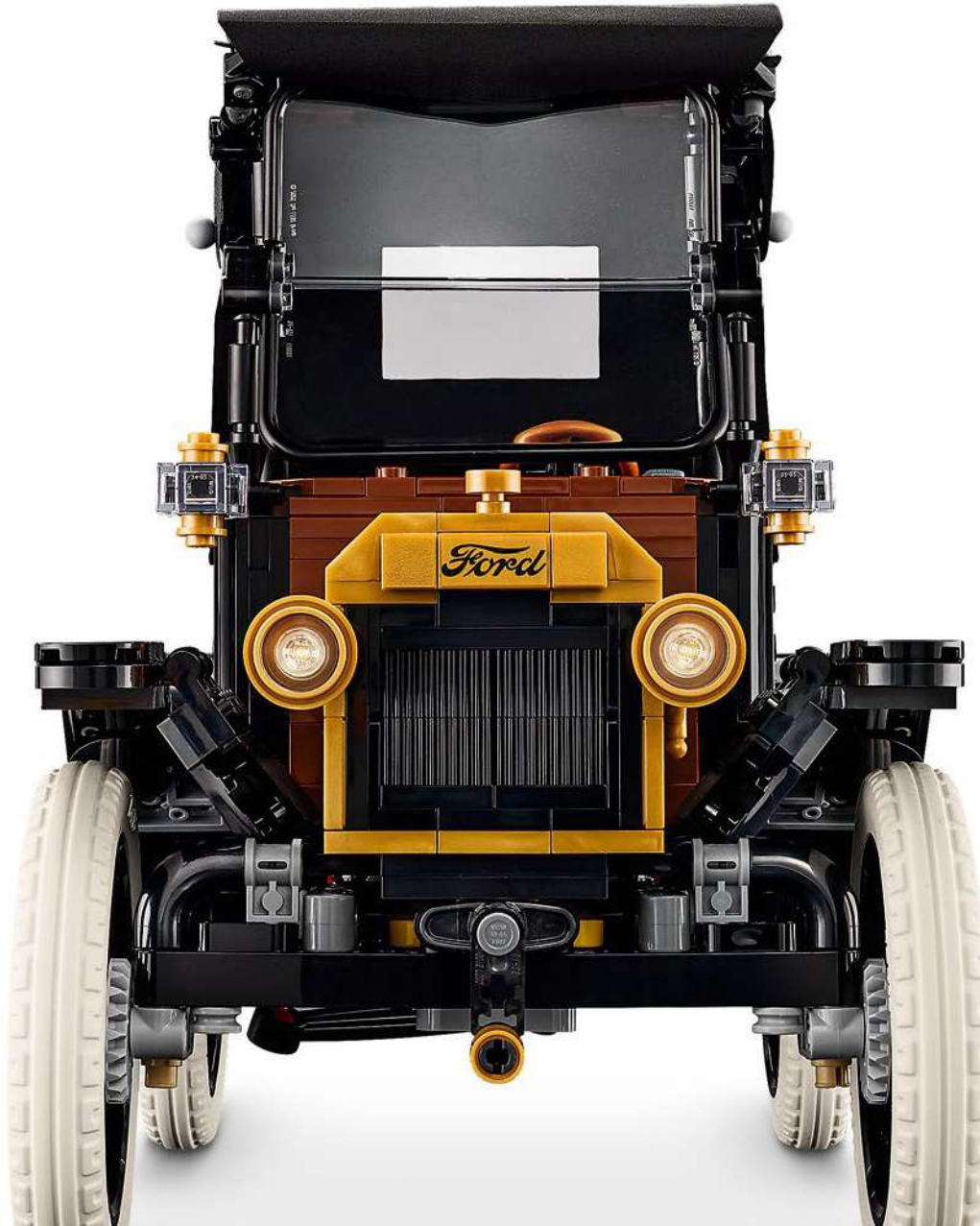
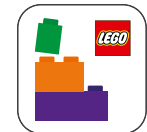




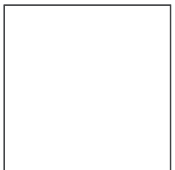
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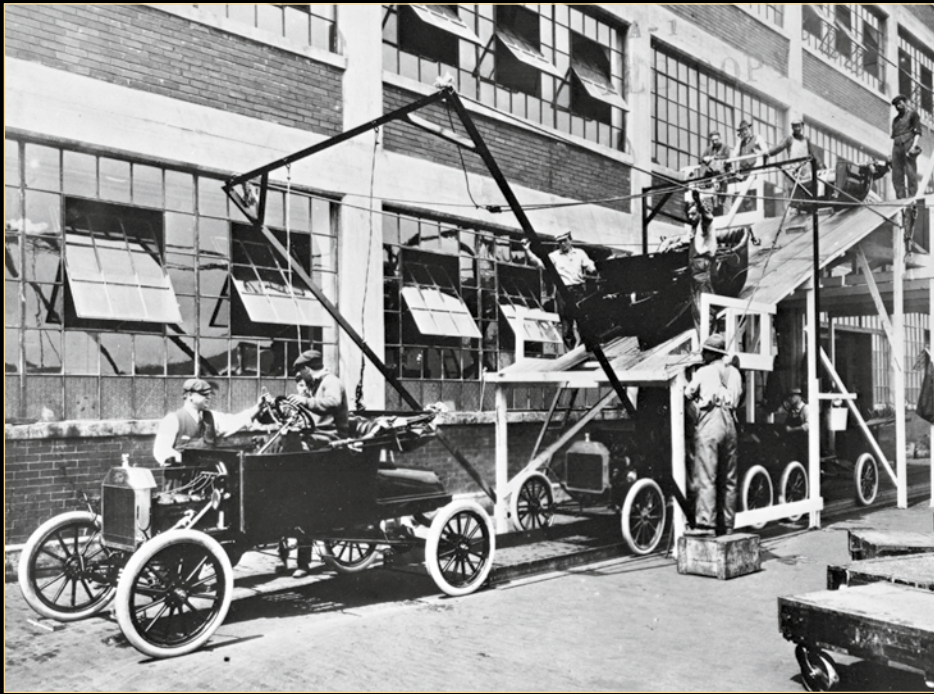
# THE UNIVERSAL CAR

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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.

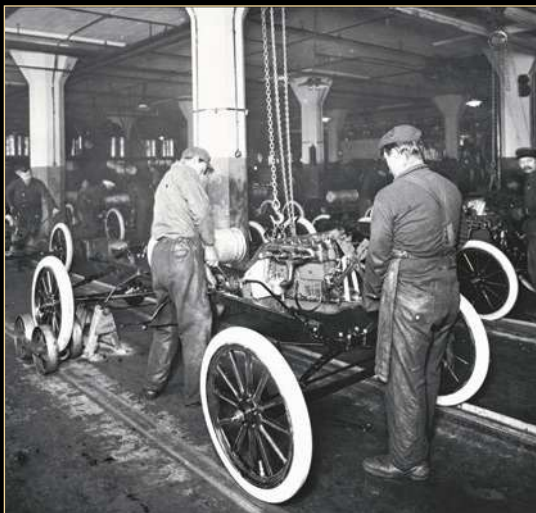
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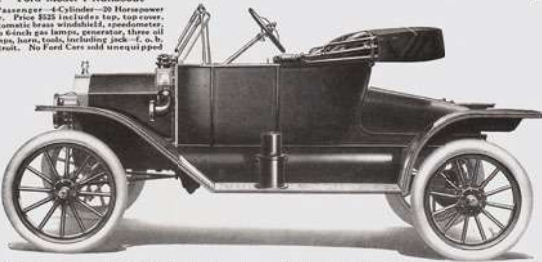


*"Hundreds of these cars were used during 1909 for touring trips, [...] not only in America, but in almost every country of all the other continents."*

*- Ford Motor Cars  
Souvenir Booklet  
(1910)*

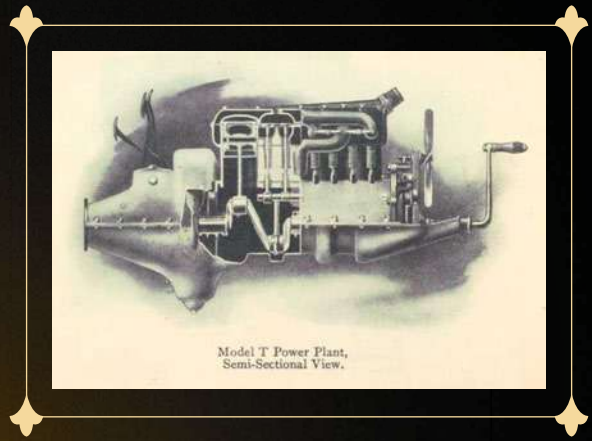


**Ford Model T Runabout**  
2-Passenger—4-Cylinder—20 Horsepower  
Car. Price \$225 includes top, top cover, automatic brass windshield, speedometer, two 6-inch gas lamps, generator, three oil lamps, tools, including jack—f. o. b. Detroit. No Ford Cars sold unequipped.



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





Model T Power Plant,  
Semi-Sectional View.

# FROM THE LEGO<sup>®</sup> ICONS DESIGN TEAM

---

When it comes to vintage cars, the aesthetics of the early 1900s, and especially the Ford<sup>®</sup> Model T<sup>®</sup>, 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.

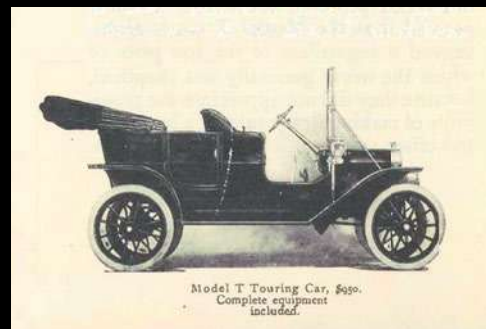
\* \* \* \*

*"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<sup>®</sup> 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!



**Specifications**  
For all Ford Cars

**Atkin**—Front axle of 1 1/2 tons, incorporating specially developed form of a single type of Vanadium steel, providing the highest quality of axle for such applications. Rear axle dual Vanadium steel and cast iron for shock absorption. The Ford axle dual Vanadium steel and cast iron for shock absorption. The Ford axle dual Vanadium steel and cast iron for shock absorption.

**Body and Capacity**—Ford cars are furnished with seats of Vanadium steel, for 25 passengers. Ford cars are furnished with seats of Vanadium steel, for 25 passengers. Ford cars are furnished with seats of Vanadium steel, for 25 passengers.

**Brakes**—Ford cars are furnished with dual ad-ventures. Safety equipment and is controlled by foot pedal. Steering handle in car is controlled by hand lever.

**Chockwork**—Ford cars are furnished with dual ad-ventures. Safety equipment and is controlled by foot pedal. Steering handle in car is controlled by hand lever.

**Clutch**—Multiple clutch, operating in oil.

**Control**—On the left side of car. Three foot-pedal controls, low and high speeds, steering, and clutch on the transmission. Hand lever for steering and emergency brake on left side of car. Spark and throttle control and emergency brake on right side of car. Spark and throttle control and emergency brake on right side of car.

**Cooling**—By the radiator-water system. Extra large water jackets directly under steering wheel. Extra large water jackets directly under steering wheel. Extra large water jackets directly under steering wheel.

**Equipment**—All Ford cars are fully equipped with all the latest accessories. All Ford cars are fully equipped with all the latest accessories. All Ford cars are fully equipped with all the latest accessories.

**Ford Drive**—Ford motor car drive system with all the latest accessories. Ford motor car drive system with all the latest accessories. Ford motor car drive system with all the latest accessories.

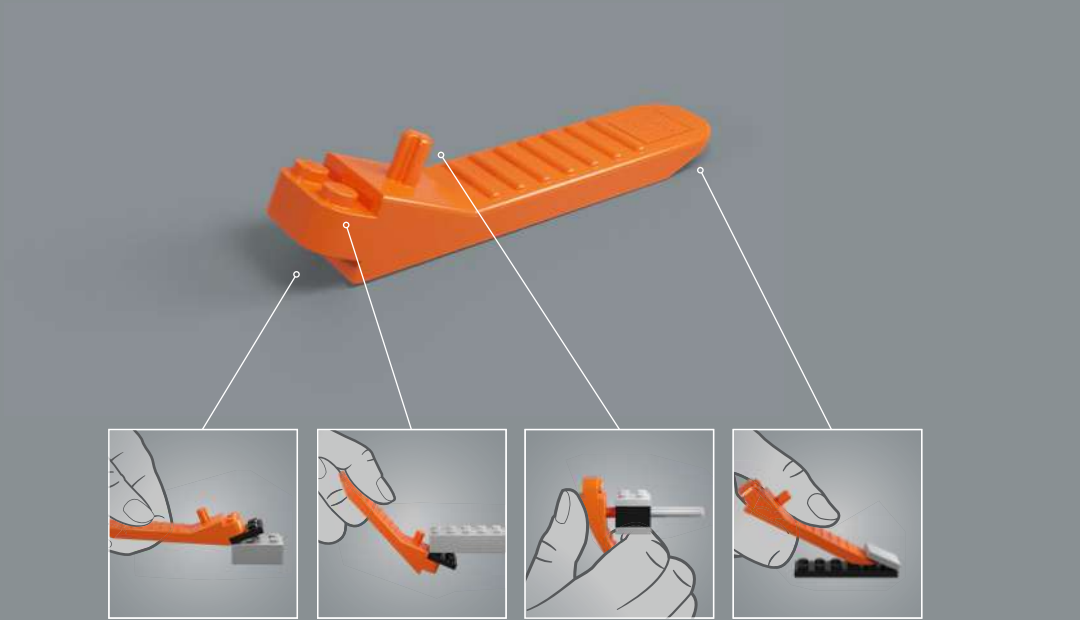
**Gasoline Capacity**—All Ford cars have cylindrical gasoline tanks of 15 gallon capacity, mounted directly on frame over front wheel and protected by the transmission in all models. The fuel is drawn from the tank by the carburetor and flows to the engine.

**Lubrication**—Comprehensive greasing and oiling system. Oil is drawn from the tank by the carburetor and flows to the engine. Oil is drawn from the tank by the carburetor and flows to the engine.

**Magneto**—Special Ford magneto built in and made a part of the motor. All magneto parts are built in and made a part of the motor. All magneto parts are built in and made a part of the motor.

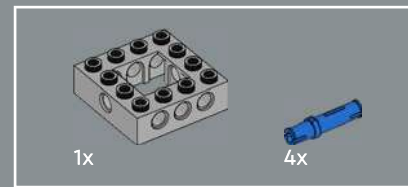
**Wheels**—Special Ford wheels built in and made a part of the motor. All wheels are built in and made a part of the motor. All wheels are built in and made a part of the motor.



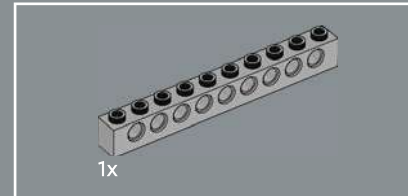
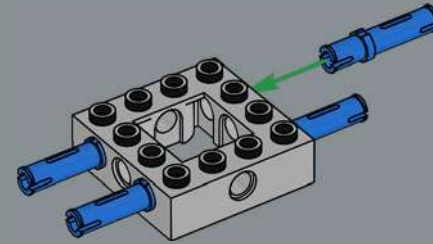




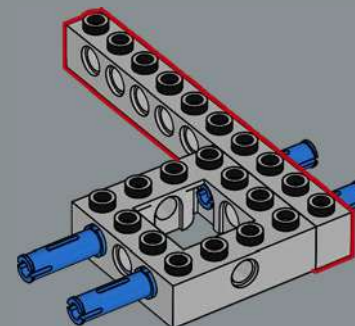
Introduced in 1908, the Ford® Model T®  
remained in production until 1927.

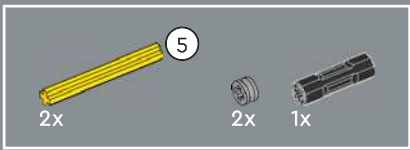


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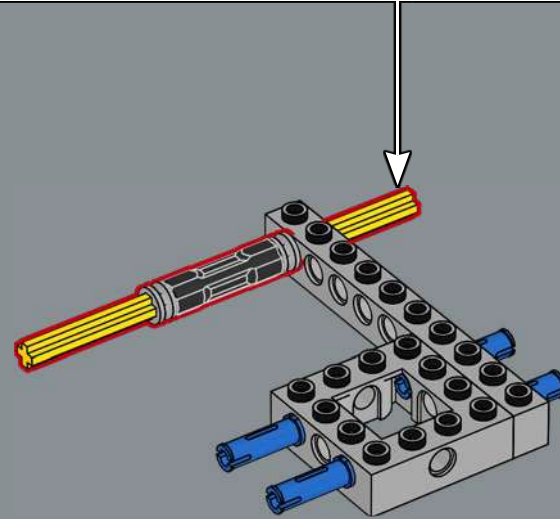
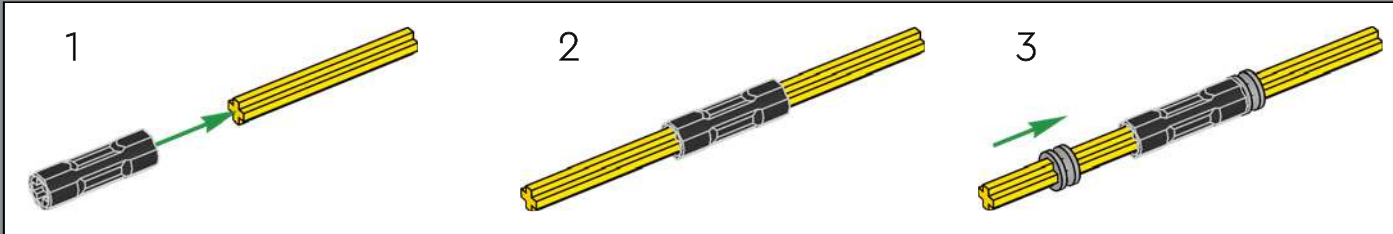


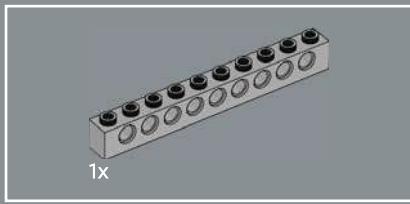
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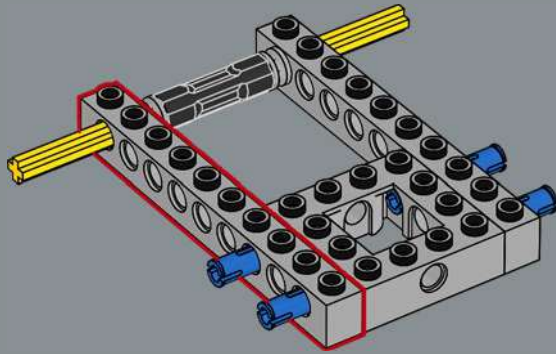


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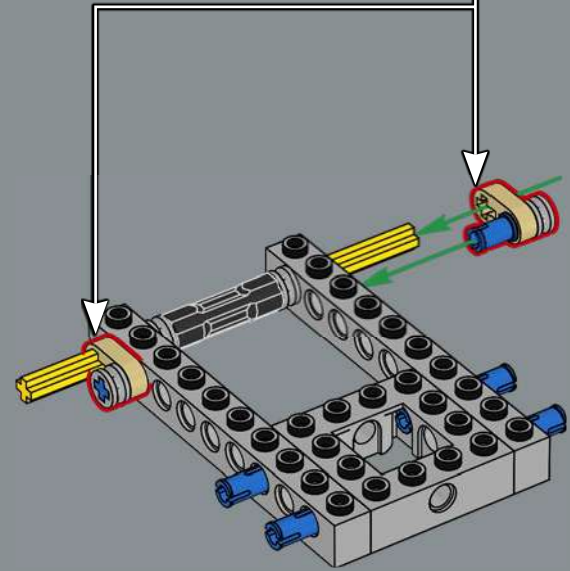
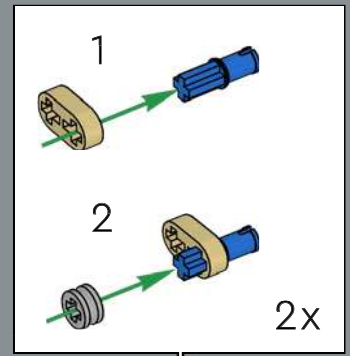


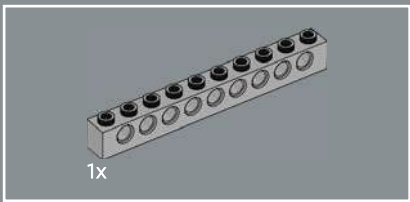


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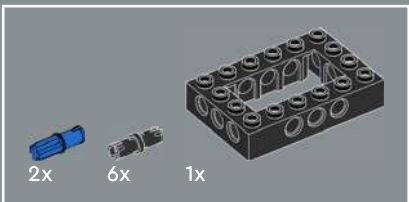
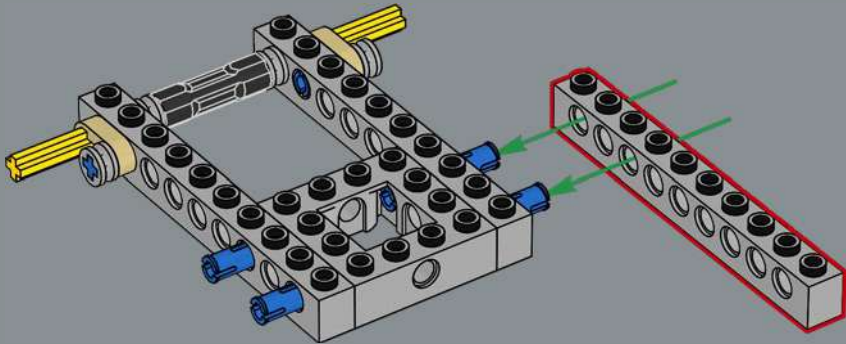


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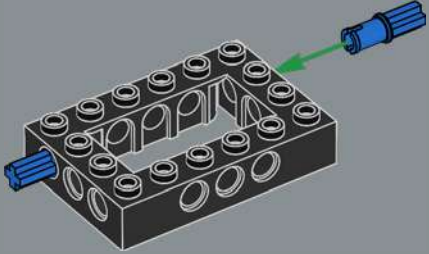


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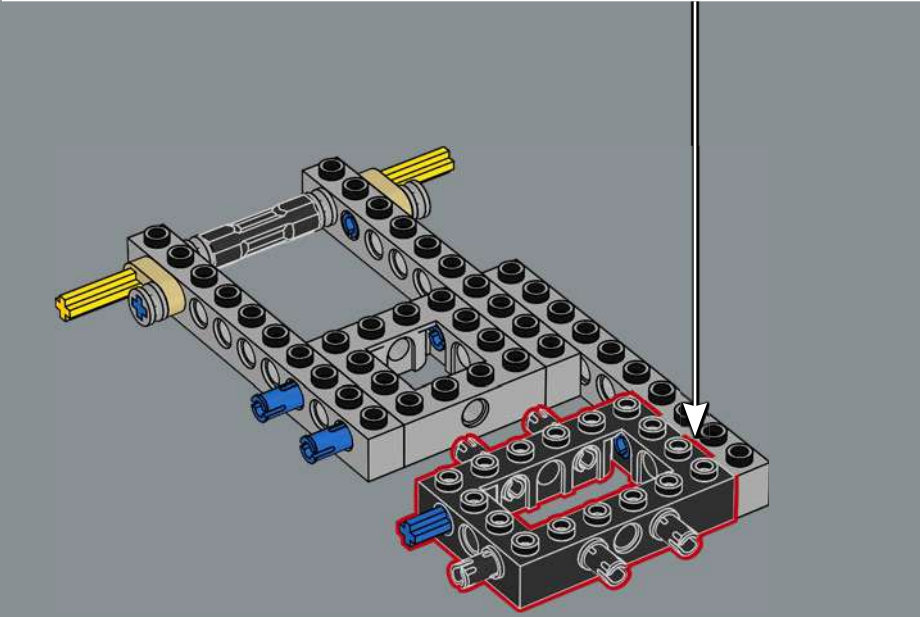
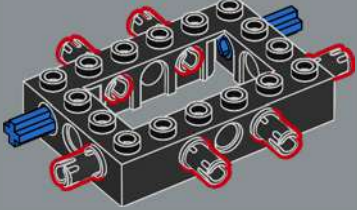


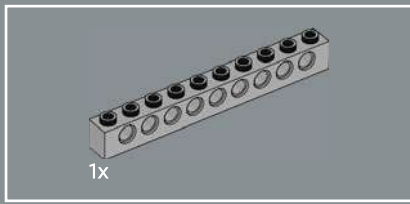
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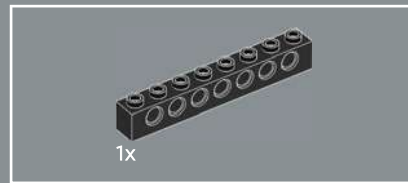
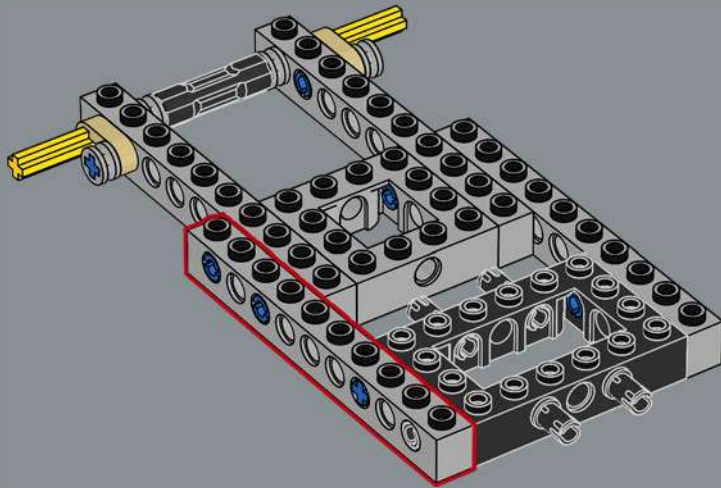


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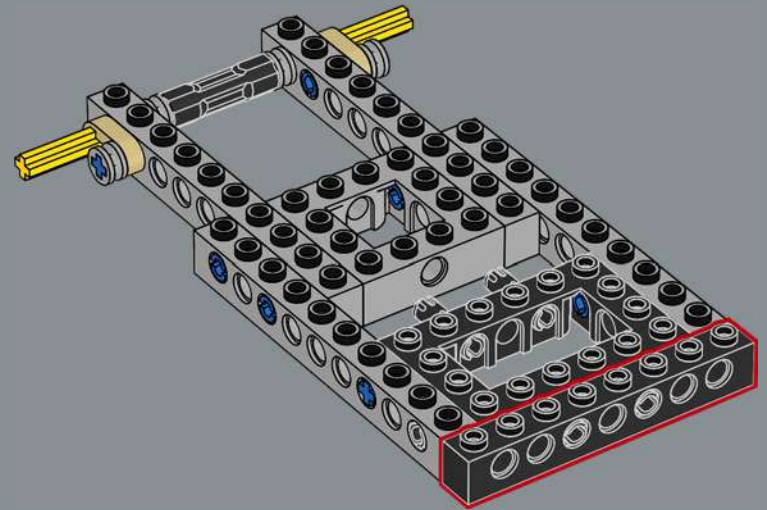


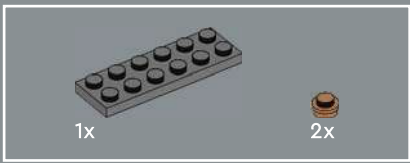


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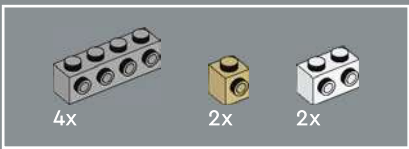
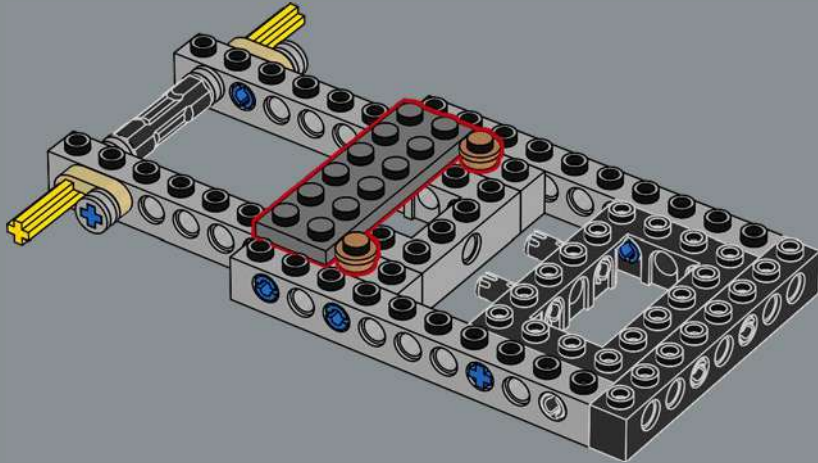


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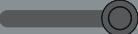
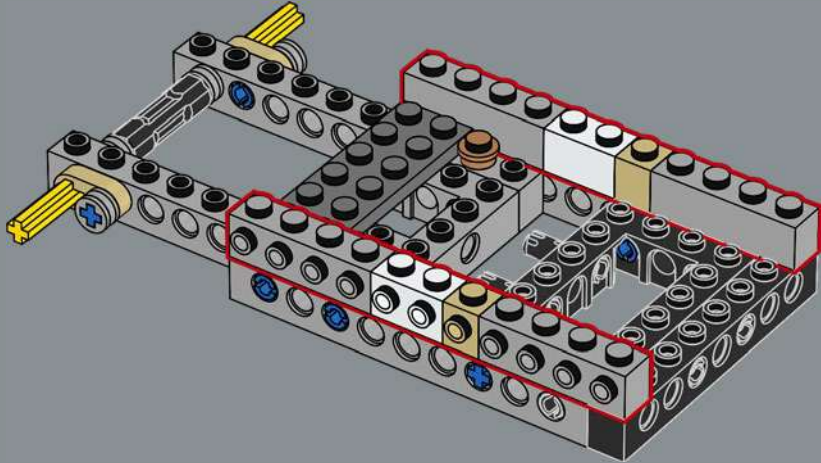


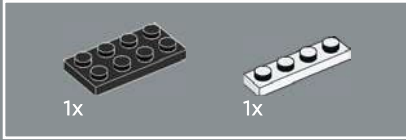
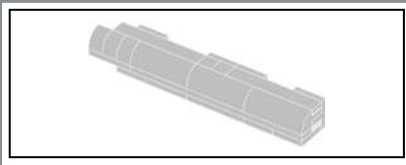


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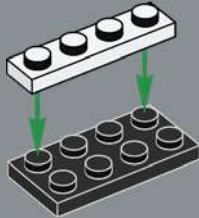


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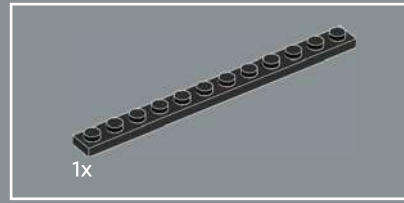




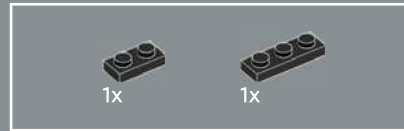
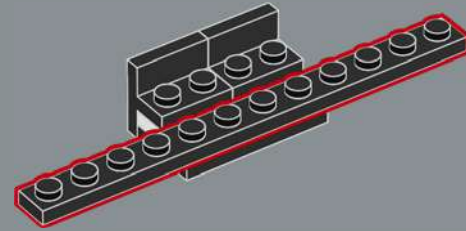
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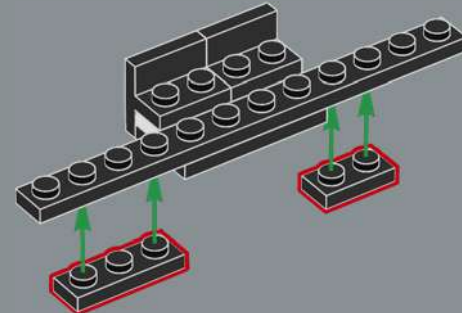
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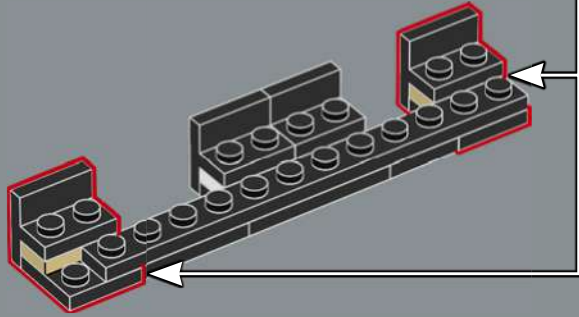
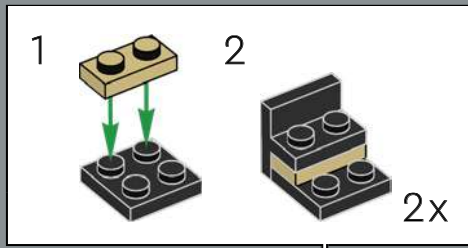


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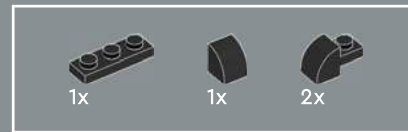
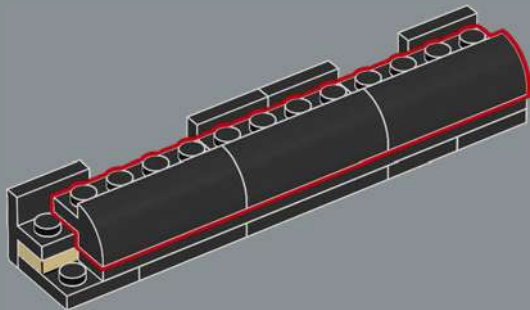




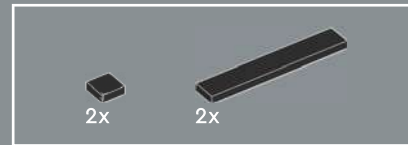
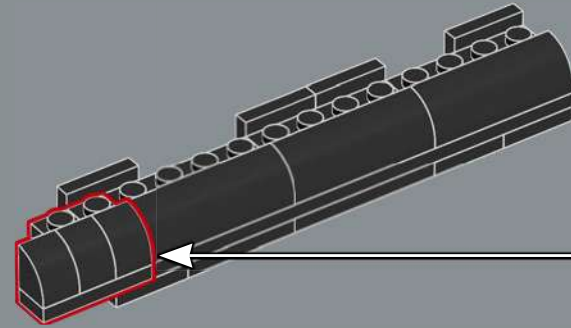
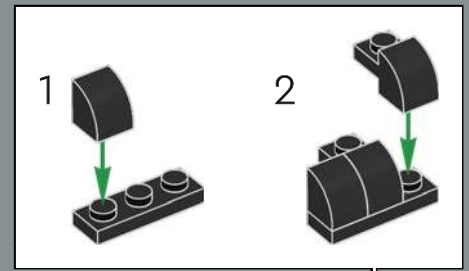
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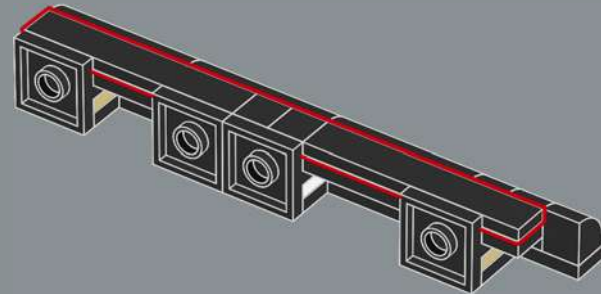
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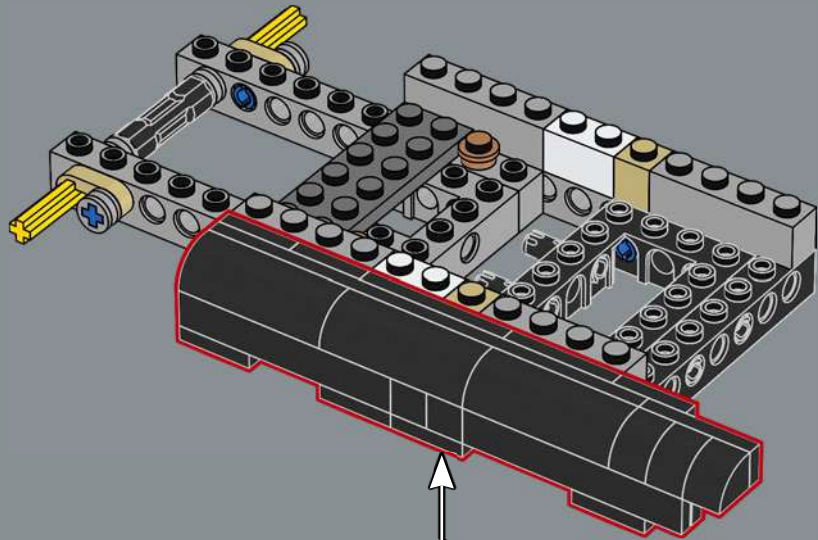
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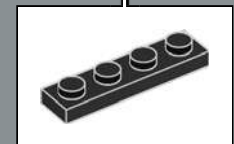
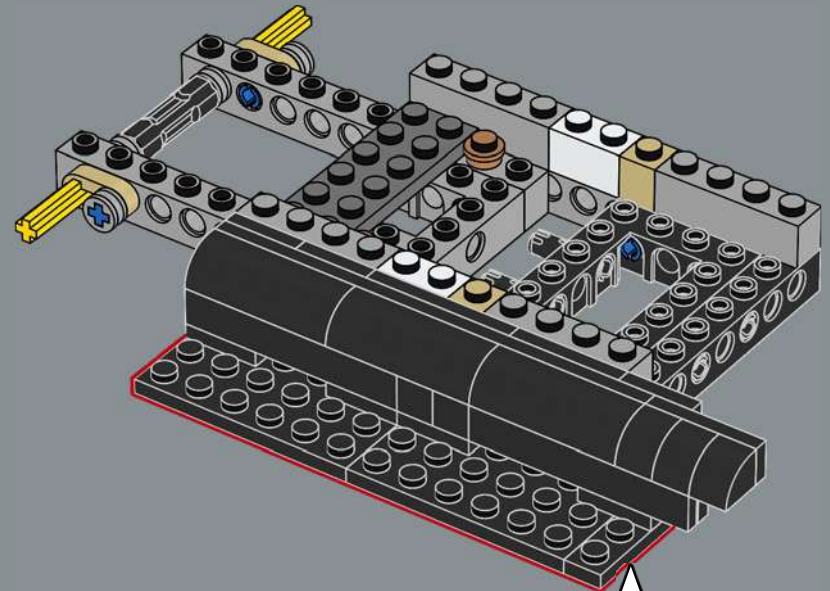
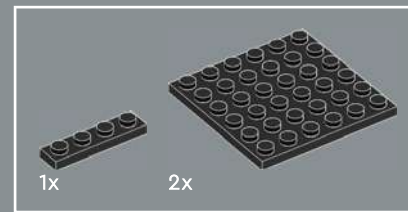
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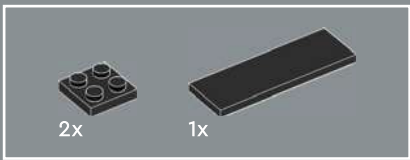


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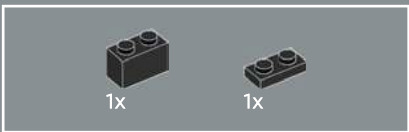
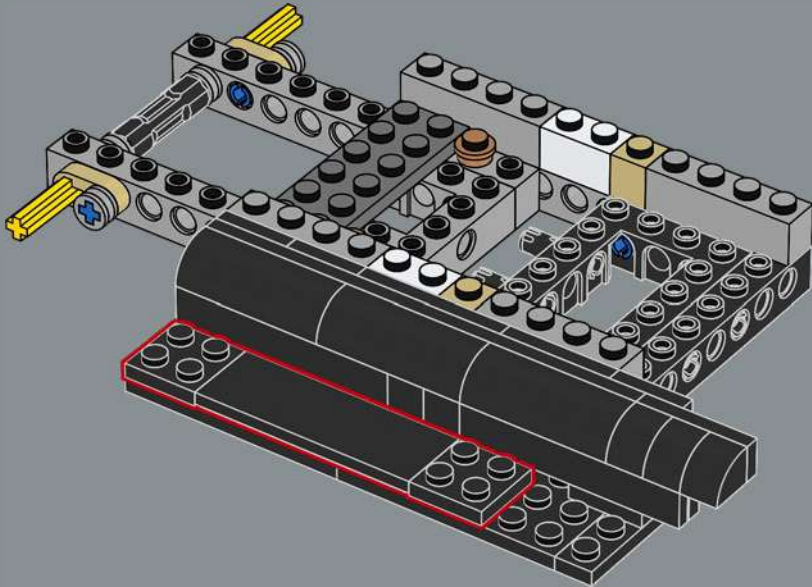


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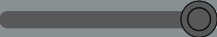
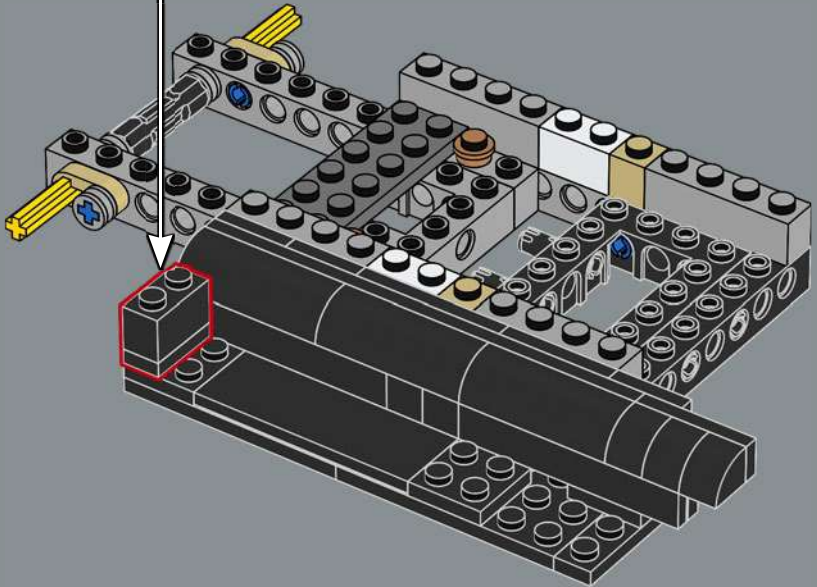
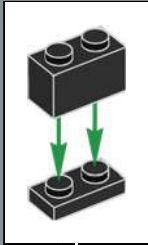


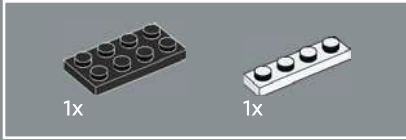
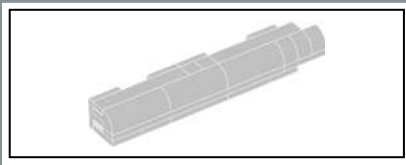


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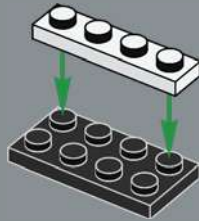


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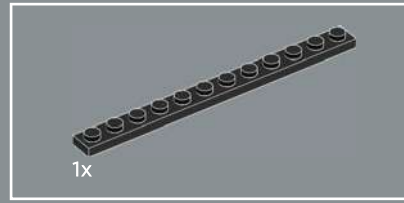




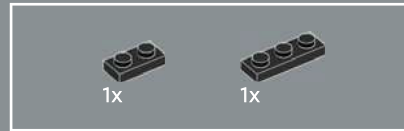
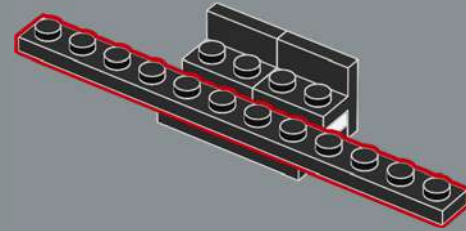
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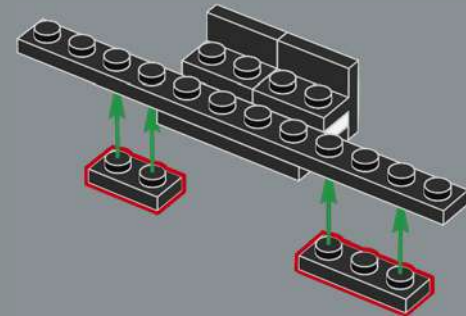
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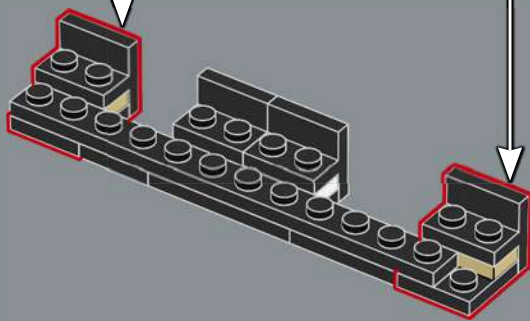
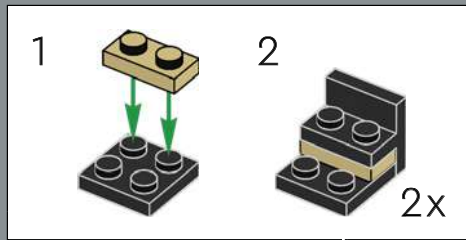


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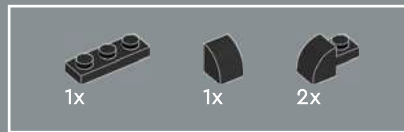
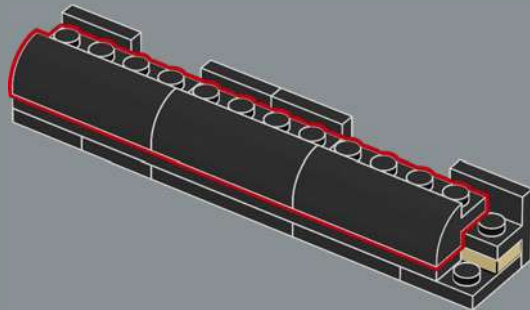




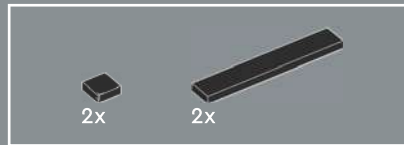
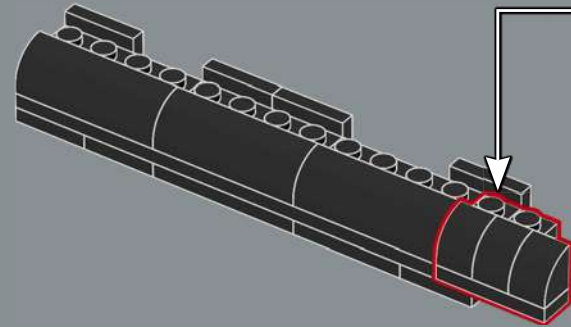
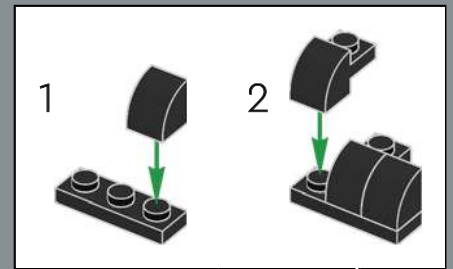
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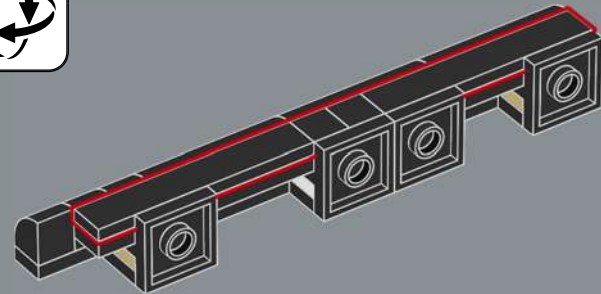
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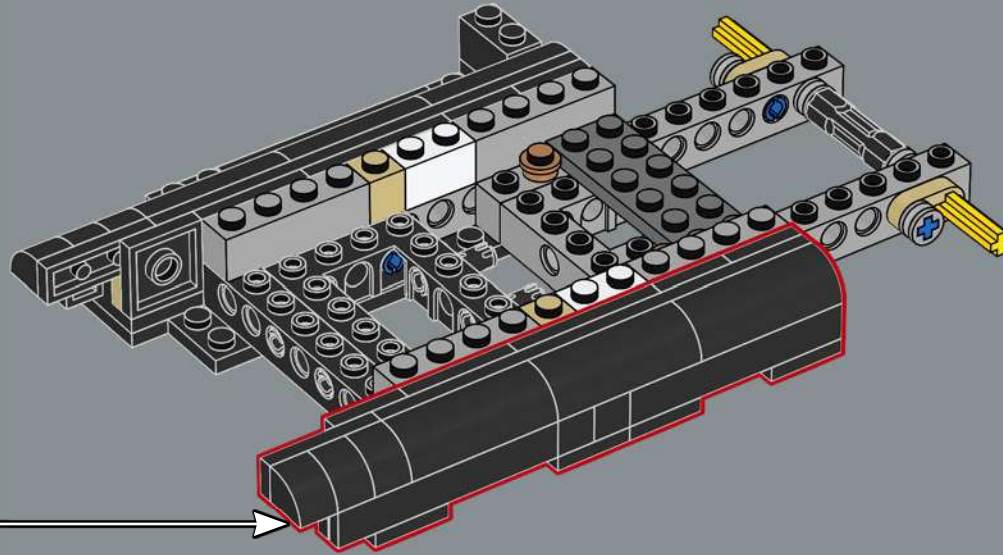
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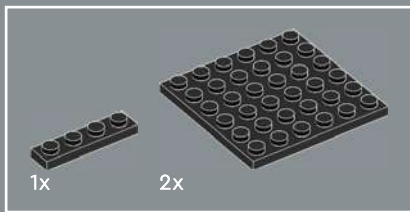




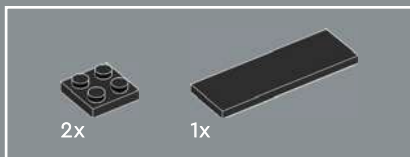
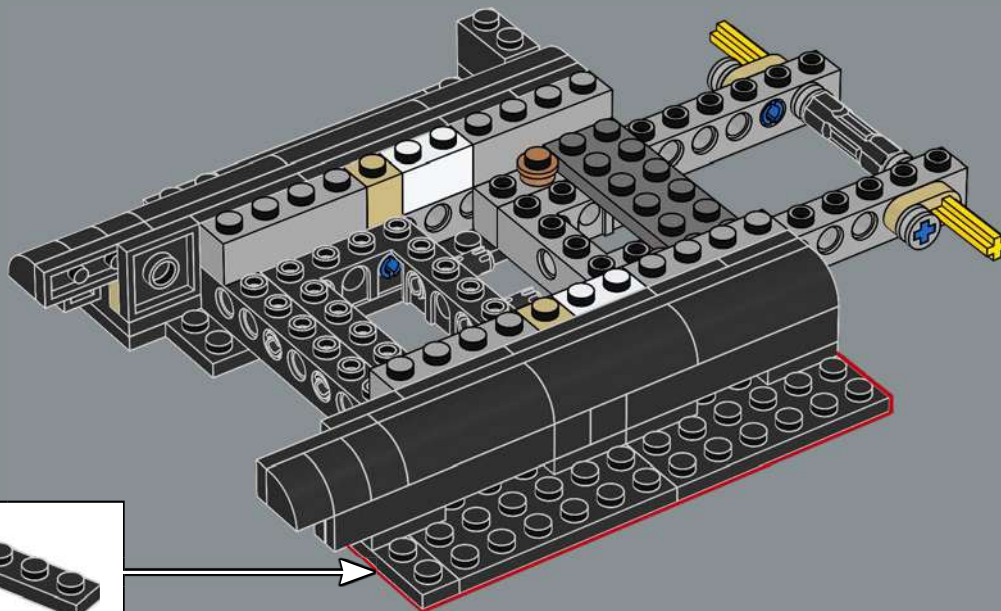
The Ford® Model T® was engineered by Childe Harold Wills along with lead engineer Joseph A. Galamb and Eugene Farkas.

32

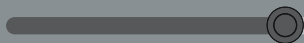
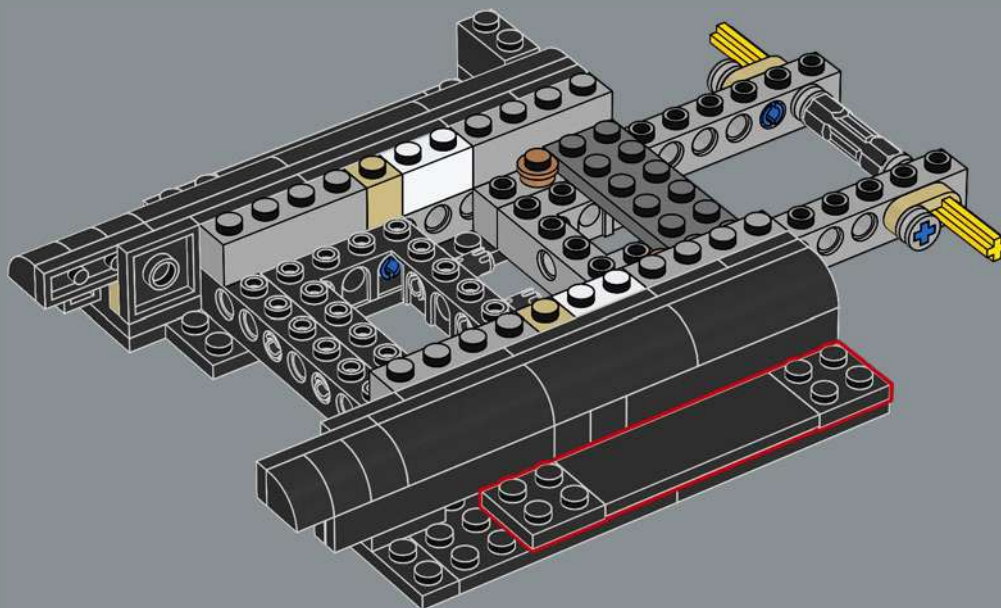


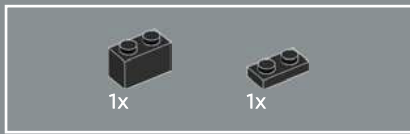


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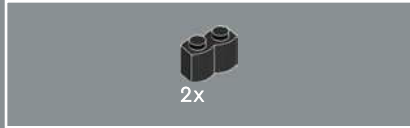
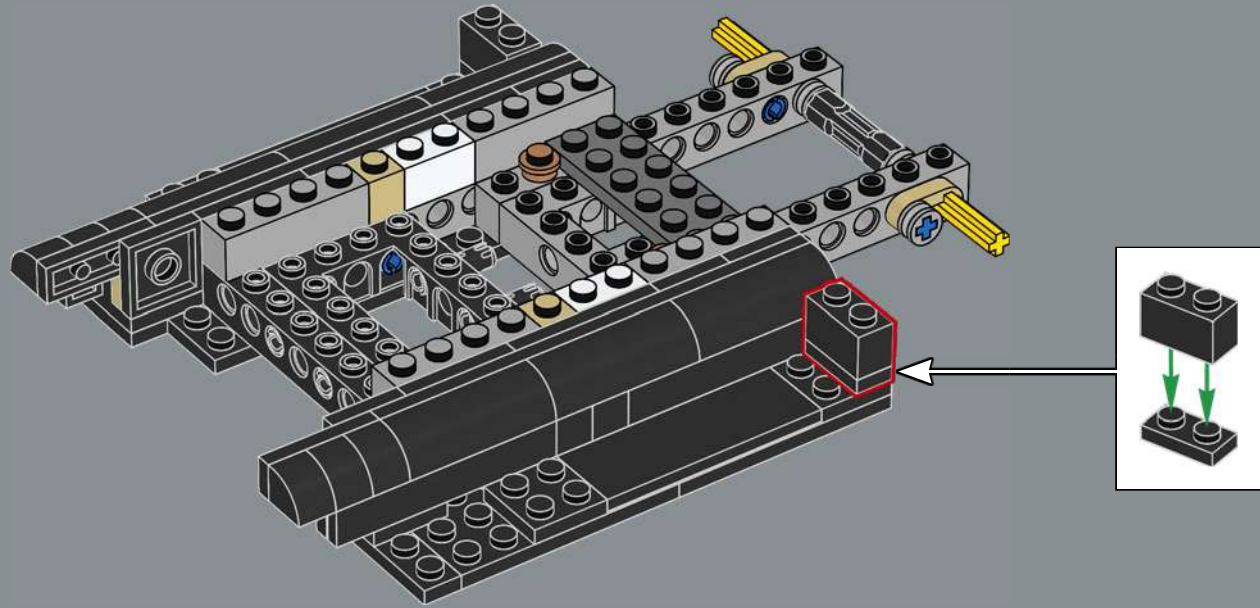


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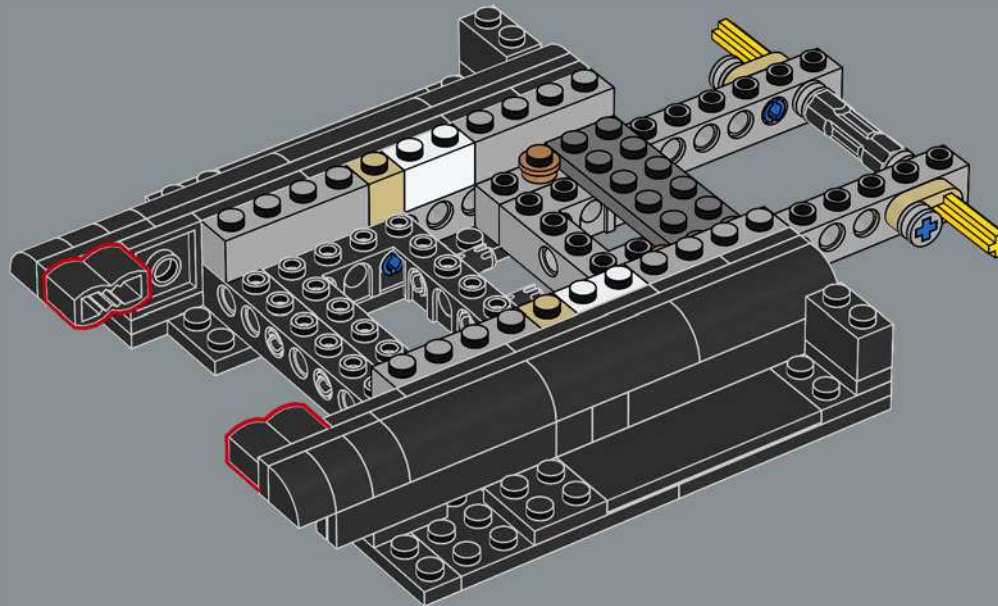


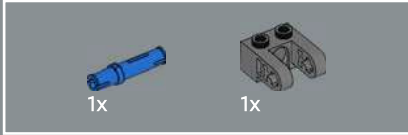
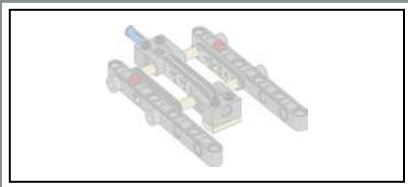


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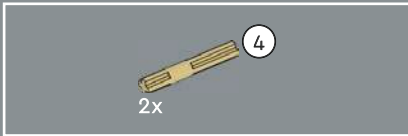
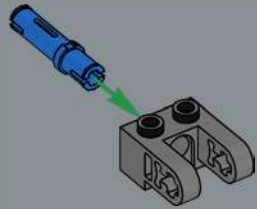


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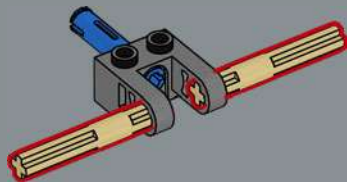




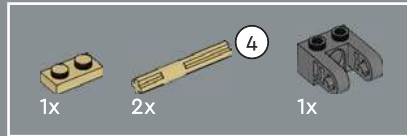
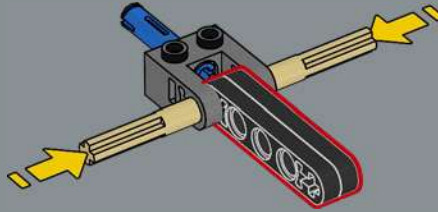
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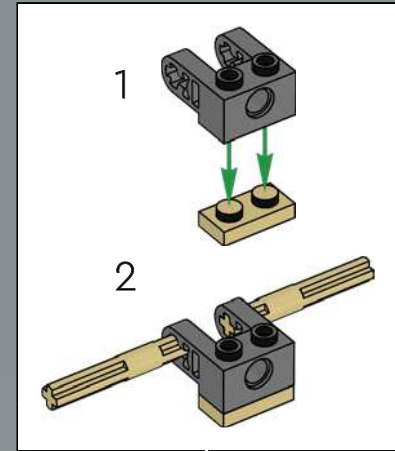
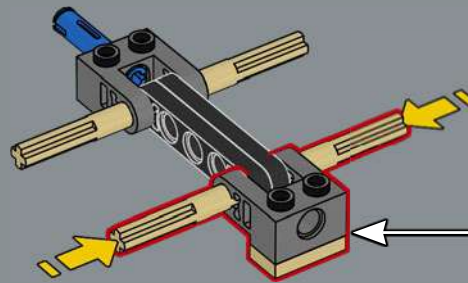
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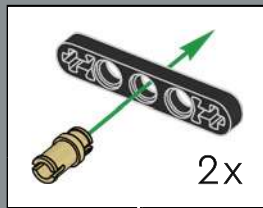


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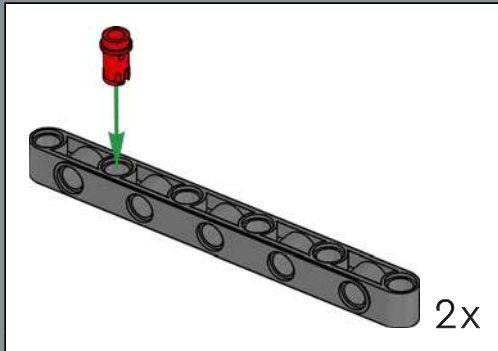
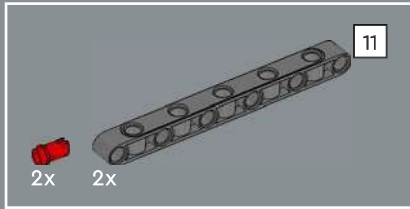
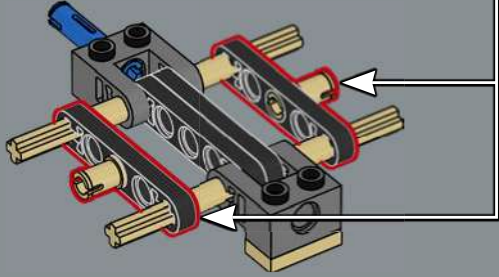


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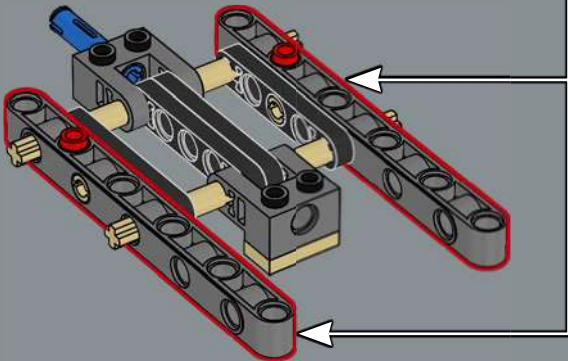




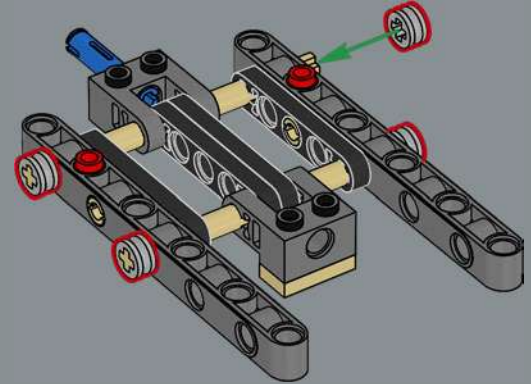
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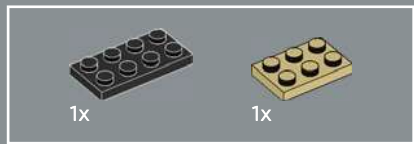
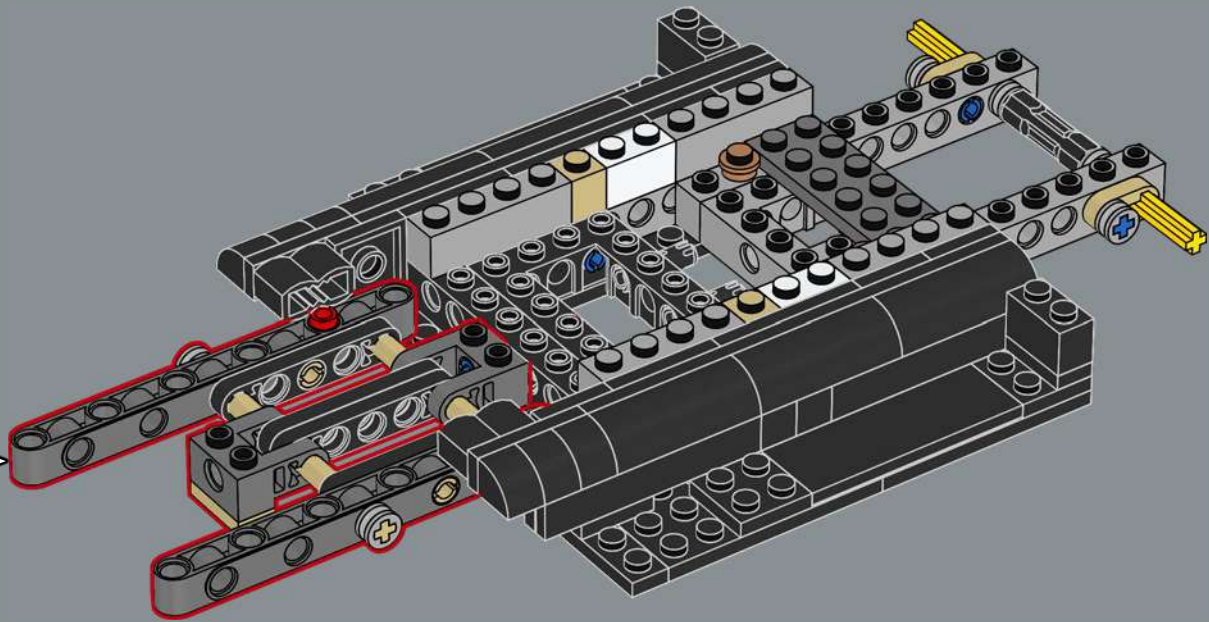
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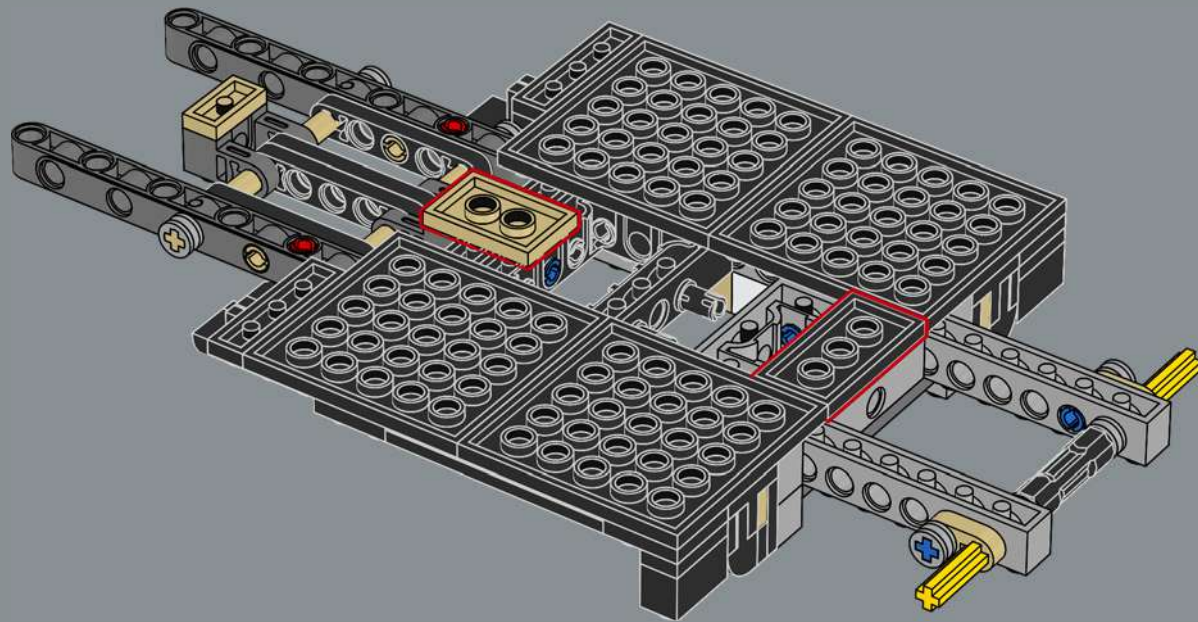
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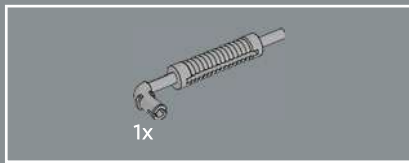


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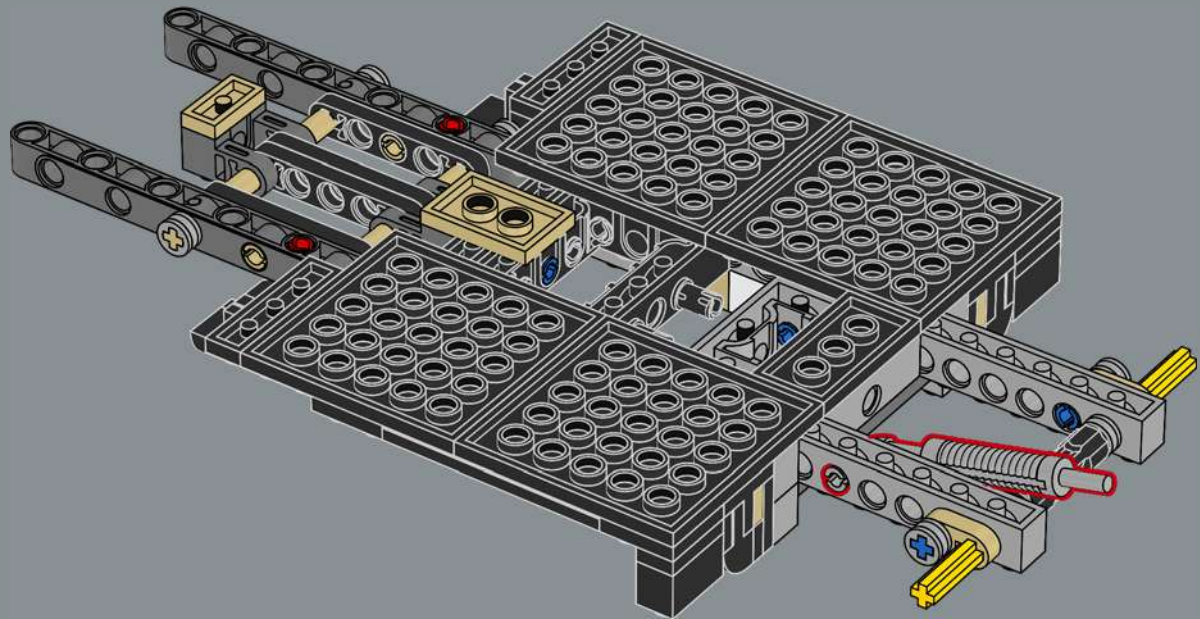


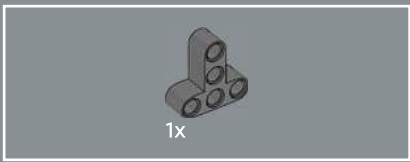
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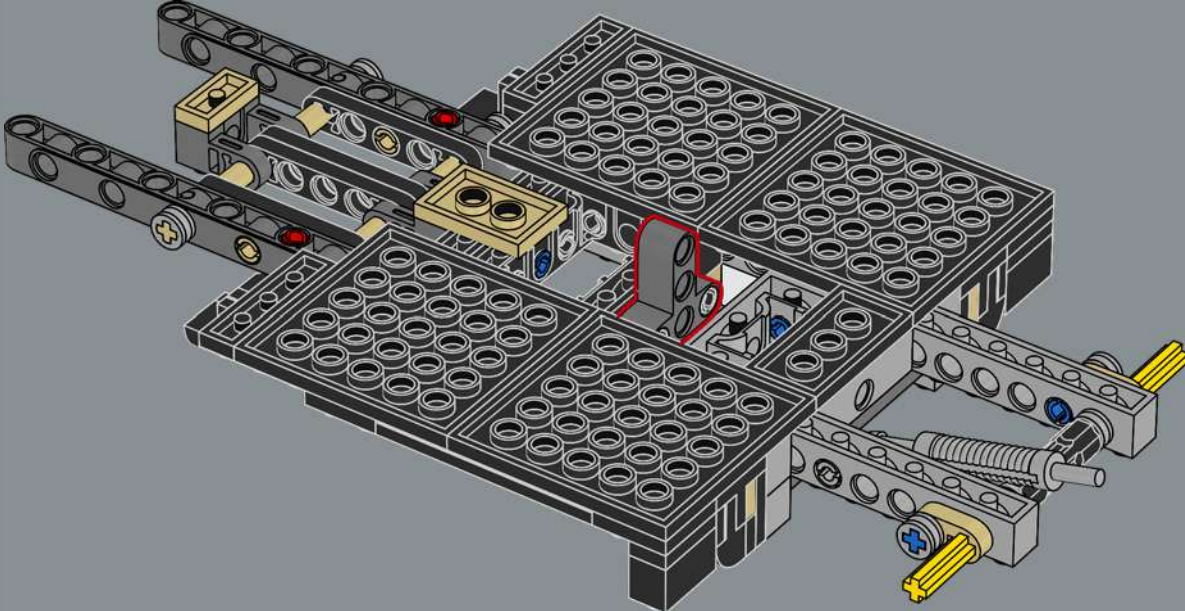


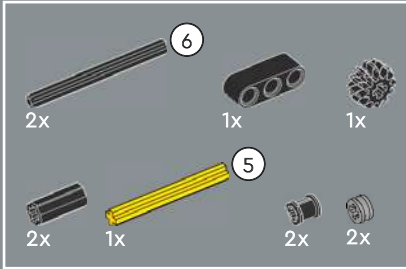
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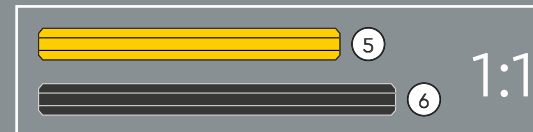
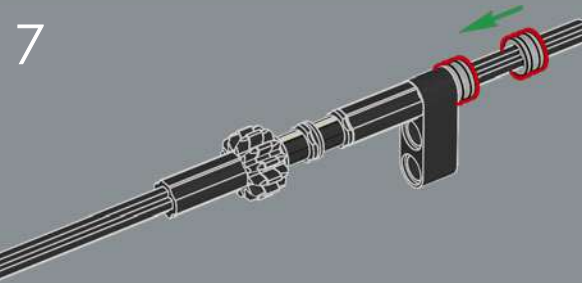
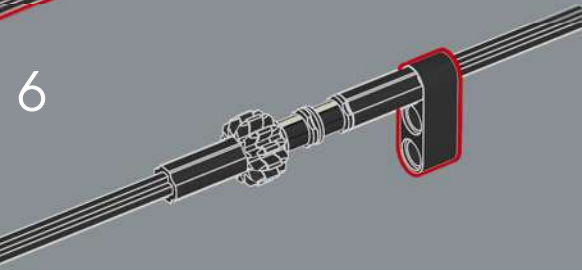
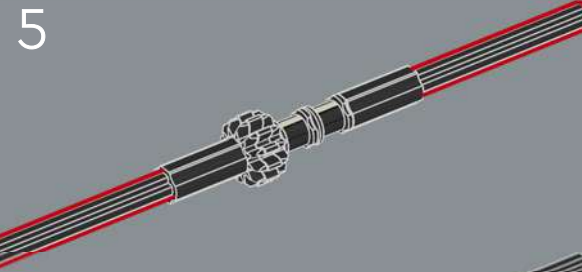
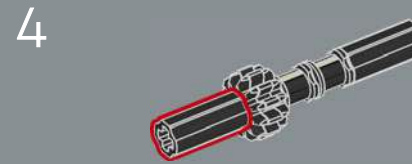
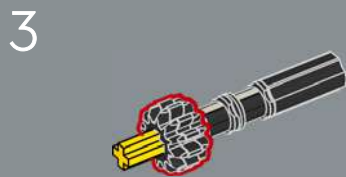
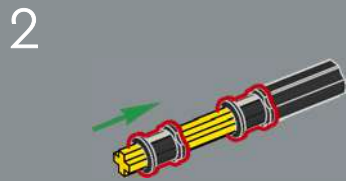
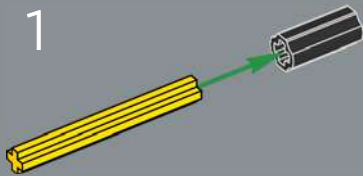


