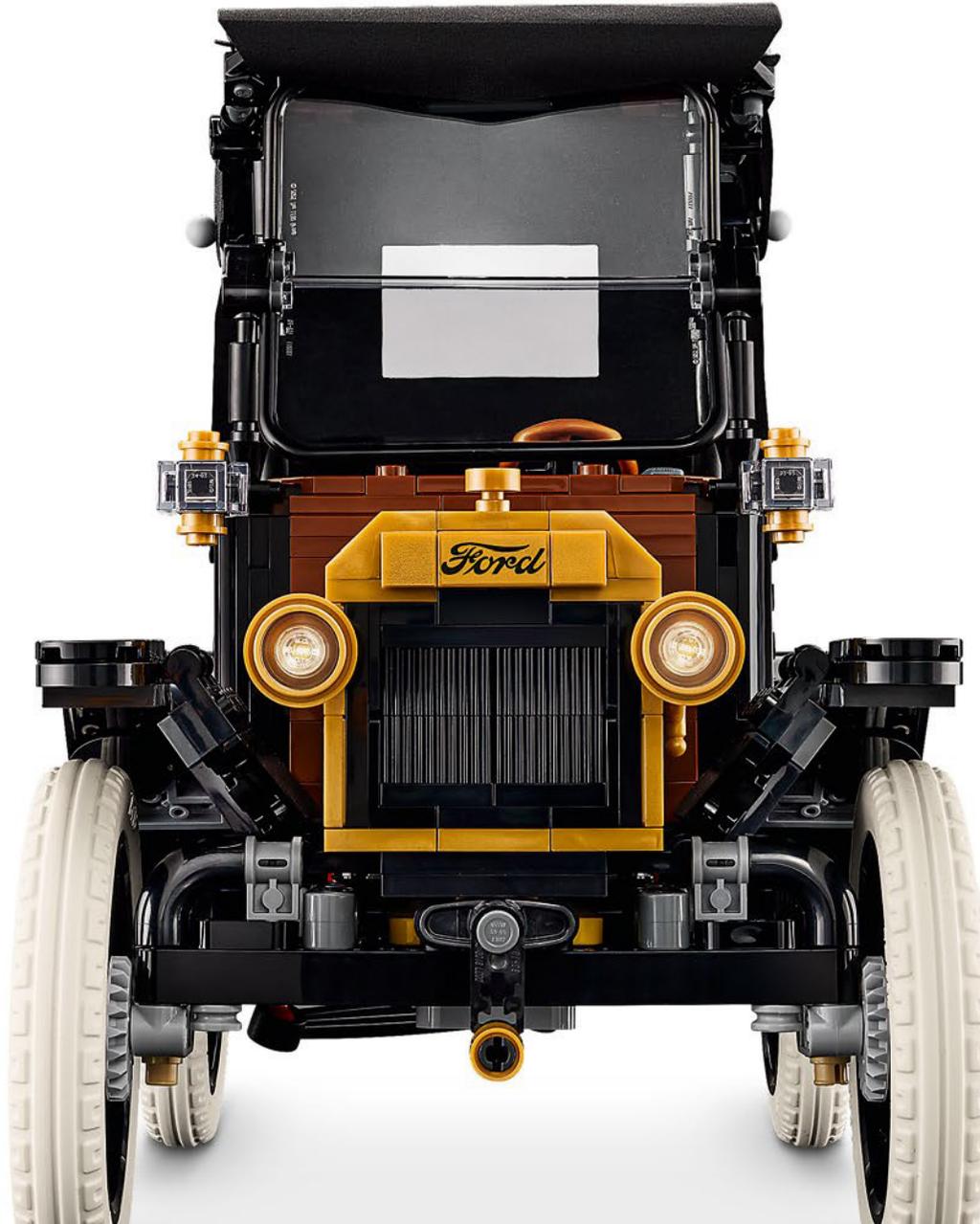
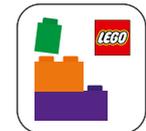




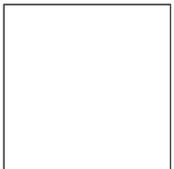
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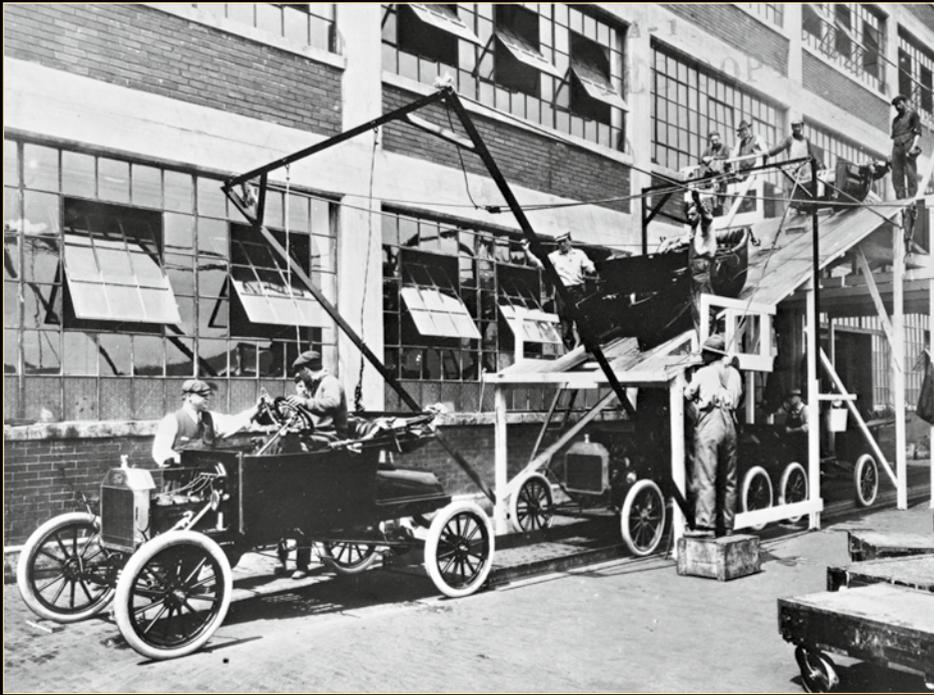
LEGO® Builder

THE UNIVERSAL CAR

Before 1 October 1908, although cars had been around for a couple of decades, horse-drawn carriages were still the most common sight on roads. Automobiles were a luxury reserved for the few. Enter the Ford Motor Company. Its vision: To build a car for the people. The Ford® Model T® was not only durable and comfortable (by contemporary standards); it was also an affordable vehicle that inspired modern transportation and manufacturing. To demonstrate the car's strengths and versatility, the car was put through extensive tests that ranged from a hunting trip in the mountains to driving the car up the stairs of the Tennessee State Capitol! Built at Ford's Highland Park plant, on the first moving assembly line, the Model T was produced efficiently; it would originally sell for \$850 in 1908, and with assembly line improvements, the price continuously dropped and reached \$250 at its lowest. Innovative for its time, it featured vanadium steel components, a left-side steering wheel, easy gear shift, windscreen, compact engine and even a toolkit. From rural towns and rugged terrain to urban highways, the Model T conquered the American roads and, soon after, the world. With more than 15 million units sold by 1927, the Model T made history, and even helped to accelerate it, by democratising transportation.

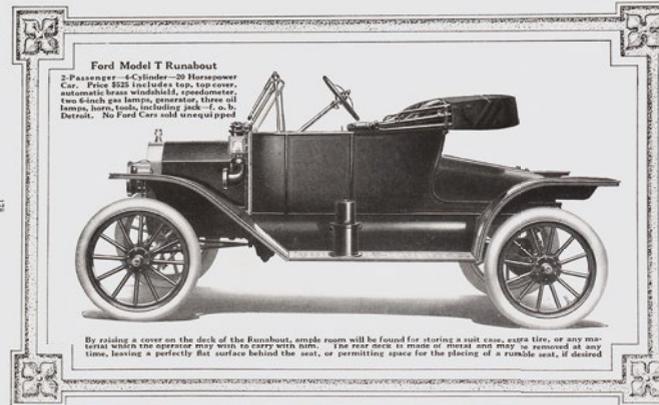
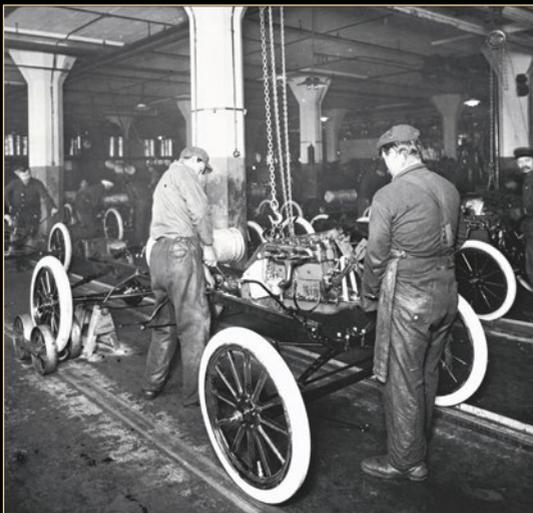
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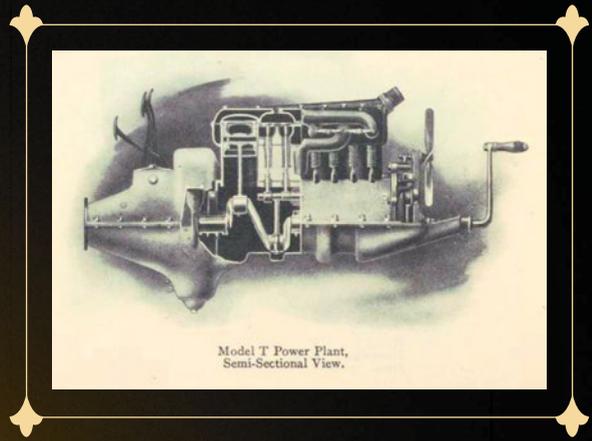




"Hundreds of these cars were used during 1909 for touring trips, [...] not only in America, but in almost every country of all the other continents."

*- Ford Motor Cars
Souvenir Booklet
(1910)*





Model T Power Plant,
Semi-Sectional View.

FROM THE LEGO[®] ICONS DESIGN TEAM

When it comes to vintage cars, the aesthetics of the early 1900s, and especially the Ford[®] Model T[®], captures all the magic and nostalgia of the early days of automotive design. This detailed tribute is inspired by the 1913 version of the Runabout, with its angular bonnet, flat wooden dash and two-person cabin. Famous for its black paint job, it also came in other colours! Our version features golden/brass enhancements that make the model stand out on display; like the gold-coloured headlights, car horn and grille trimming. We recreated the clever, iconic design and engineering details of the original, from the hand-cranked ignition and steering column throttle to the fuel tank under the seat. Spoked wheels and authentic-looking tyre rims, the folding roof and a working drivetrain add to the authenticity of the vehicle that revolutionised the automotive industry.

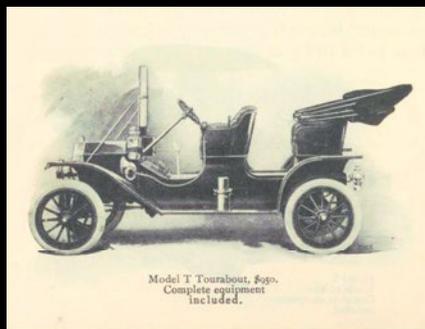
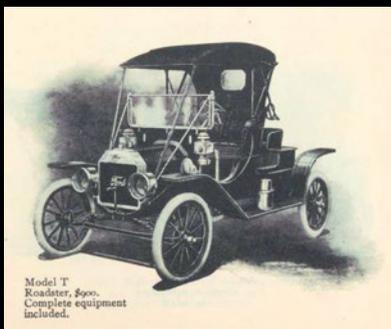
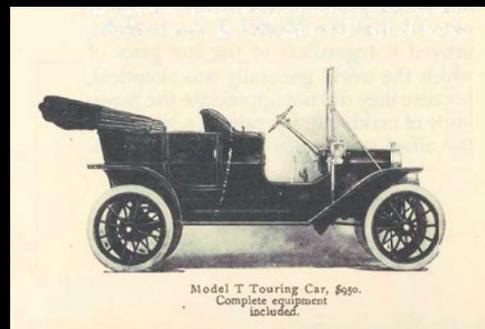
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*"We hope you will discover how the car worked as you build:
see the engine turn, shift the gears and open the seat to reach
the fuel tank."*

- The LEGO[®] Icons Design Team



The ten-millionth Model T® rolls off the assembly line



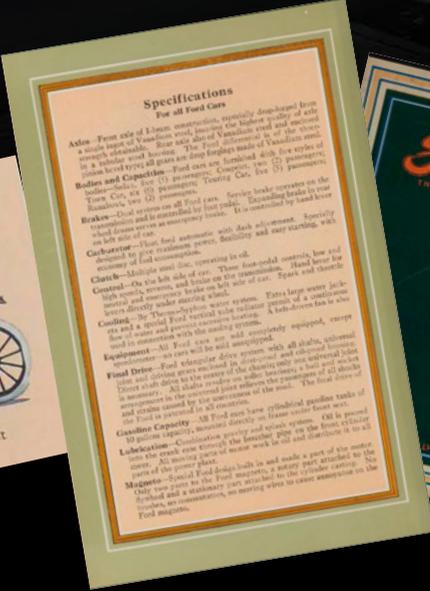
The Ford Motor Company corporate historians helped us capture all the car's characteristic features. They shared amazing archive photos, diagrams and references with us throughout our design process. That's how we learnt that this version of the Model T only had one door!

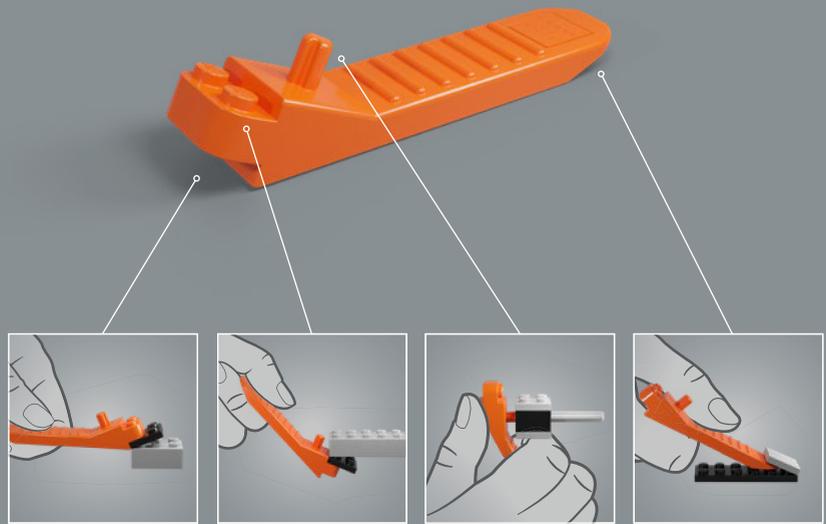


The New Ford Coupelet
Combines inviolable reliability of appearance with the highest degree of utility



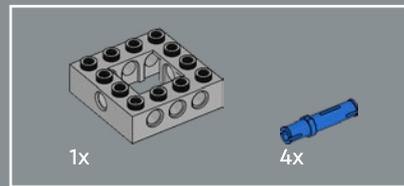
The Coupelet is converted into a handsome runabout in two minutes by lowering the top



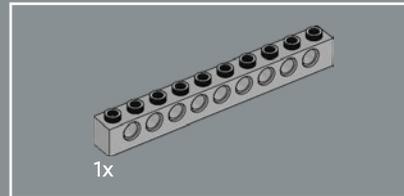
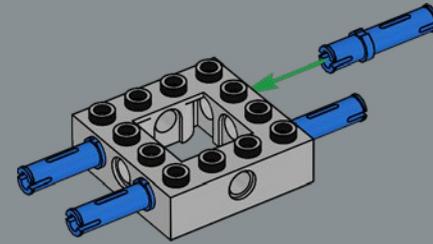




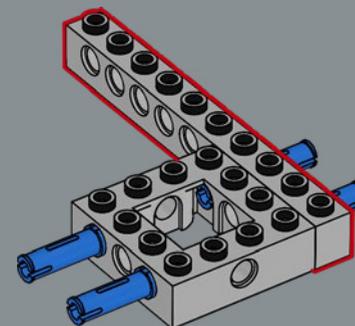
Introduced in 1908, the Ford® Model T®
remained in production until 1927.

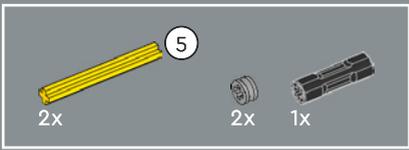


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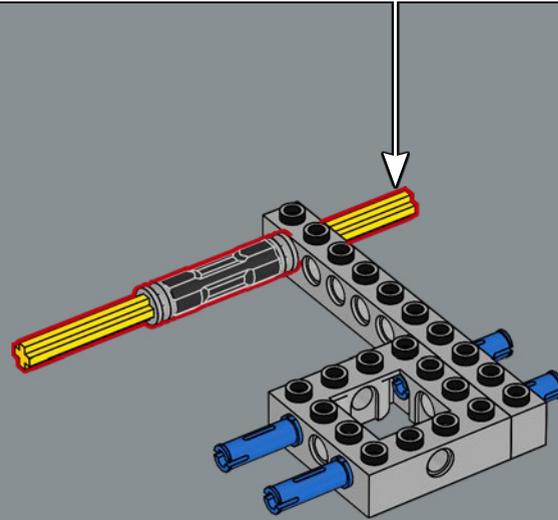
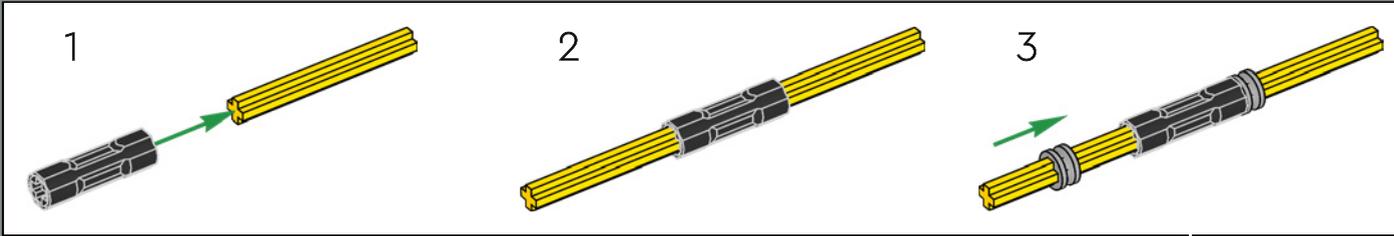


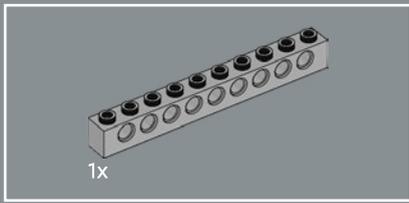
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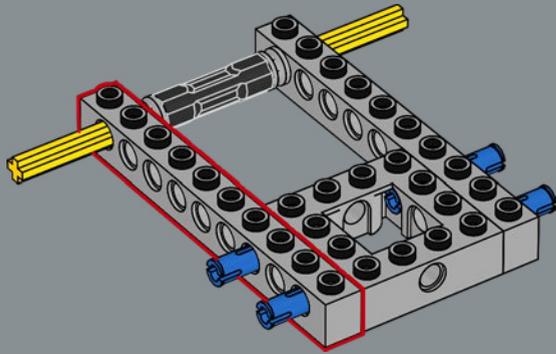


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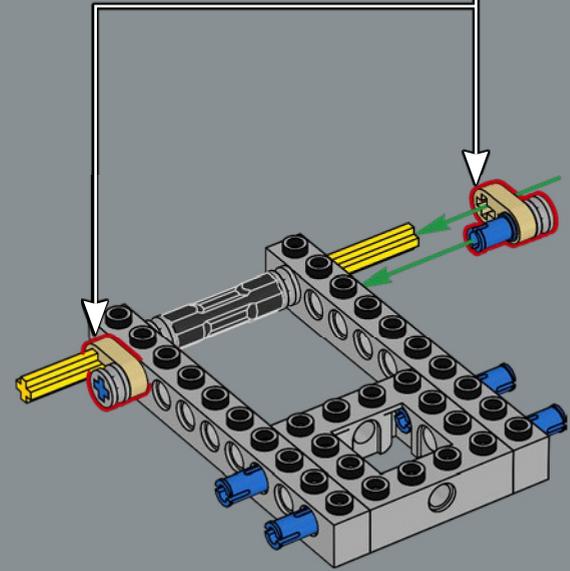
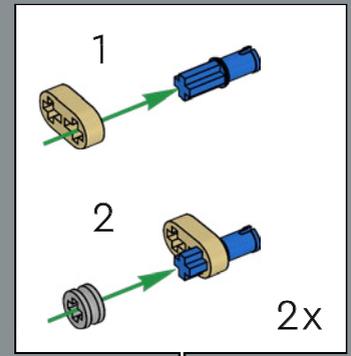


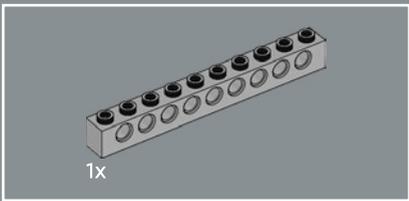


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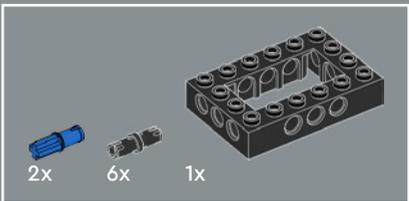
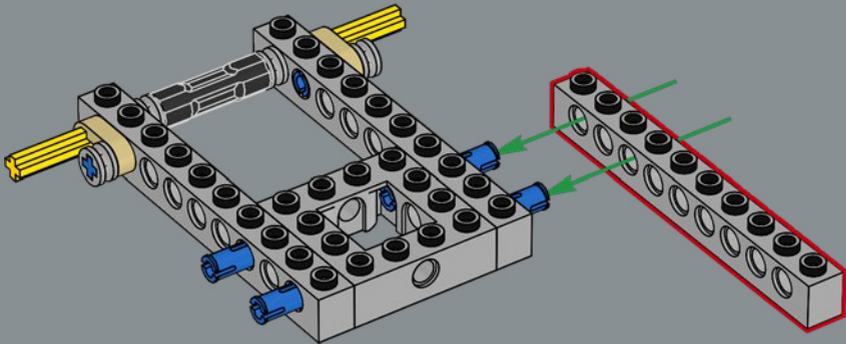


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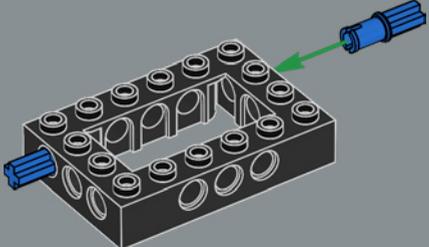


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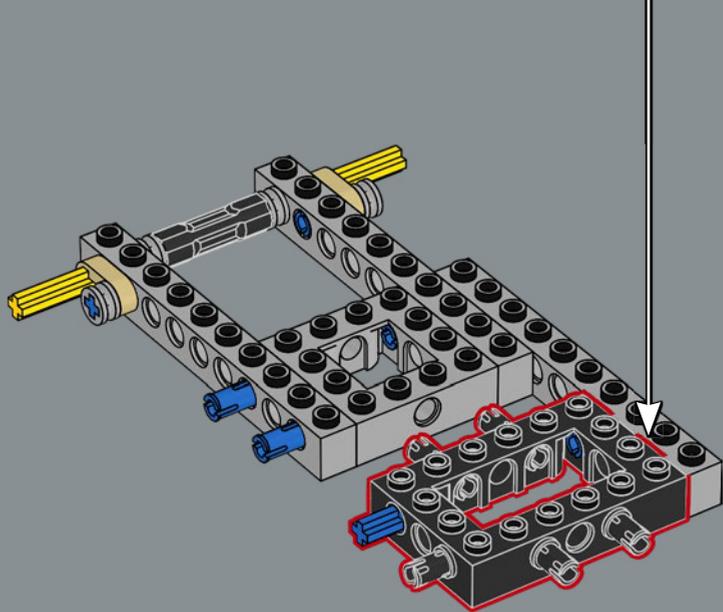
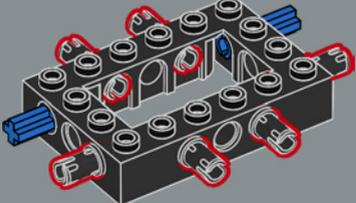


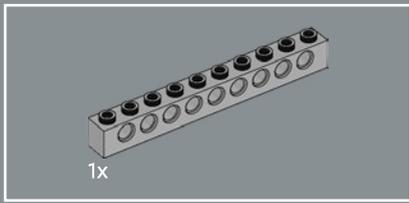
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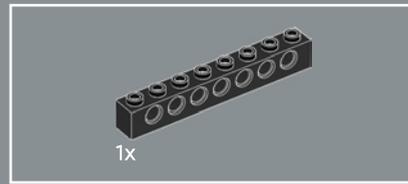
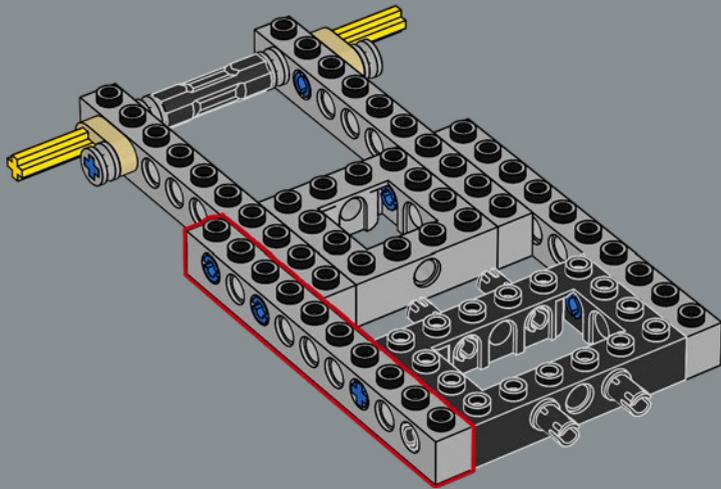


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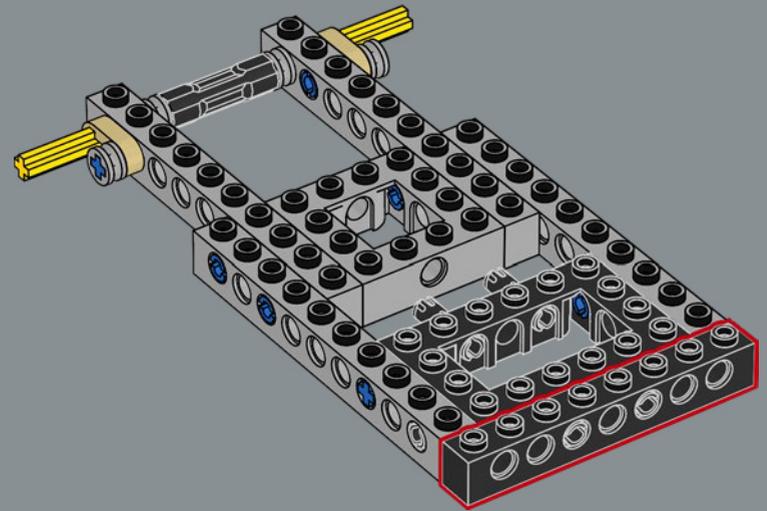


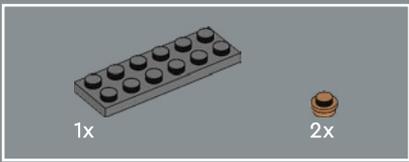


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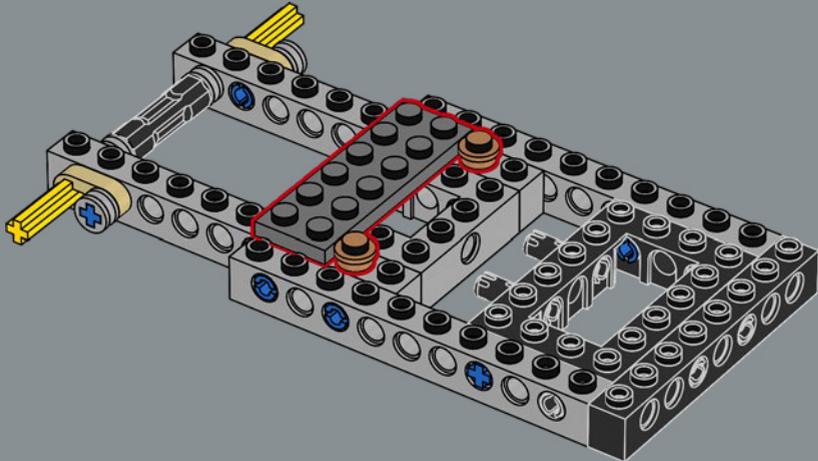


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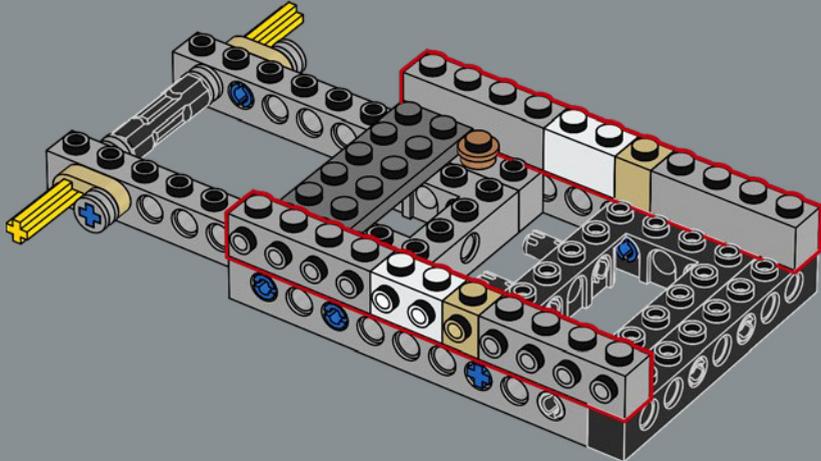


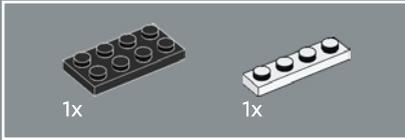
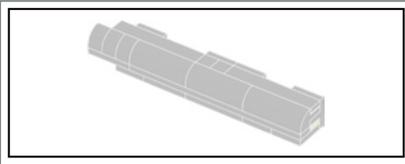


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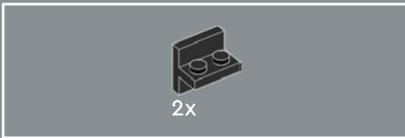
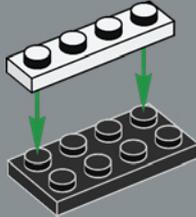


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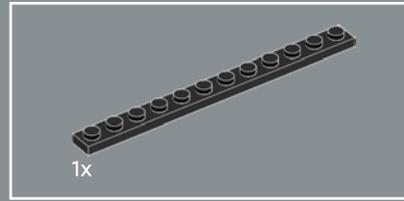




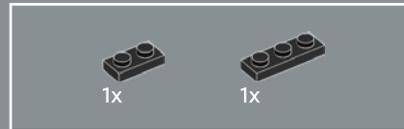
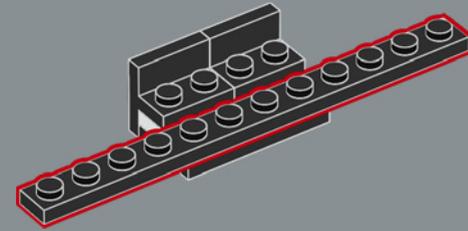
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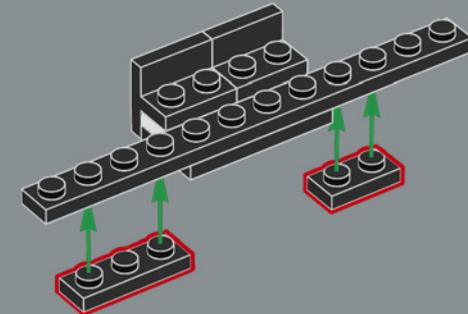
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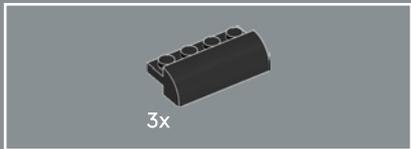
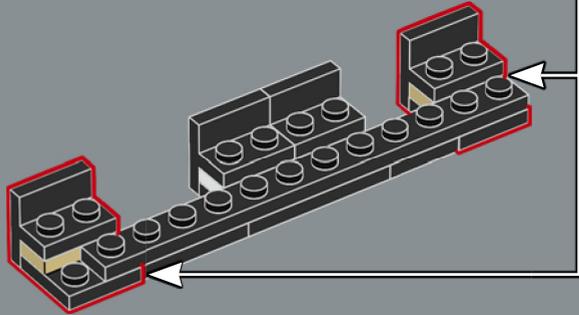
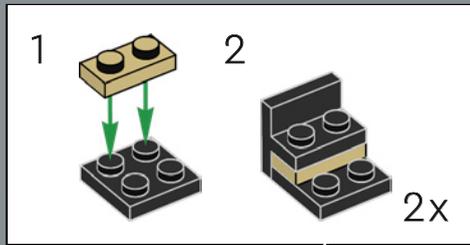


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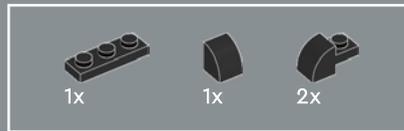
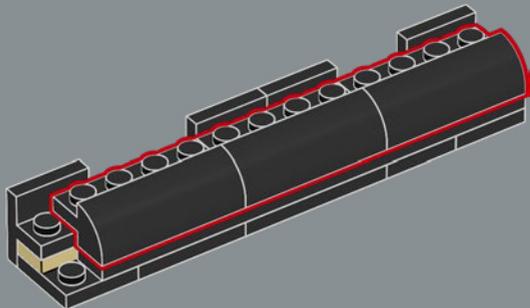




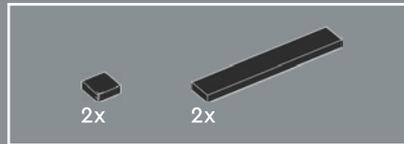
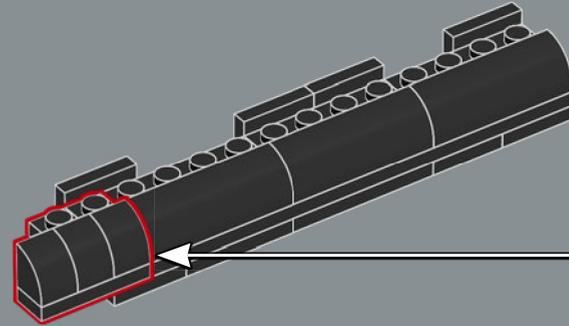
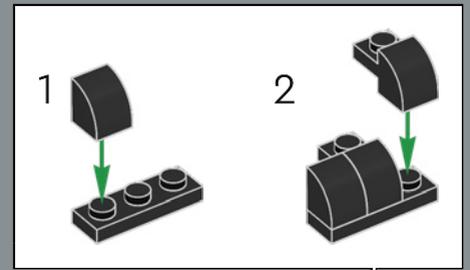
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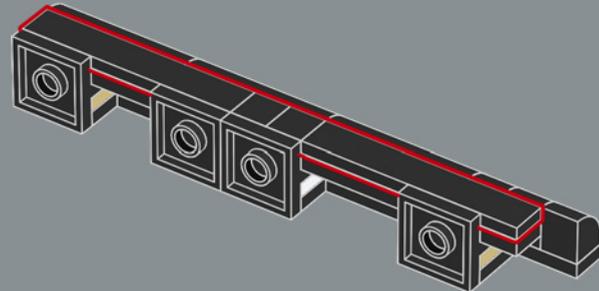
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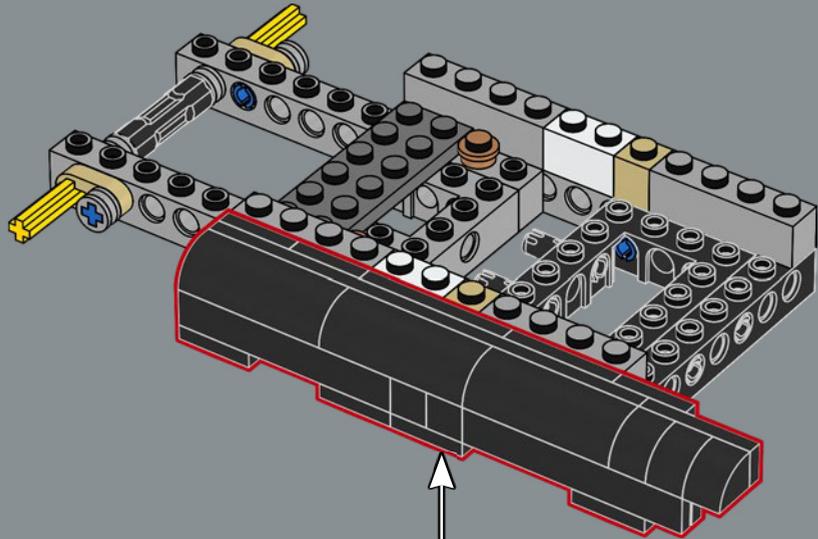
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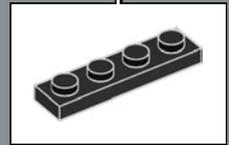
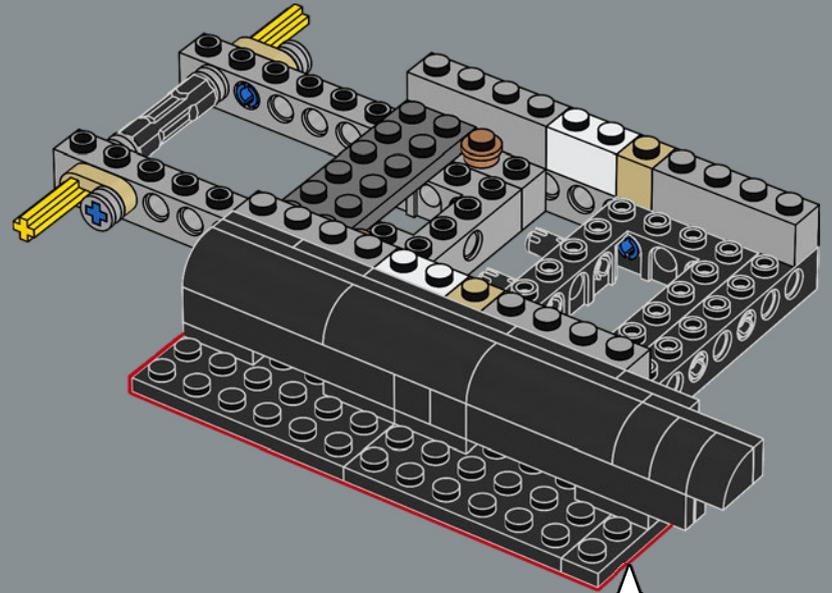
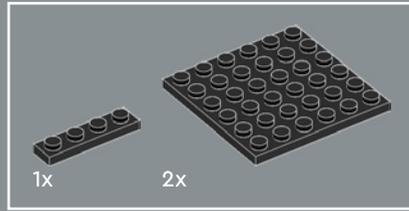
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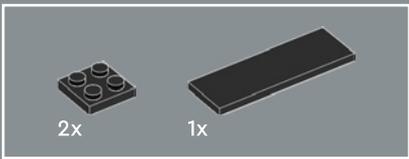


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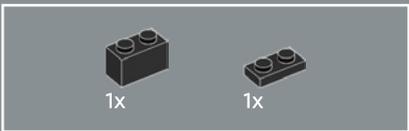
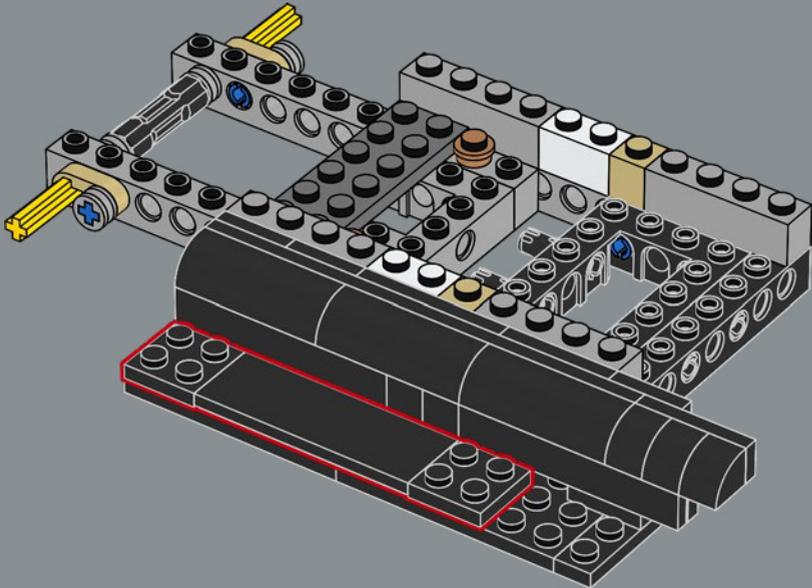


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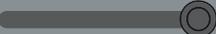
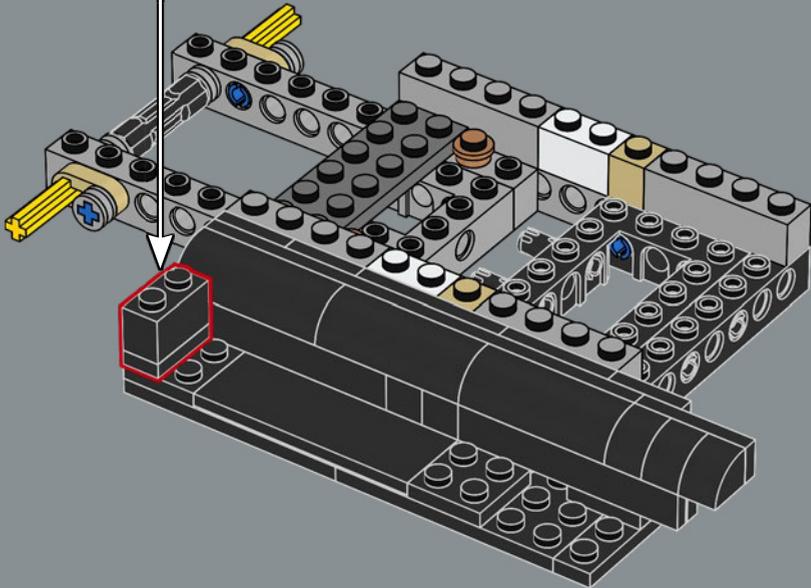
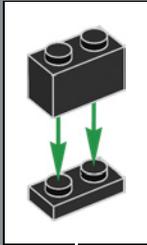


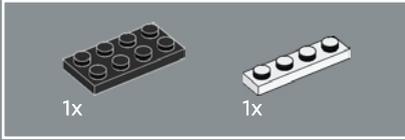
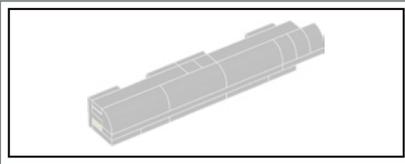


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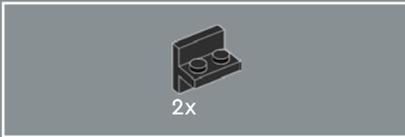
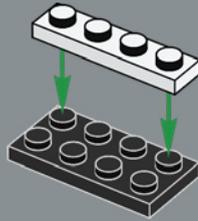


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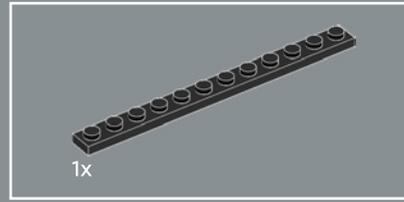
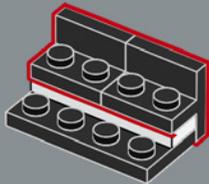




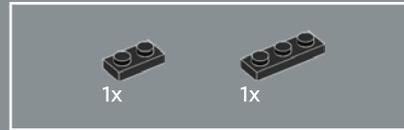
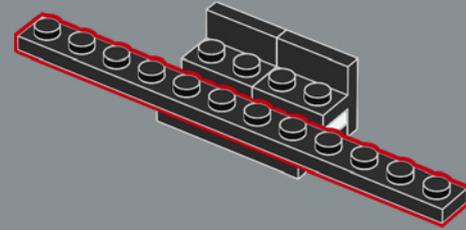
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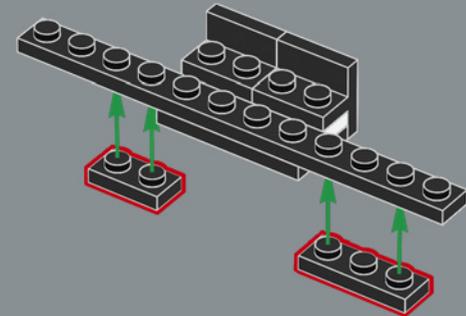
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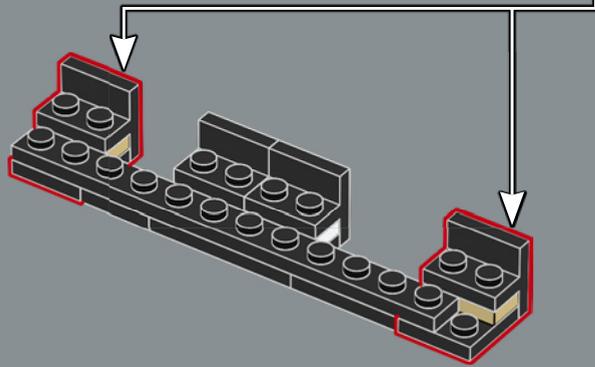
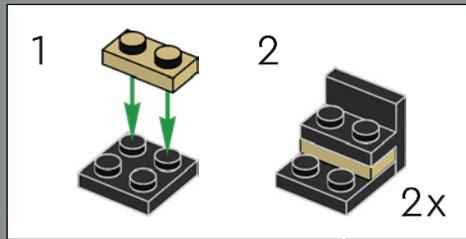


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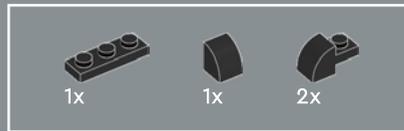
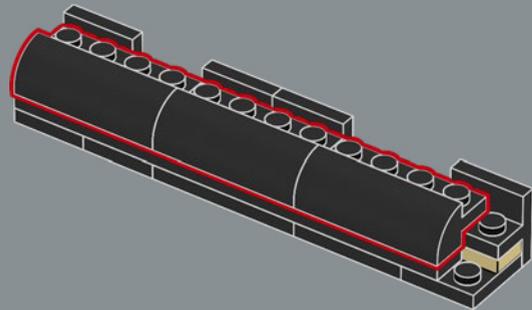




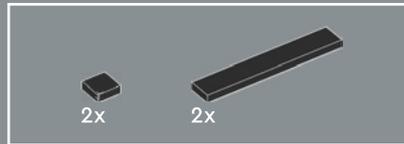
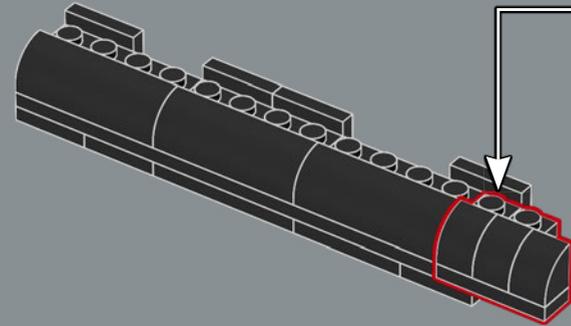
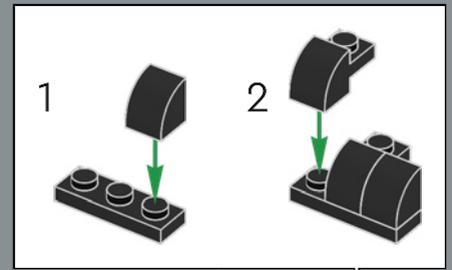
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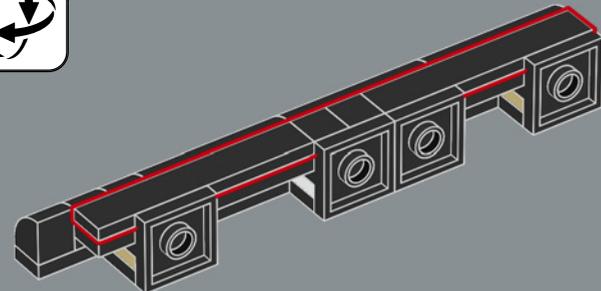
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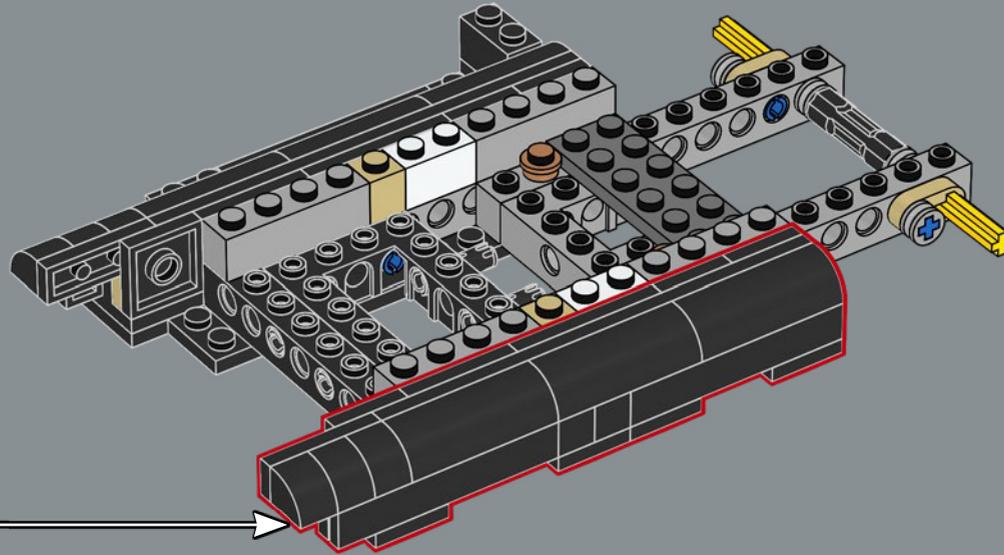
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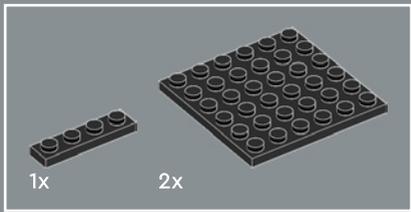




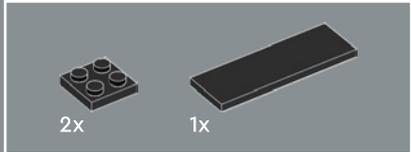
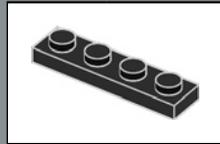
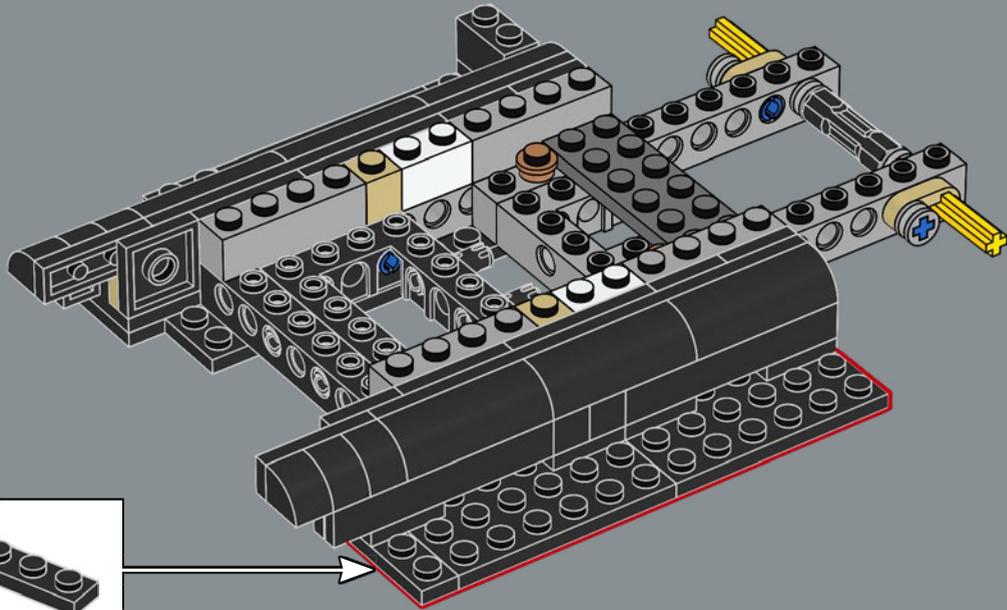
The Ford® Model T® was engineered by Childe Harold Wills along with lead engineer Joseph A. Galamb and Eugene Farkas.

32

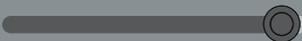
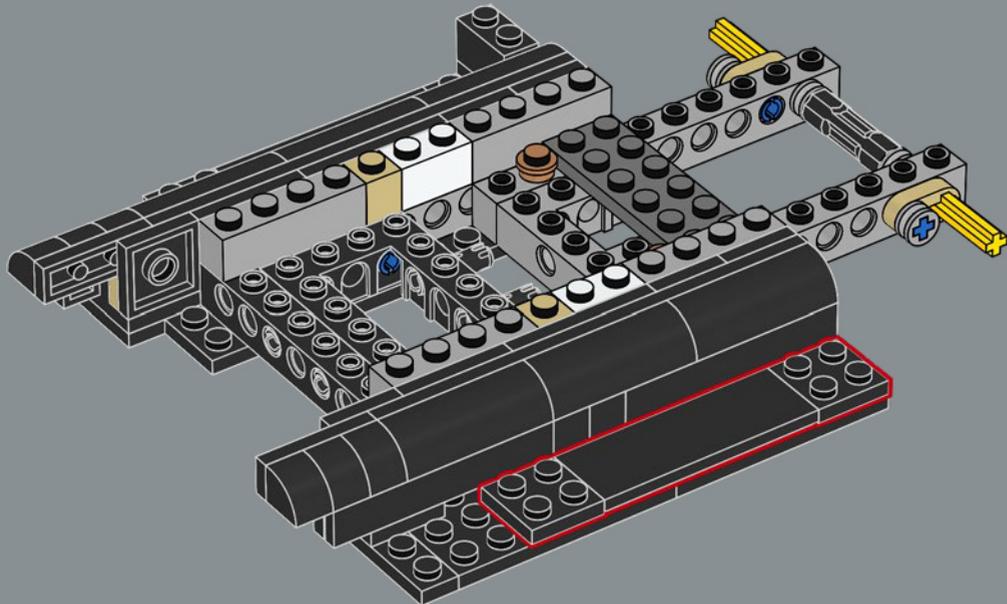


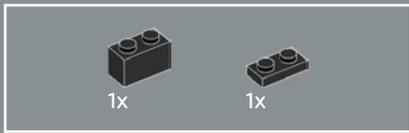


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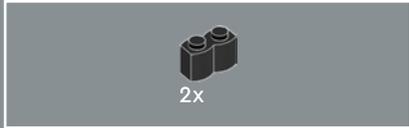
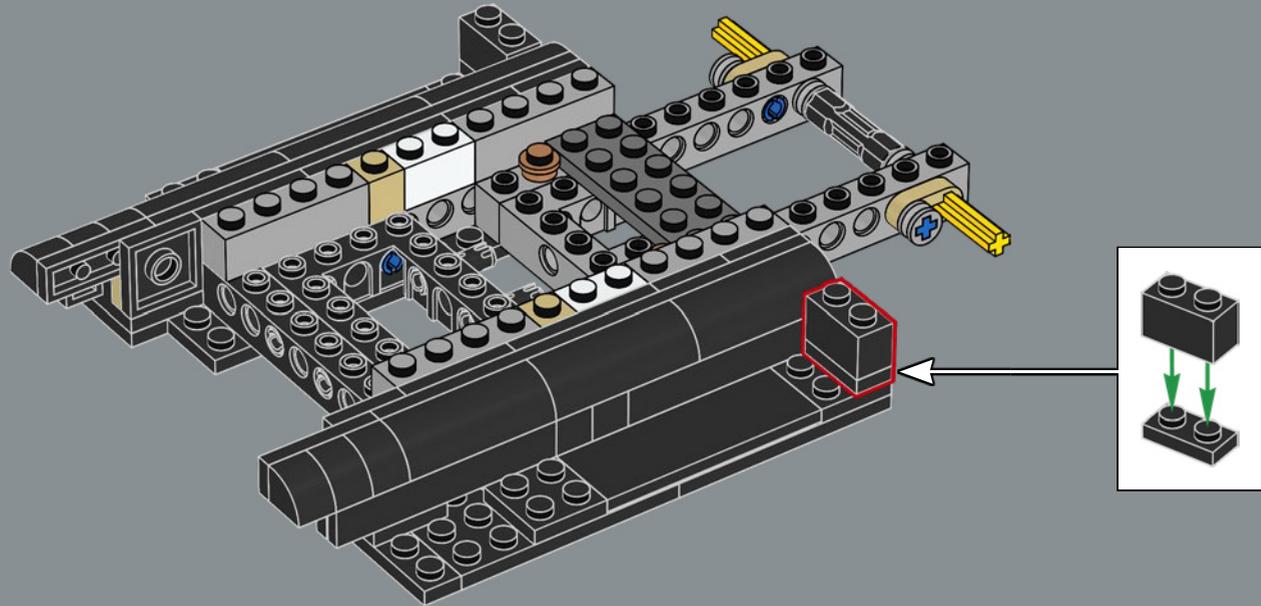


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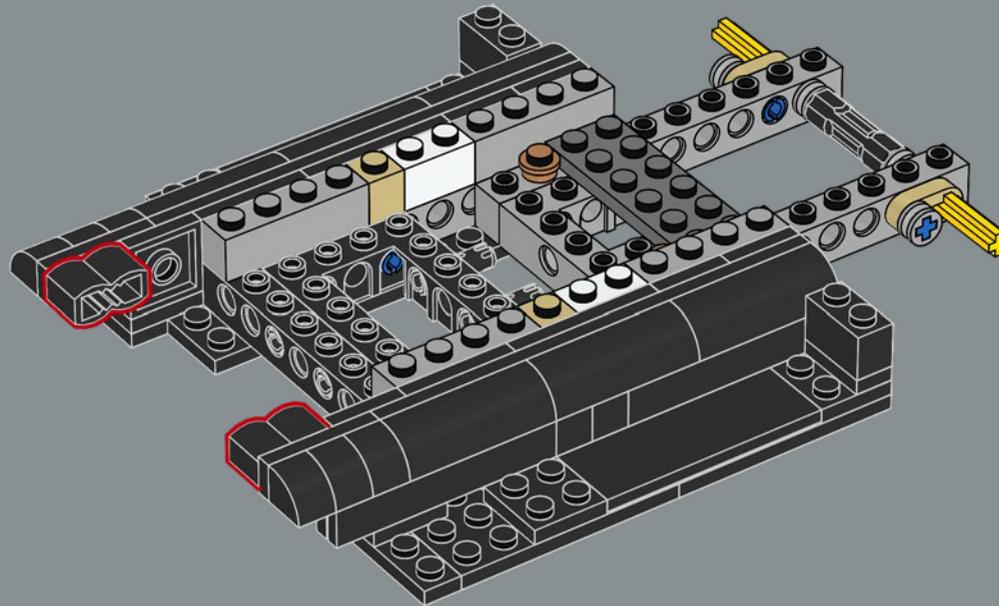


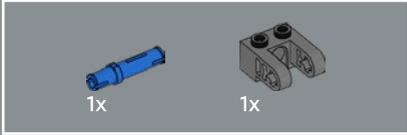
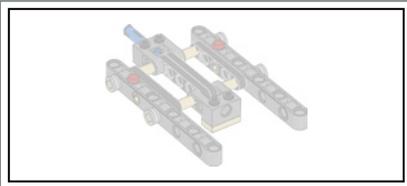


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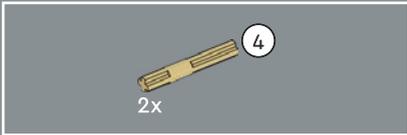
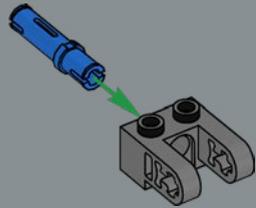


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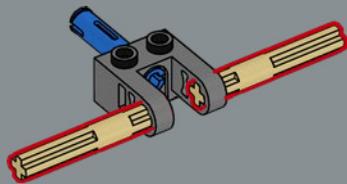




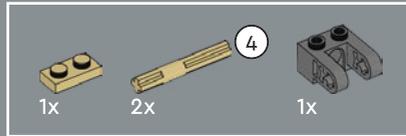
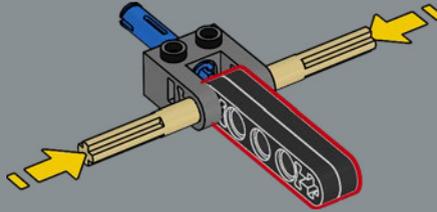
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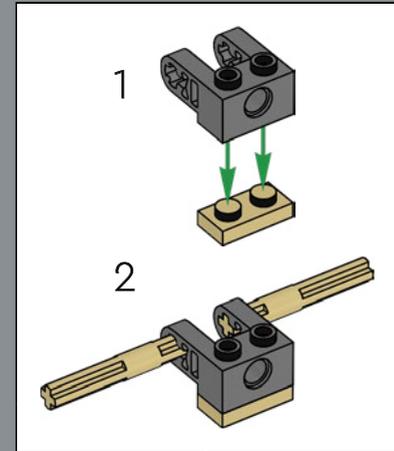
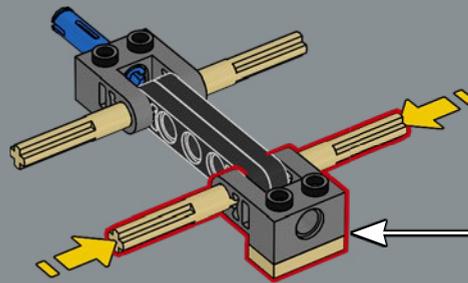
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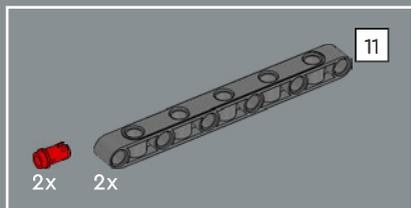
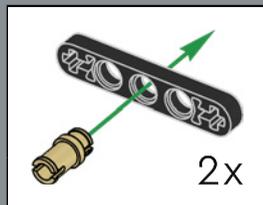
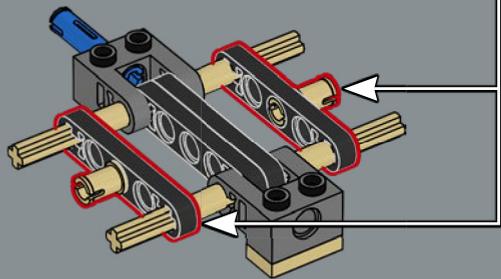


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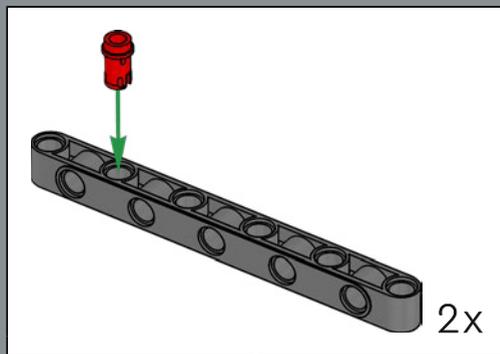
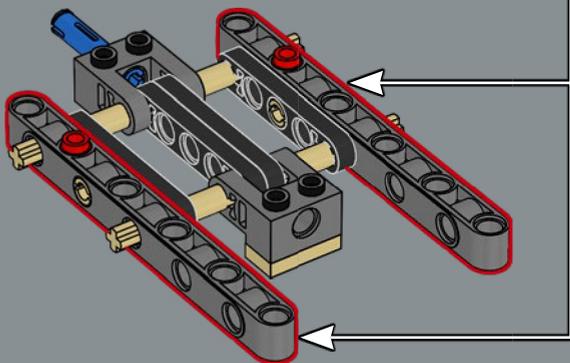




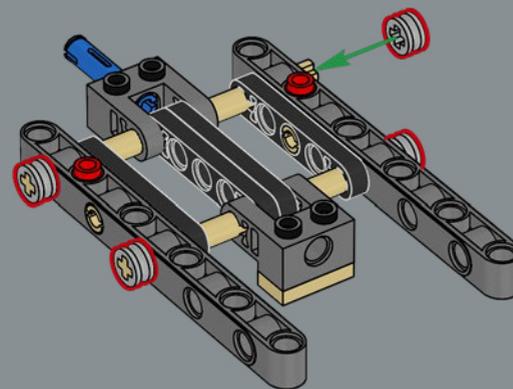
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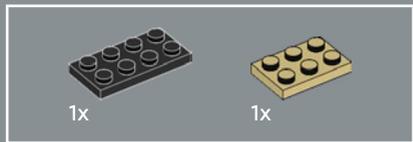
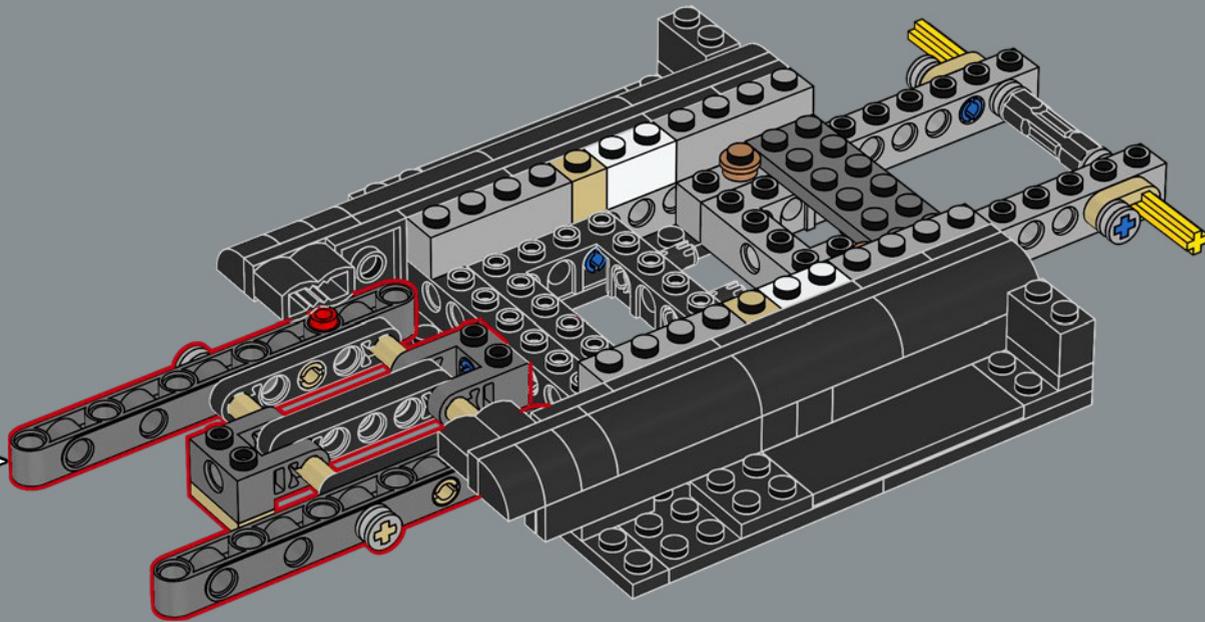
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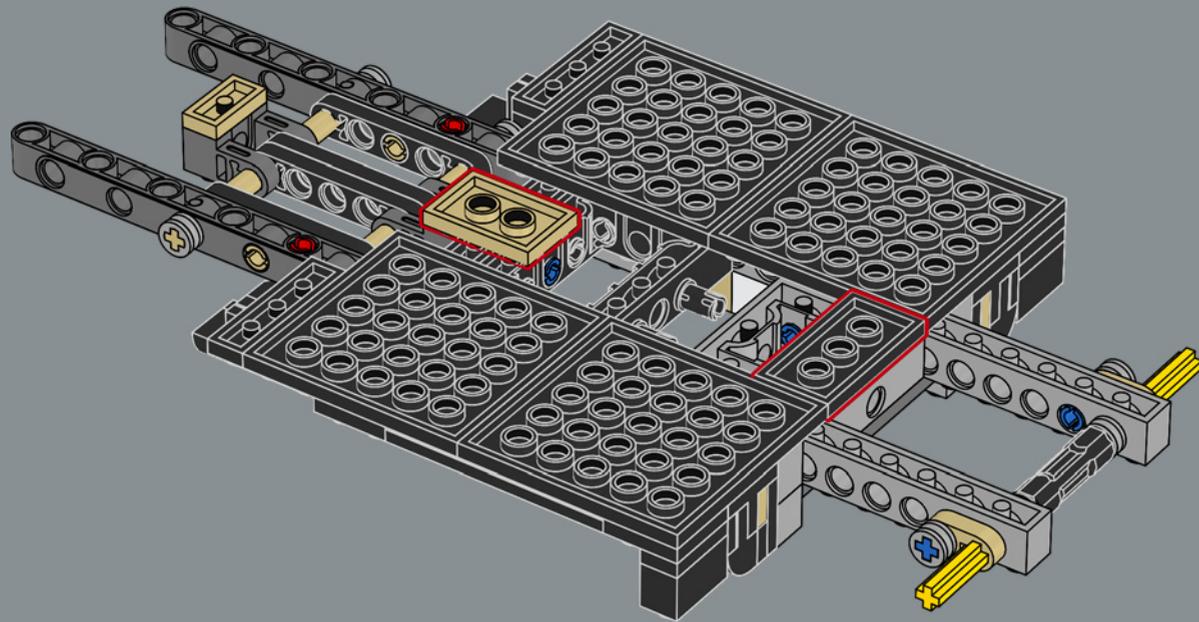
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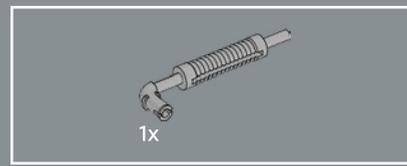


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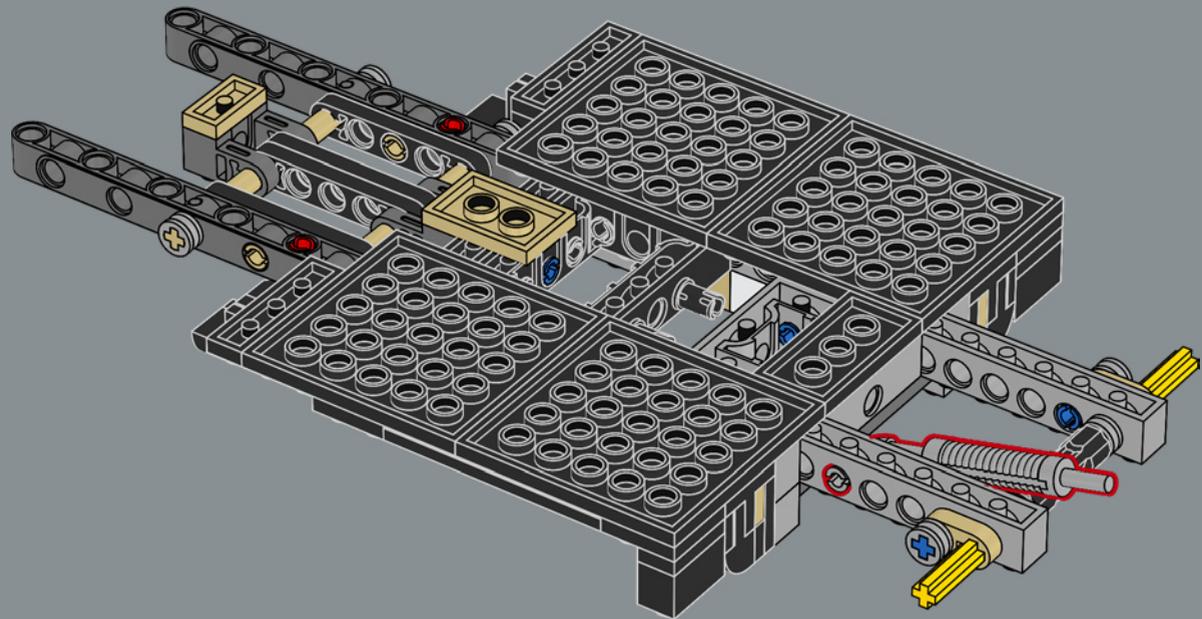


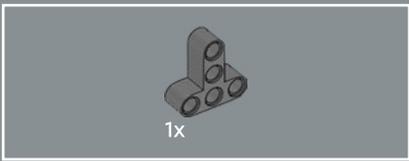
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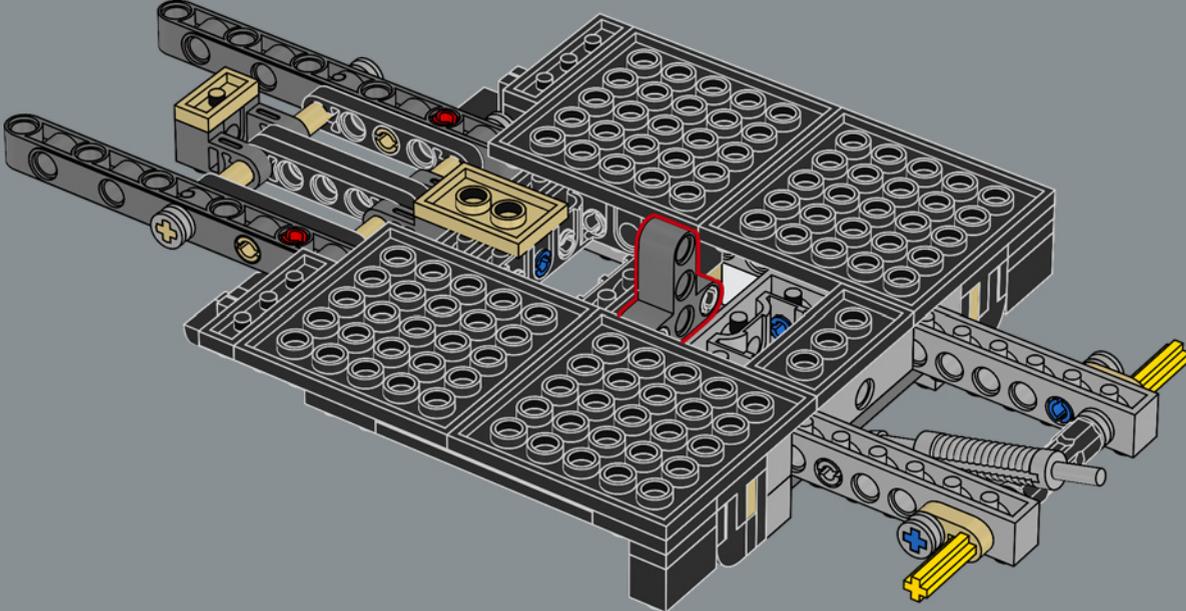


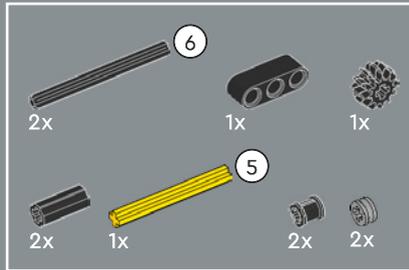
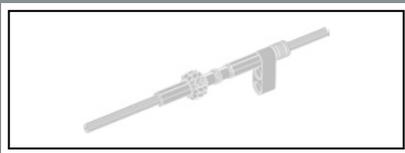
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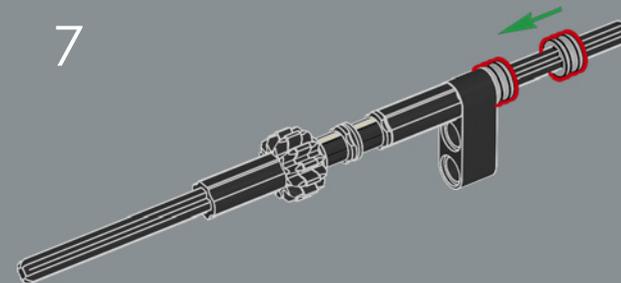
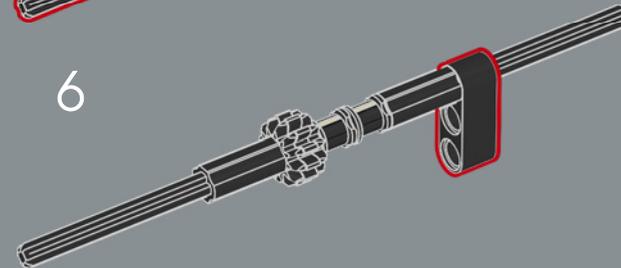
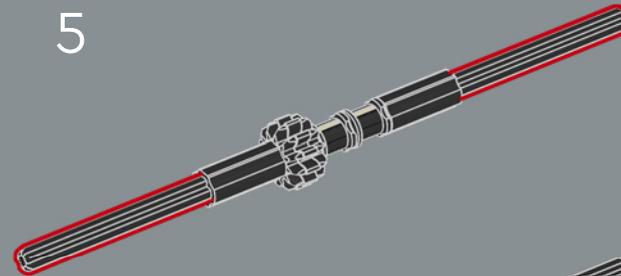
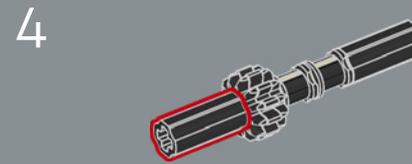
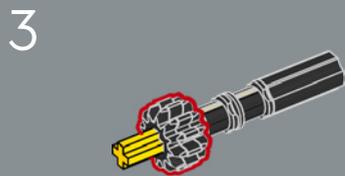
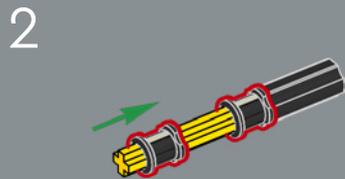
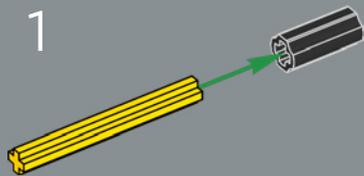


