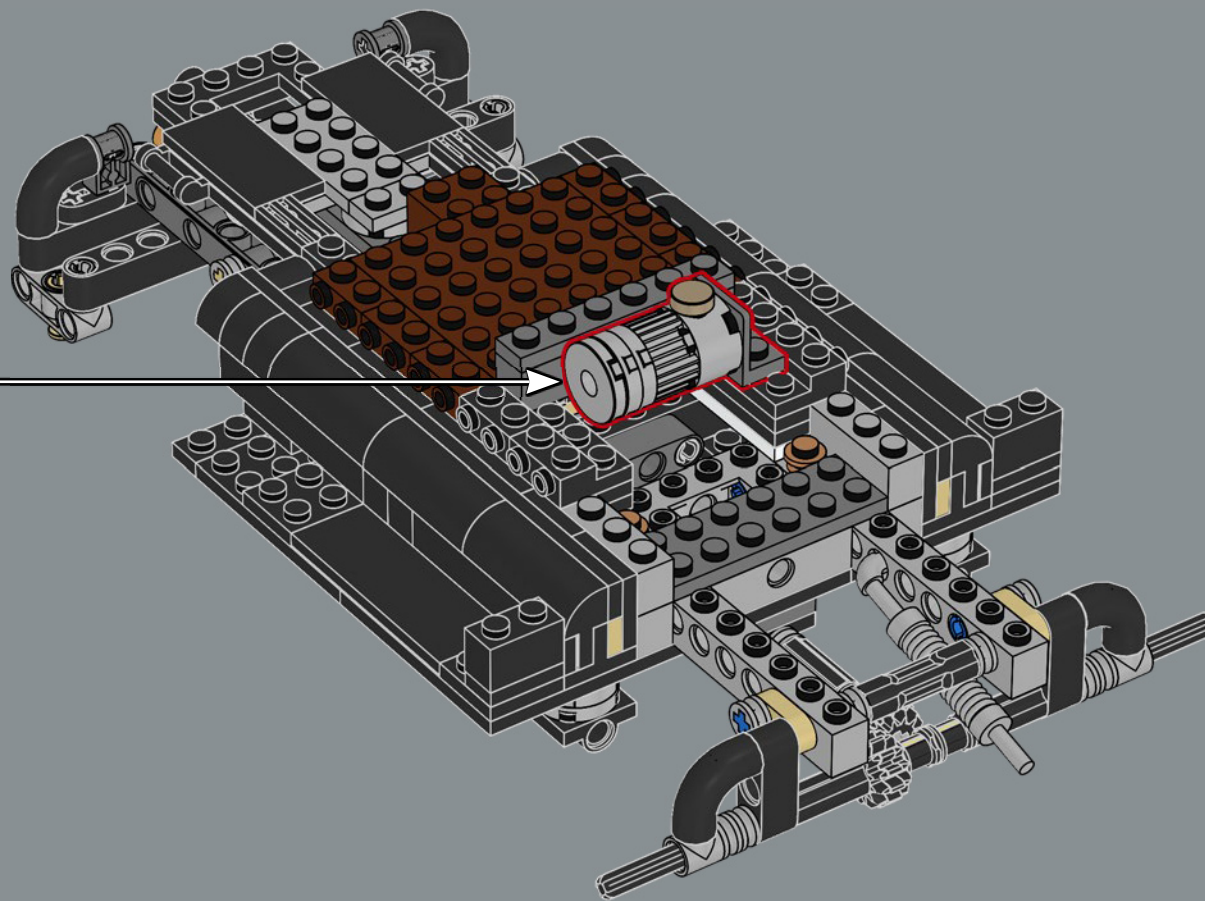


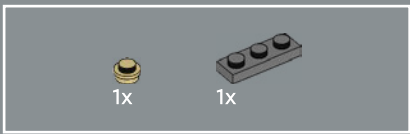
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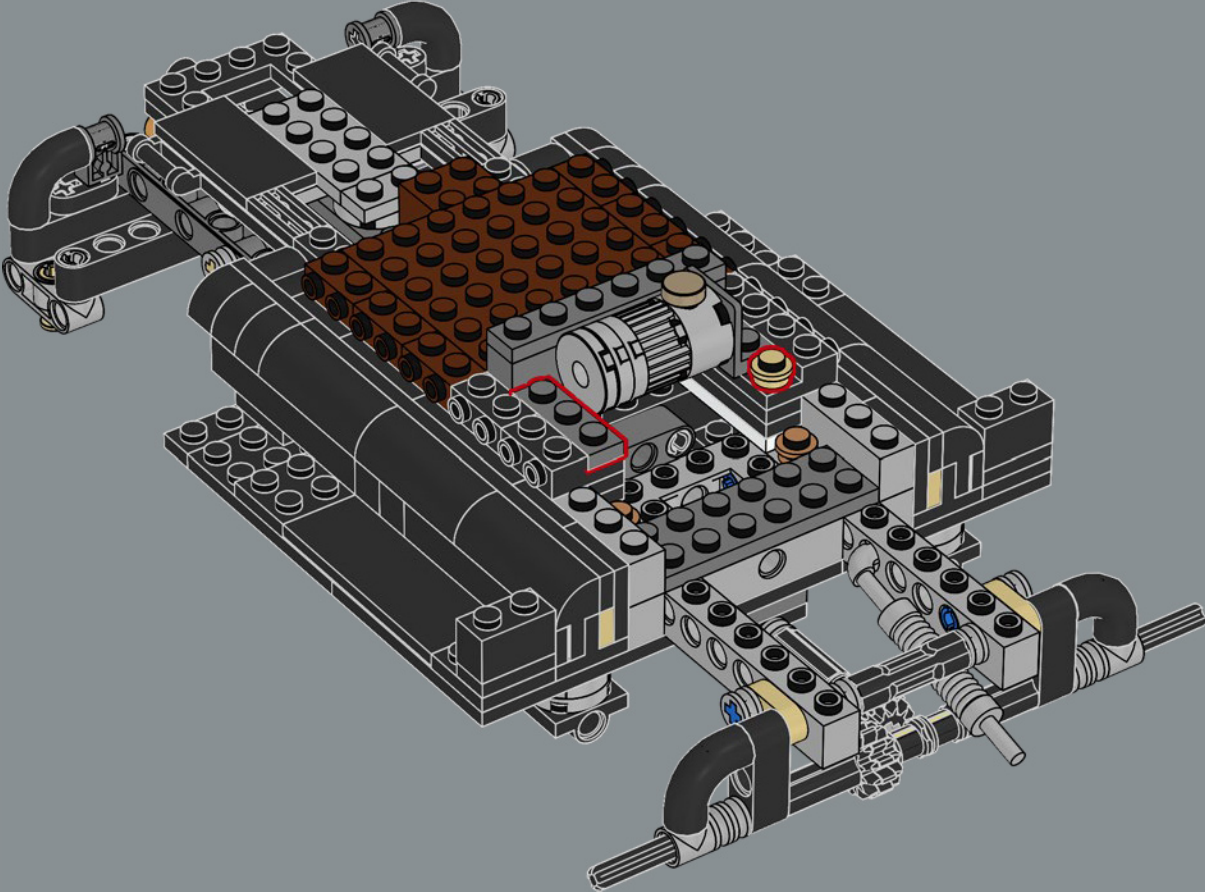


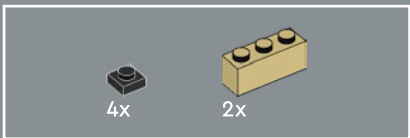
Parmi les nouvelles caractéristiques, le réservoir de carburant était placé sous le siège conducteur : il fallait soulever le coussin pour le remplir.



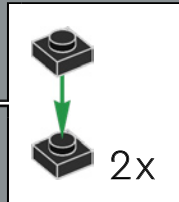
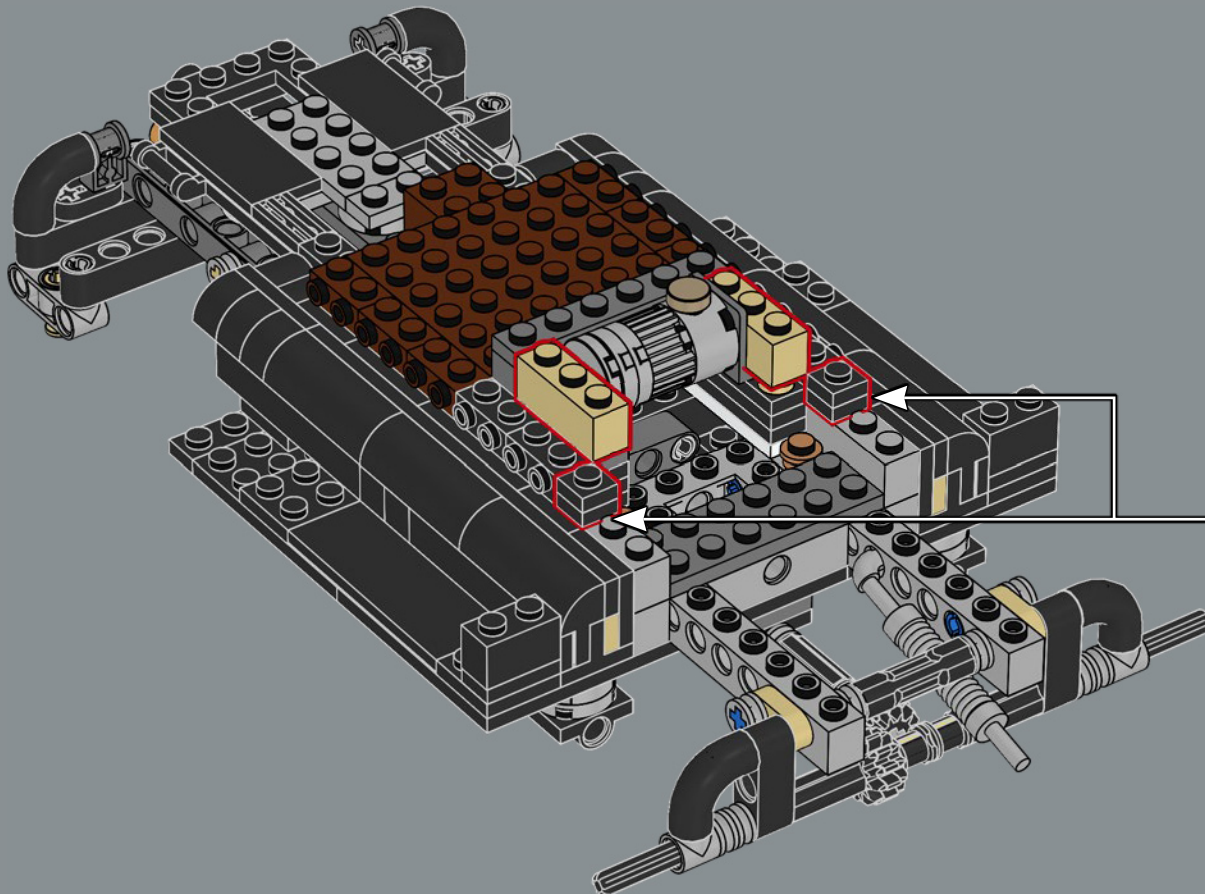


76





77



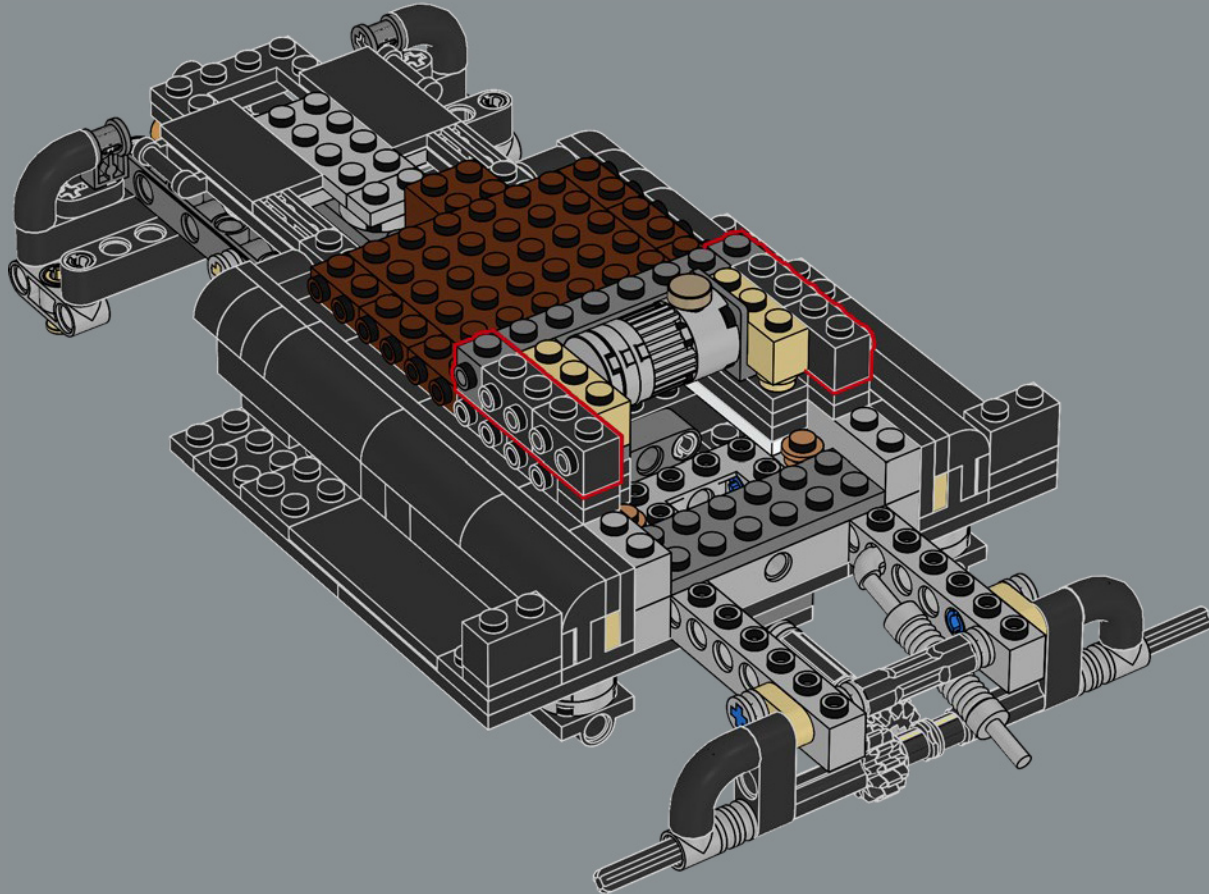


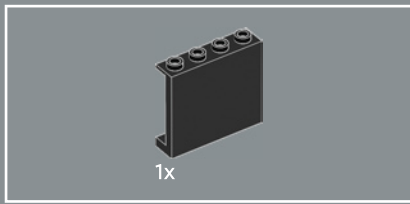
2x



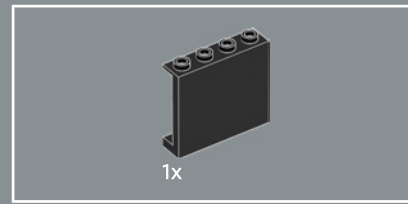
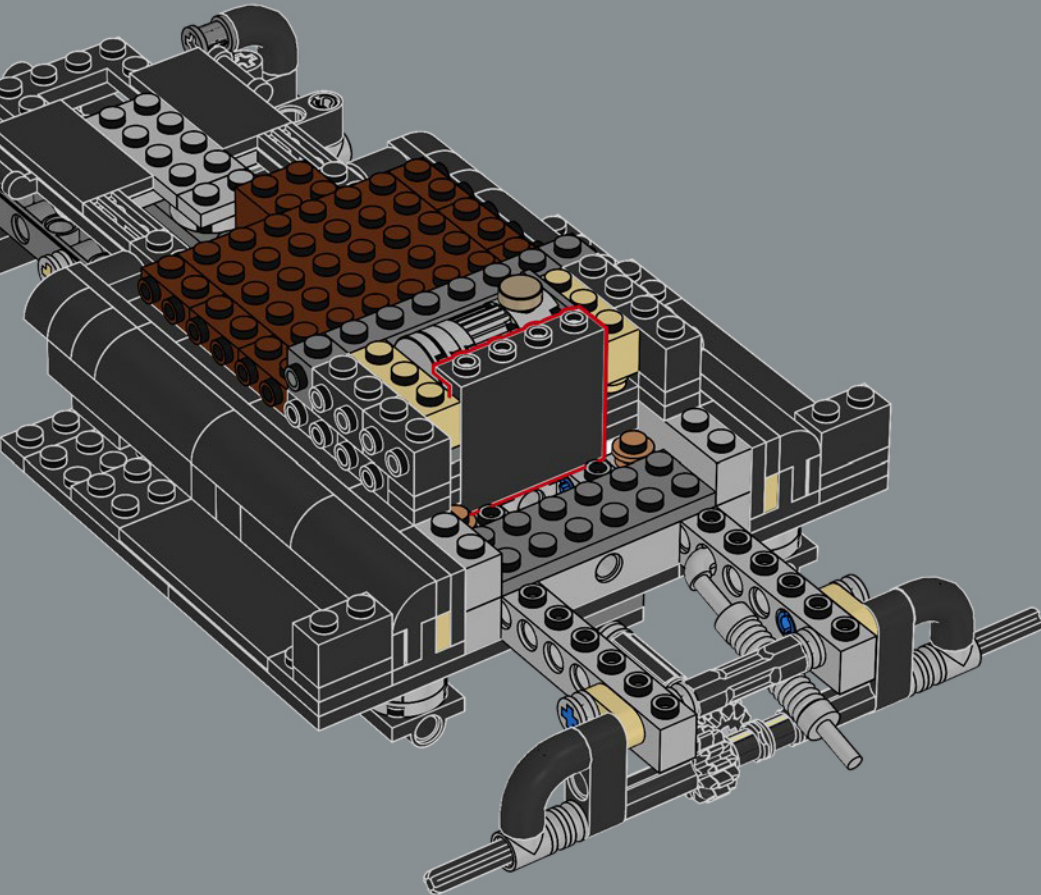
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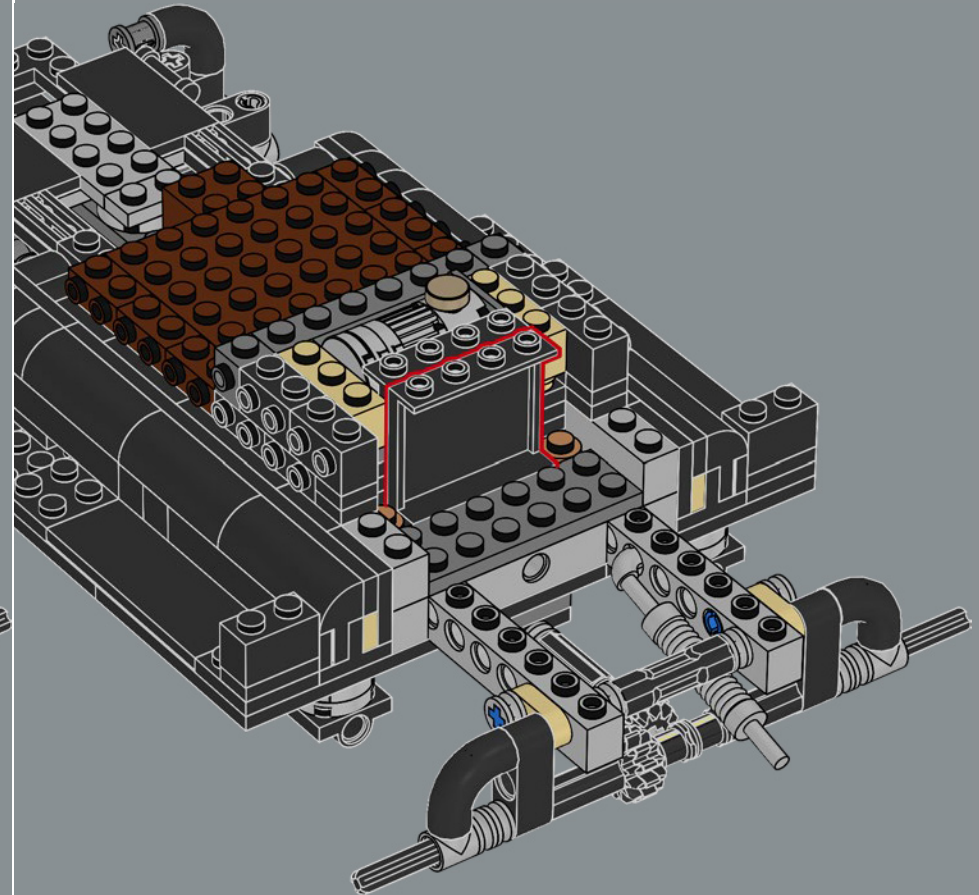


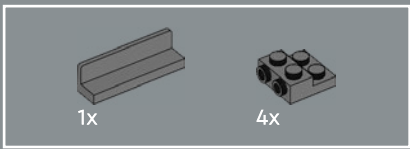


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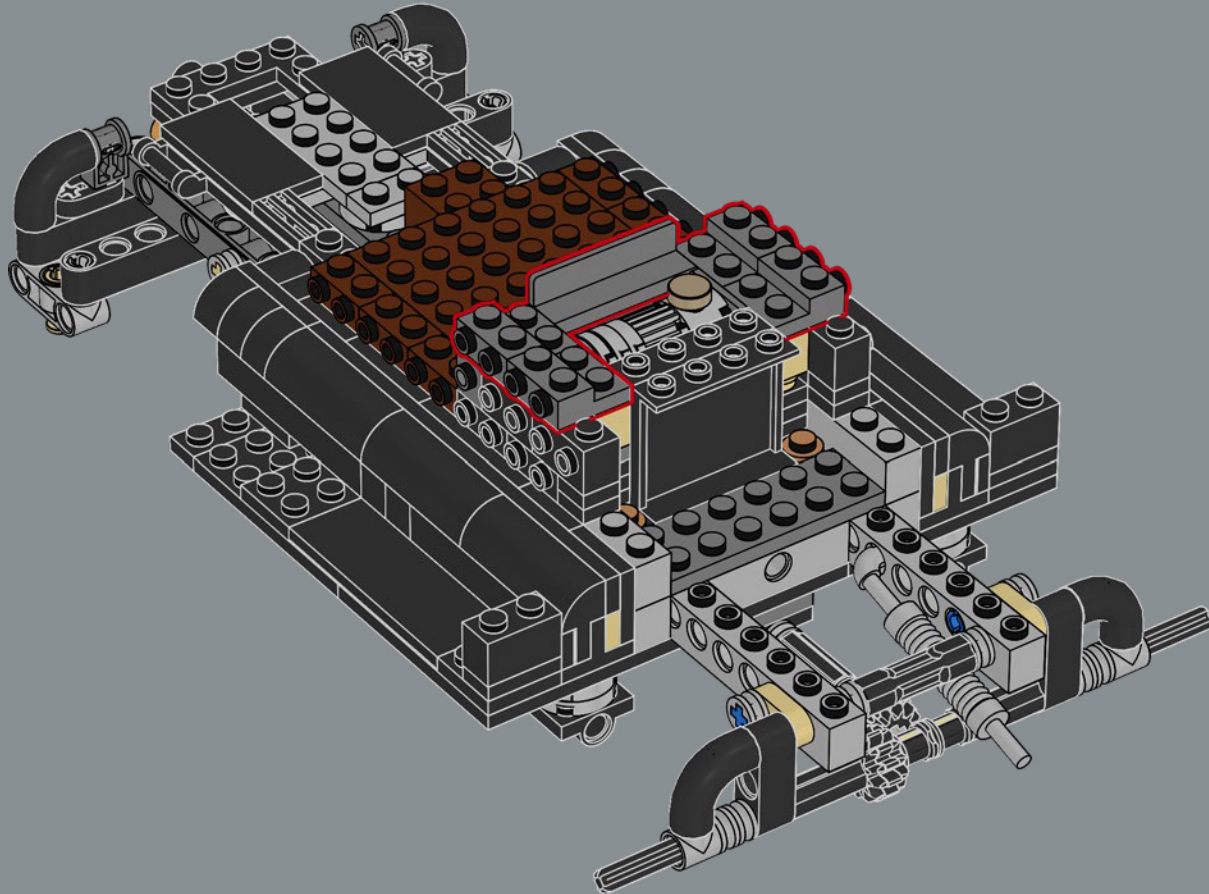


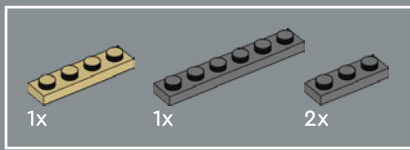
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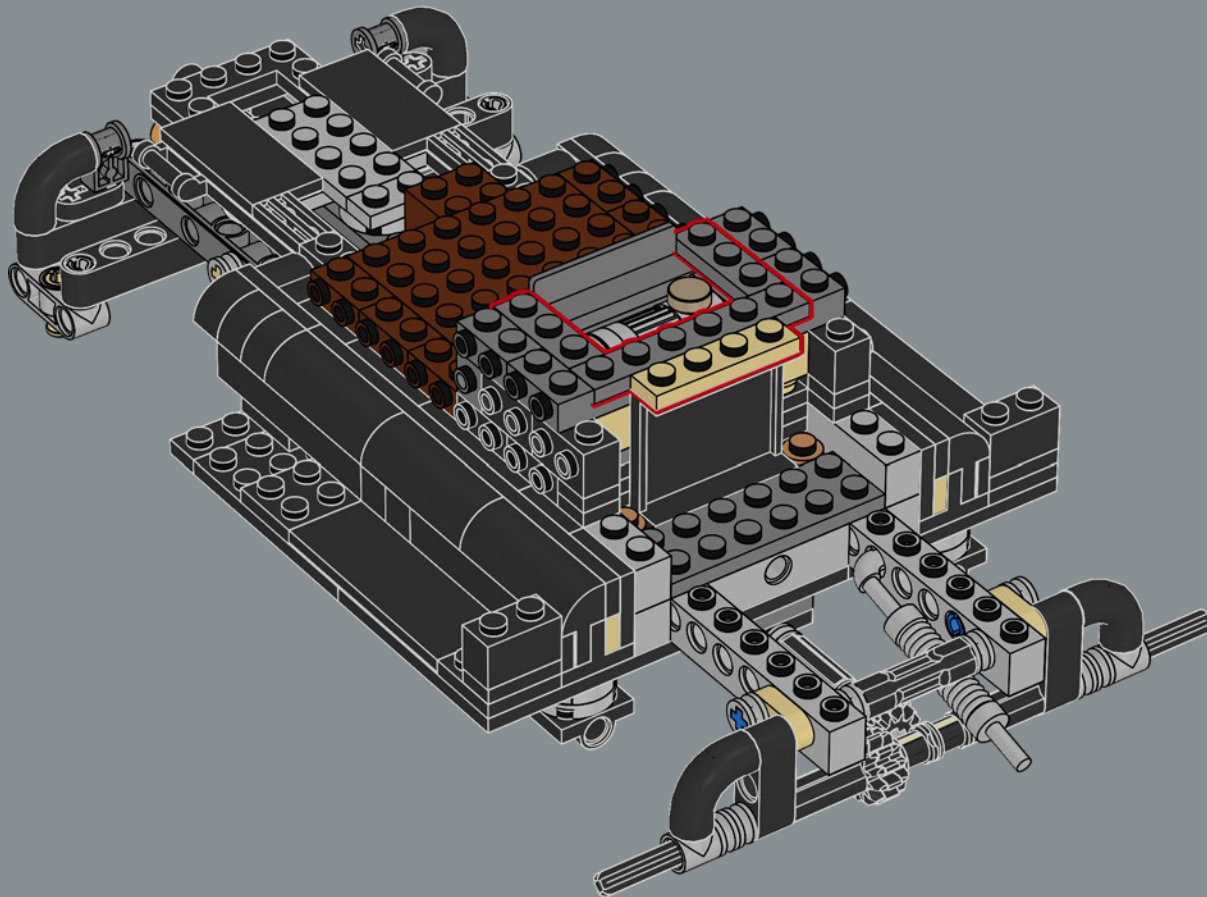


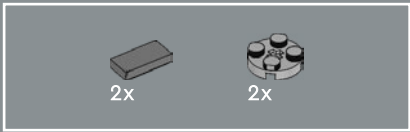
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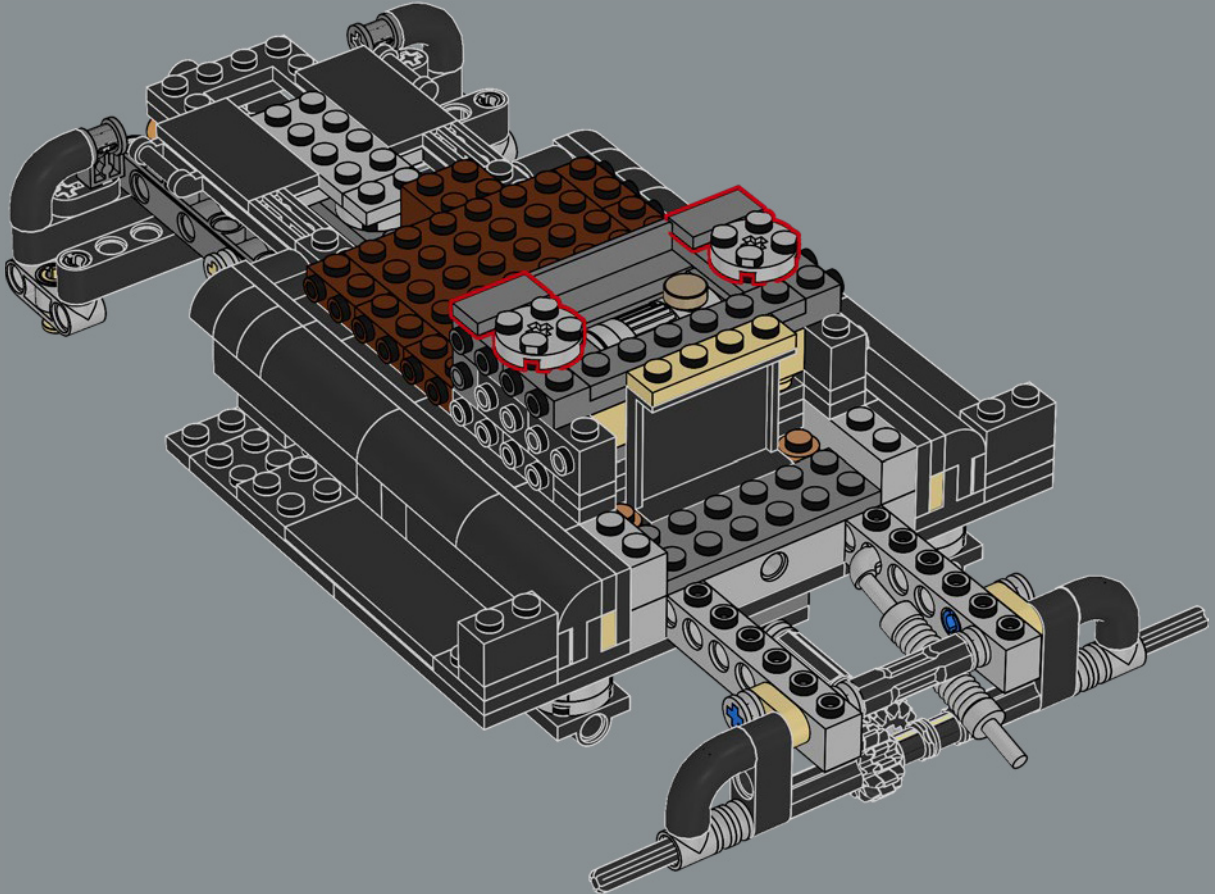


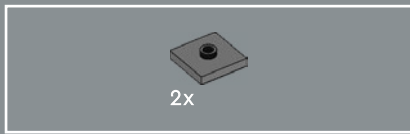
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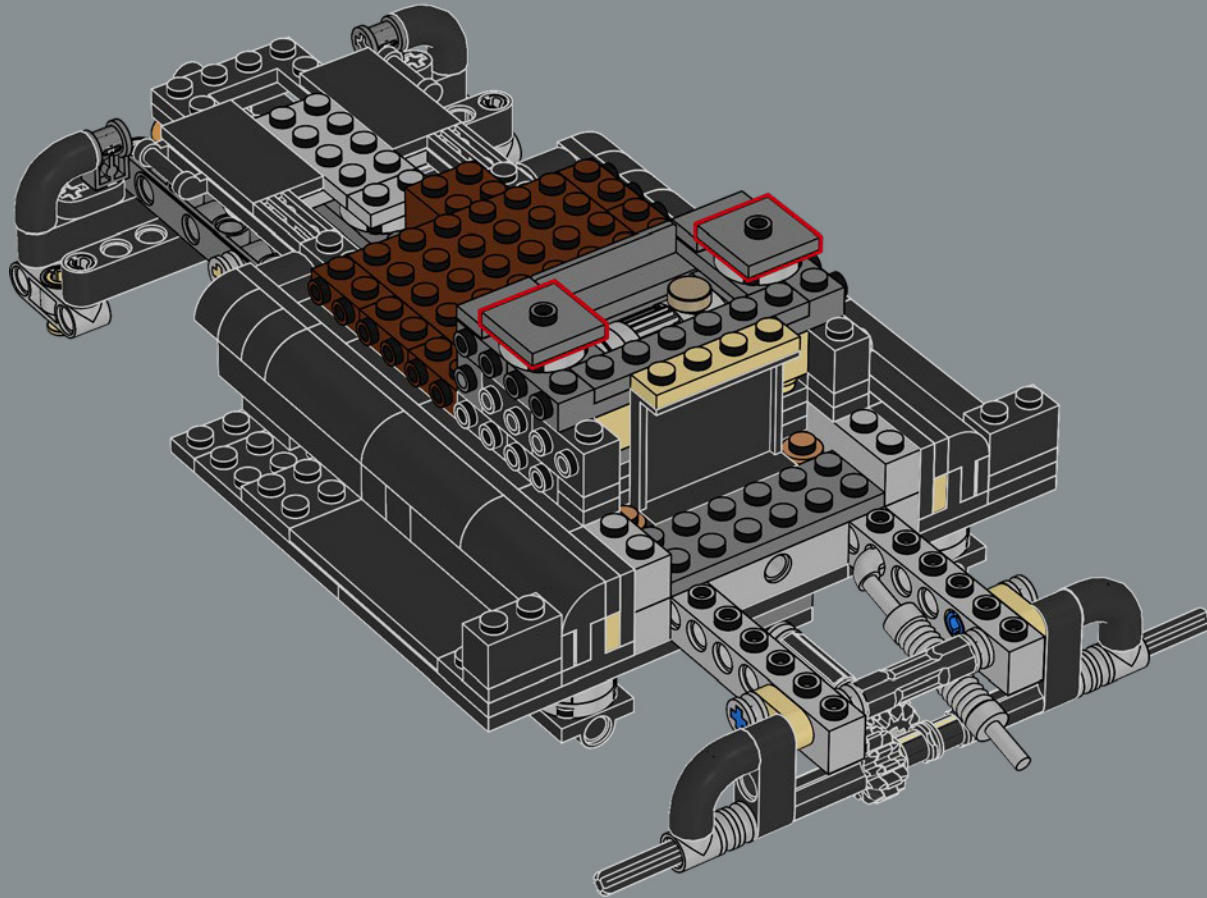


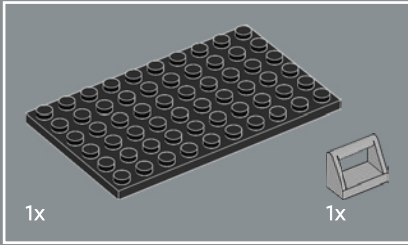
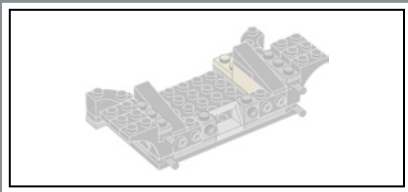
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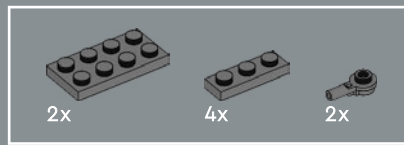
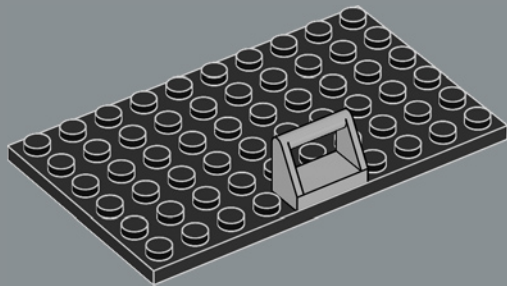


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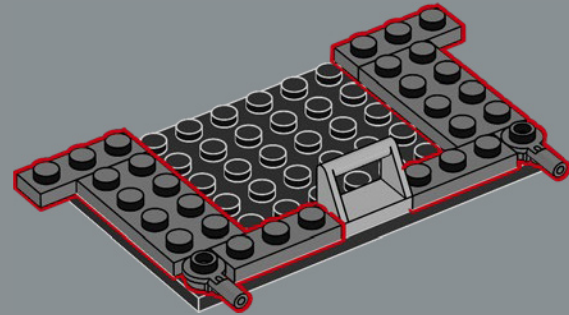




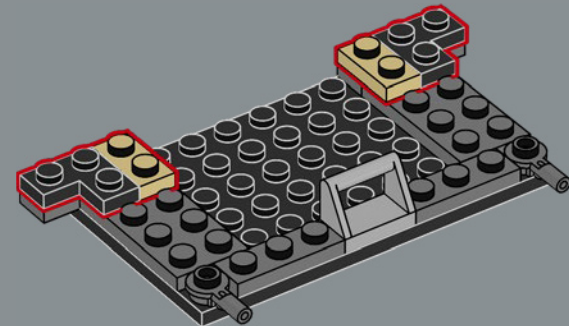
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86

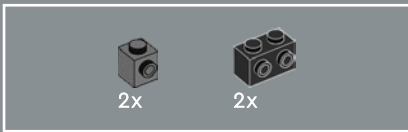
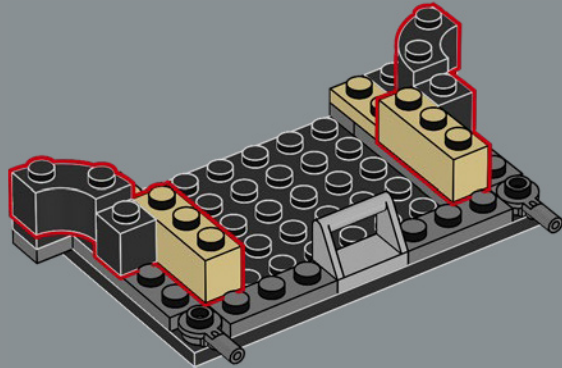


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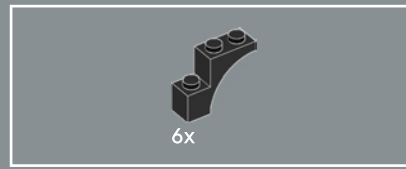
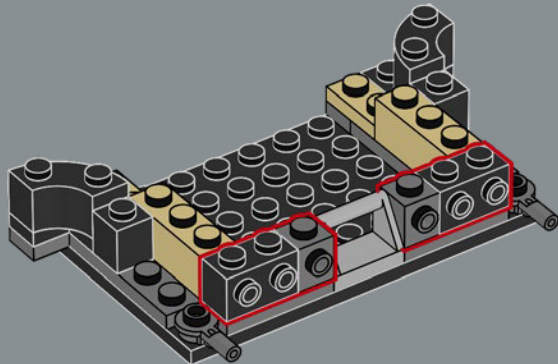




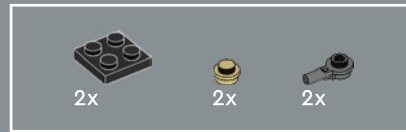
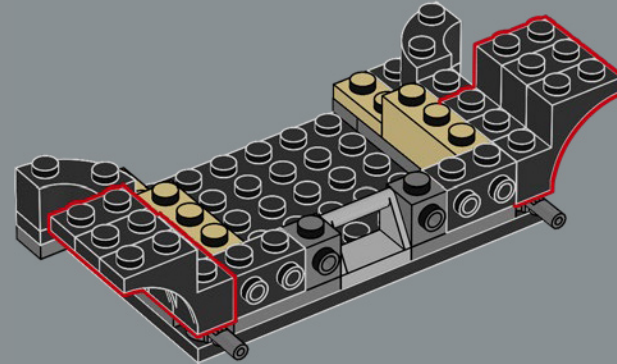
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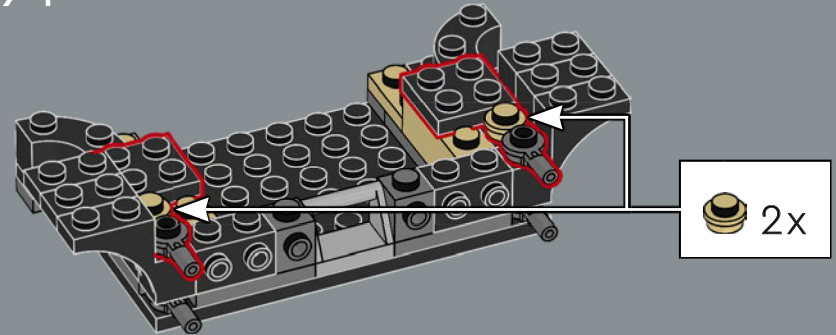
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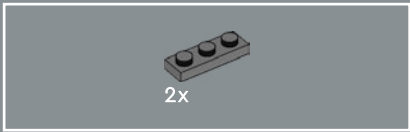


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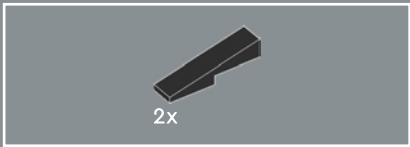
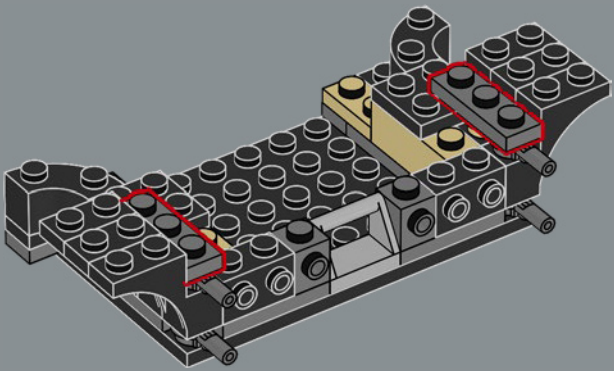


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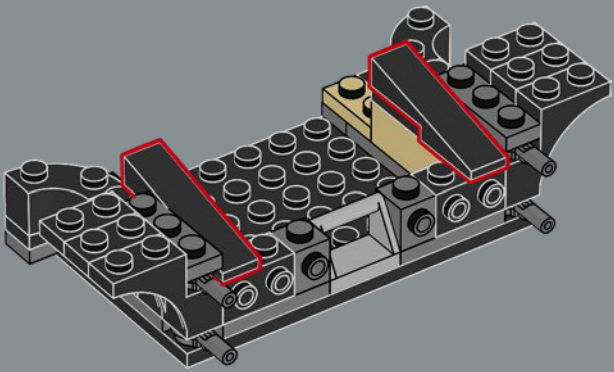


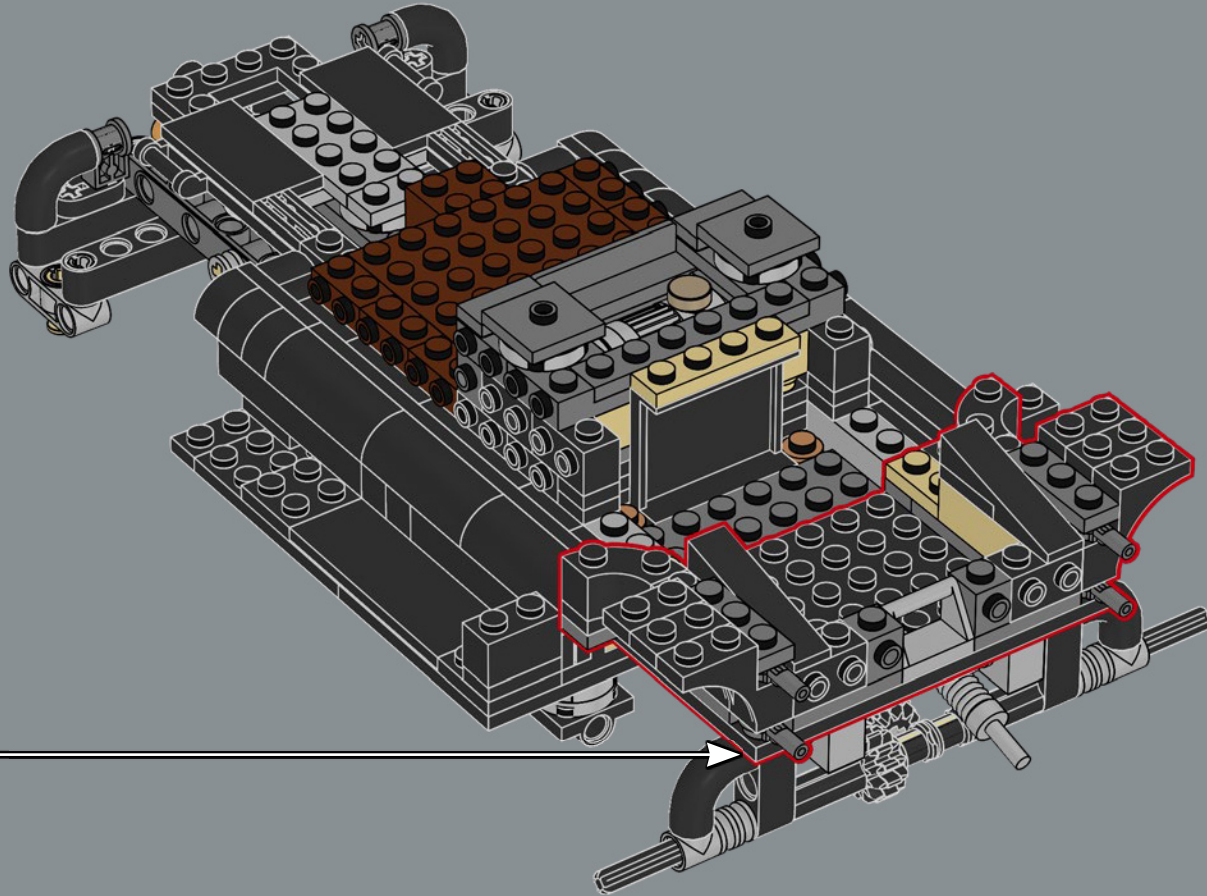


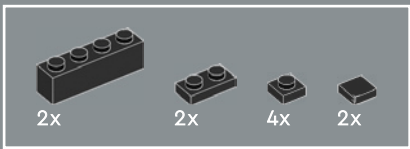
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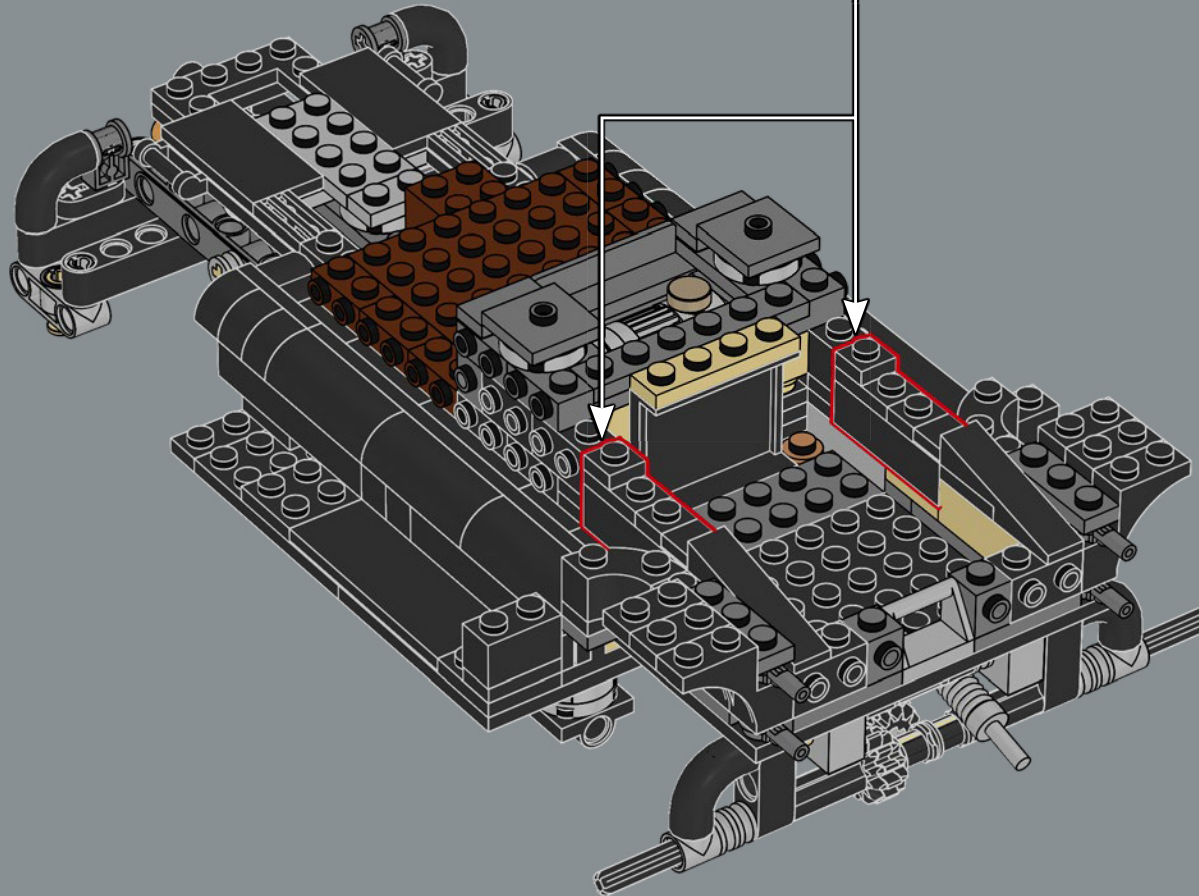
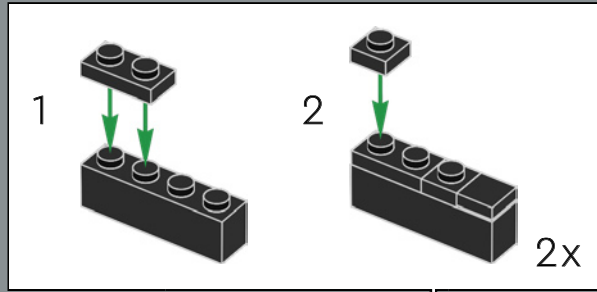
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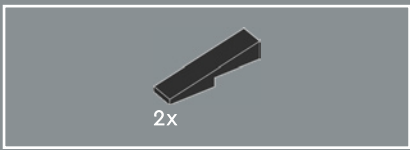




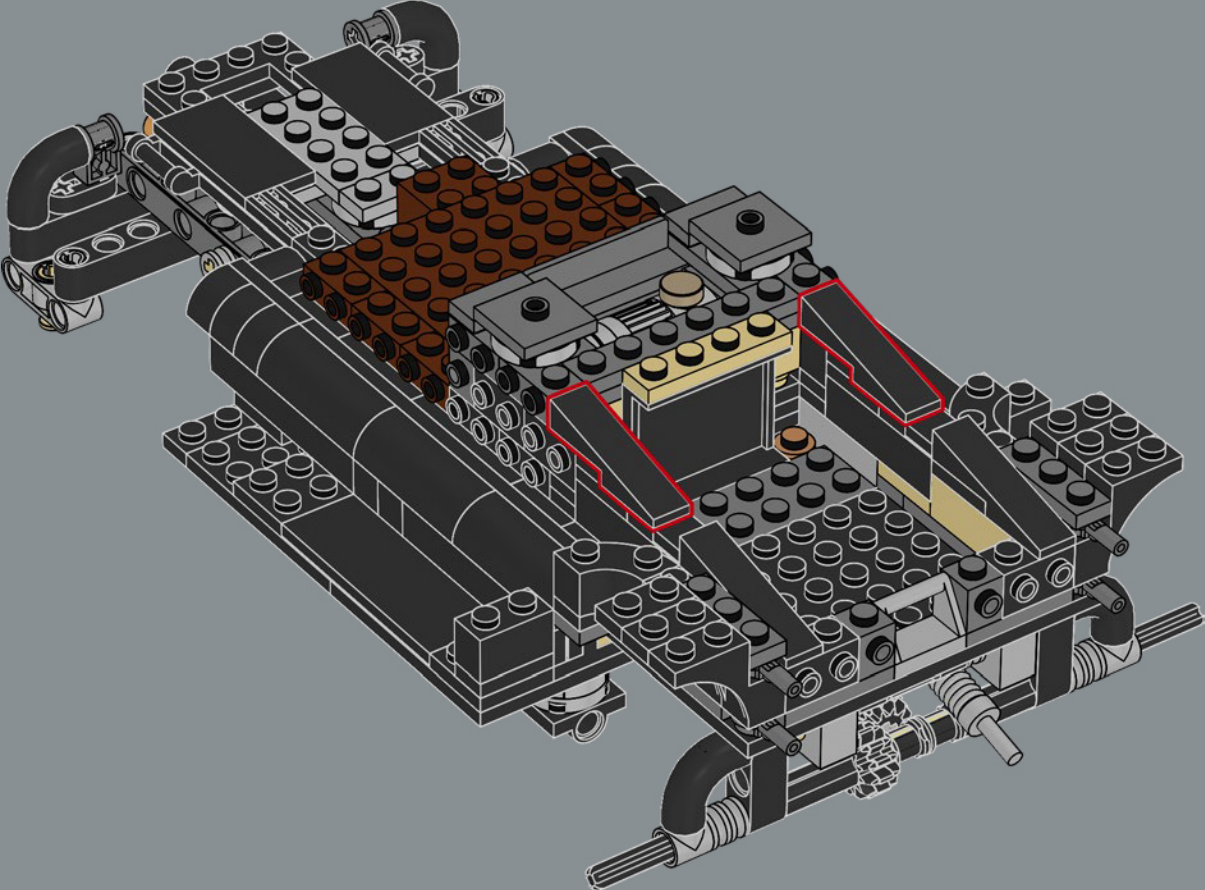


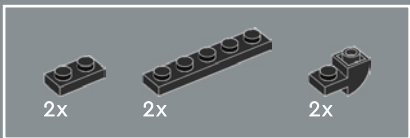
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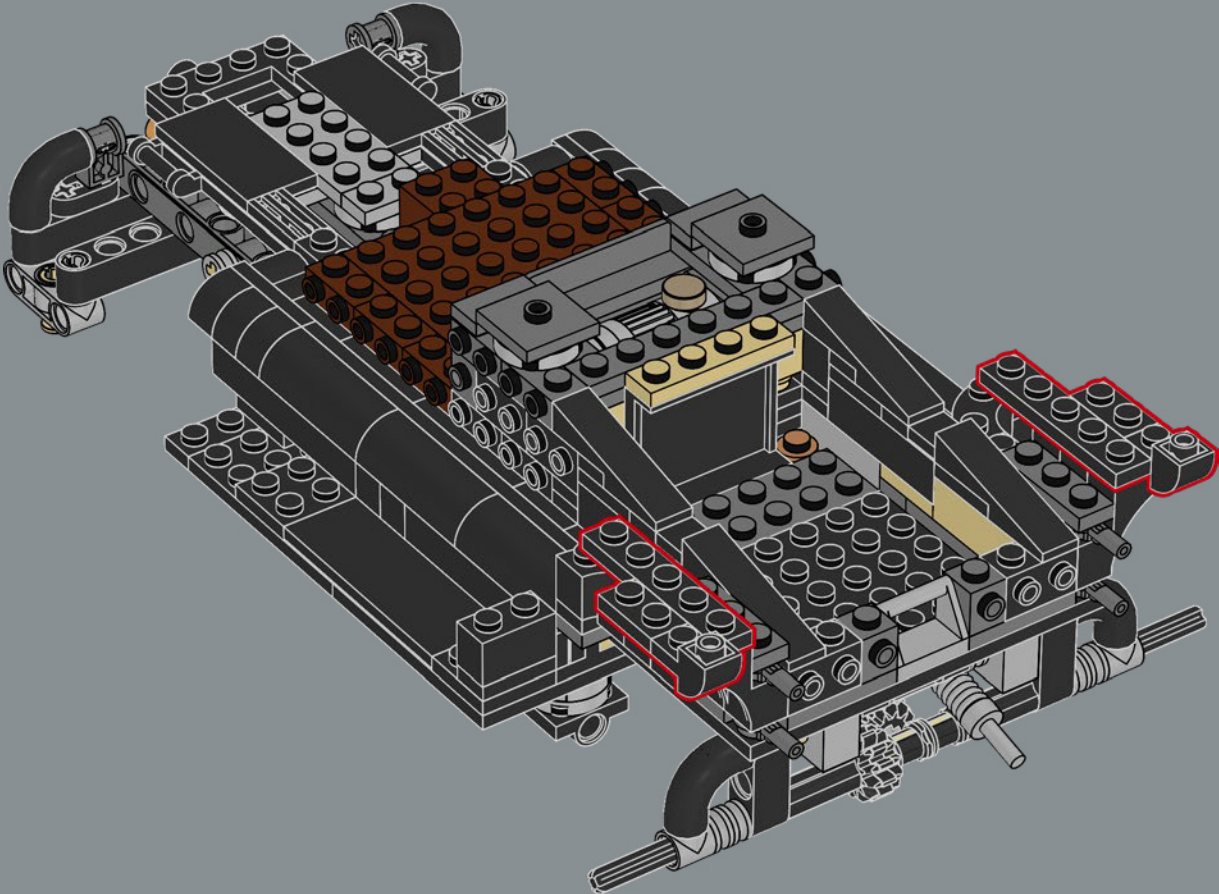


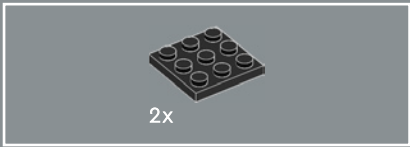
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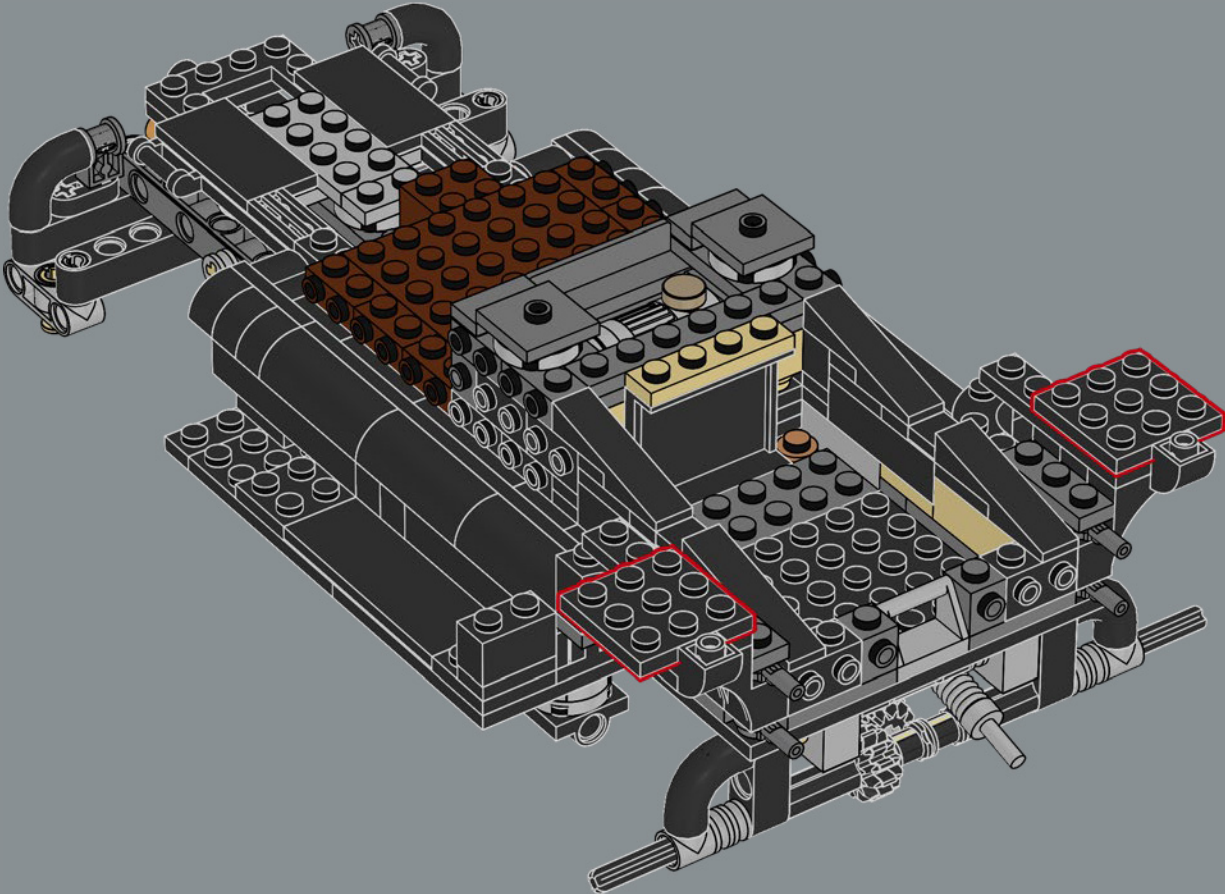