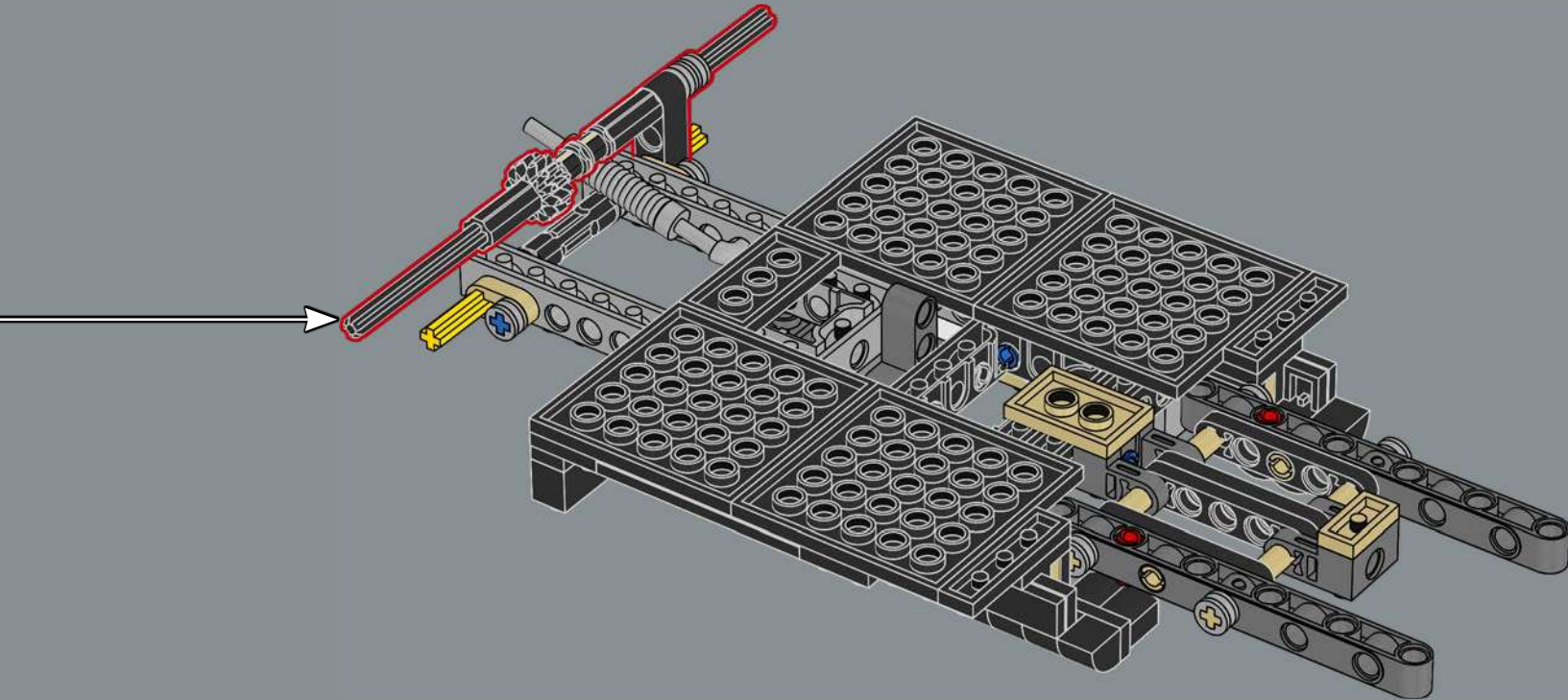
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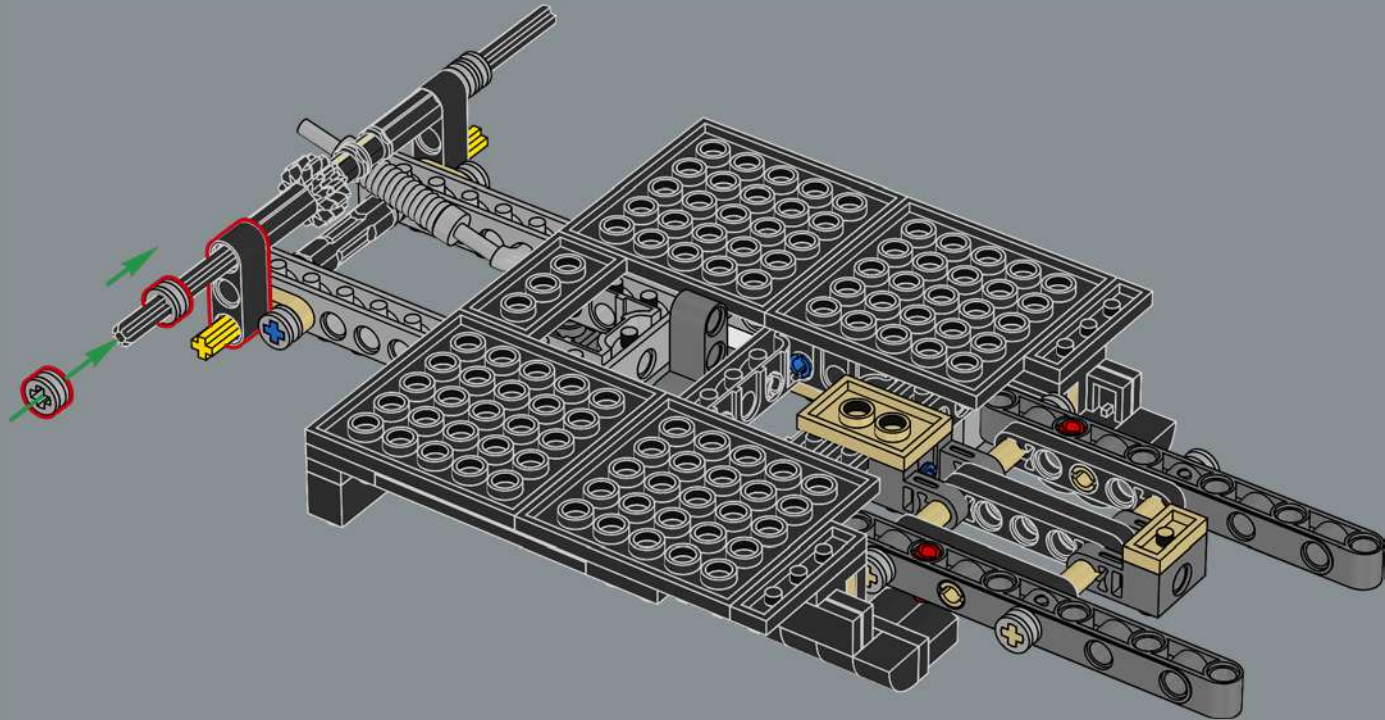
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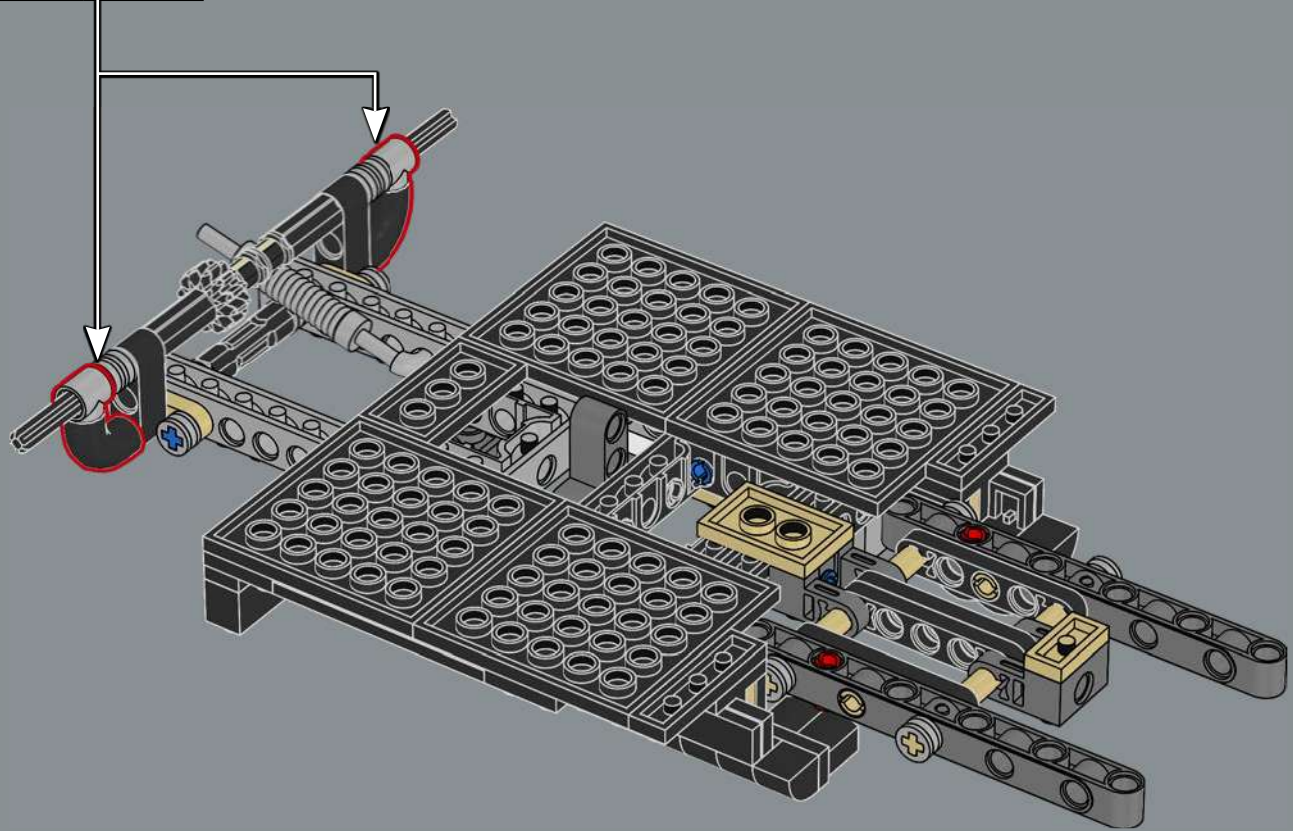
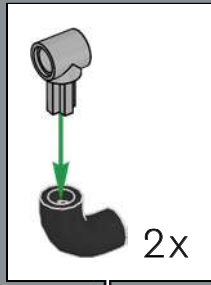


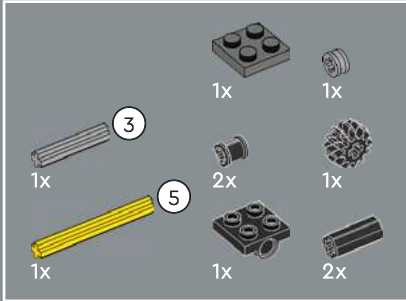
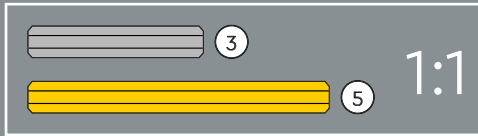
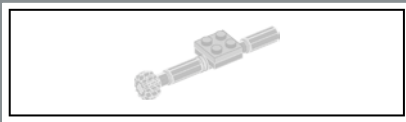
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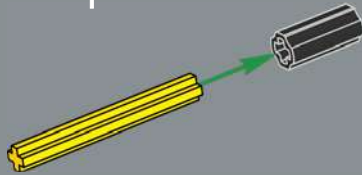
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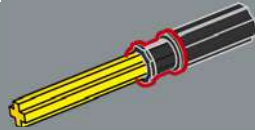


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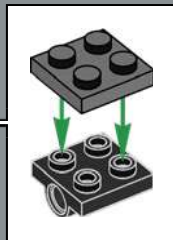
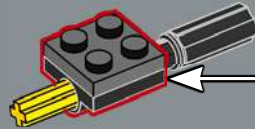
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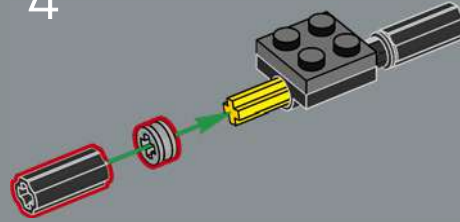
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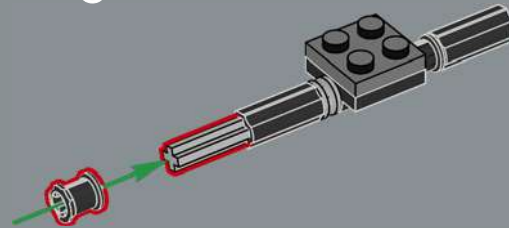
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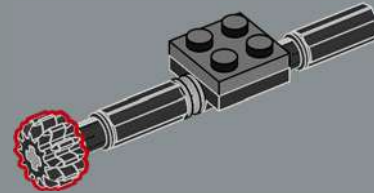
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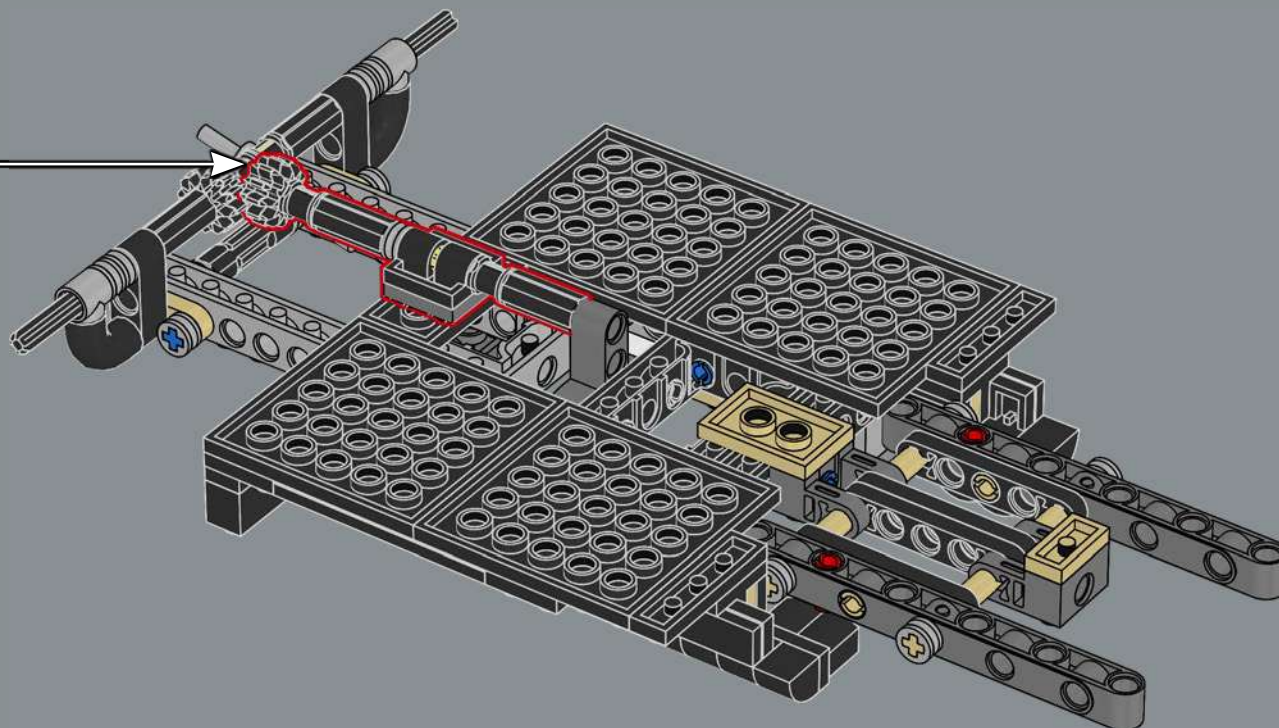


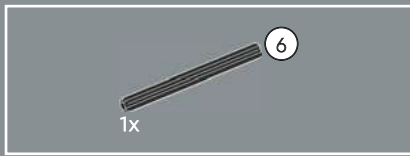
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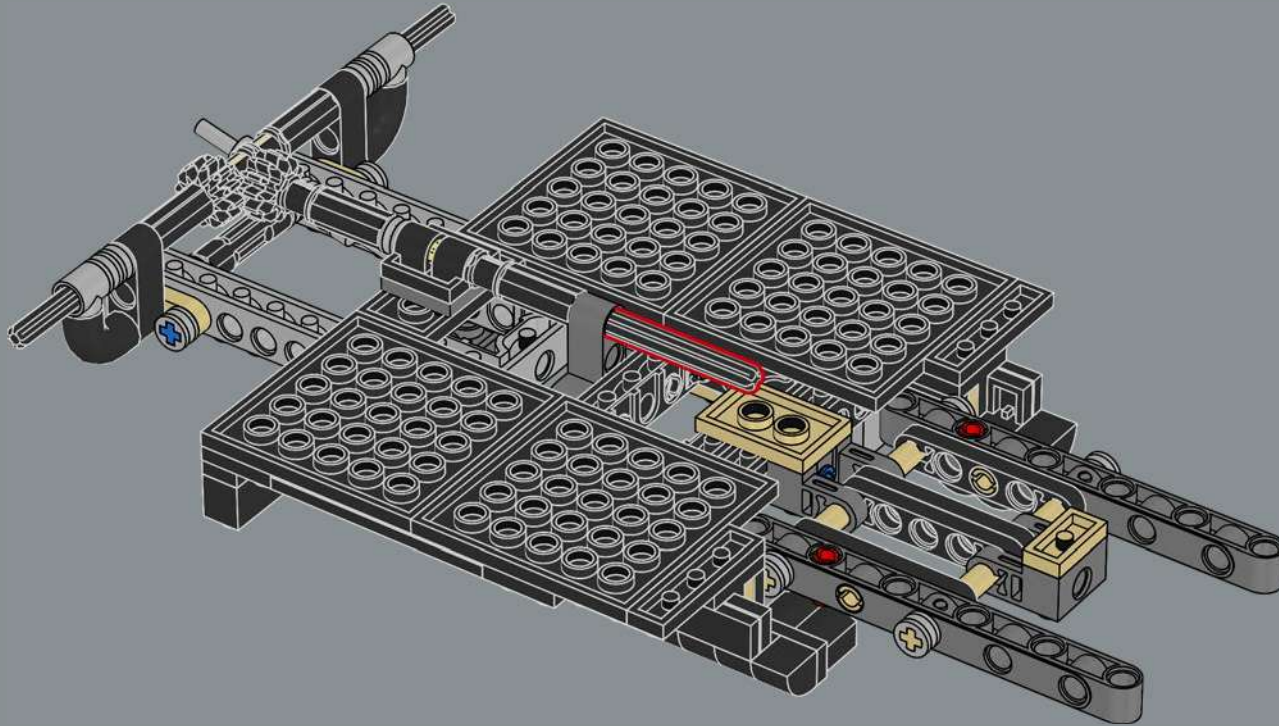


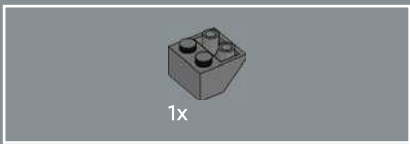
The Ford® Model T® was among the earliest vehicles to feature rear-wheel drive.



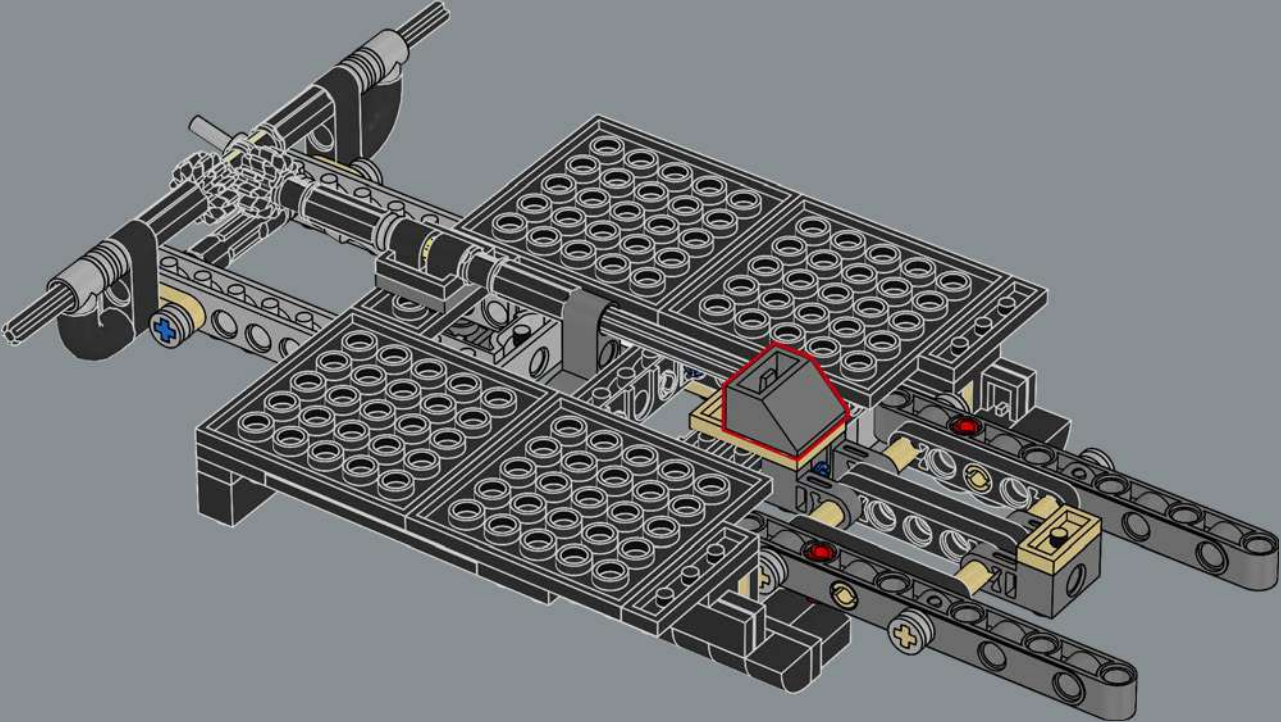


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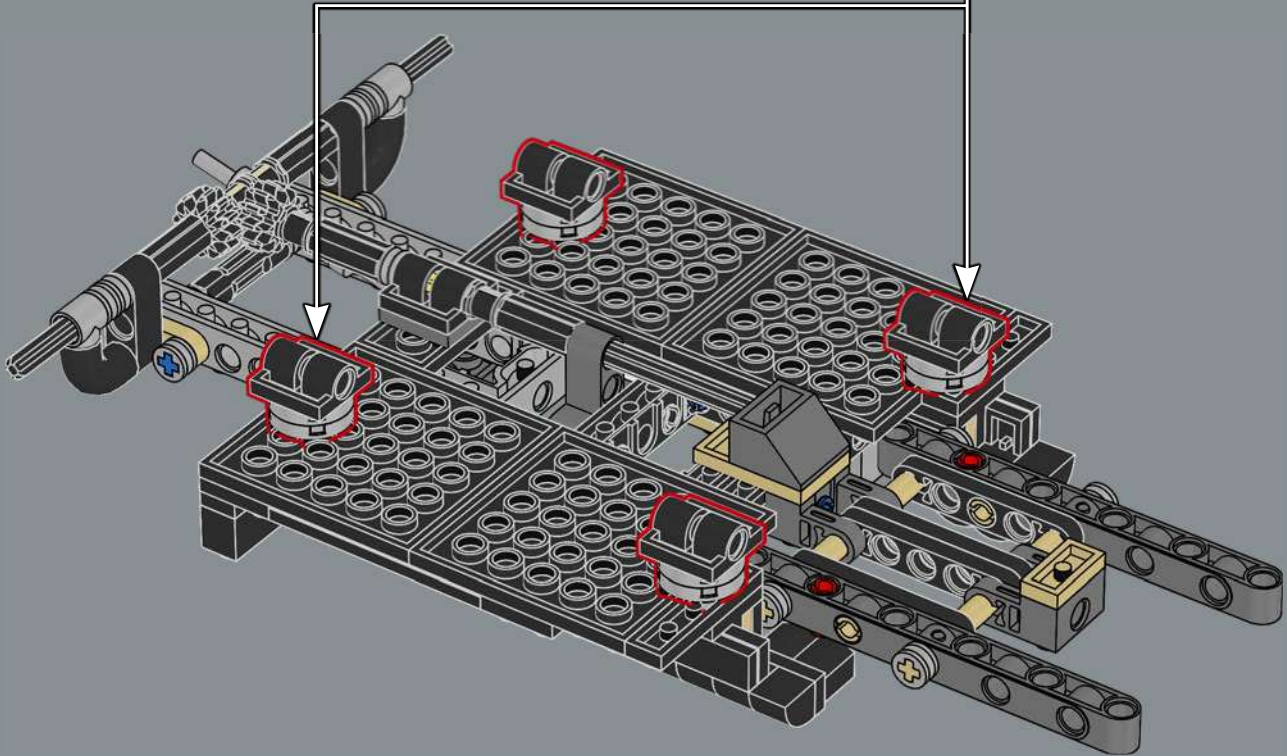
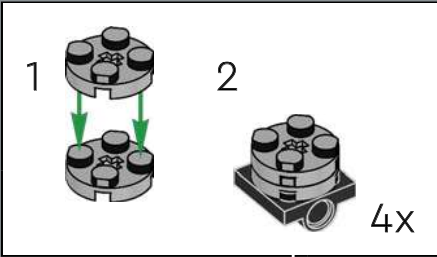


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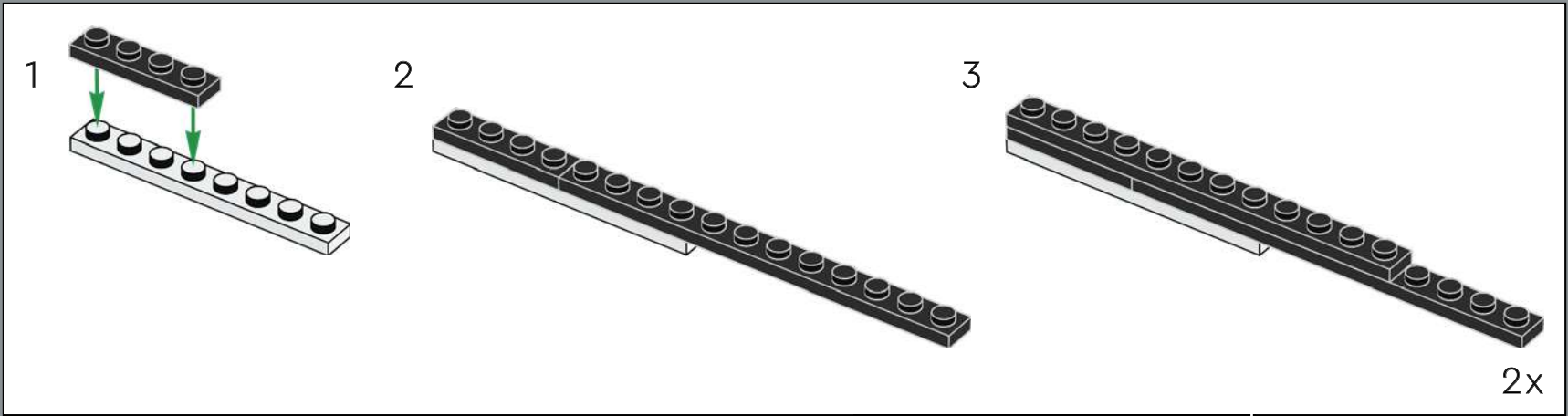




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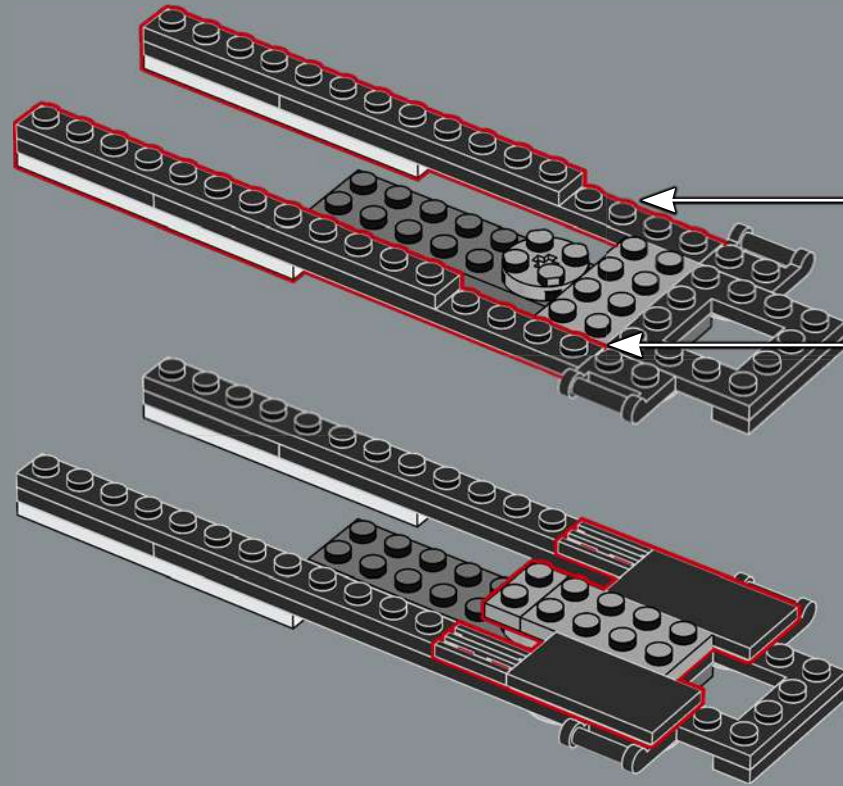


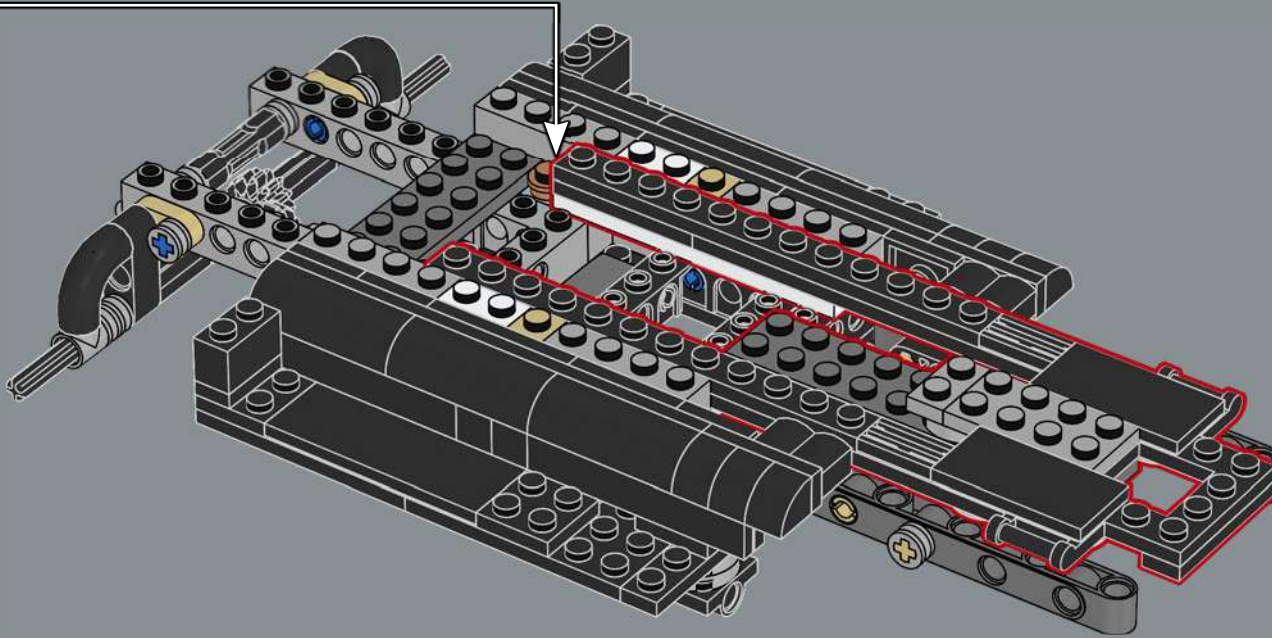


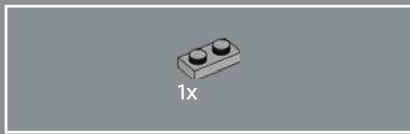


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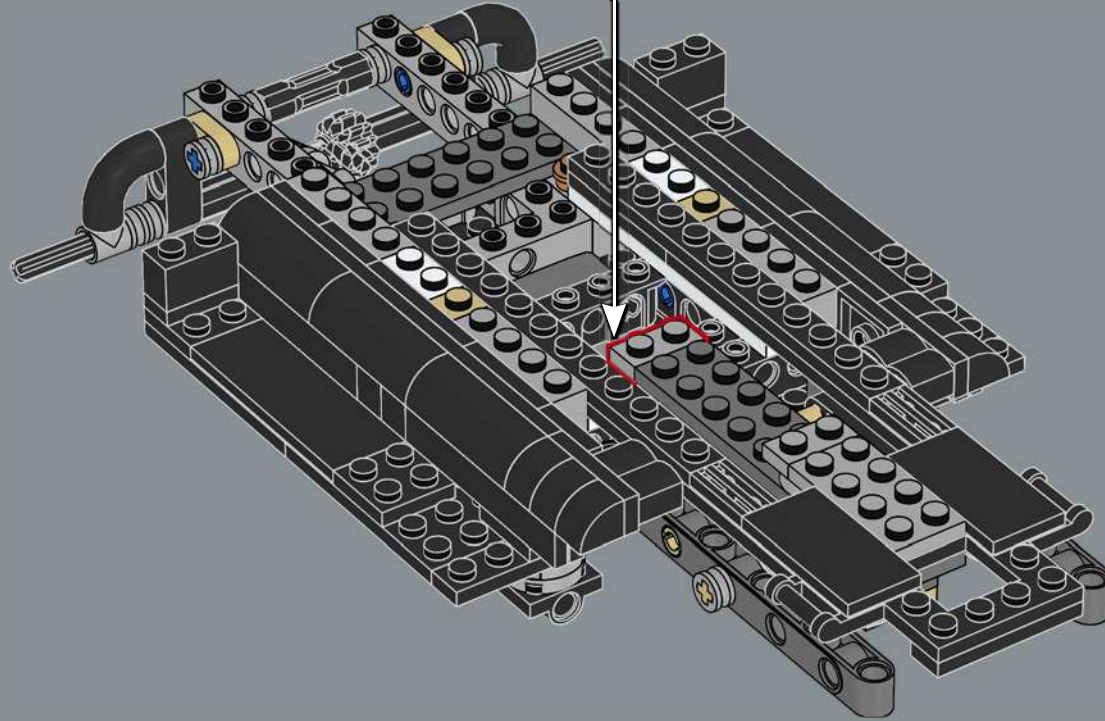
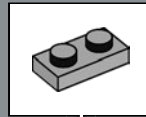
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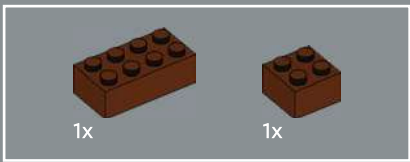




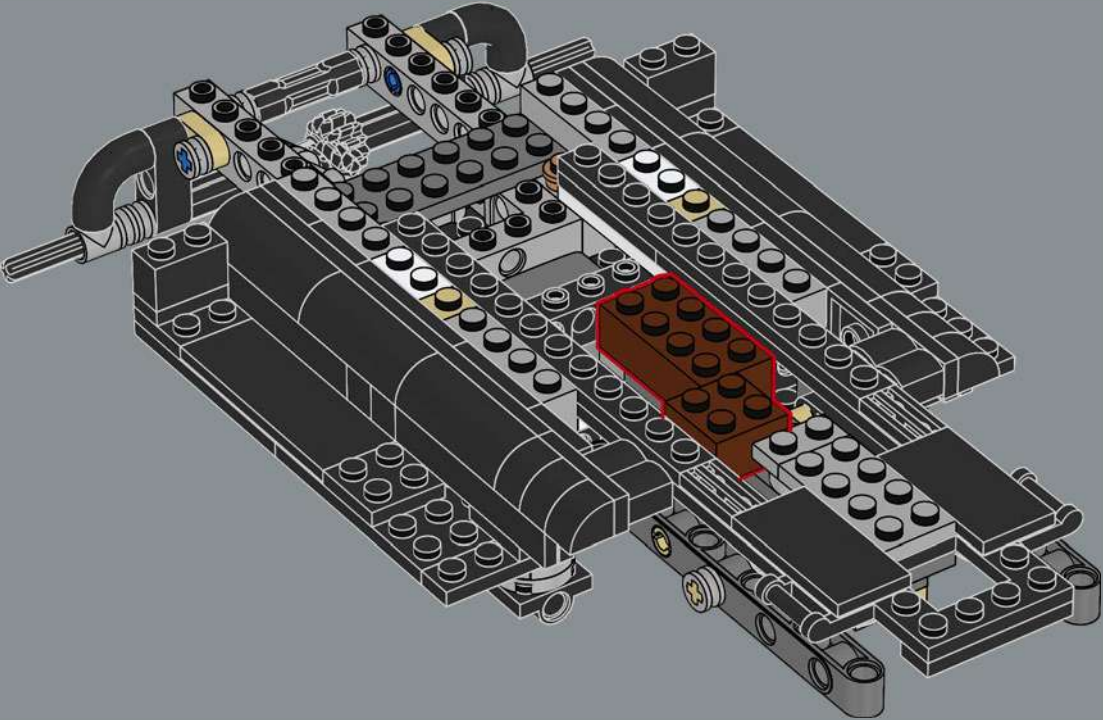


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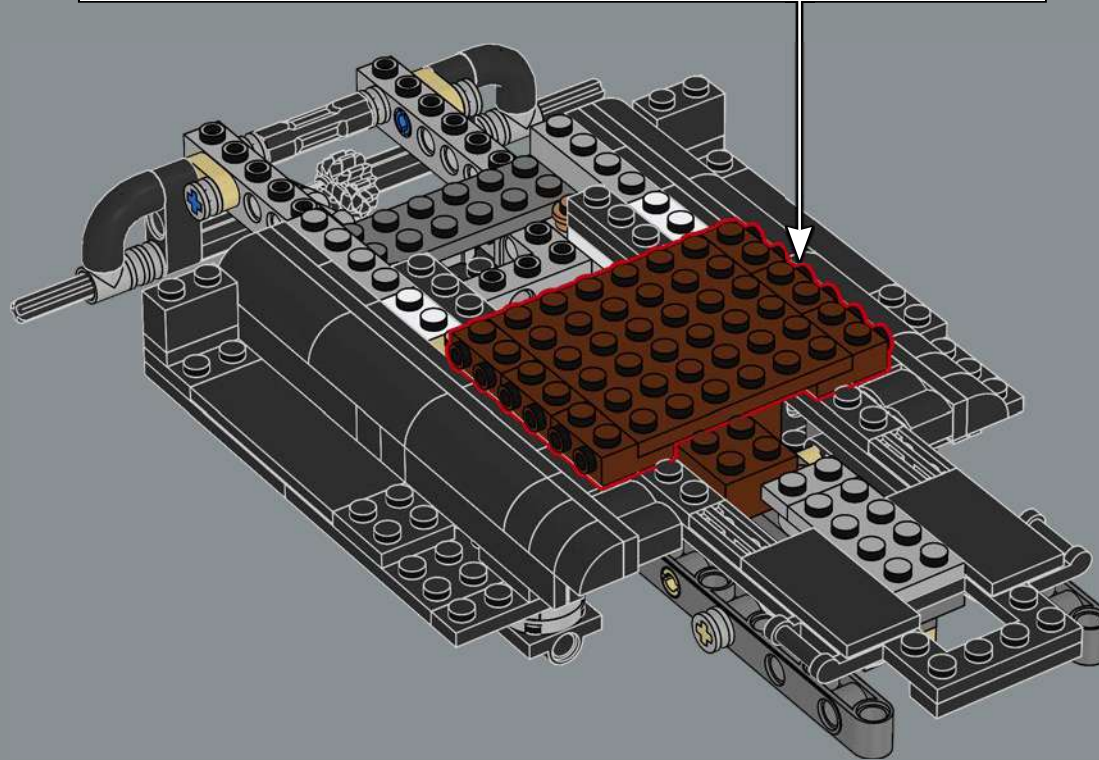
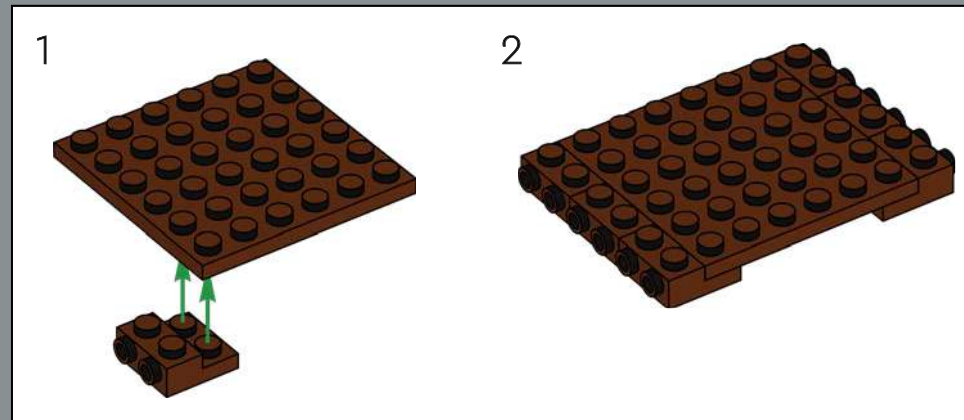


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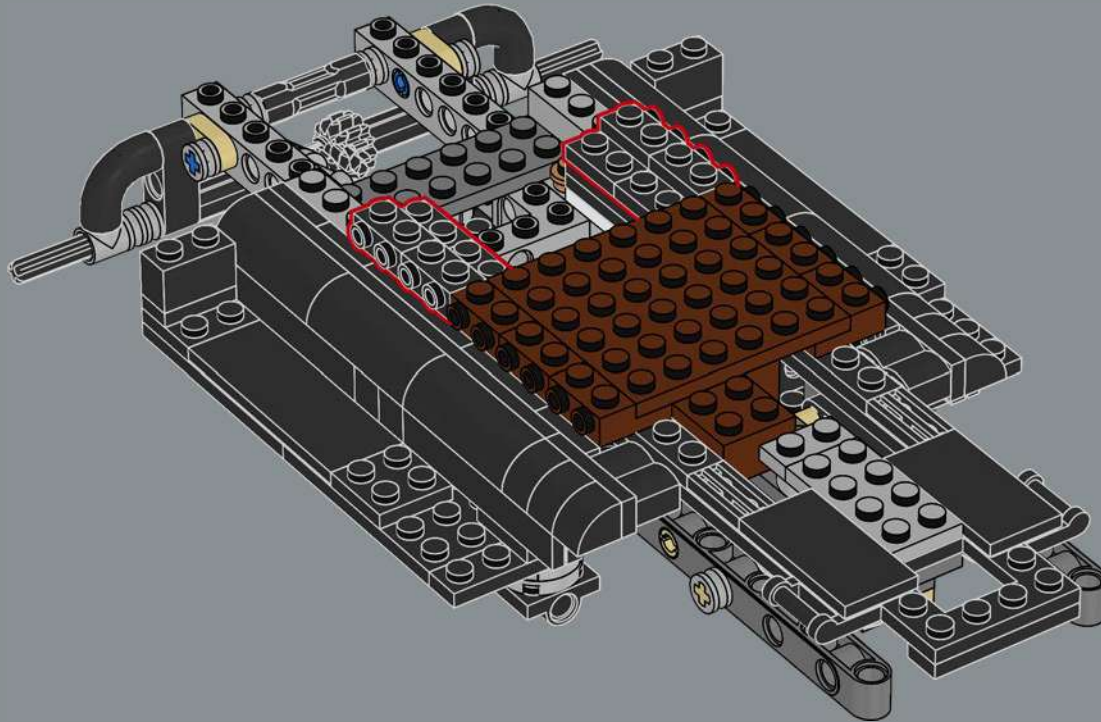


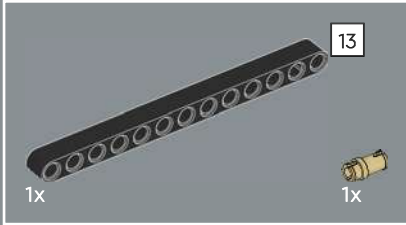
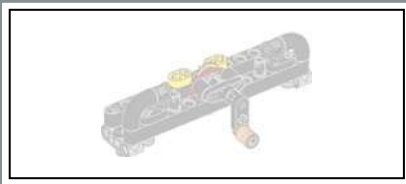
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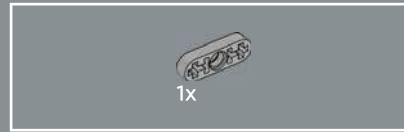
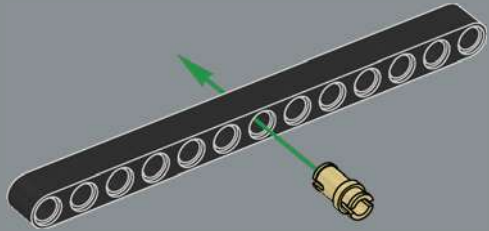


The Ford® Model T® was also among the first cars to be manufactured on a moving assembly line, an industrial breakthrough that would lower production costs and make car ownership affordable.

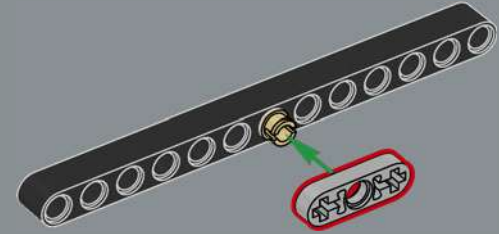




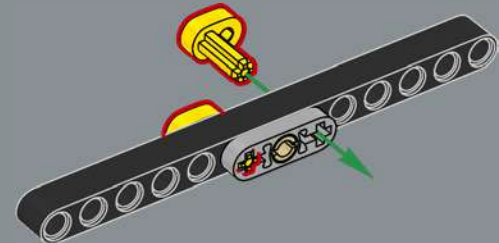
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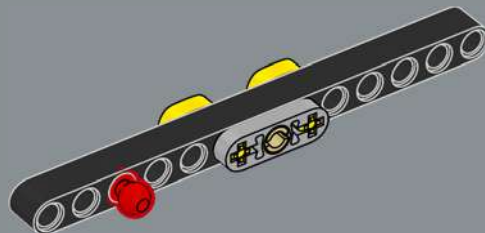


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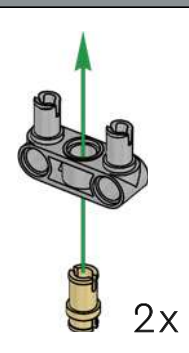
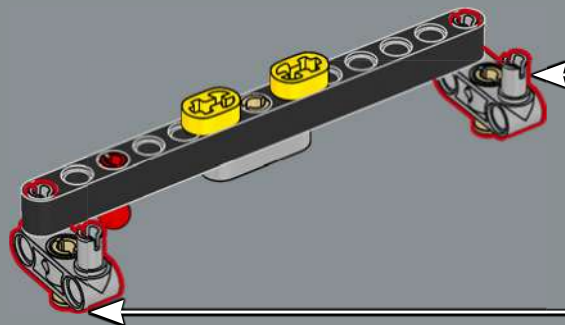
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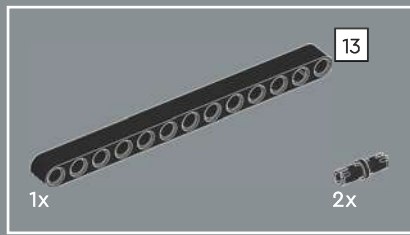


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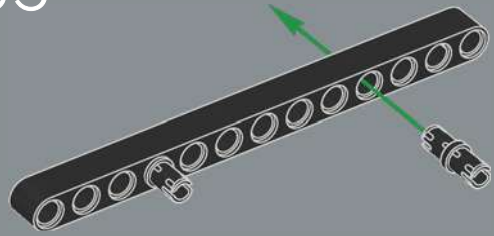
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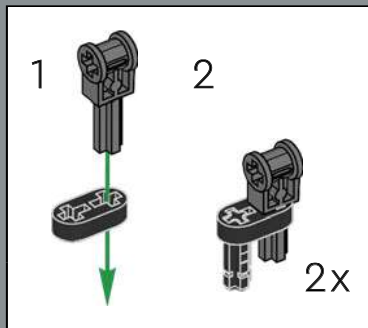
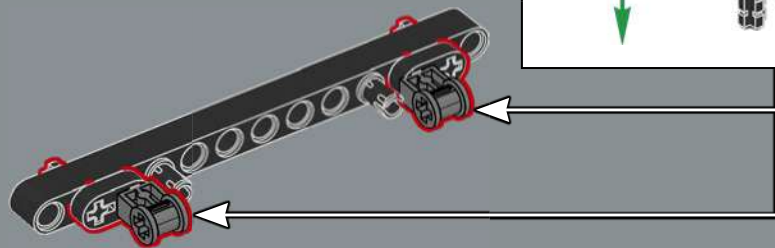




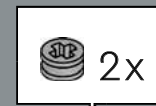
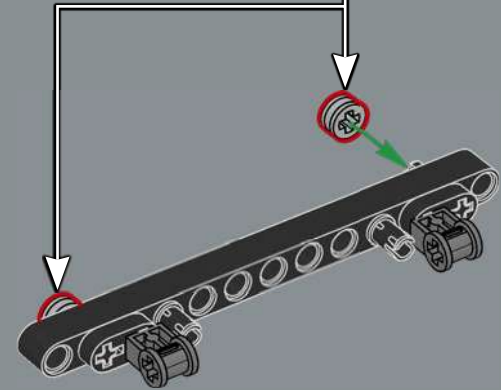
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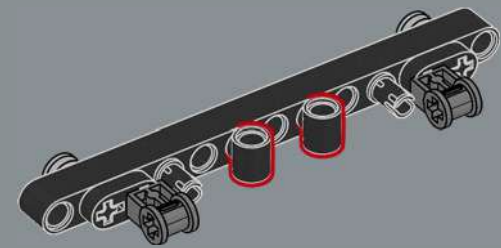
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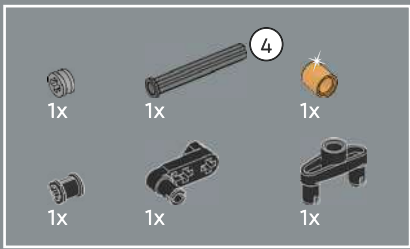


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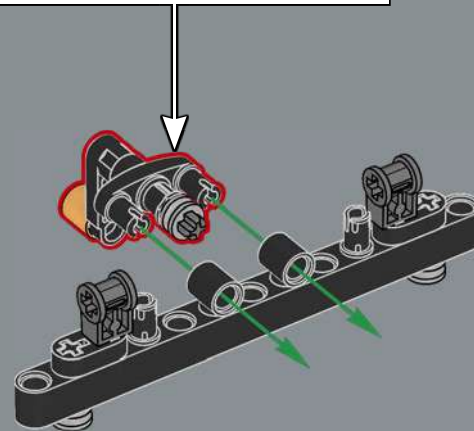
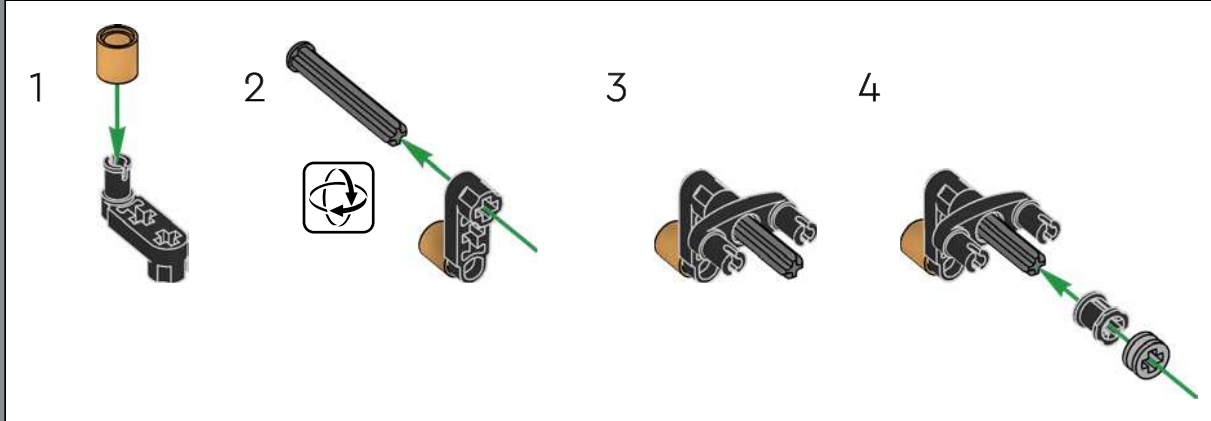


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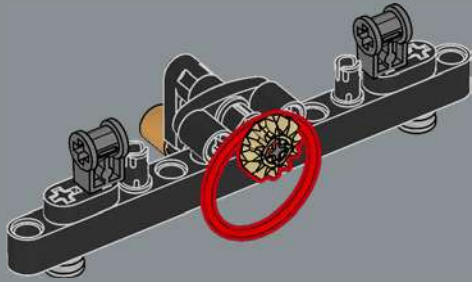


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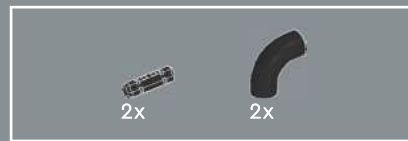
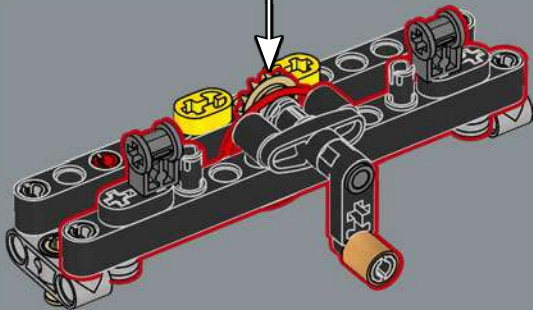




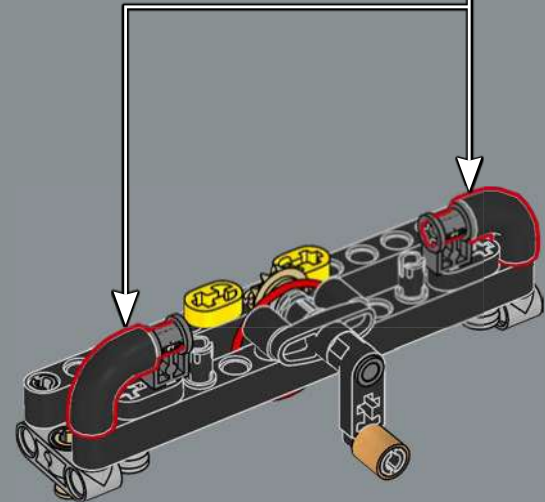
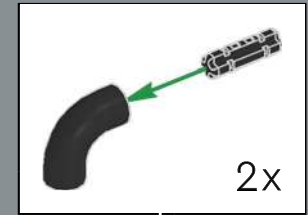
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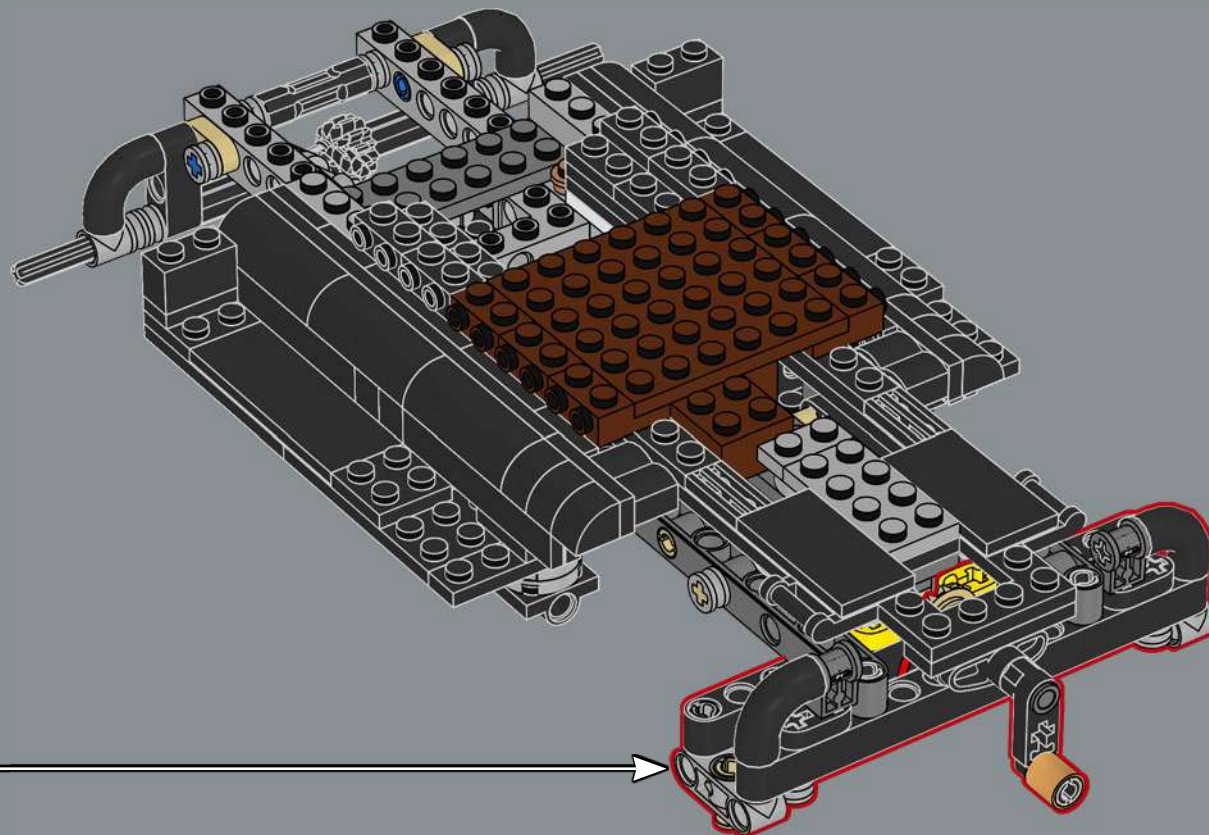
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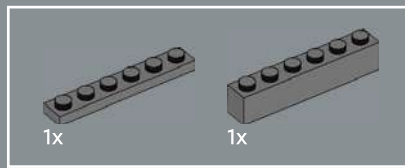




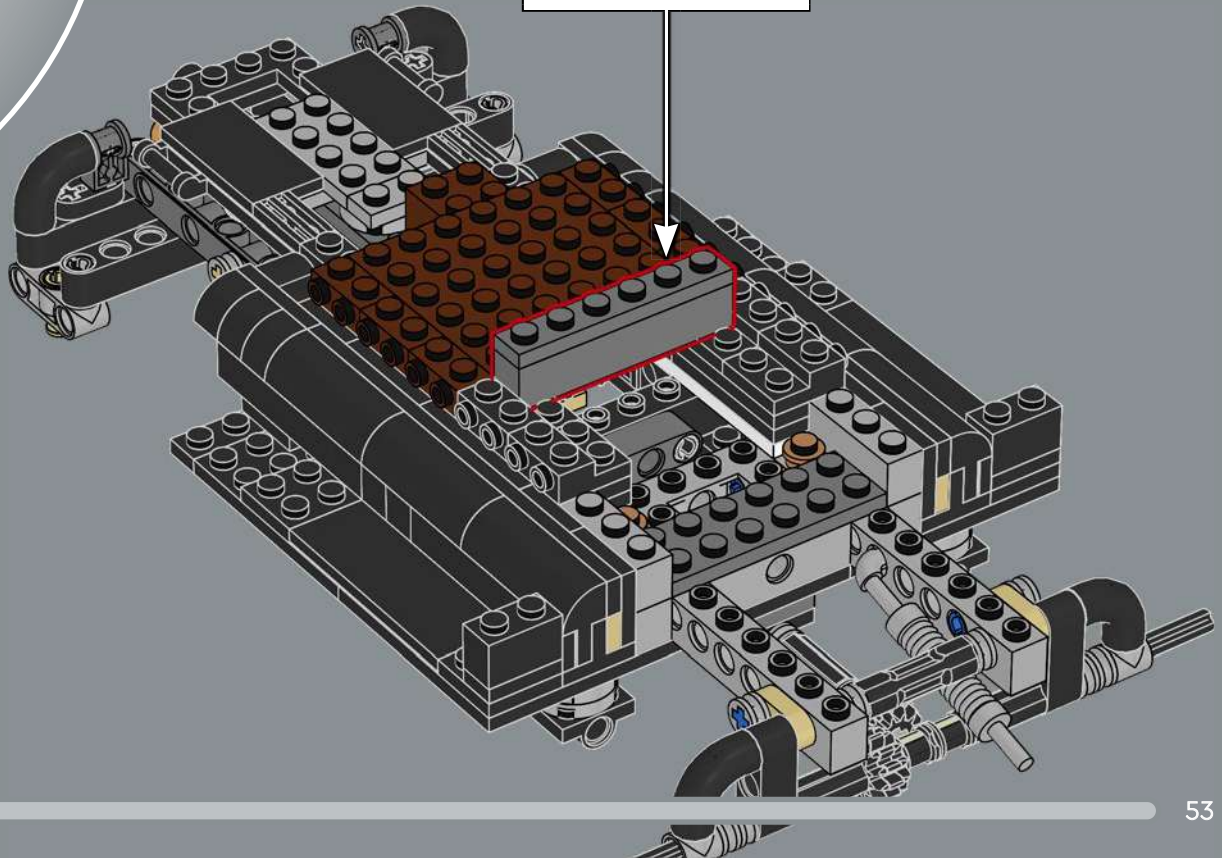
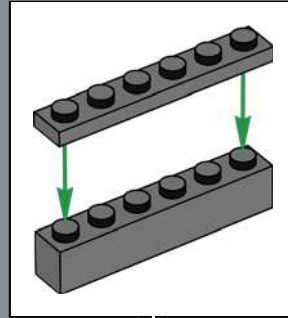
To start the engine, drivers used  
a manual hand crank.

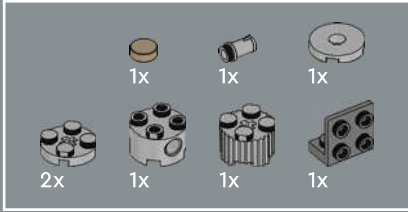
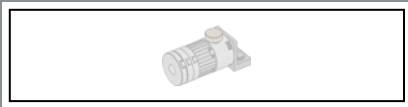
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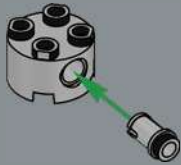
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75

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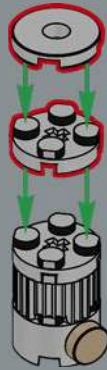
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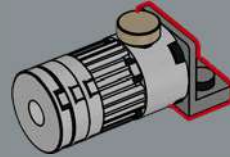
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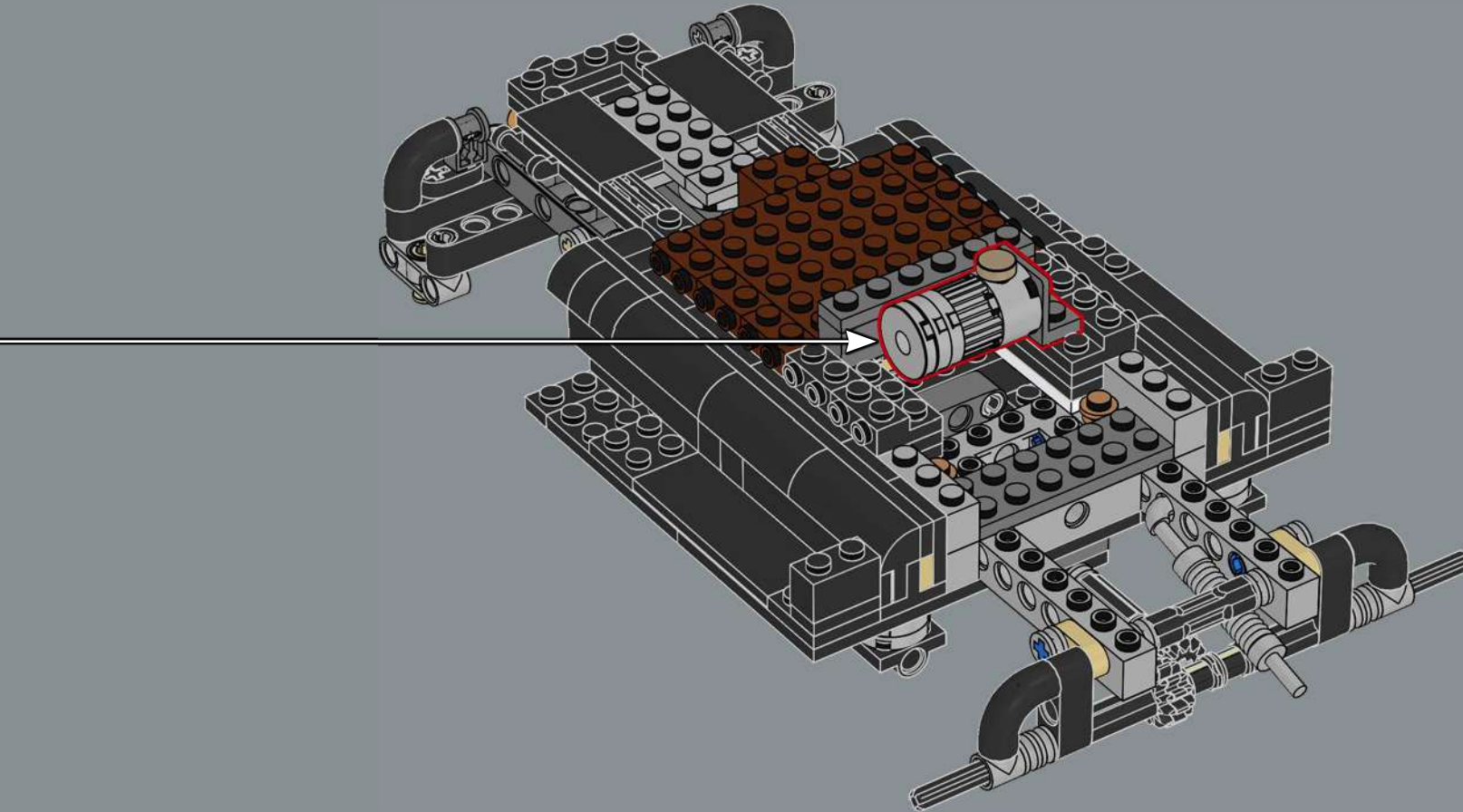


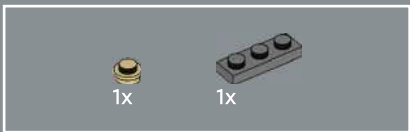
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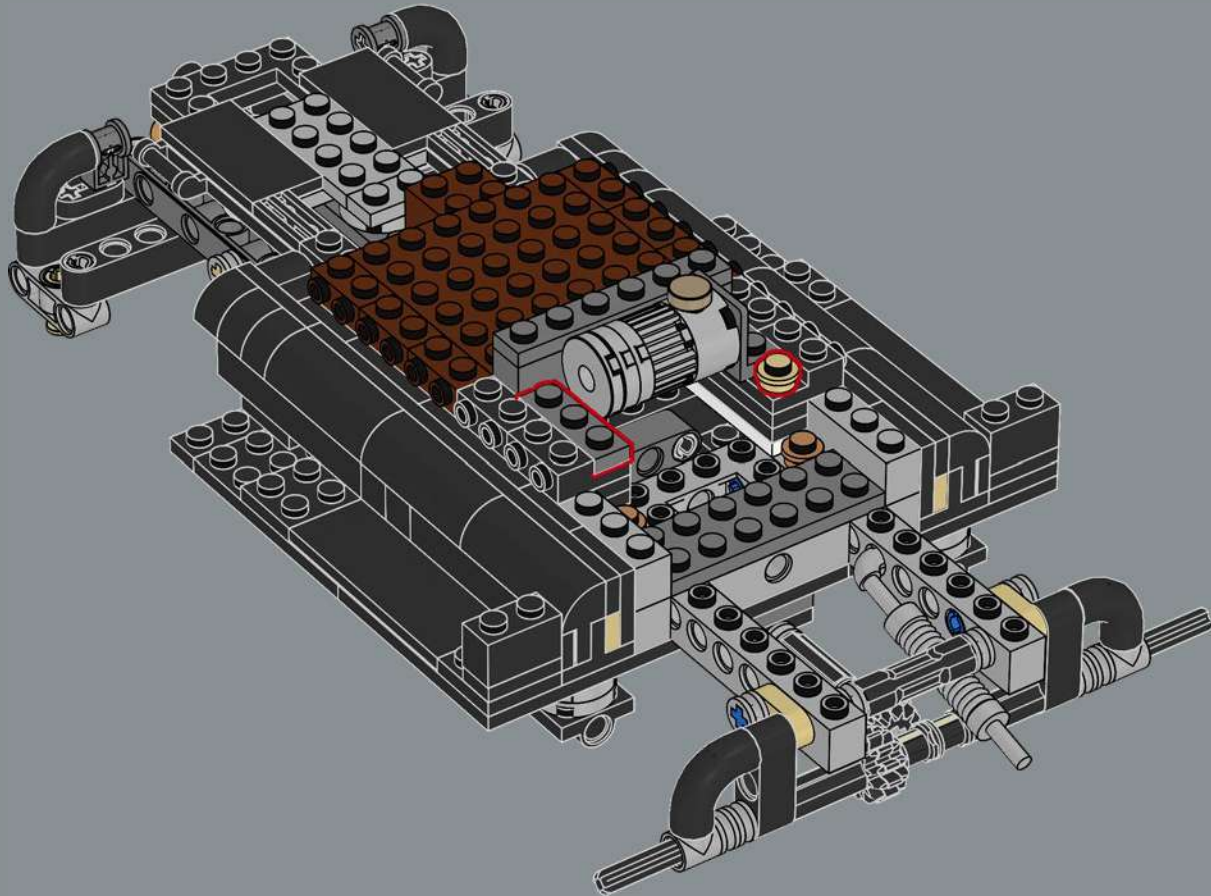


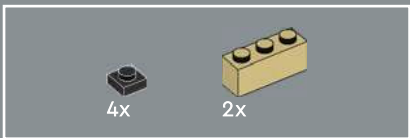
As a novel feature, the fuel tank was placed under the driver's seat, and drivers would have to lift the seat cushion to fill the tank.