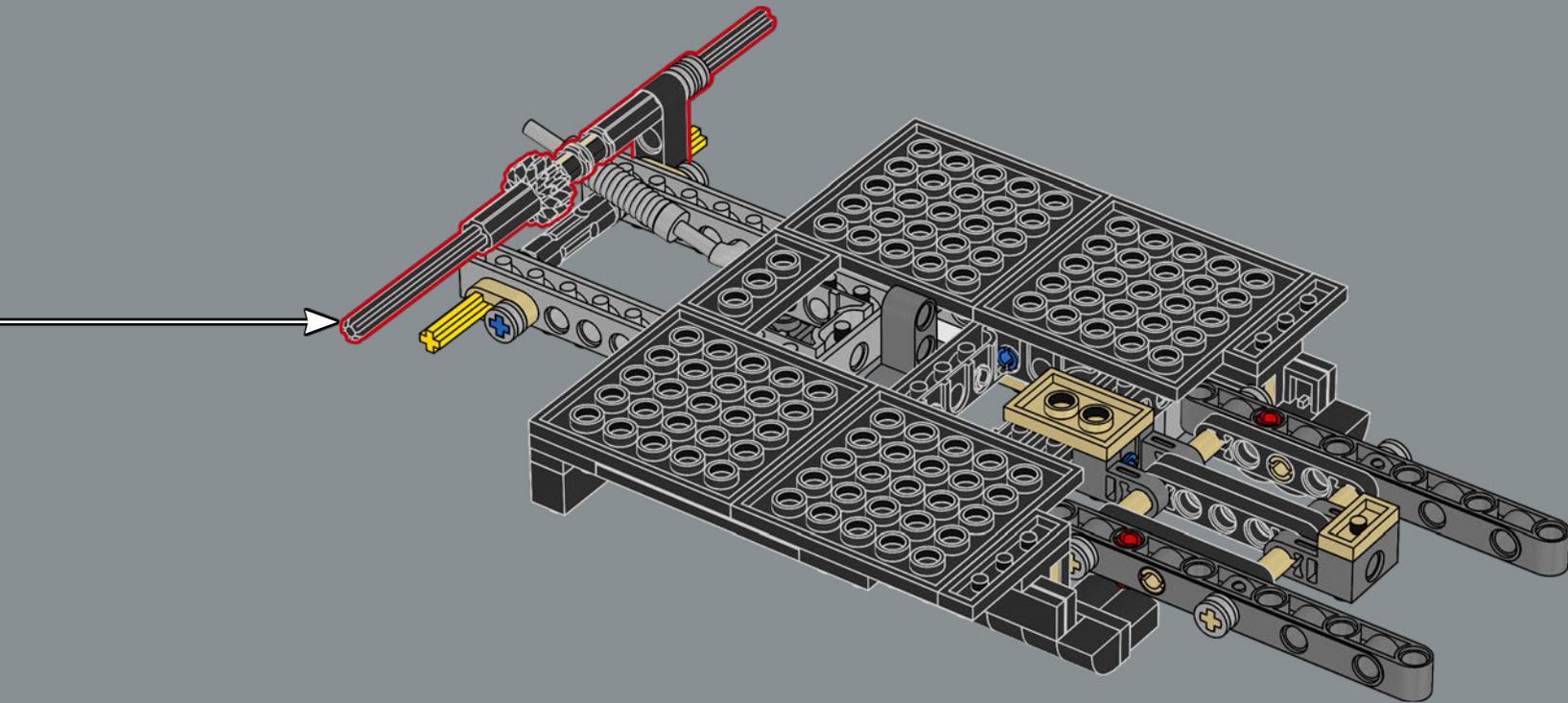
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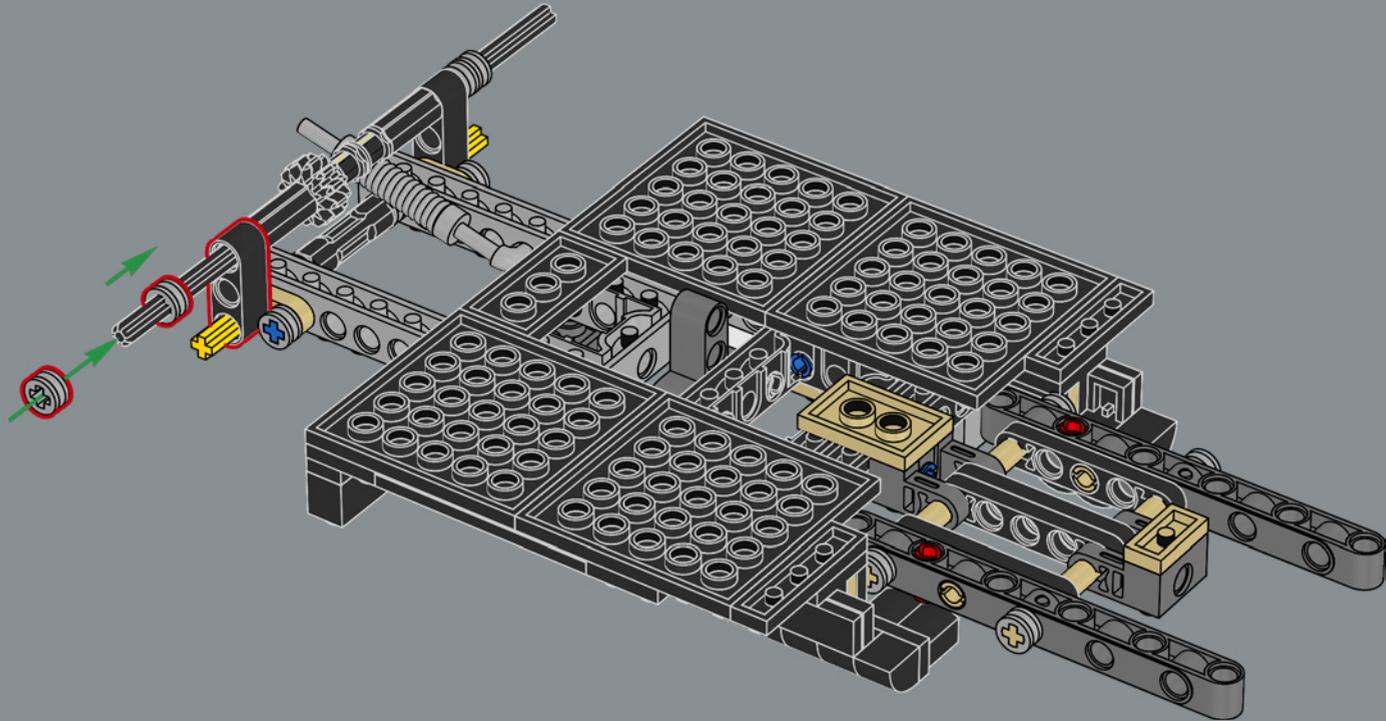
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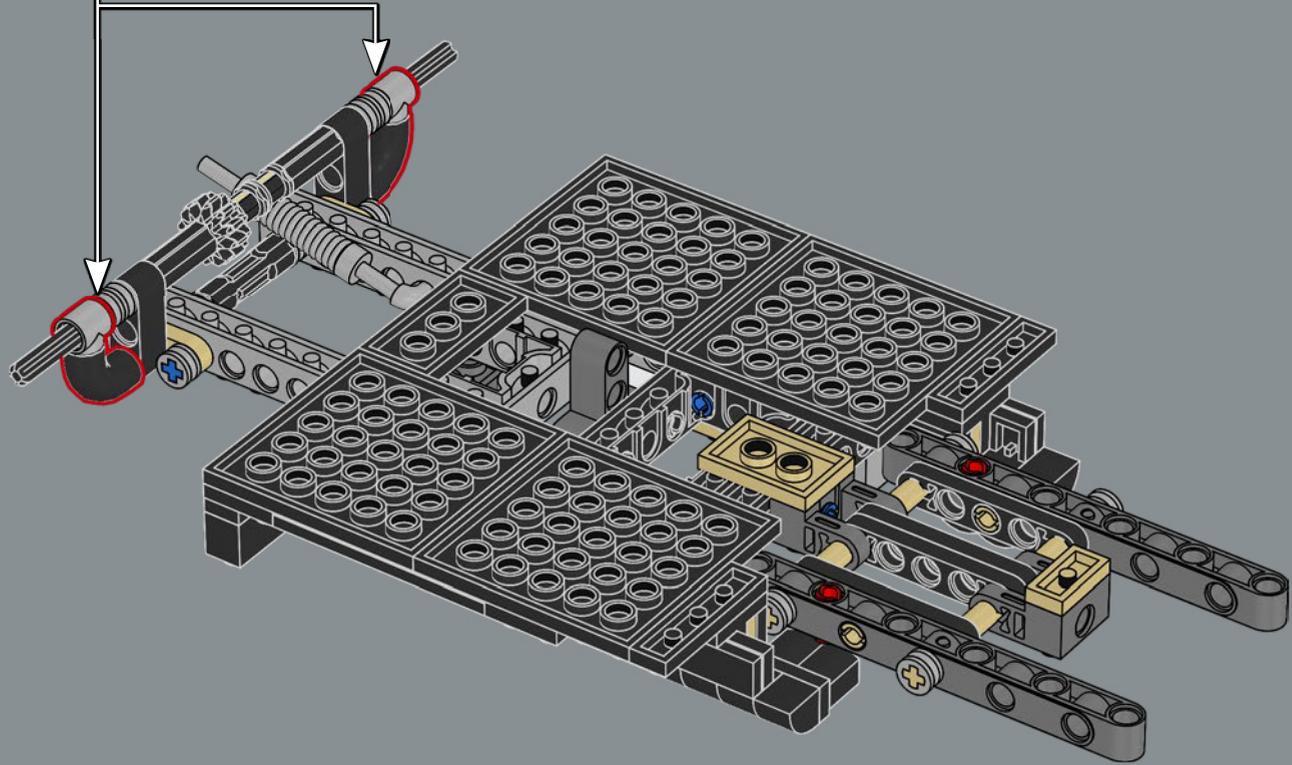
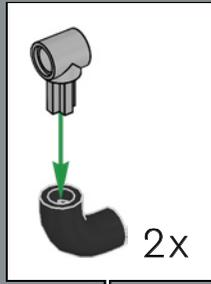


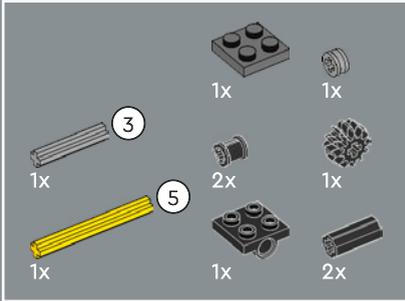
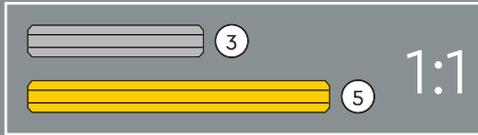
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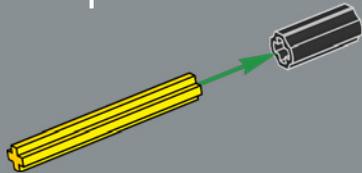
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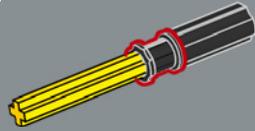


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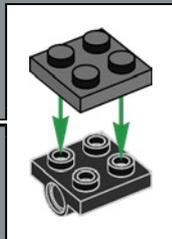
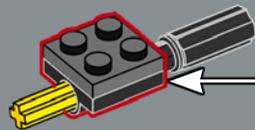
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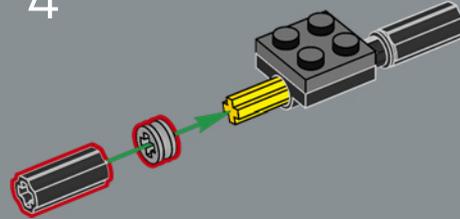
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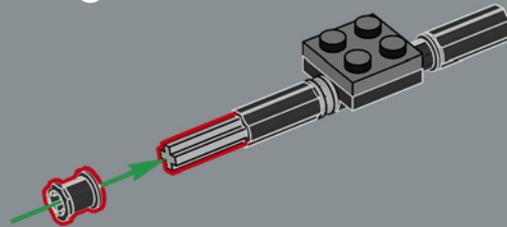
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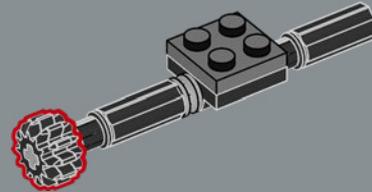
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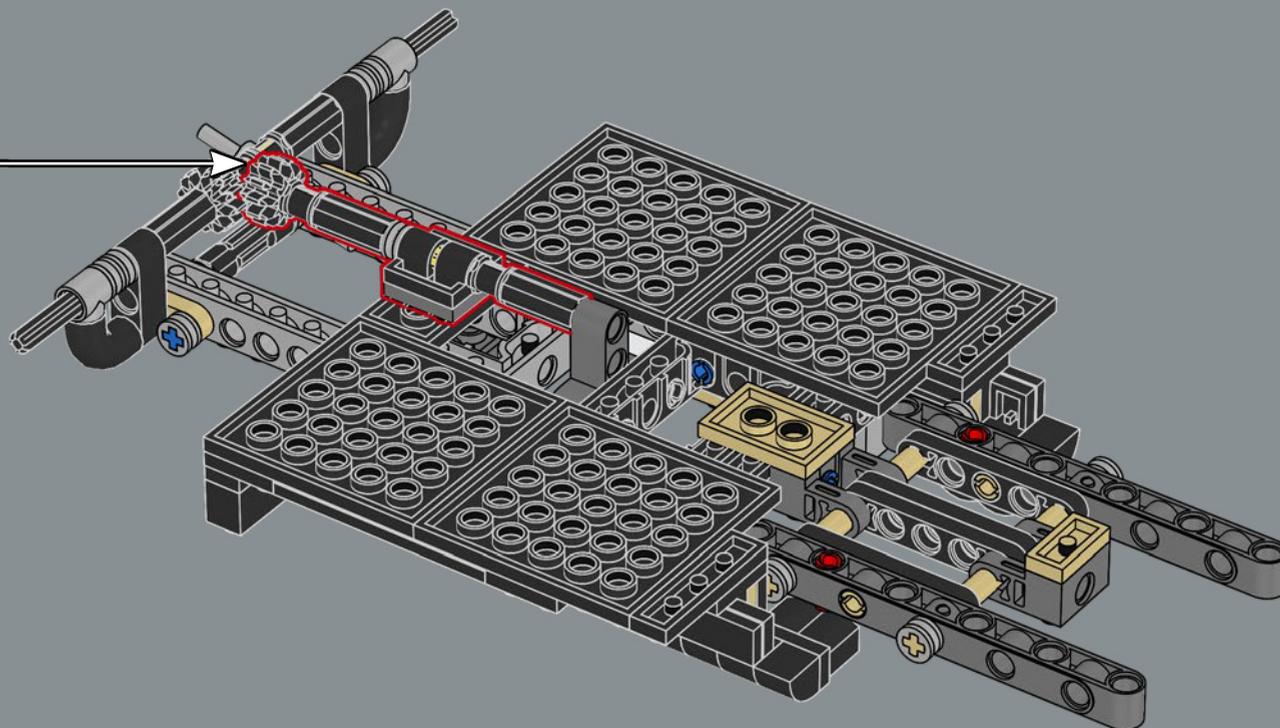


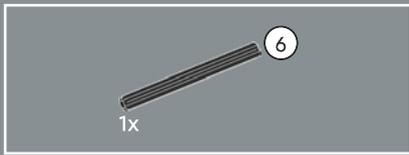
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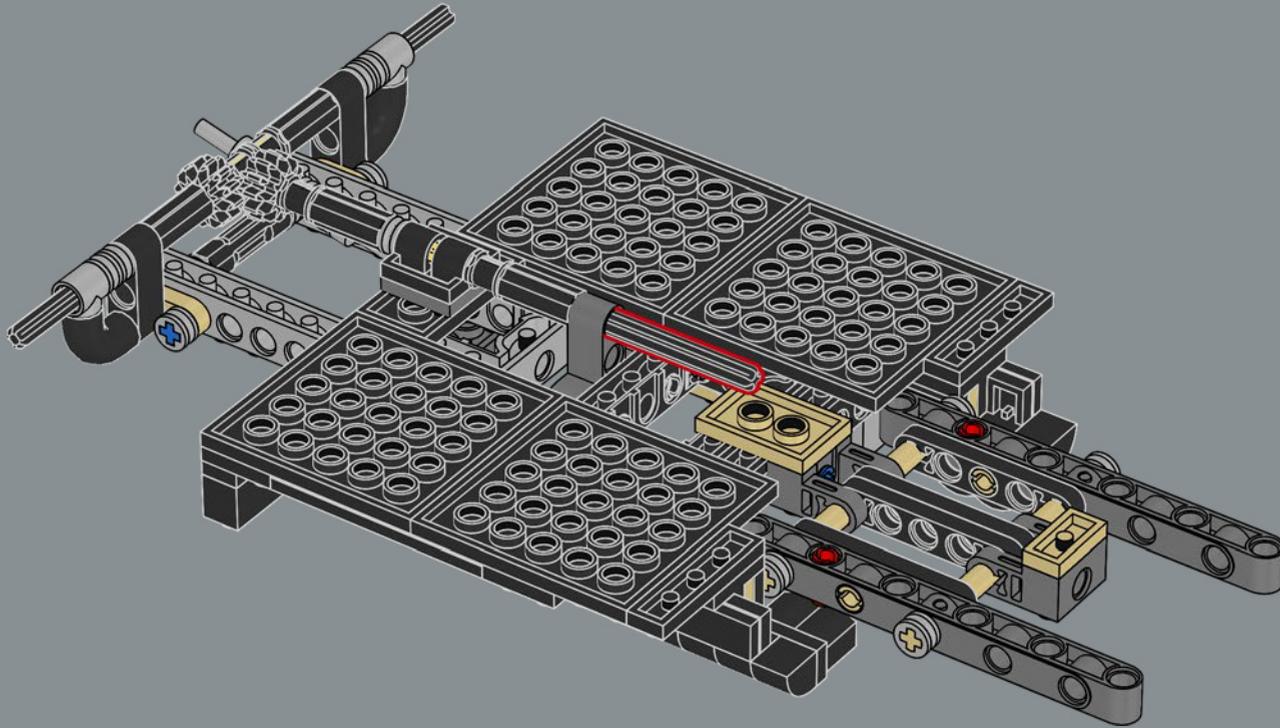


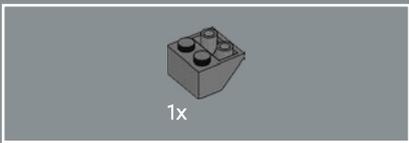
The Ford® Model T® was among the earliest vehicles to feature rear-wheel drive.



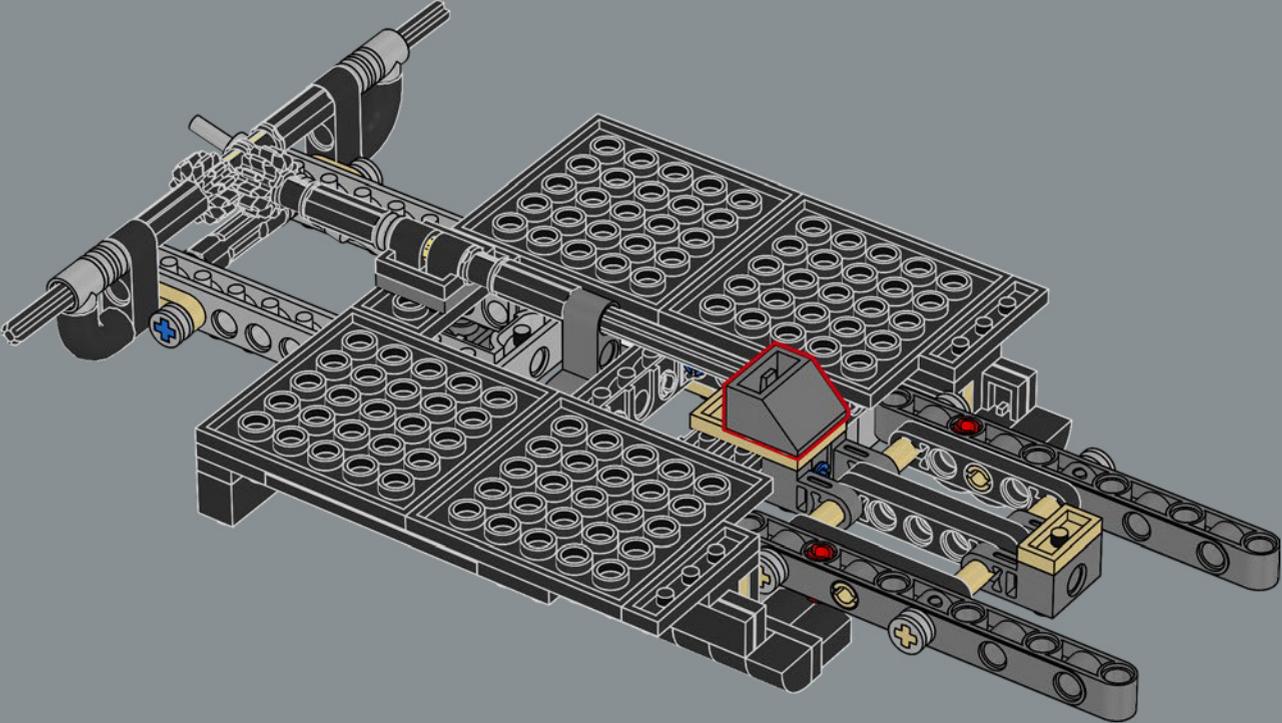


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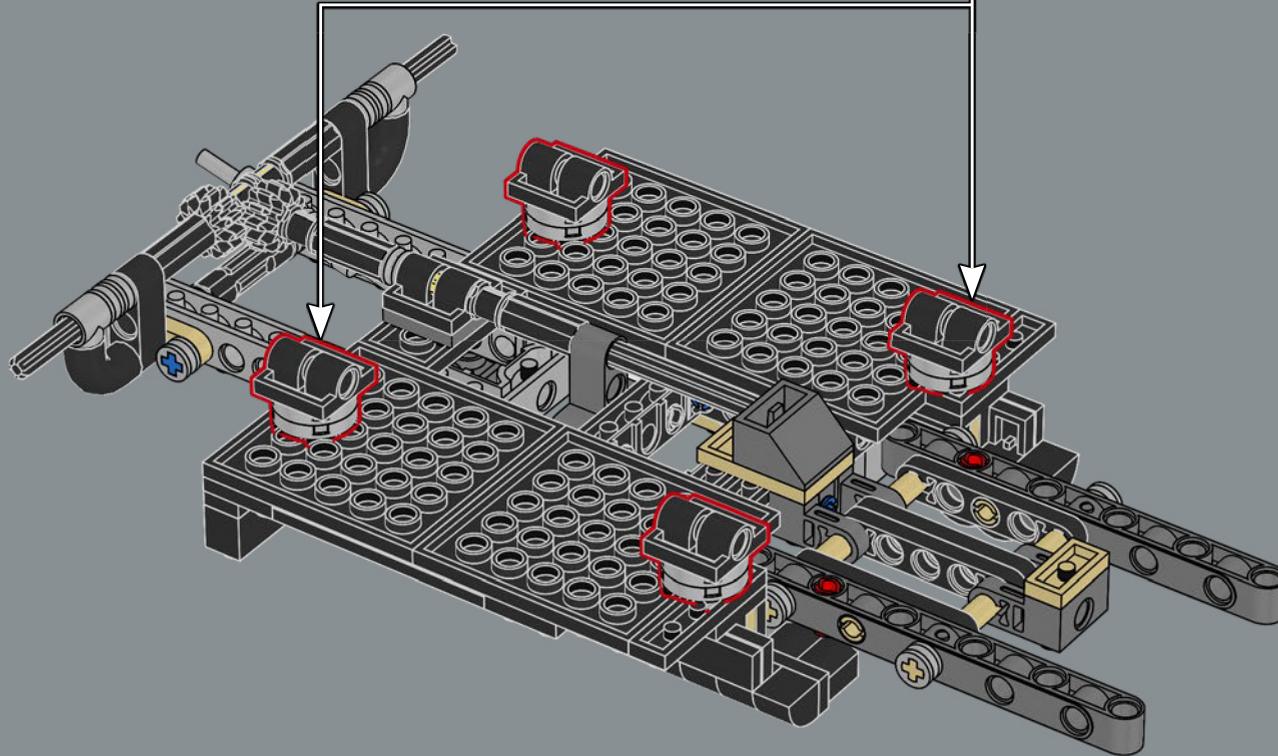
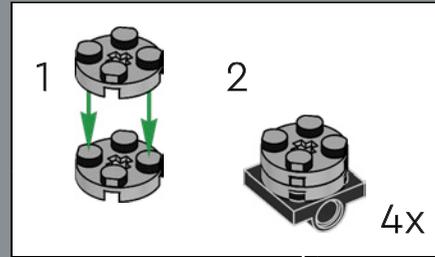


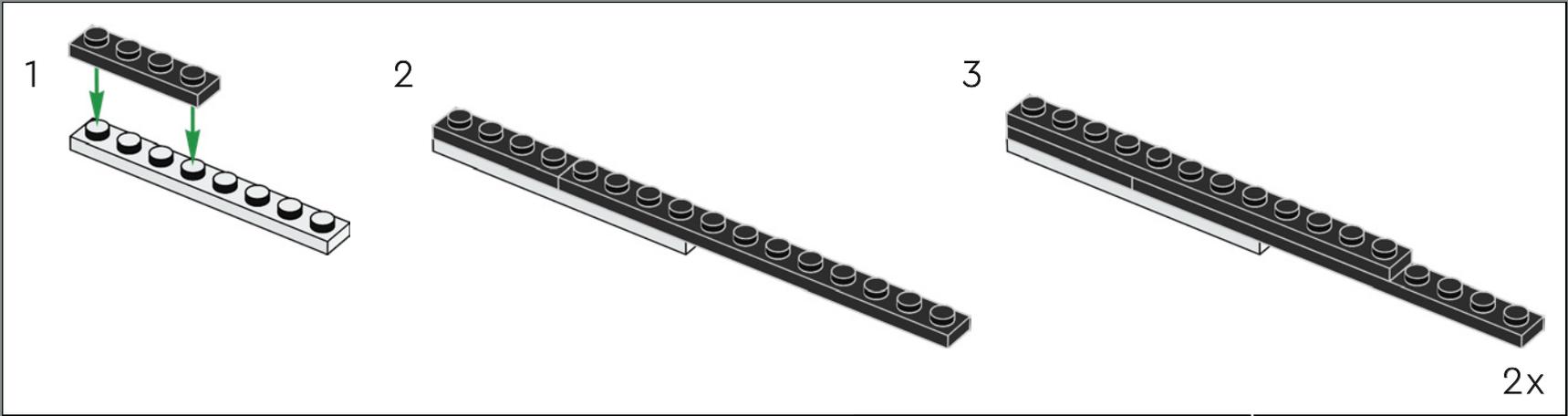
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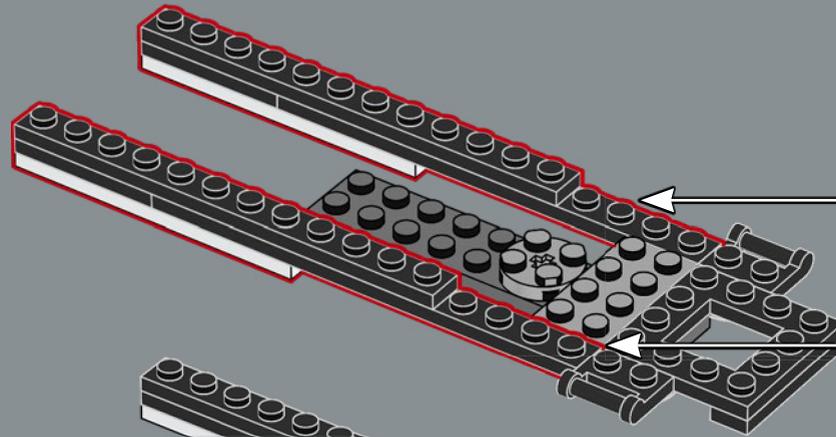


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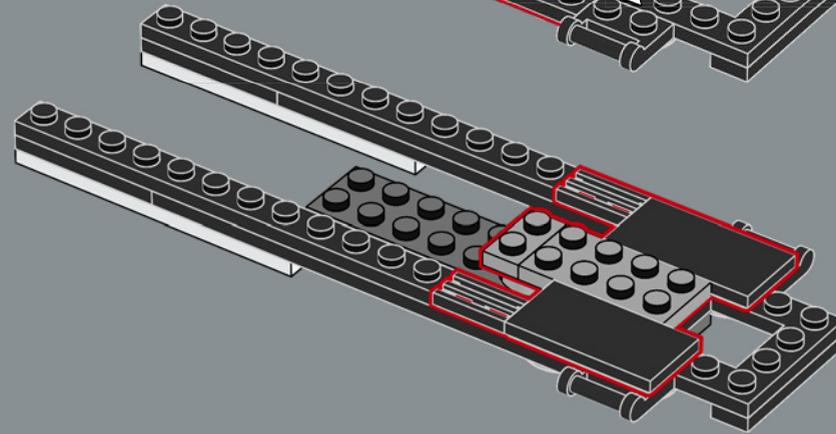


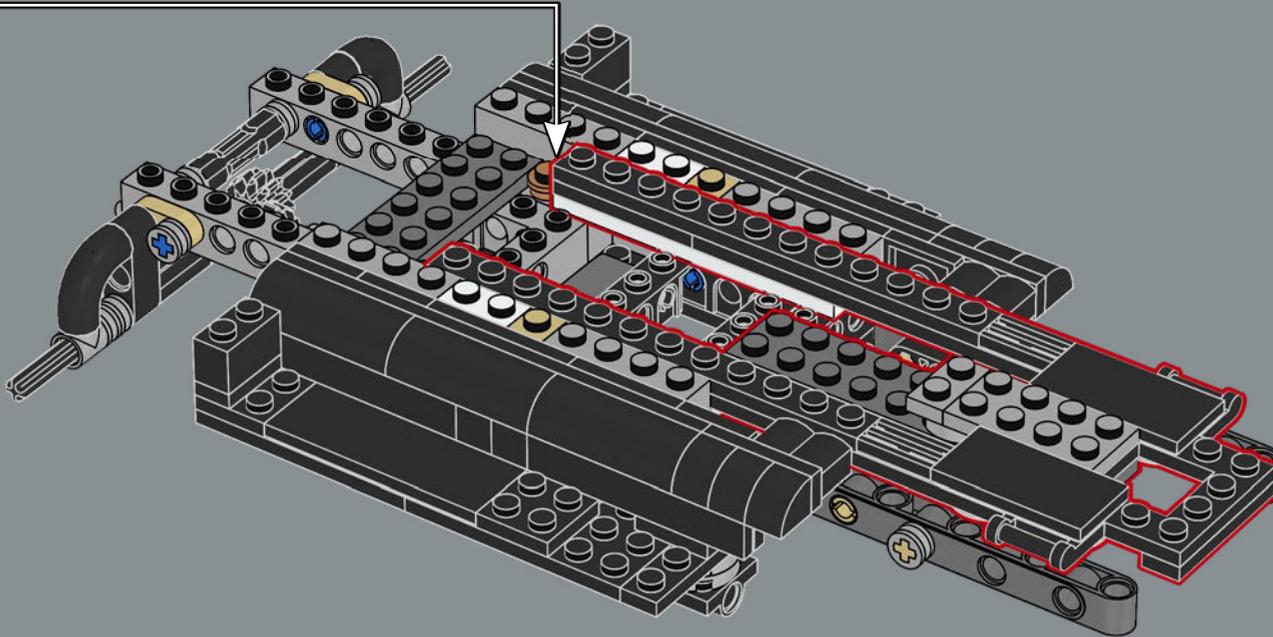


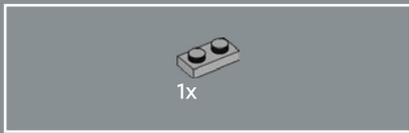
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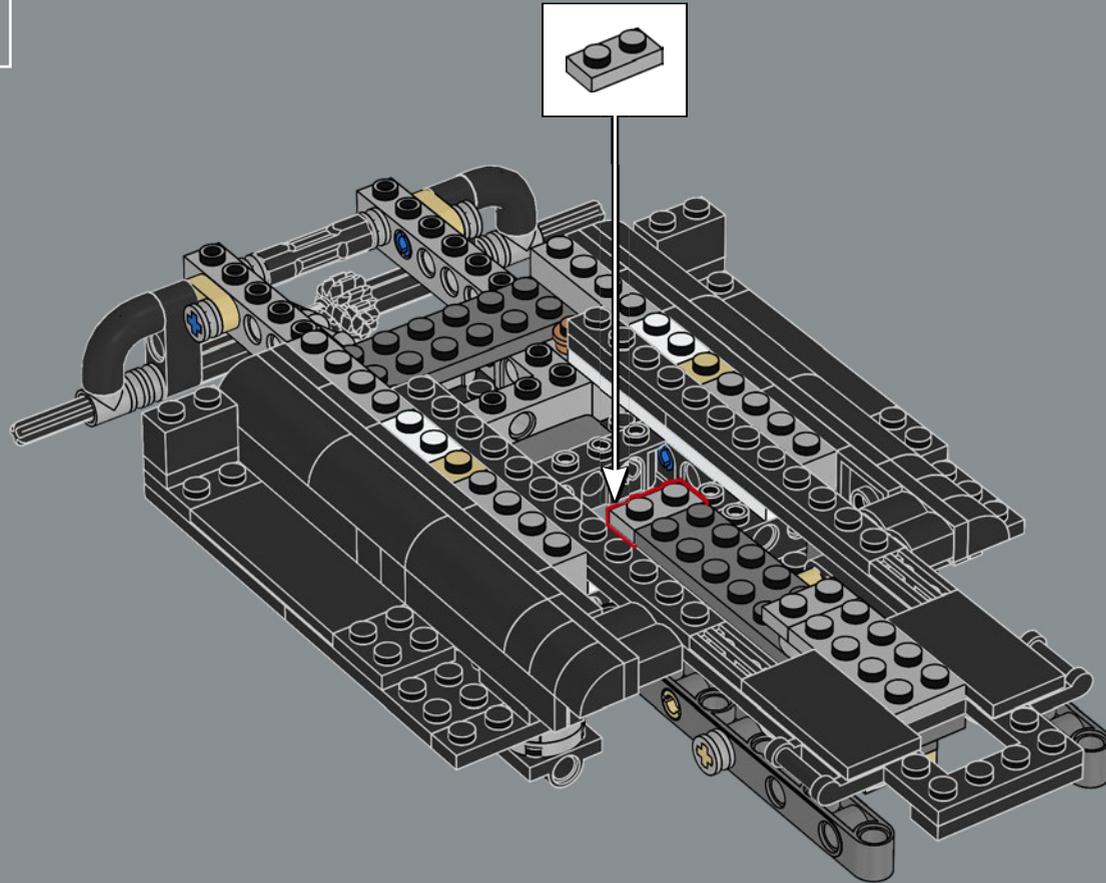
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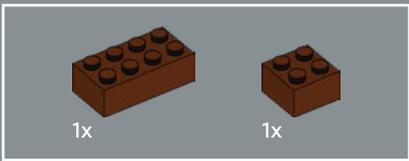




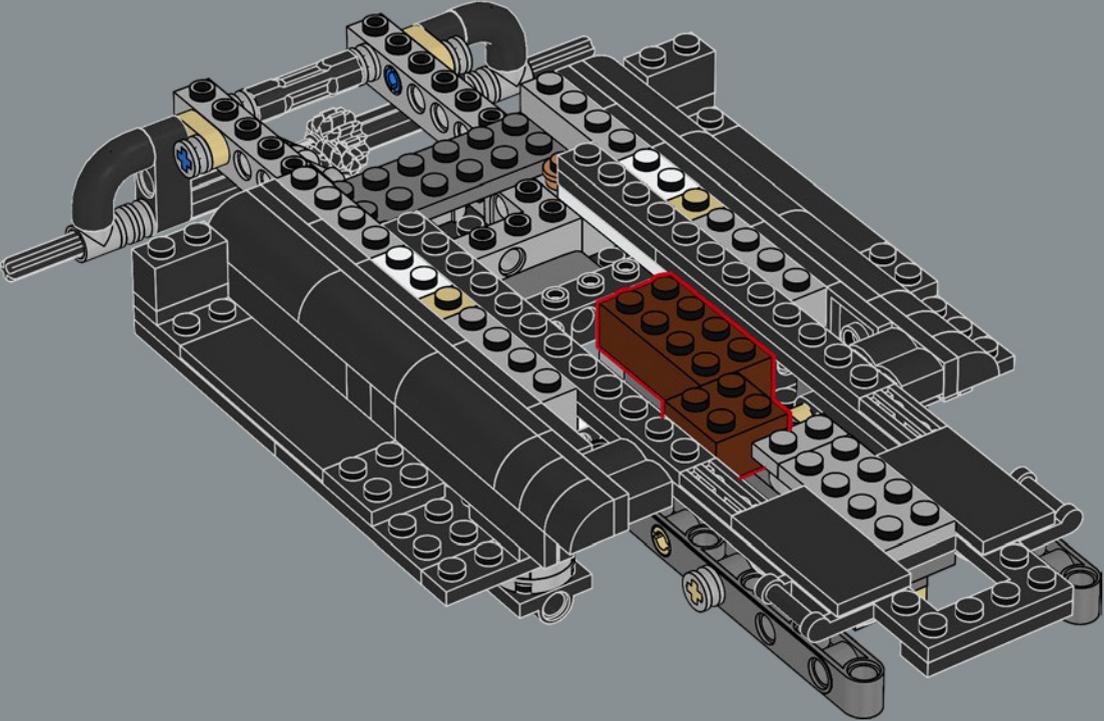


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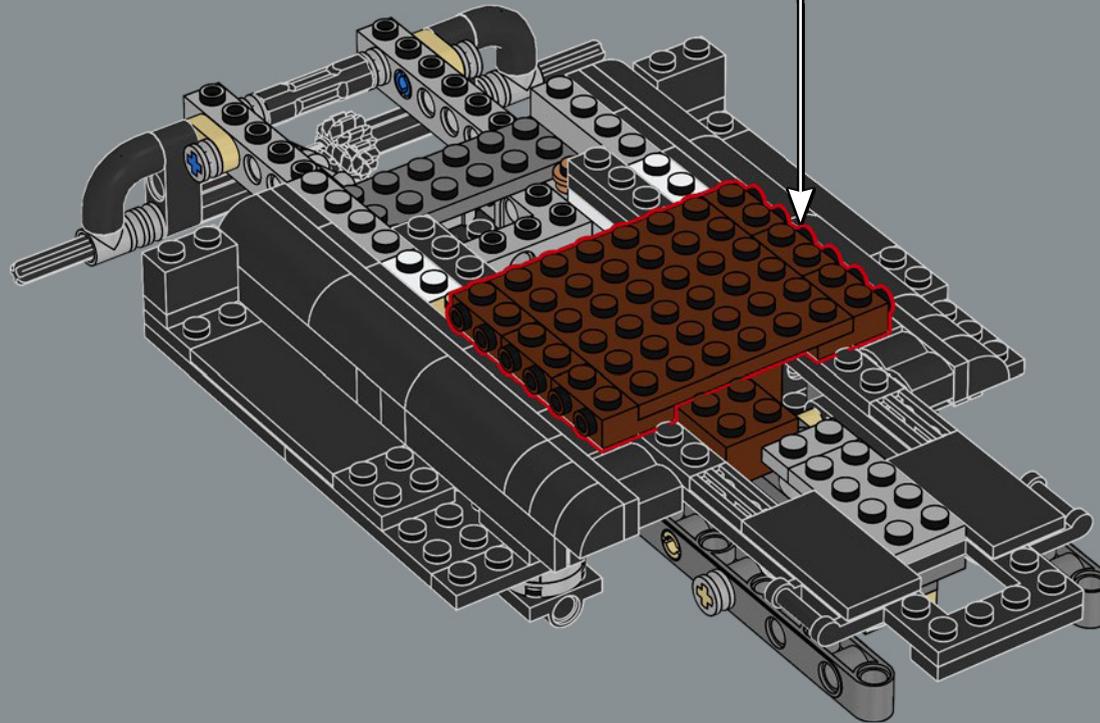
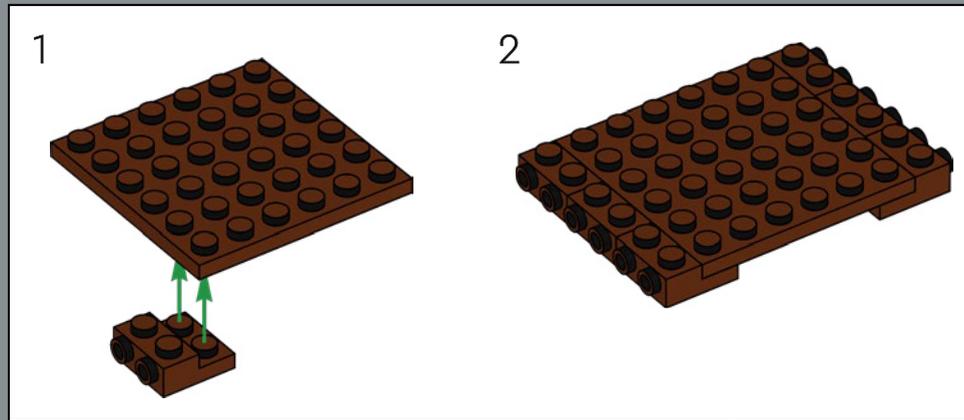


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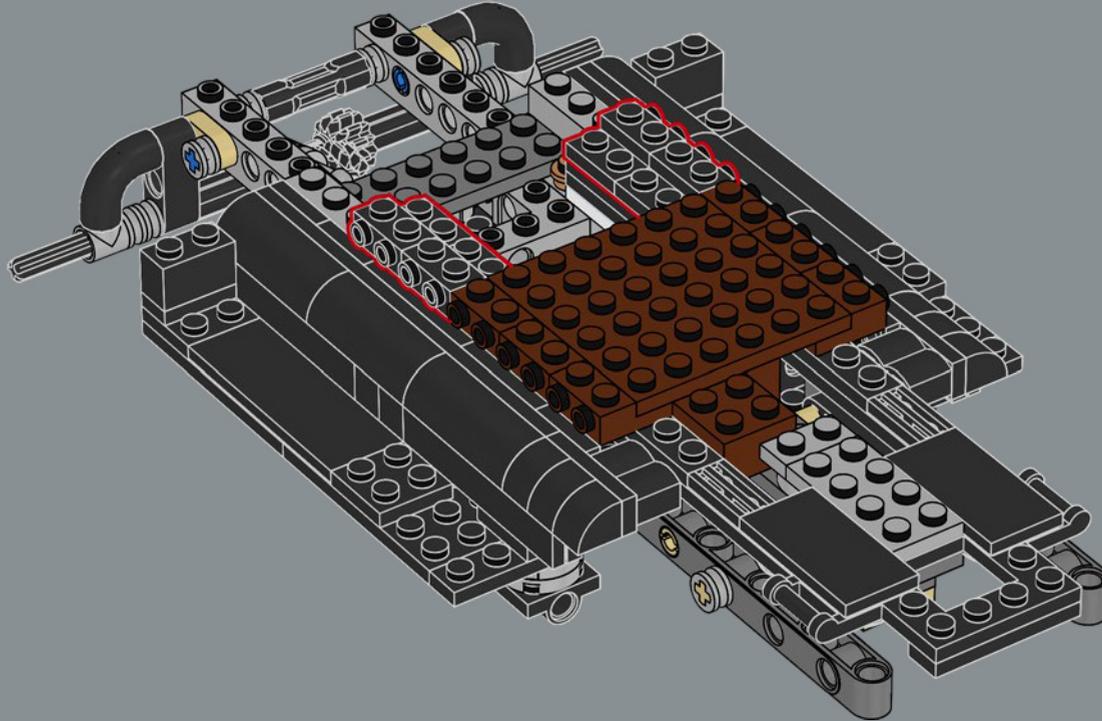


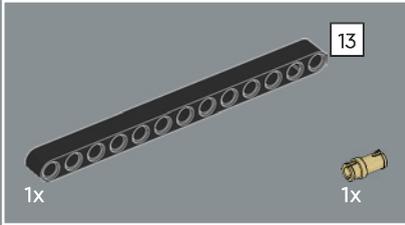
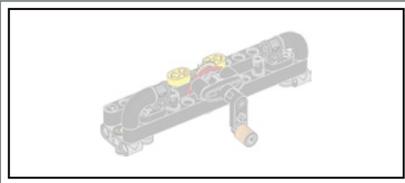
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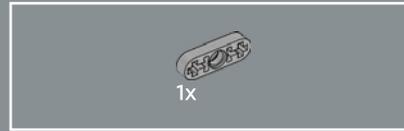
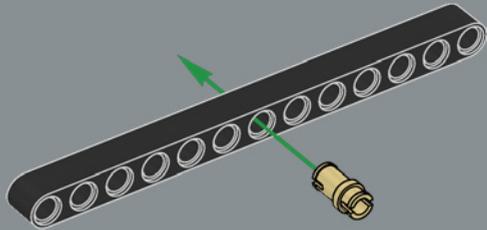


The Ford® Model T® was also among the first cars to be manufactured on a moving assembly line, an industrial breakthrough that would lower production costs and make car ownership affordable.

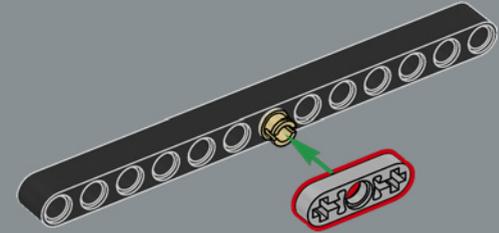




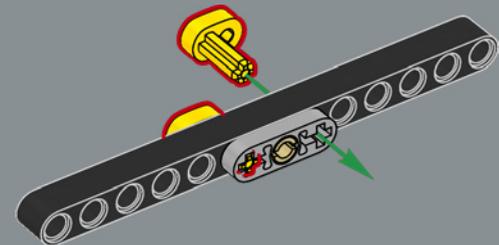
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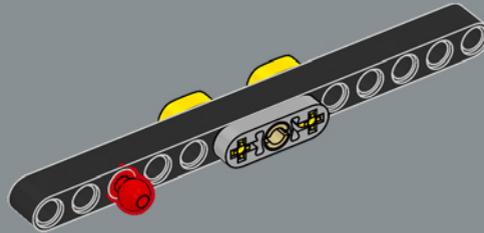
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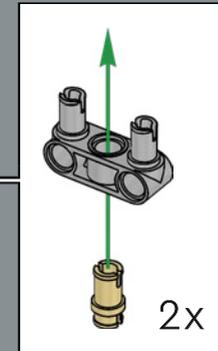
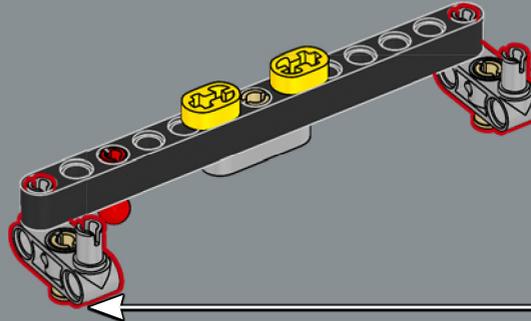


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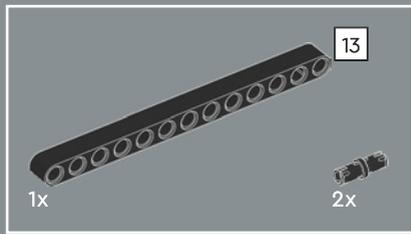


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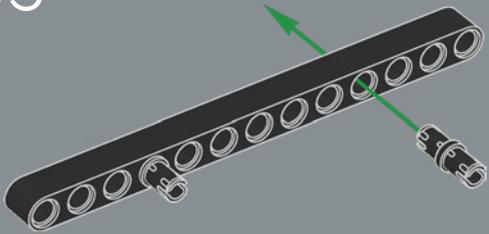
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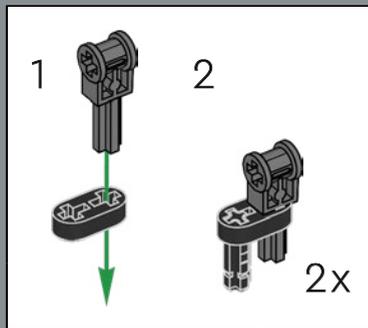
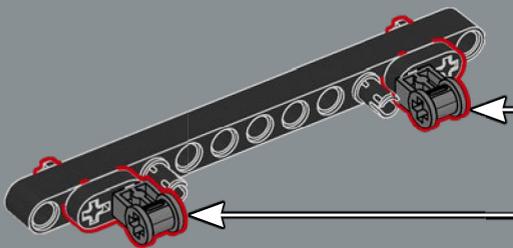
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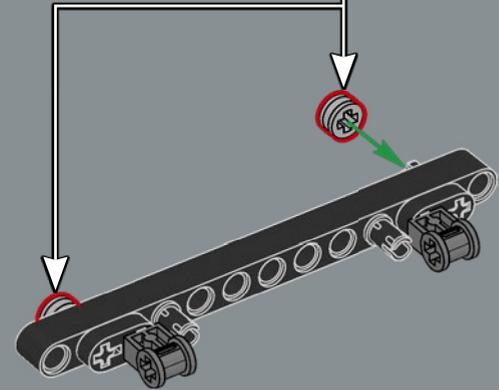
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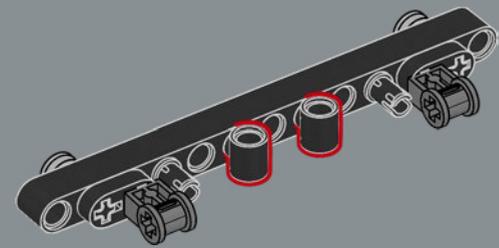
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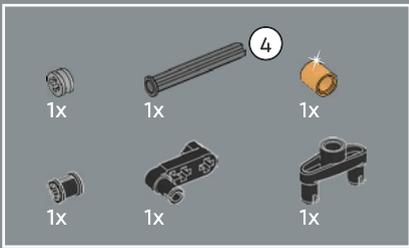


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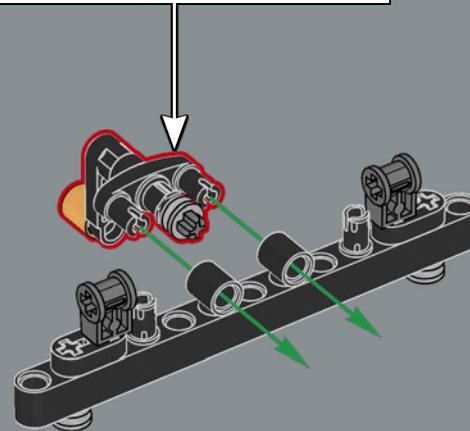
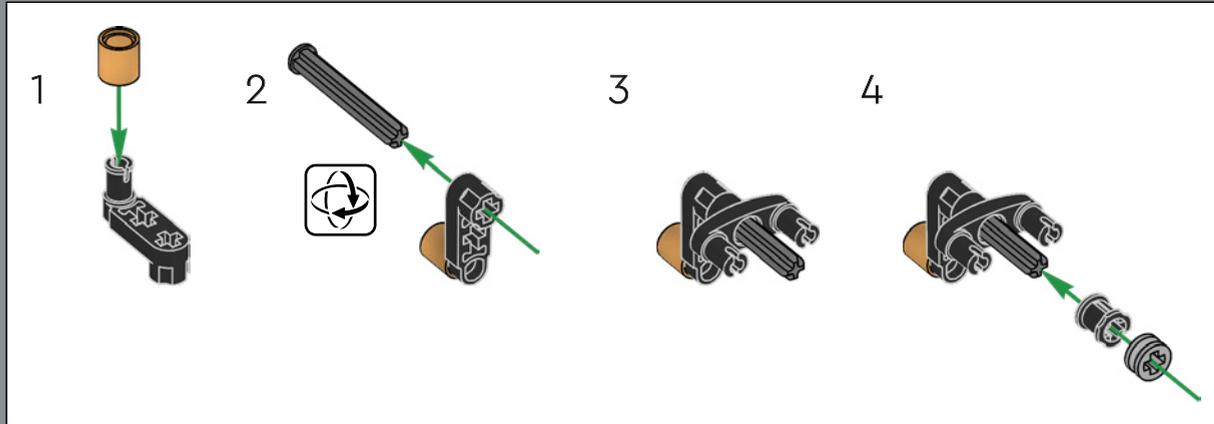


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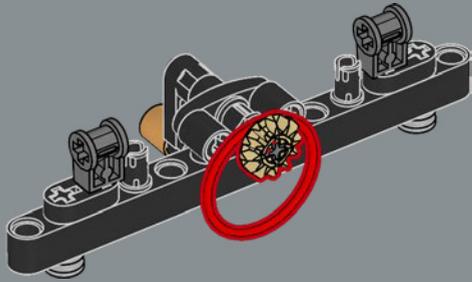


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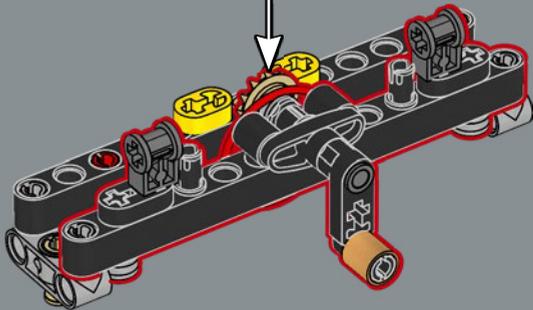




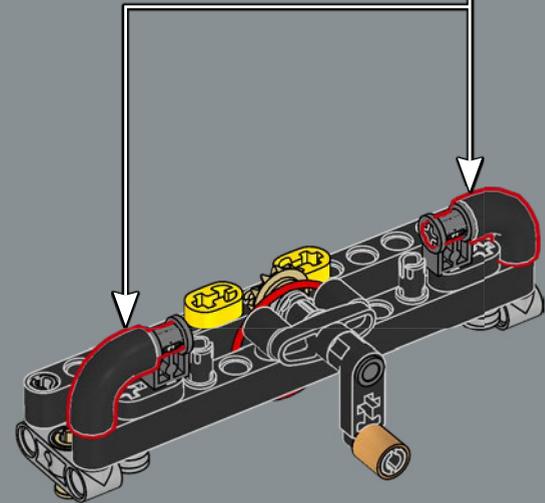
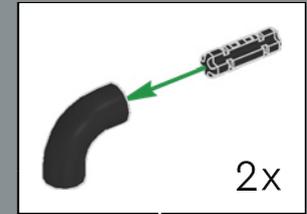
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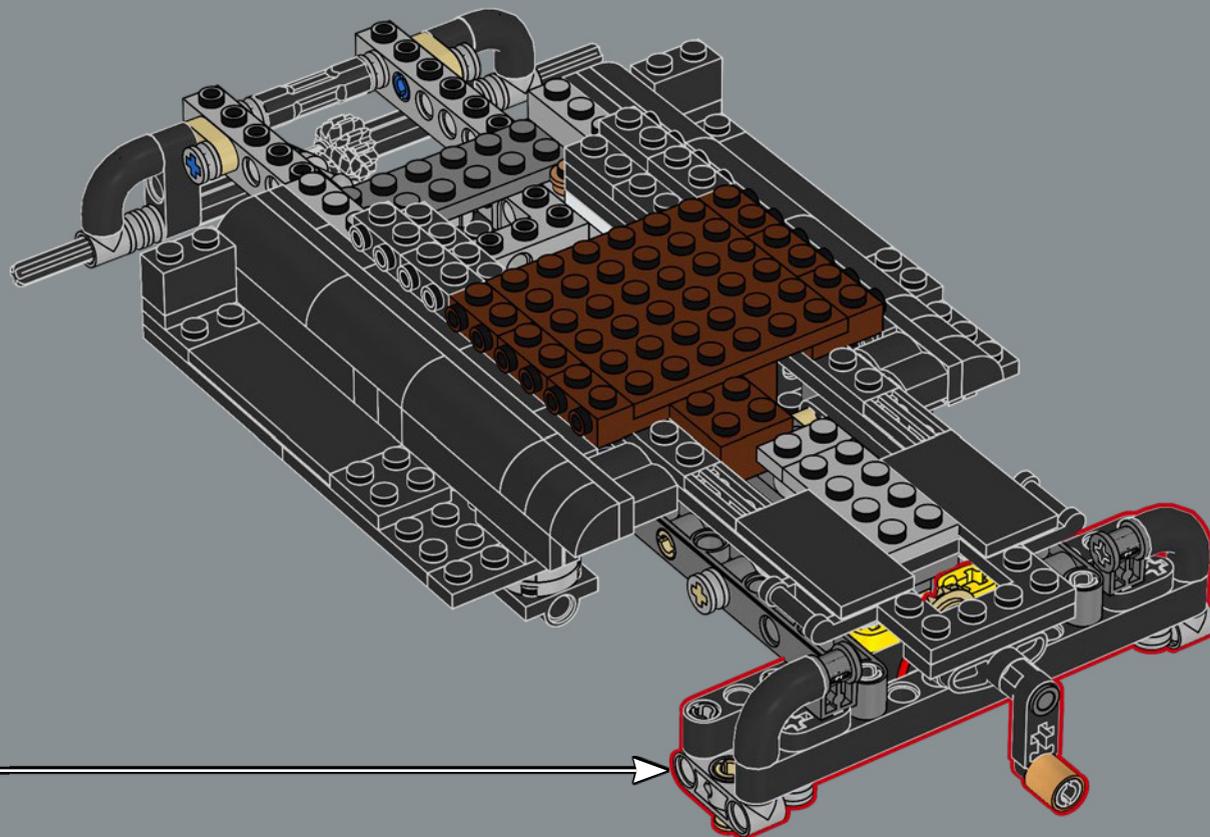
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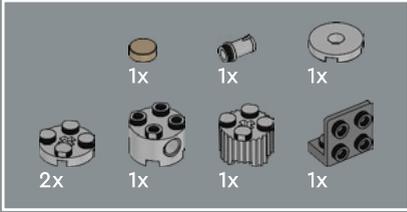
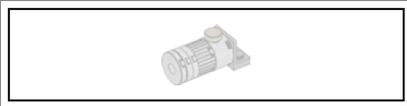




To start the engine, drivers used
a manual hand crank.

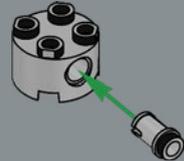
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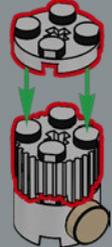
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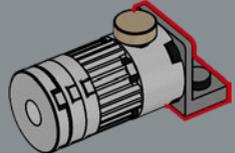
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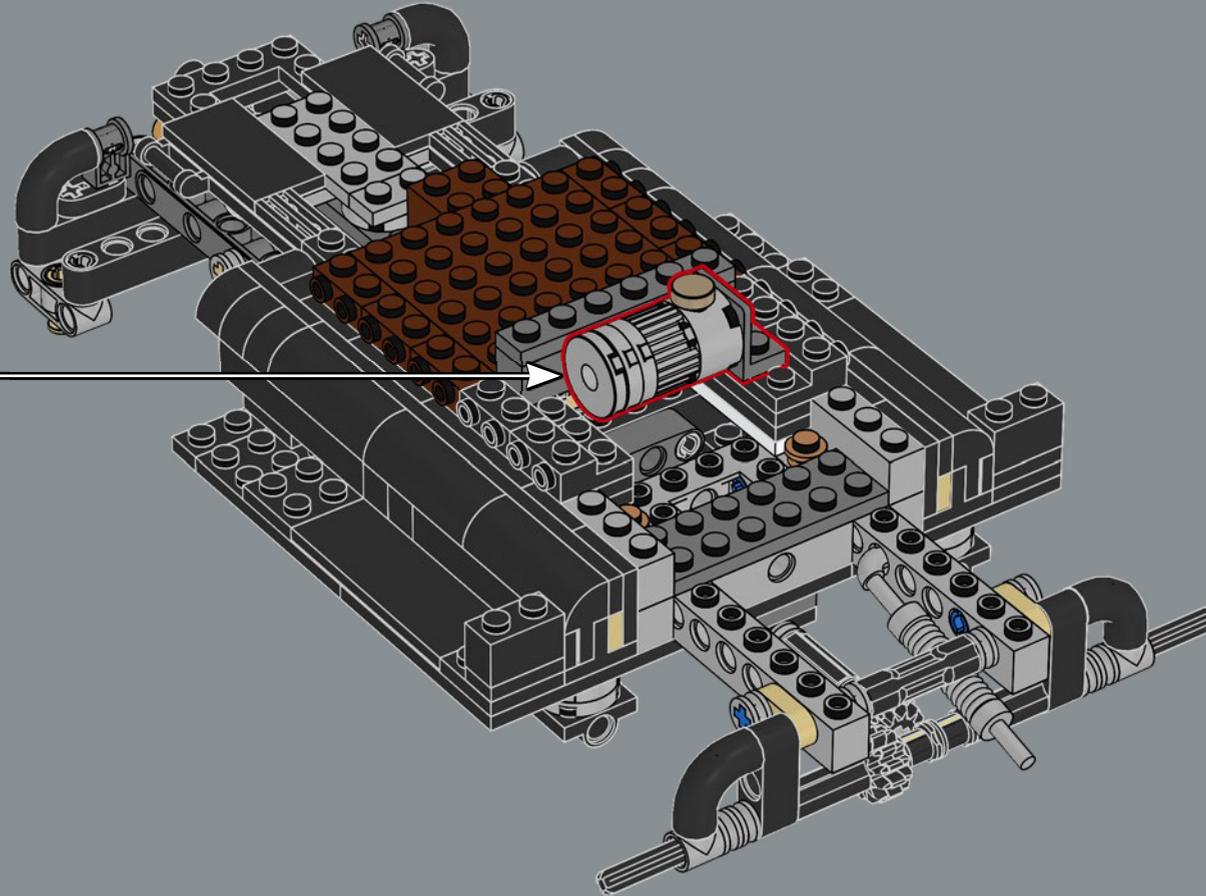


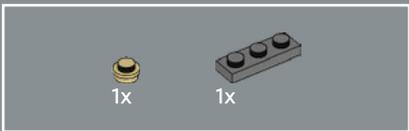
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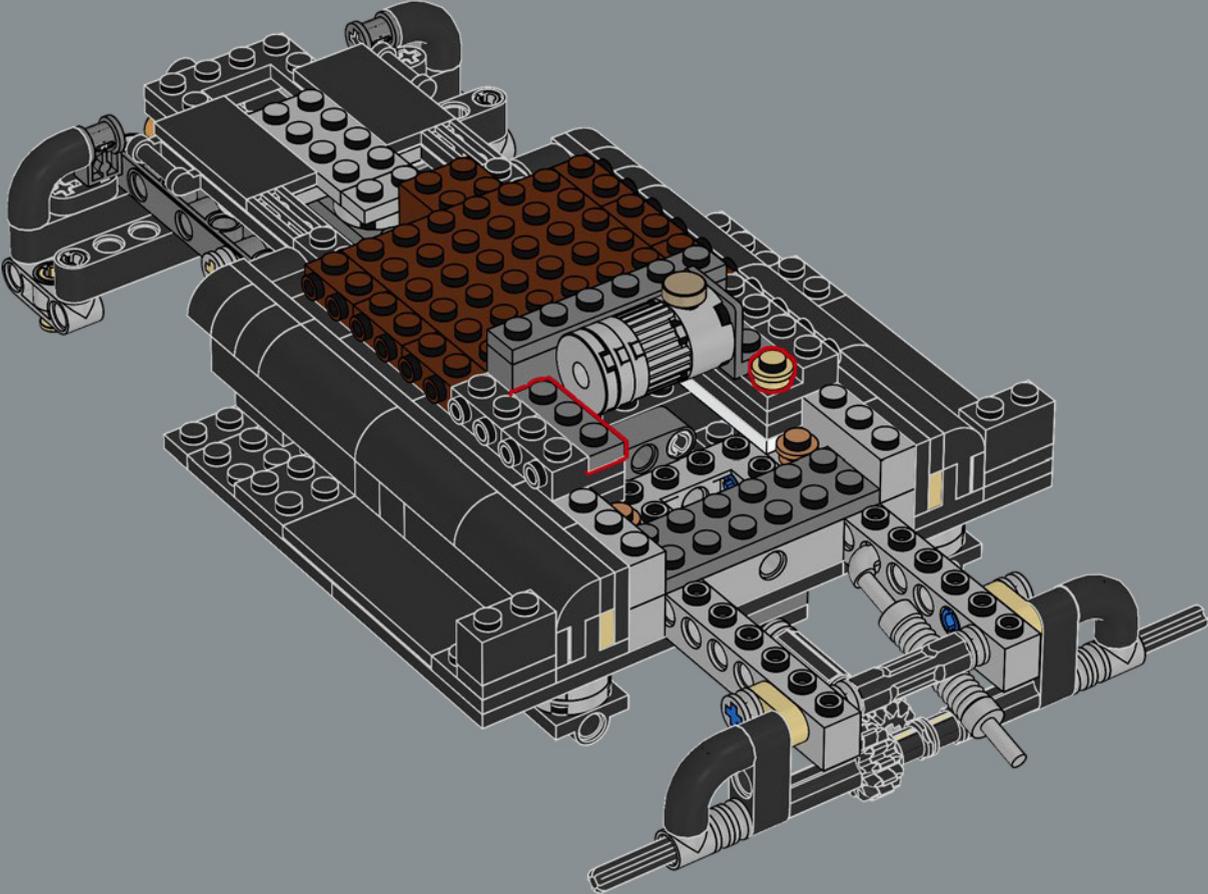


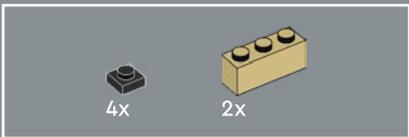
As a novel feature, the fuel tank was placed under the driver's seat, and drivers would have to lift the seat cushion to fill the tank.



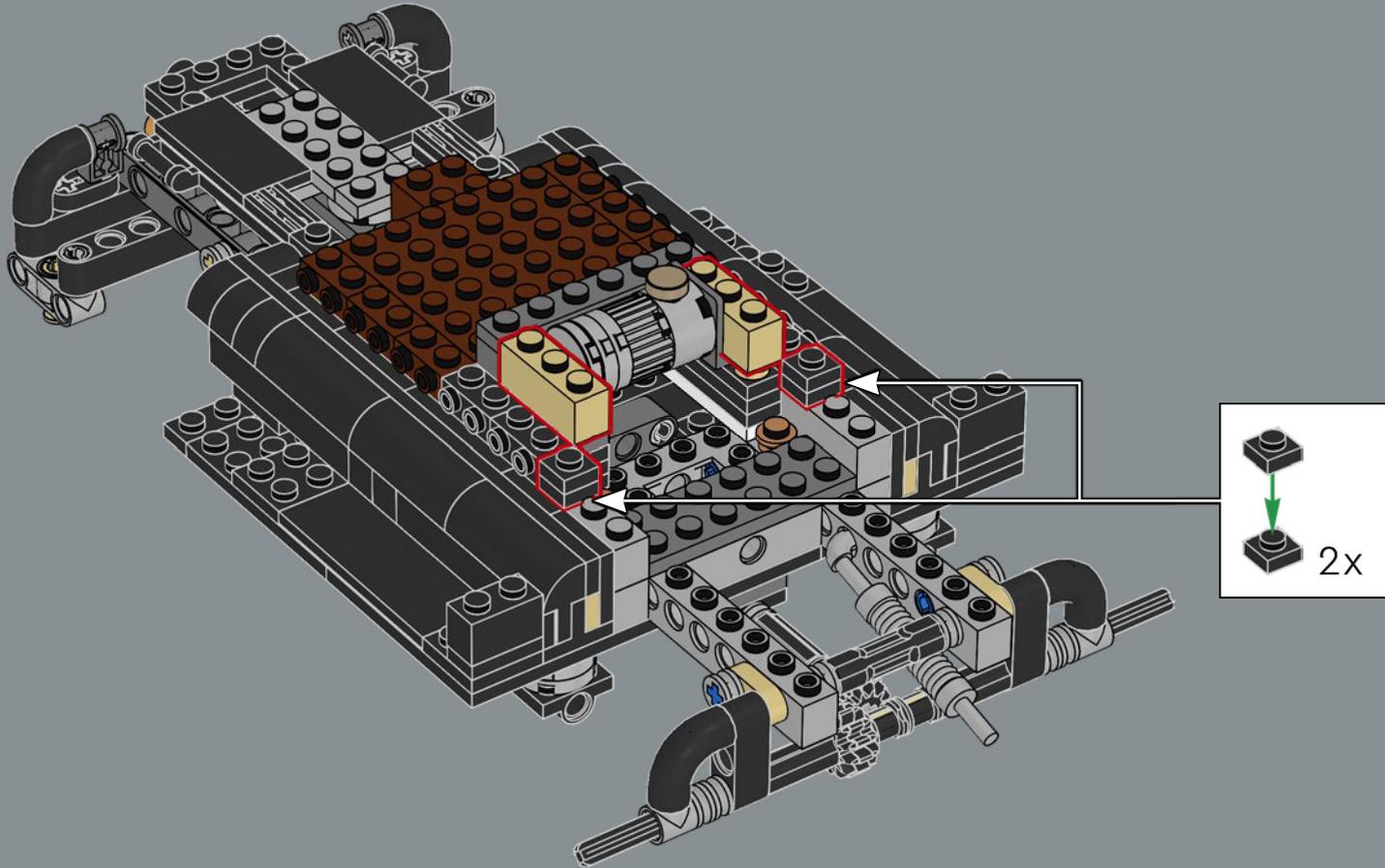


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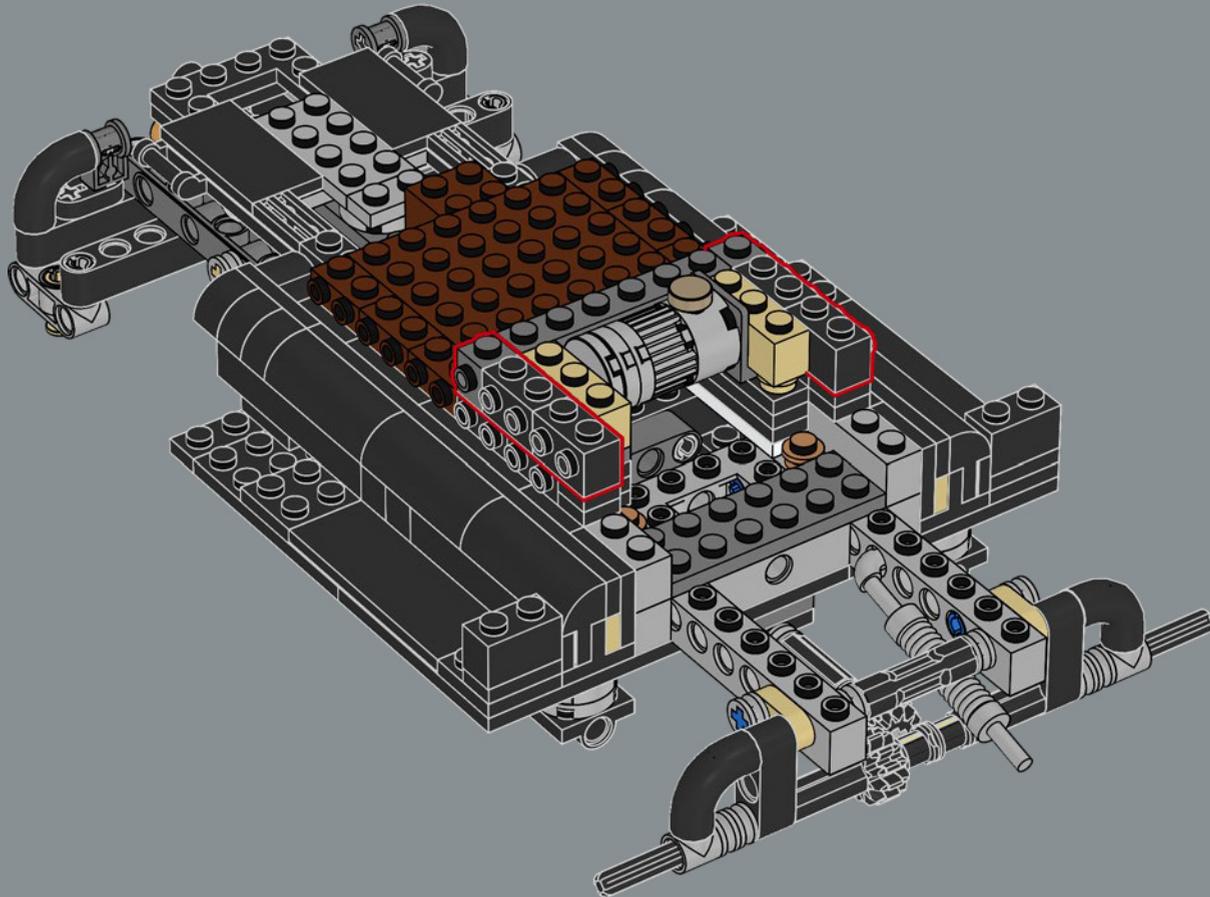


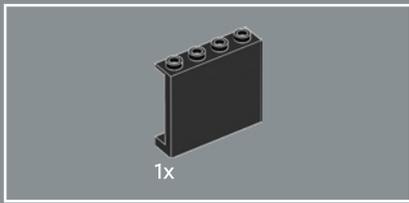
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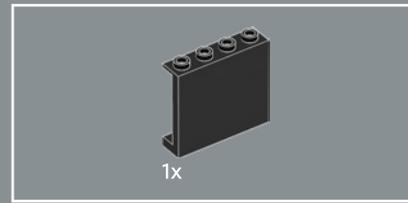
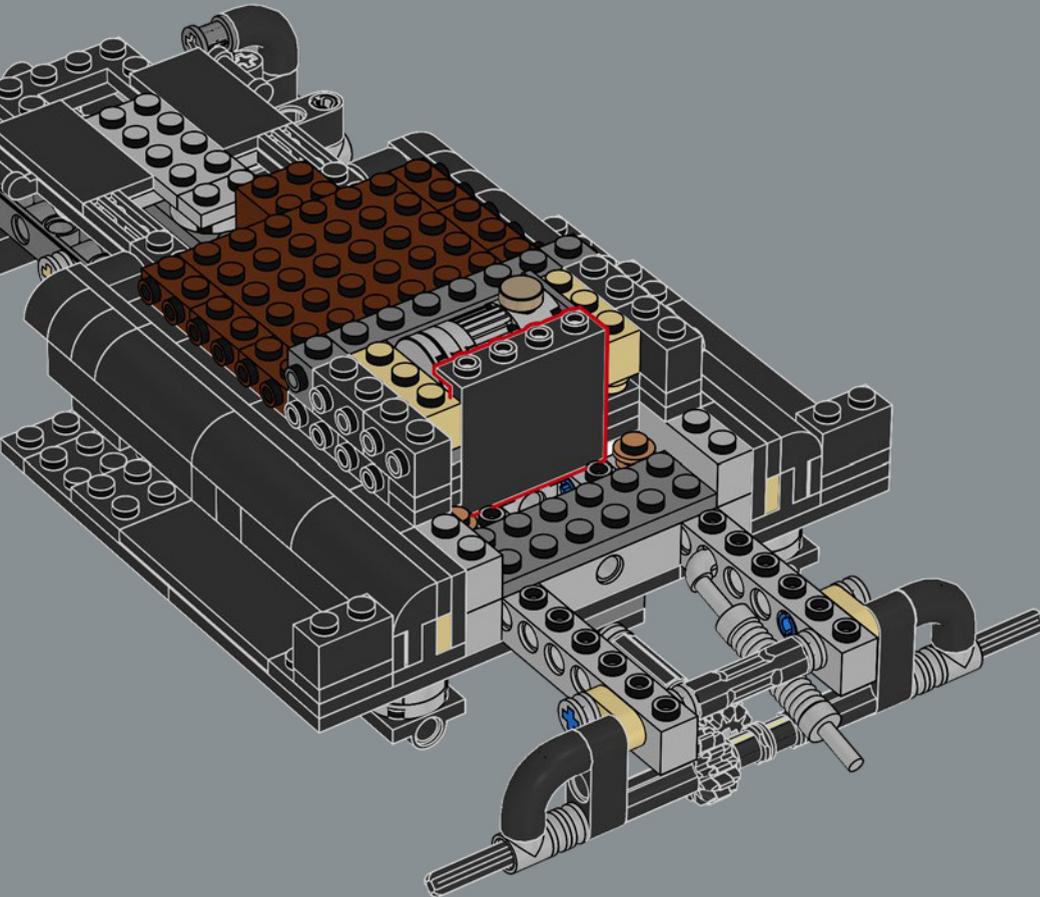
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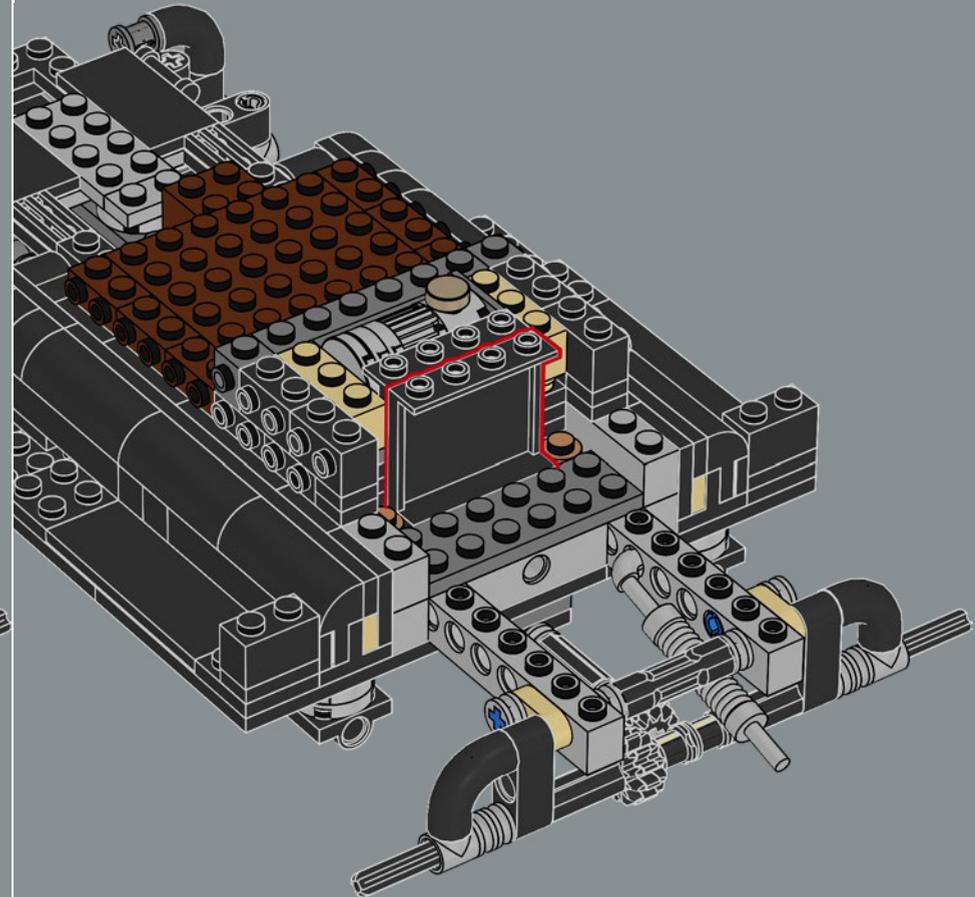