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98



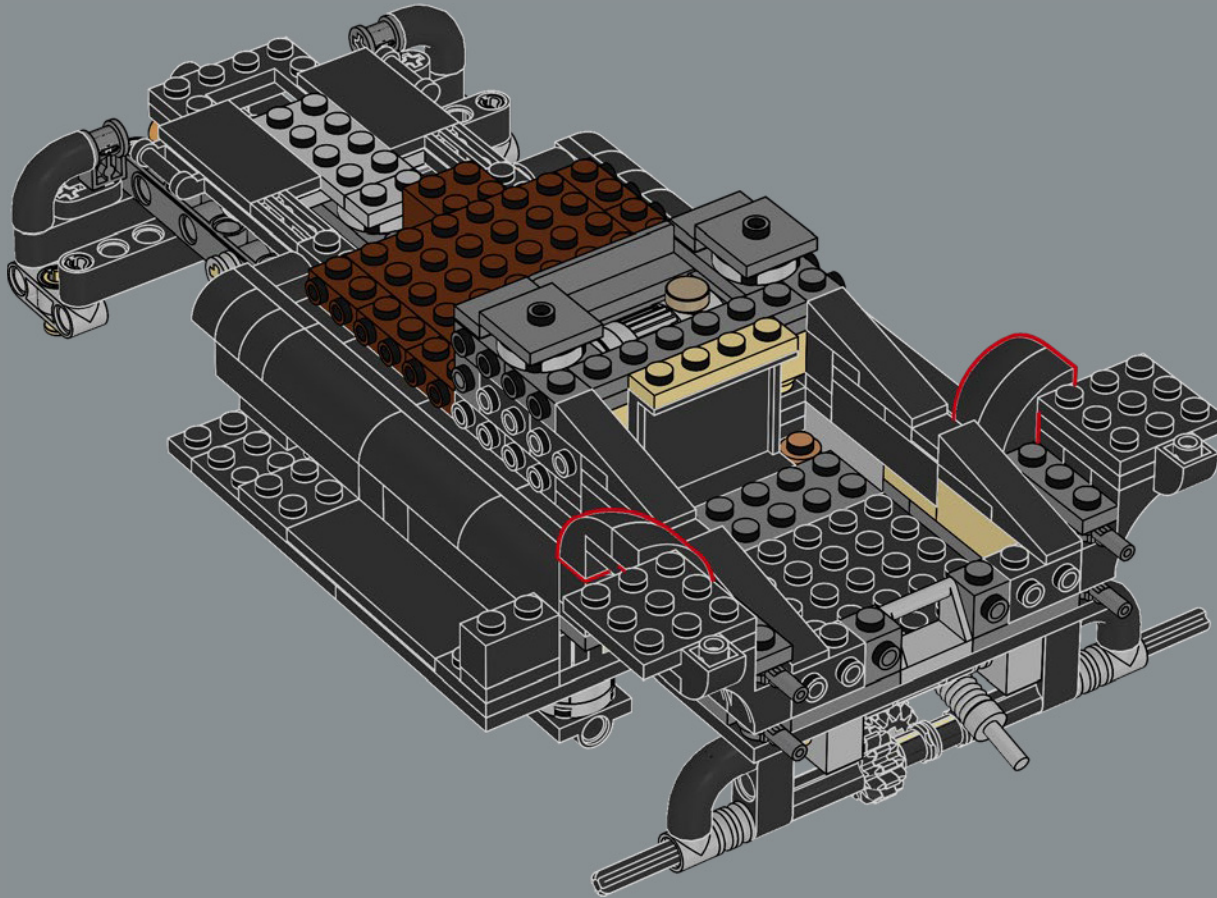


2x



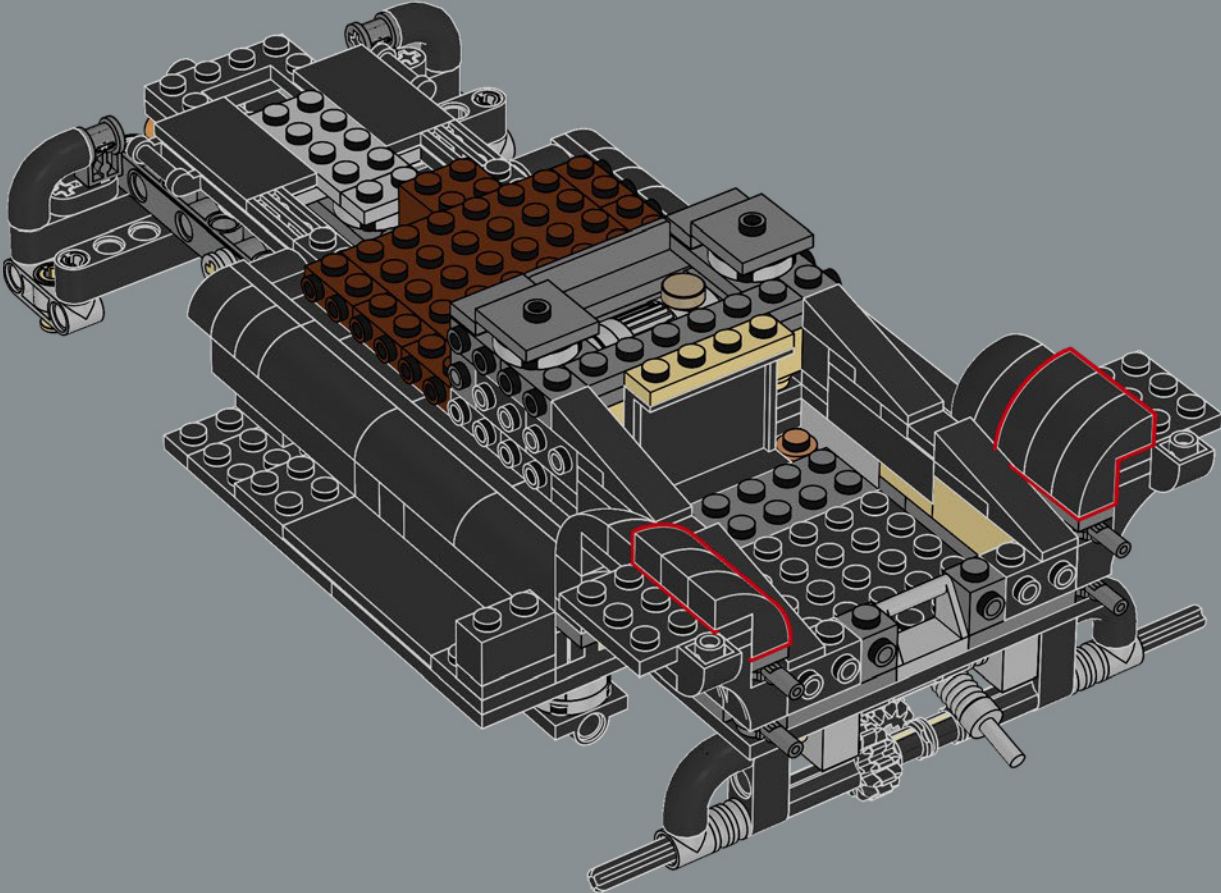
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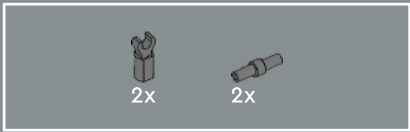
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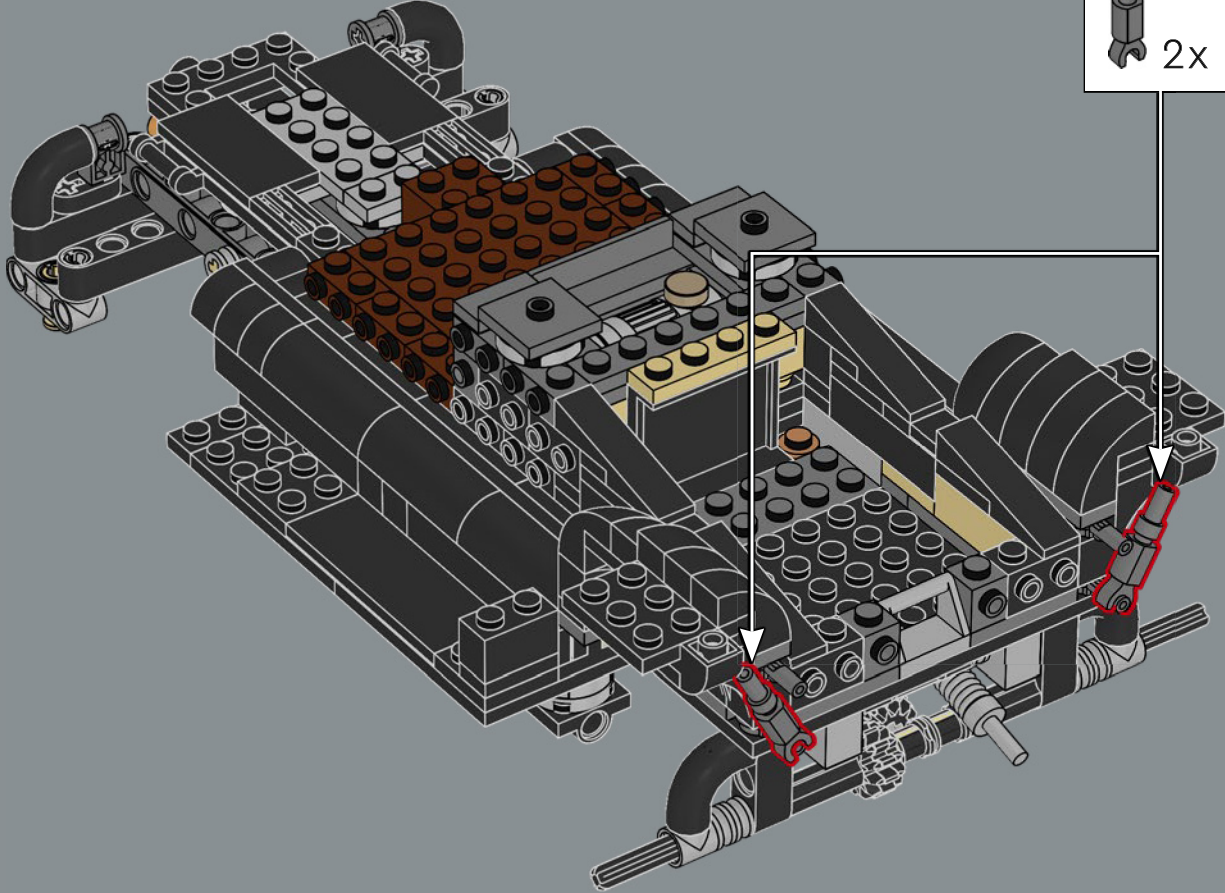
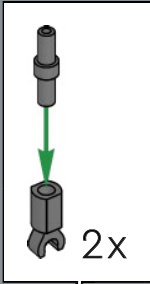


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101

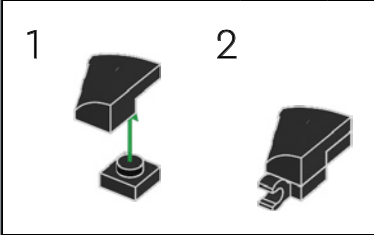
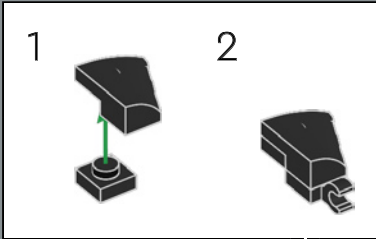
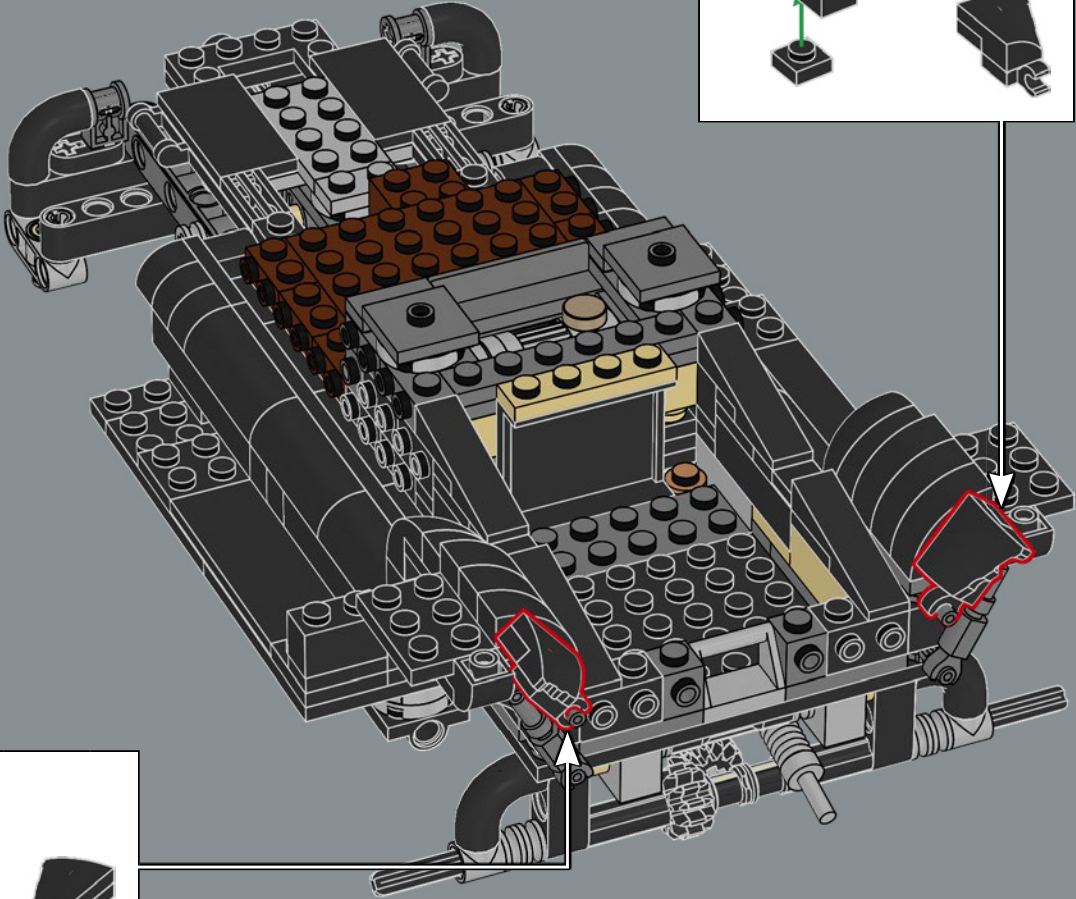


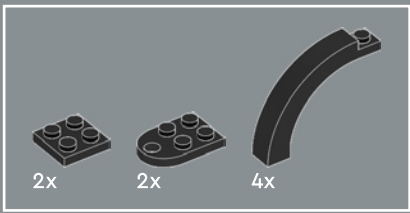
✦
Les ailes étaient en métal léger
et renforcées par des tubes pour
plus de solidité.



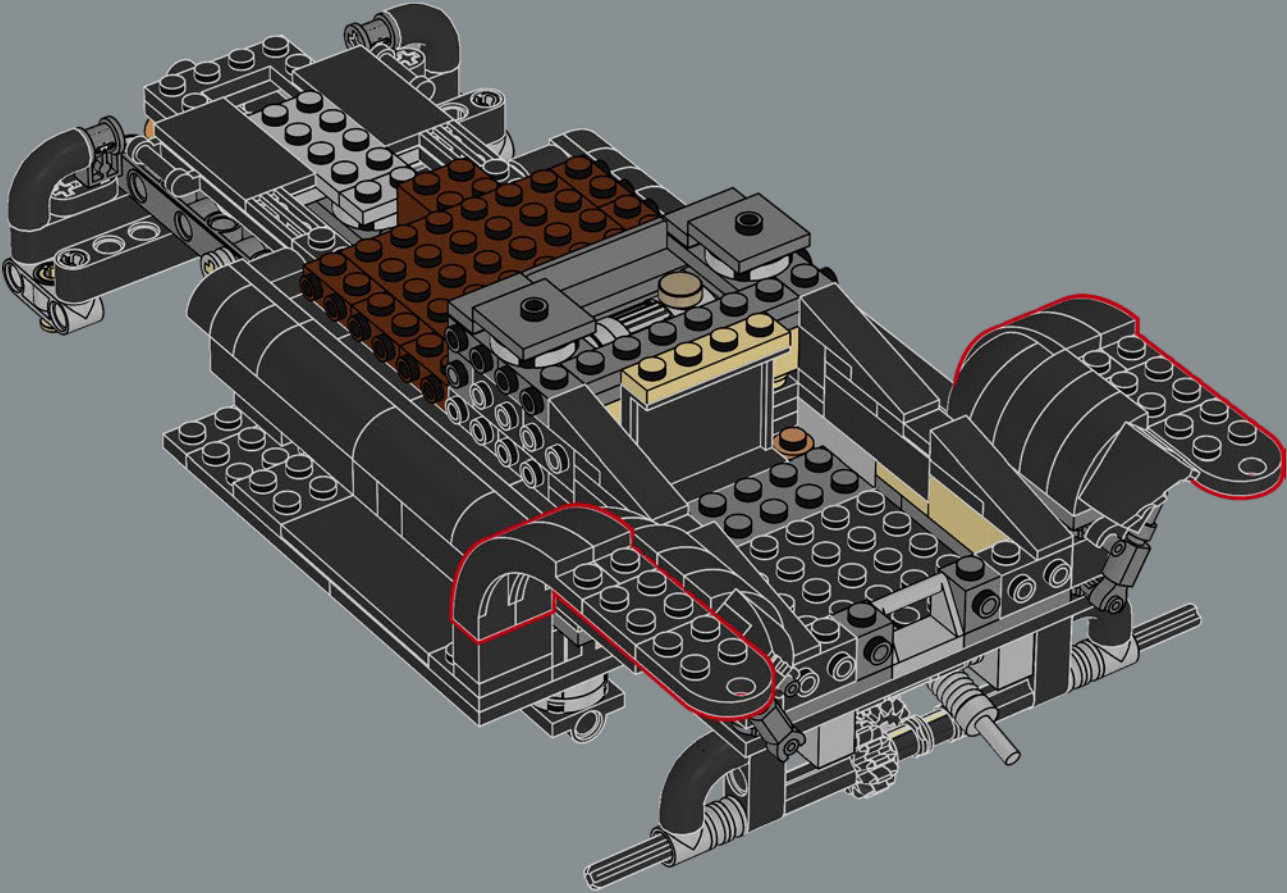


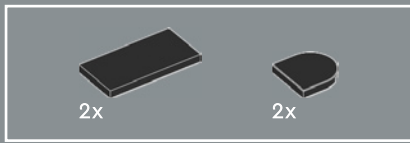
102



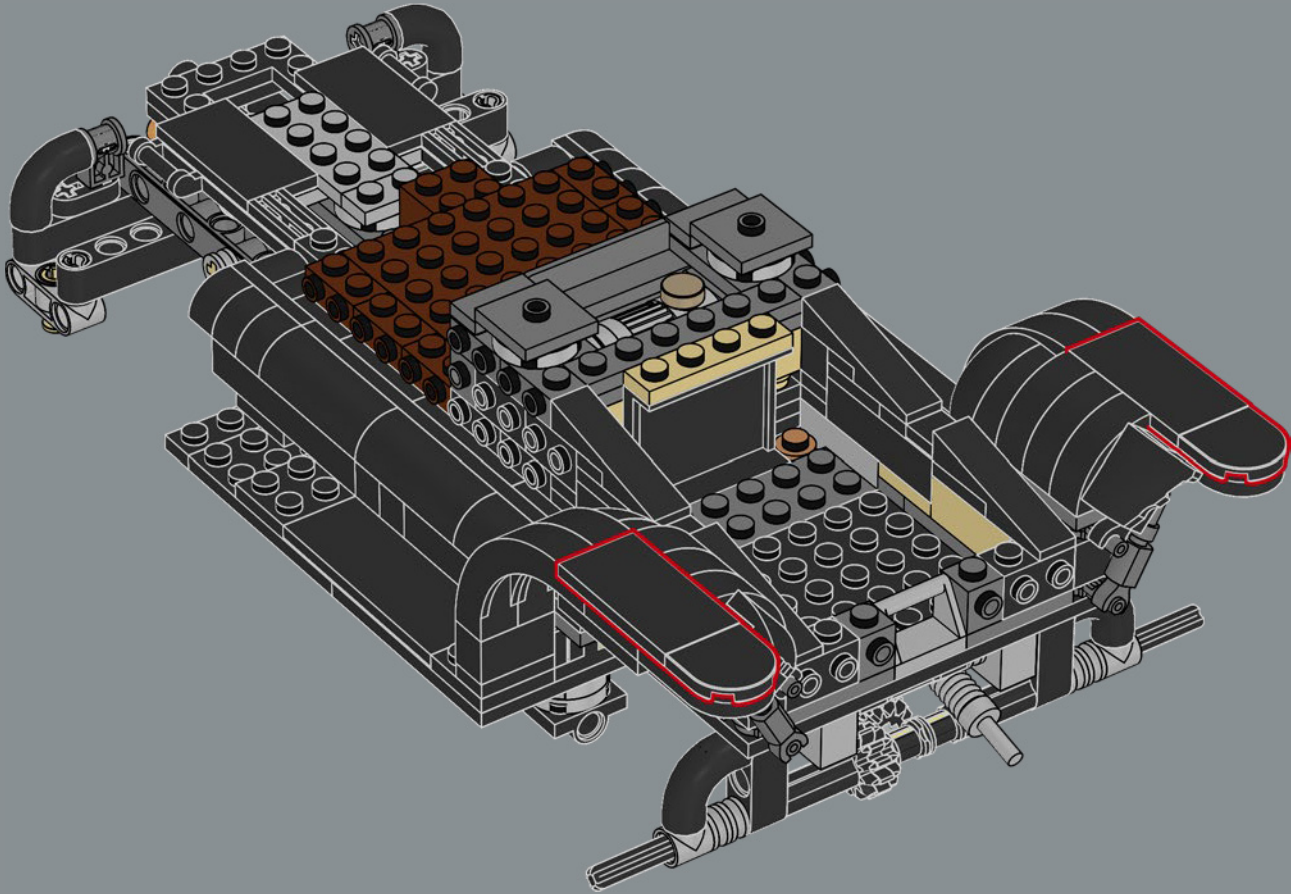


103



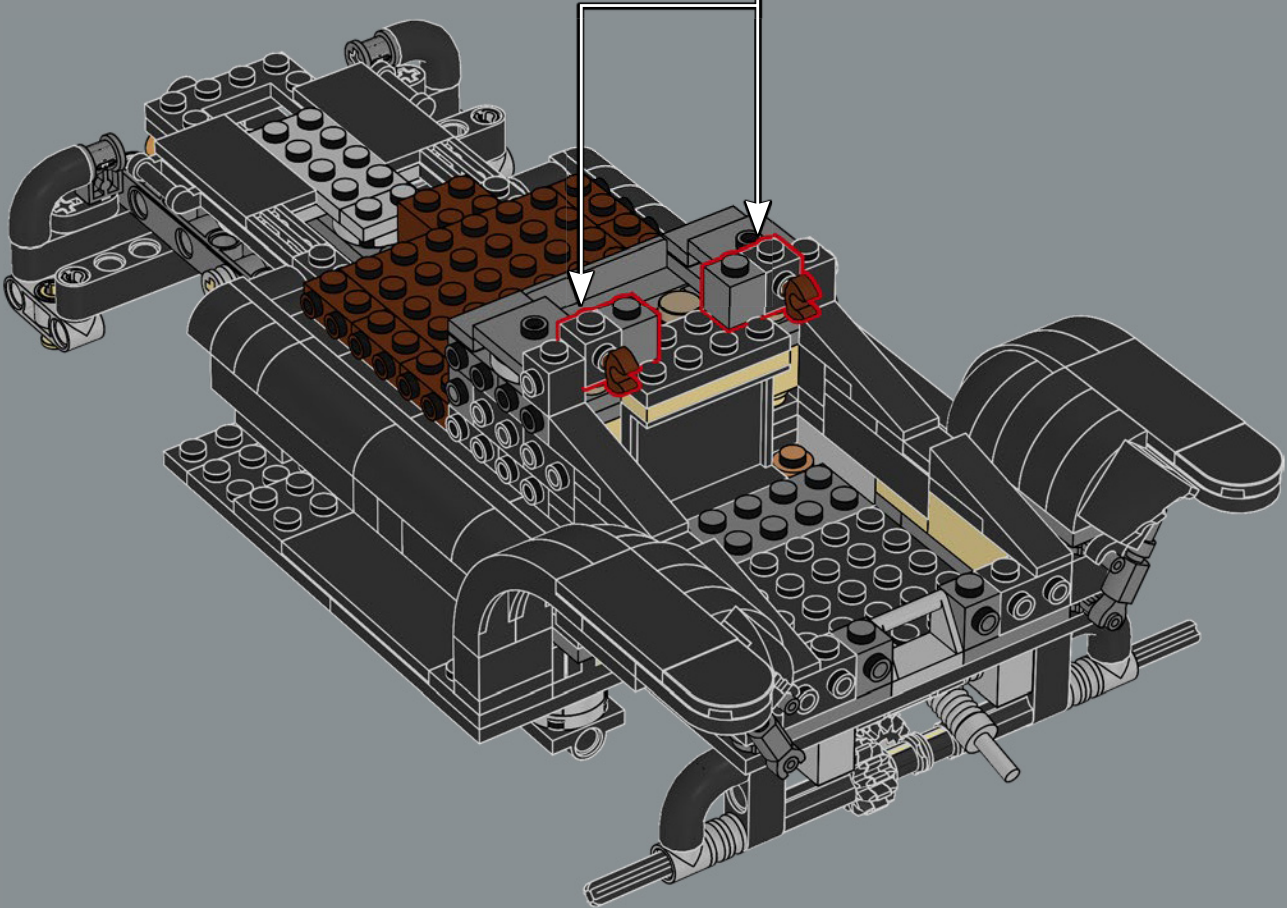
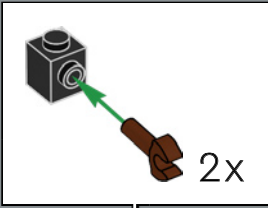


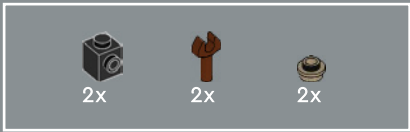
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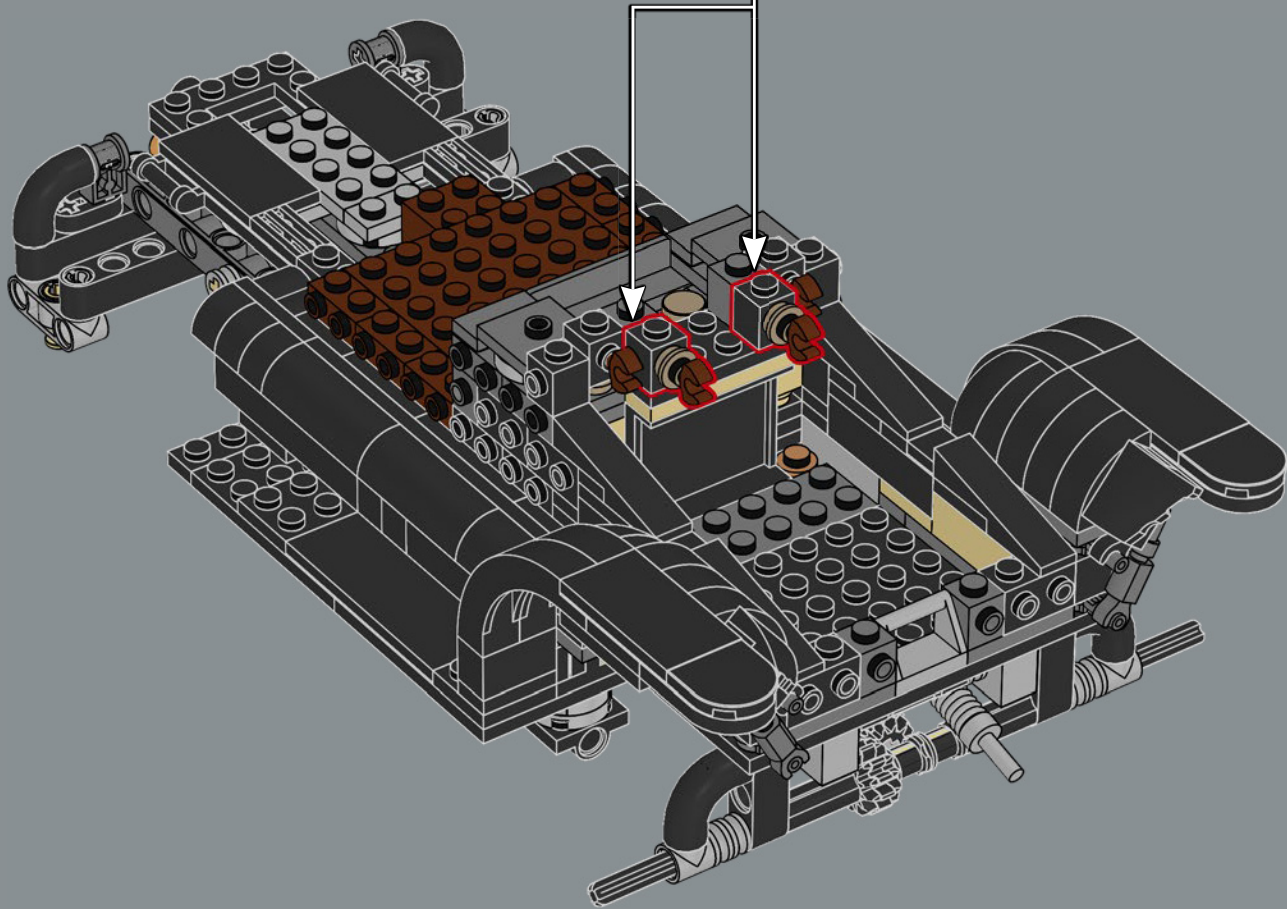
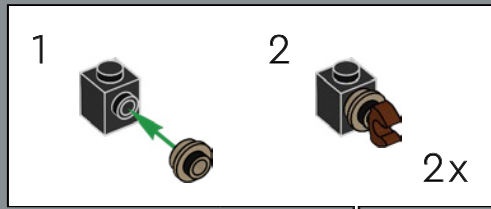


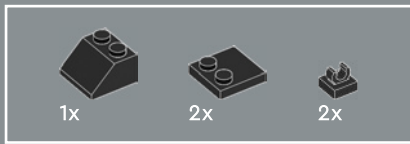
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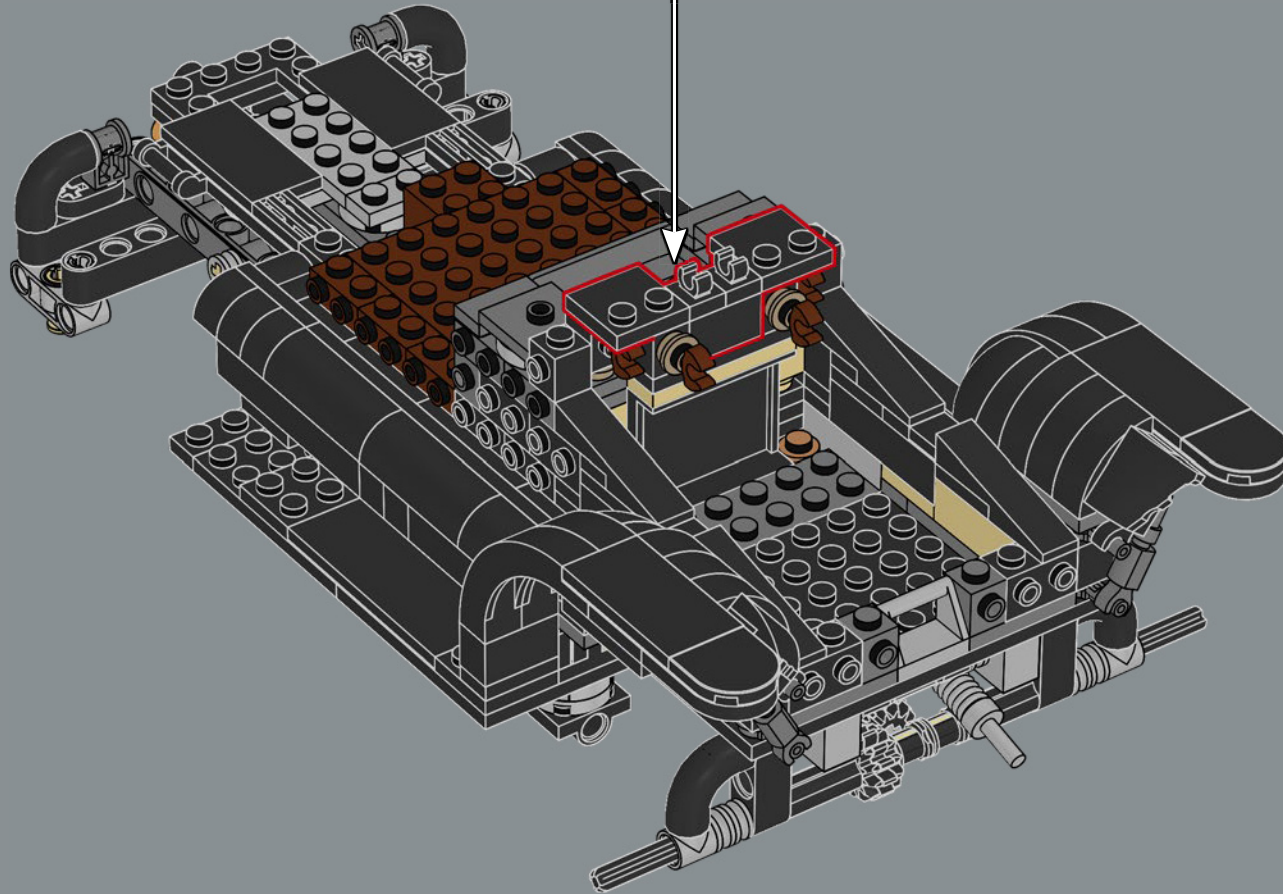
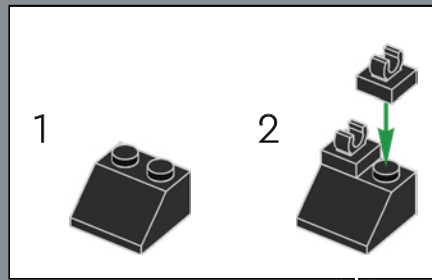


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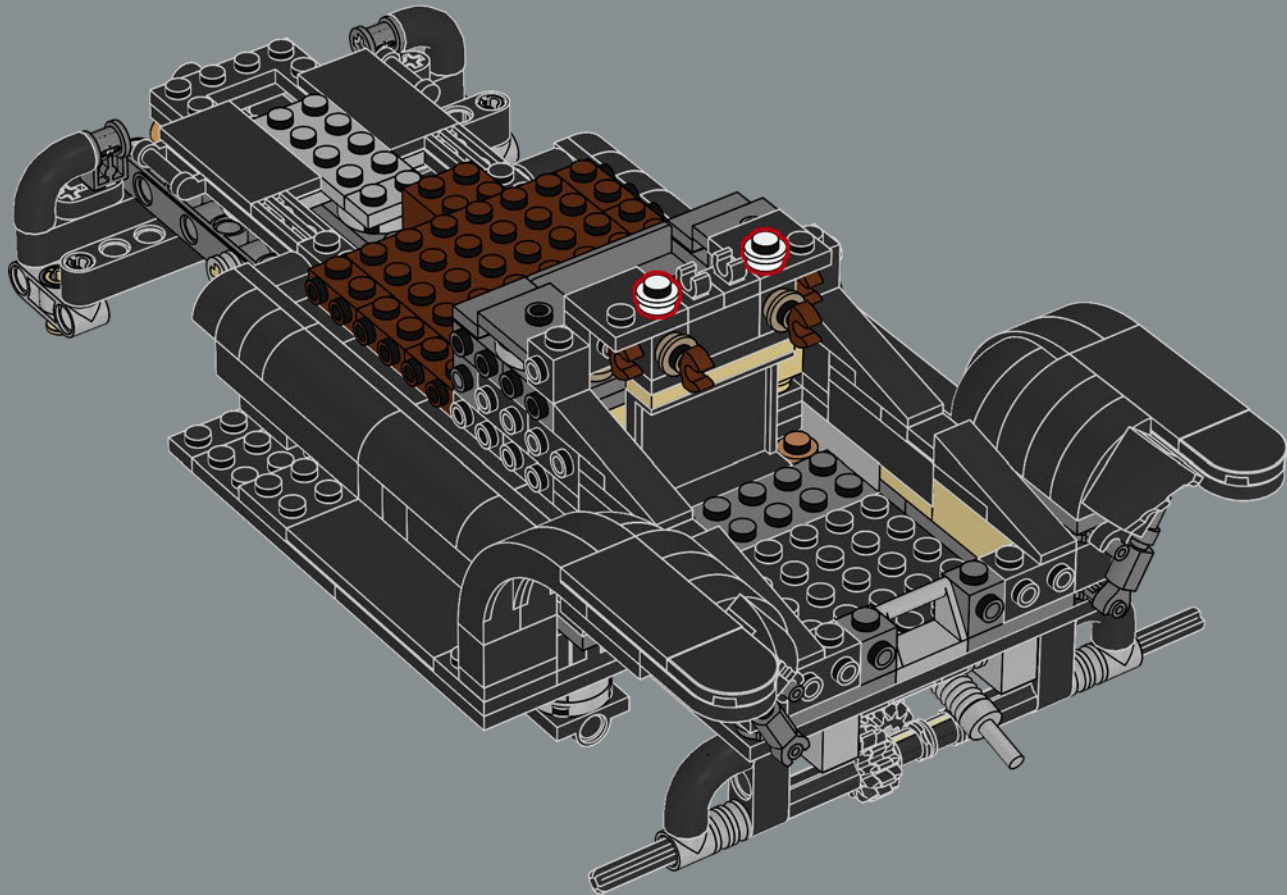
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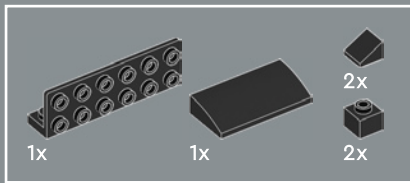




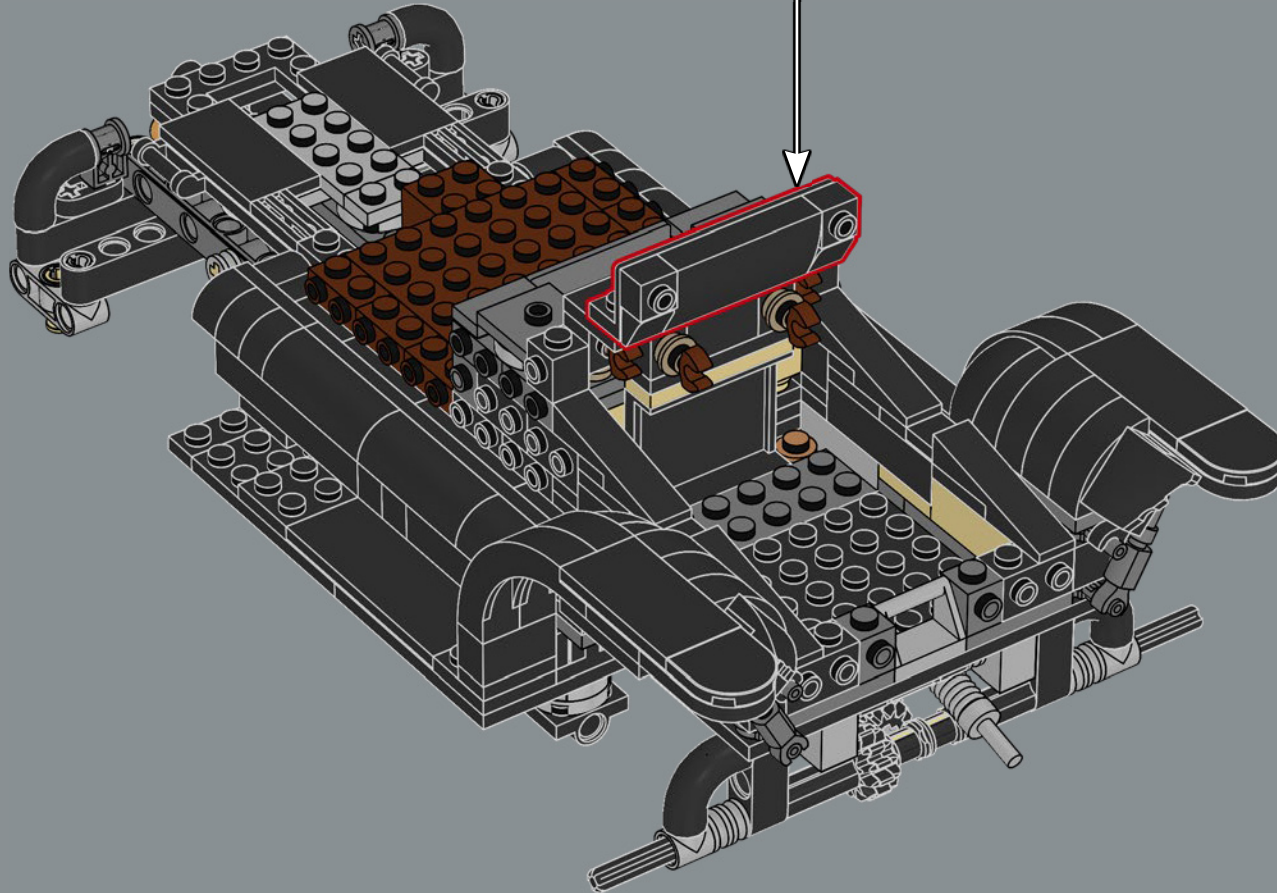
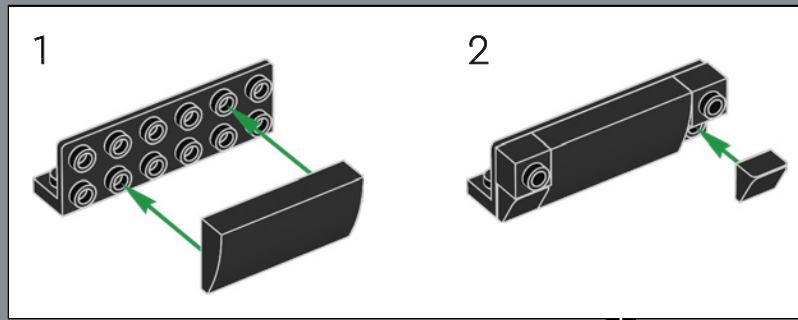
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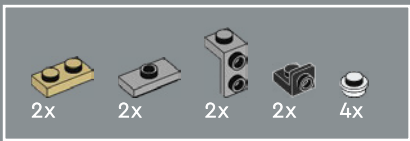
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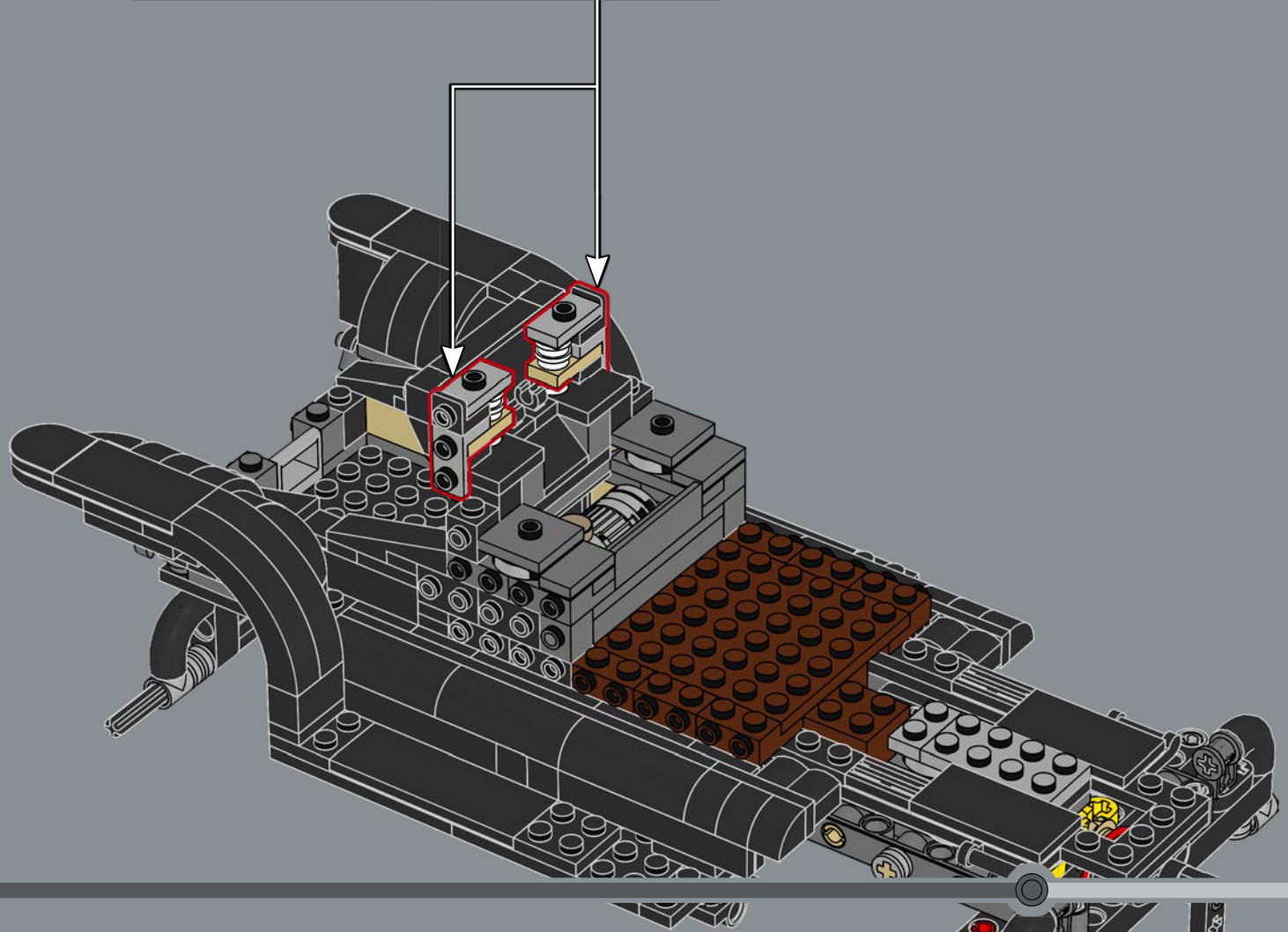
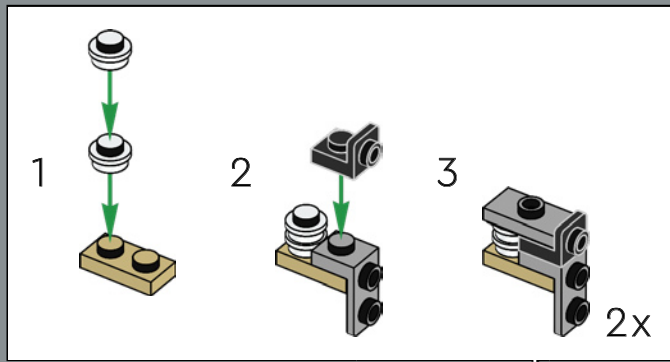


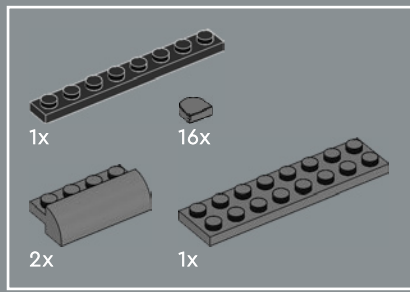
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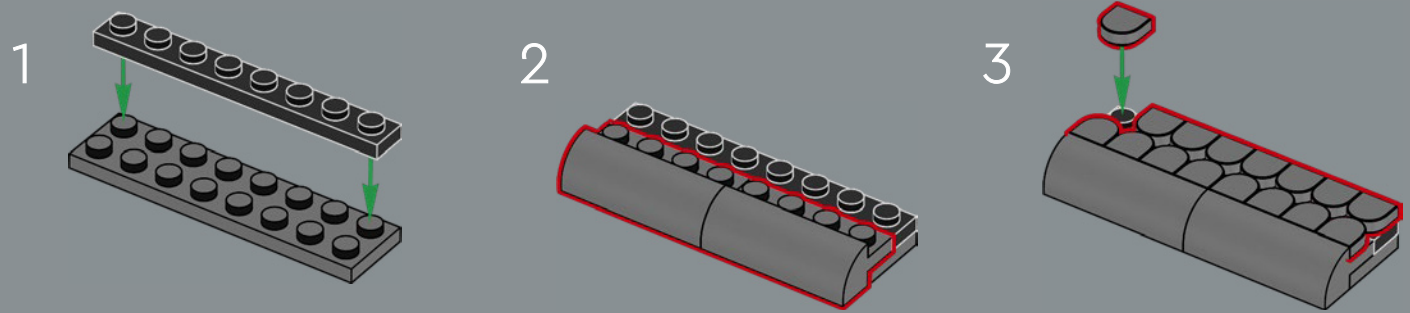


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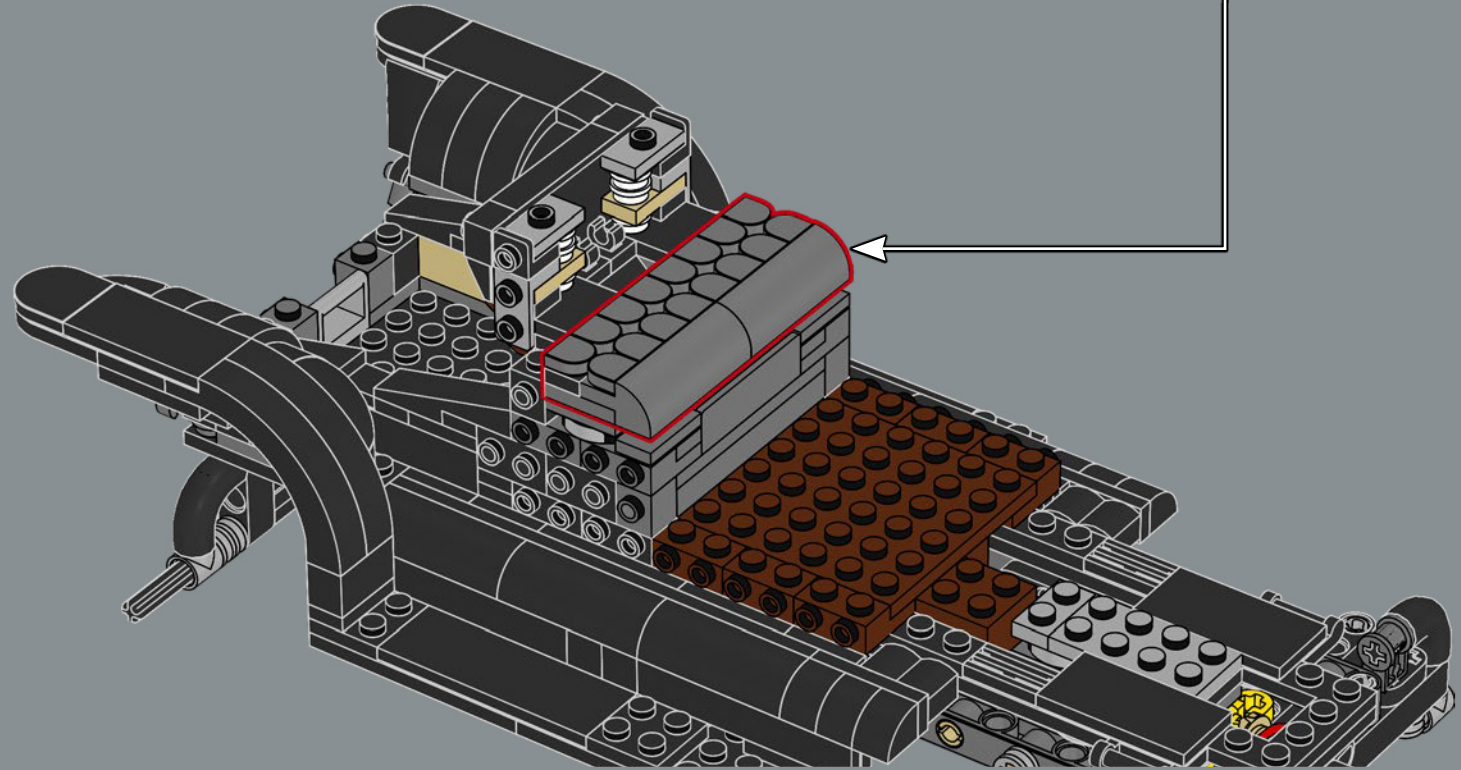


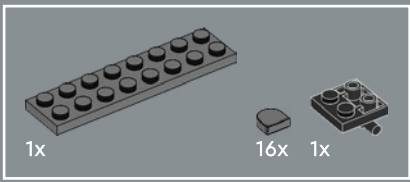


112



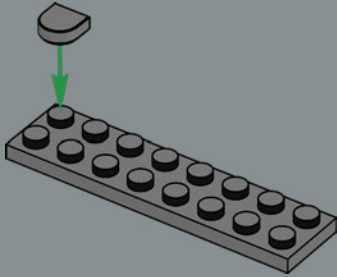
À l'intérieur, les sièges étaient recouverts de cuir et rembourrés d'un mélange de coton brut et de crin de cheval pour plus de confort.