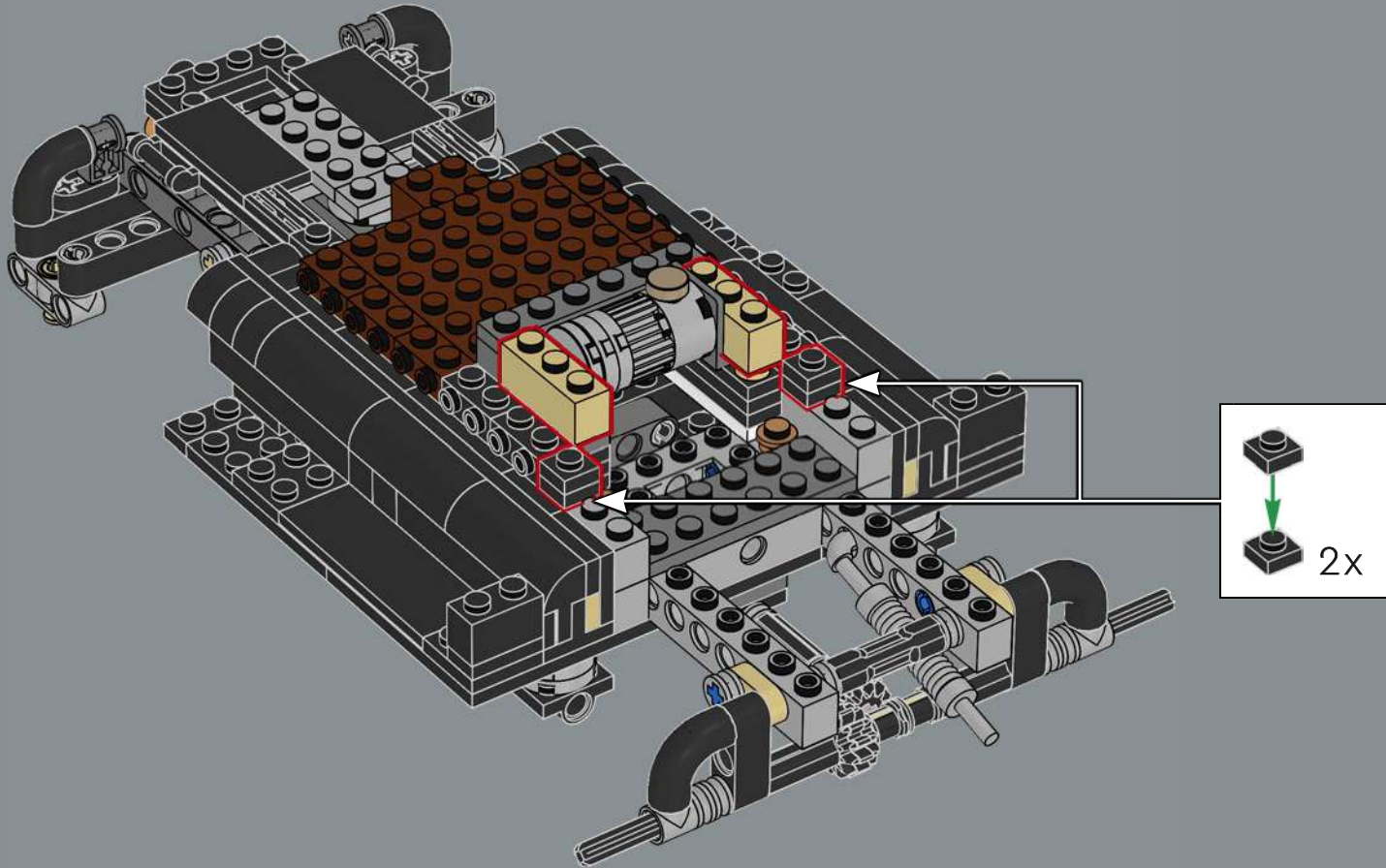


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77



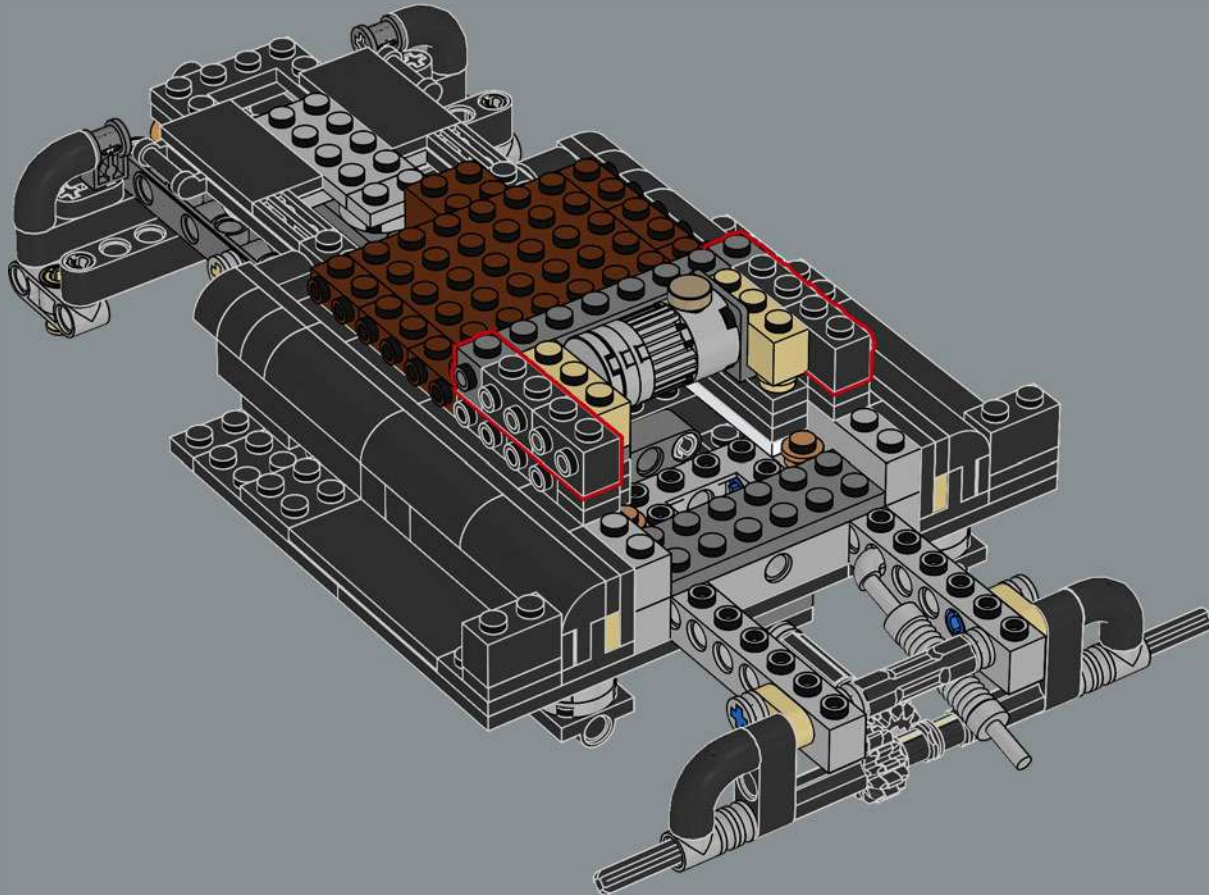


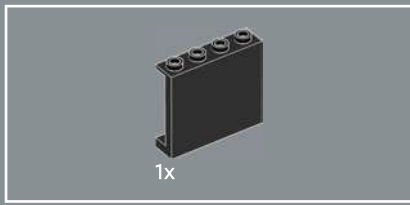
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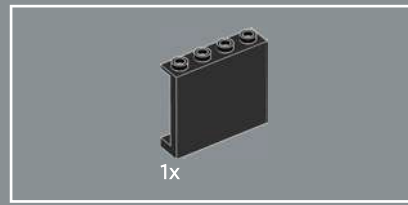
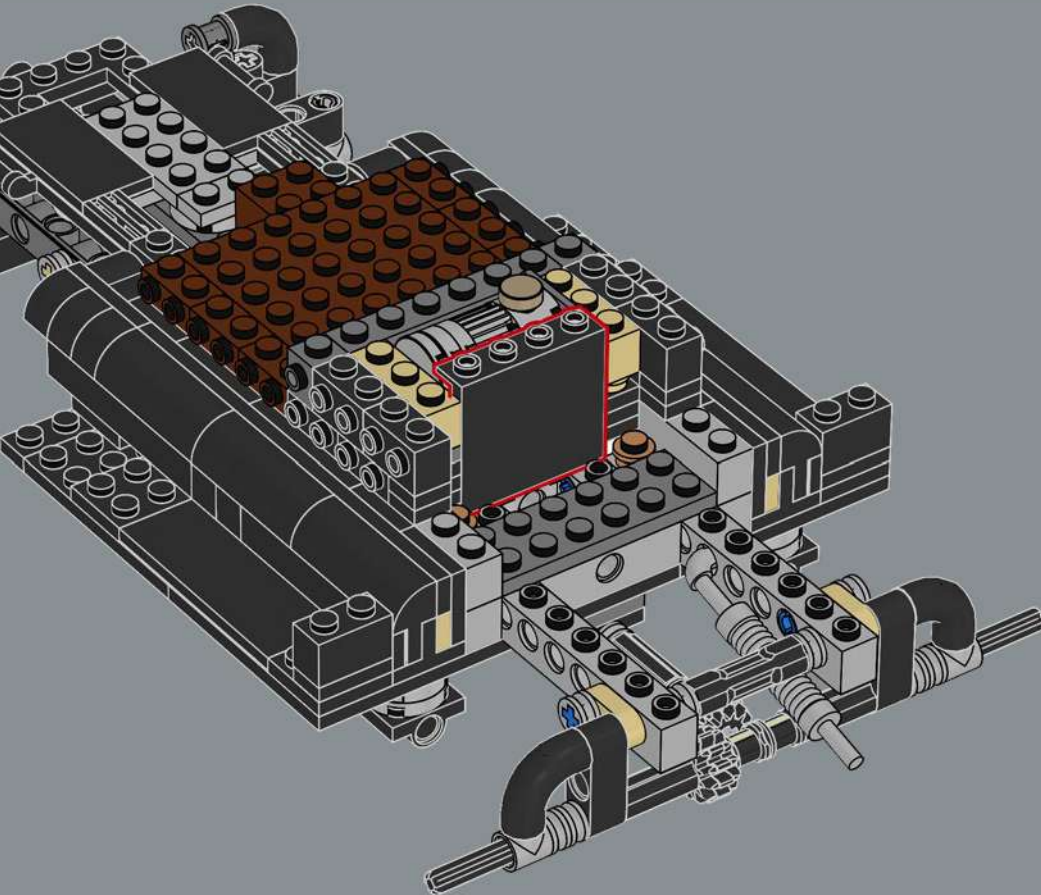
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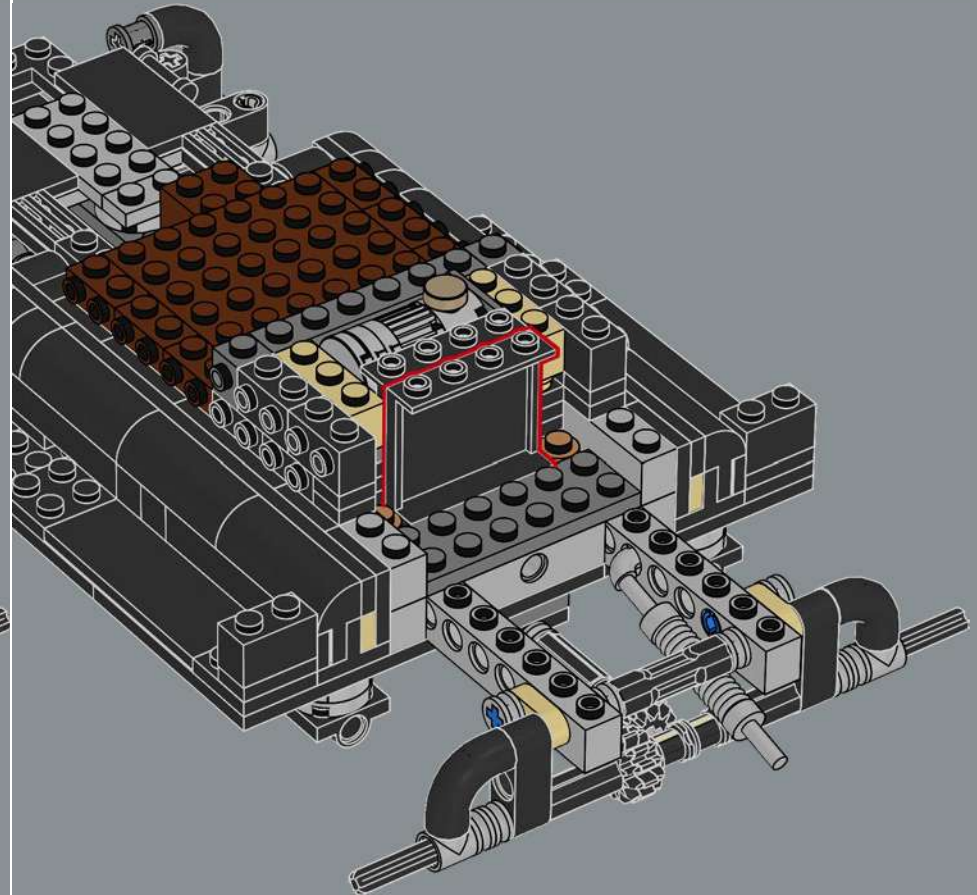


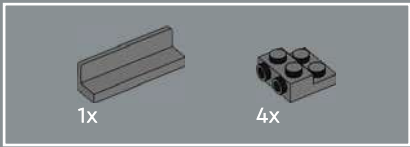


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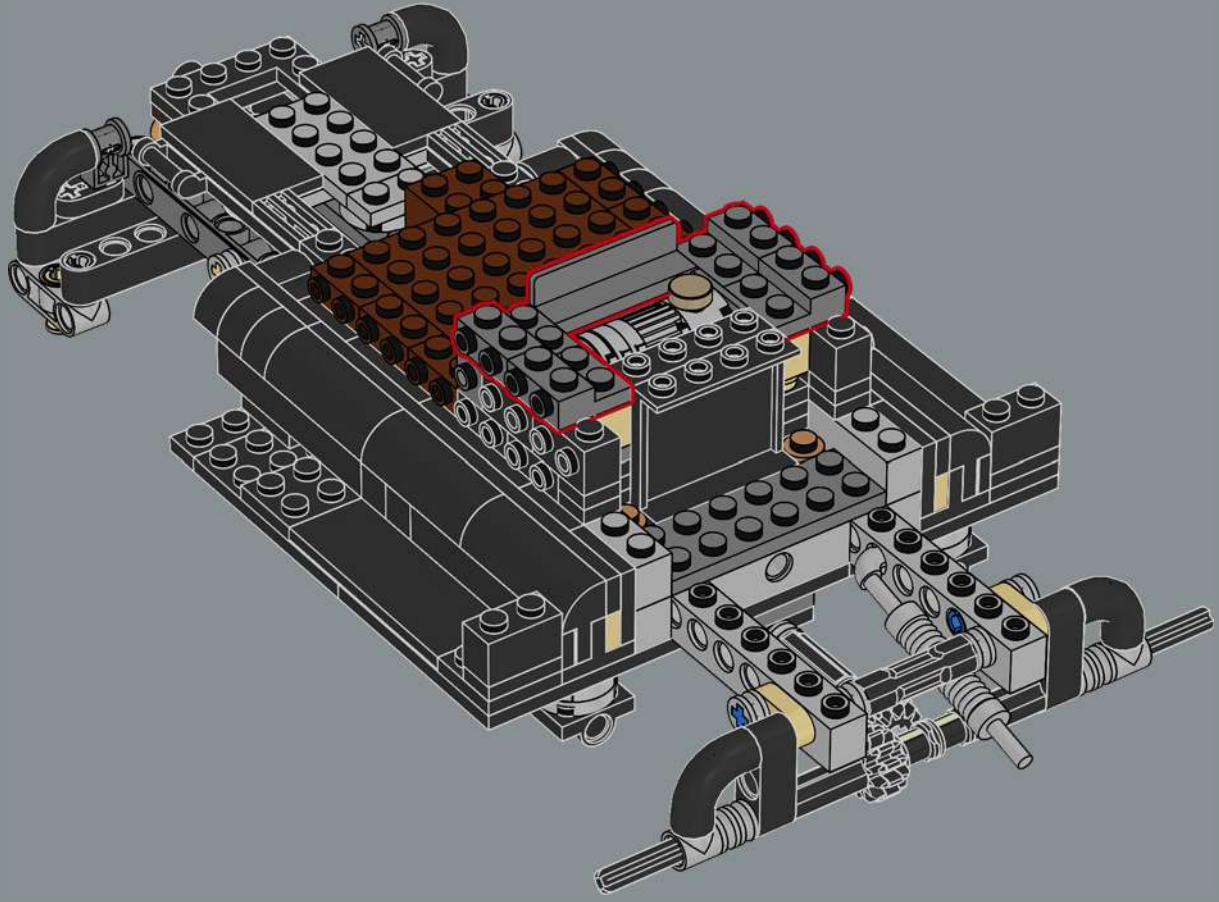


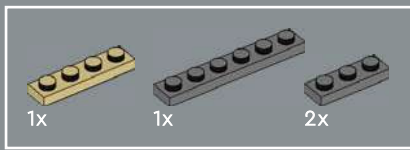
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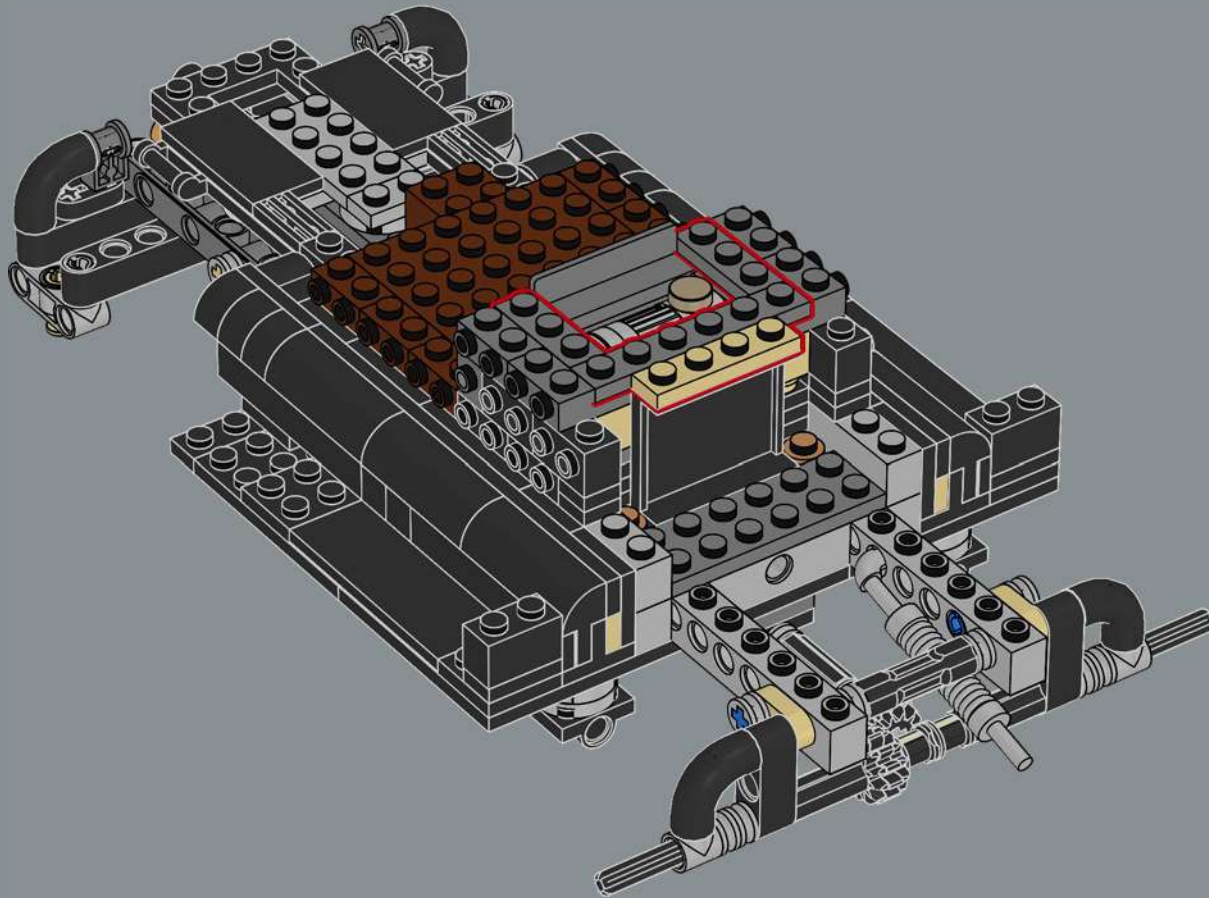


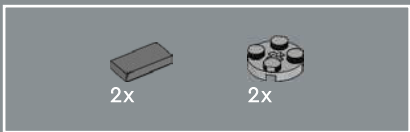
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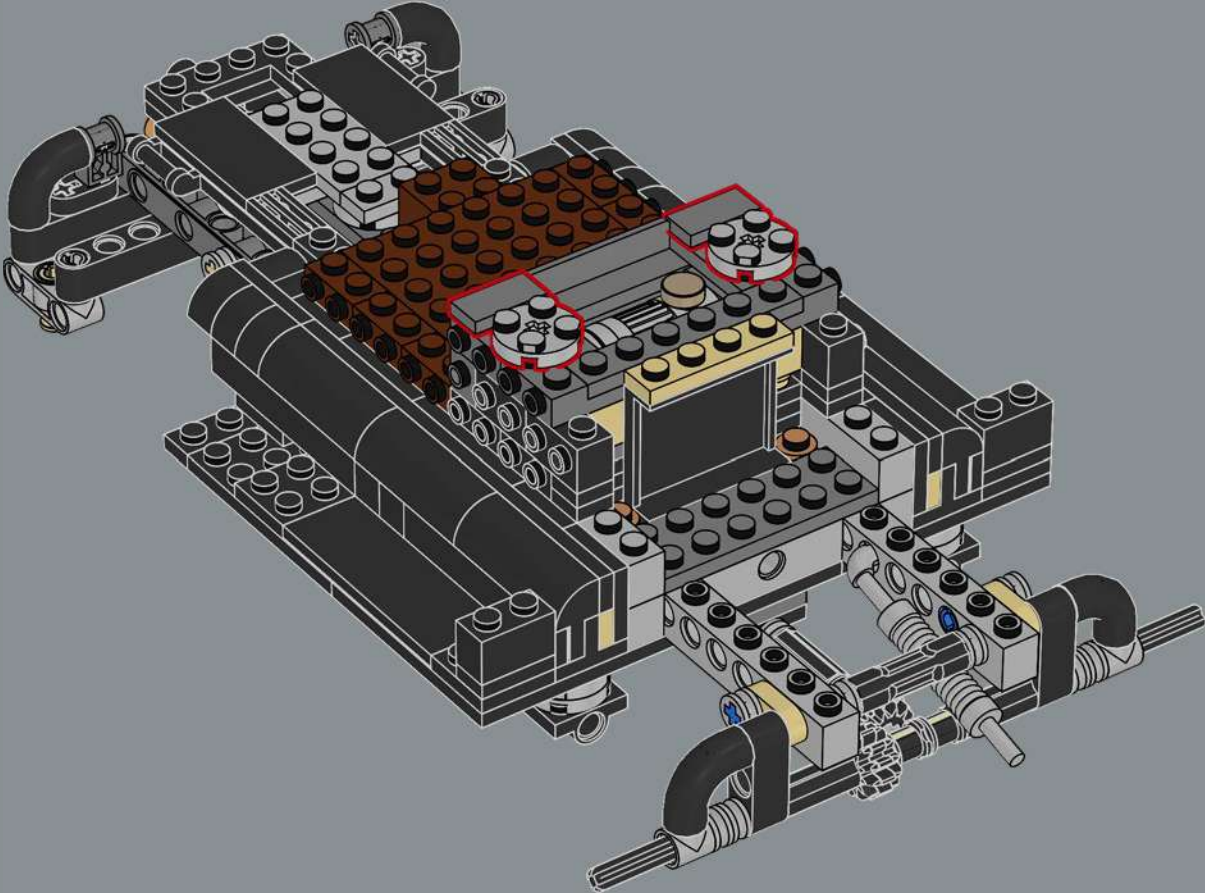


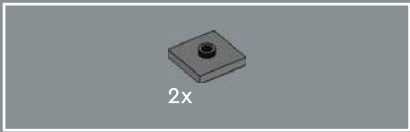
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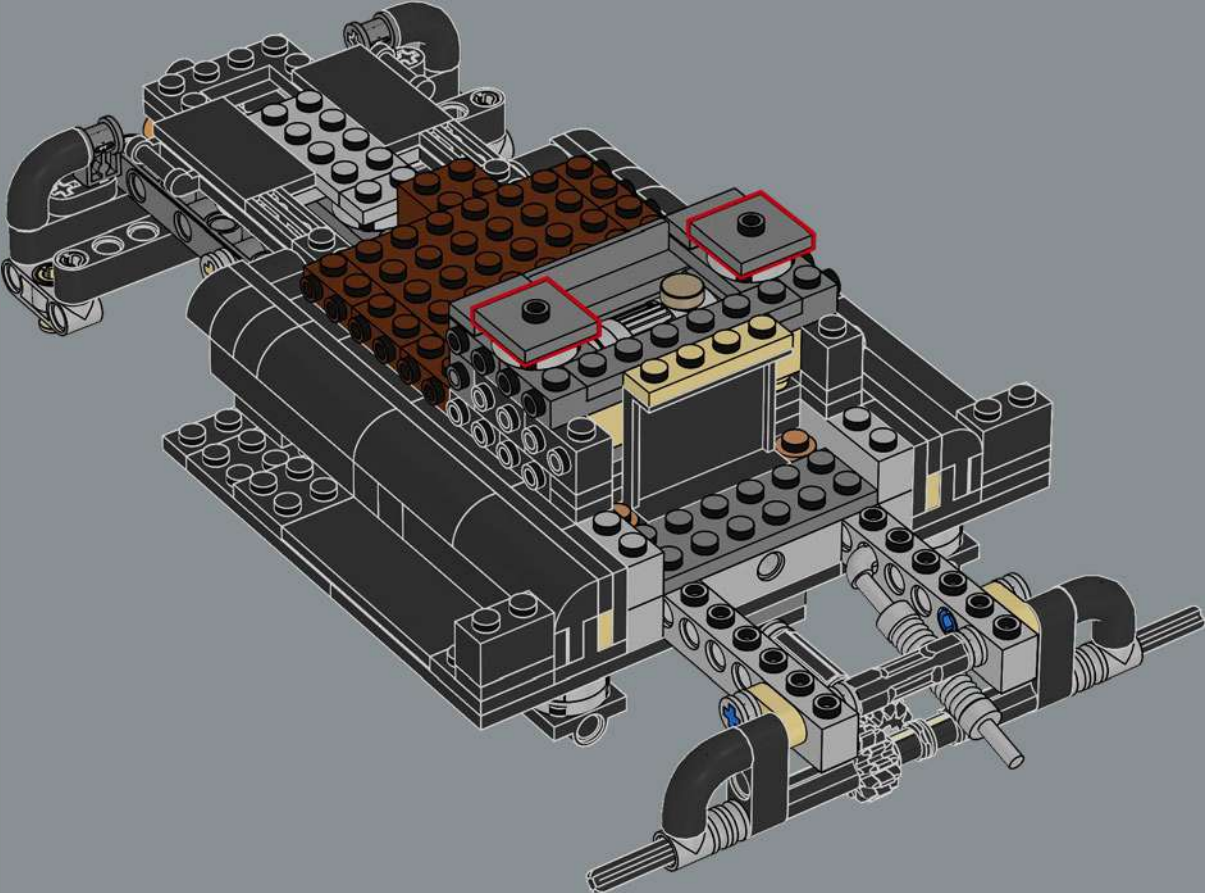


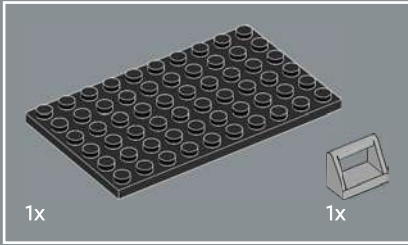
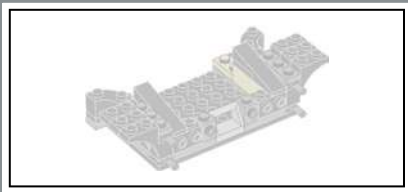
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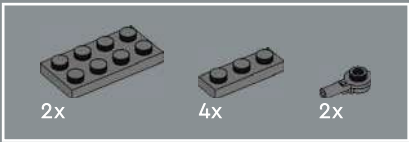
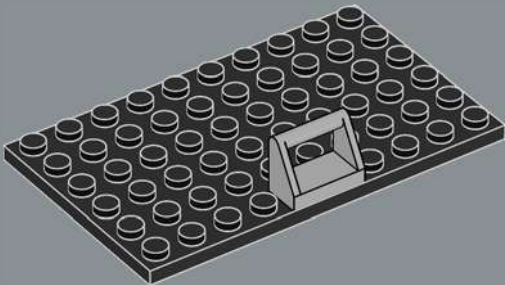


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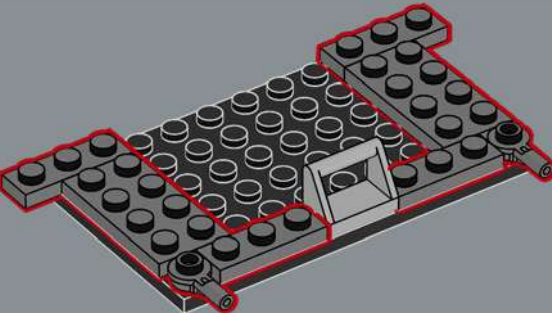




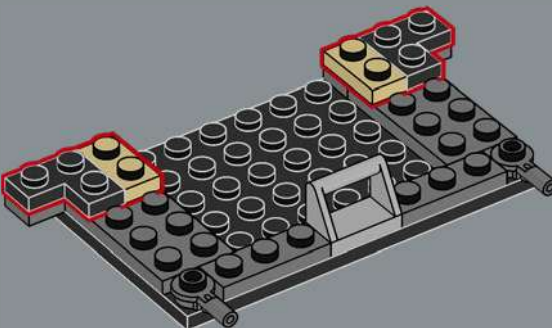
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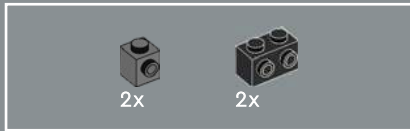
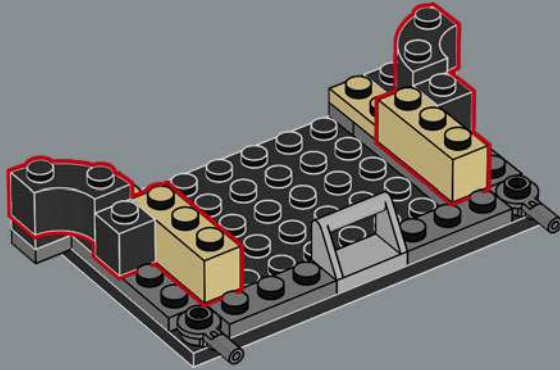


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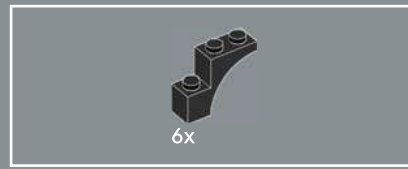
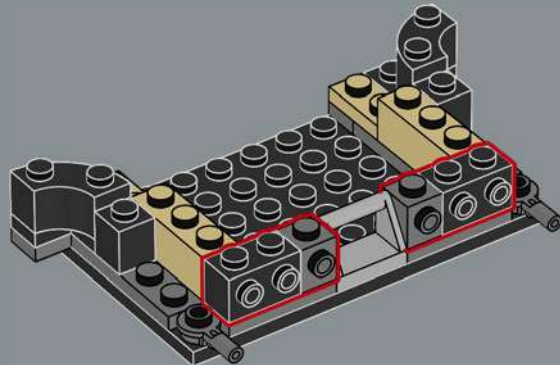




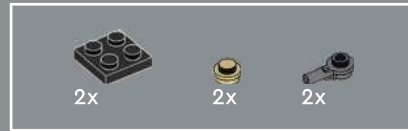
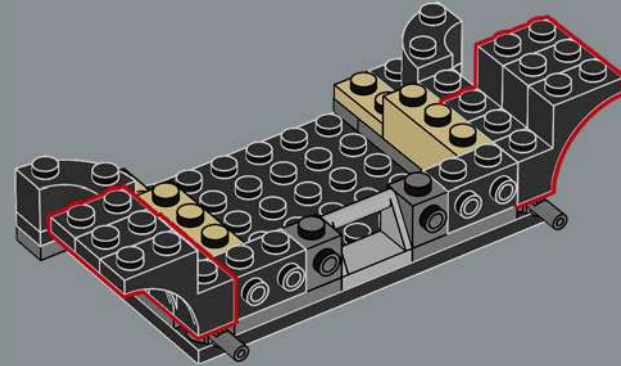
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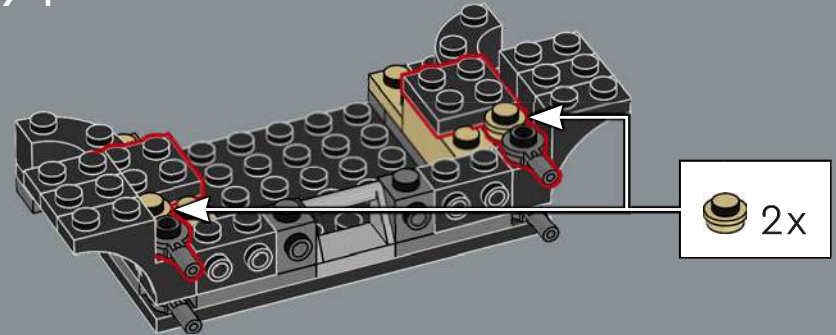
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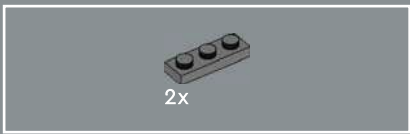


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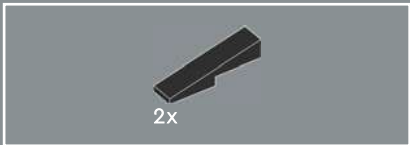
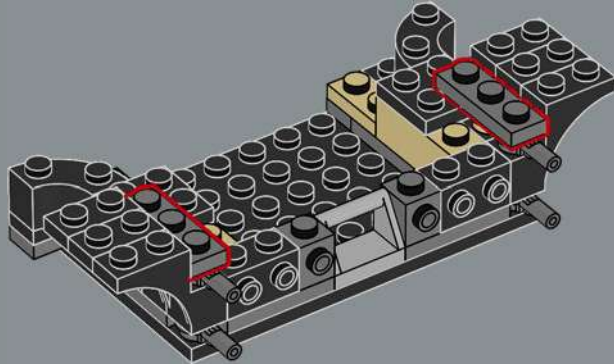


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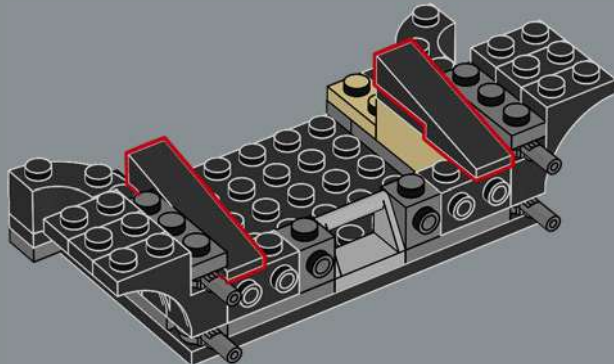


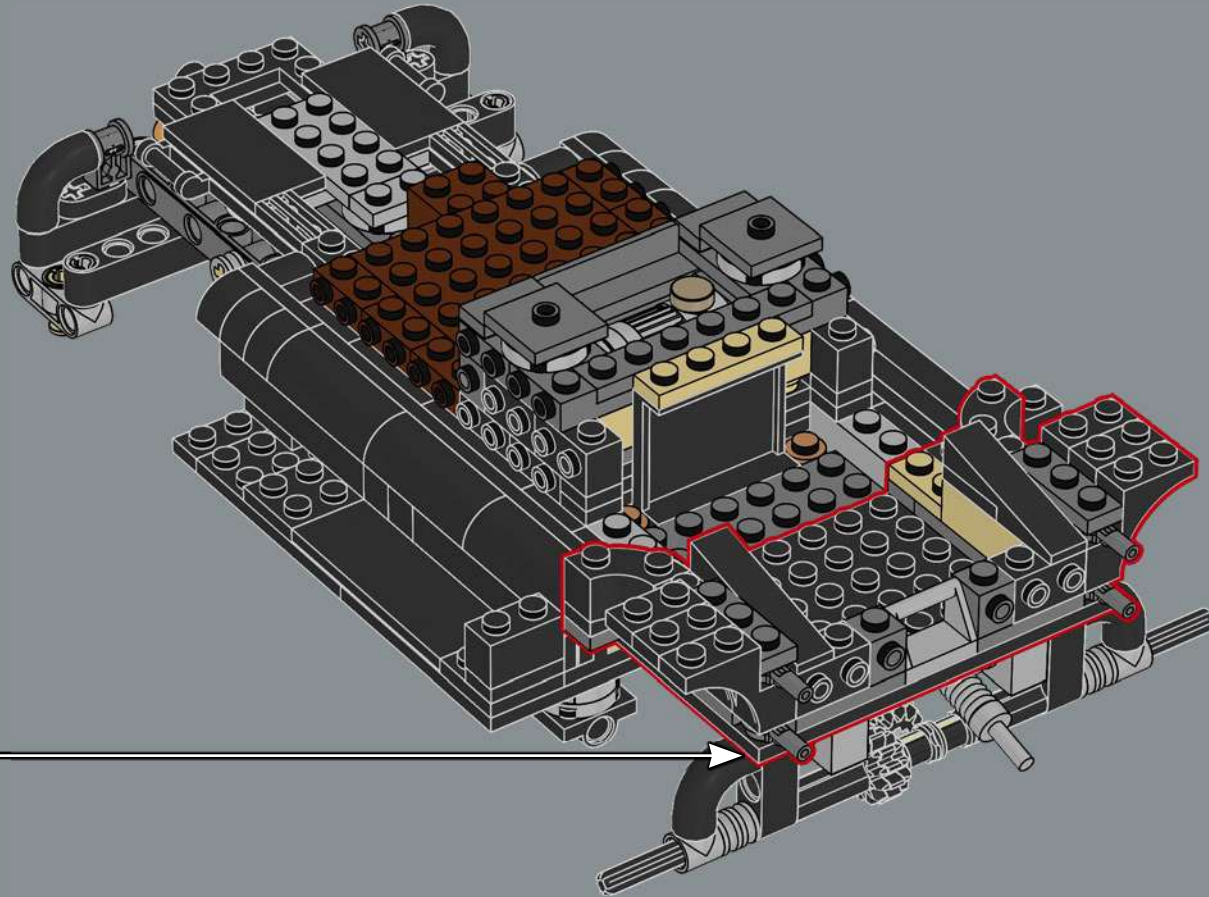


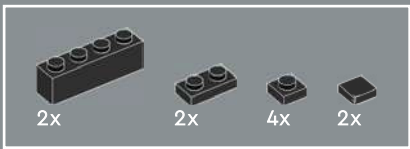
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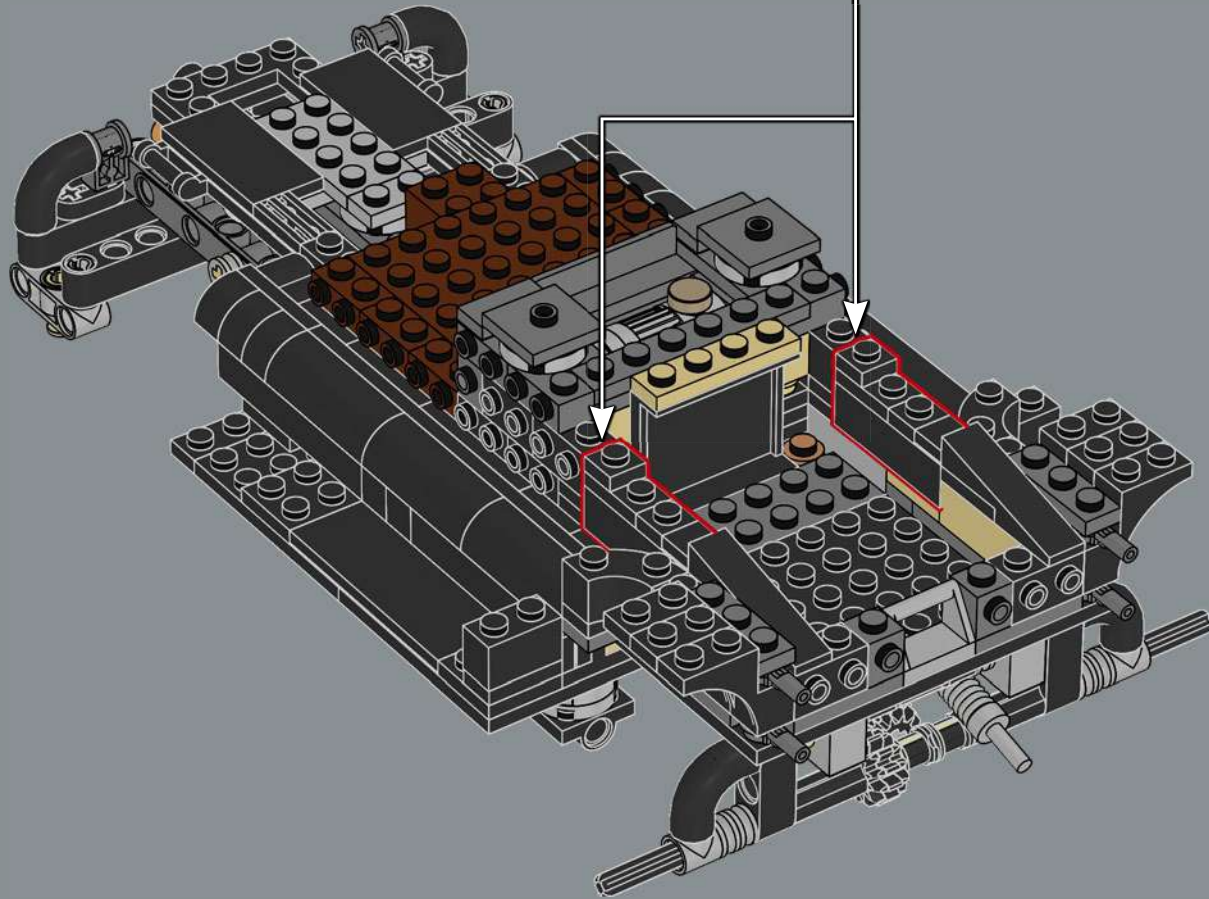
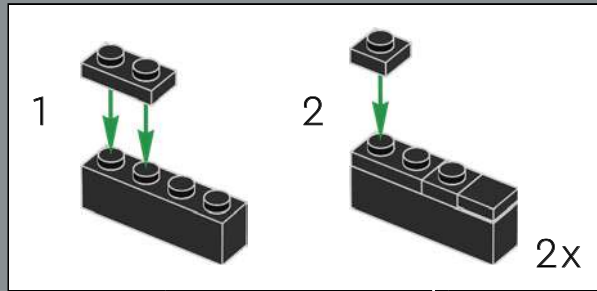
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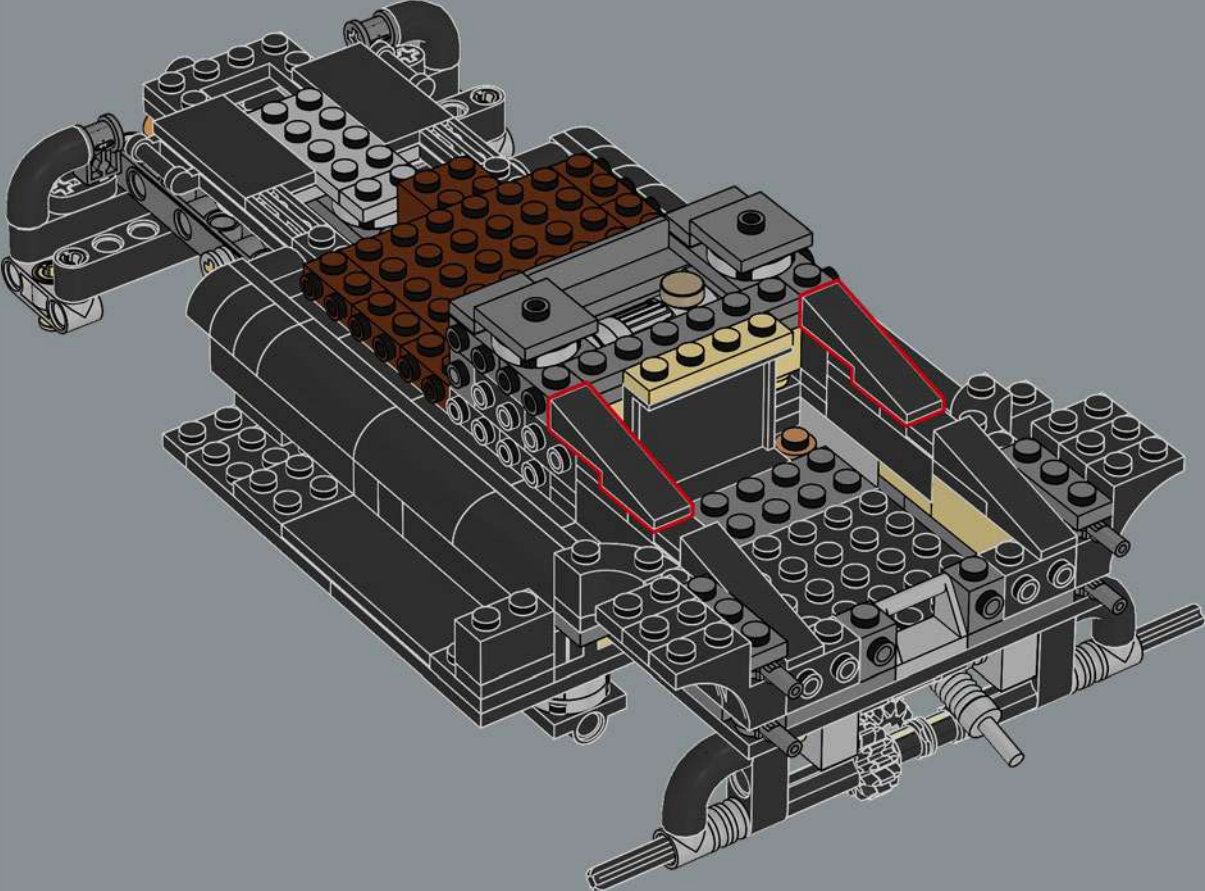


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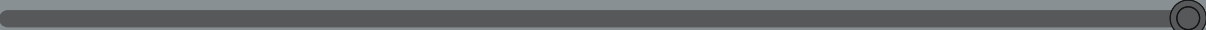
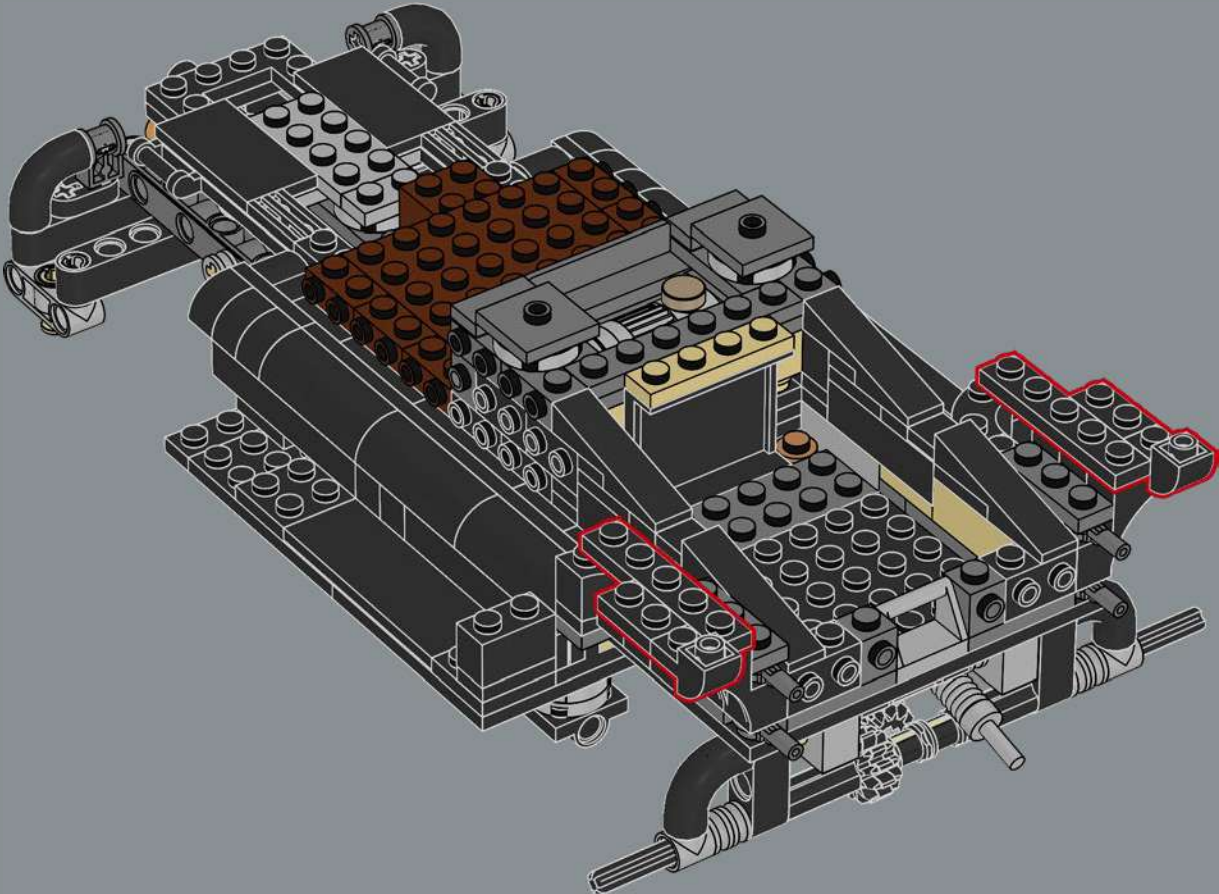


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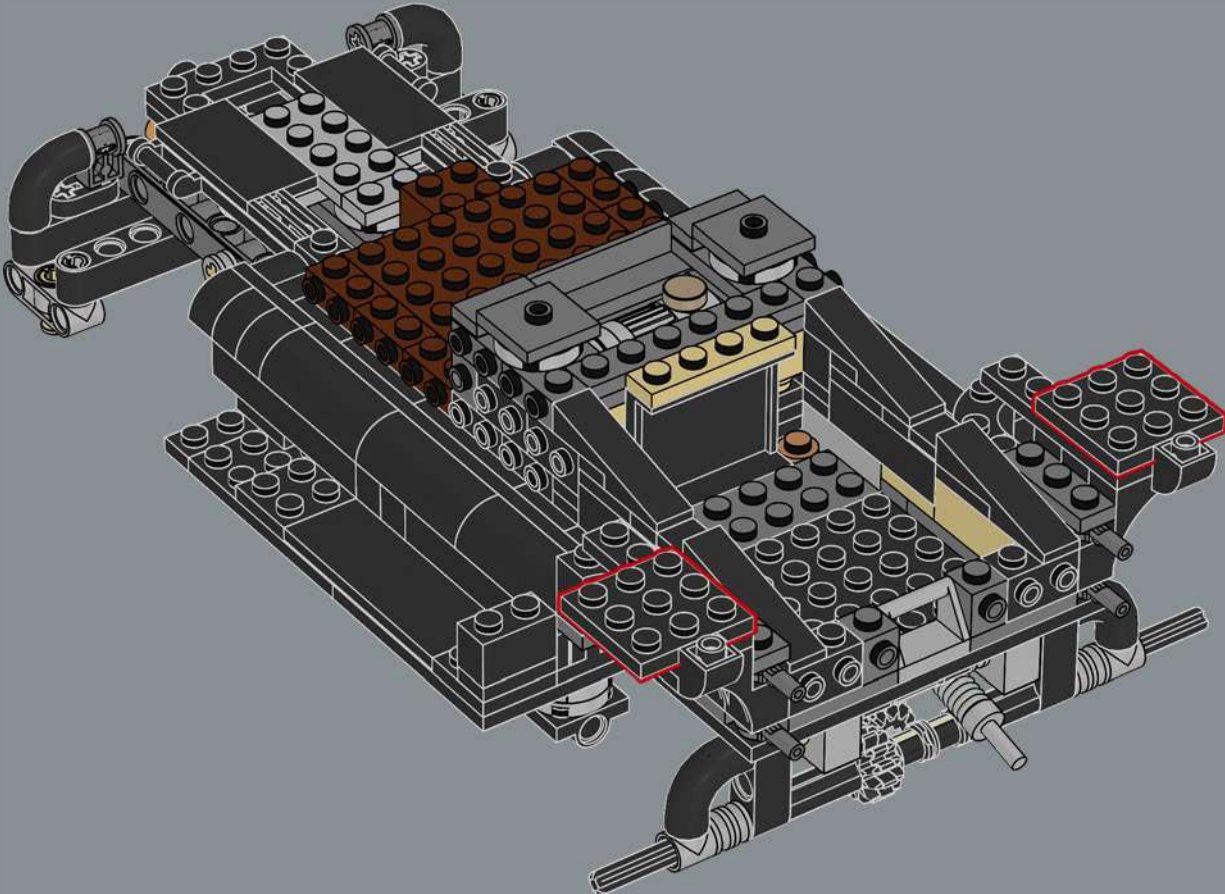


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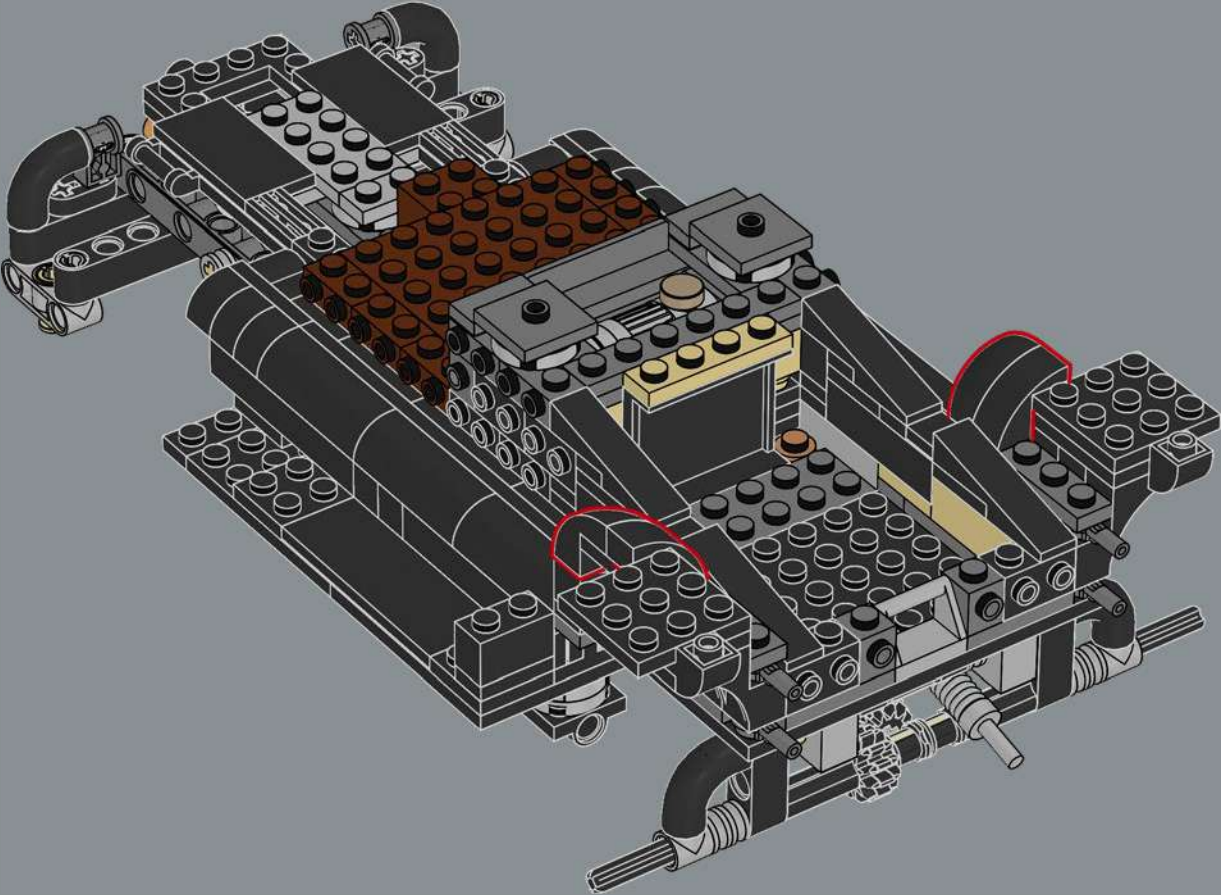


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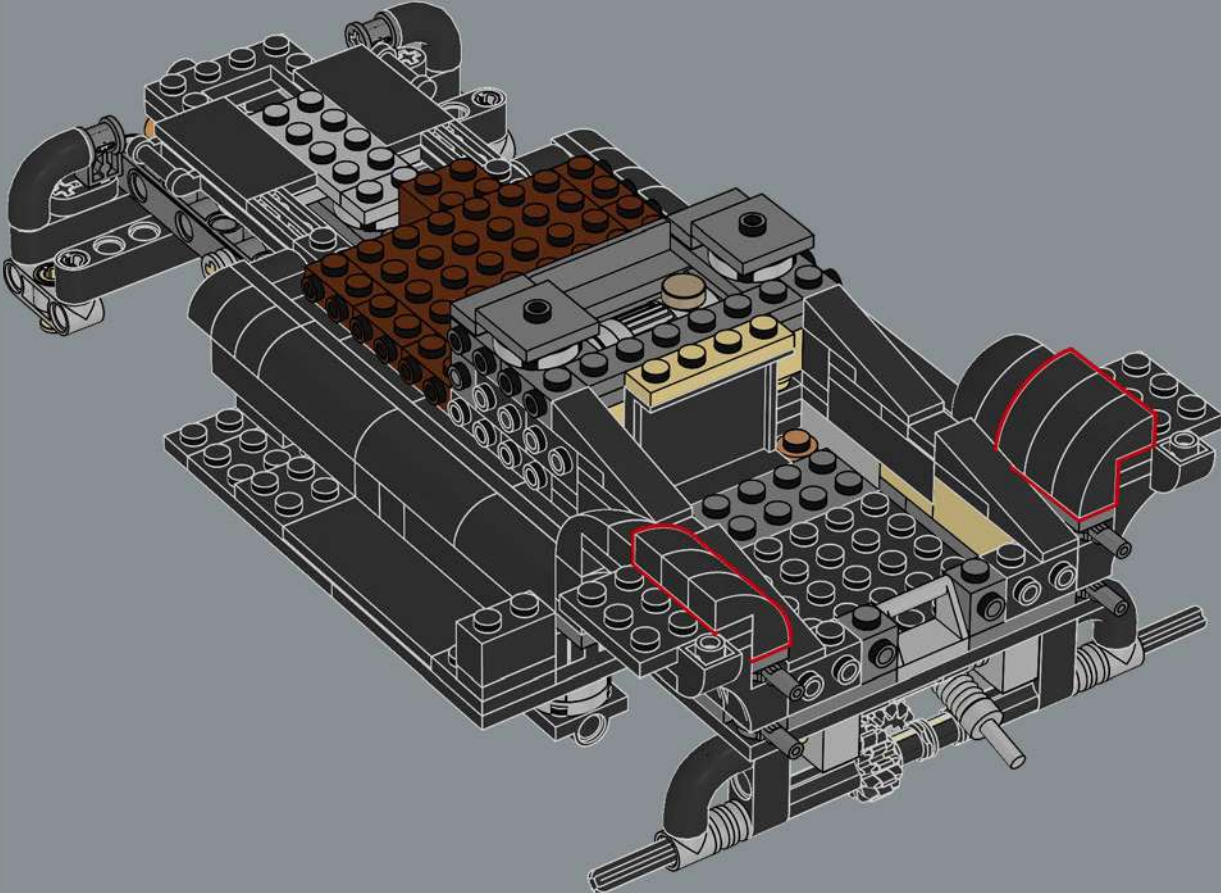


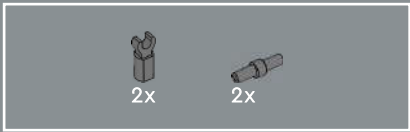
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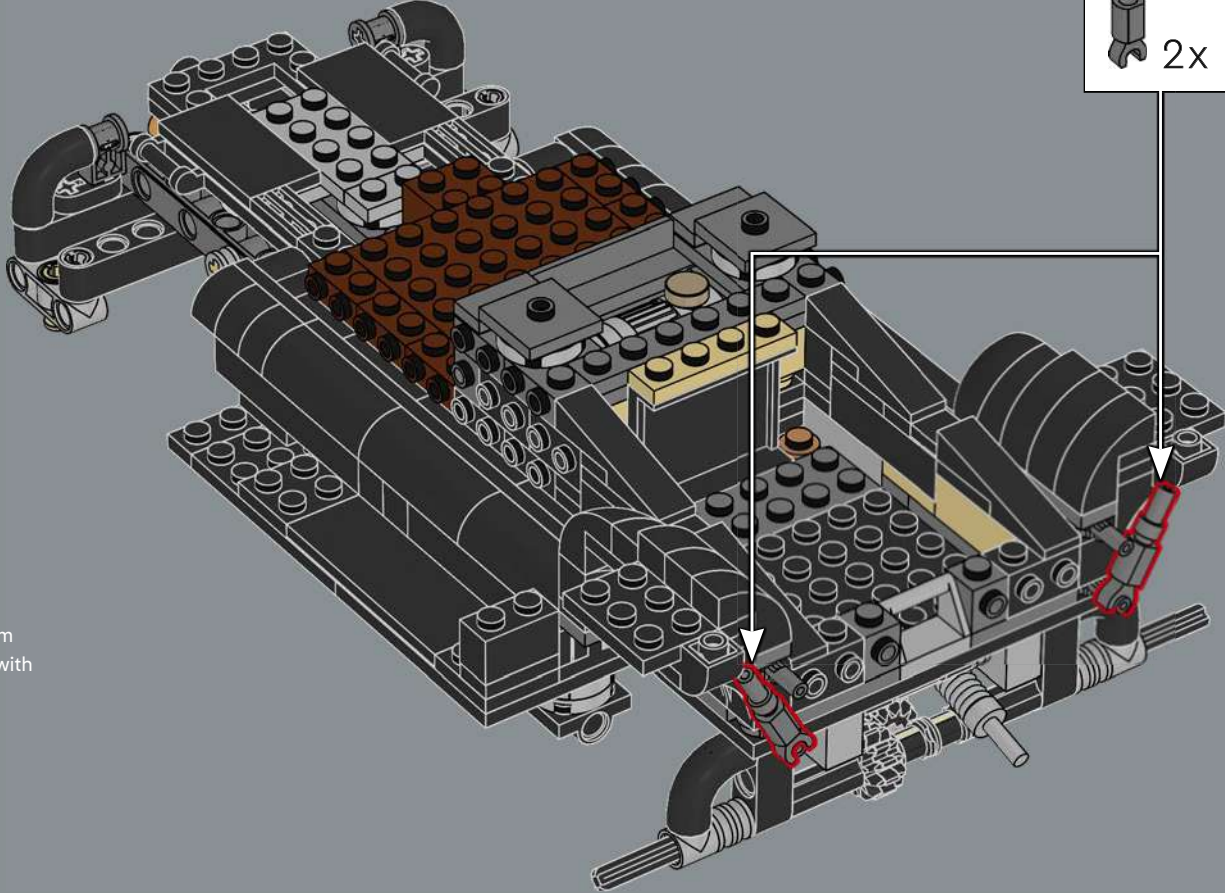
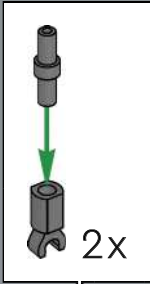


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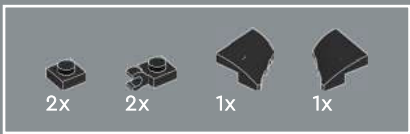


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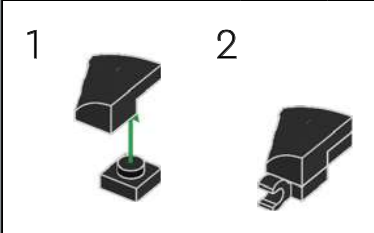
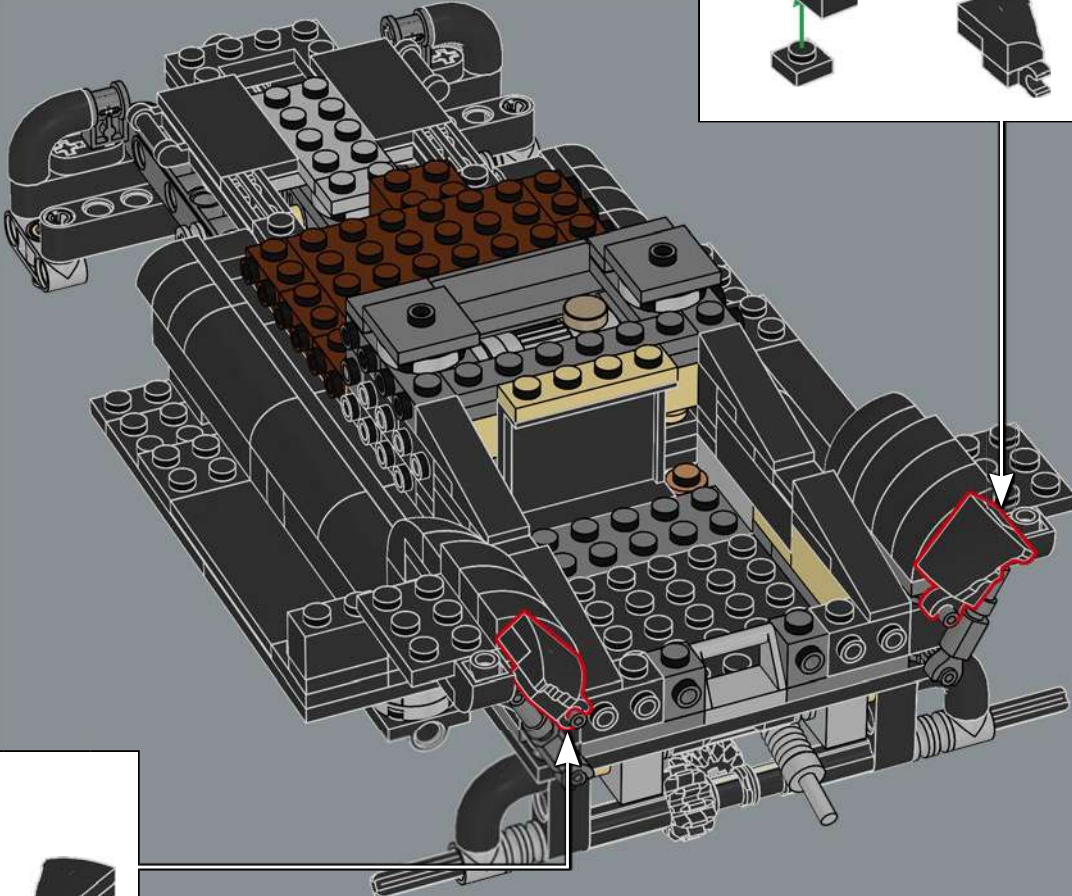
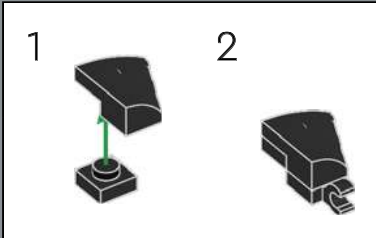


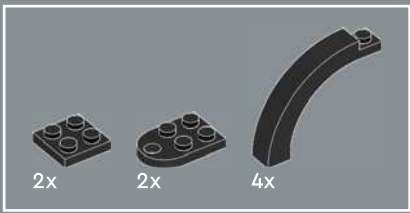
✦  
The car's fenders were crafted from lightweight metal and reinforced with tubing to improve their durability.



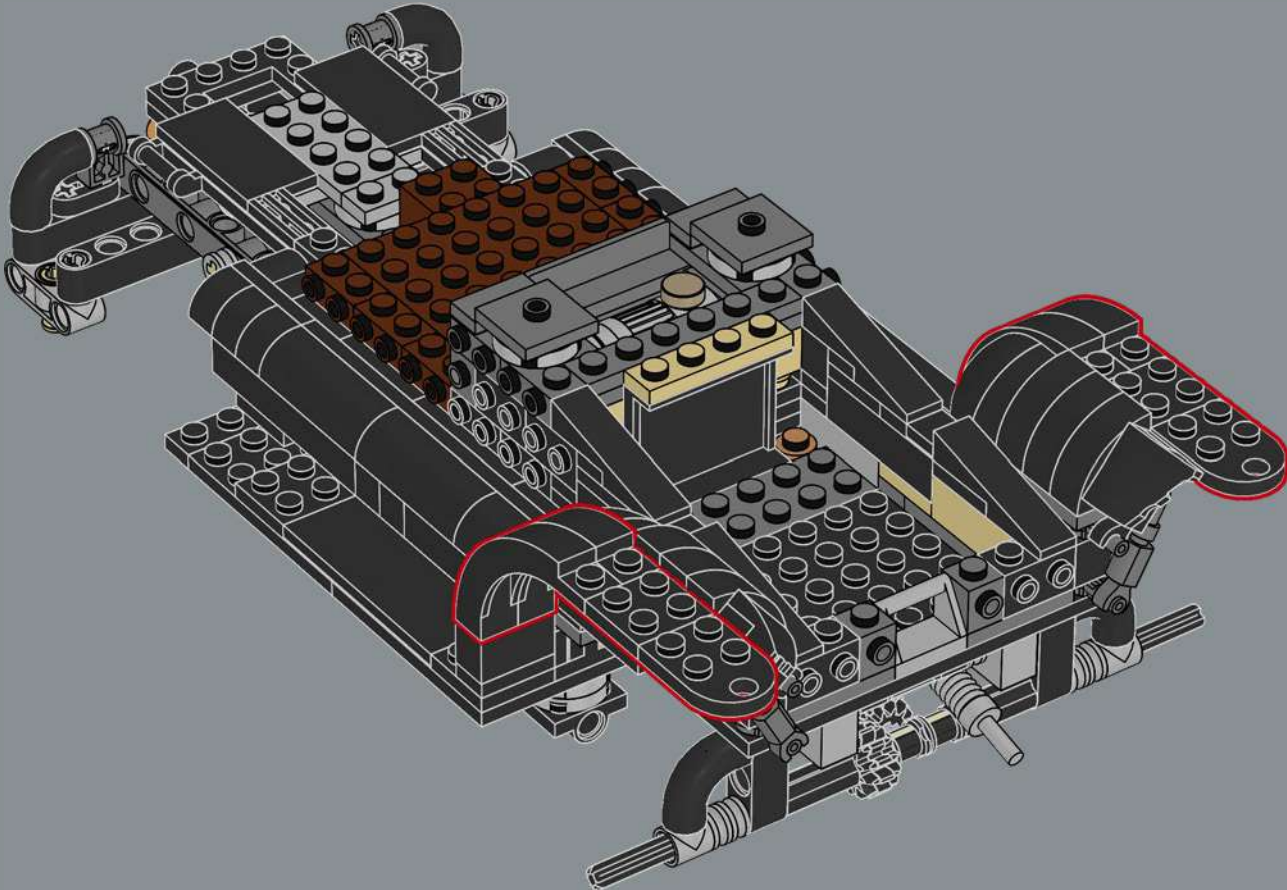


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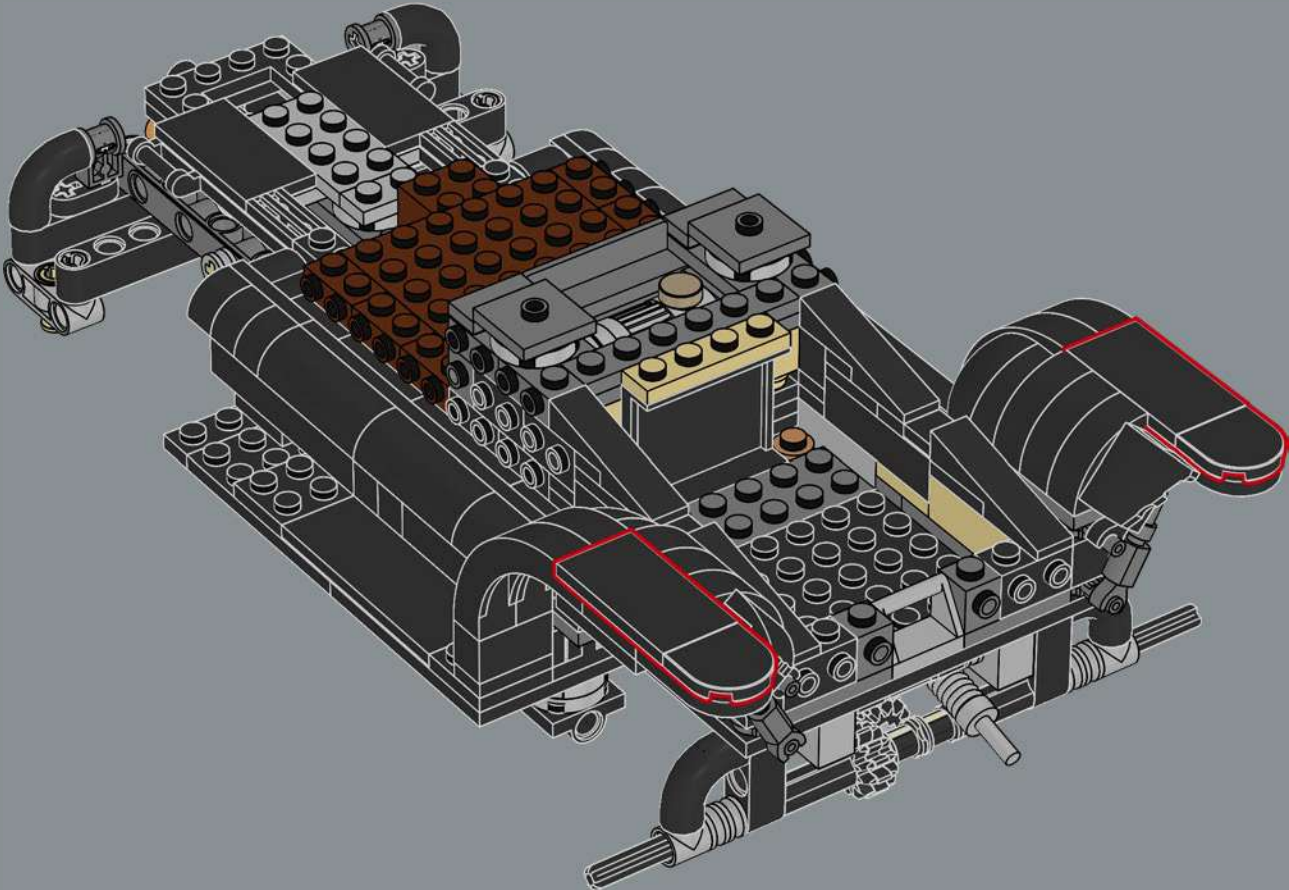


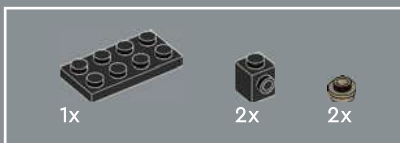
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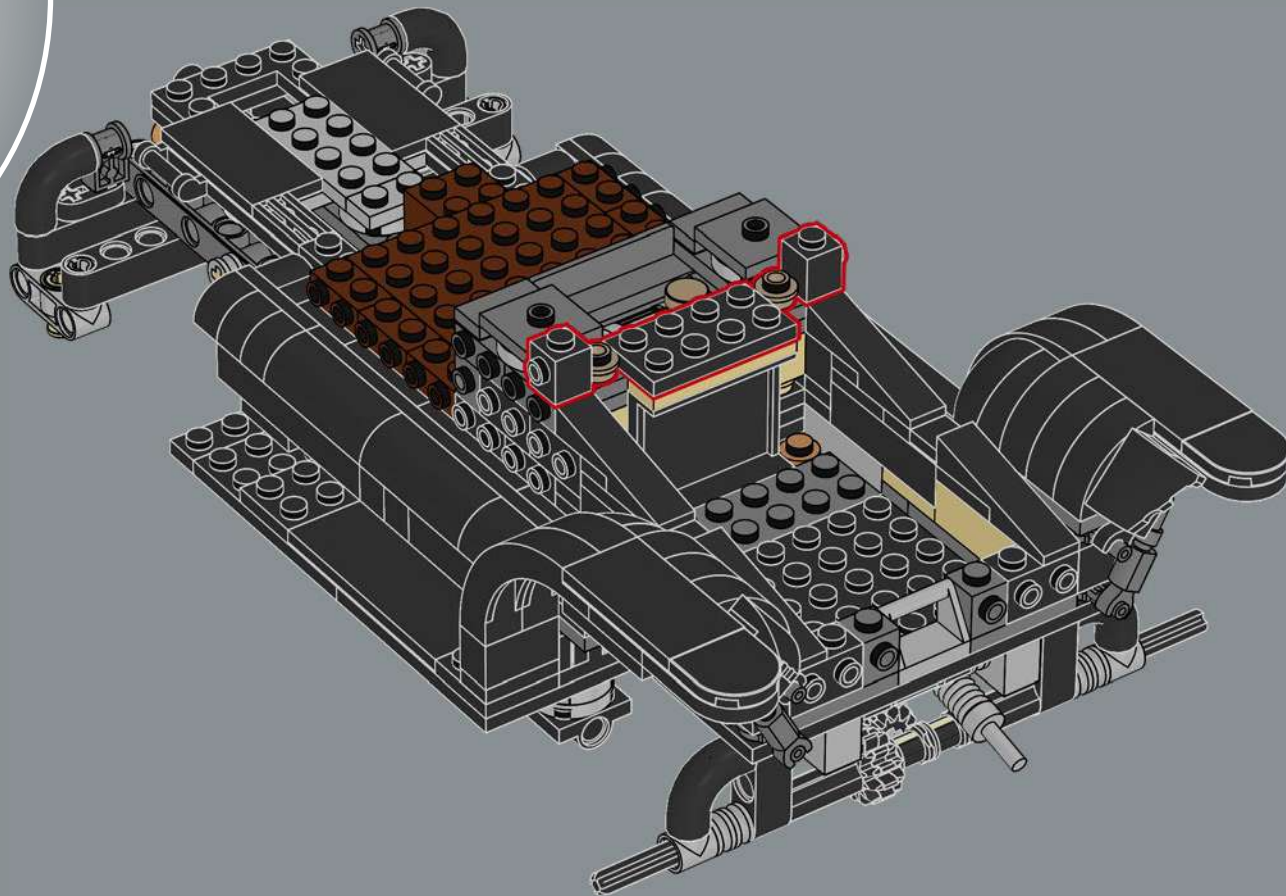


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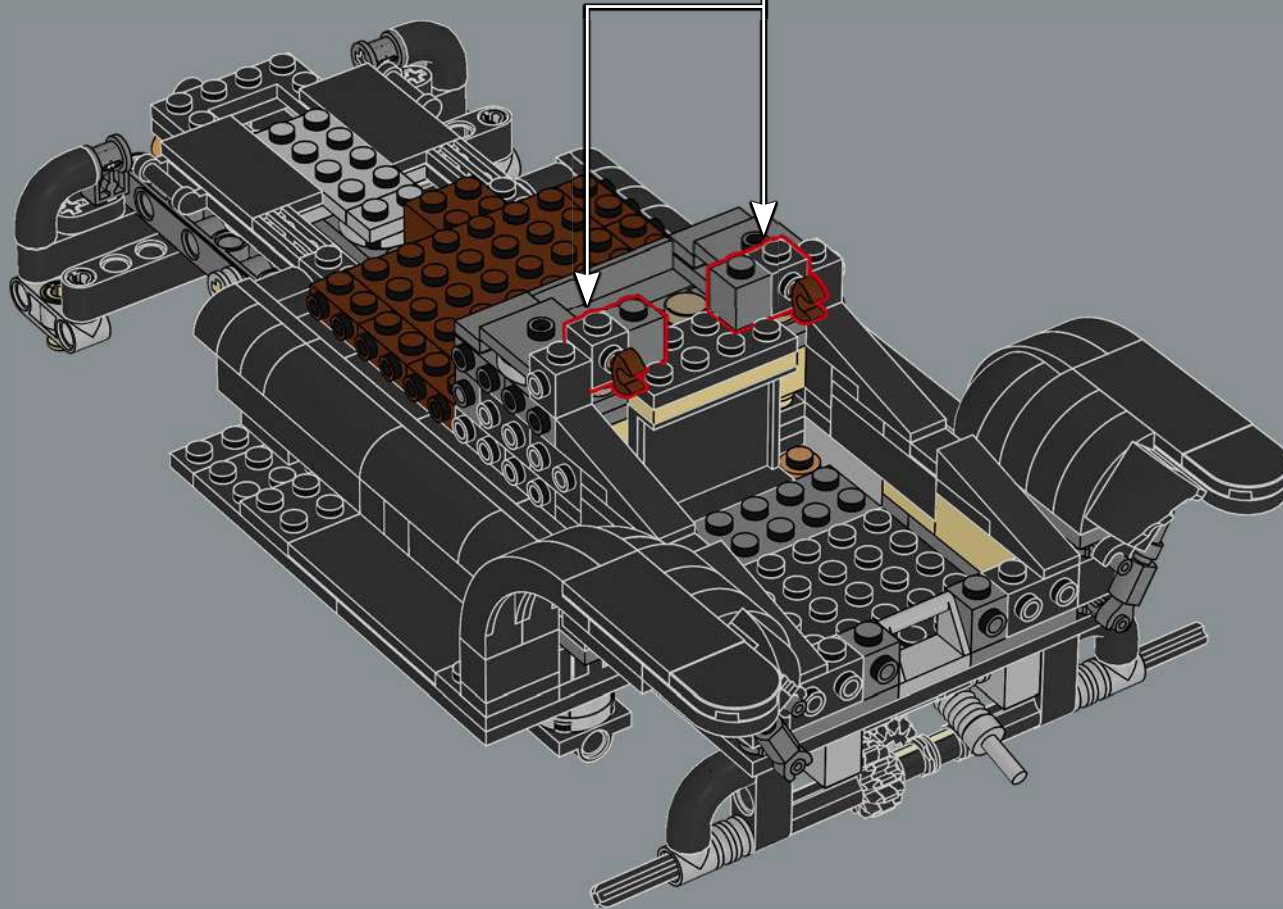
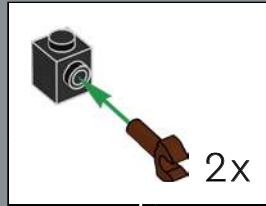


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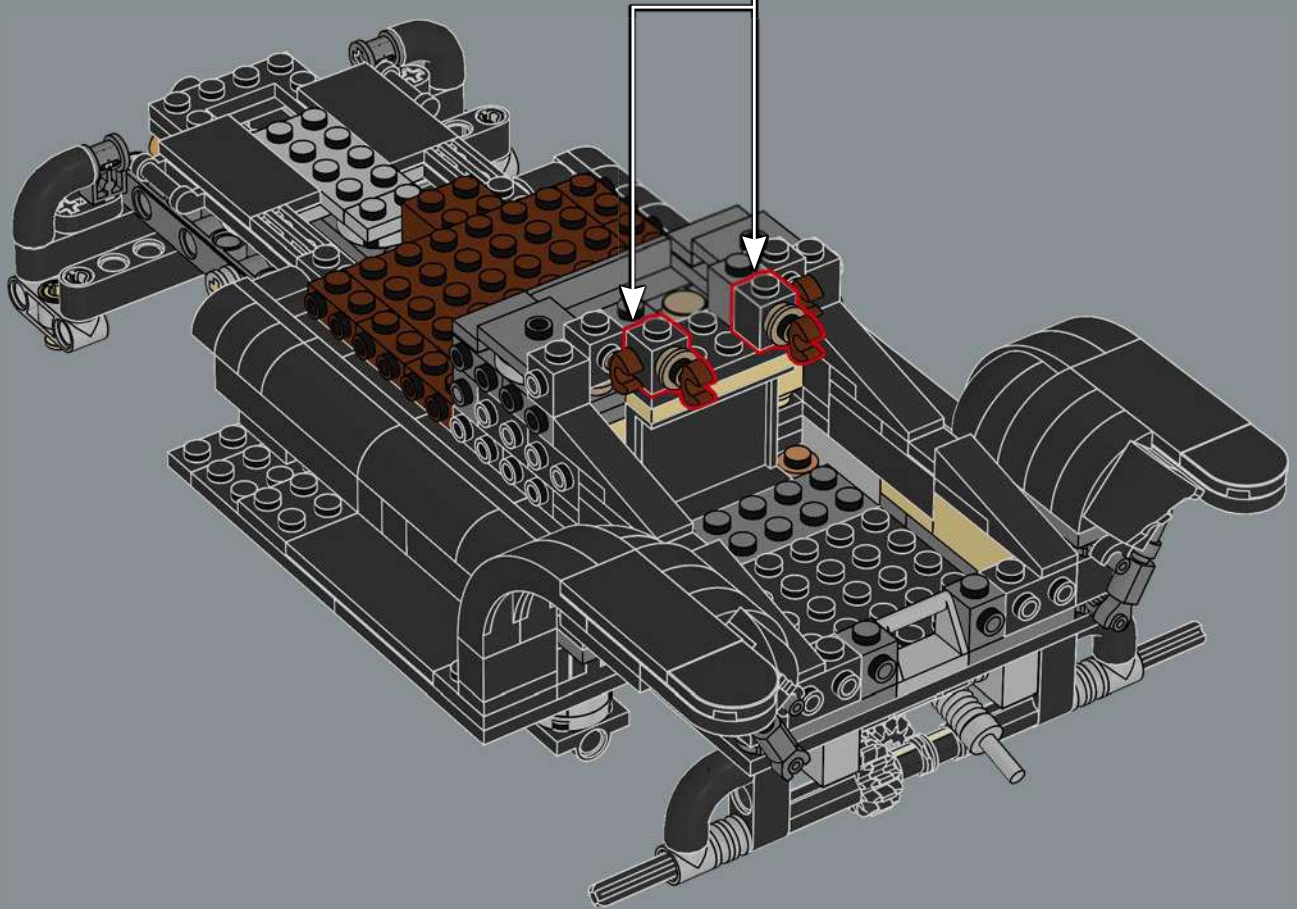
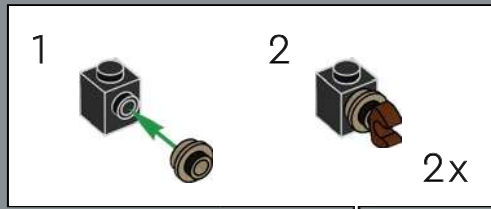