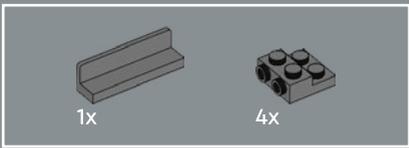


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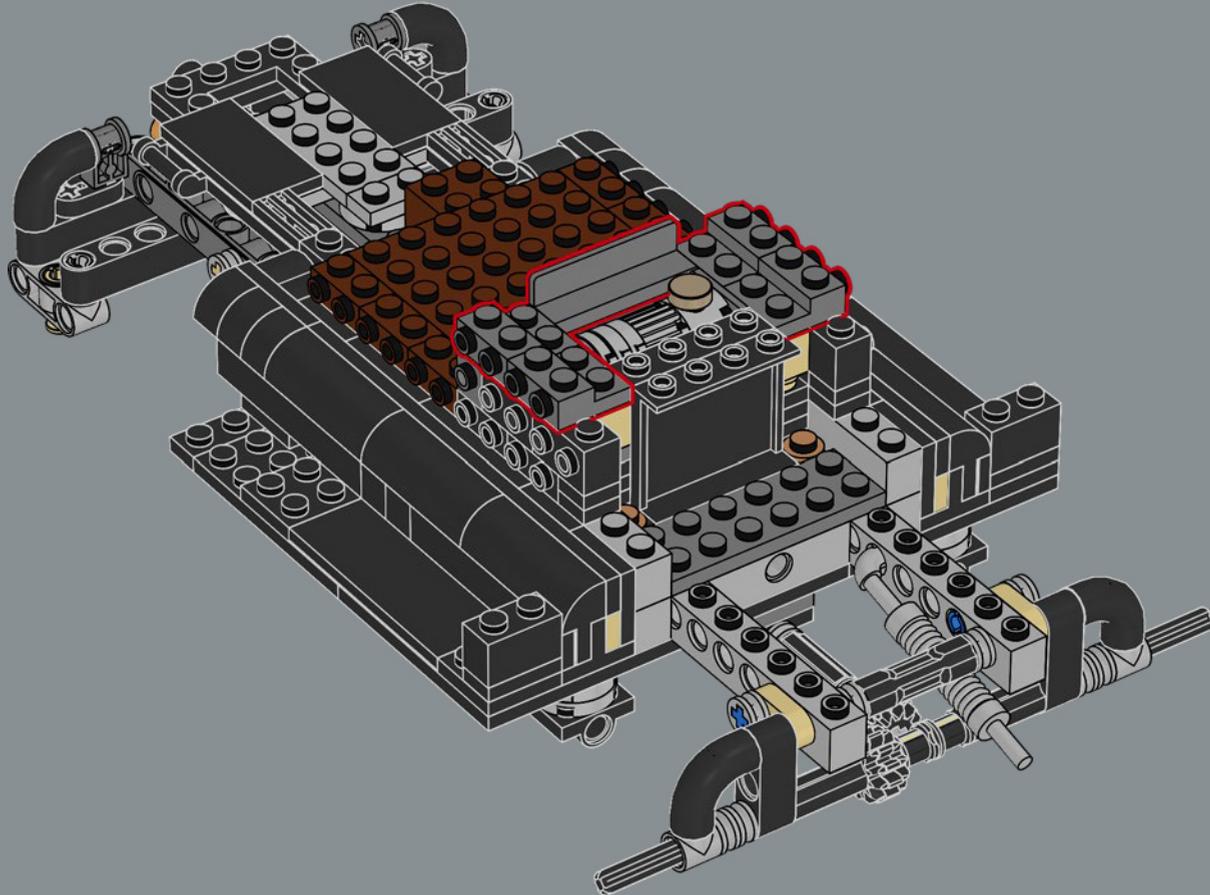


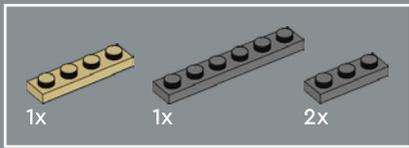
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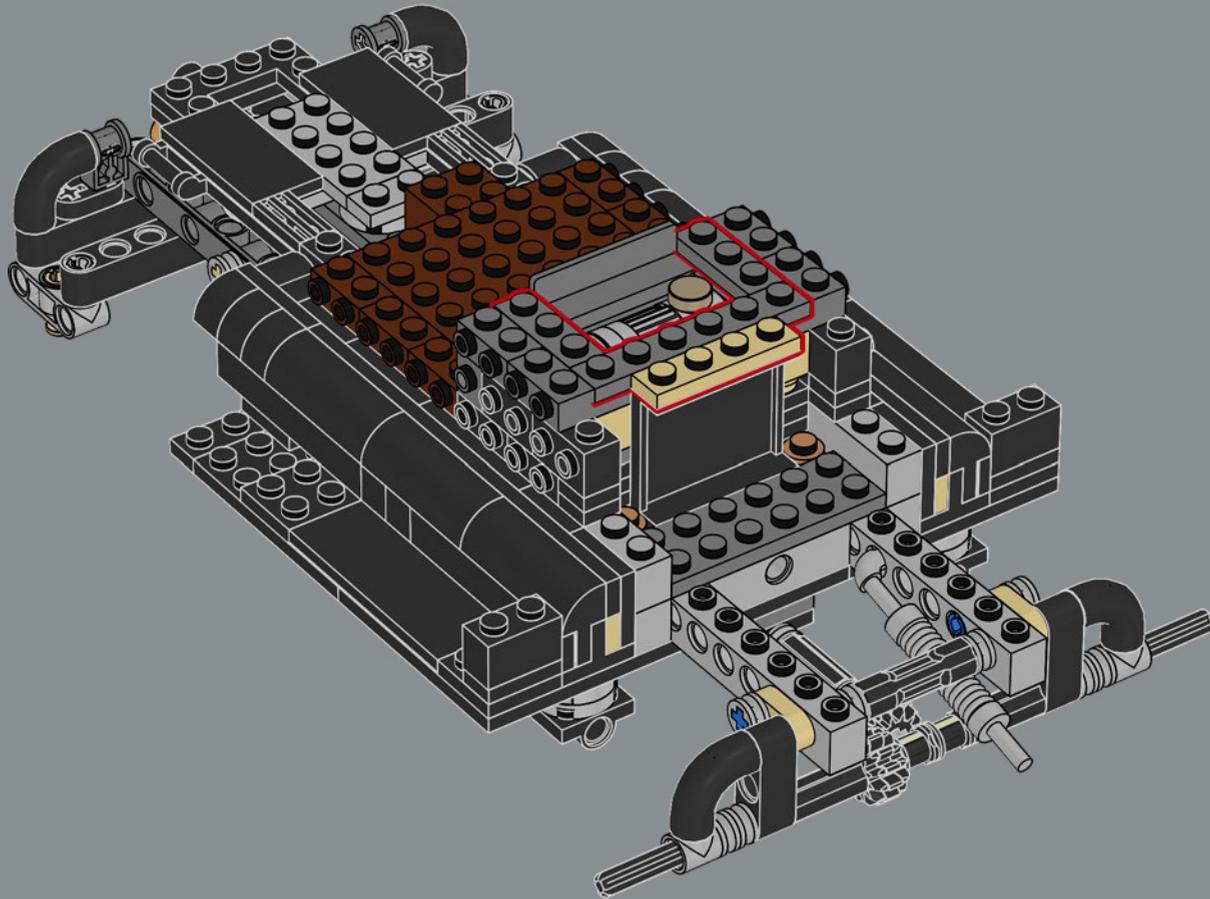


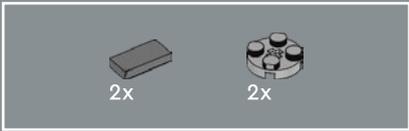
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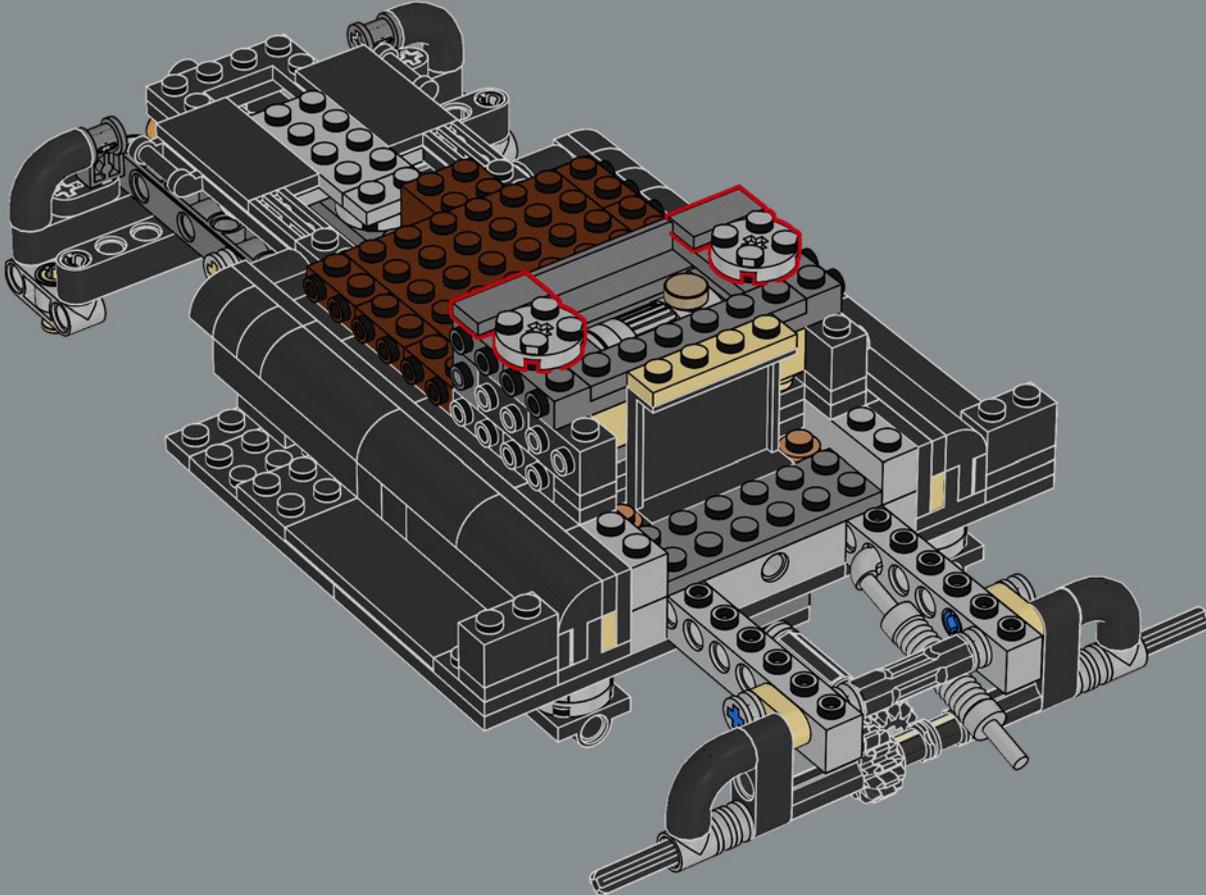


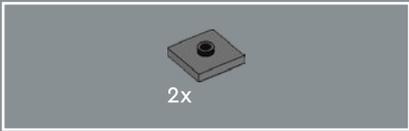
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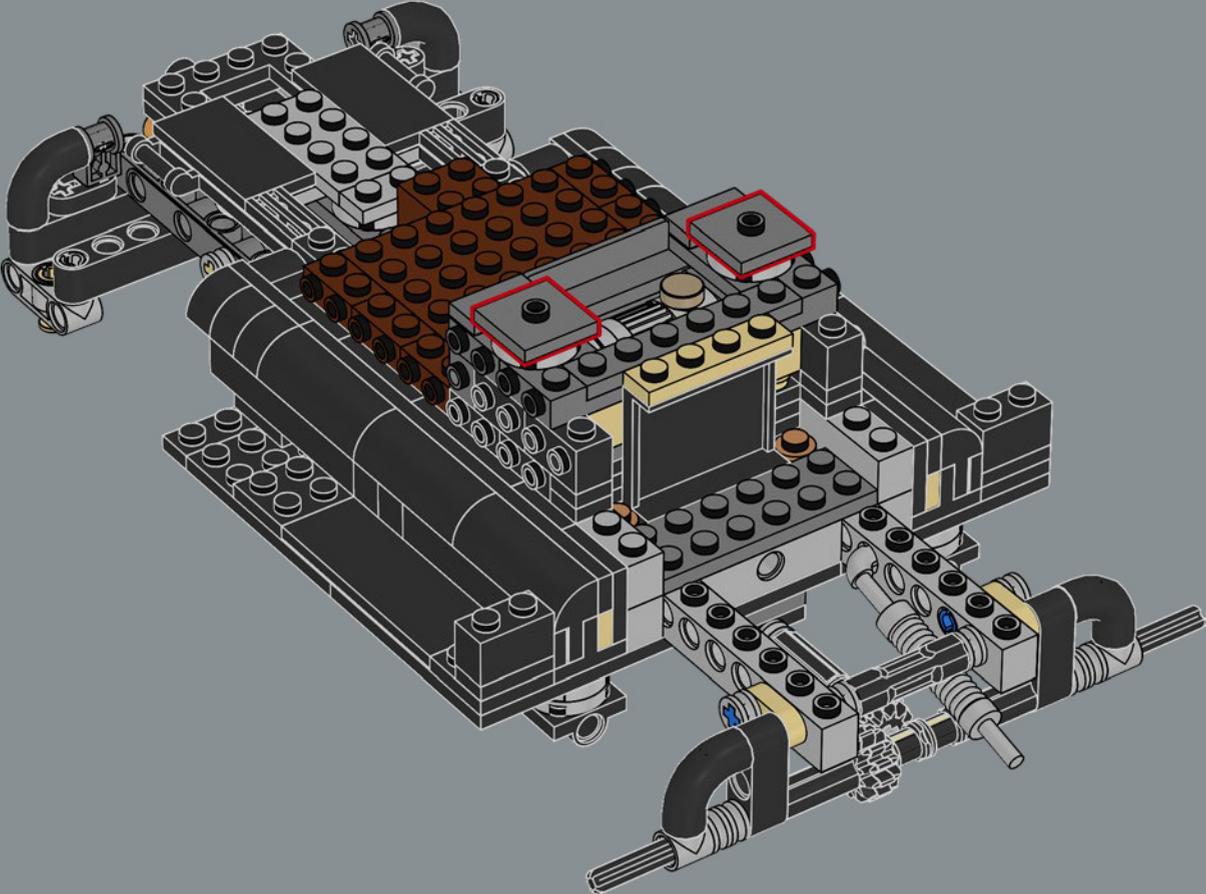


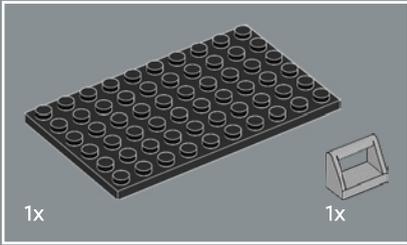
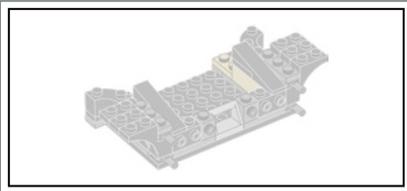
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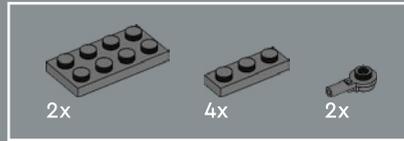
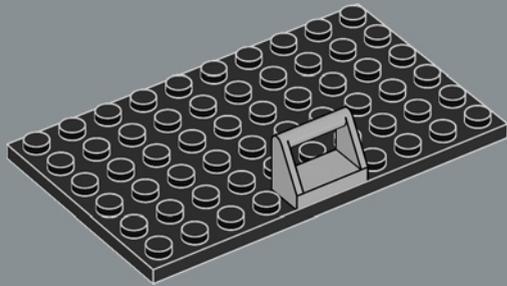


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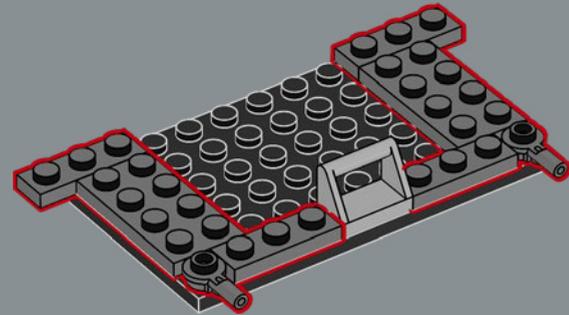




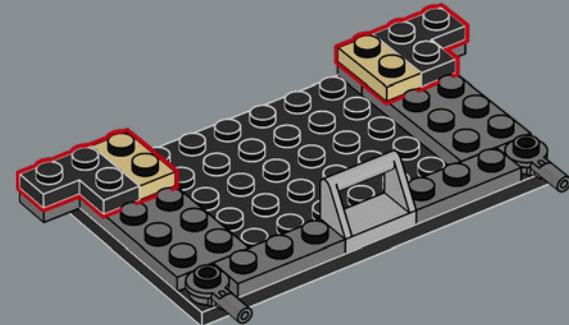
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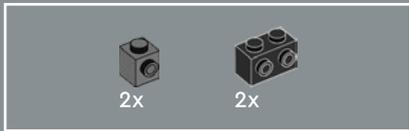
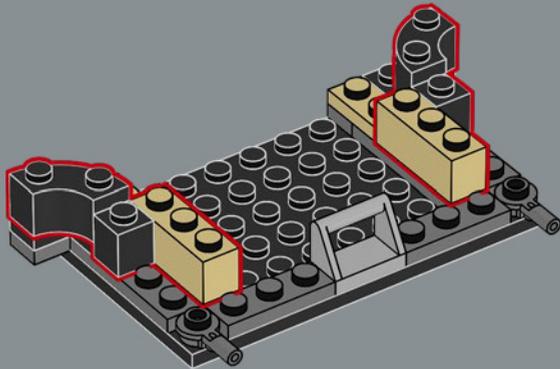


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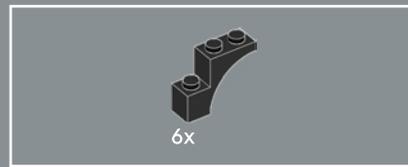
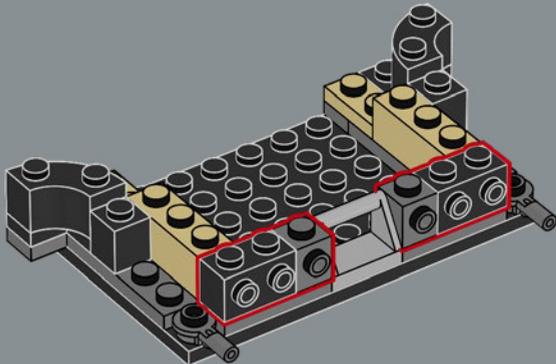




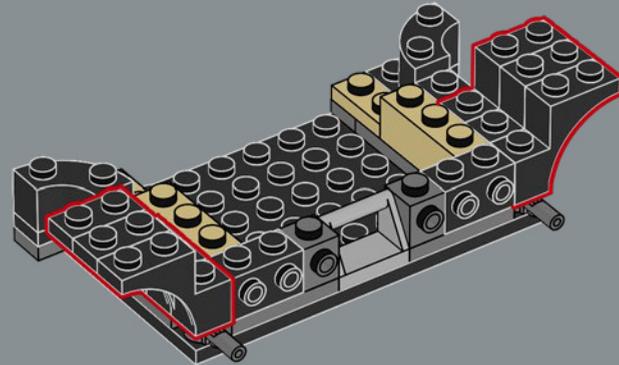
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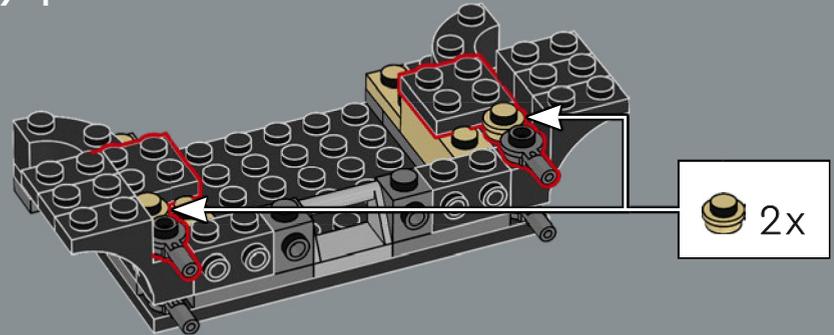
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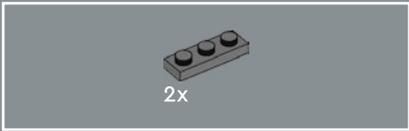


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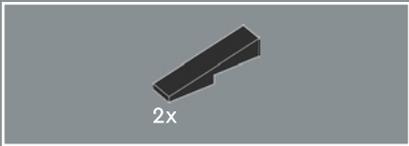
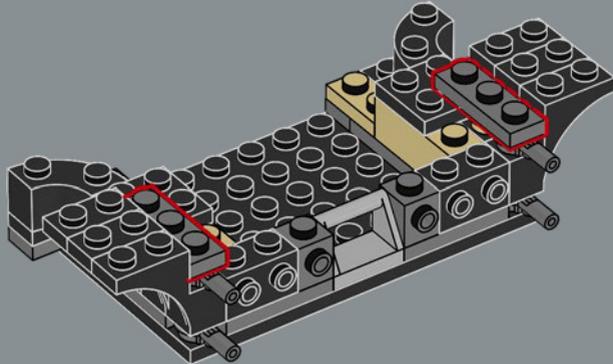


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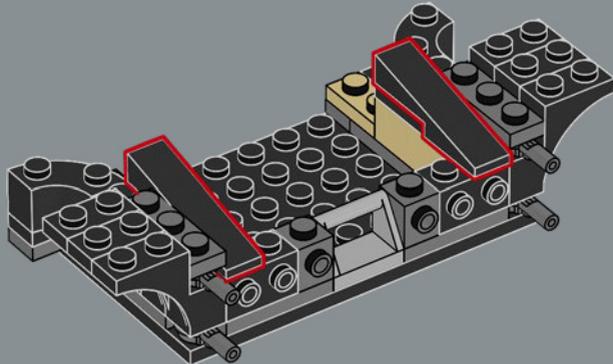


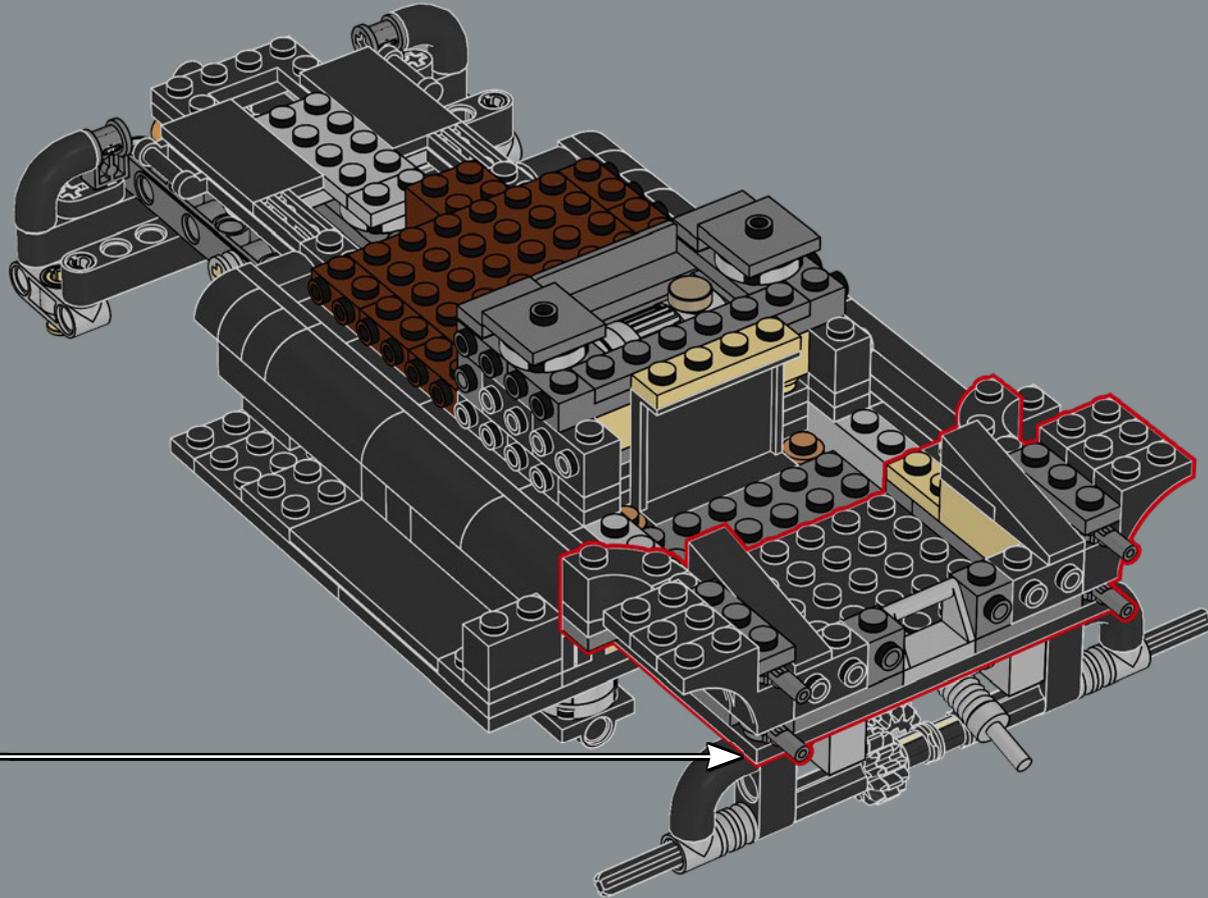


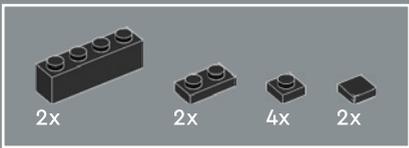
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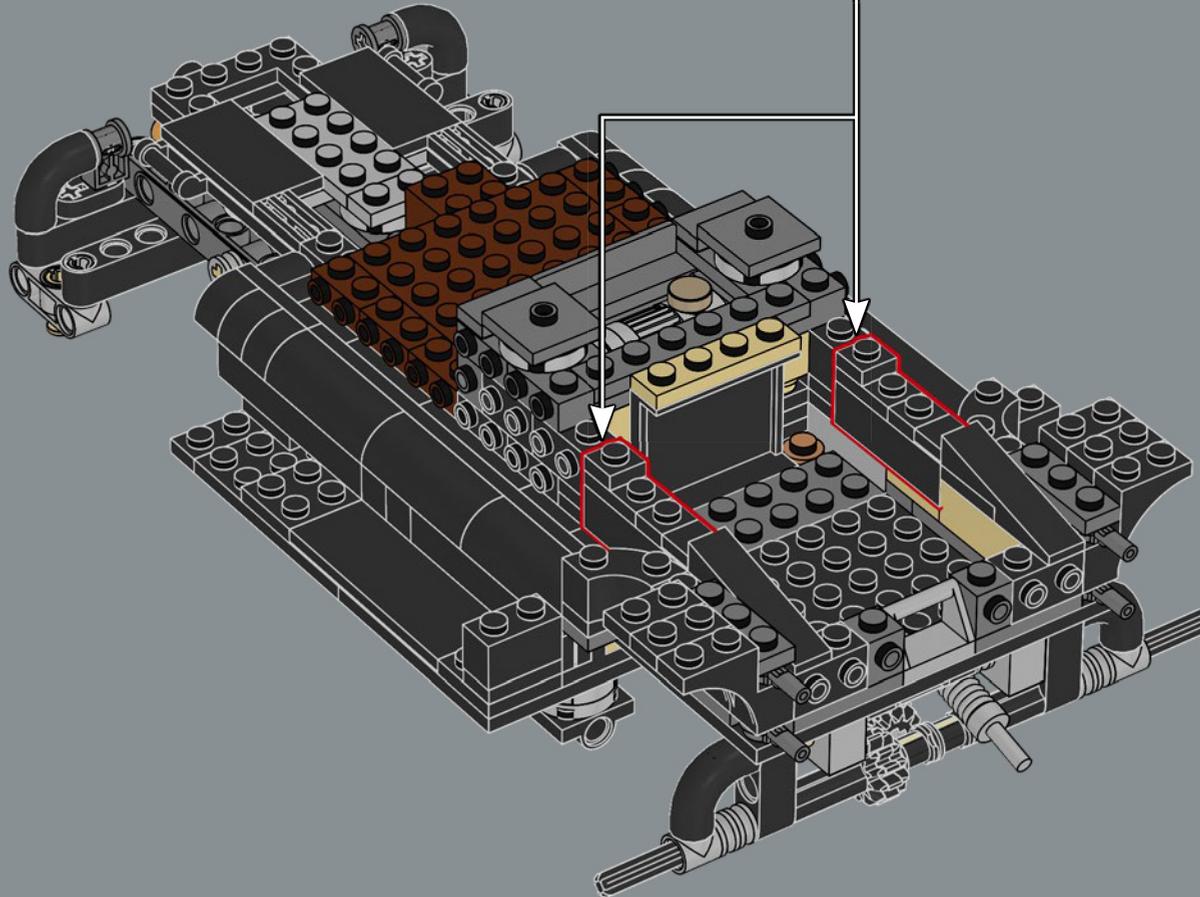
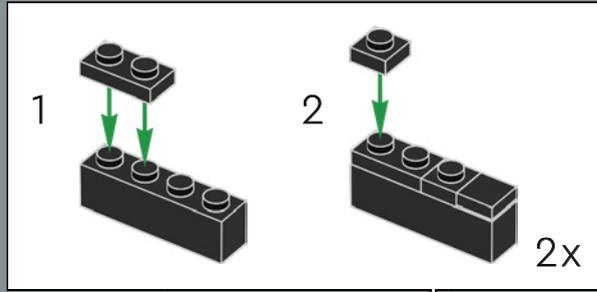
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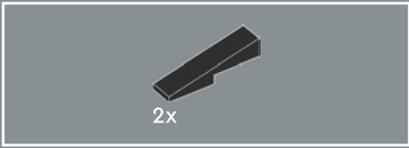




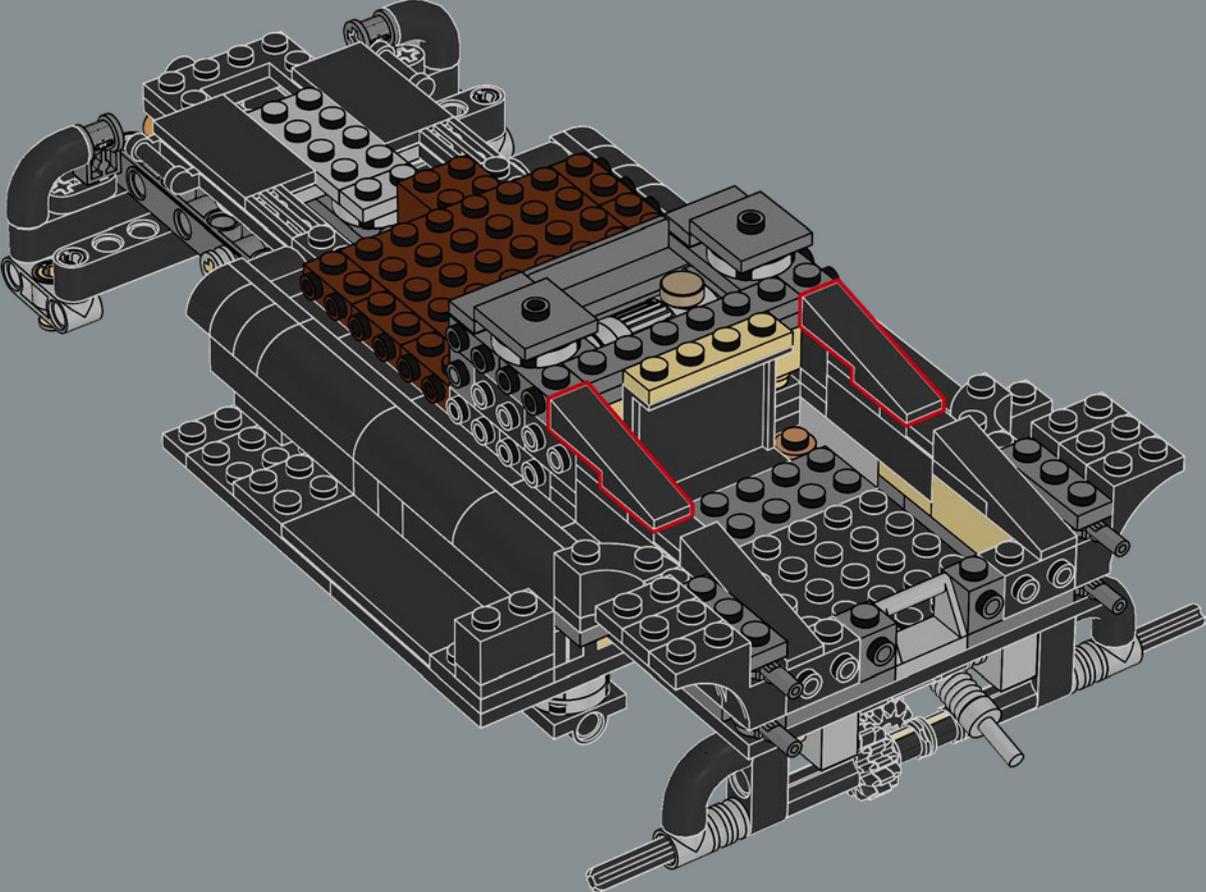


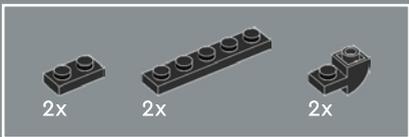
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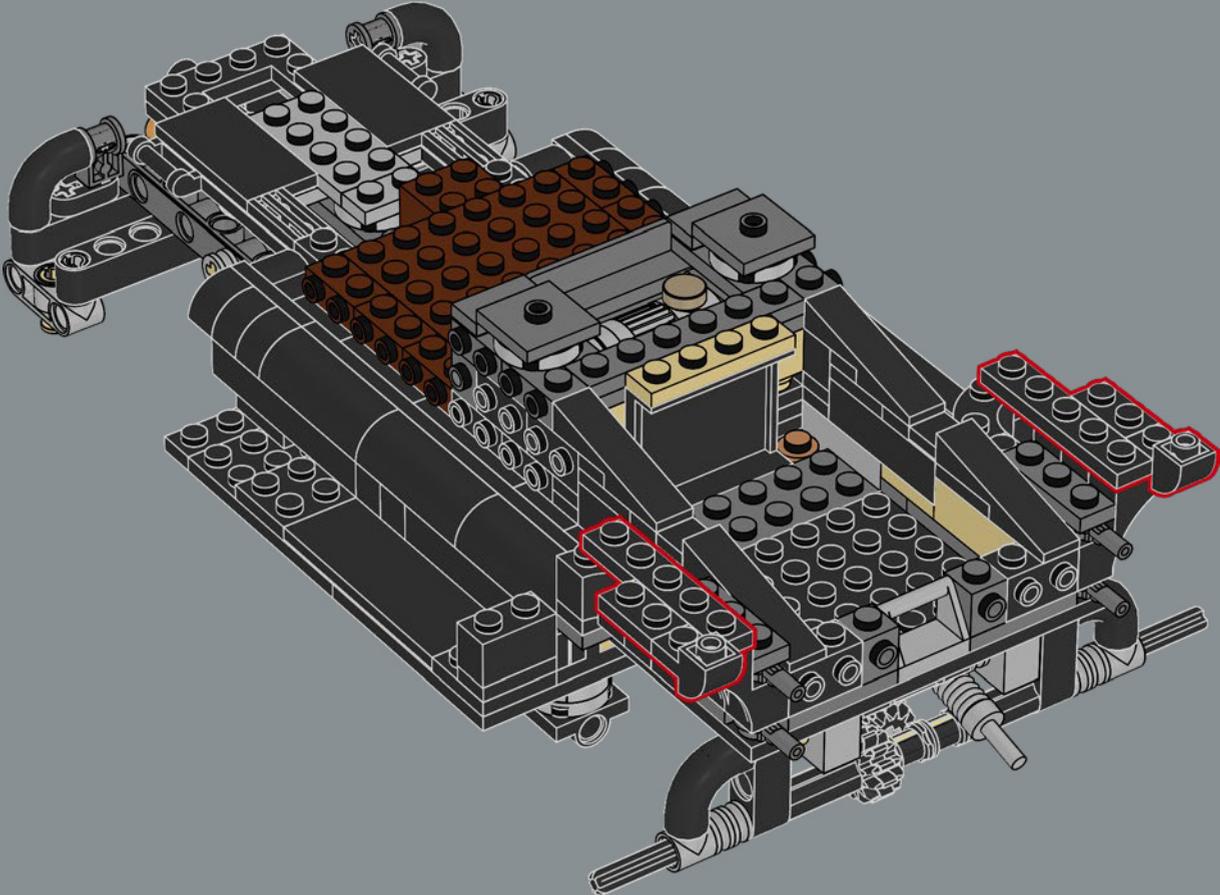


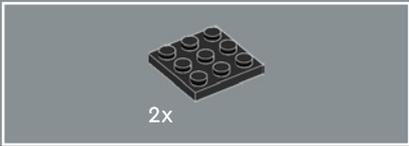
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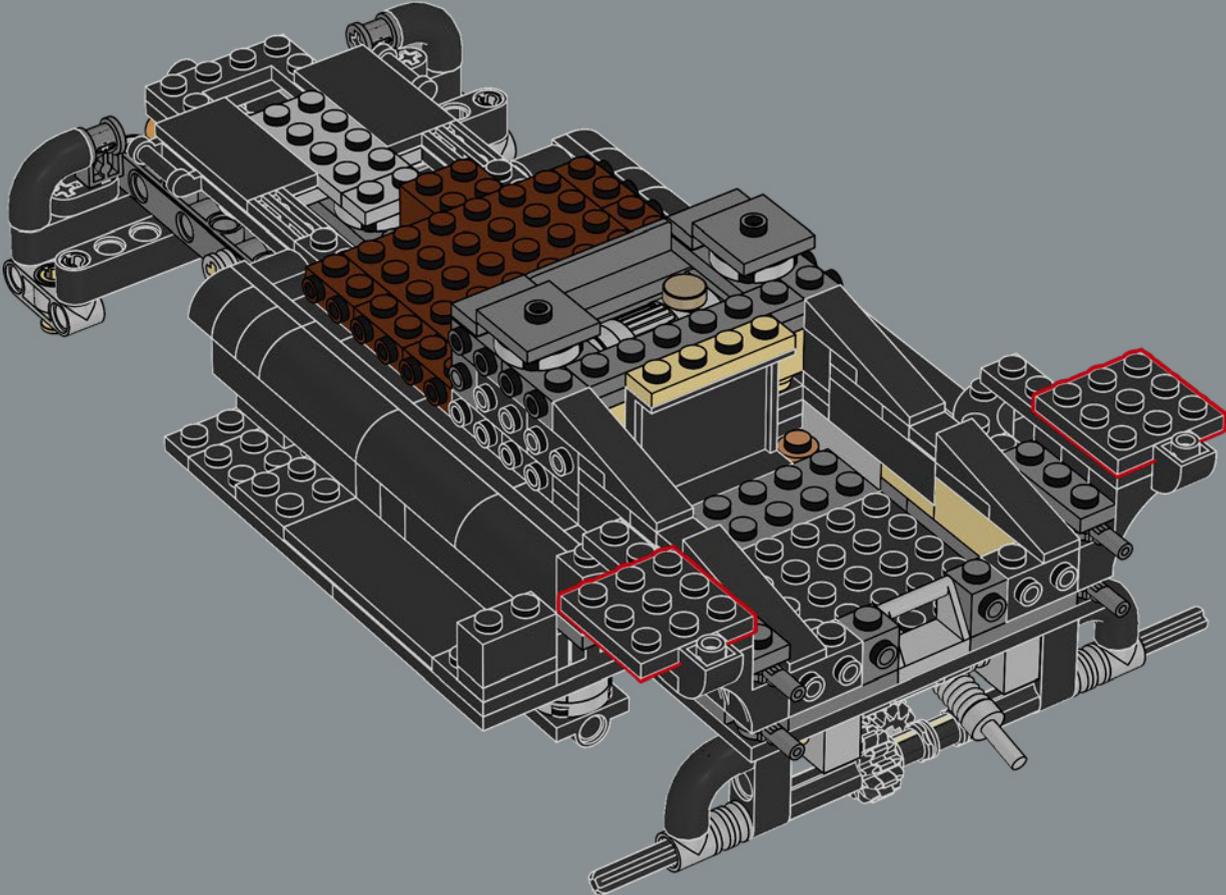


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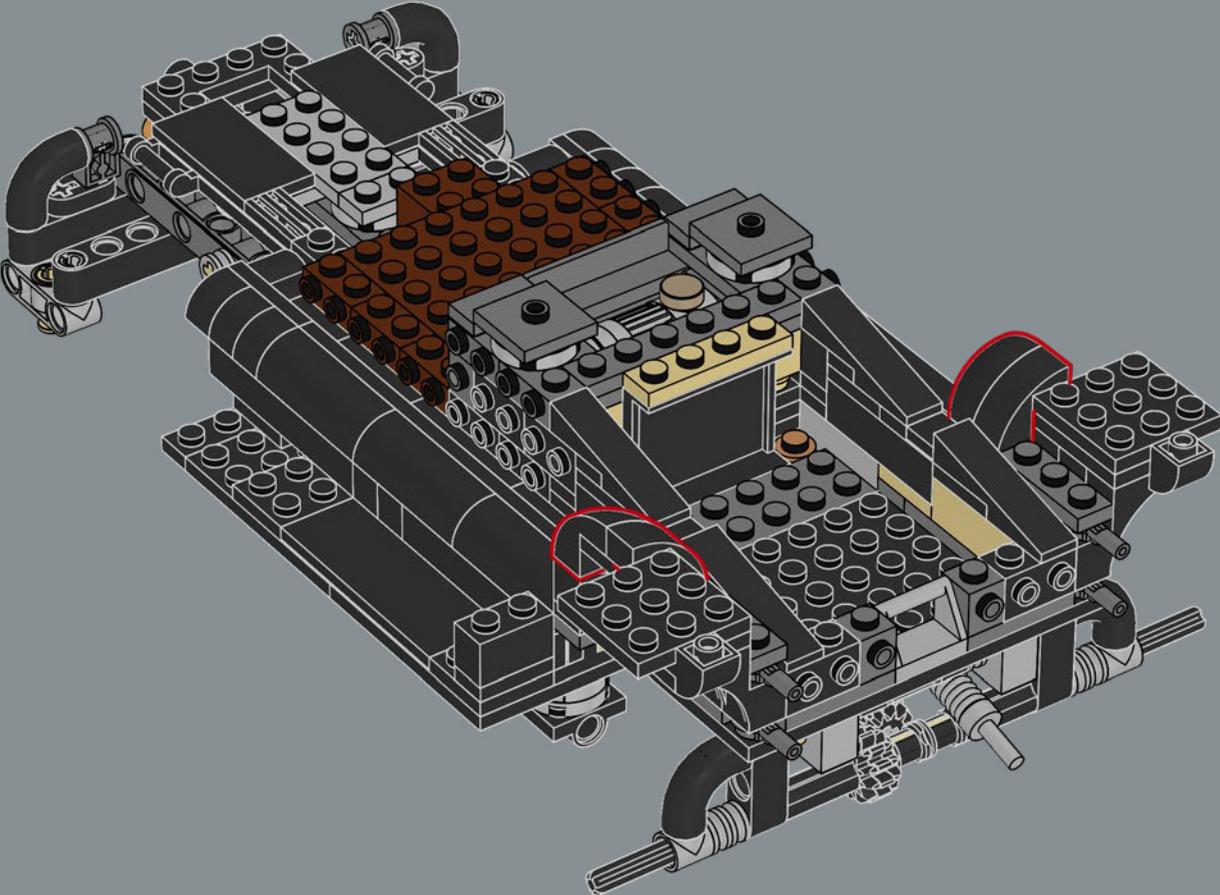


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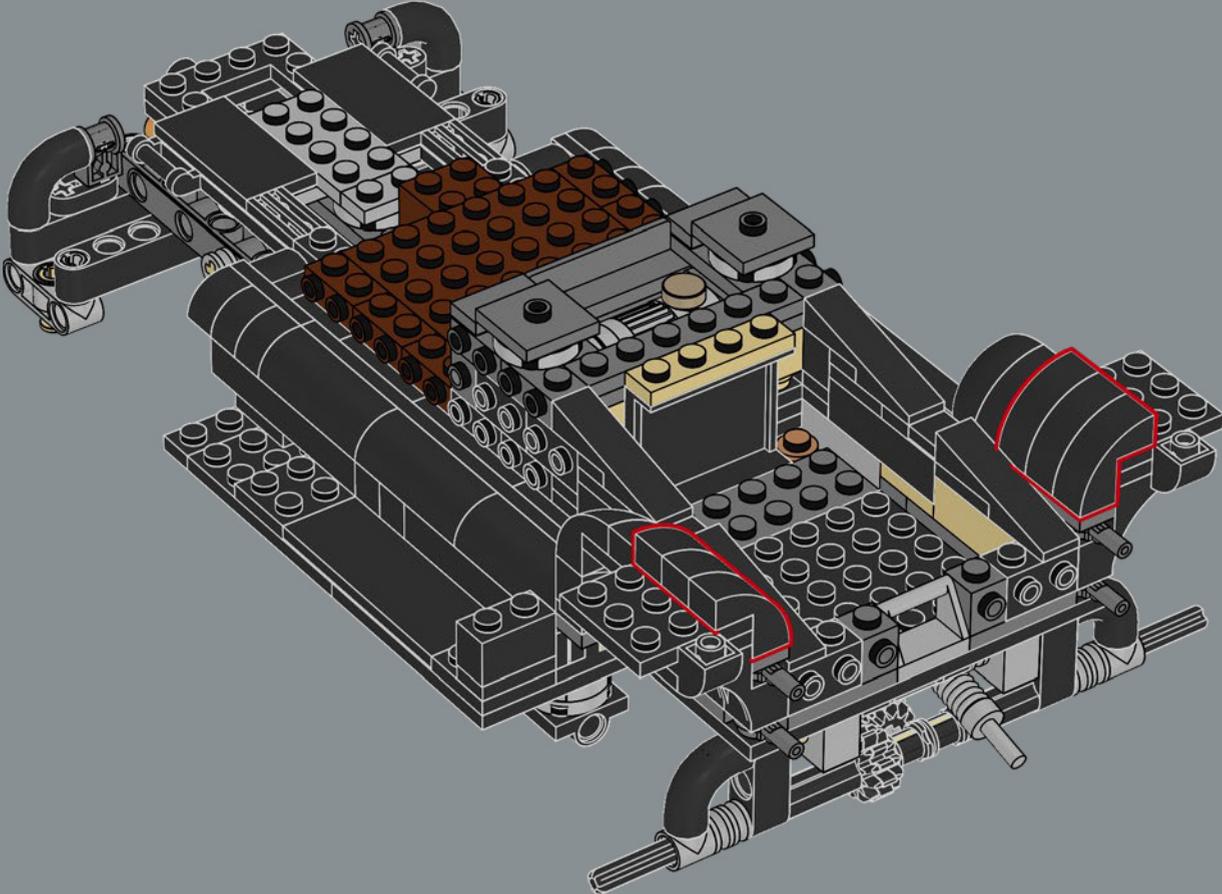


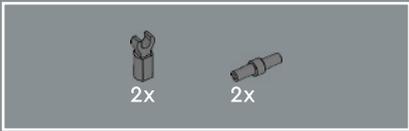
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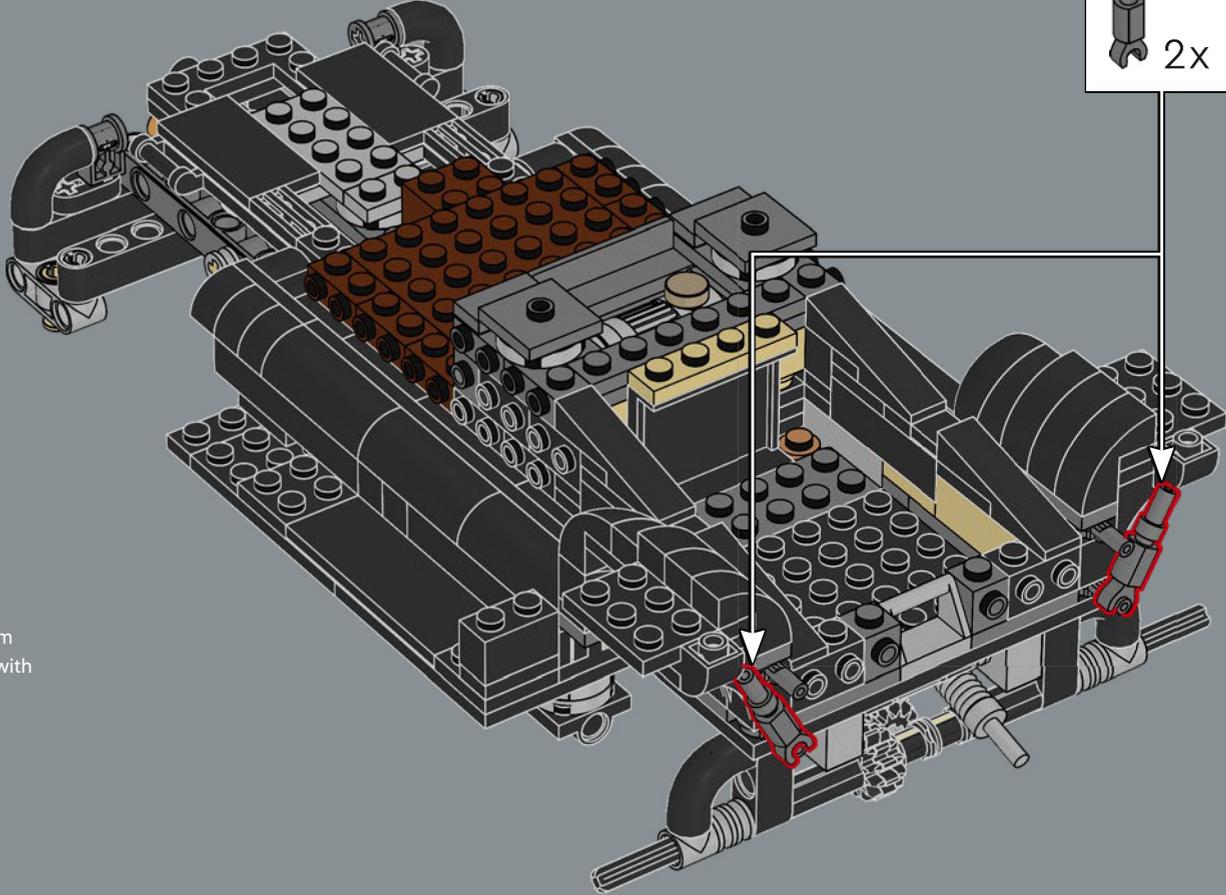
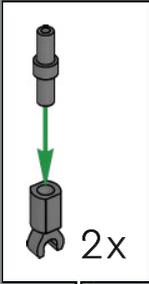


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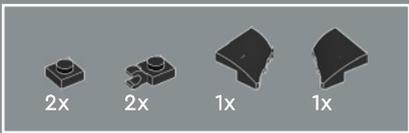


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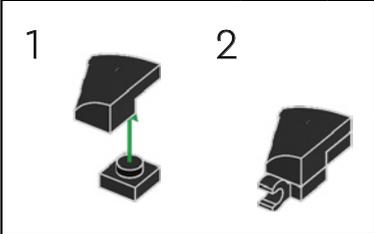
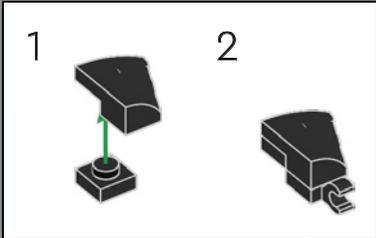
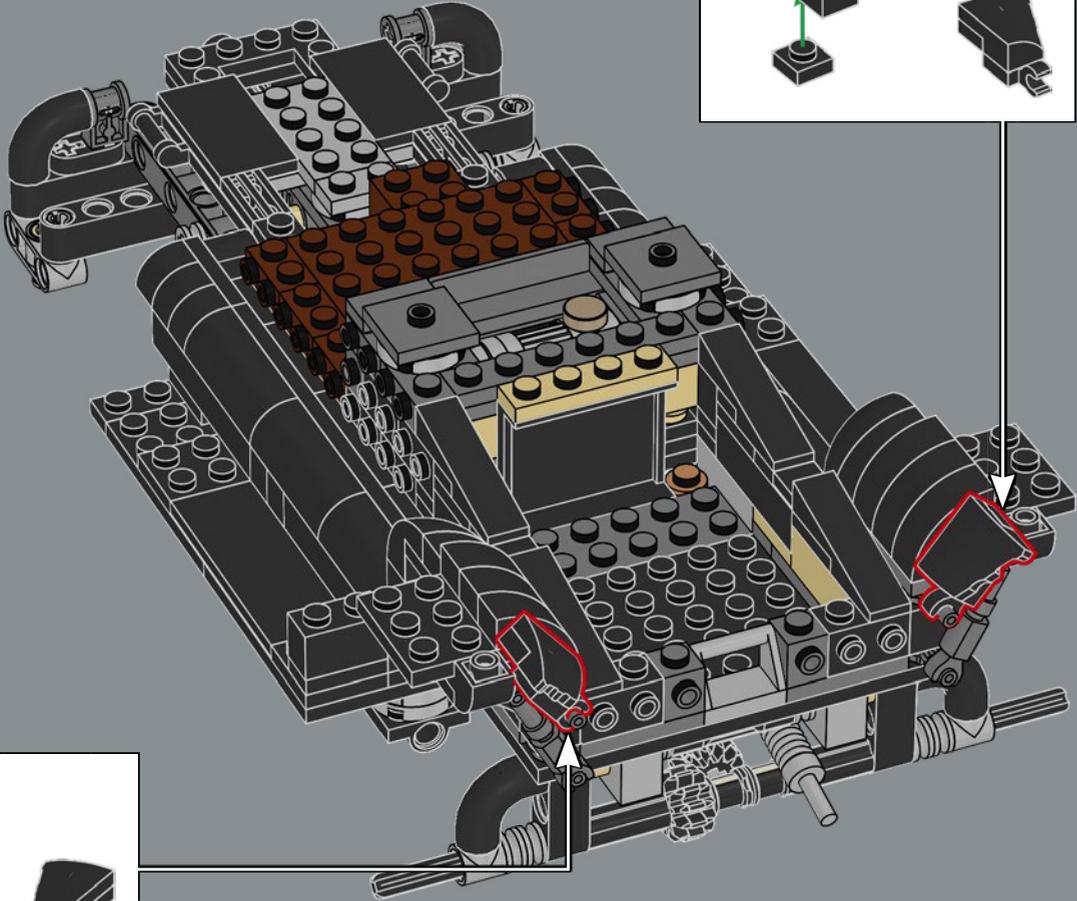


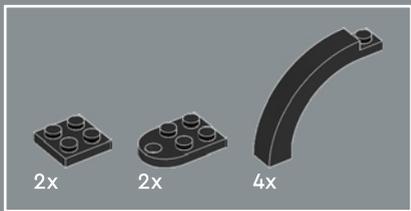
✦
The car's fenders were crafted from lightweight metal and reinforced with tubing to improve their durability.



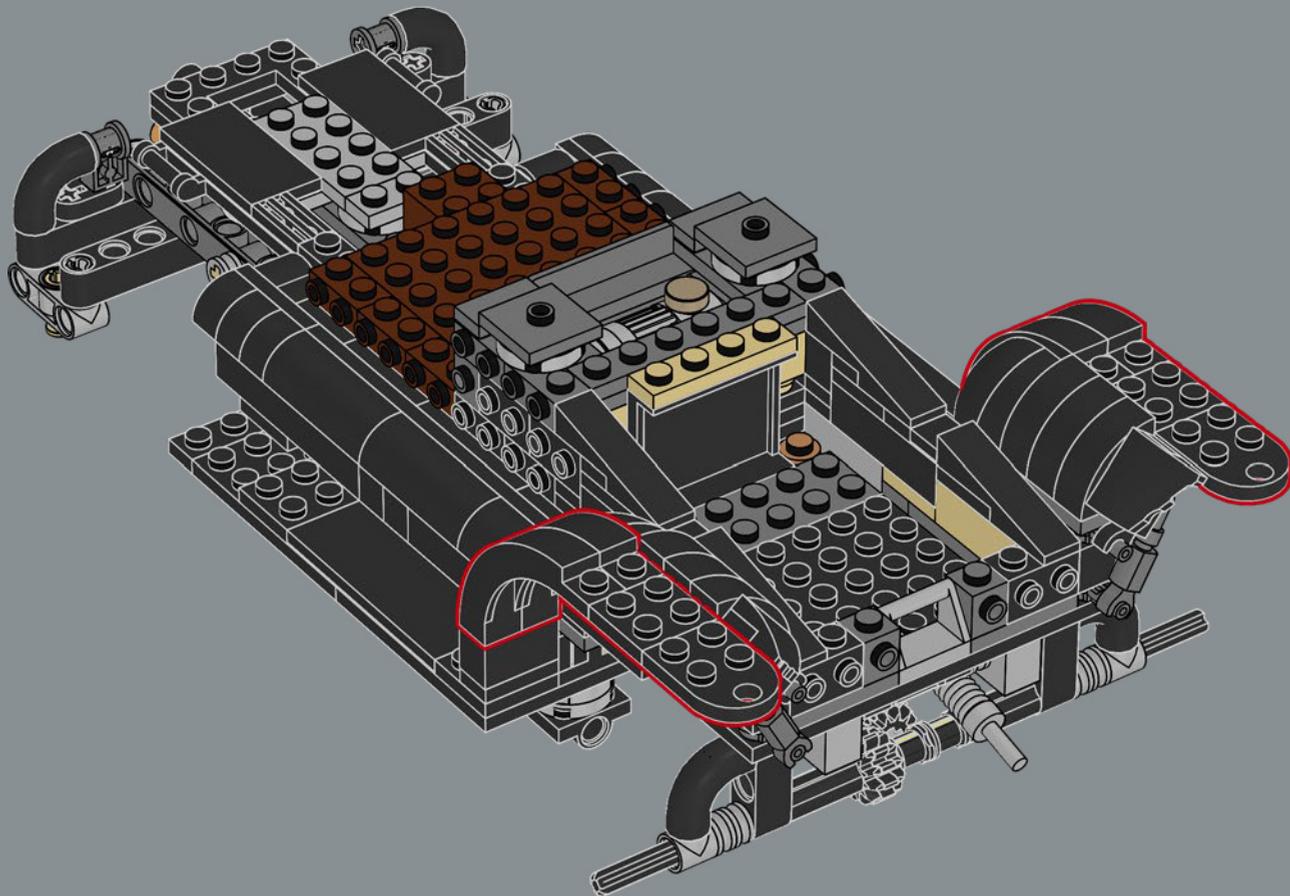


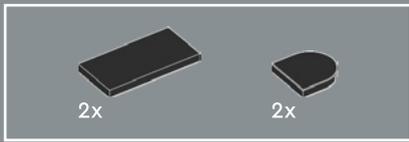
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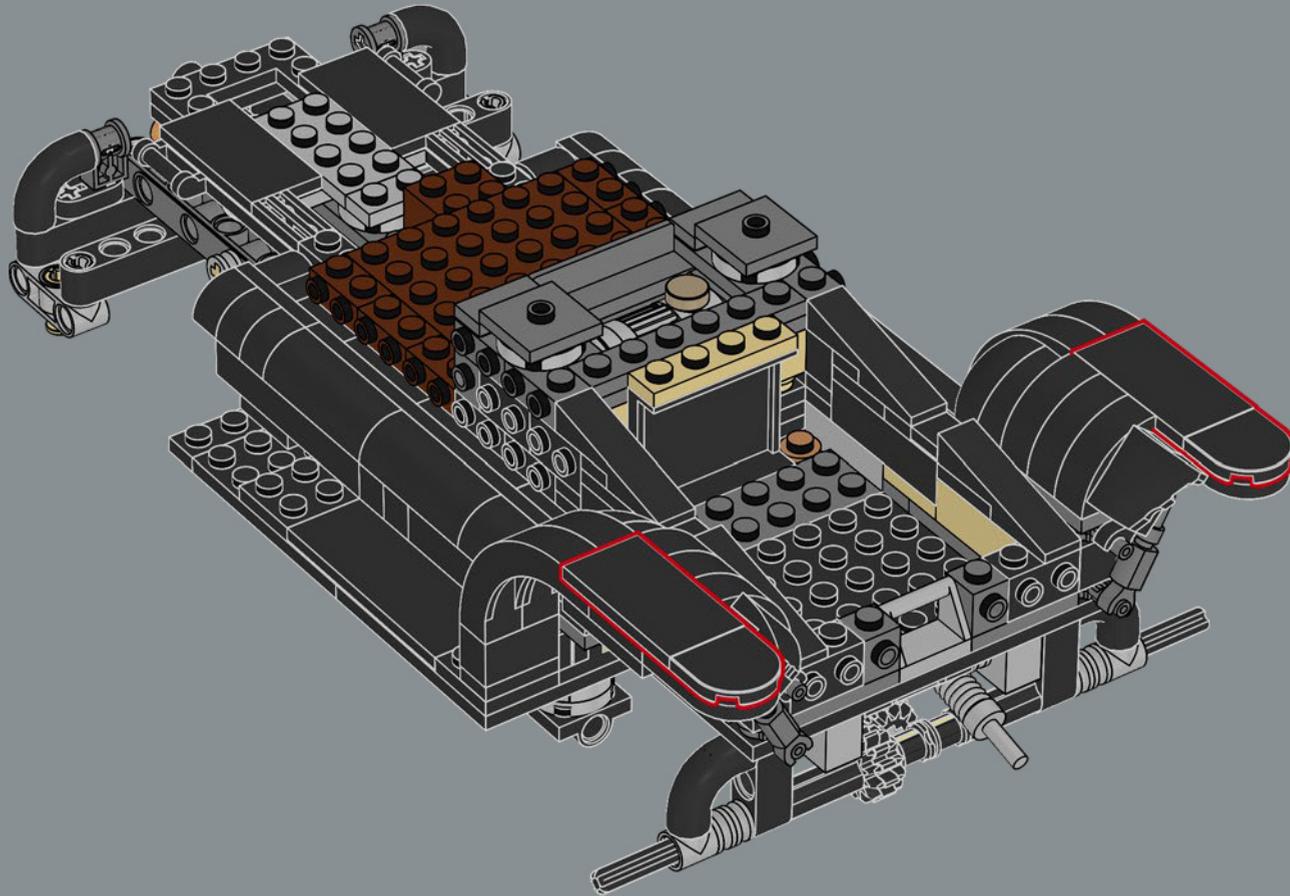


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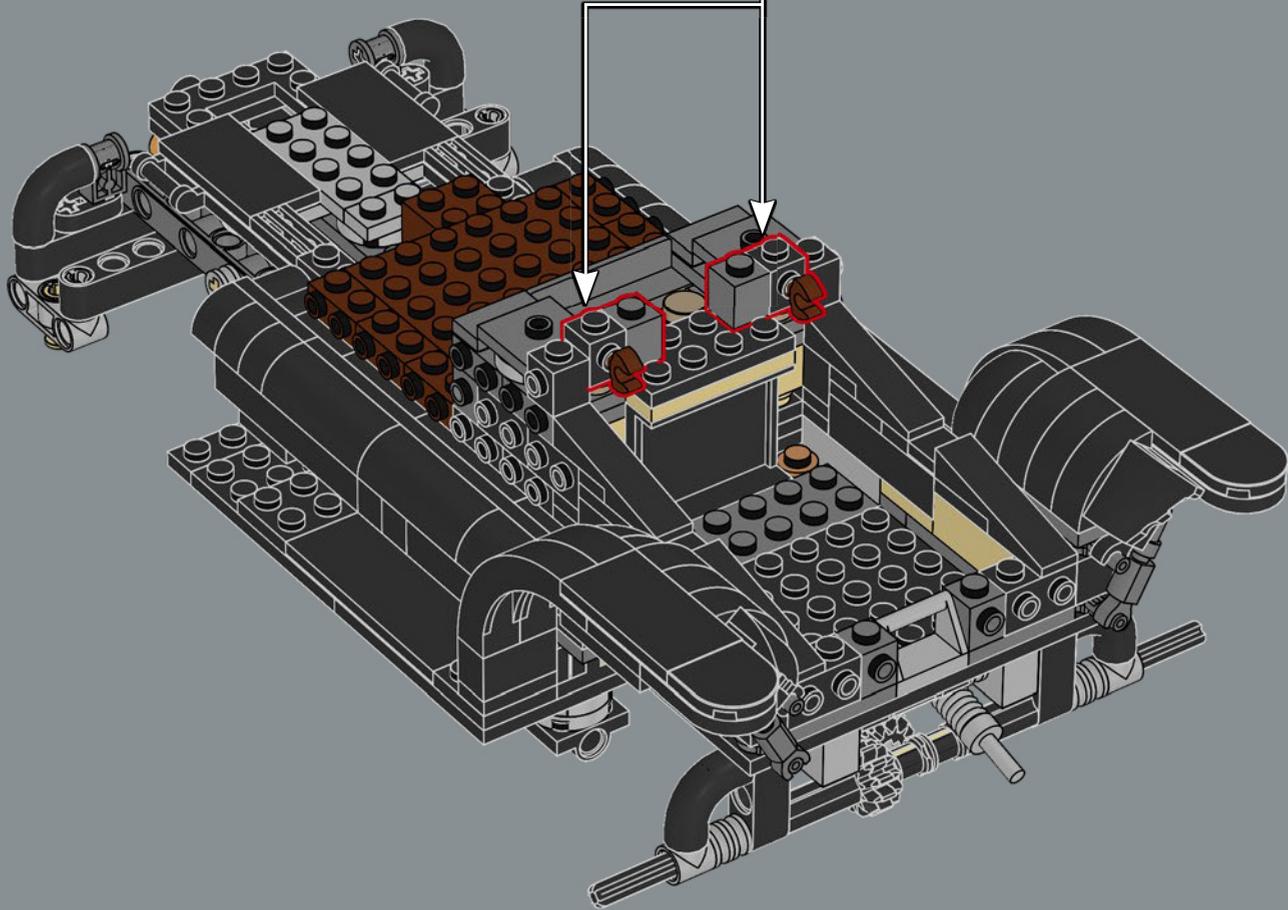
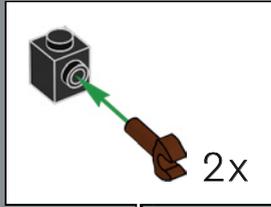


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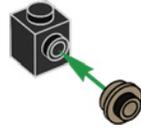
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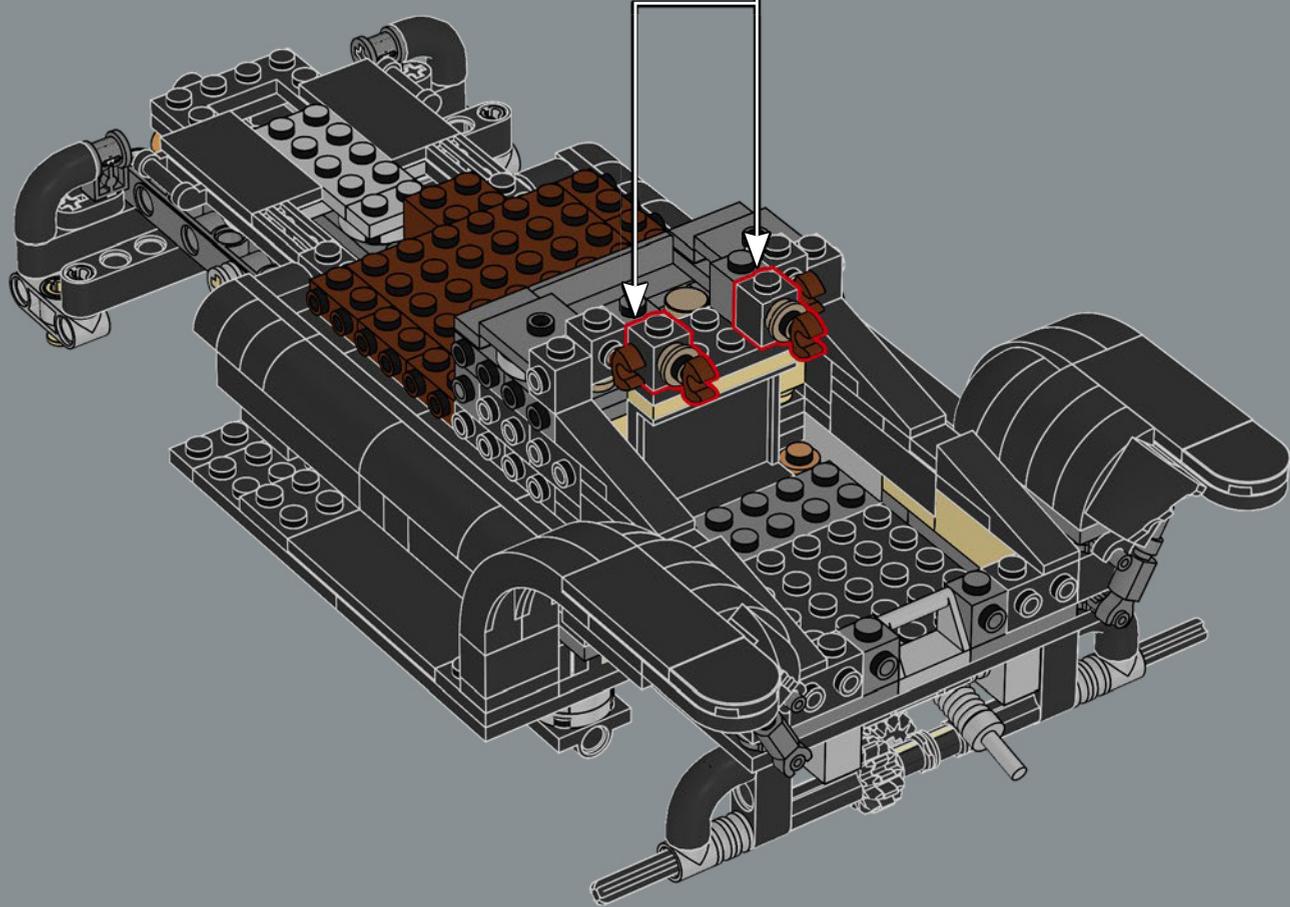
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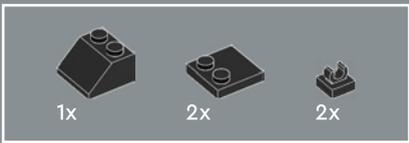


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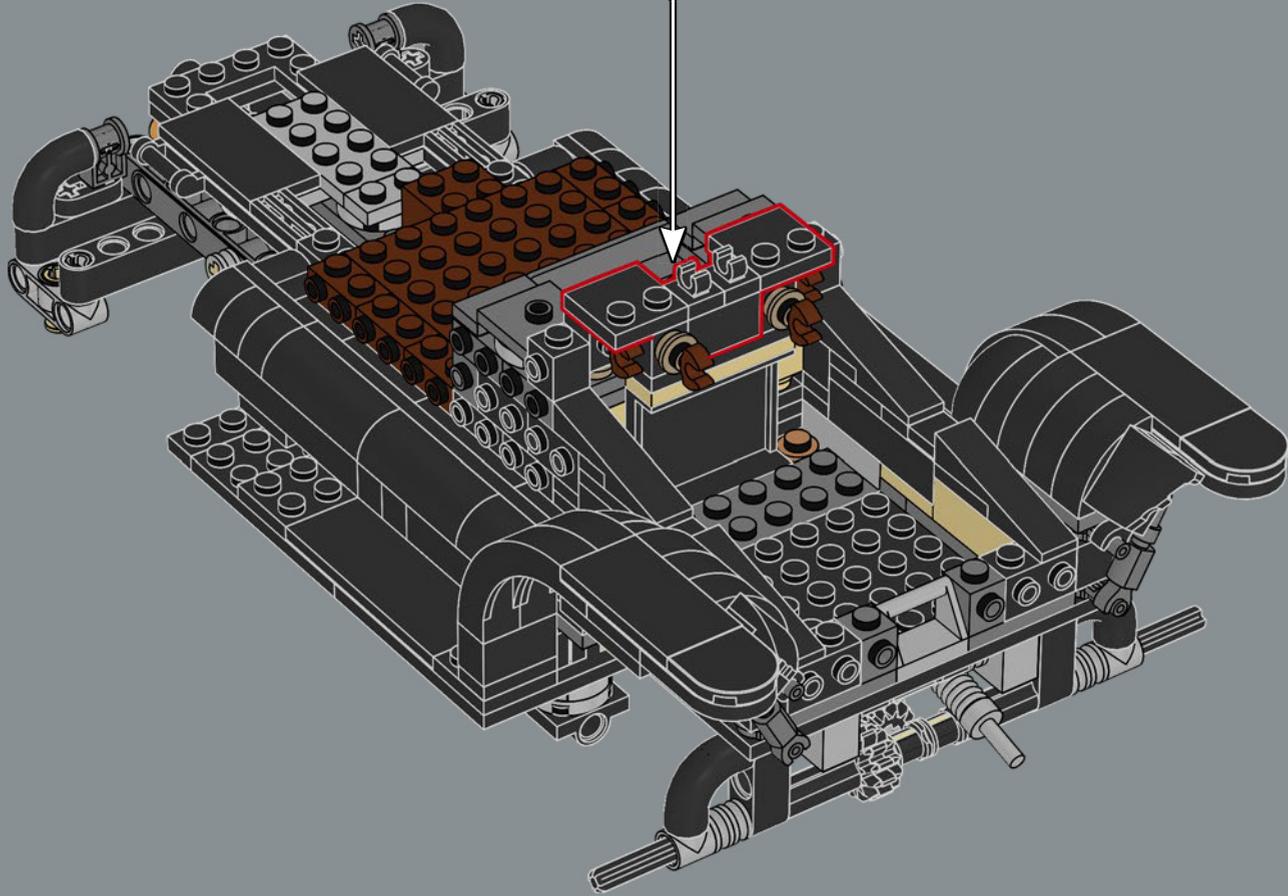
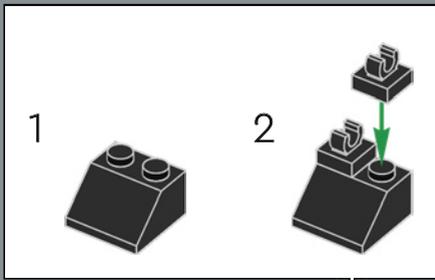


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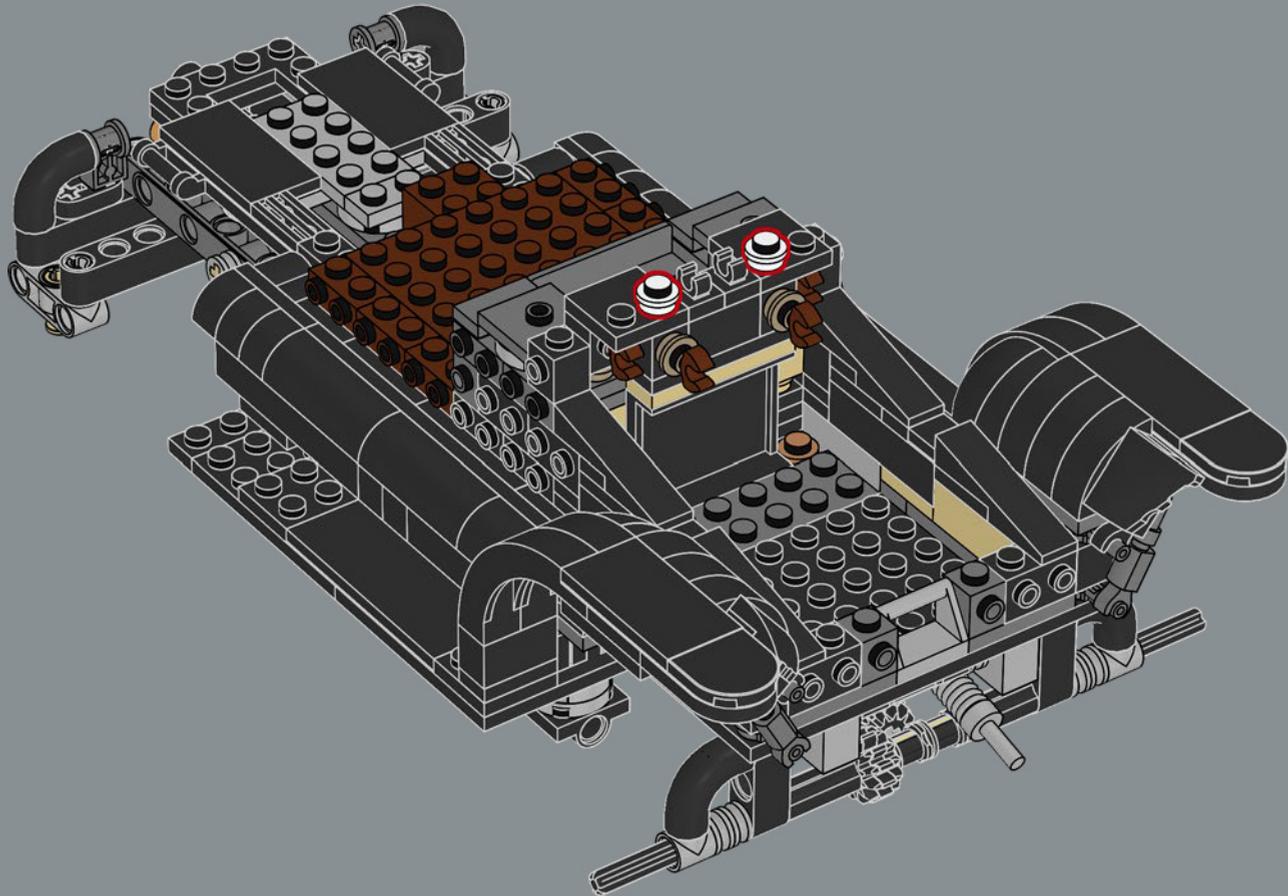
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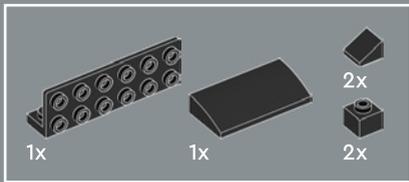