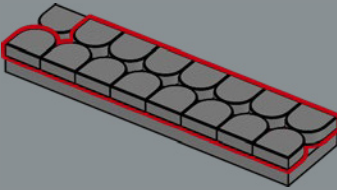


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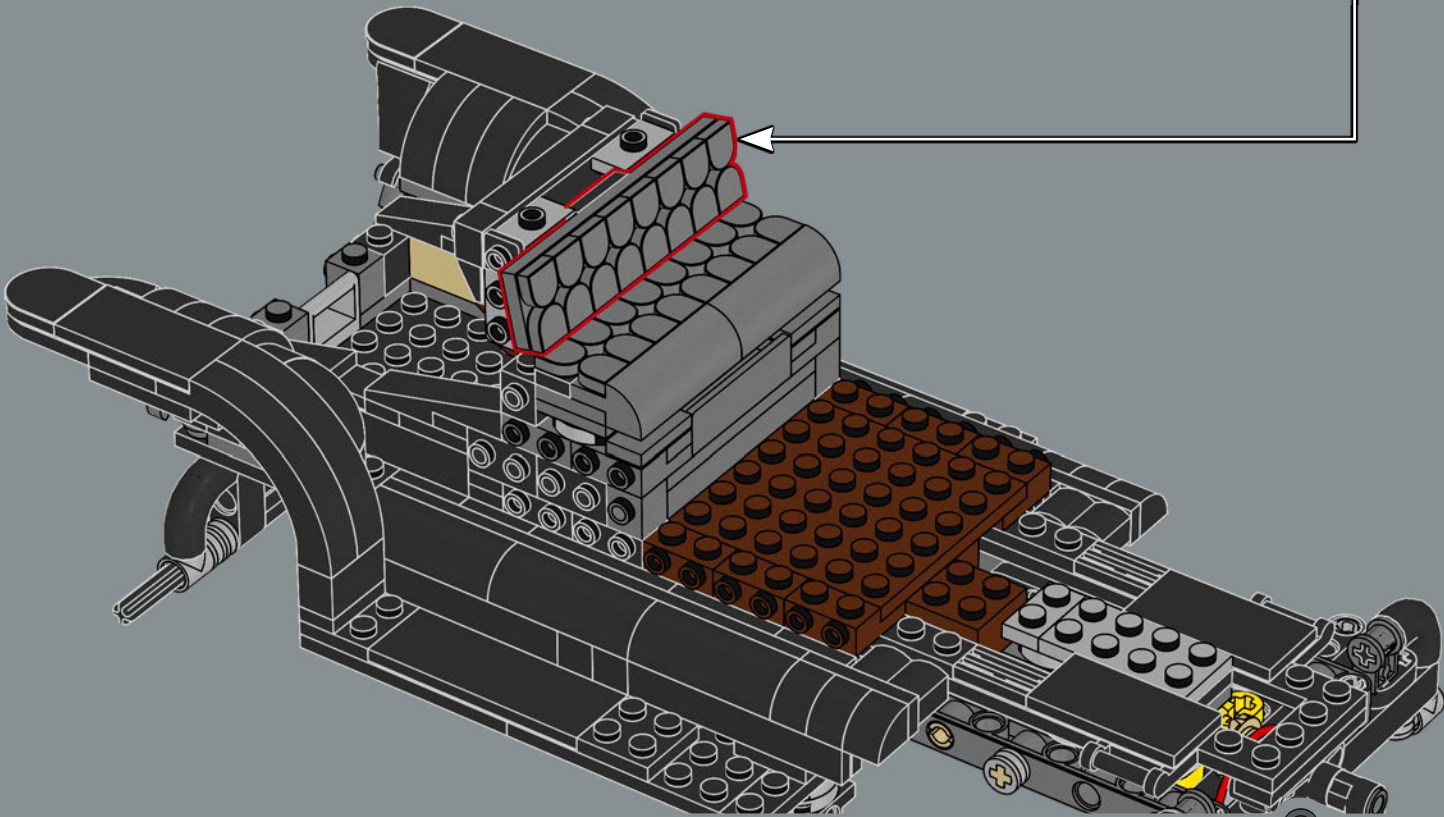
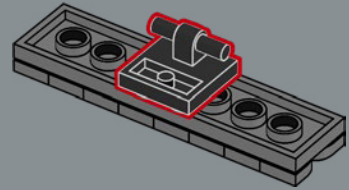
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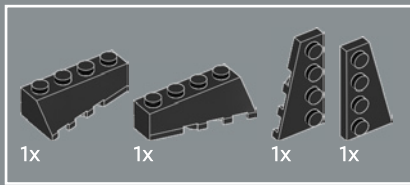


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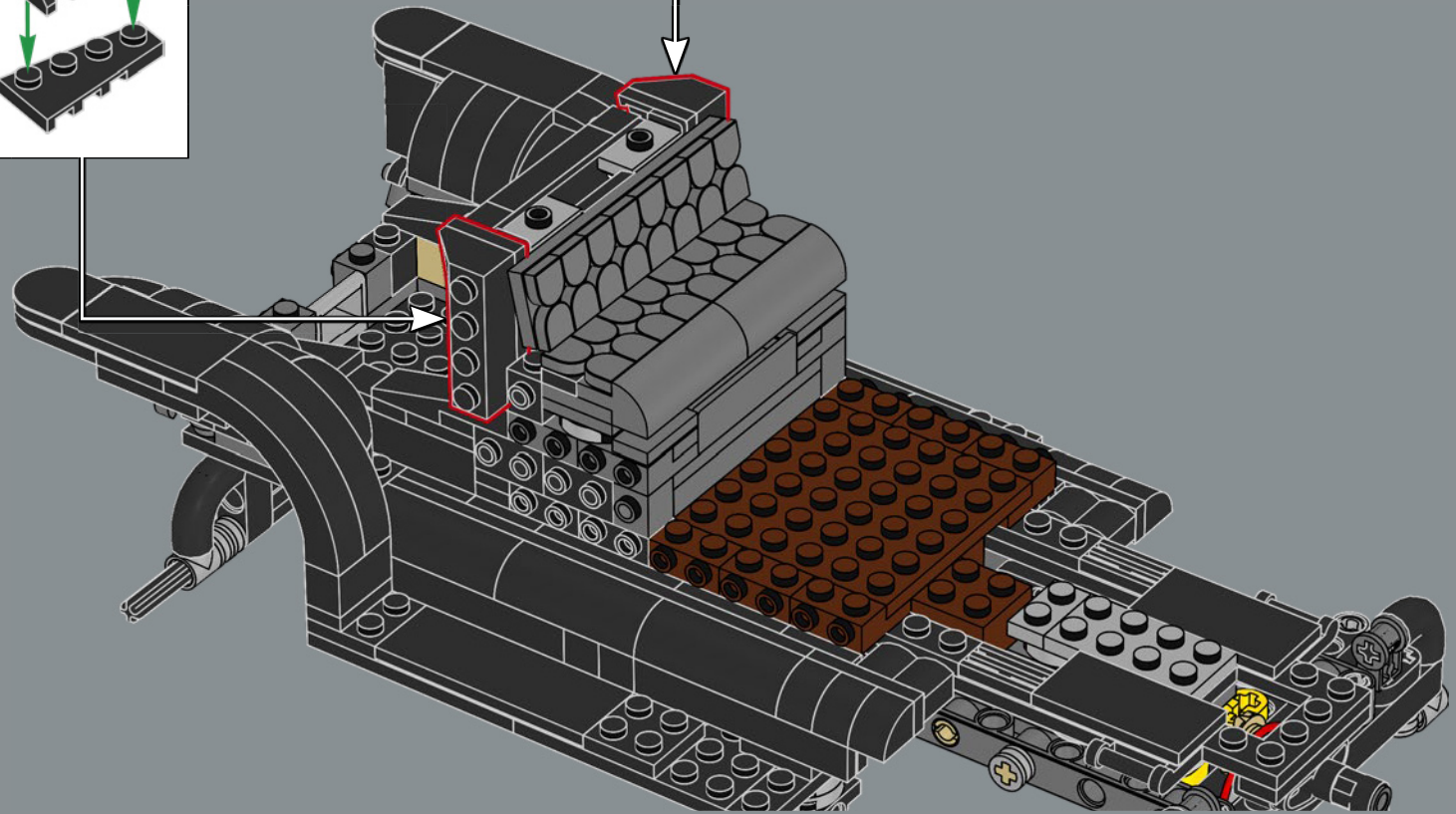
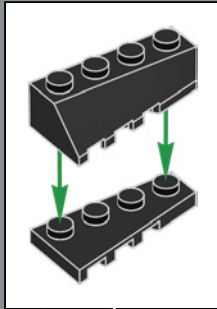
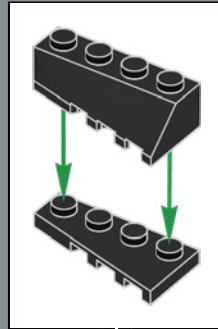


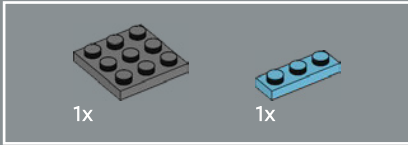
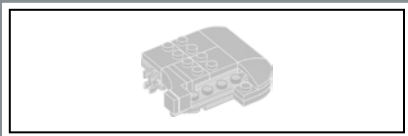
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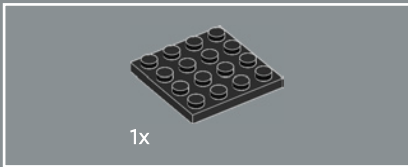
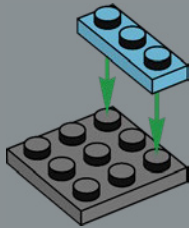


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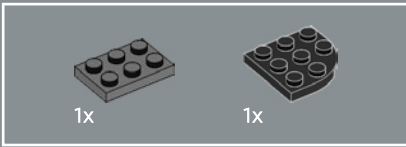
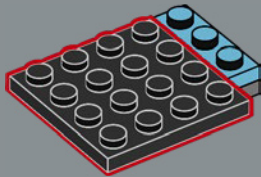




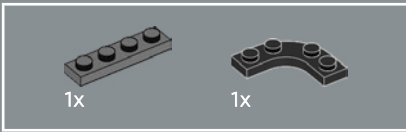
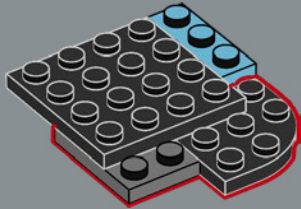
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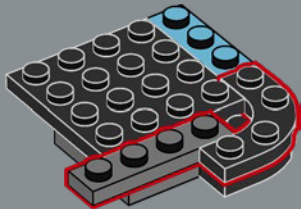
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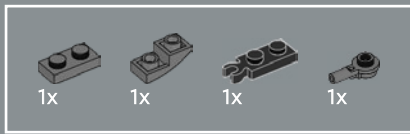


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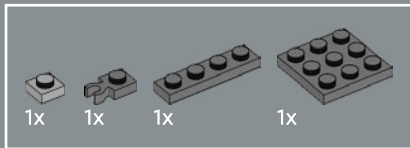
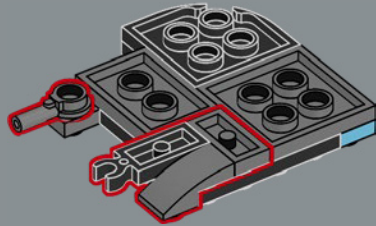


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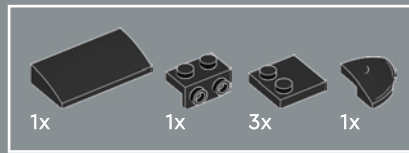
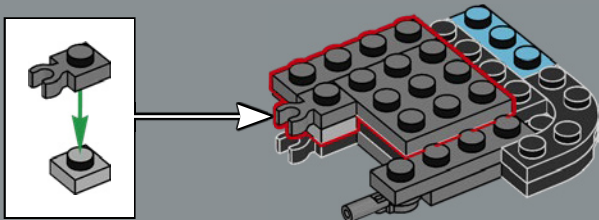




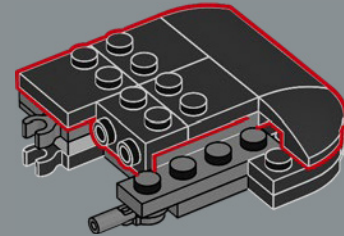
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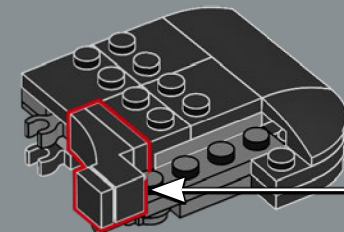
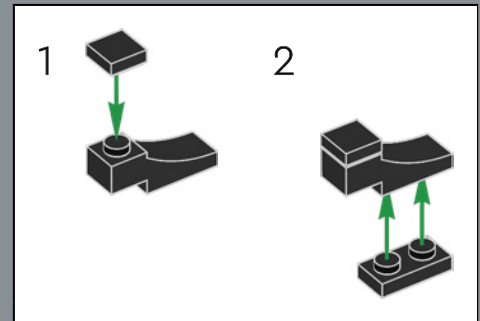
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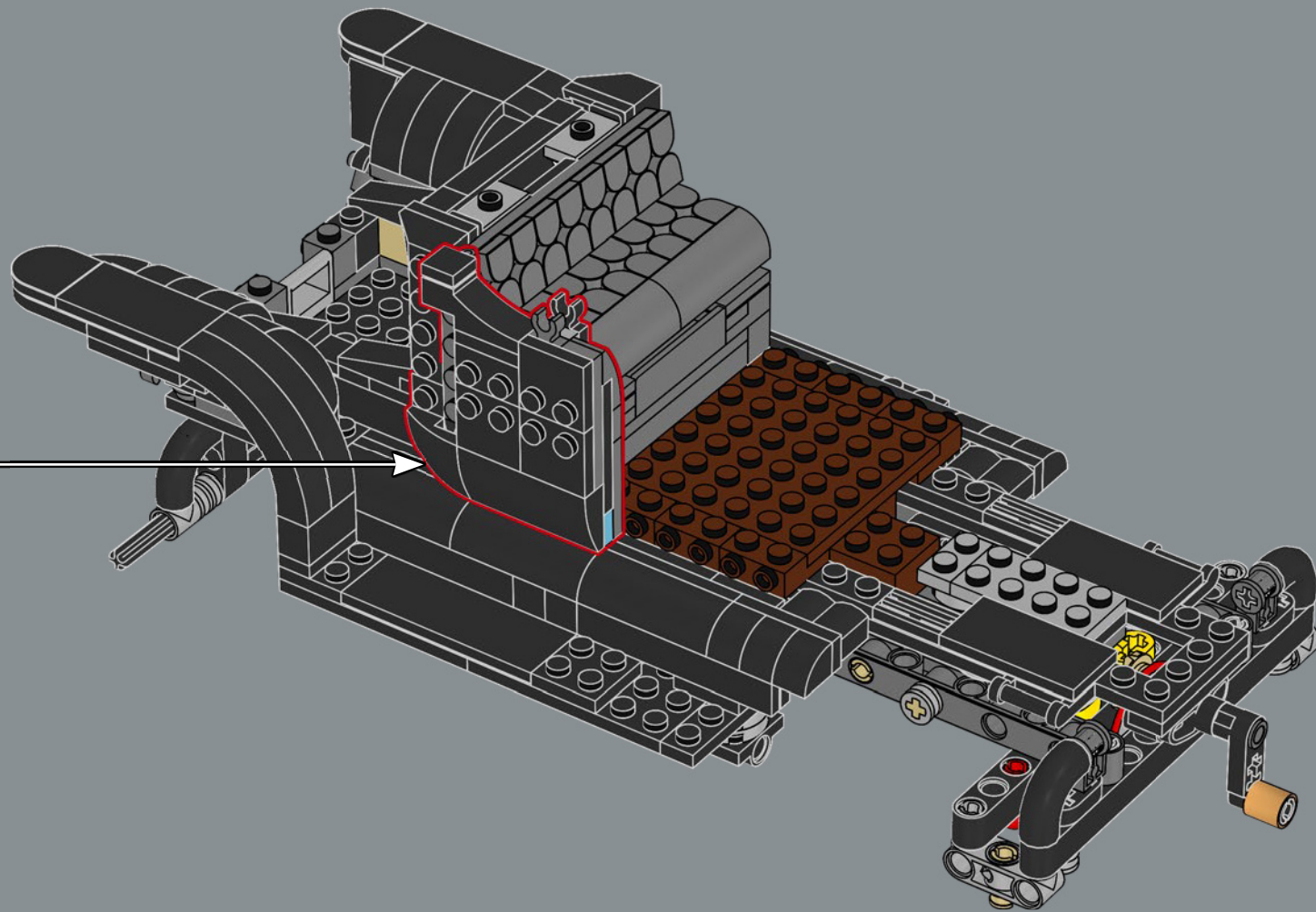


121



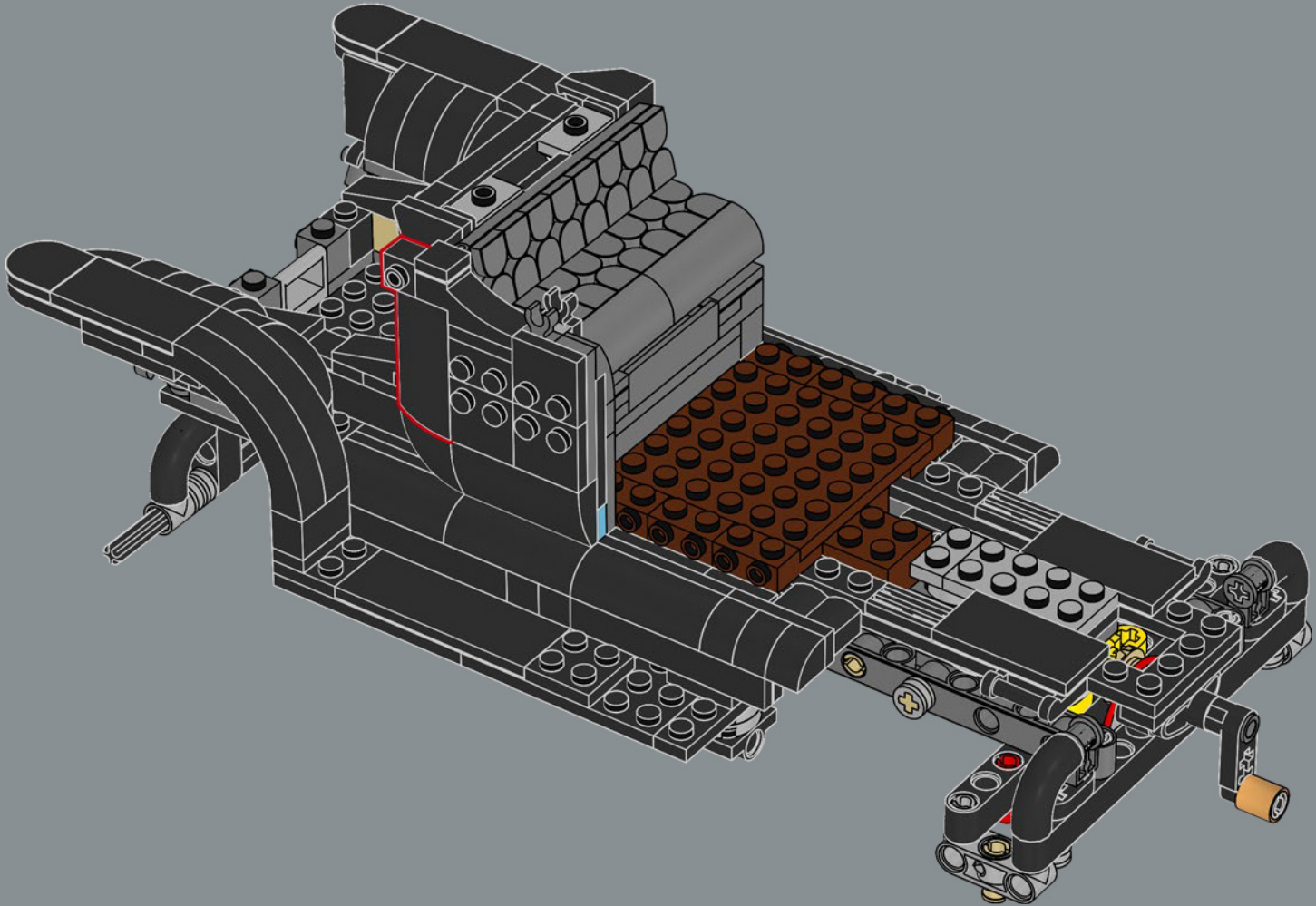
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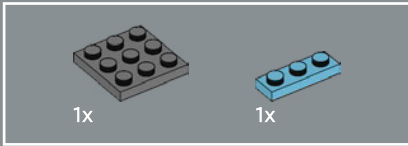
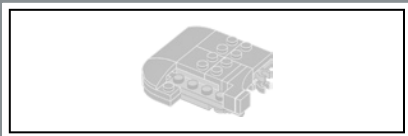




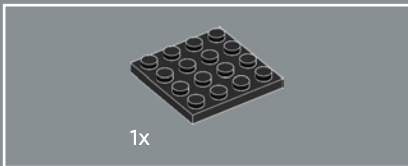
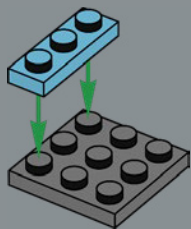


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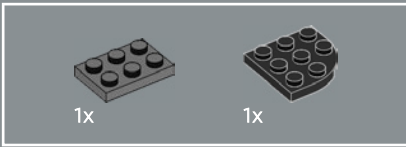
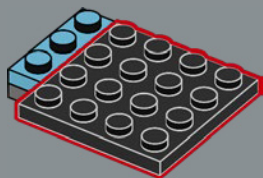




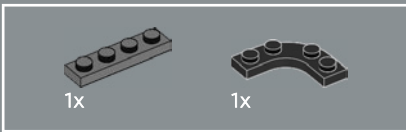
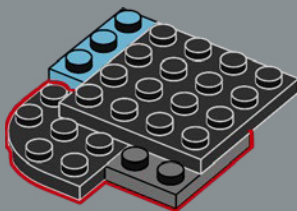
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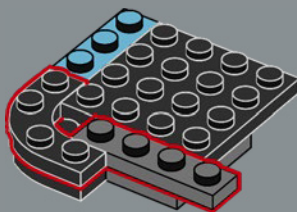
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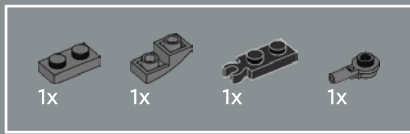


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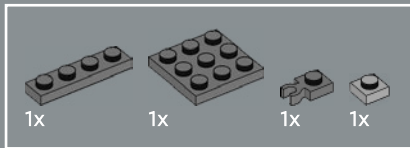
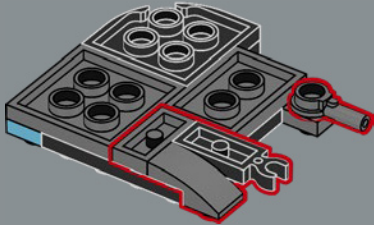


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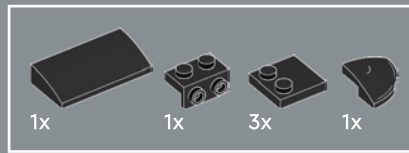
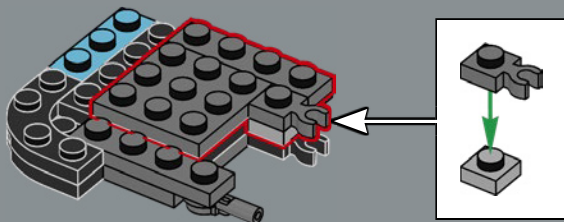




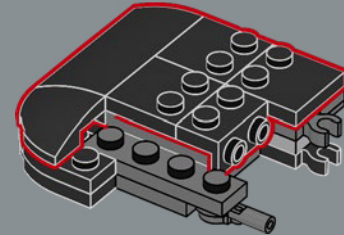
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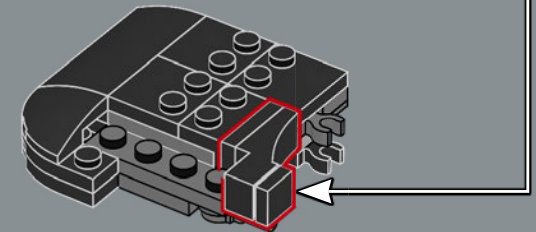
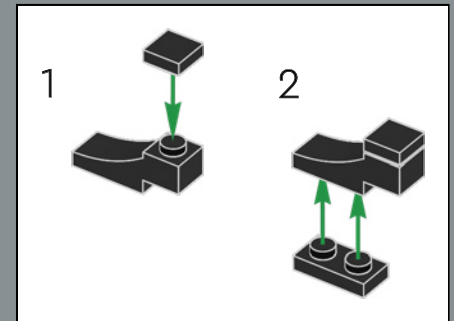
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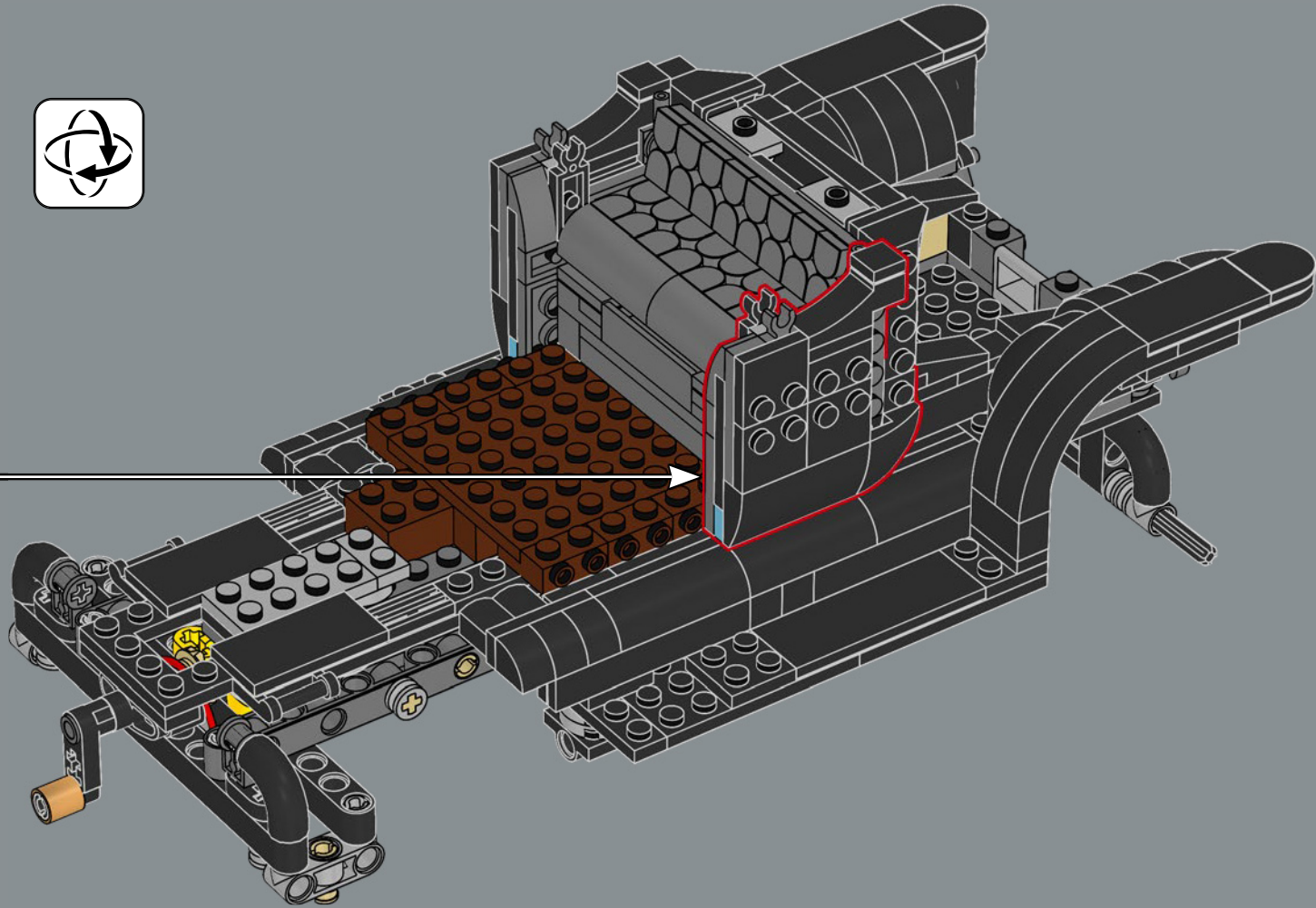


131



132



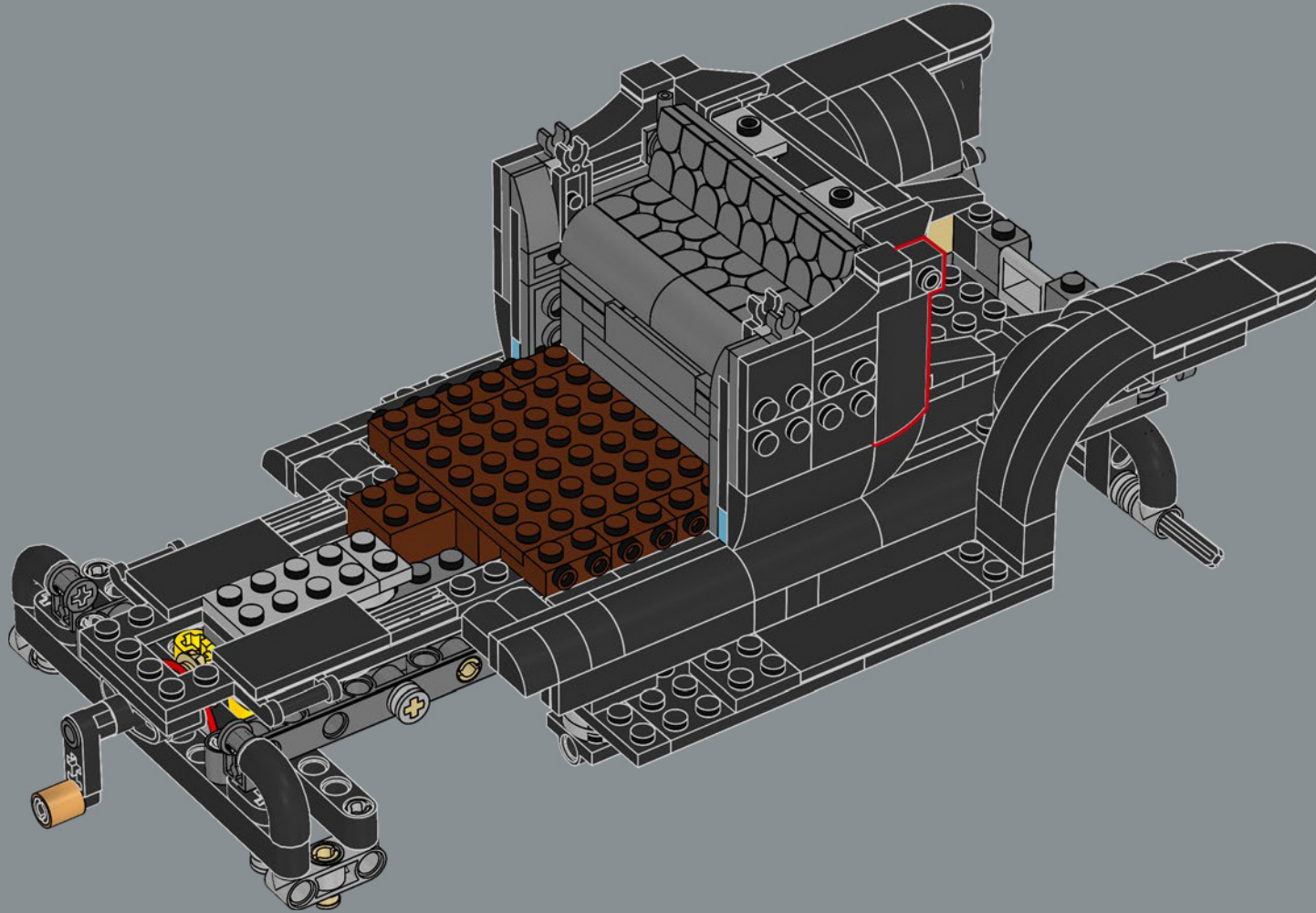


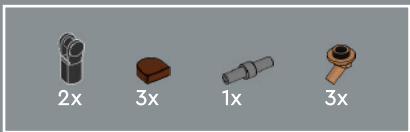


Les acheteurs pouvaient choisir entre des versions deux, trois ou quatre places, certaines variantes comportant même un petit siège extérieur.

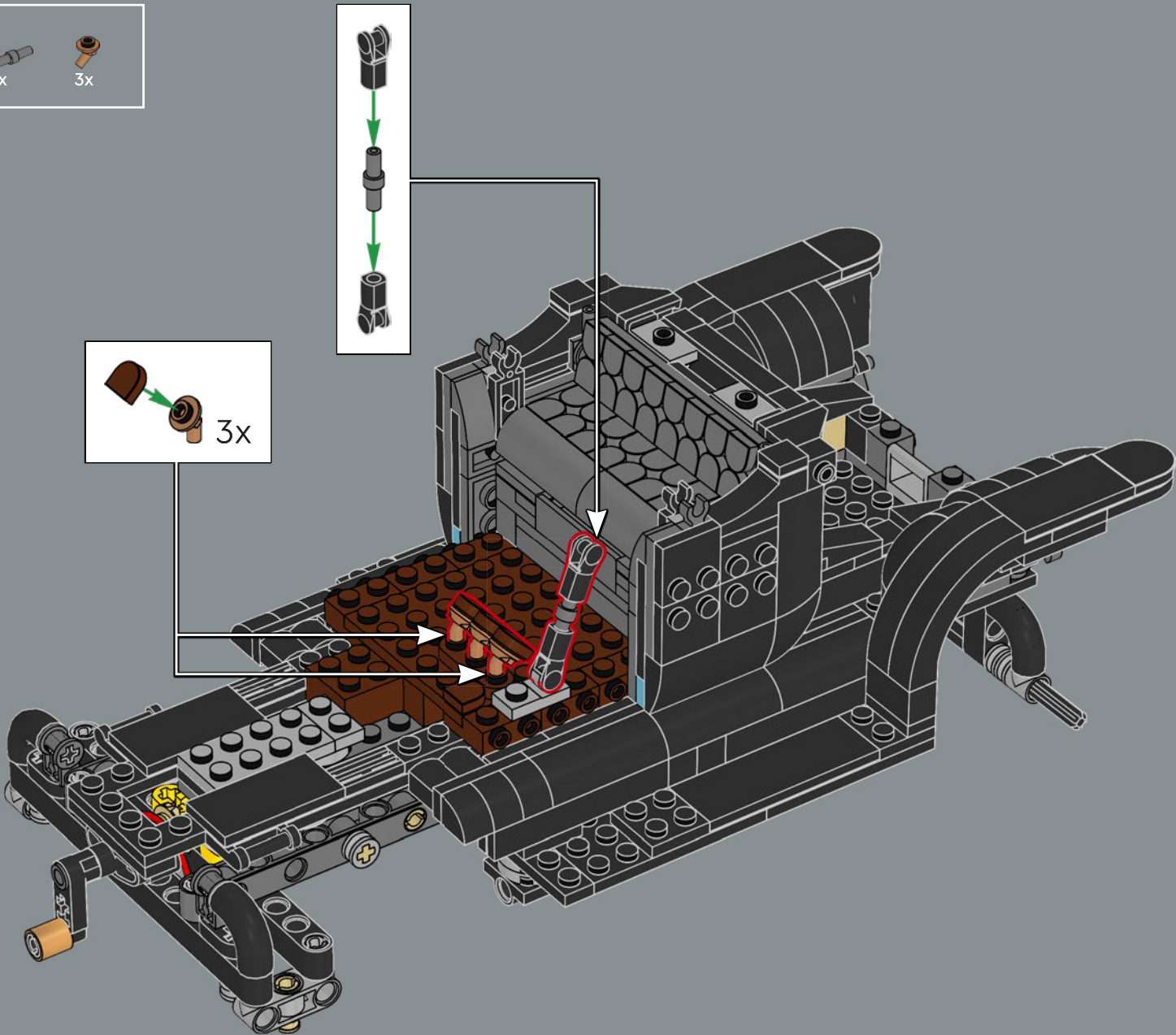


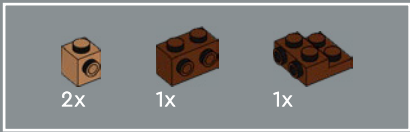
134



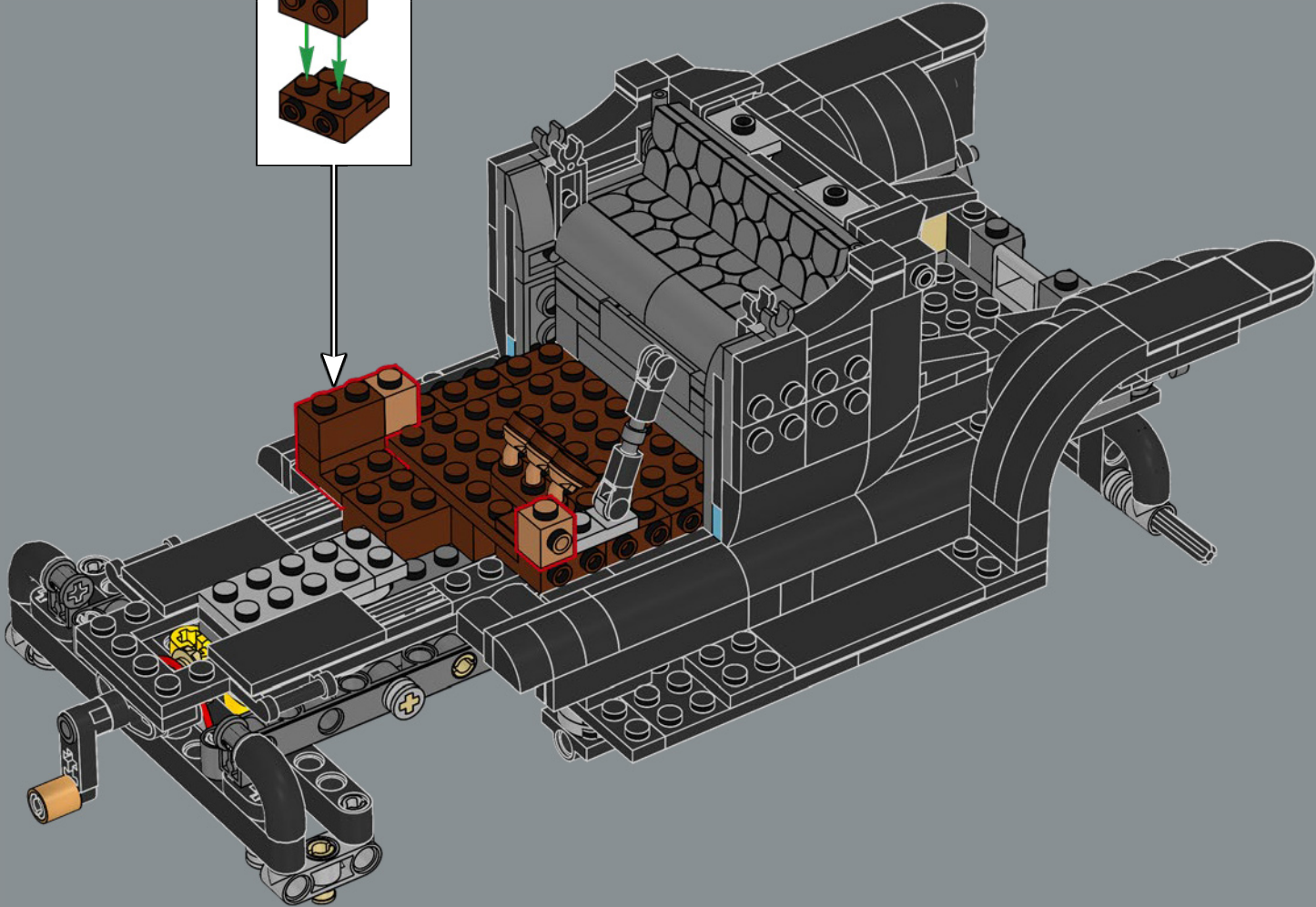
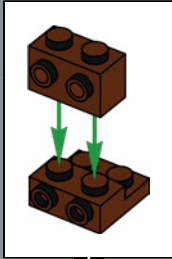


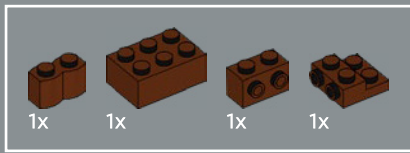
136



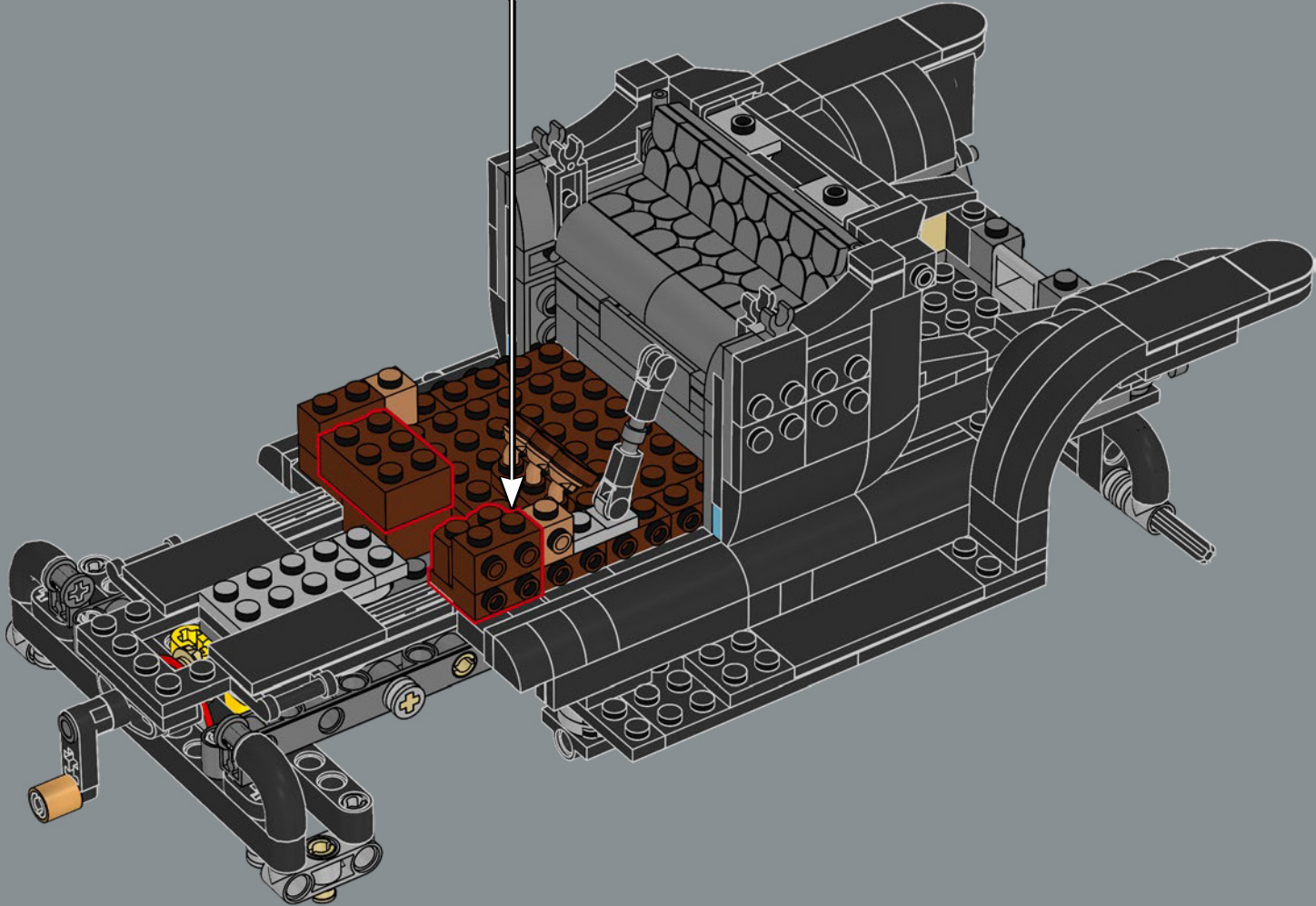
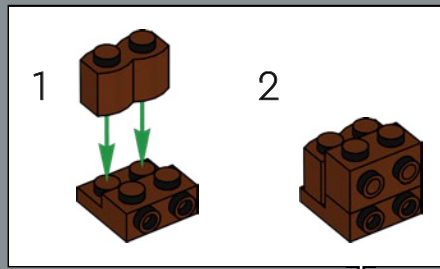


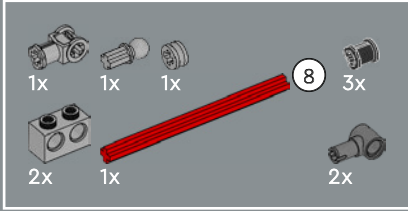
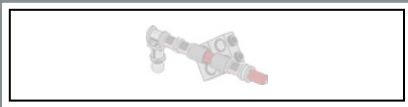
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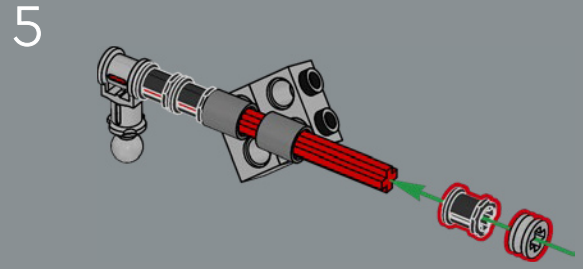
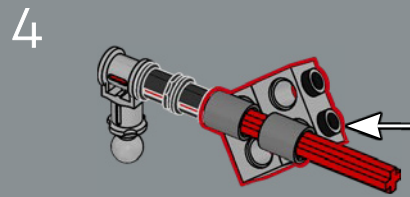
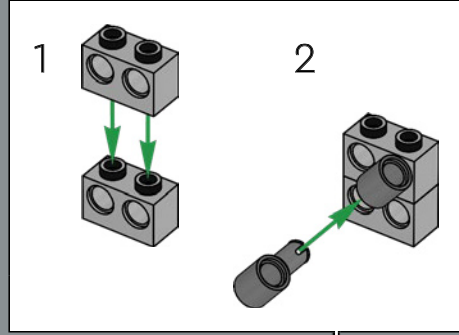
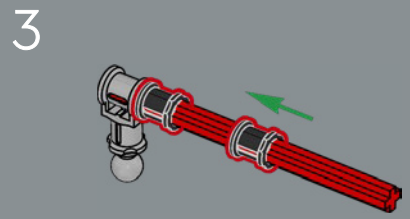
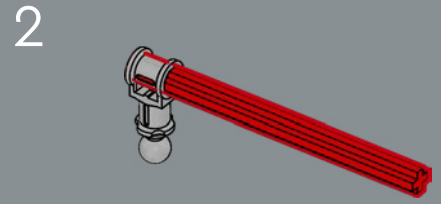
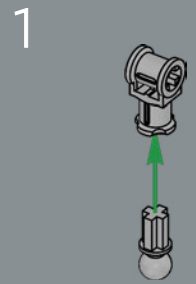


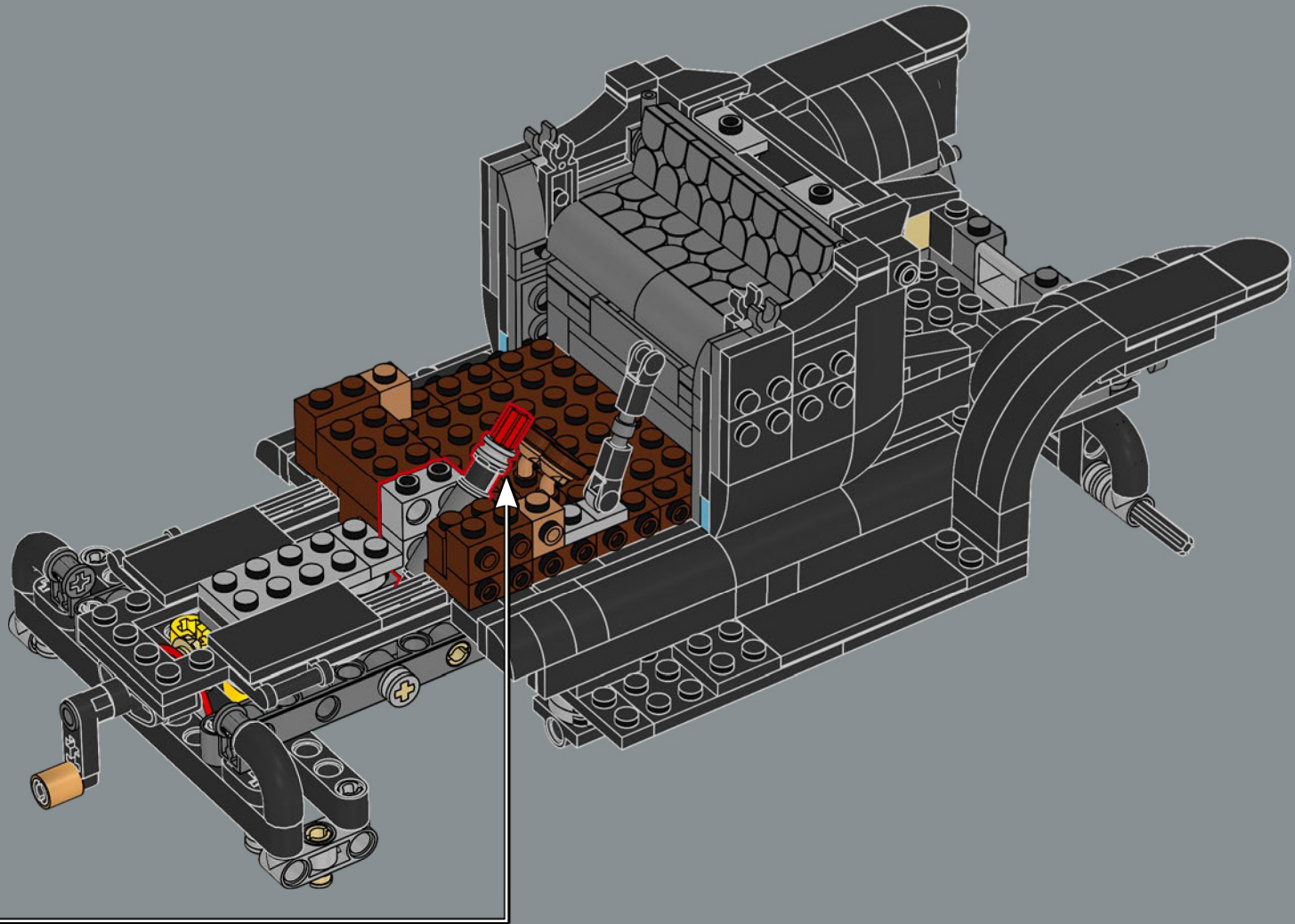
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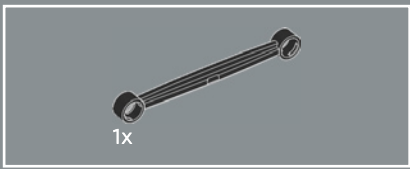




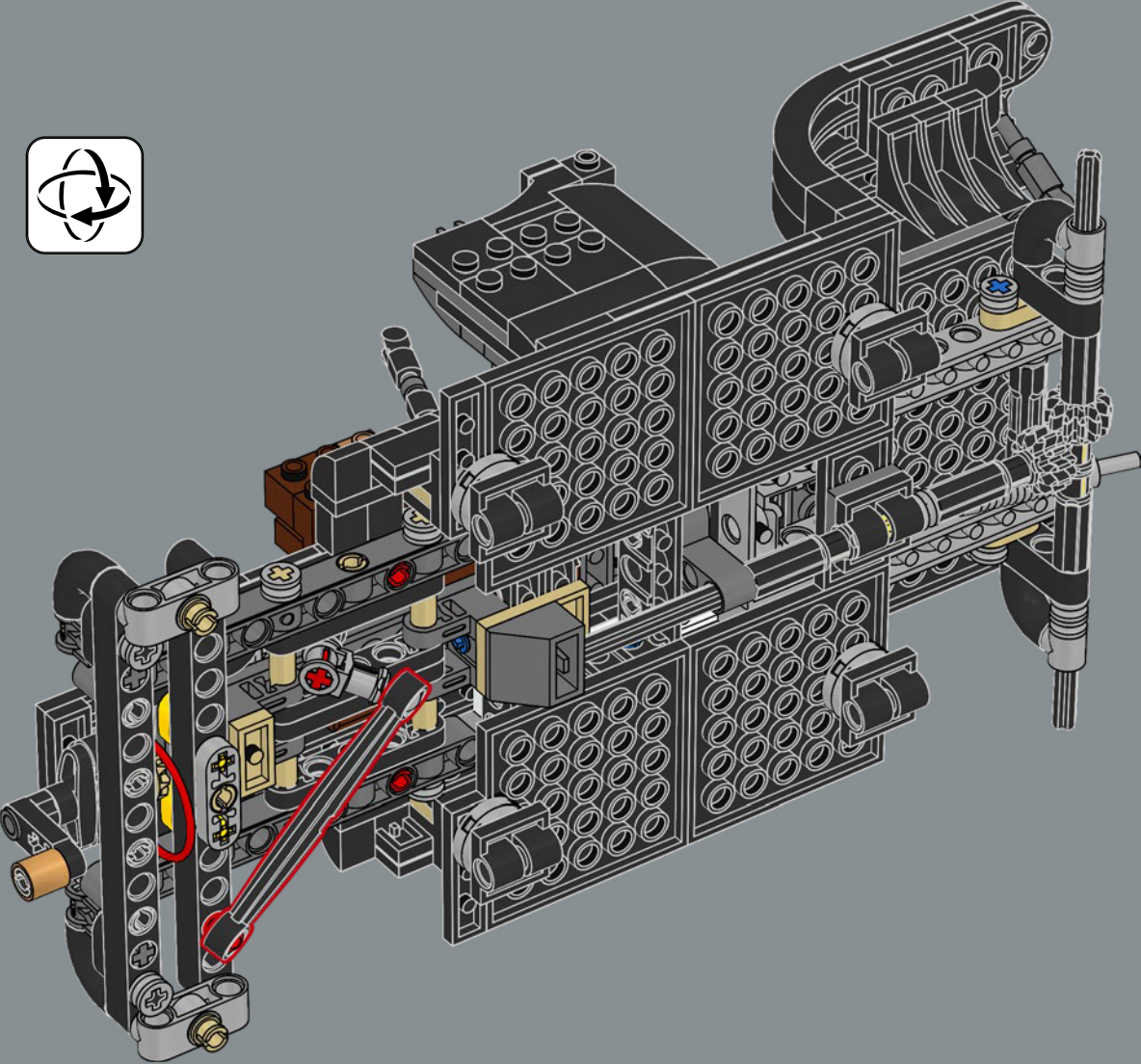
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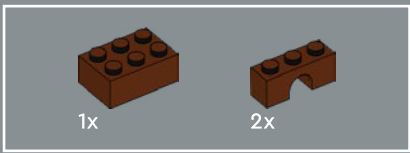




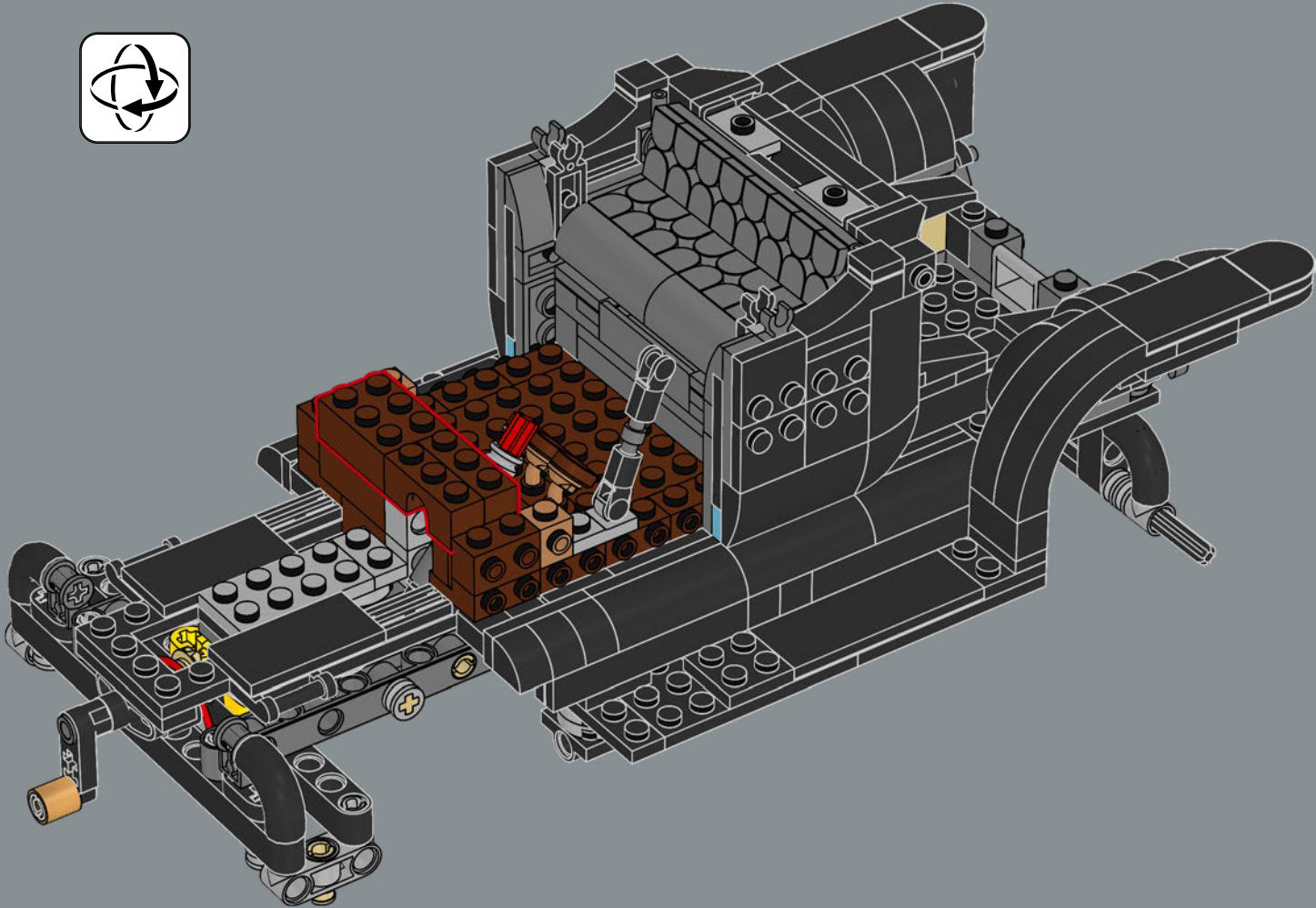


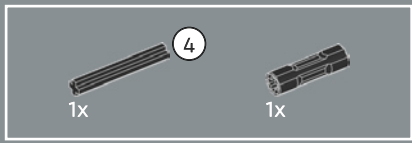
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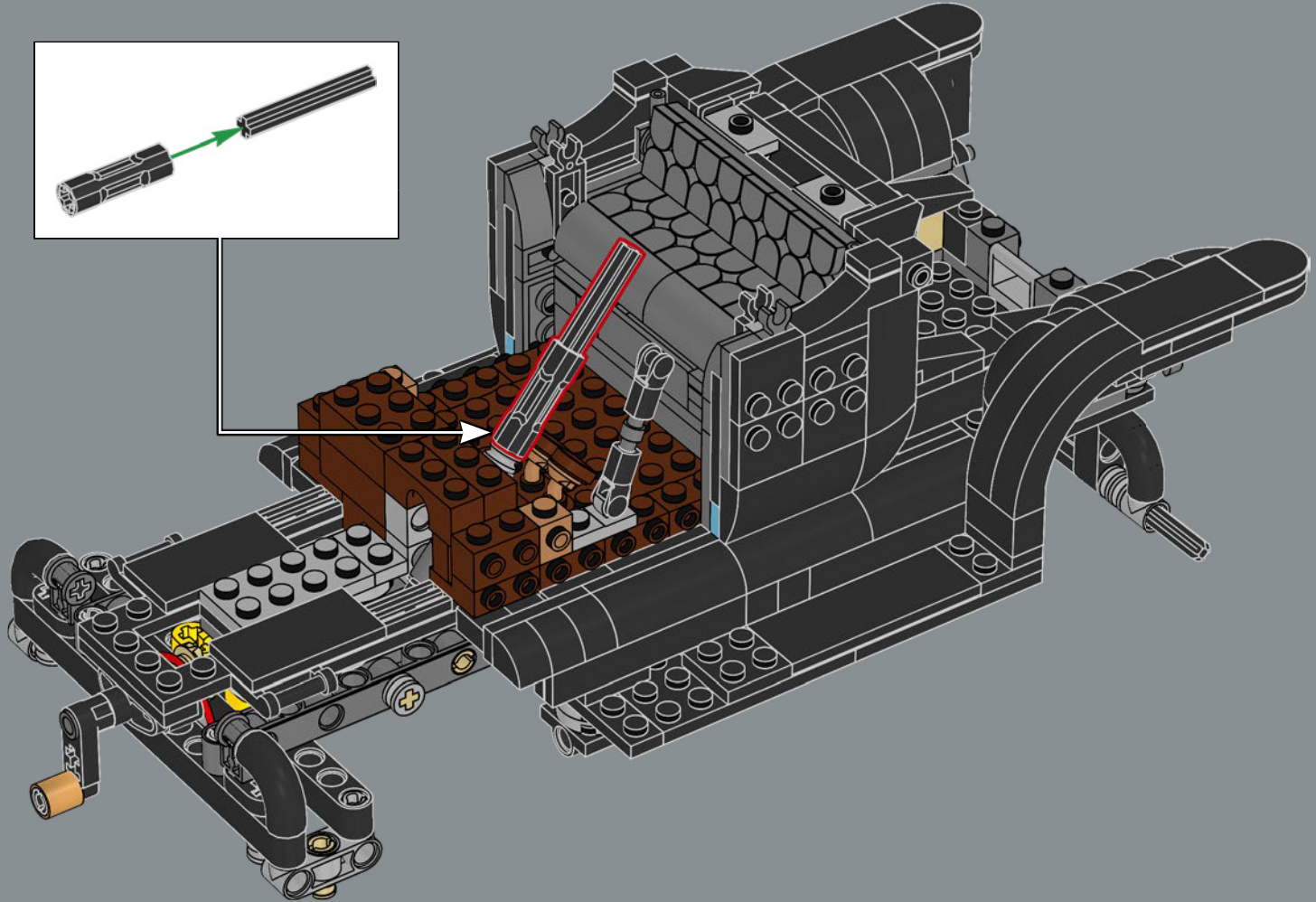


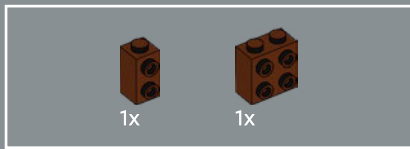
141



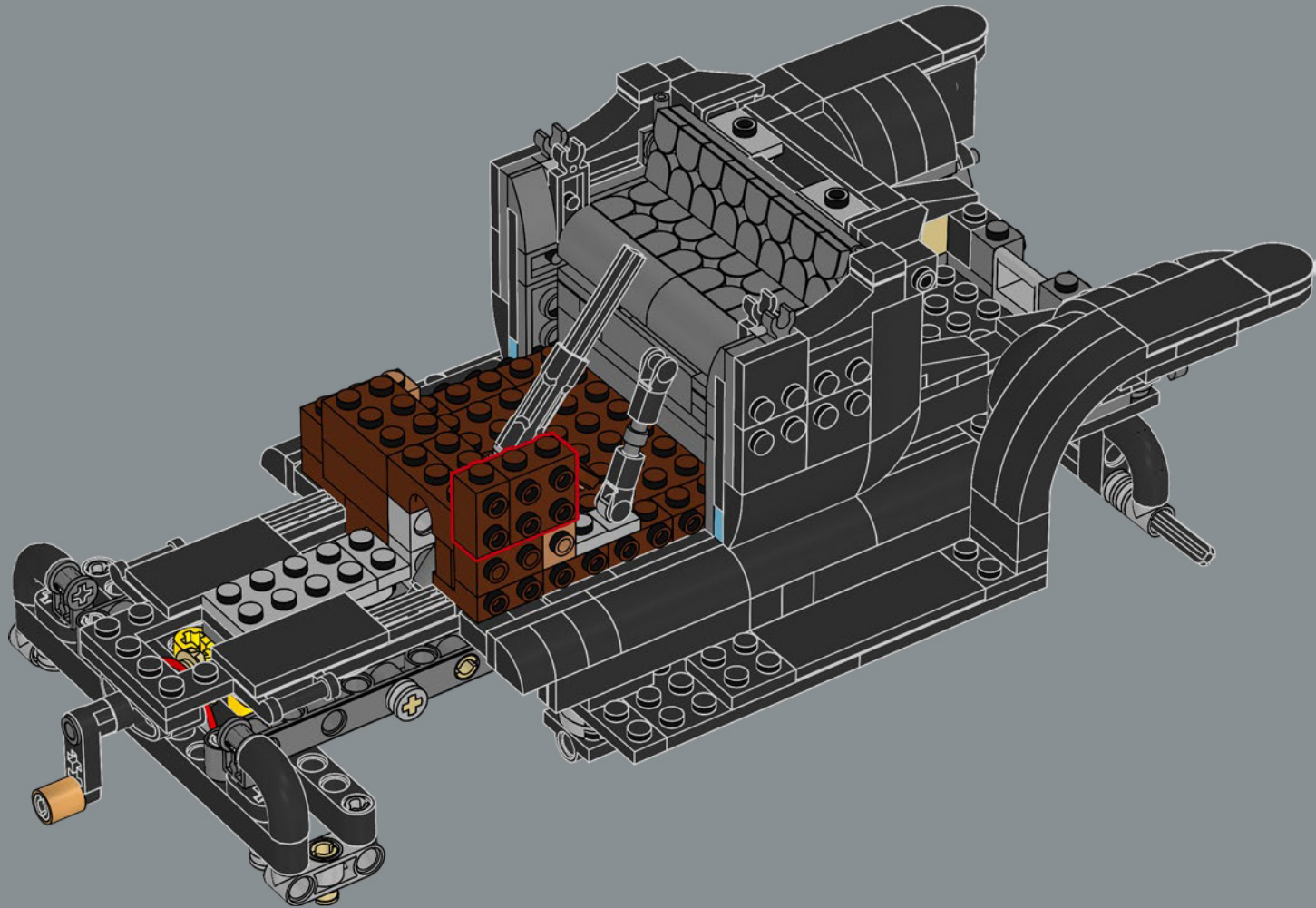


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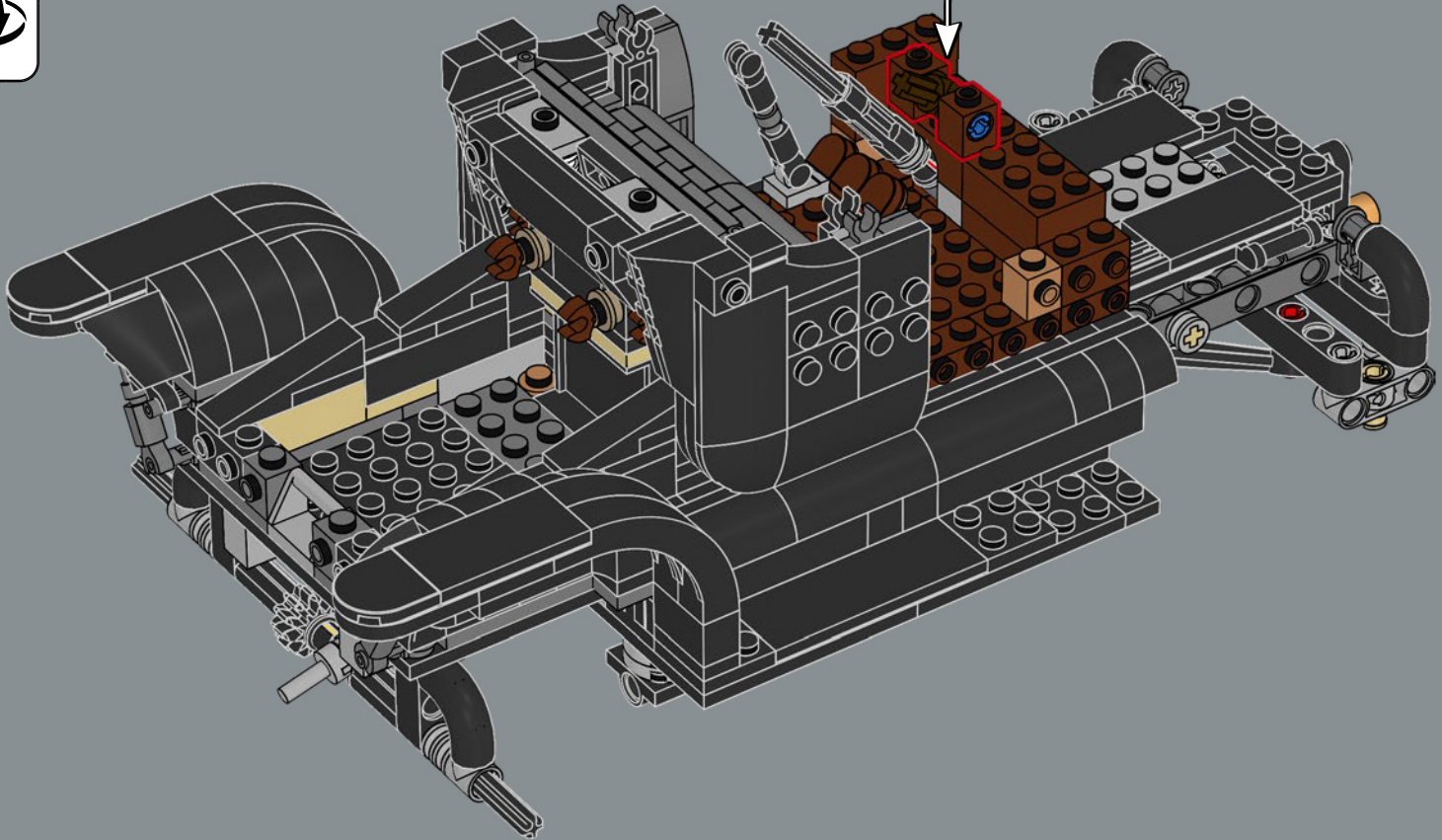
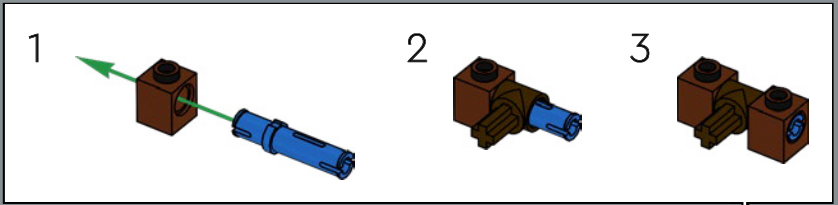