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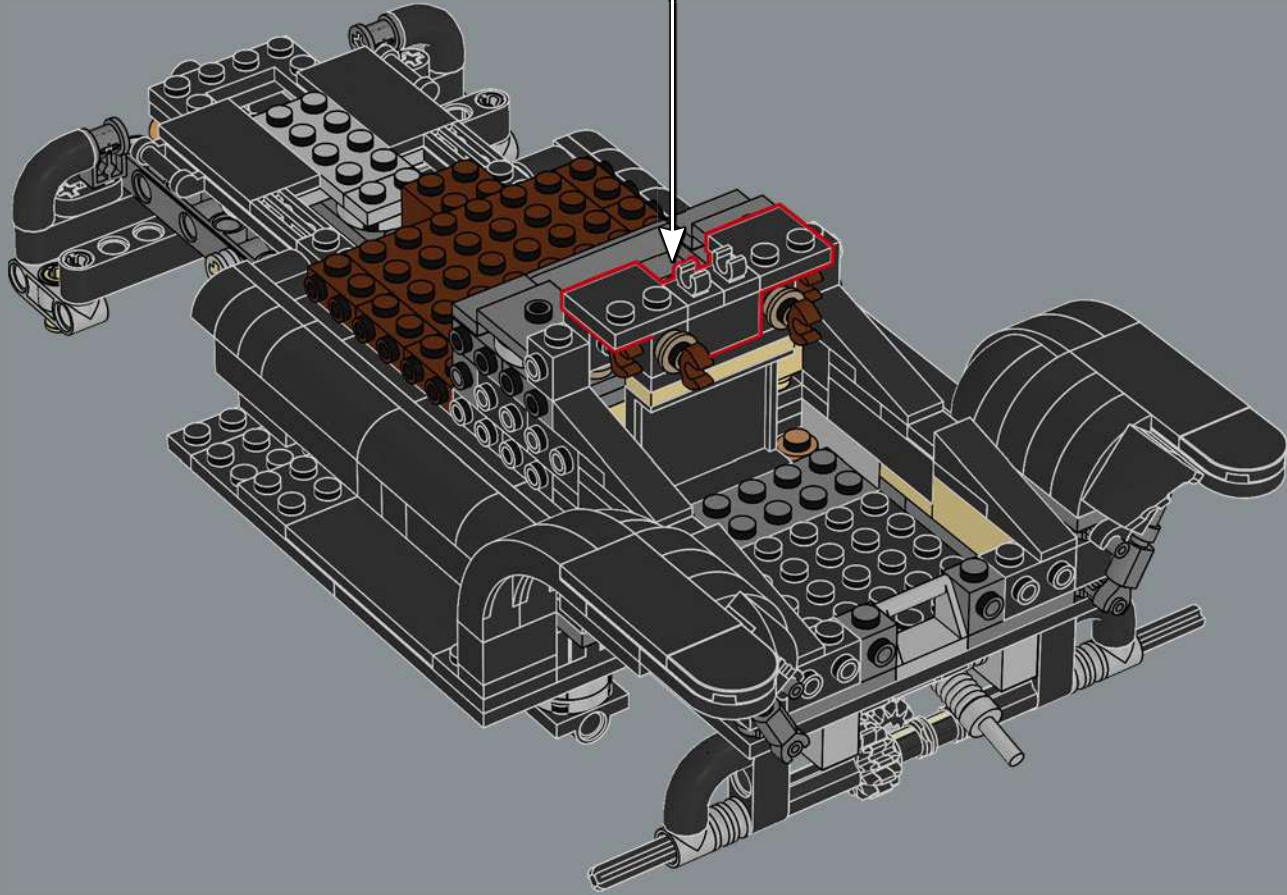
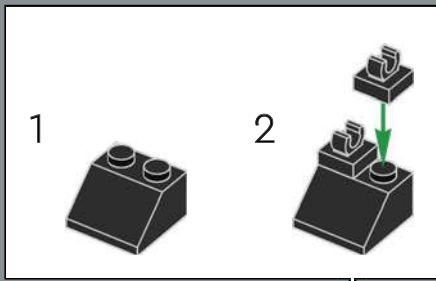


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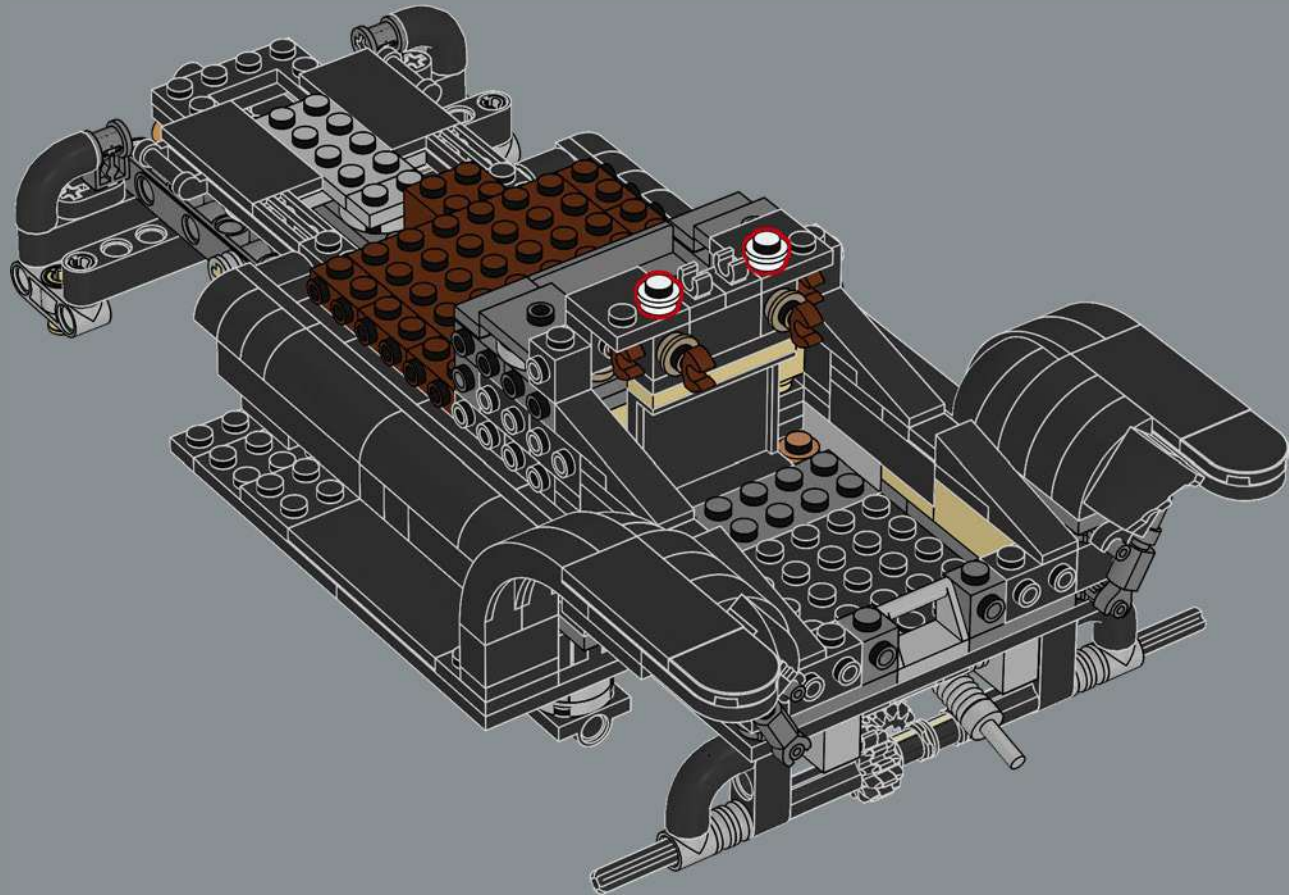
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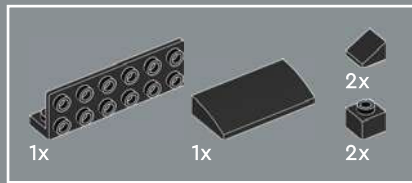




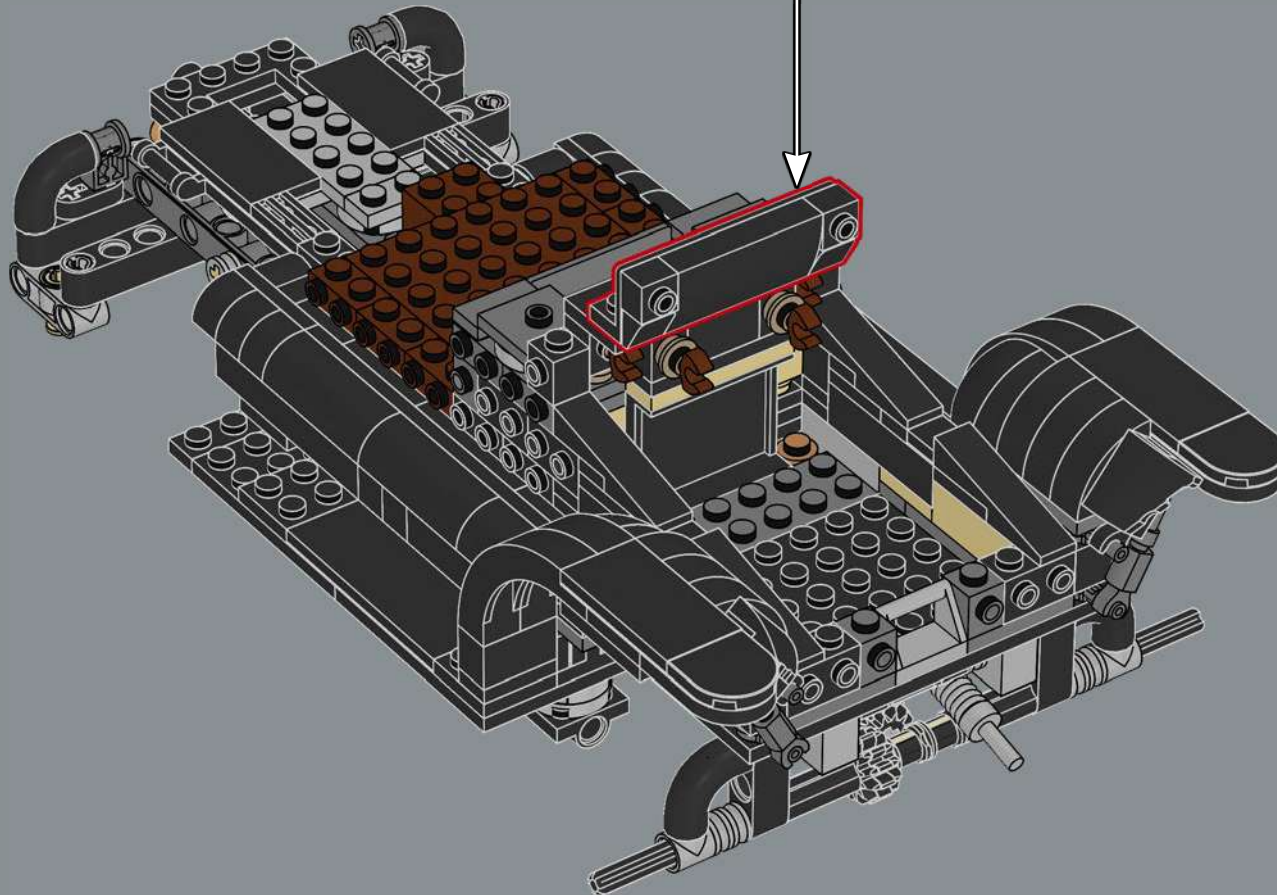
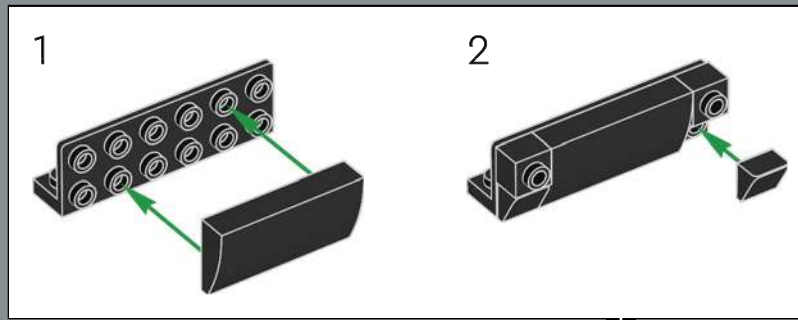
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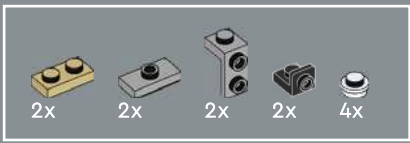
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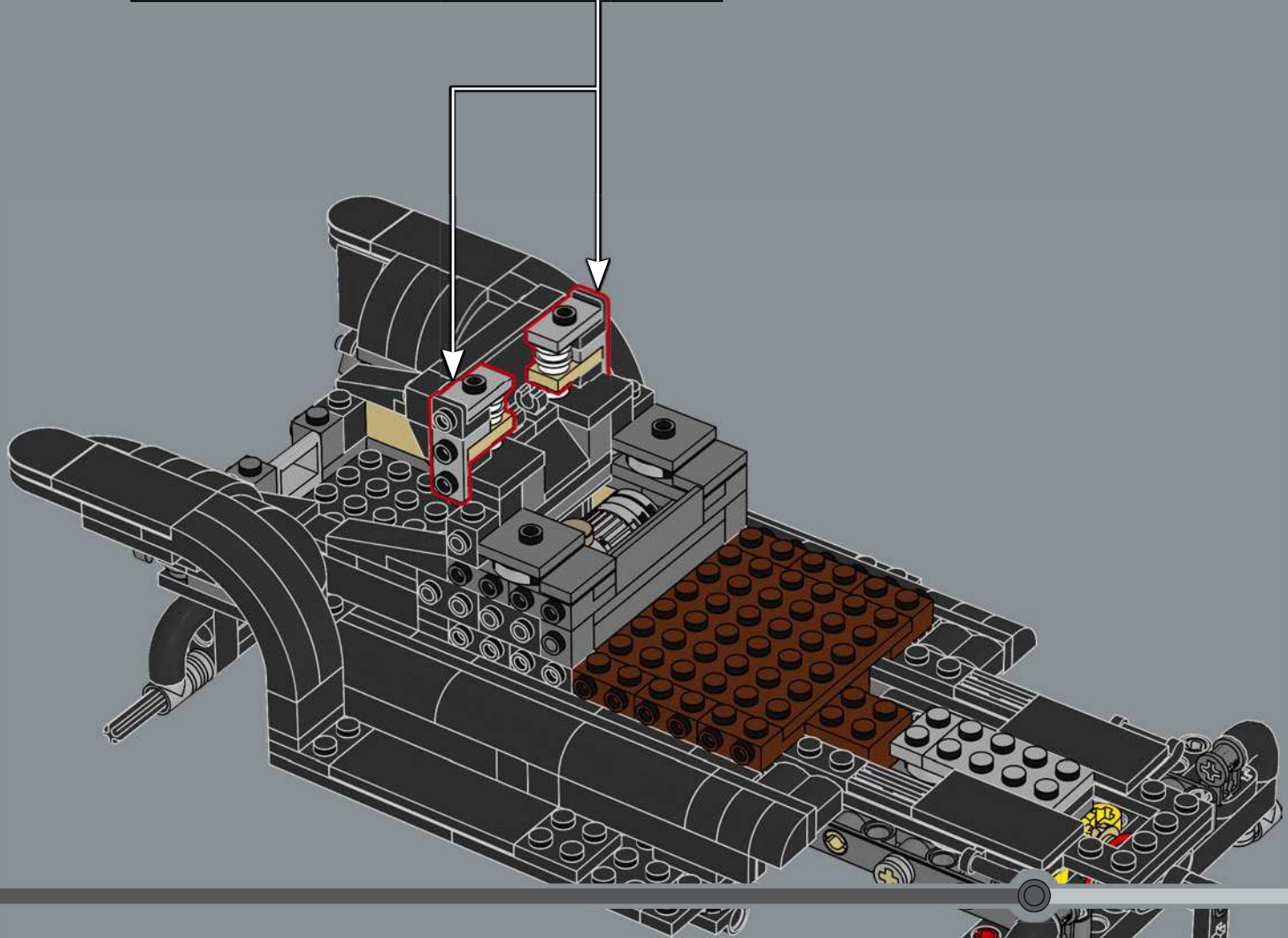
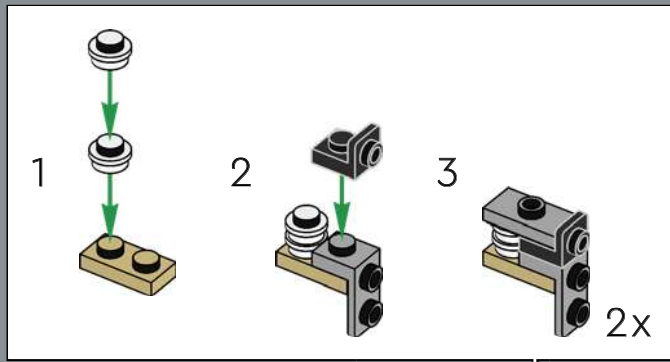


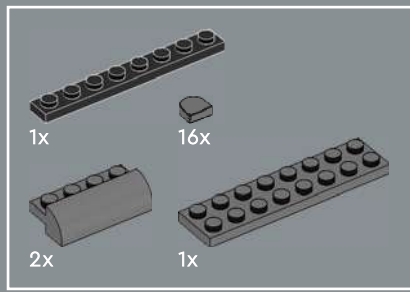
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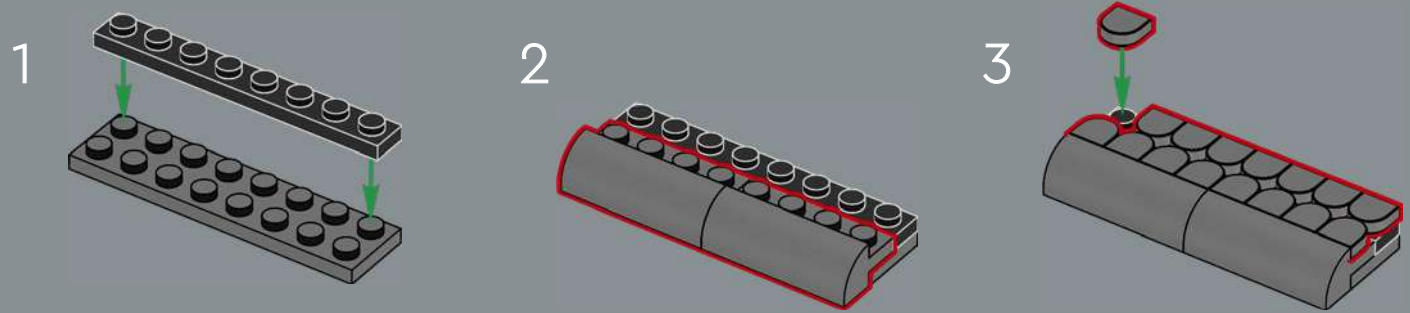


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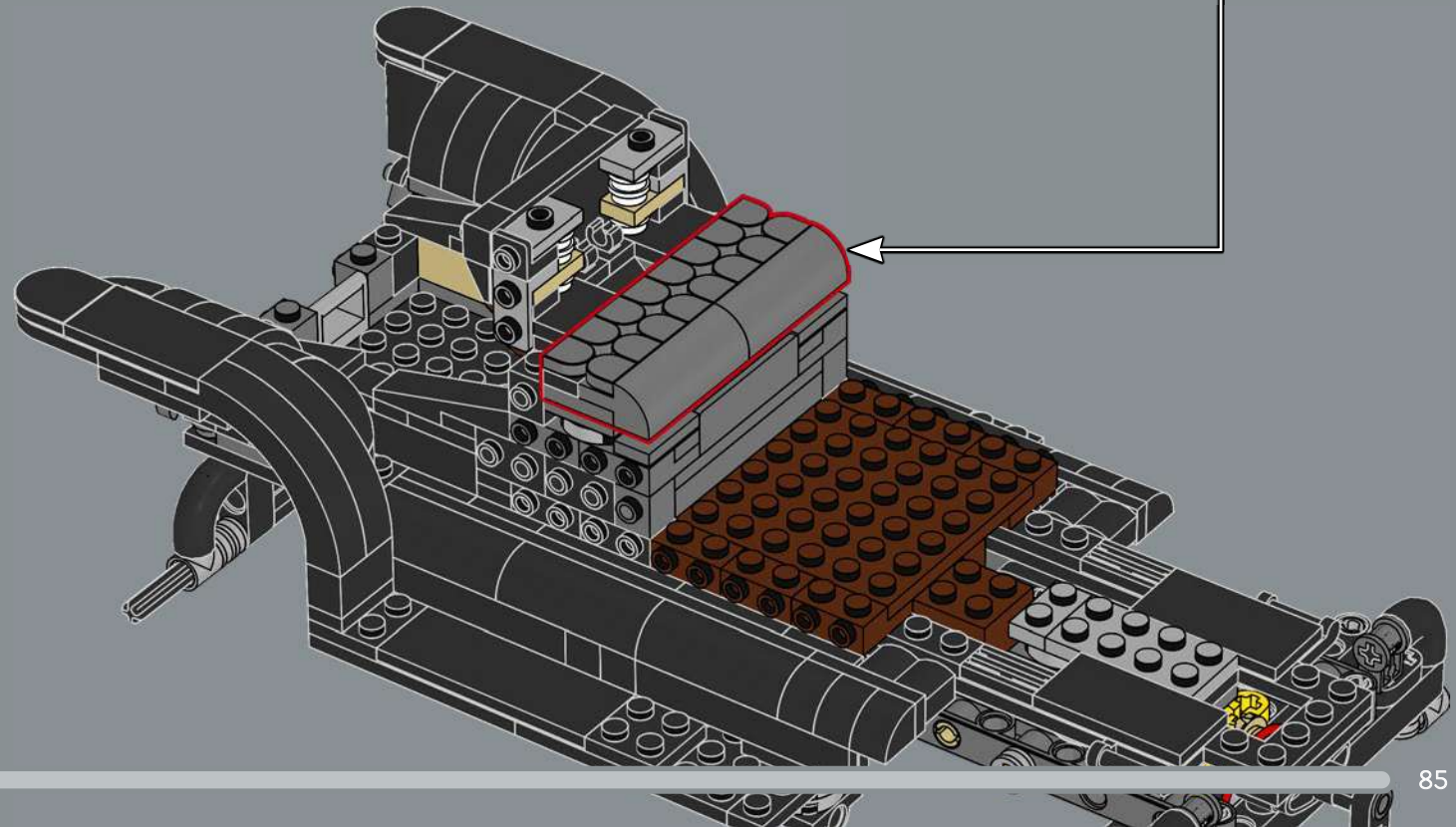


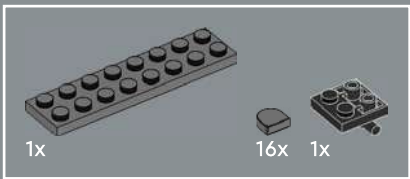


112



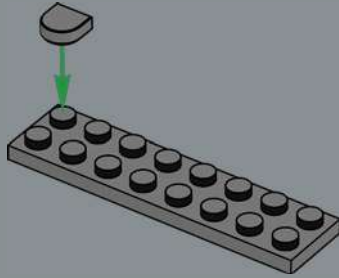
✦  
Inside, the seats were upholstered with leather and padded with a blend of raw cotton and horsehair for extra comfort.



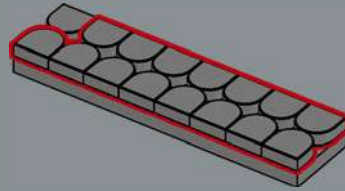


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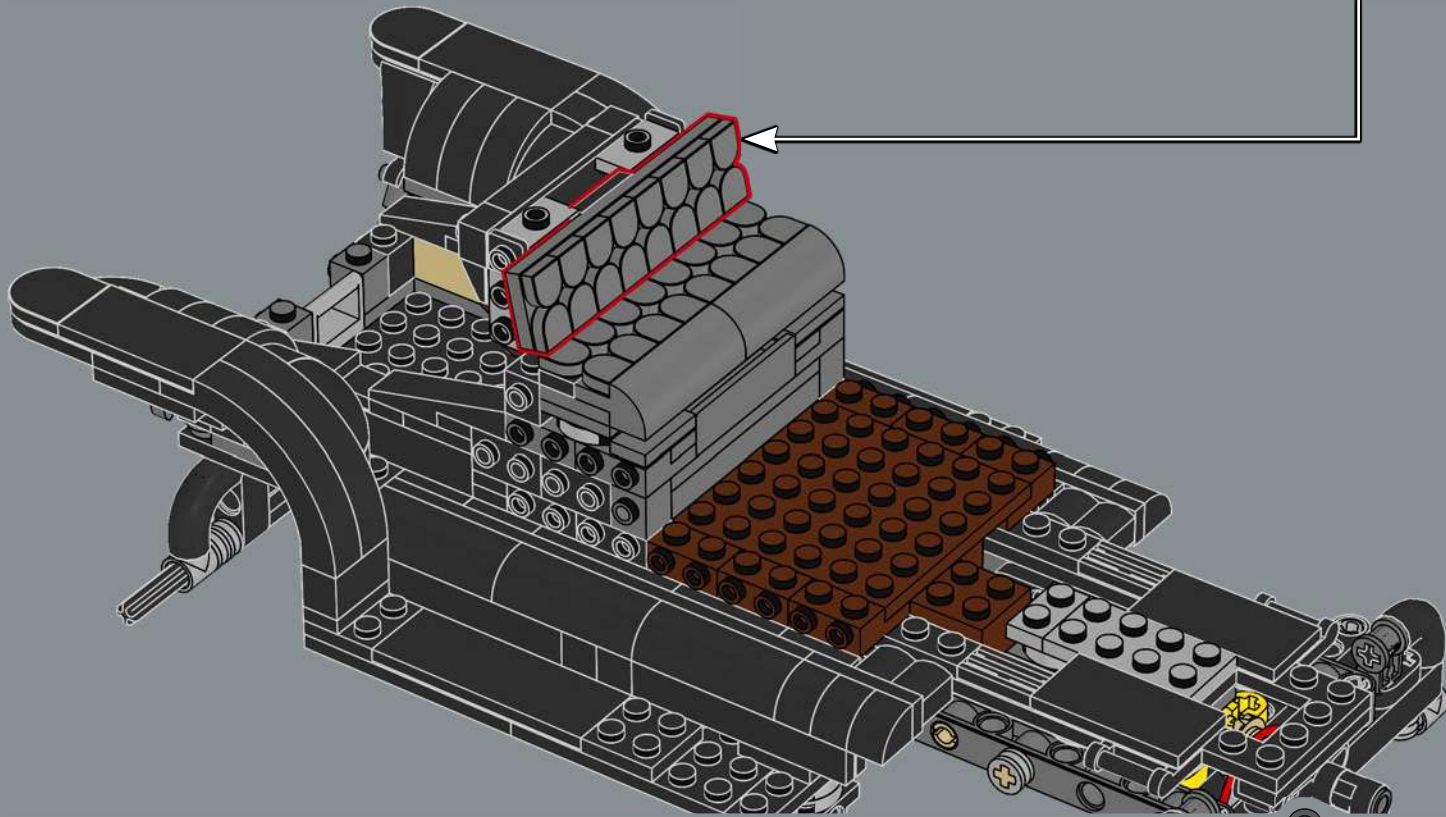
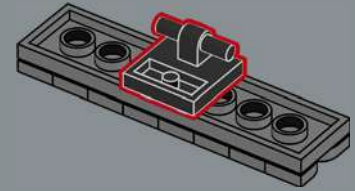
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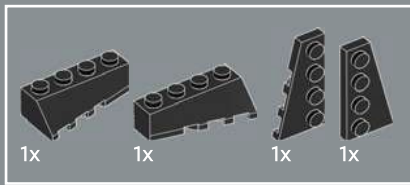


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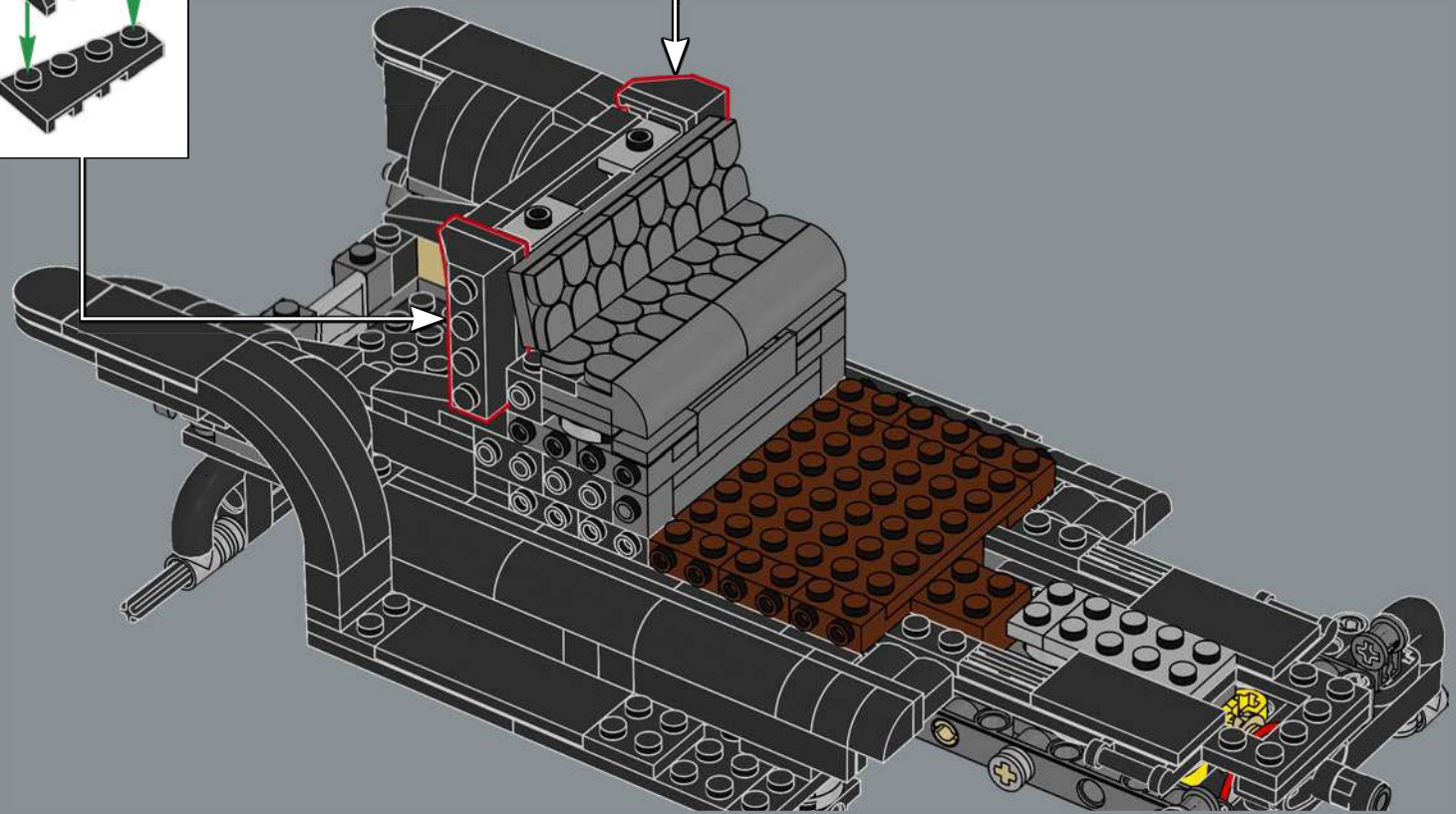
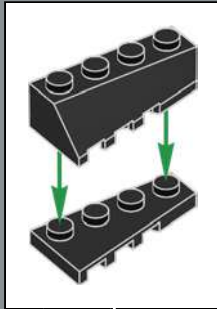
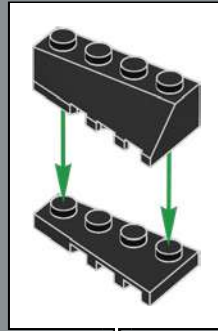


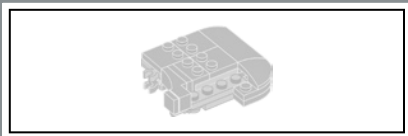
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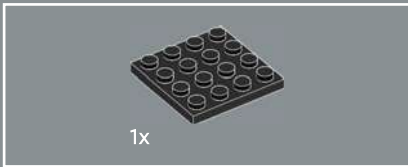
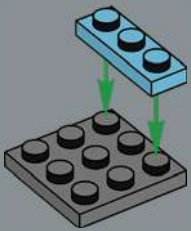


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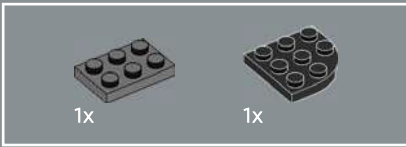
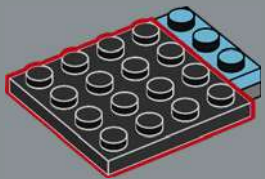




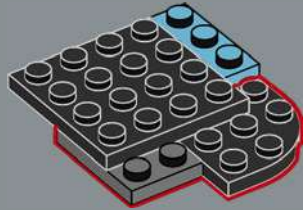
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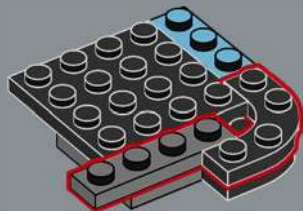
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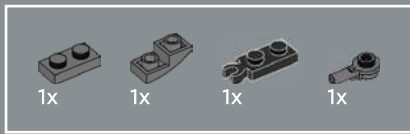


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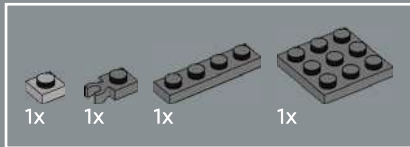
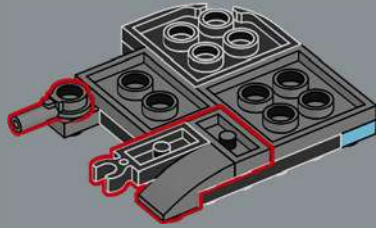


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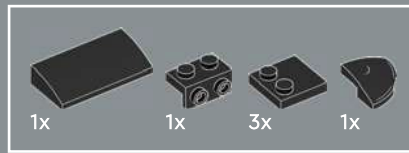
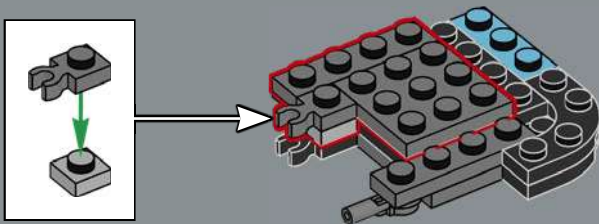




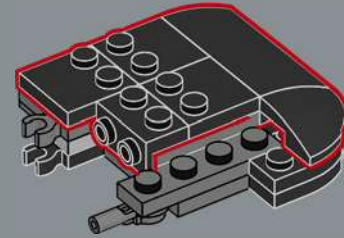
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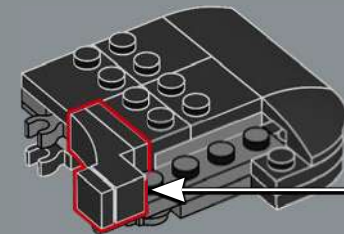
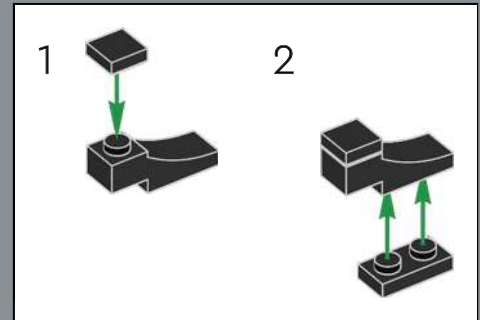
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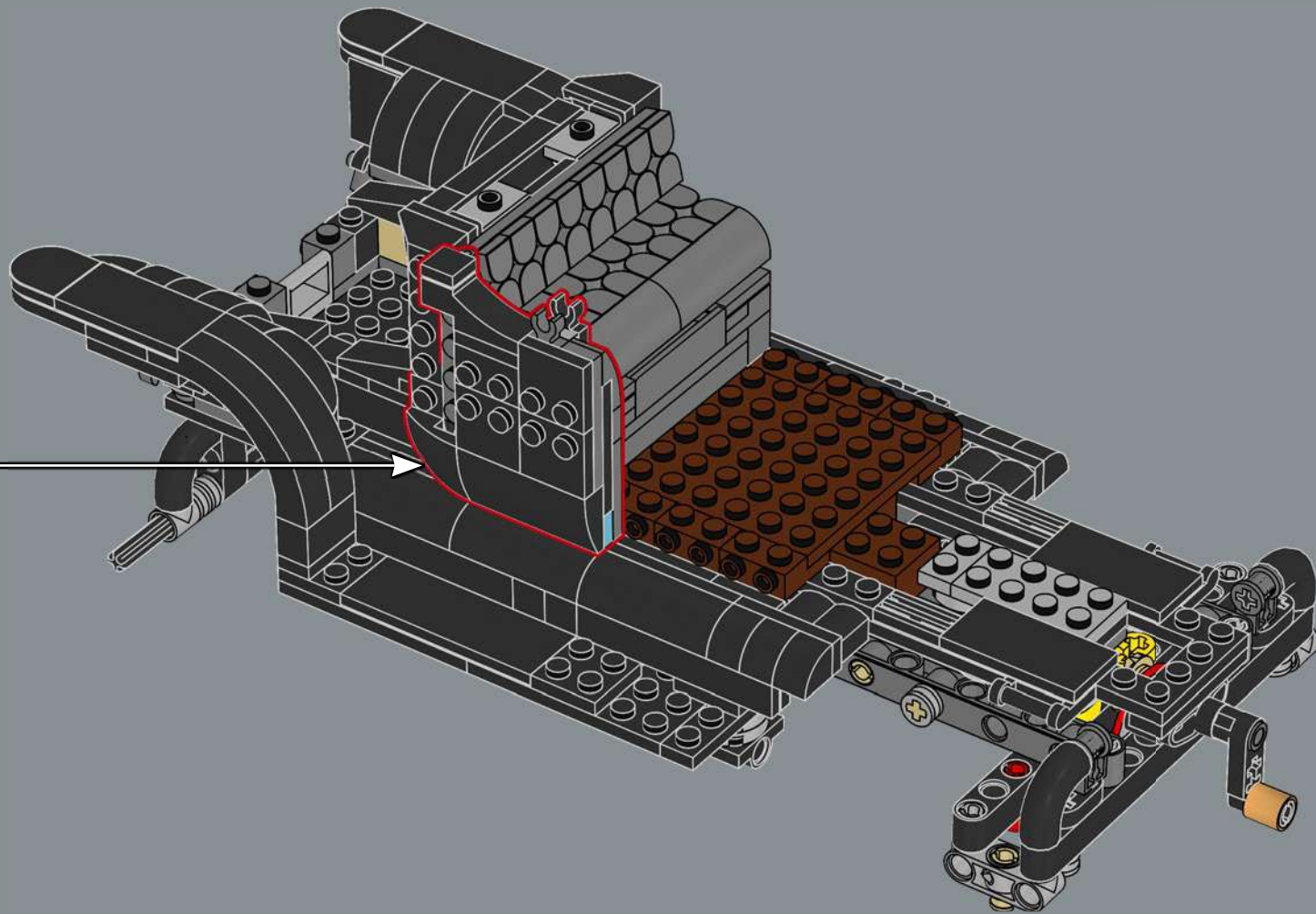


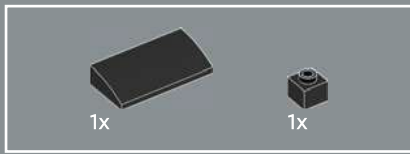
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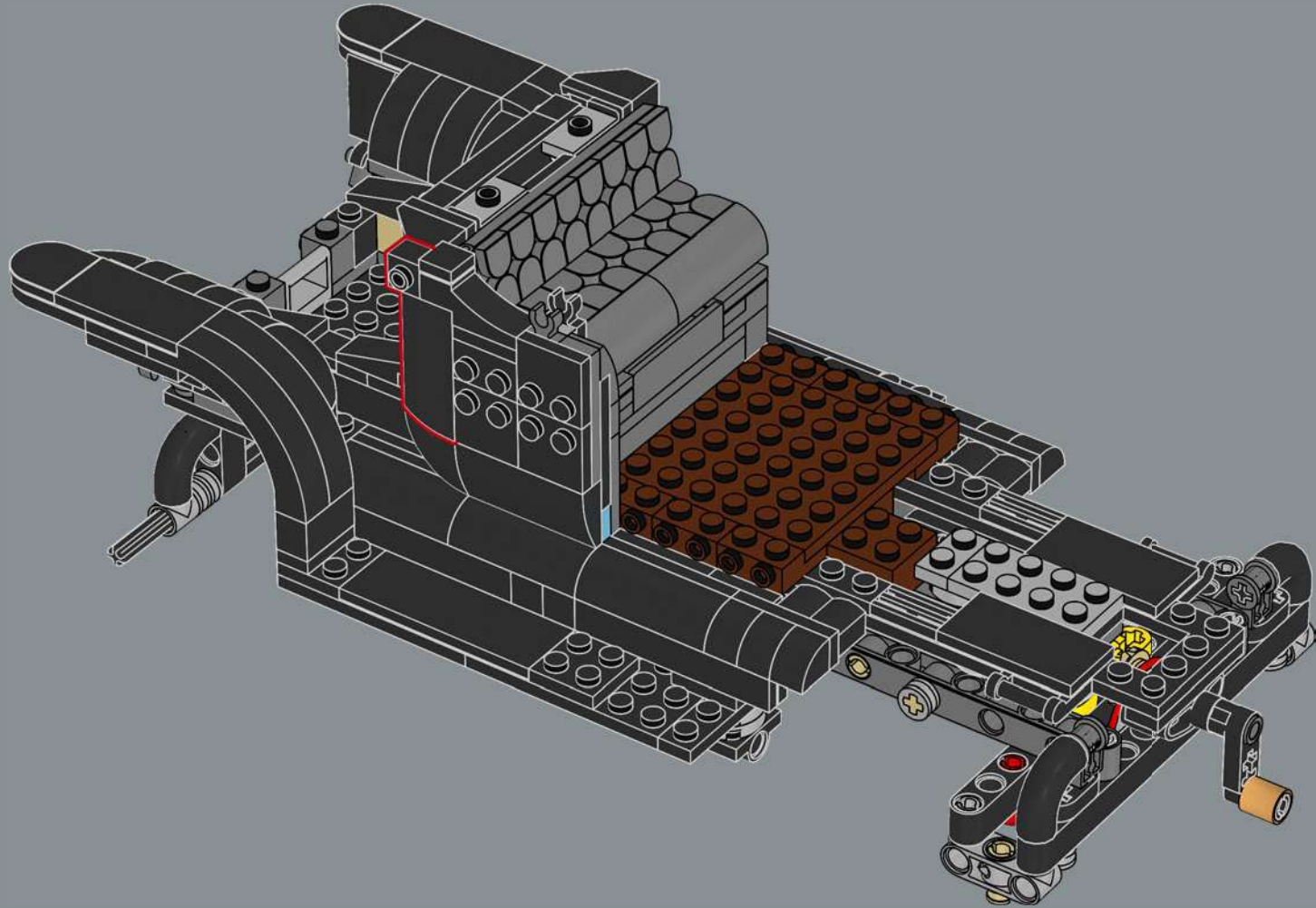
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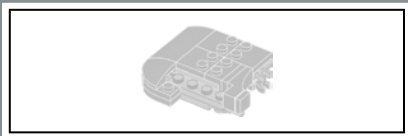




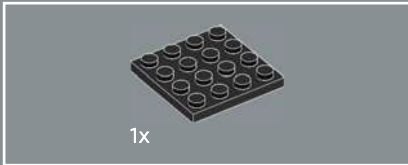
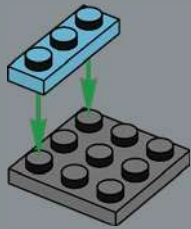


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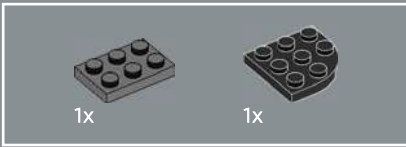
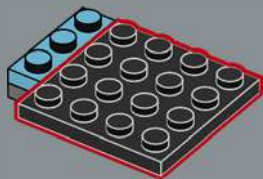




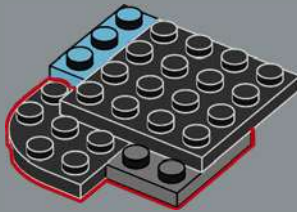
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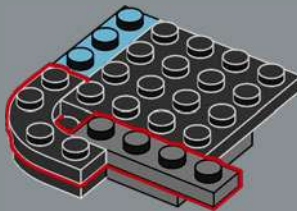
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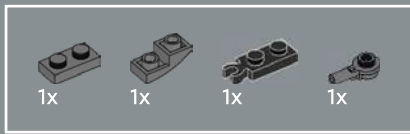


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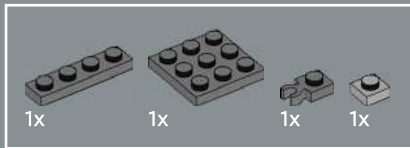
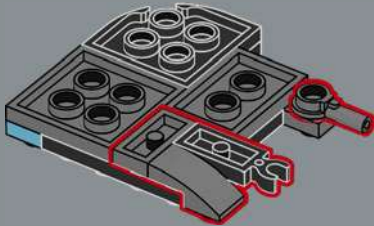


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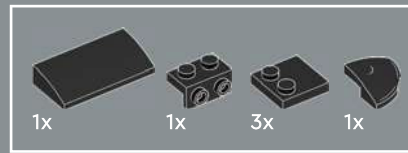
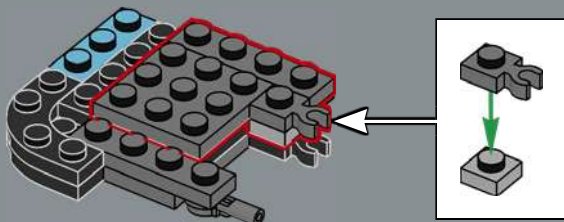




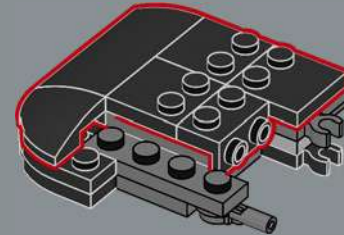
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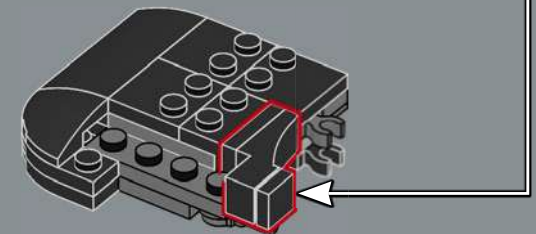
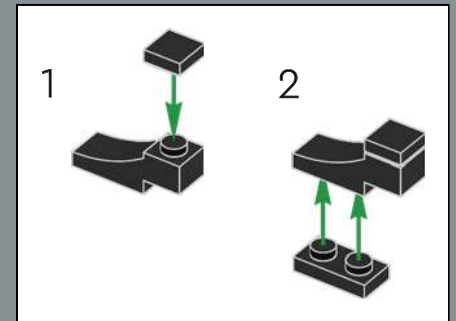
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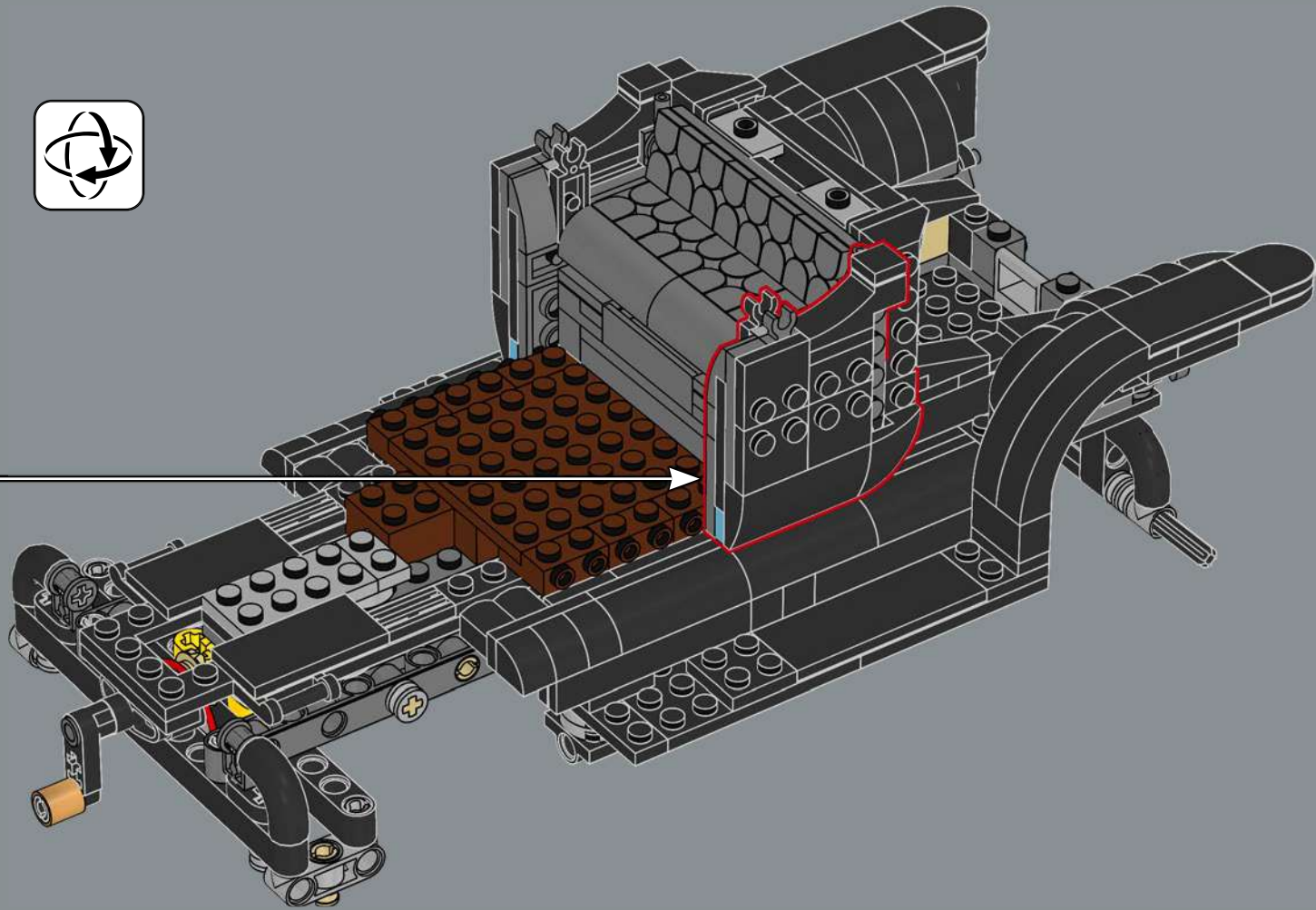


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132



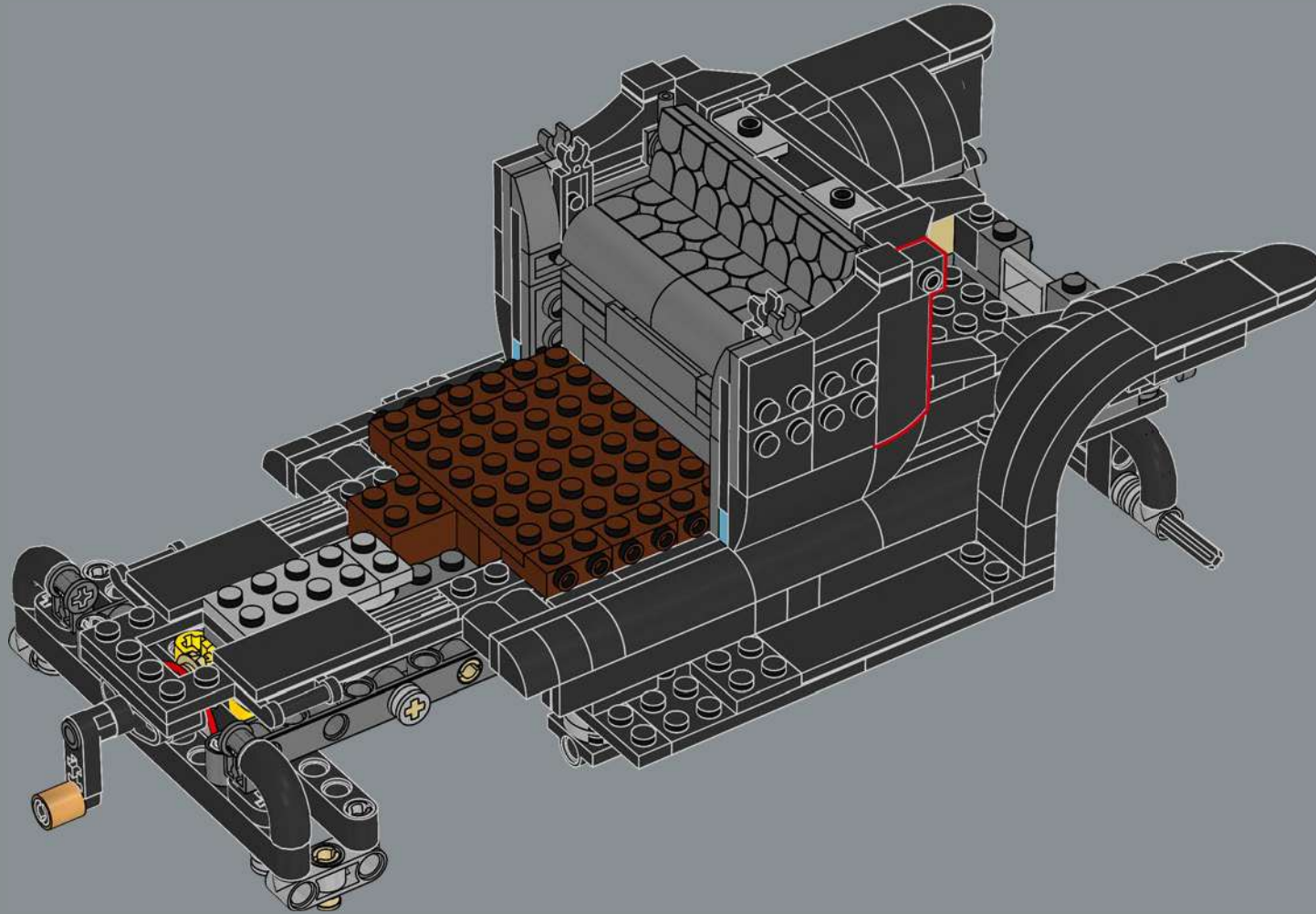




Buyers could choose between two-, three- or four-seat options, and some variants even featured a small external seat.



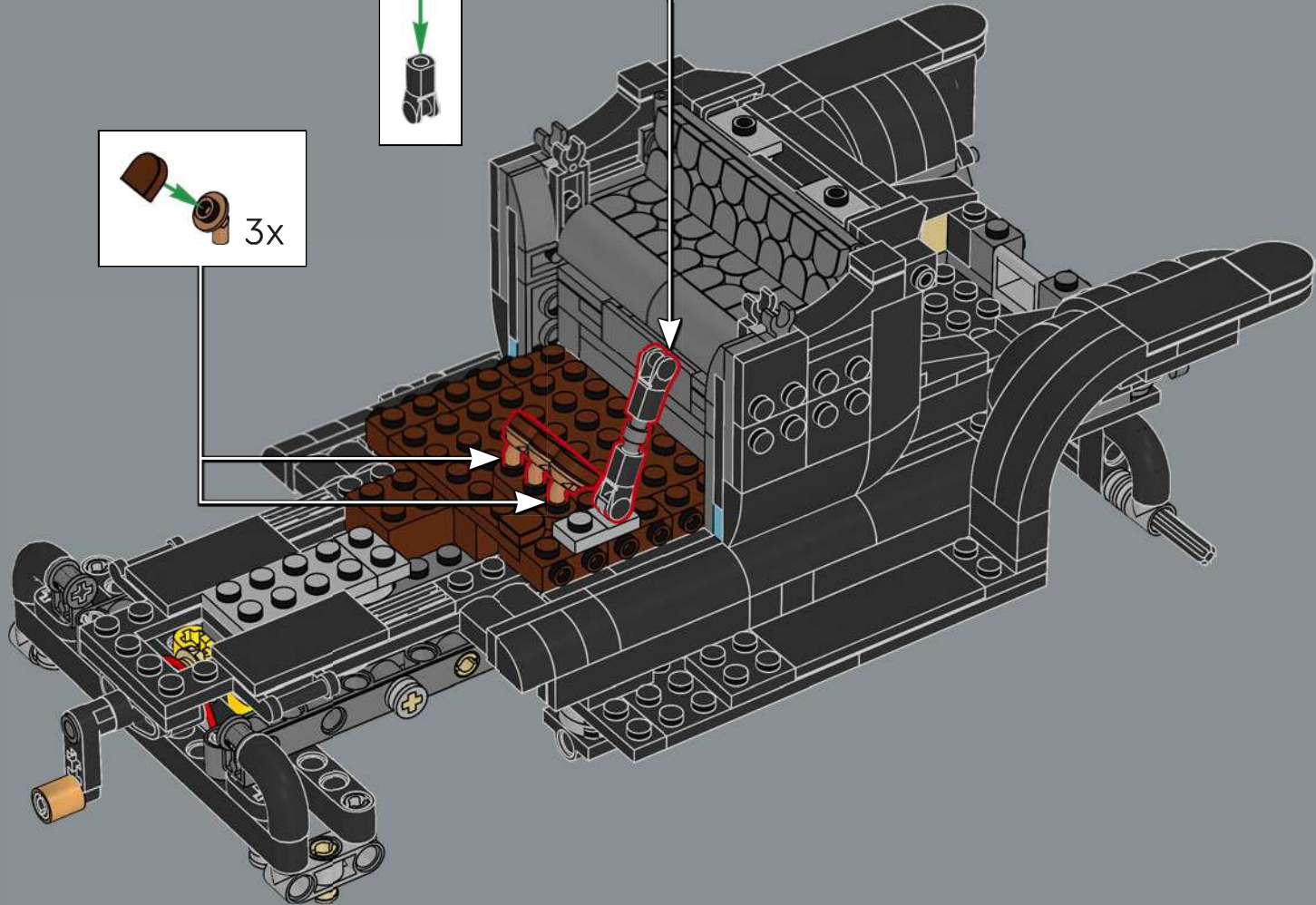
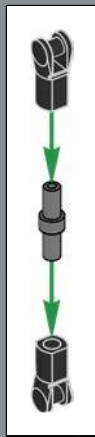
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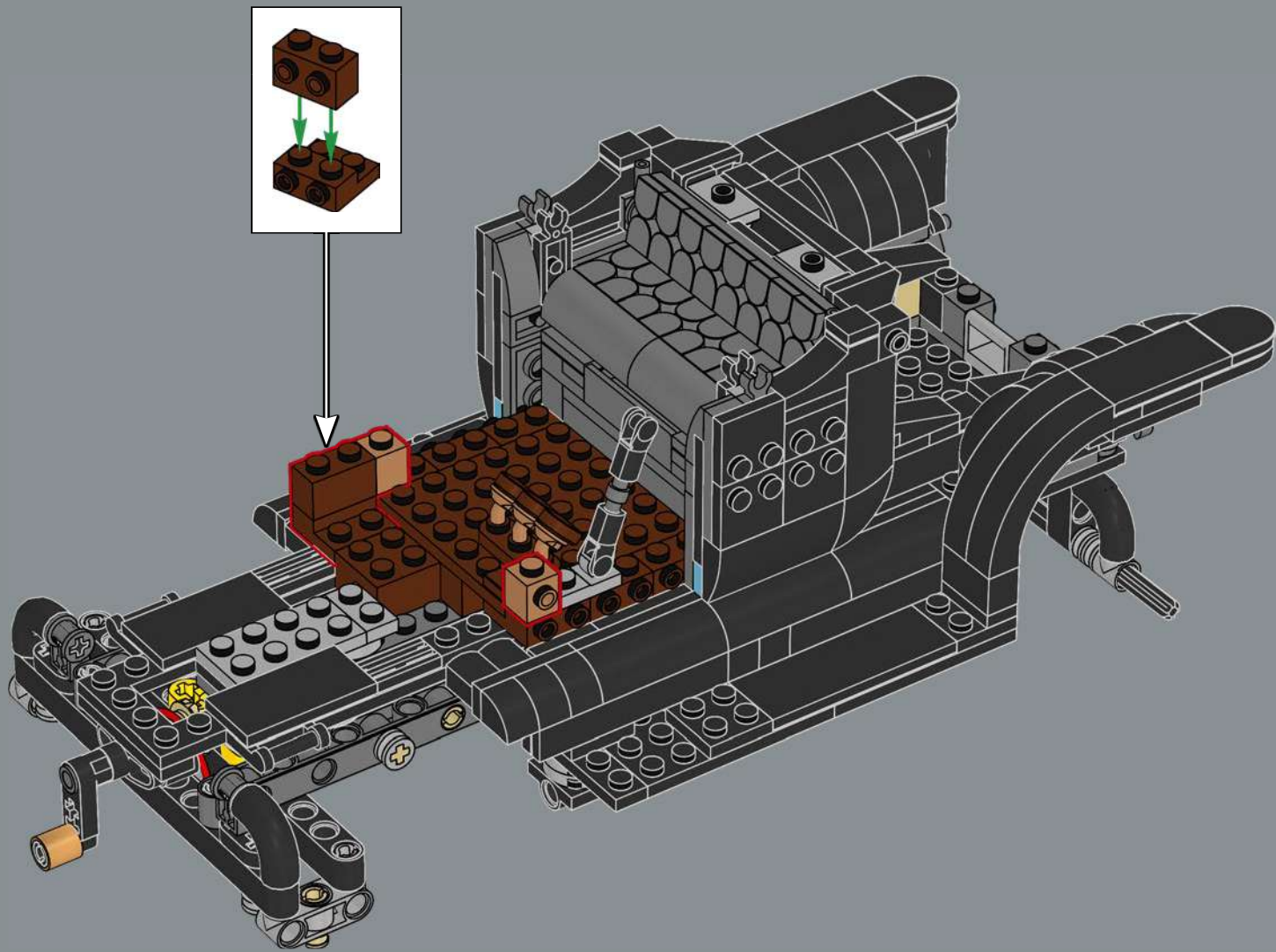


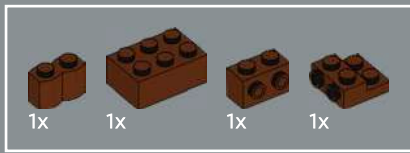
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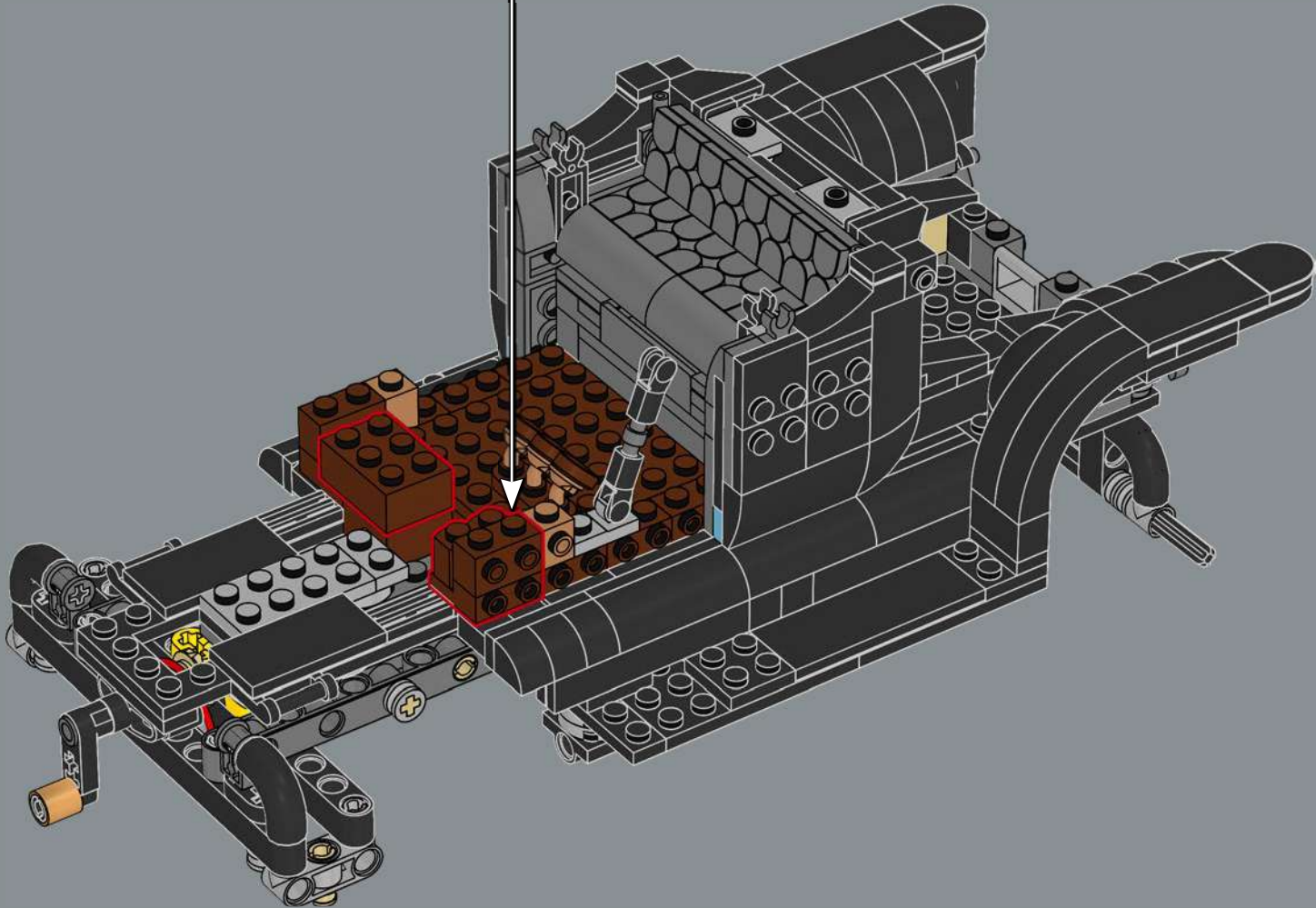
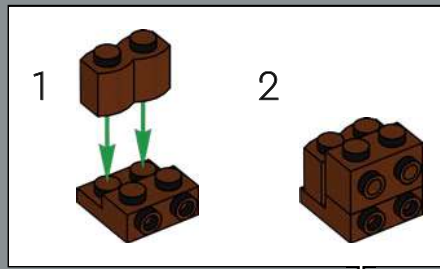


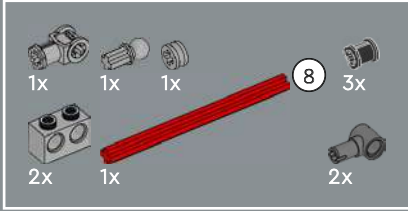
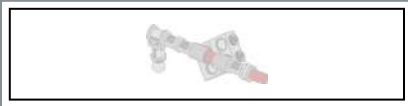
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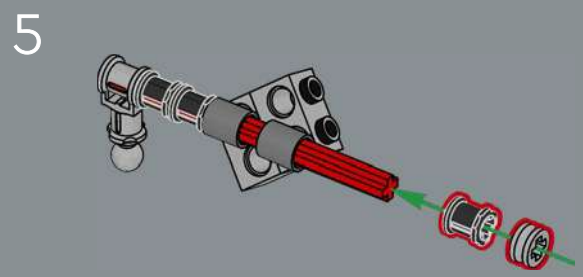
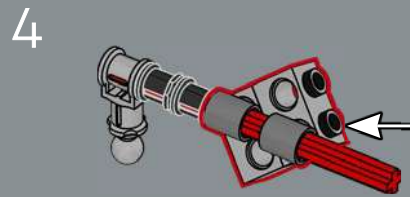
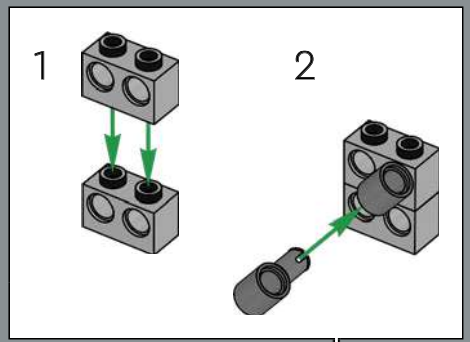
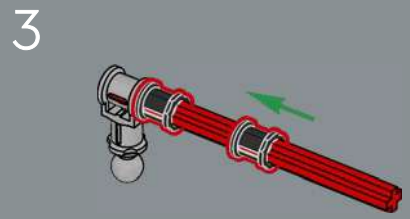
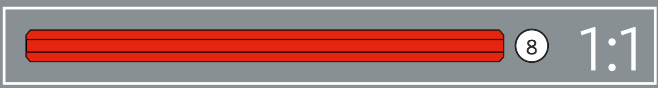
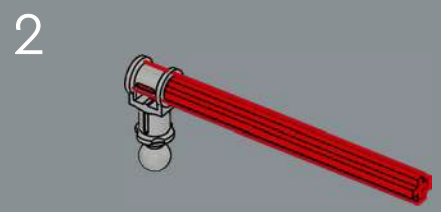
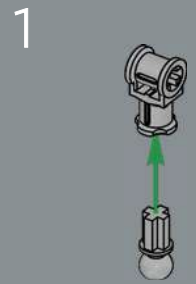


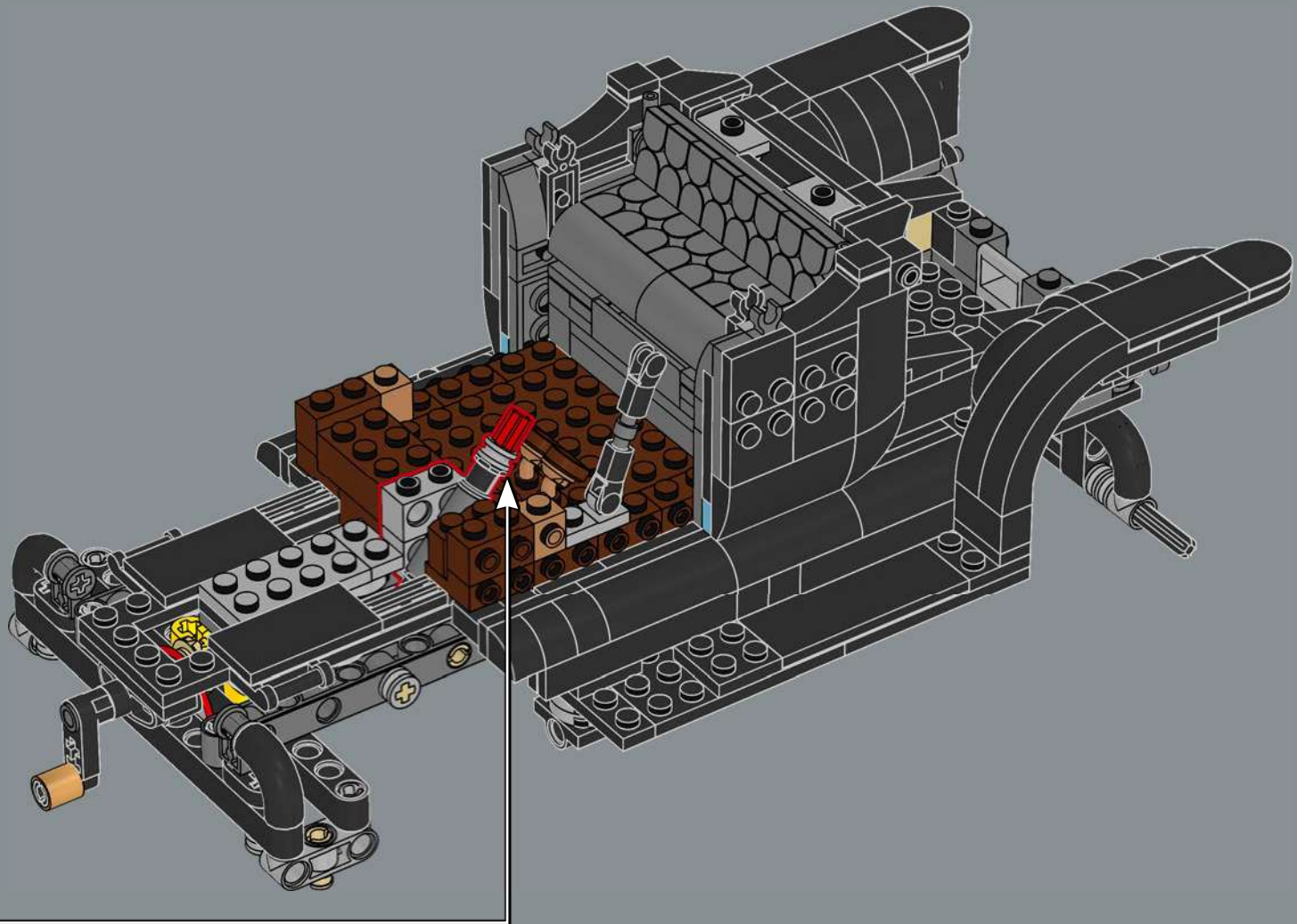
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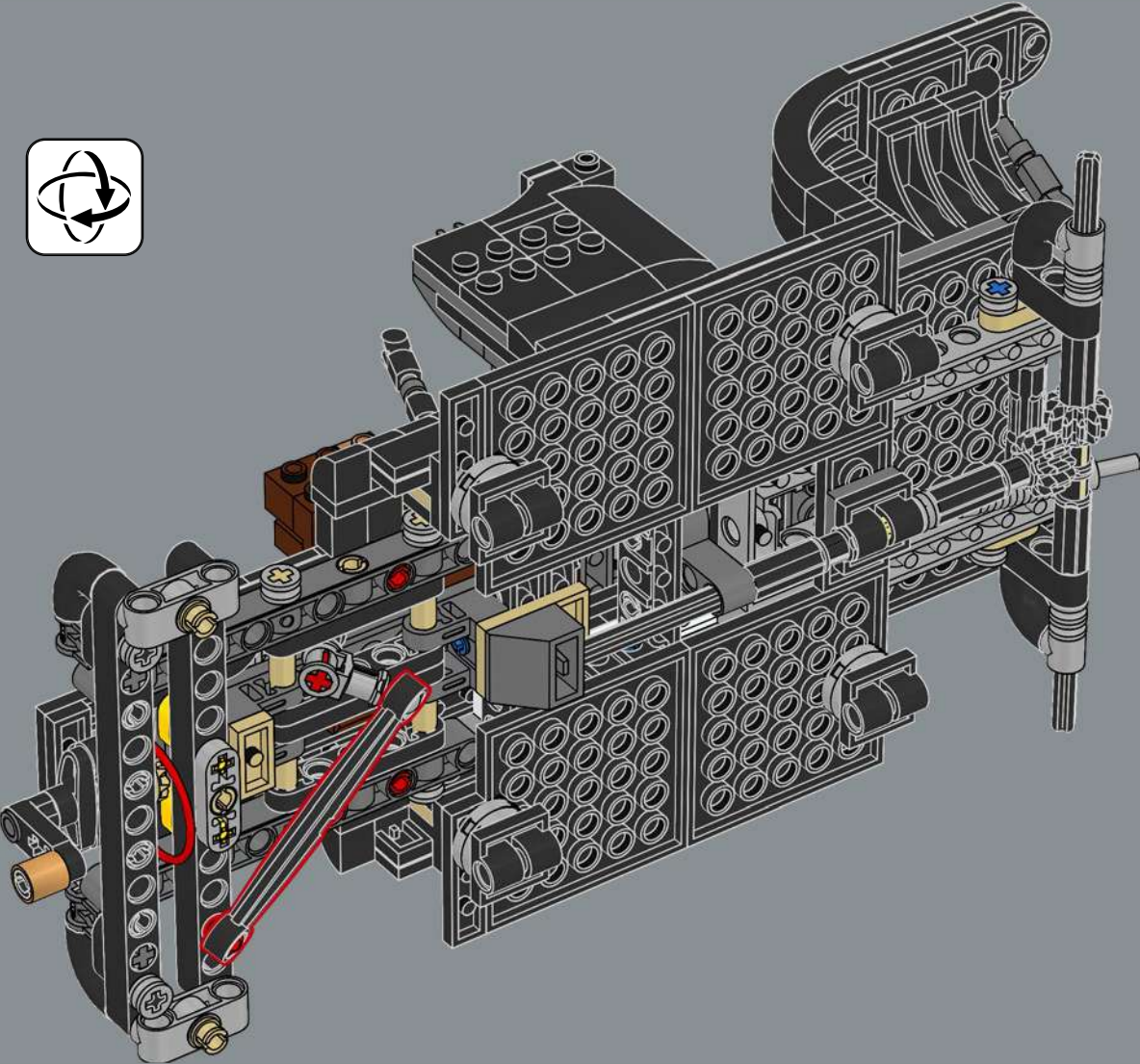
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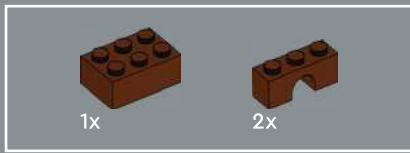