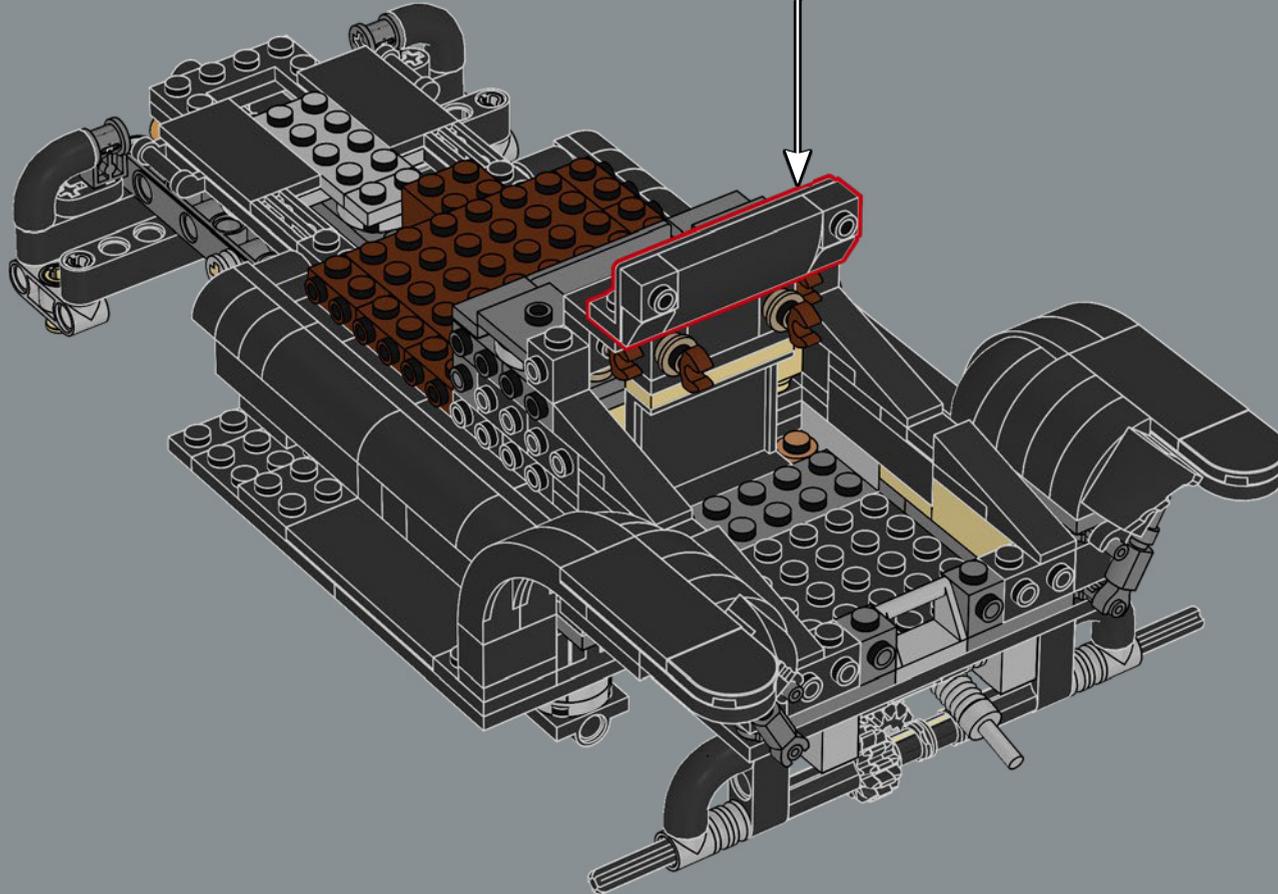
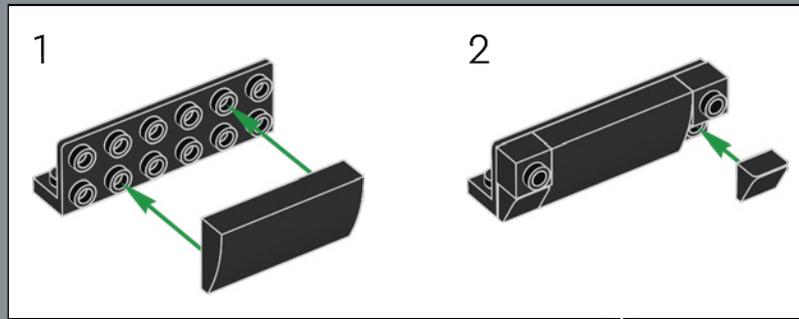
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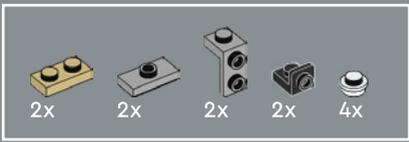
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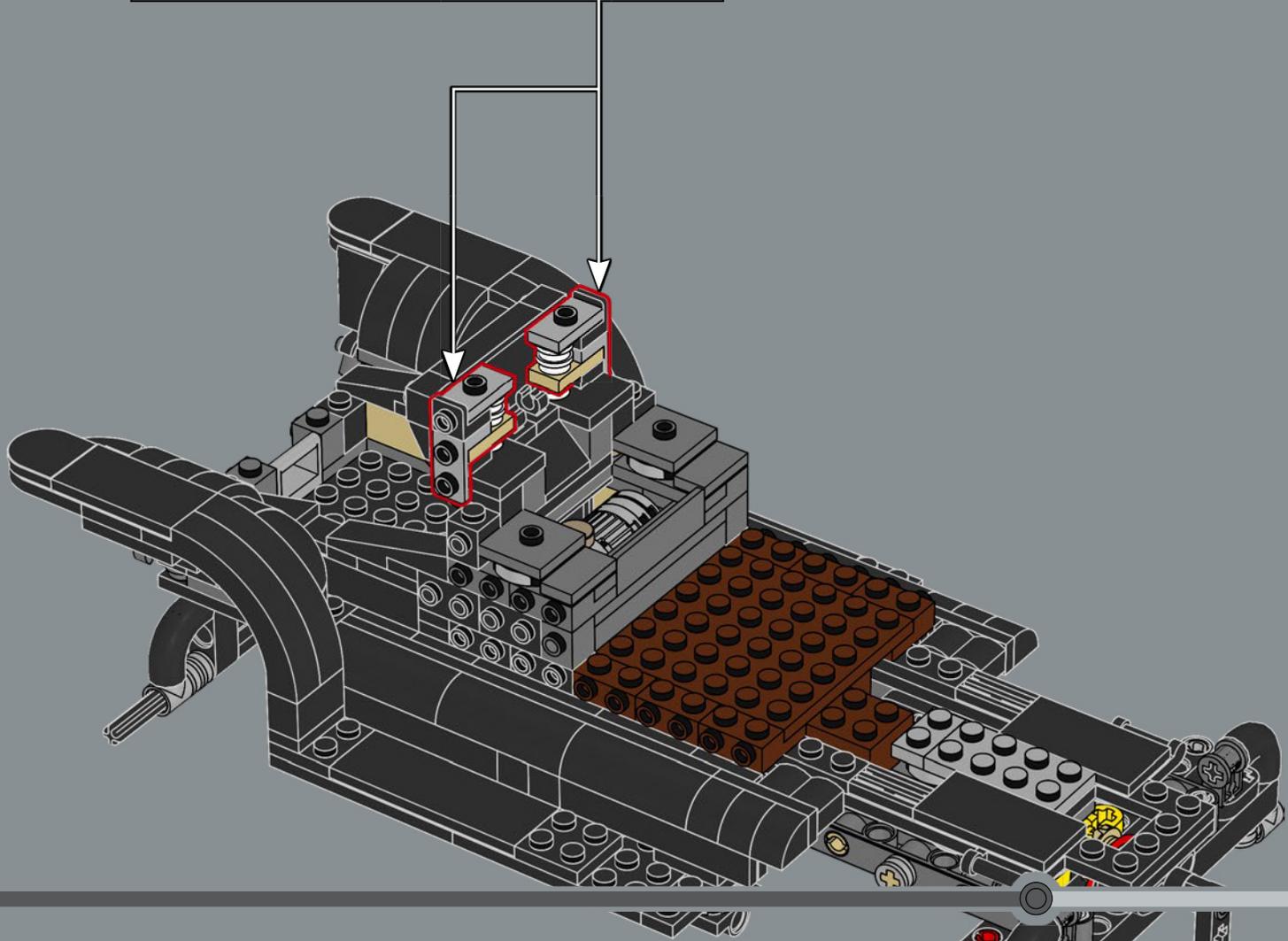
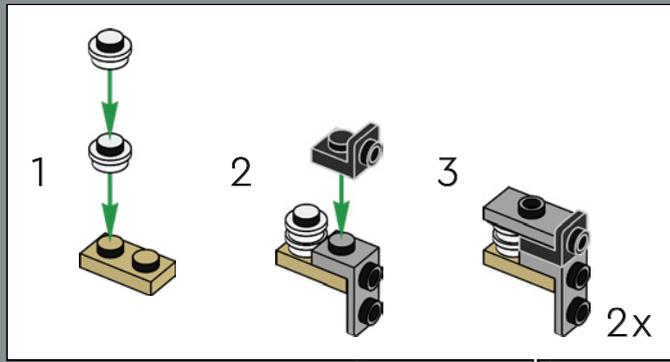


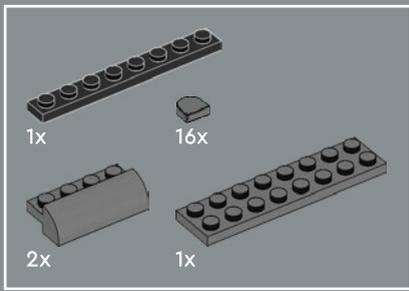
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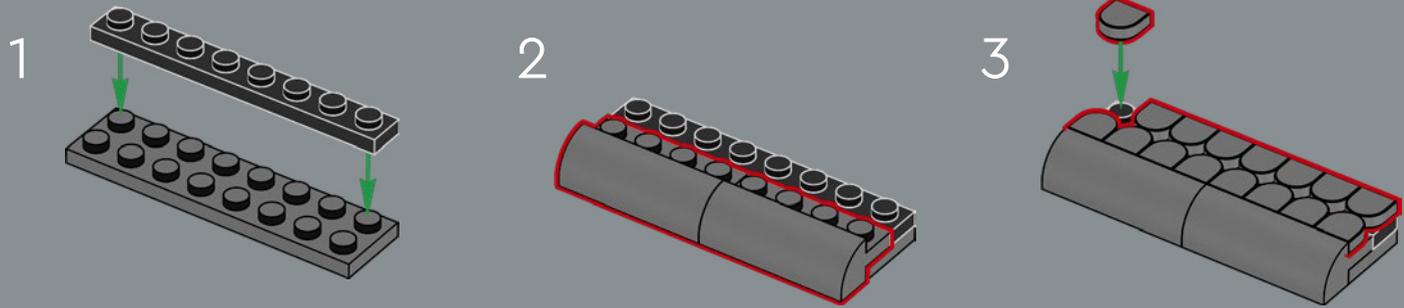


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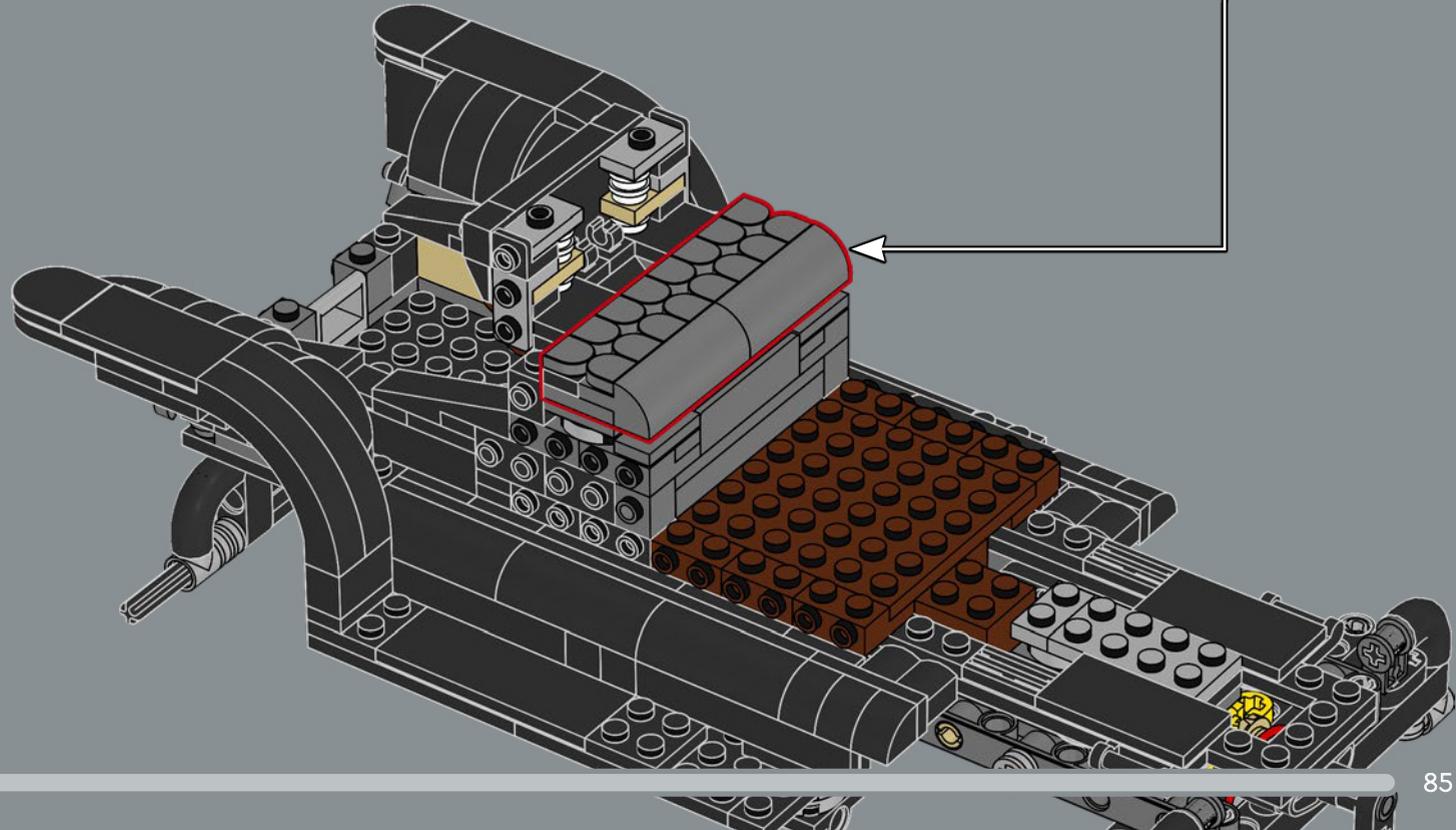


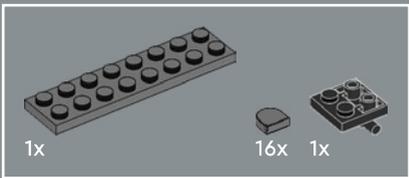


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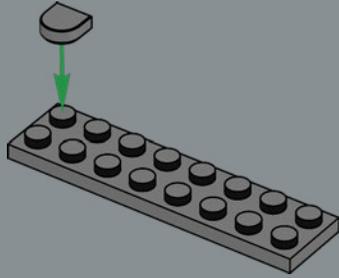
✦
Inside, the seats were upholstered with leather and padded with a blend of raw cotton and horsehair for extra comfort.



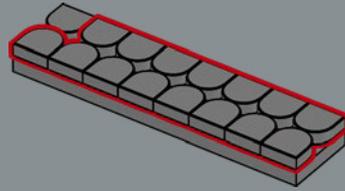


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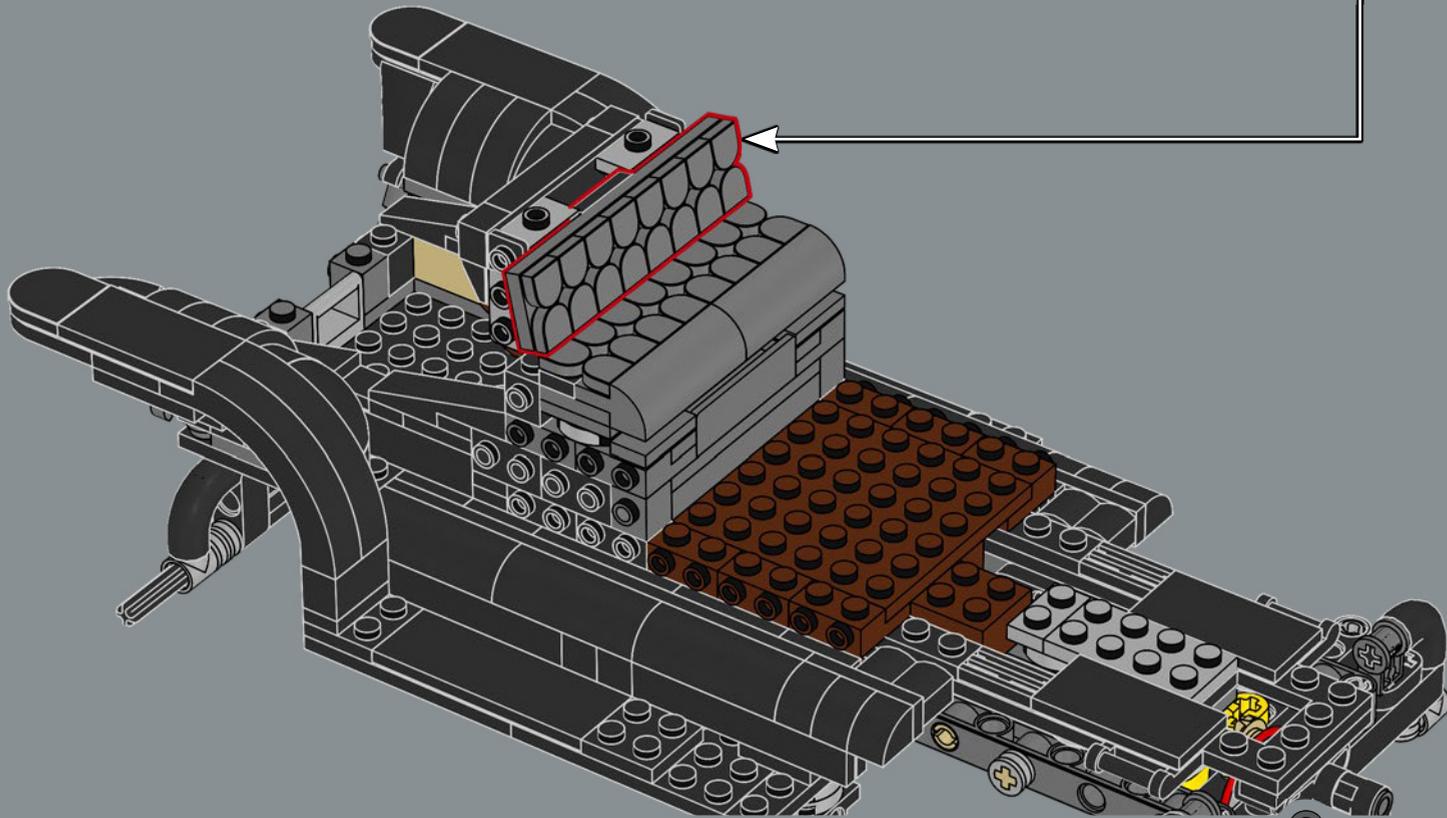
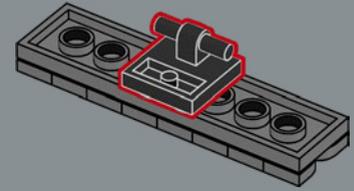
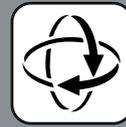
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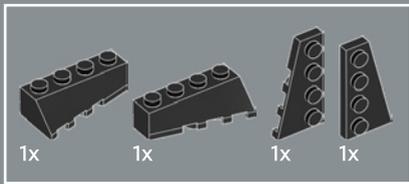


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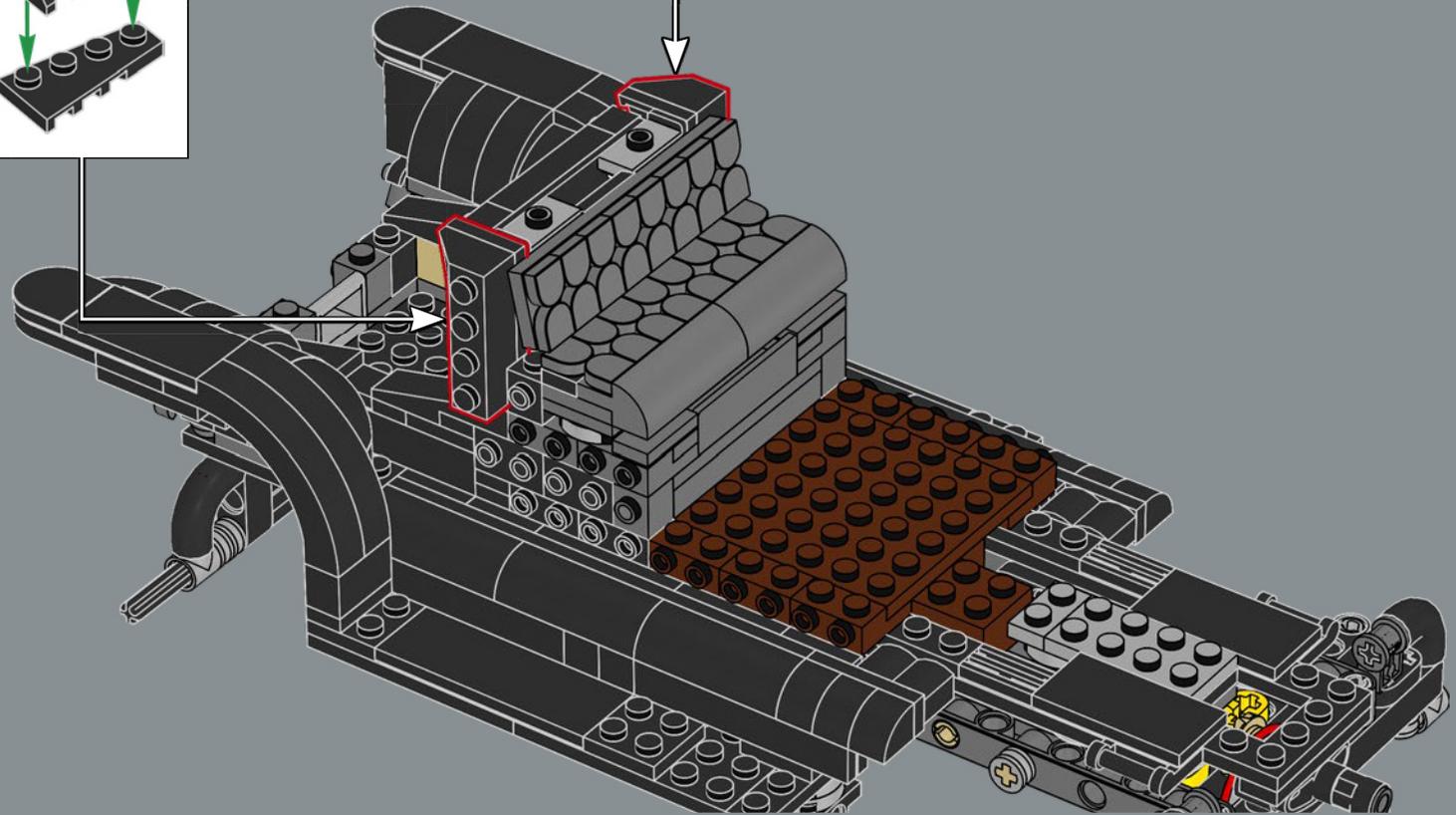
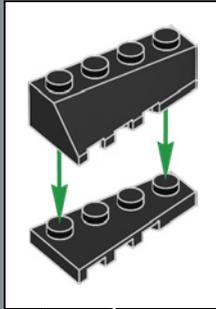
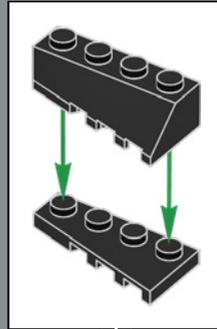


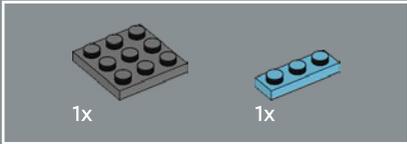
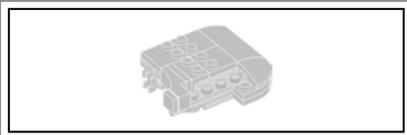
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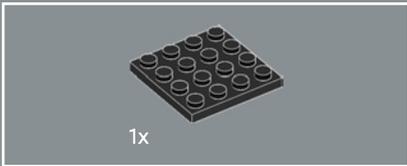
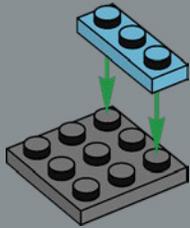


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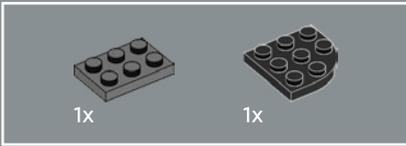
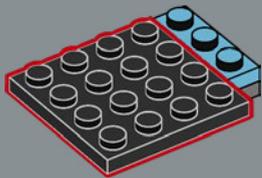




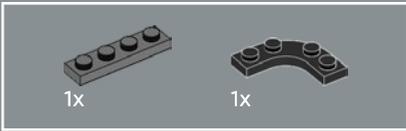
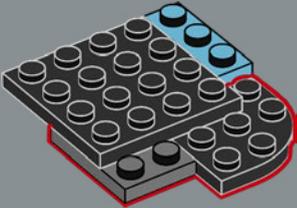
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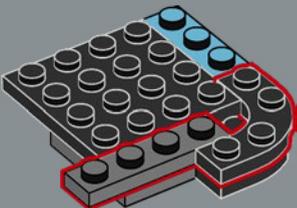
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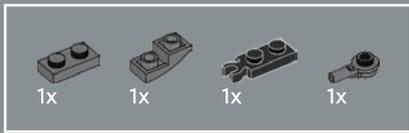


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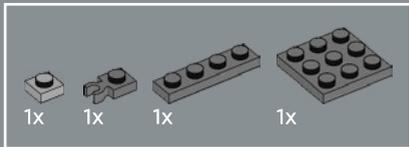
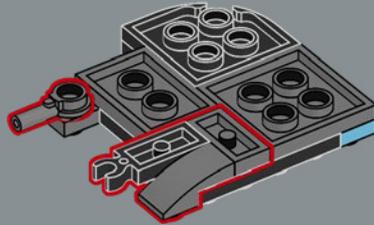


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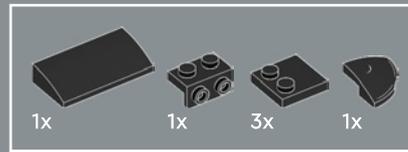
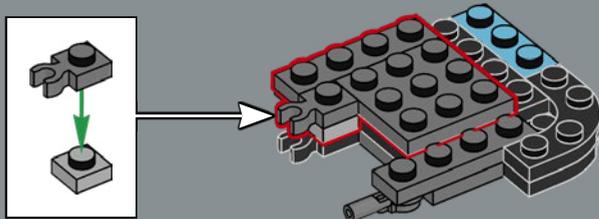




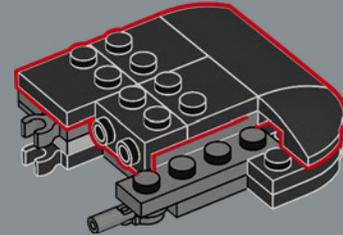
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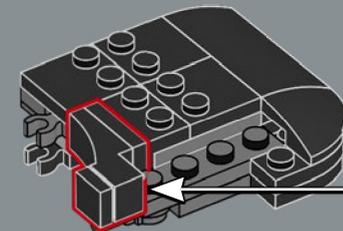
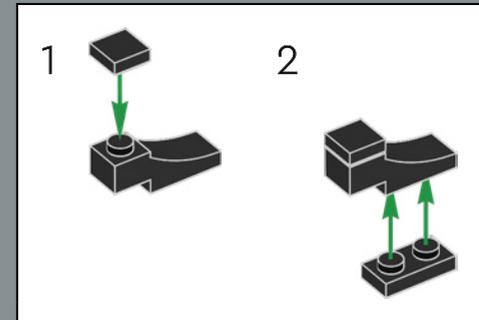
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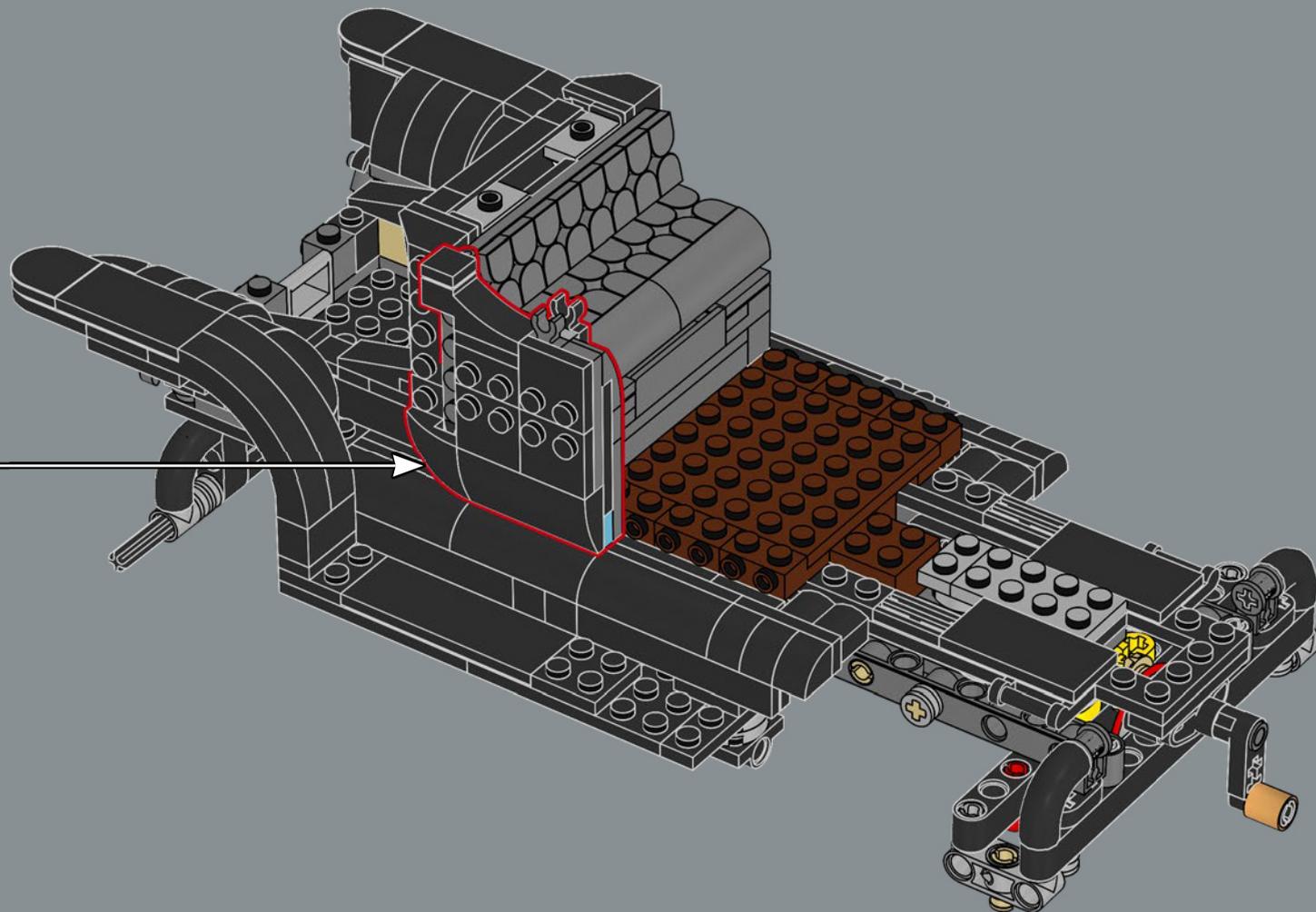


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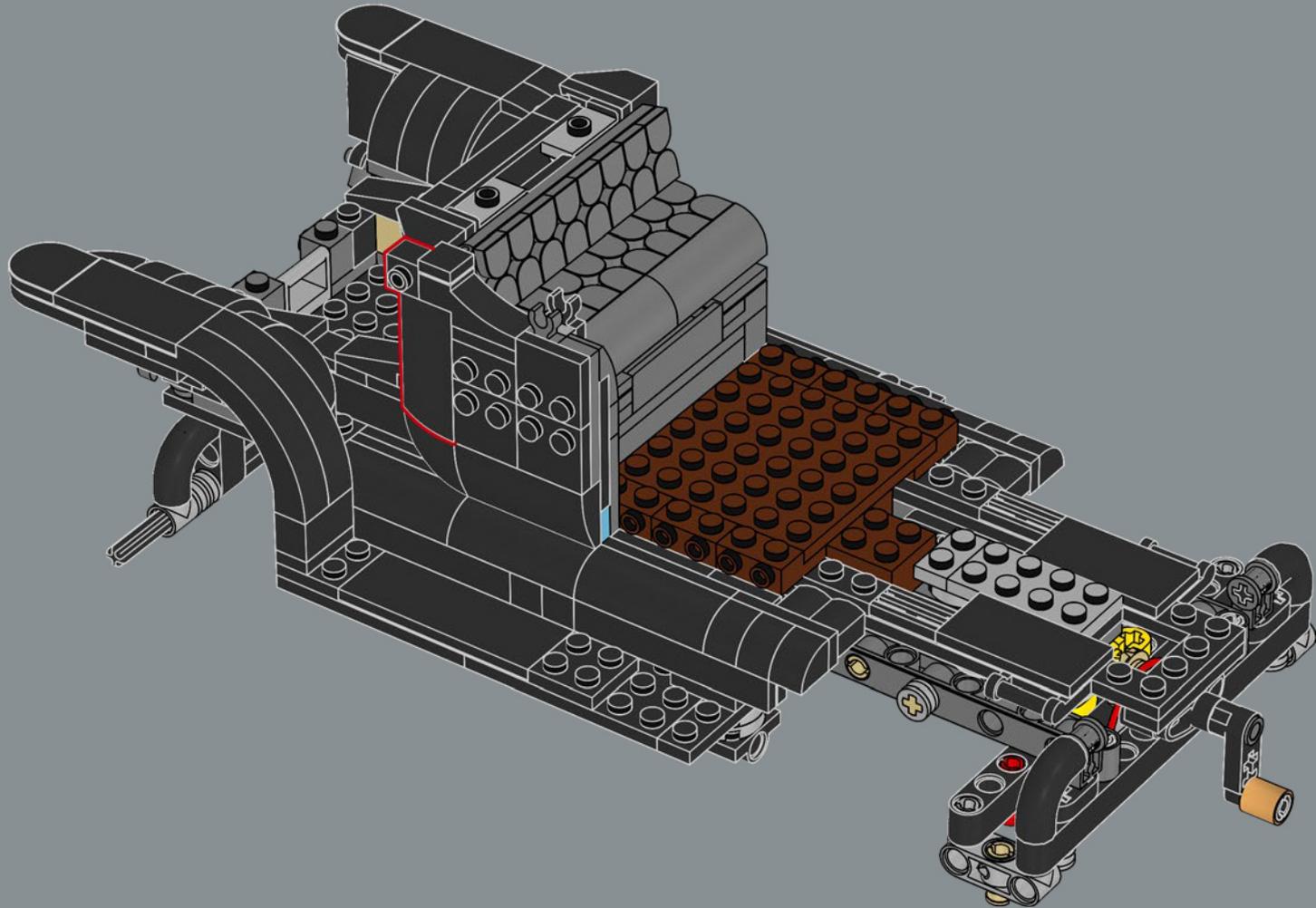
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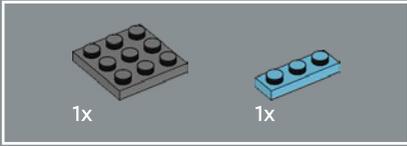
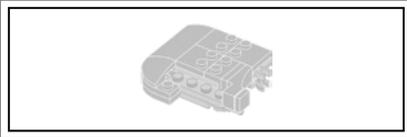




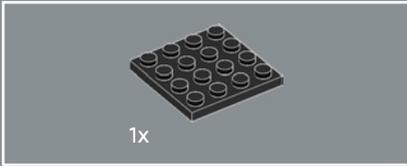
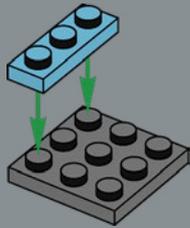


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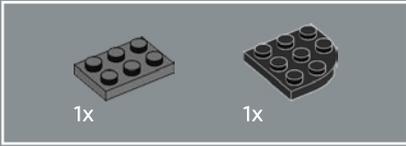
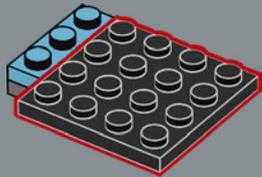




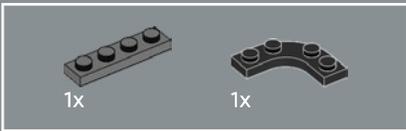
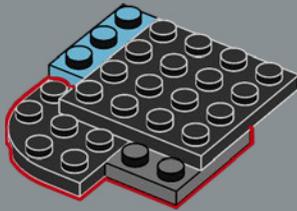
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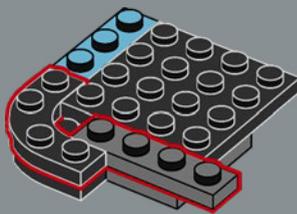
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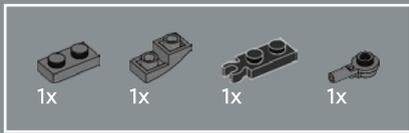


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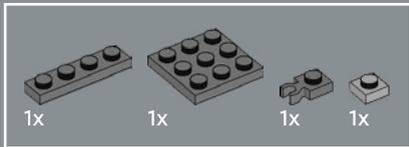
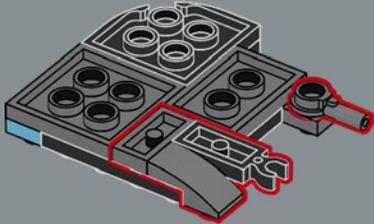


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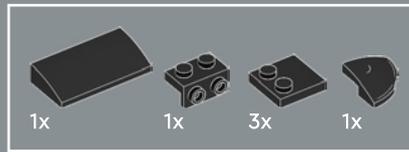
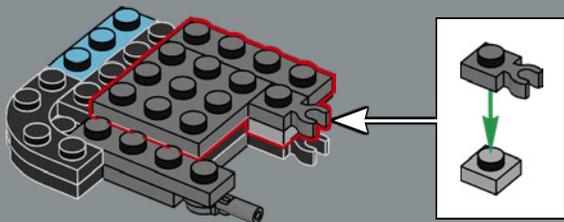




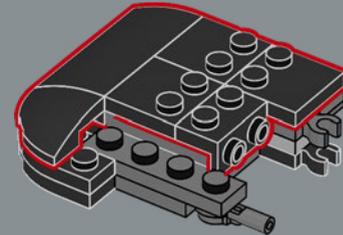
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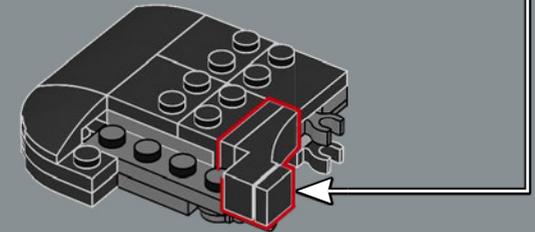
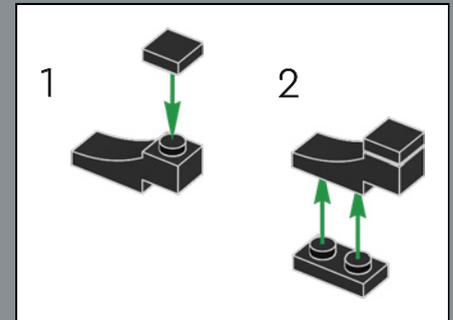
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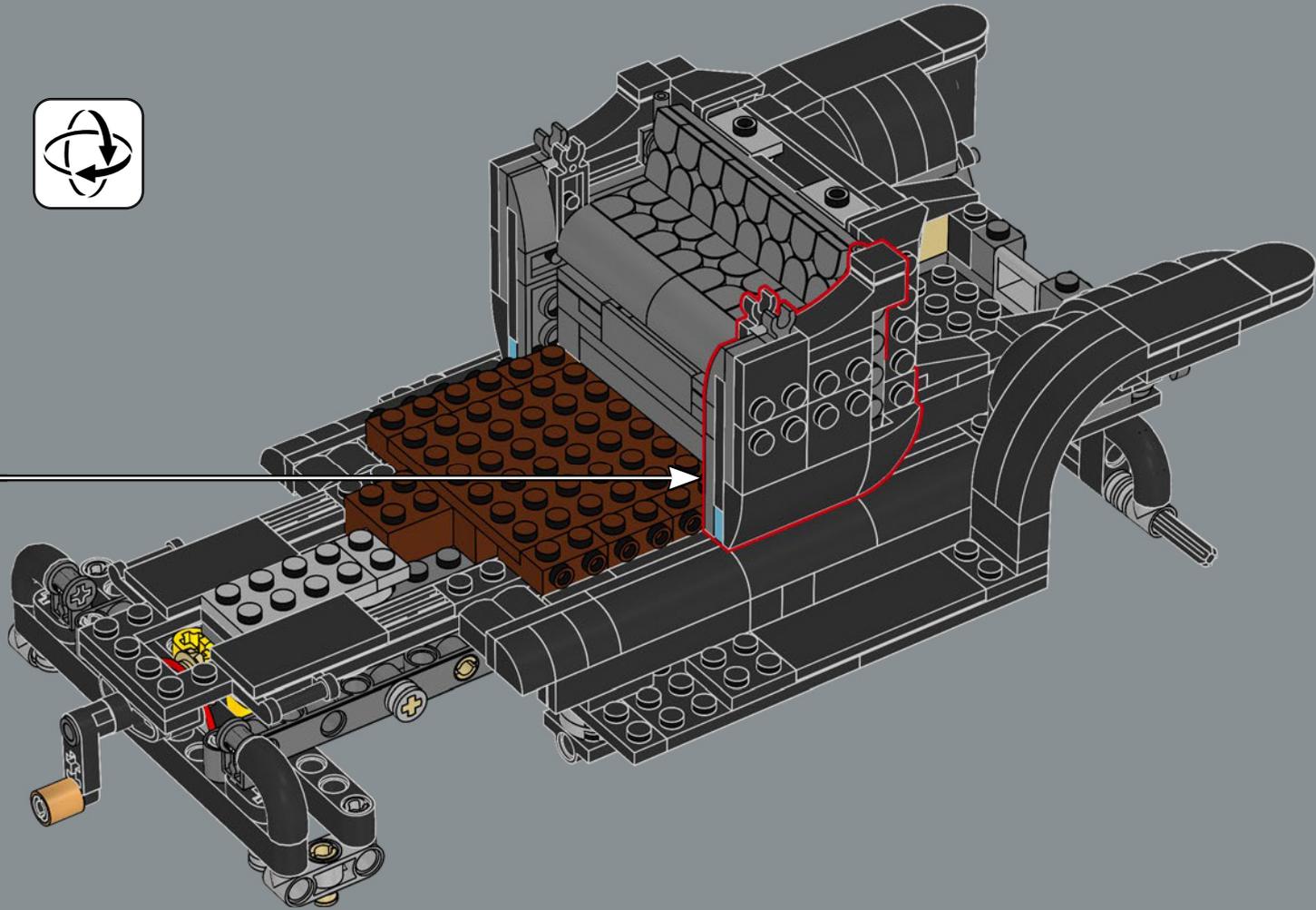


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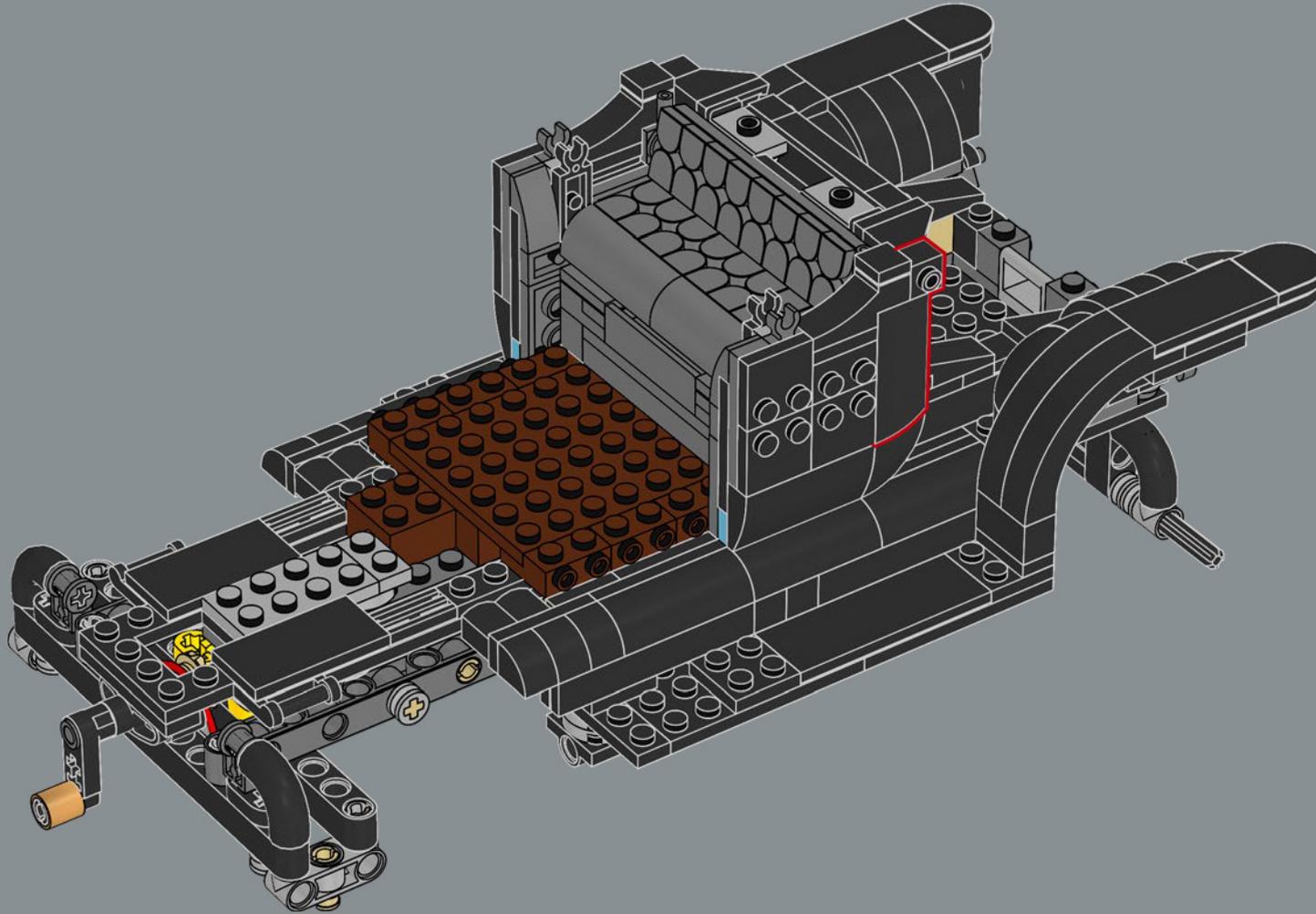




Buyers could choose between two-, three- or four-seat options, and some variants even featured a small external seat.

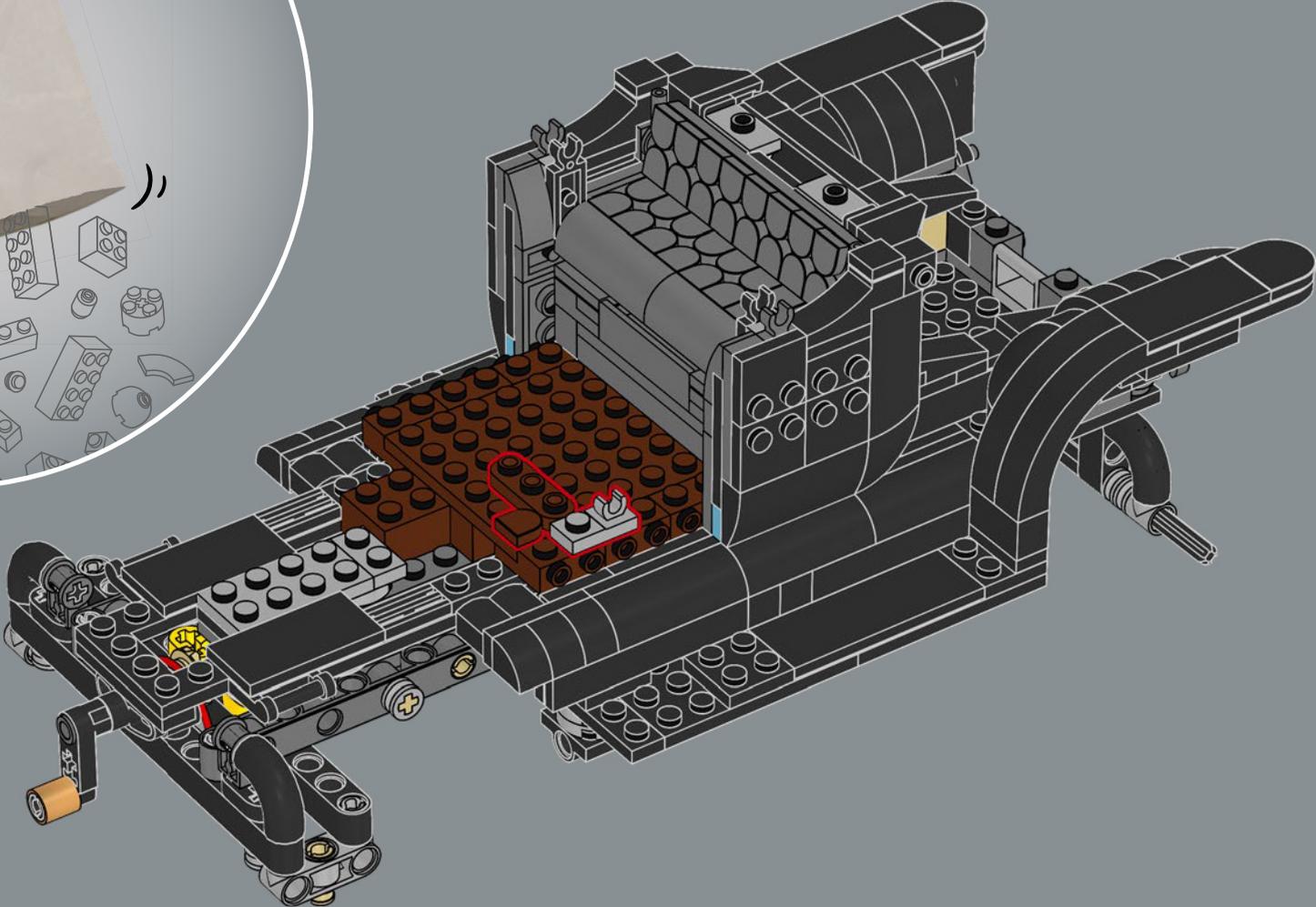


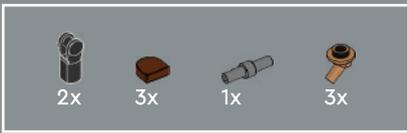
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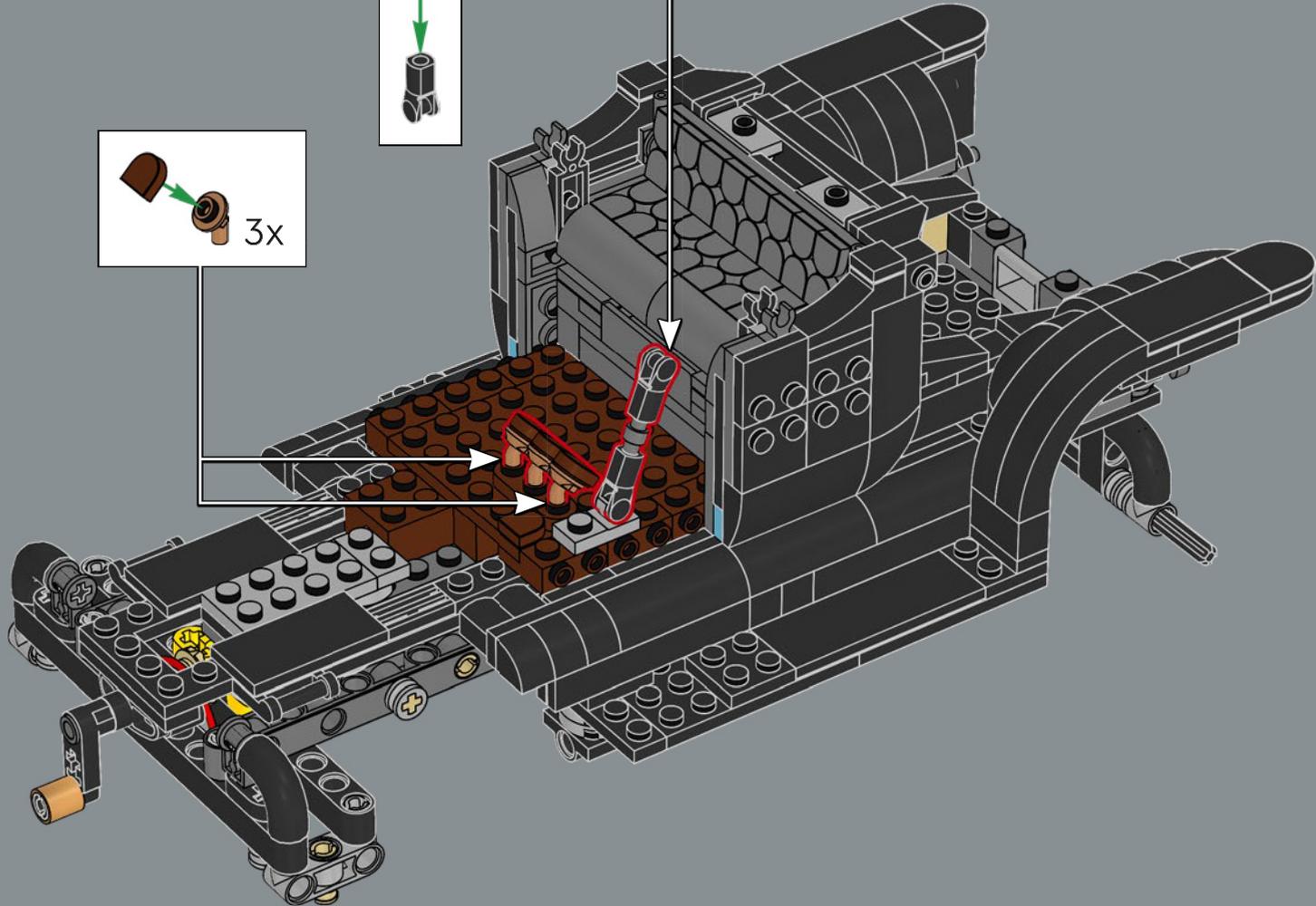
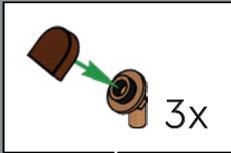
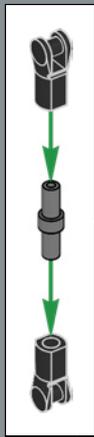


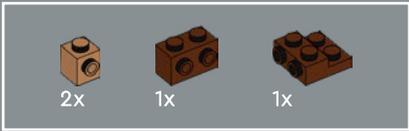
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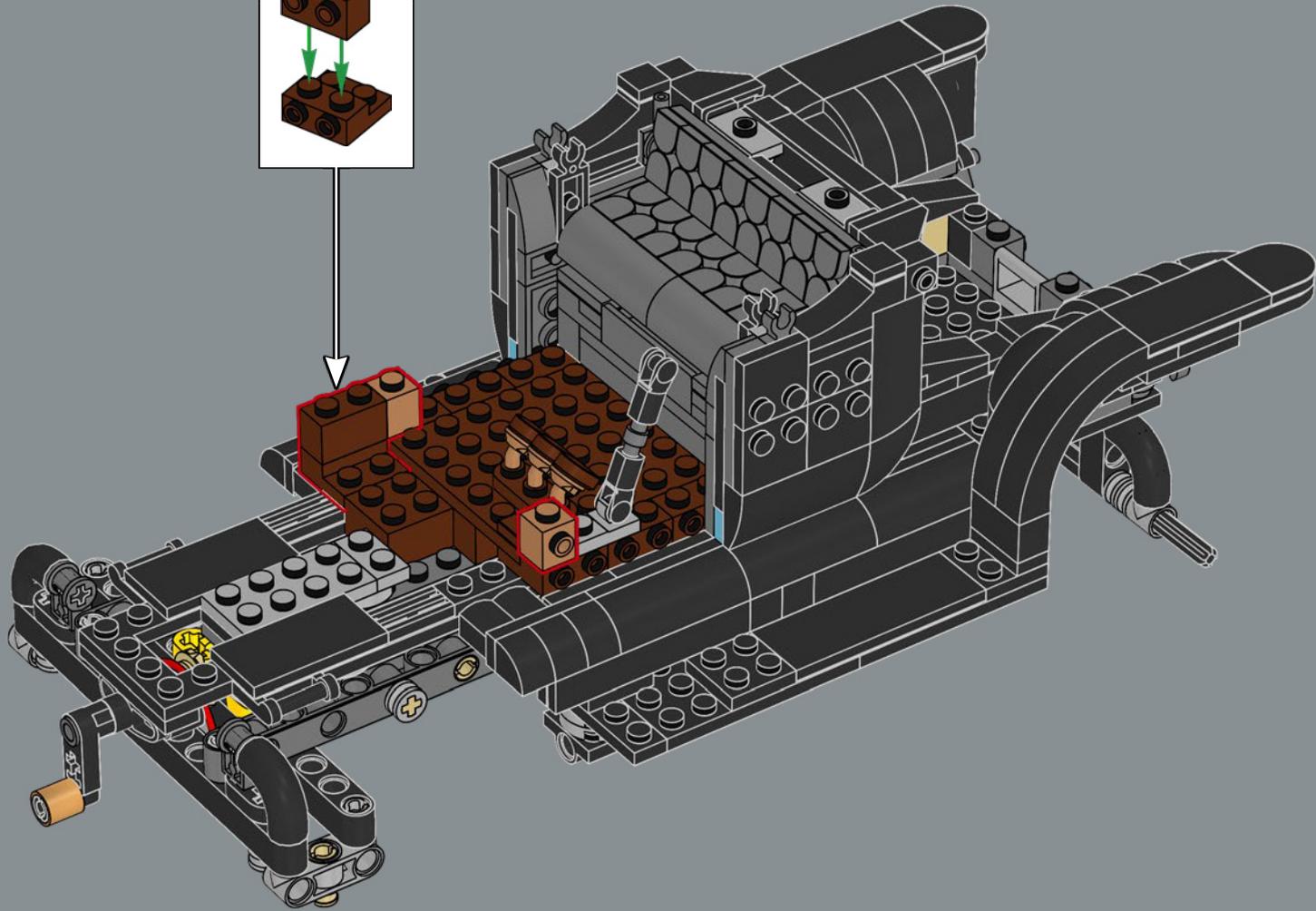
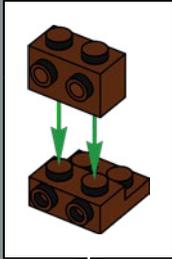


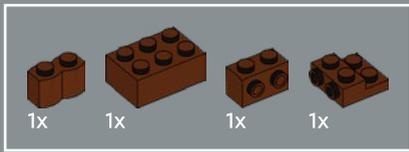
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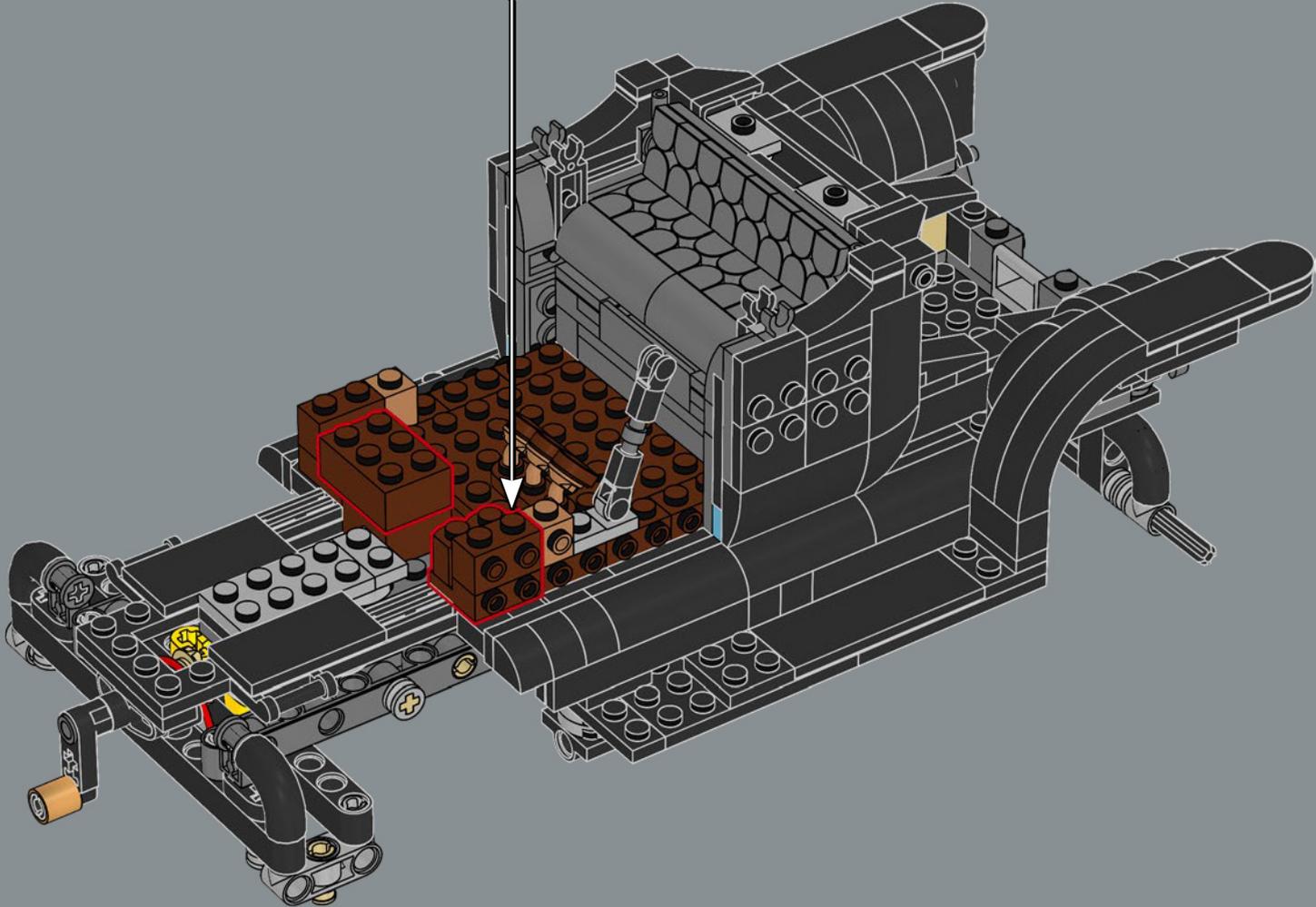
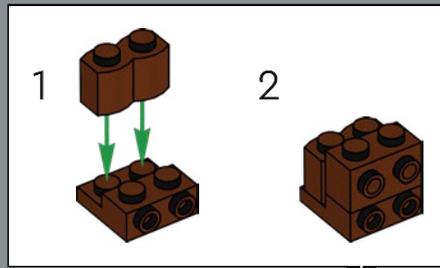


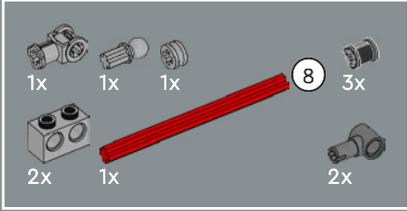
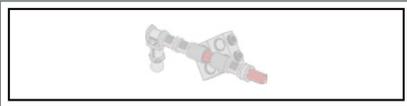
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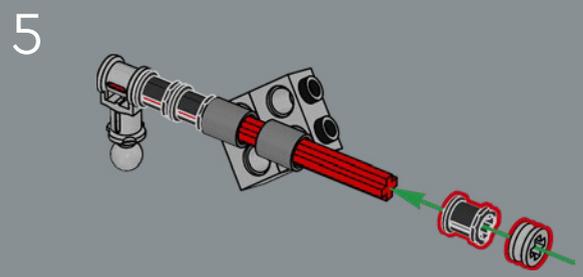
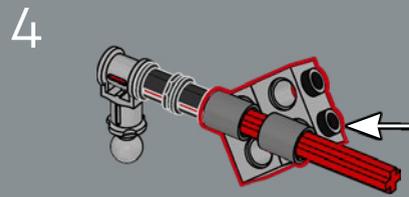
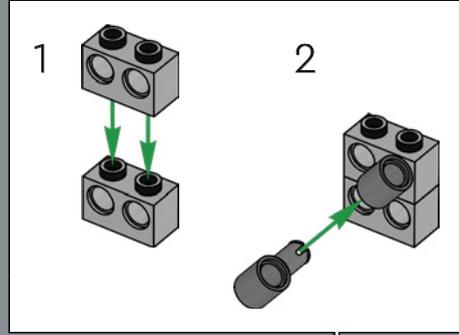
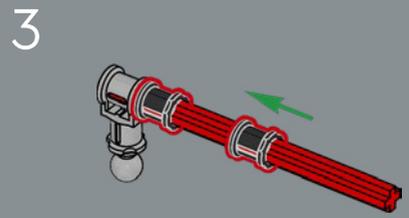
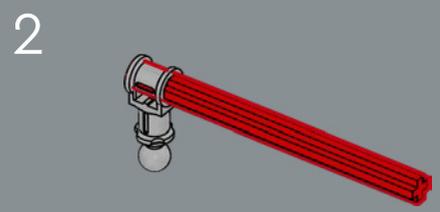
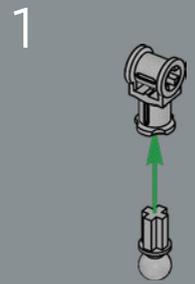


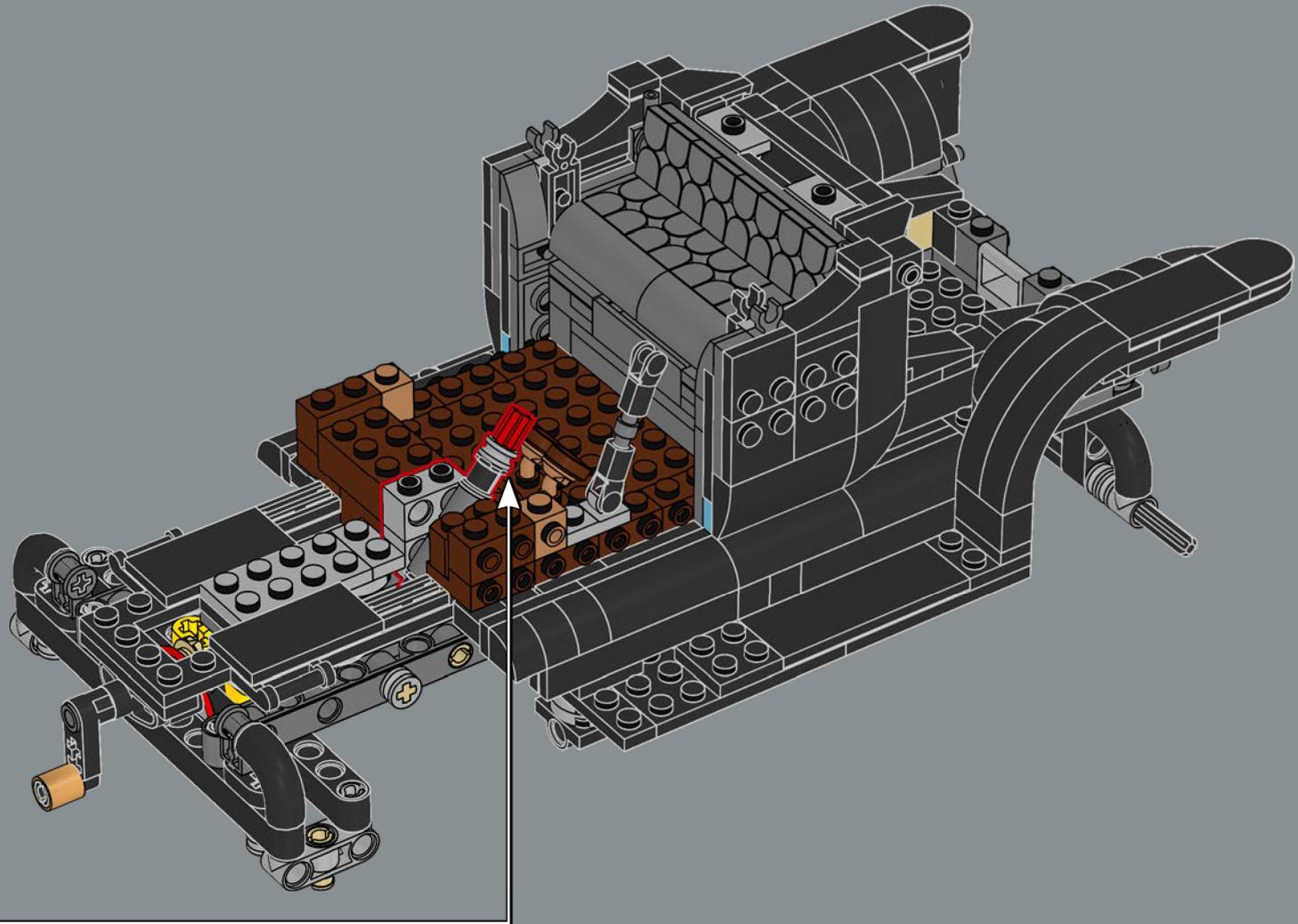
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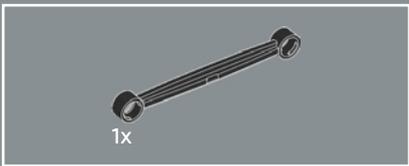




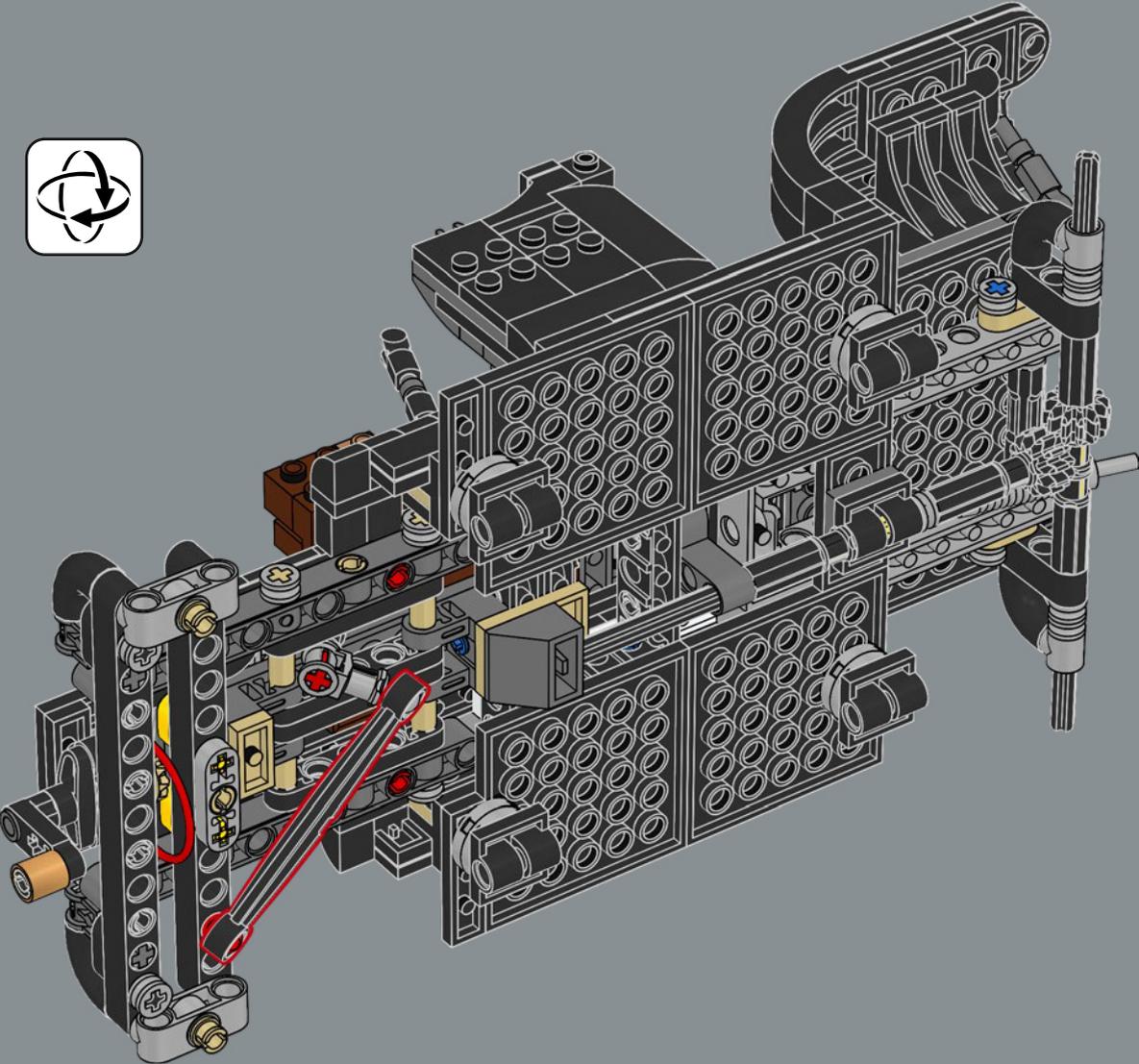
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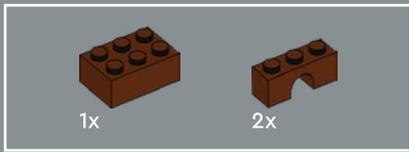




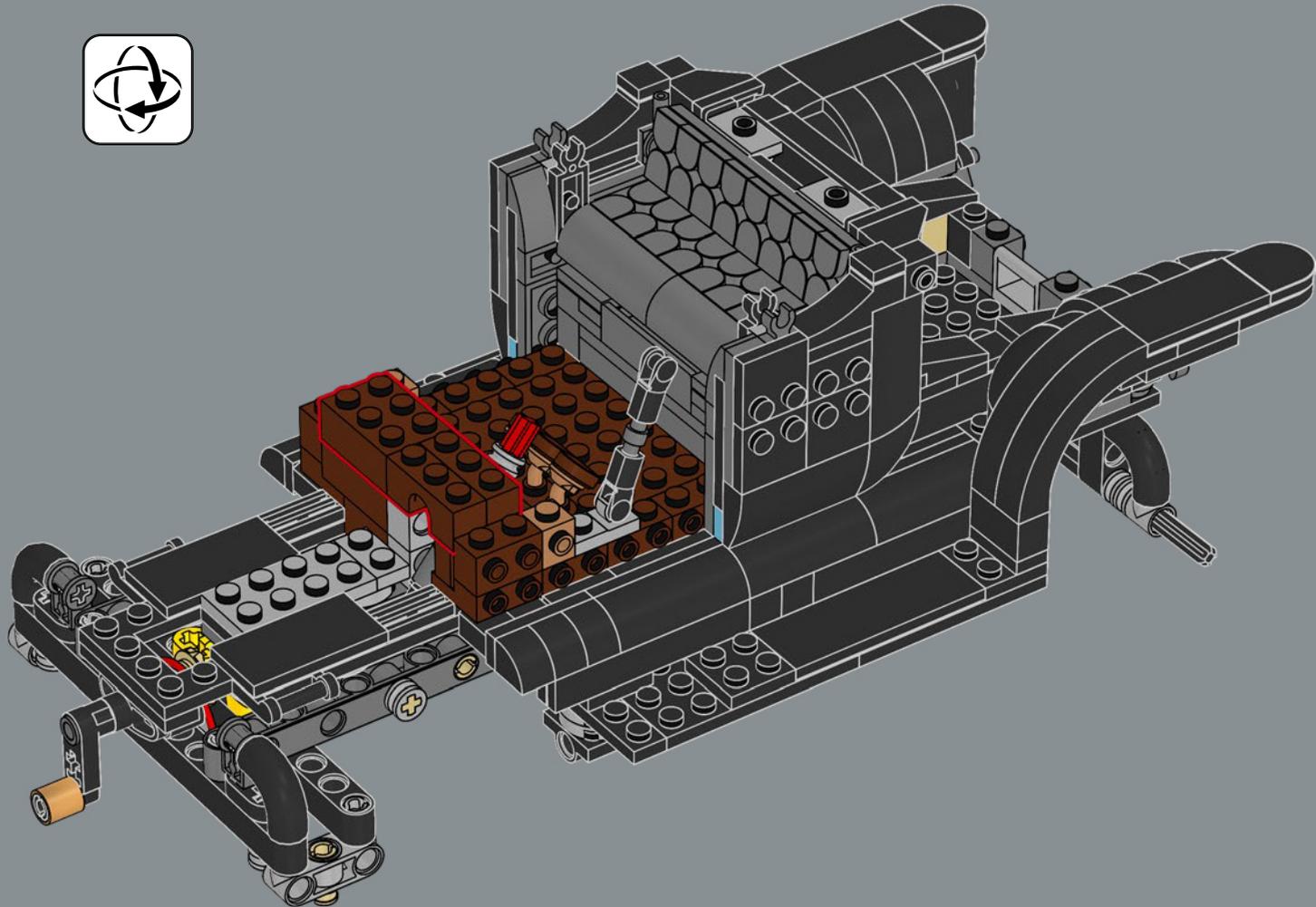


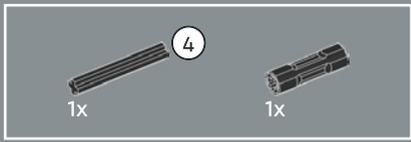
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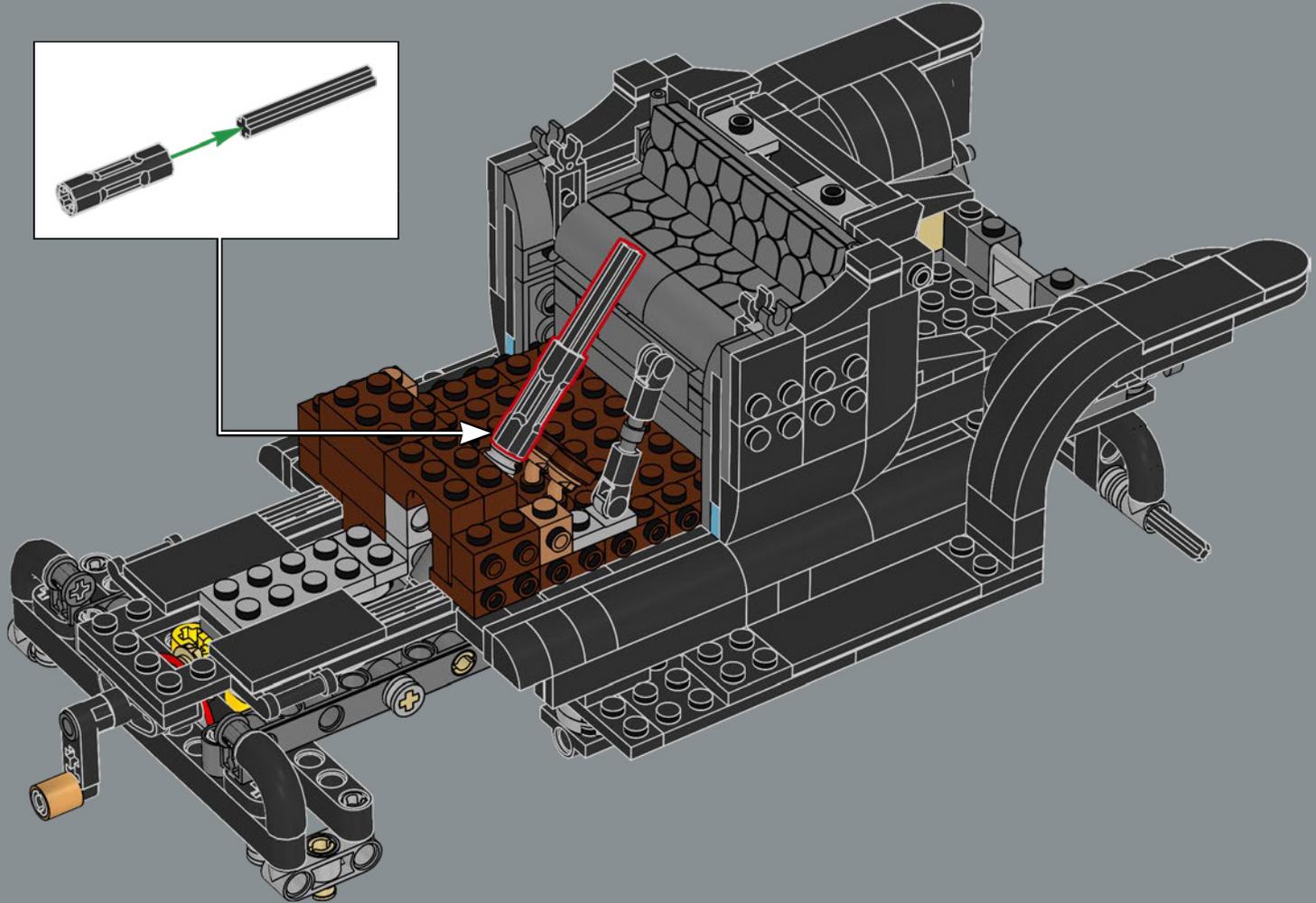