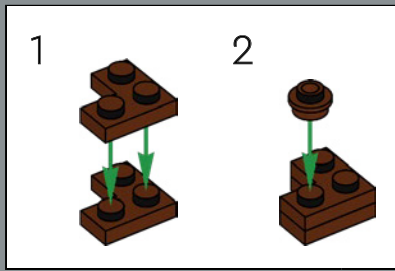
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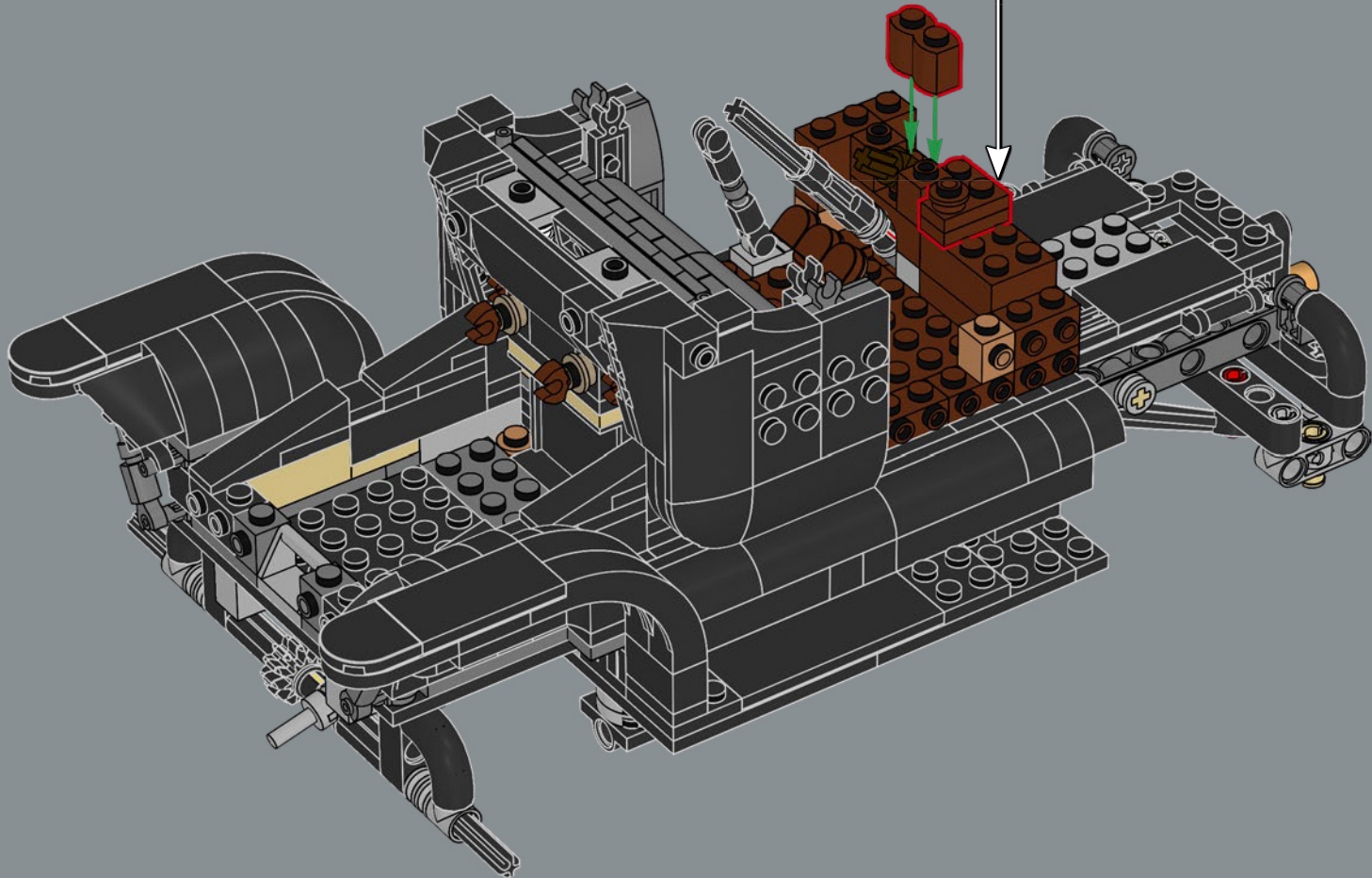


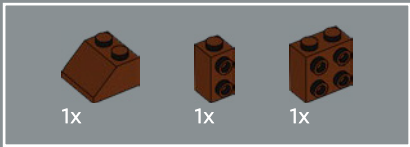
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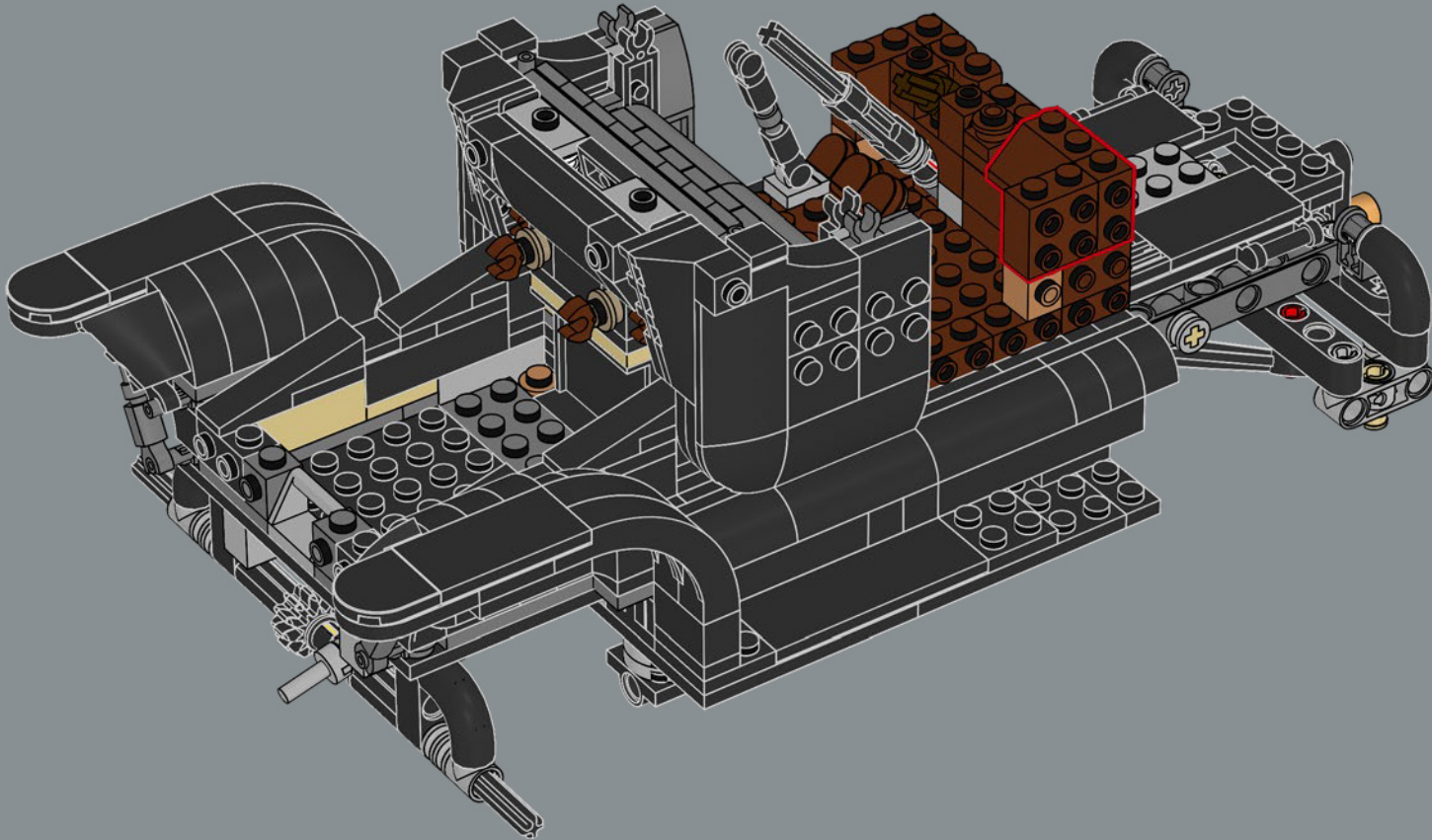


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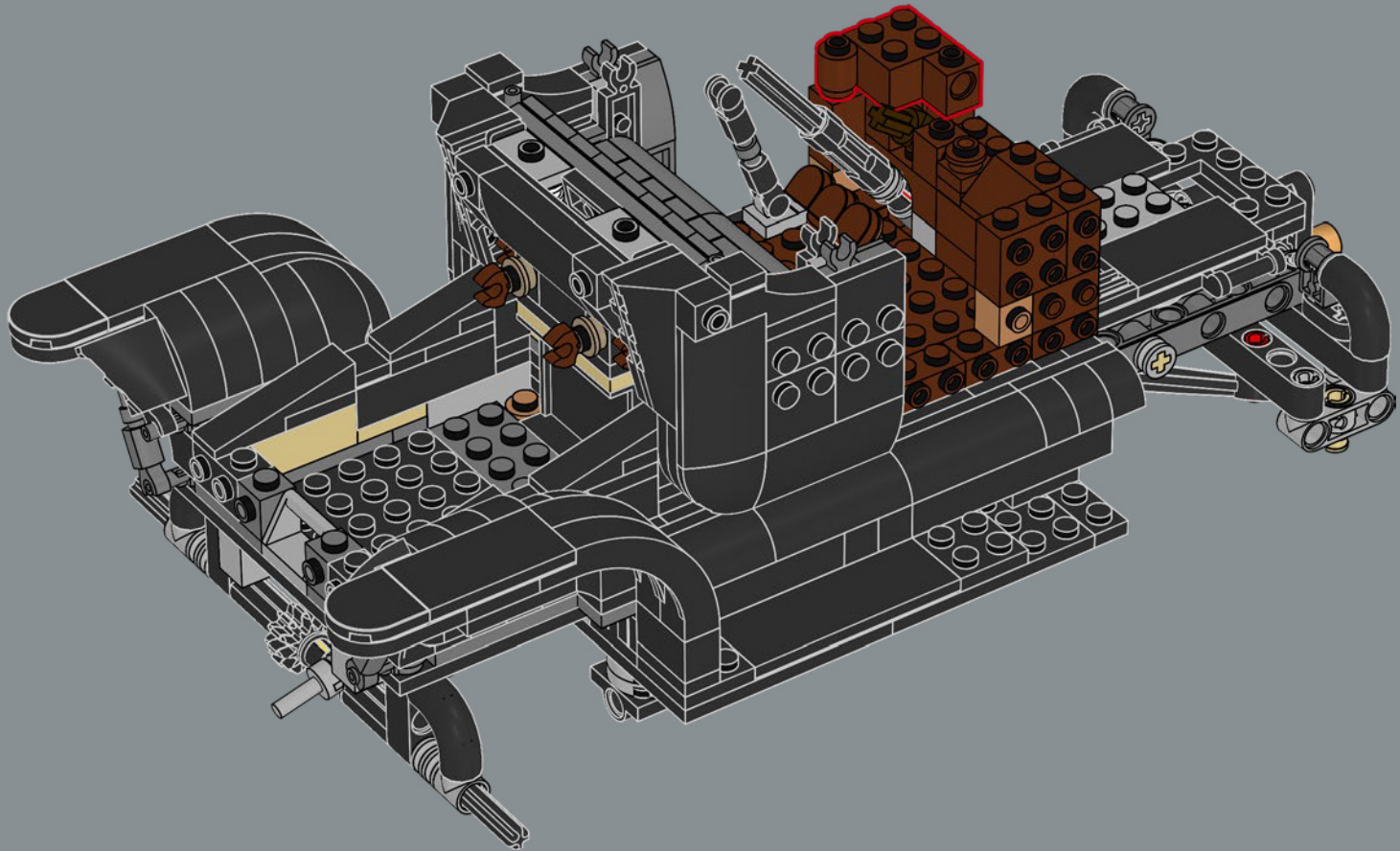


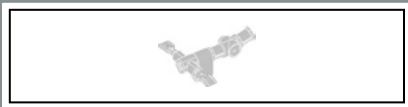
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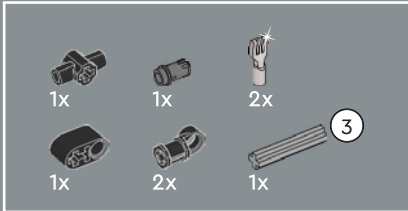


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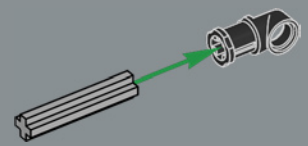


Les commandes différaient de celles des voitures modernes : l'accélérateur était intégré au volant et les pédales servaient à passer de la première à la deuxième vitesse.

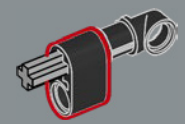


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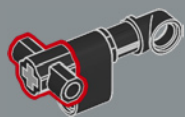
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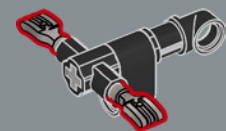
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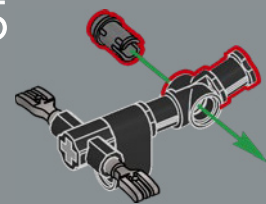
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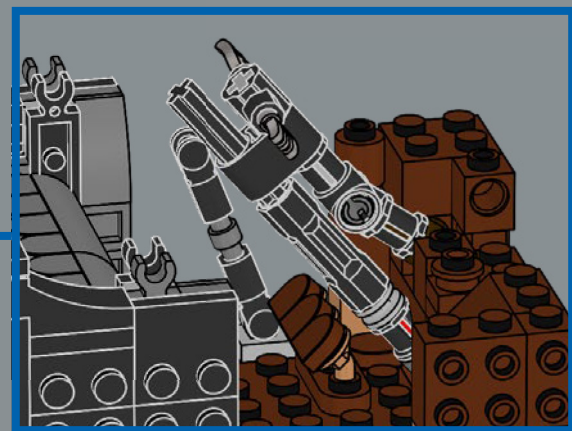
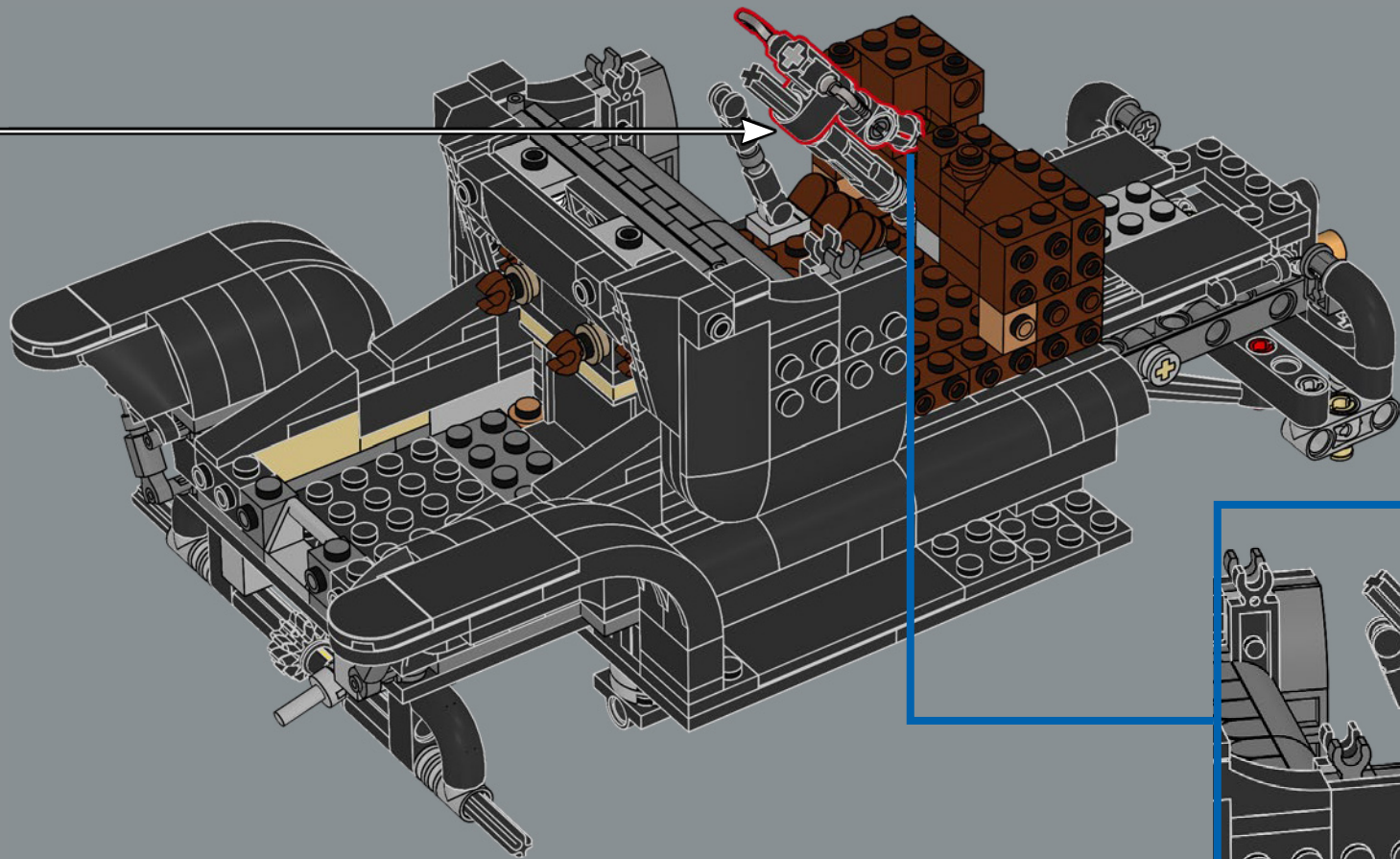


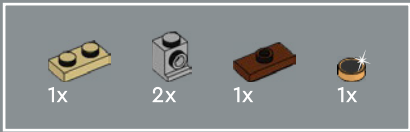
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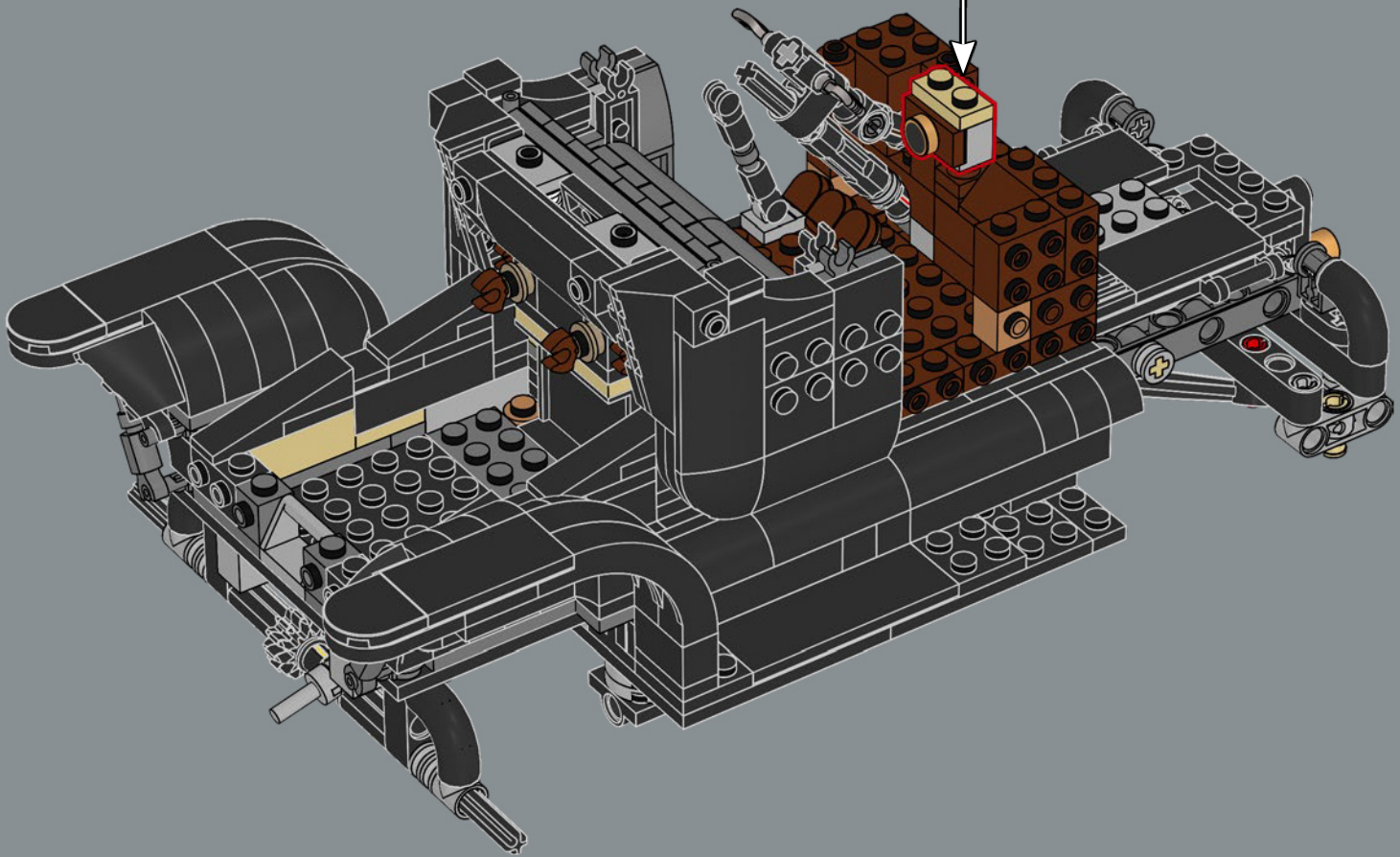
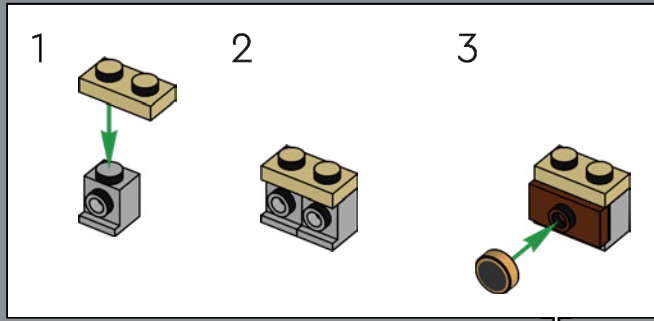
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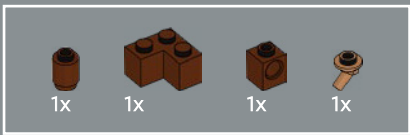




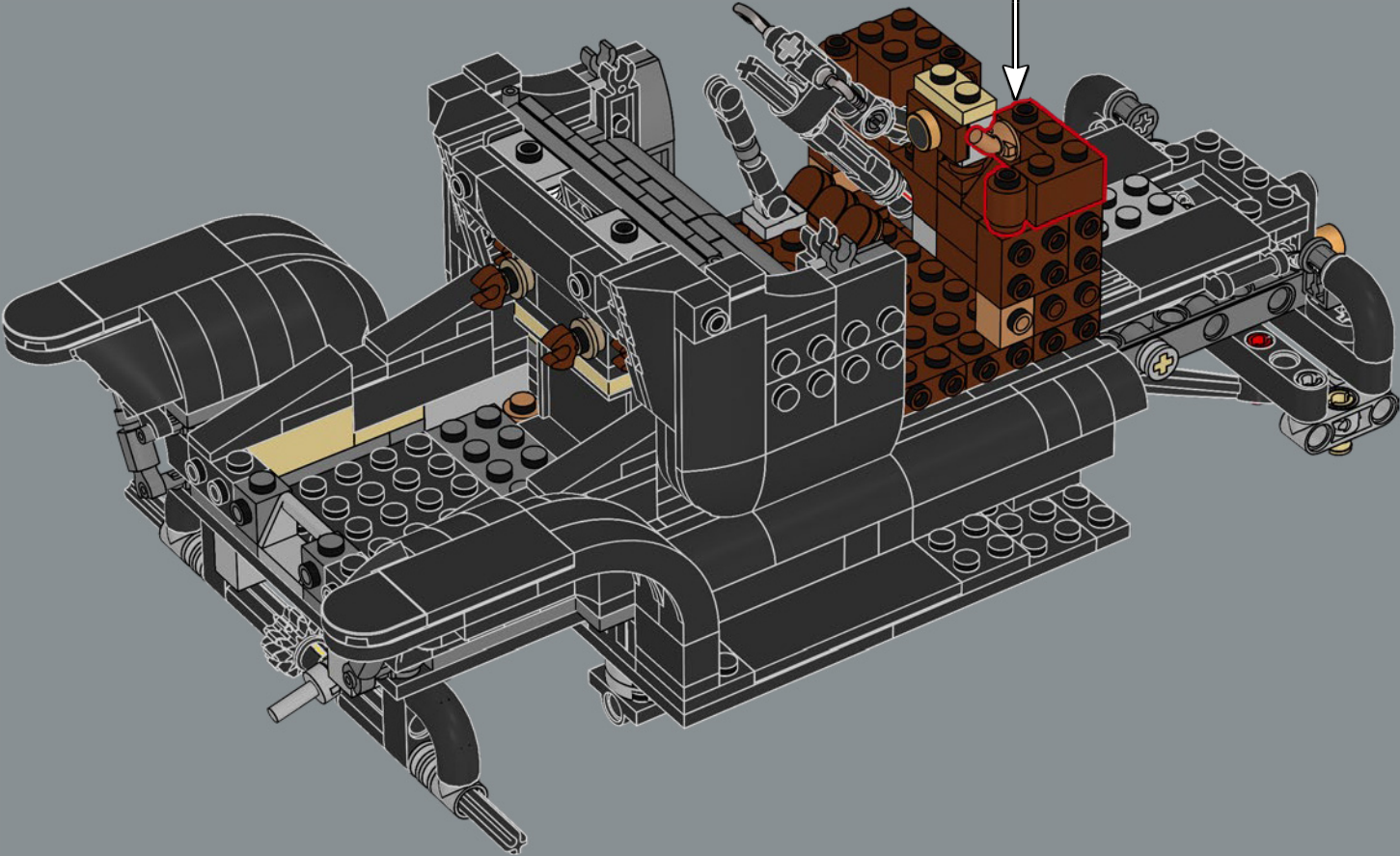
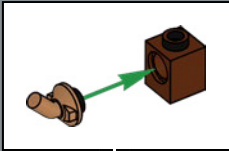


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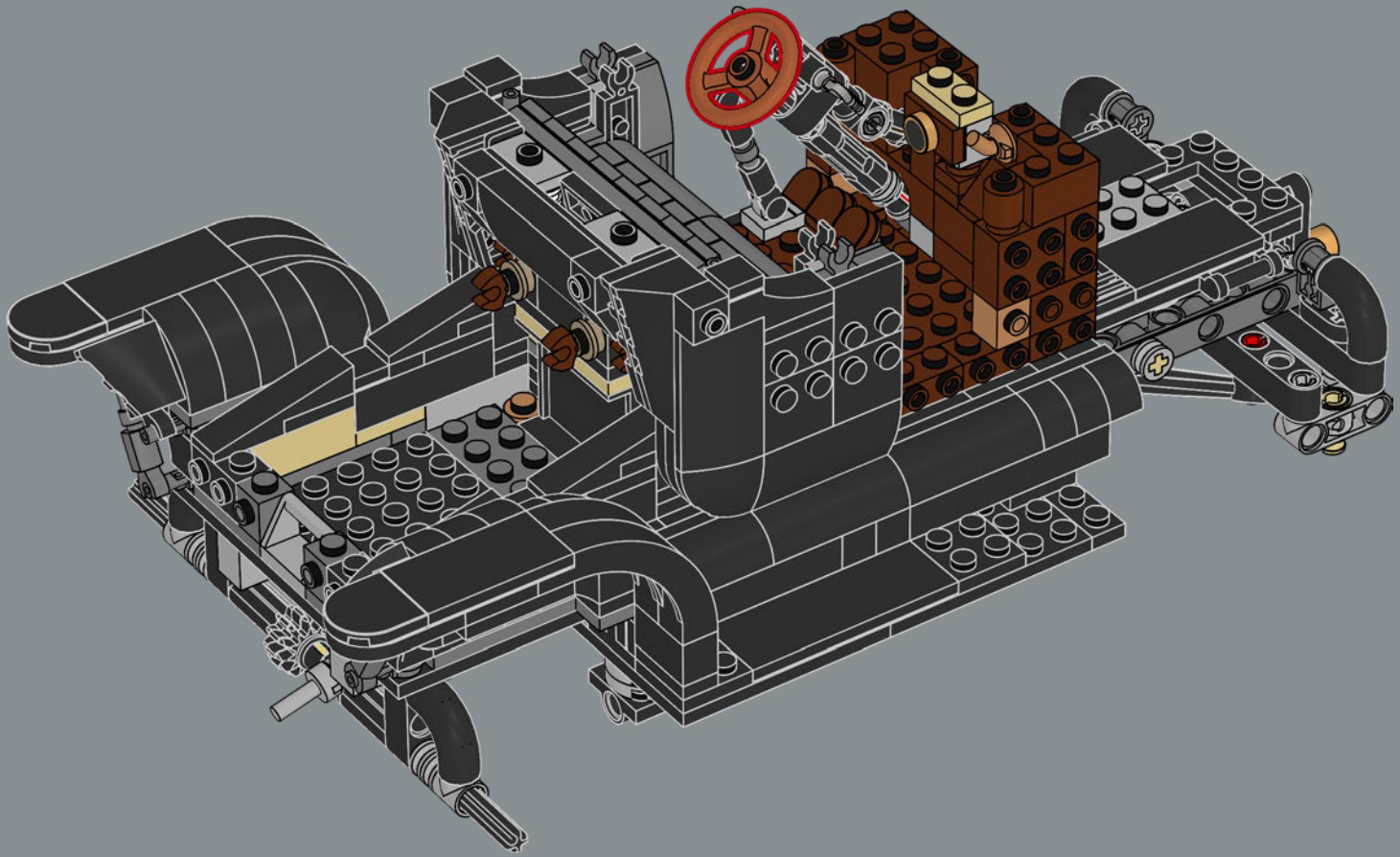


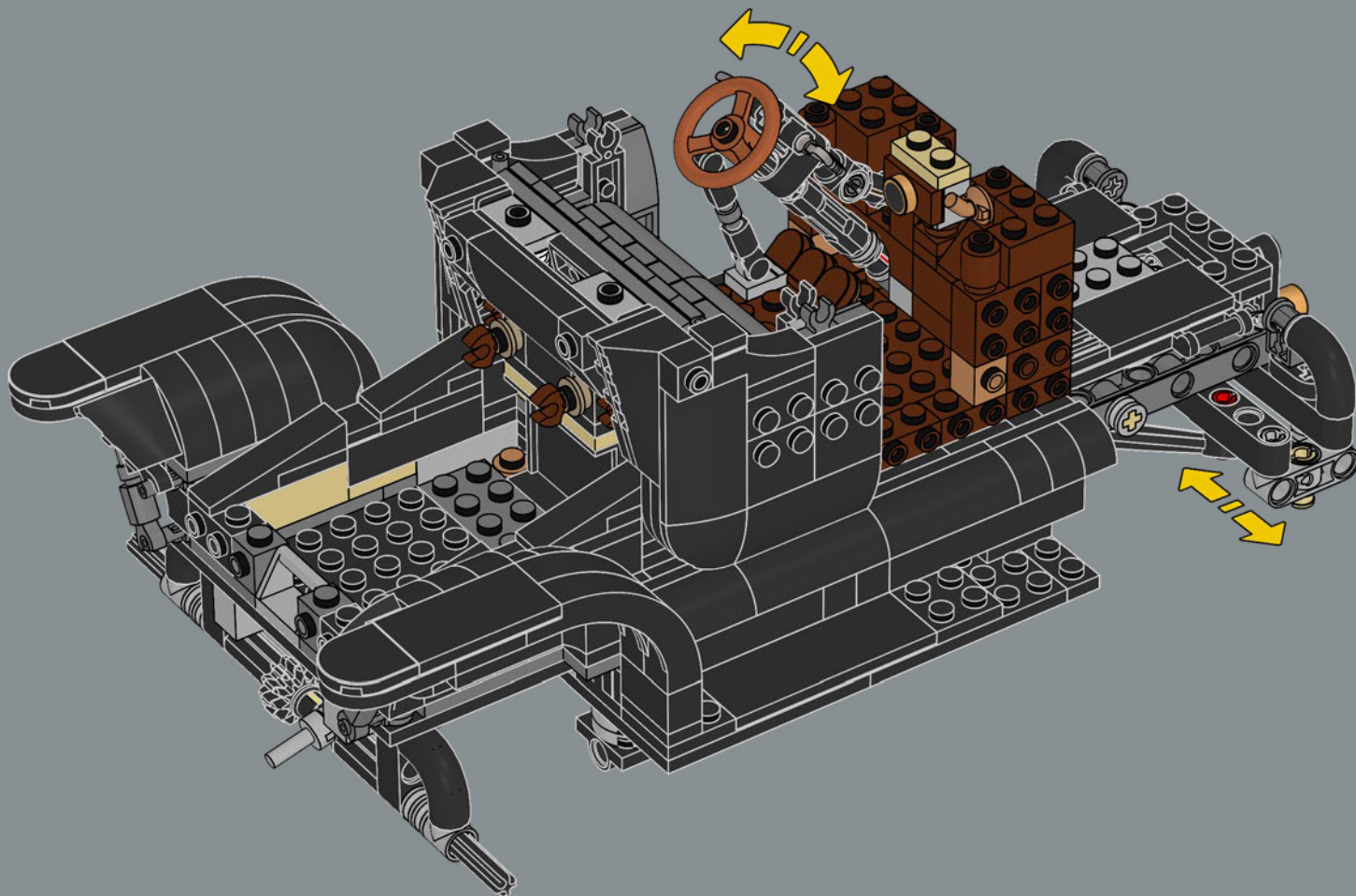
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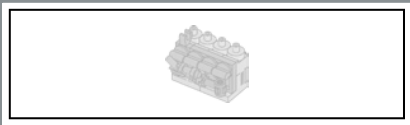




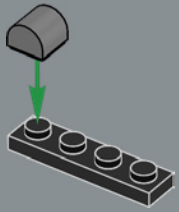
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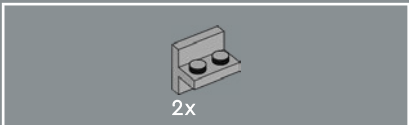
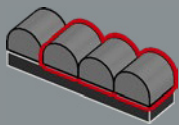




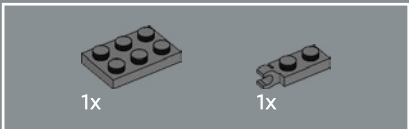
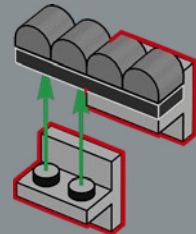
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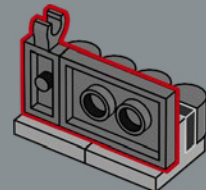
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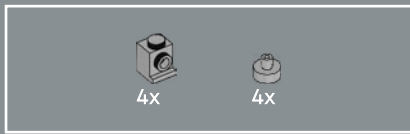


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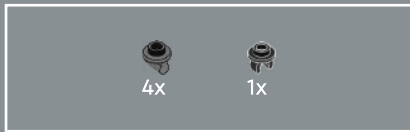
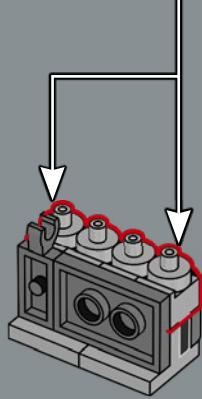
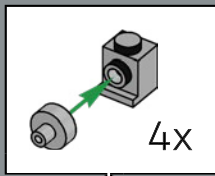


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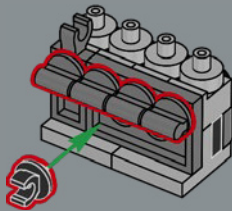




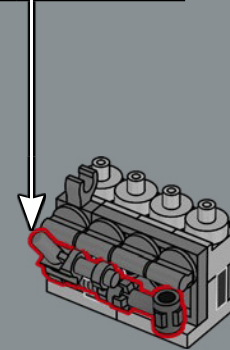
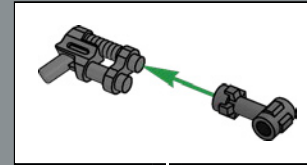
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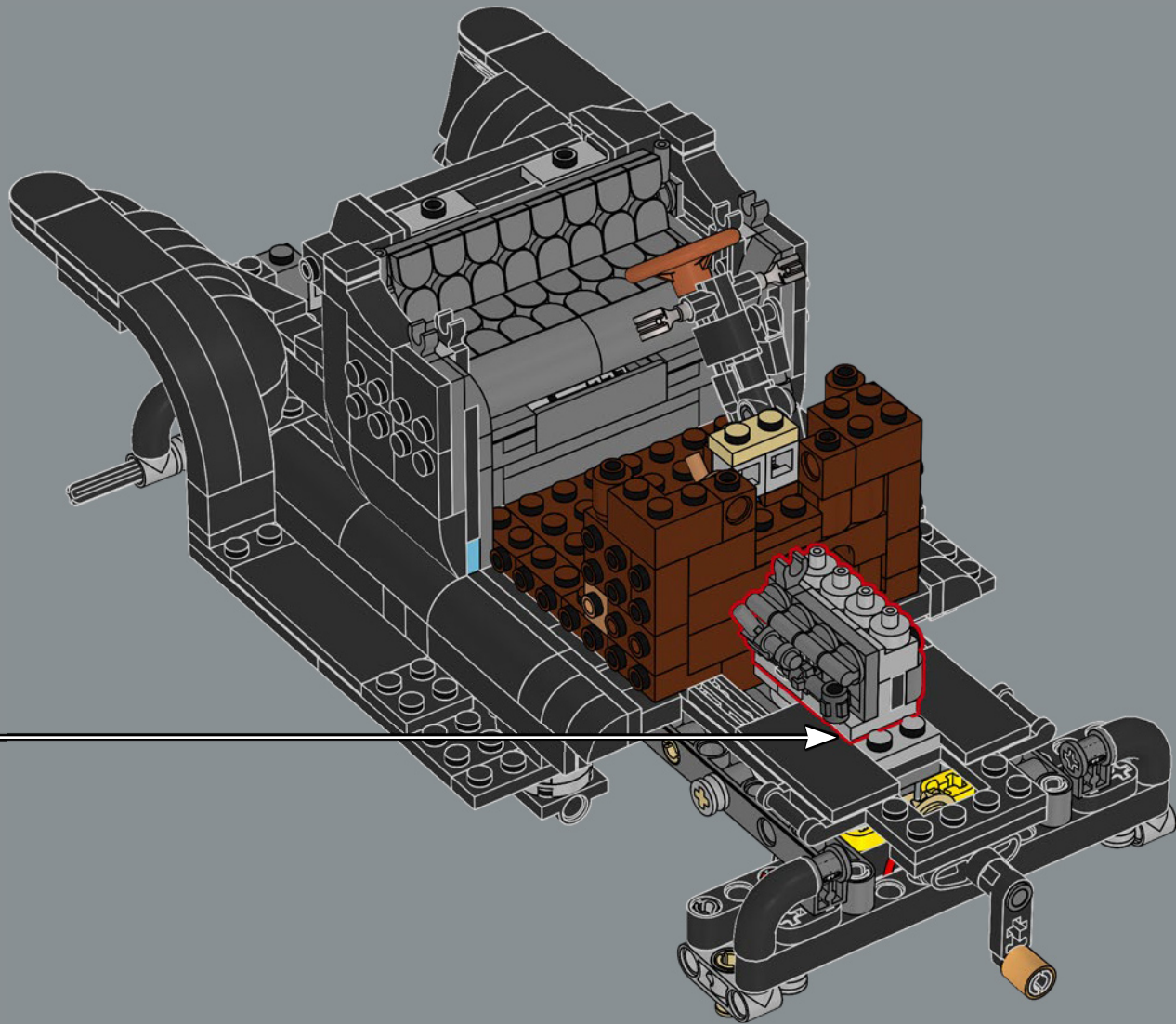
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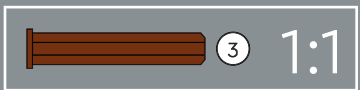
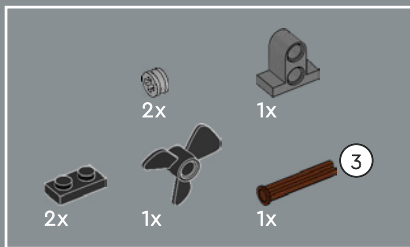


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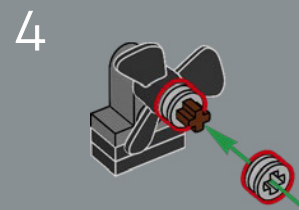
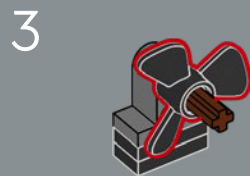
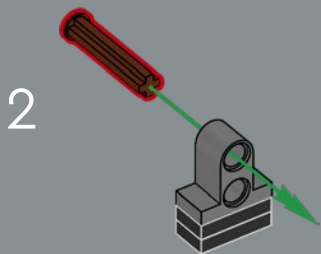
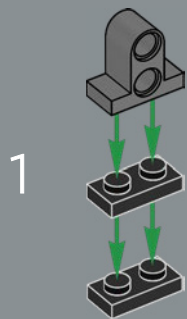


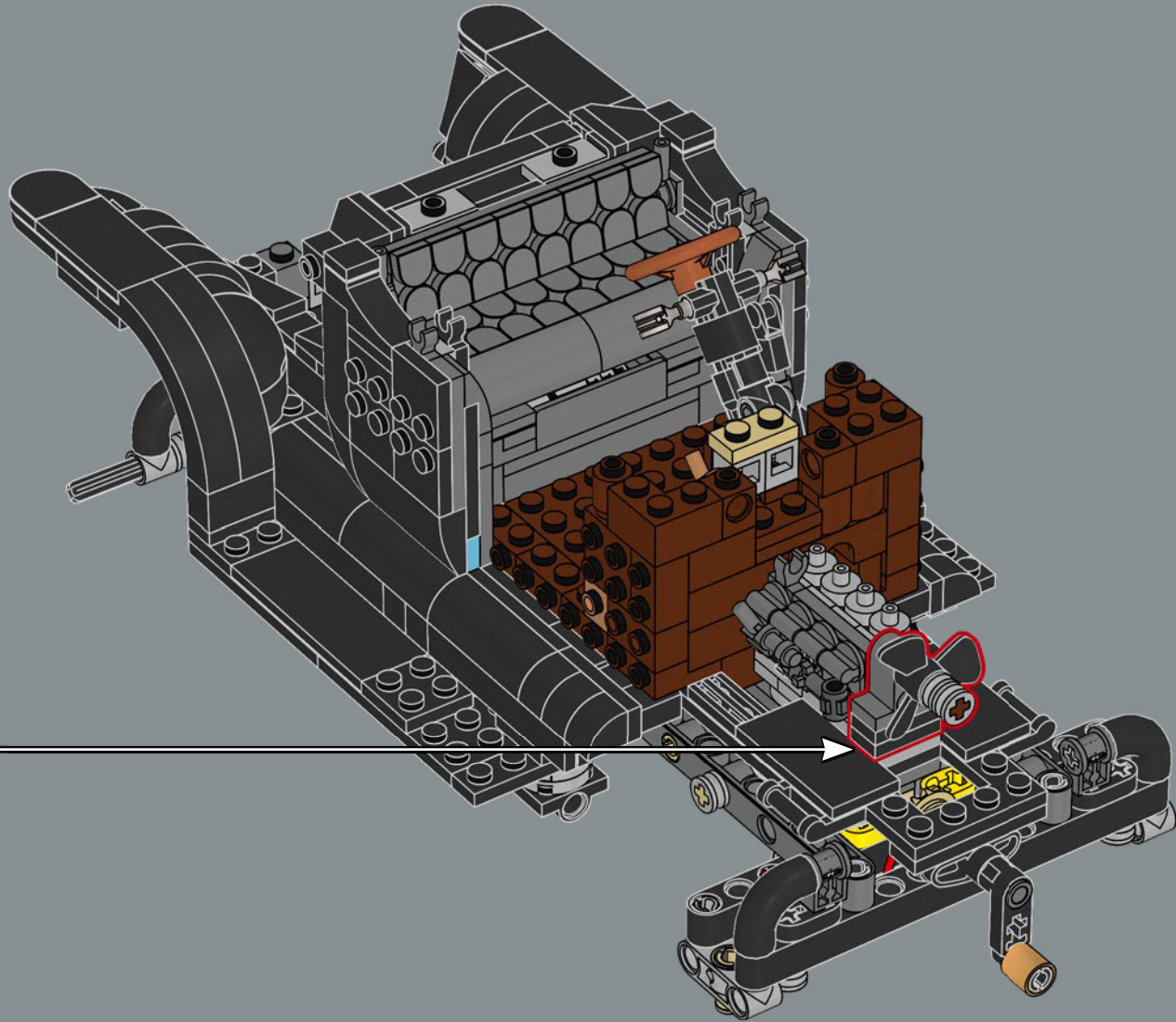
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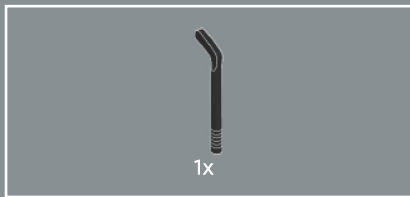




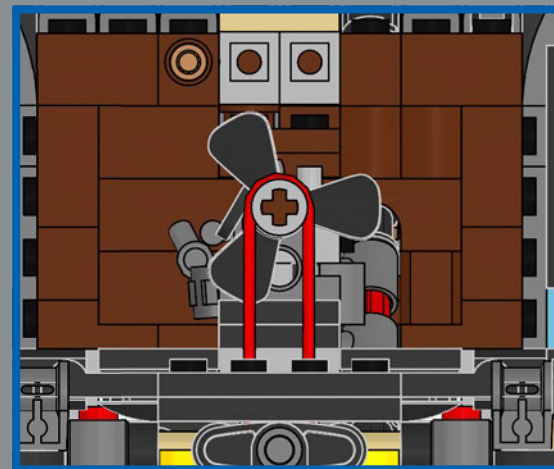
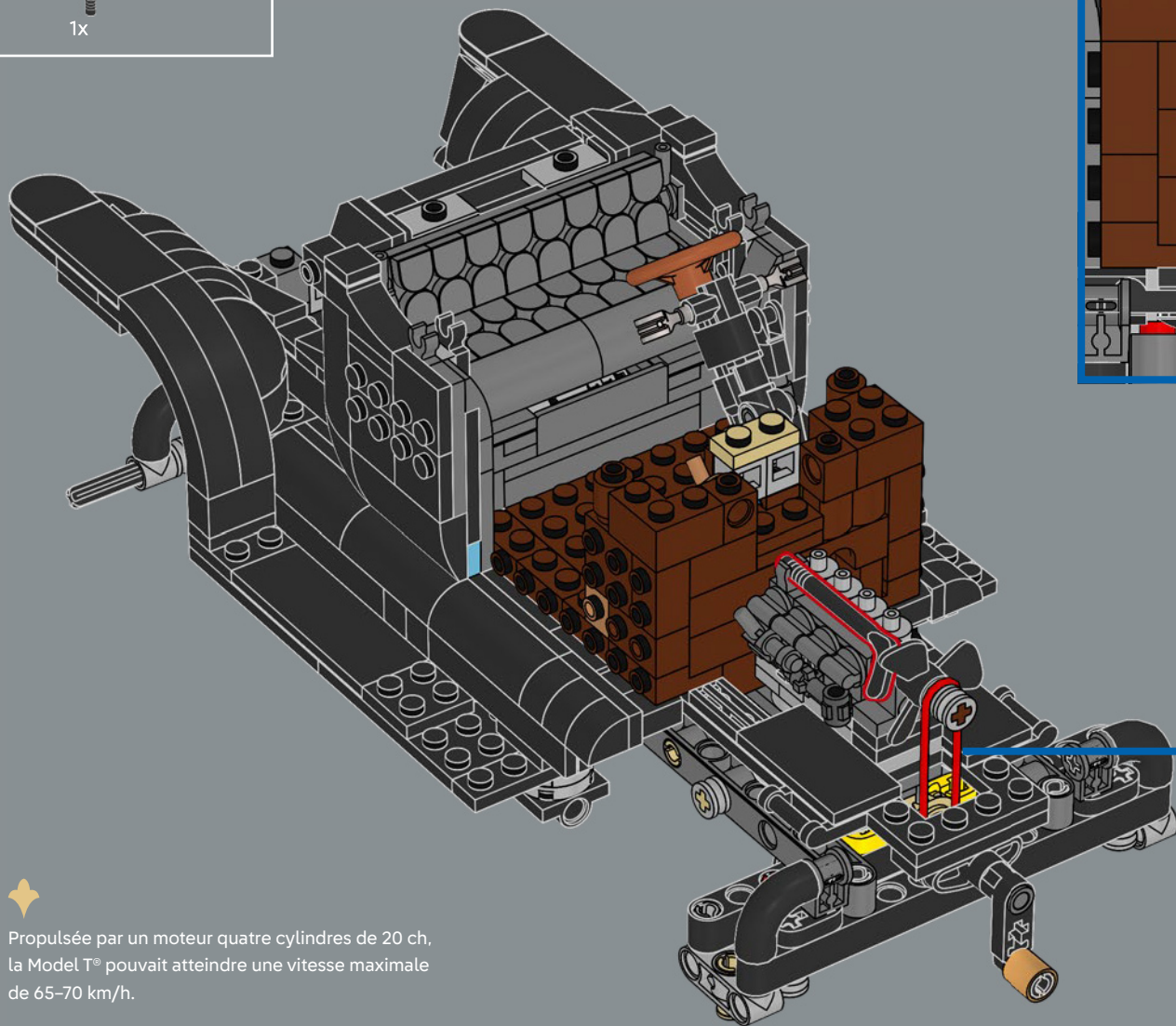
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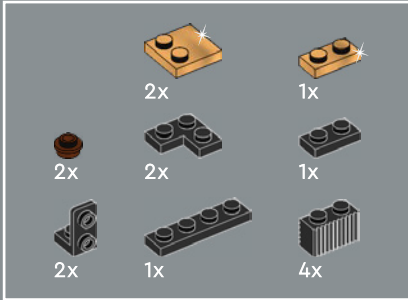
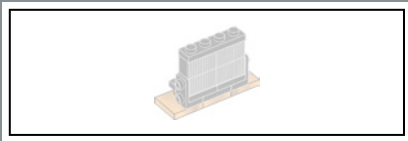


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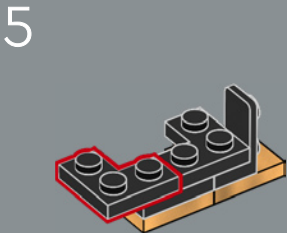
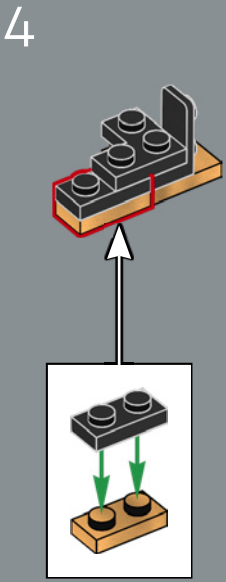
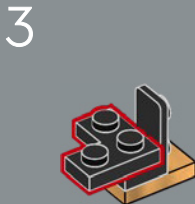
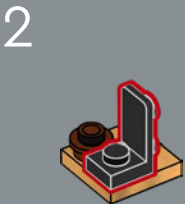
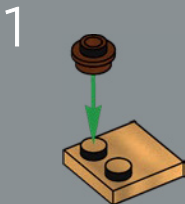


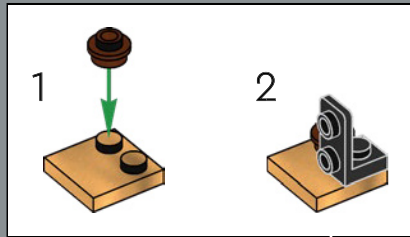
Propulsée par un moteur quatre cylindres de 20 ch, la Model T® pouvait atteindre une vitesse maximale de 65-70 km/h.