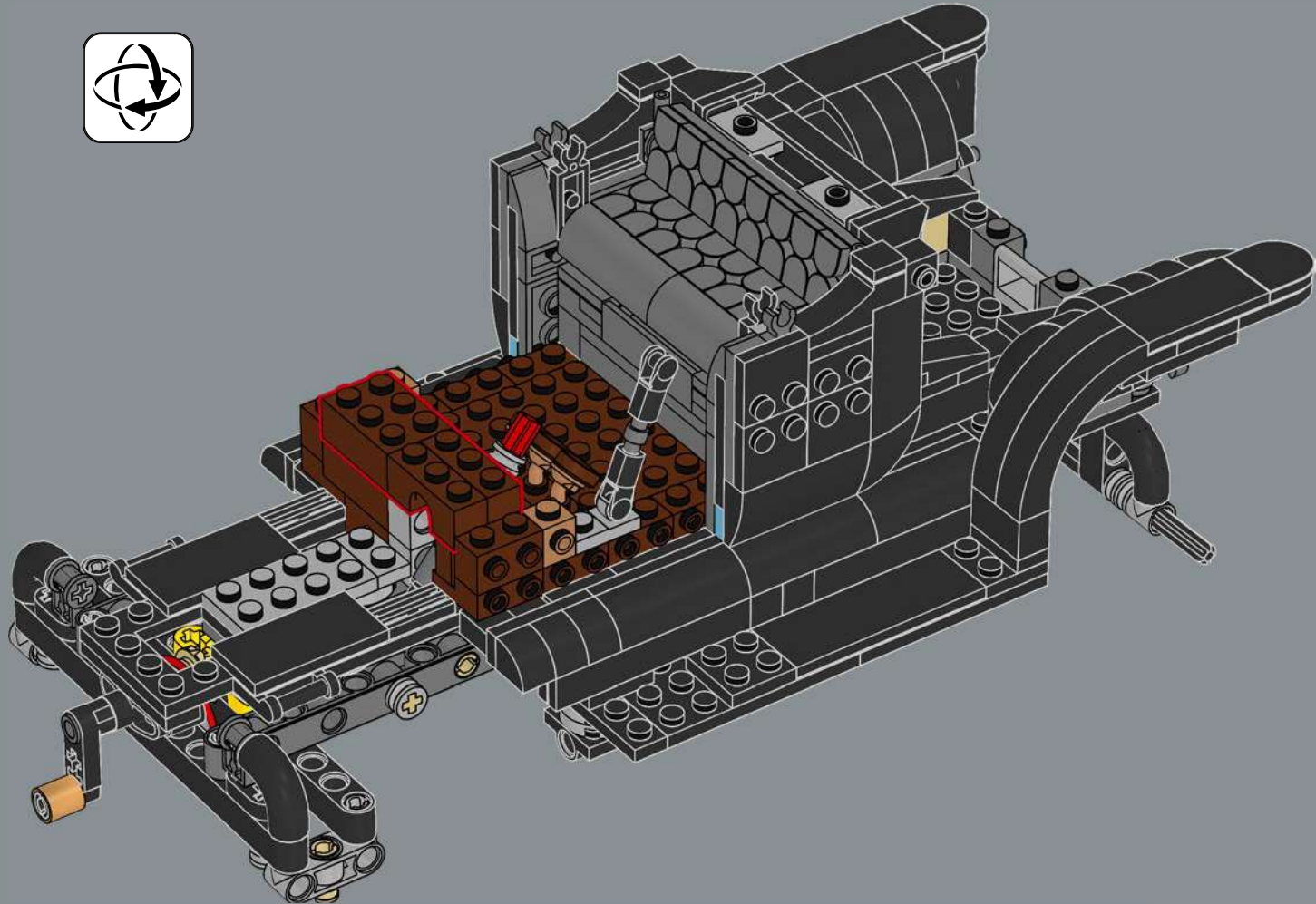


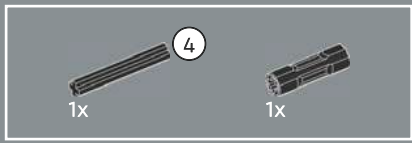
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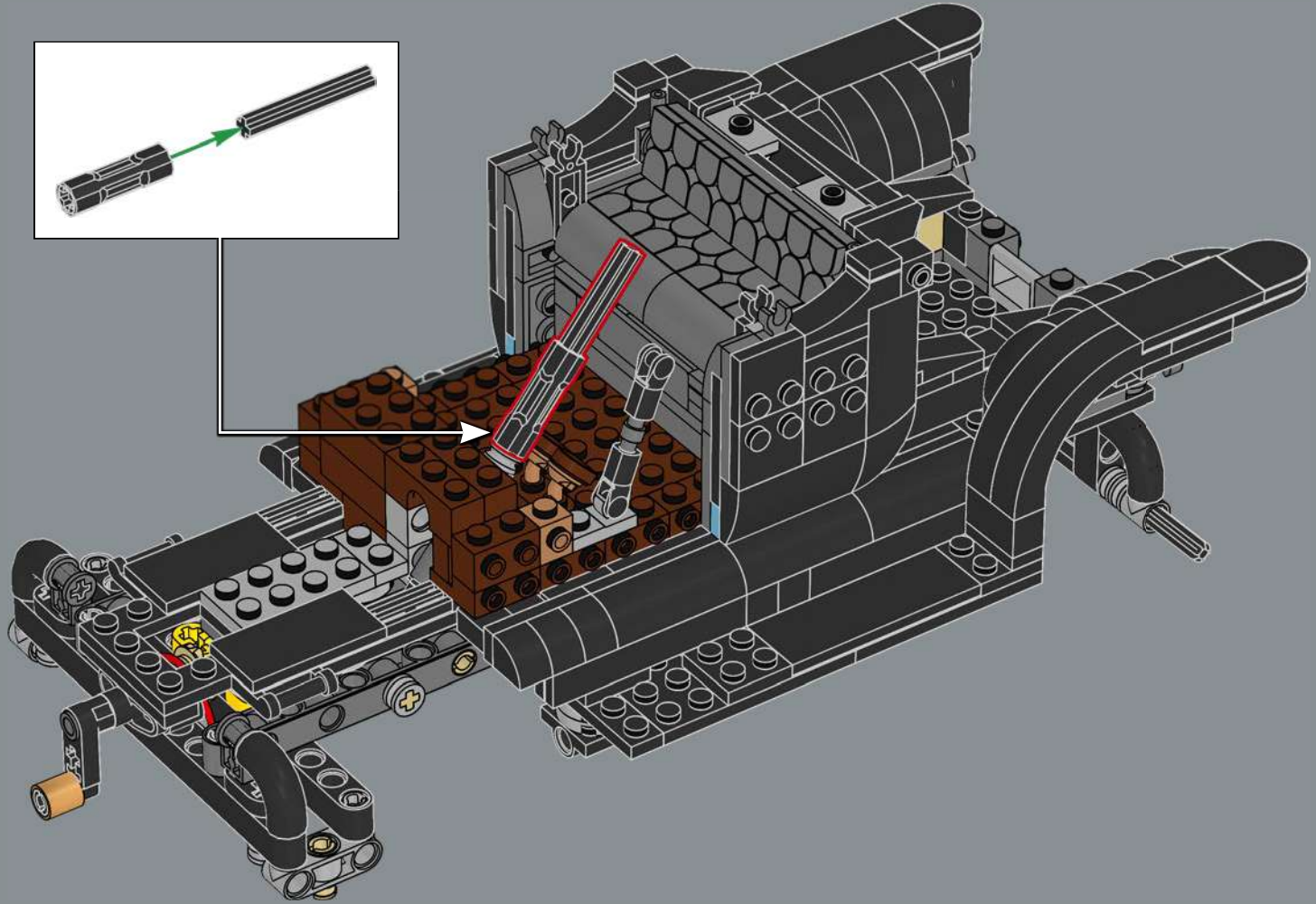
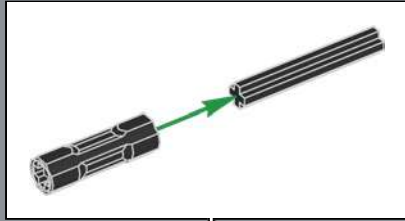


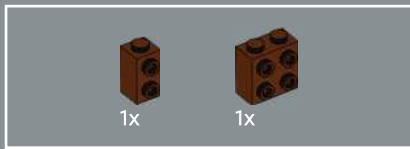
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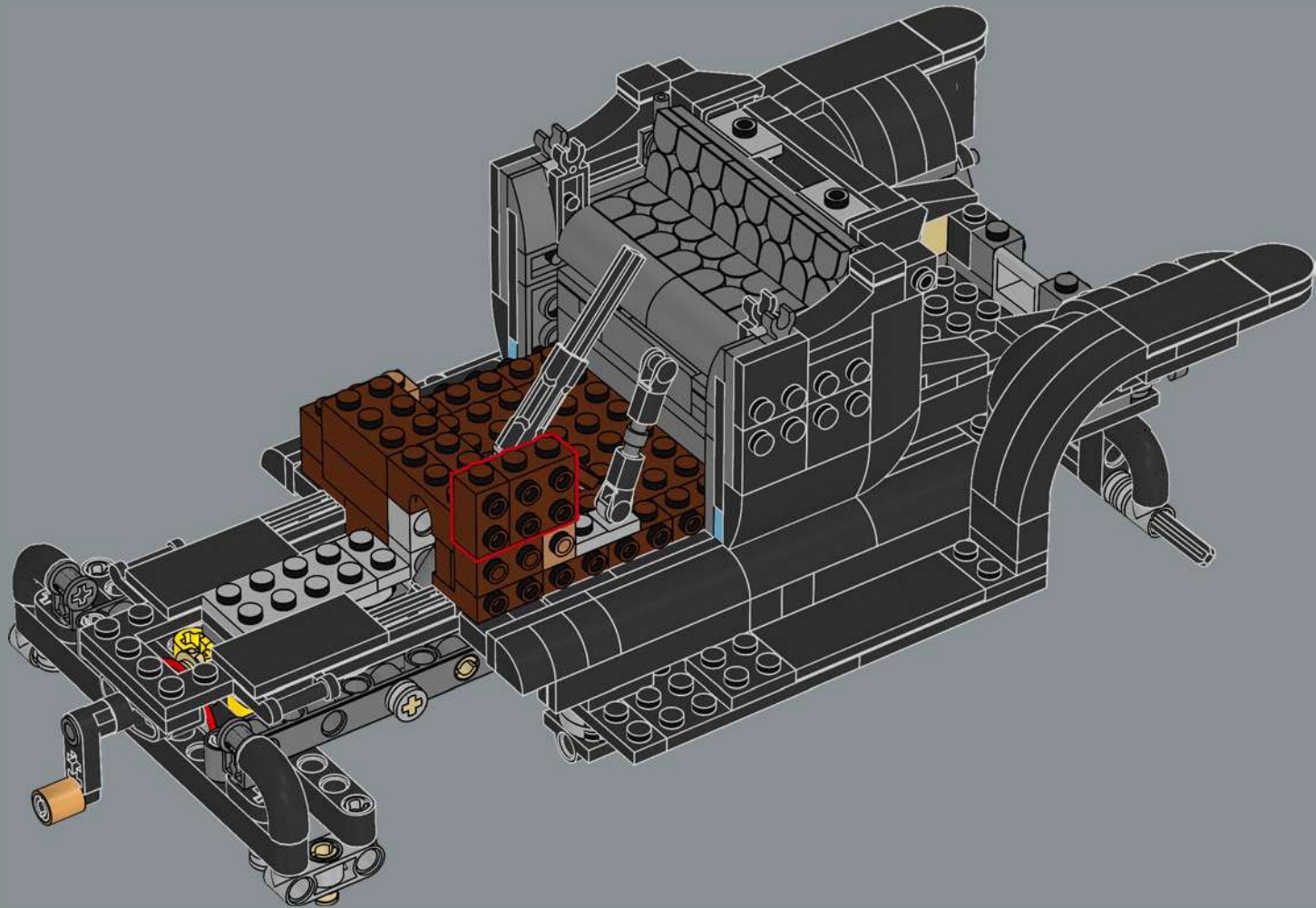


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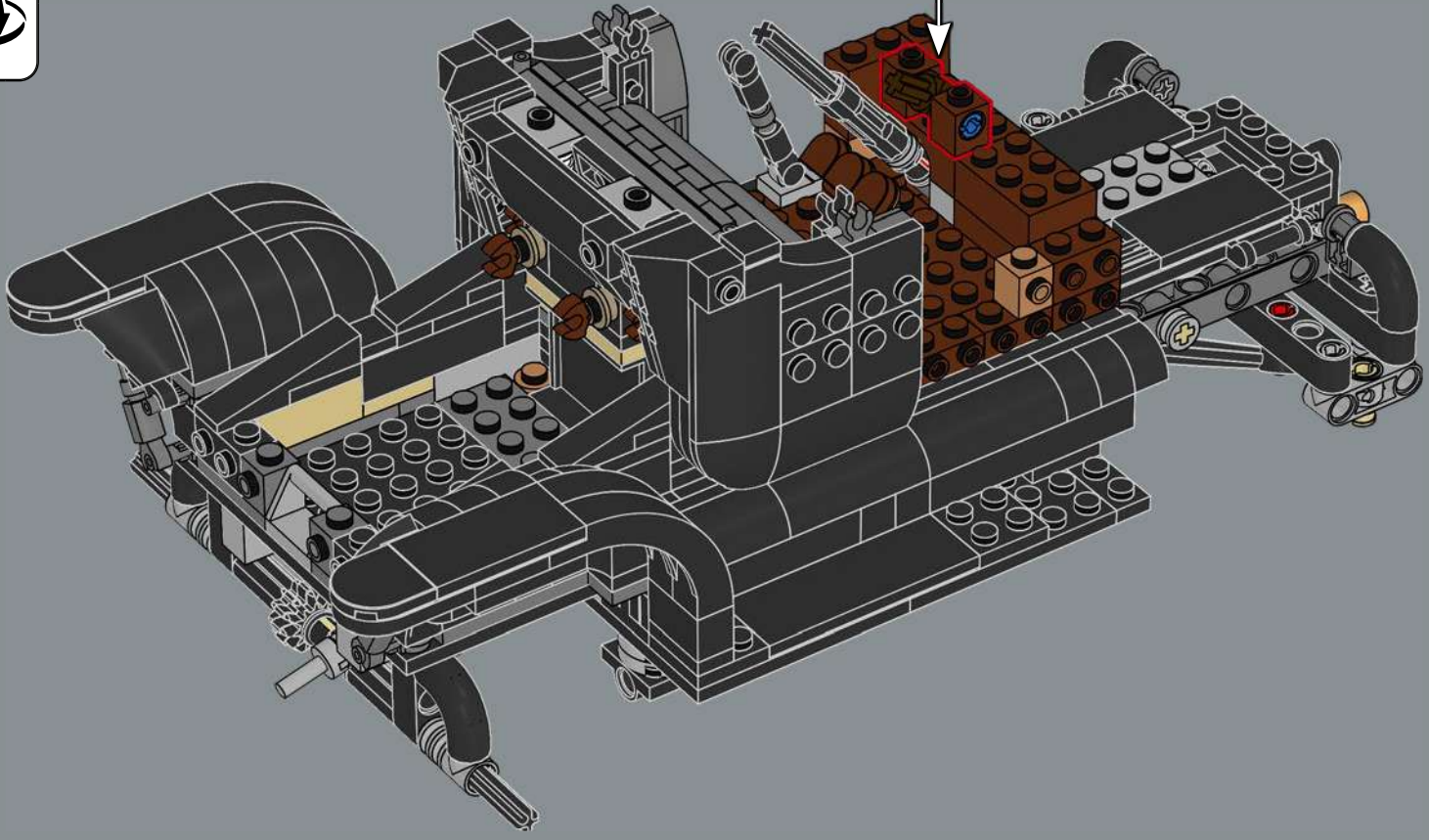
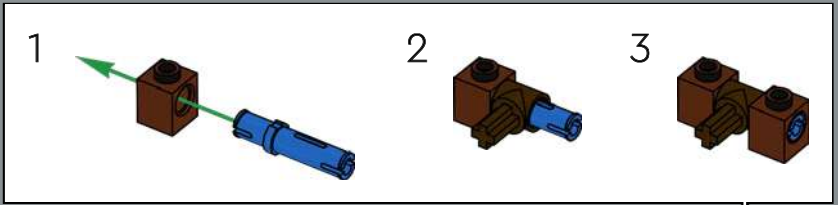


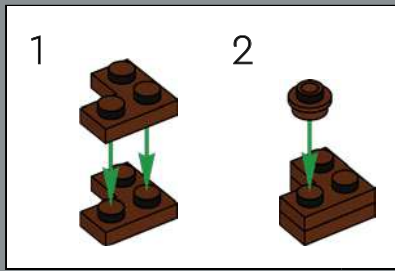
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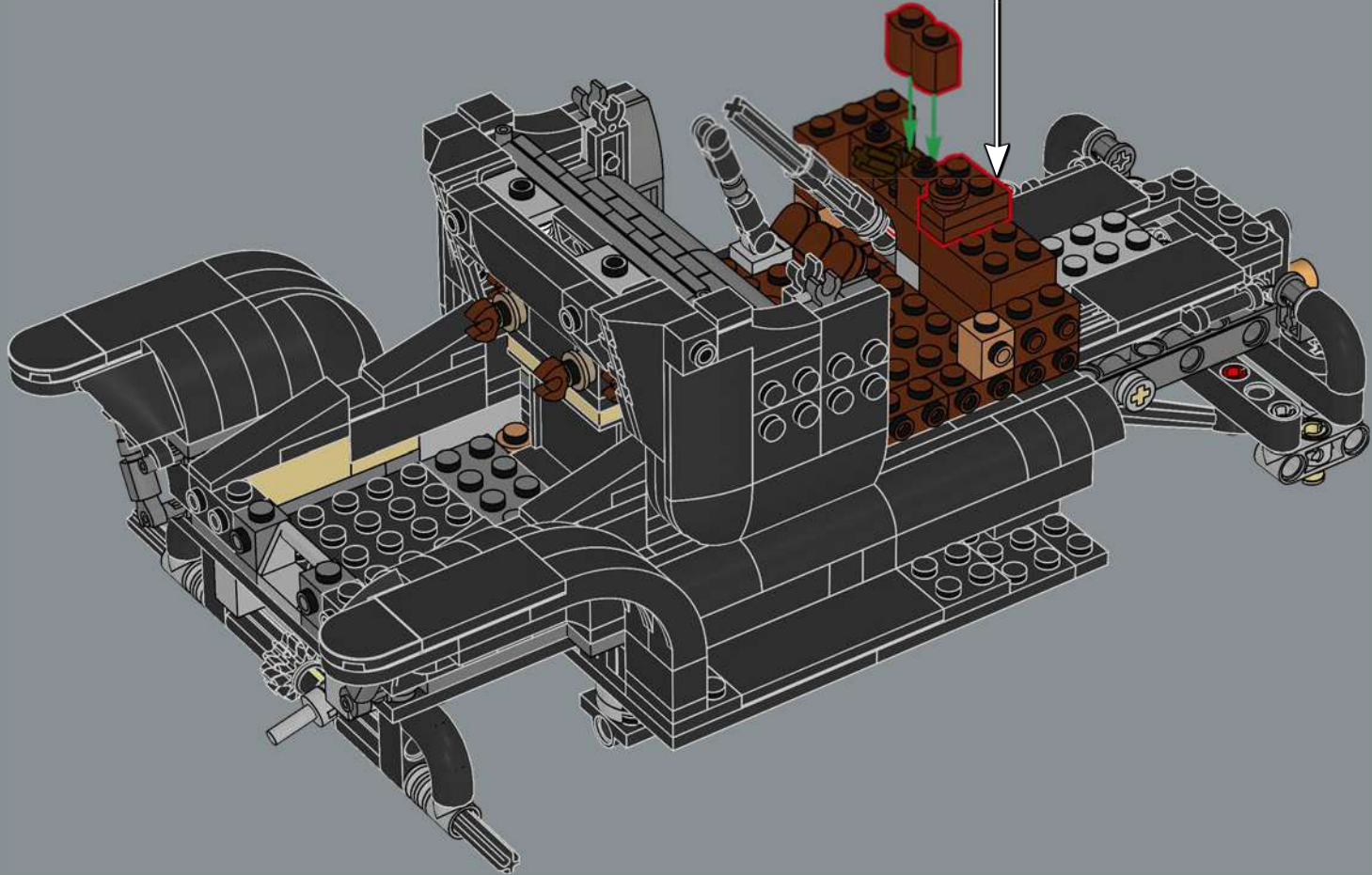


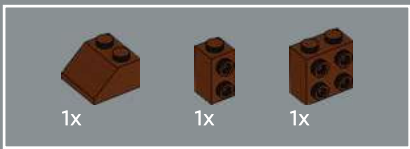
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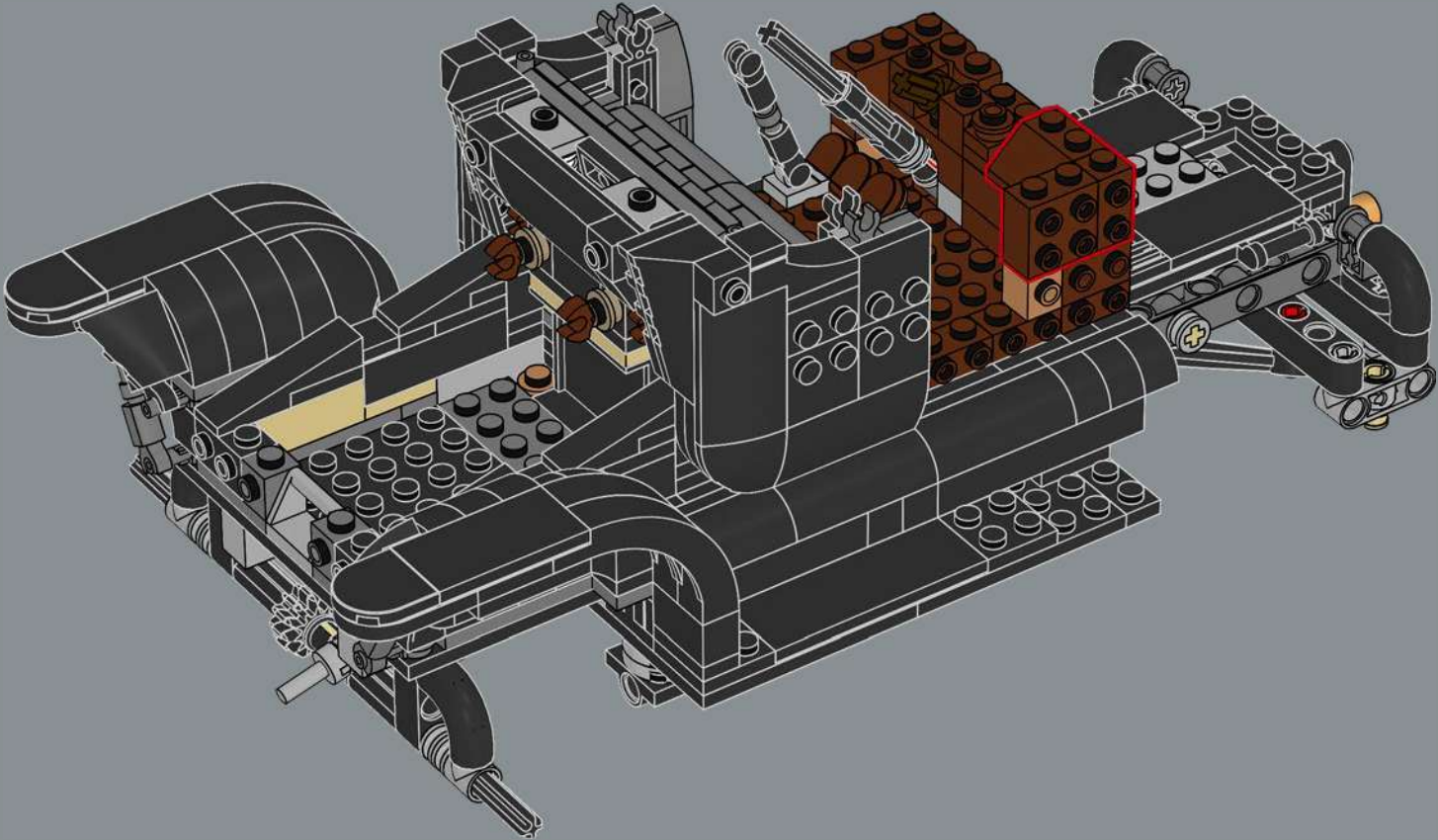


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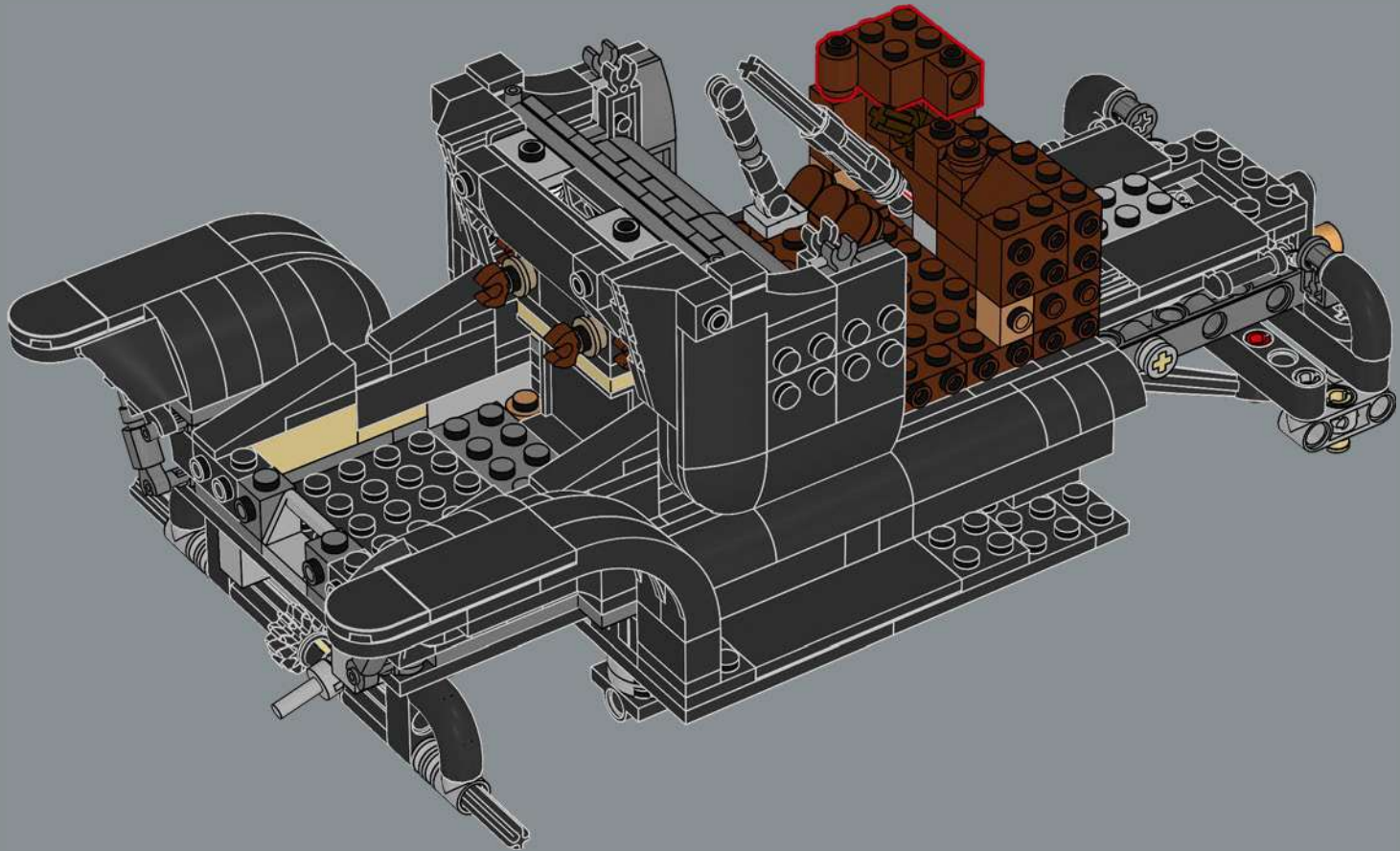


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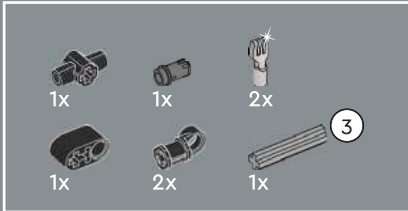


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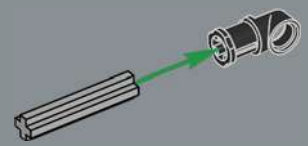


The vehicle controls differed from those in modern cars: Throttle control was built into the steering wheel, and the pedals were used to shift between first and second gears.

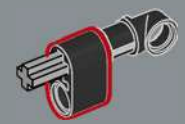


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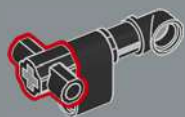
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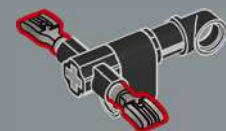
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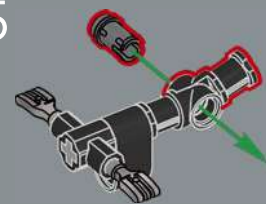
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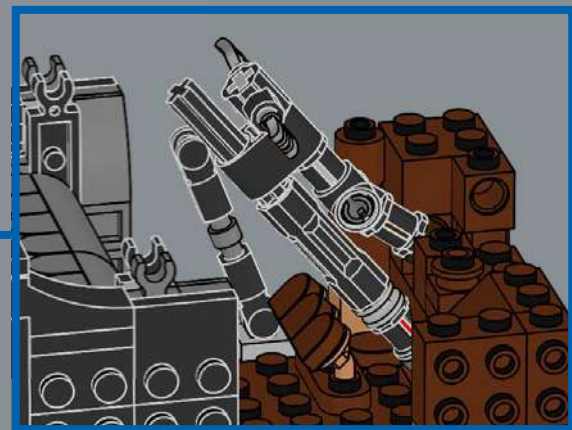
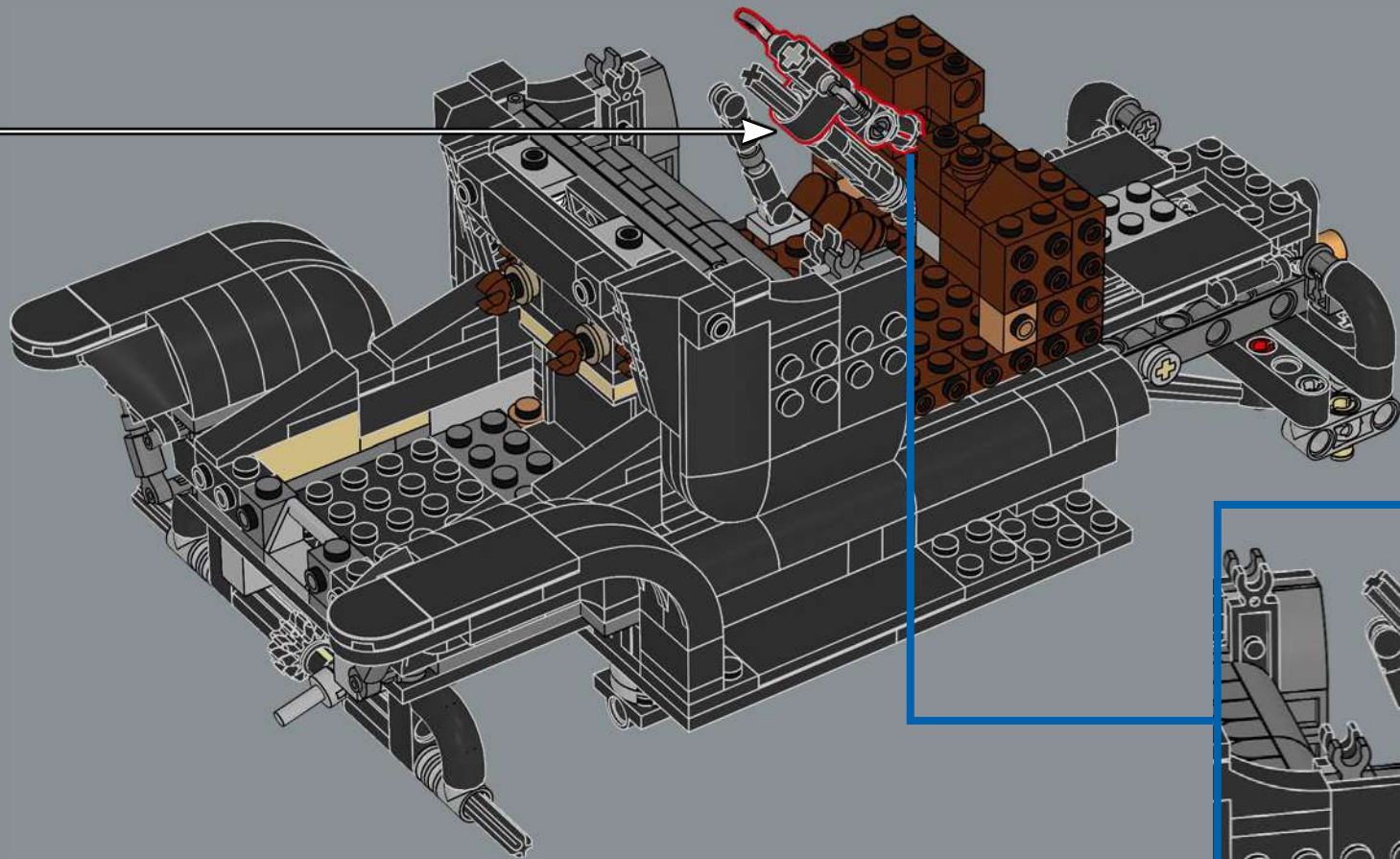


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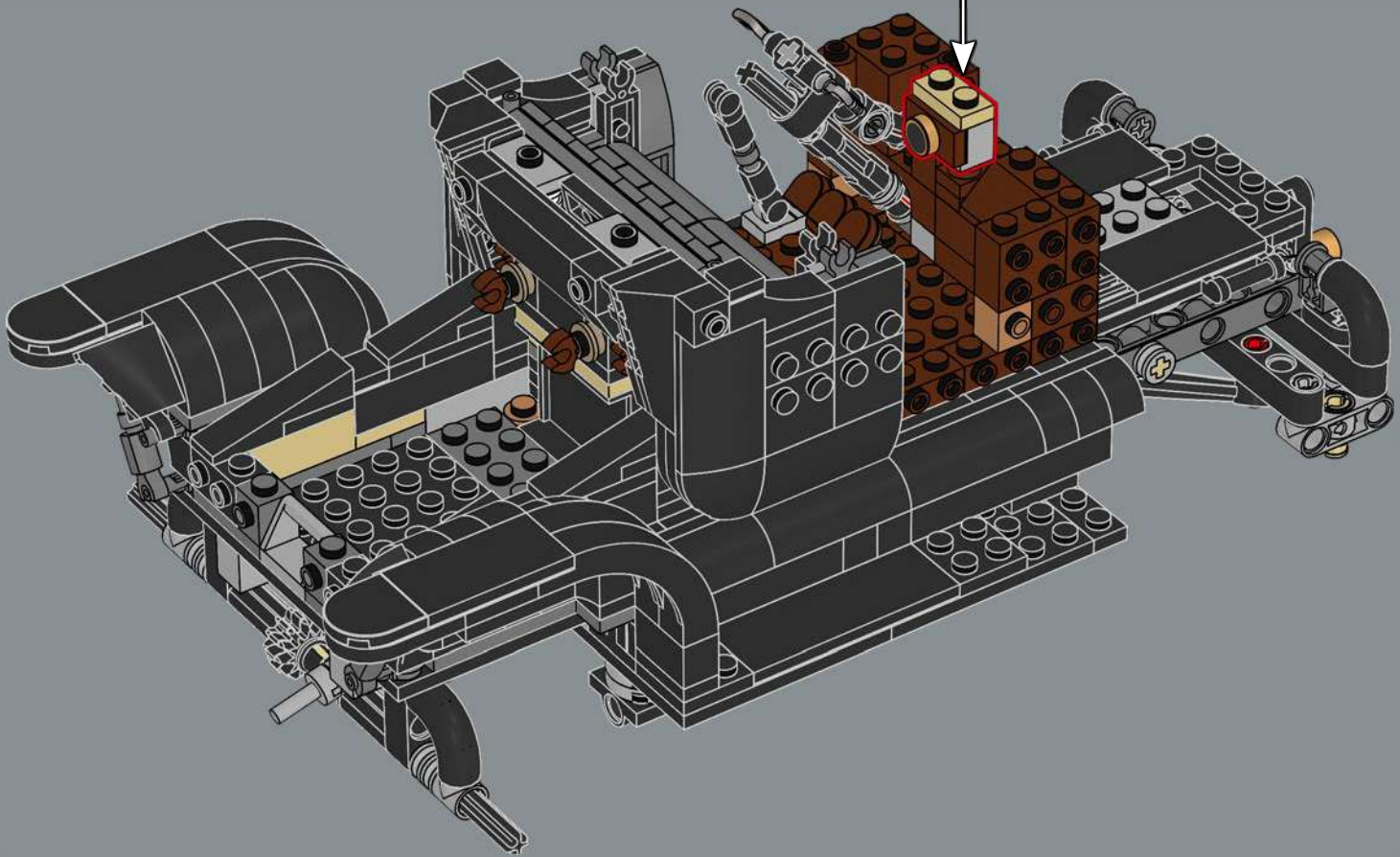
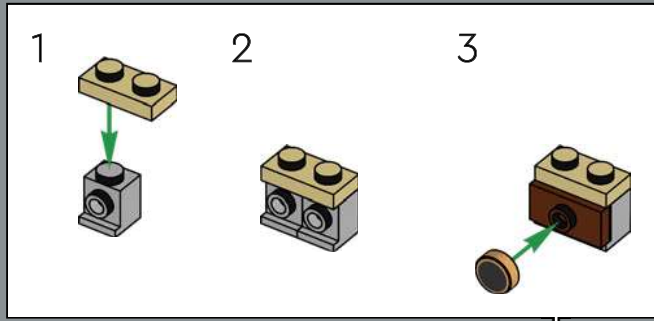
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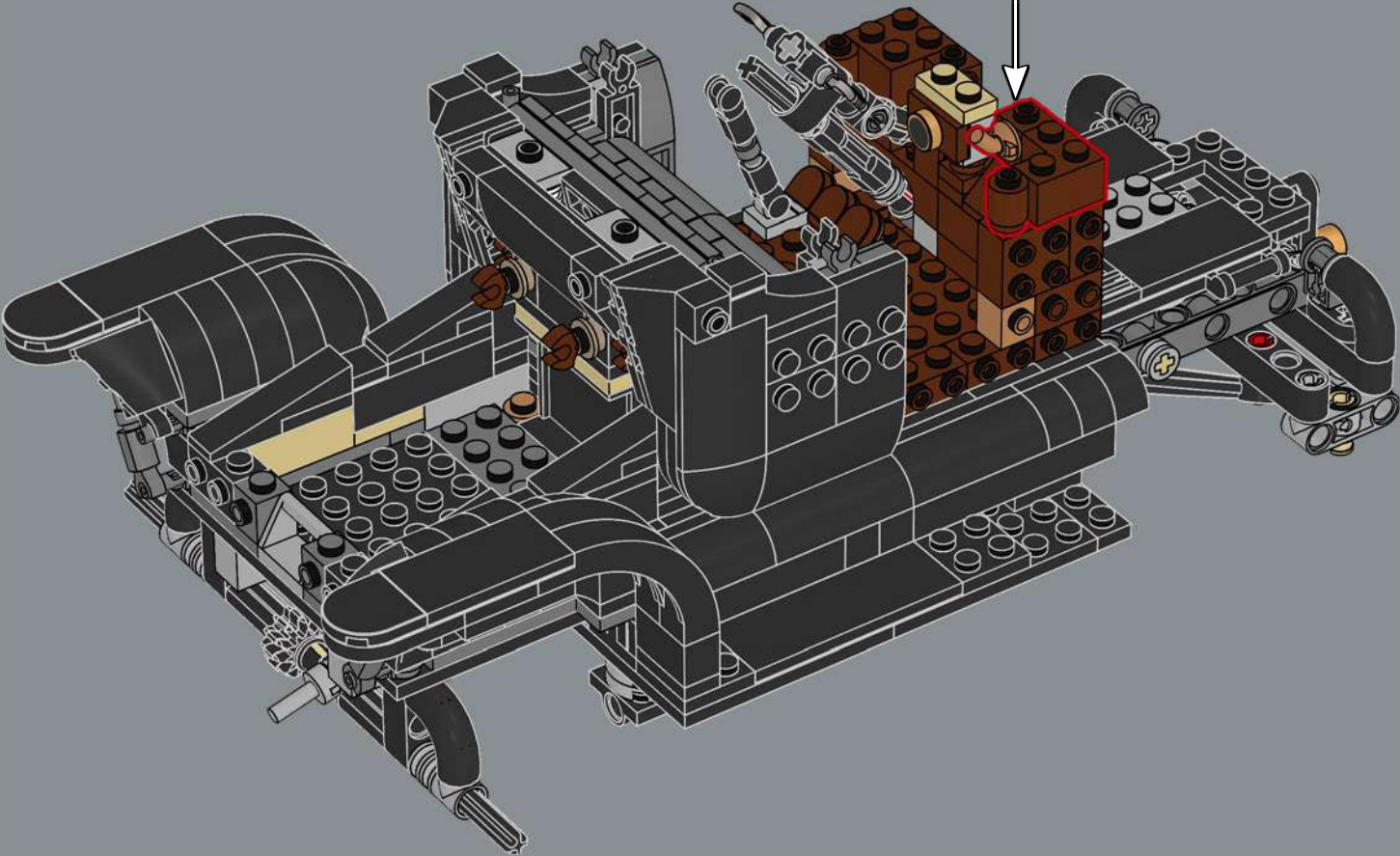
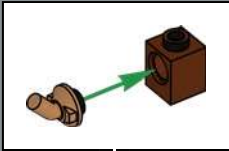


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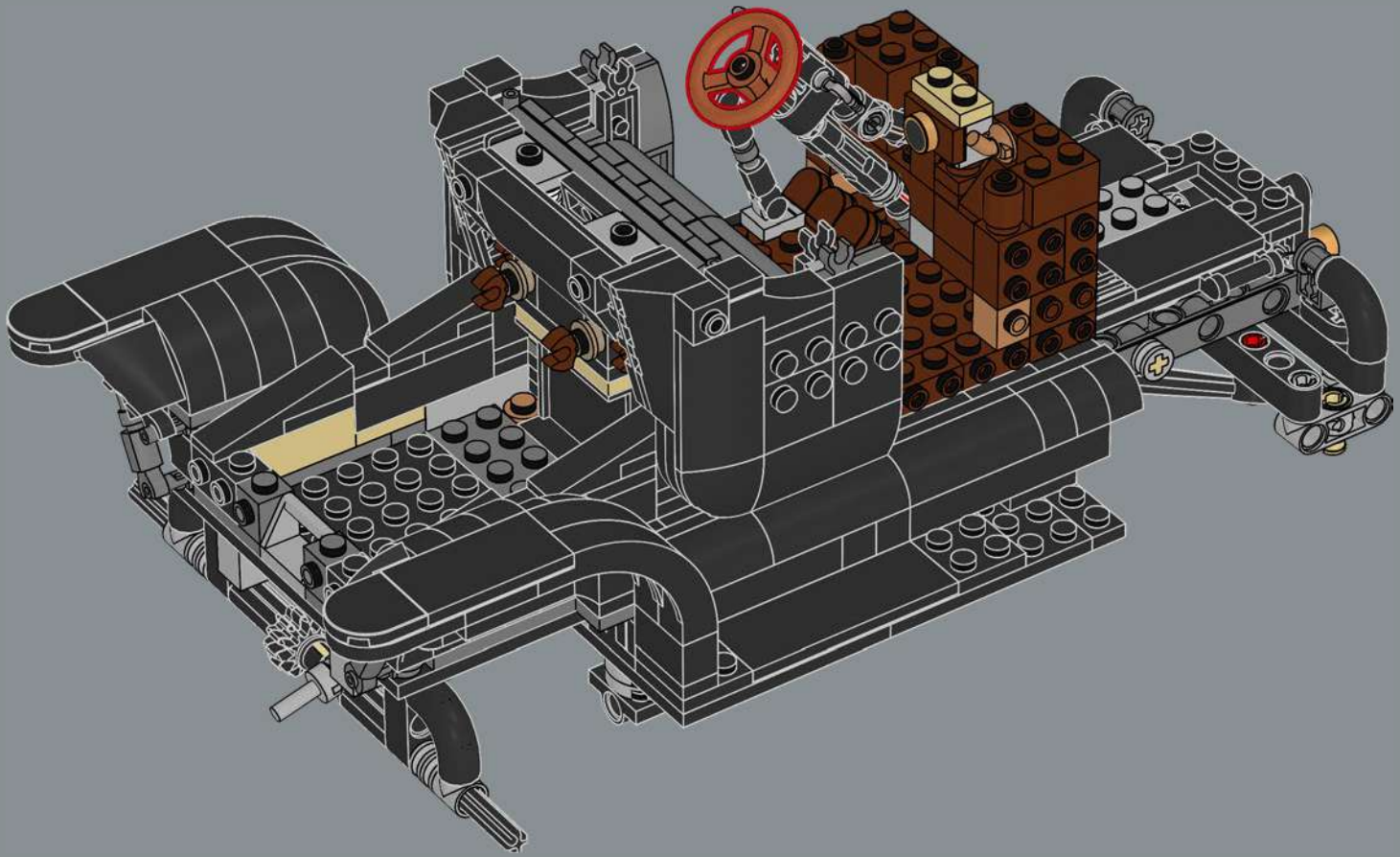


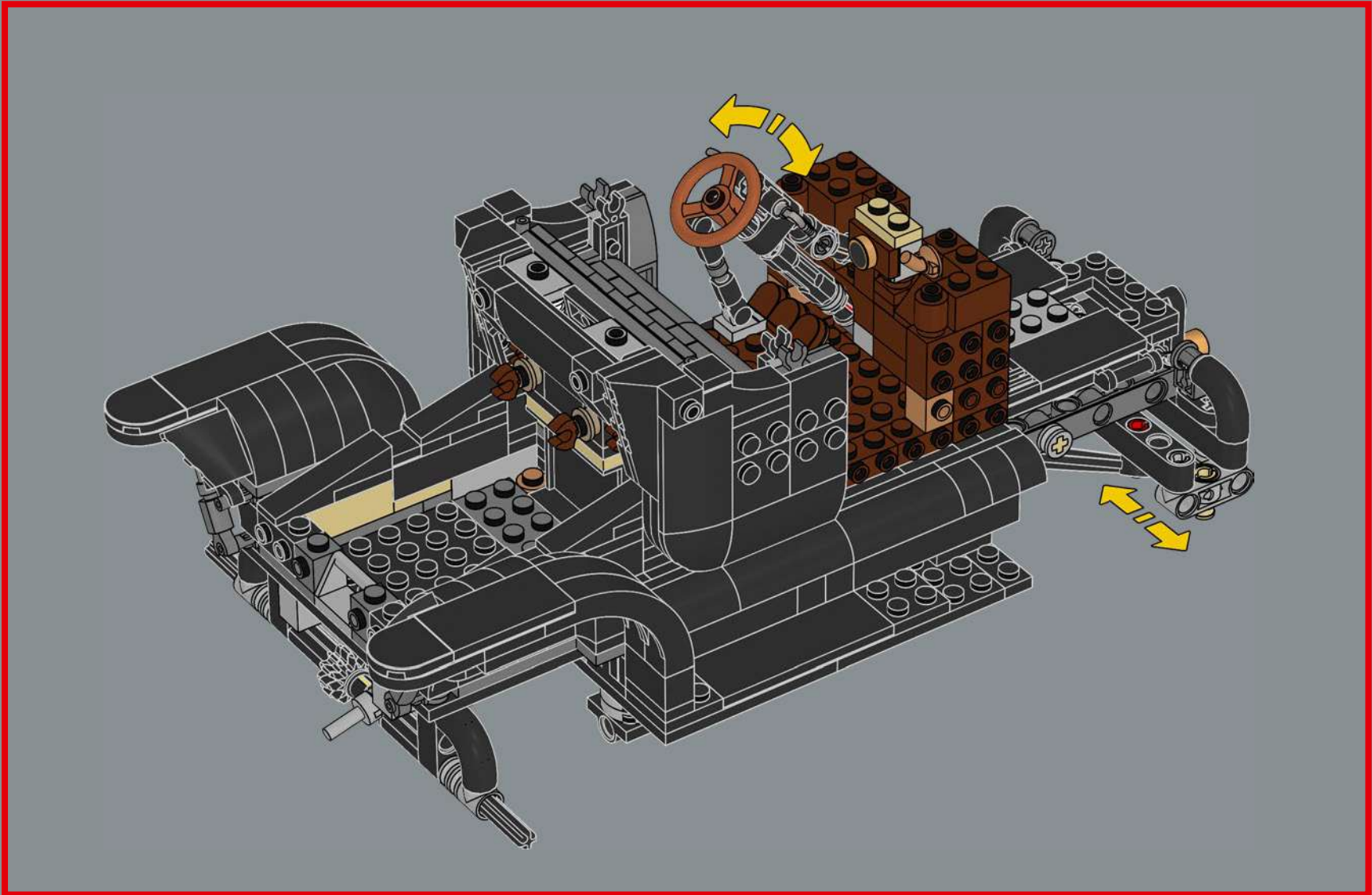
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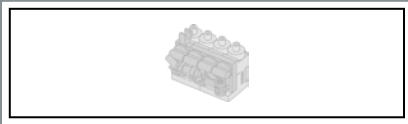




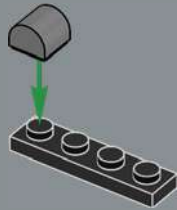
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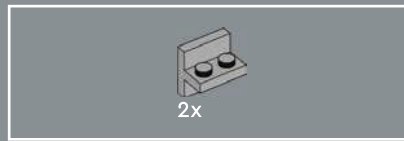
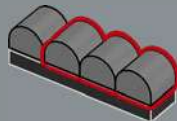




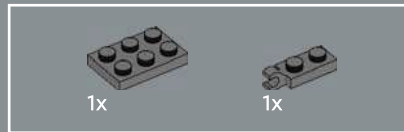
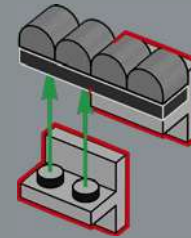
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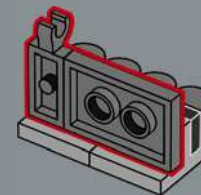
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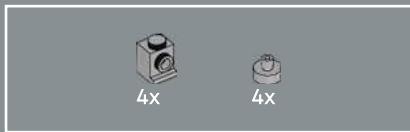


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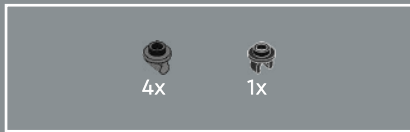
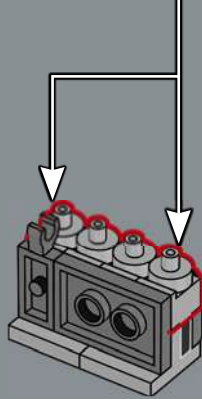
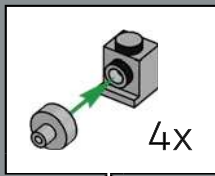


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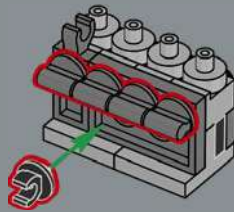




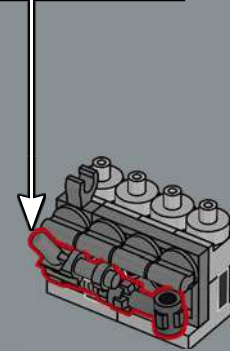
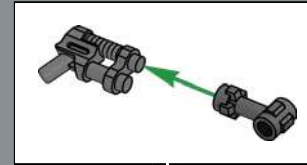
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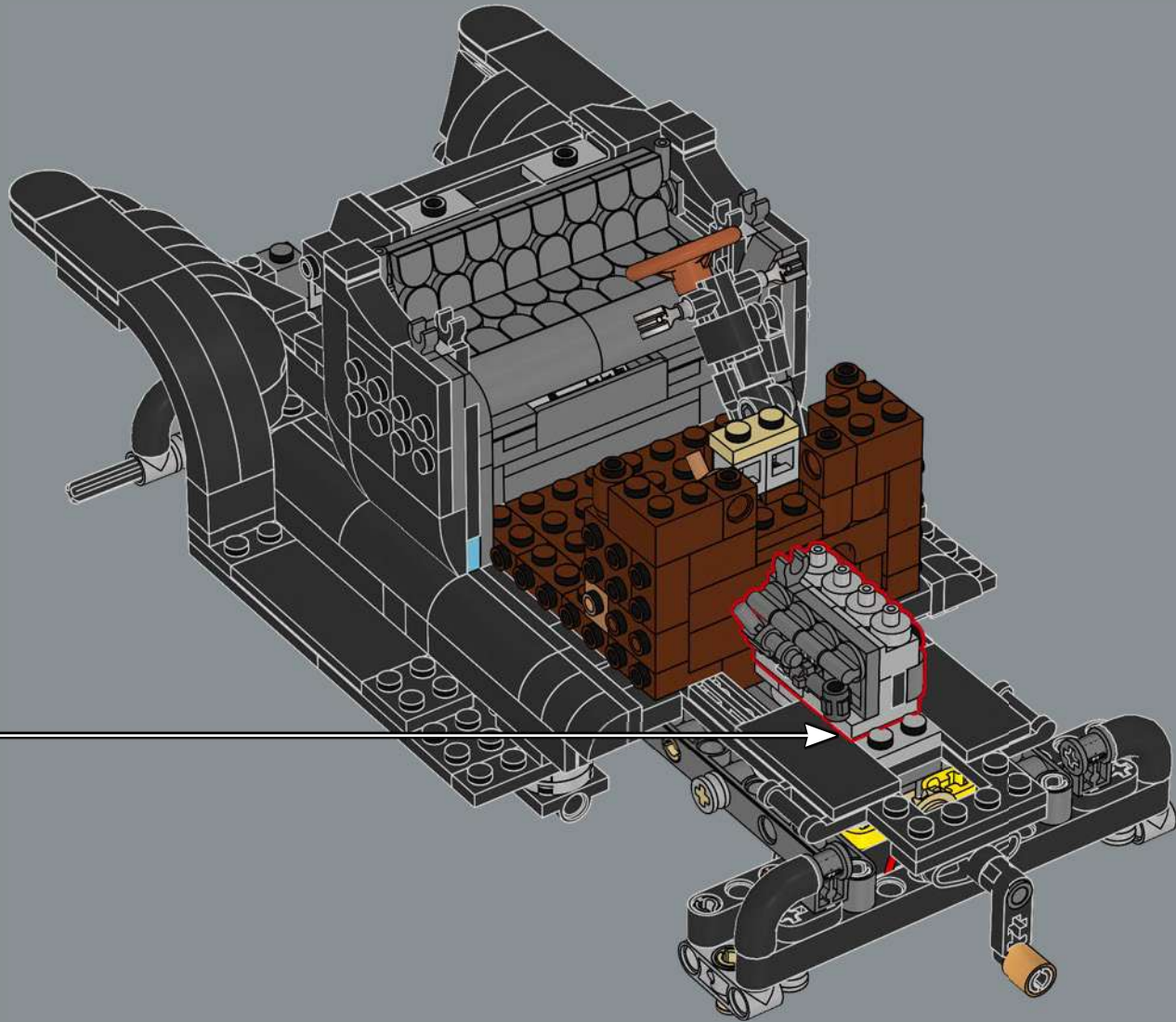
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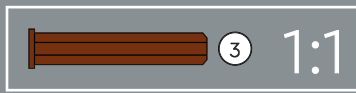
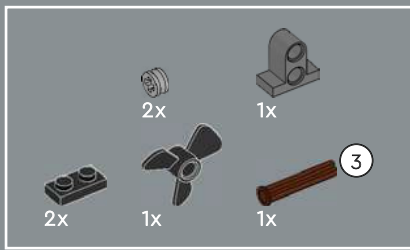


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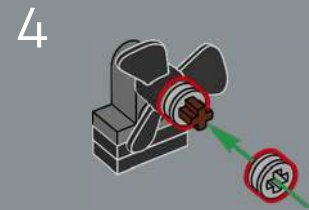
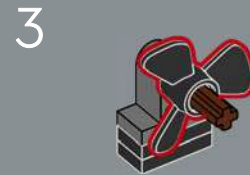
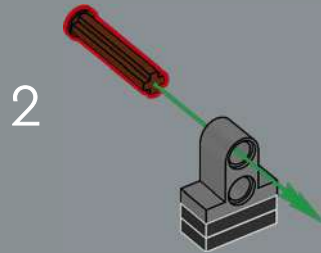
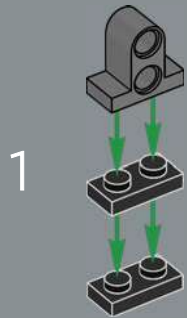


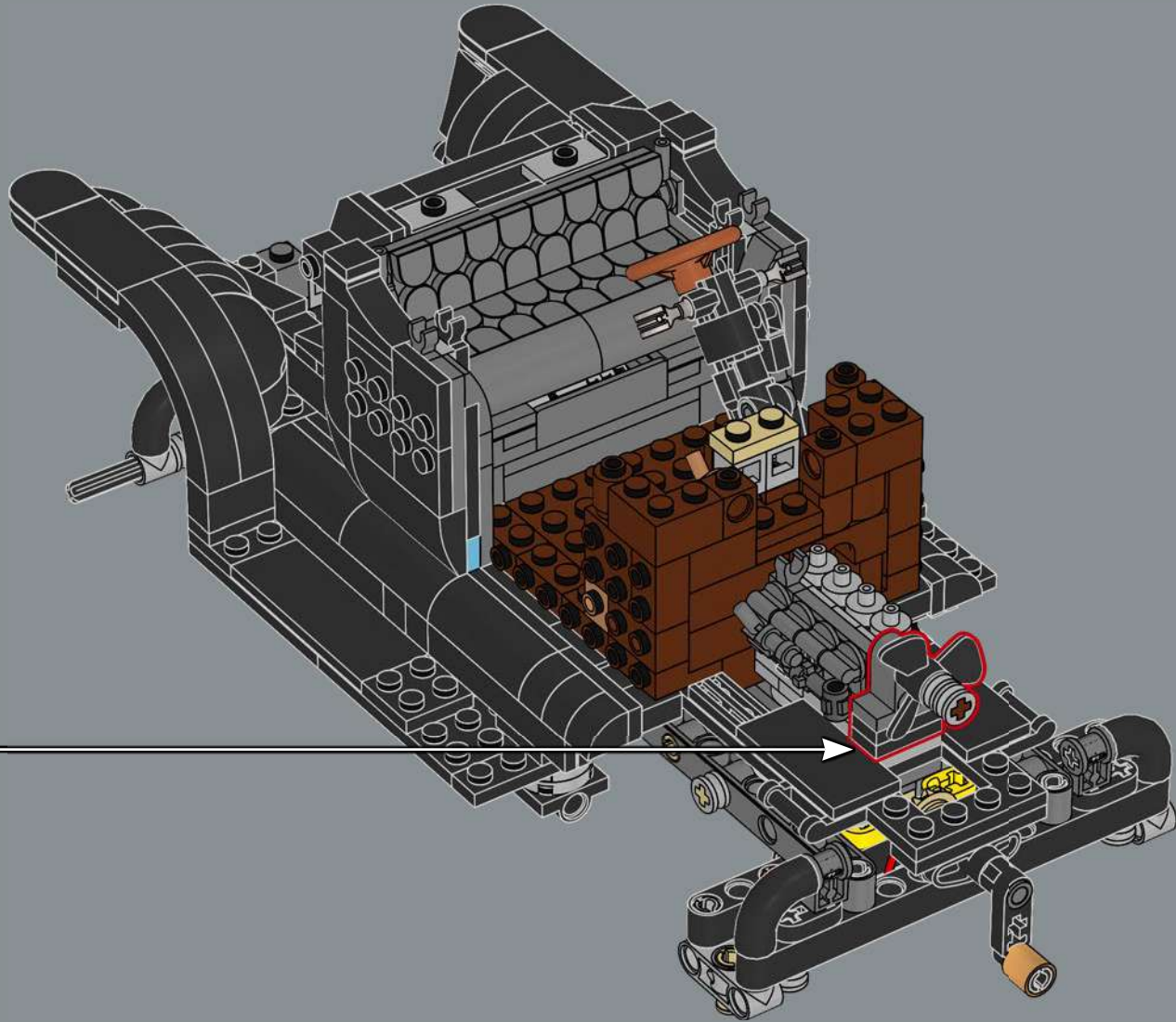
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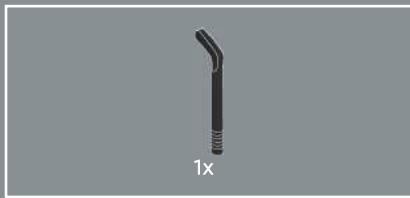




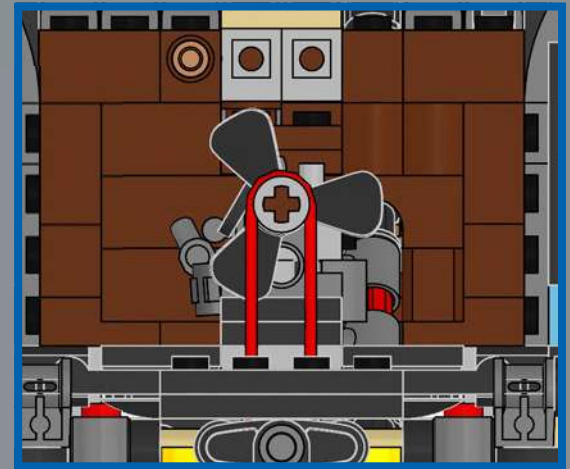
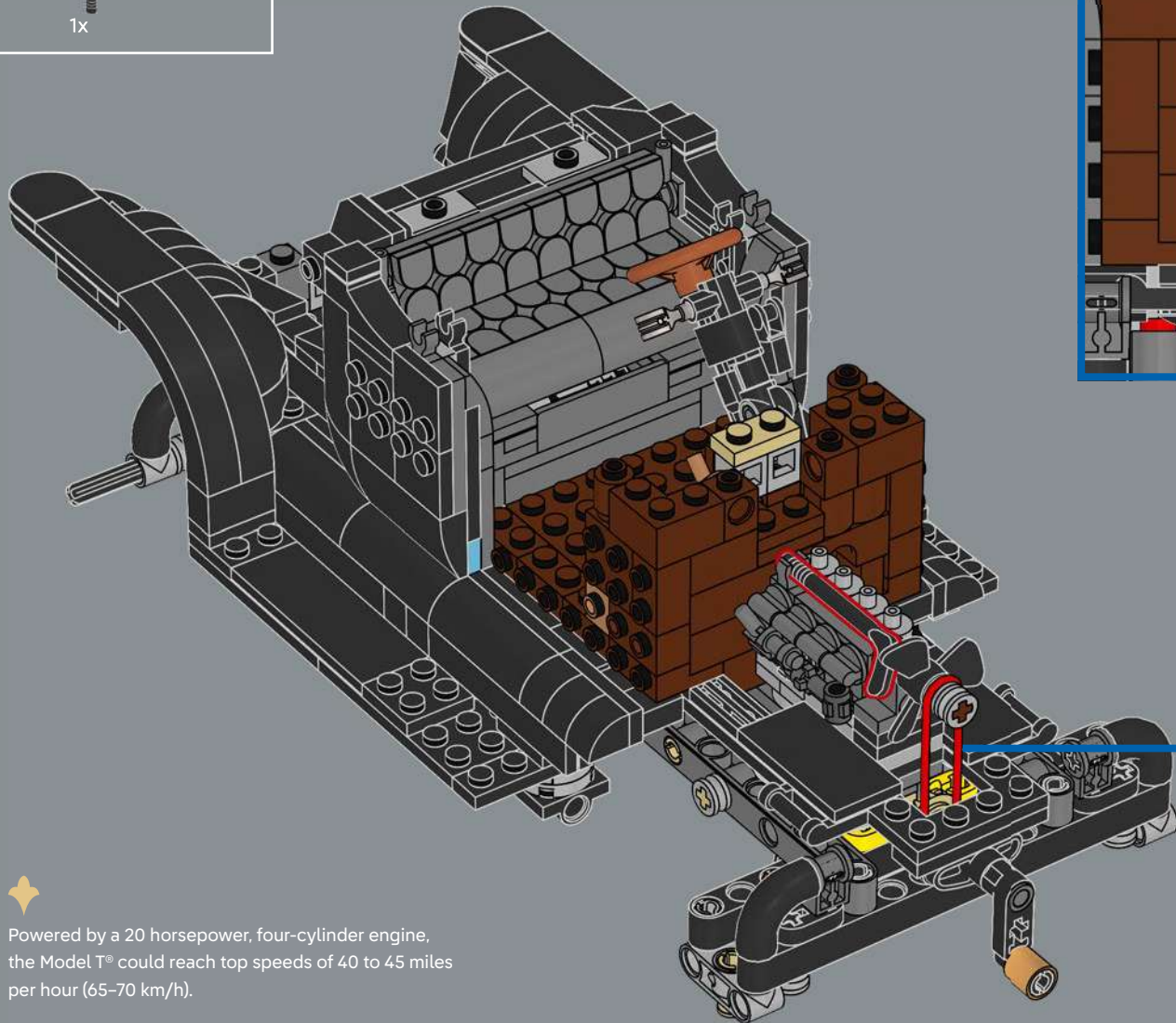
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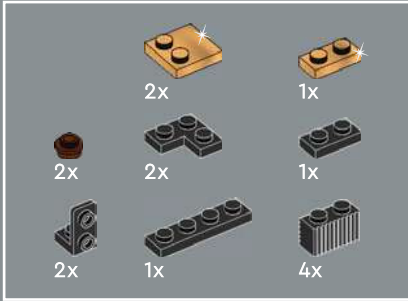


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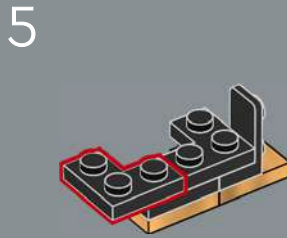
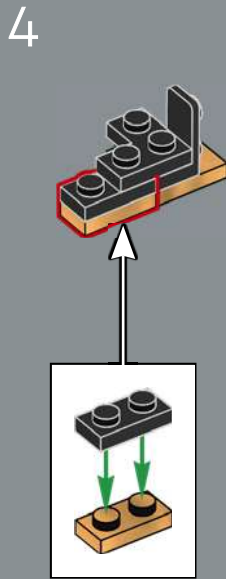
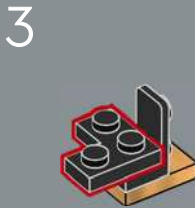
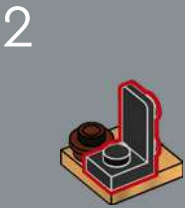


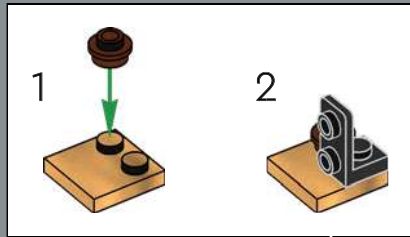
Powered by a 20 horsepower, four-cylinder engine, the Model T® could reach top speeds of 40 to 45 miles per hour (65-70 km/h).



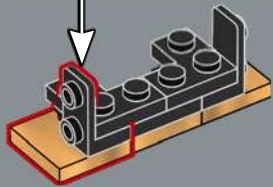


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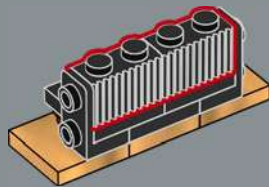




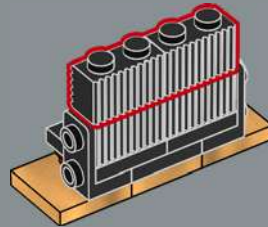
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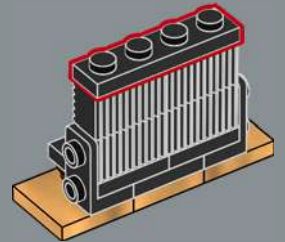
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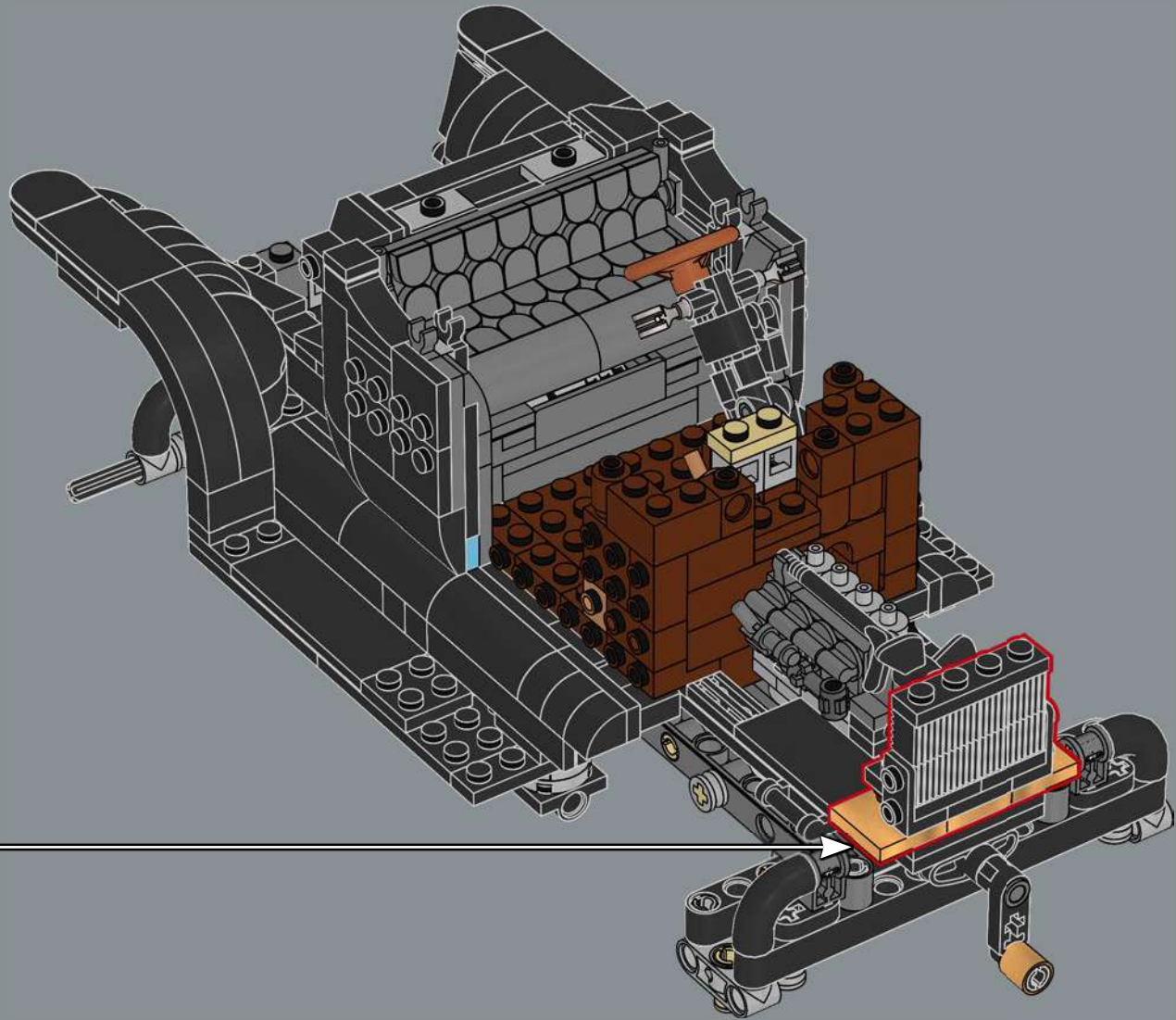


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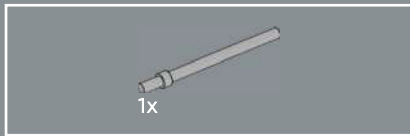
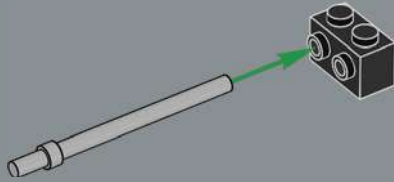
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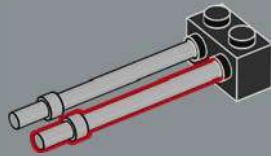




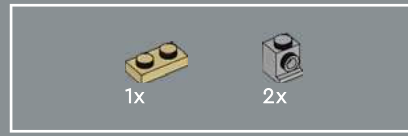
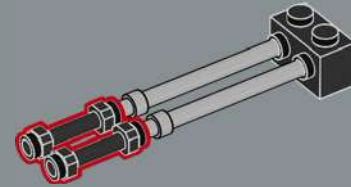
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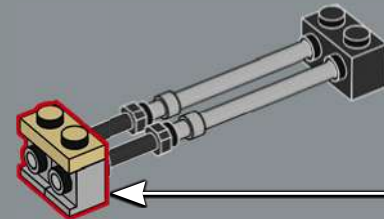
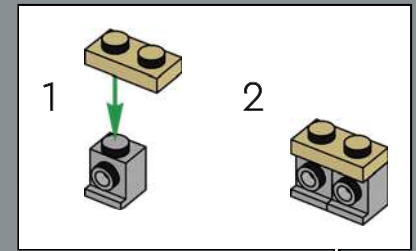
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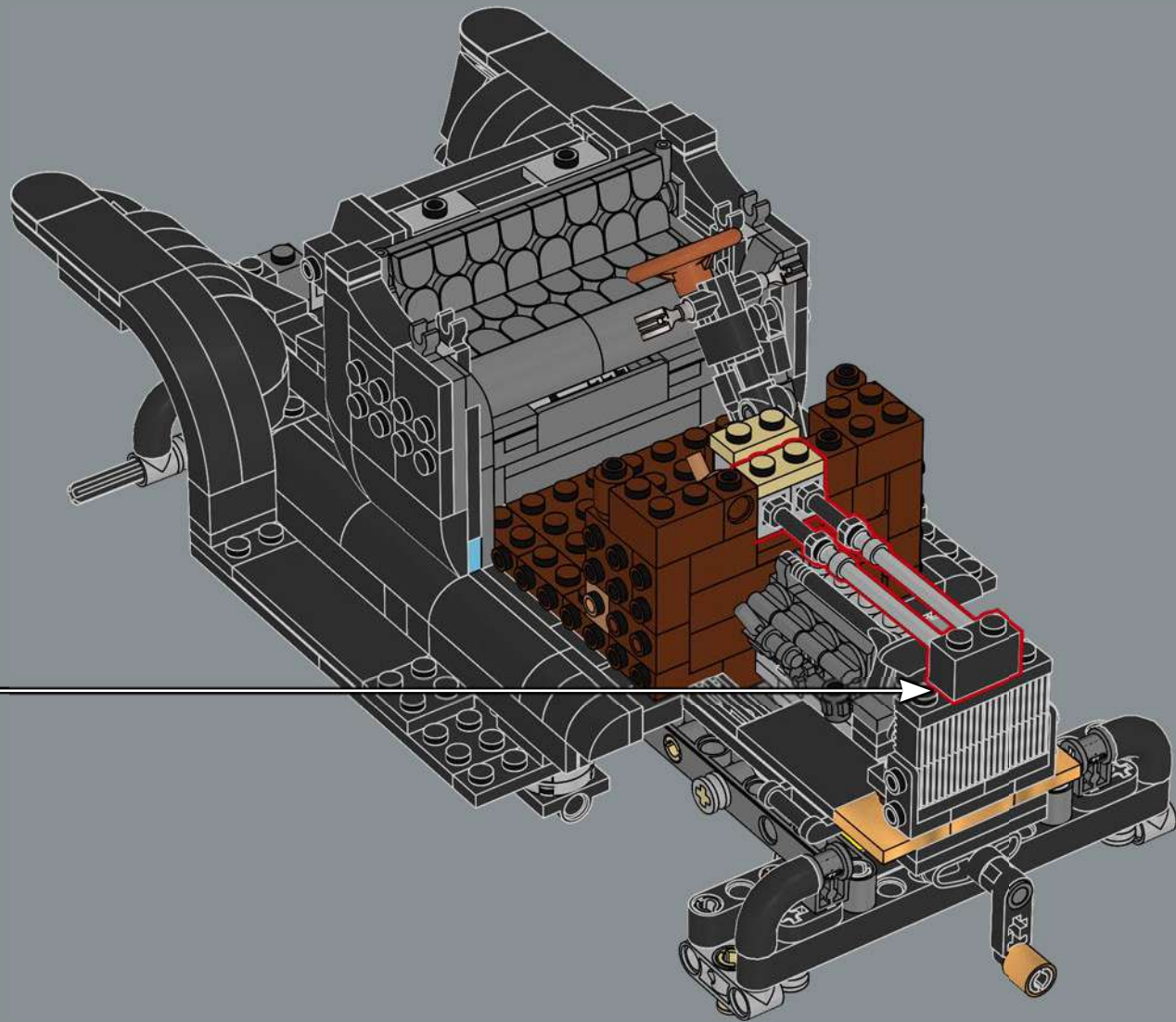


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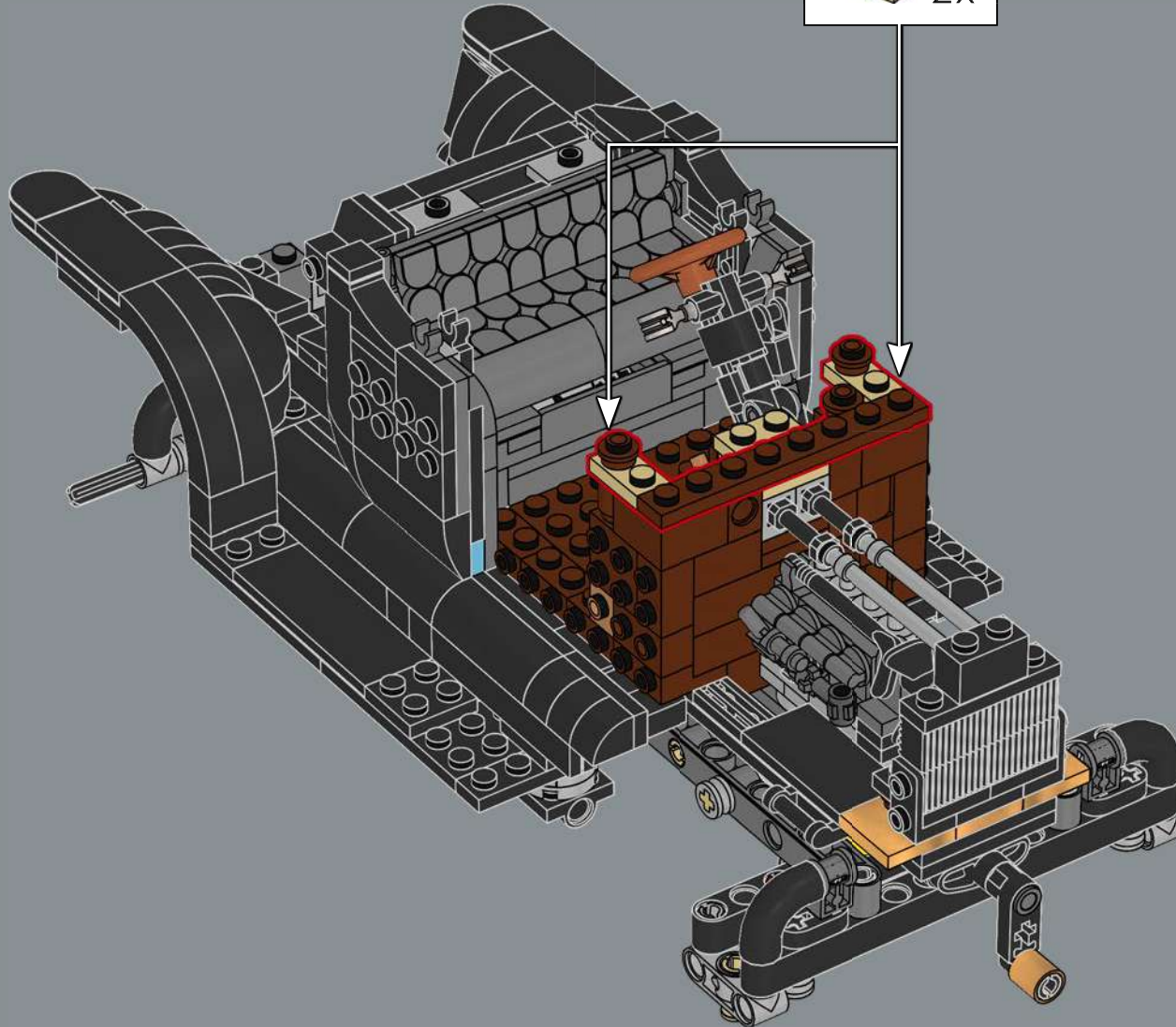
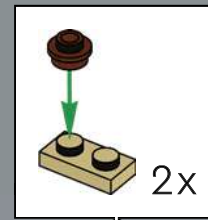
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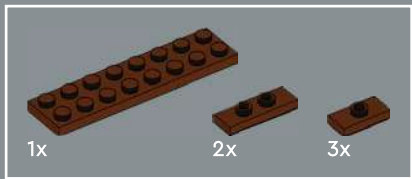