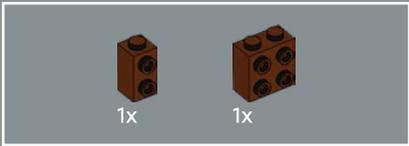
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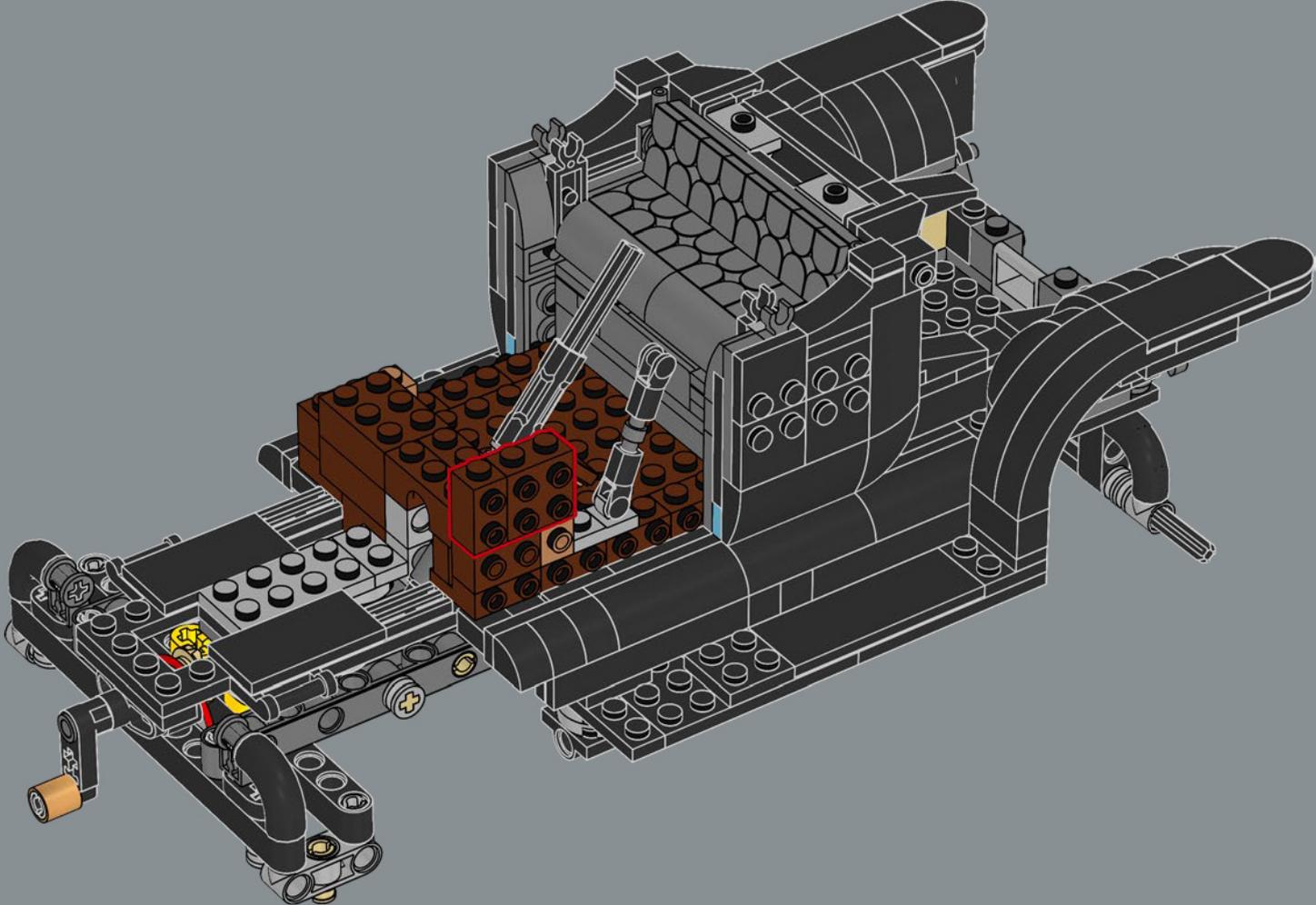


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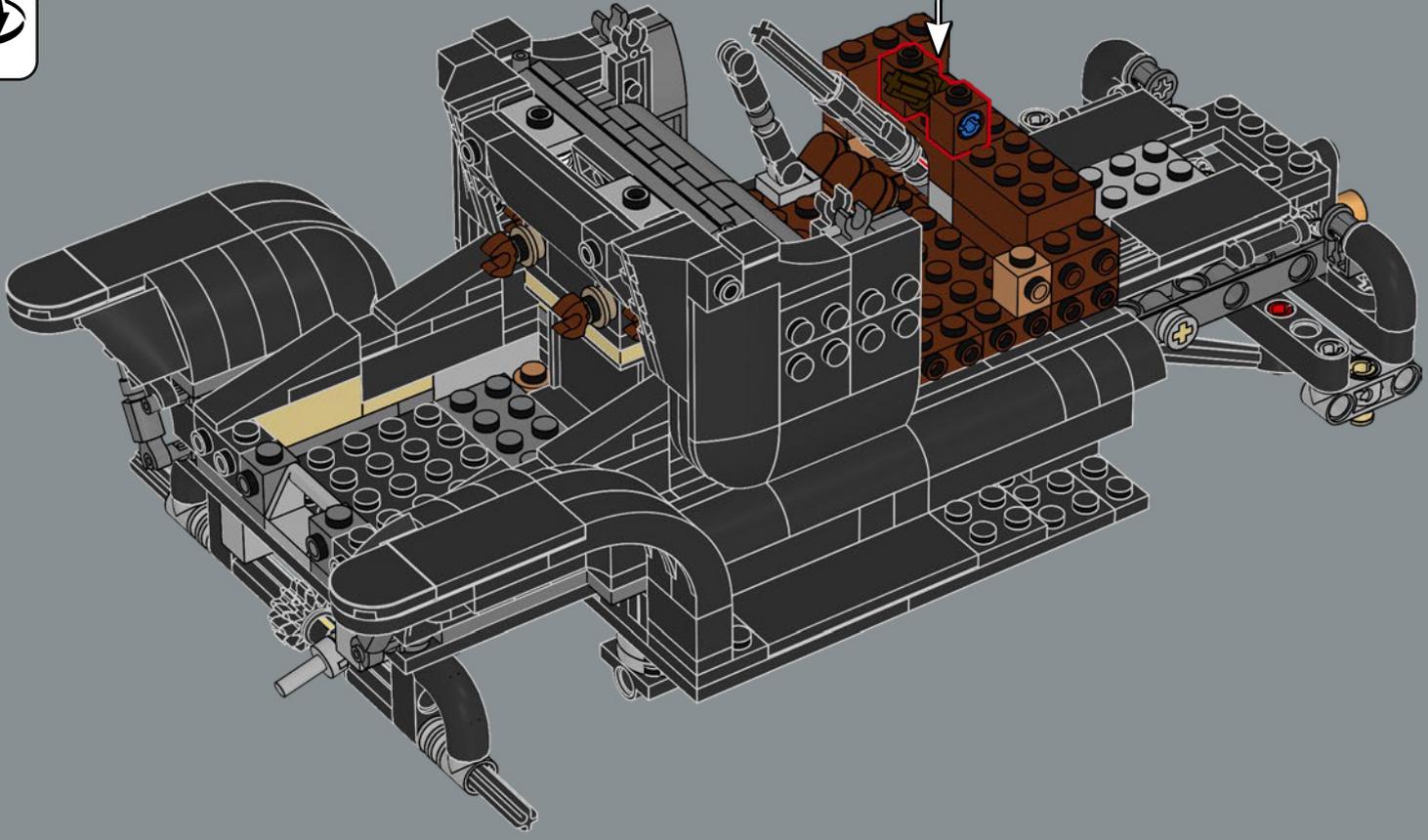
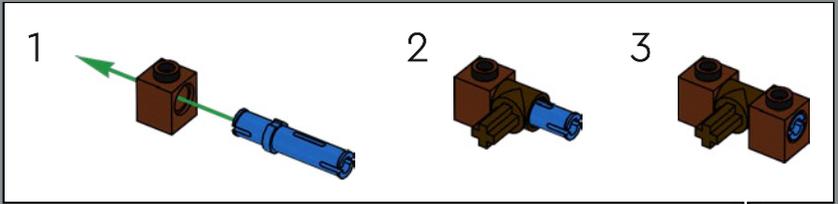


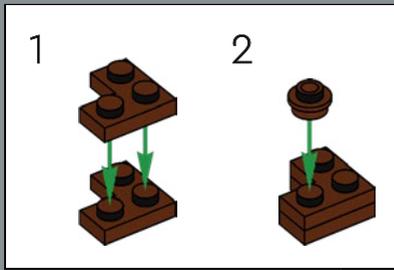
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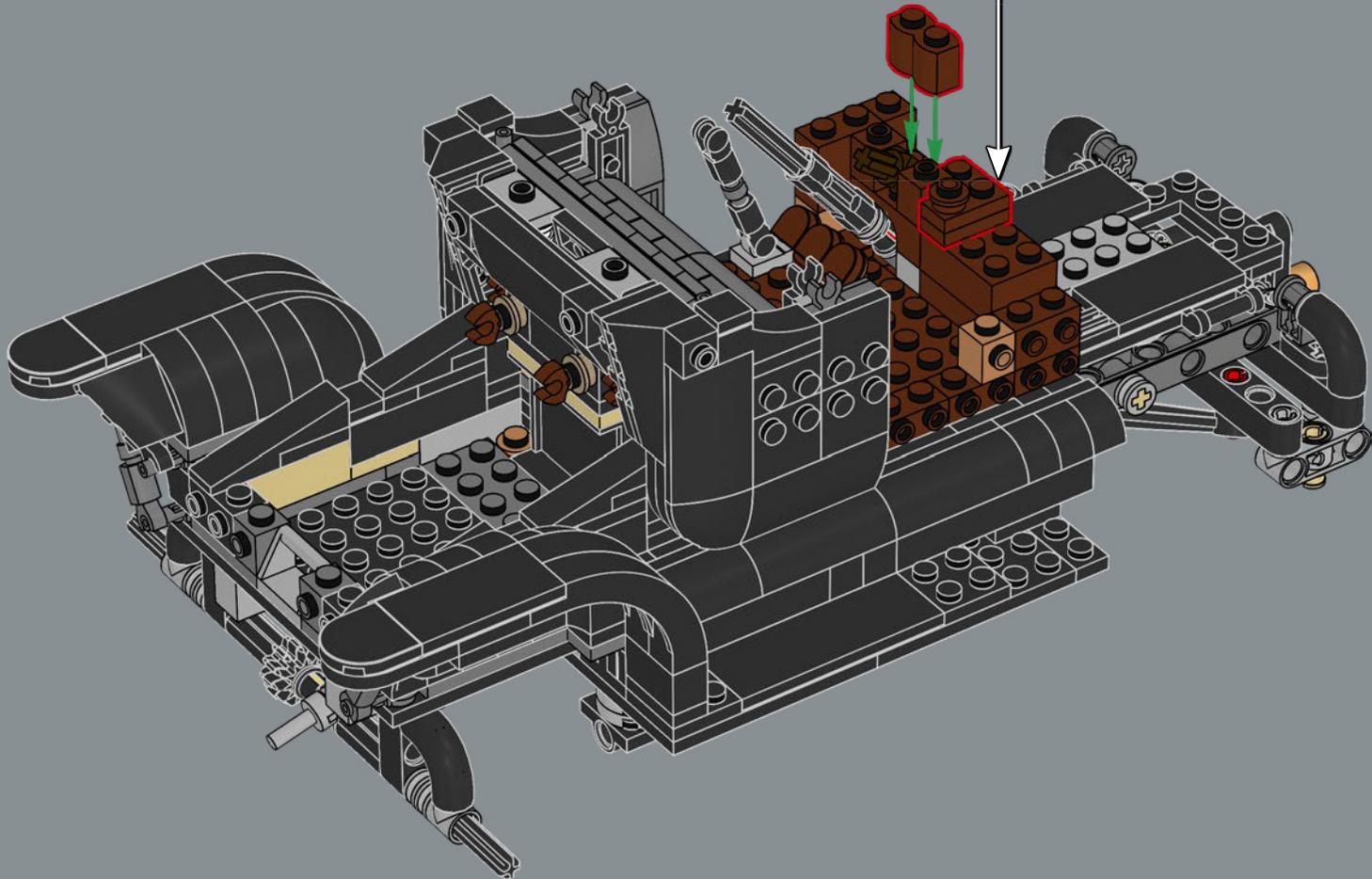


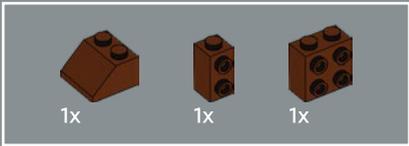
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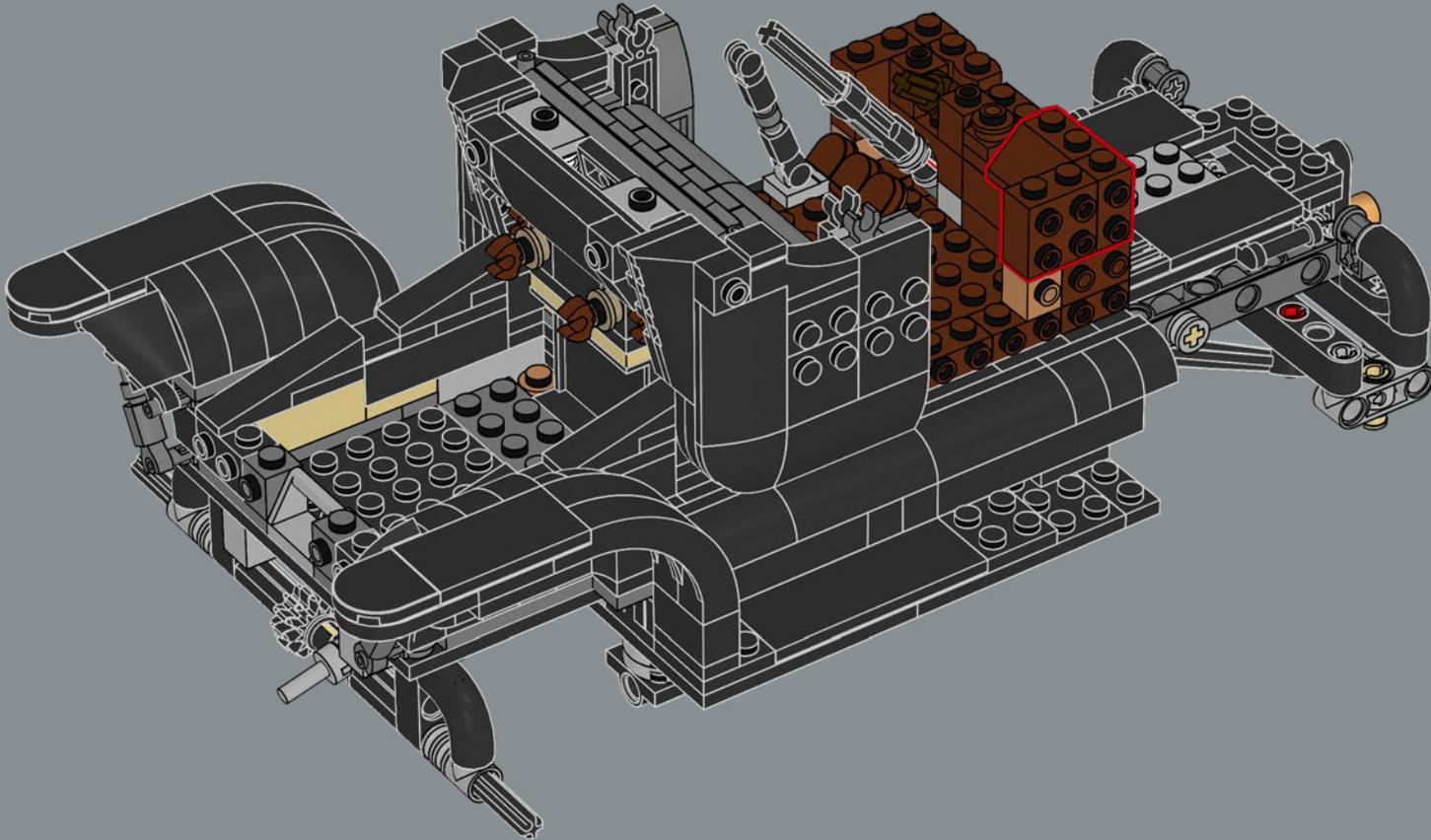


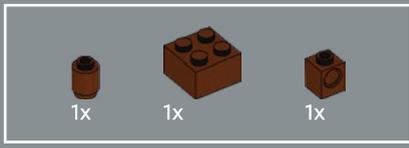
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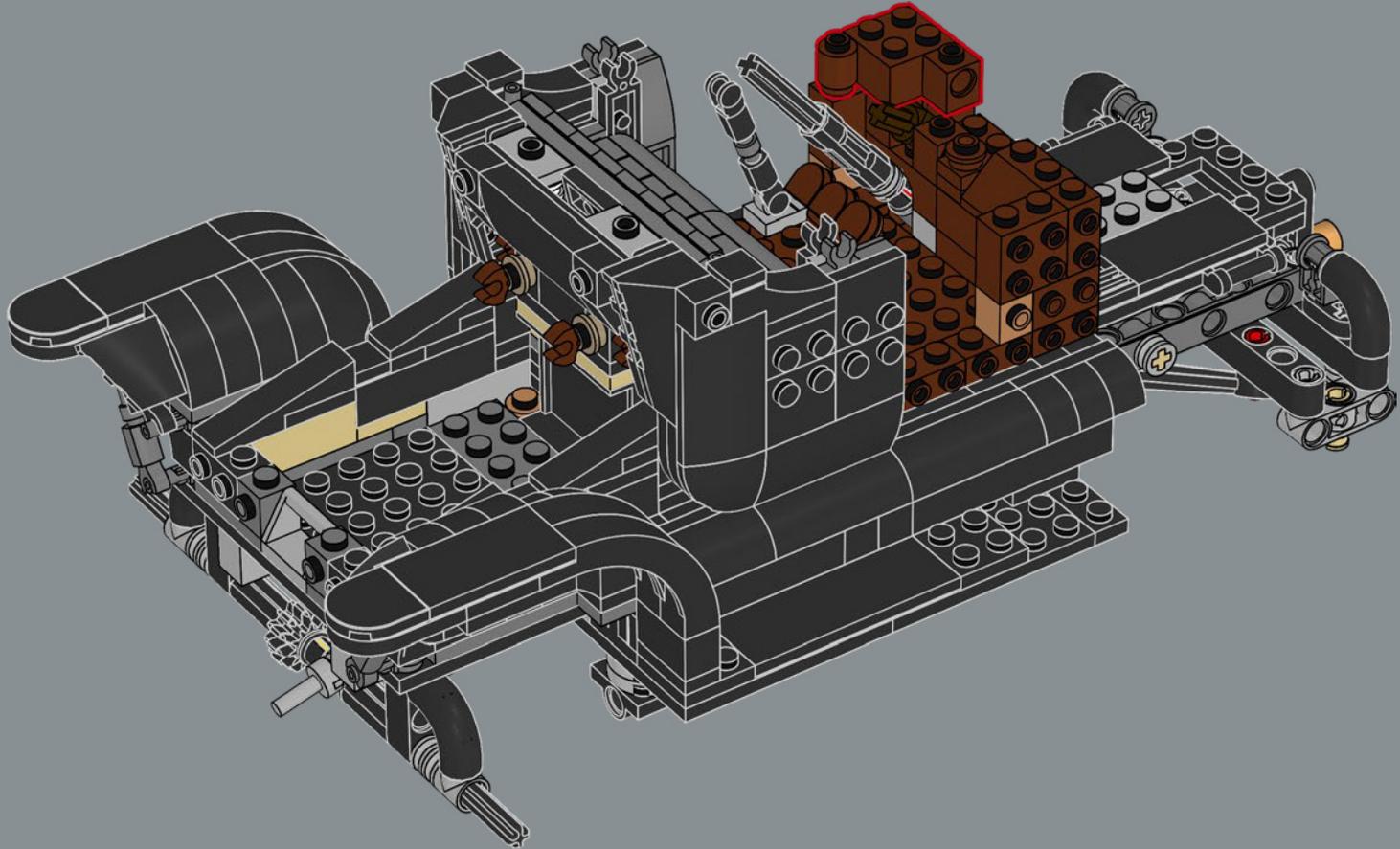


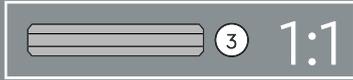
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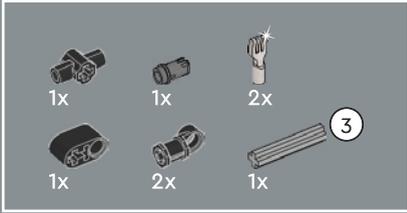


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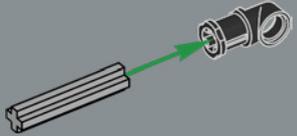


The vehicle controls differed from those in modern cars: Throttle control was built into the steering wheel, and the pedals were used to shift between first and second gears.

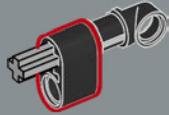


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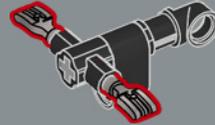
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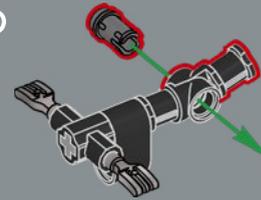
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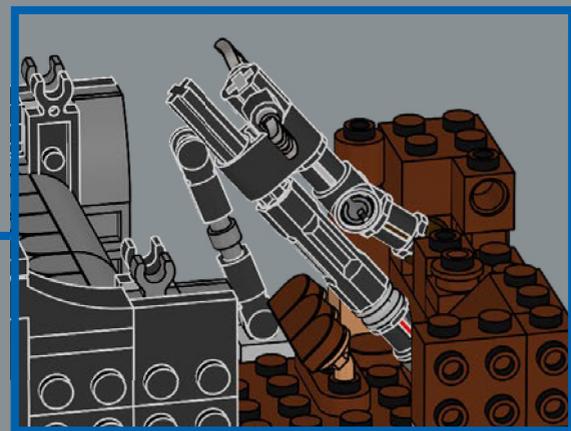
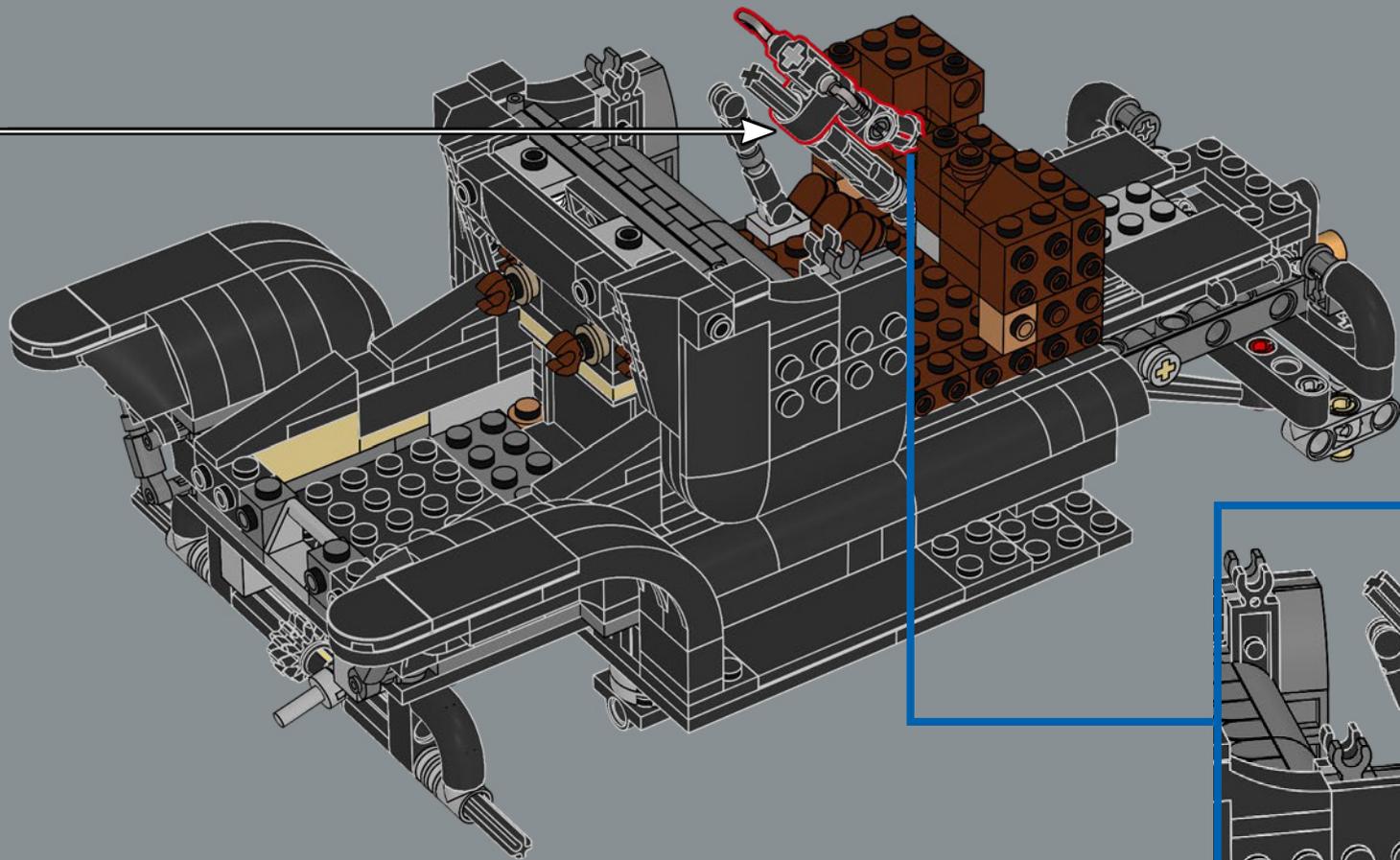


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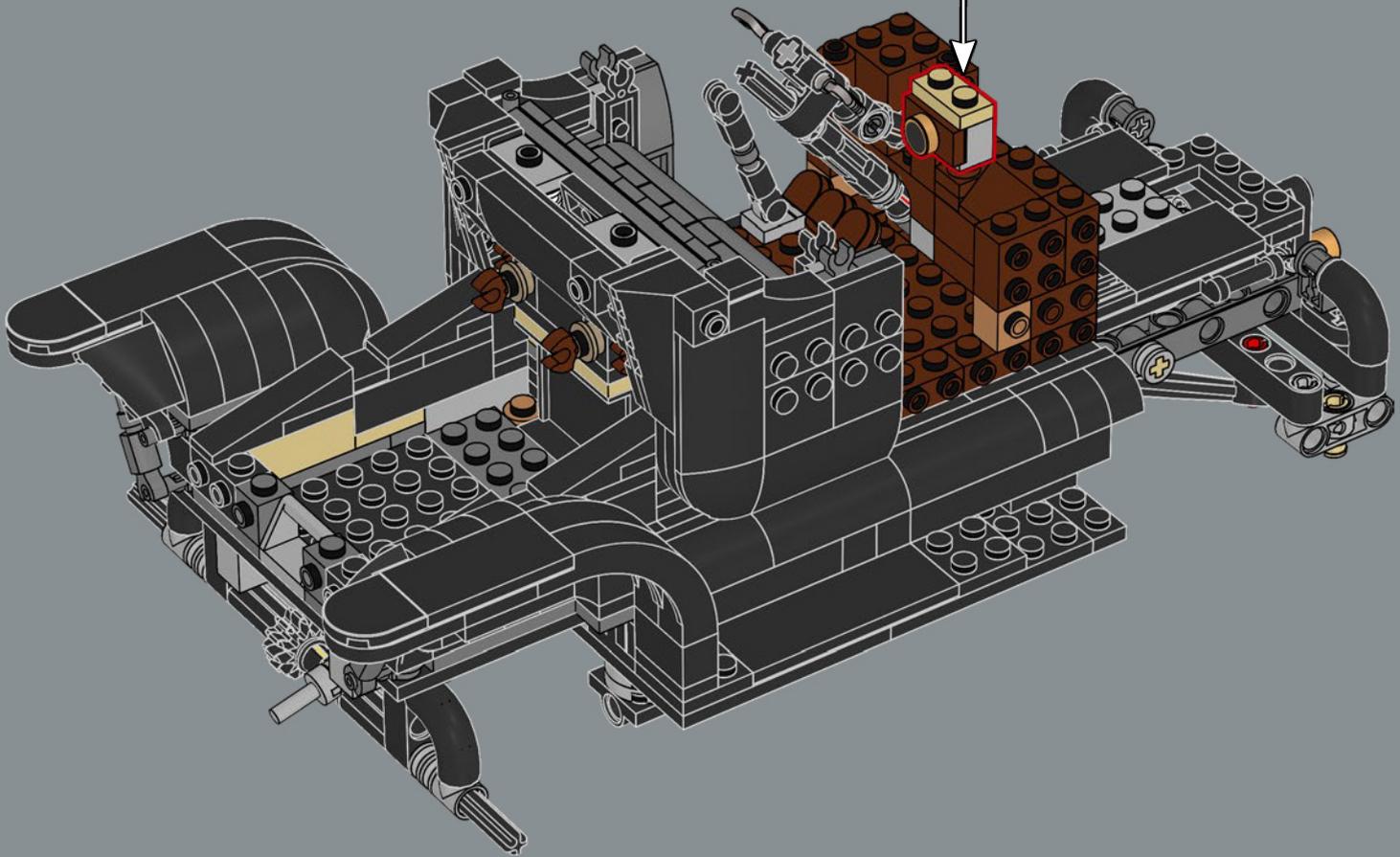
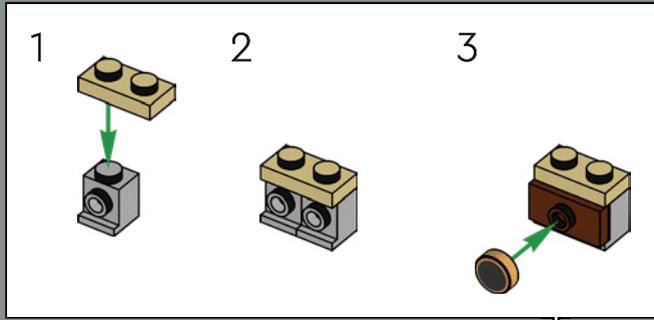
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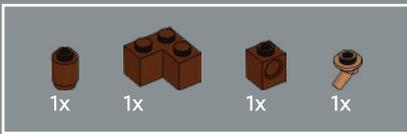




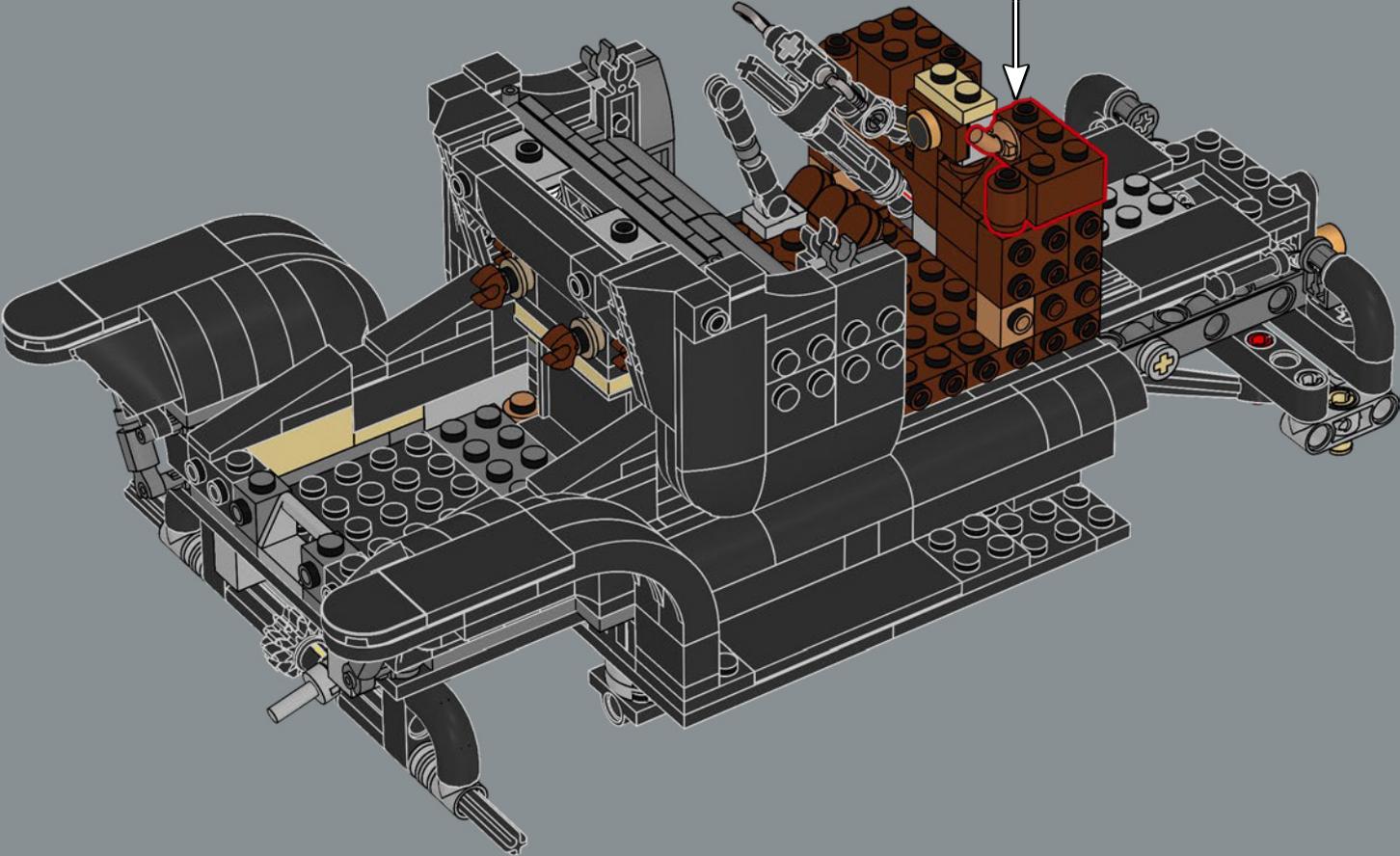
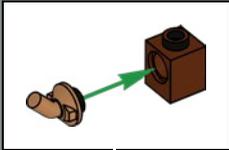


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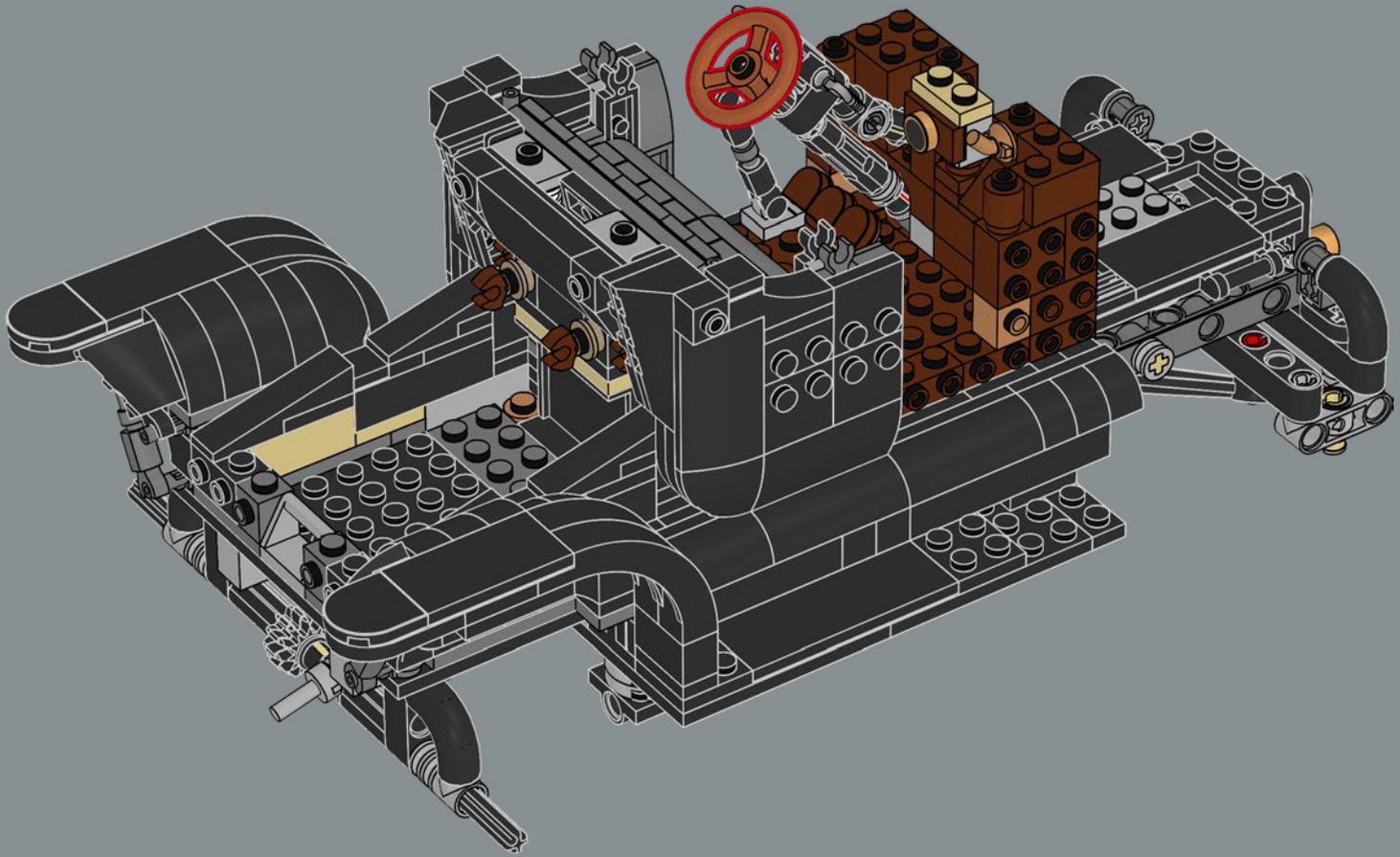


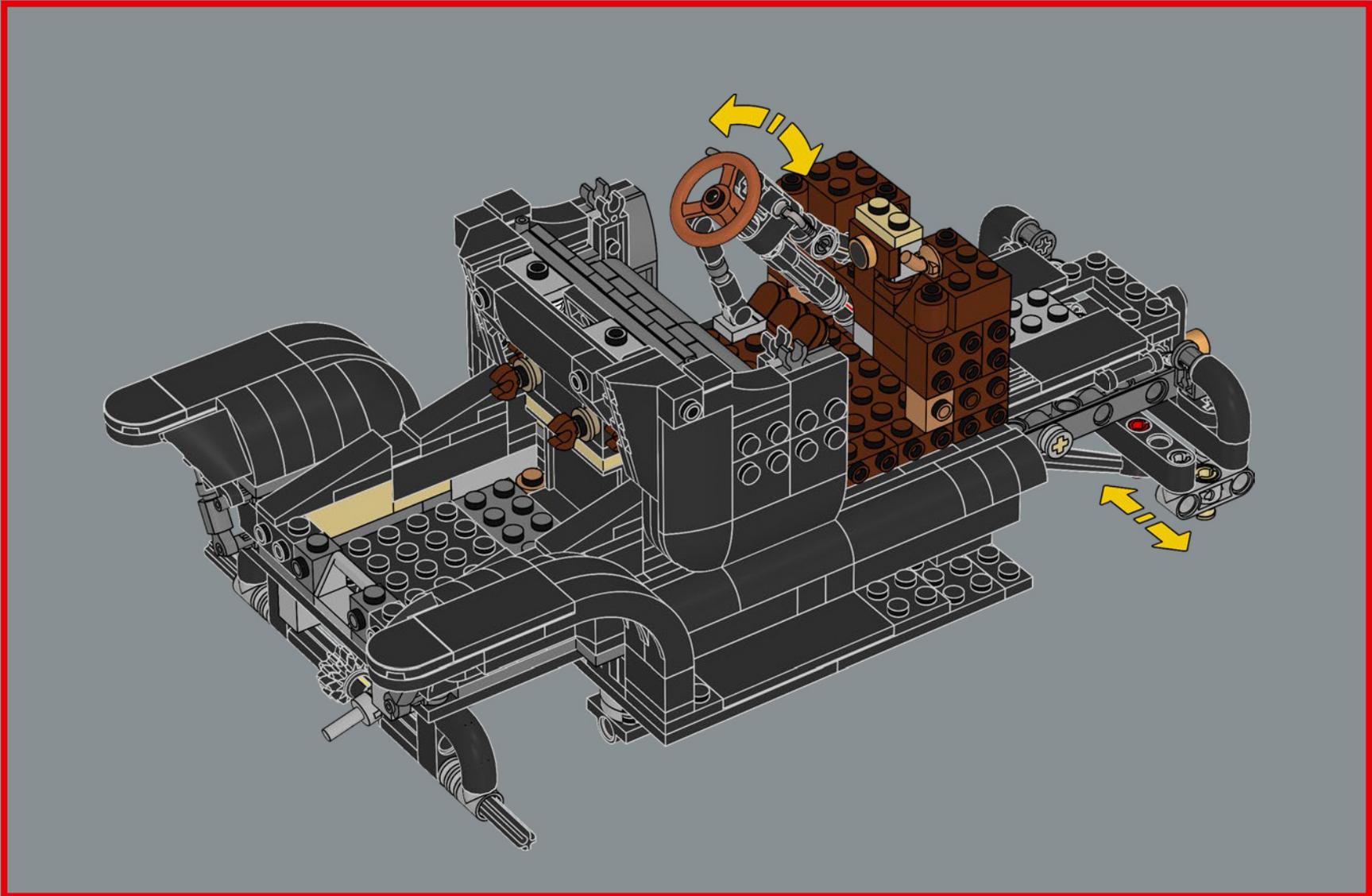
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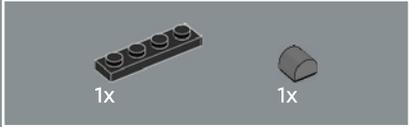
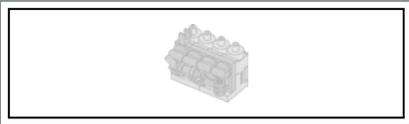




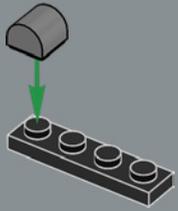
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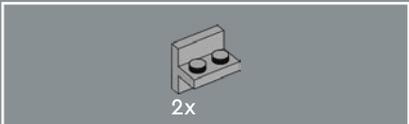
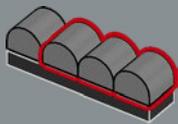




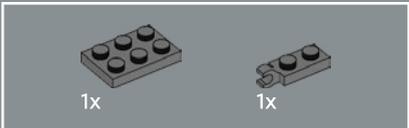
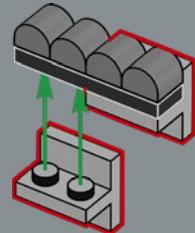
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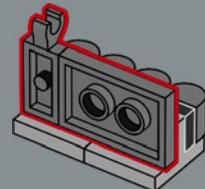
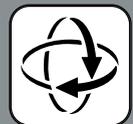
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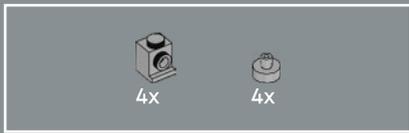


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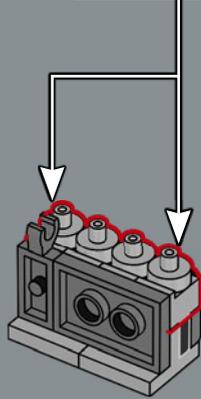
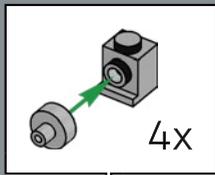


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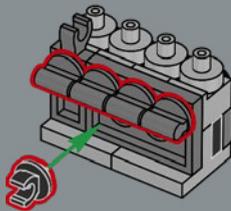




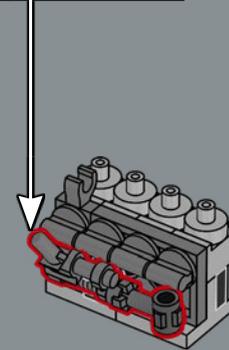
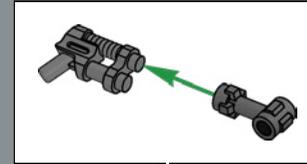
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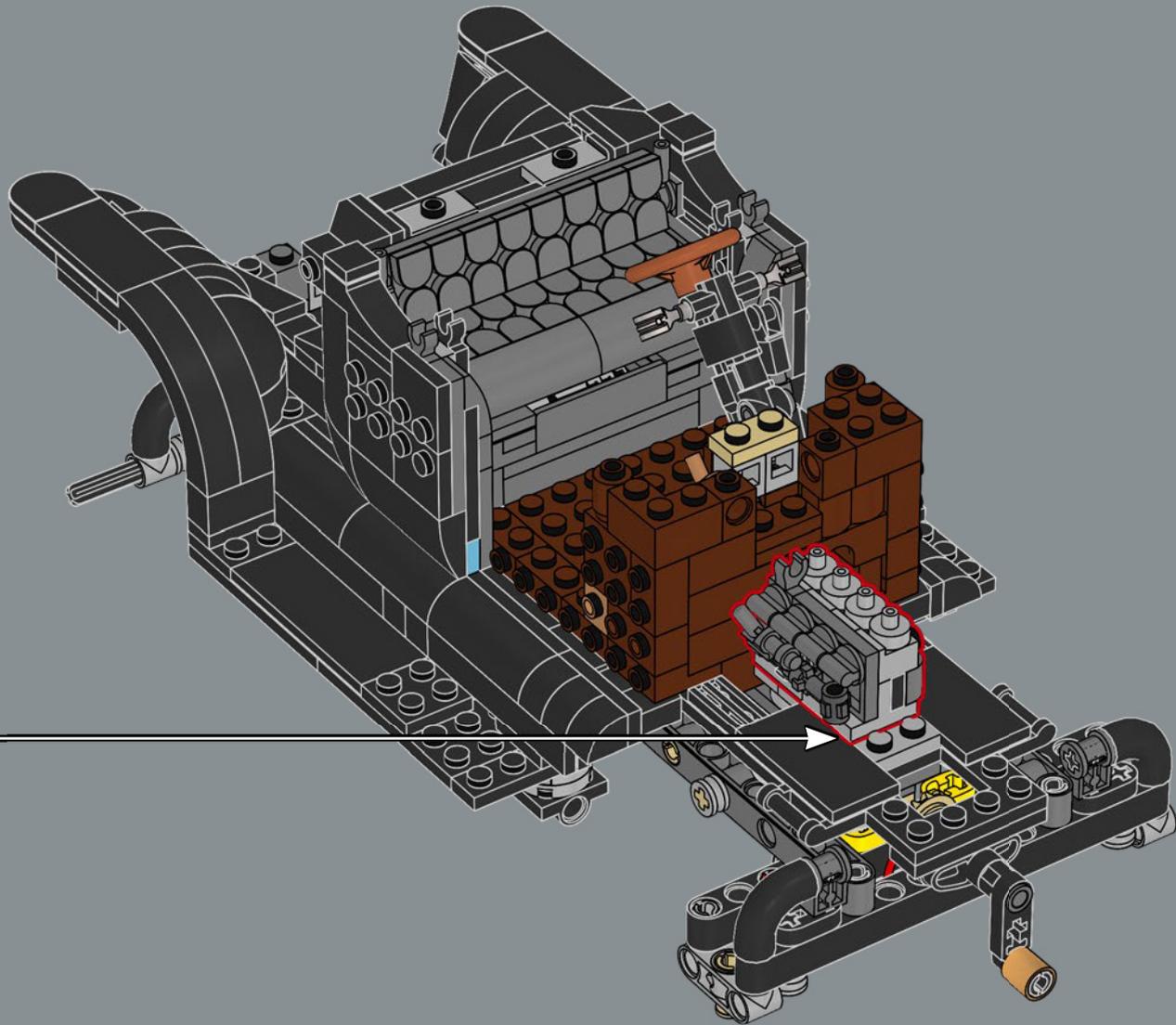
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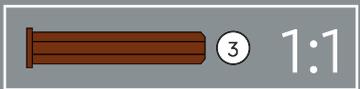
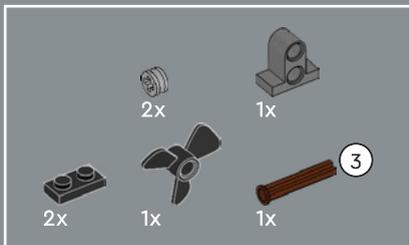


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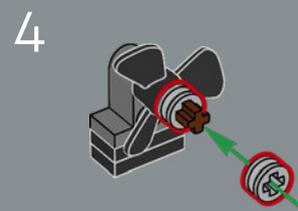
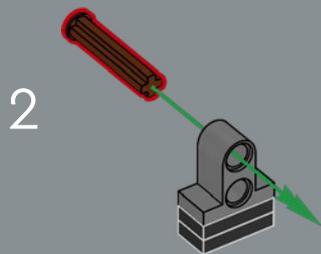
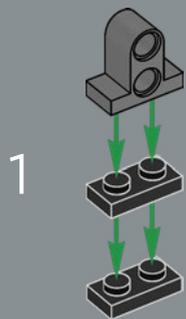


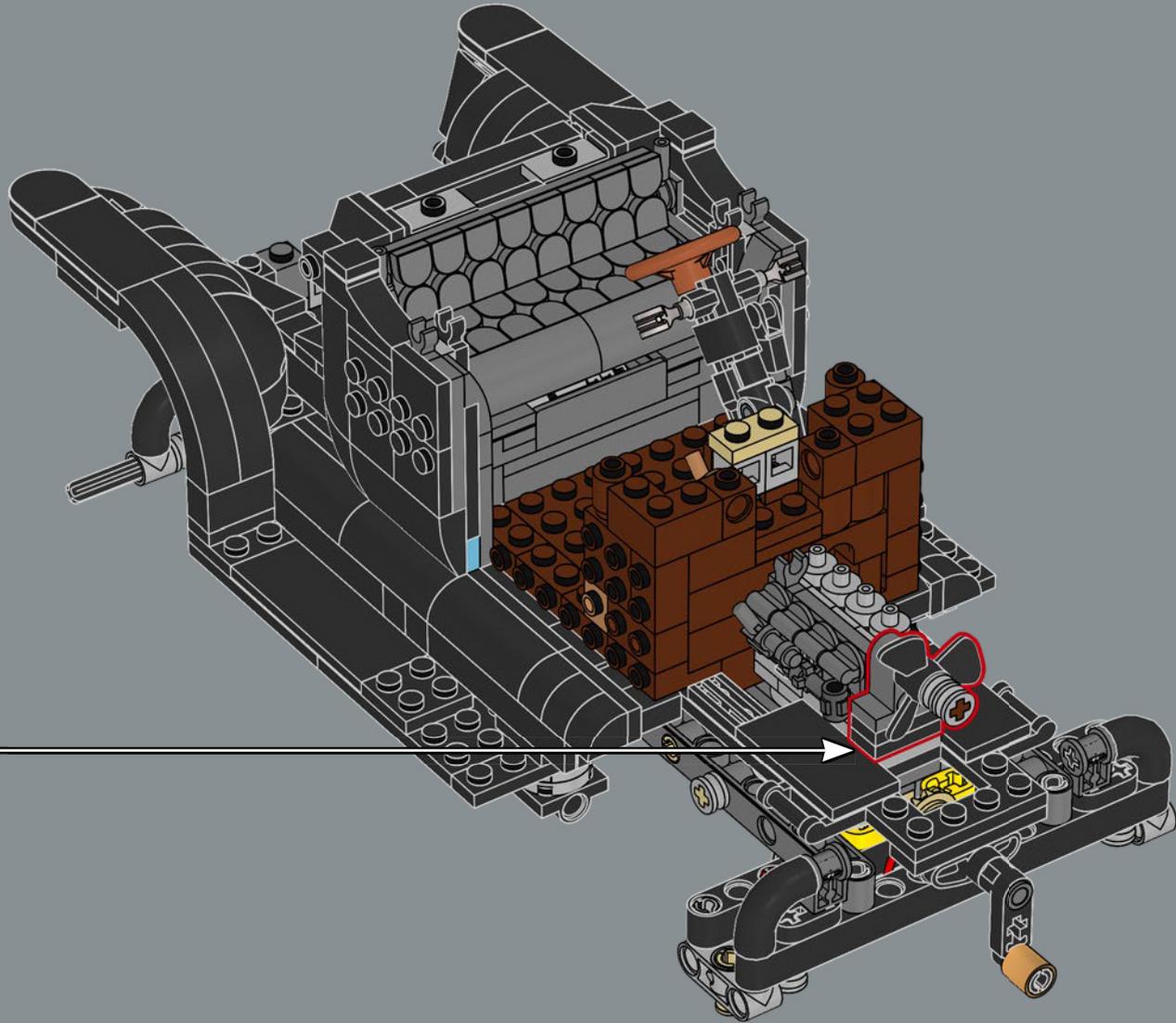
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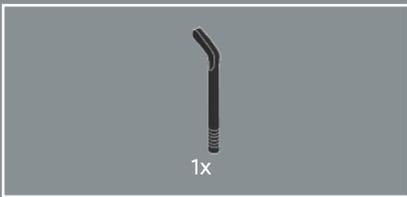




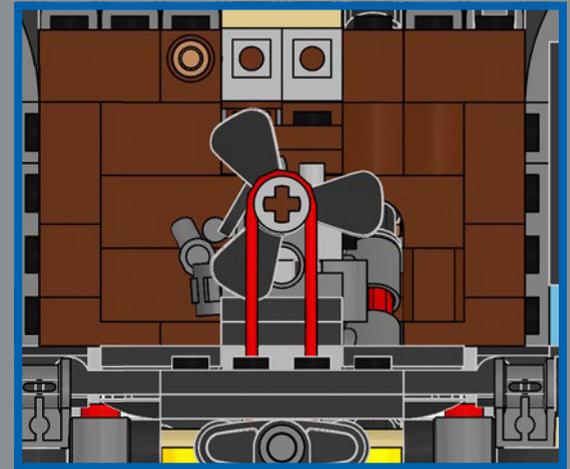
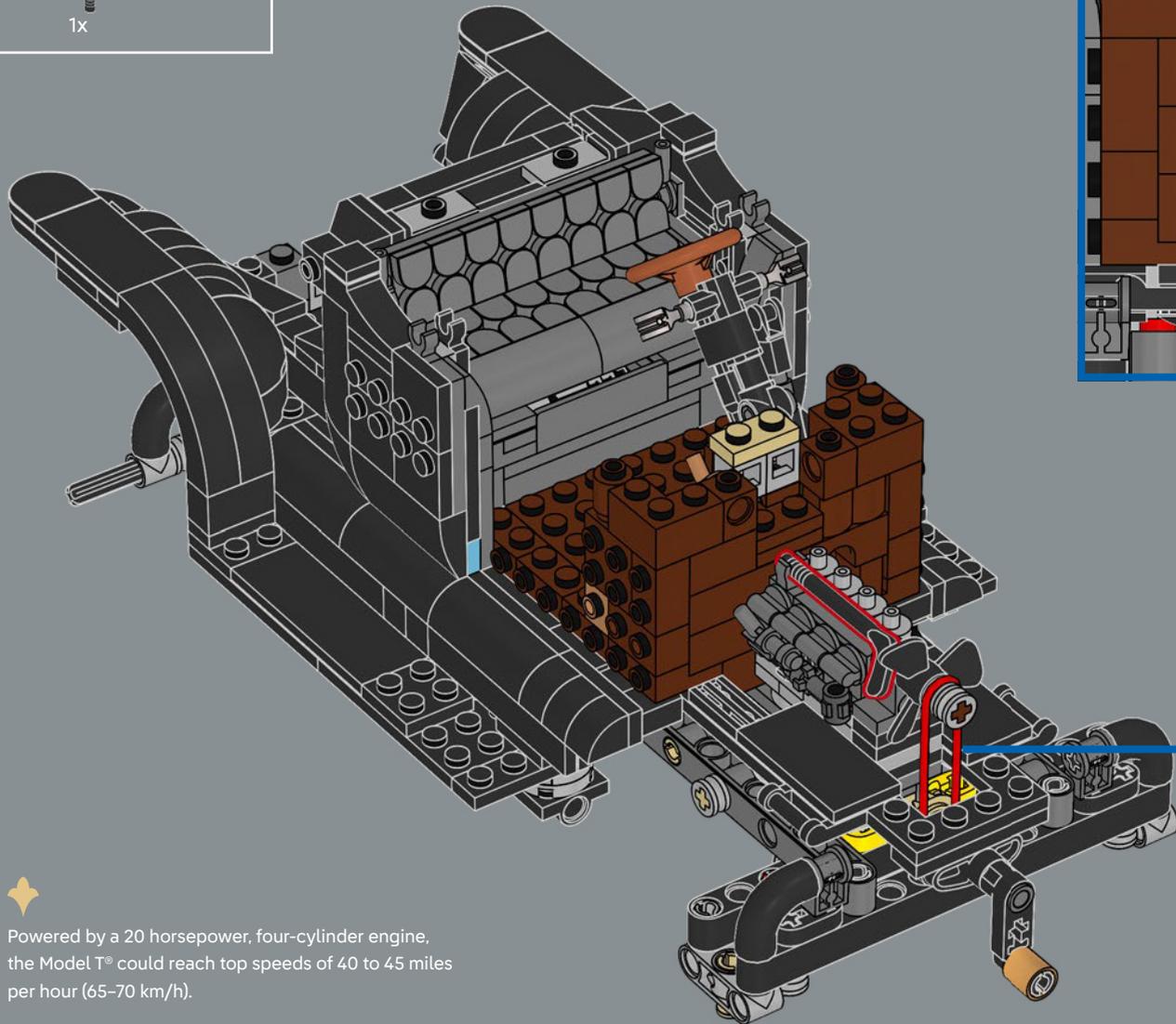
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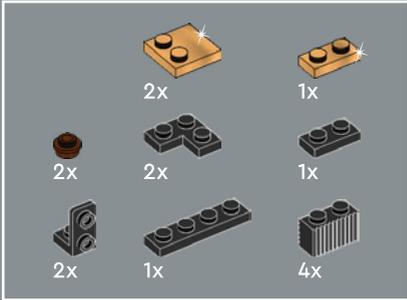
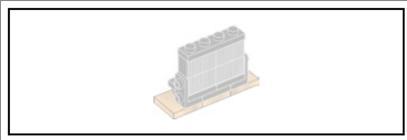




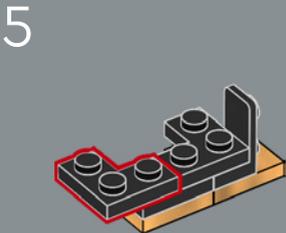
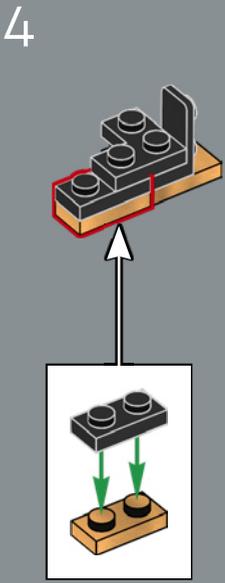
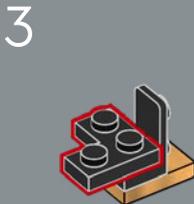
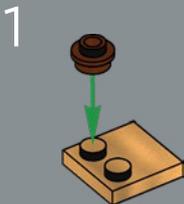
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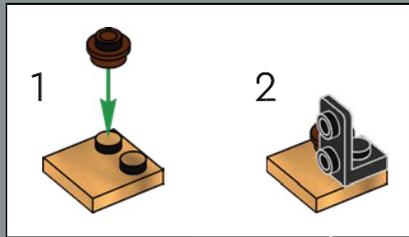


Powered by a 20 horsepower, four-cylinder engine, the Model T® could reach top speeds of 40 to 45 miles per hour (65-70 km/h).

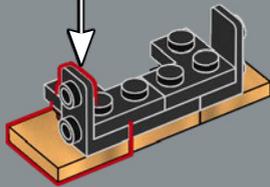


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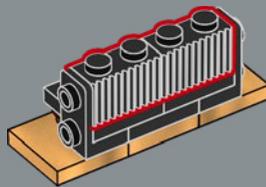




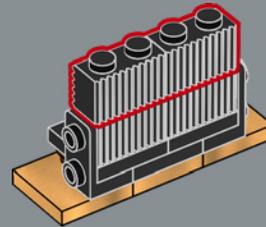
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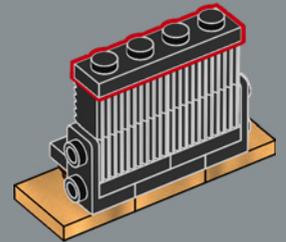
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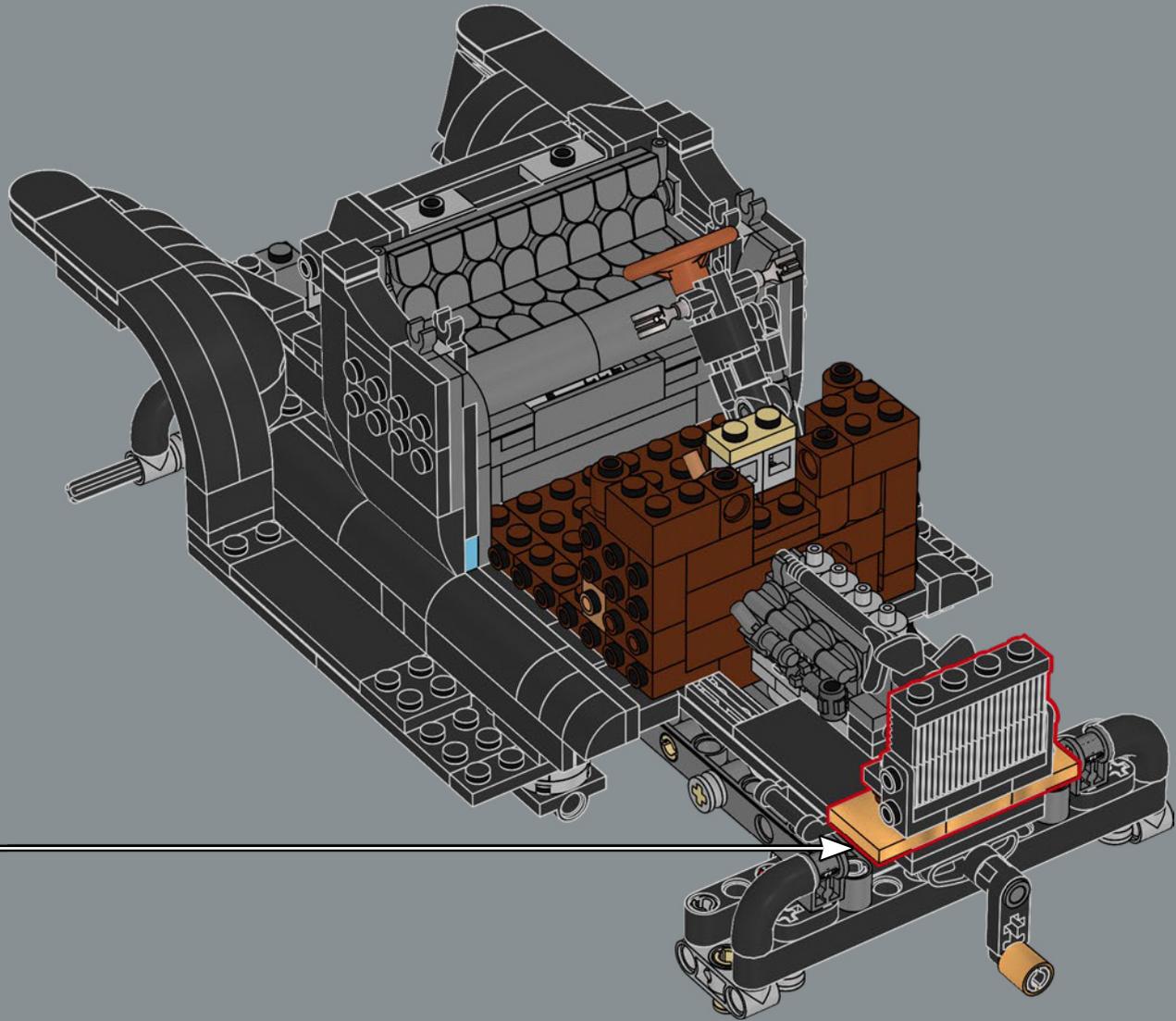


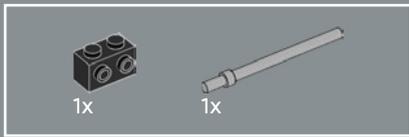
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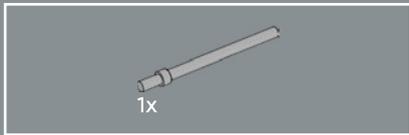
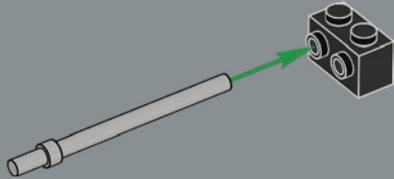
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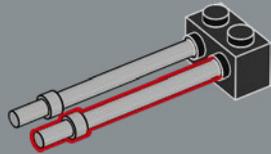




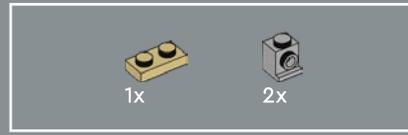
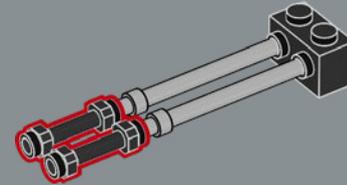
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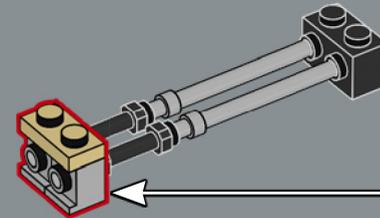
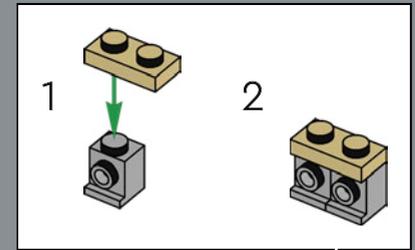
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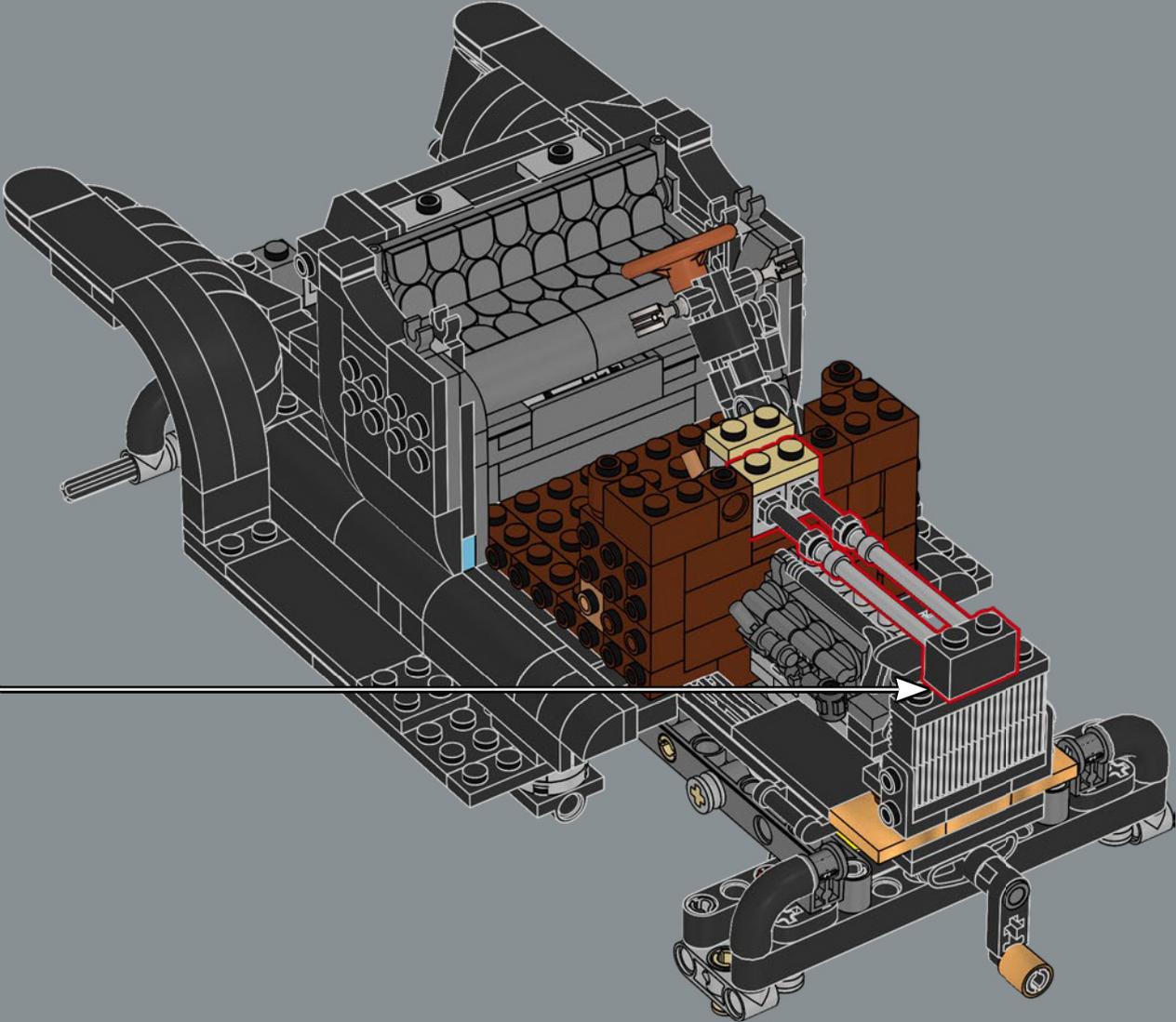


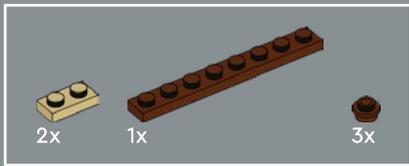
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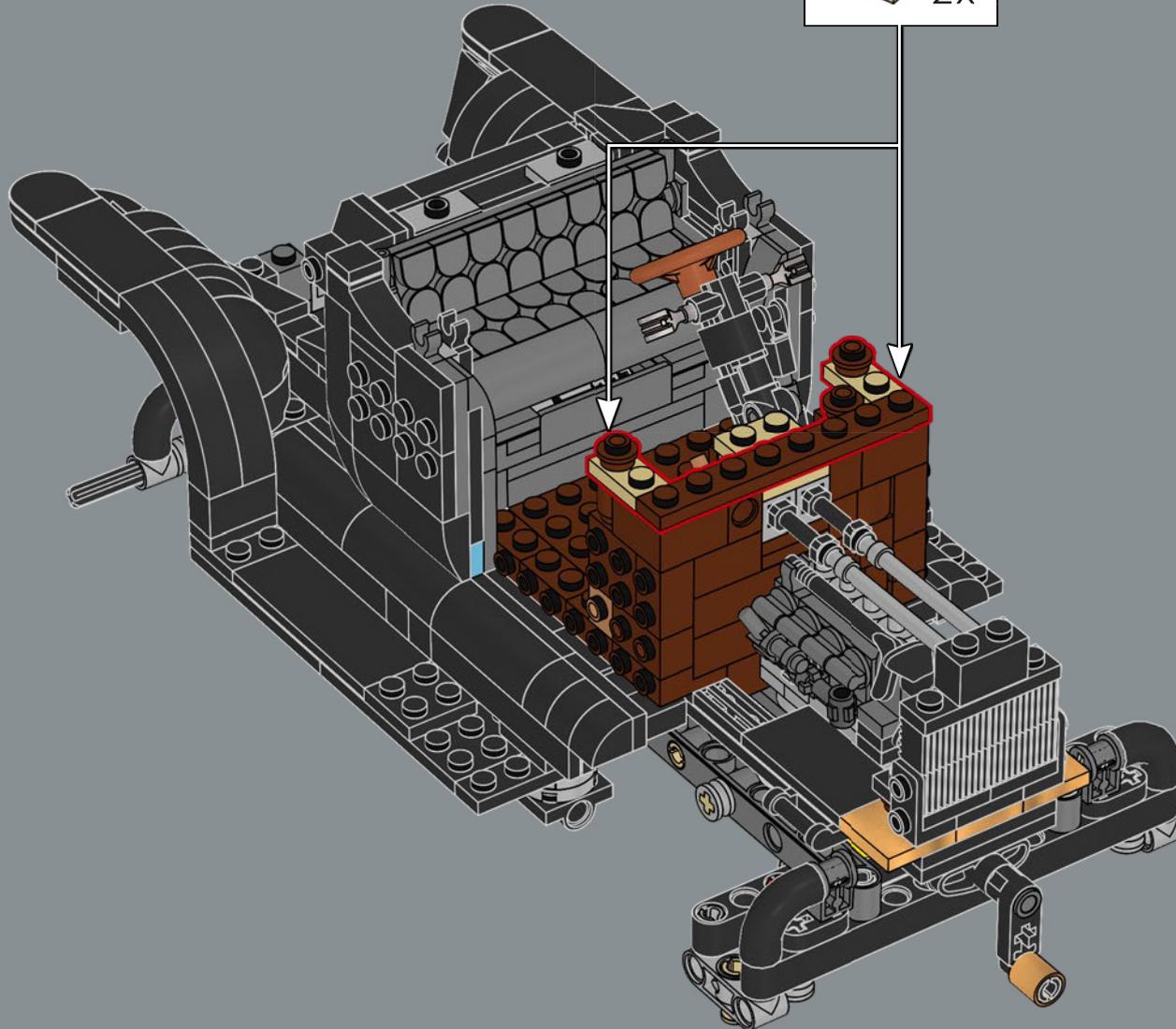
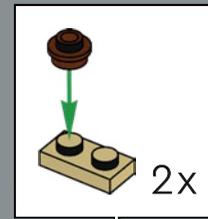
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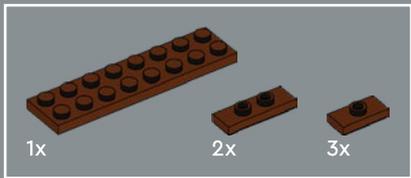