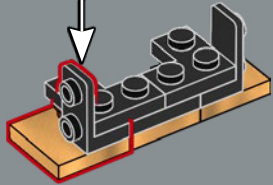


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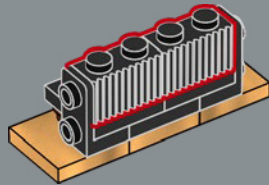




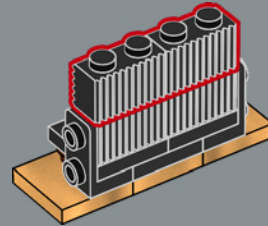
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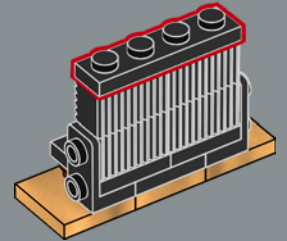
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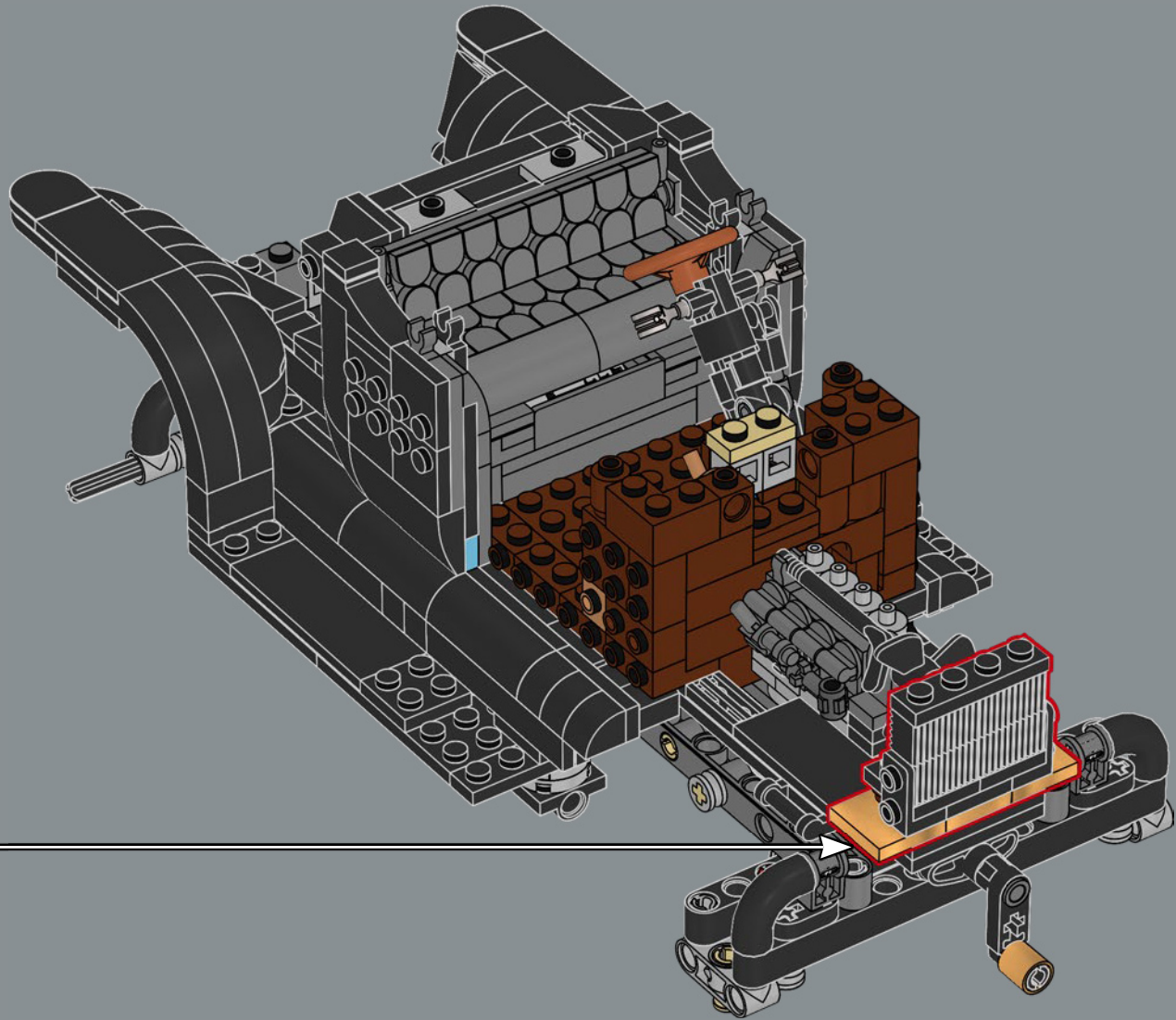


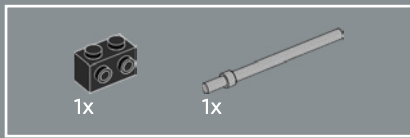
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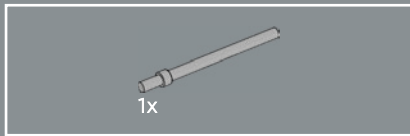
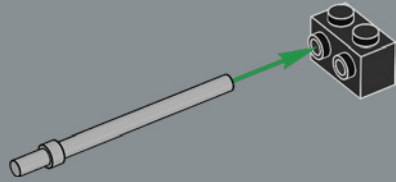
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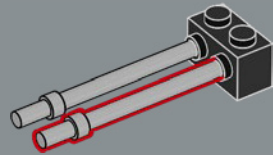




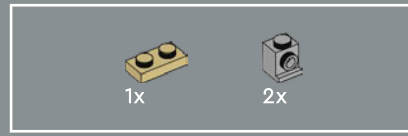
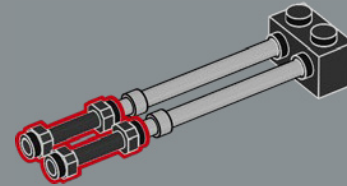
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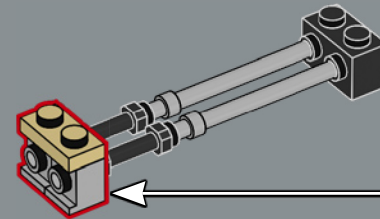
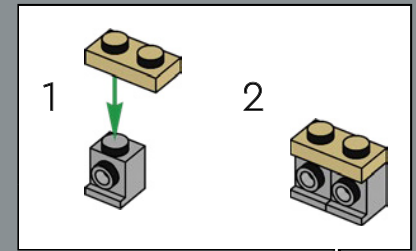
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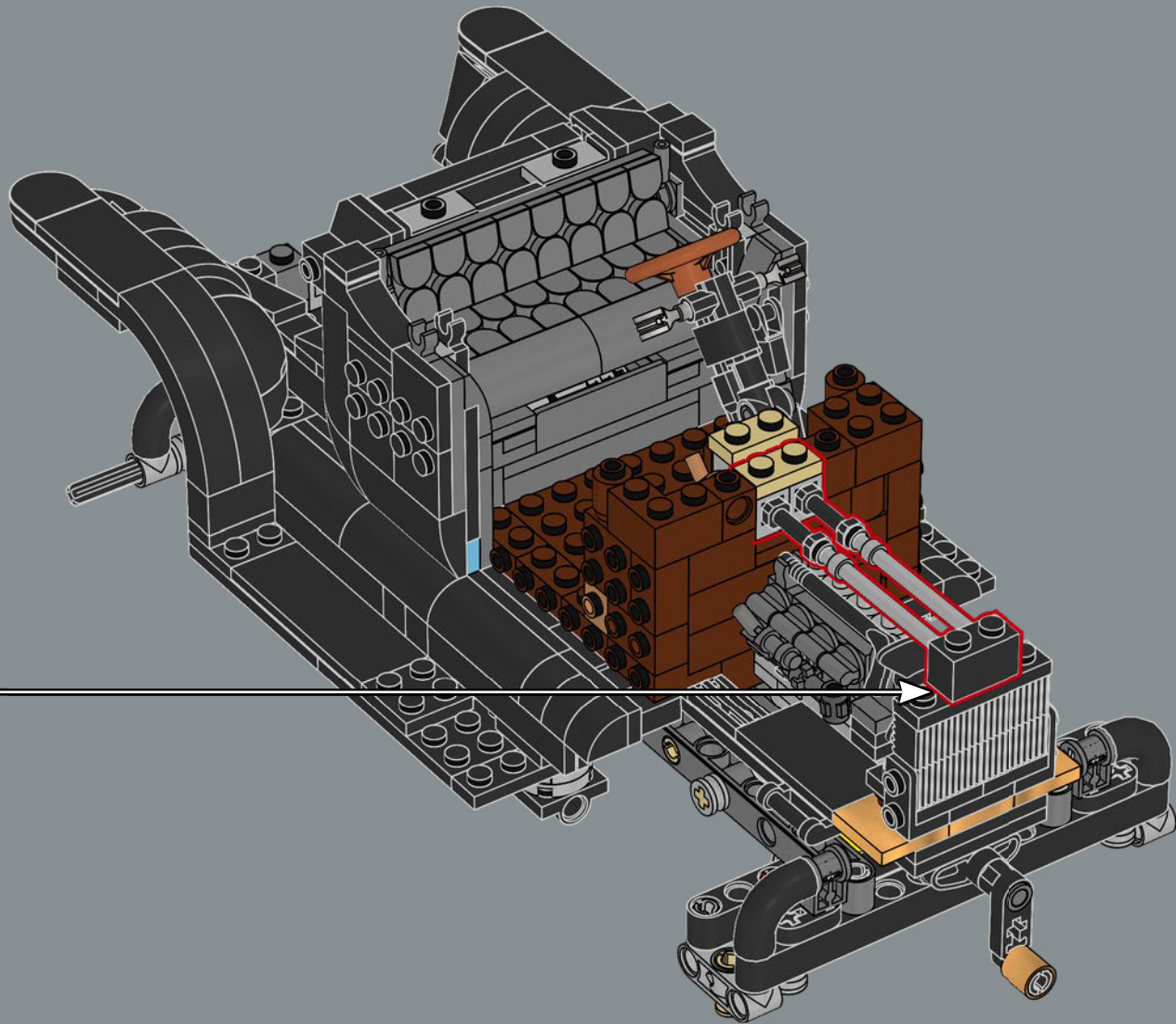


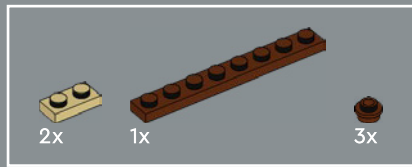
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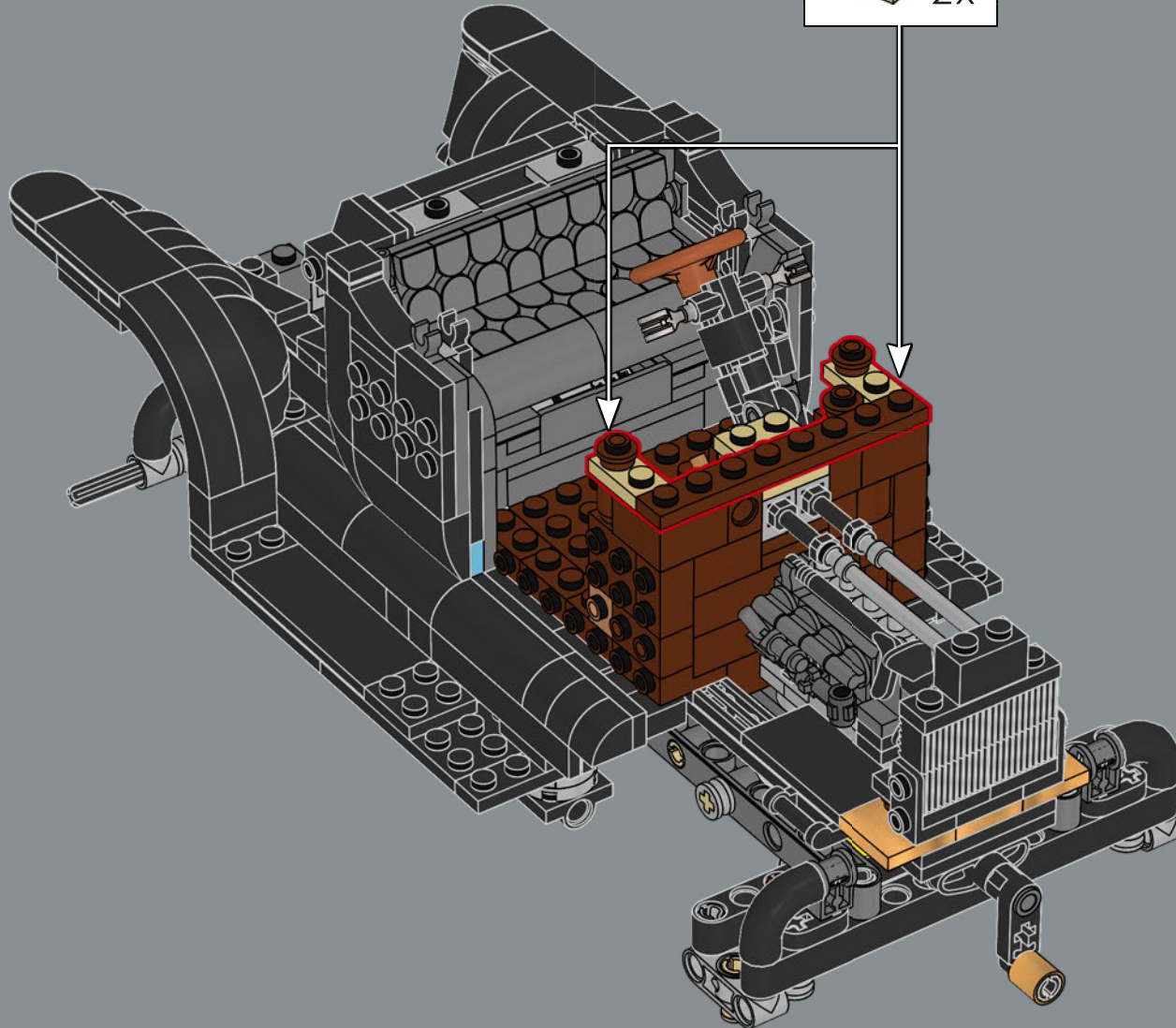
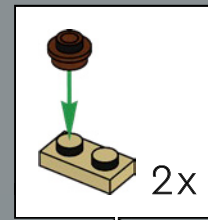
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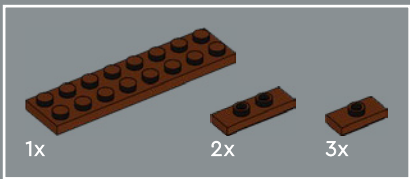




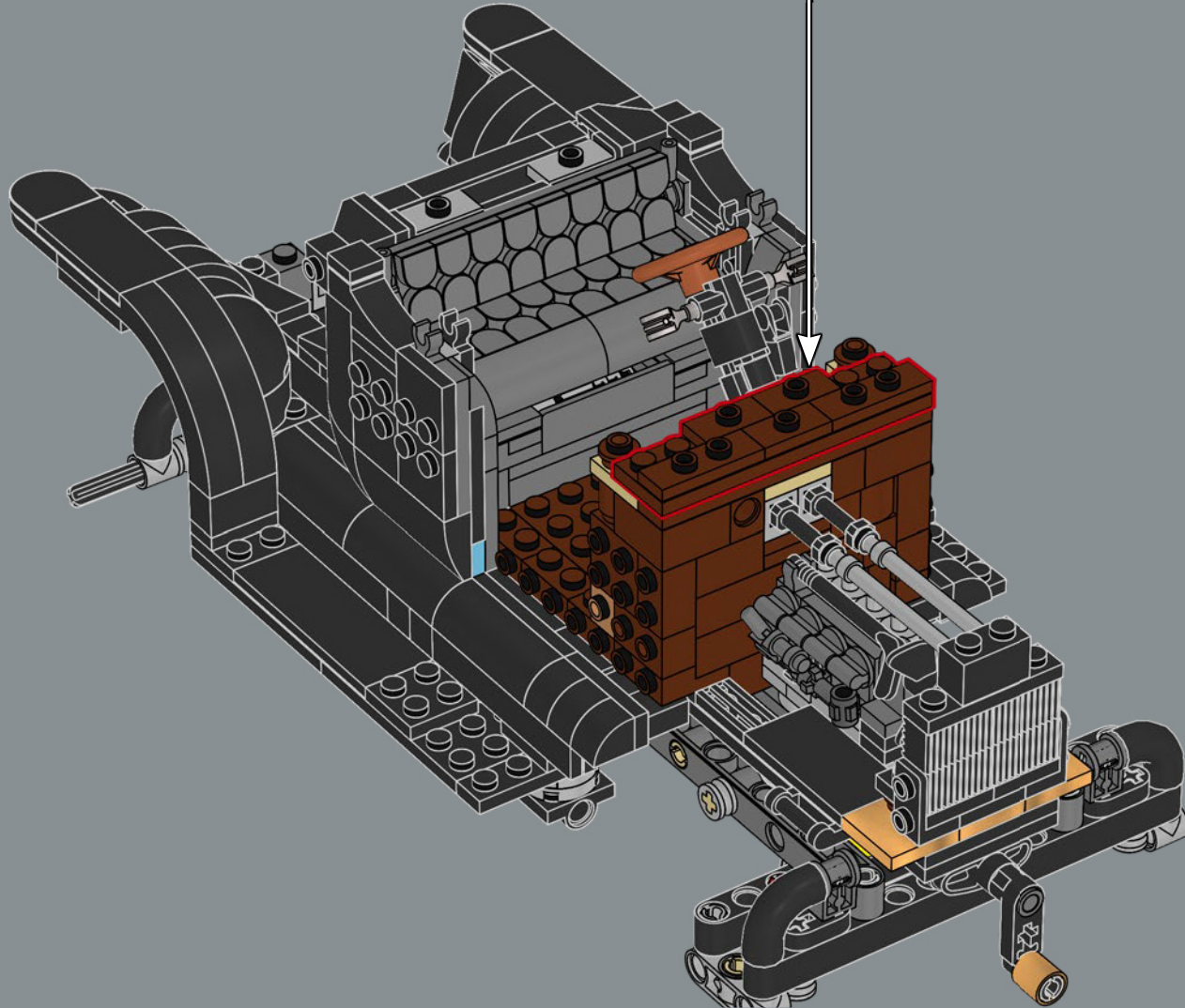
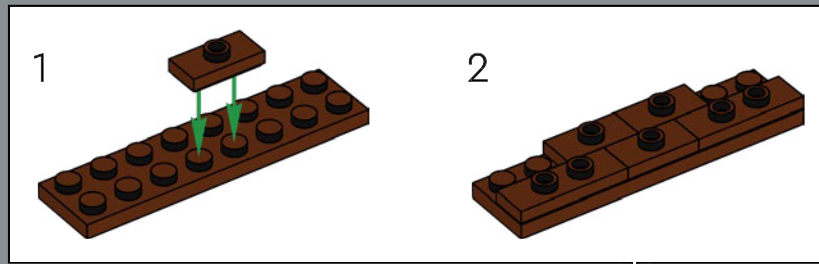


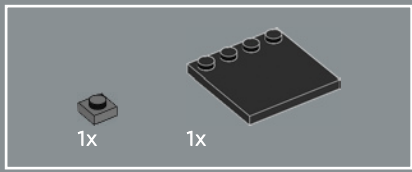
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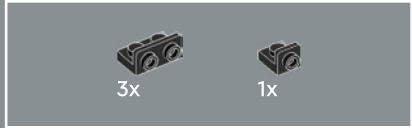
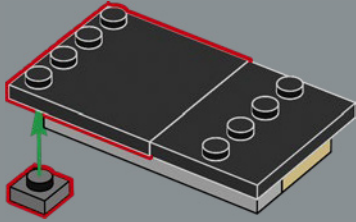


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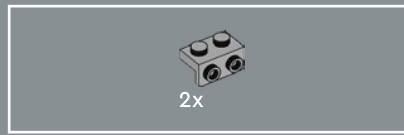
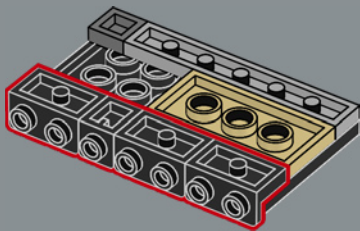




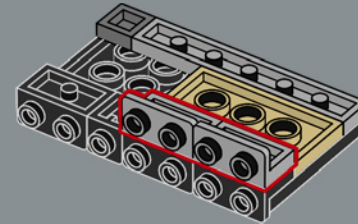
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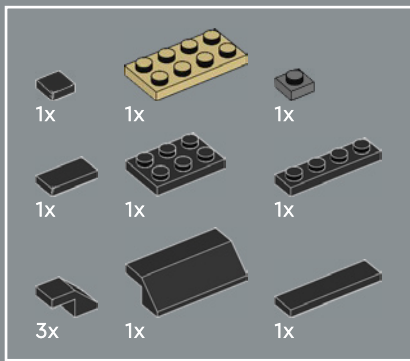


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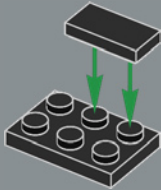
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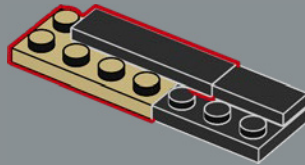


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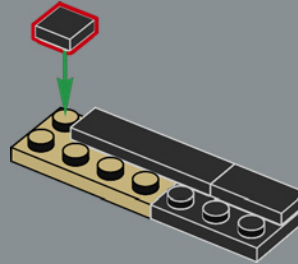
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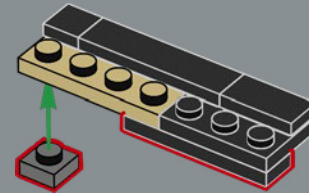
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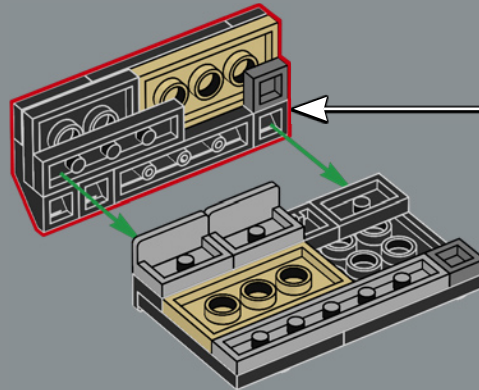
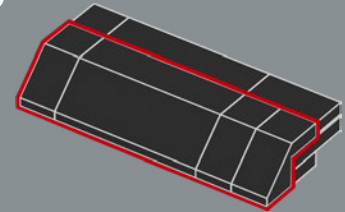
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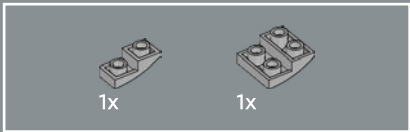


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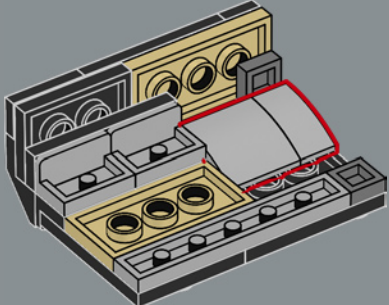


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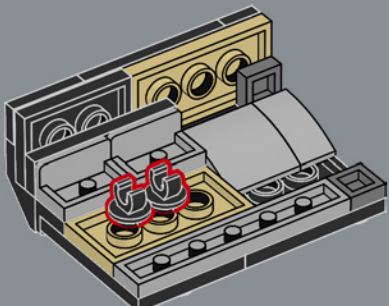




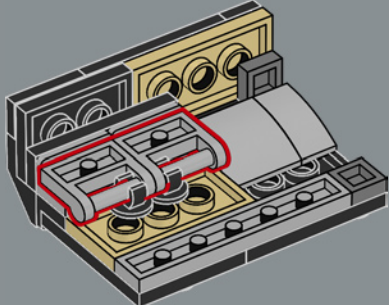
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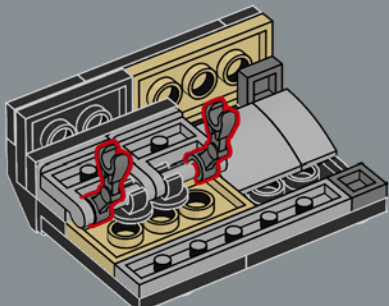
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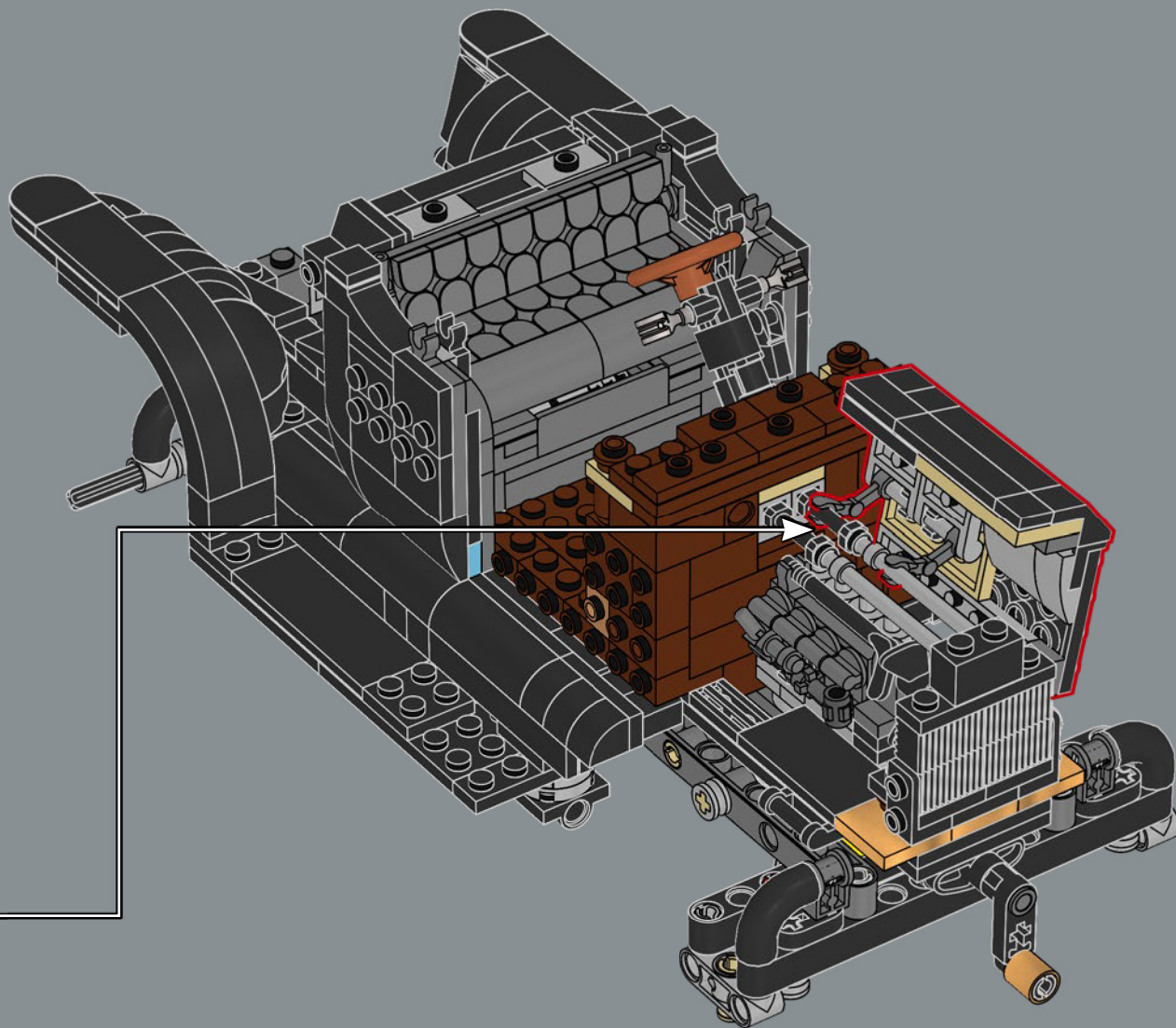
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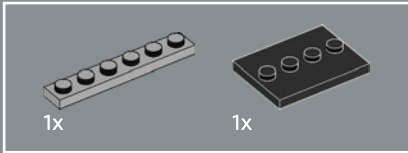
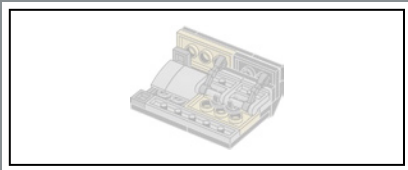


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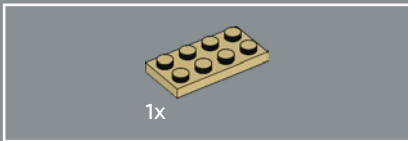
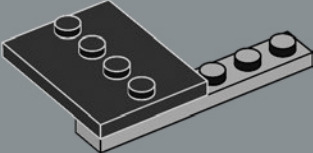


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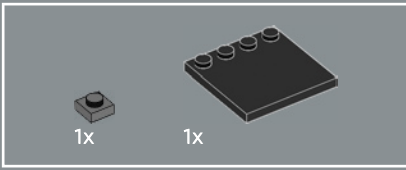
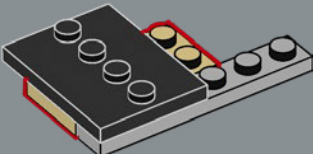




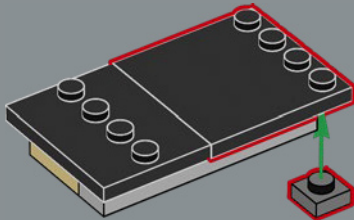
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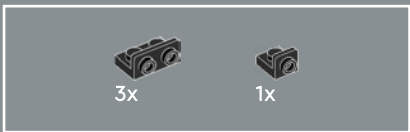


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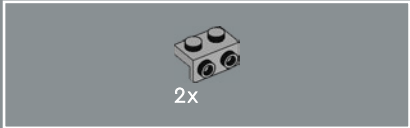
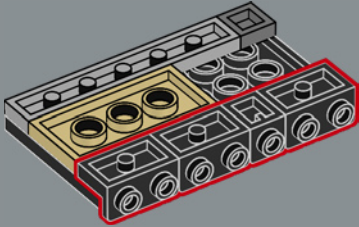


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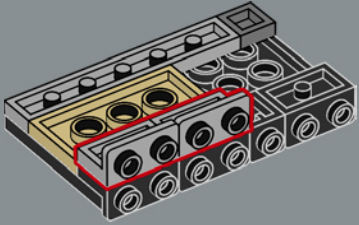


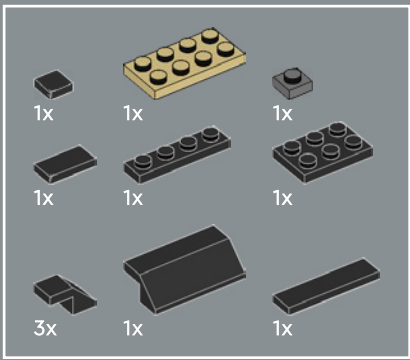


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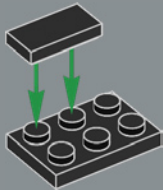
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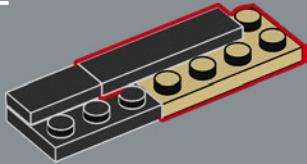


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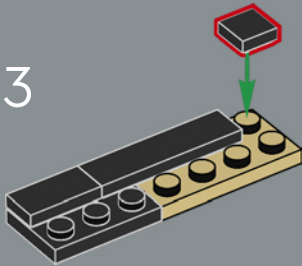
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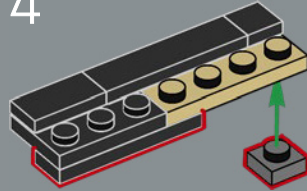
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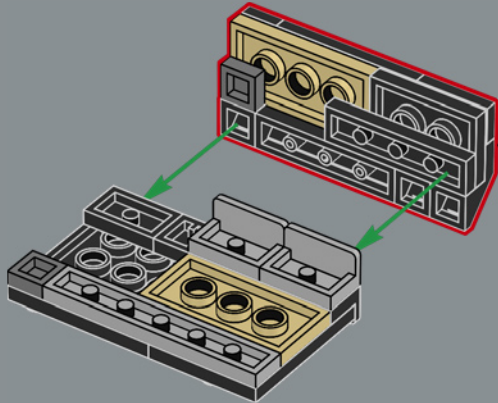
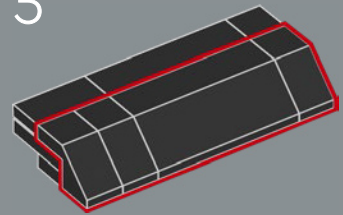
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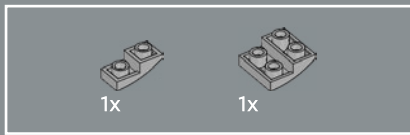


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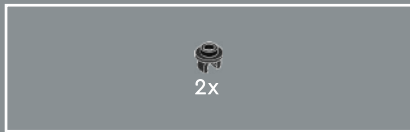
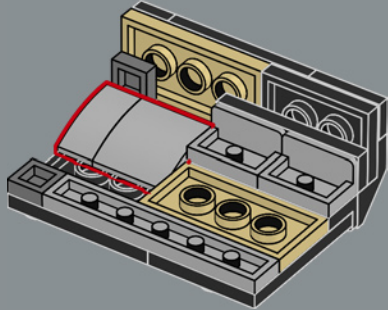


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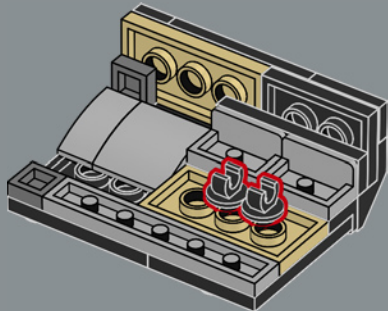




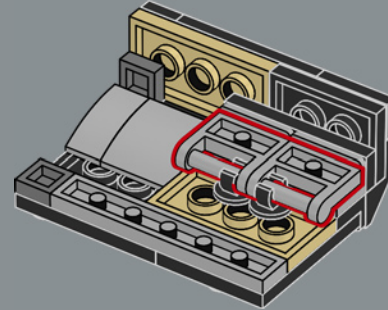
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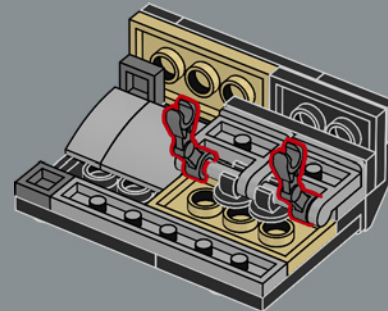
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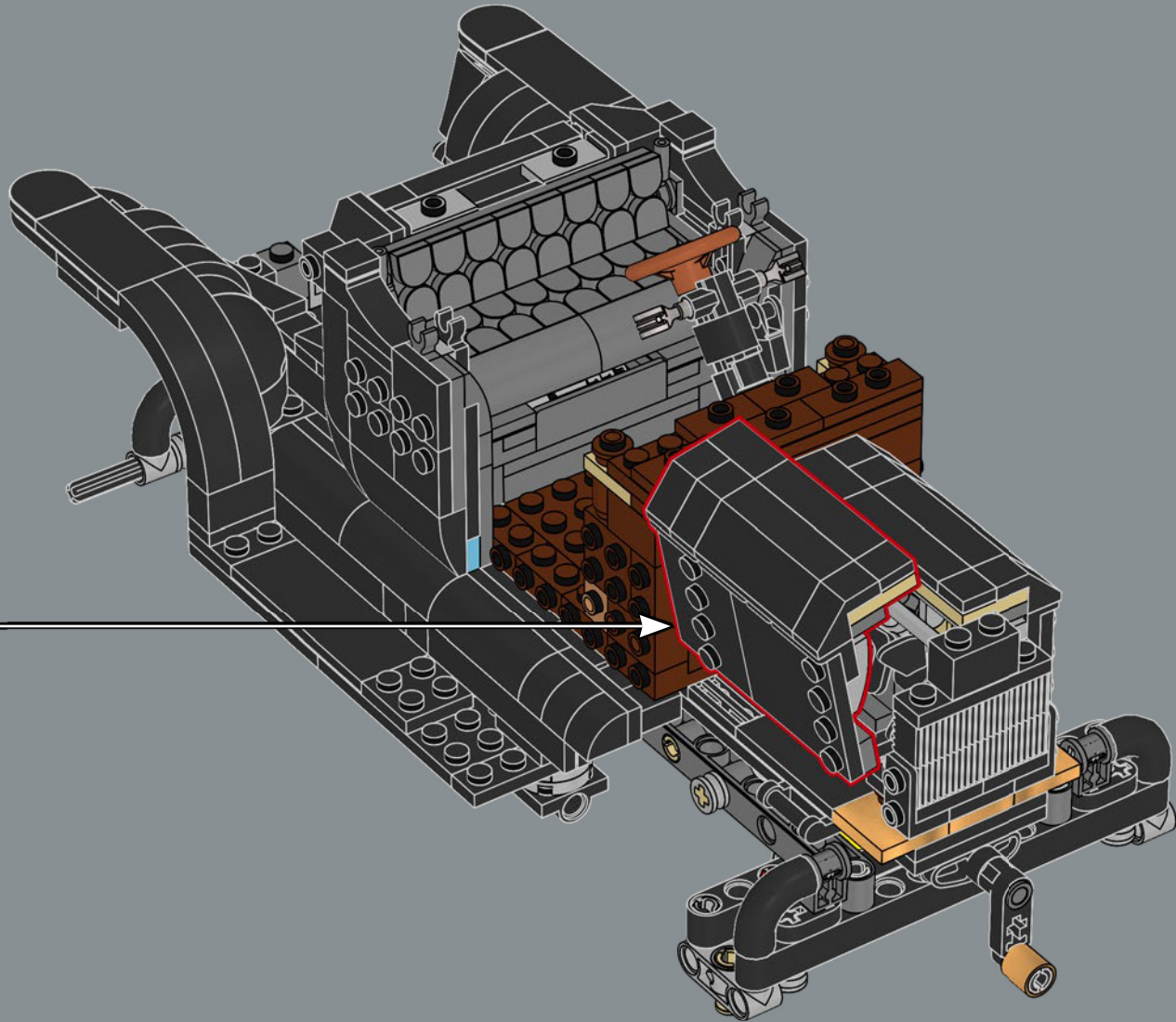


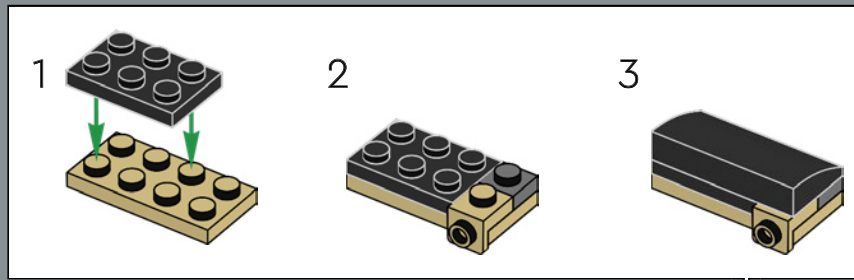
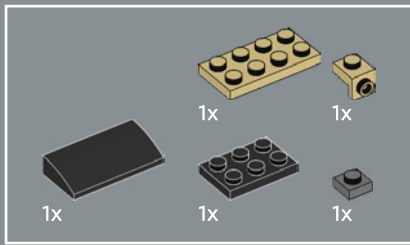
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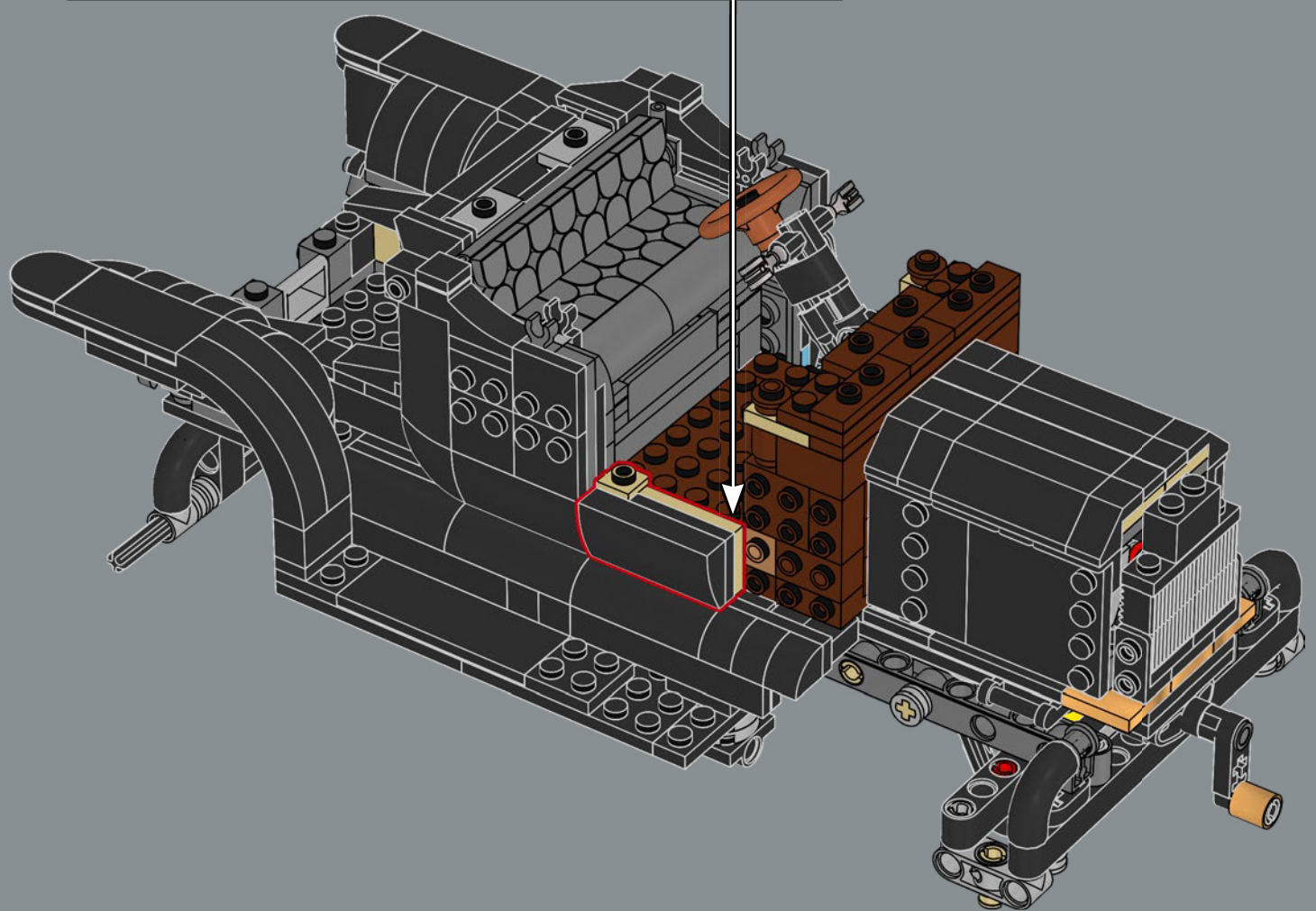
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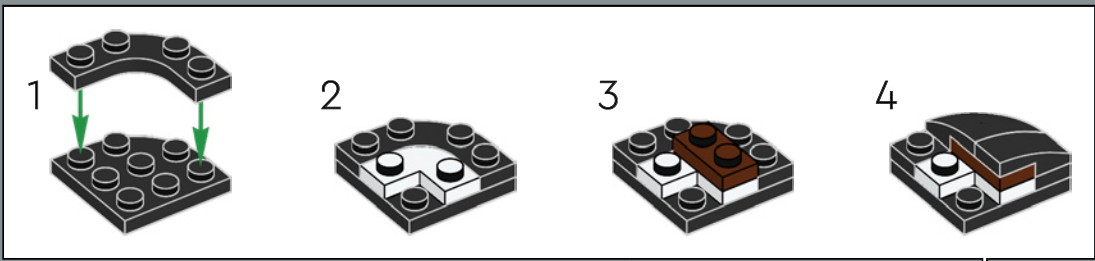
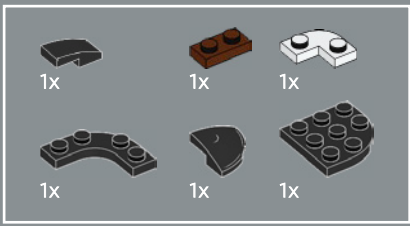




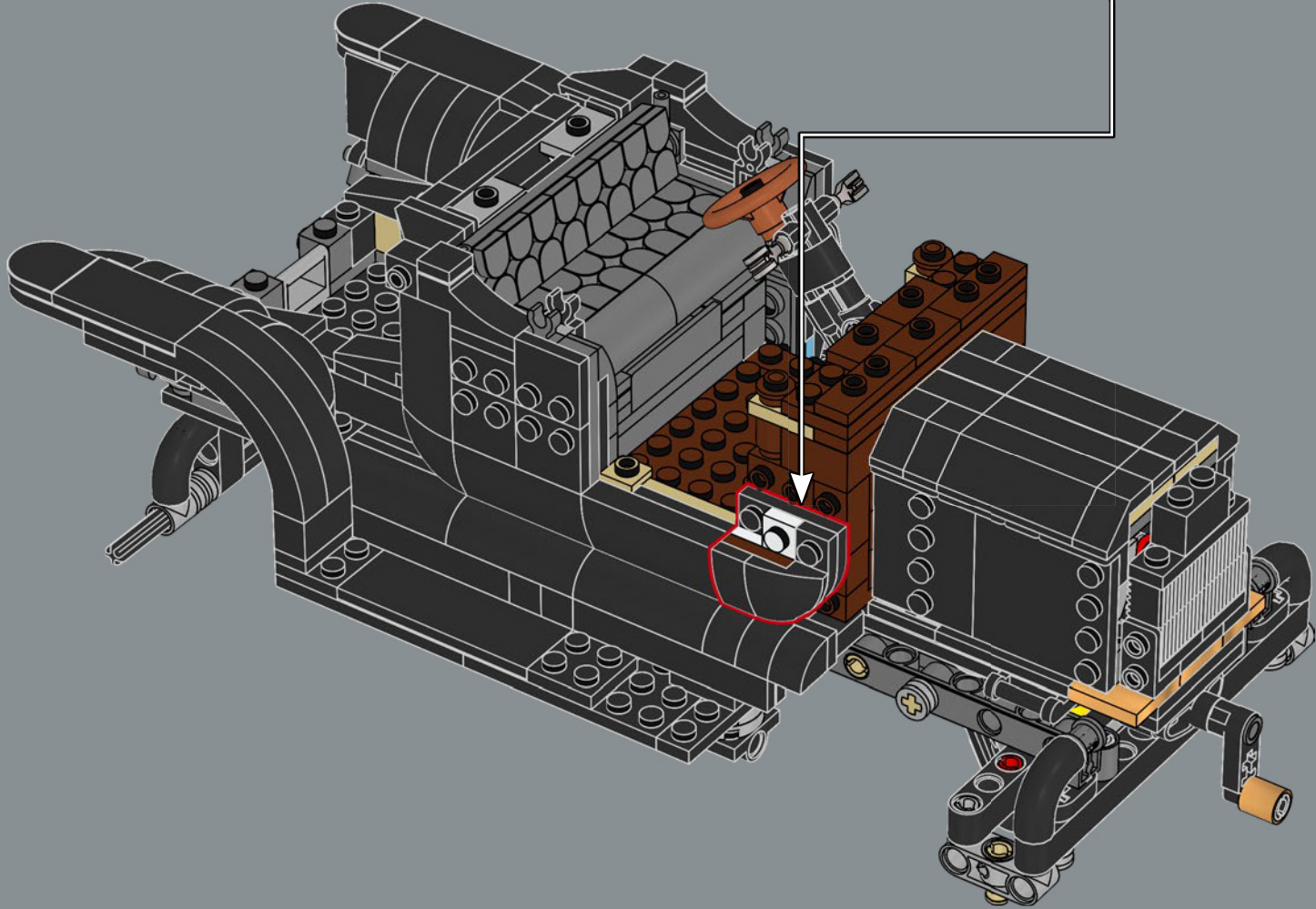


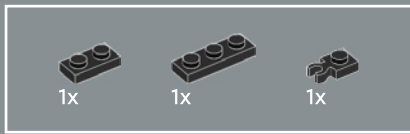
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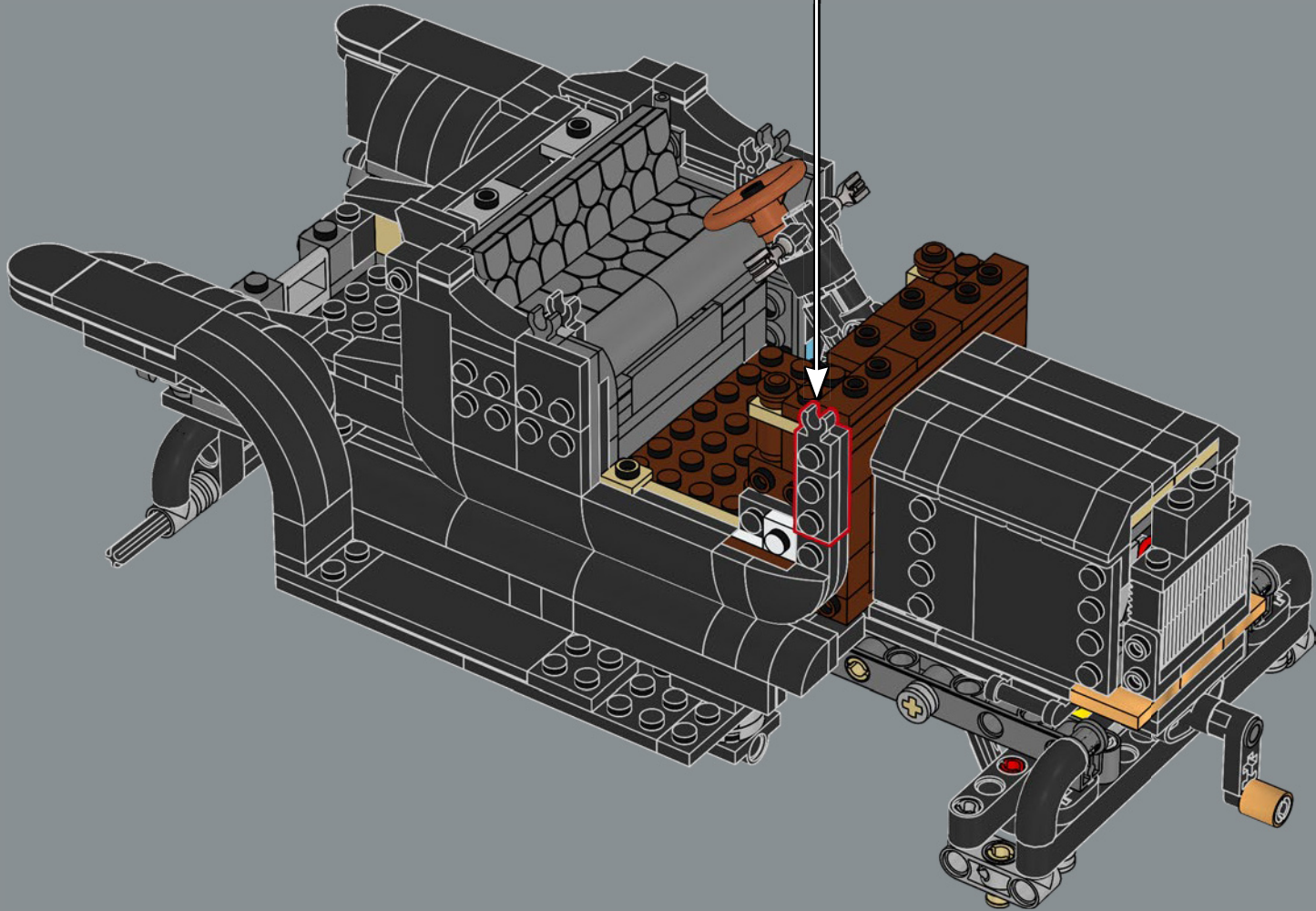
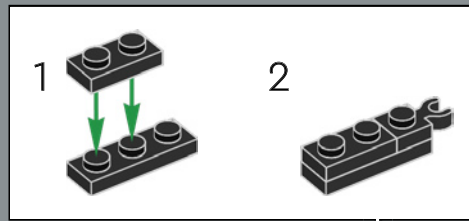


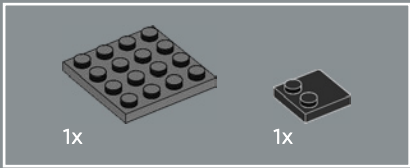
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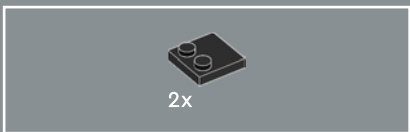
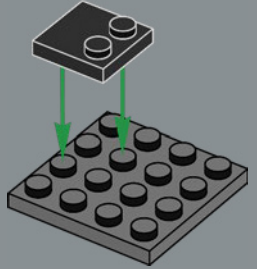


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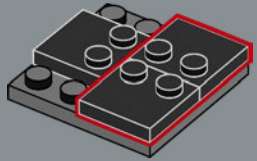




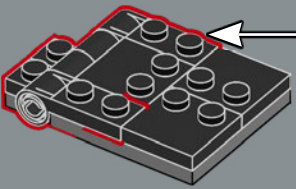
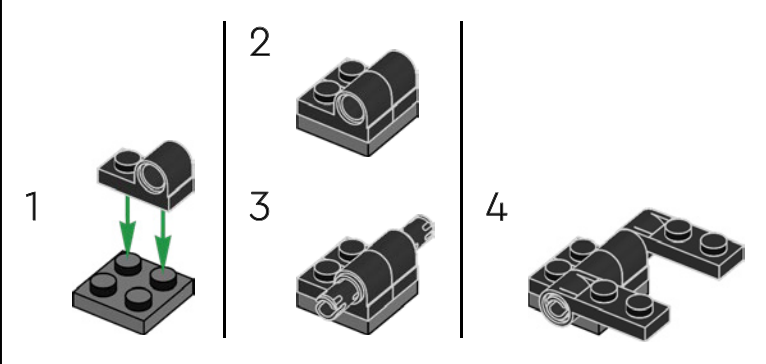
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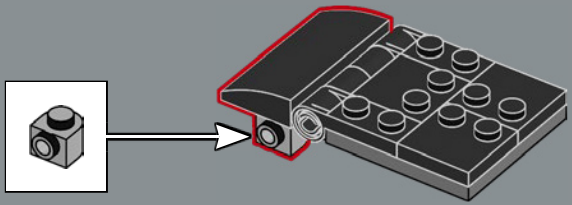
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197



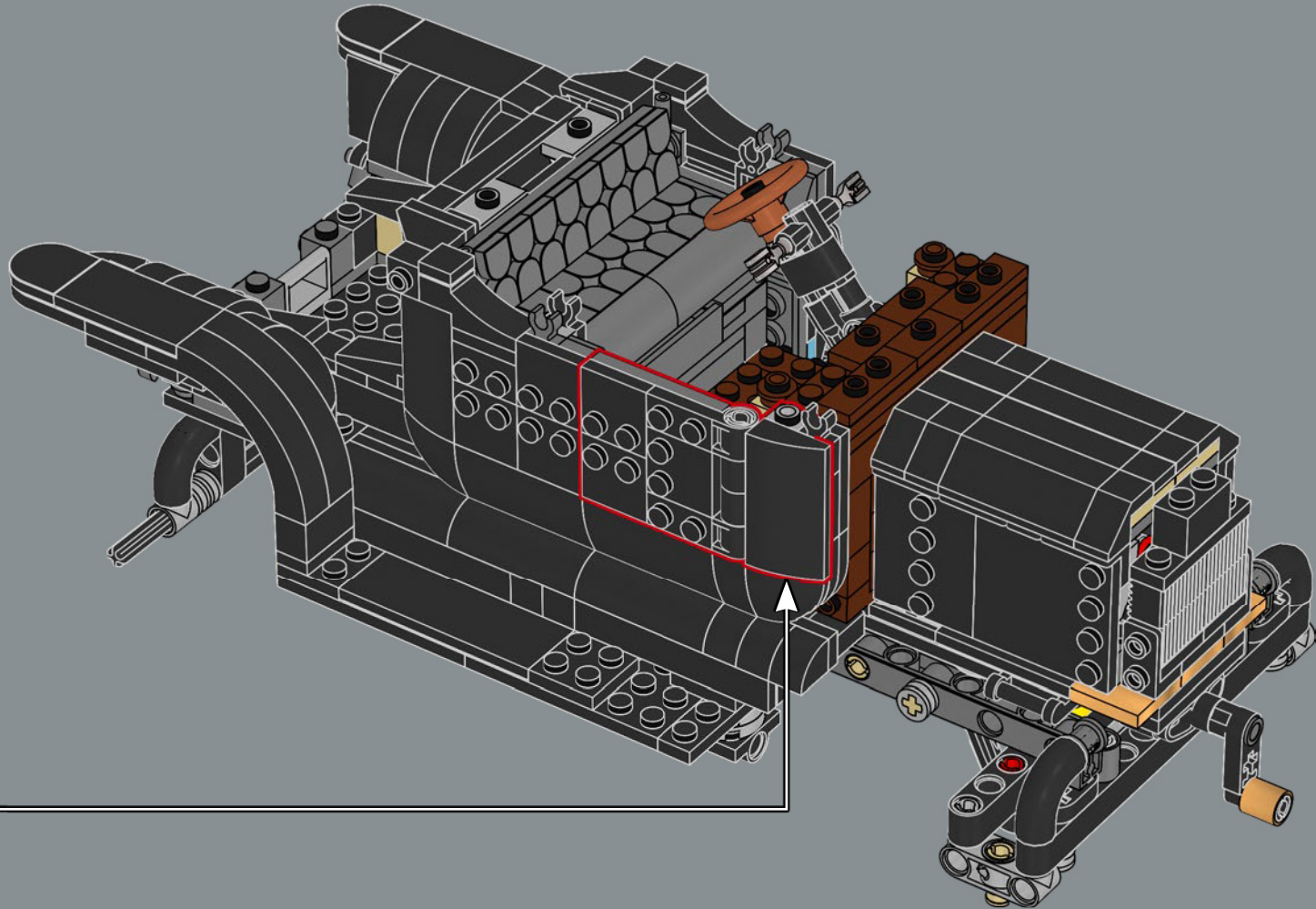
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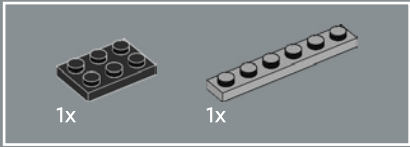
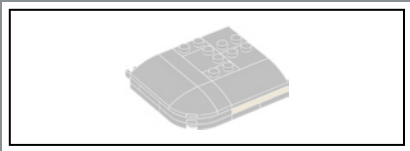




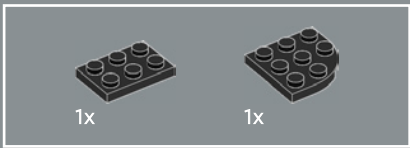
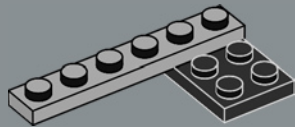
La version 1913 « Runabout » de la Model T®
n'avait qu'une seule porte, côté passager.

199

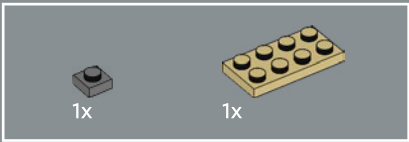
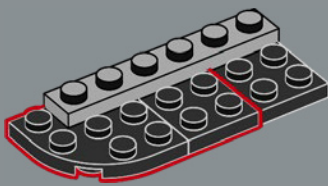




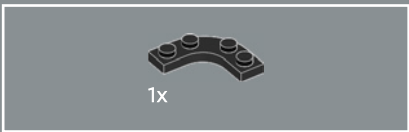
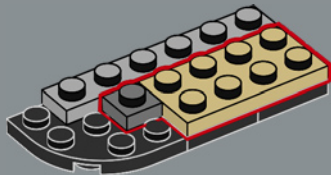
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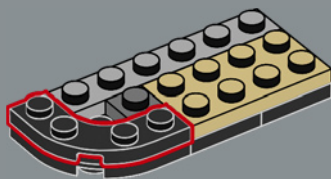
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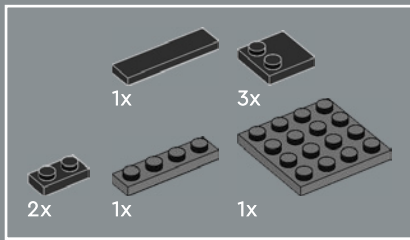


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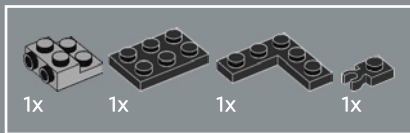
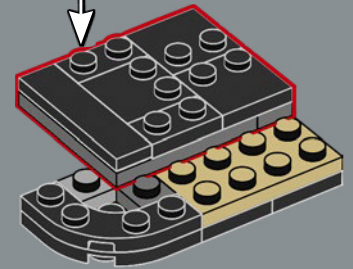
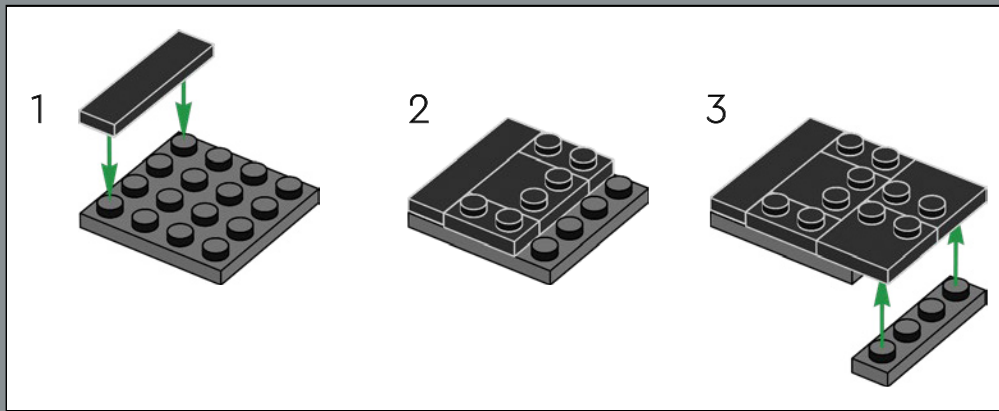


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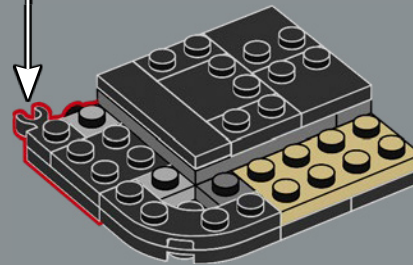
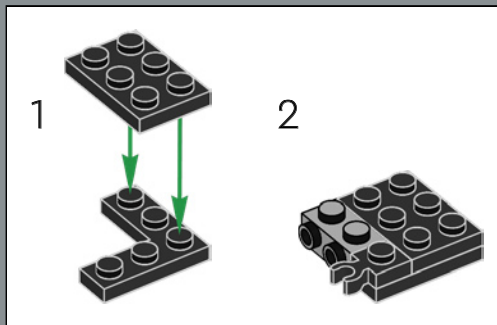




204



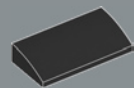
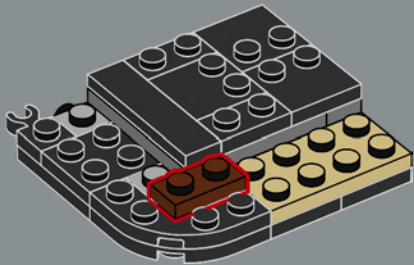
205