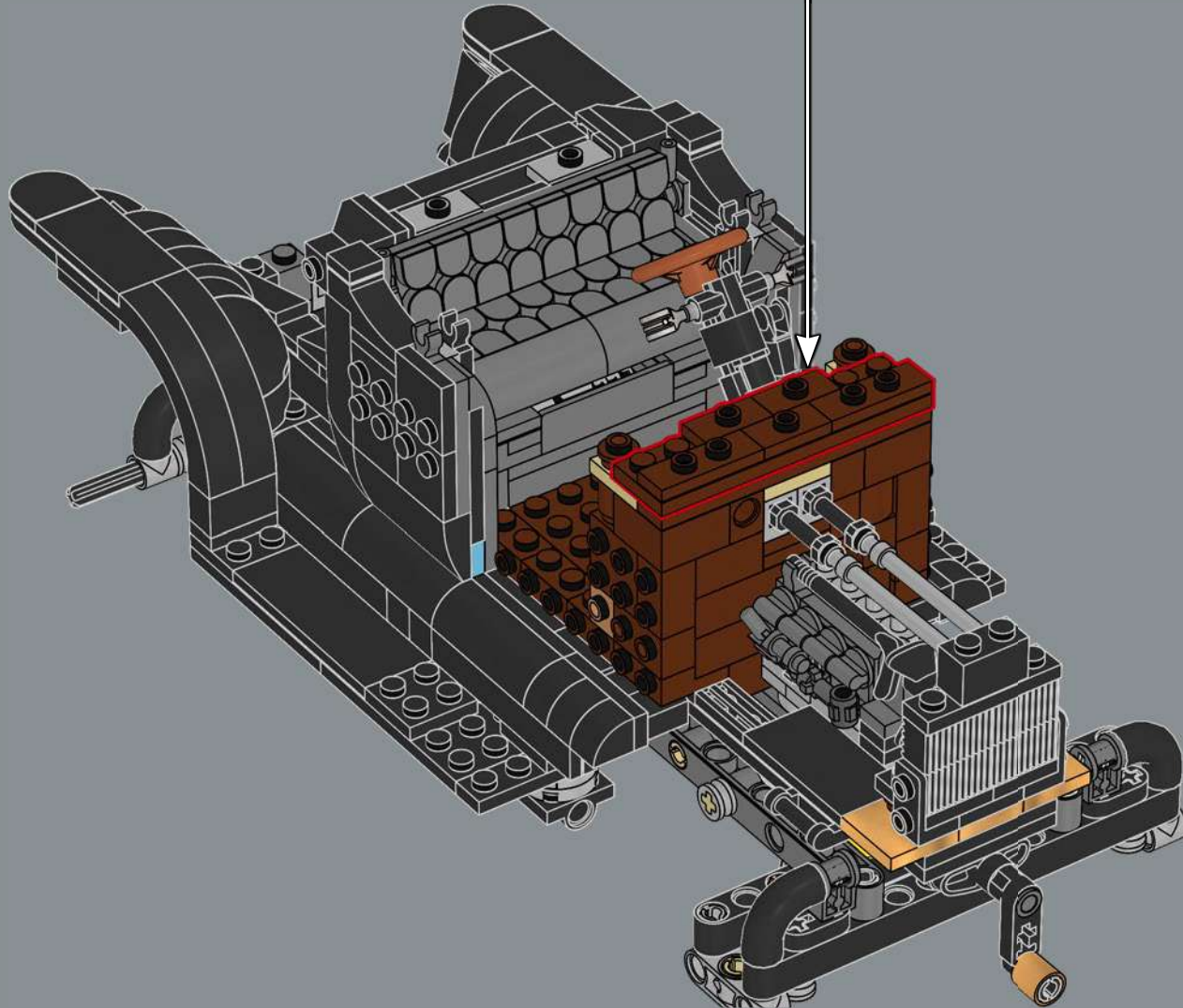
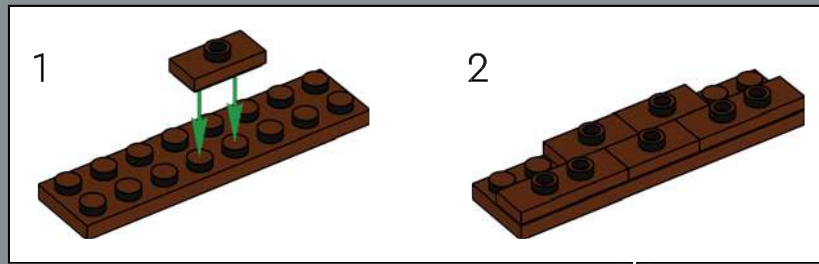


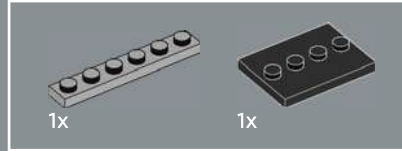
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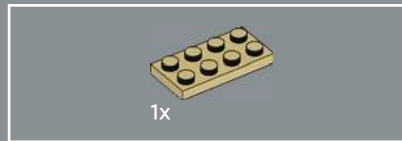
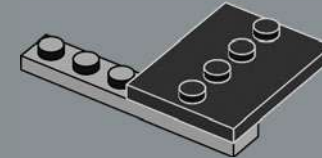


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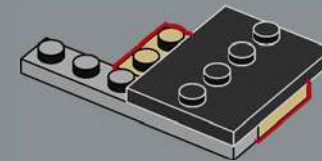


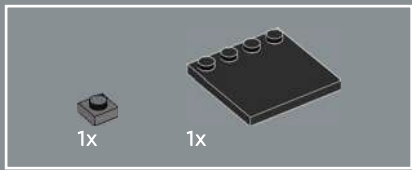


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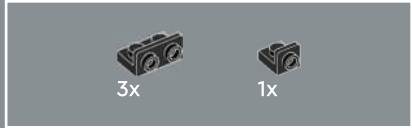
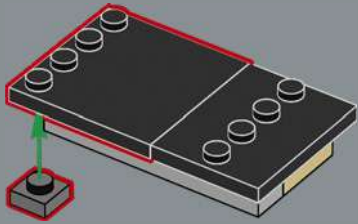


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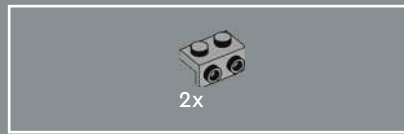
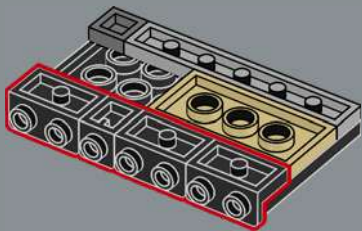




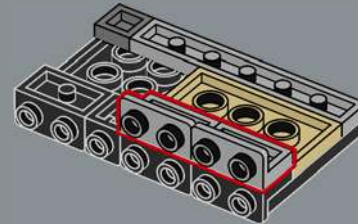
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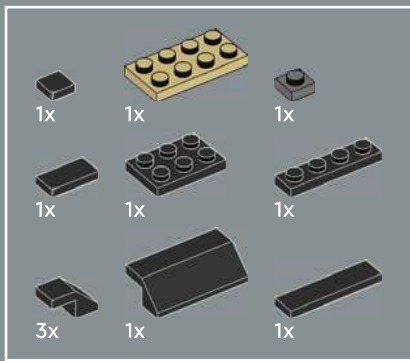


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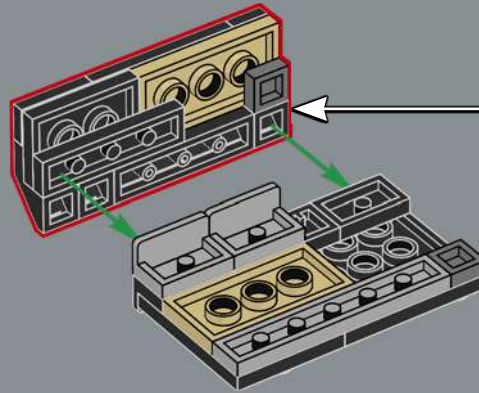
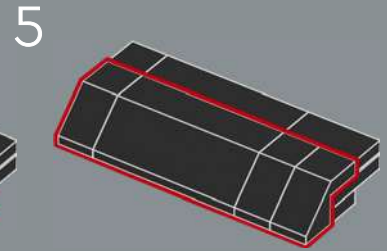
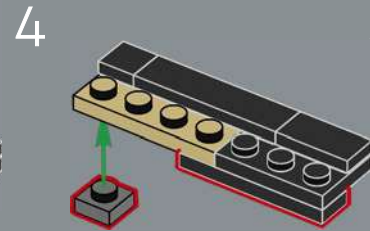
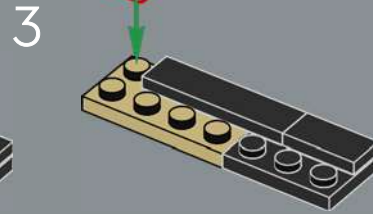
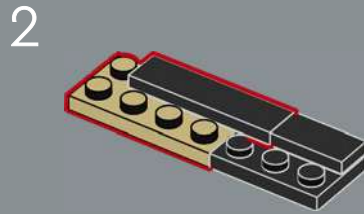
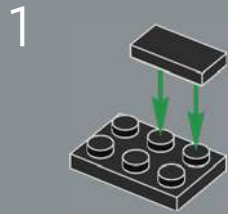


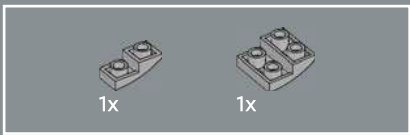
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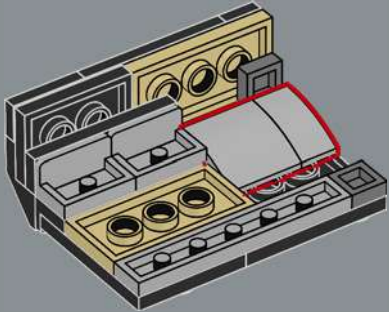


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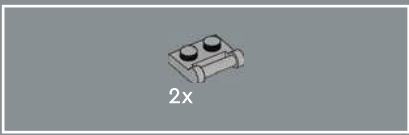
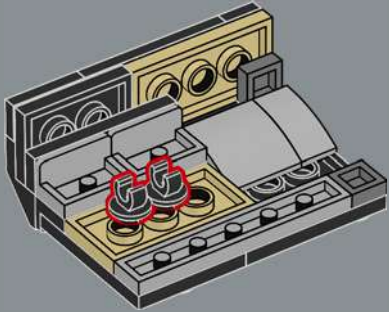




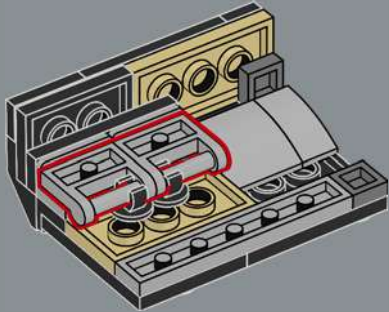
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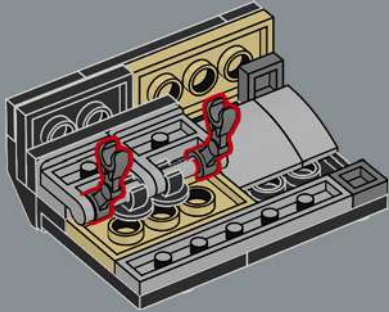
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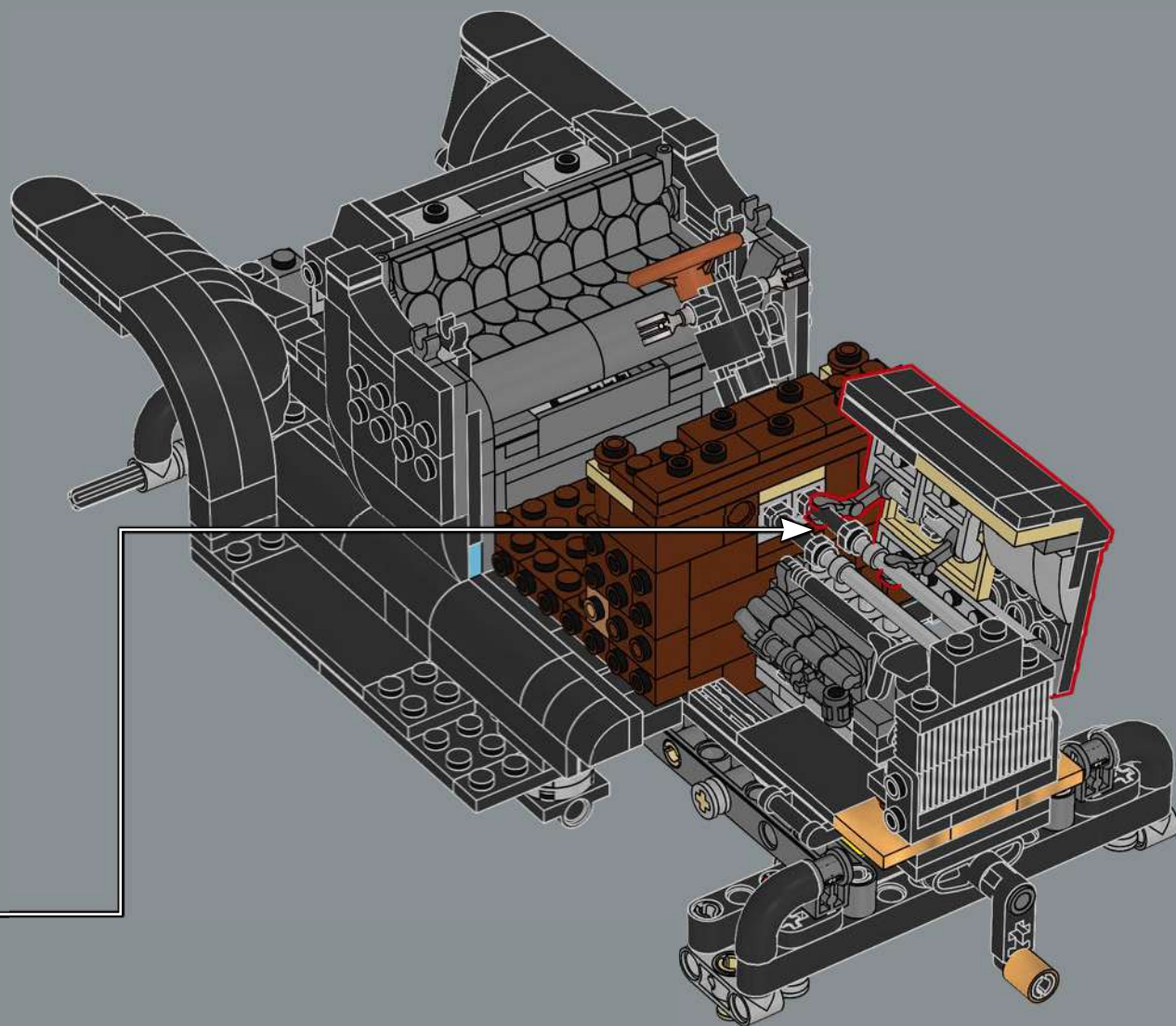
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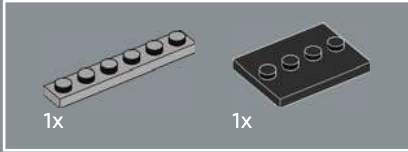


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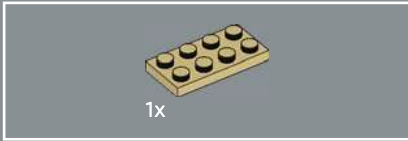
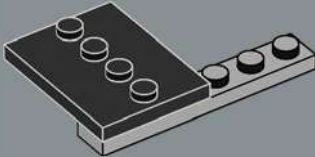


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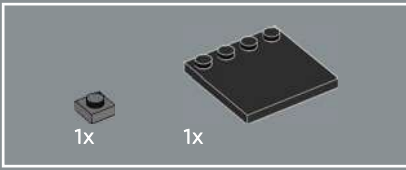
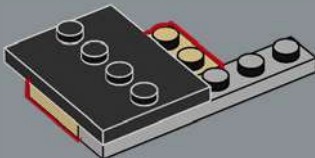




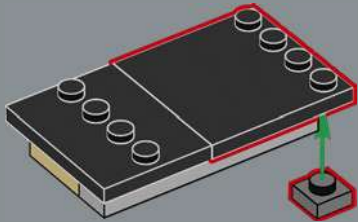
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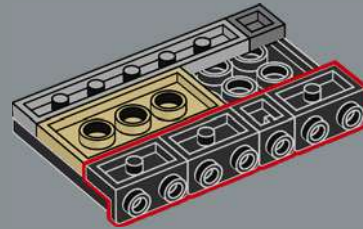


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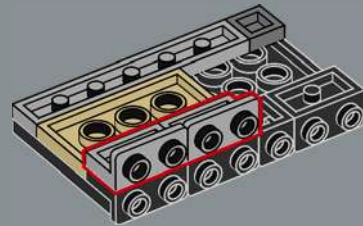


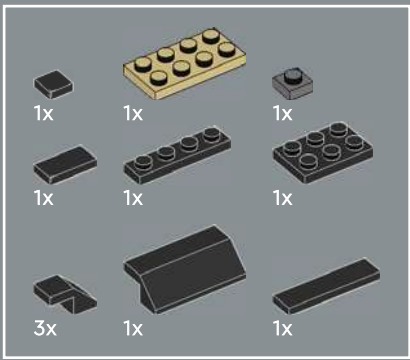


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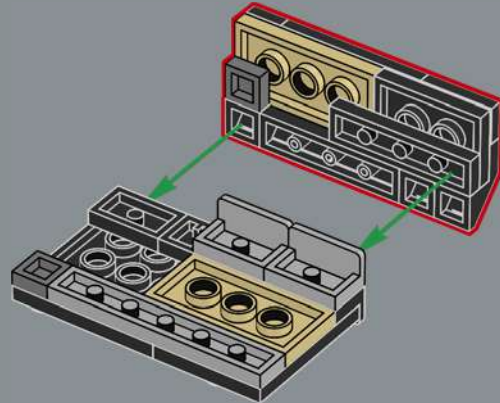
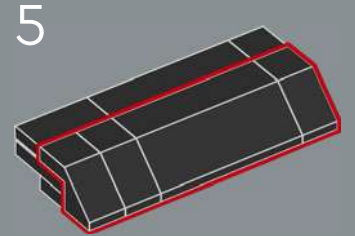
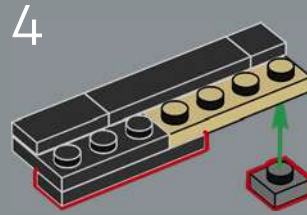
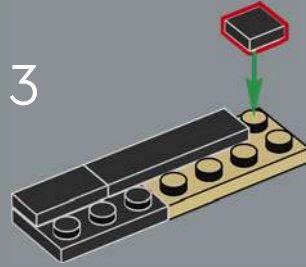
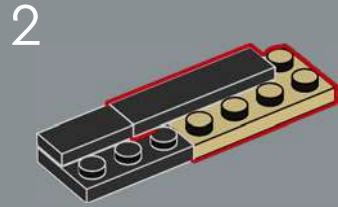
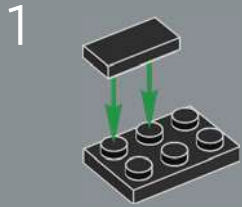


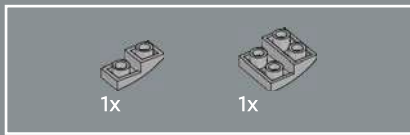
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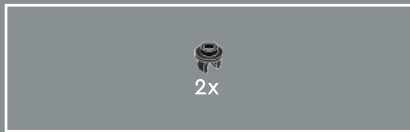
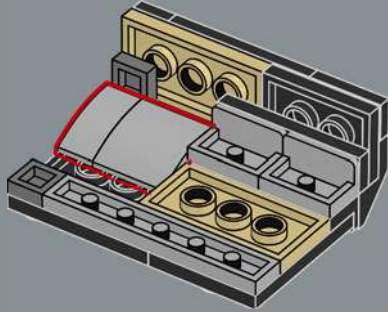


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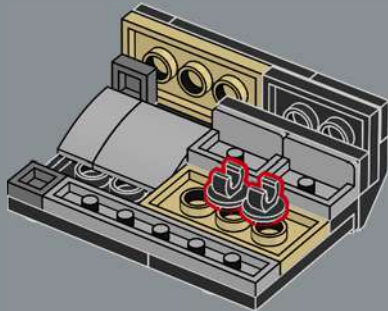




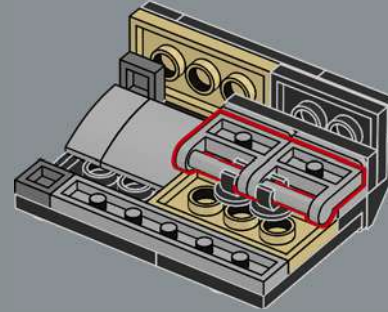
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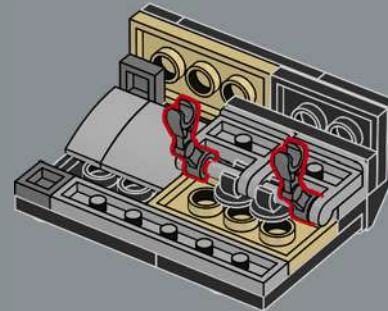
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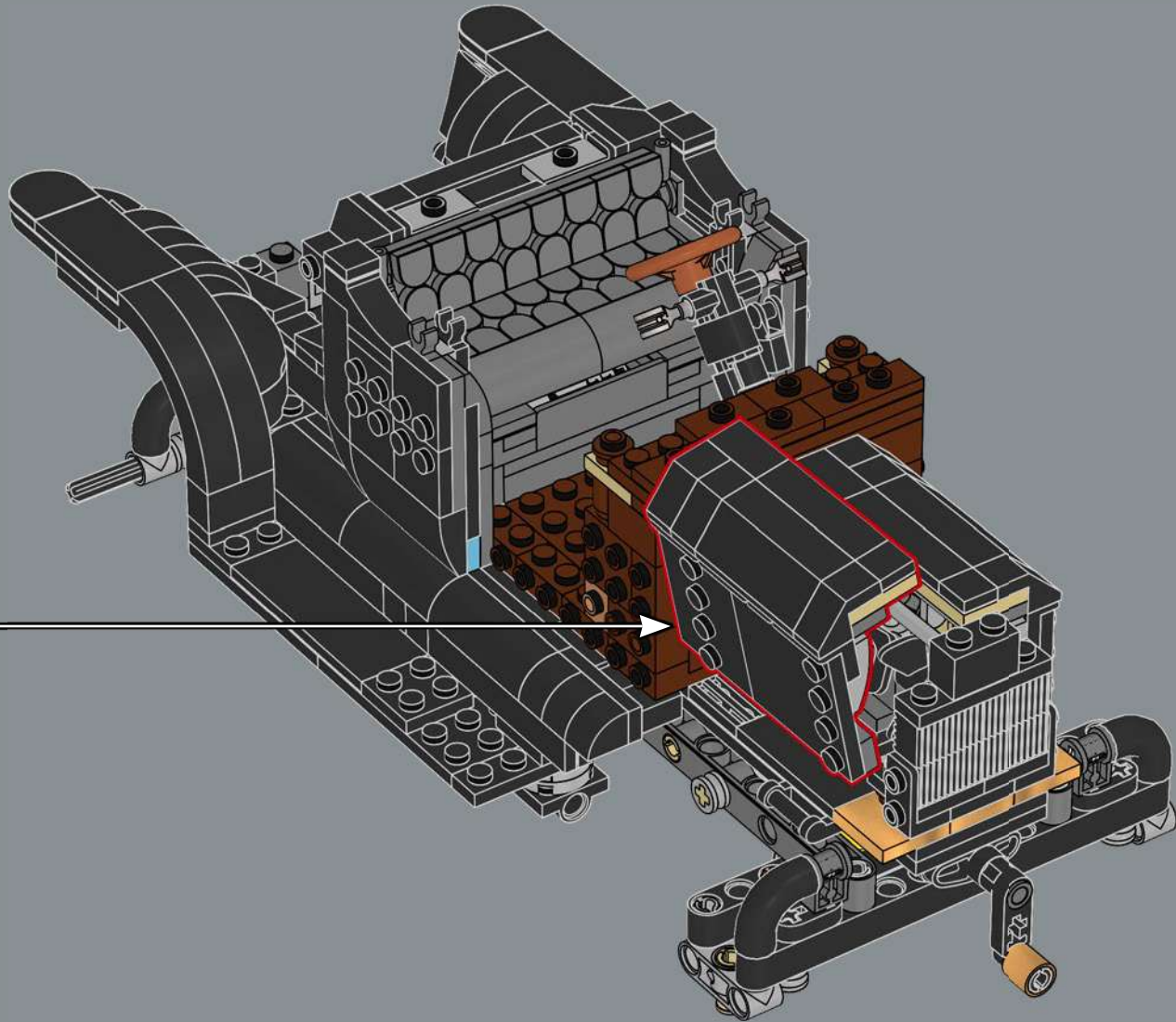
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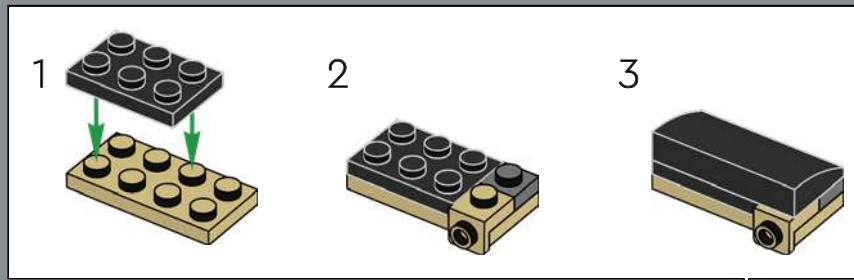
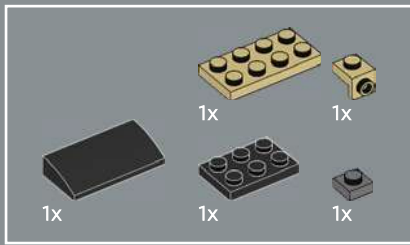


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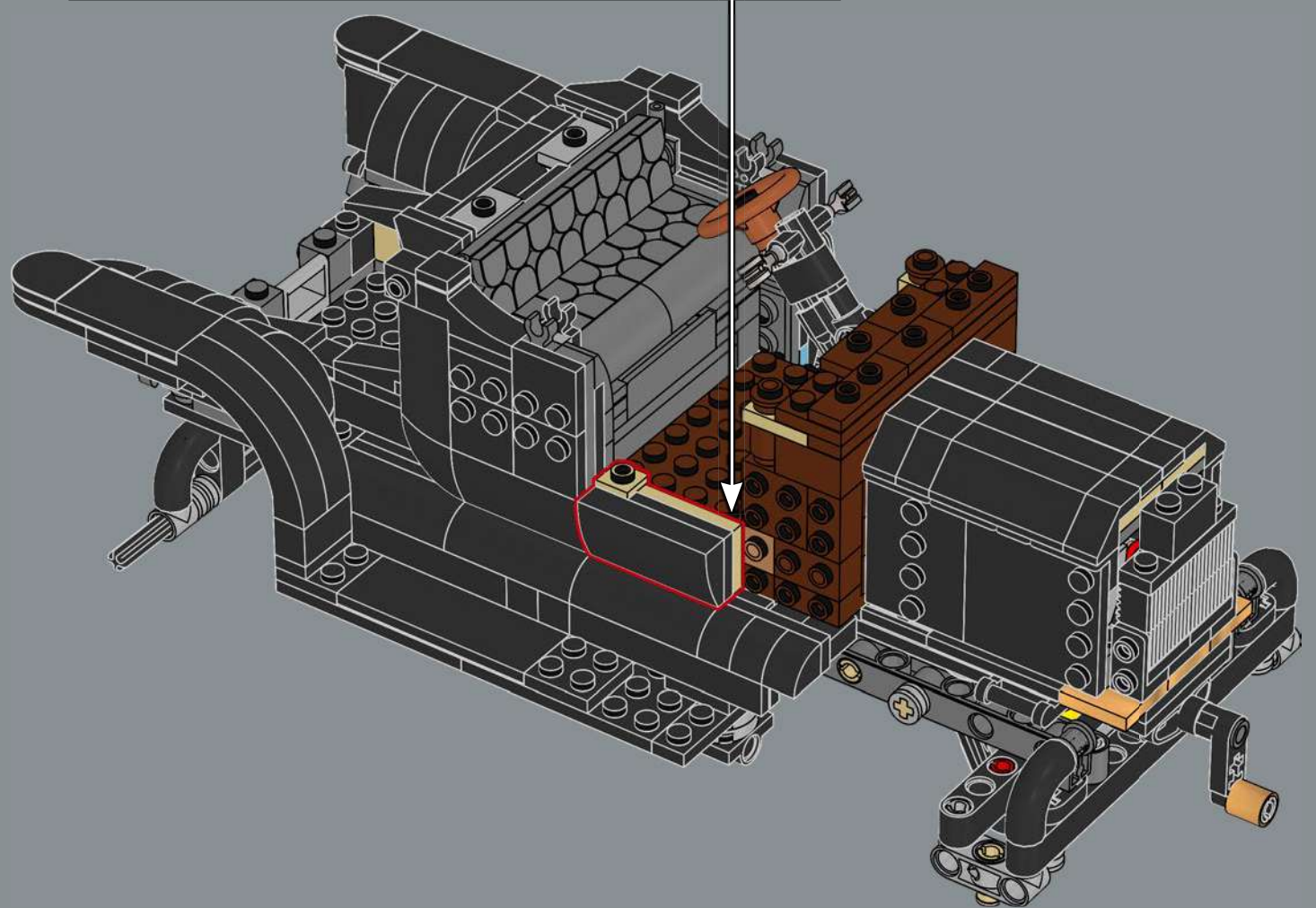


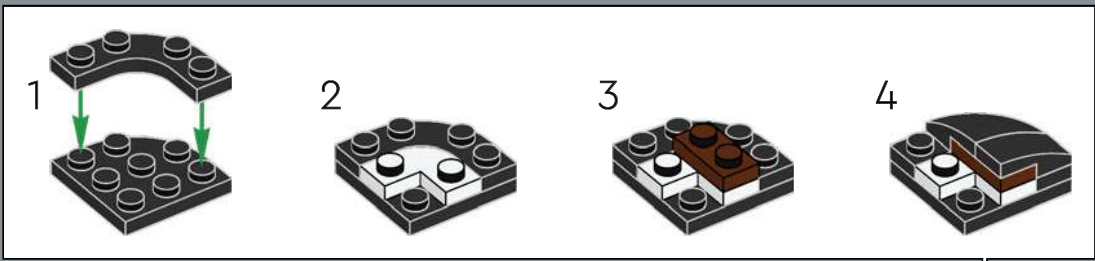
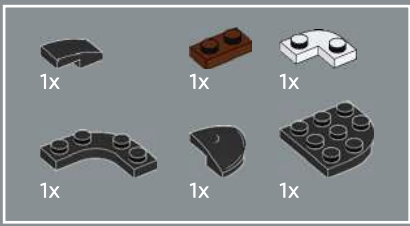
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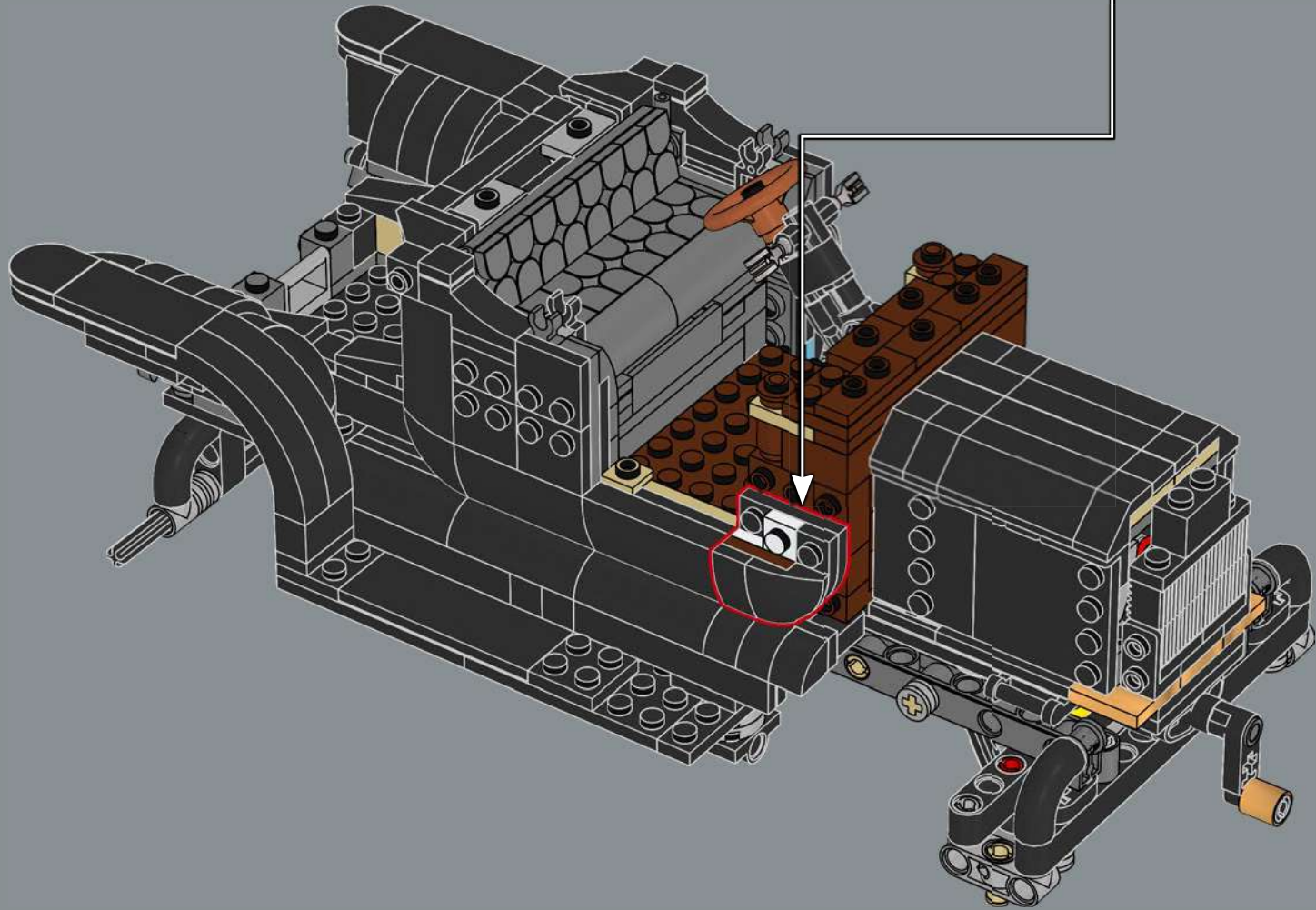


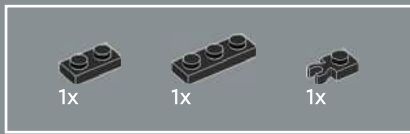
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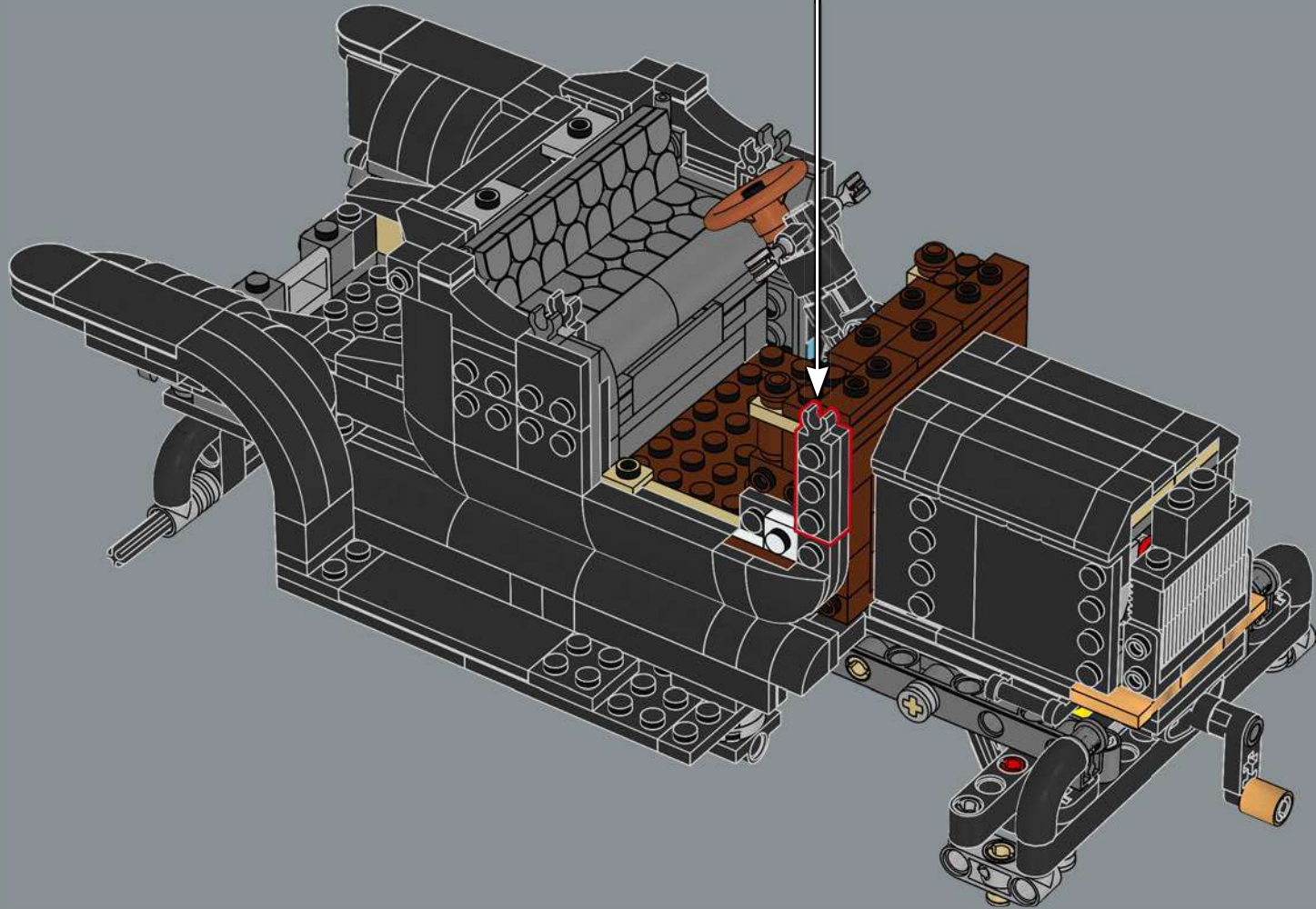
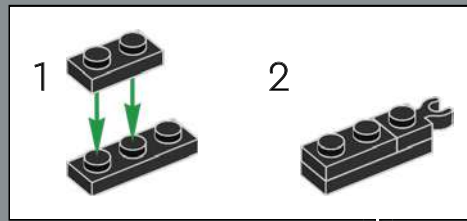


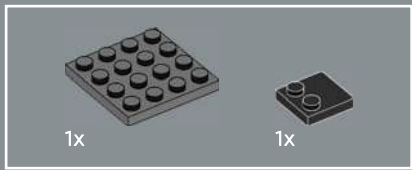
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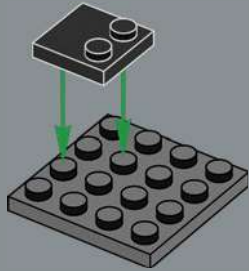


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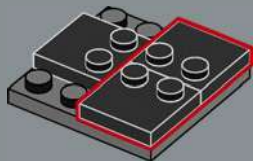




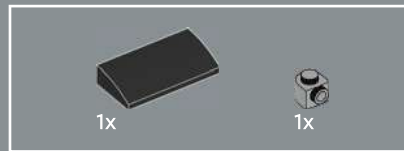
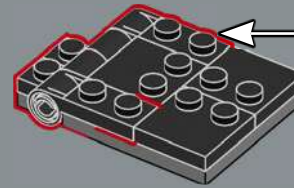
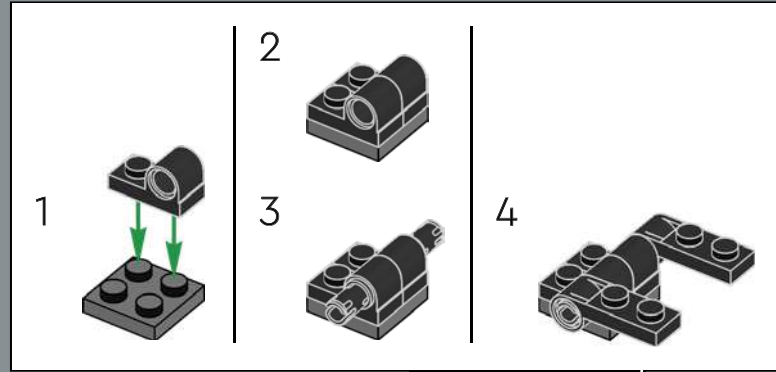
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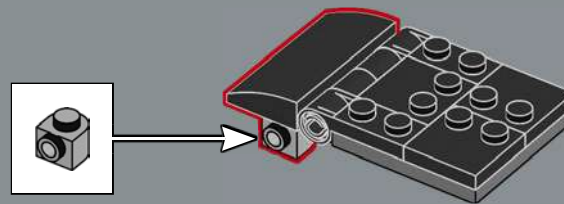
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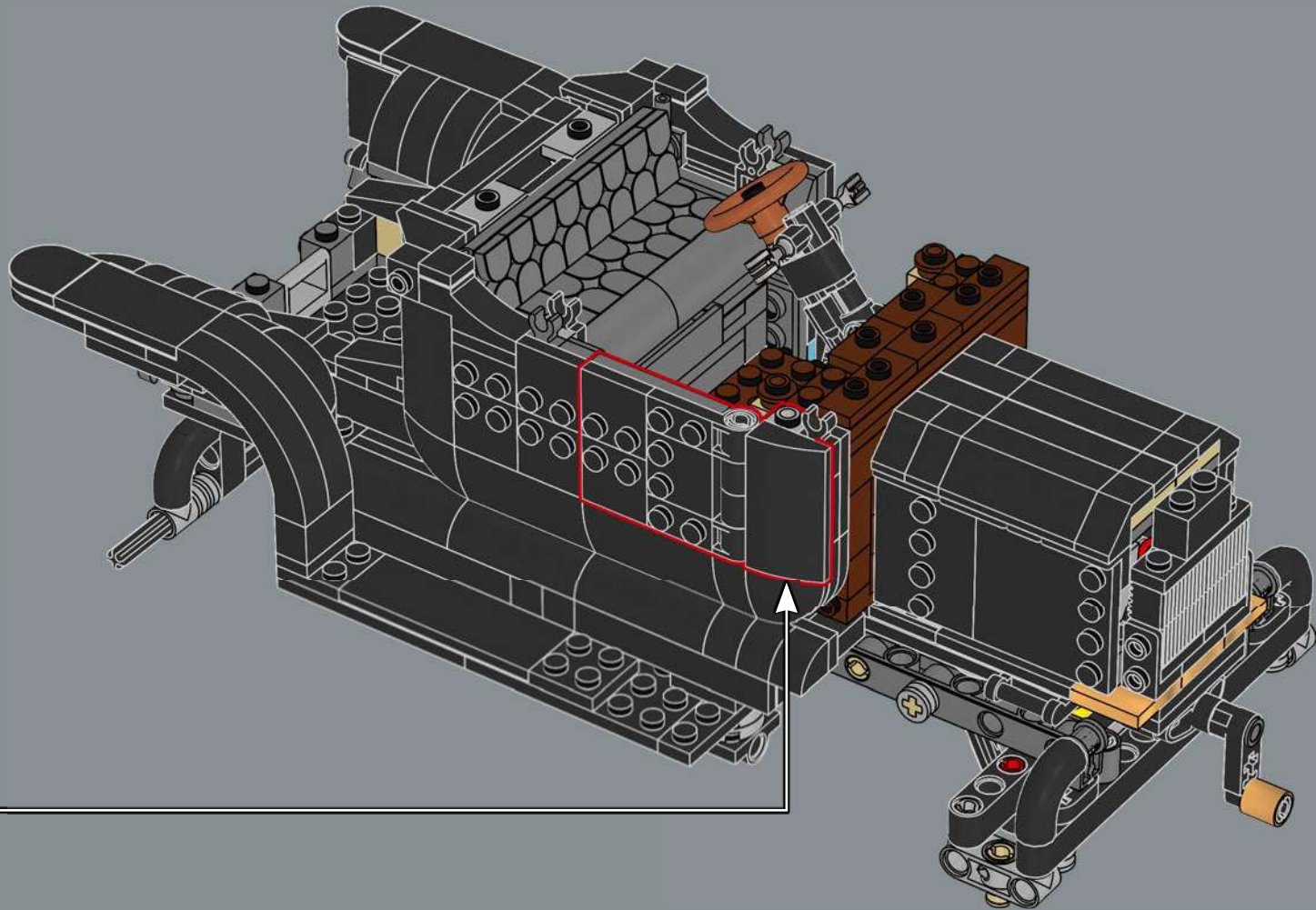
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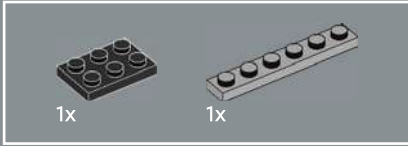




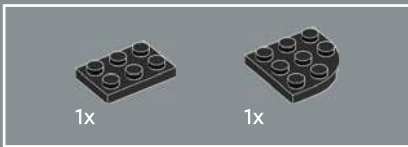
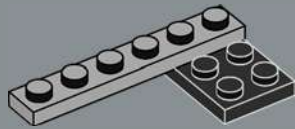
The 1913 Model T® 'Runabout' only had one door, located on the passenger side.

199

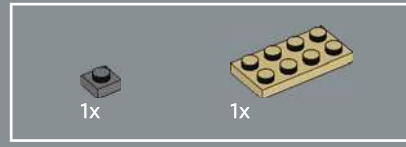
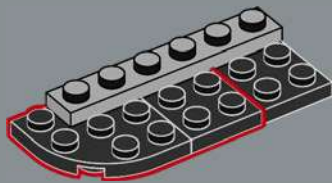




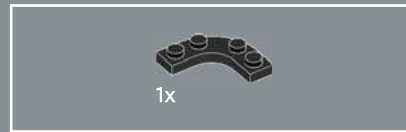
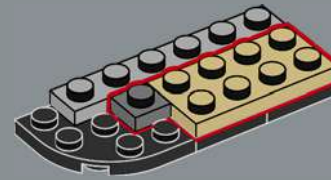
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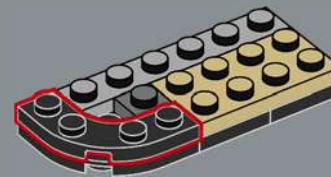
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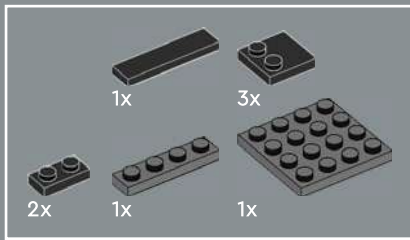


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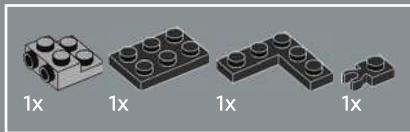
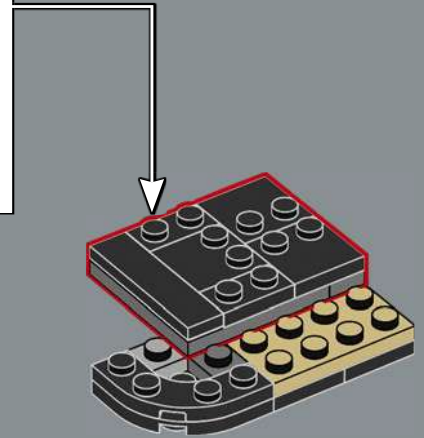
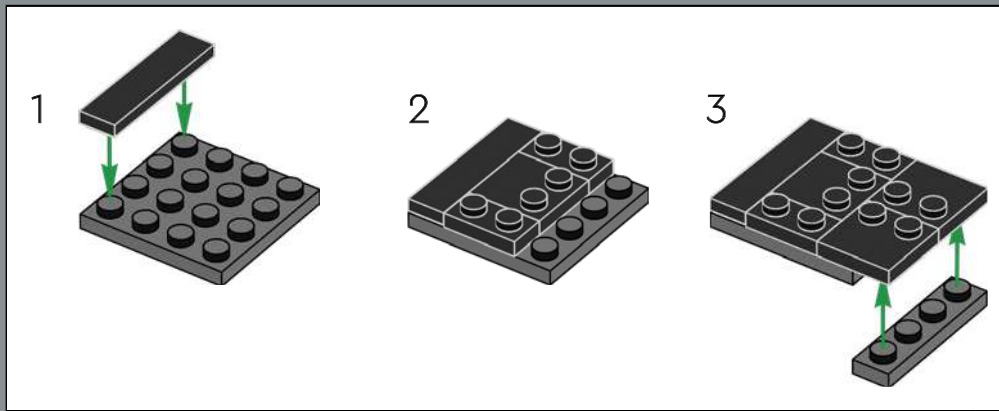


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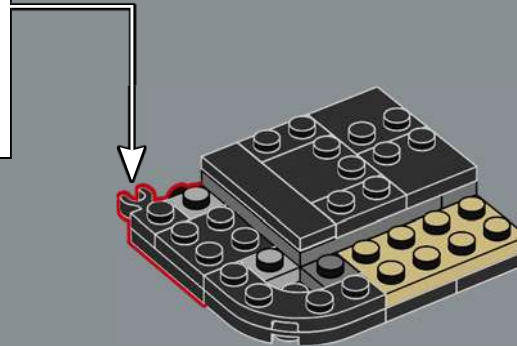
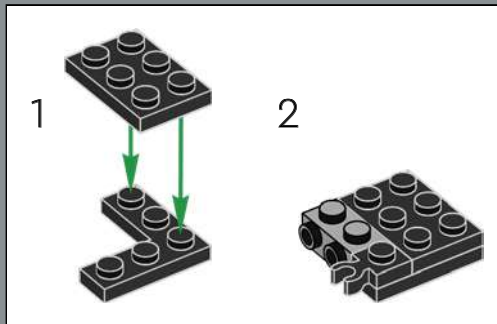




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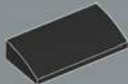
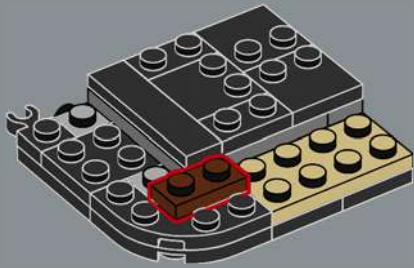
205





1x

206



2x

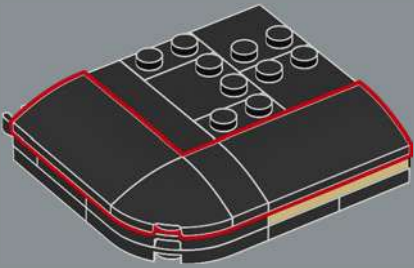


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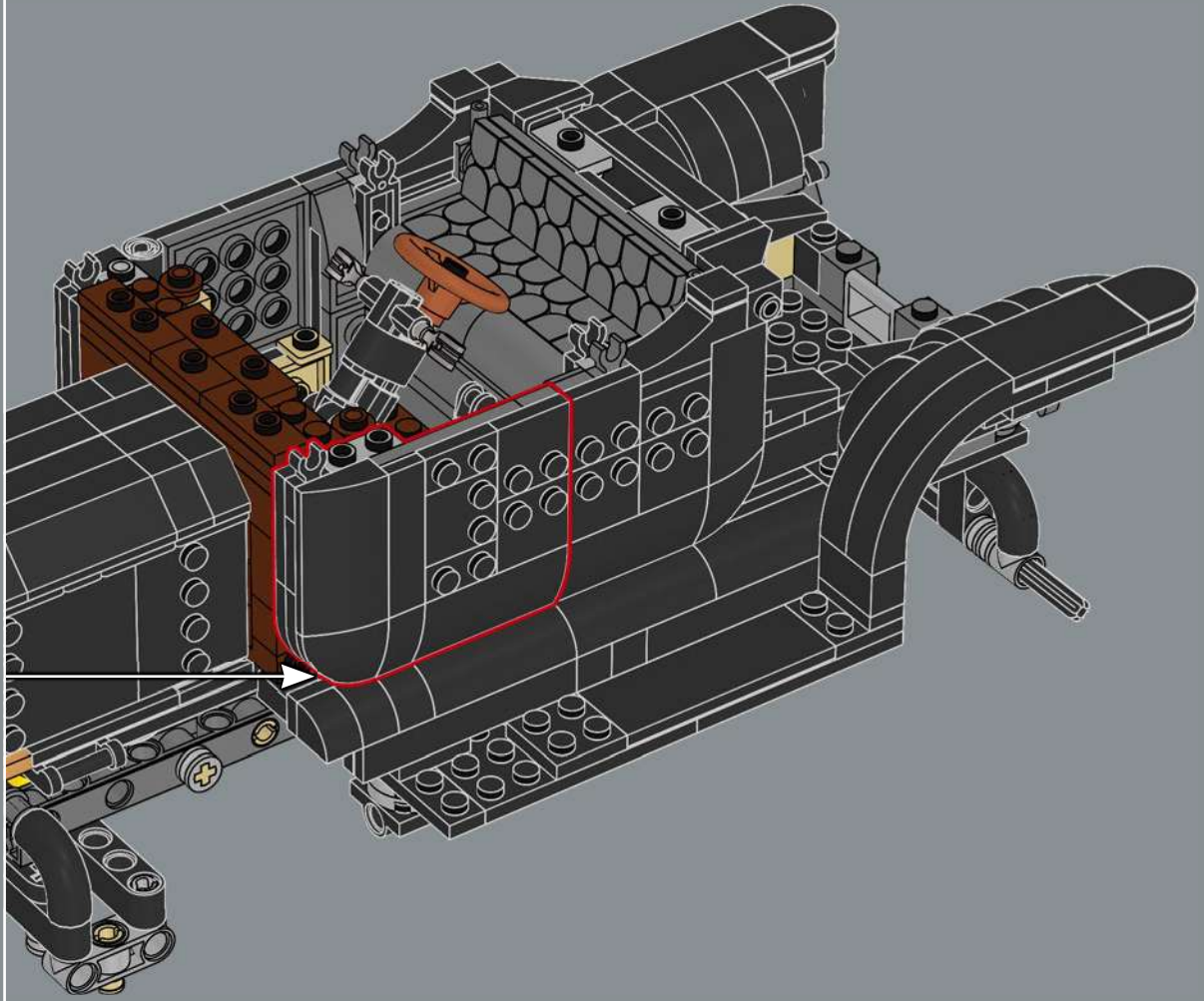


1x

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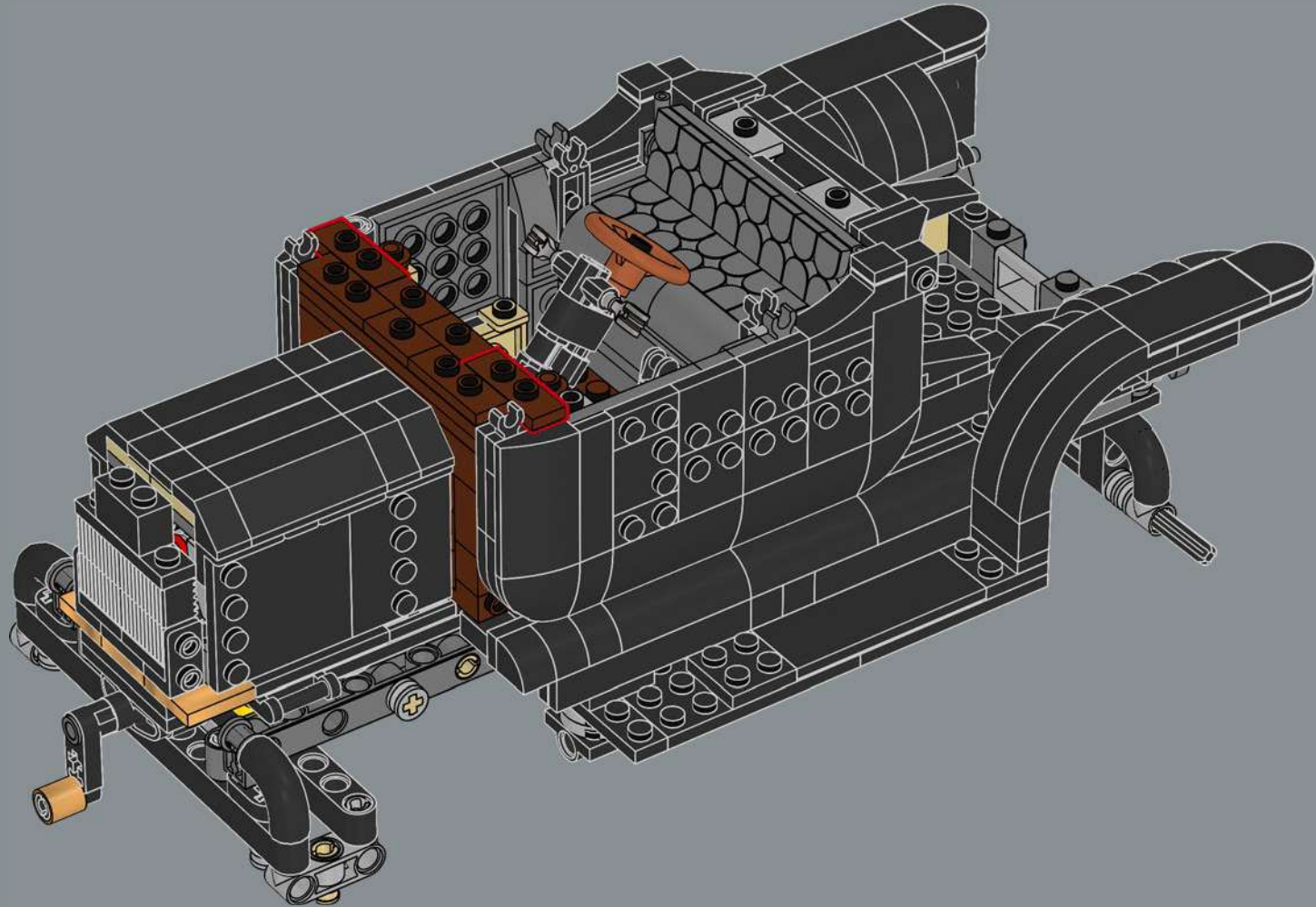


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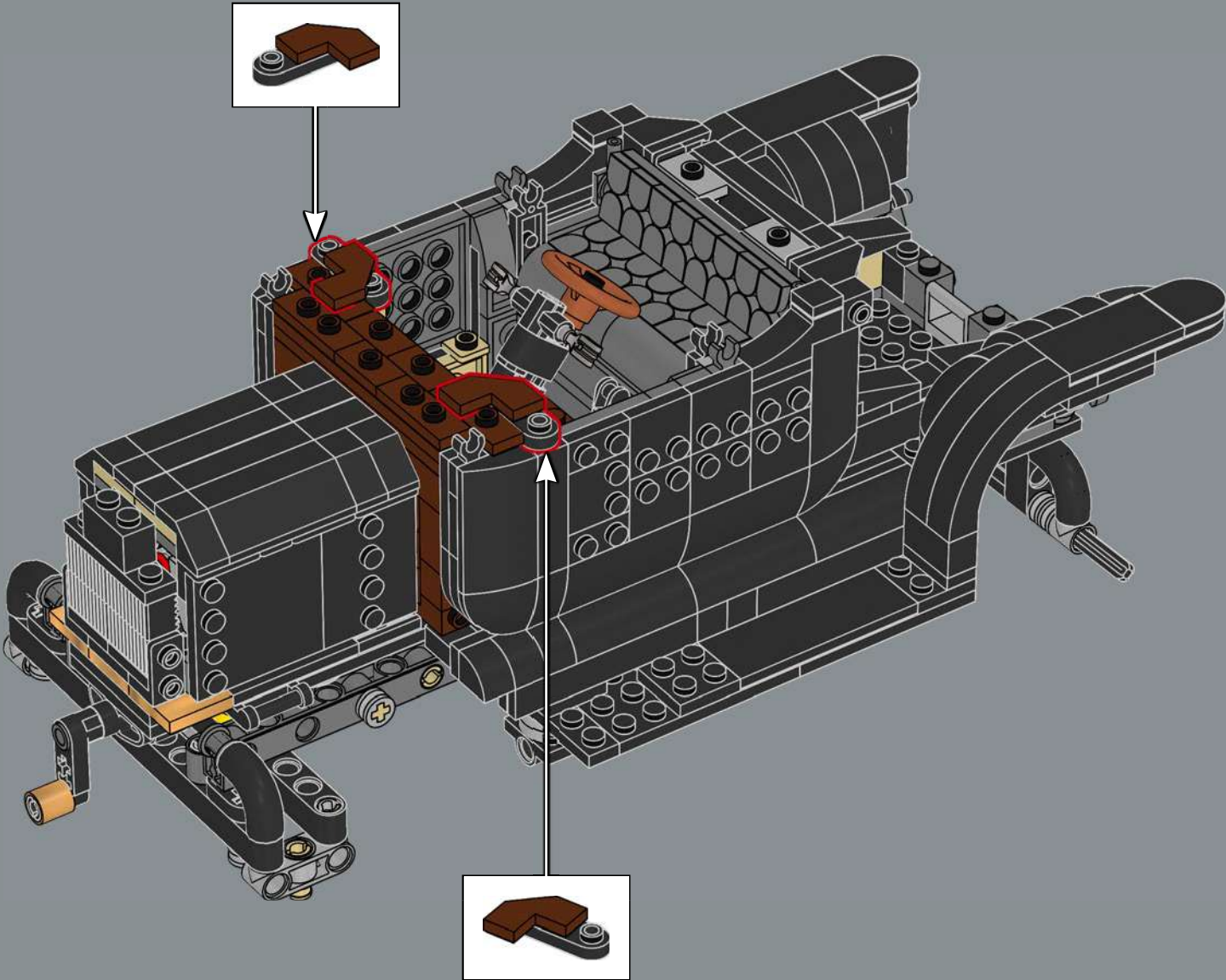


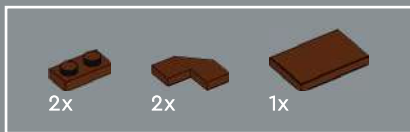
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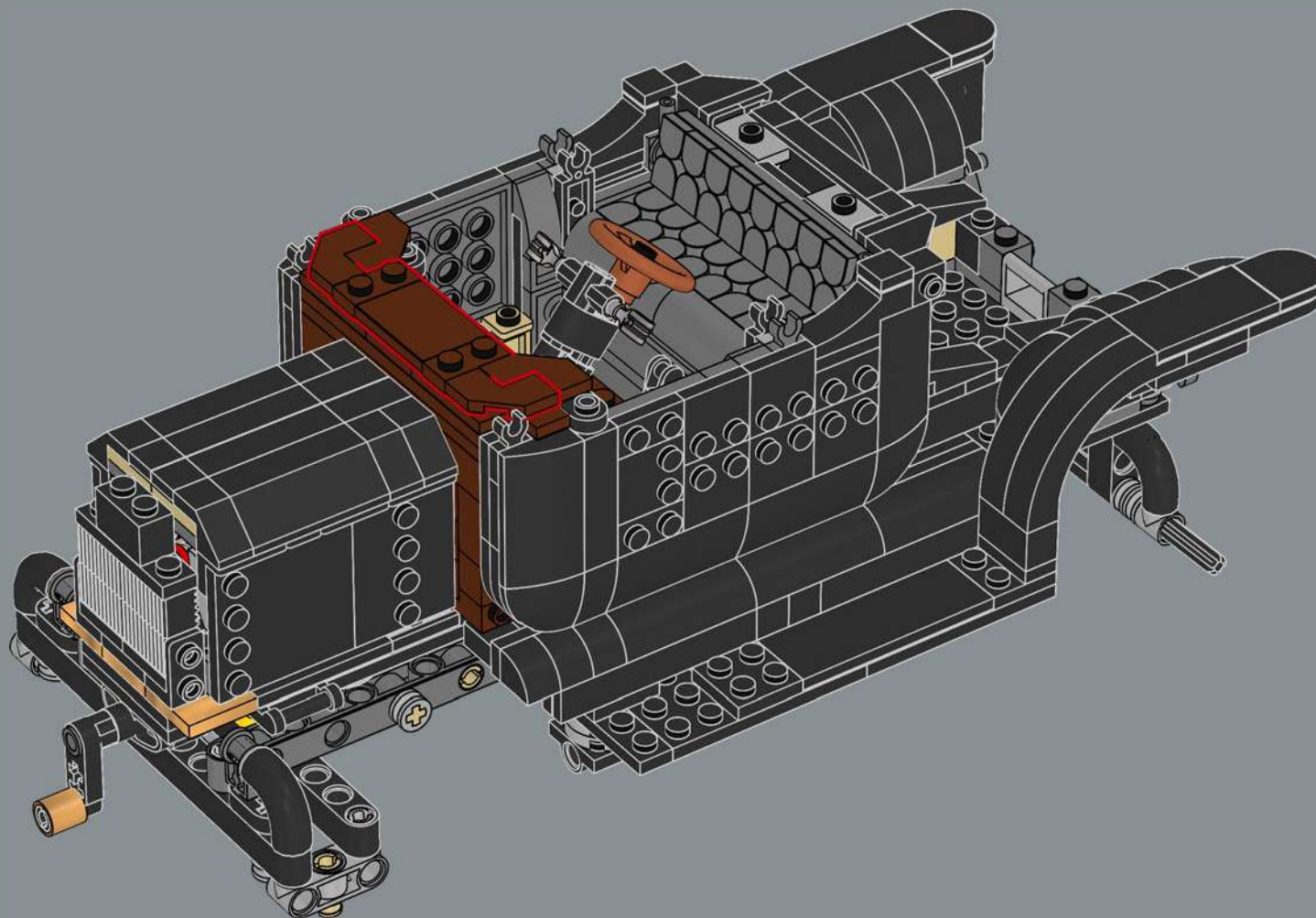


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211

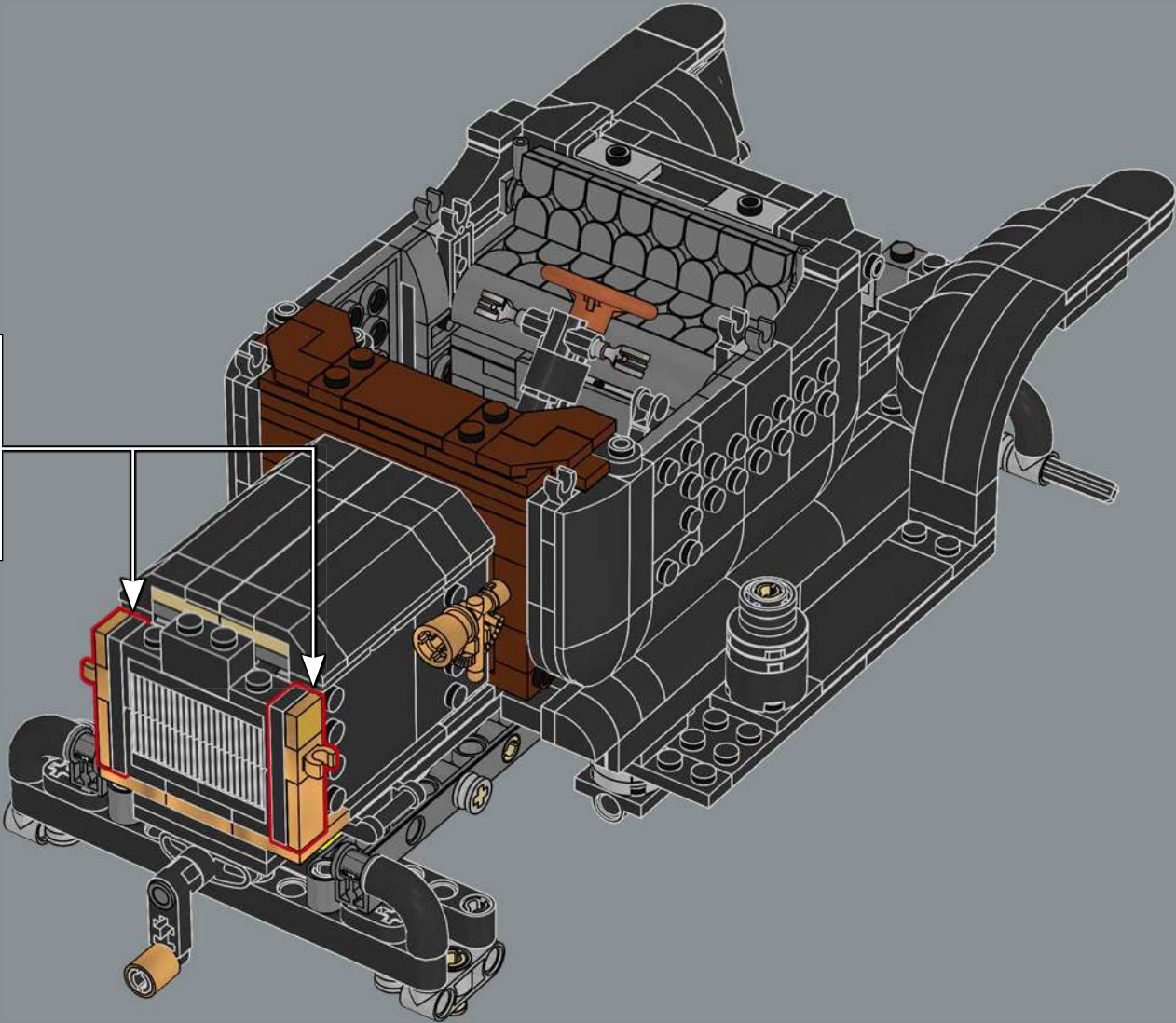
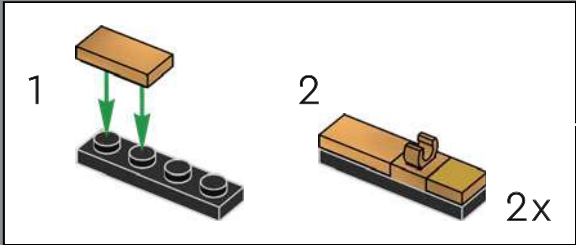






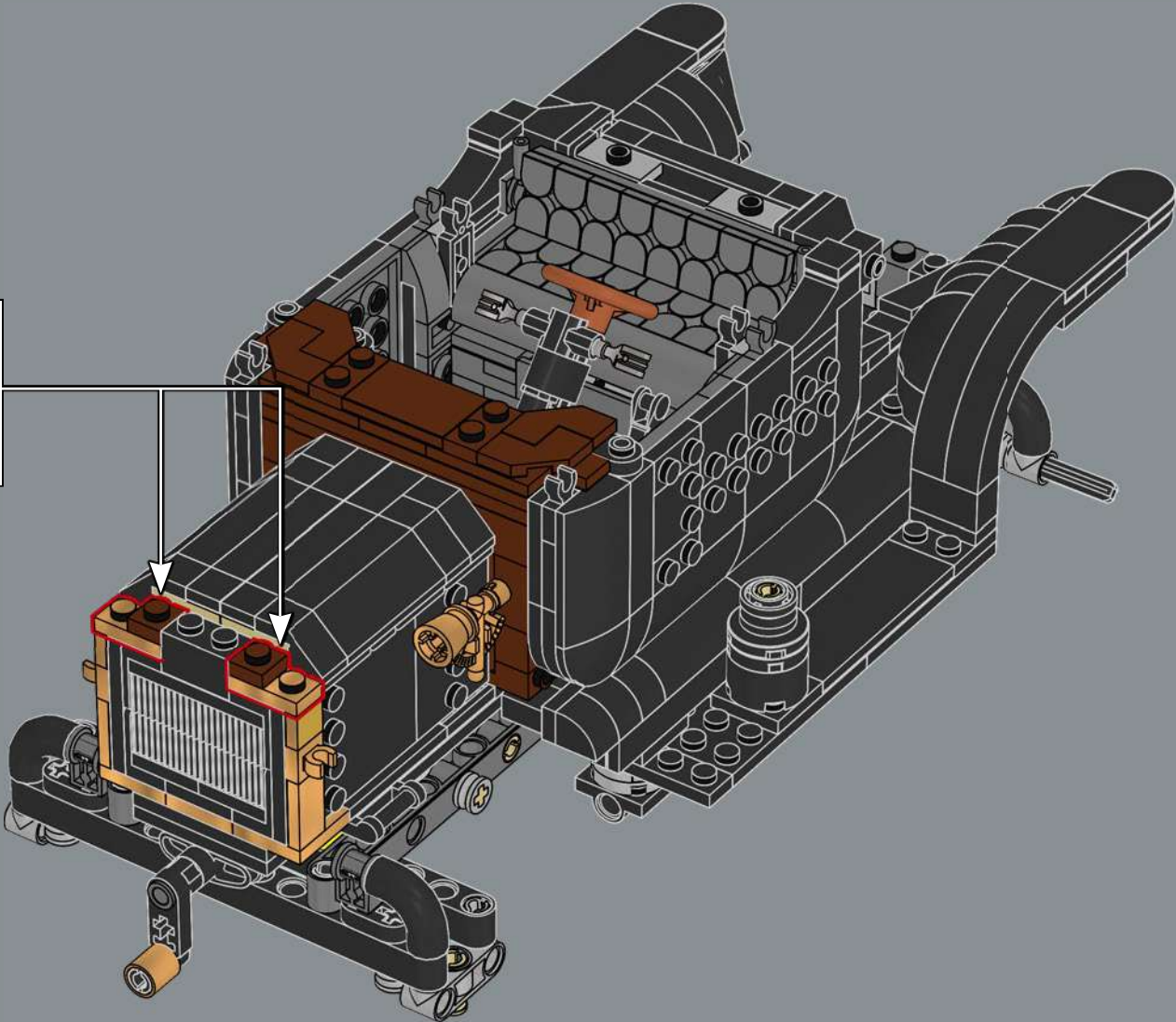
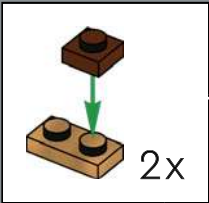


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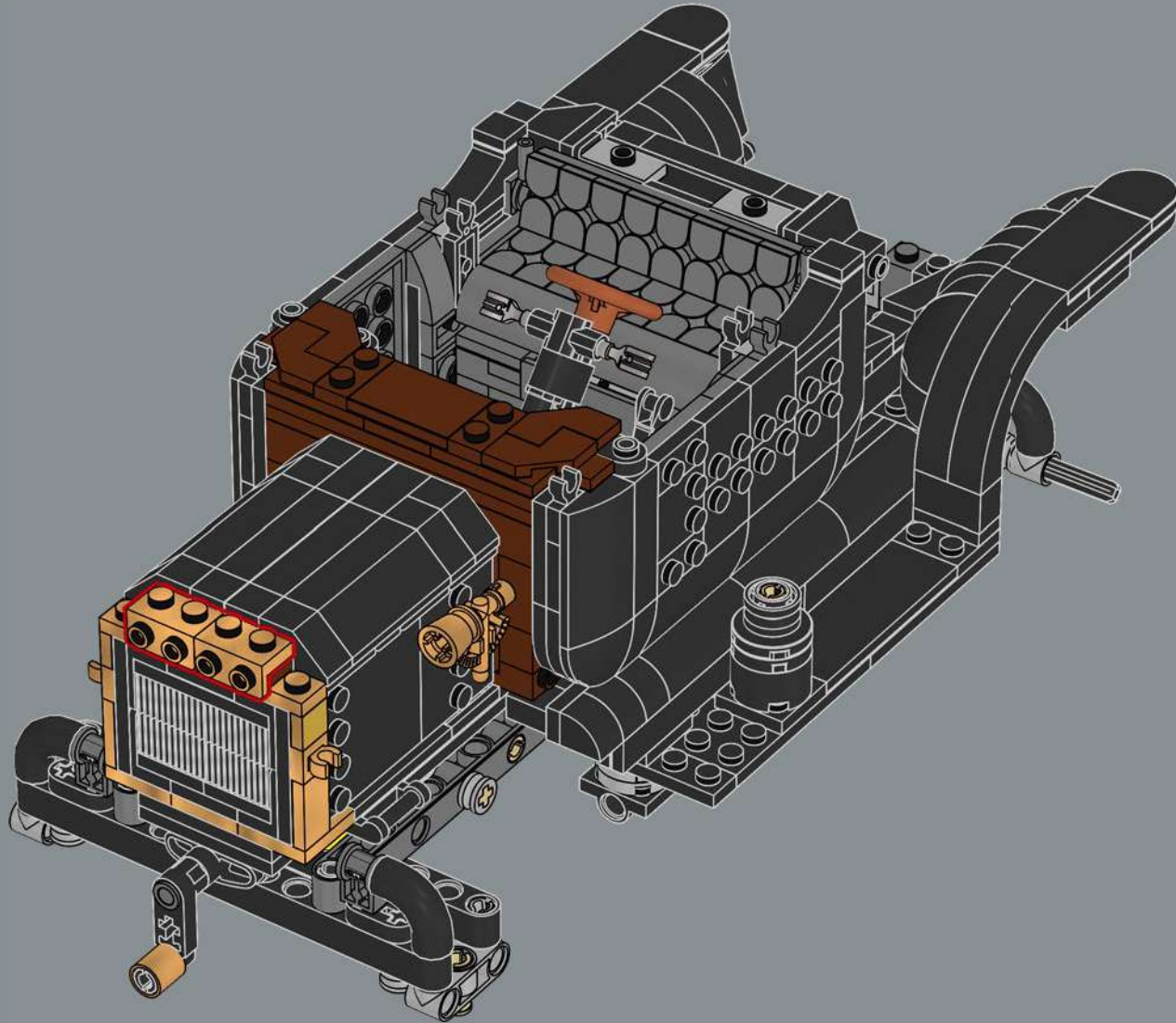
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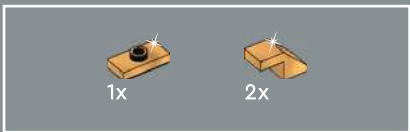