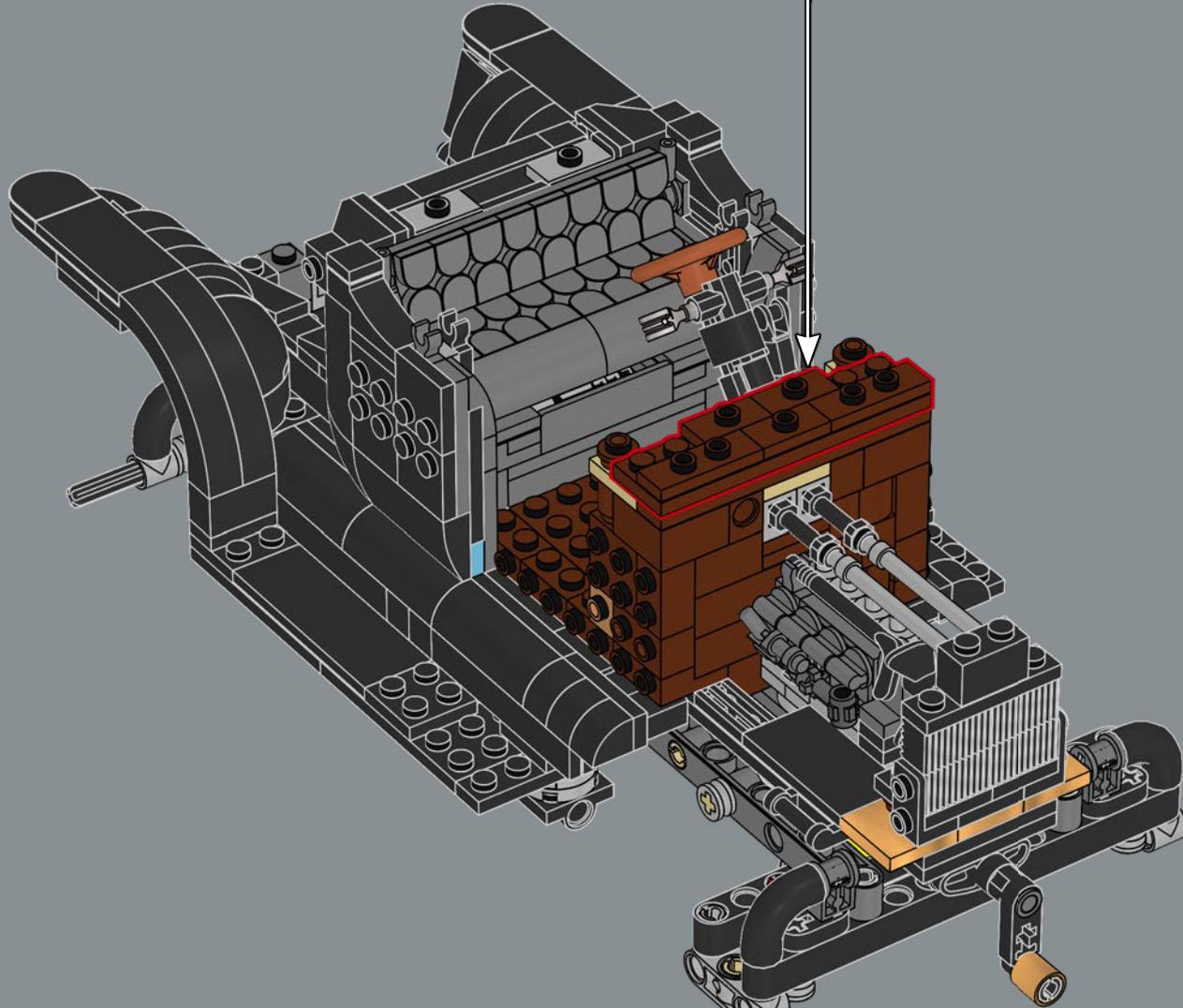
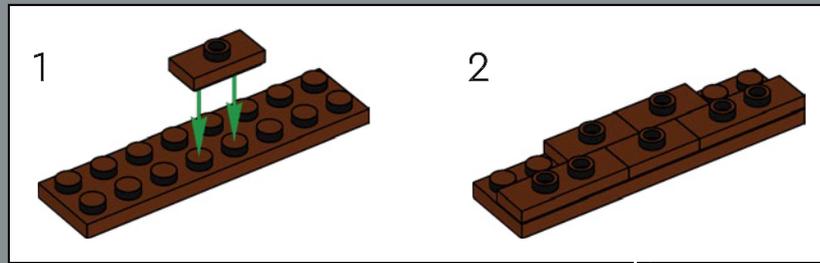


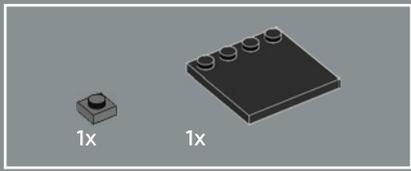
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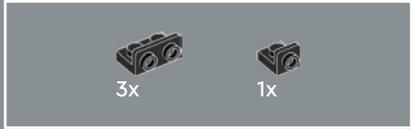
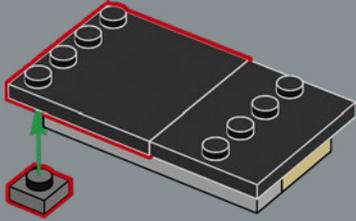


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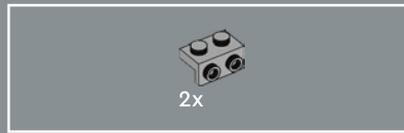
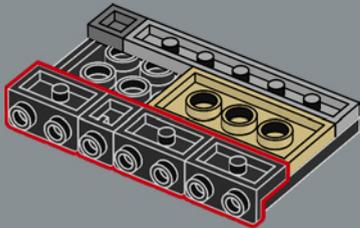




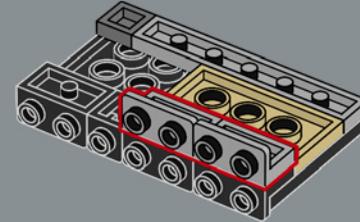
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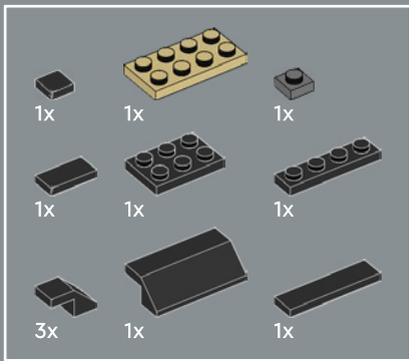


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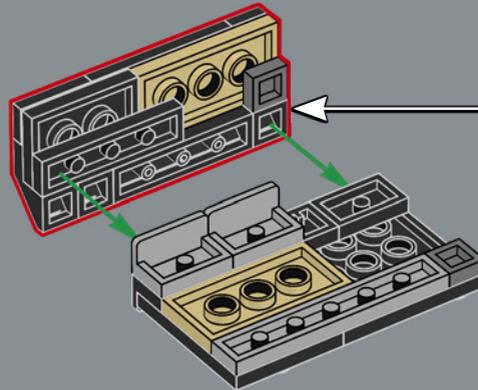
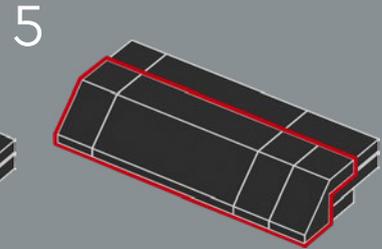
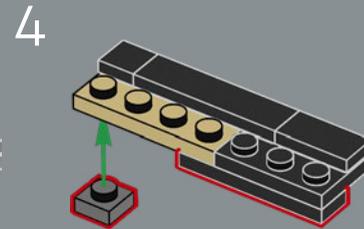
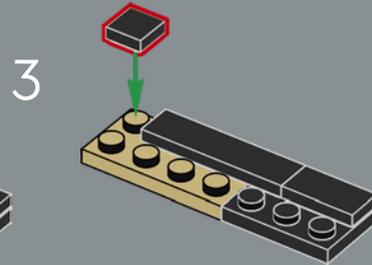
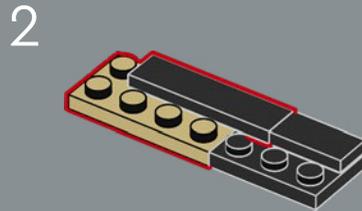
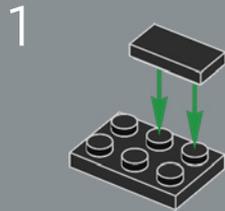


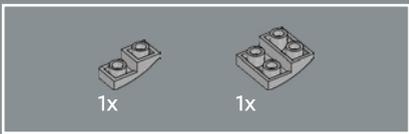
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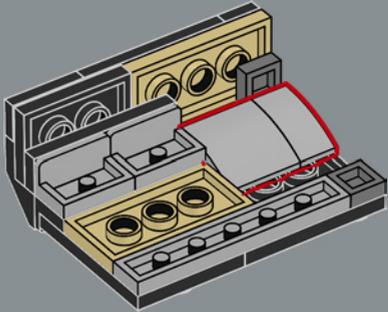


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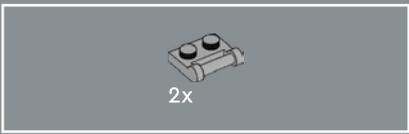




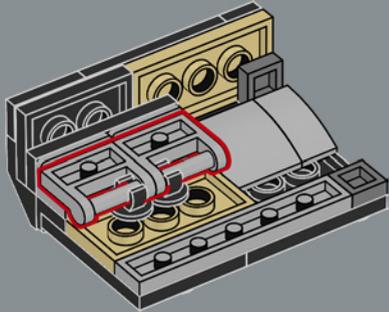
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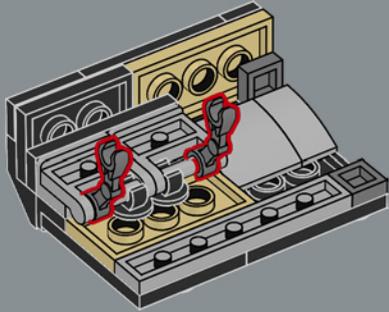
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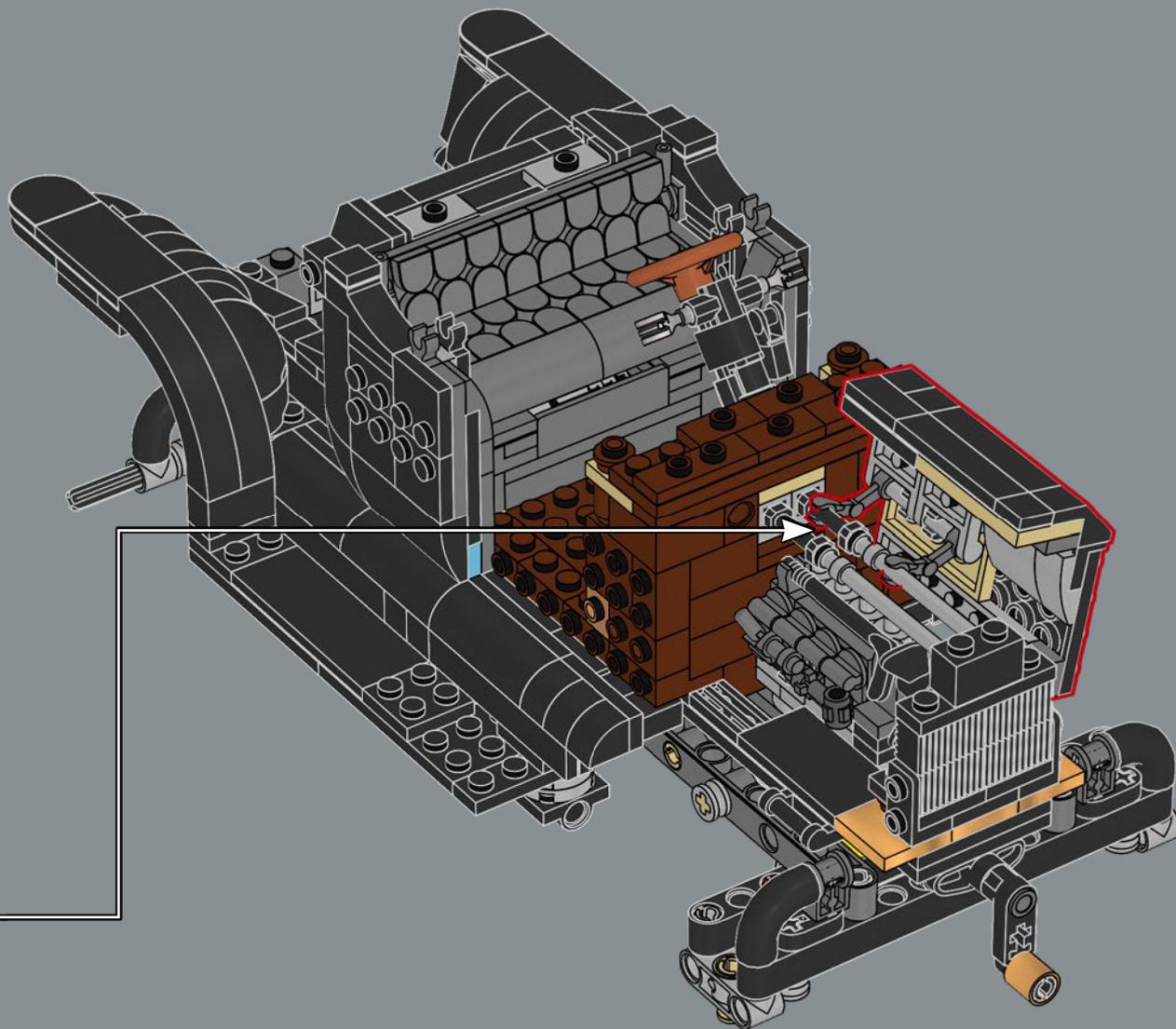
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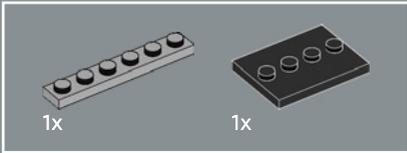
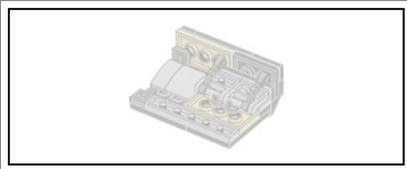


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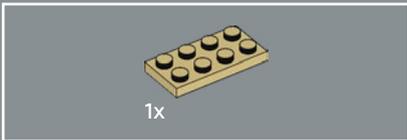
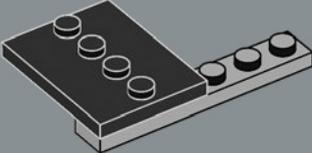


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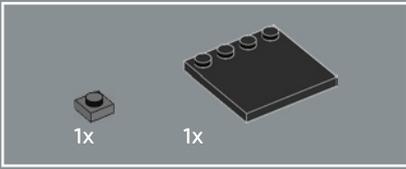
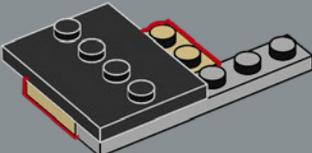




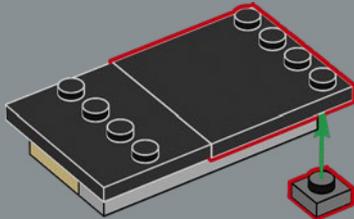
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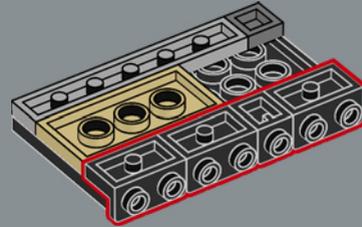


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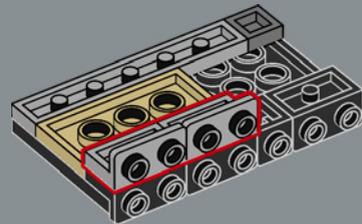


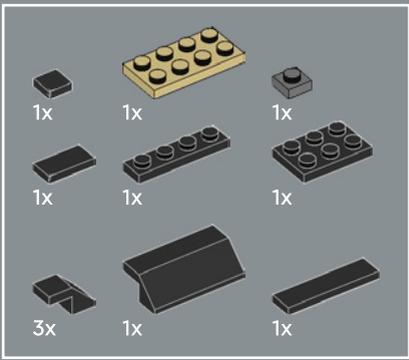


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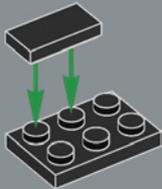
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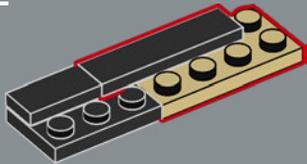


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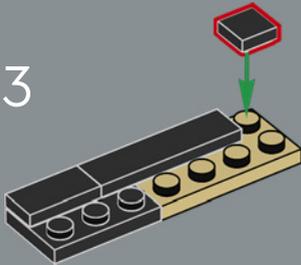
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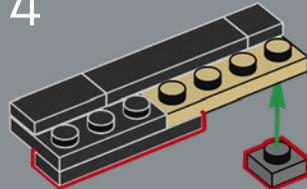
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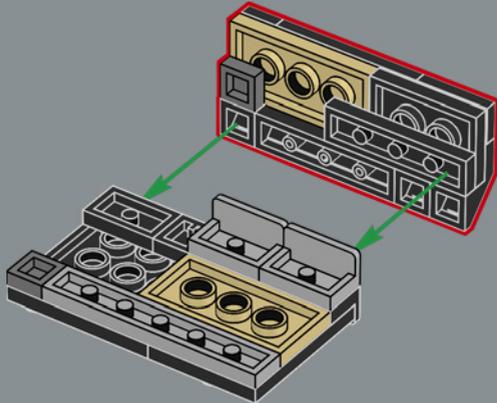
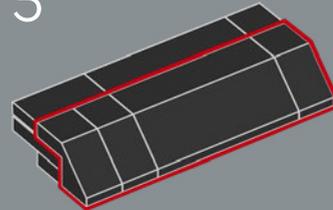
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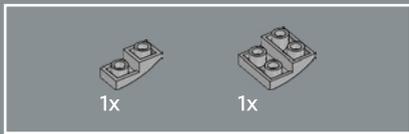


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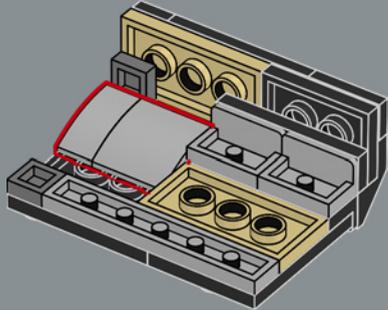


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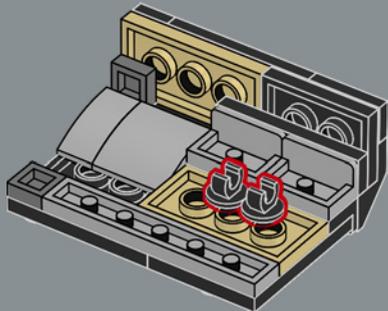




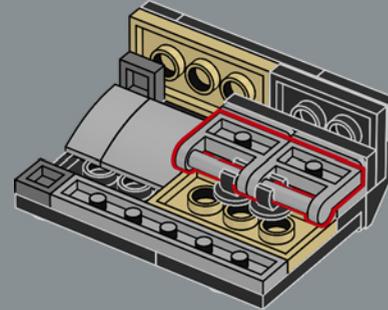
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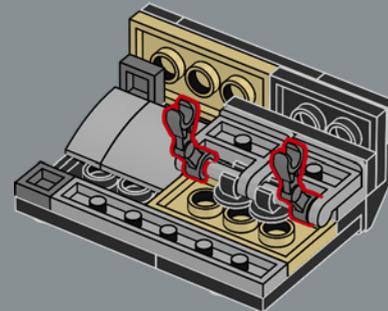
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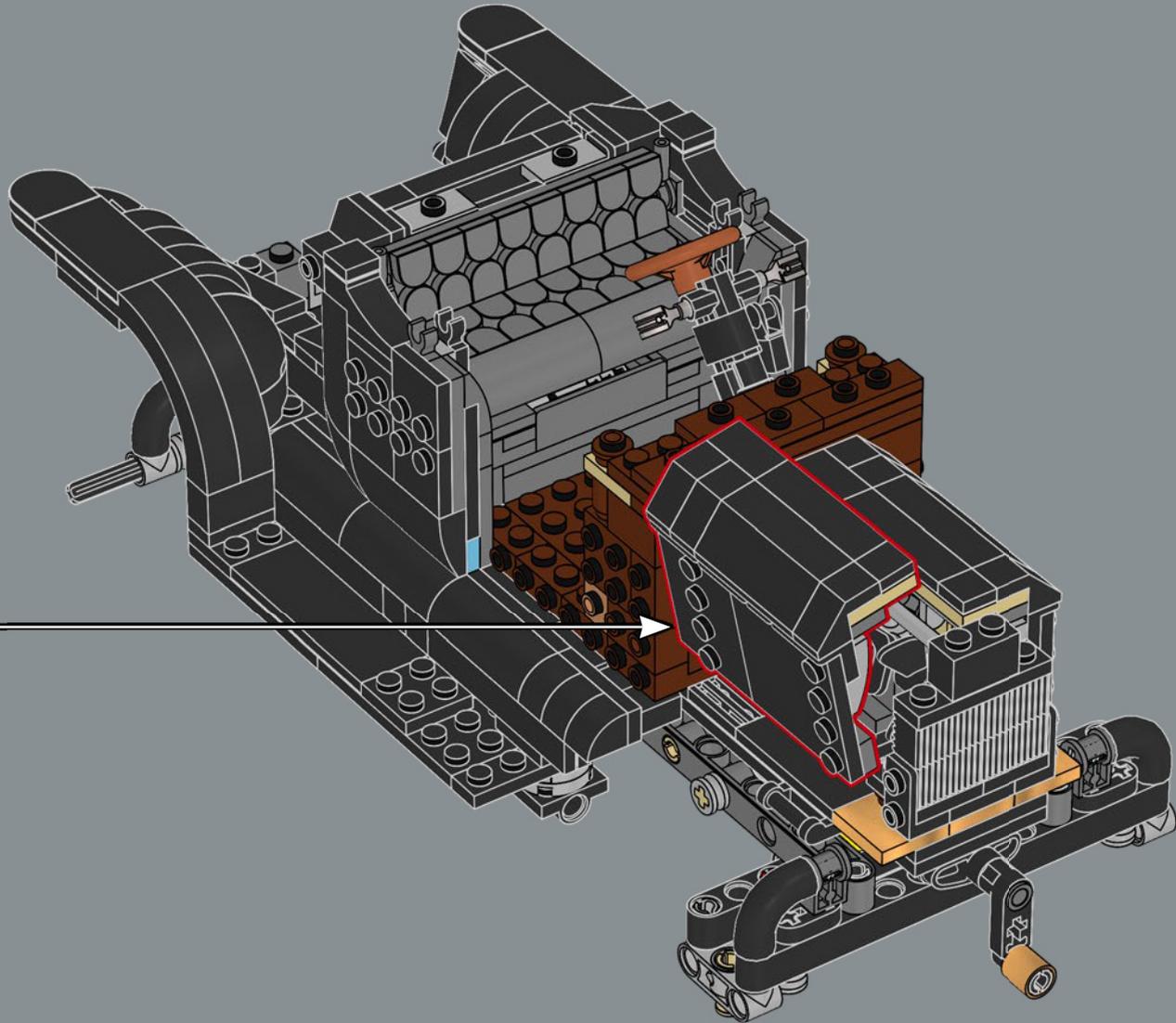


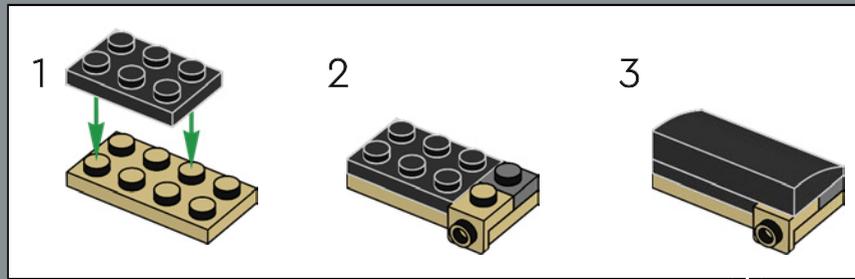
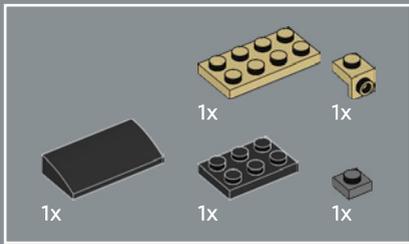
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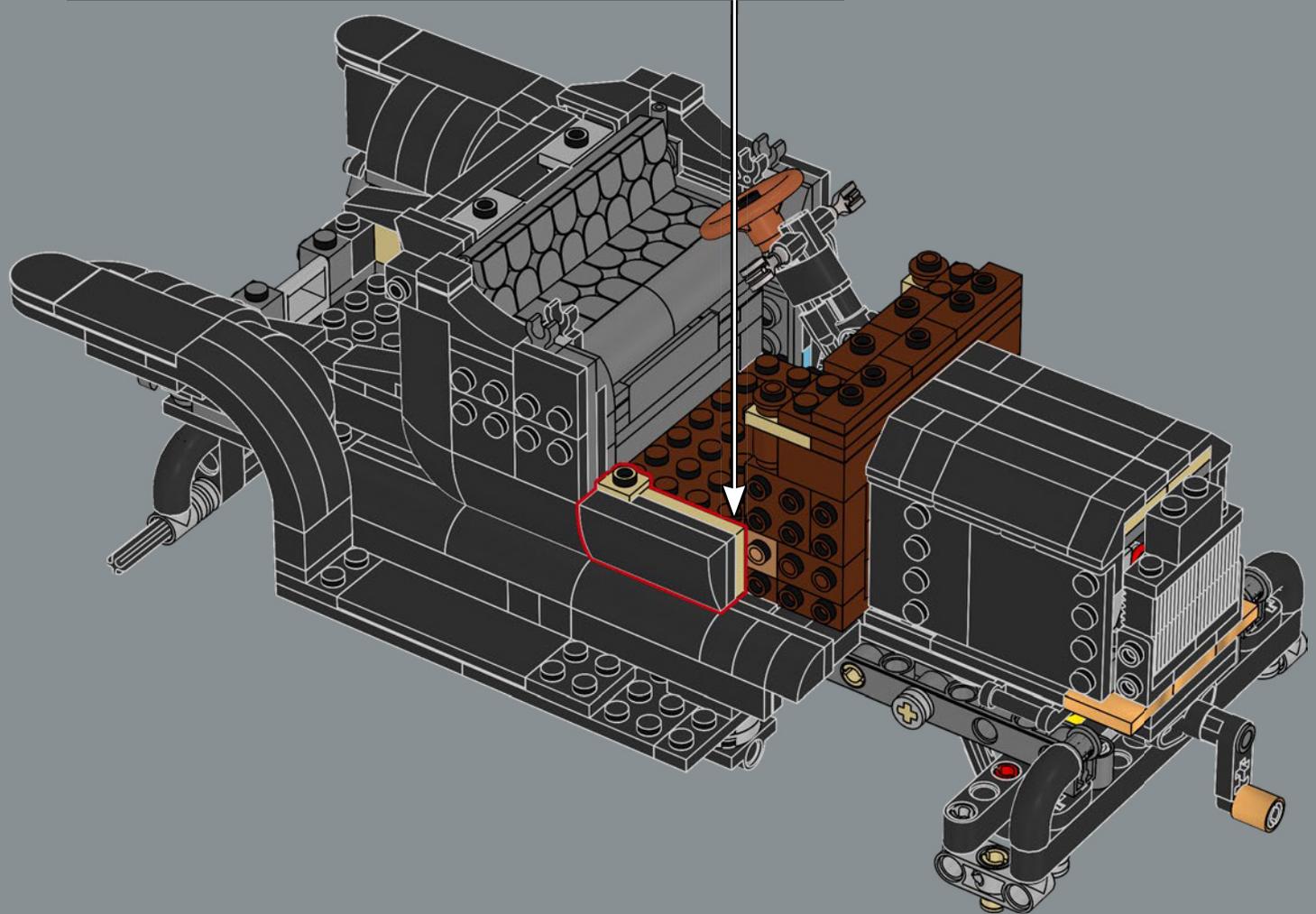
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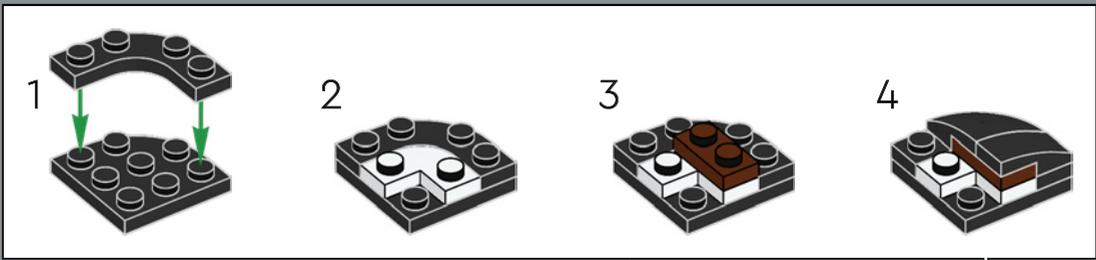
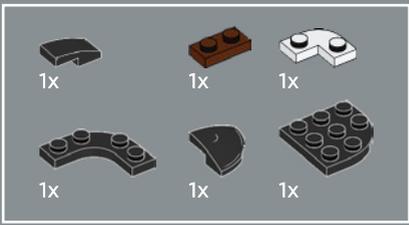




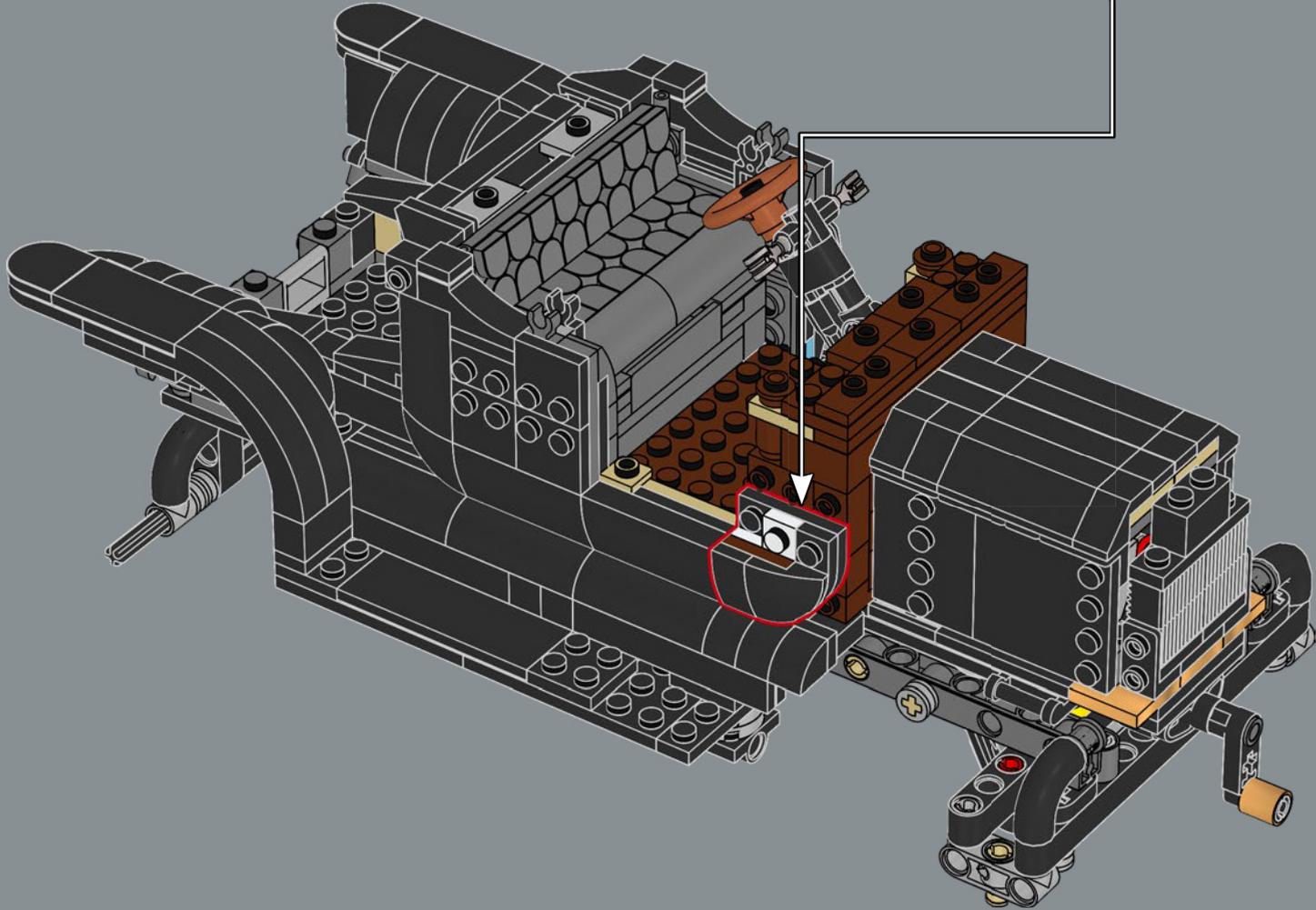


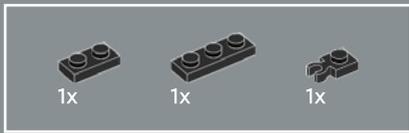
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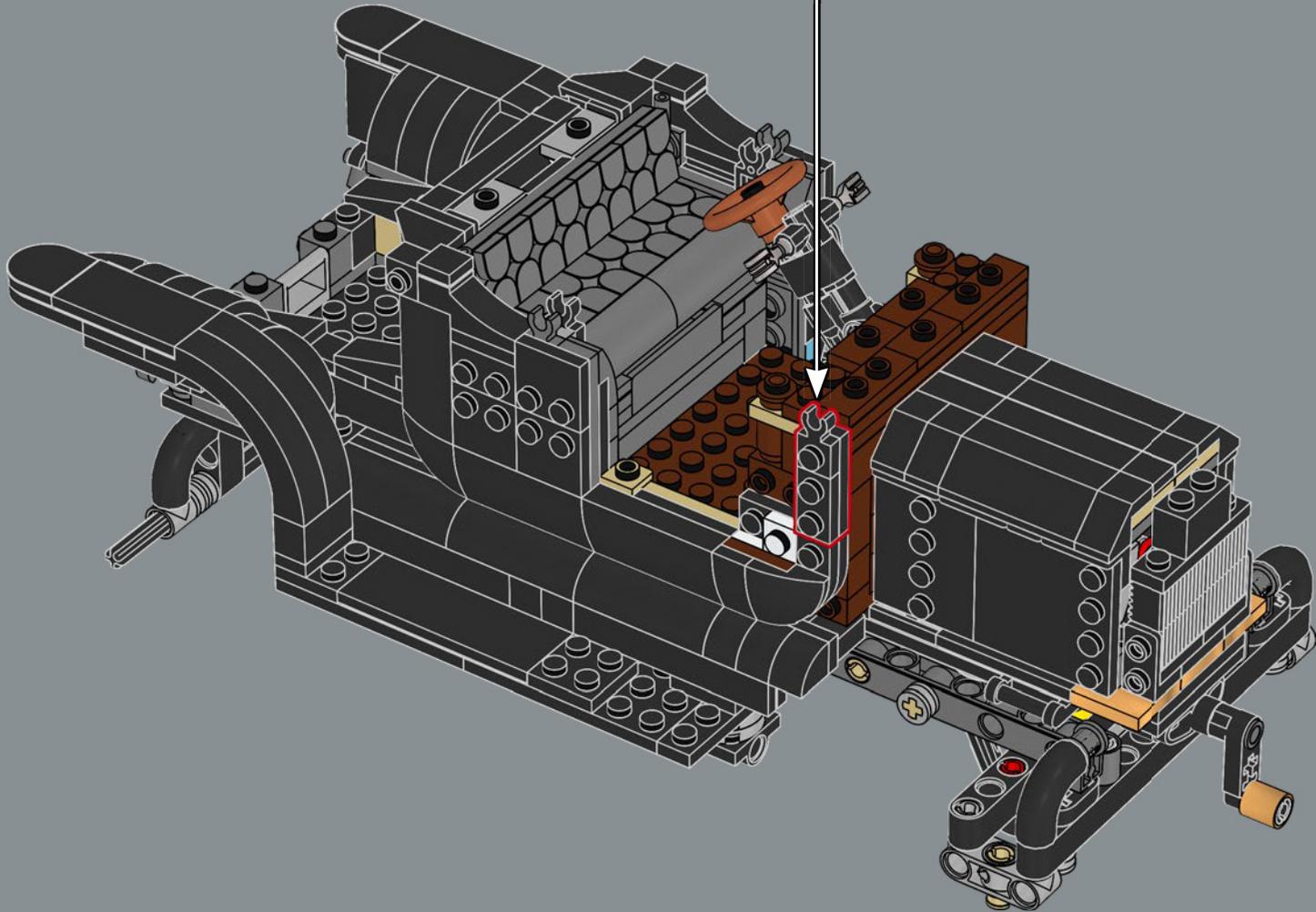
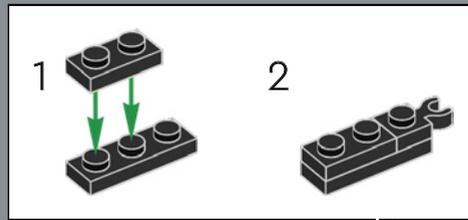


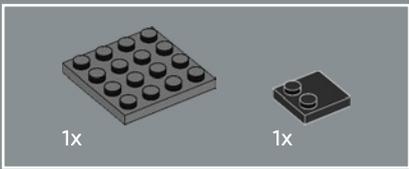
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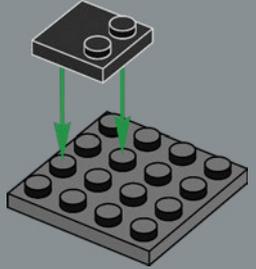


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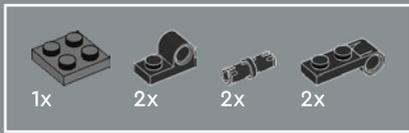
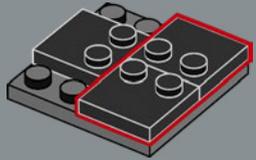




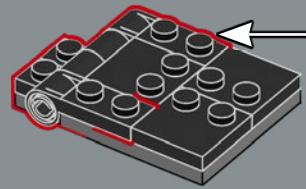
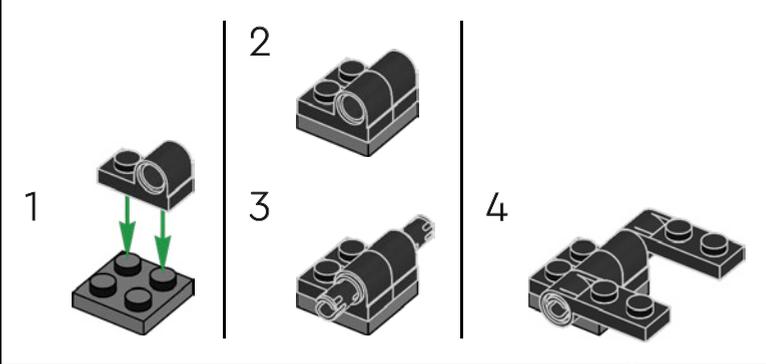
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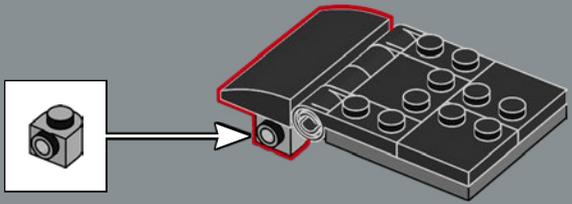
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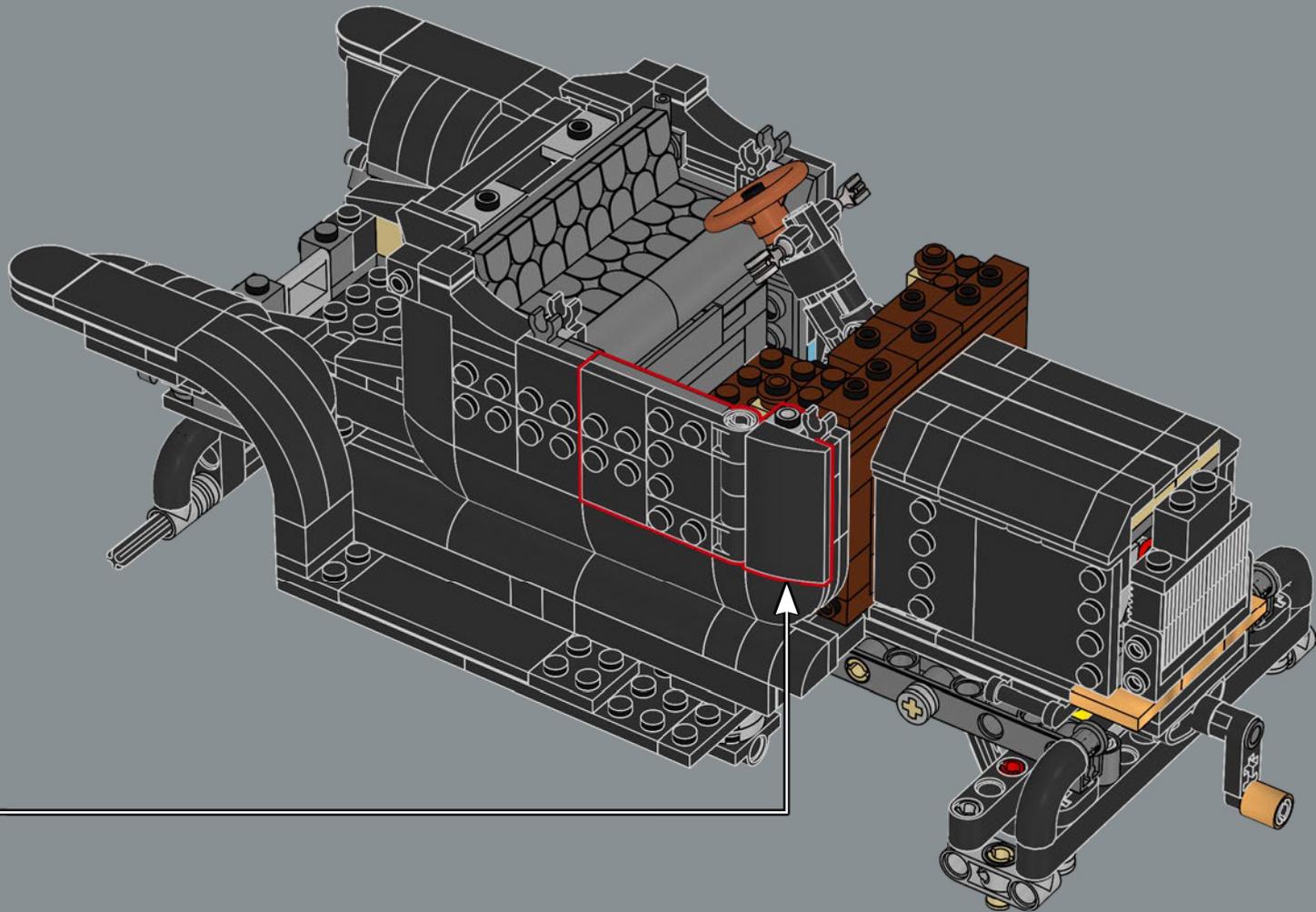
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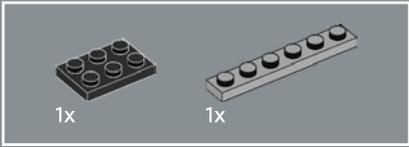
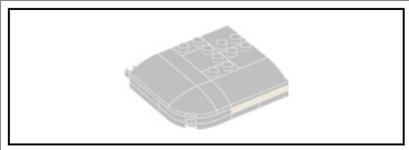




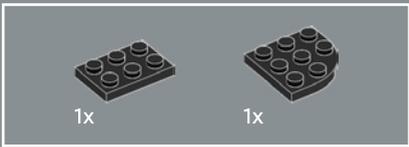
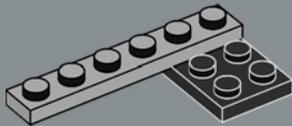
The 1913 Model T® 'Runabout' only had one door, located on the passenger side.

199

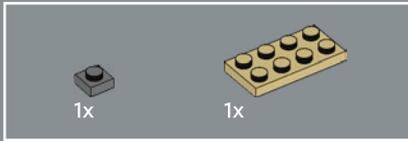
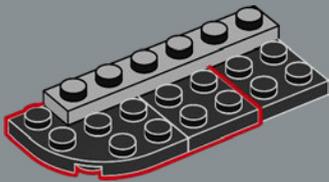




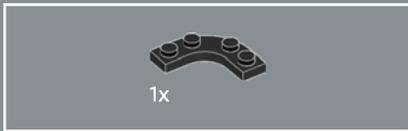
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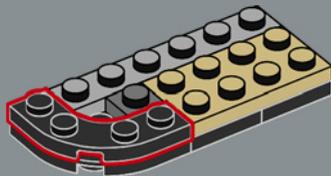
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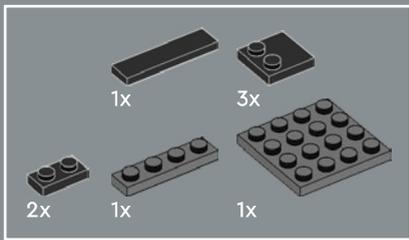


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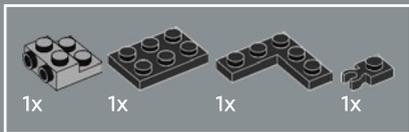
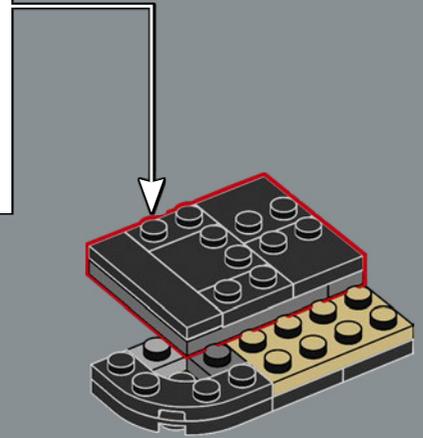
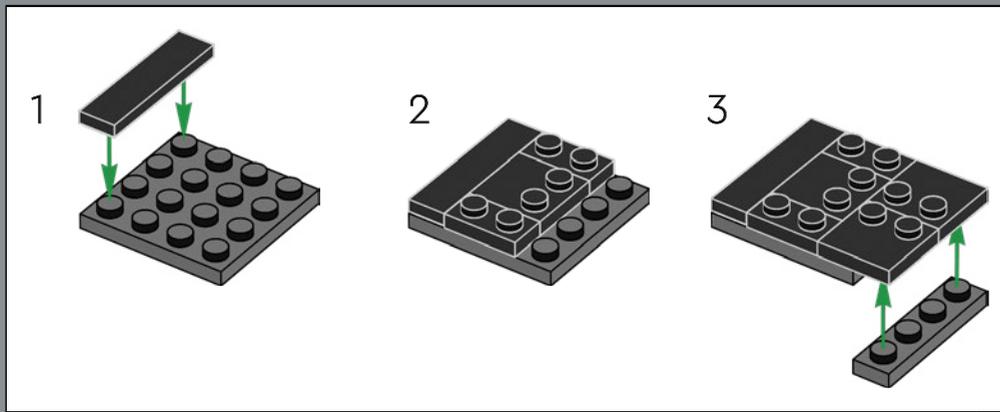


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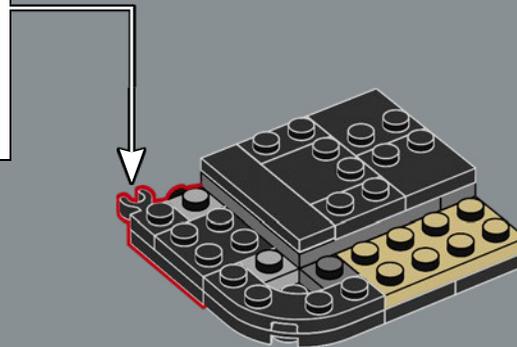
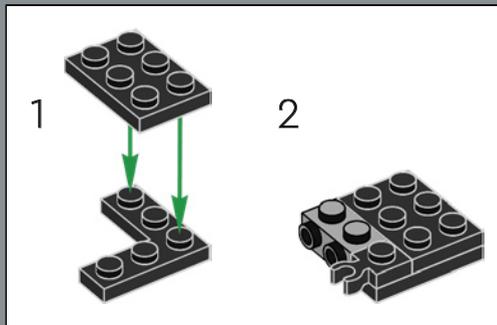




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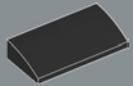
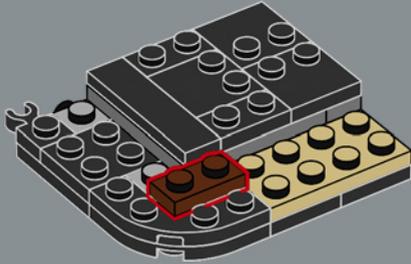
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1x

206



2x

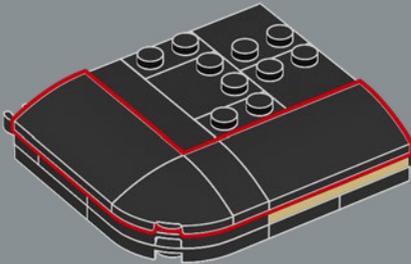


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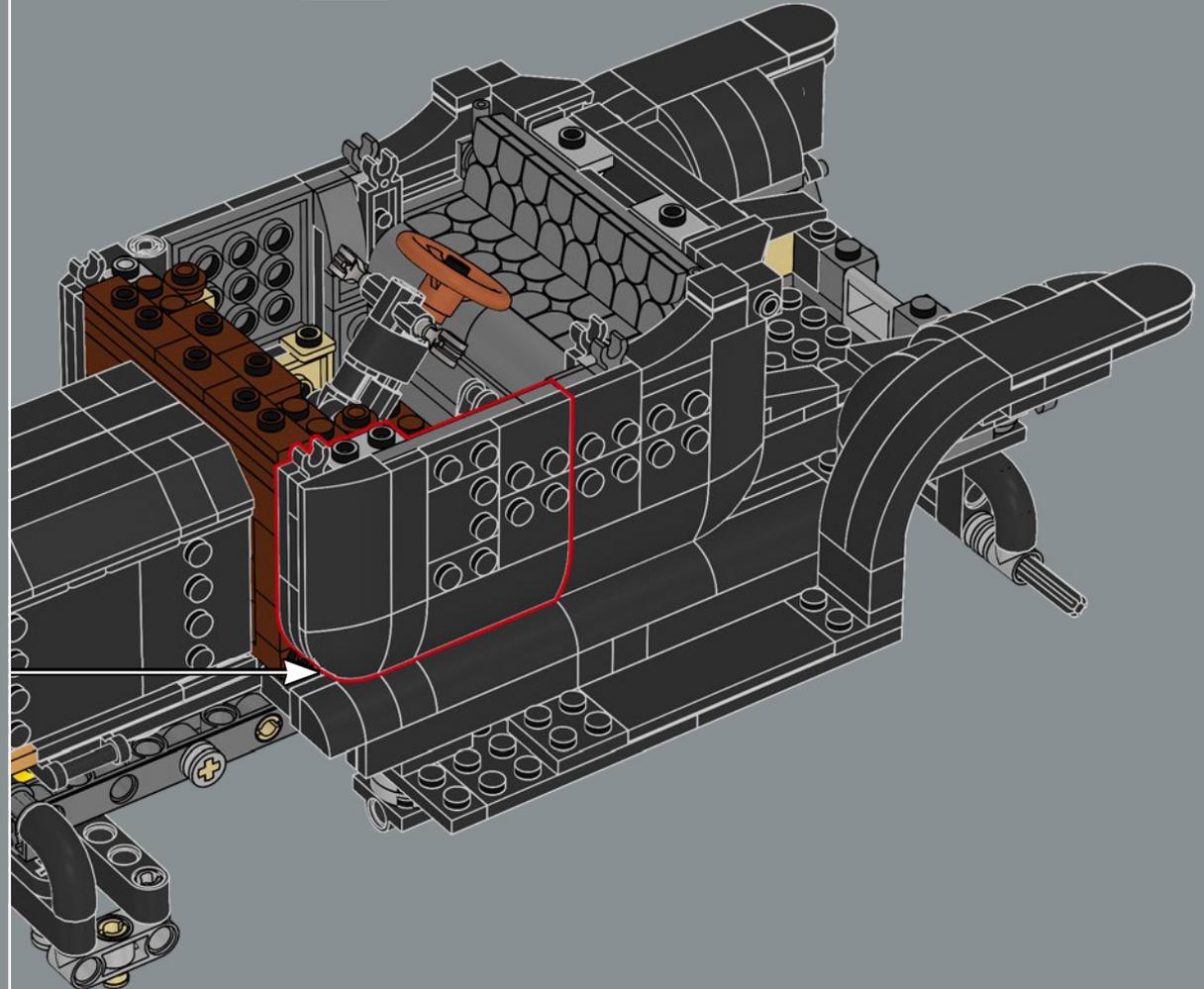


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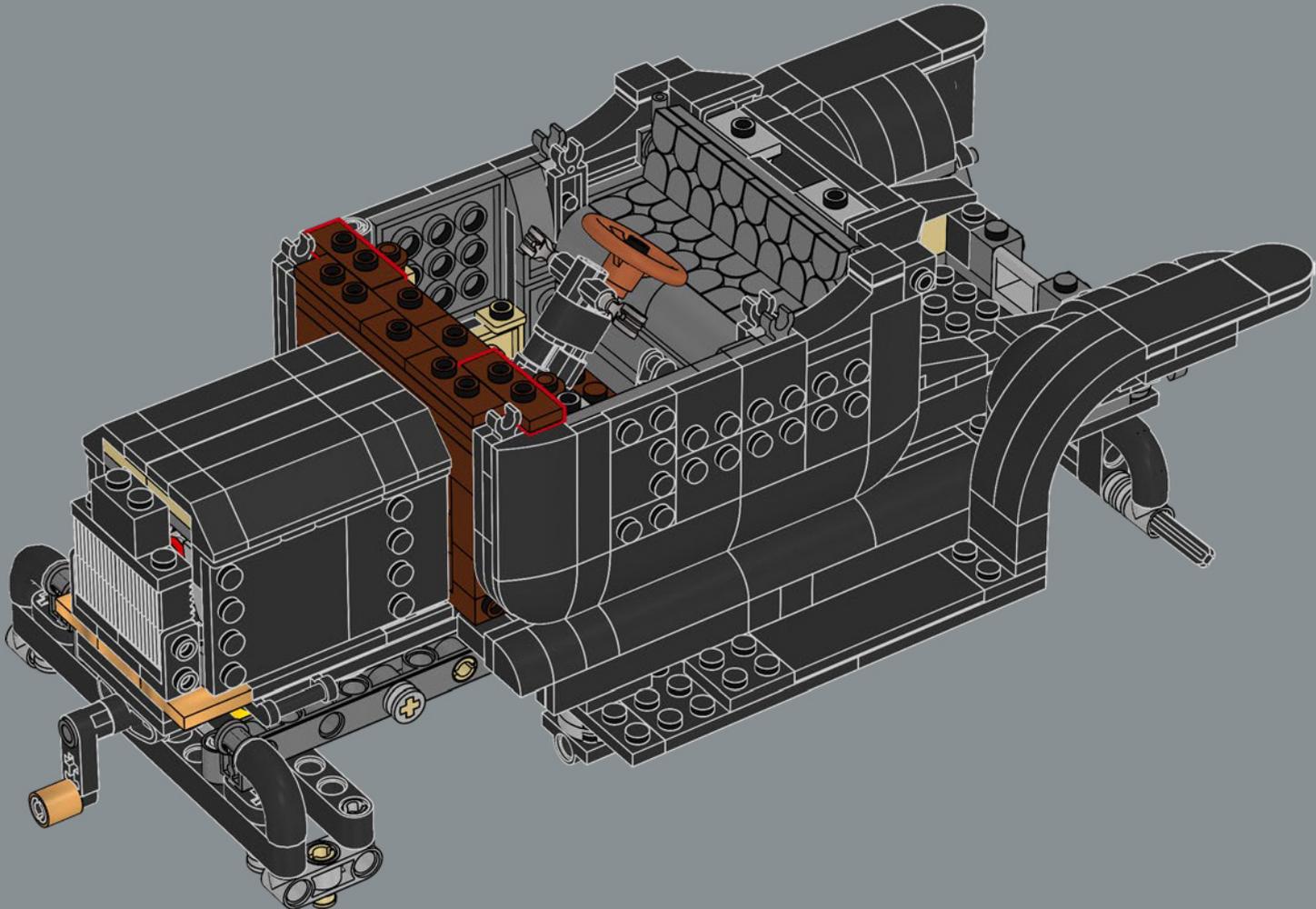


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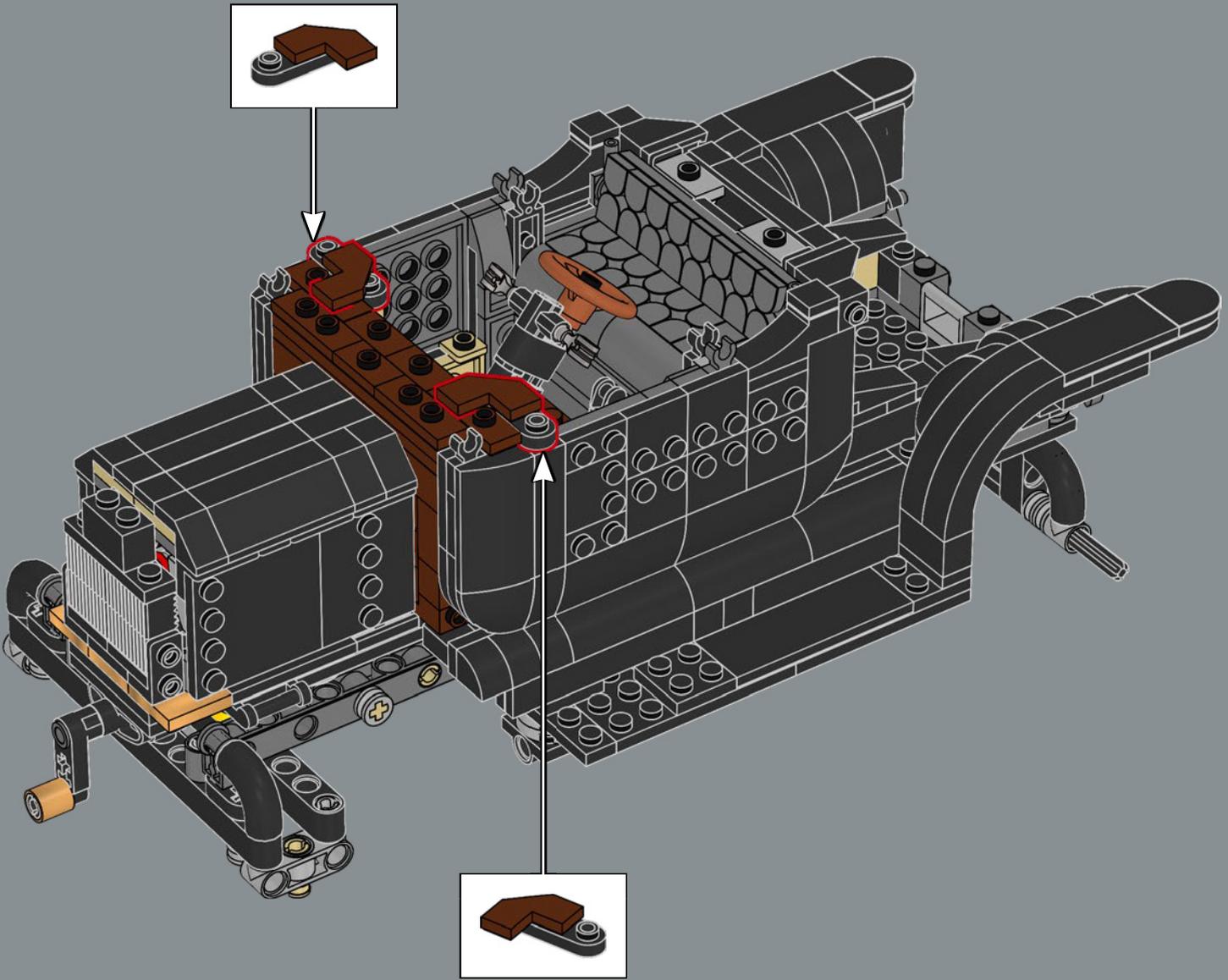


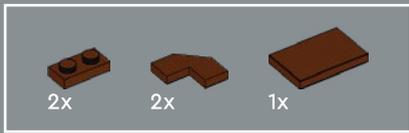
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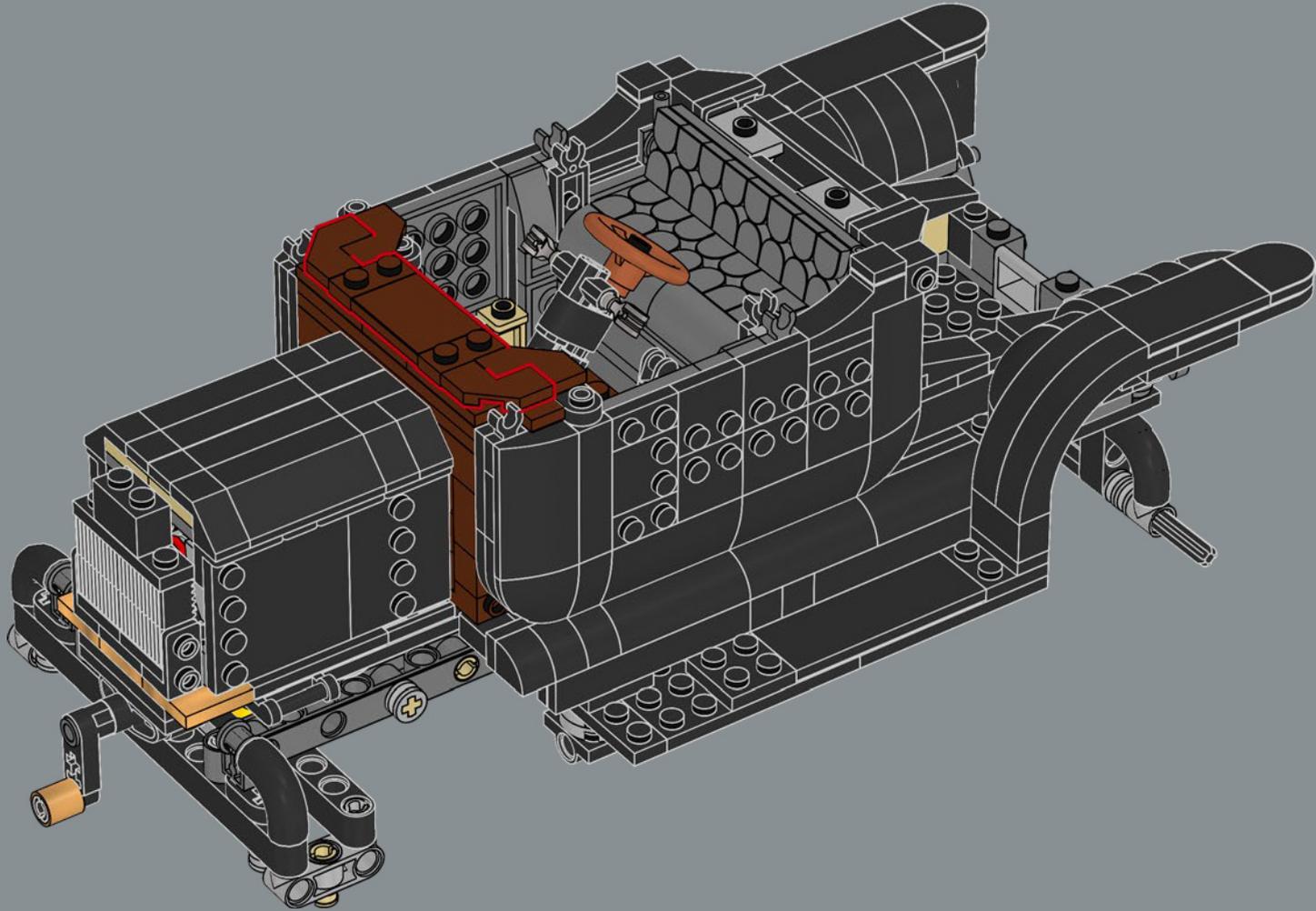


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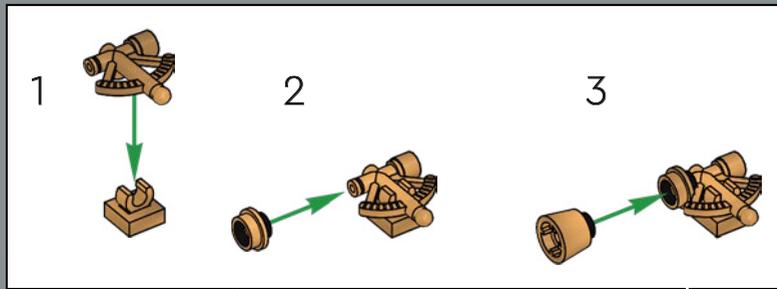


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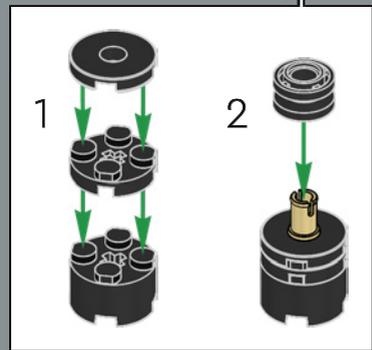
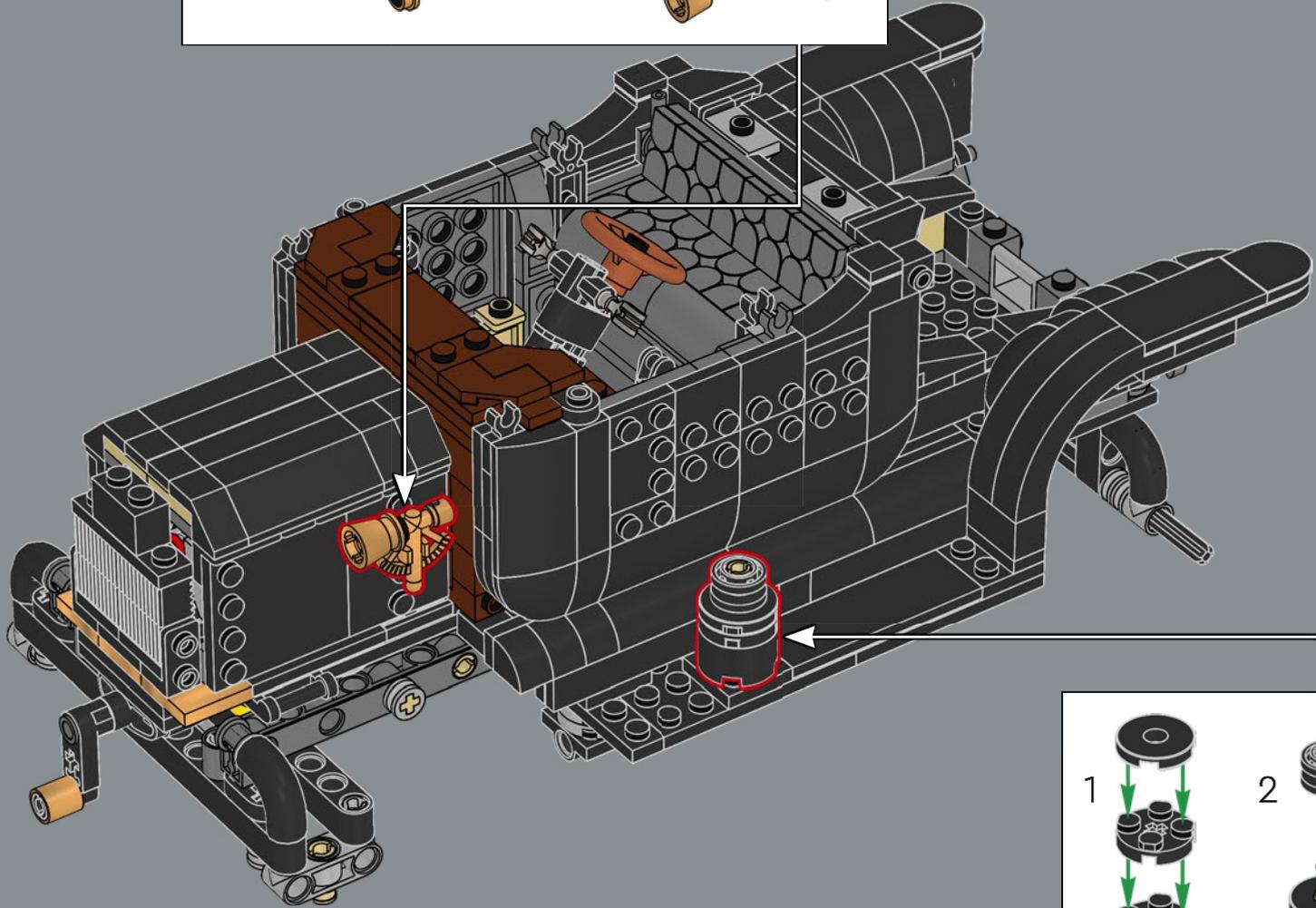




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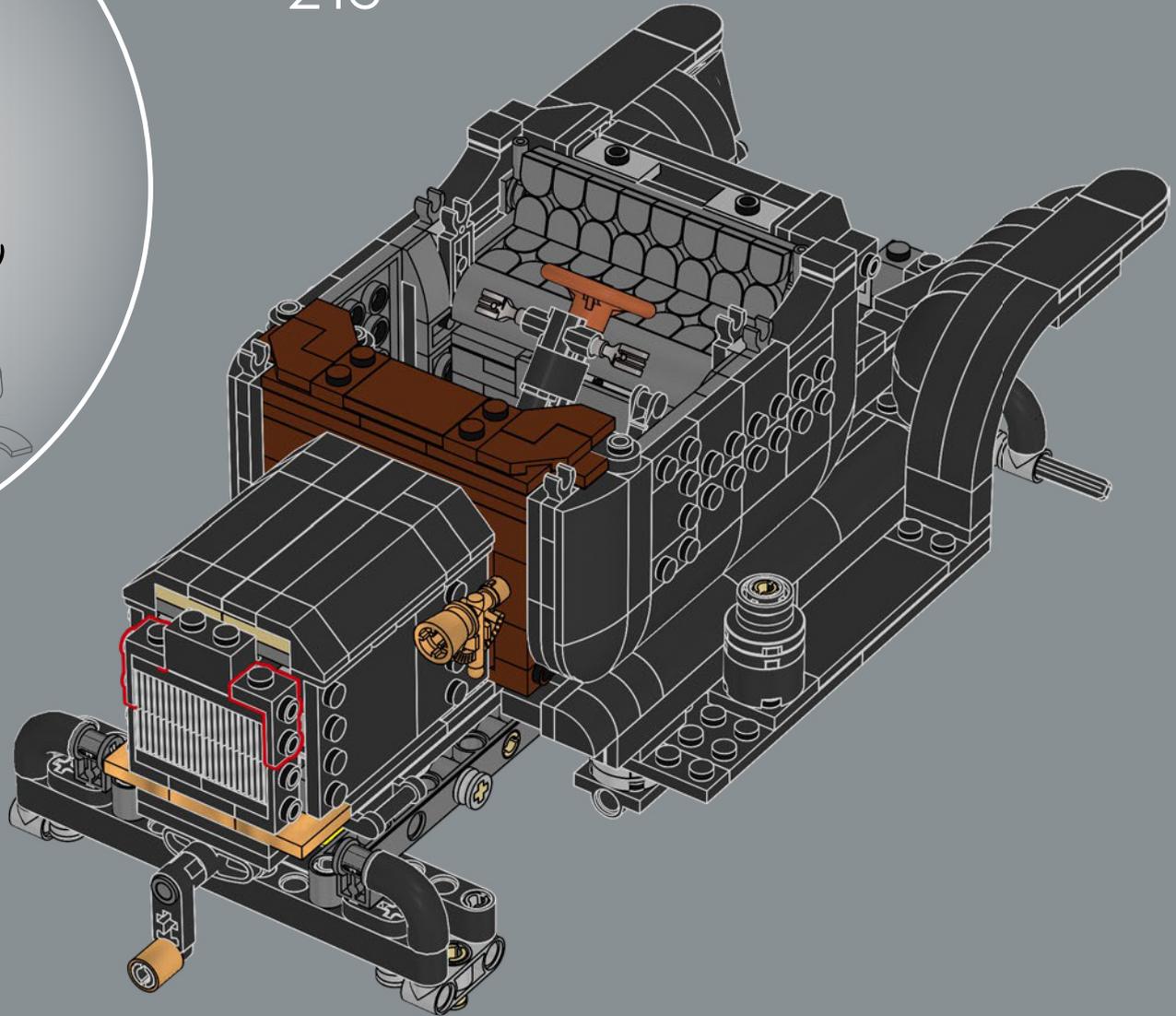


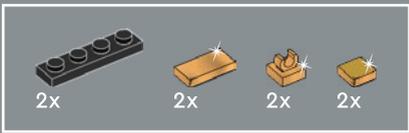
A separate fuel tank, known as a carbine generator, was used to power the car's headlights.