1x

206



2x

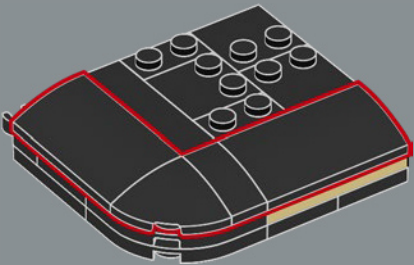


1x

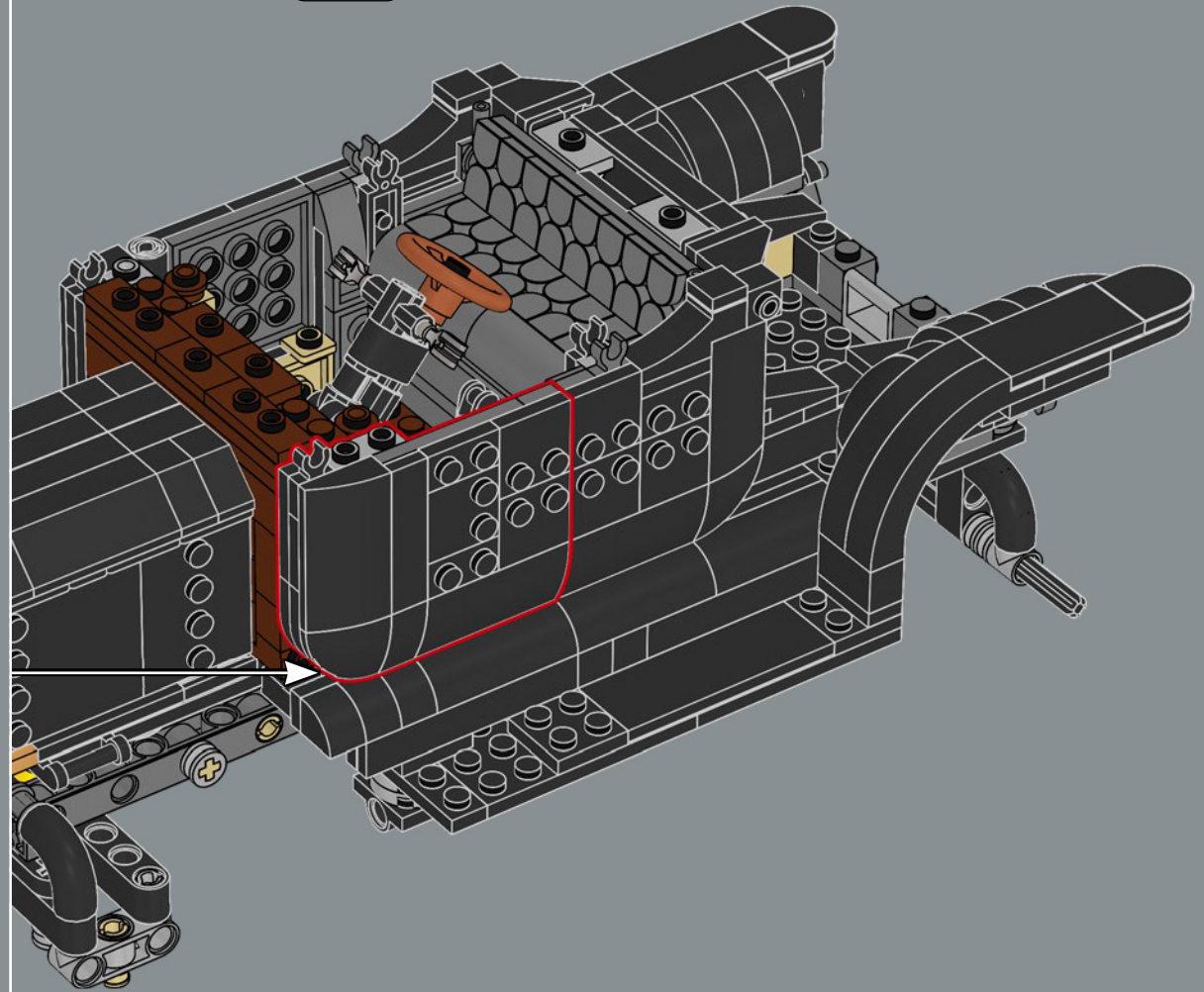


1x

207

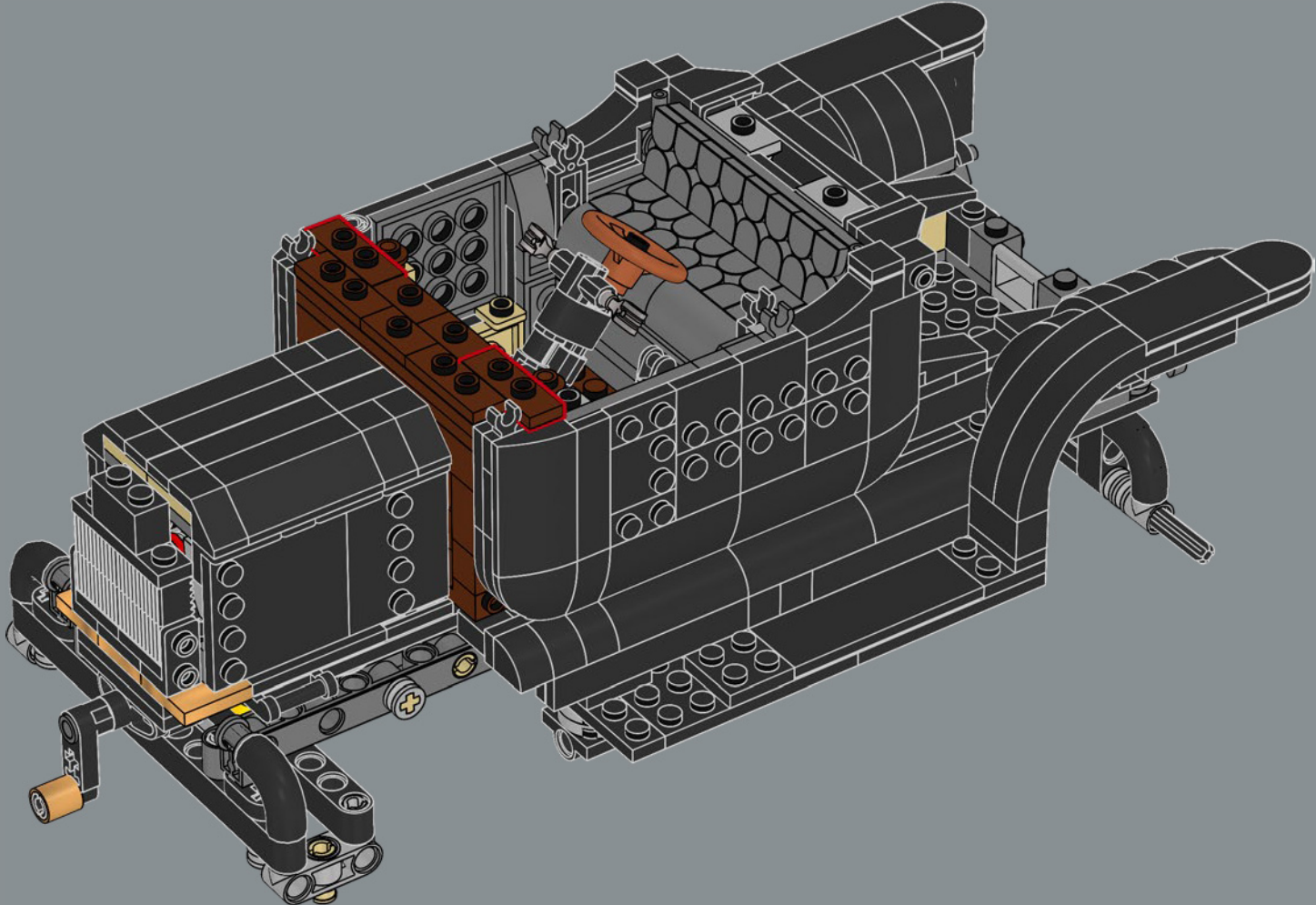


208



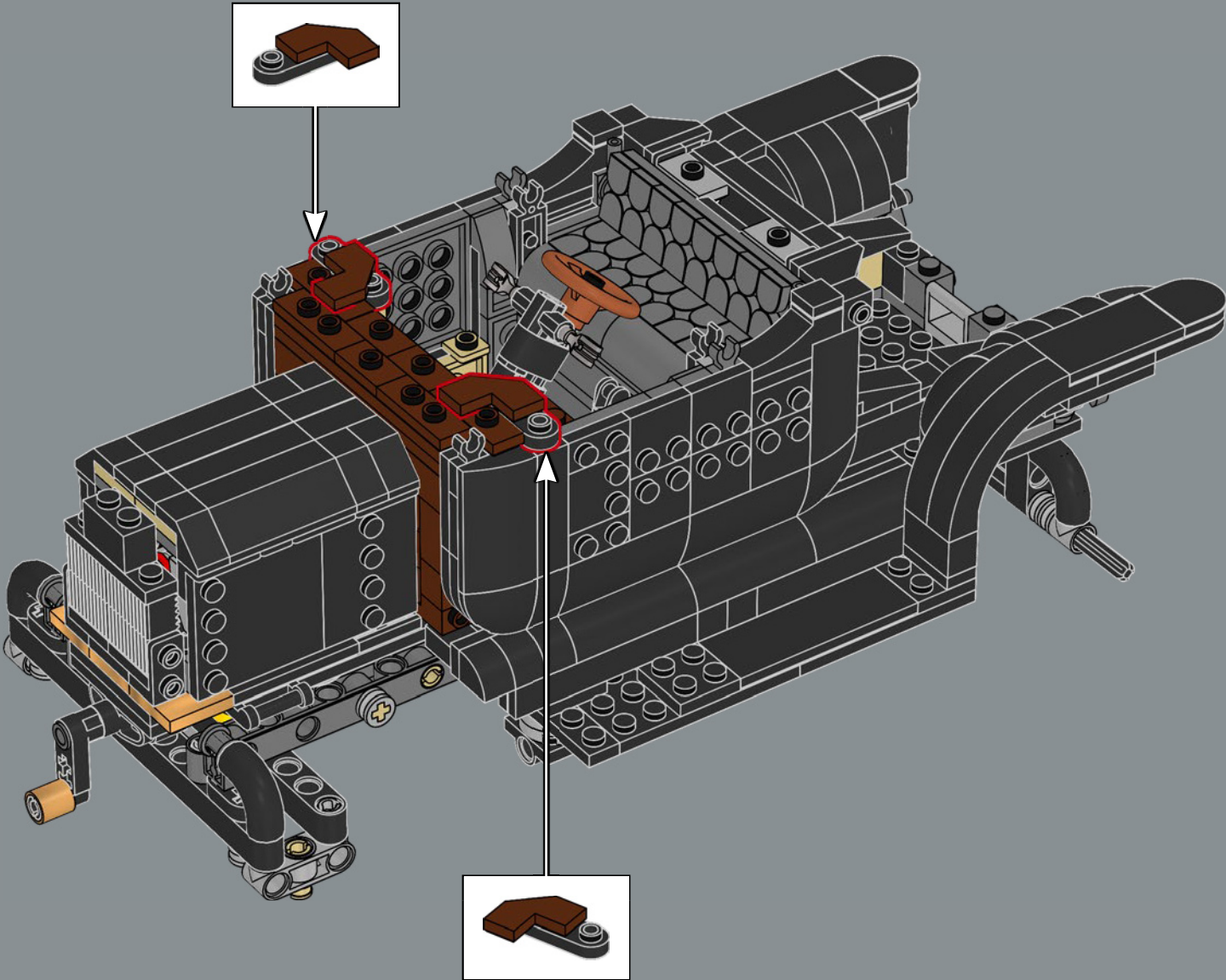


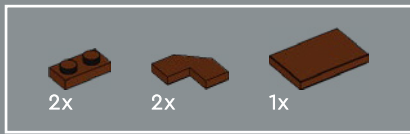
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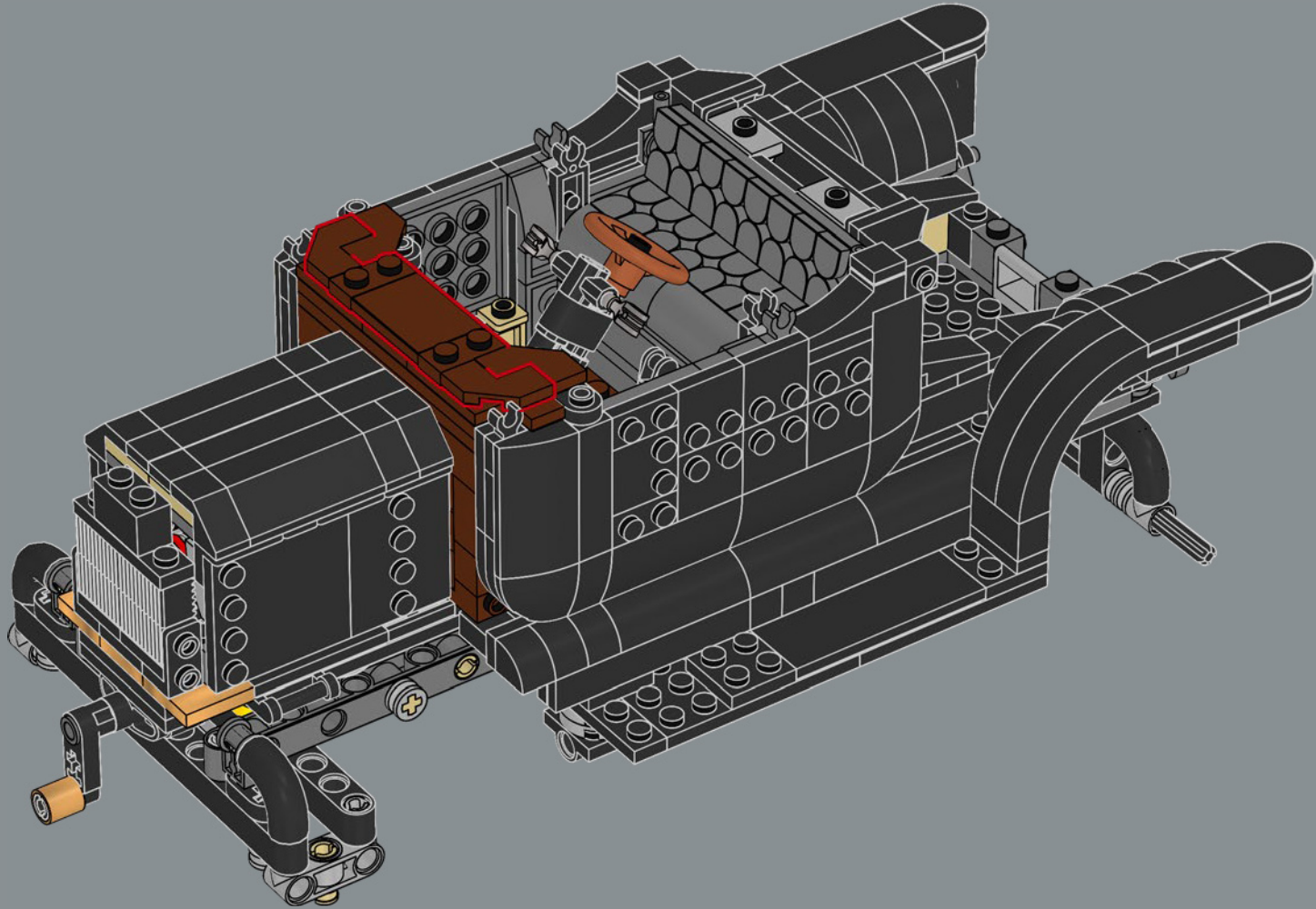


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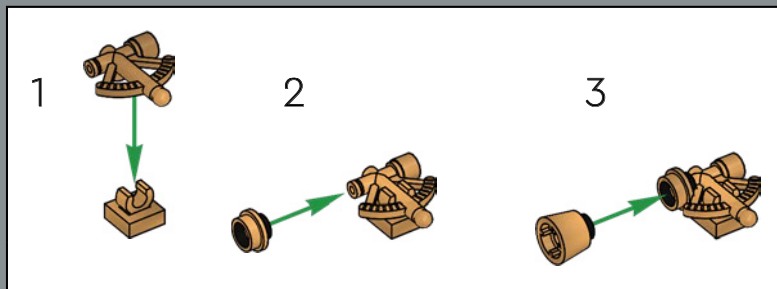


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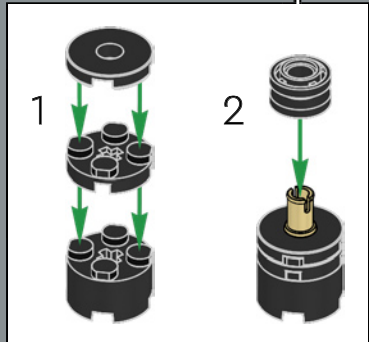
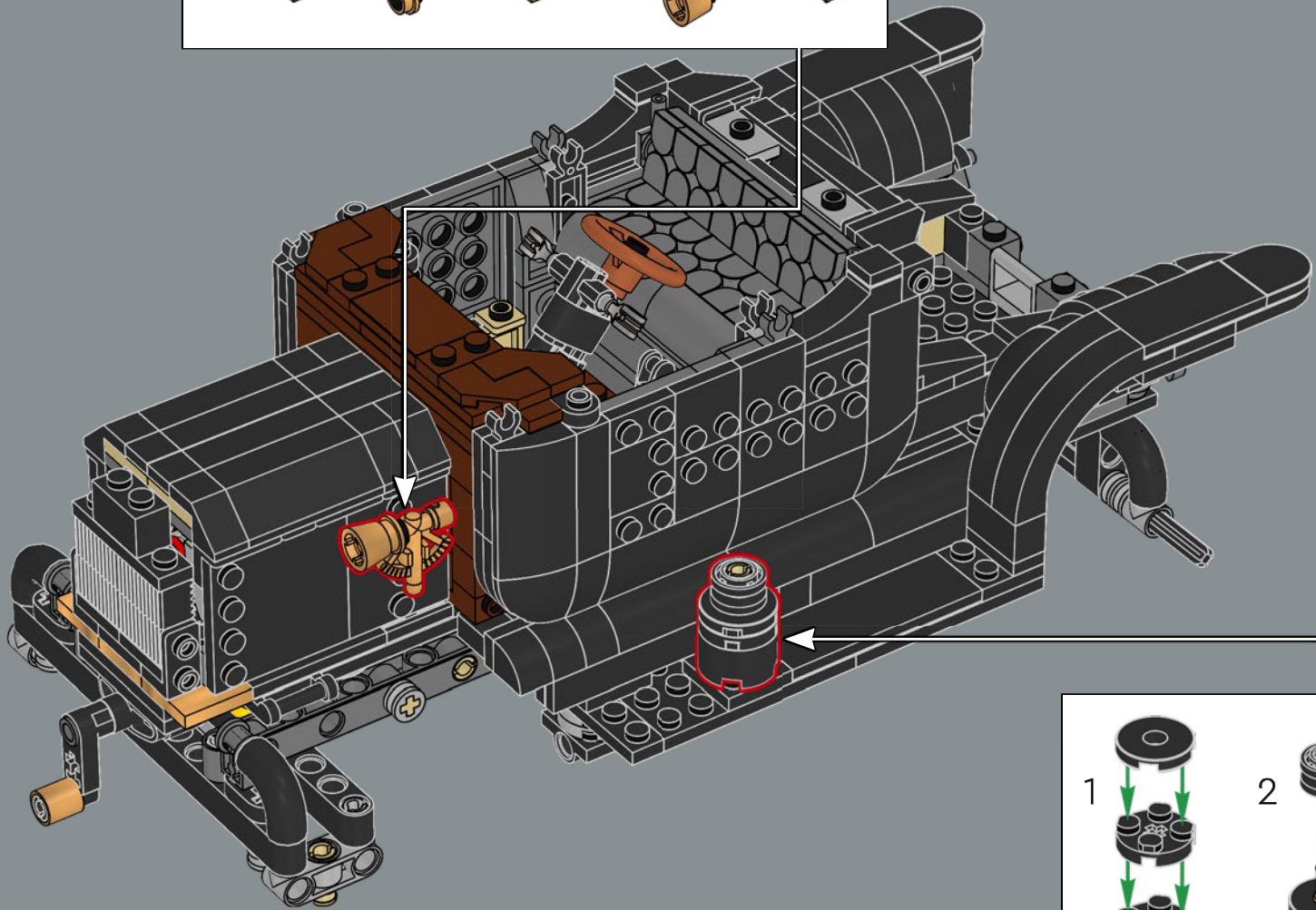




212

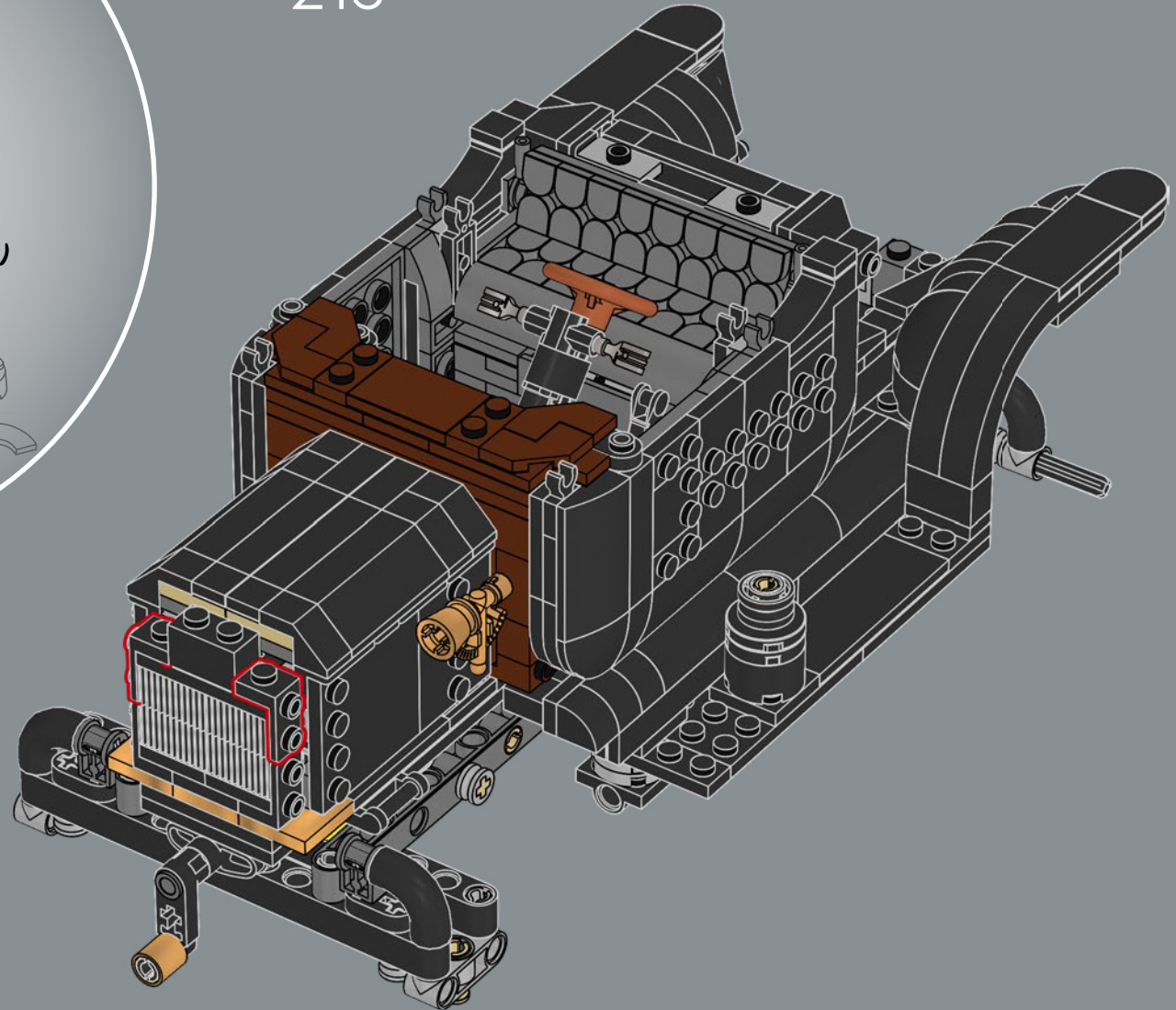


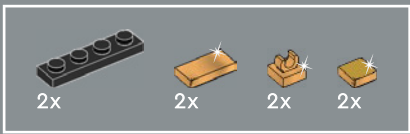
Un réservoir séparé, appelé générateur de carbone, alimentait les phares.



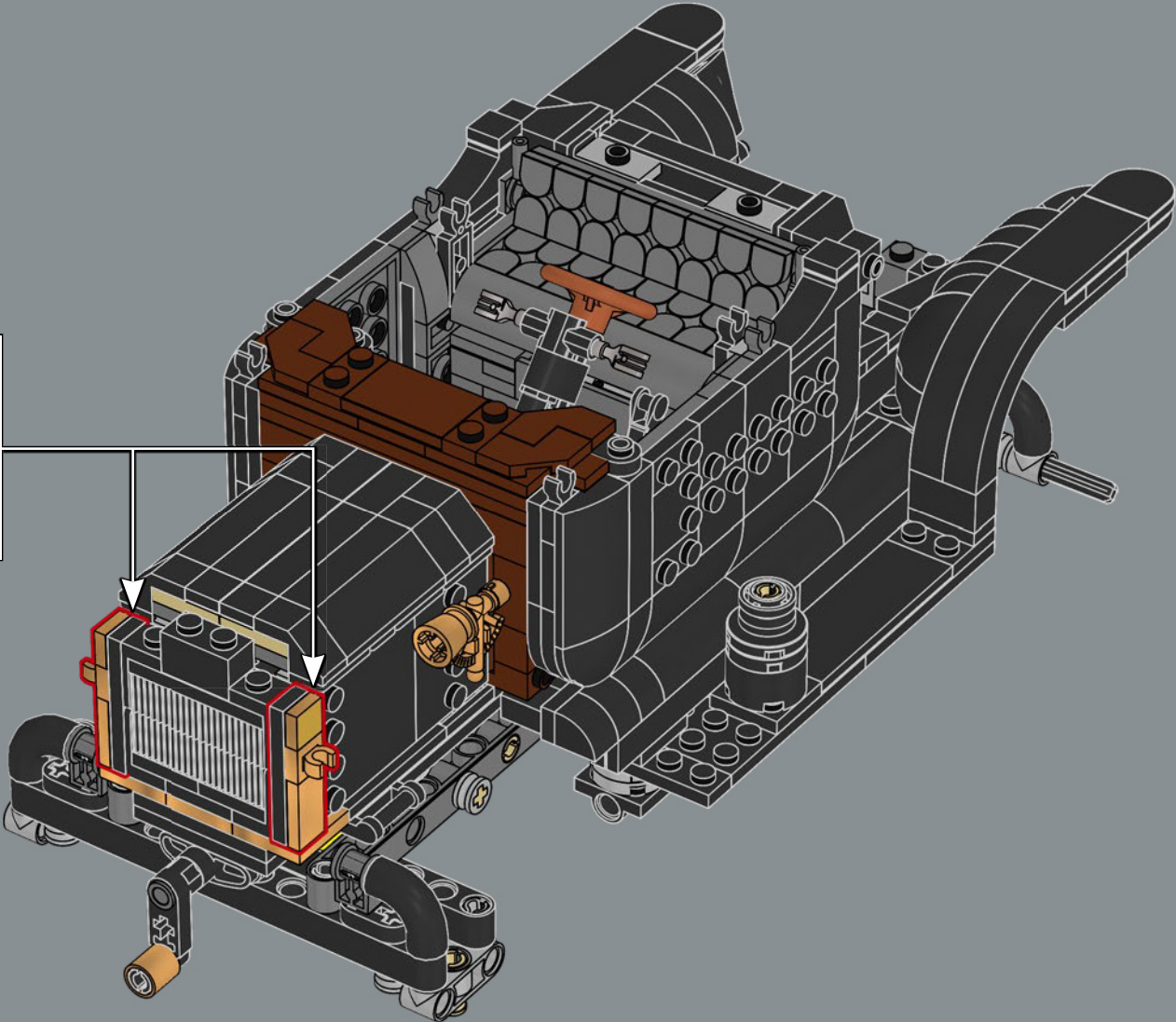
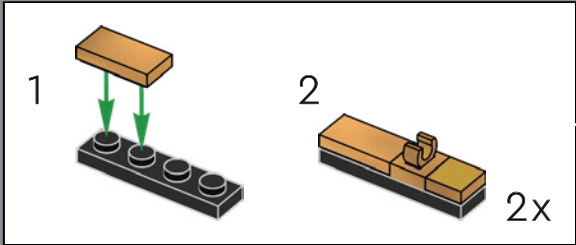


213



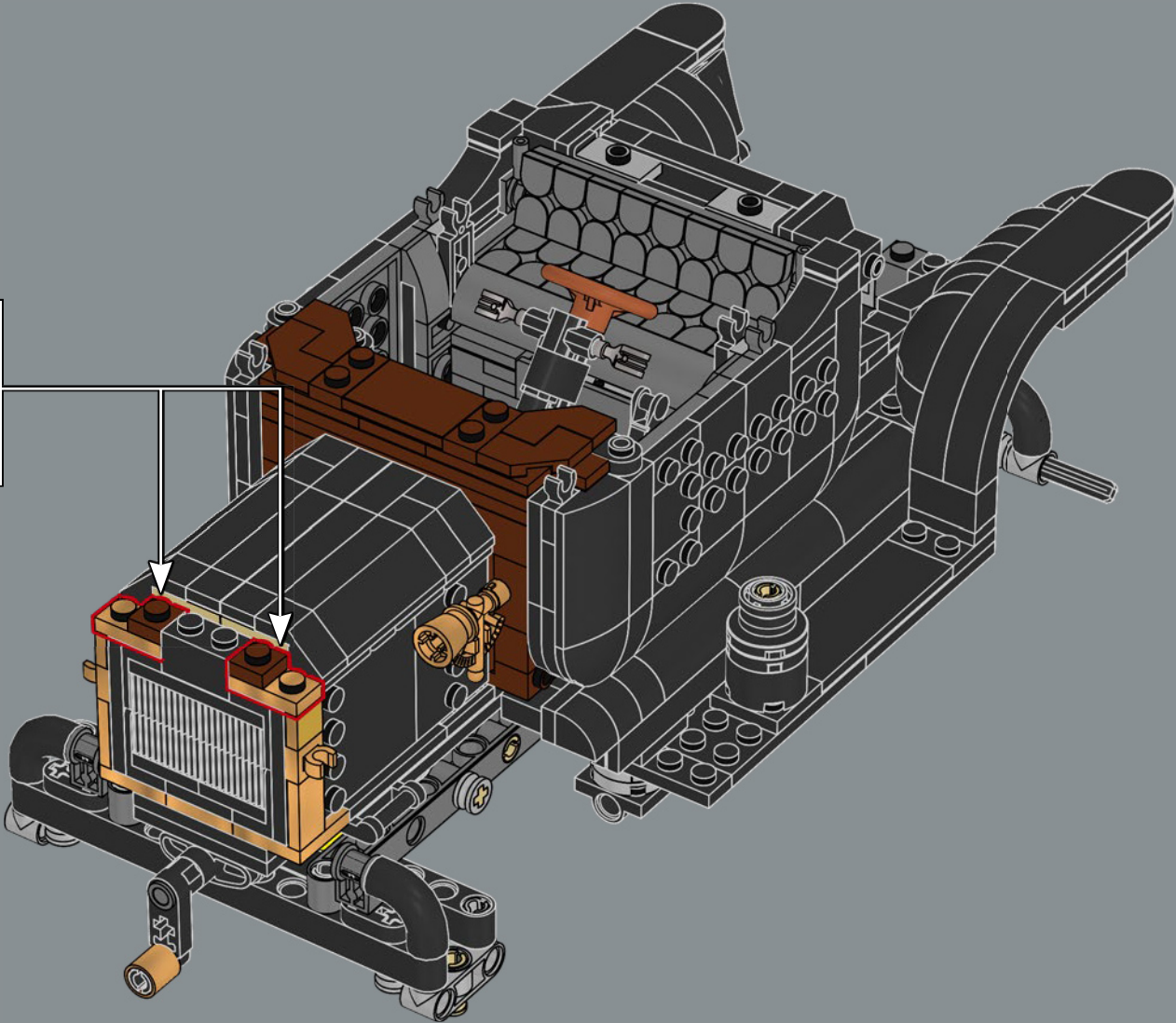
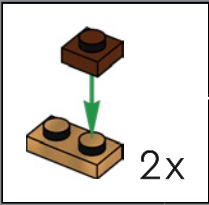


214





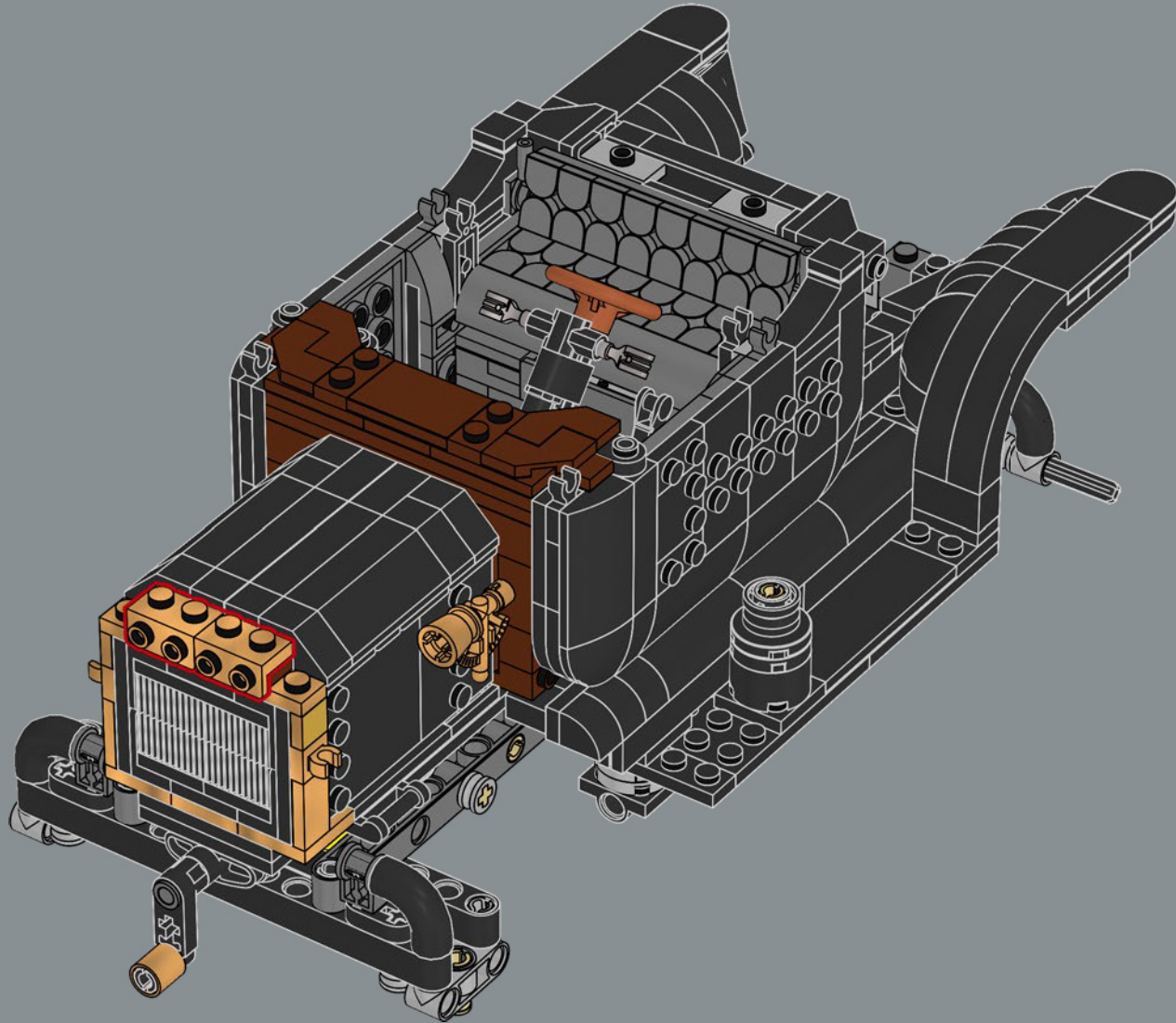
215

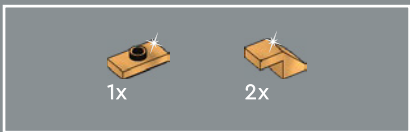




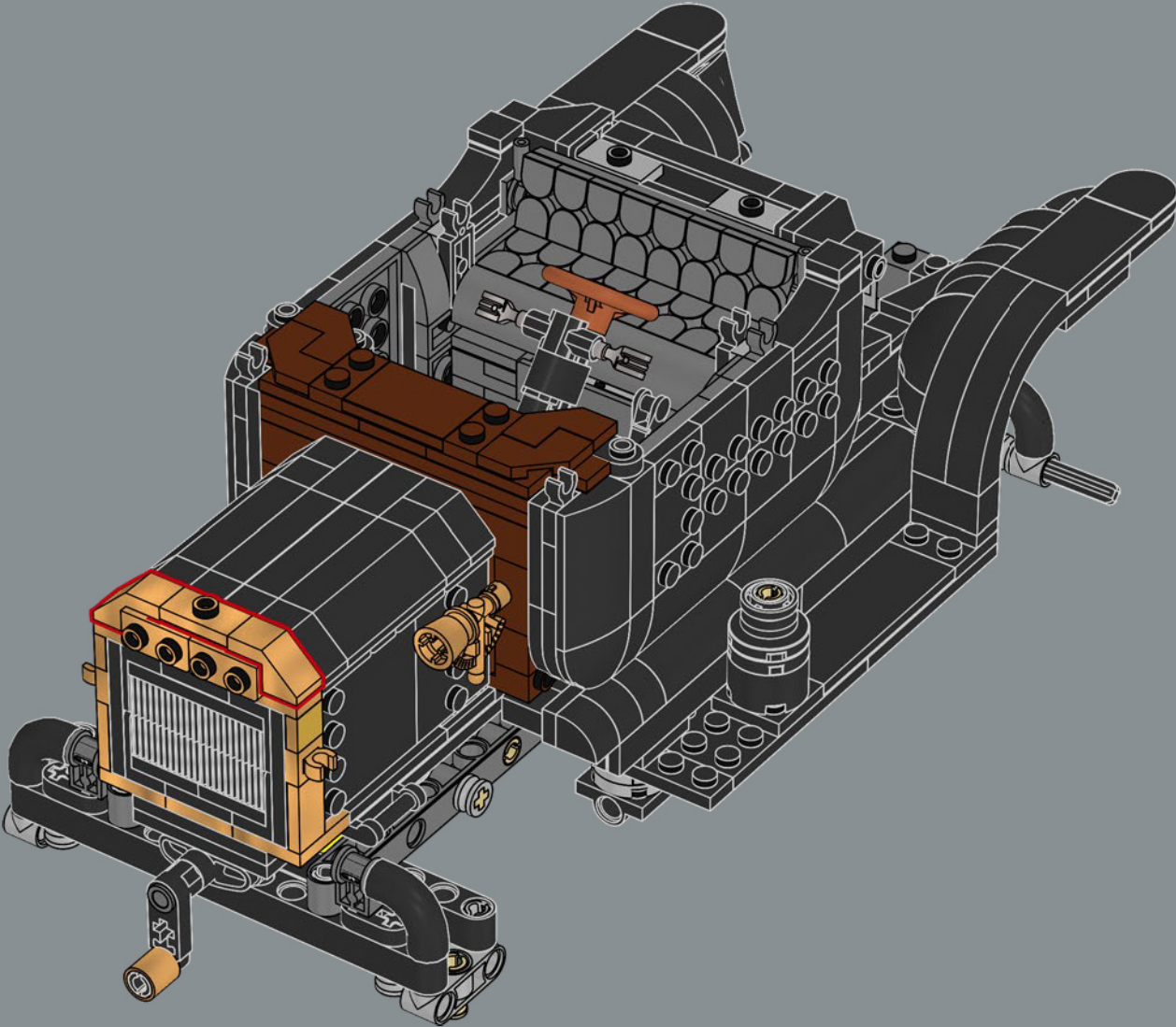
2x

216



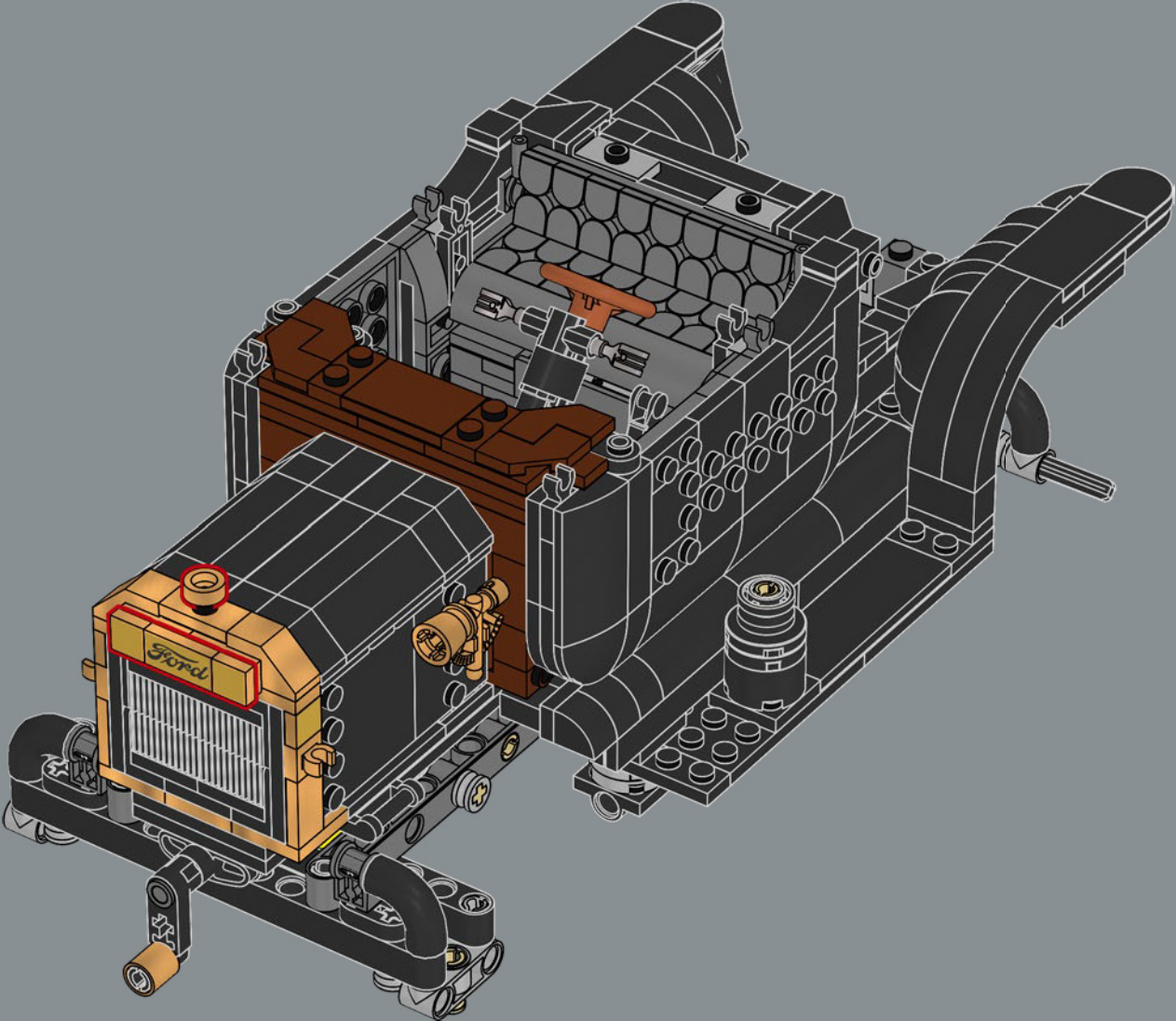


217





218

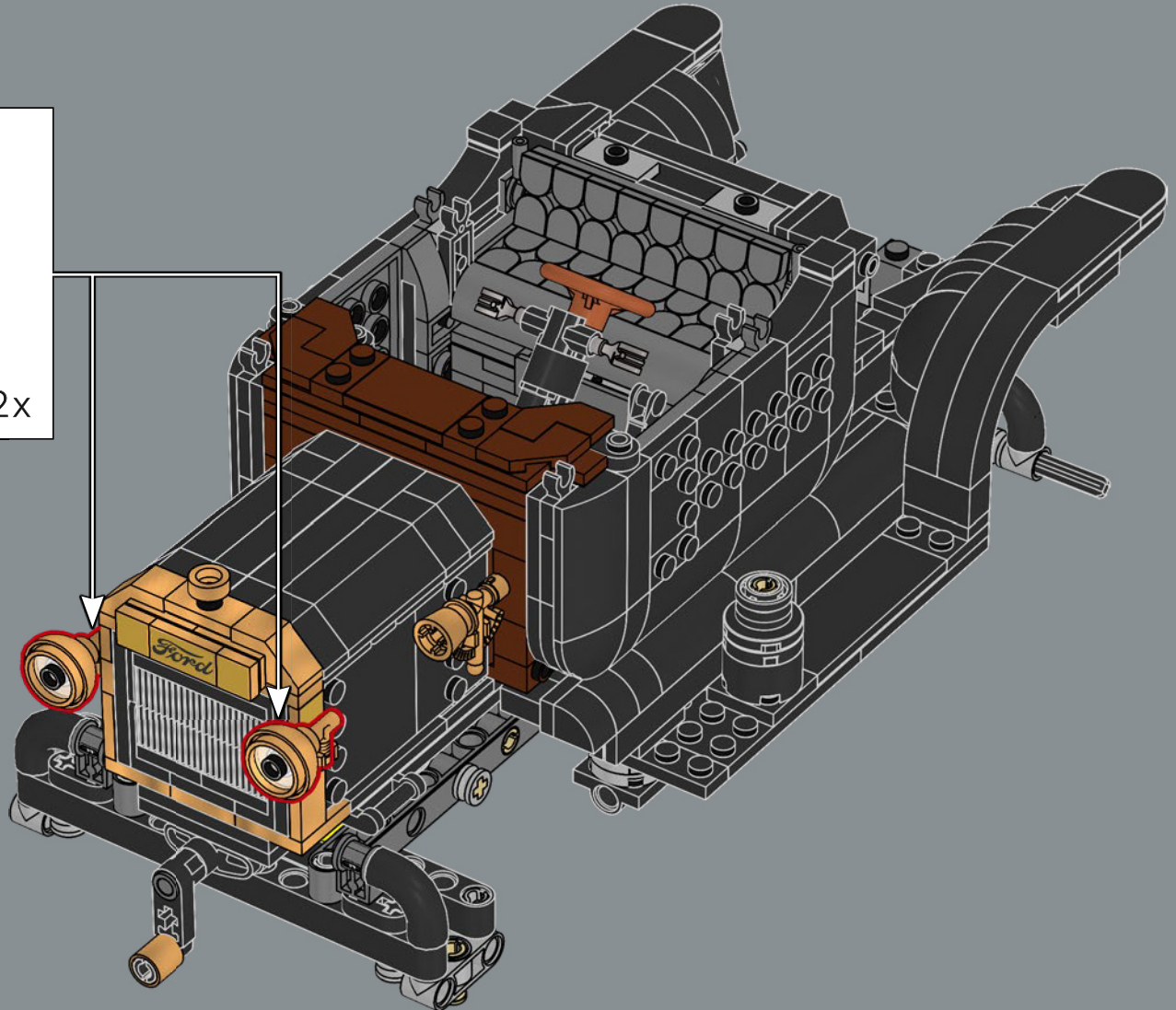
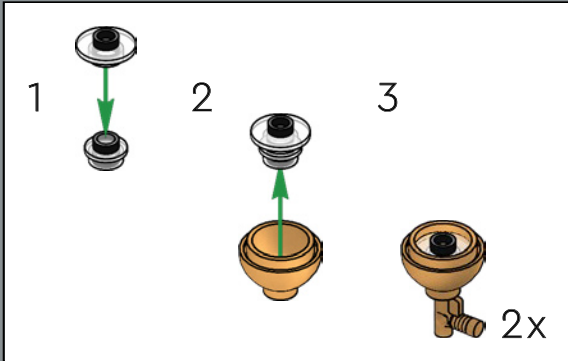


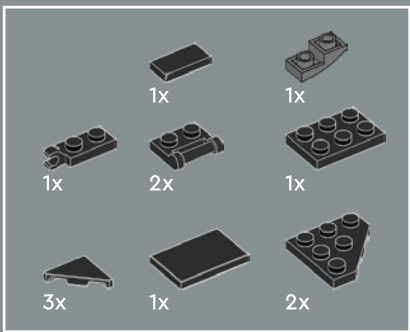
Reputée pour son adaptabilité, la Model T® pouvait être transformée pour d'autres usages. Des magazines publiaient des conseils pour la convertir en motoneige, en tracteur, voire en moulin à grain !



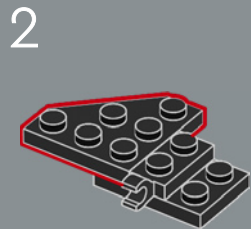
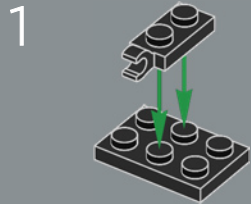


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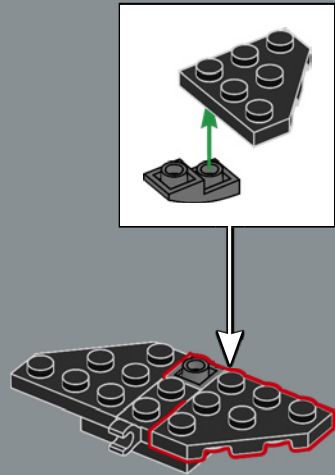




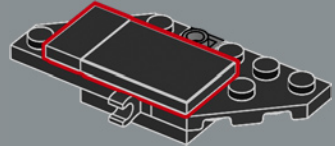
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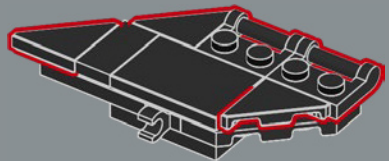
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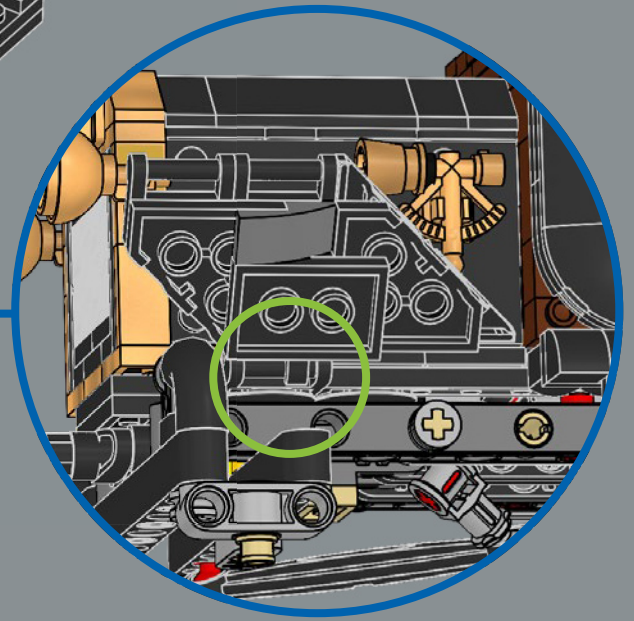
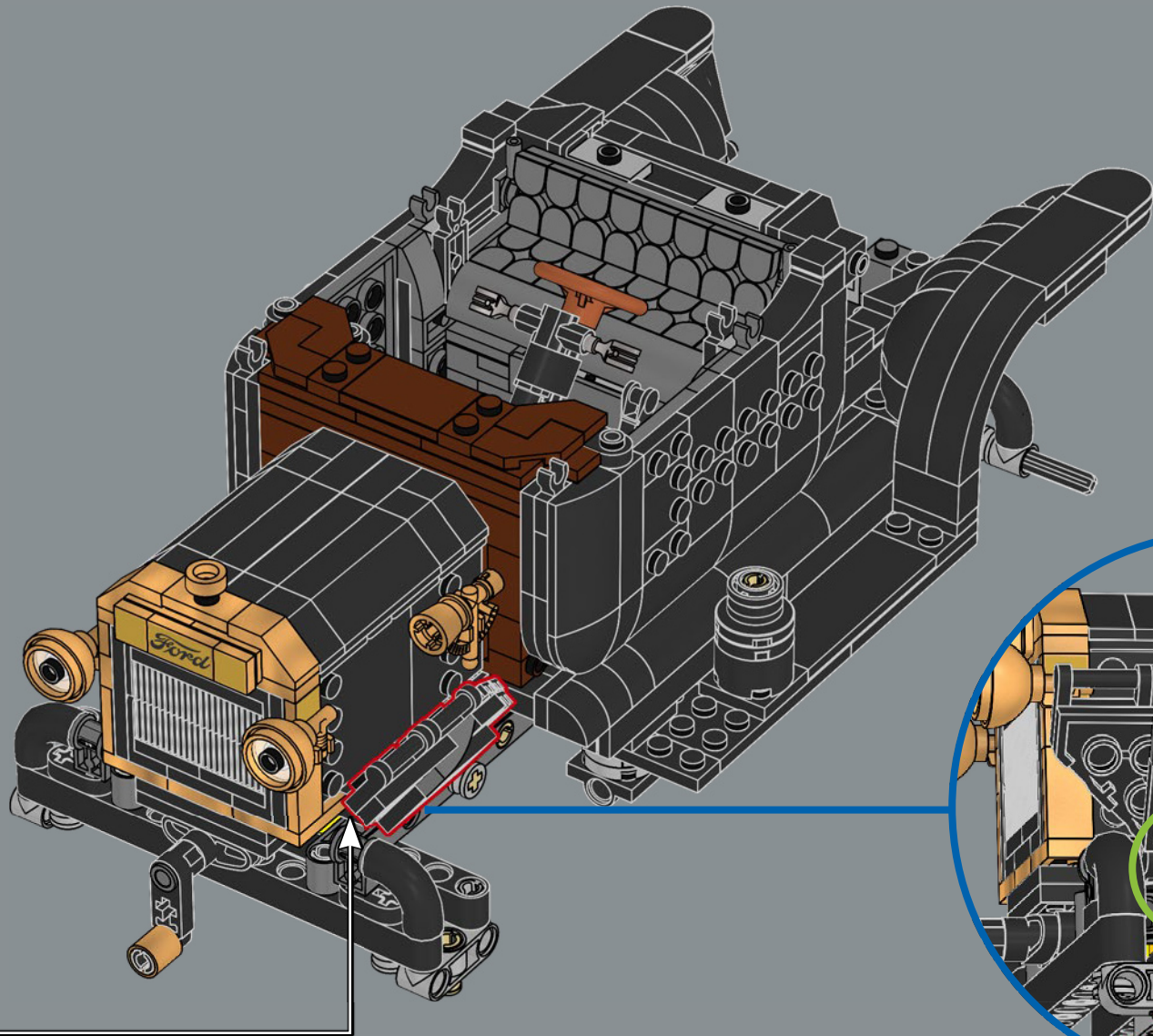


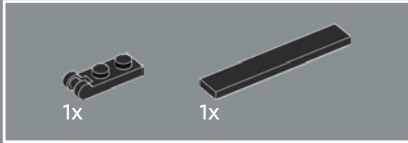
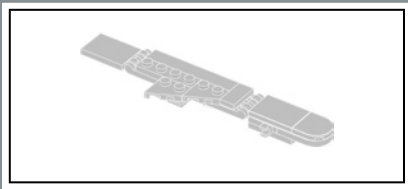
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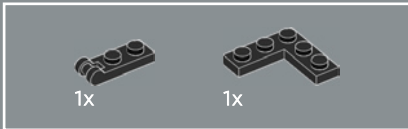
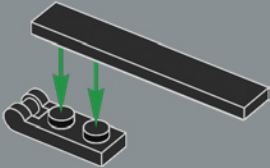
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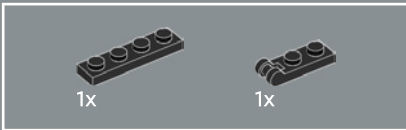
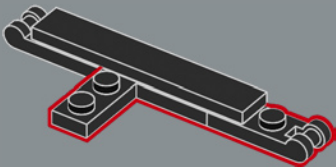




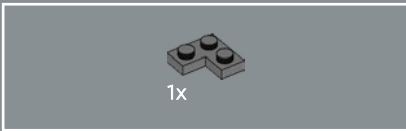
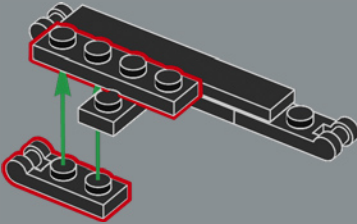
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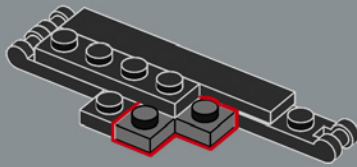
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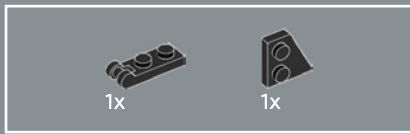


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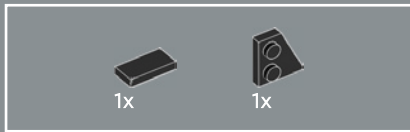
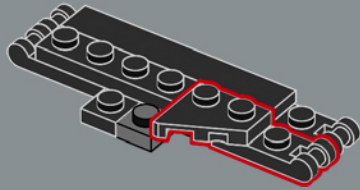


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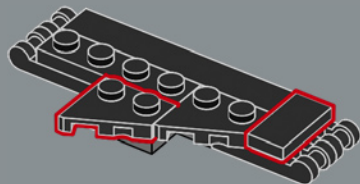




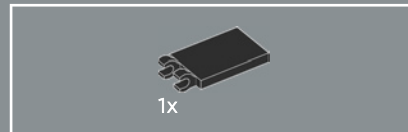
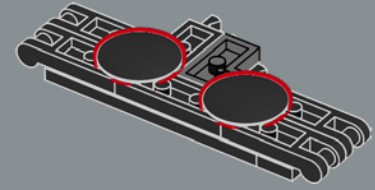
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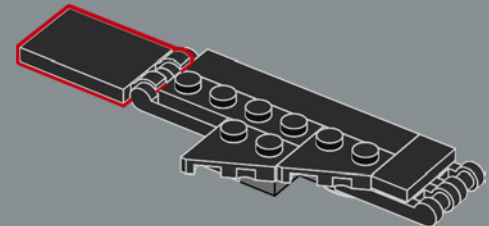
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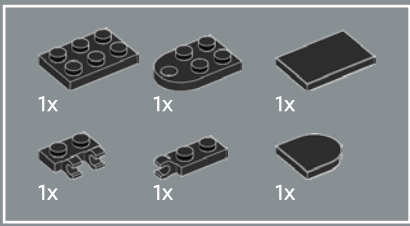


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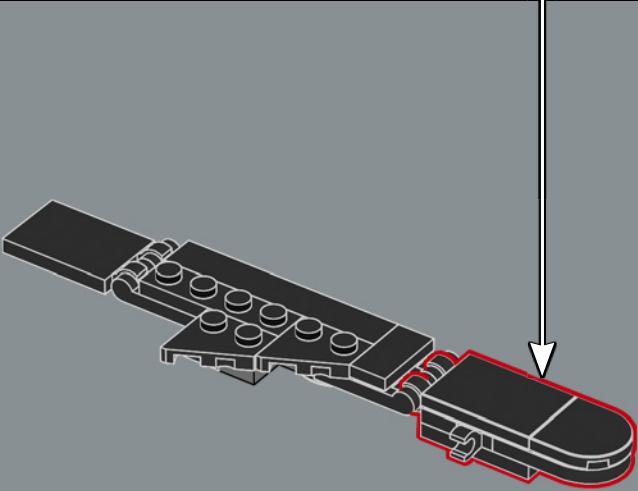
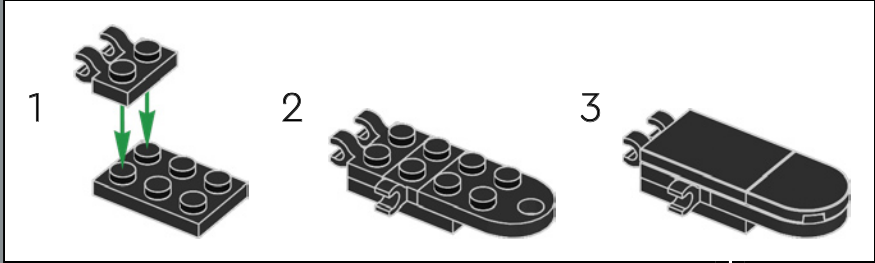


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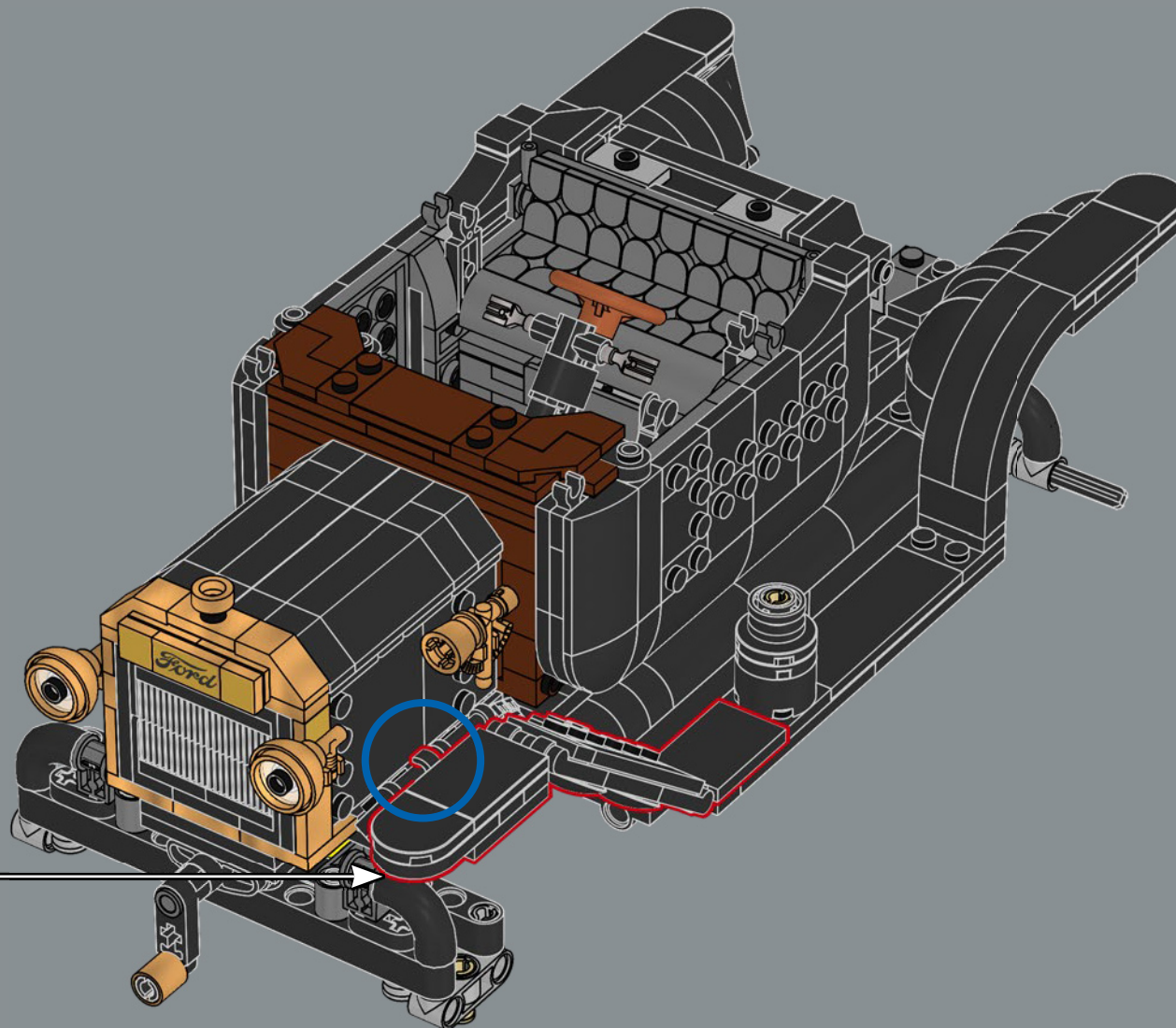


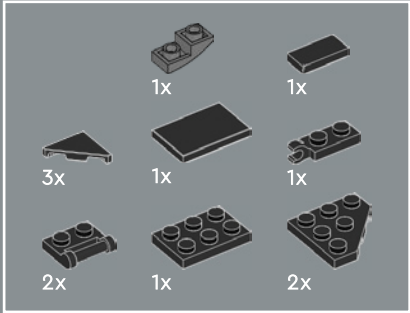
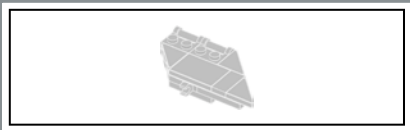


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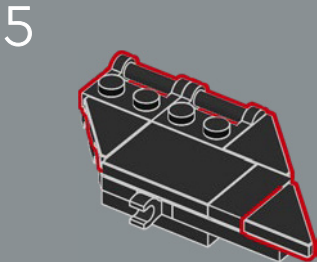
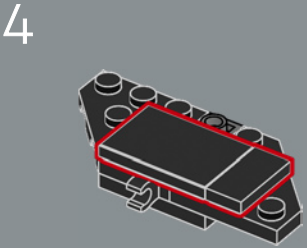
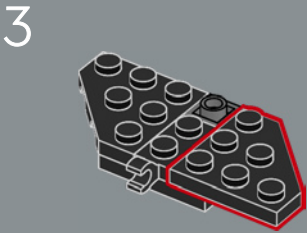
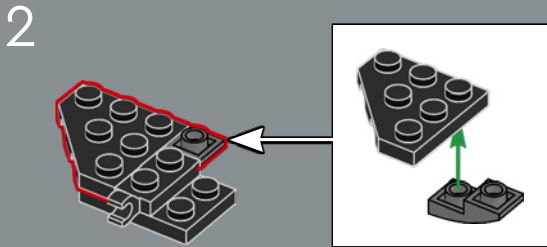
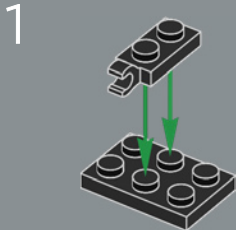