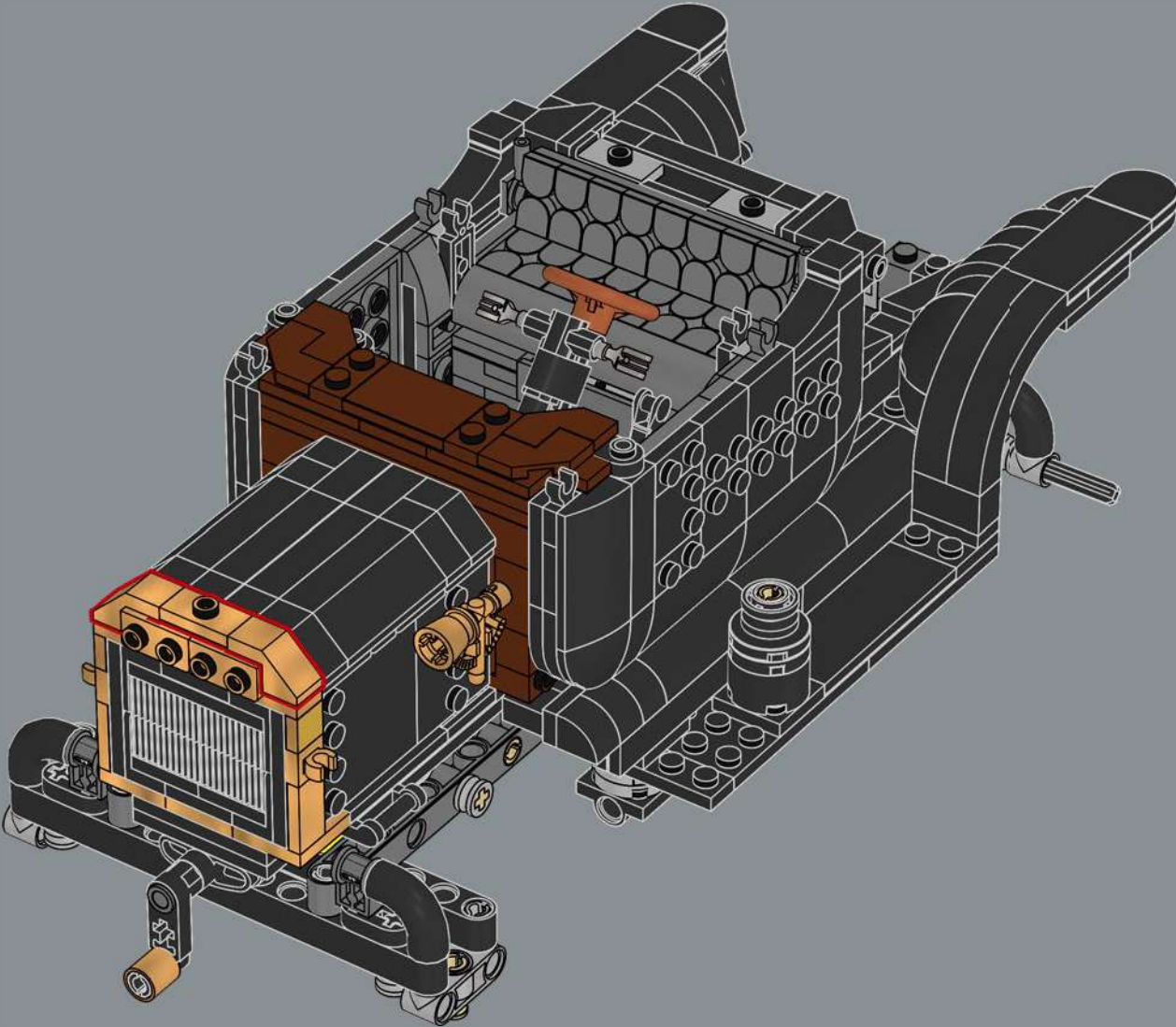
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216



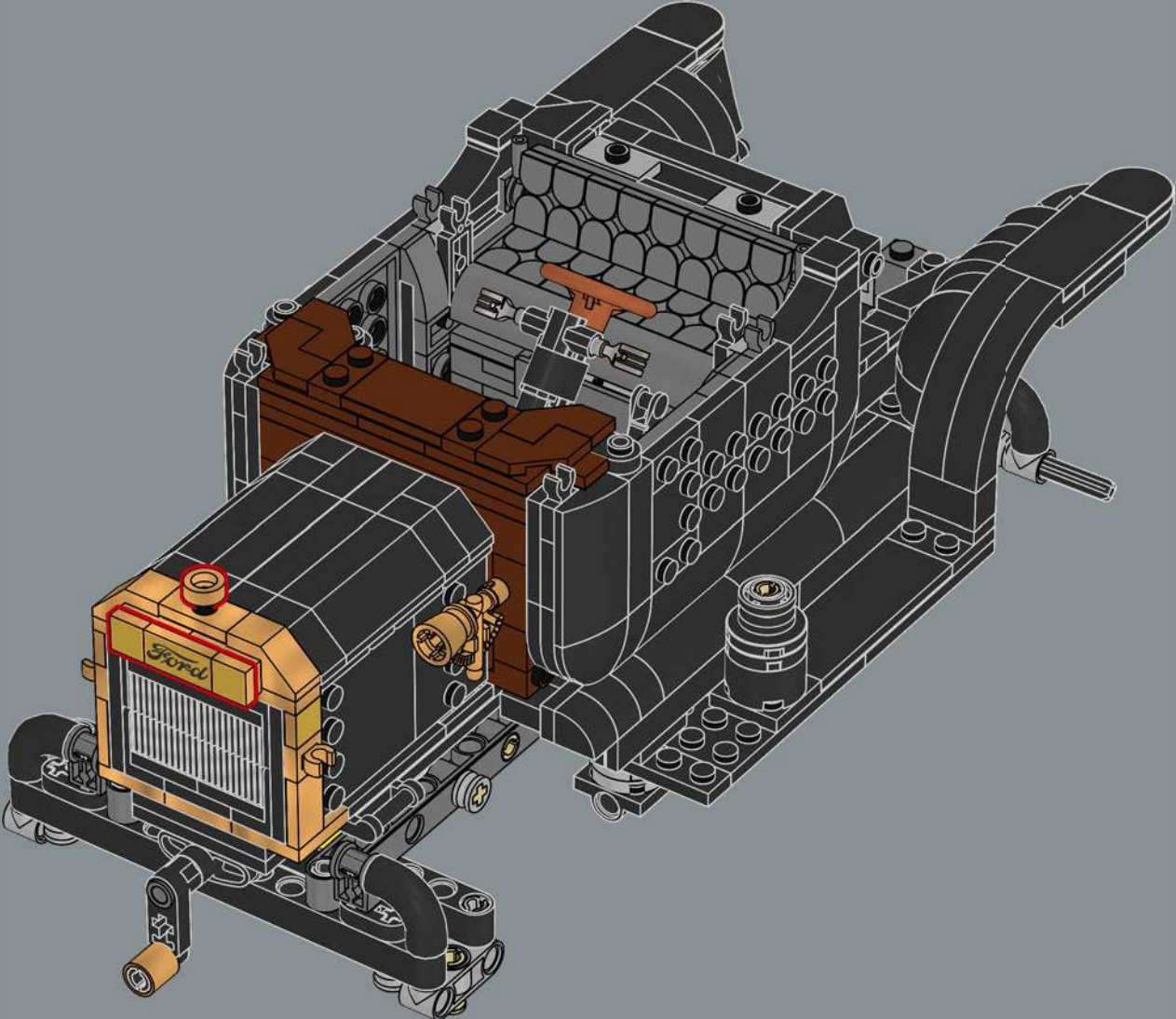


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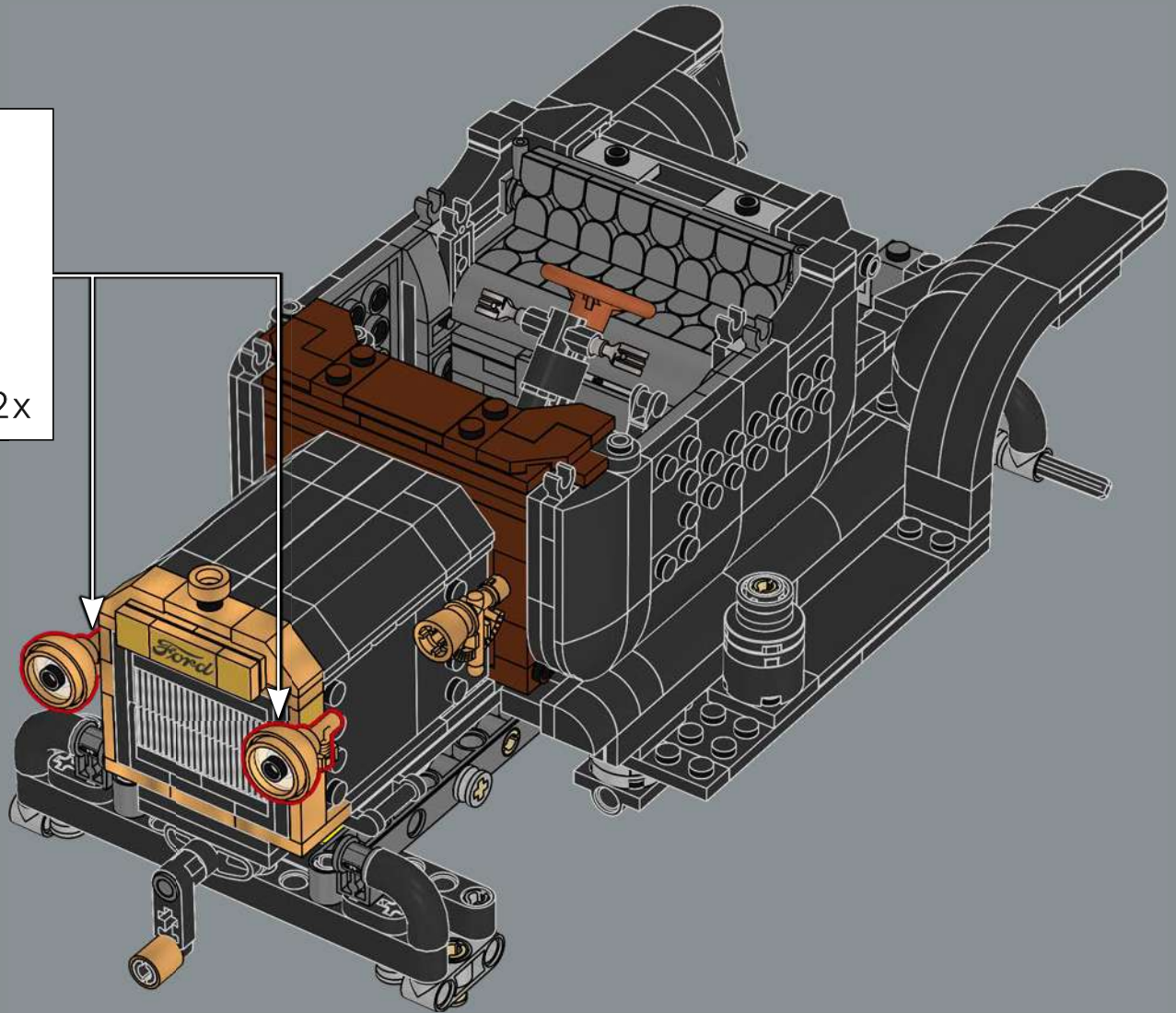
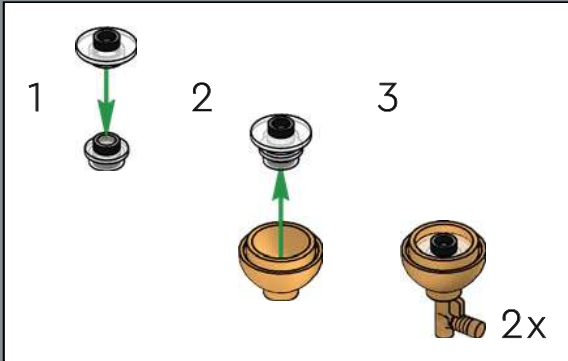
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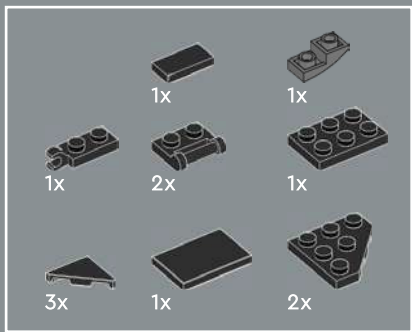


Famous for its adaptability, the Model T® could be converted for other uses. Magazines would feature columns with customisation tips, including modifications into snowmobiles, tractors and even grain mills!

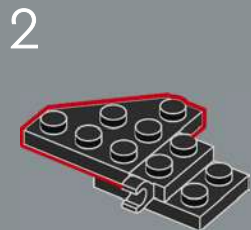
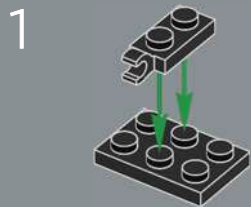


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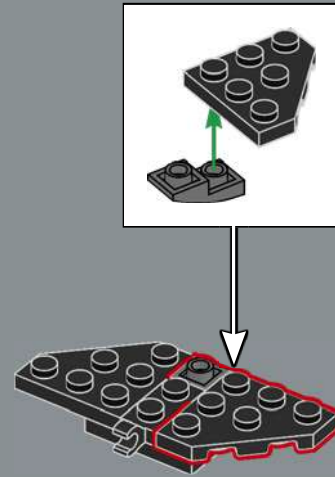




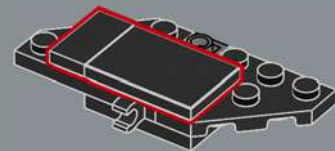
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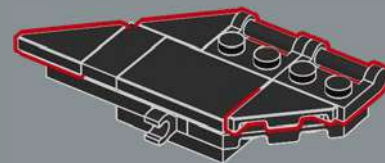
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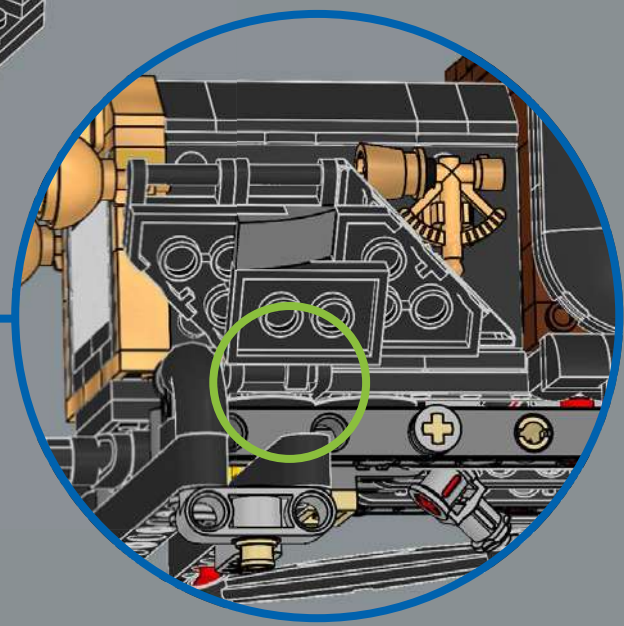
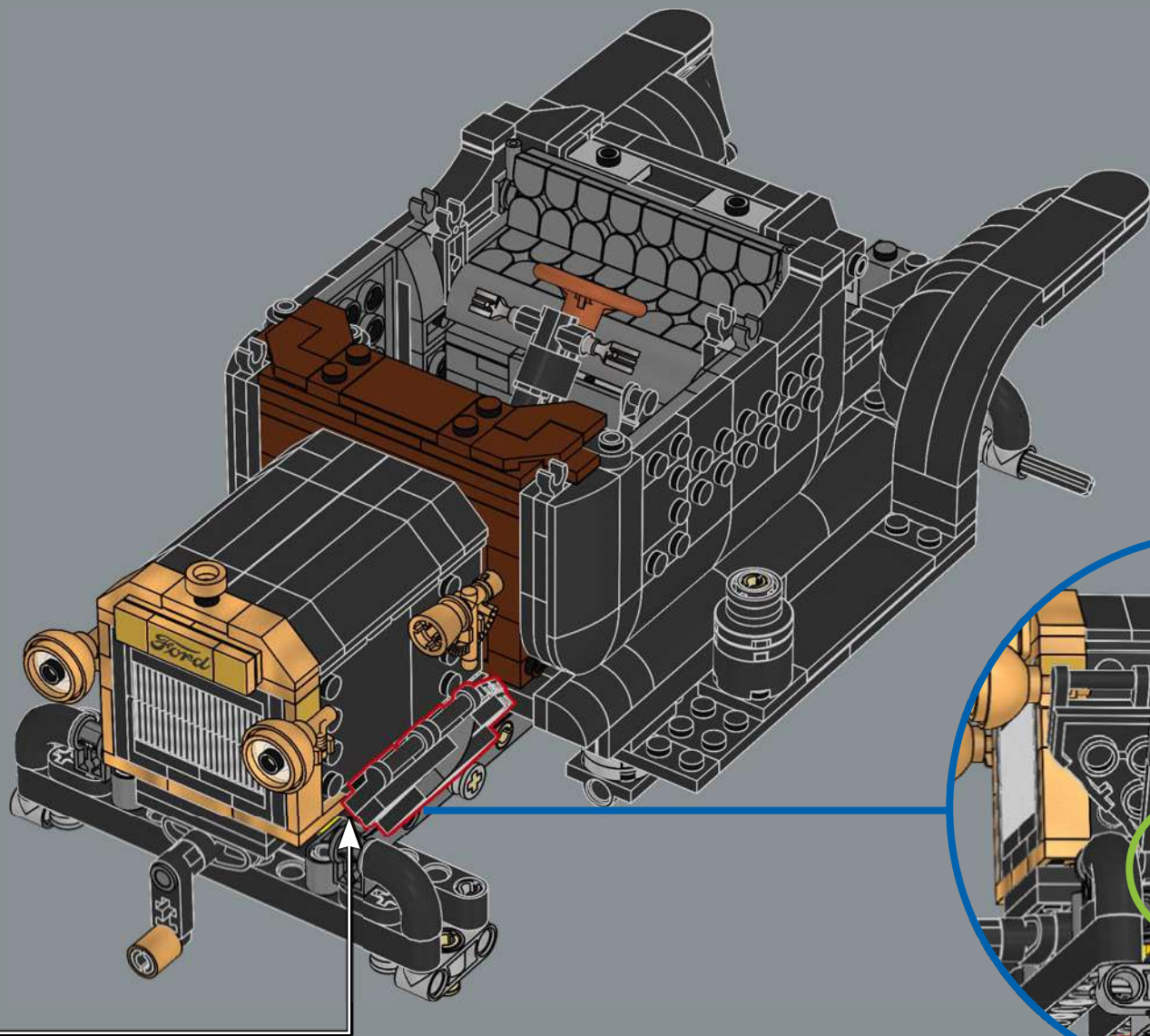


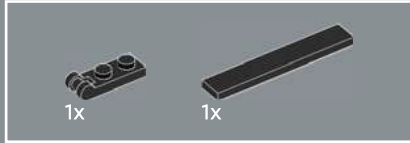
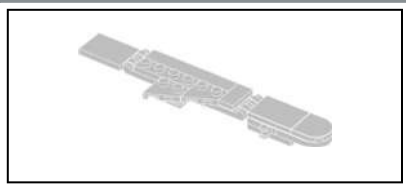
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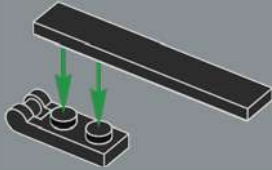
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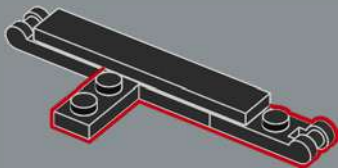




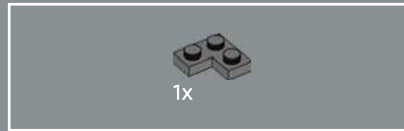
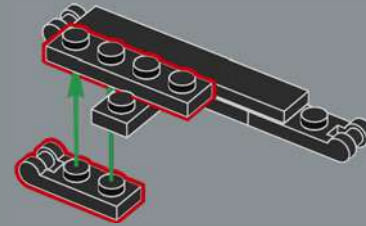
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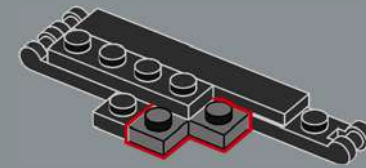
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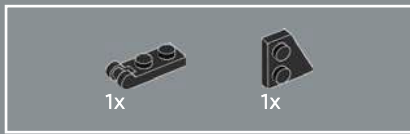


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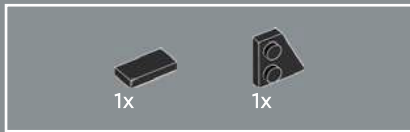
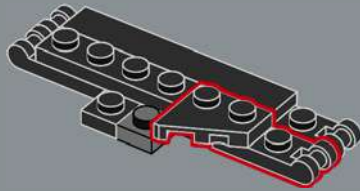


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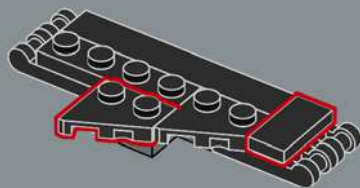




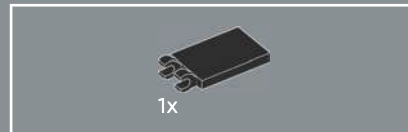
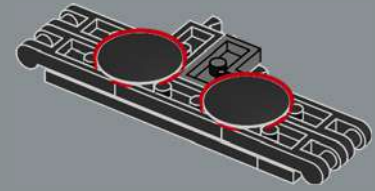
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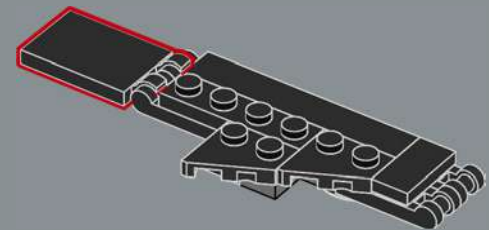
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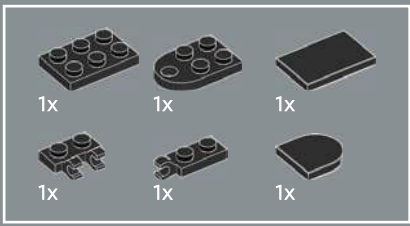


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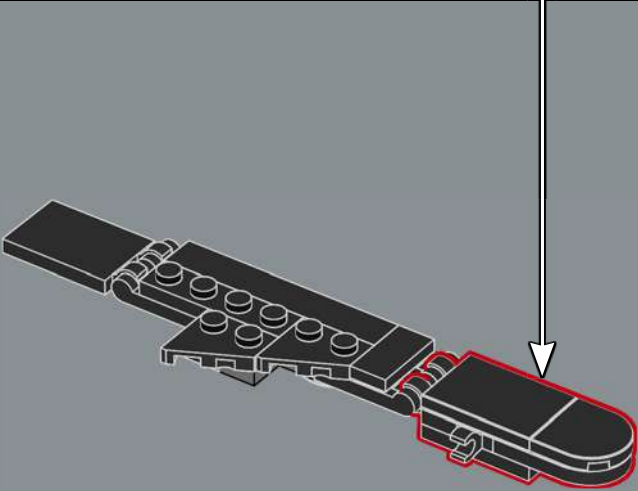
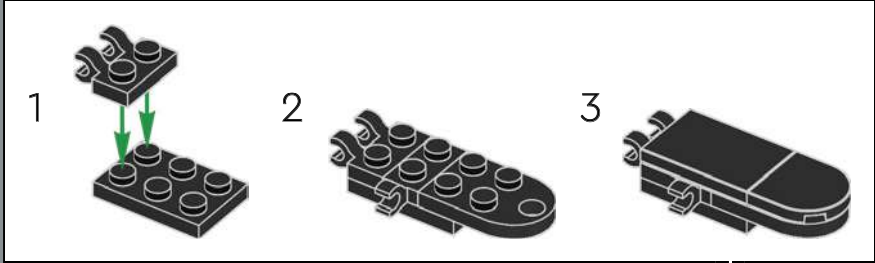


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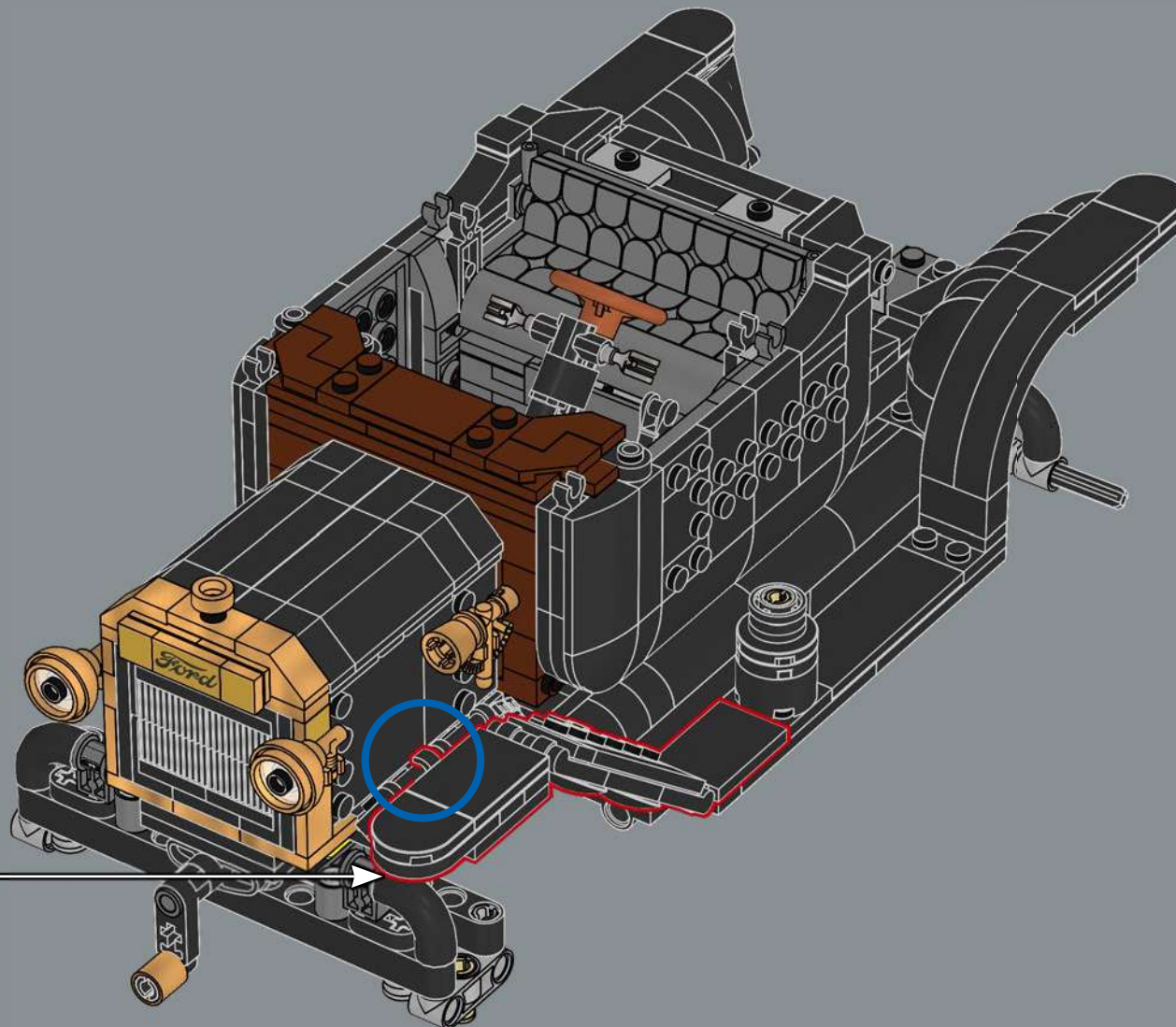


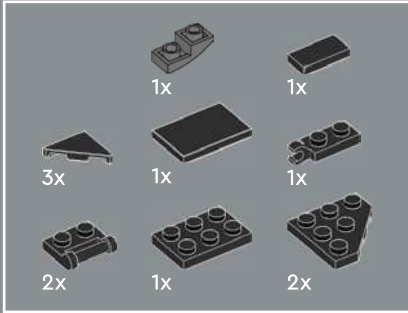
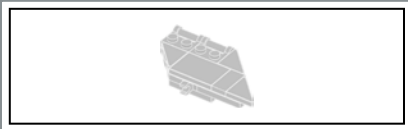


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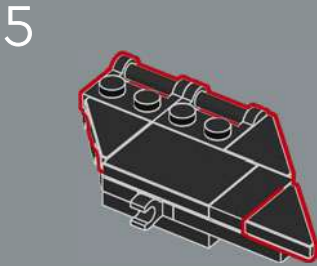
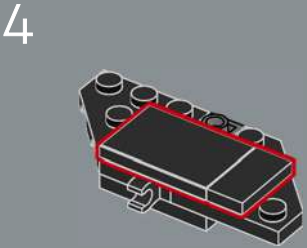
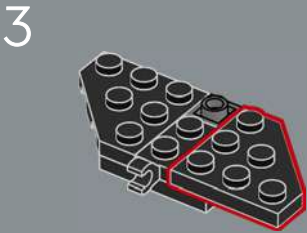
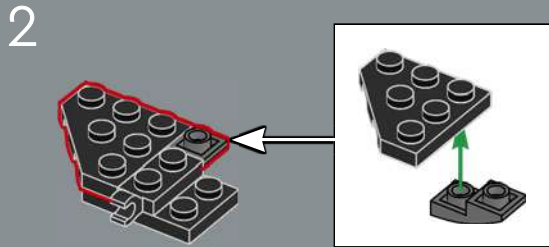
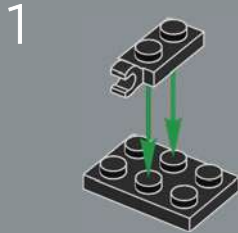


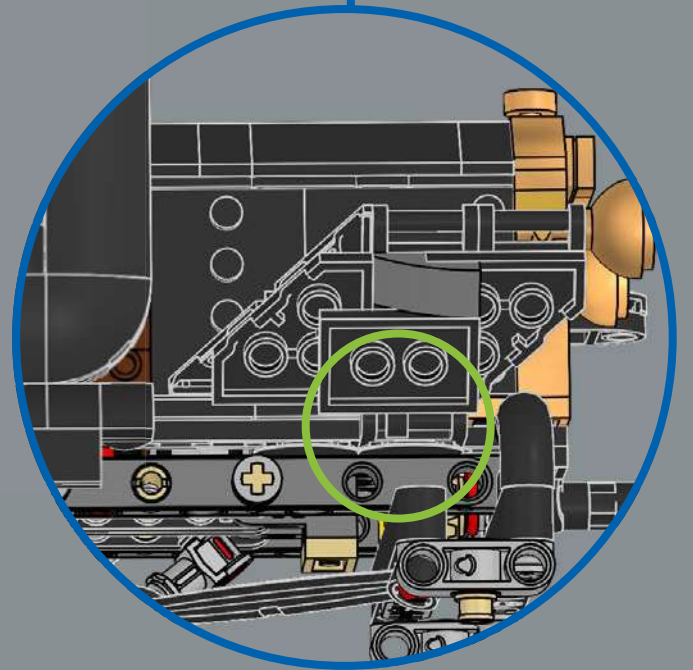
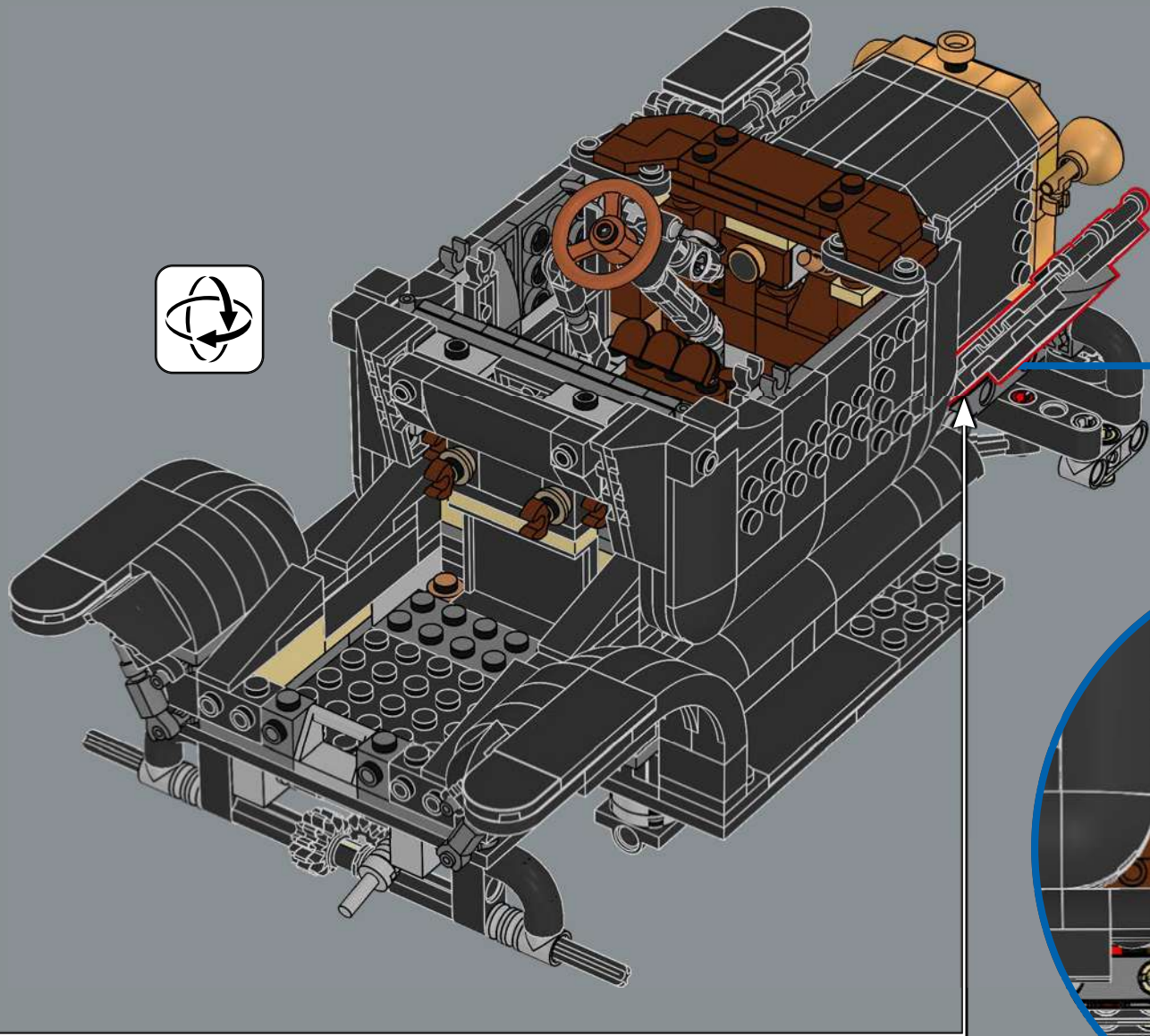
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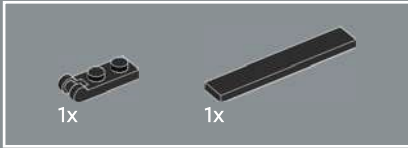
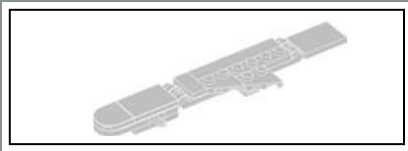




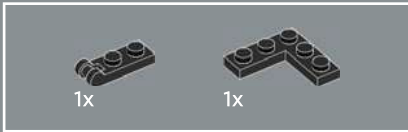
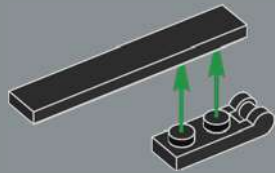
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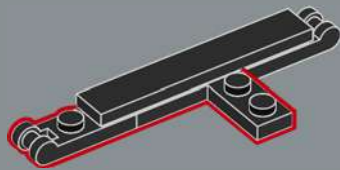




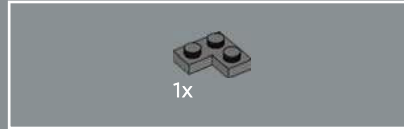
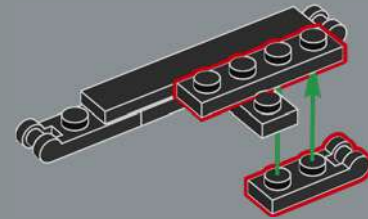
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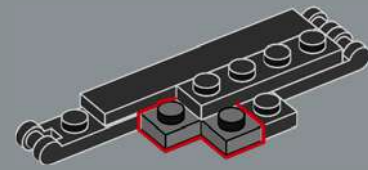
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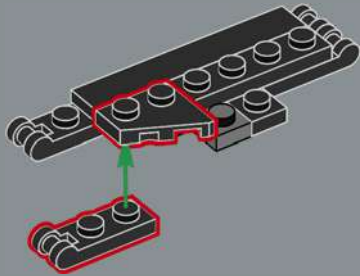


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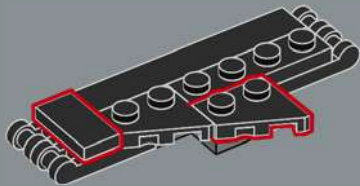




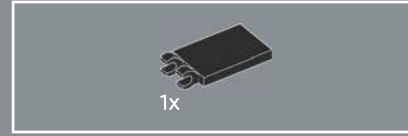
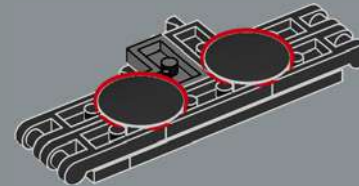
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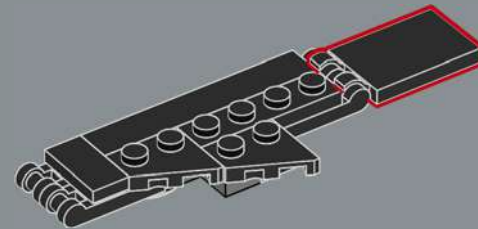
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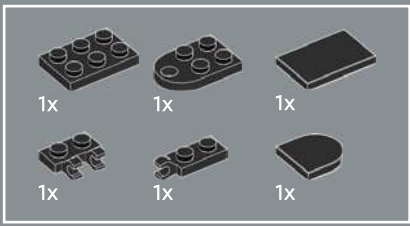


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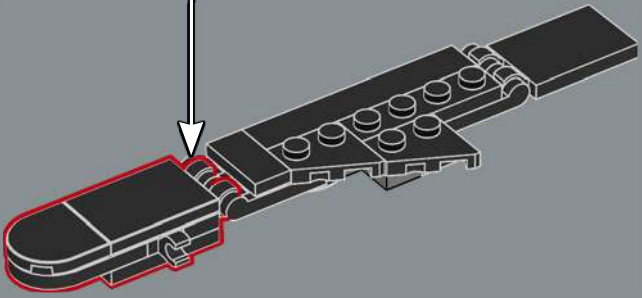
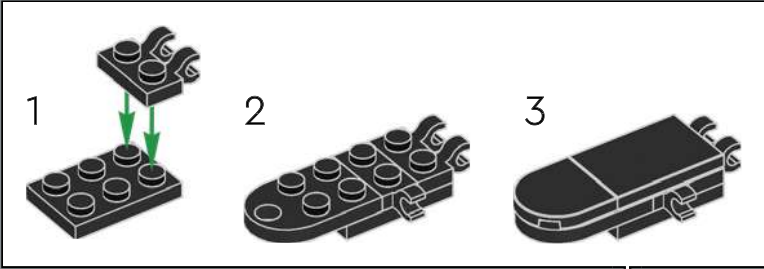


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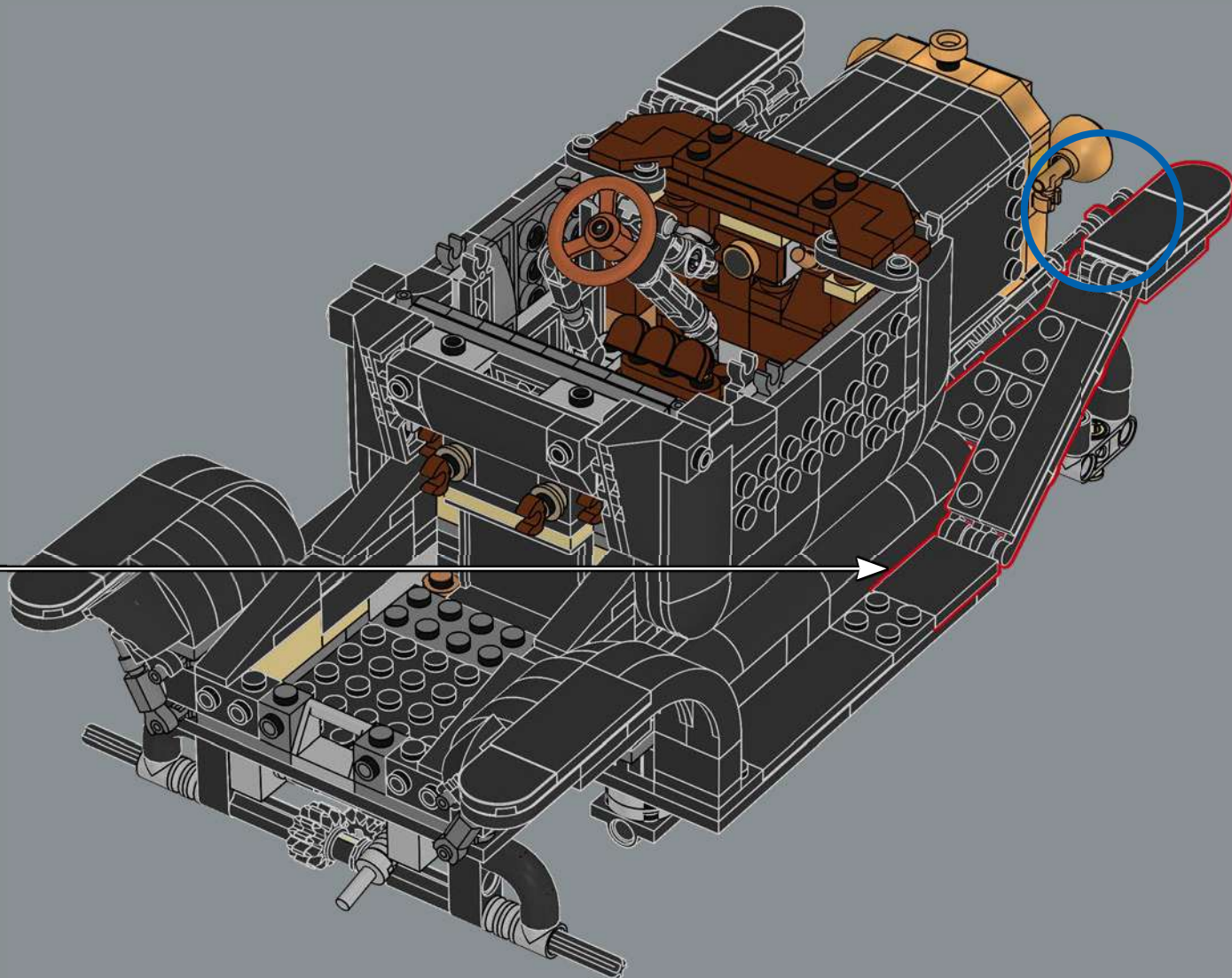




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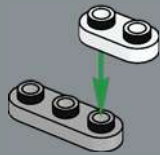


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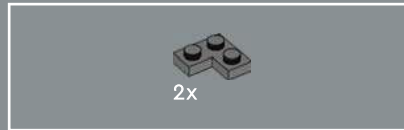
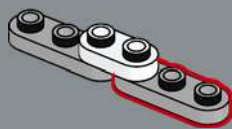




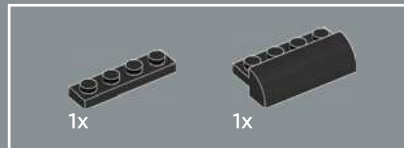
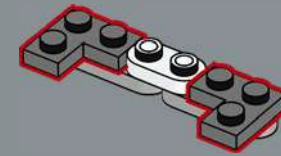
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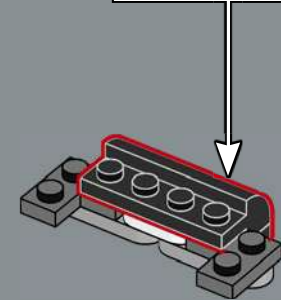
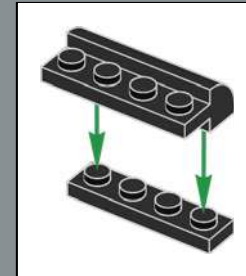
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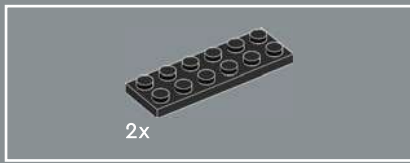


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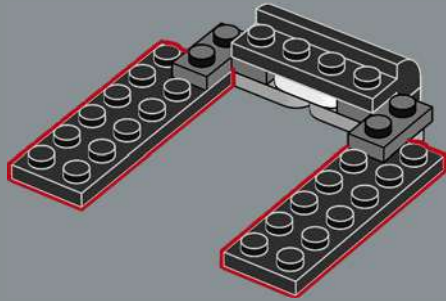


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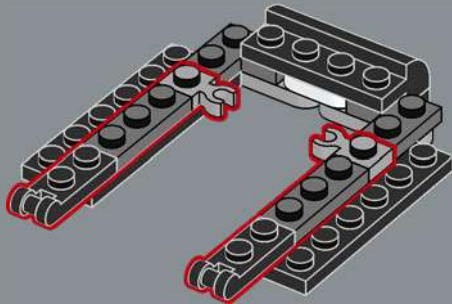




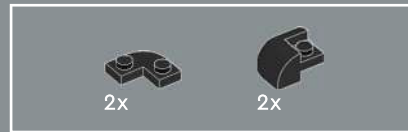
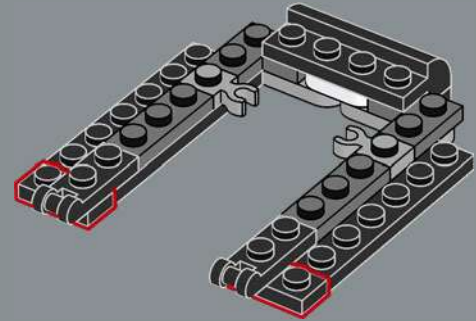
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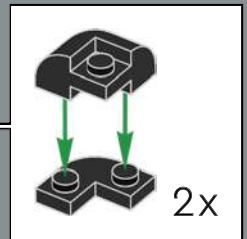
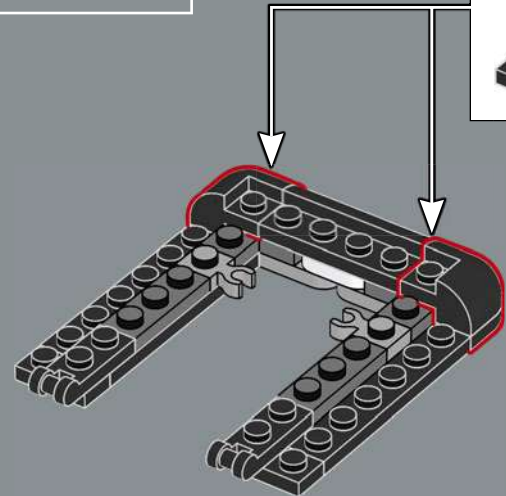
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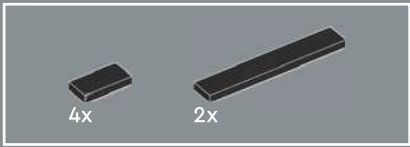
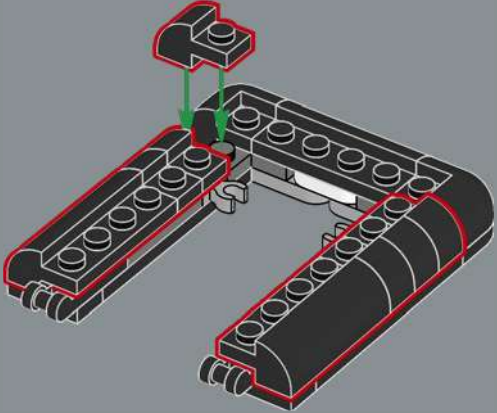


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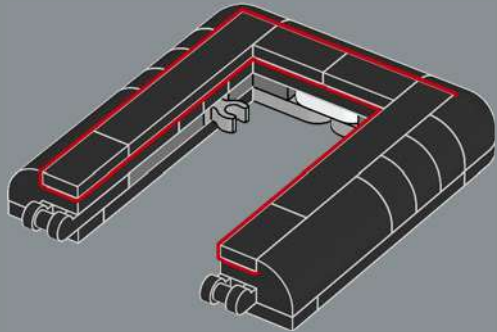




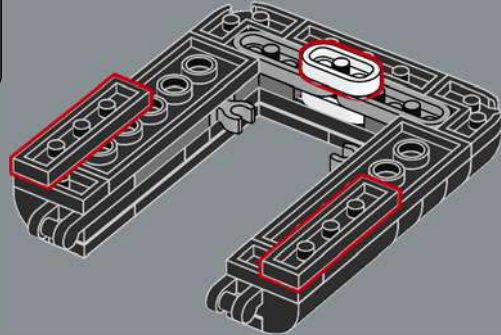
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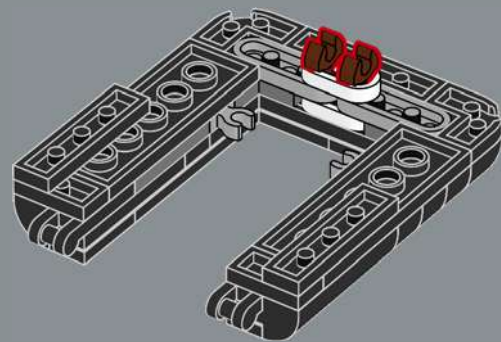
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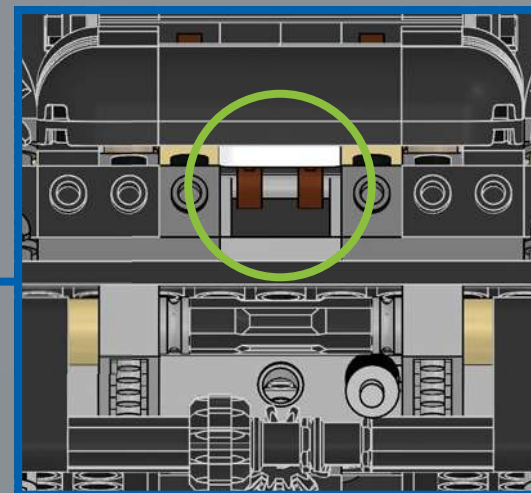
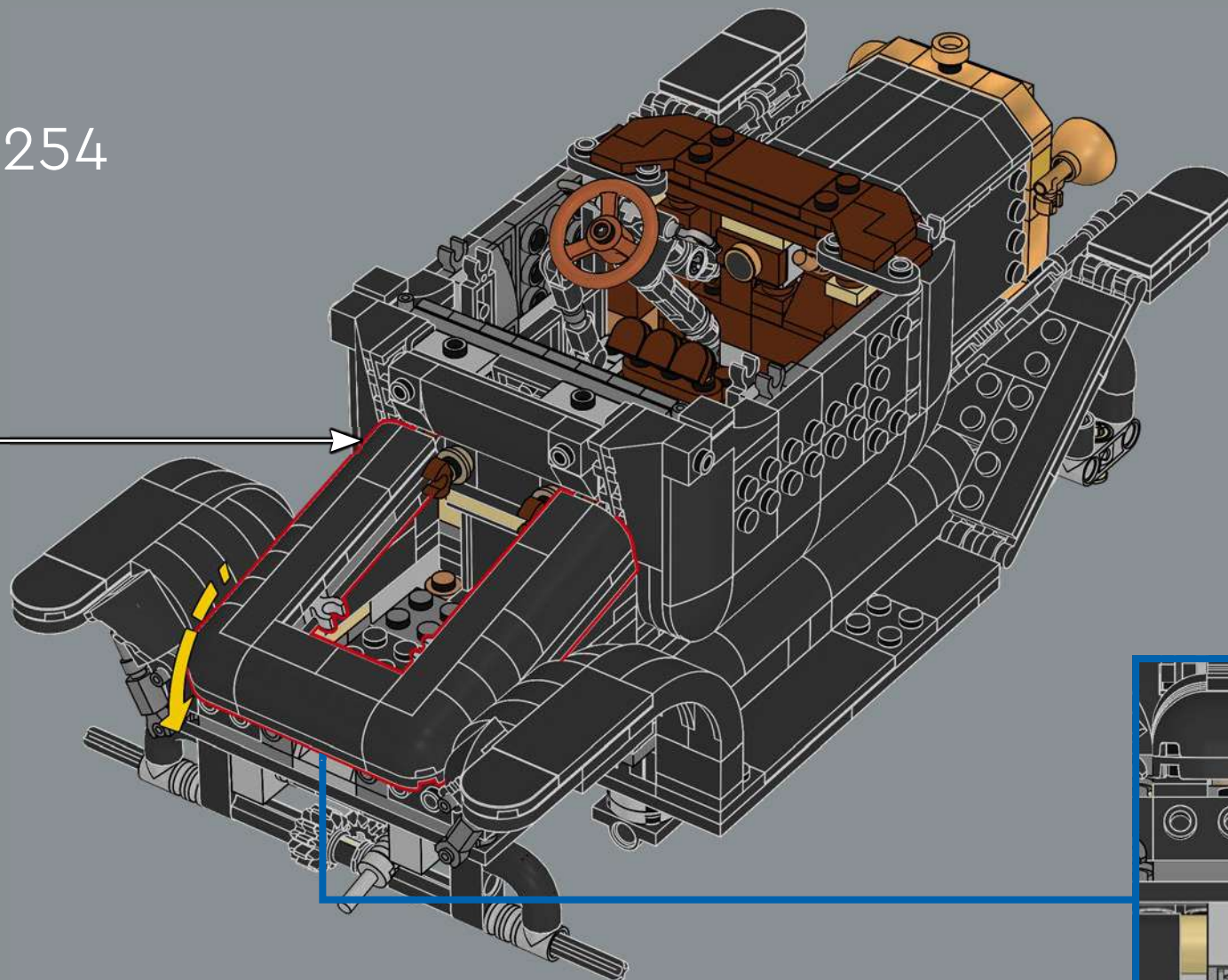
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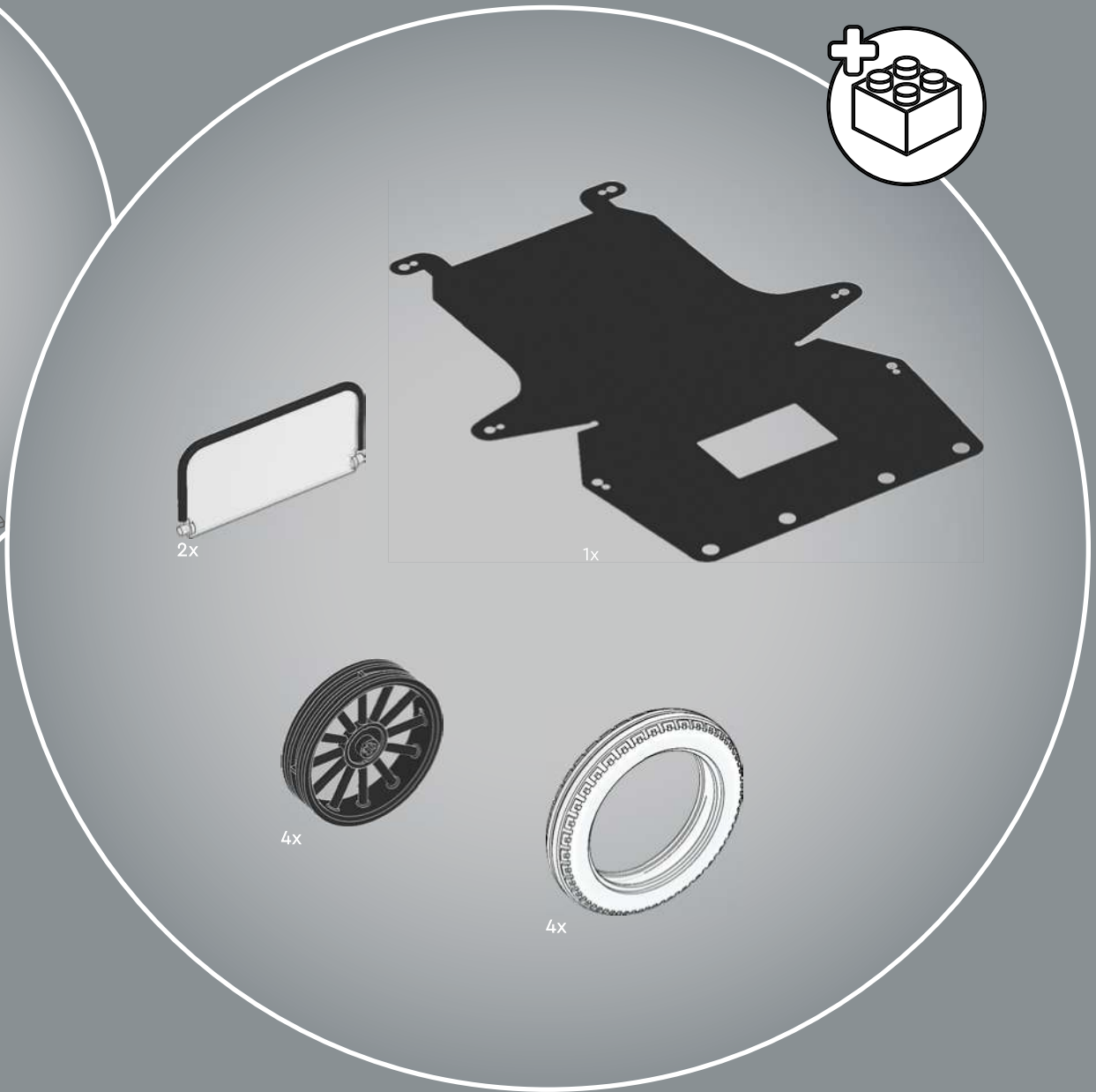


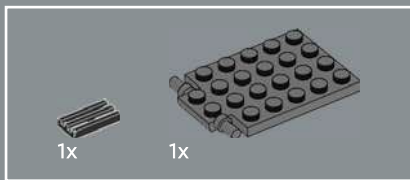
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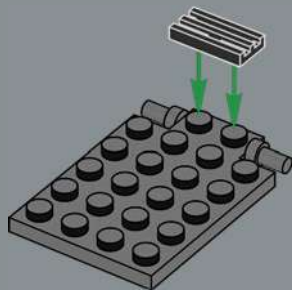
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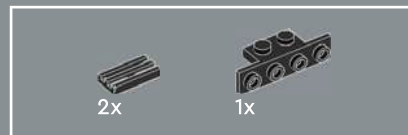
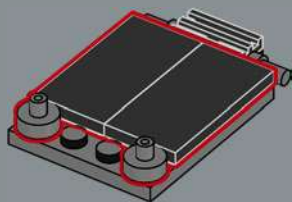




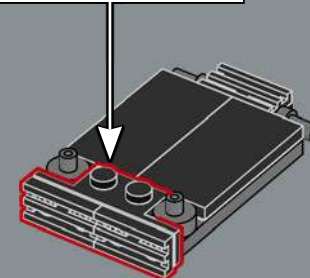
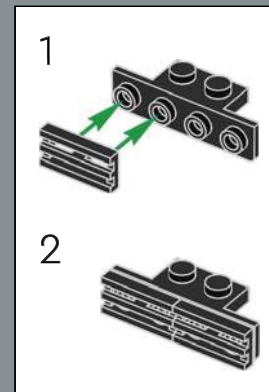
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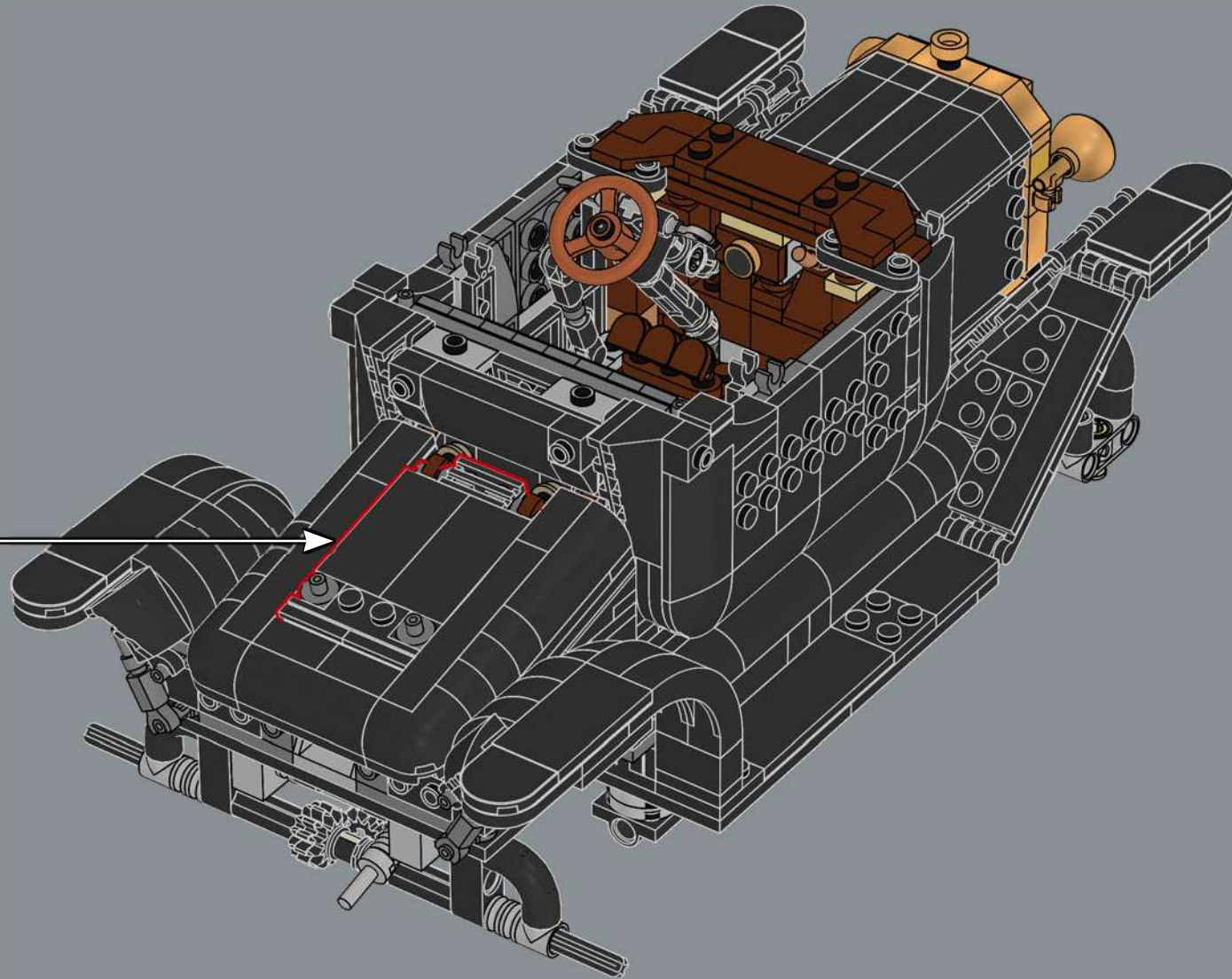
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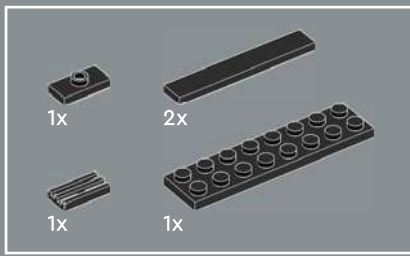


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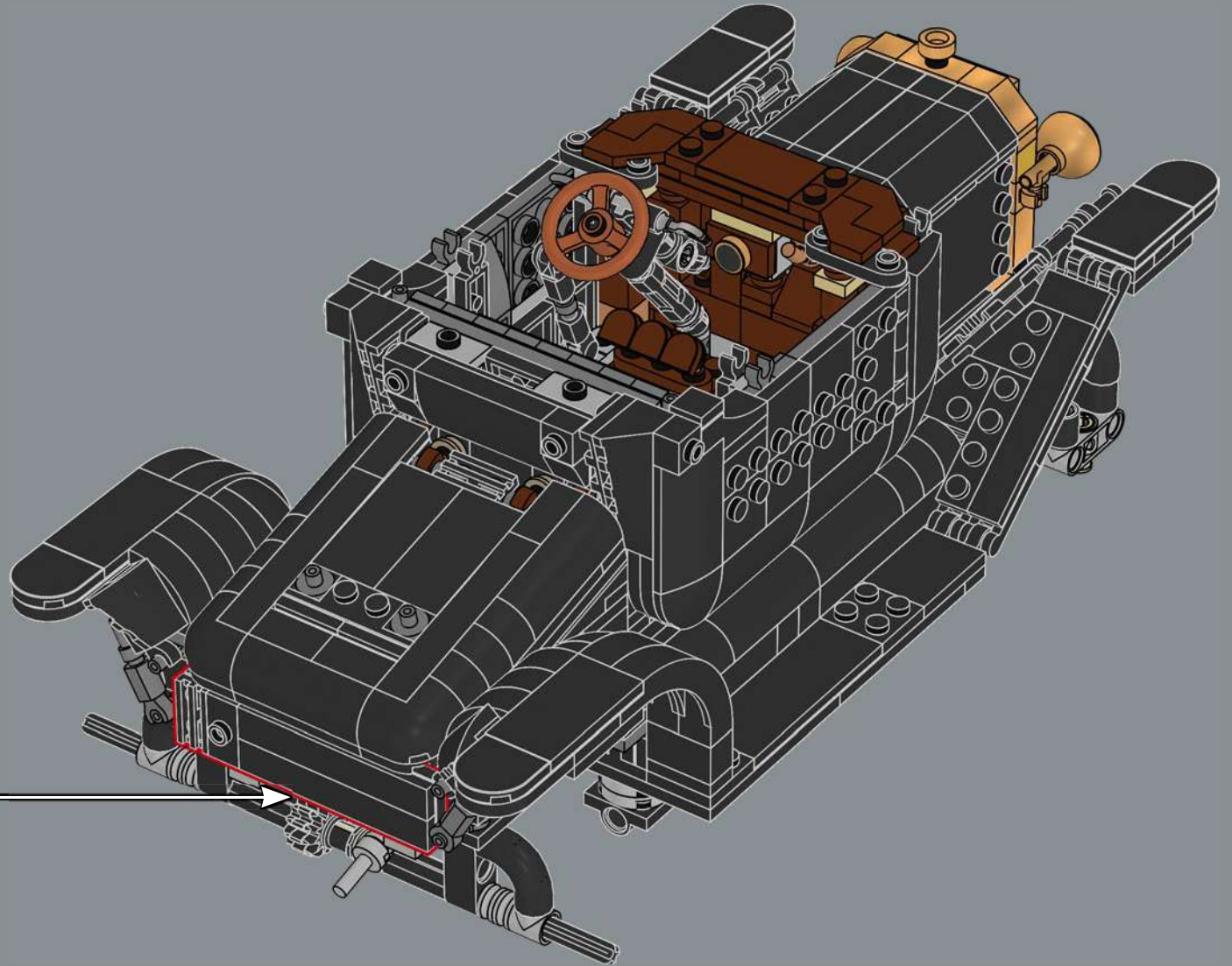
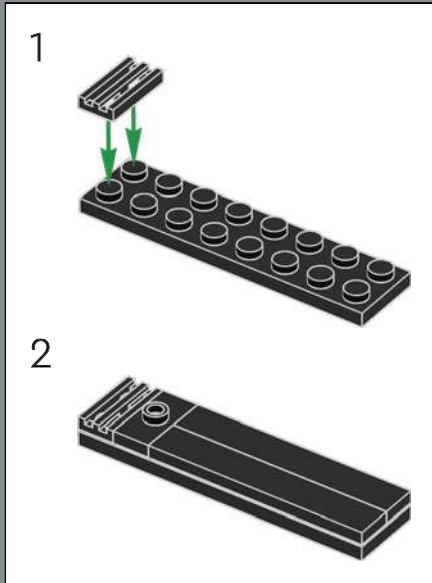


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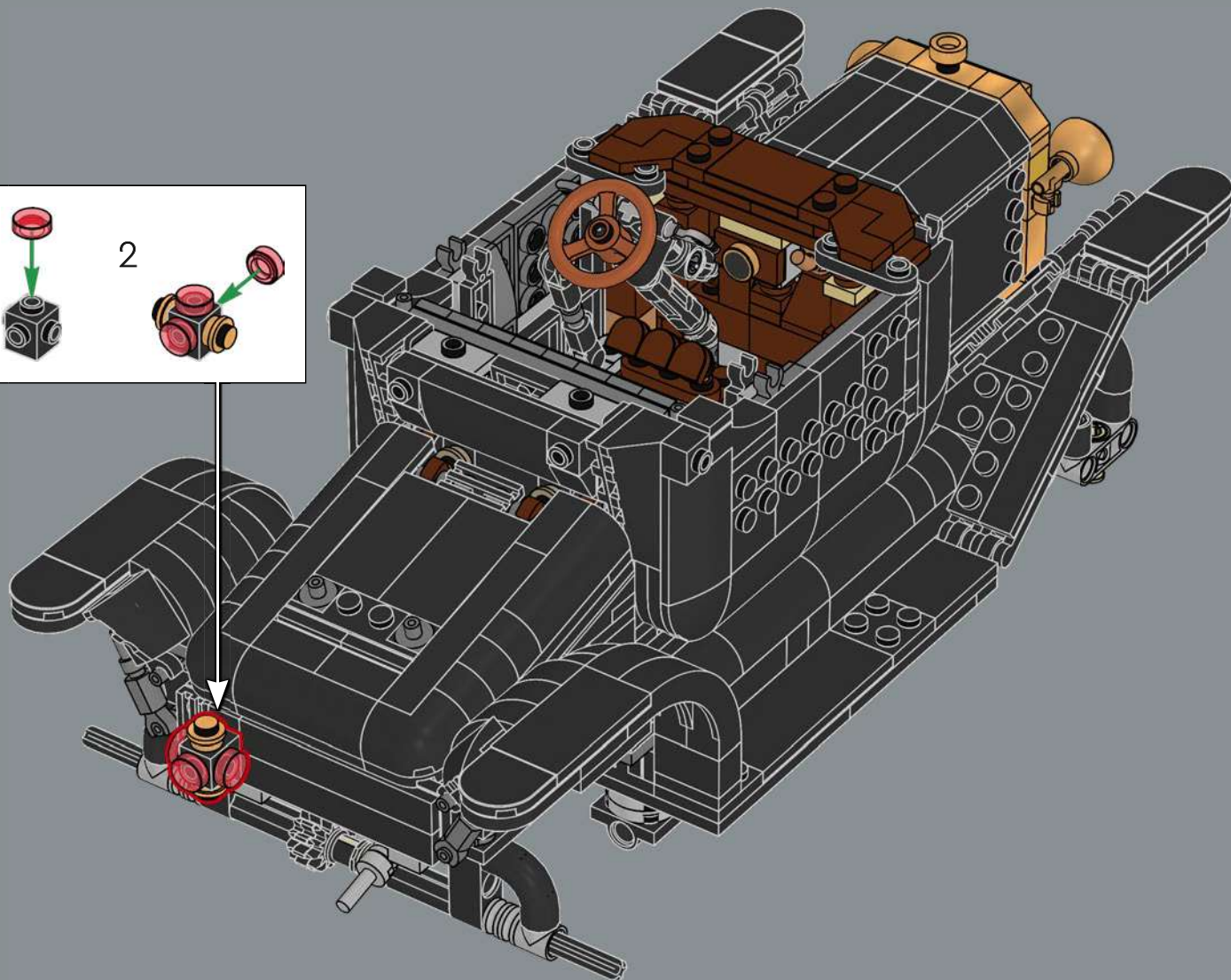
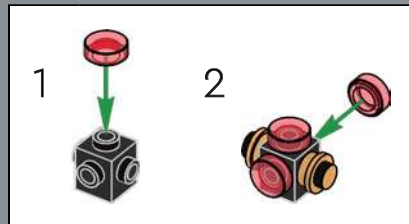


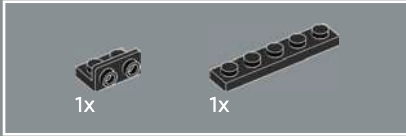
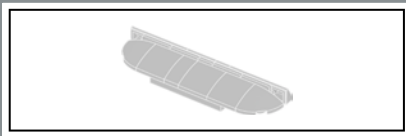
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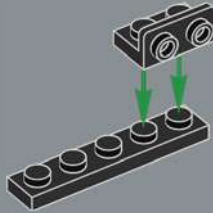
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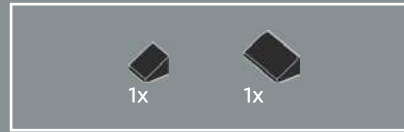
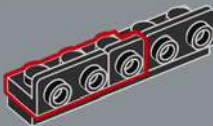




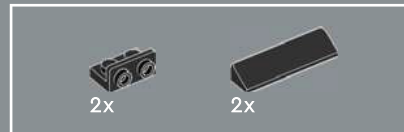
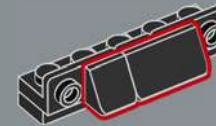
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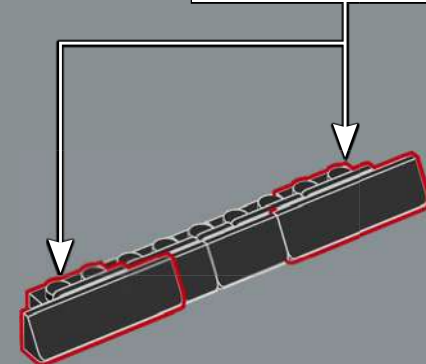
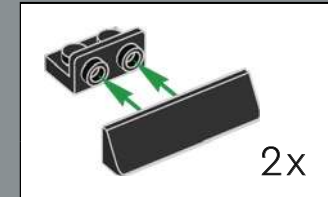
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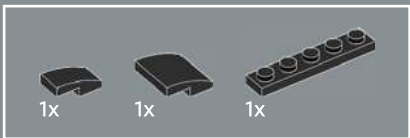


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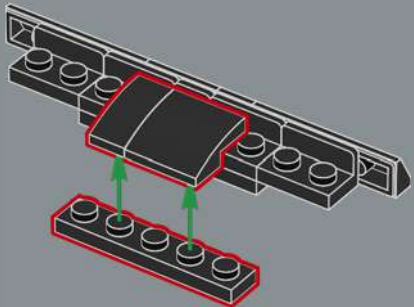


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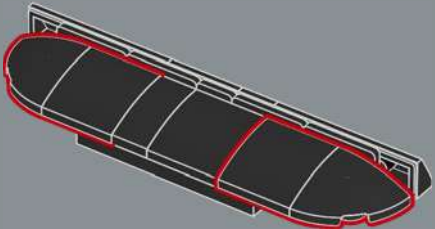