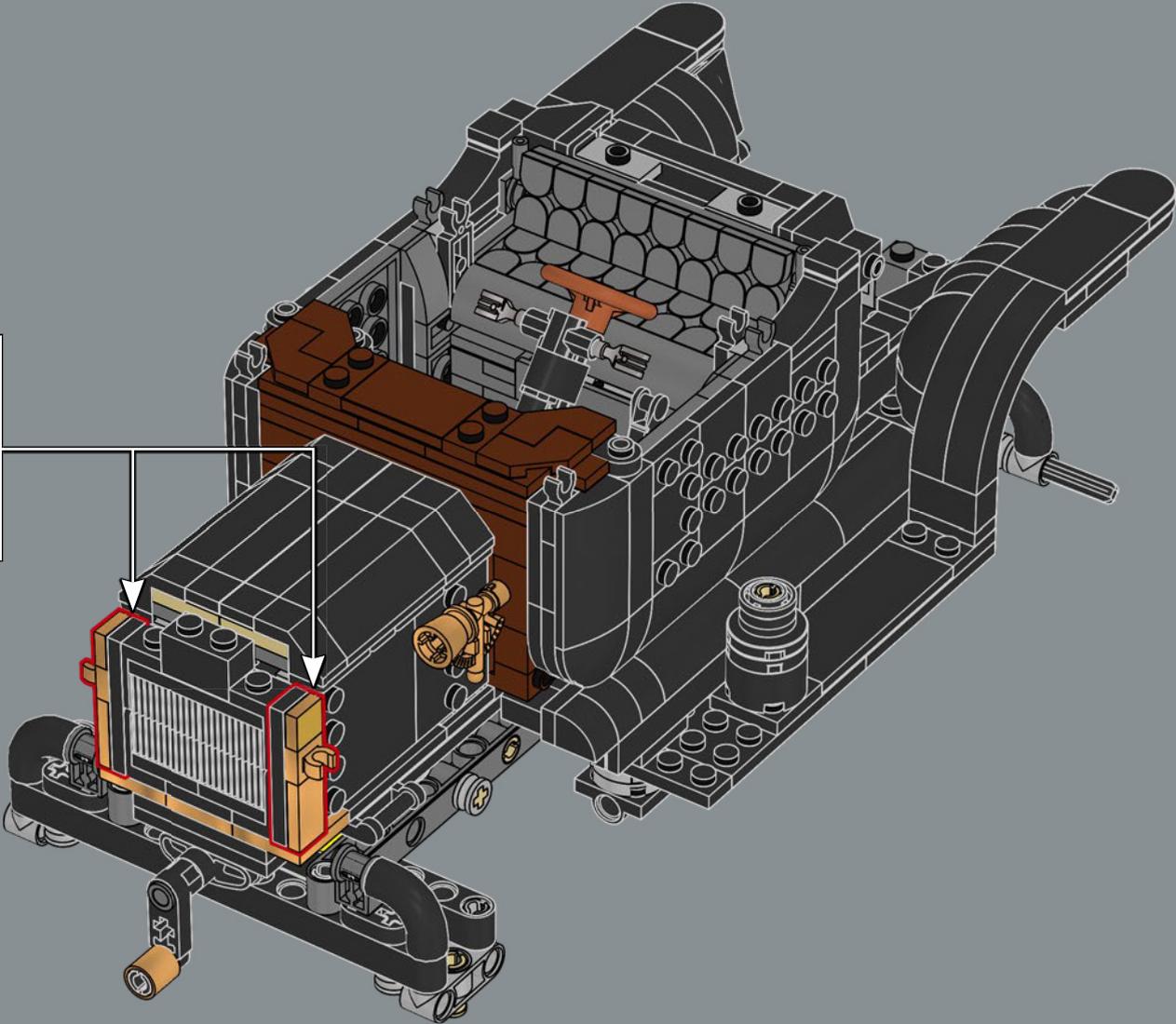
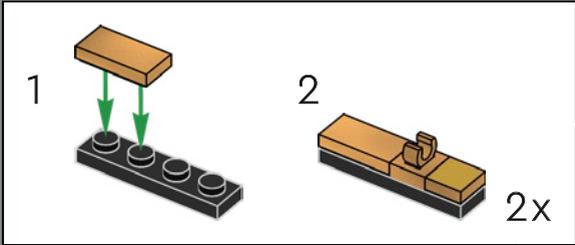


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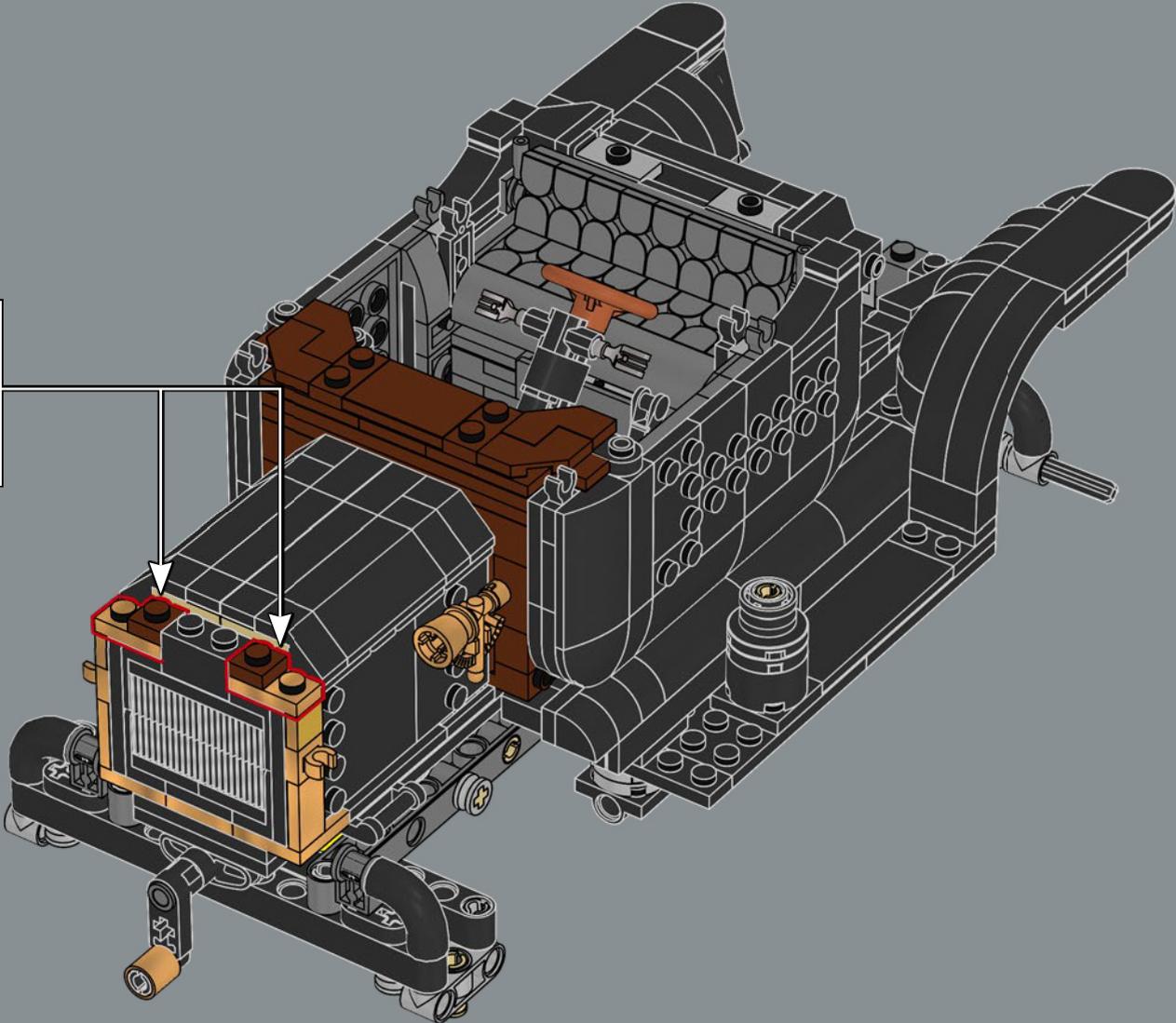
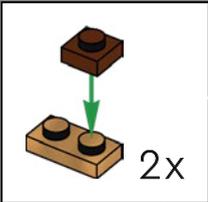


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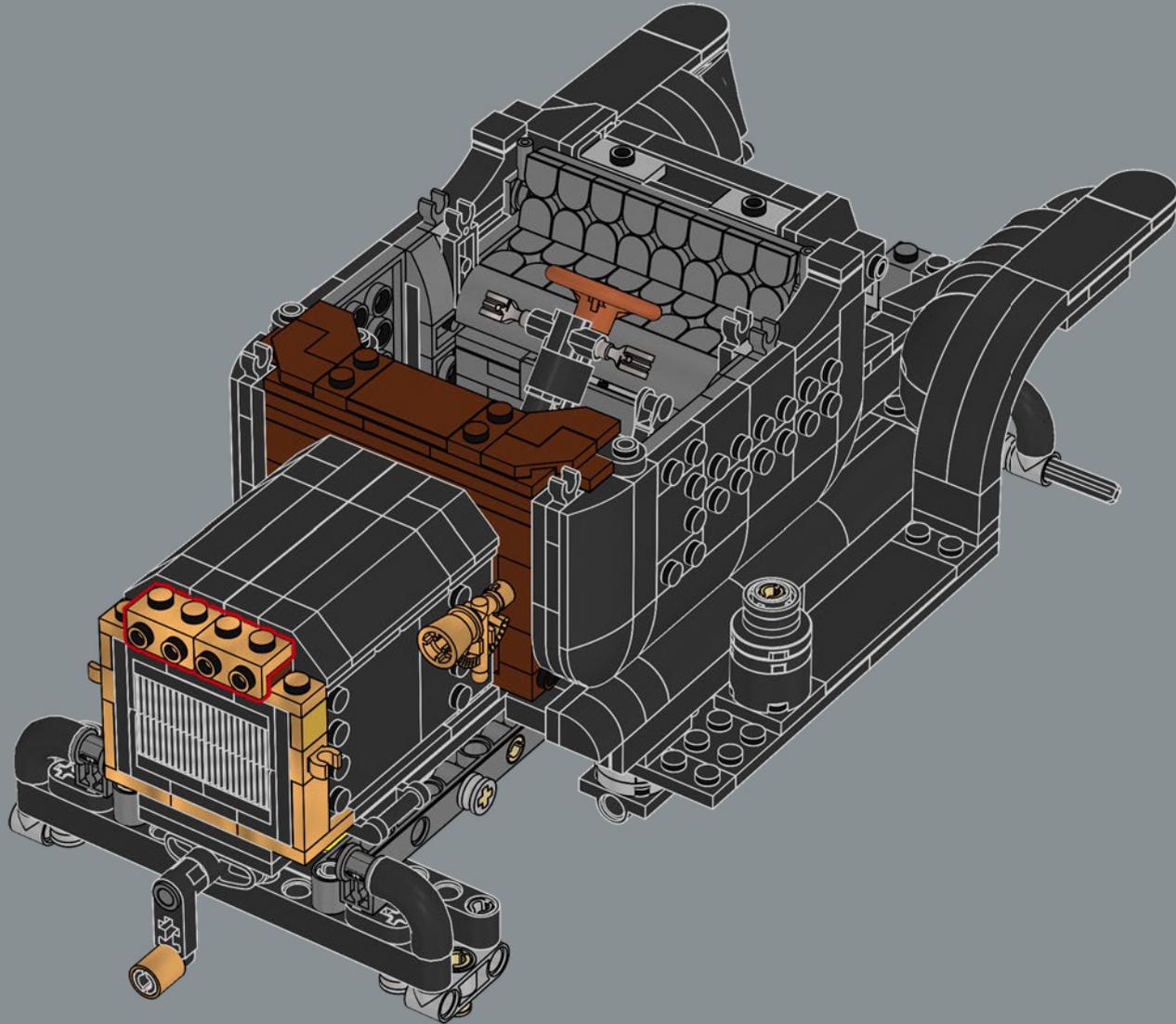
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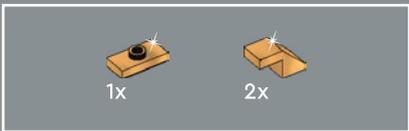




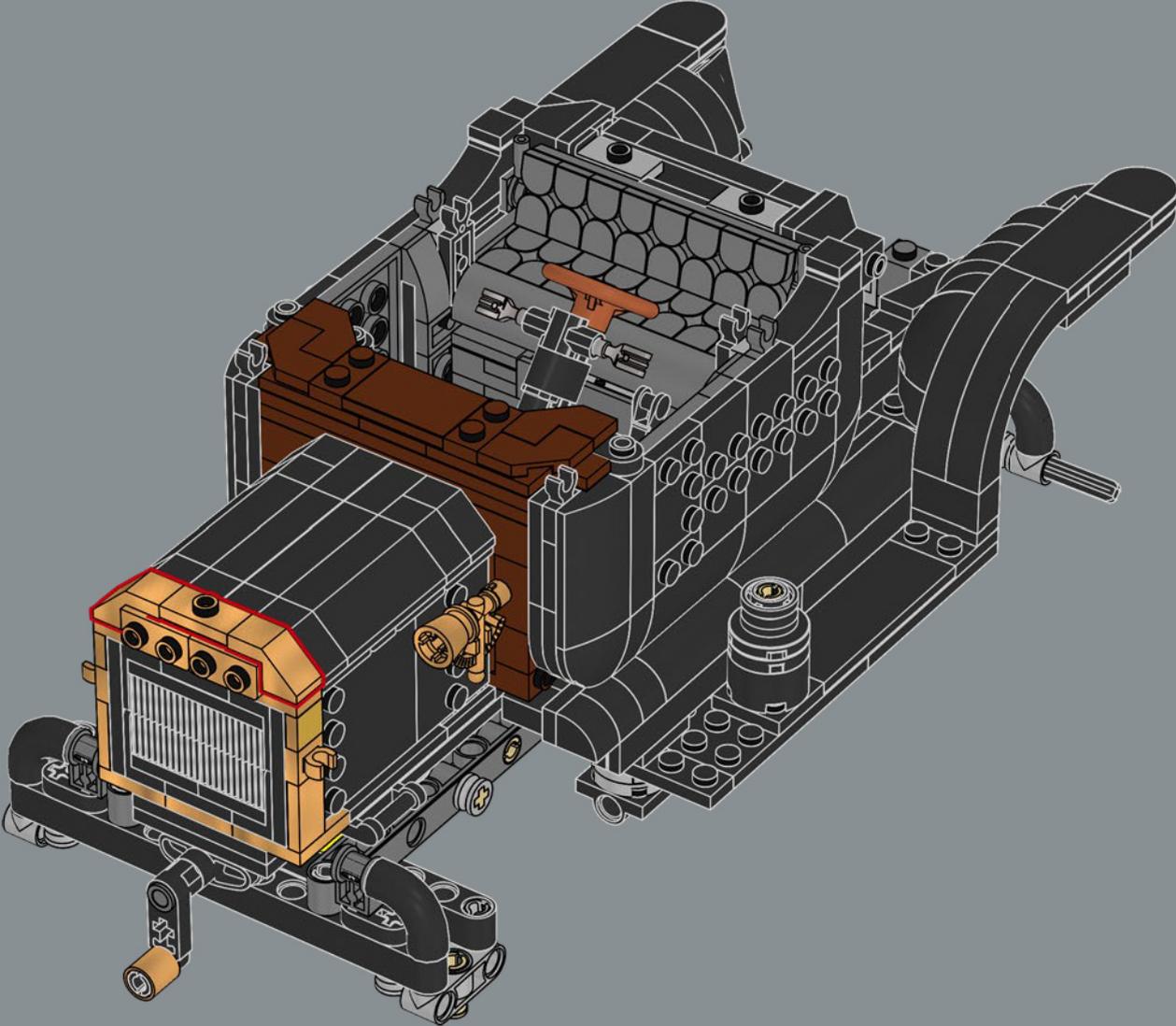
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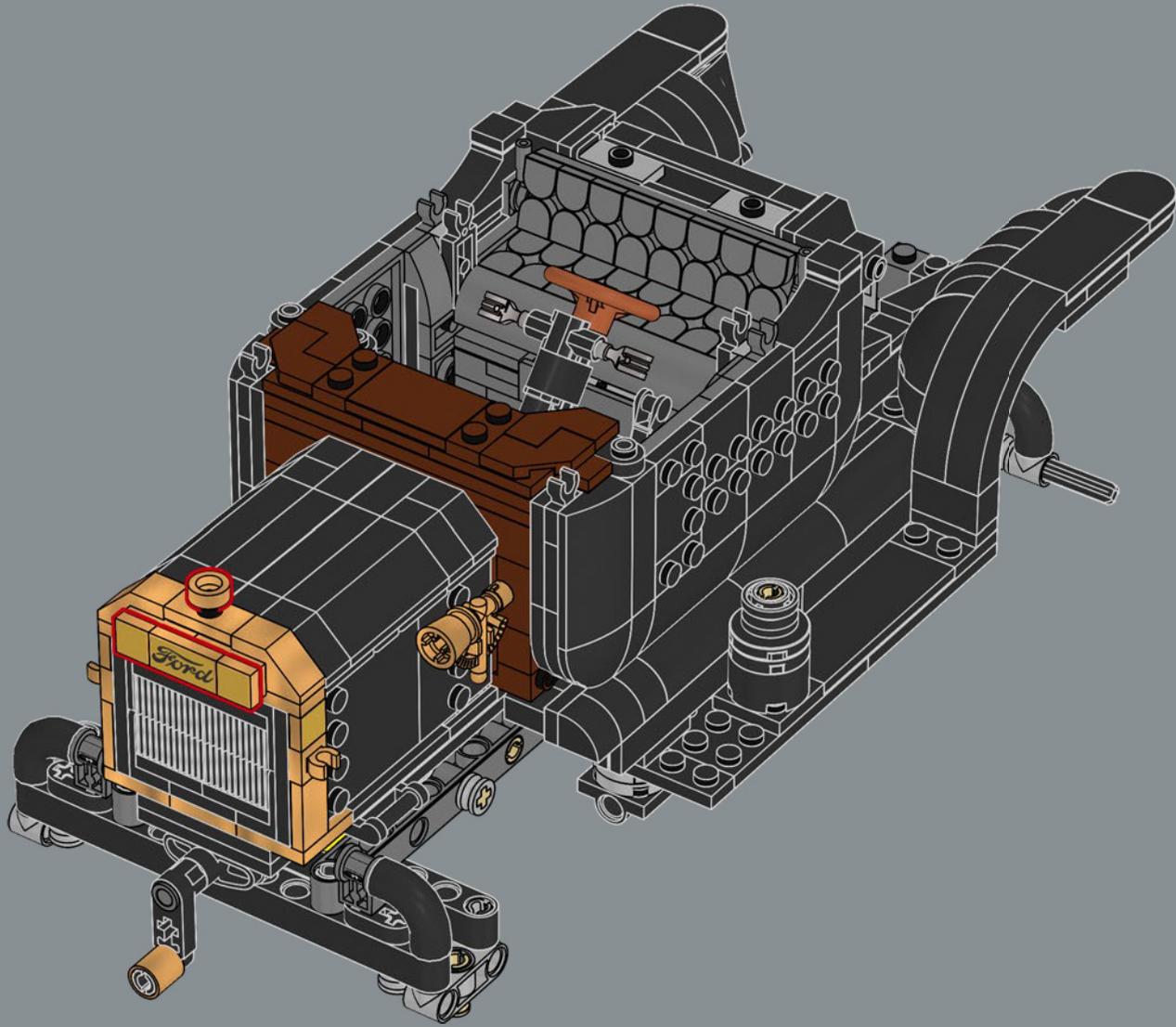


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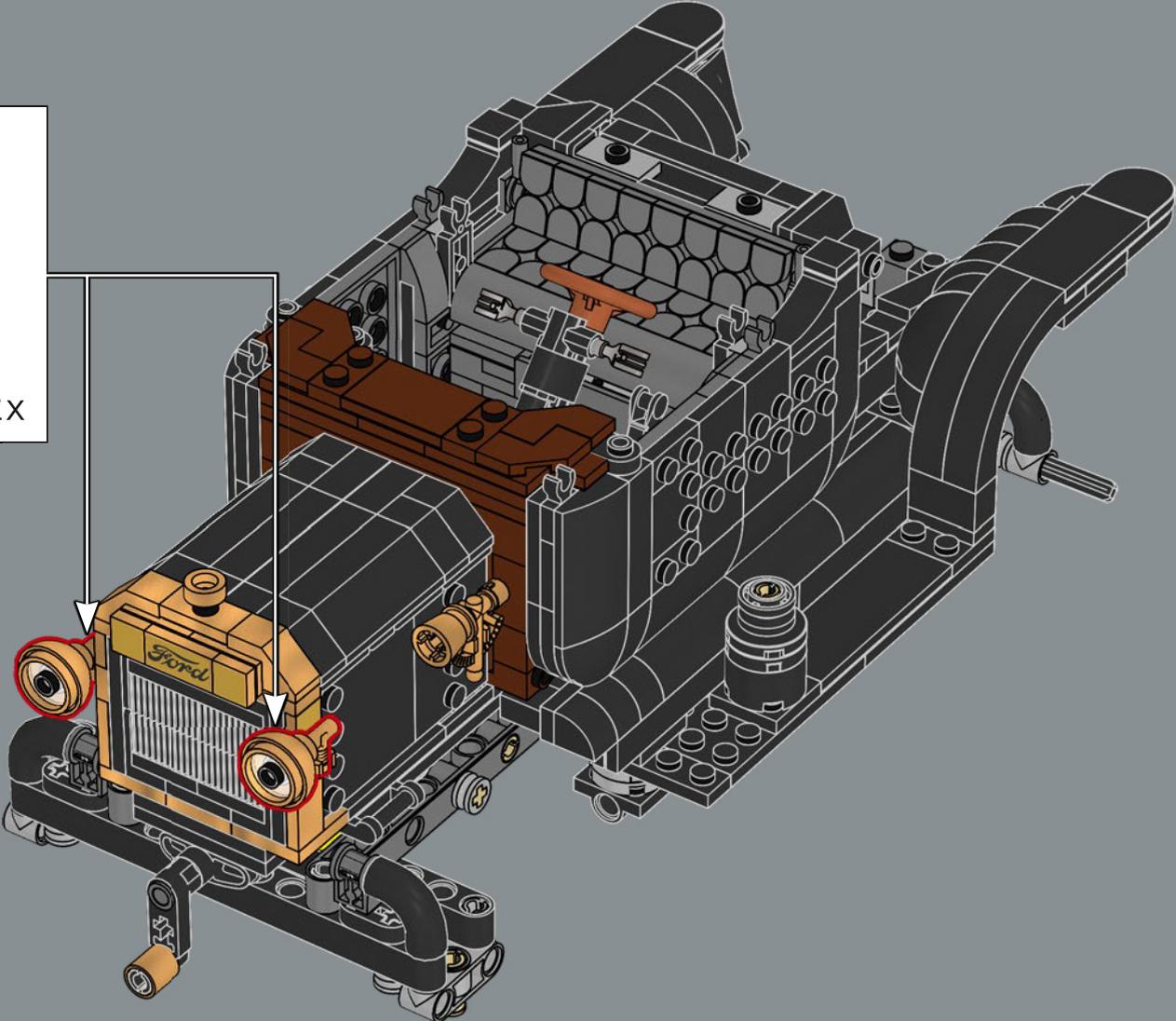
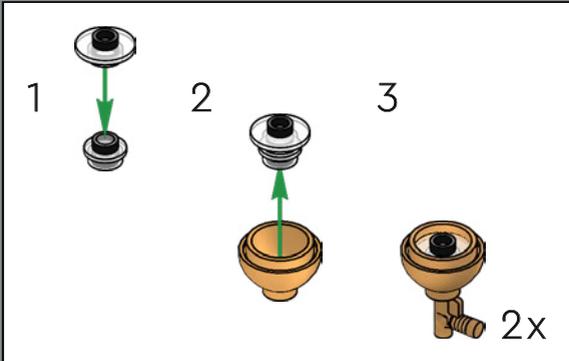
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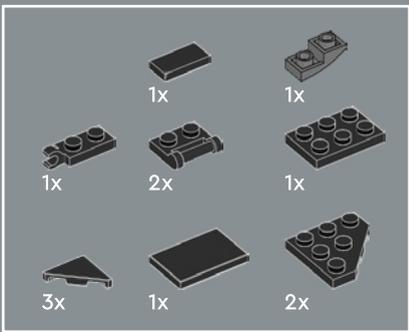


Famous for its adaptability, the Model T® could be converted for other uses. Magazines would feature columns with customisation tips, including modifications into snowmobiles, tractors and even grain mills!

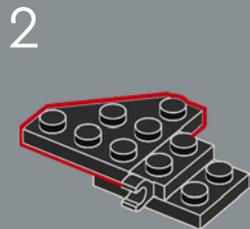
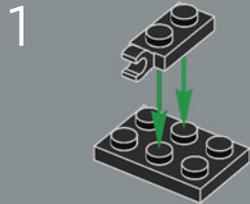


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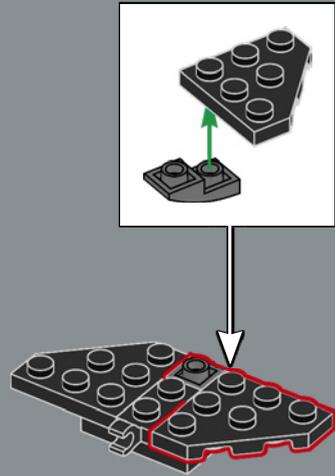




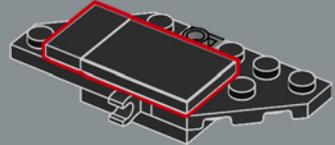
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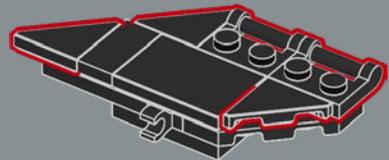
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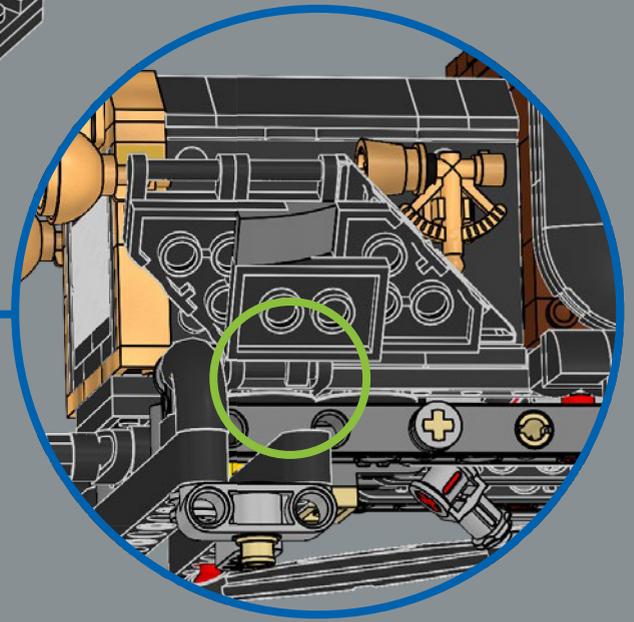
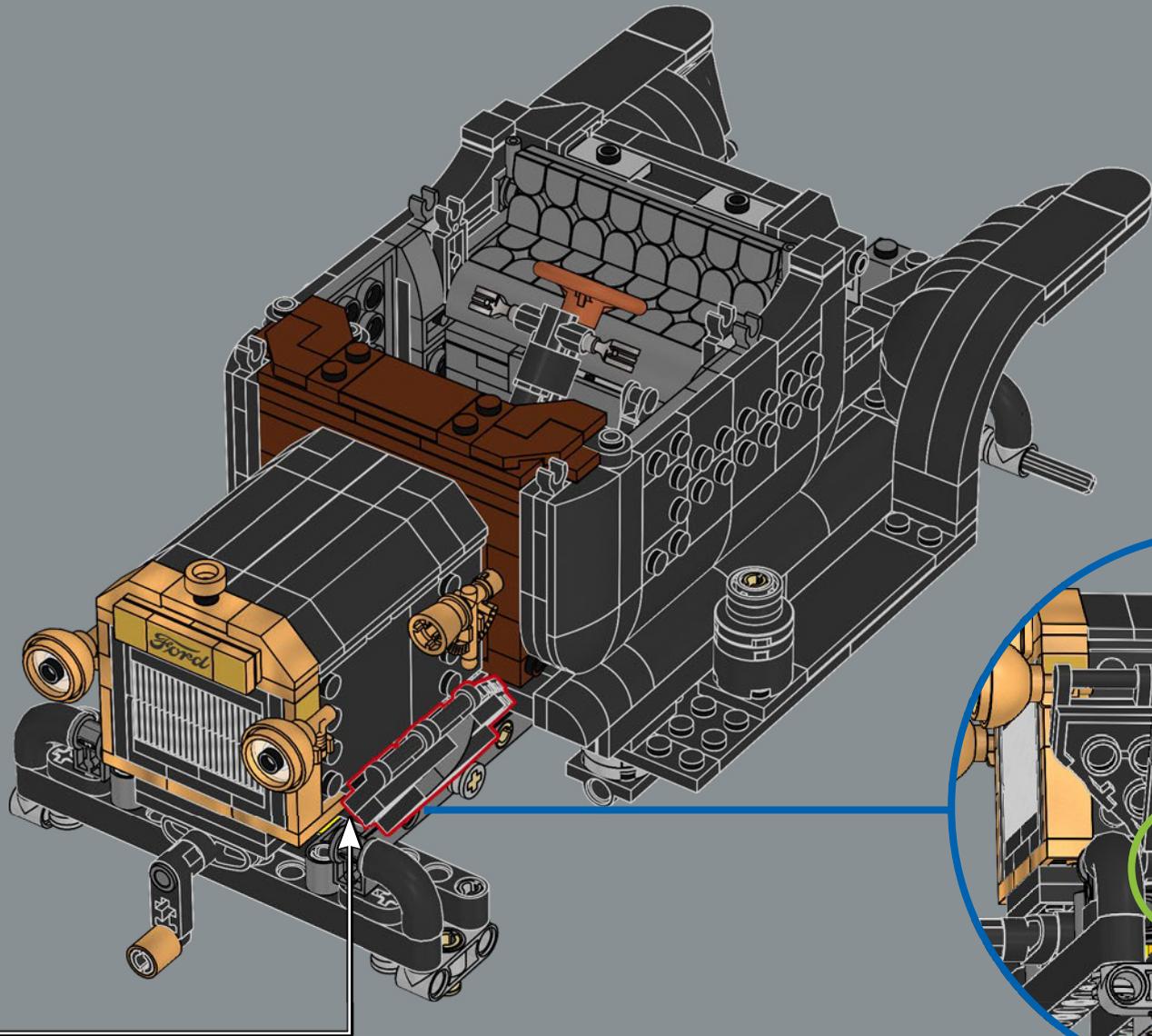


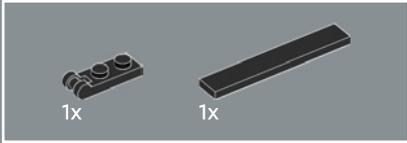
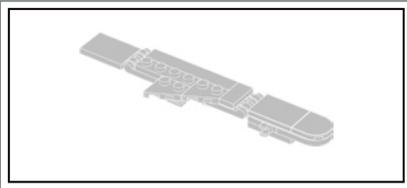
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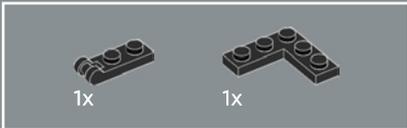
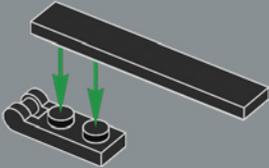
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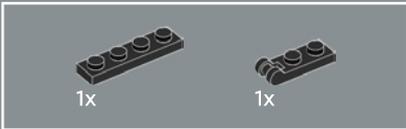
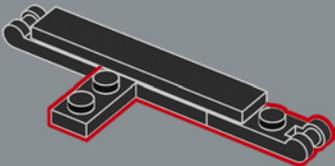




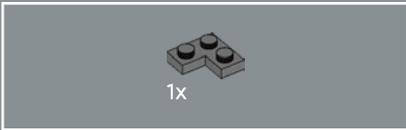
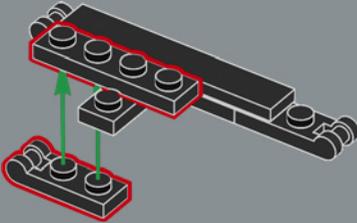
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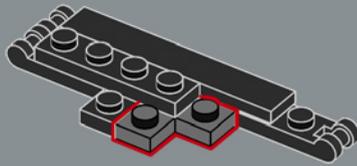
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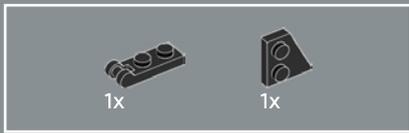


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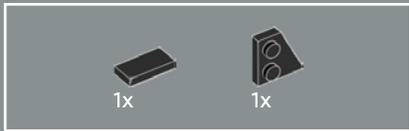
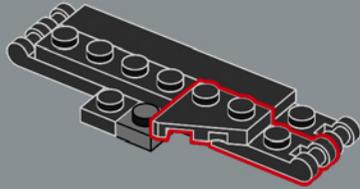


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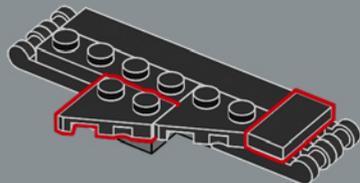




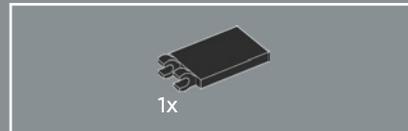
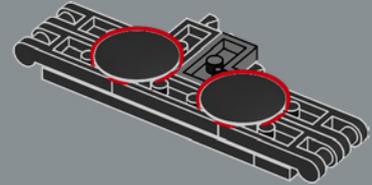
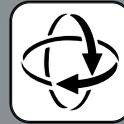
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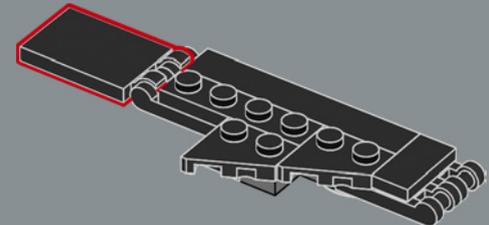
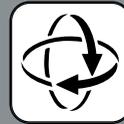
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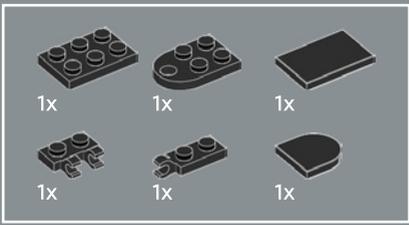


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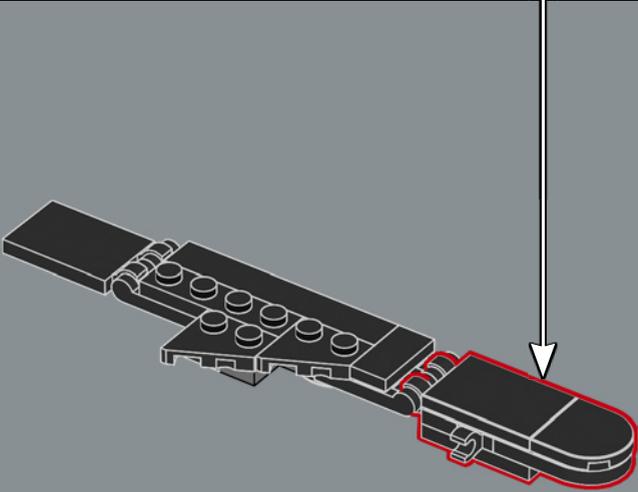
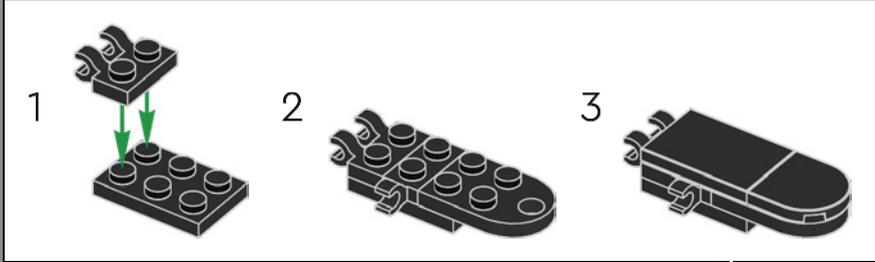


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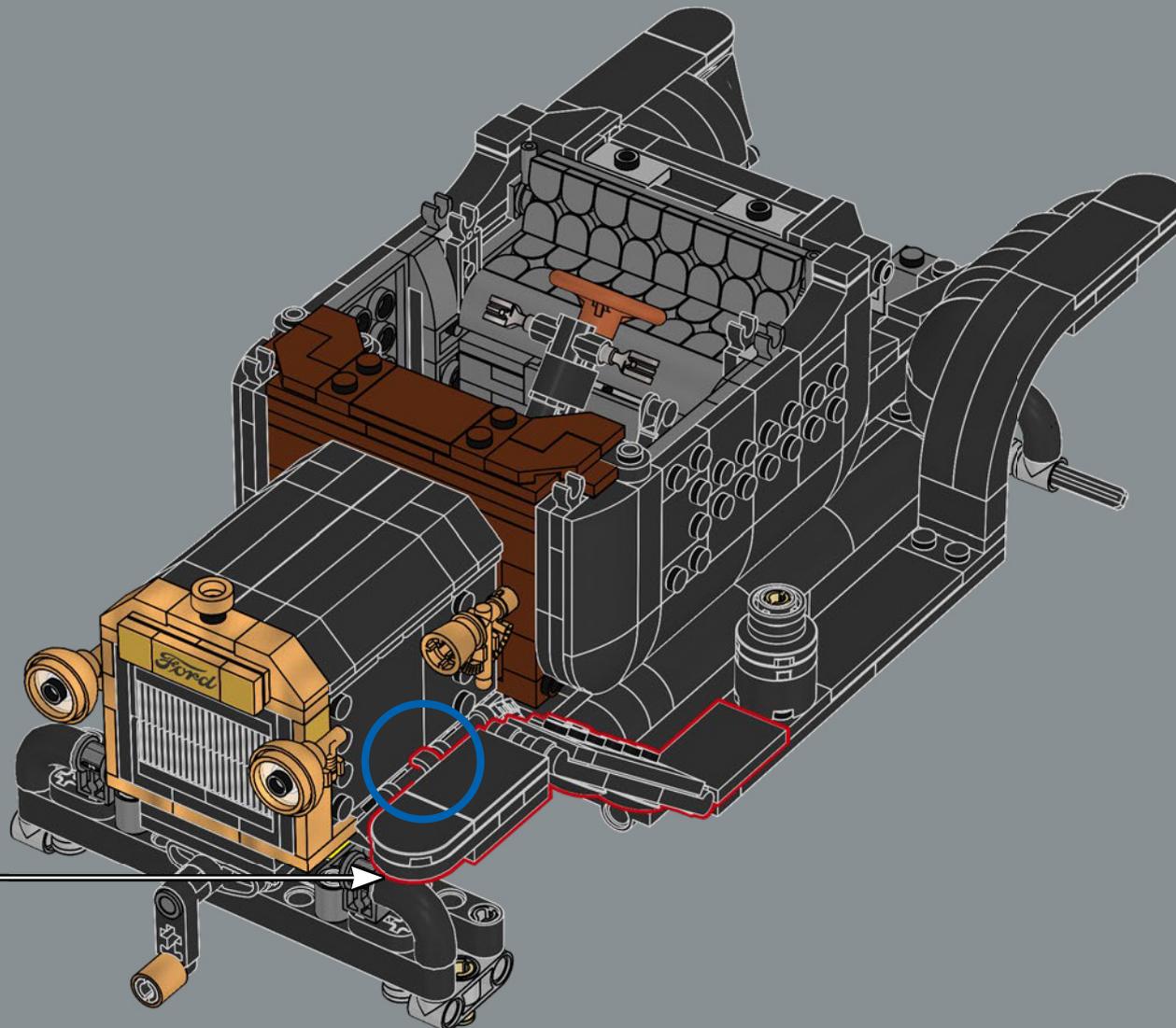


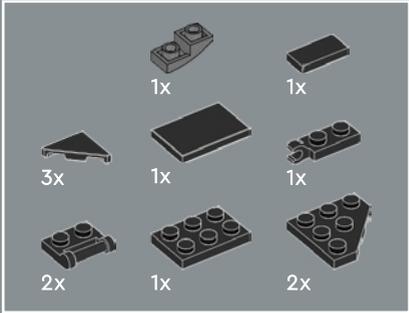
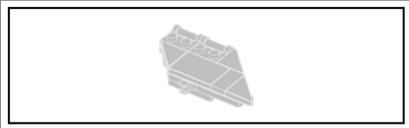


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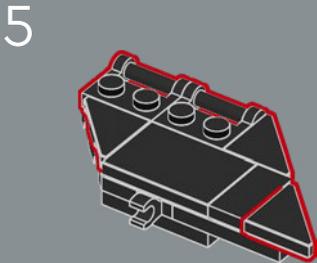
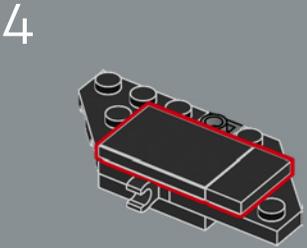
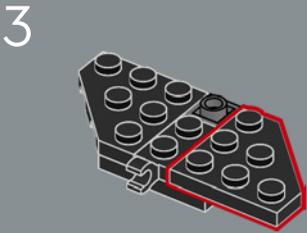
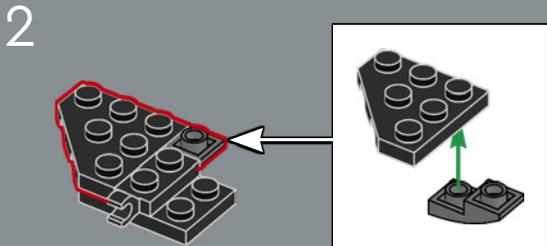
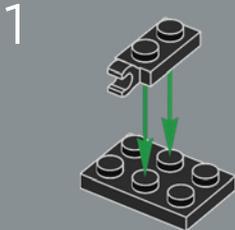


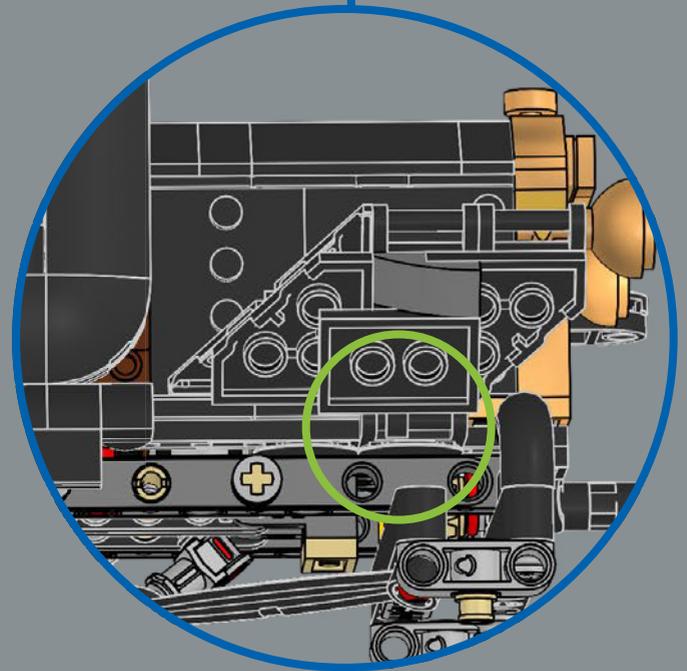
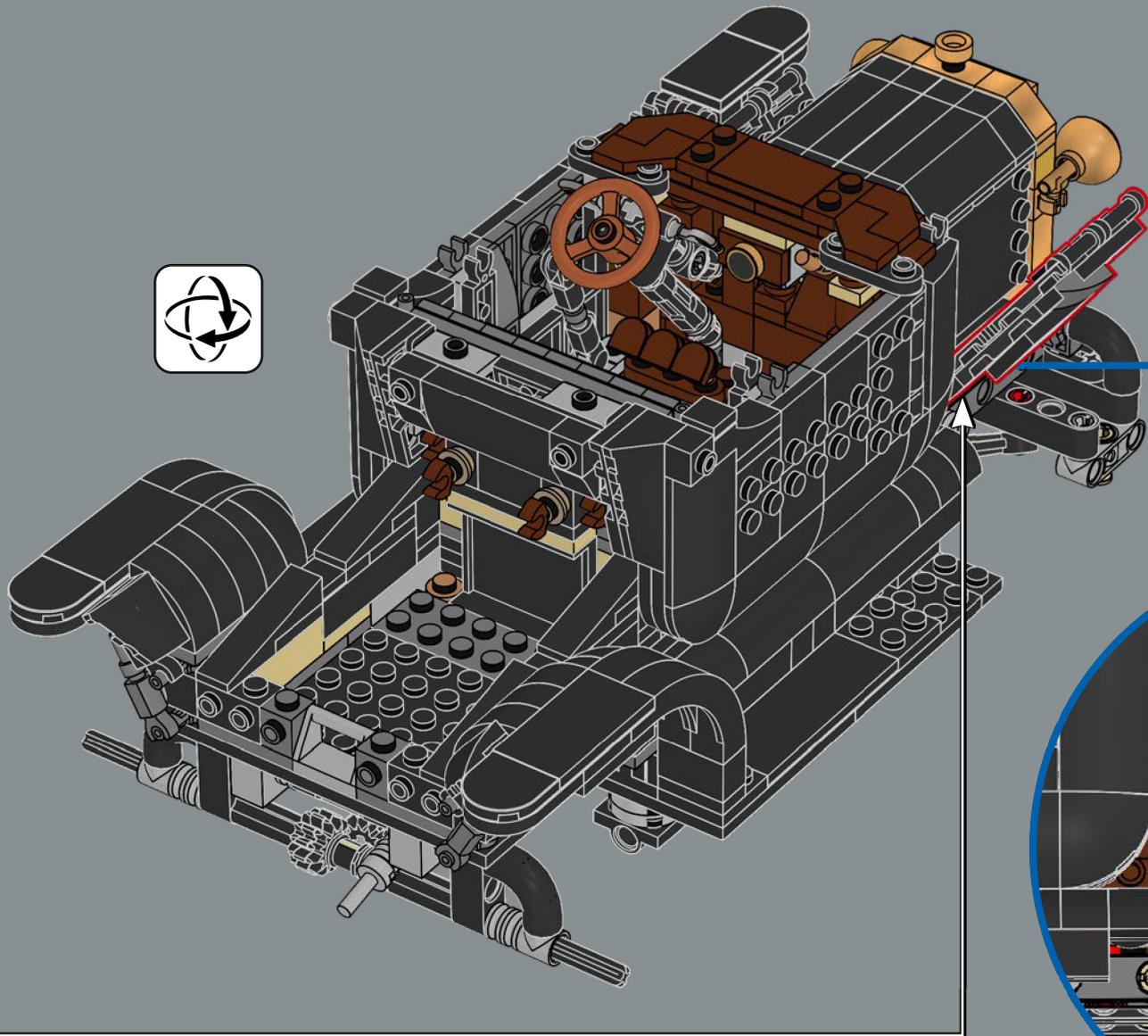
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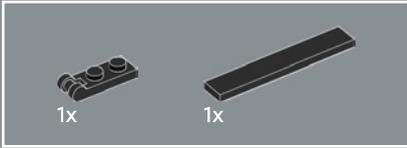
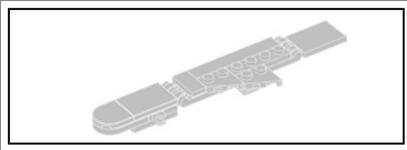




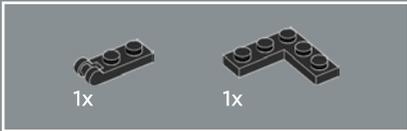
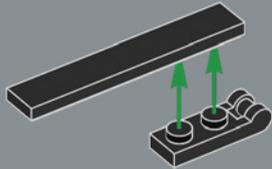
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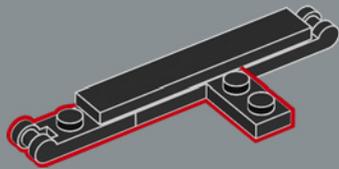




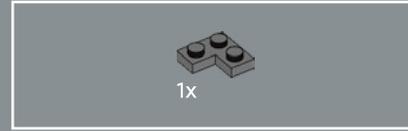
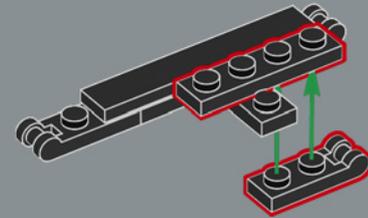
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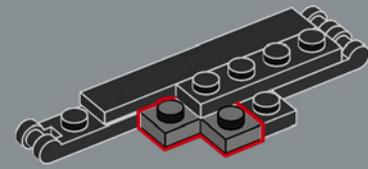
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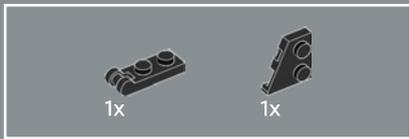


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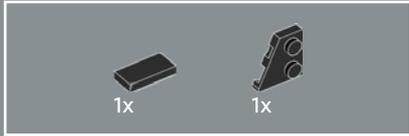
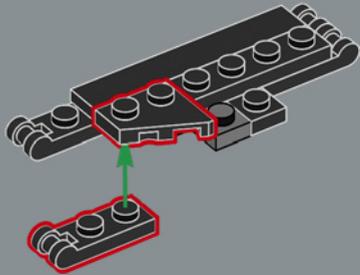


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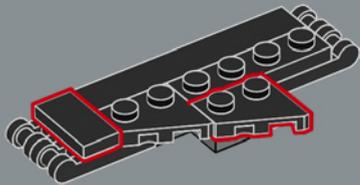




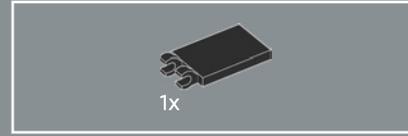
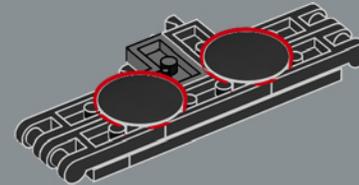
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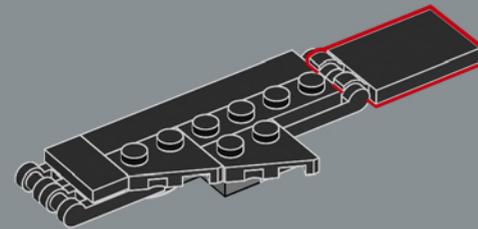
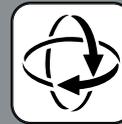
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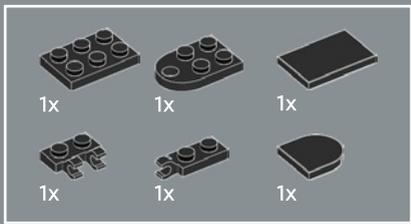


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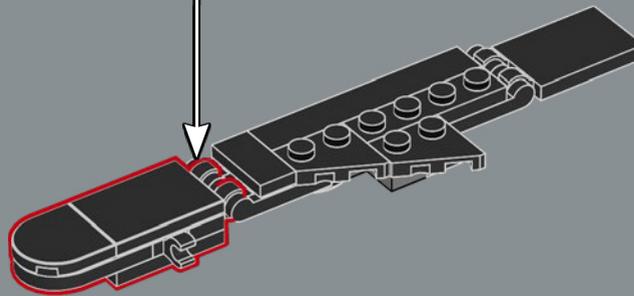
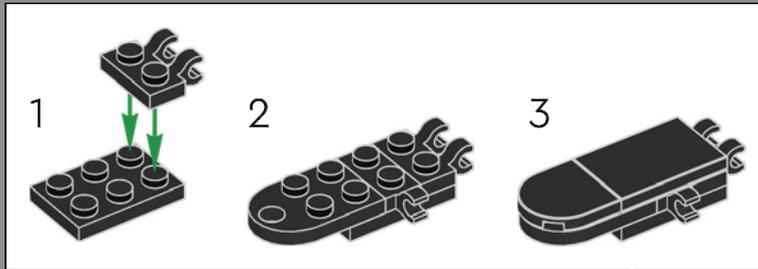


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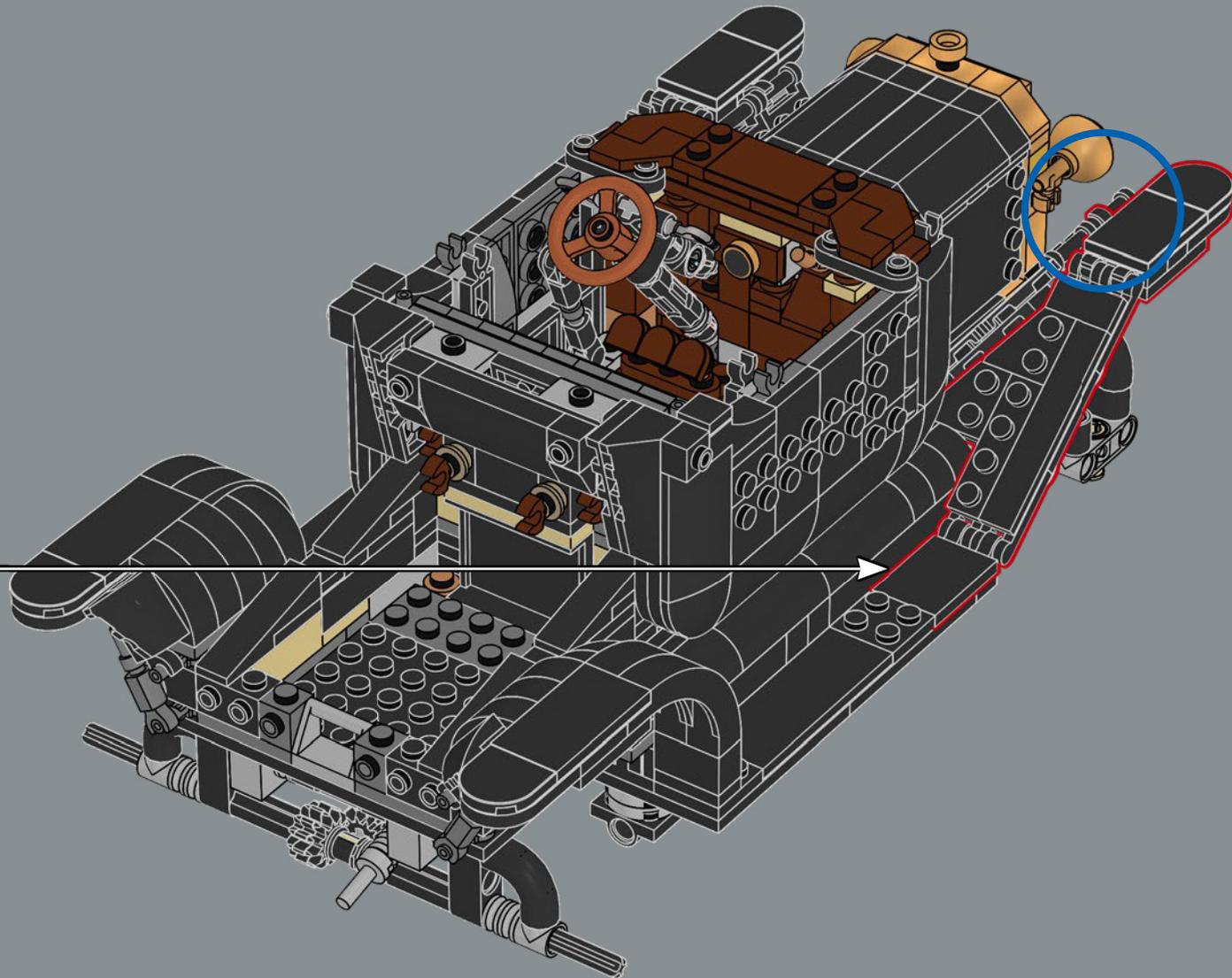


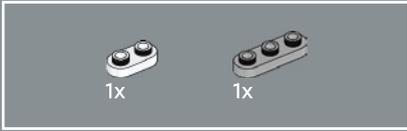
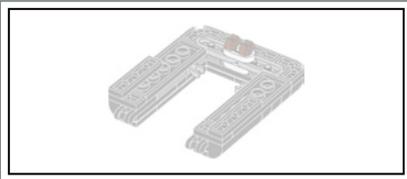


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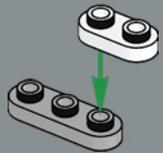


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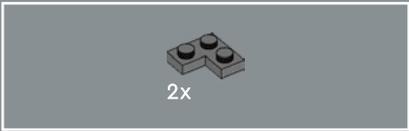
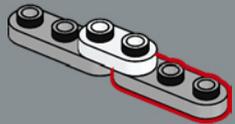




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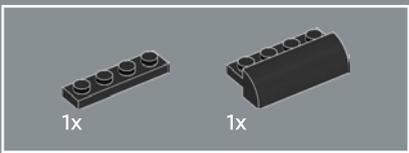
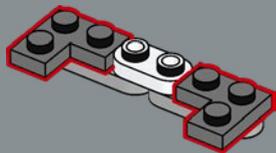


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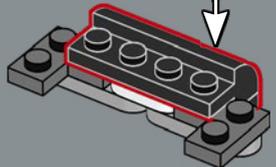
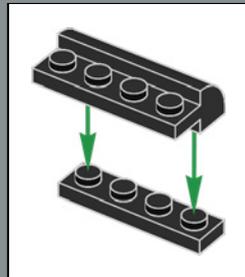
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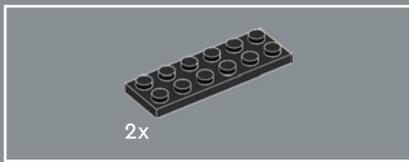


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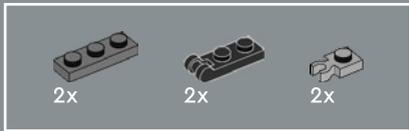
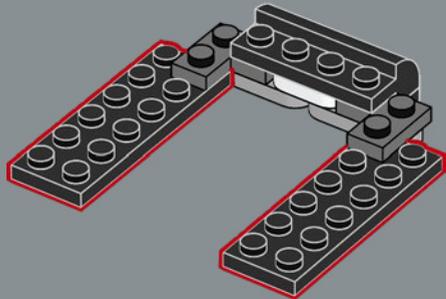
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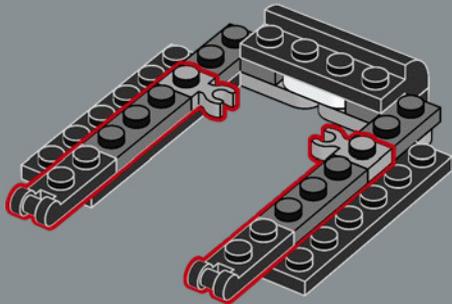




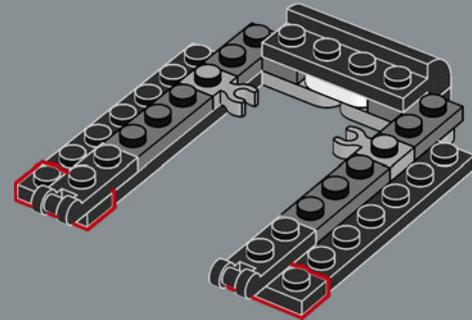
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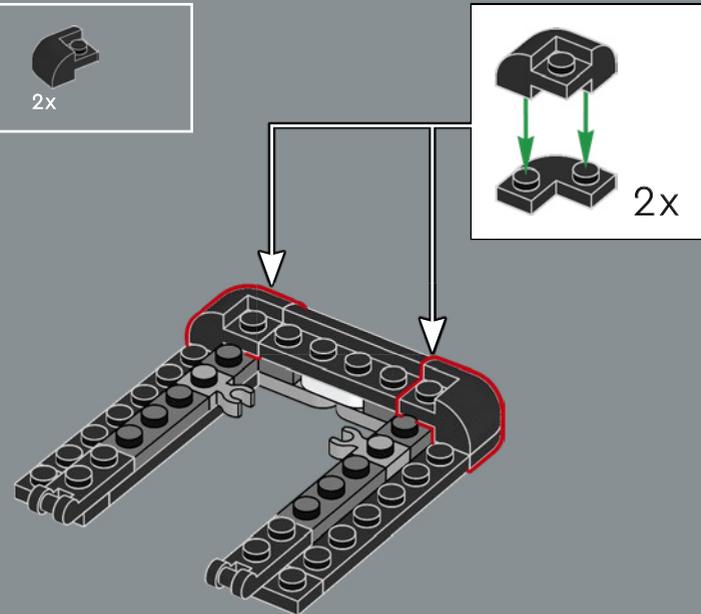
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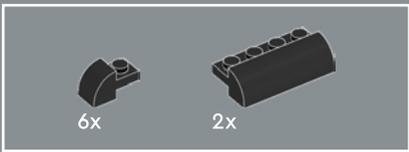


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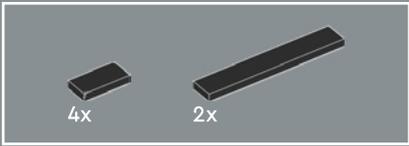
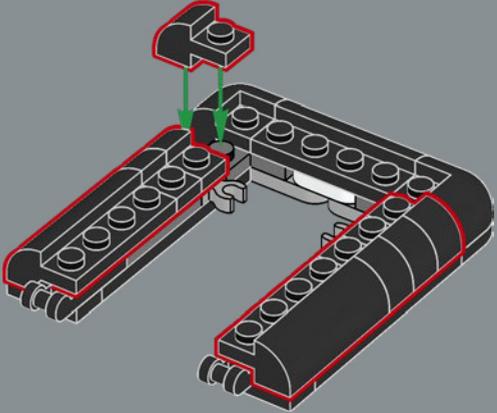


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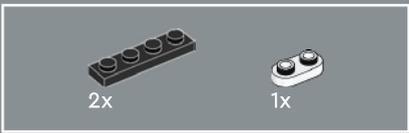
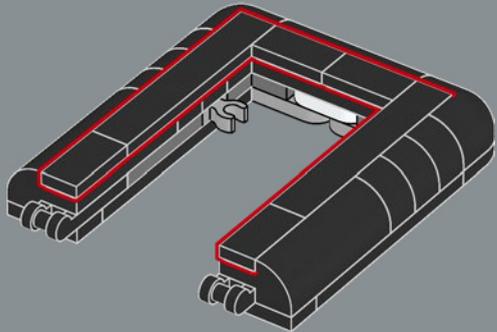




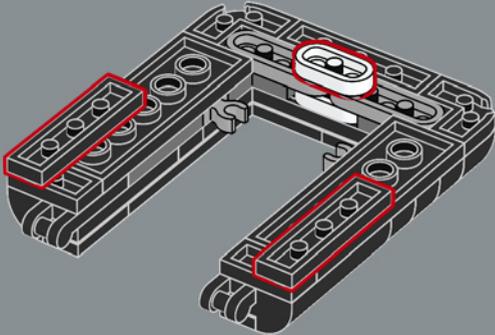
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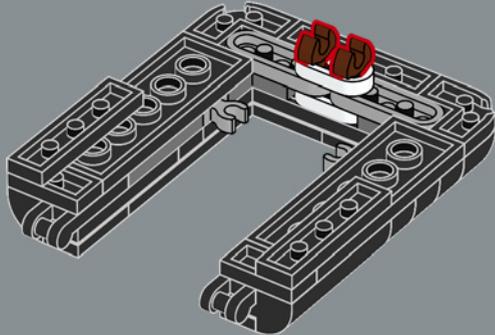
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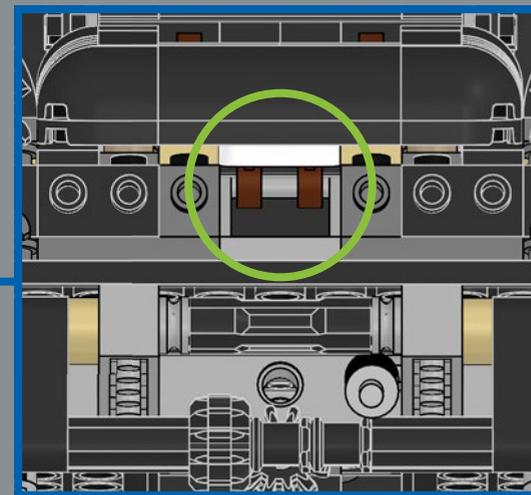
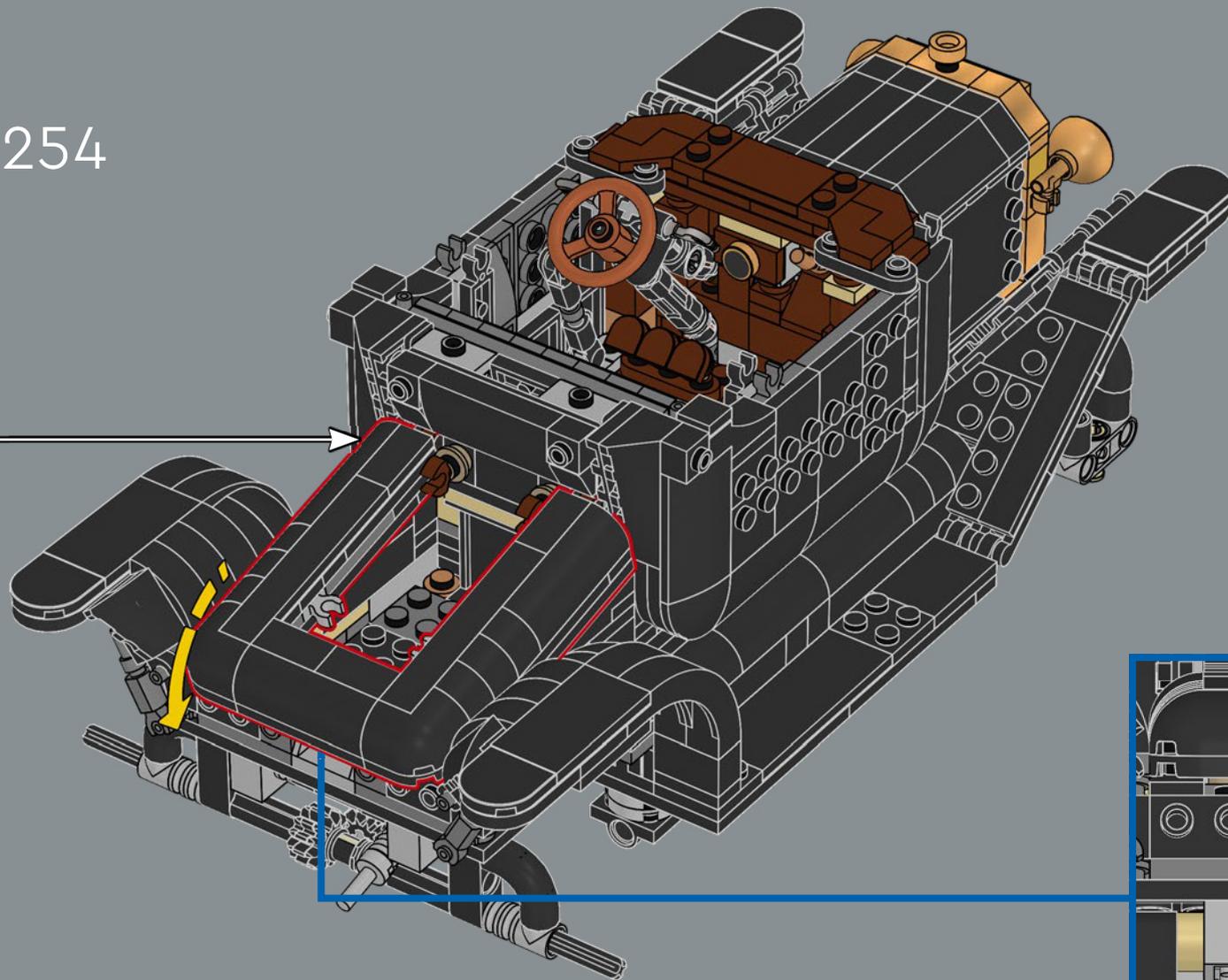
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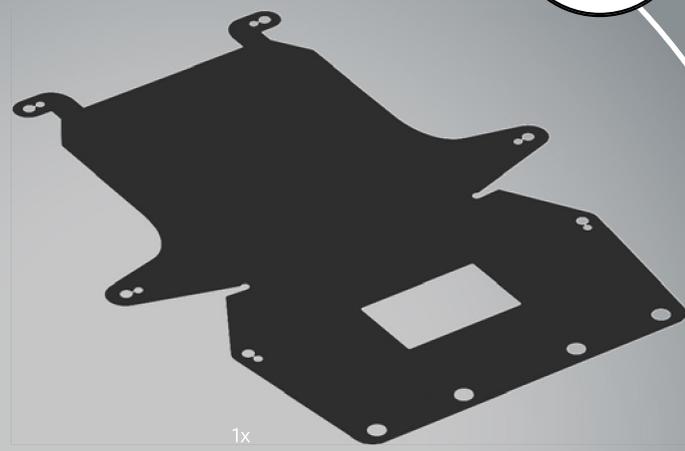
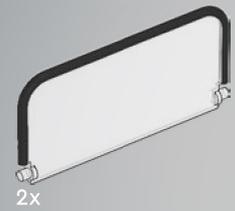
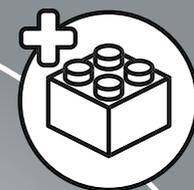


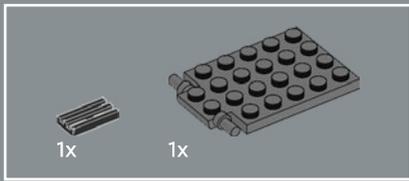
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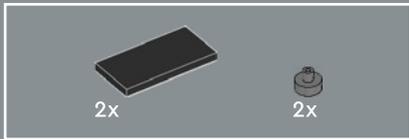
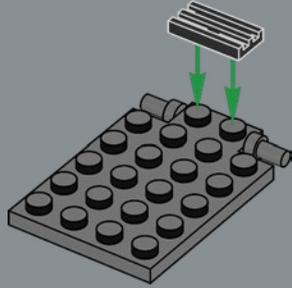
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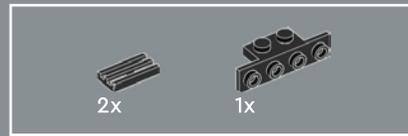
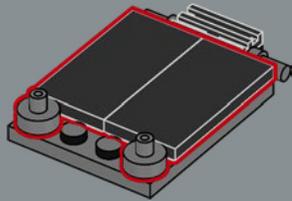




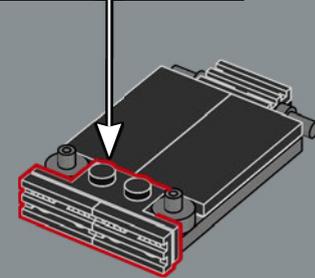
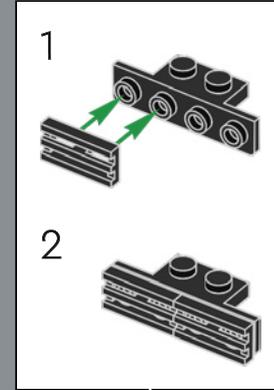
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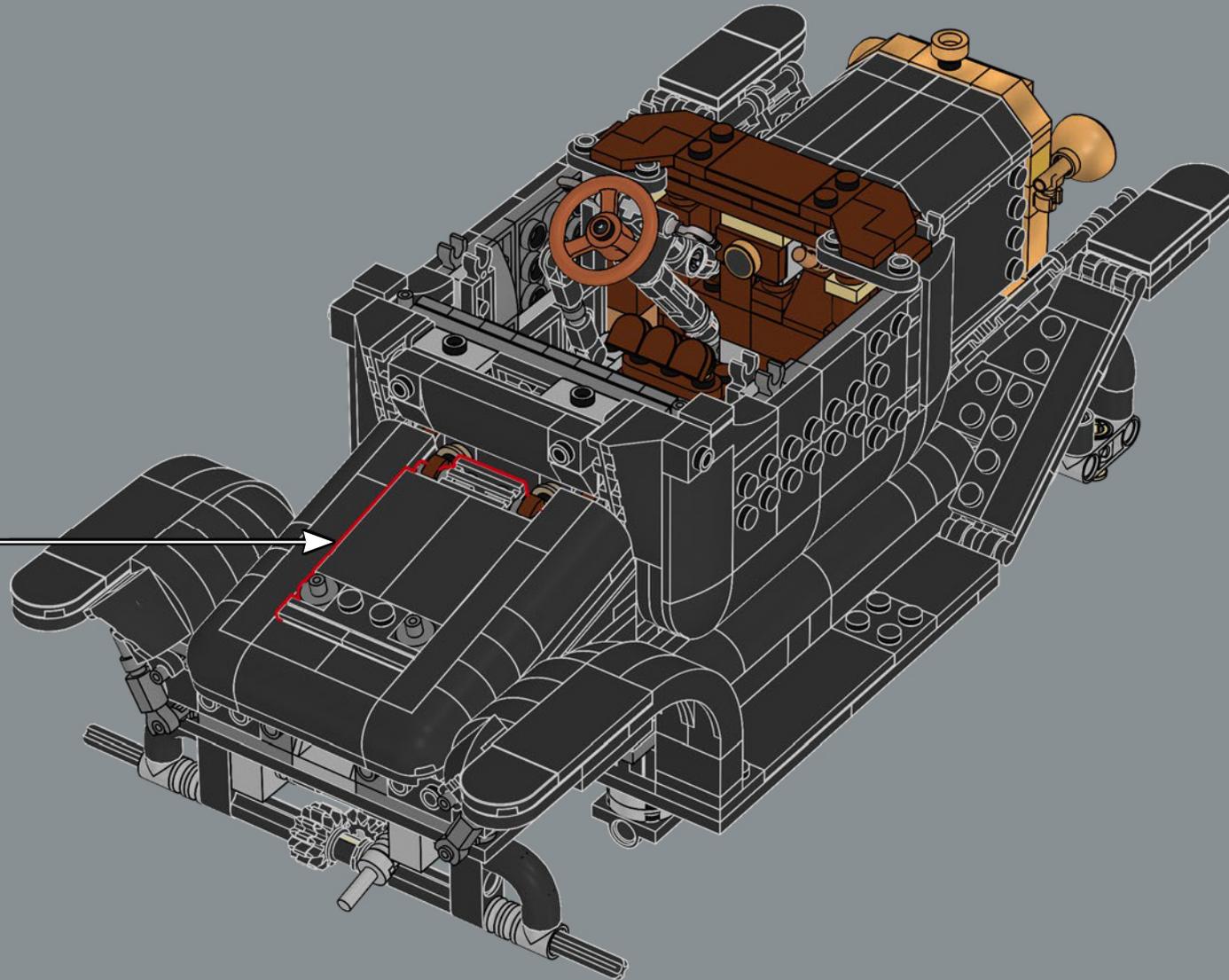
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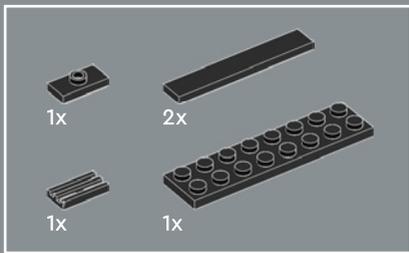


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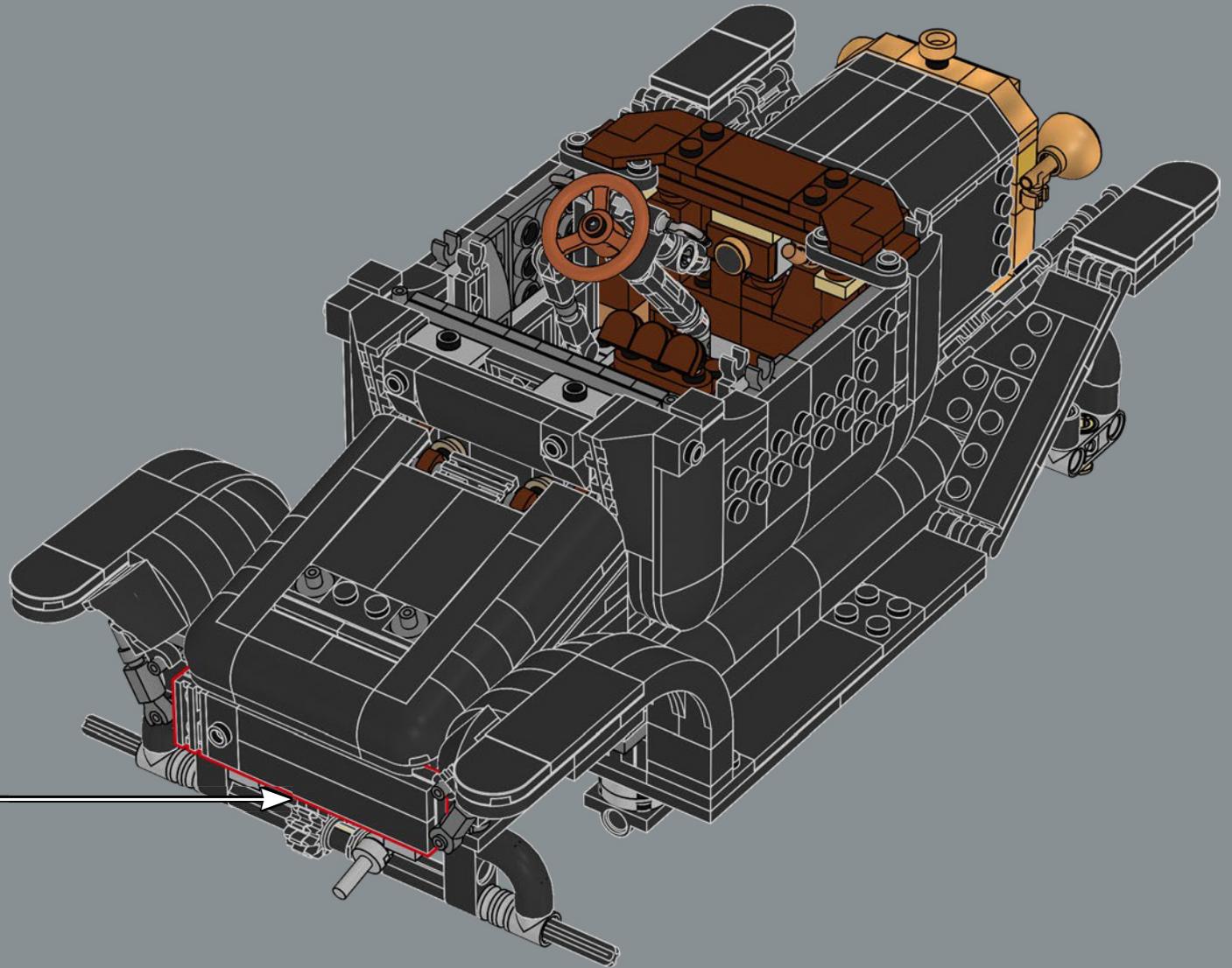
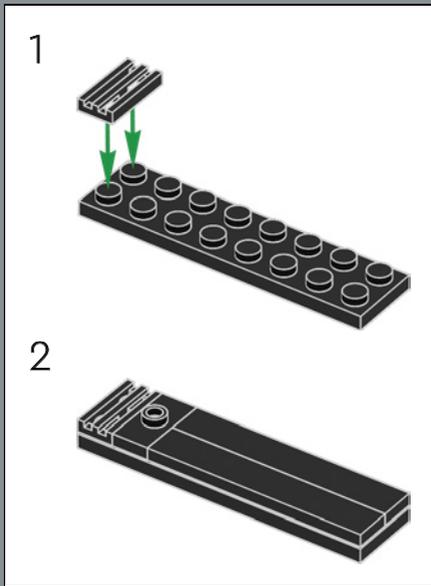


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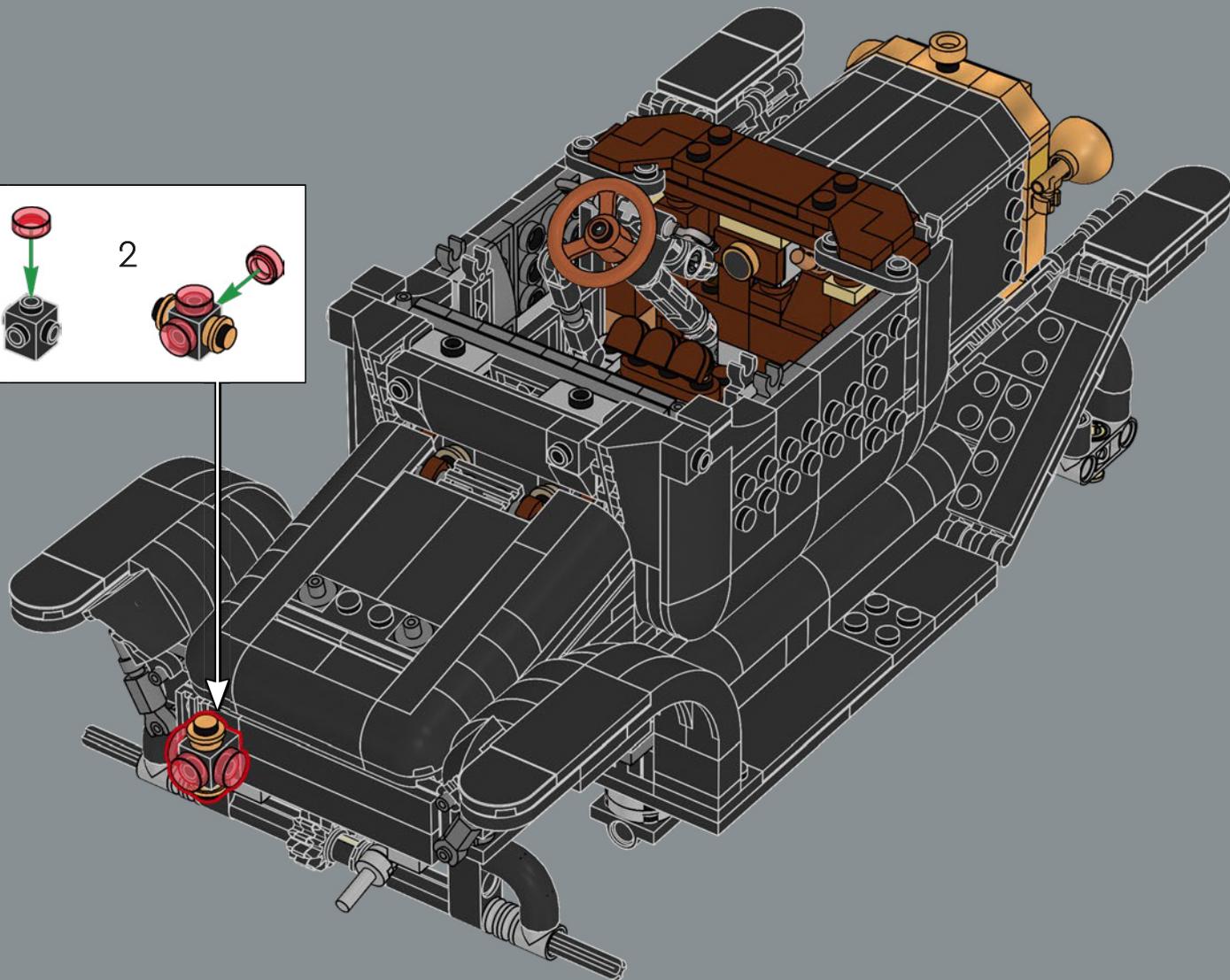
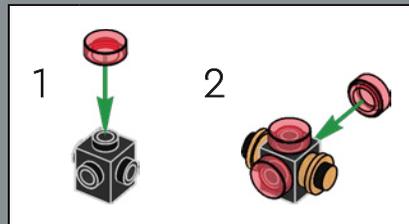


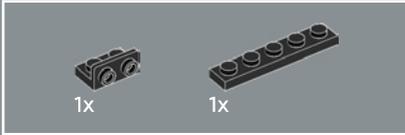
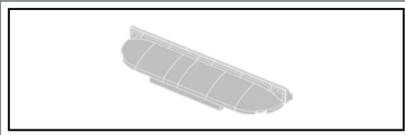
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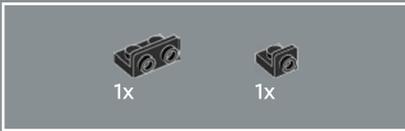
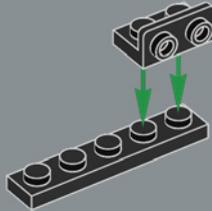
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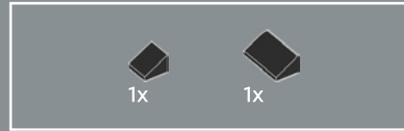
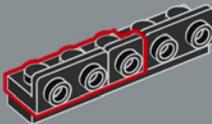