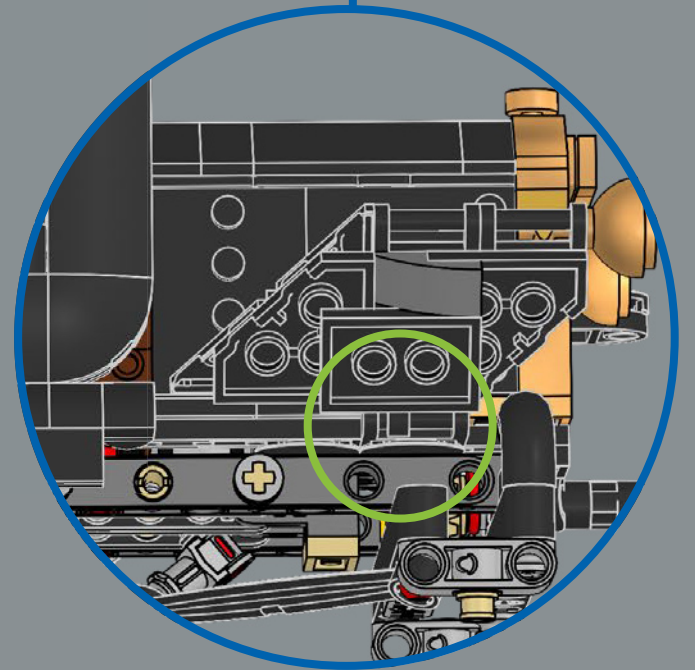
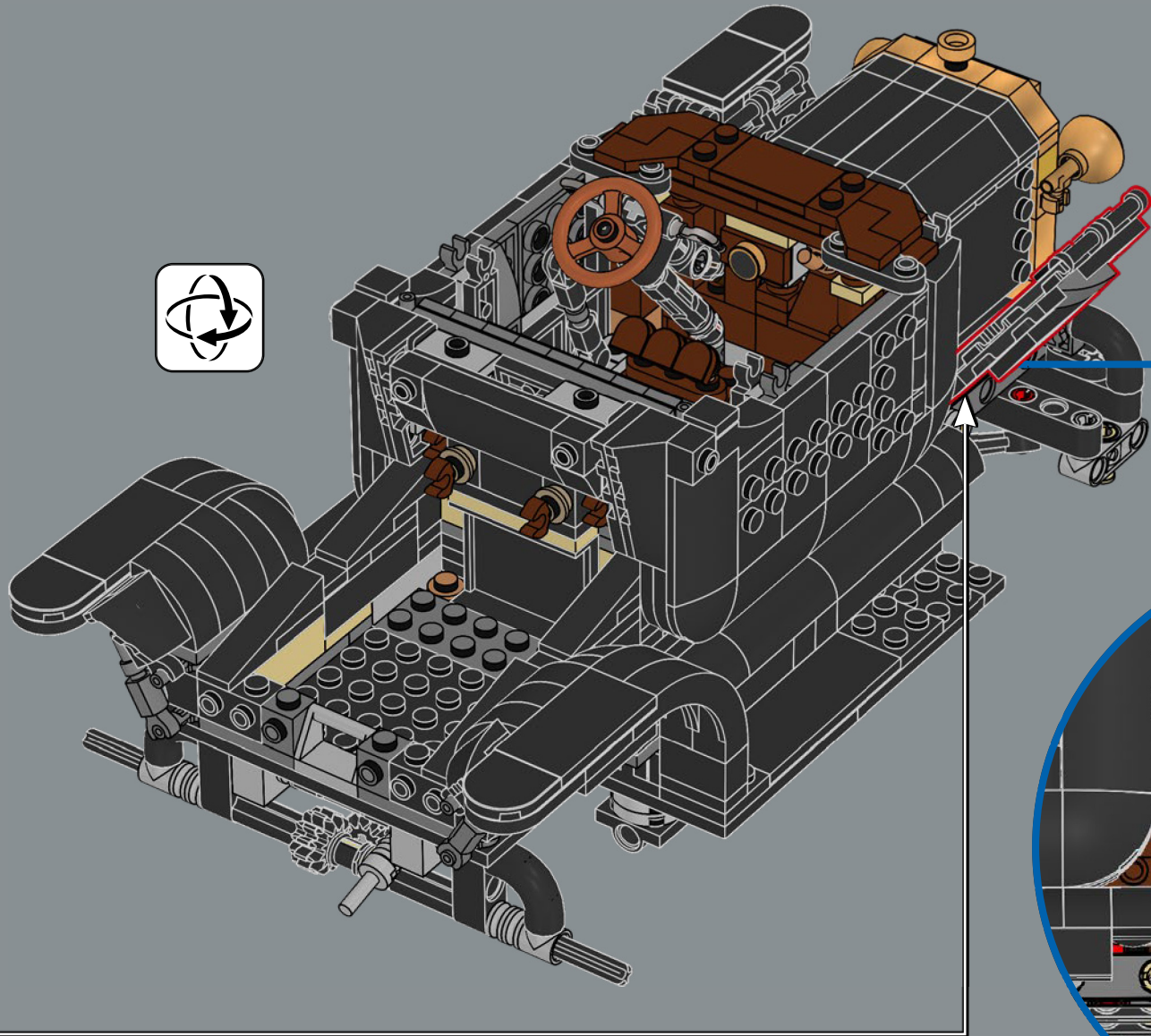
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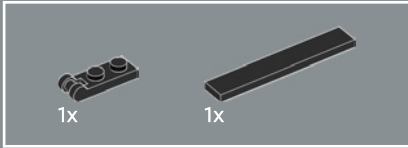
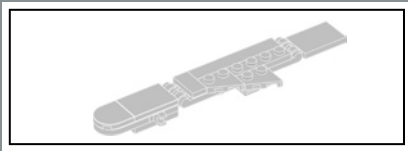




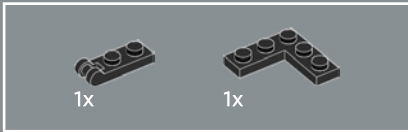
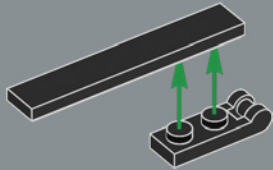
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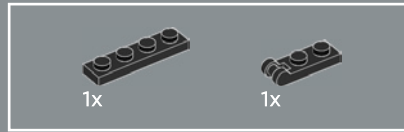
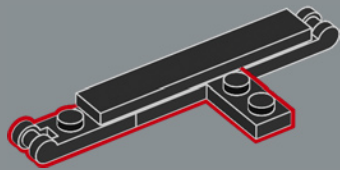




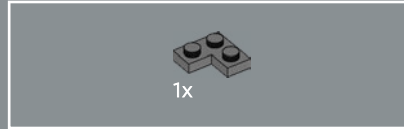
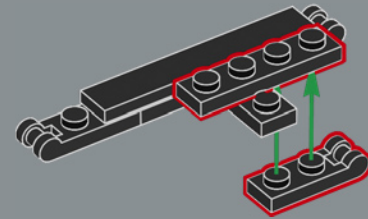
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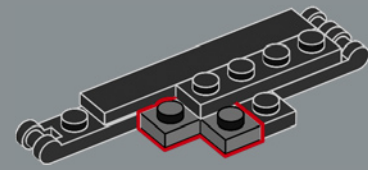
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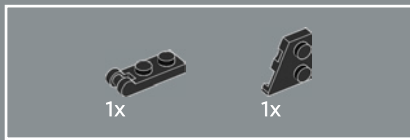


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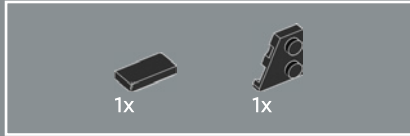
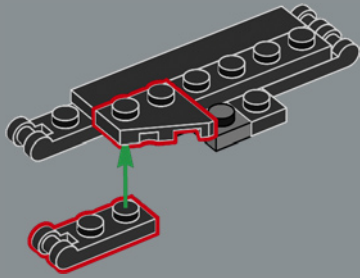


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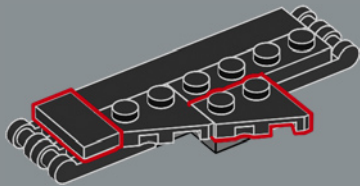




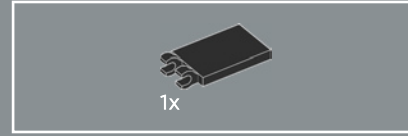
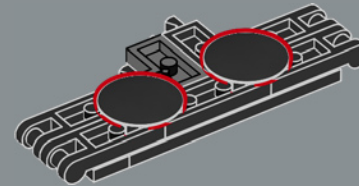
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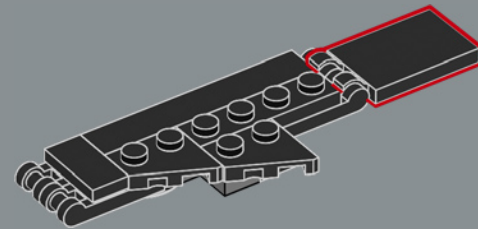
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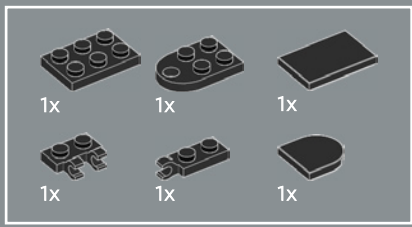


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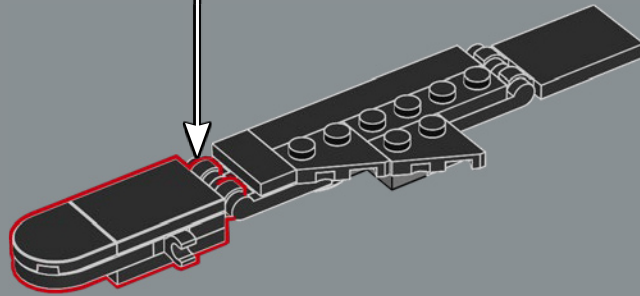
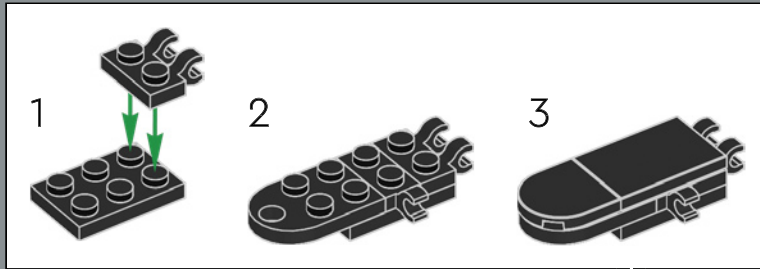


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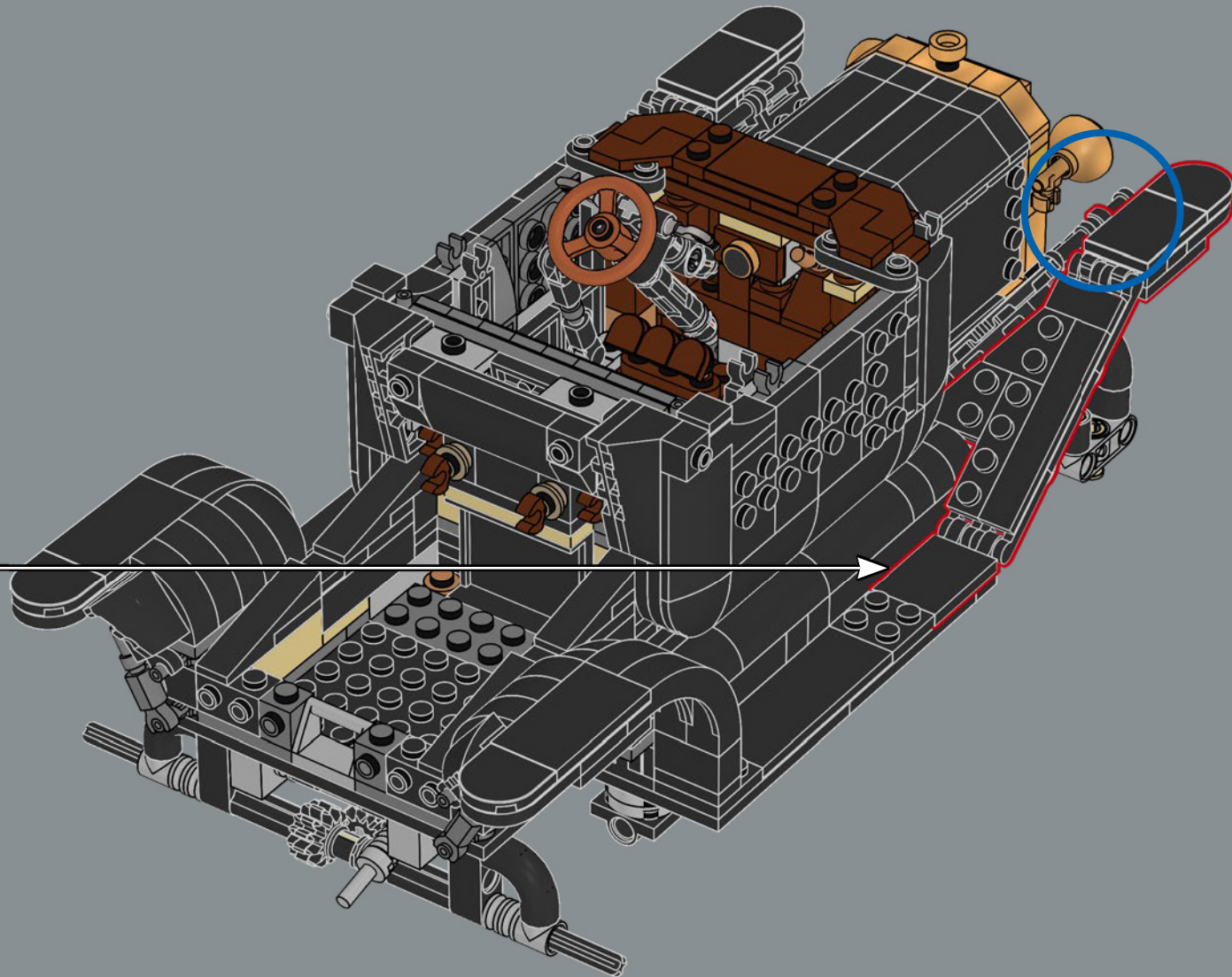


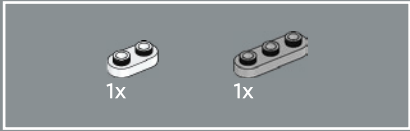
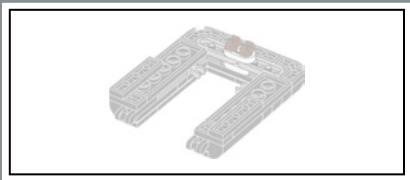


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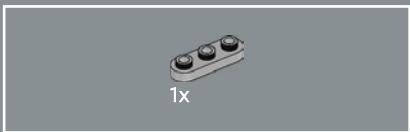
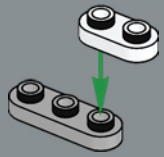


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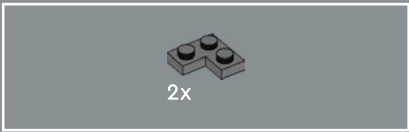
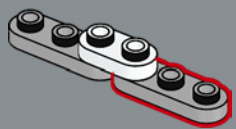




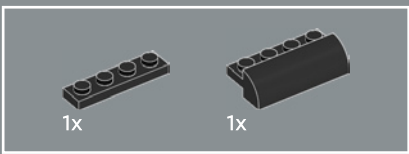
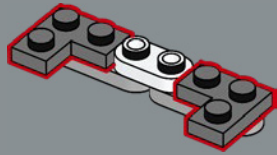
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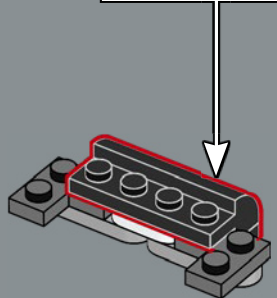
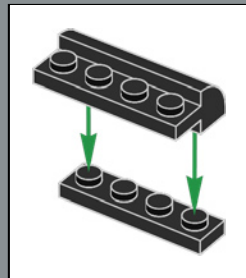
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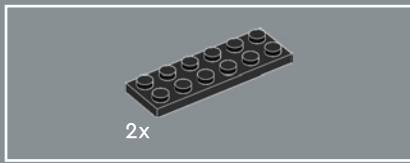


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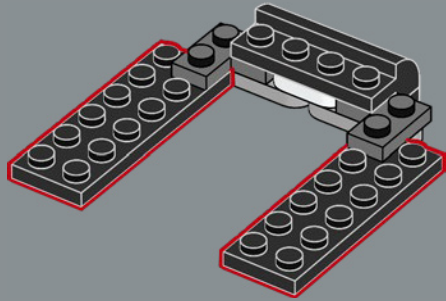


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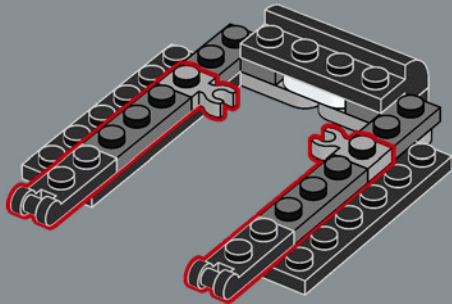




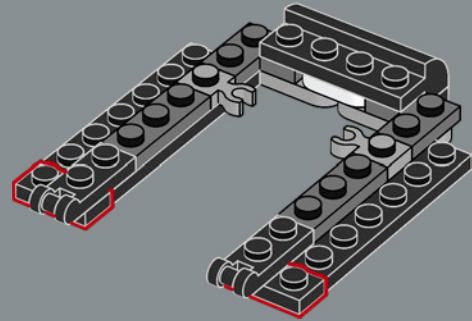
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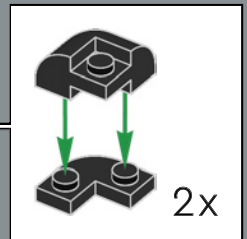
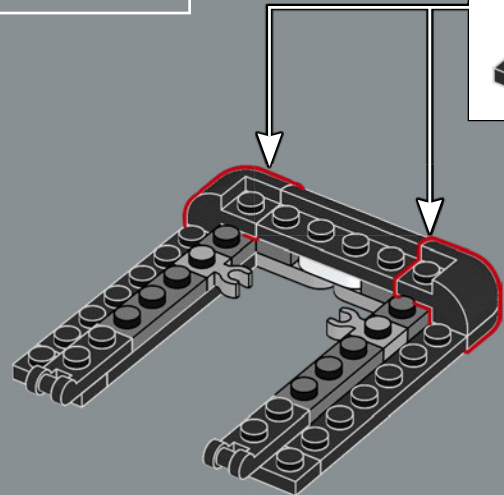
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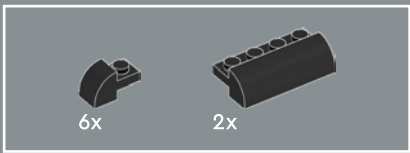


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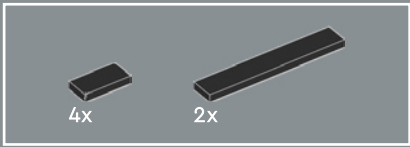
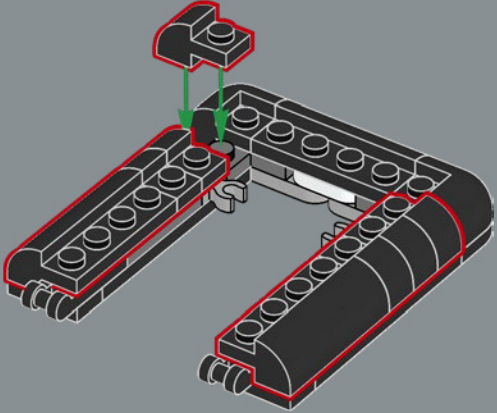


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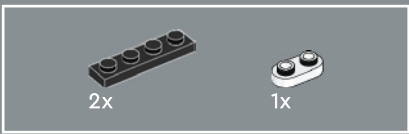
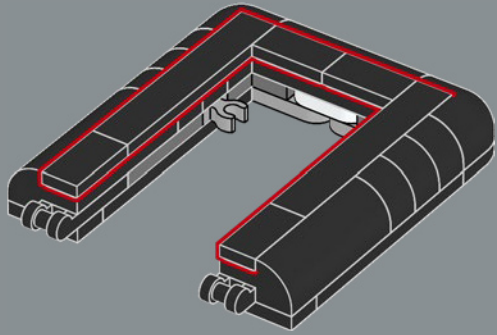




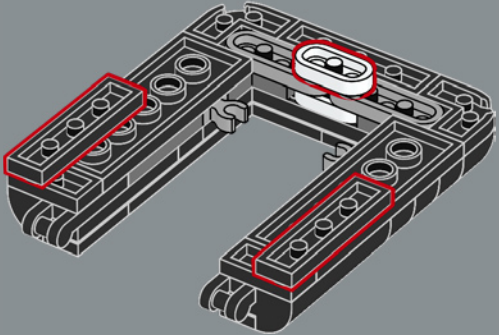
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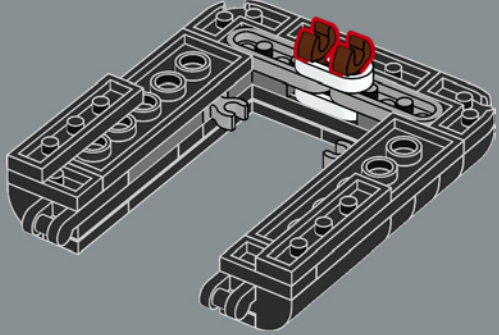
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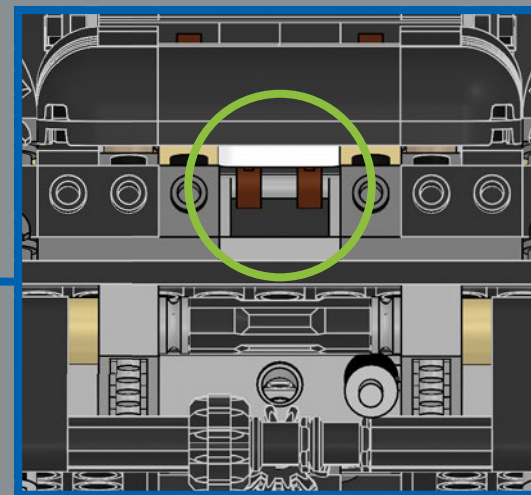
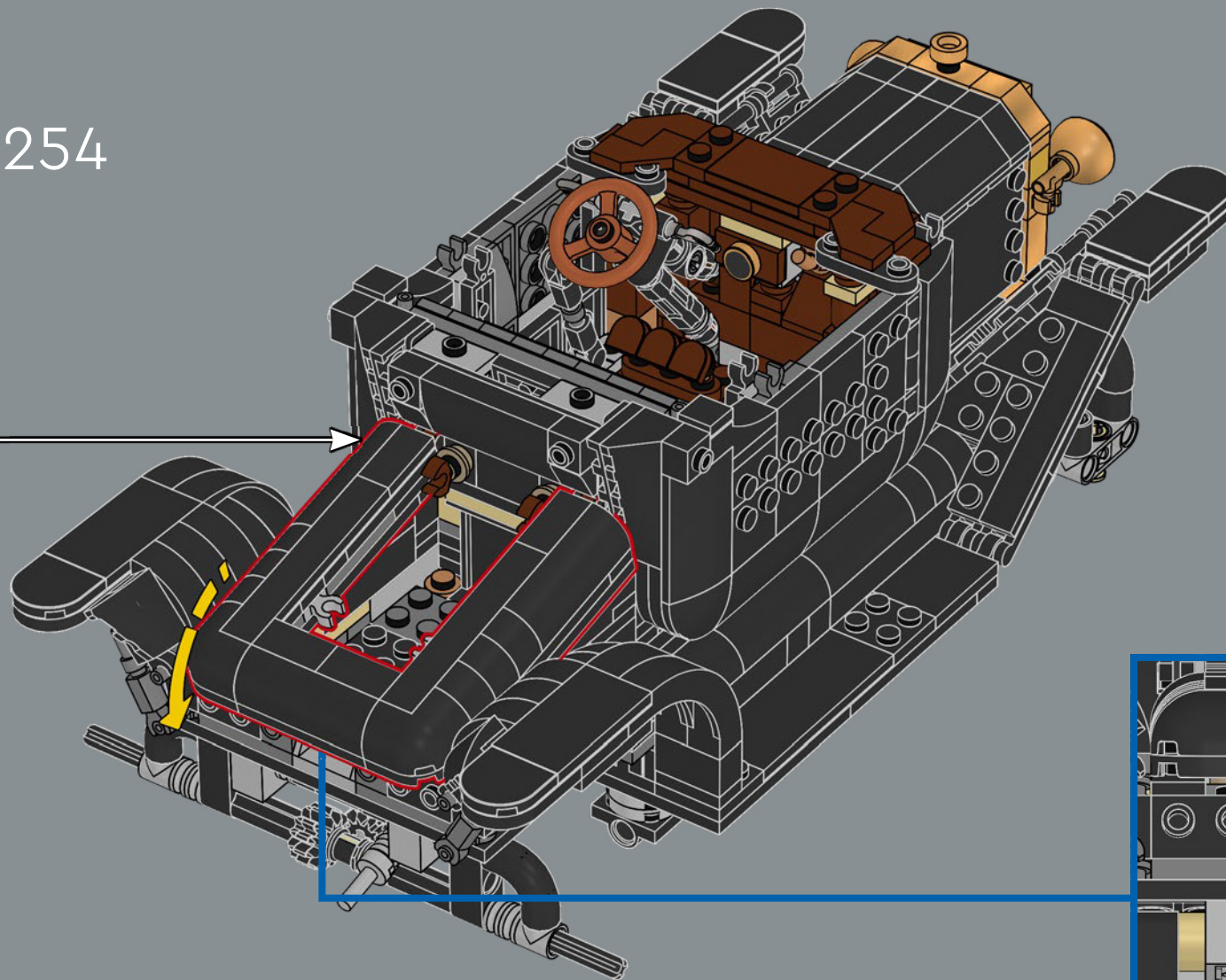
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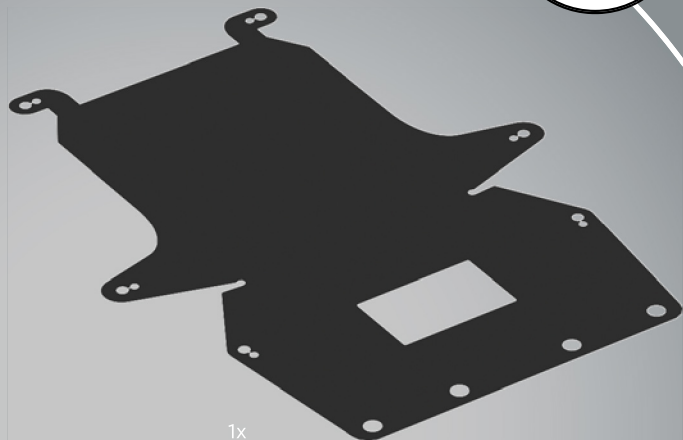
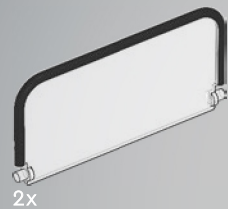
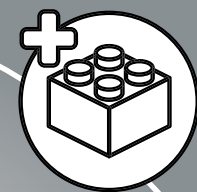


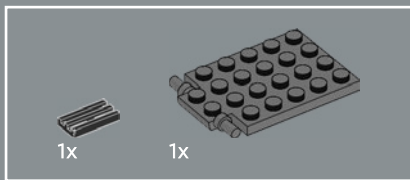
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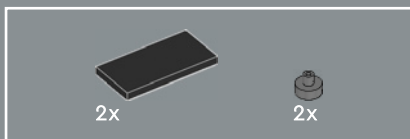
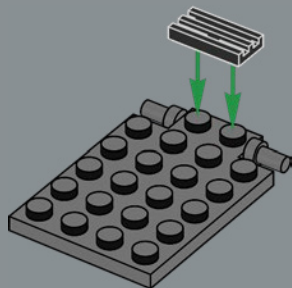
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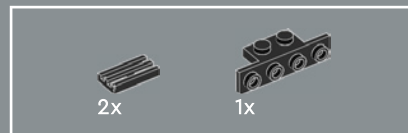
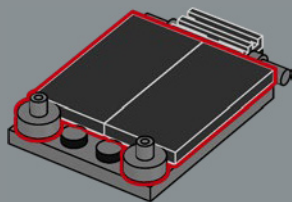




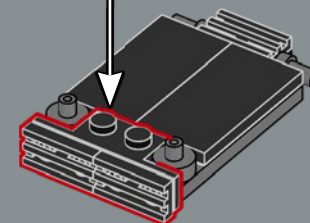
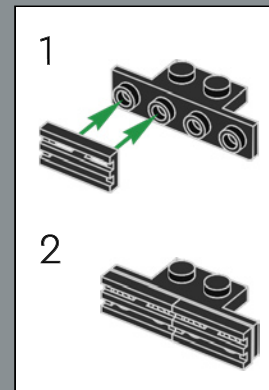
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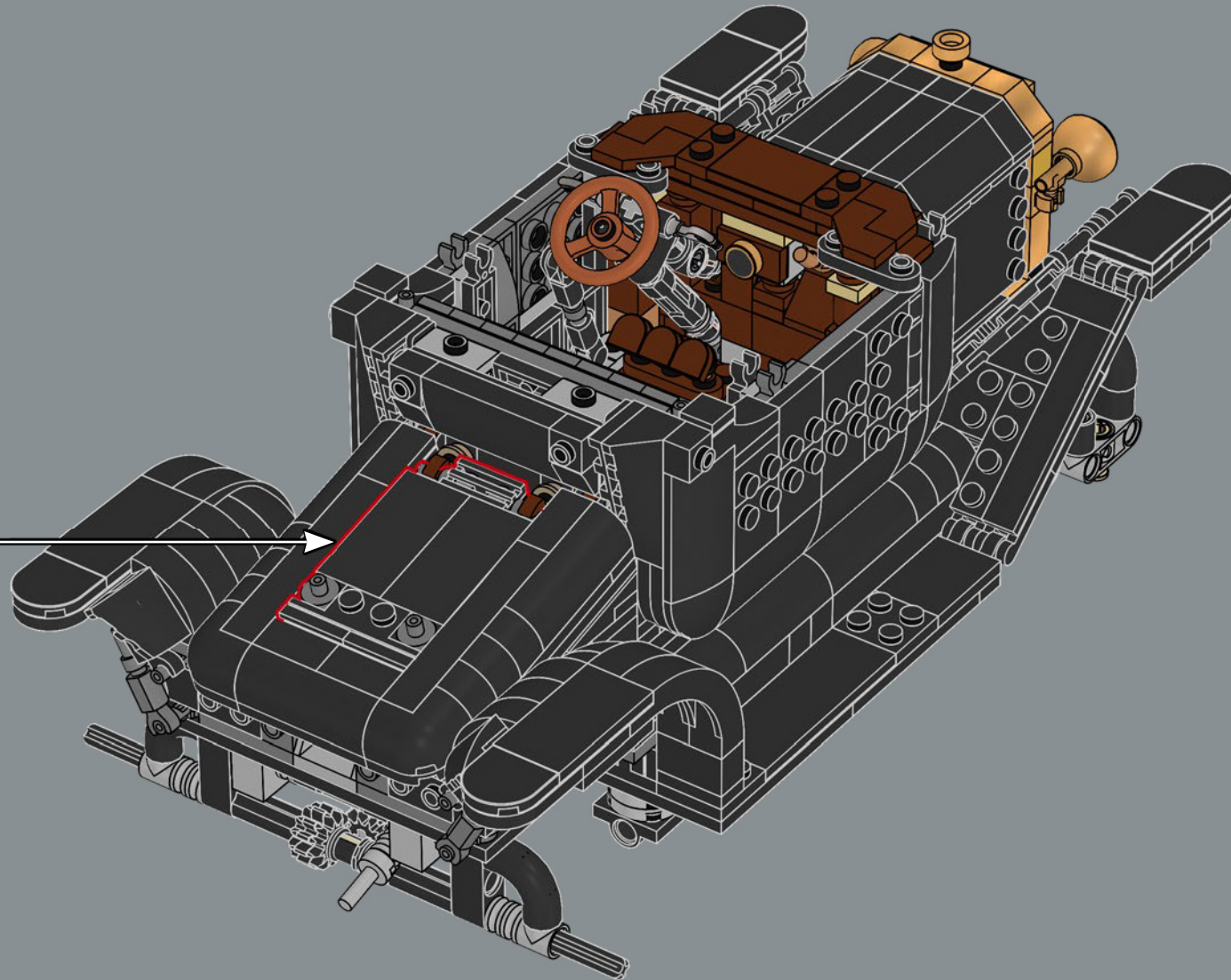
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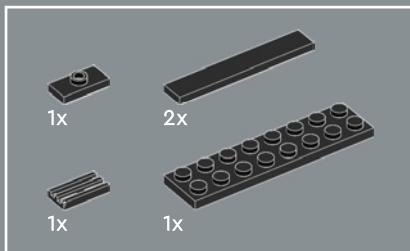


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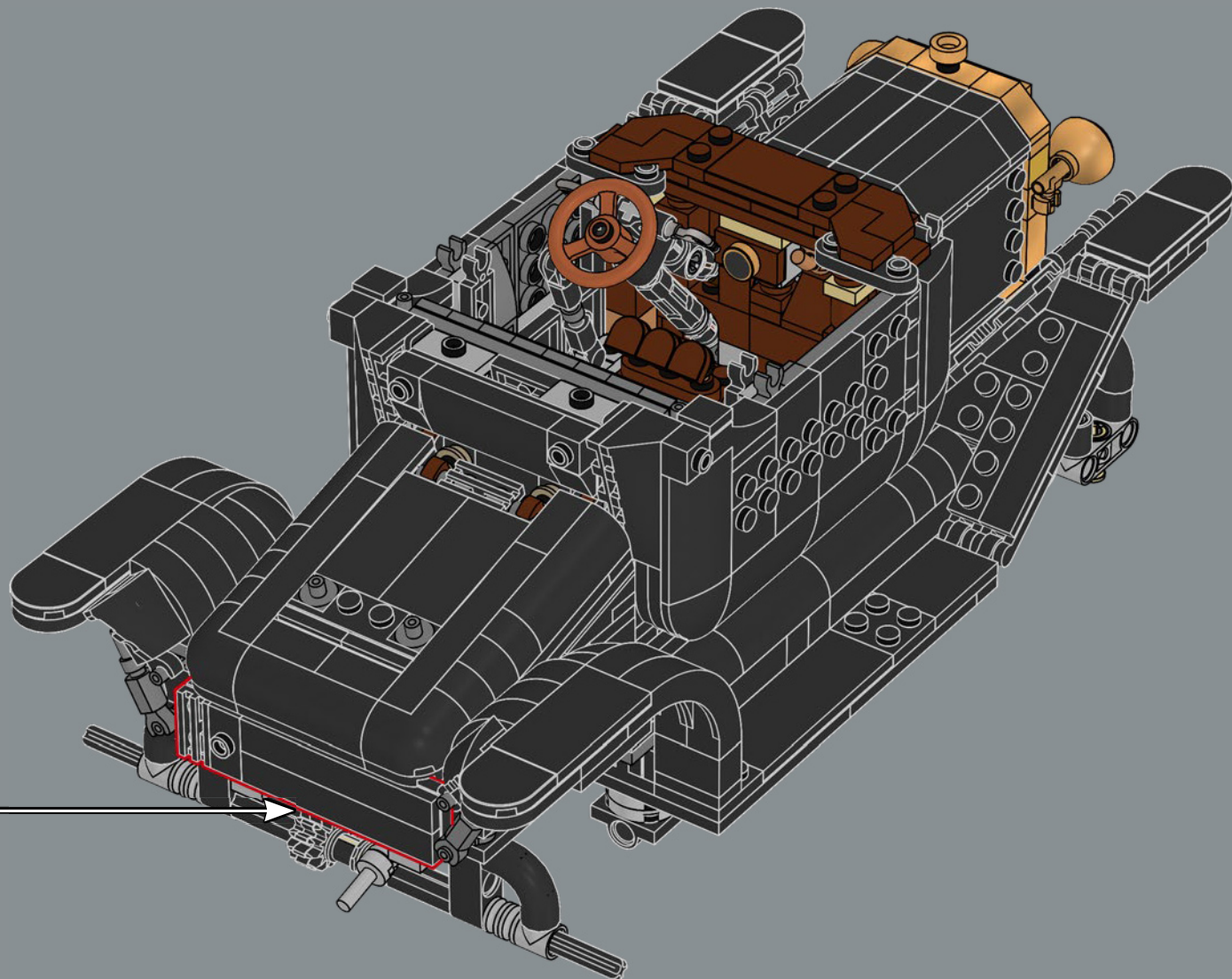
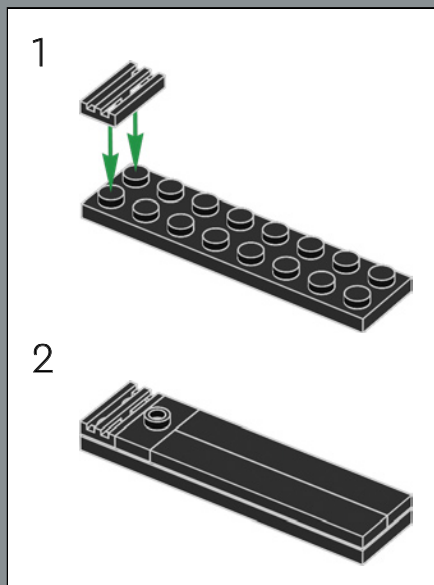


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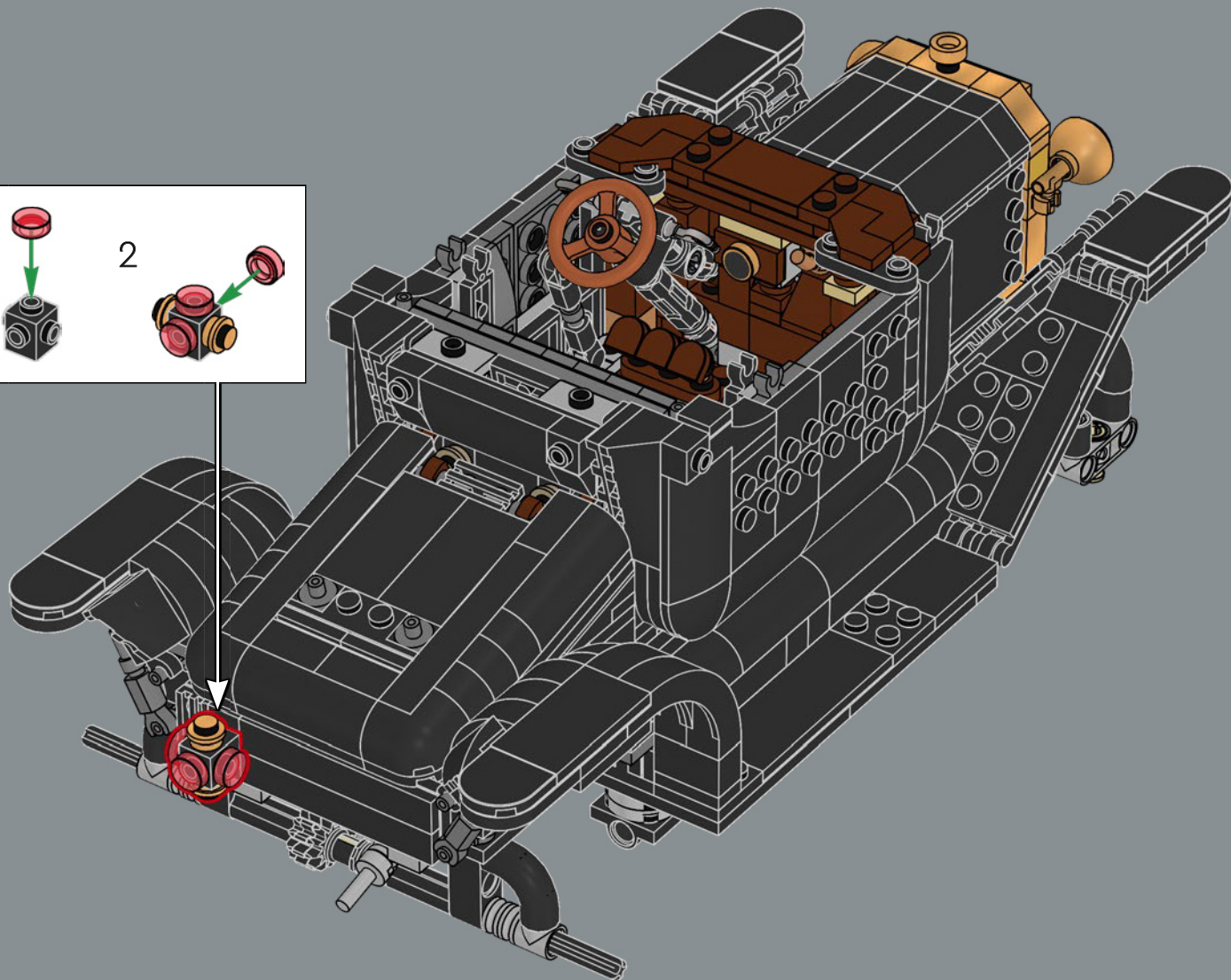
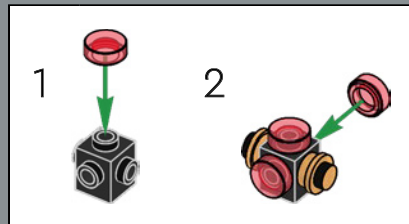


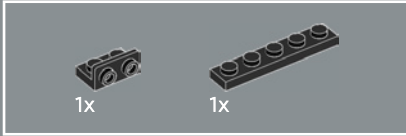
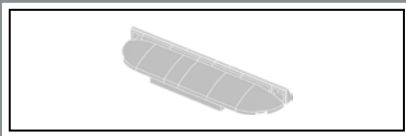
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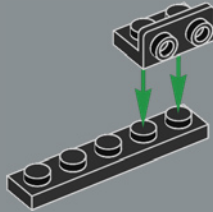
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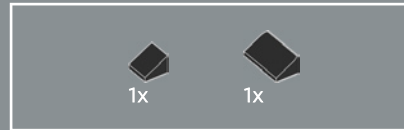
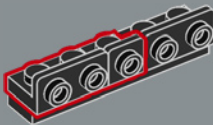




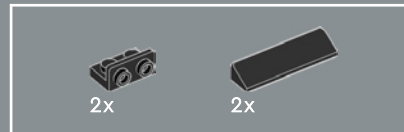
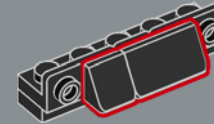
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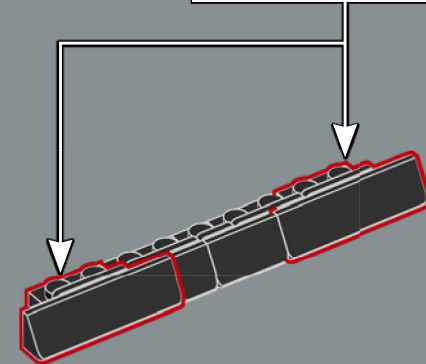
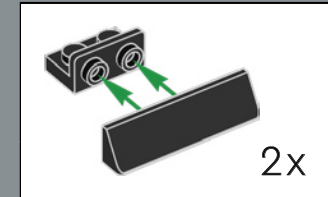
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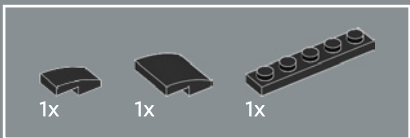


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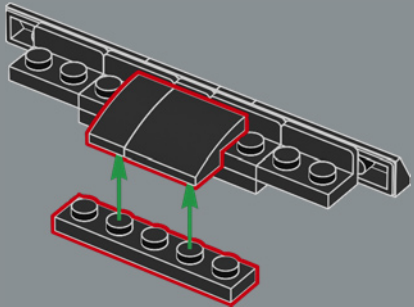


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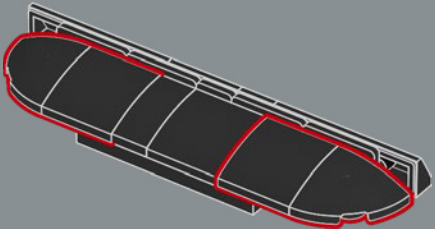




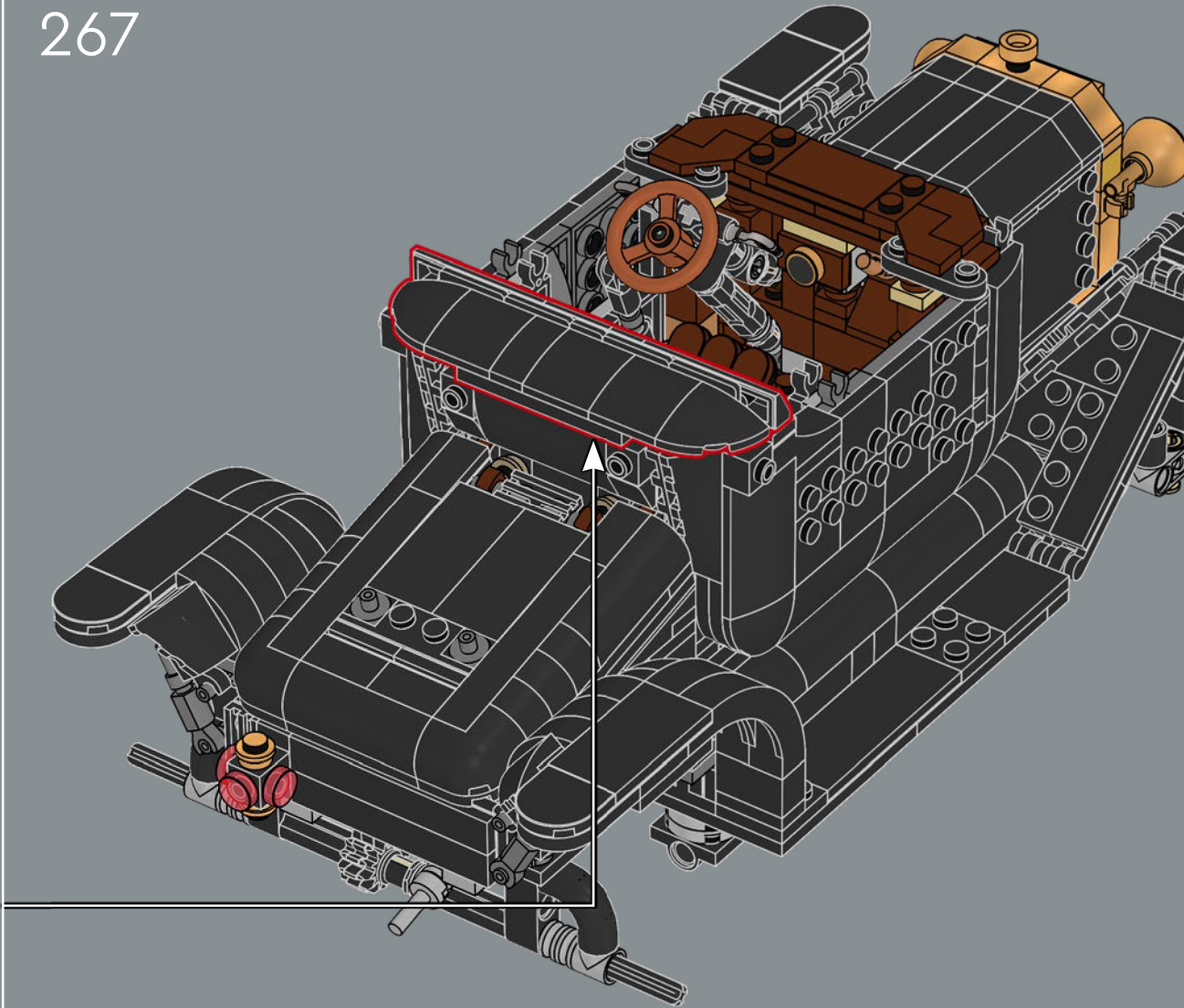
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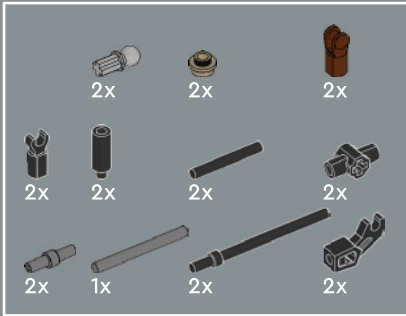
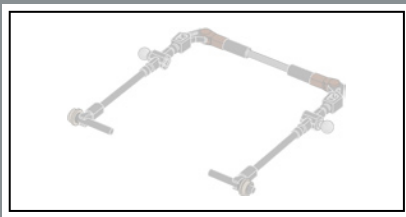


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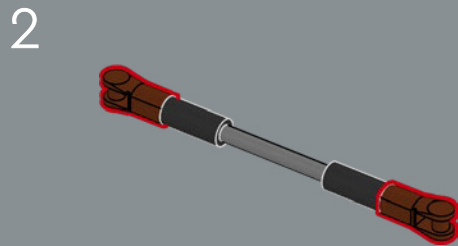
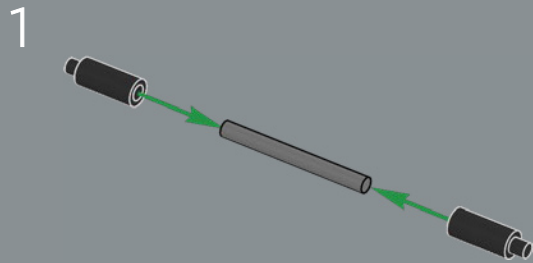


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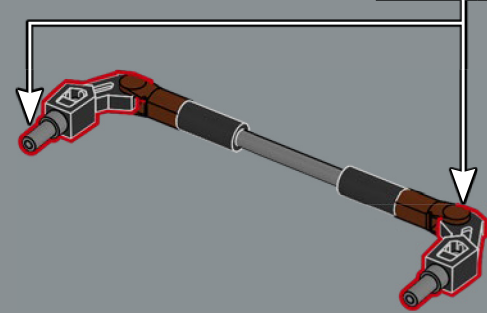
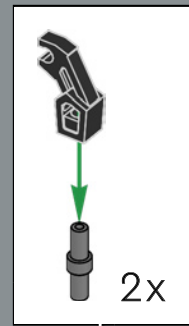




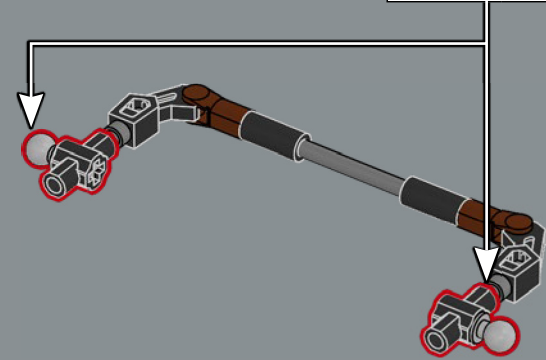
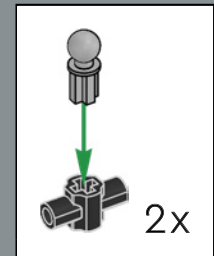
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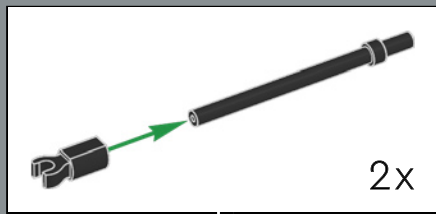


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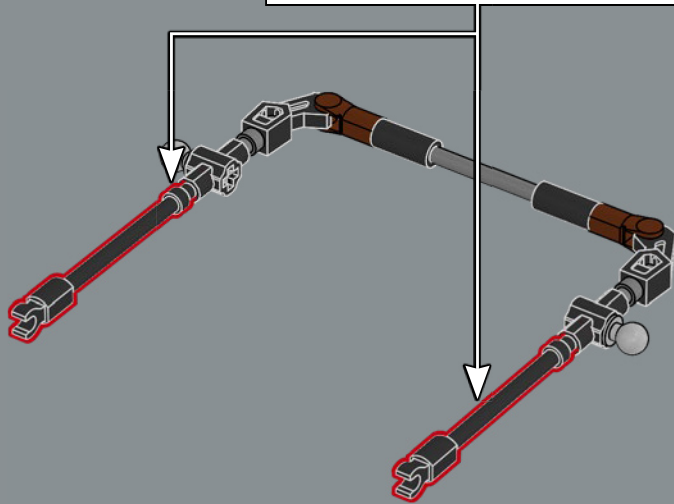


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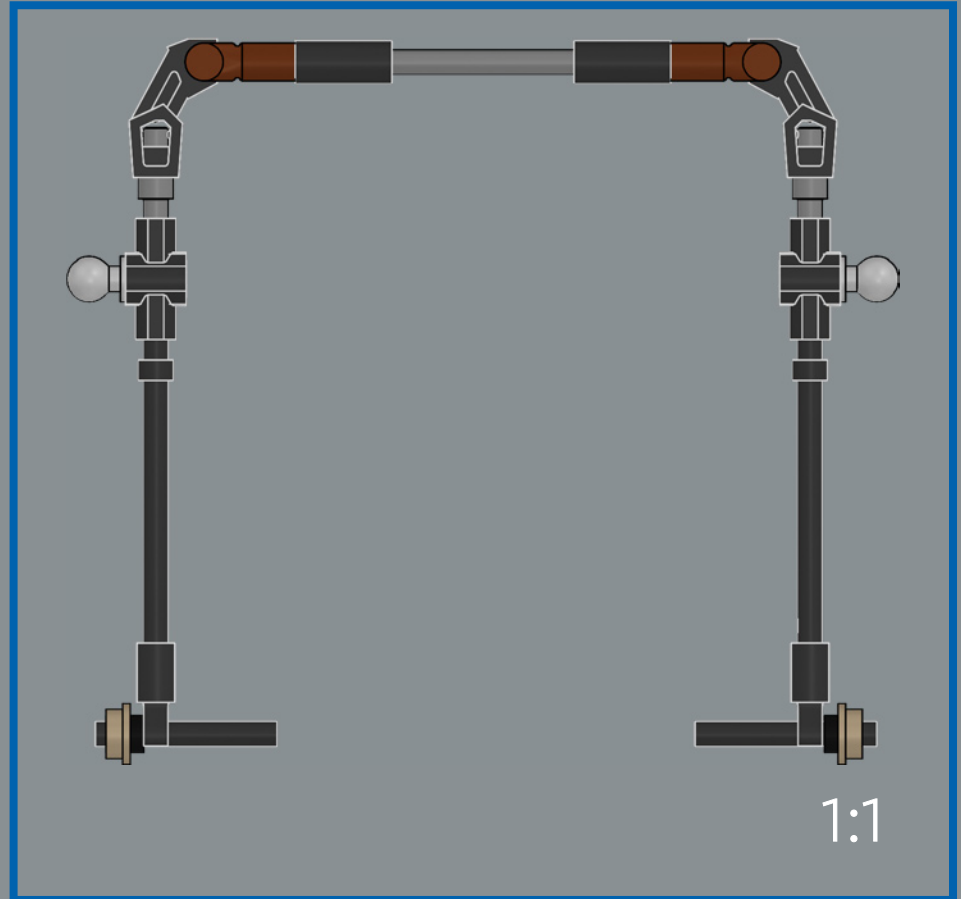
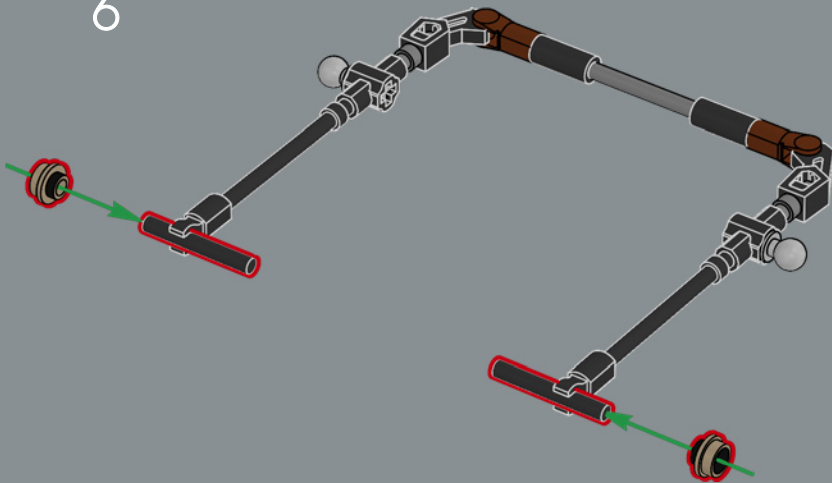




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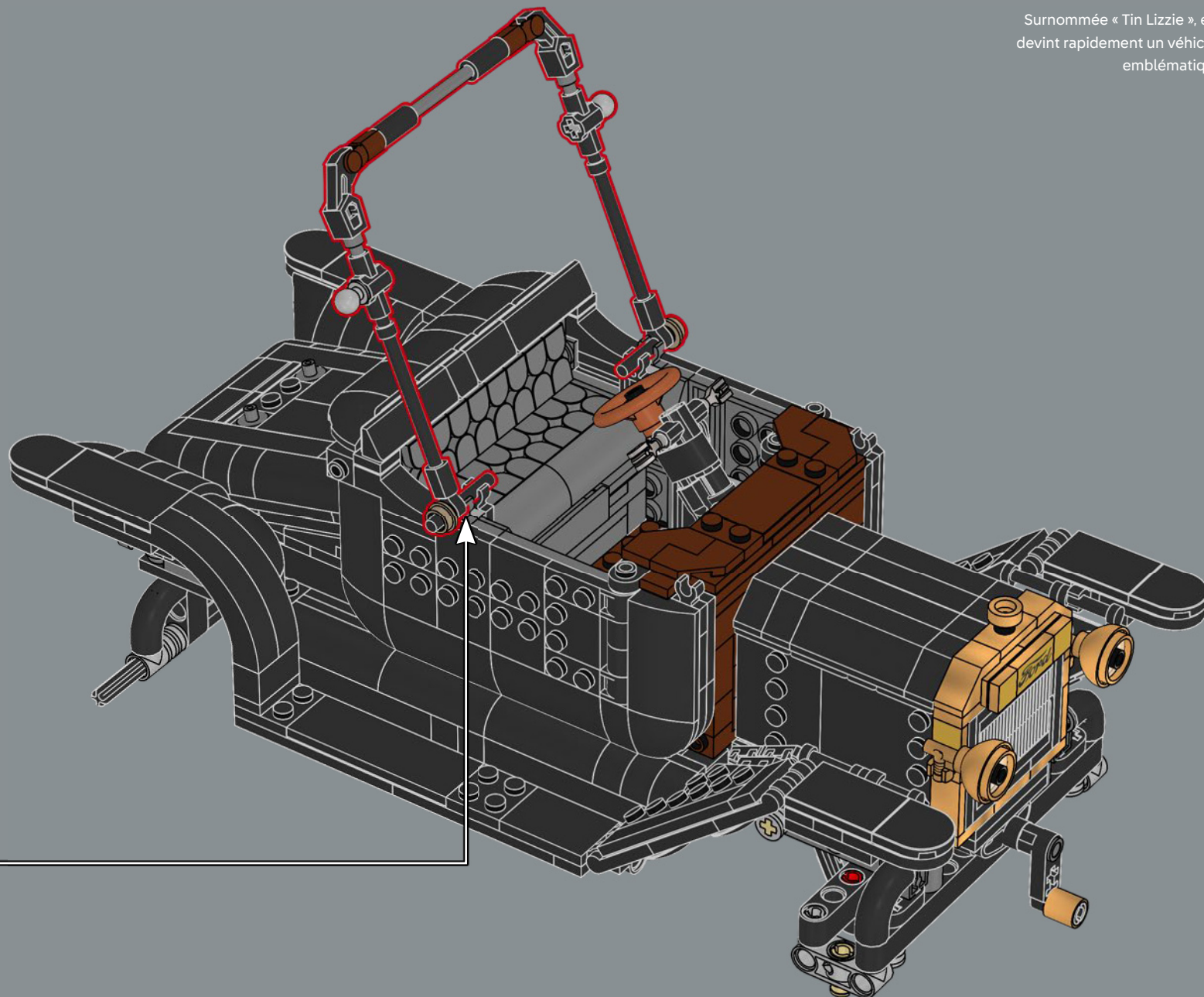


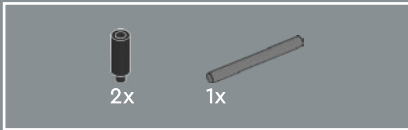
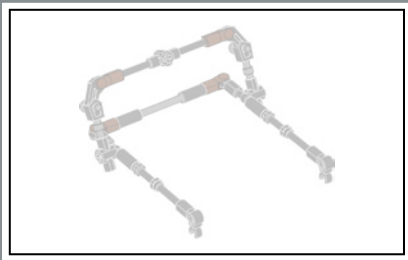
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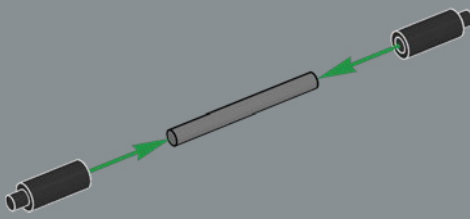


Surnommée « Tin Lizzie », elle devint rapidement un véhicule emblématique.