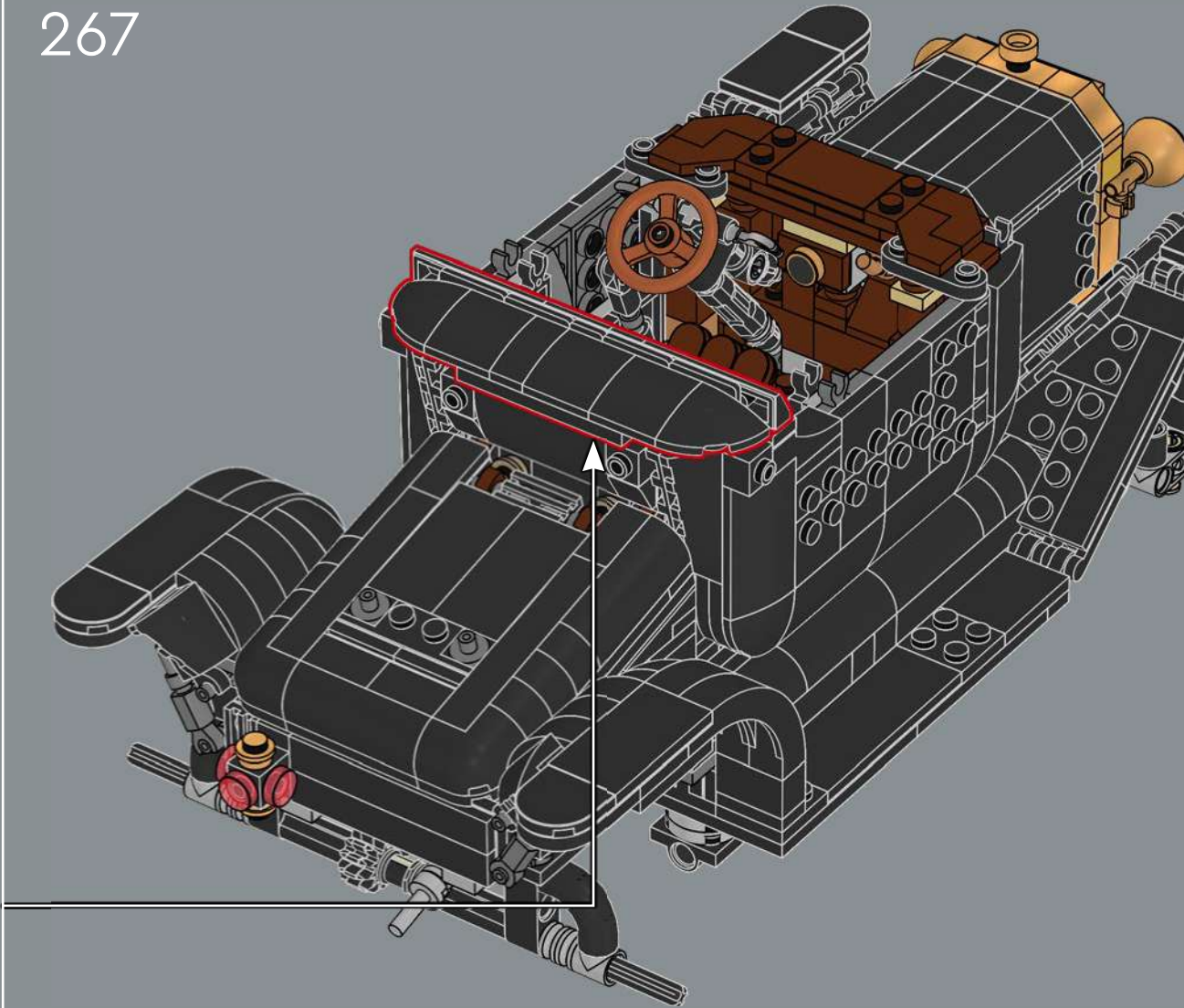
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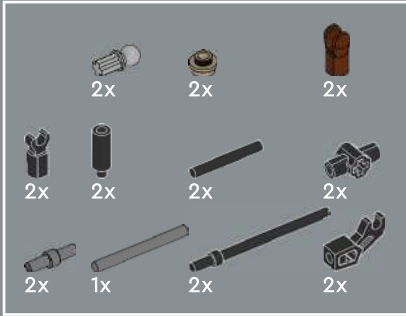
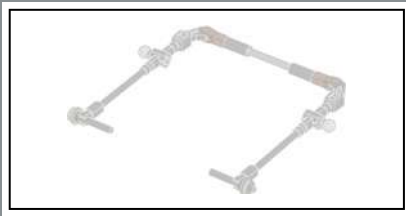


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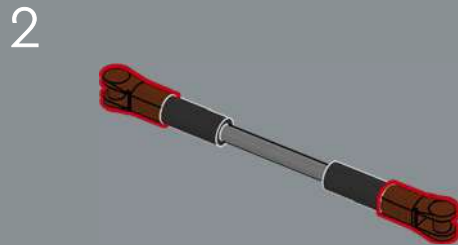
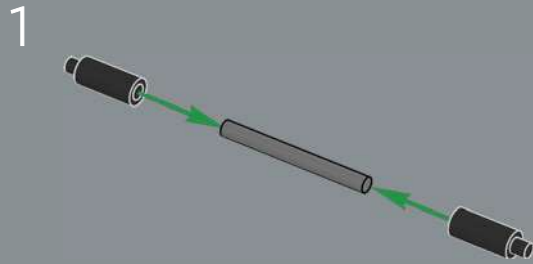


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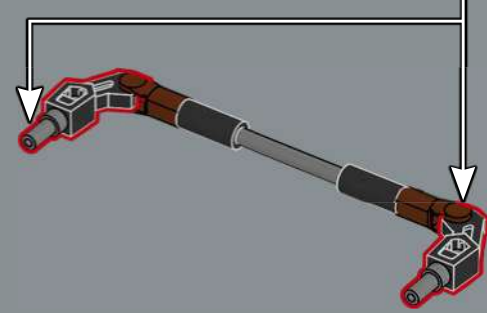
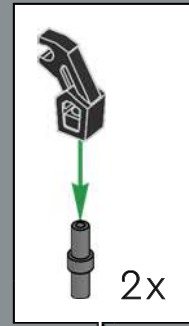




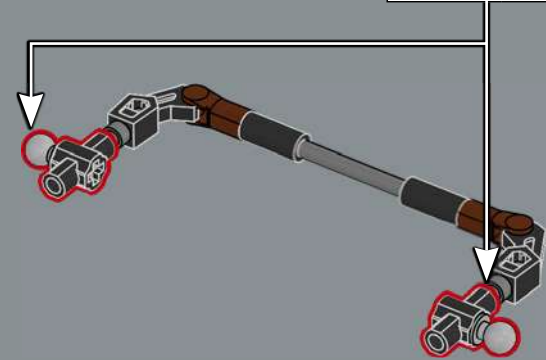
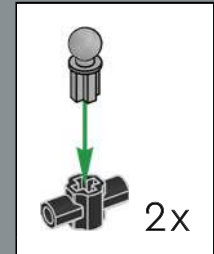
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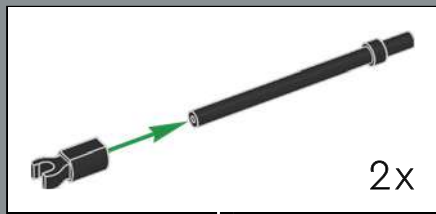


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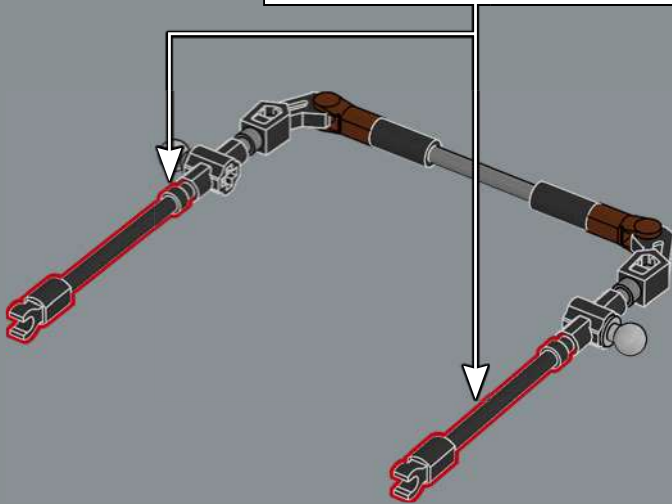


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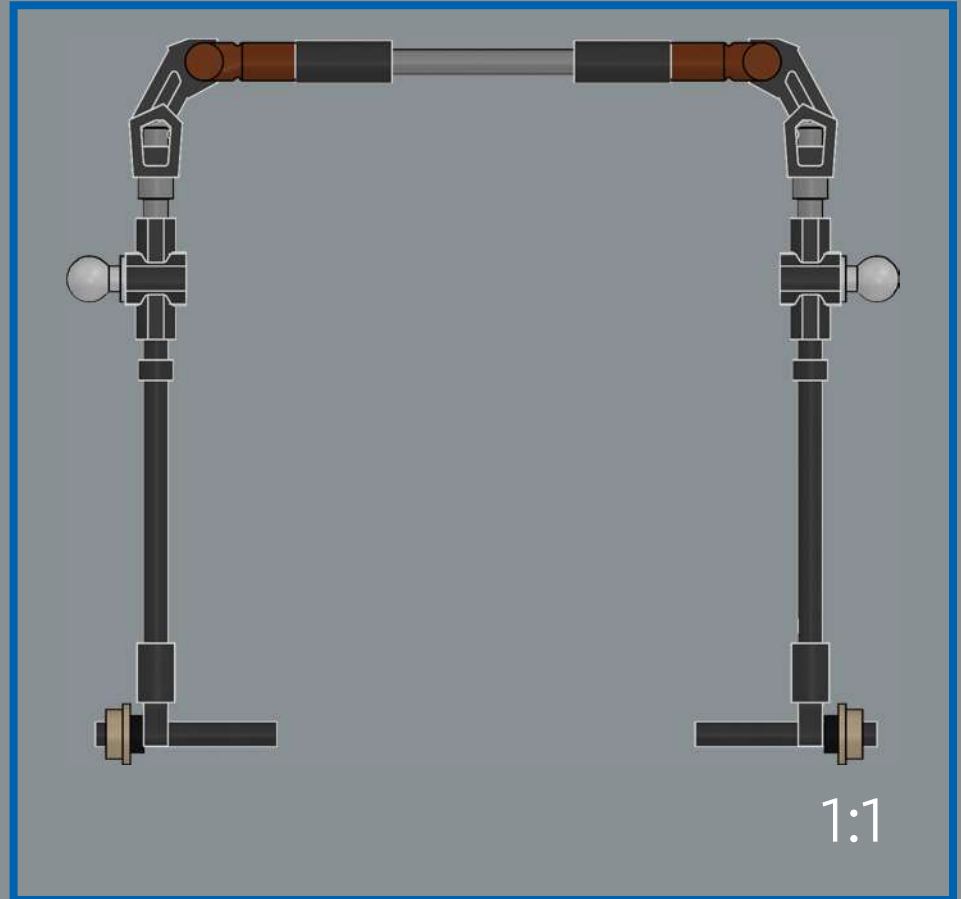
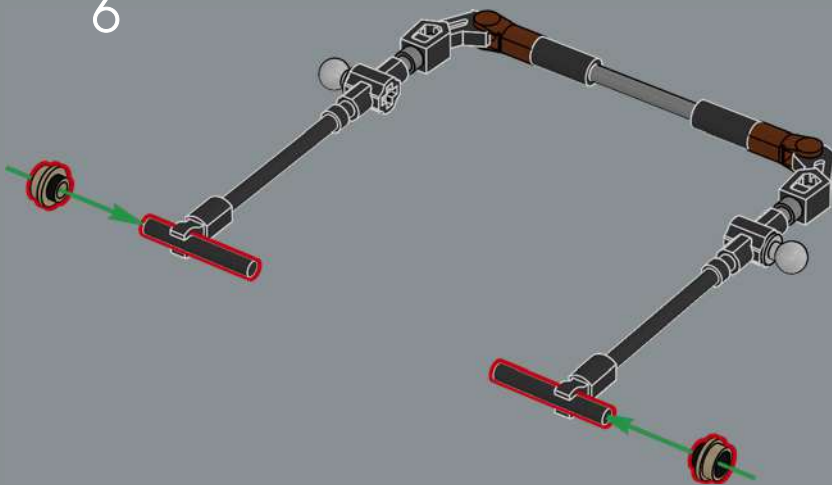




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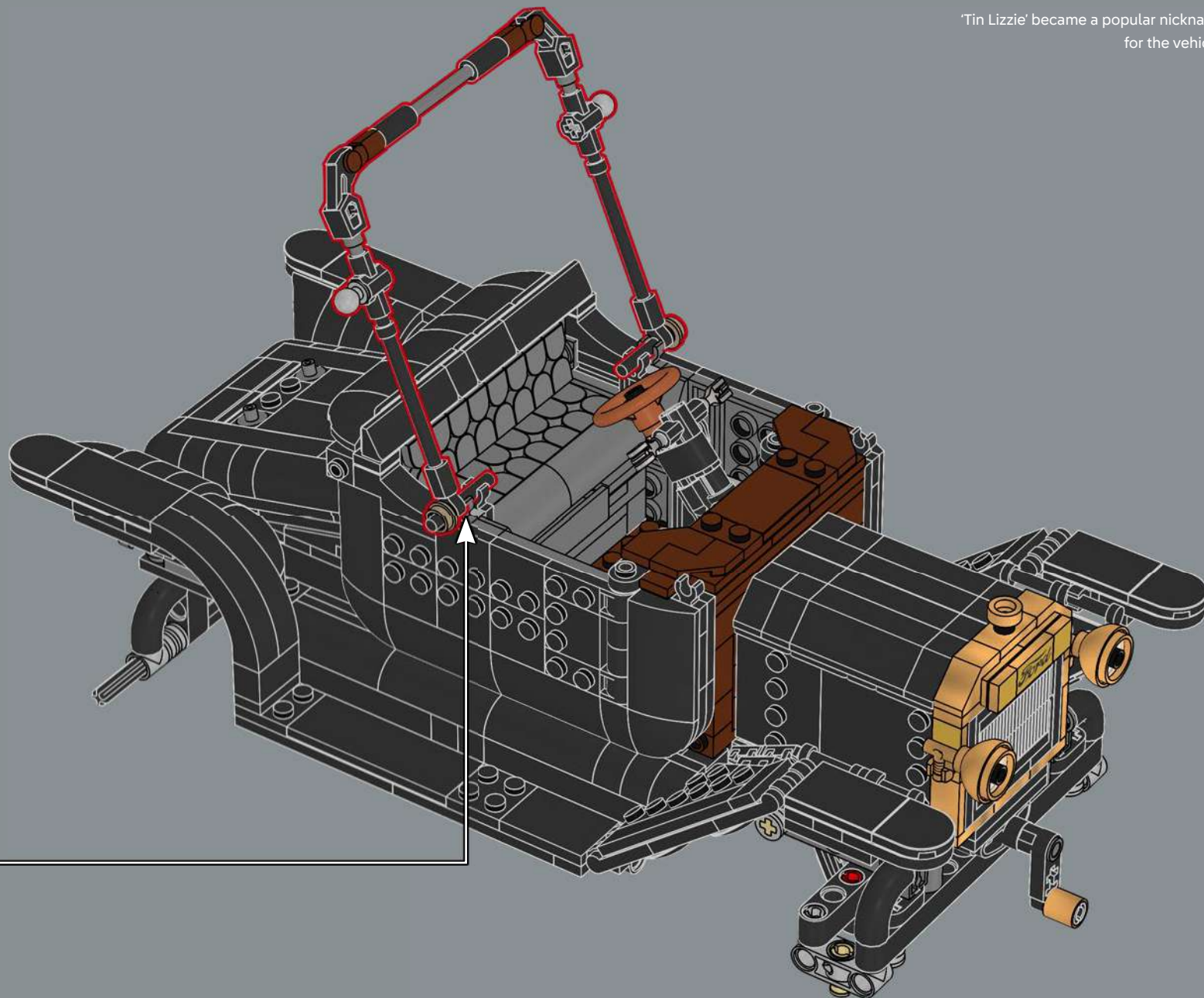


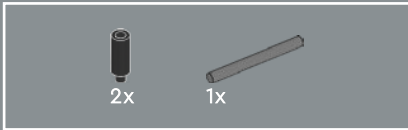
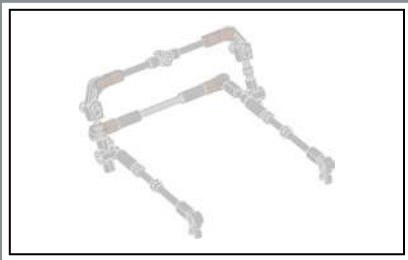
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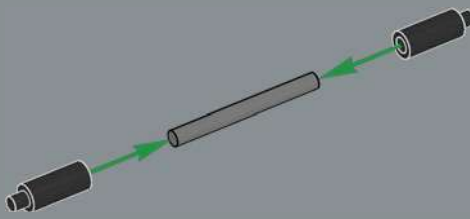


'Tin Lizzie' became a popular nickname for the vehicle.

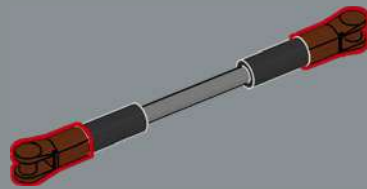




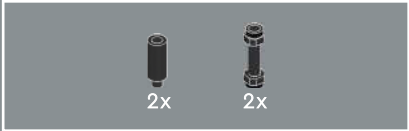
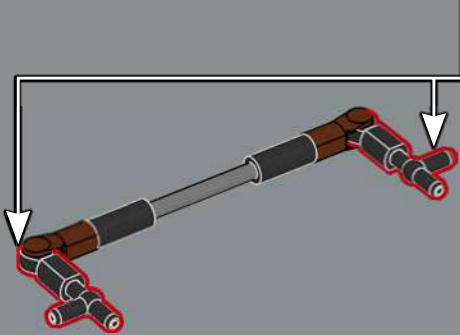
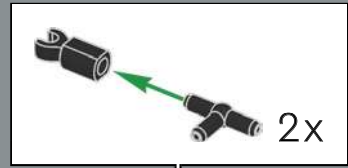
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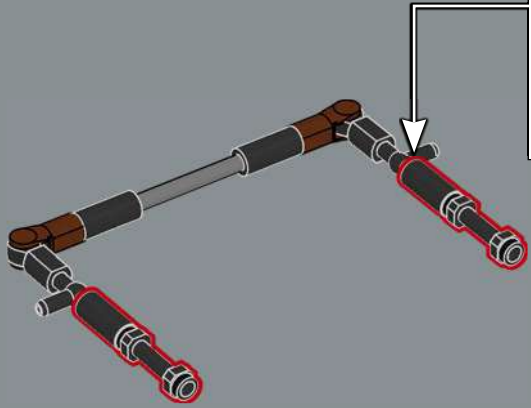
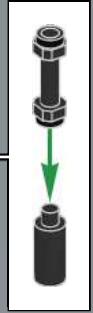
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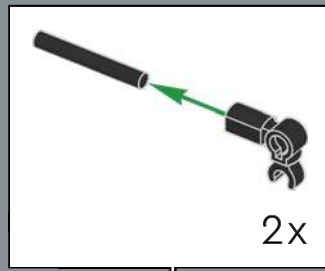
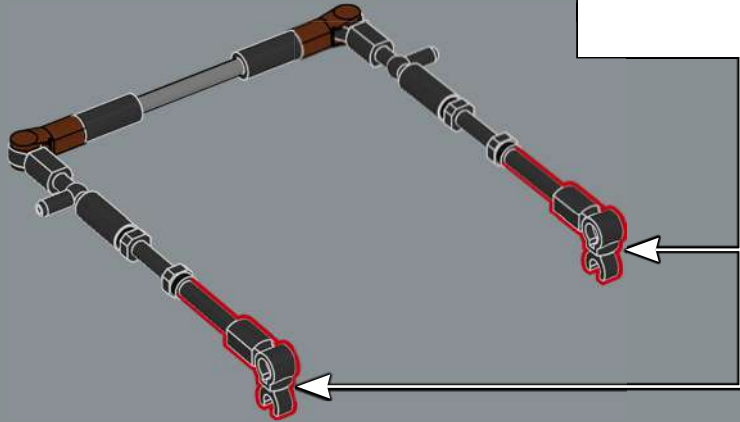


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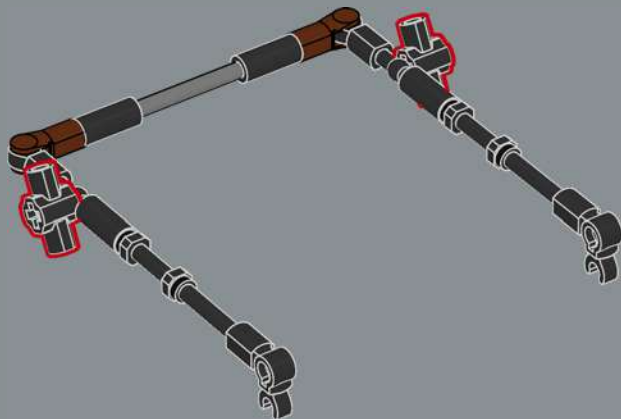




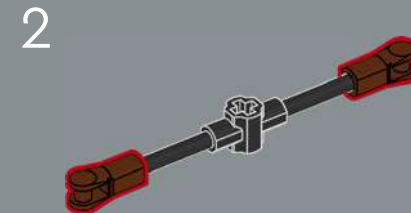
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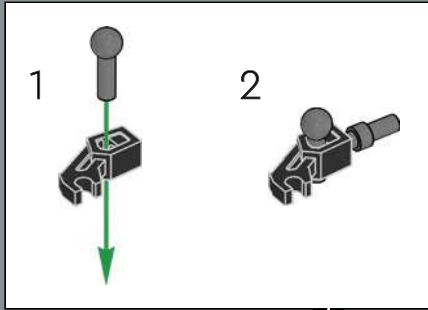


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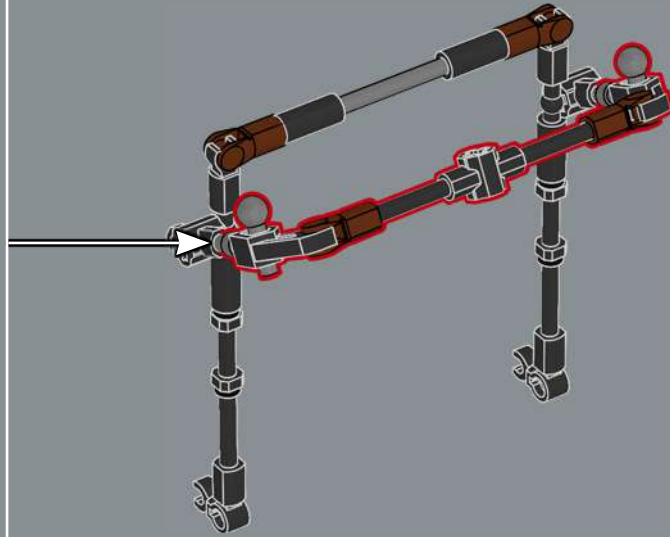
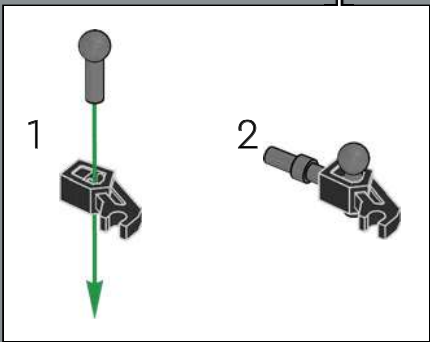
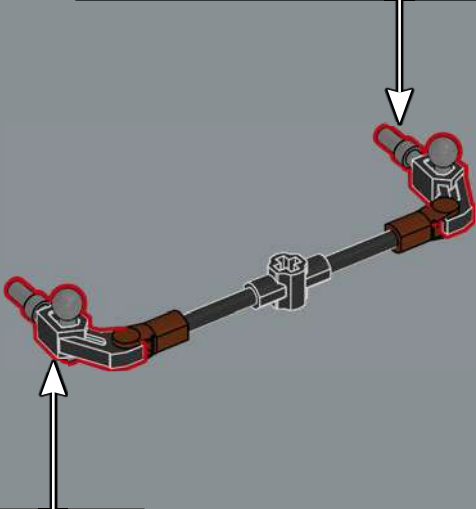


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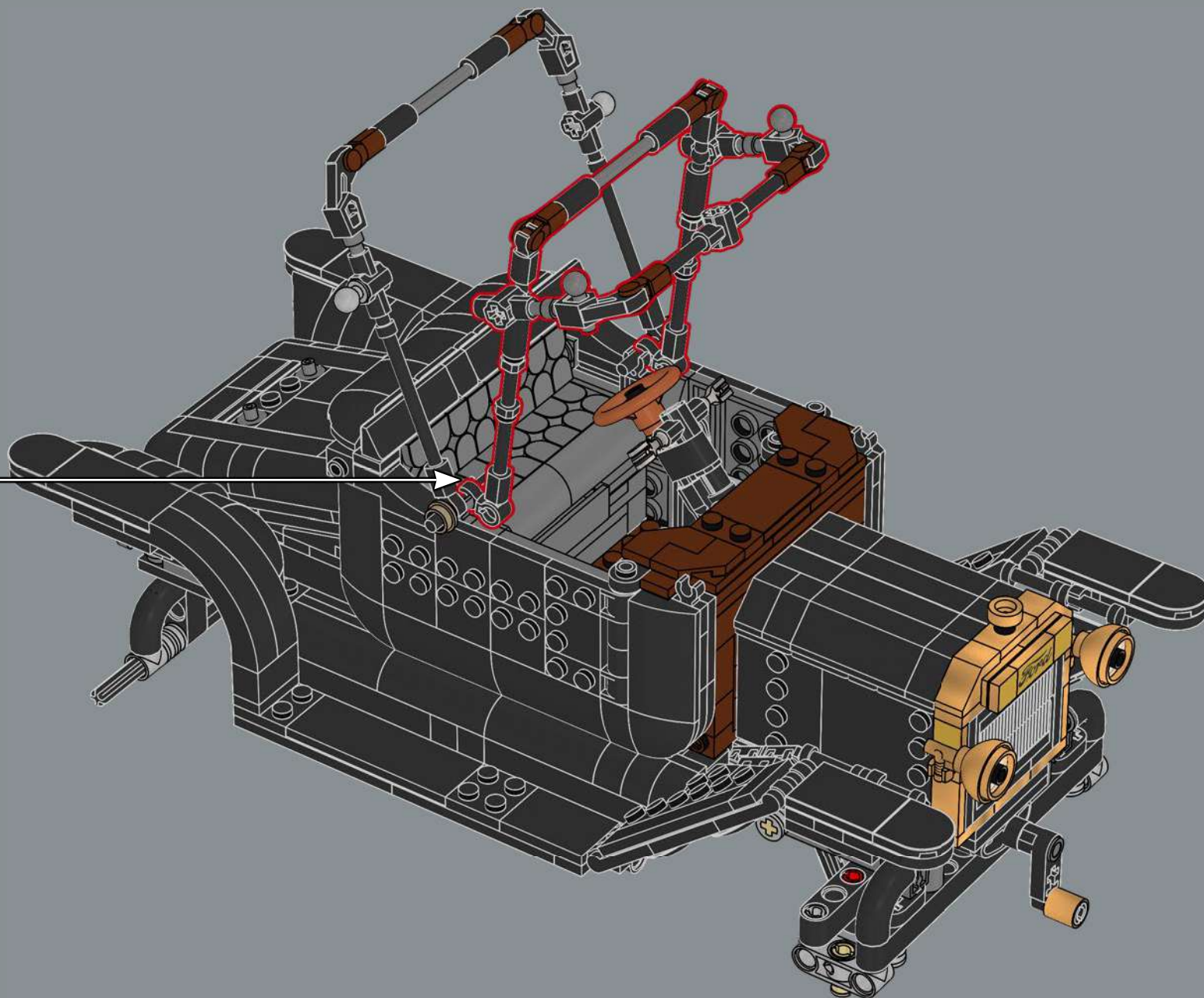




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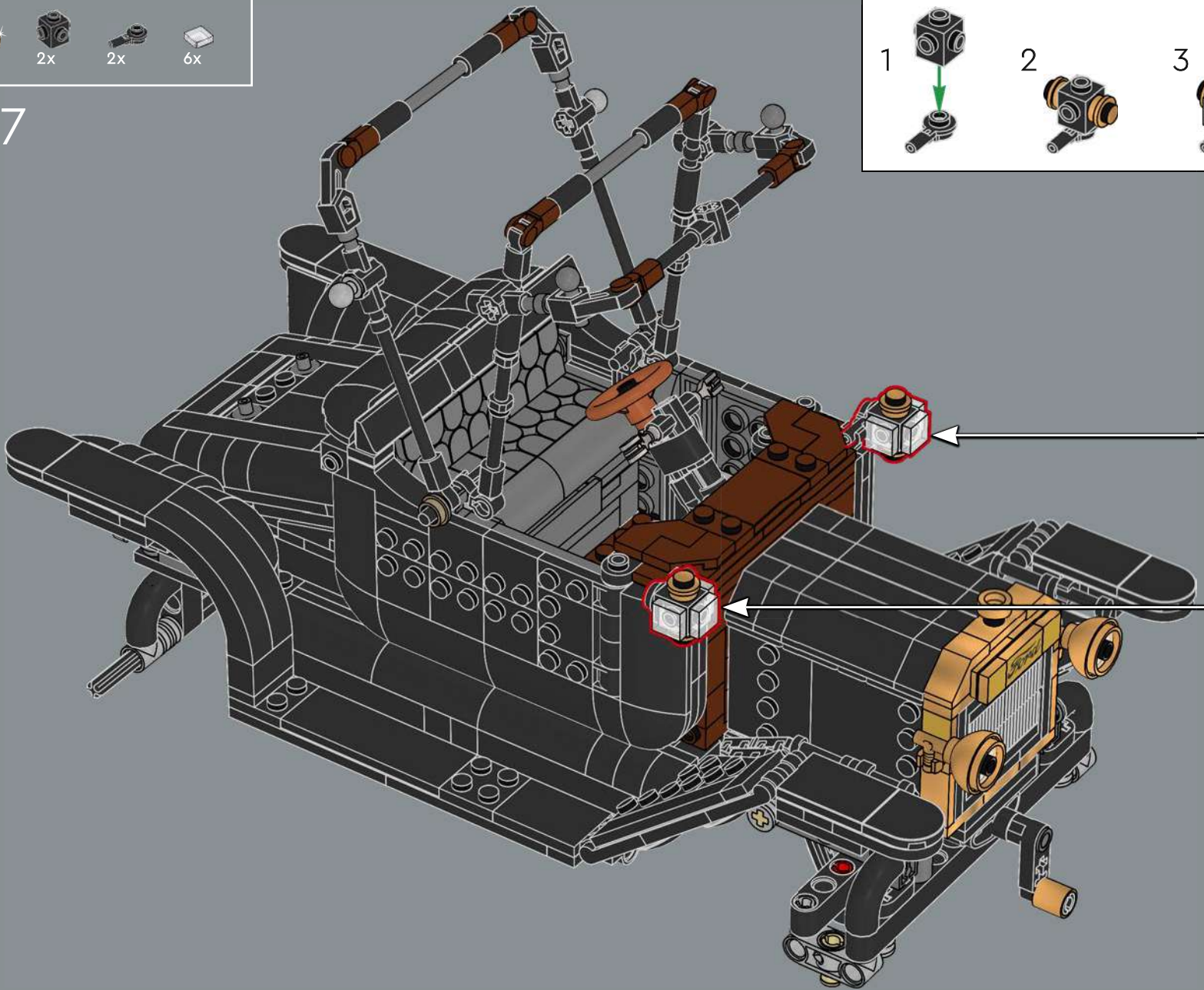
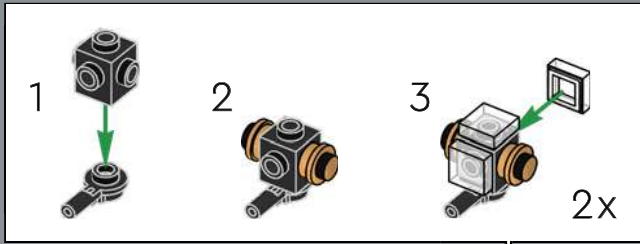


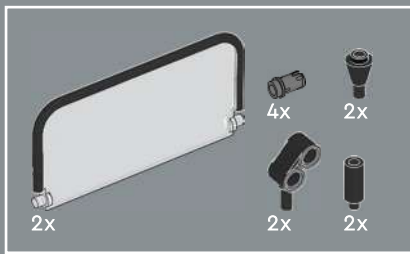
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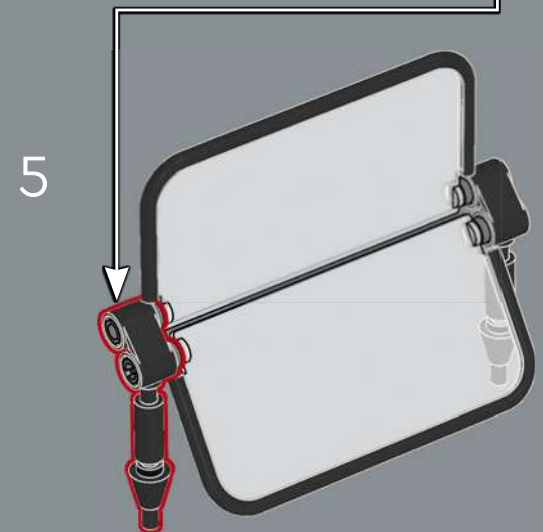
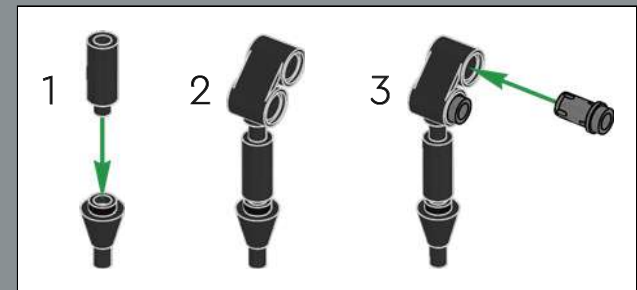
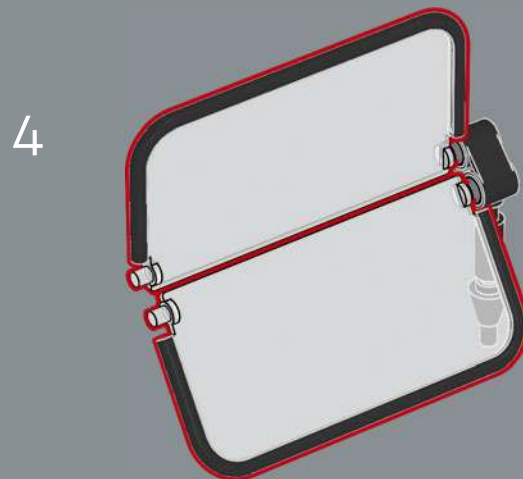
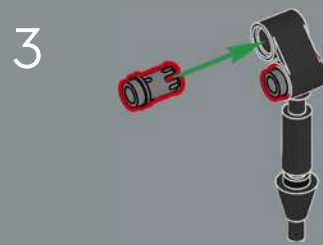
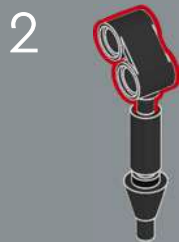
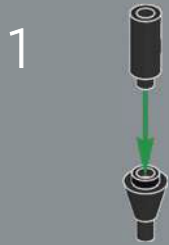
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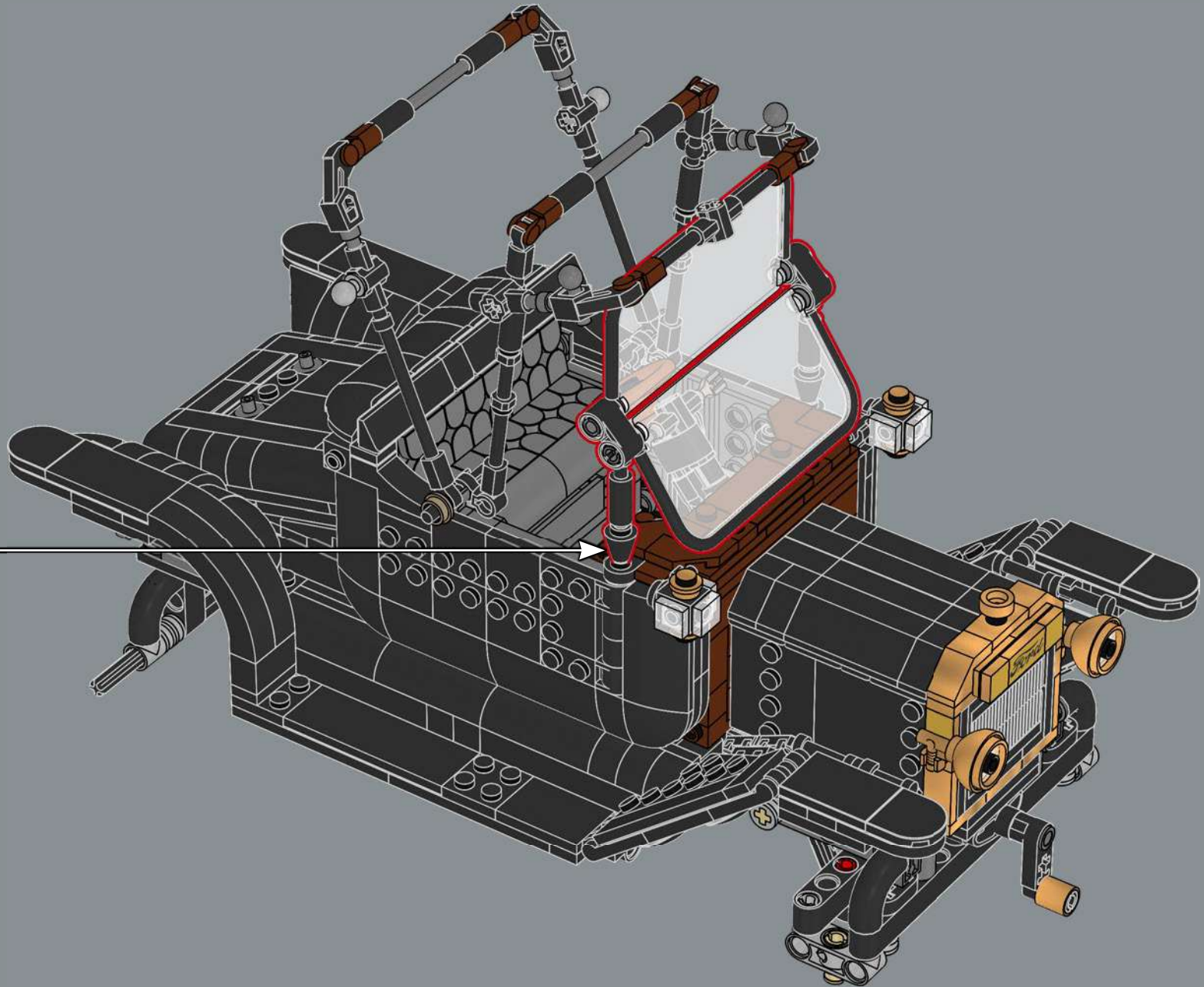
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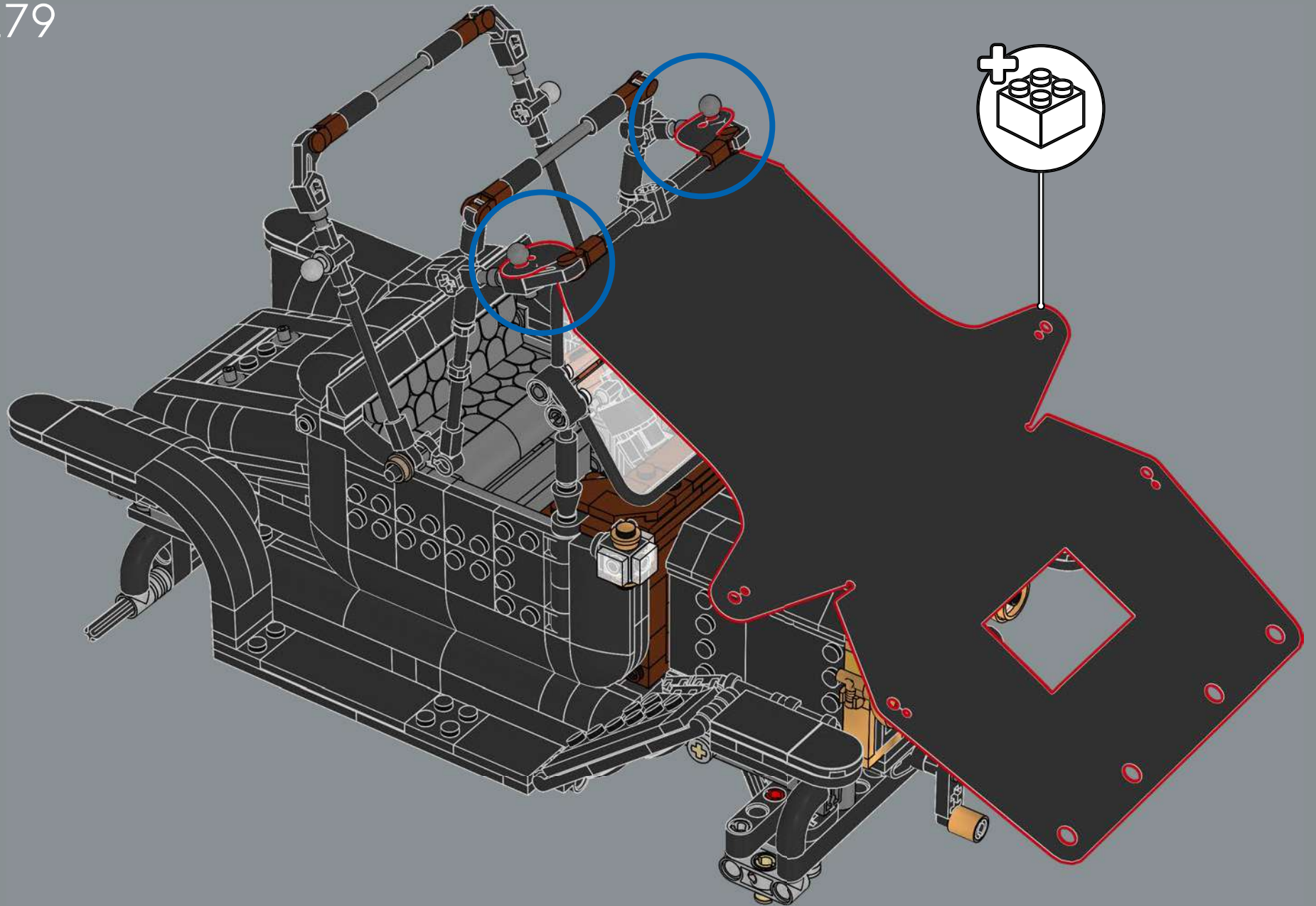




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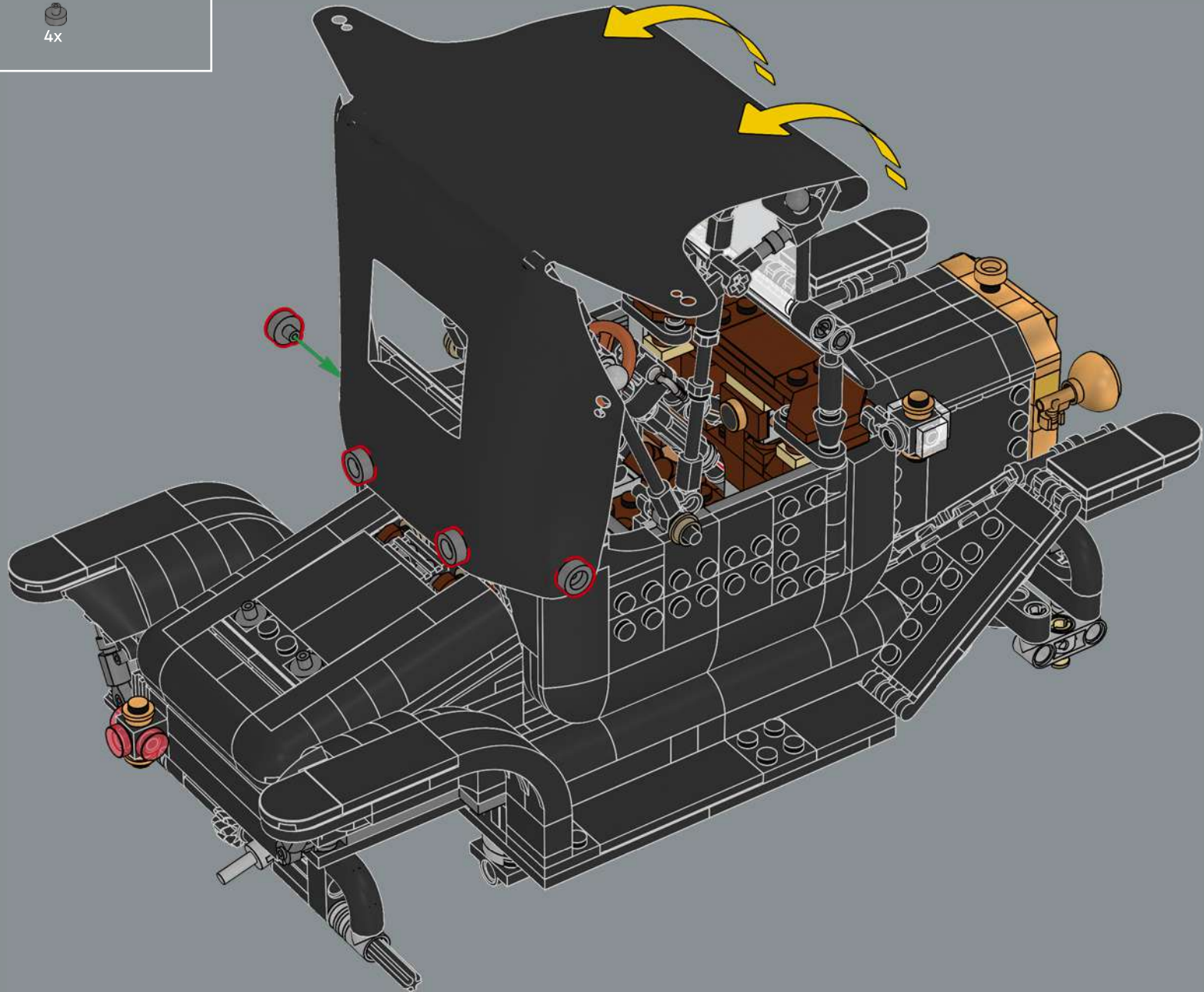




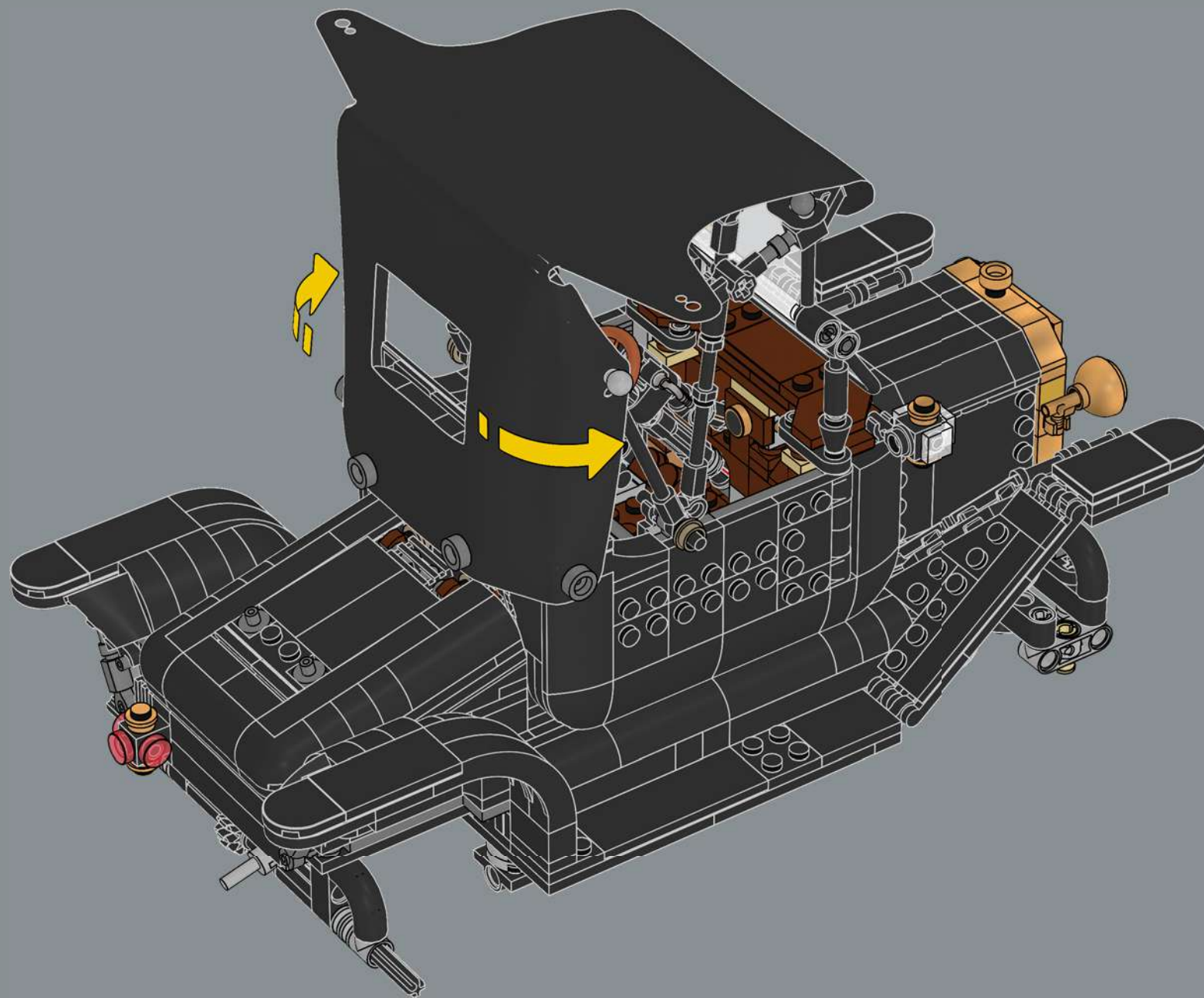


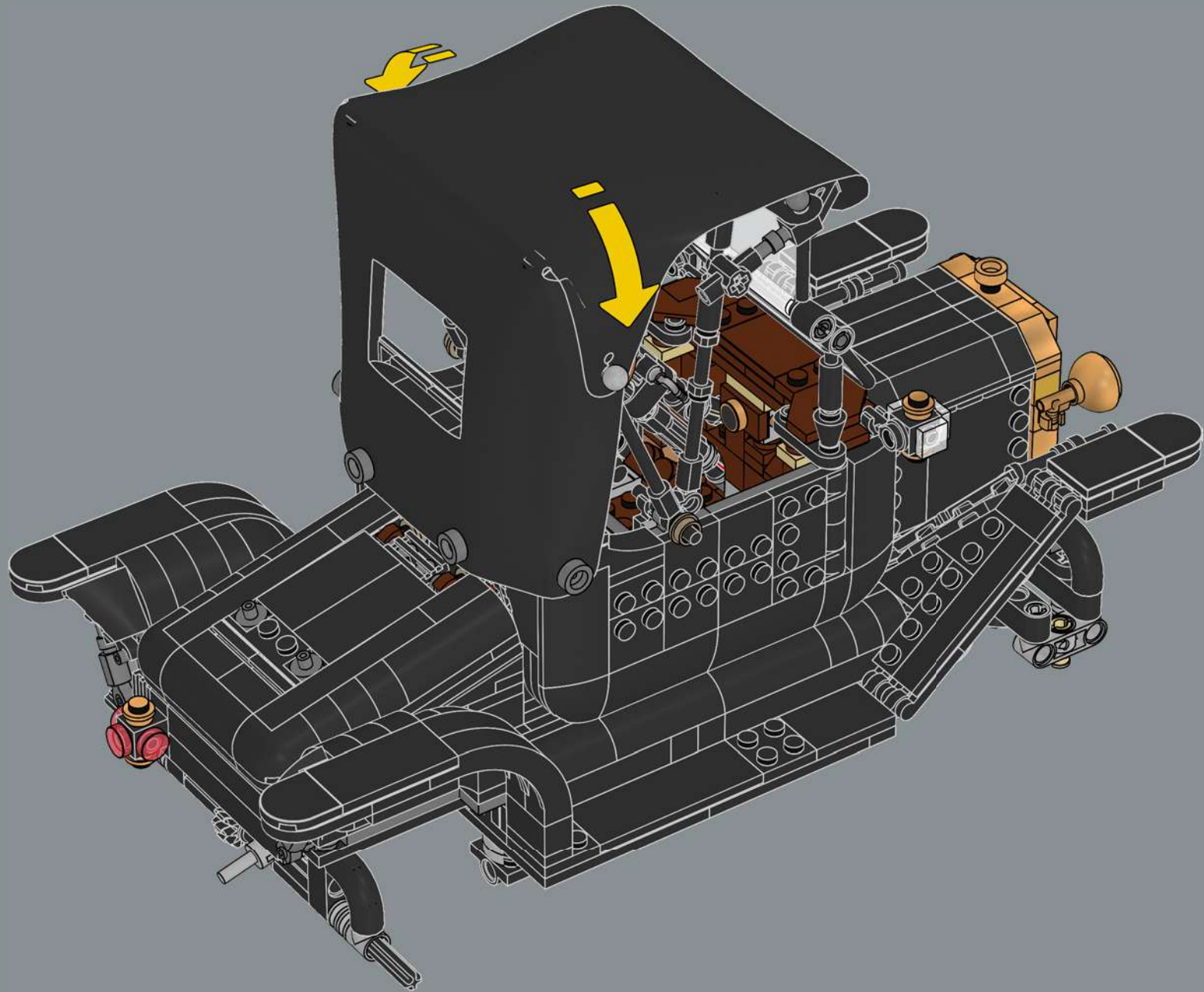
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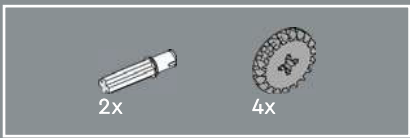
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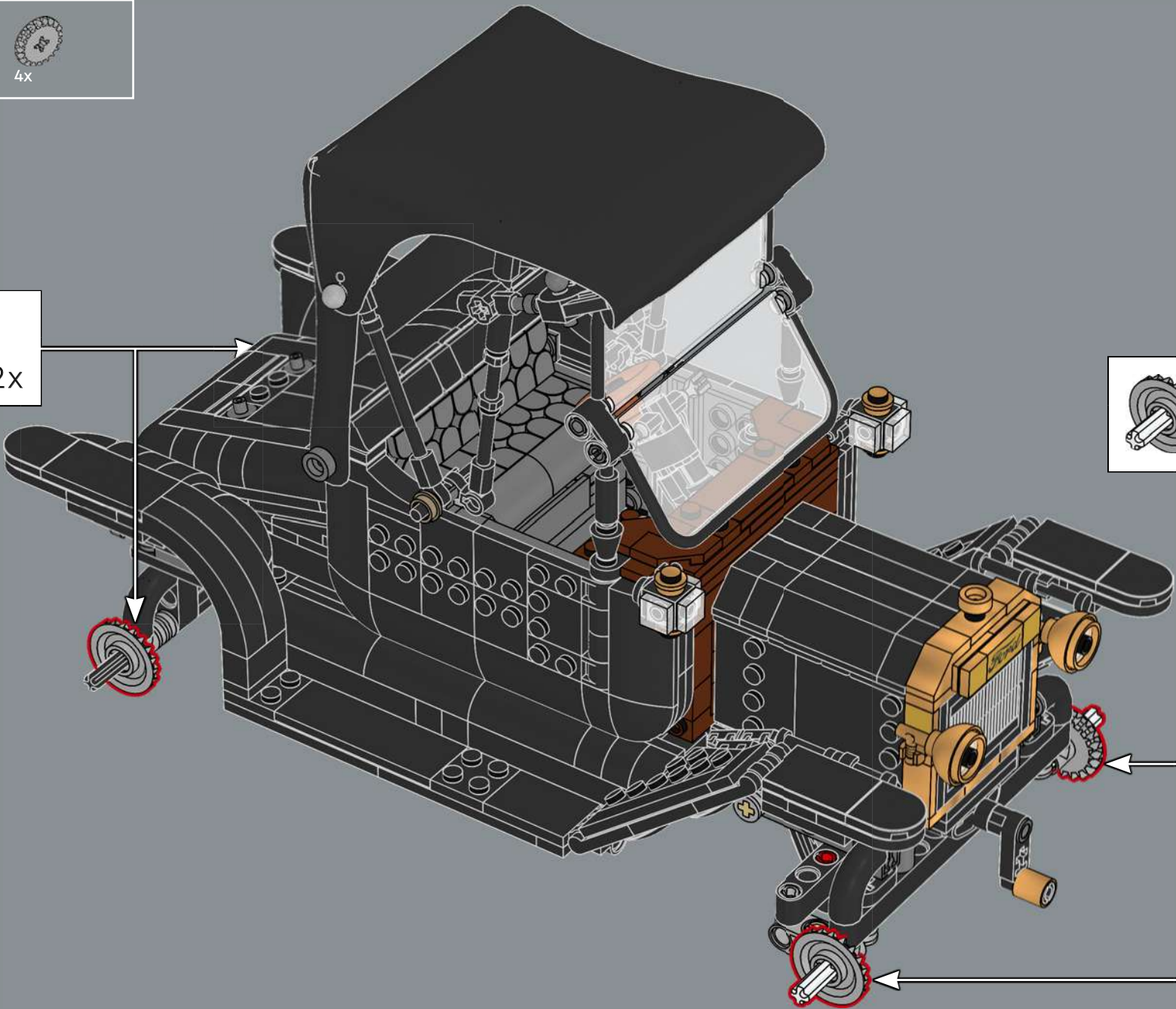
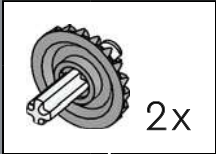
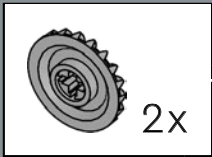
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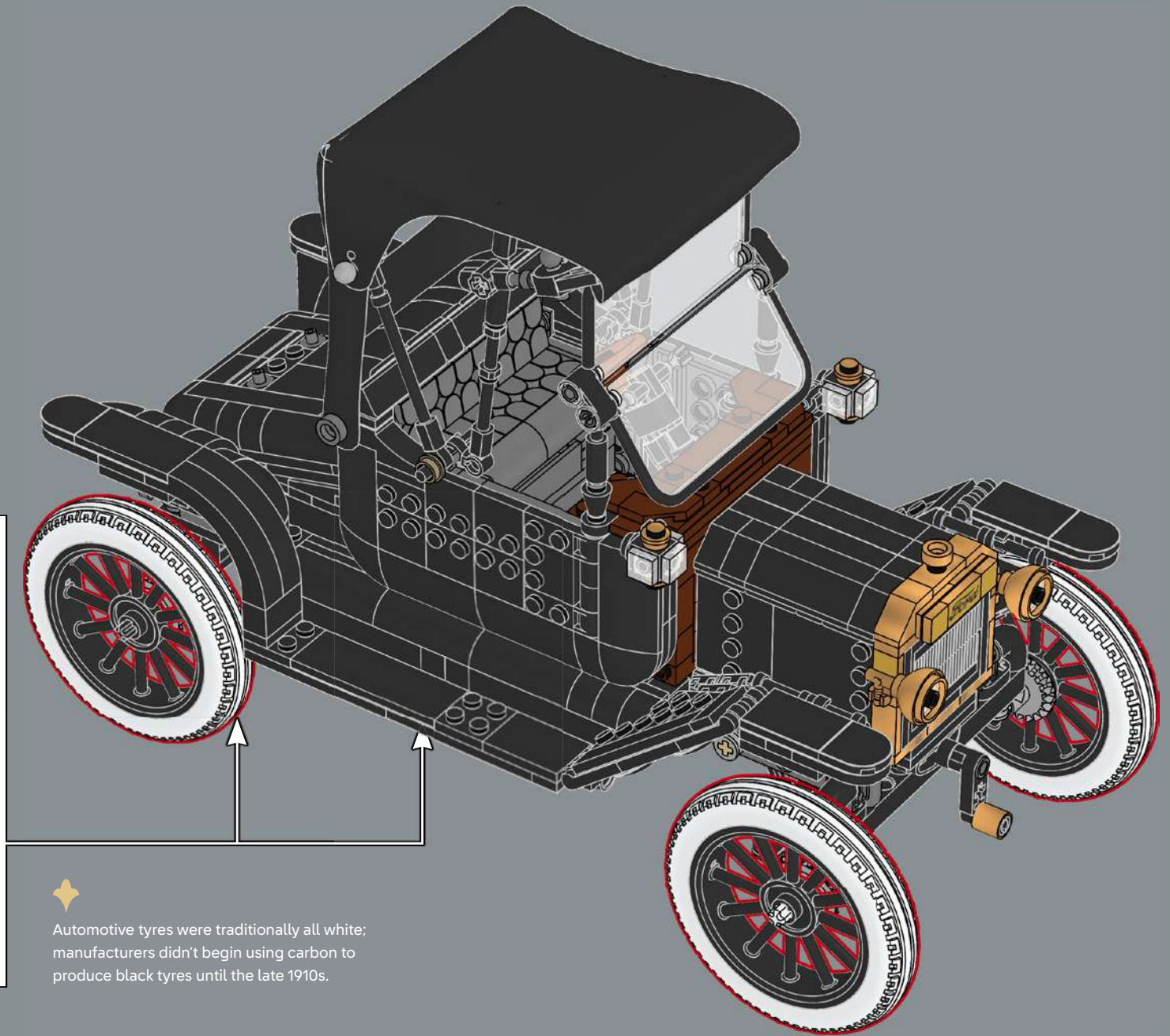
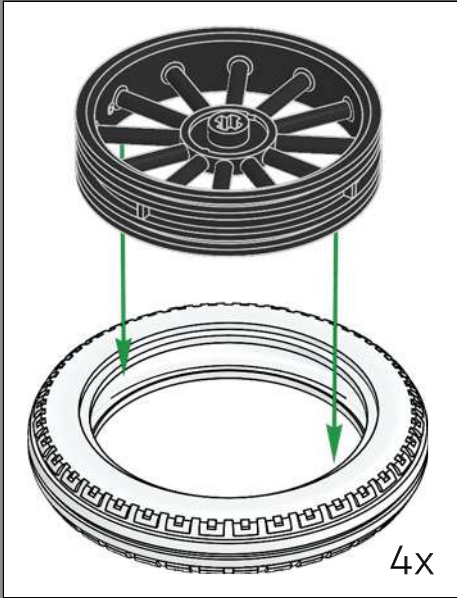


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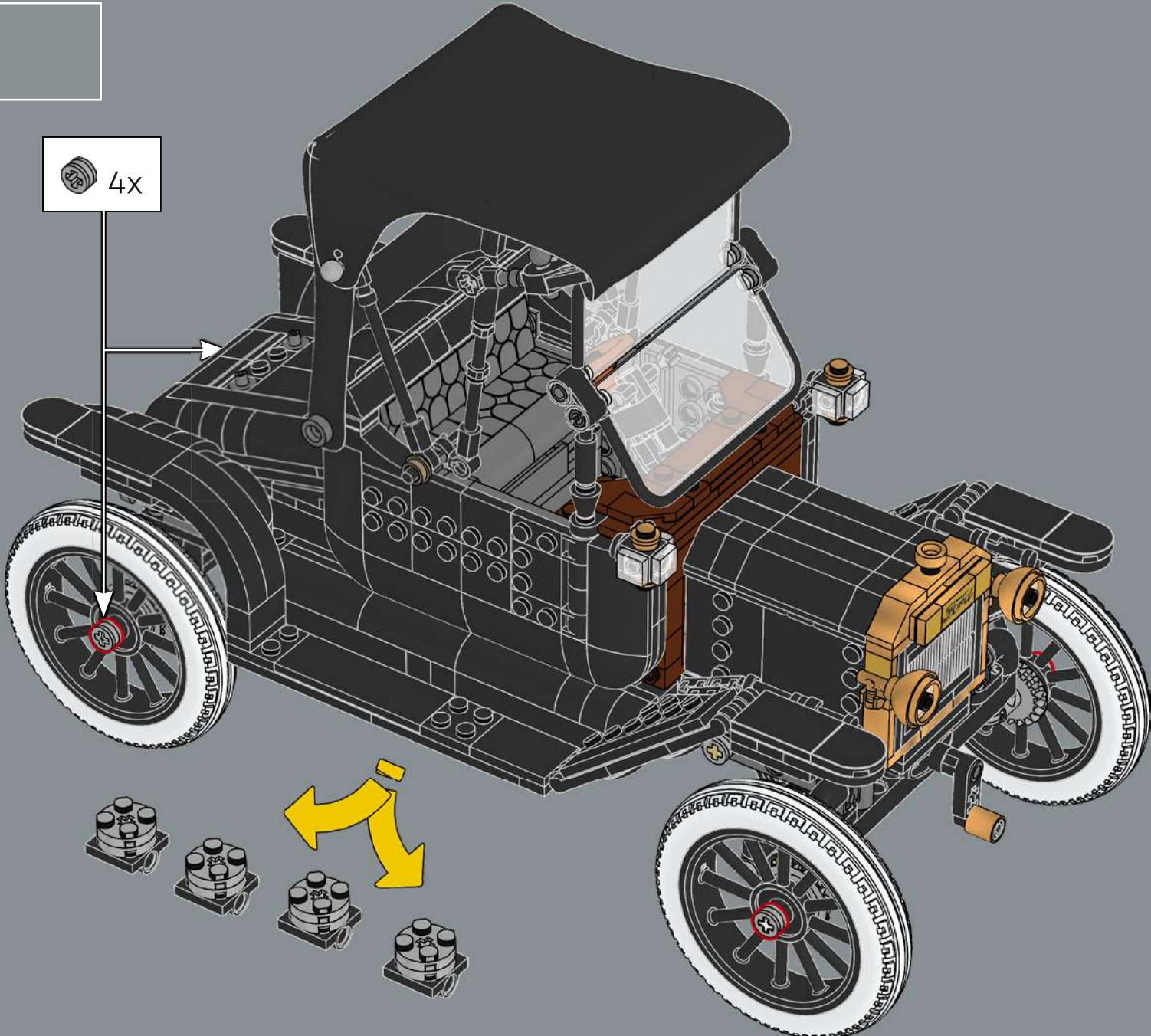
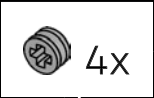
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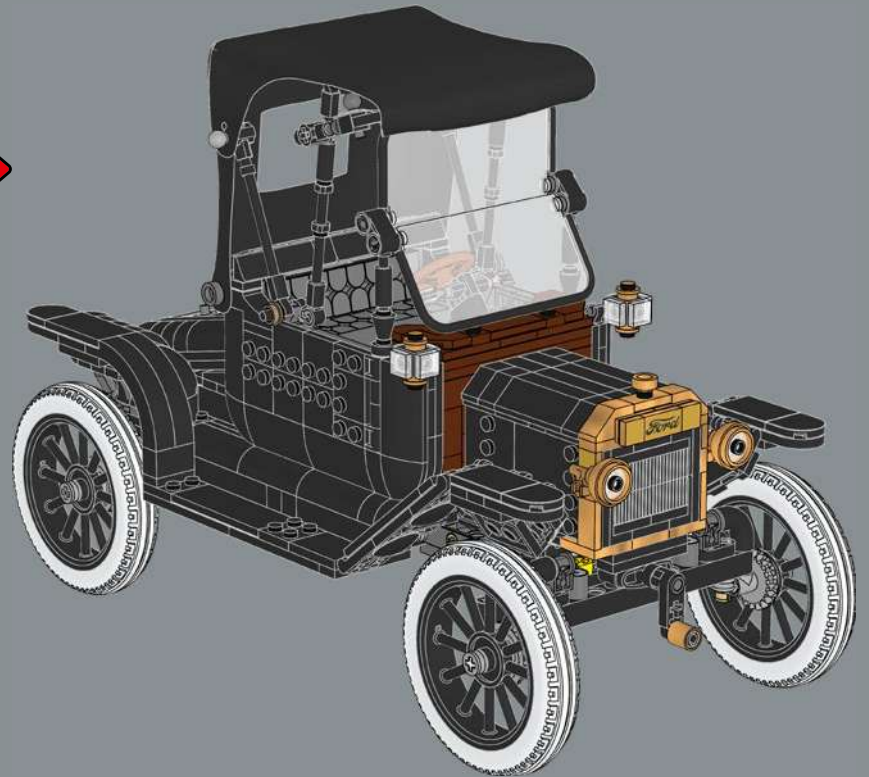
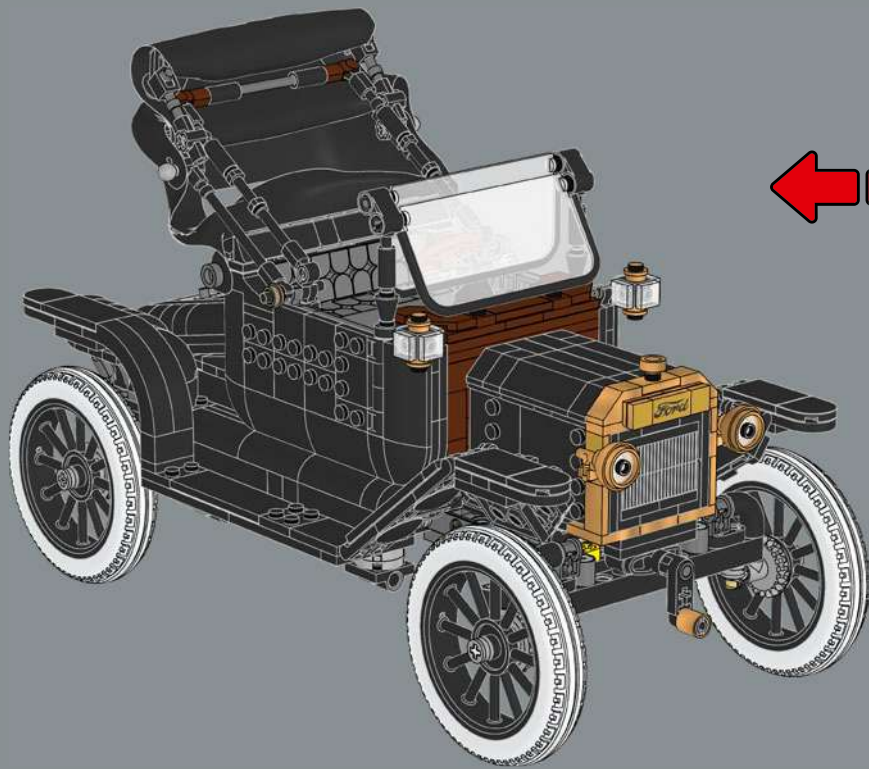


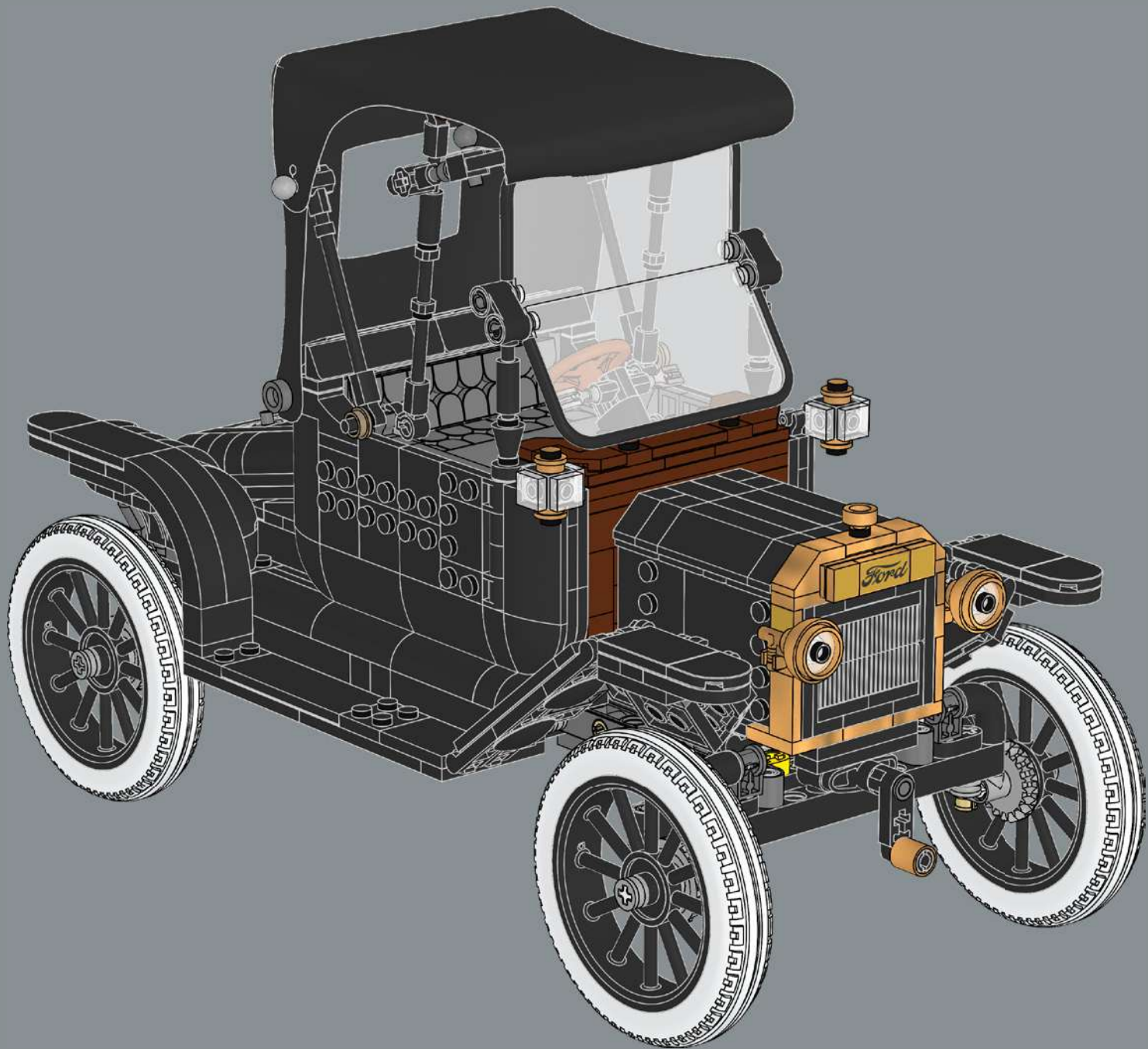
Automotive tyres were traditionally all white; manufacturers didn't begin using carbon to produce black tyres until the late 1910s.

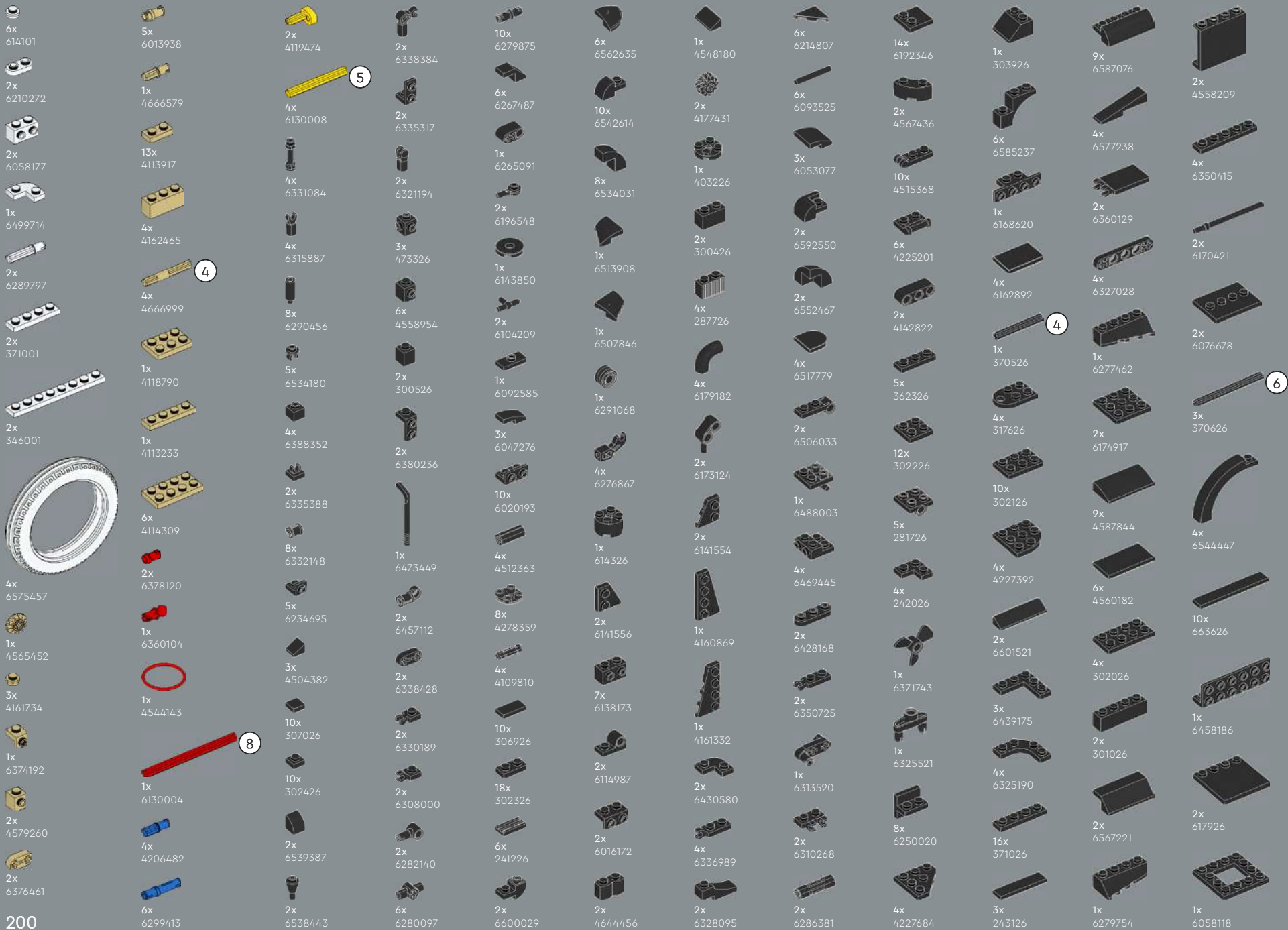


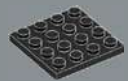
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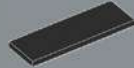








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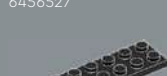
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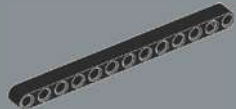
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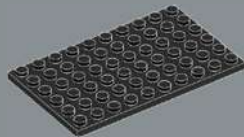
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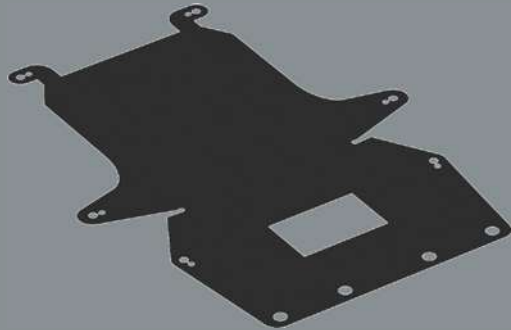
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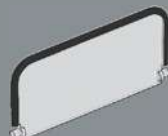


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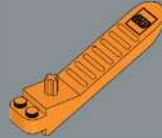
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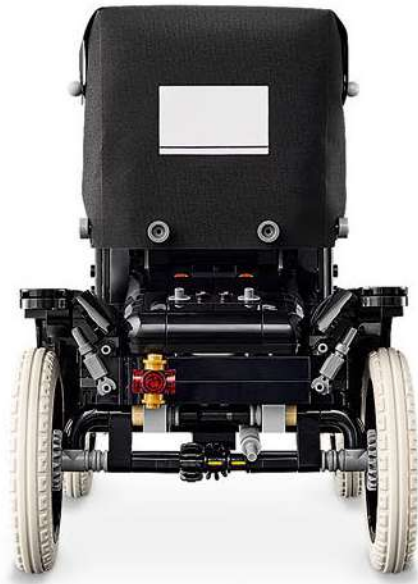
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