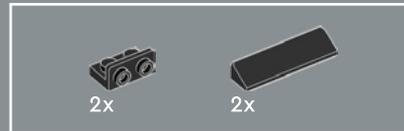
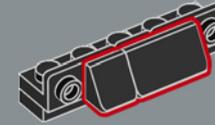
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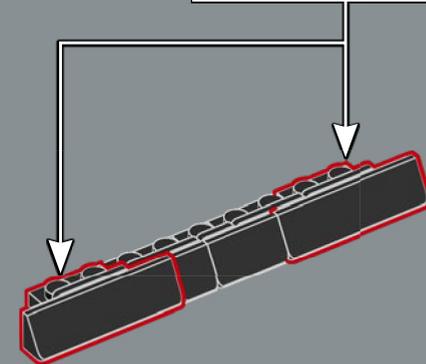
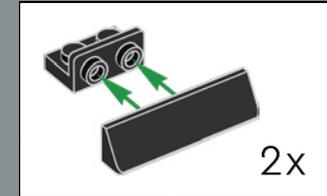
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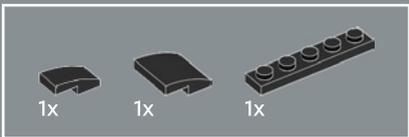


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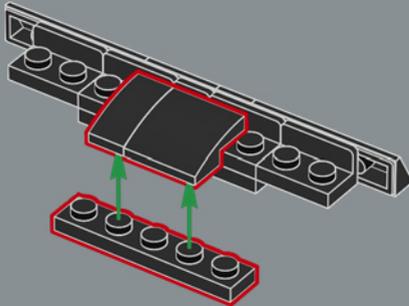


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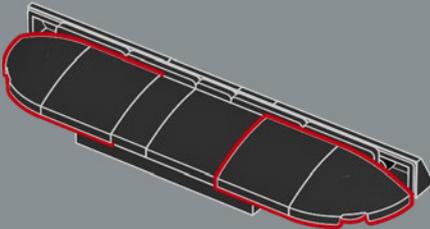




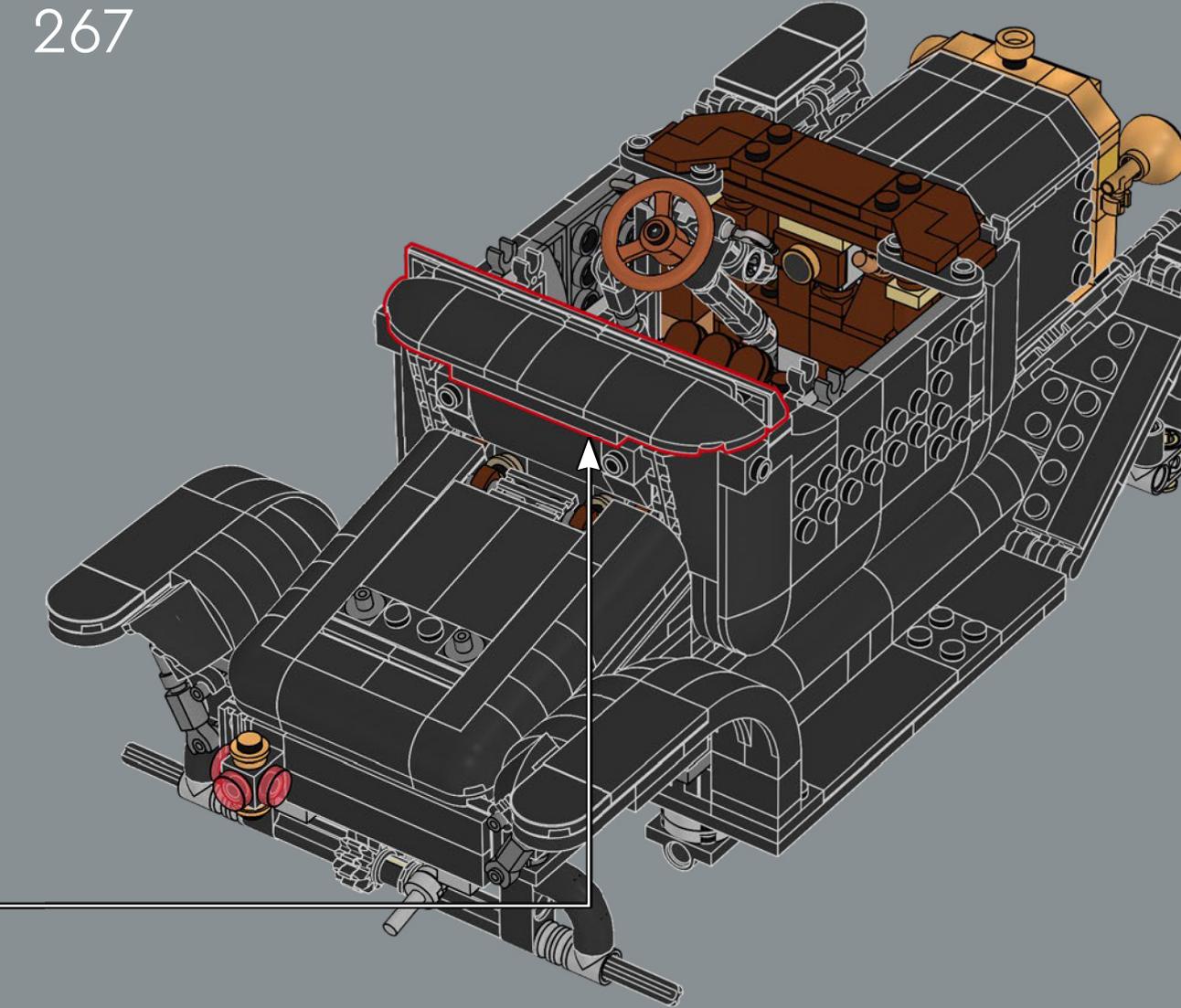
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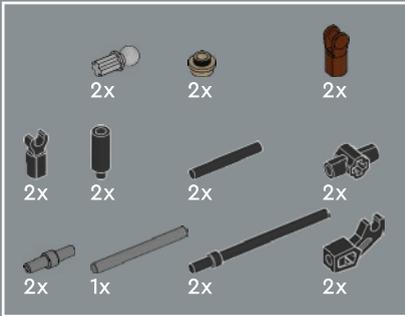
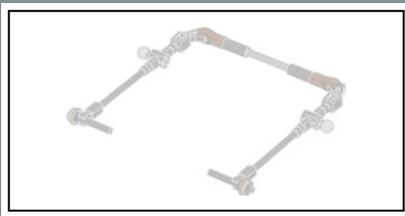


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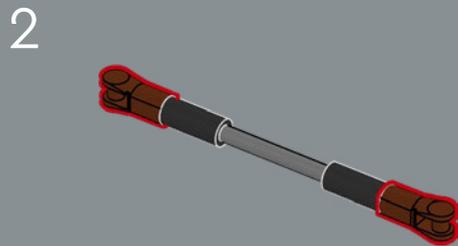
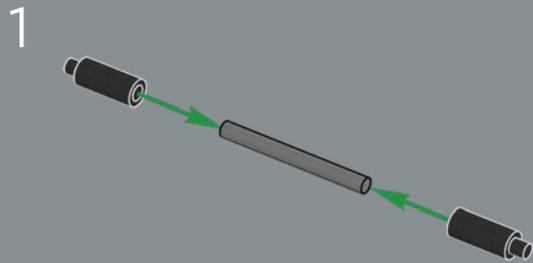


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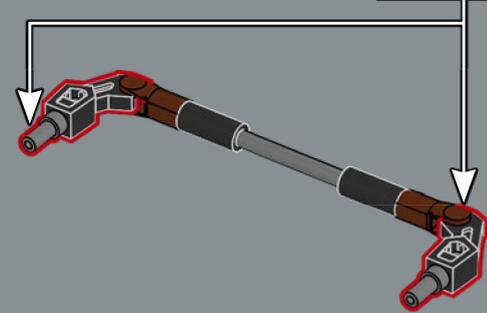
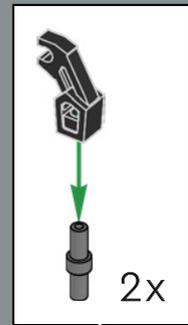




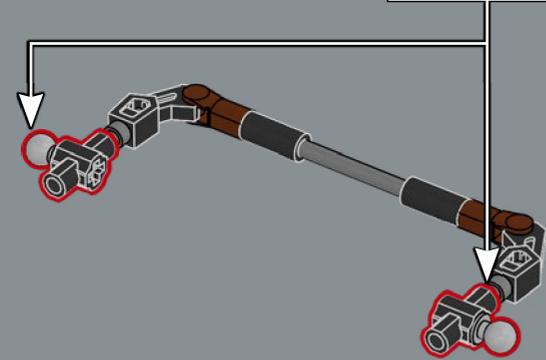
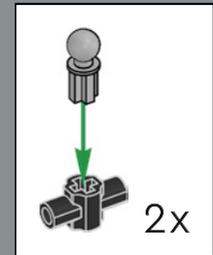
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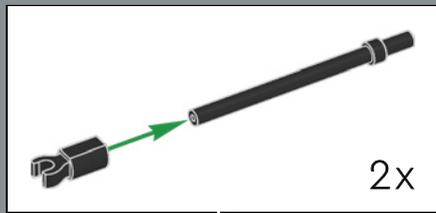


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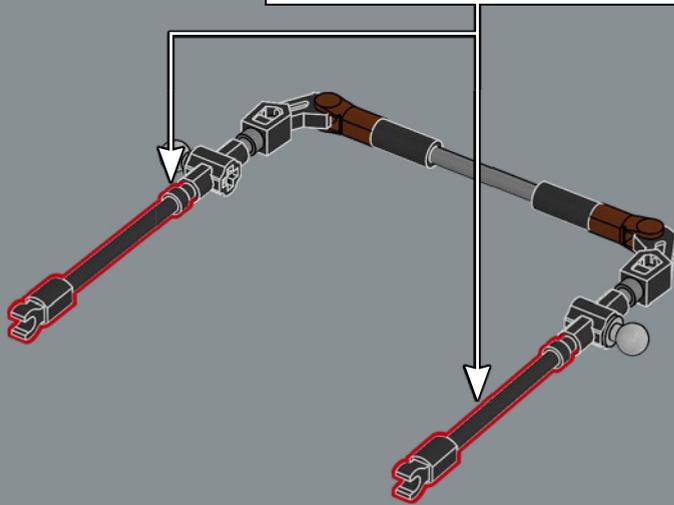


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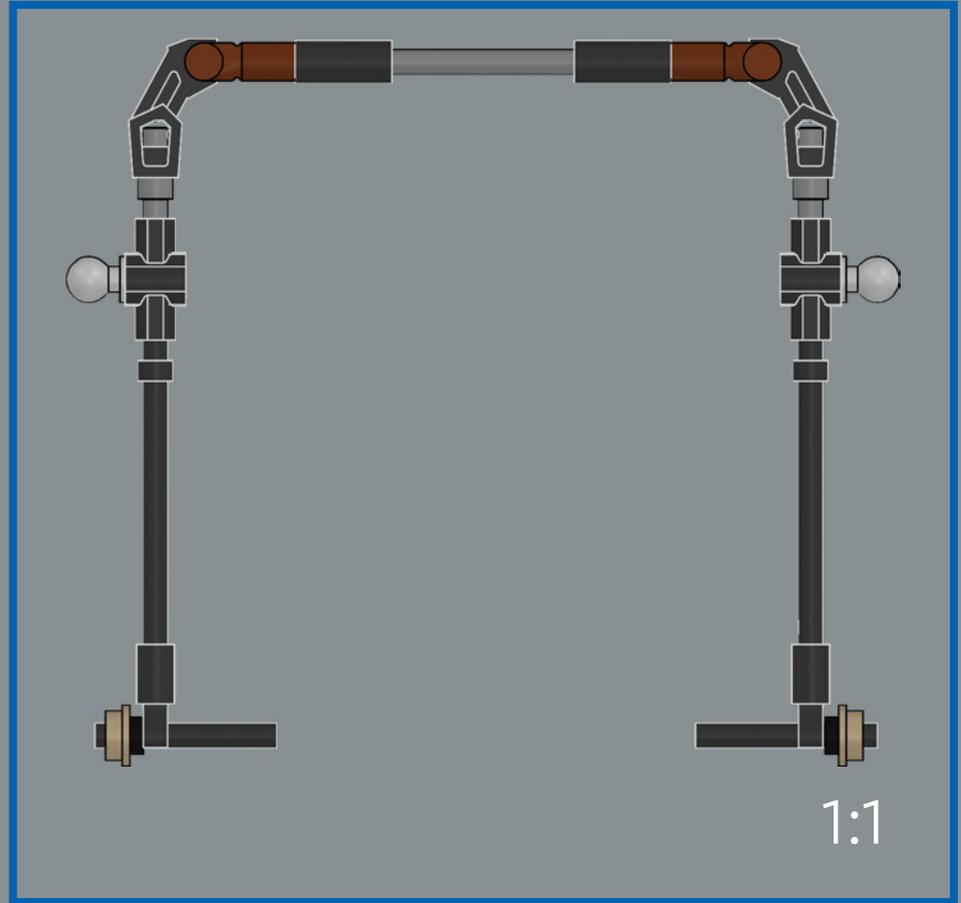
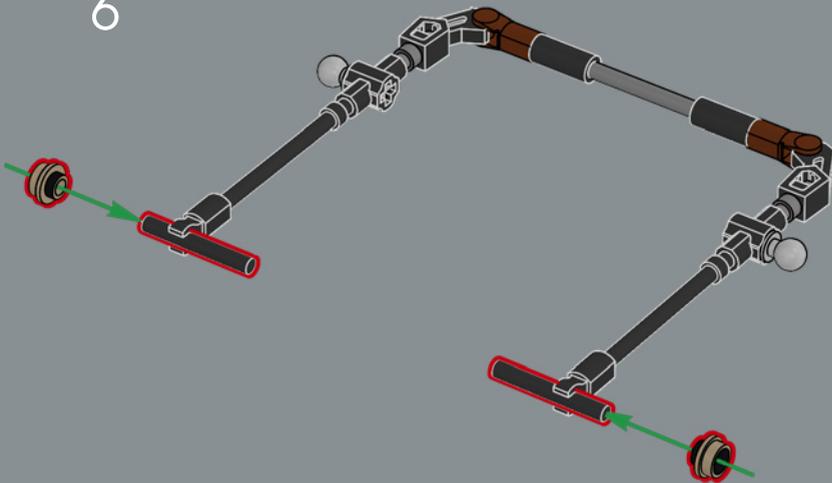




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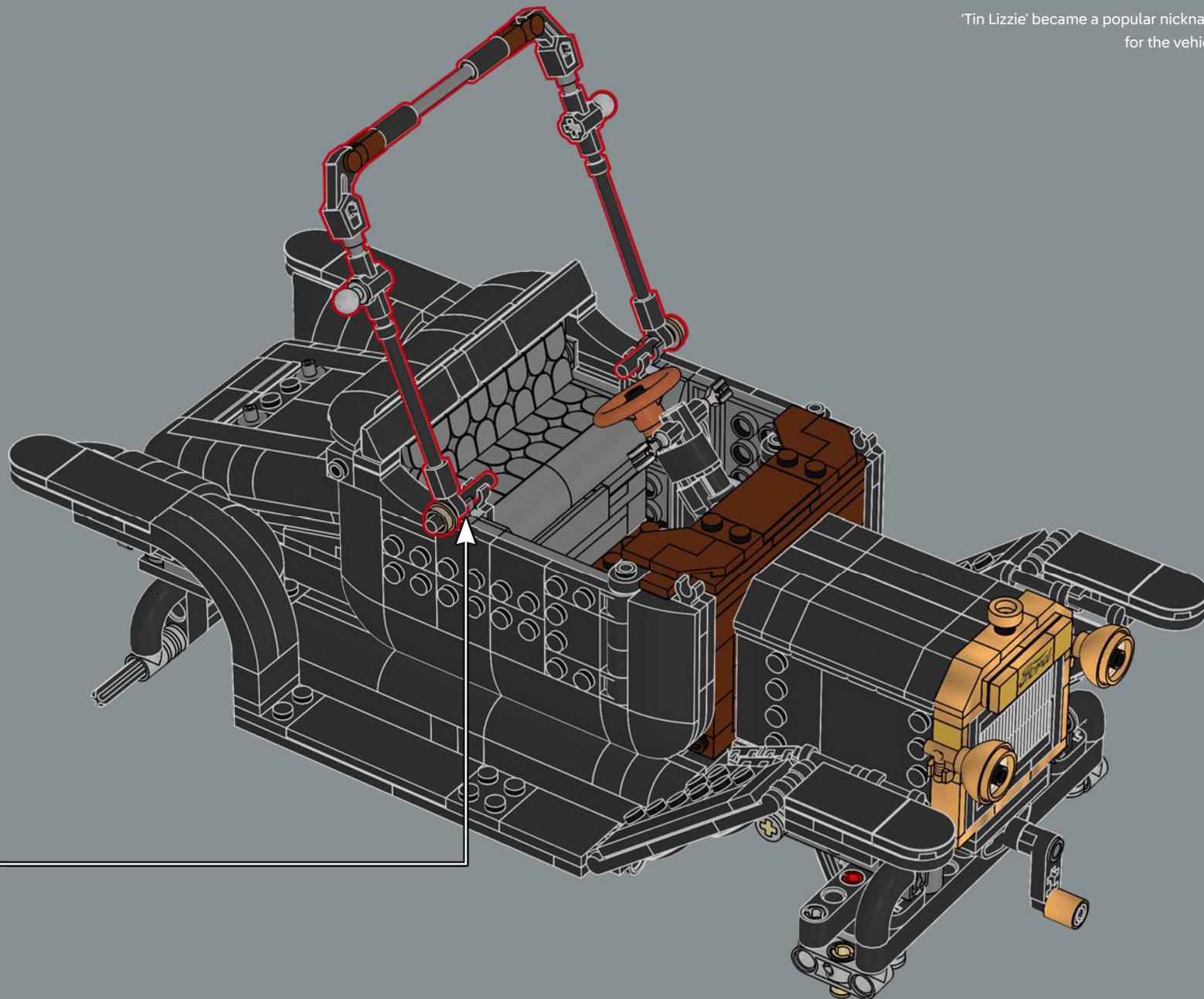


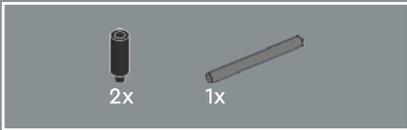
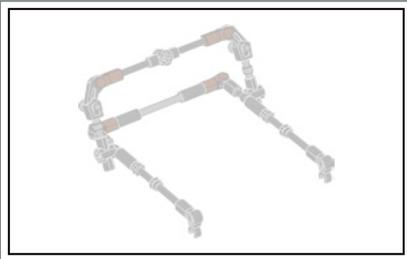
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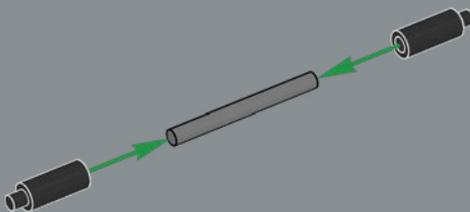


'Tin Lizzie' became a popular nickname
for the vehicle.

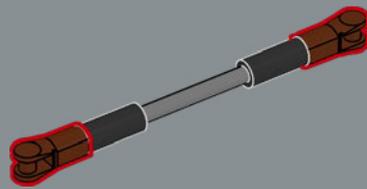




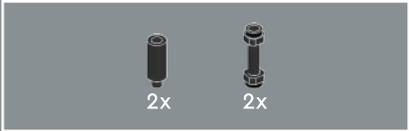
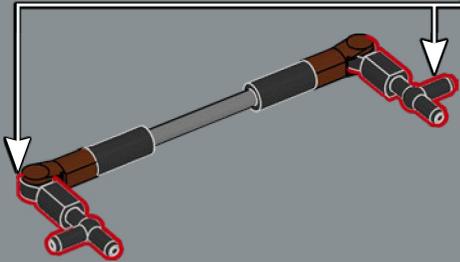
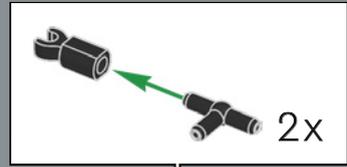
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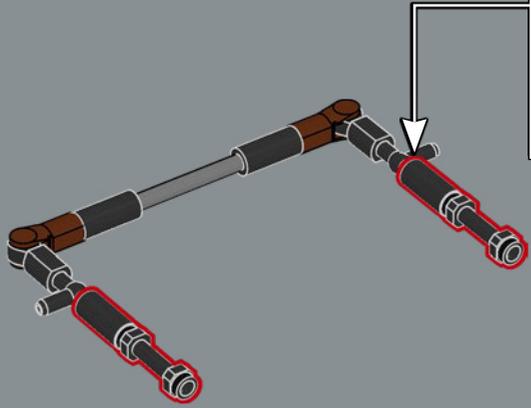
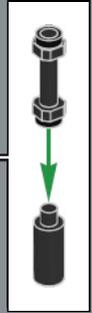
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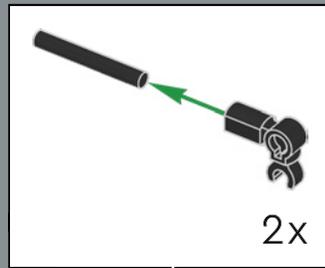
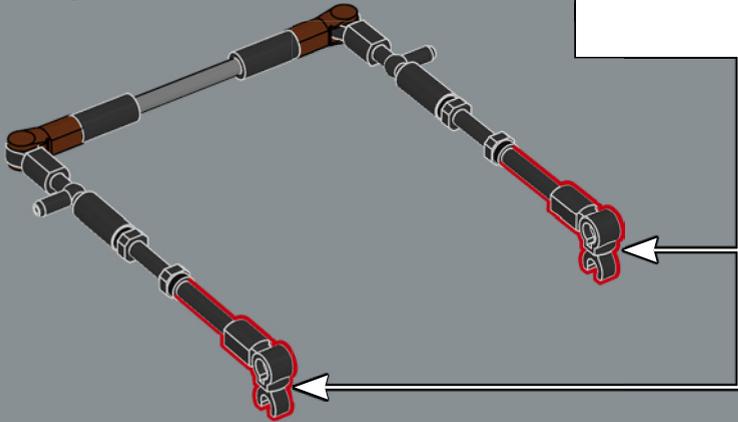


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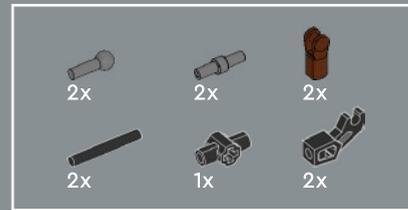
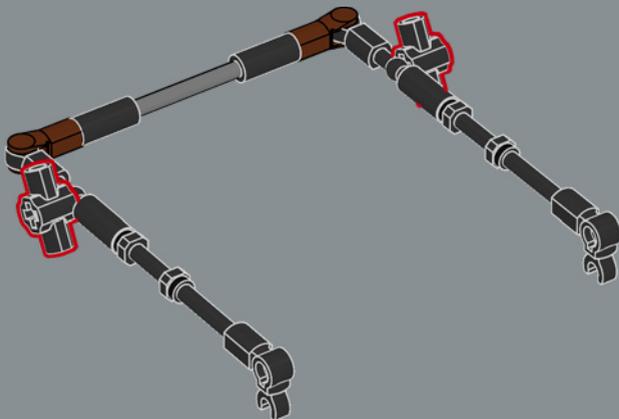




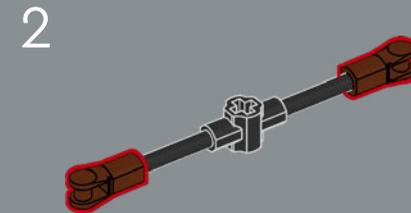
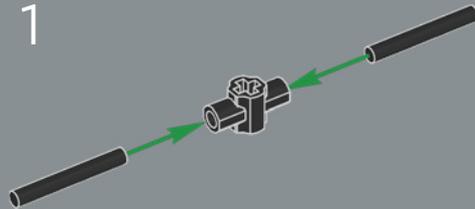
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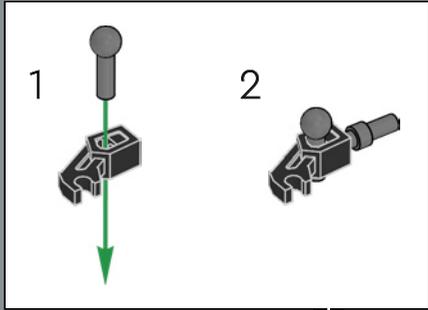


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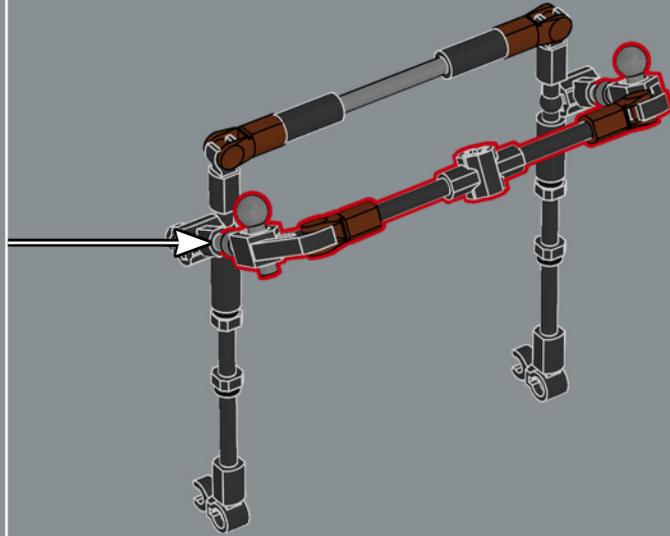
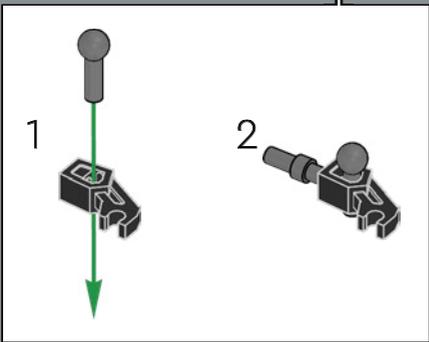
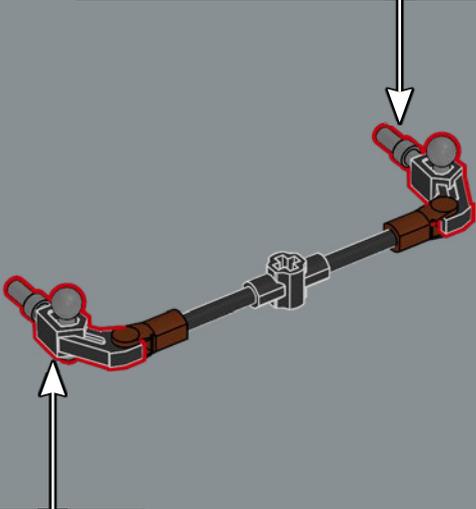


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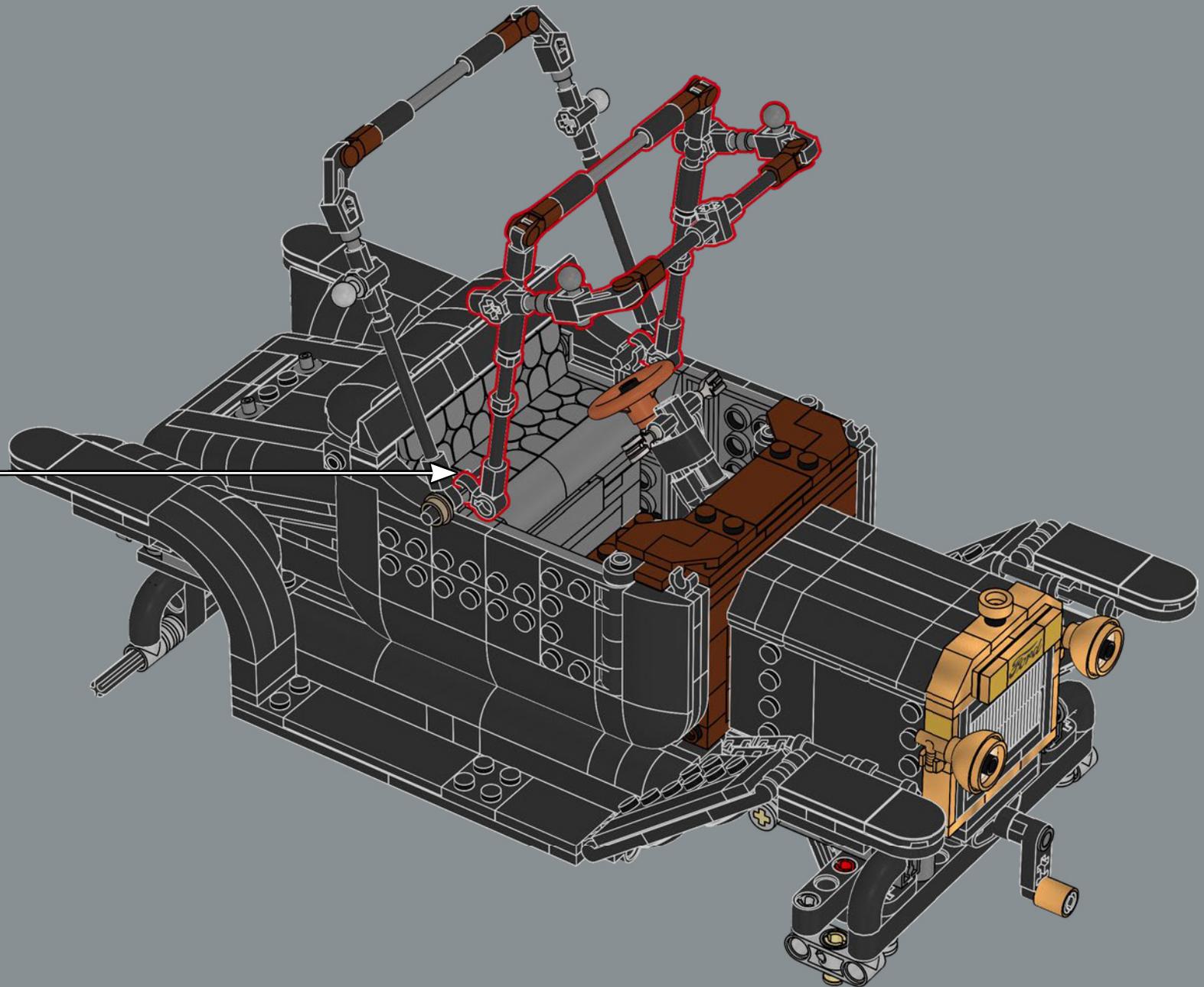




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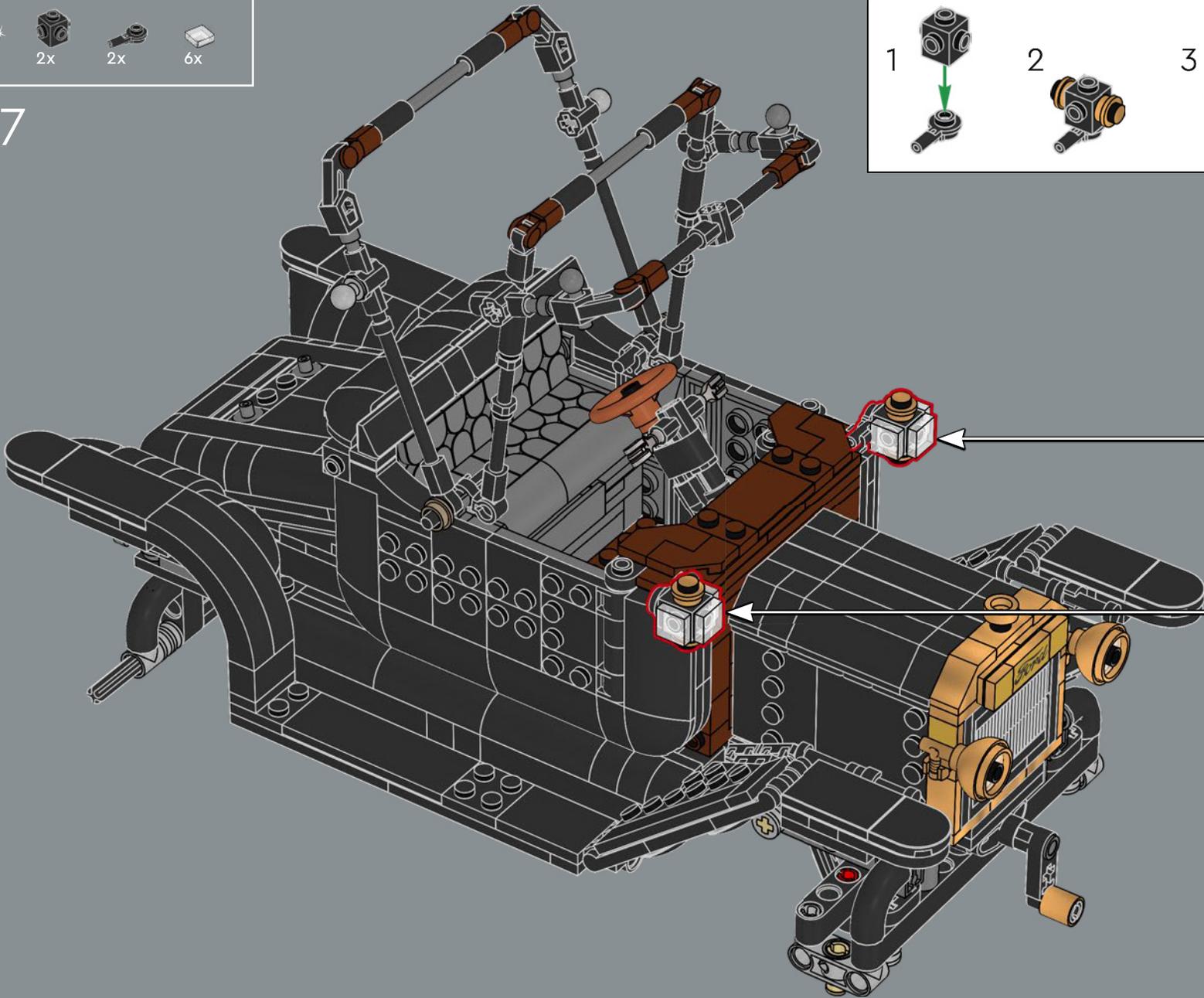
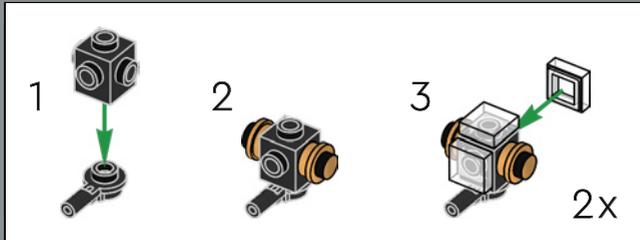


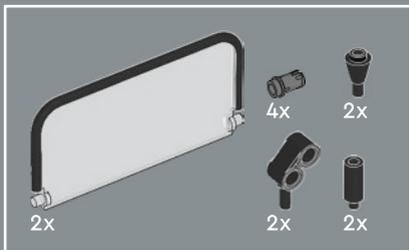
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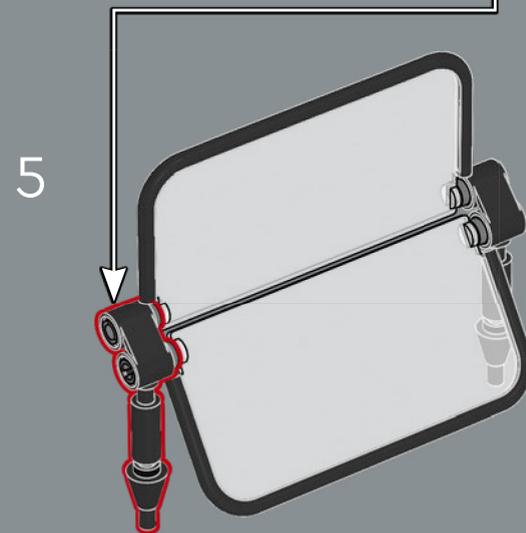
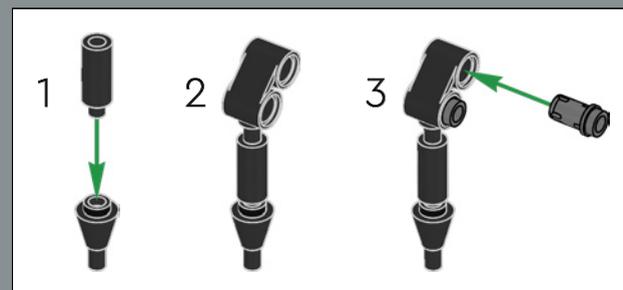
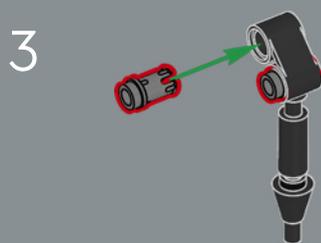
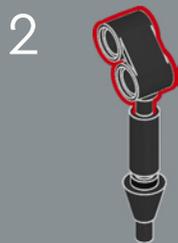
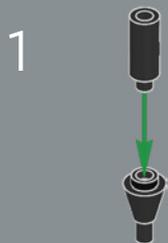
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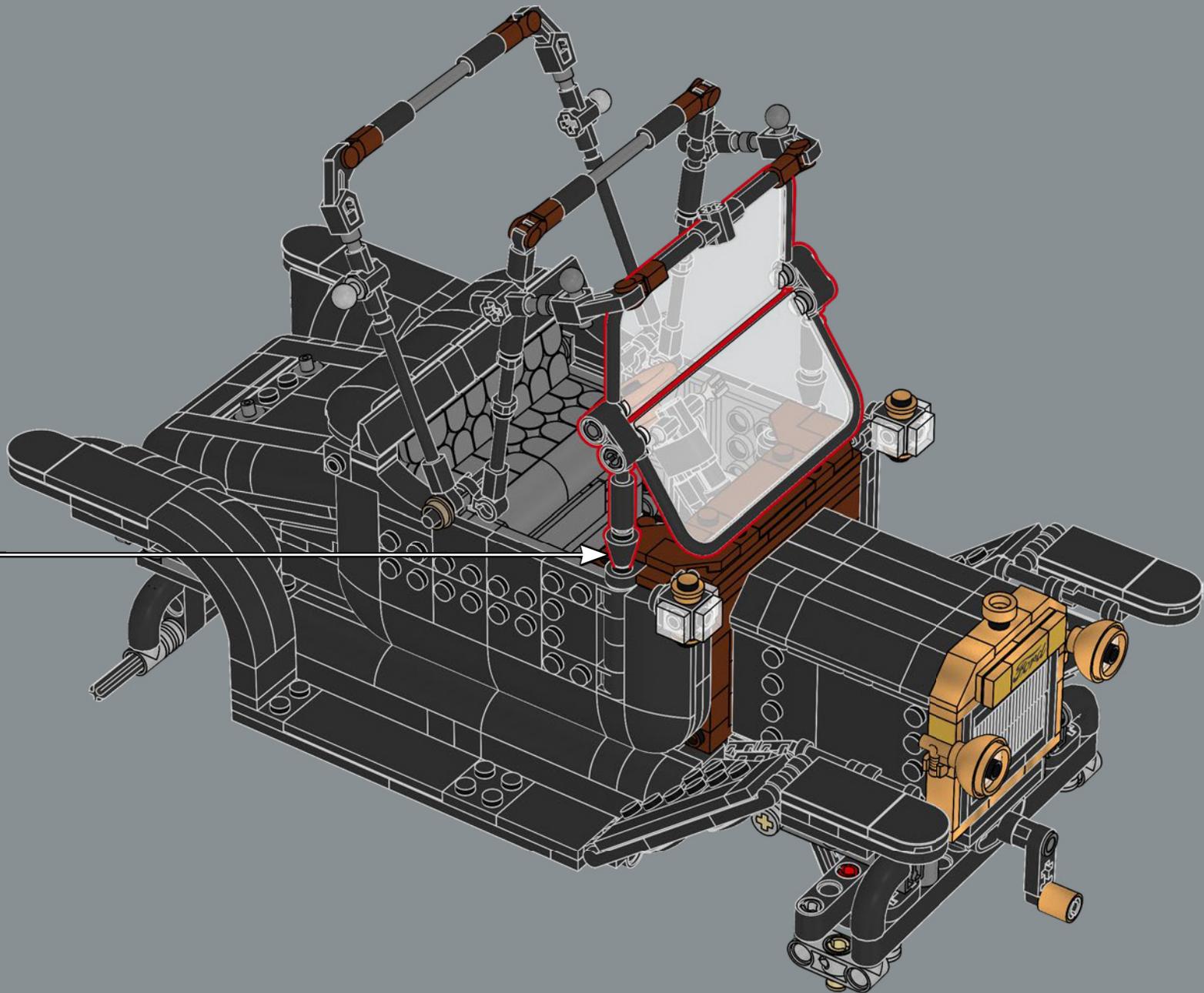
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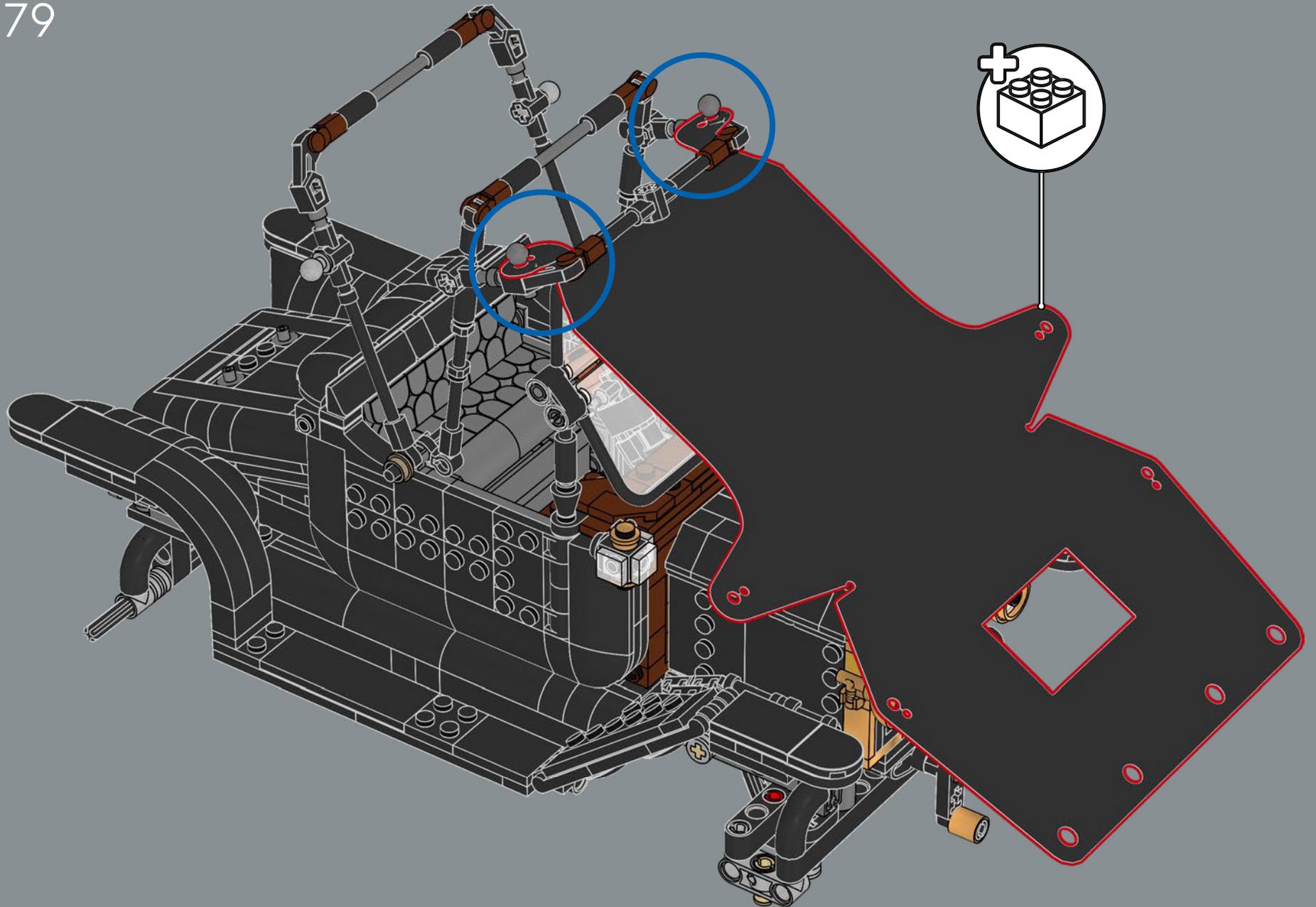




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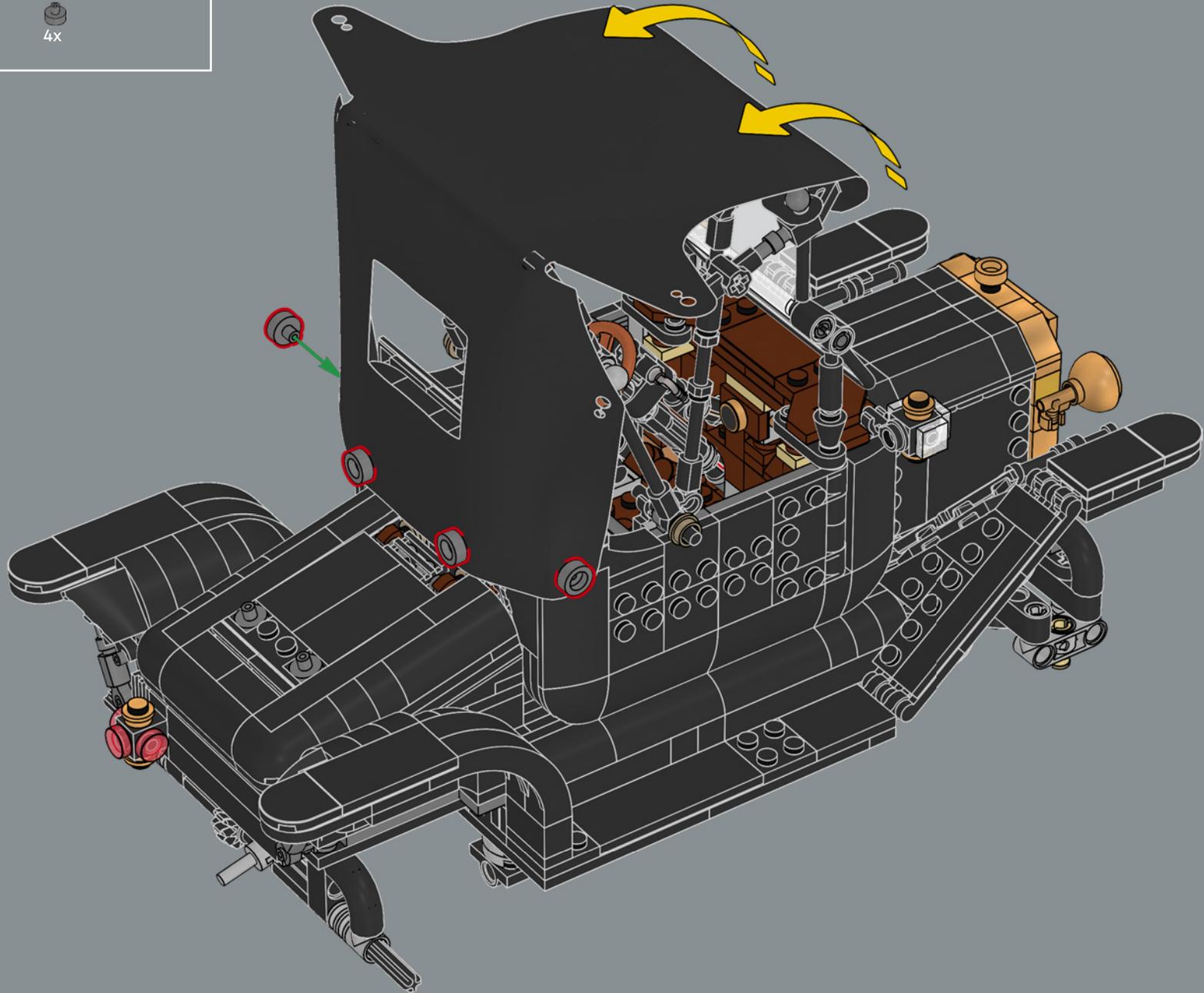




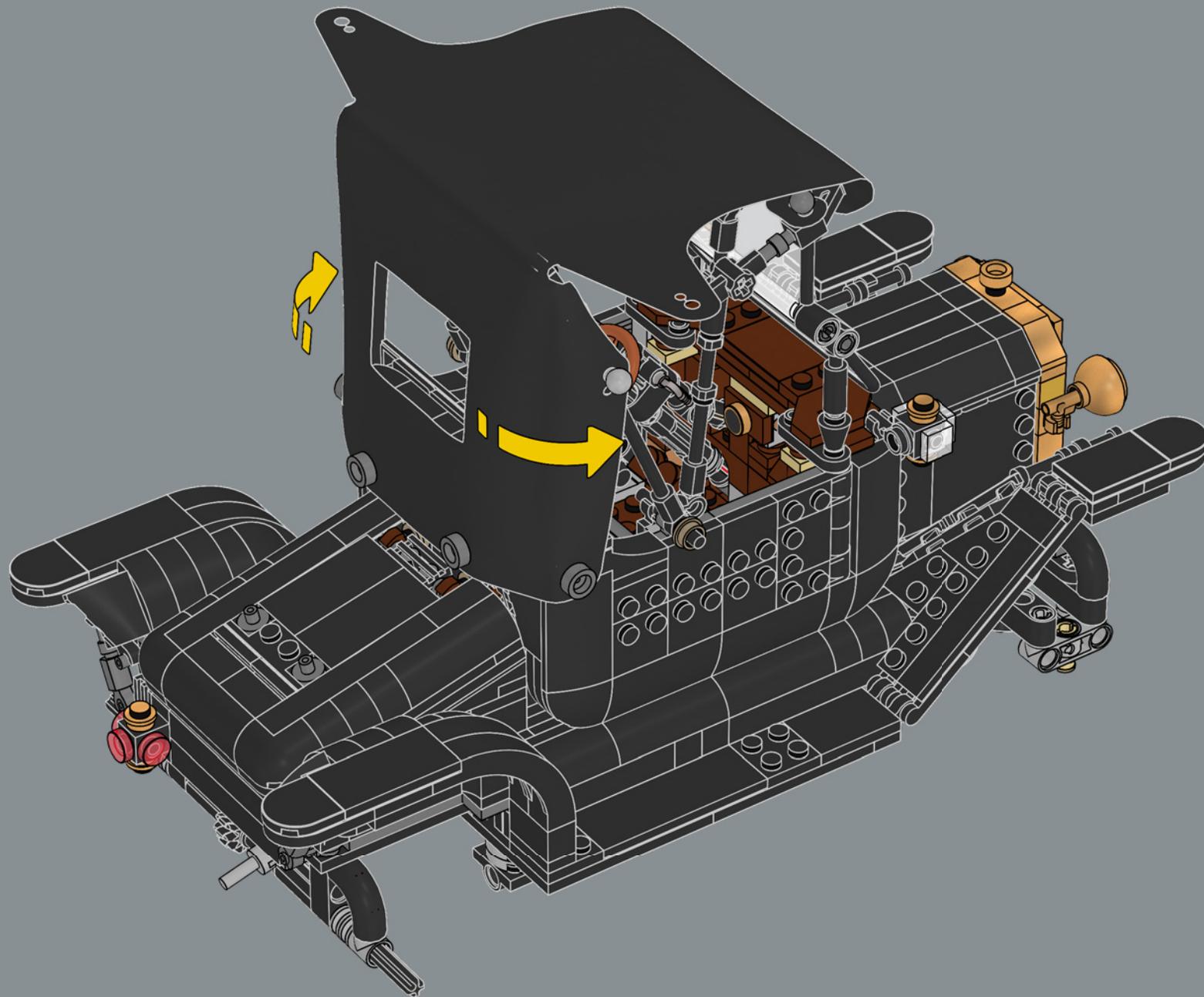


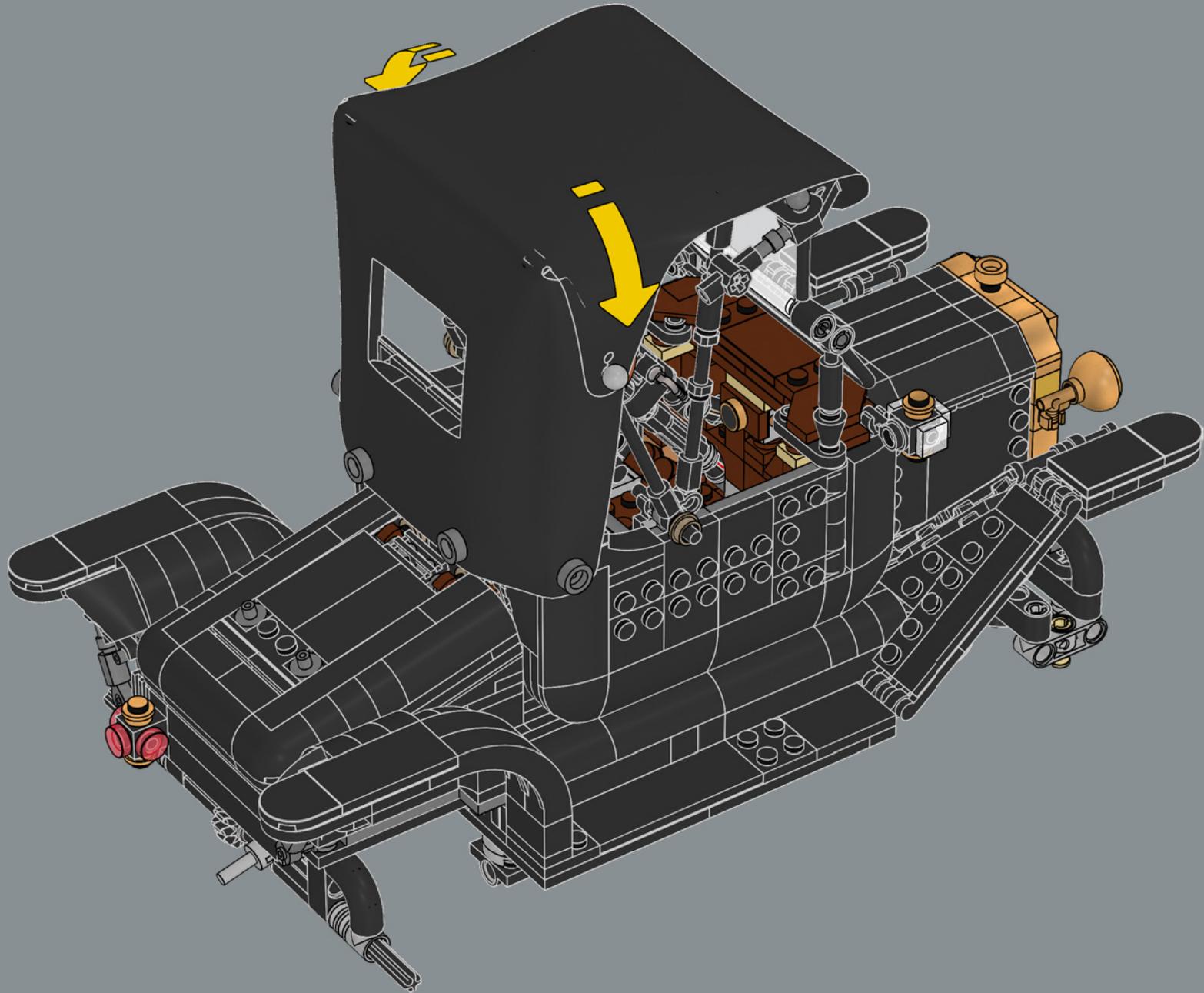
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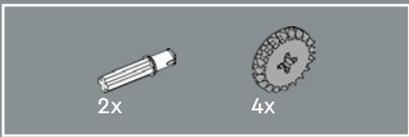
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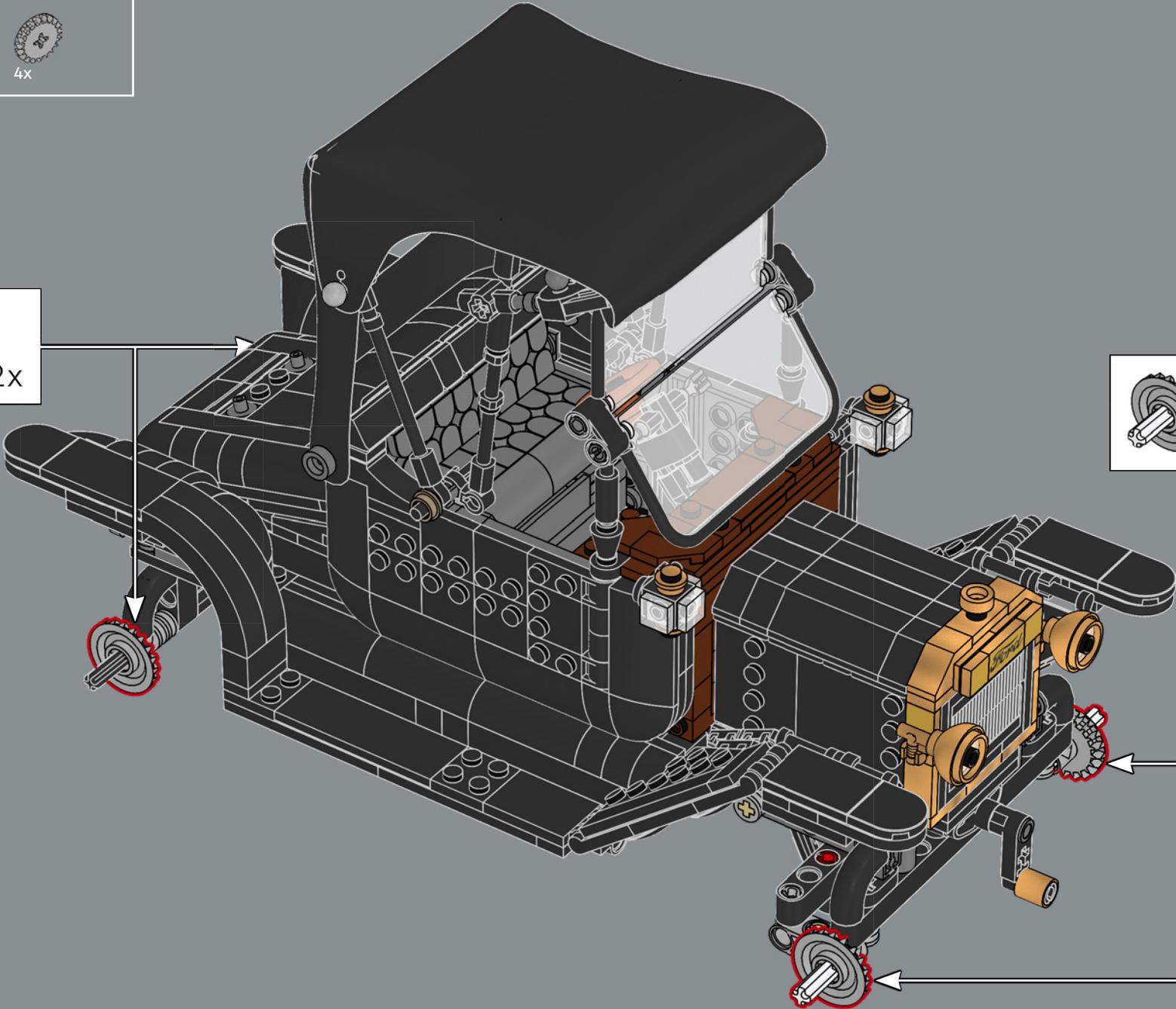
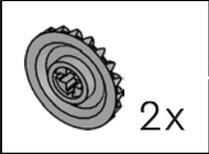
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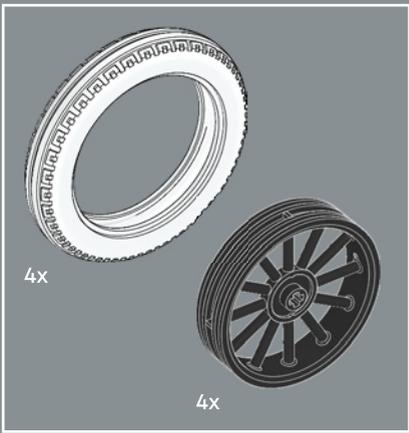




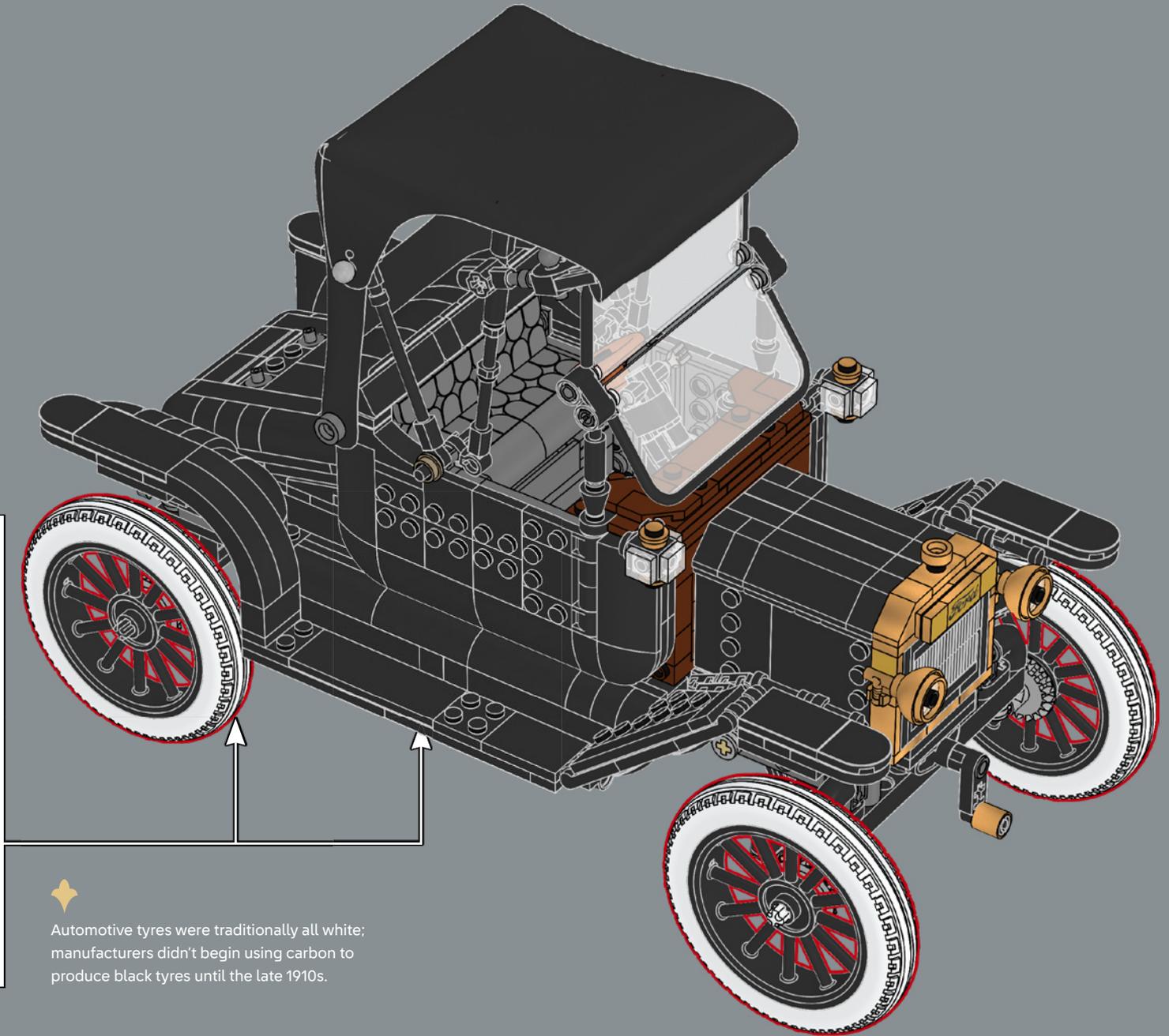
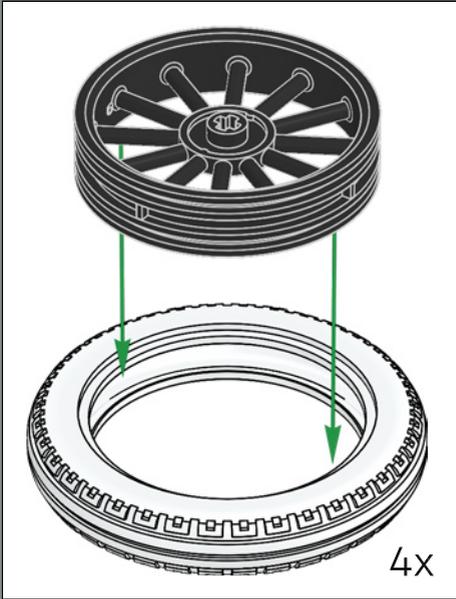


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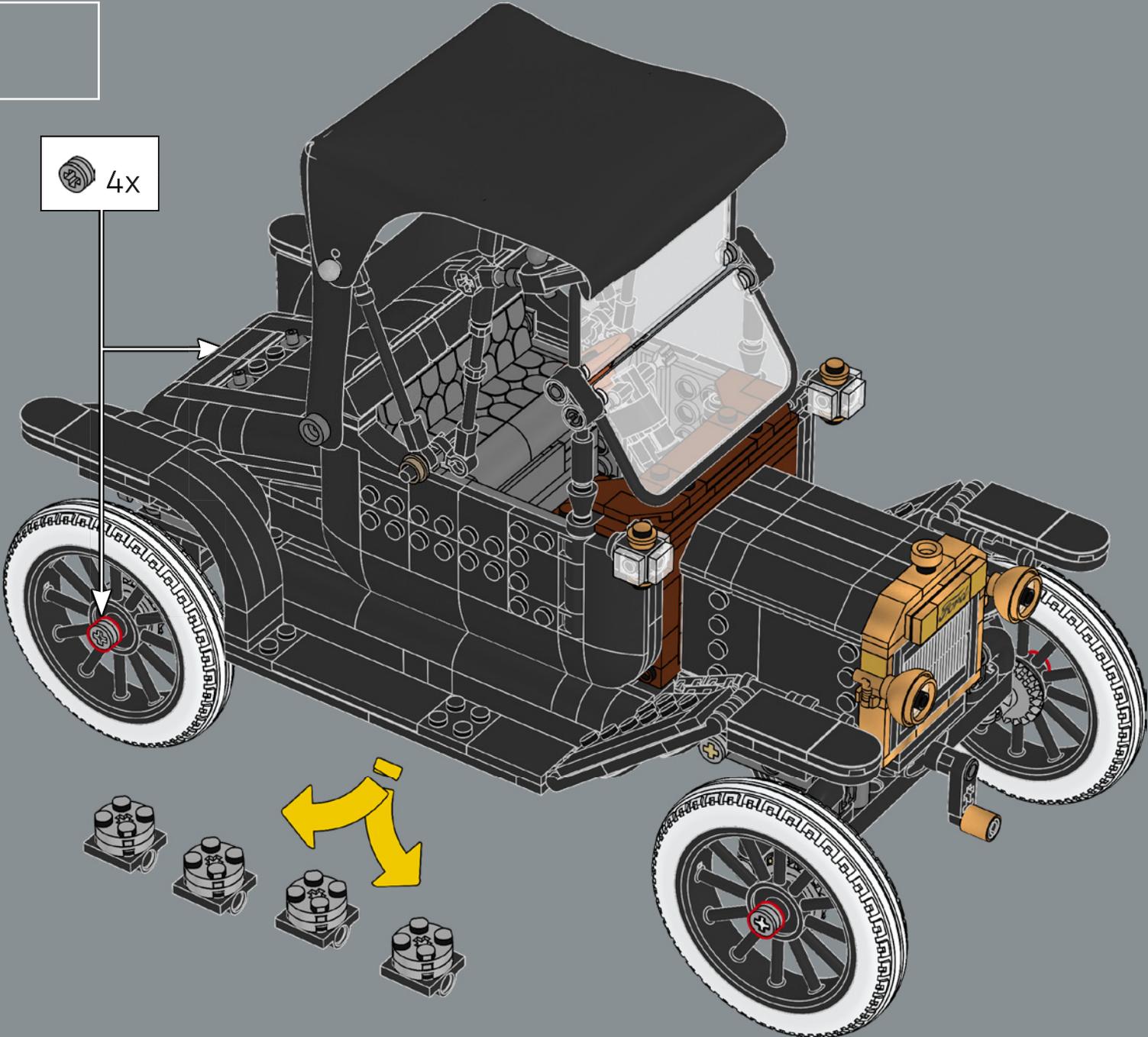
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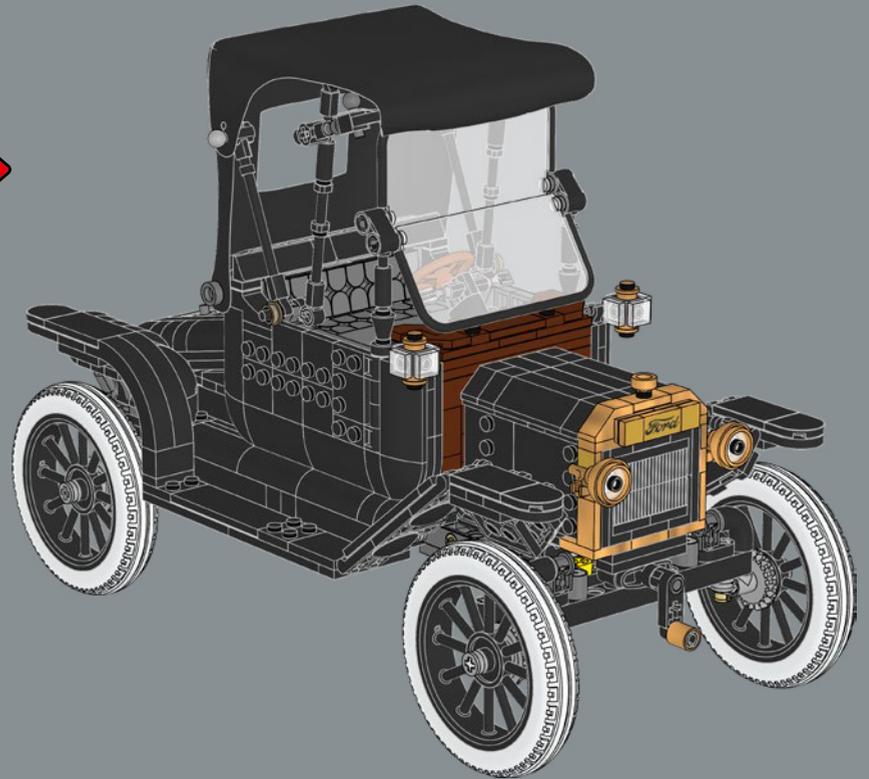
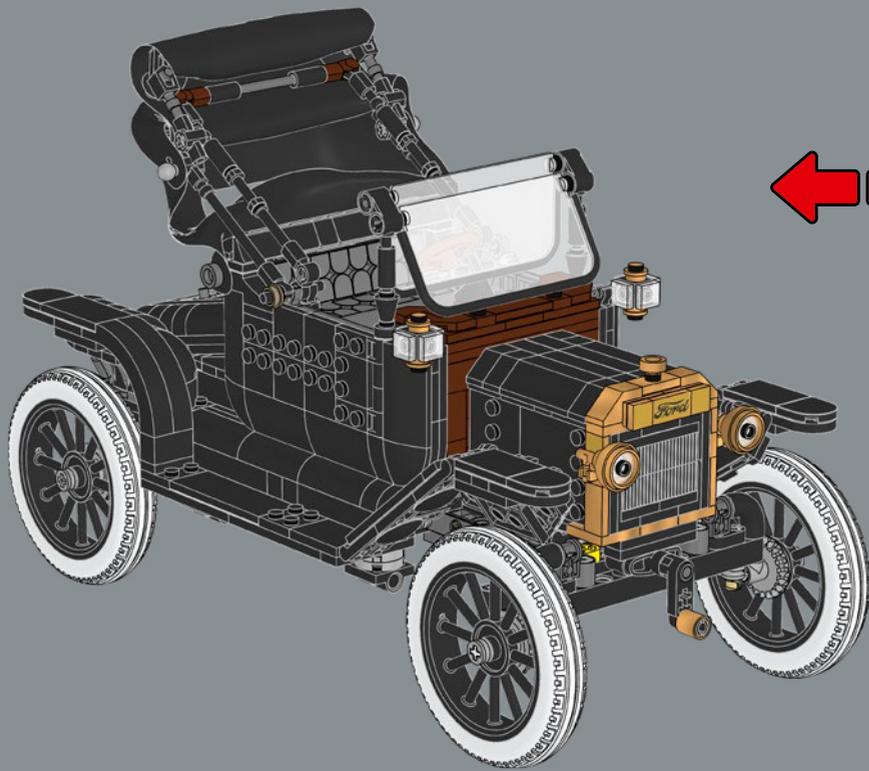


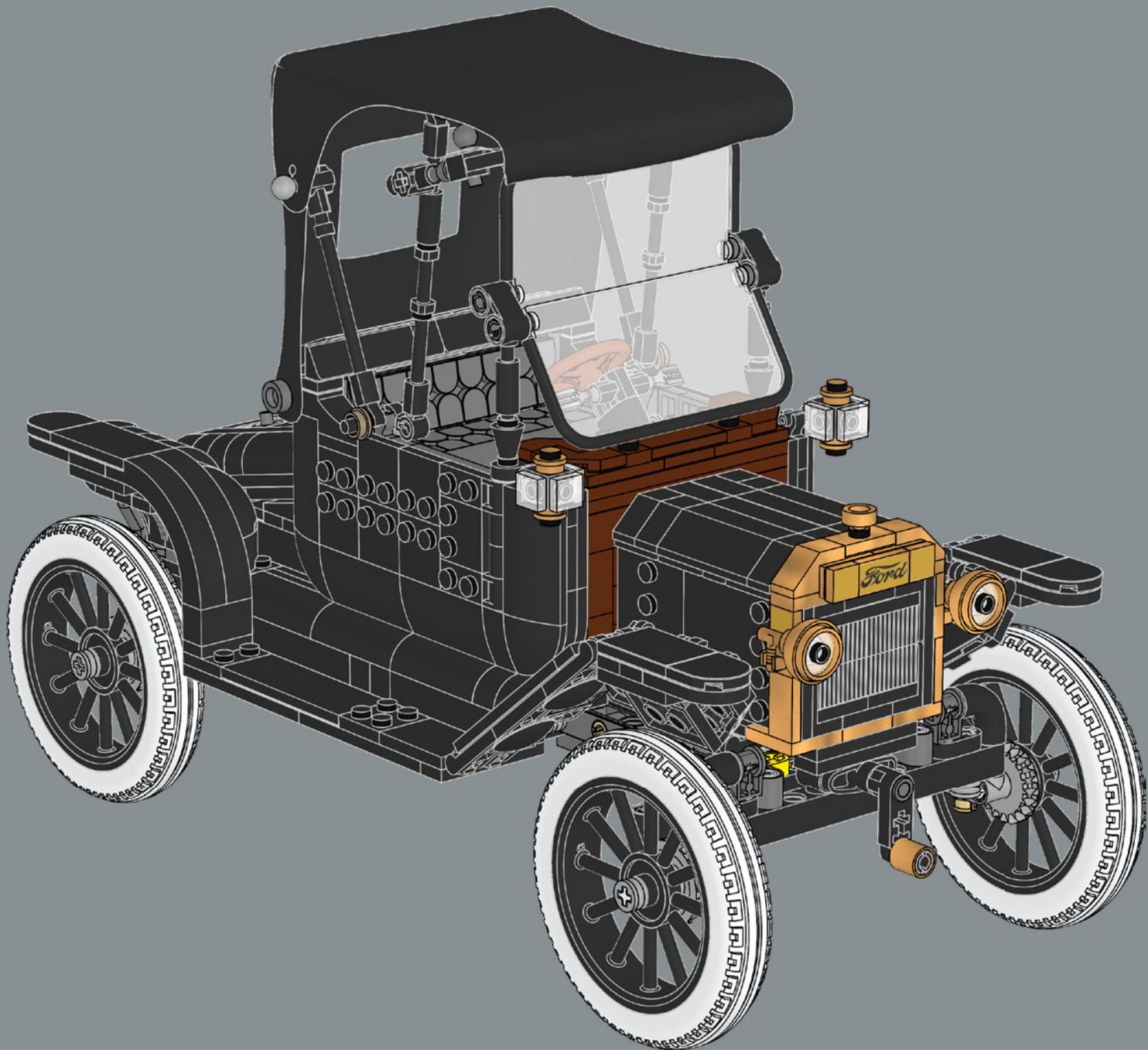
Automotive tyres were traditionally all white; manufacturers didn't begin using carbon to produce black tyres until the late 1910s.



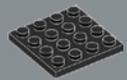
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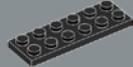
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- 6x 6585237
- 1x 6168620
- 4x 6162892
- 1x 370526
- 4x 317626
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- 2x 6601521
- 3x 6439175
- 4x 6325190
- 16x 371026
- 3x 243126
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- 4x 302026
- 2x 301026
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- 2x 6170421
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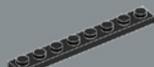
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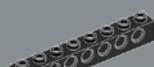
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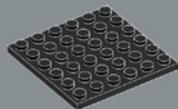
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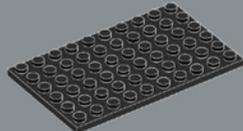
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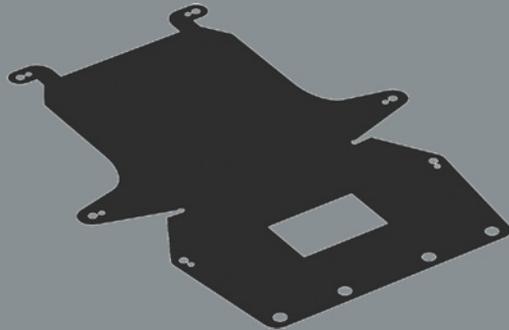
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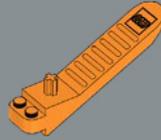
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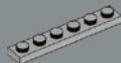
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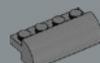
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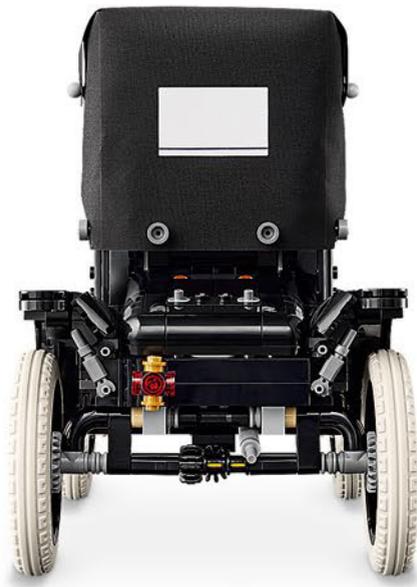
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