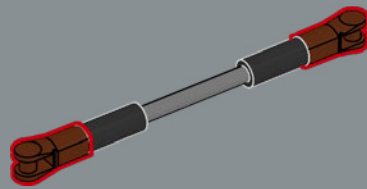




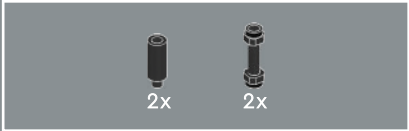
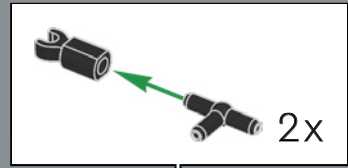
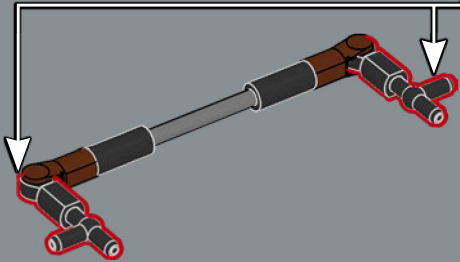
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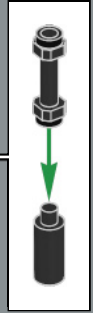
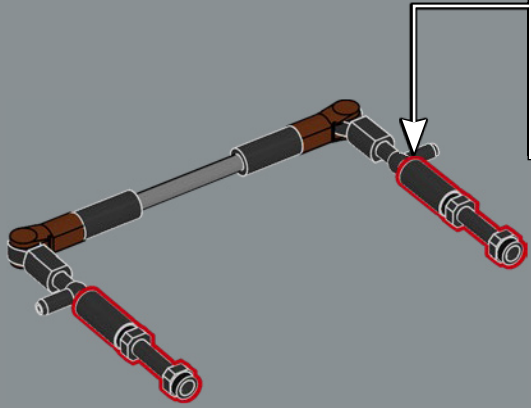
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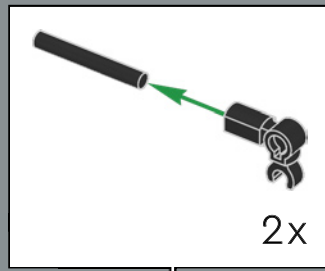
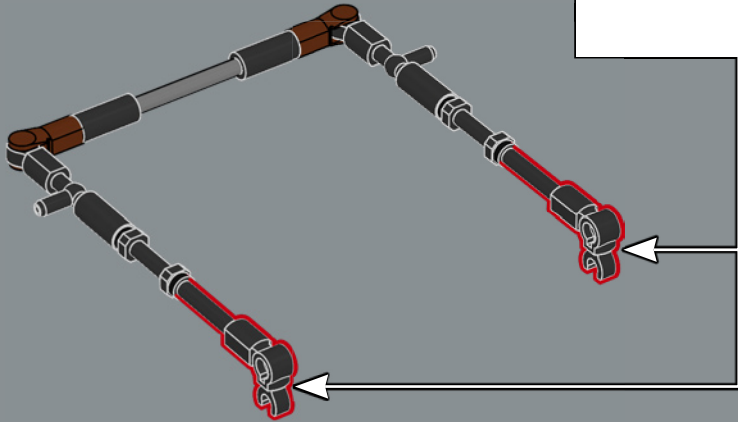


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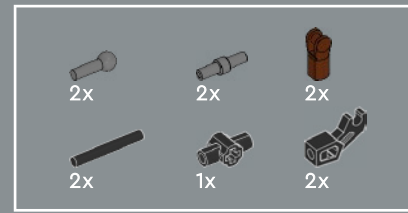
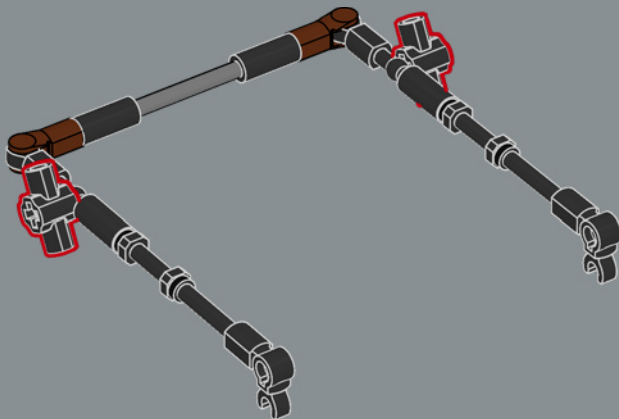




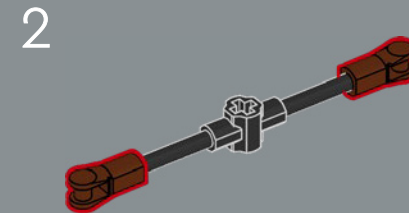
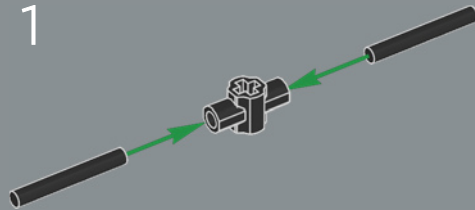
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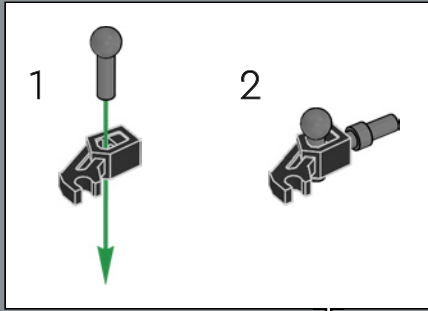


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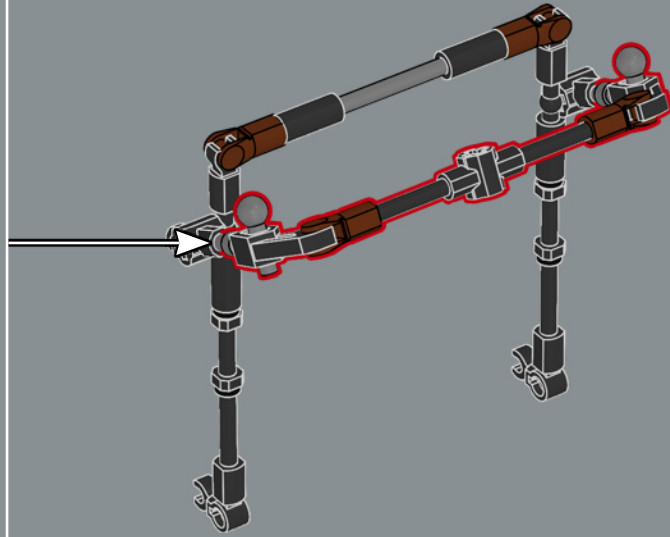
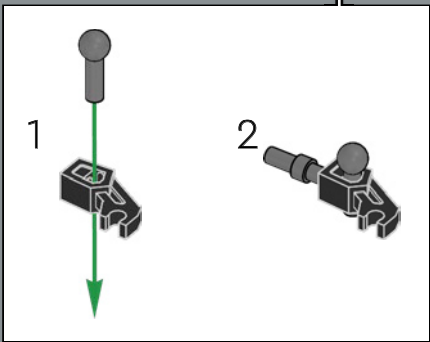
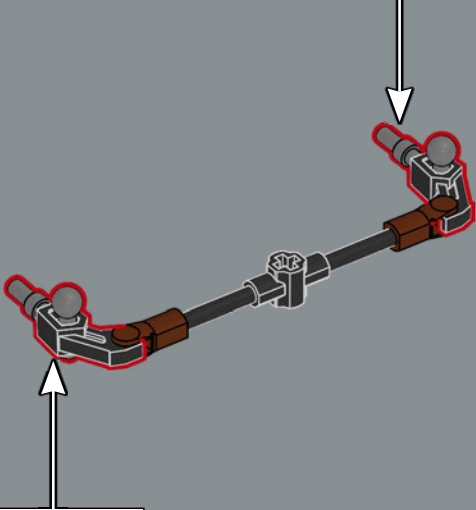


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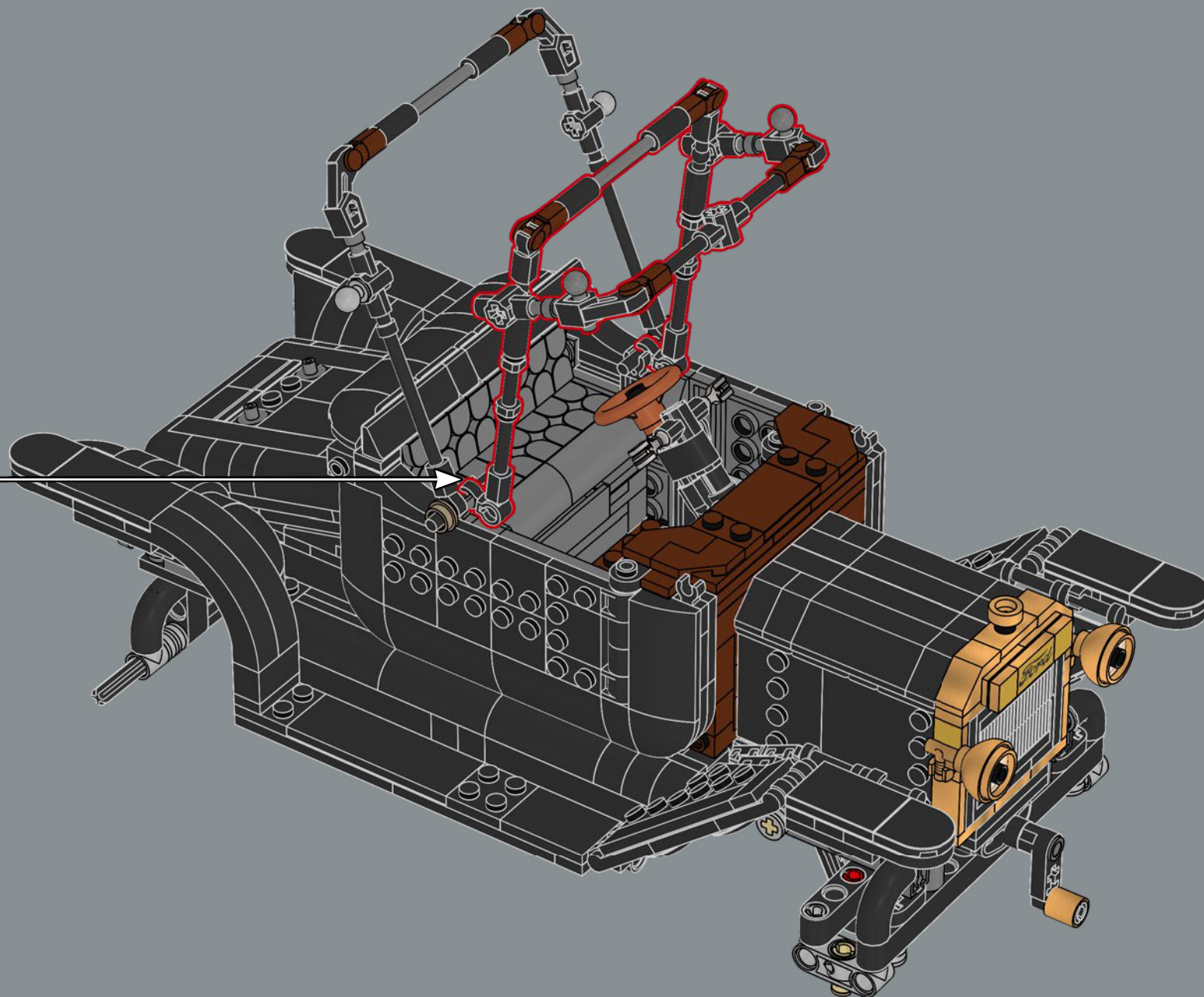








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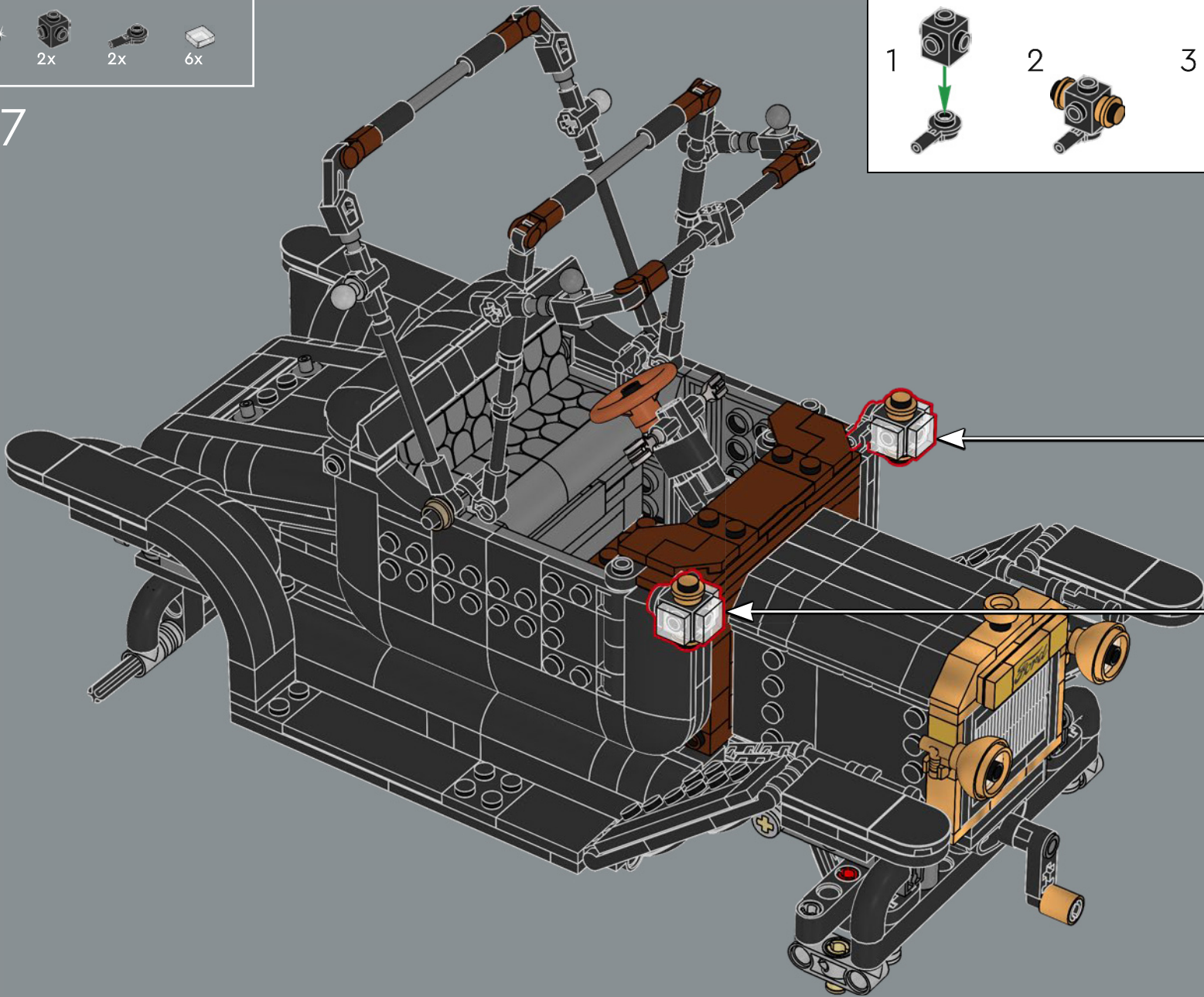


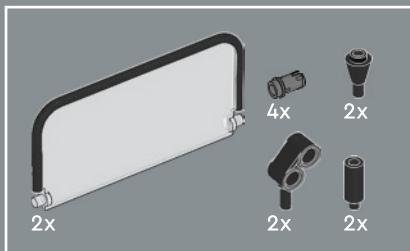
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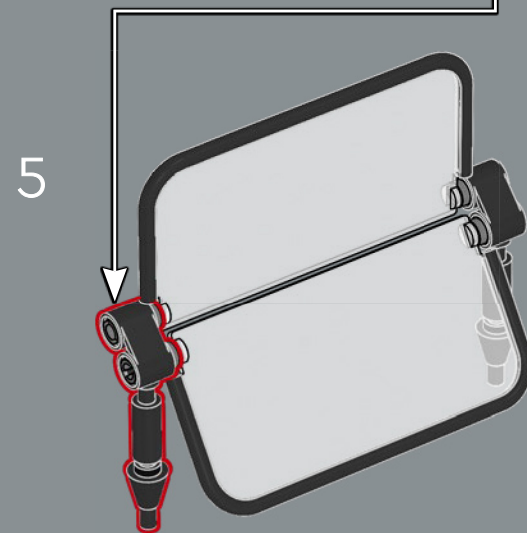
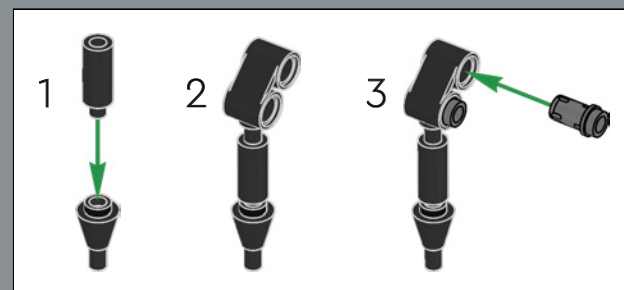
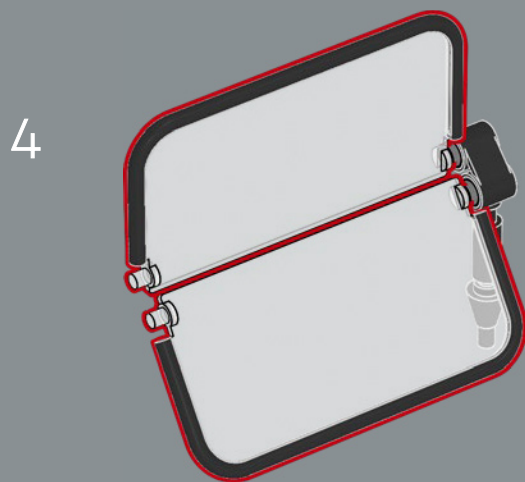
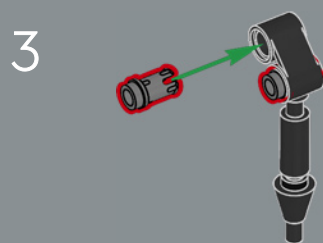
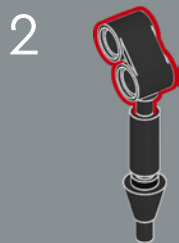
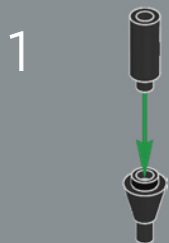
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-  2x
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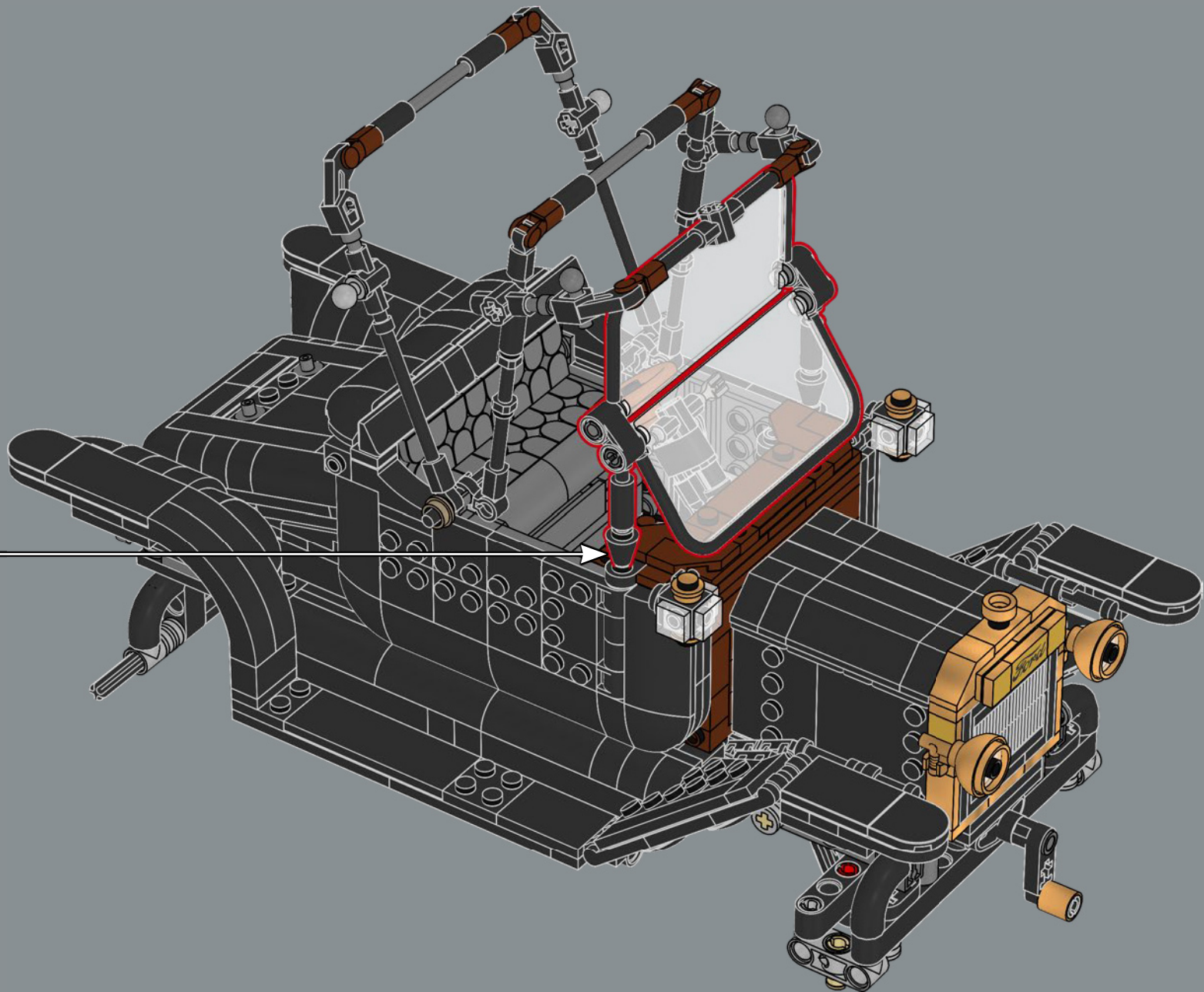
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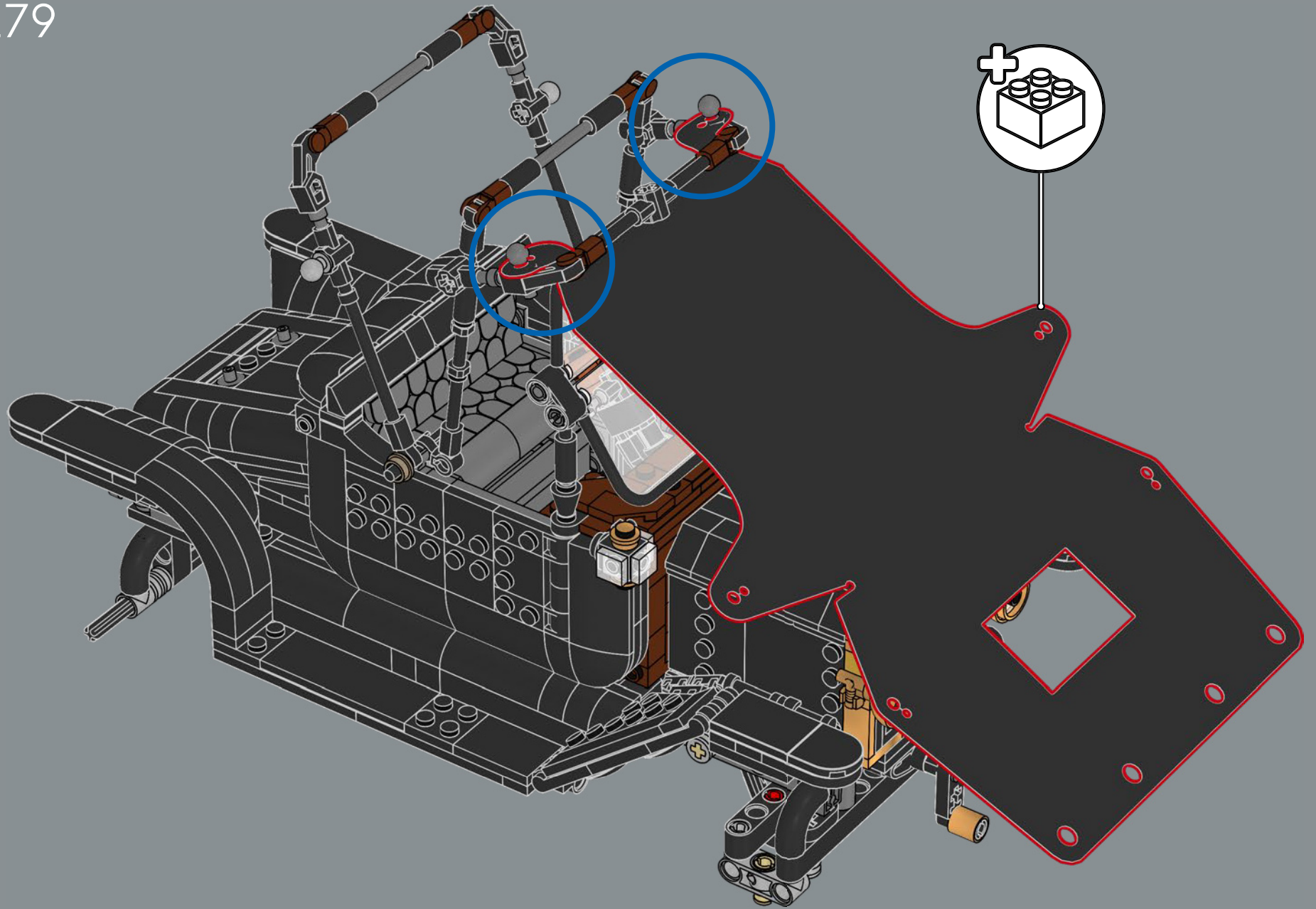




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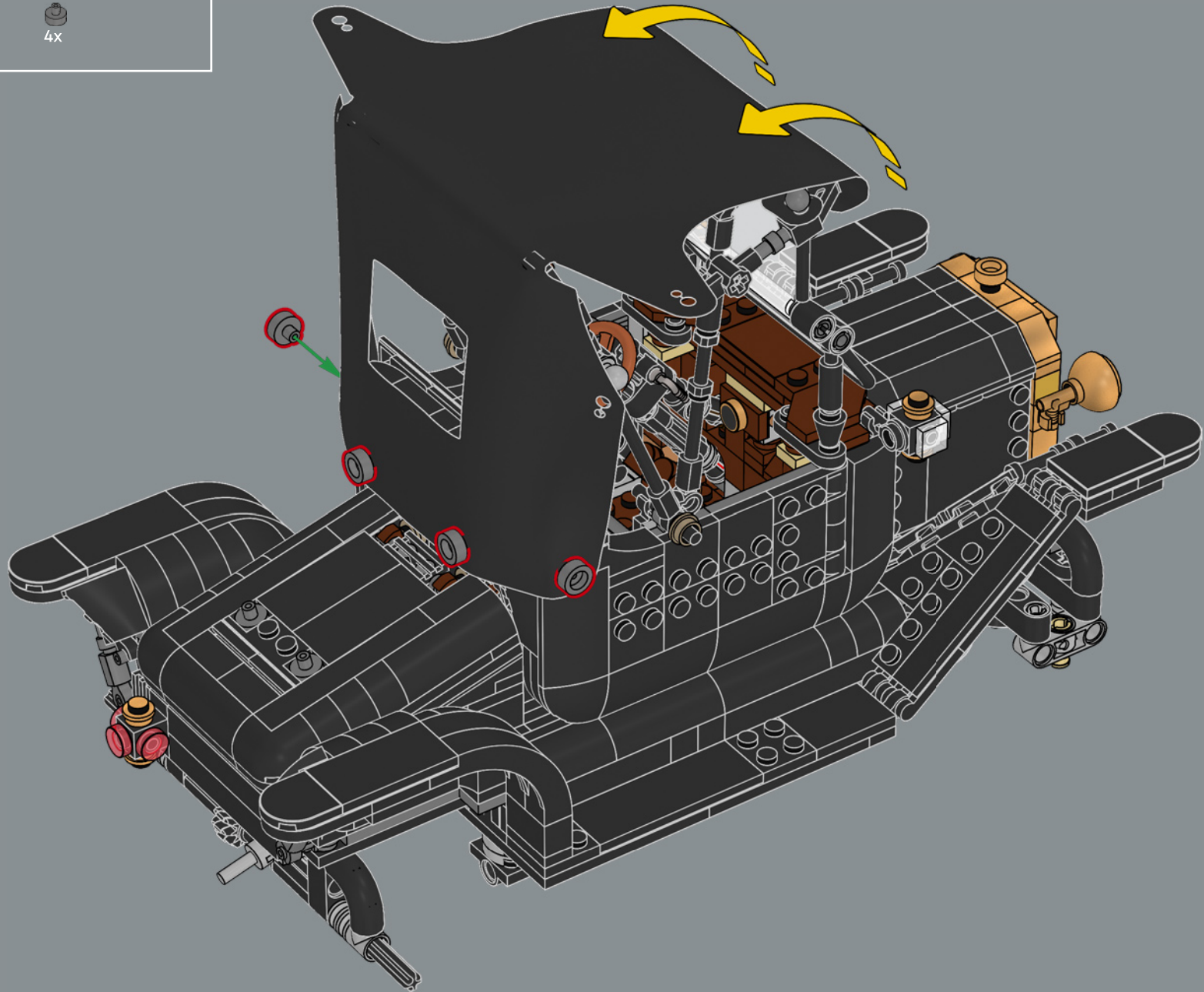




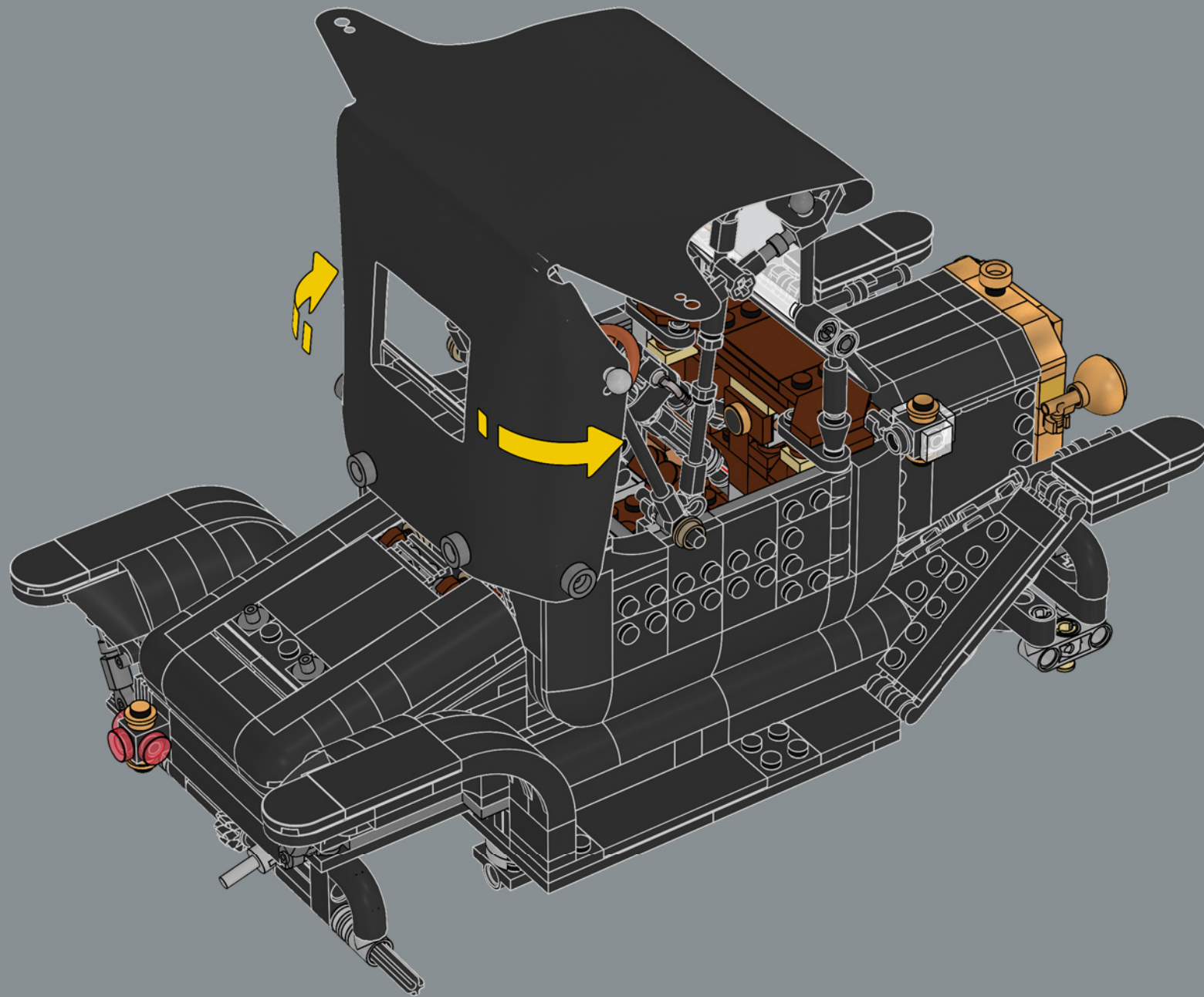


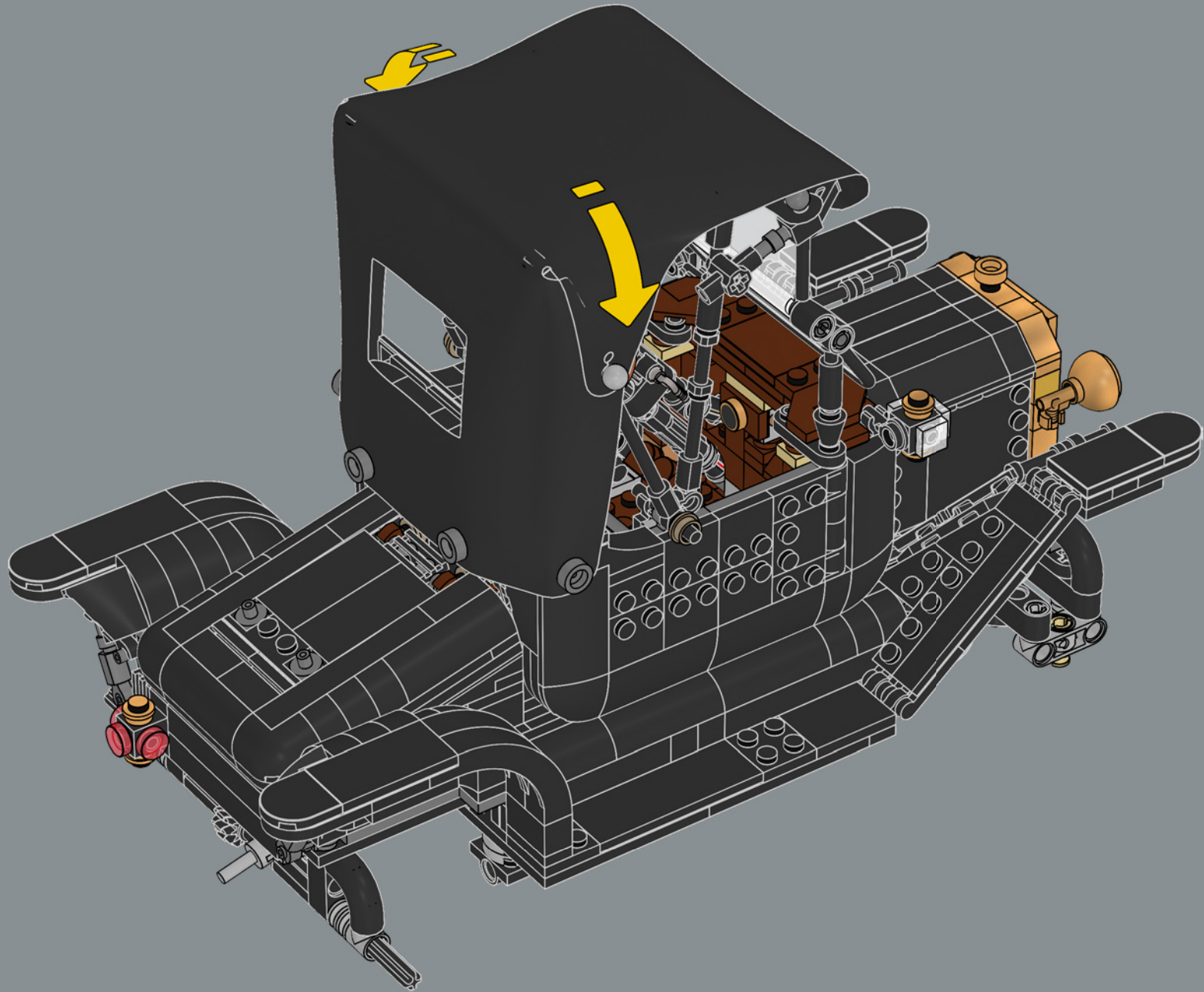
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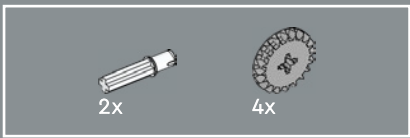
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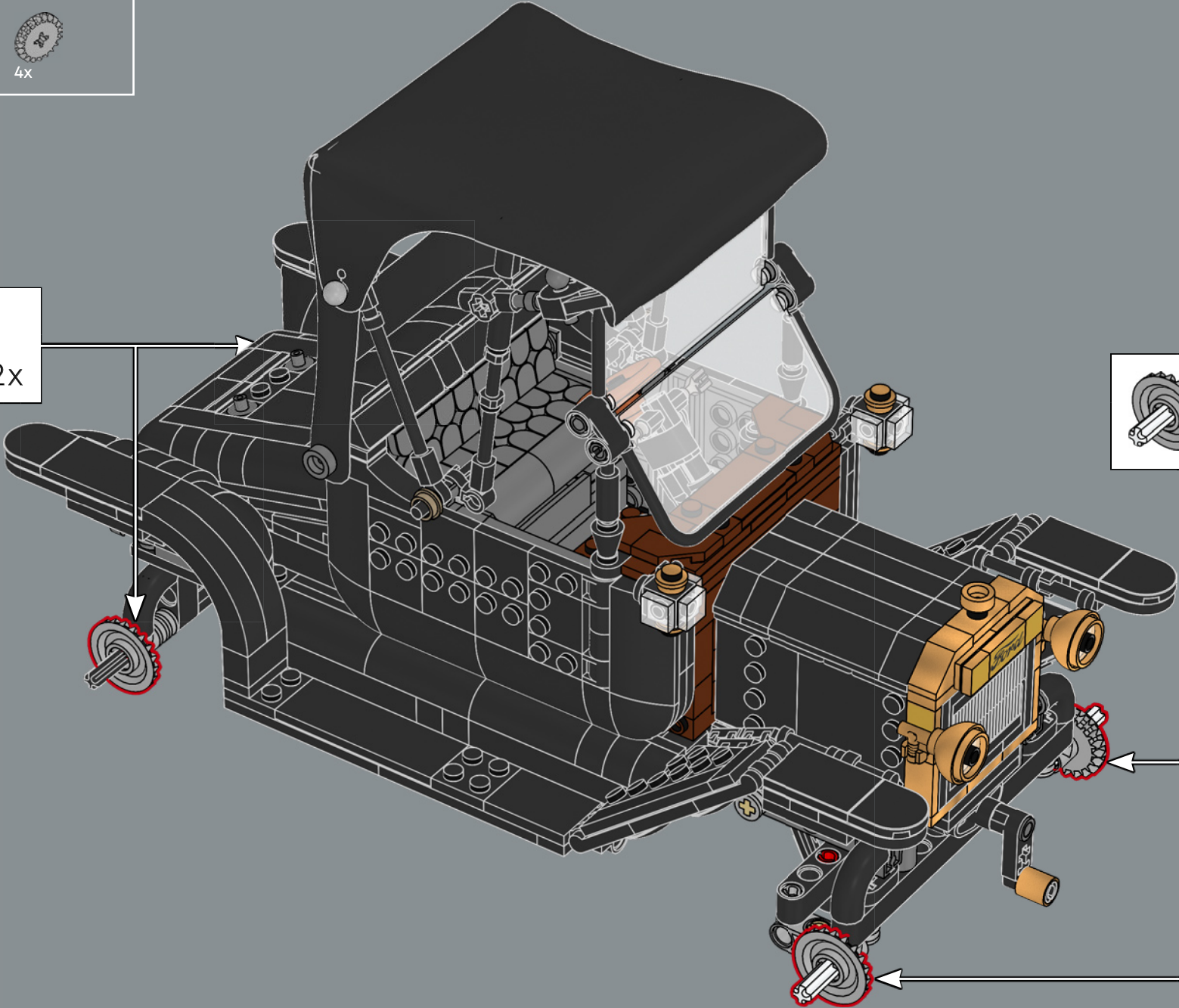
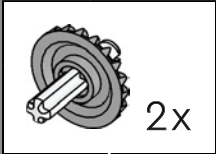
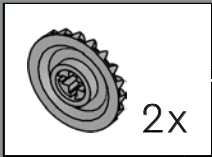
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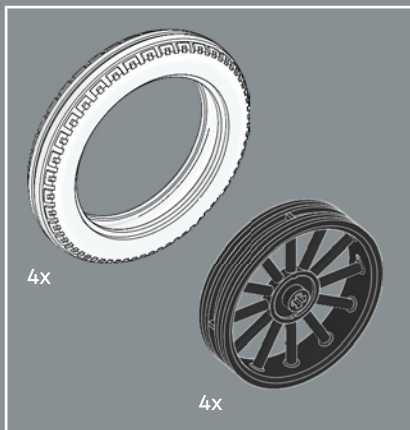




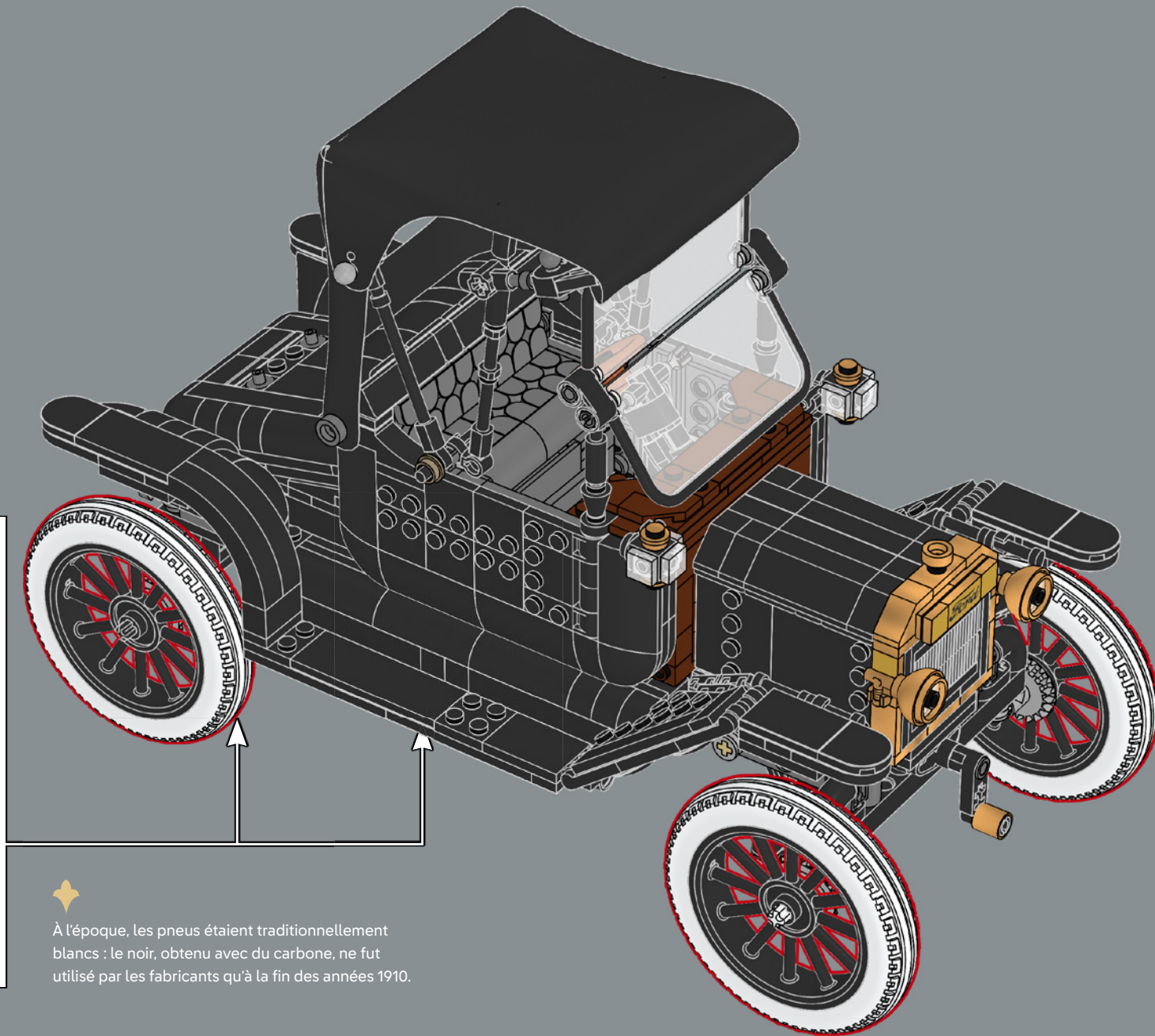
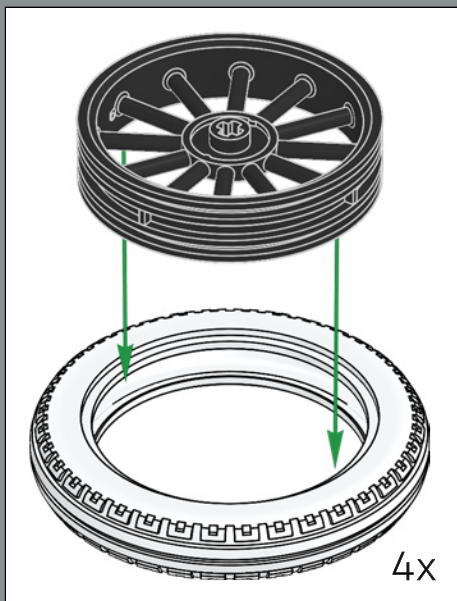


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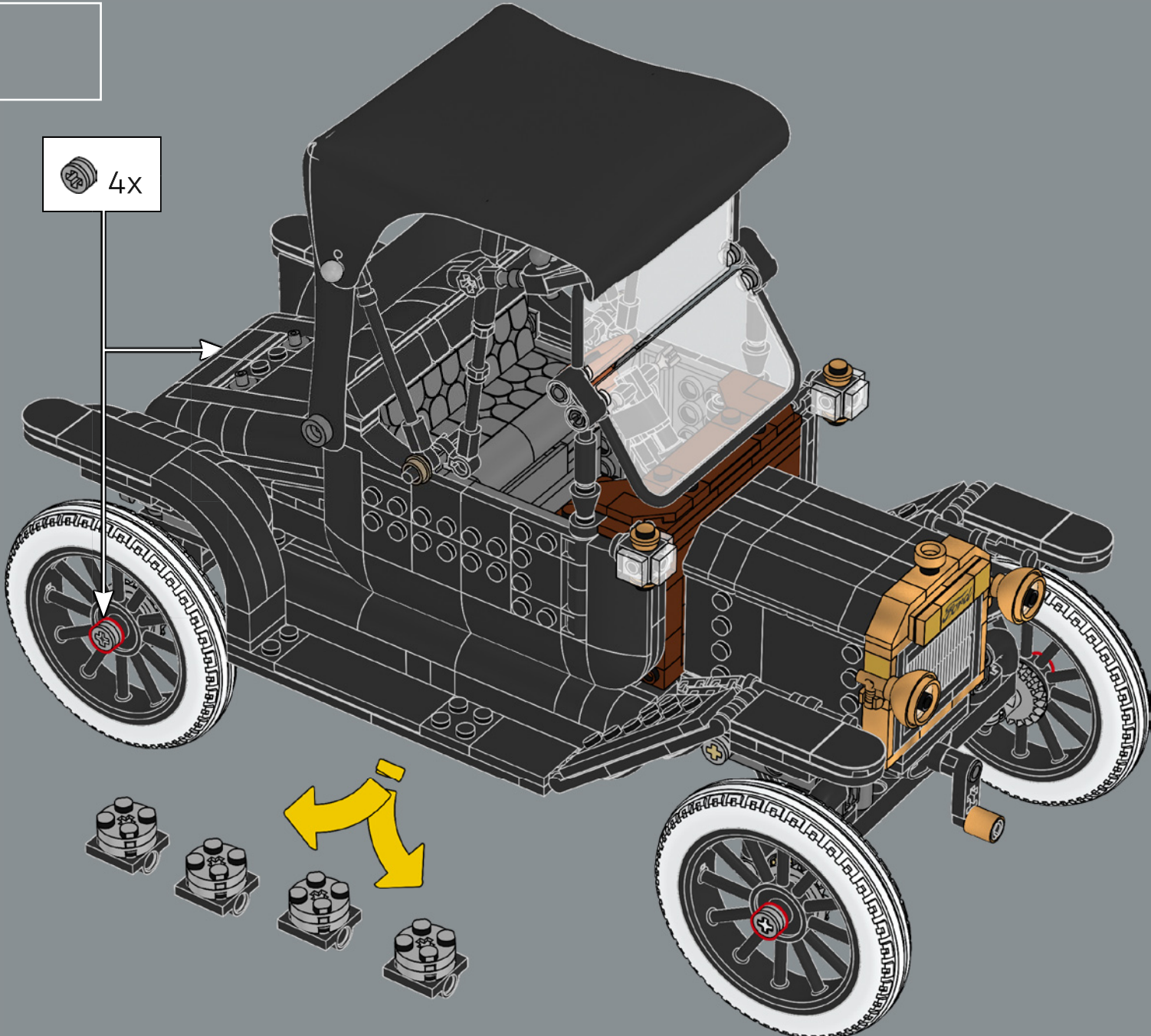
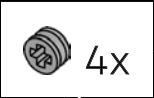
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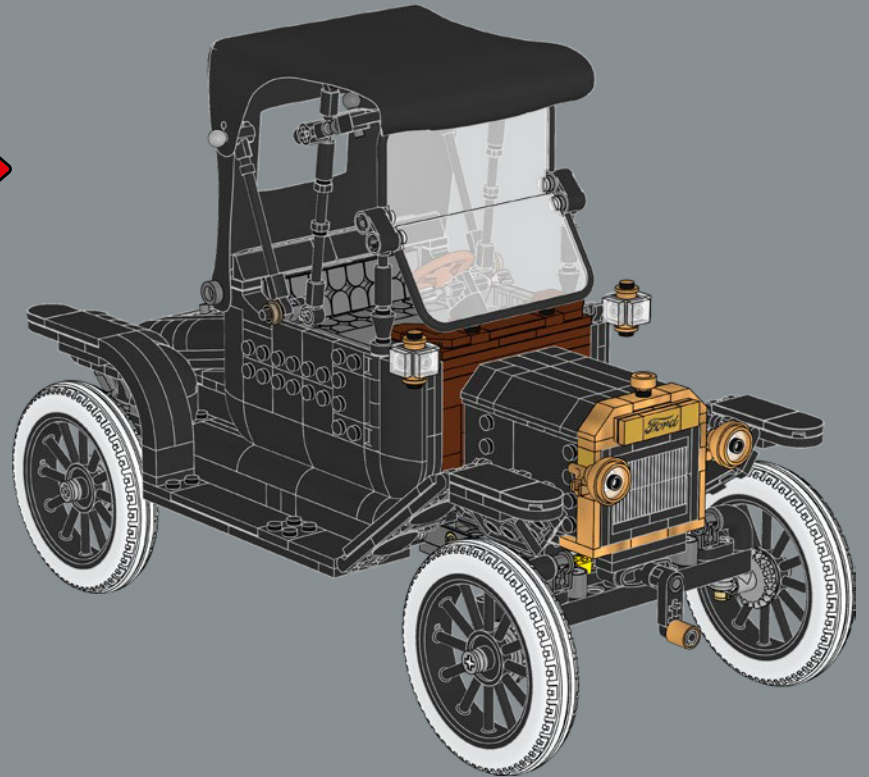
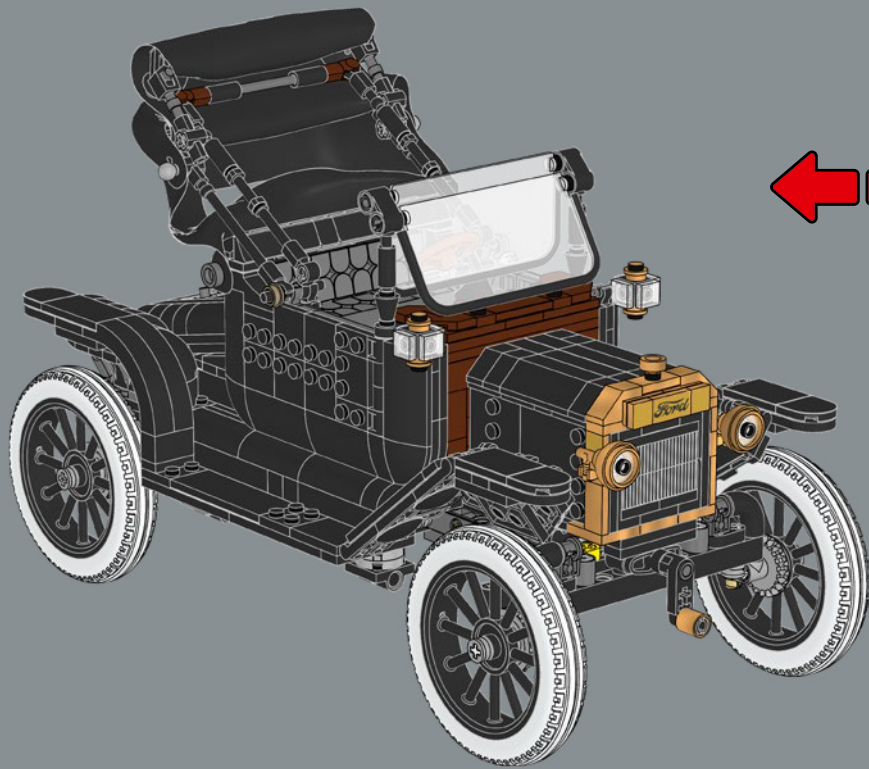


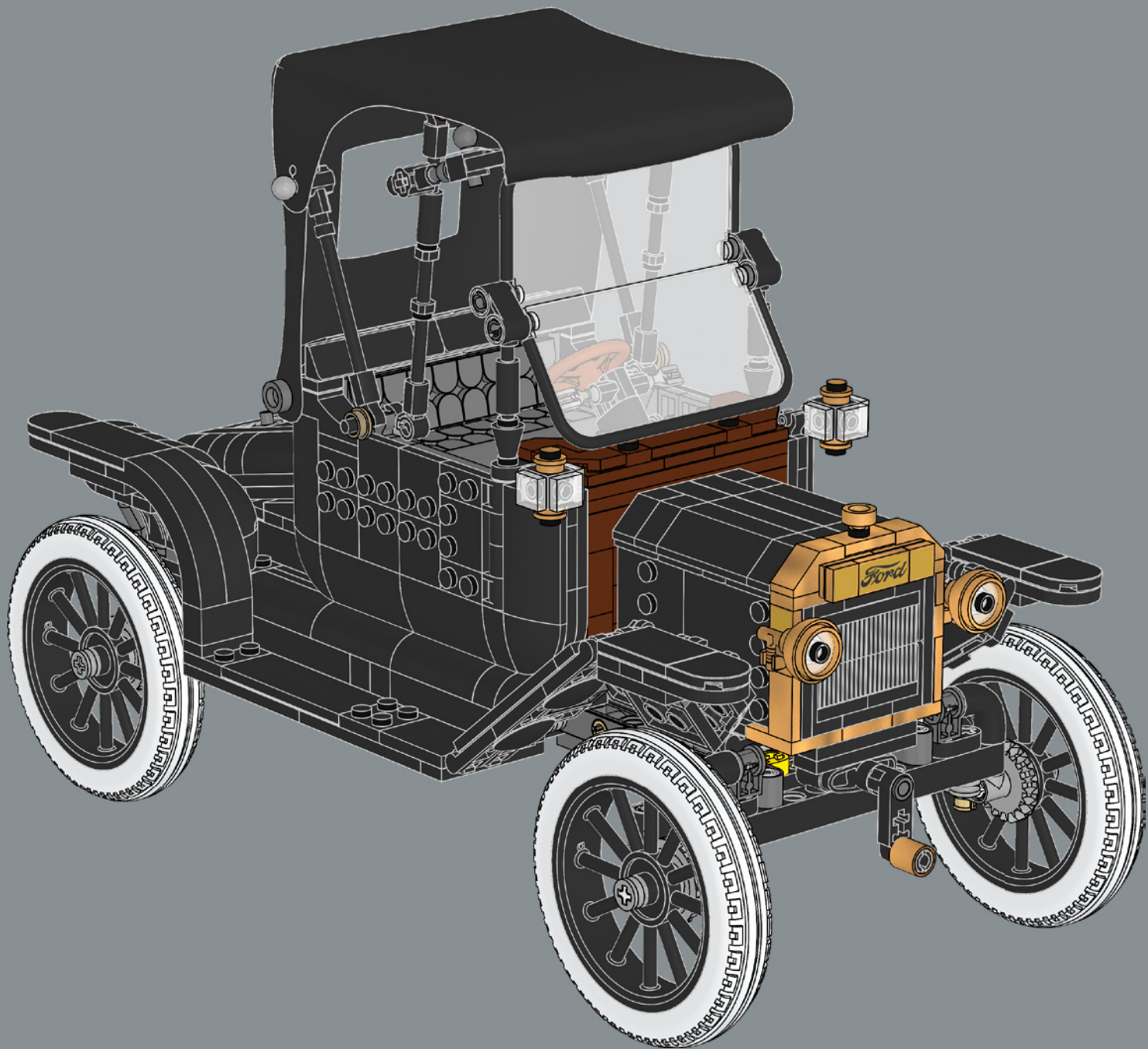
À l'époque, les pneus étaient traditionnellement blancs : le noir, obtenu avec du carbone, ne fut utilisé par les fabricants qu'à la fin des années 1910.



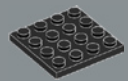
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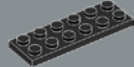
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- 1x 4565452
- 3x 4161734
- 1x 6374192
- 2x 4579260
- 2x 6376461
- 5x 6013938
- 1x 4666579
- 13x 4113917
- 4x 4162465
- 4x 4666999
- 1x 4118790
- 1x 4113233
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- 4x 4206482
- 2x 6376461
- 2x 6299413
- 2x 4119474
- 4x 6130008
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- 4x 6315887
- 8x 6290456
- 5x 6534180
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- 5x 6234695
- 3x 4504382
- 10x 307026
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- 2x 300526
- 2x 6380236
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- 4x 287726
- 4x 6179182
- 2x 6173124
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- 1x 4160869
- 1x 4161332
- 2x 6430580
- 4x 6336989
- 2x 6328095
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- 2x 6428168
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- 14x 6192346
- 2x 4567436
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- 6x 4225201
- 2x 4142822
- 5x 362326
- 12x 302226
- 5x 281726
- 4x 242026
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2x
4243819



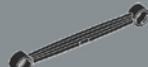
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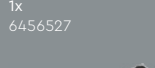
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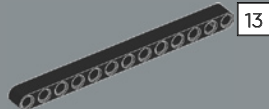
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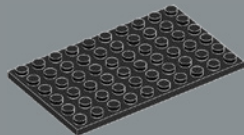
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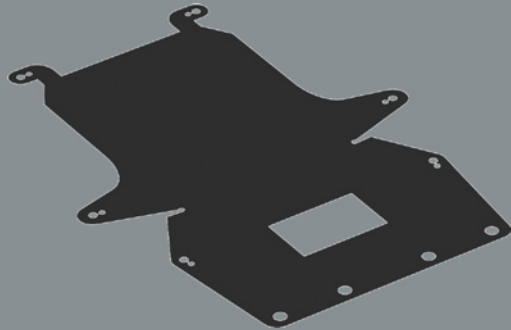
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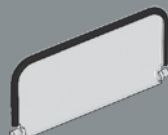


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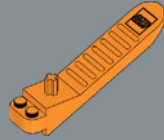
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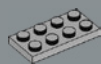


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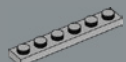
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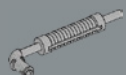
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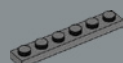
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4

11



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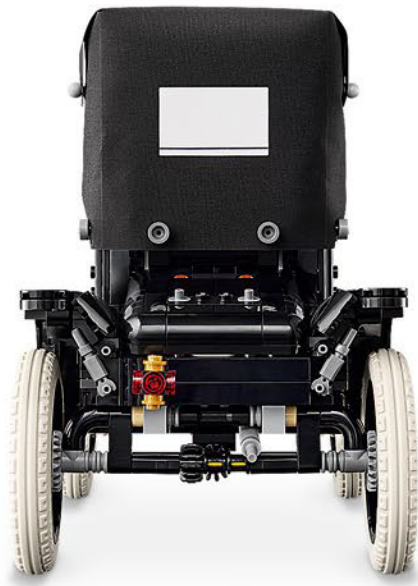
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