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LEGO TECHNICAL

McLaren



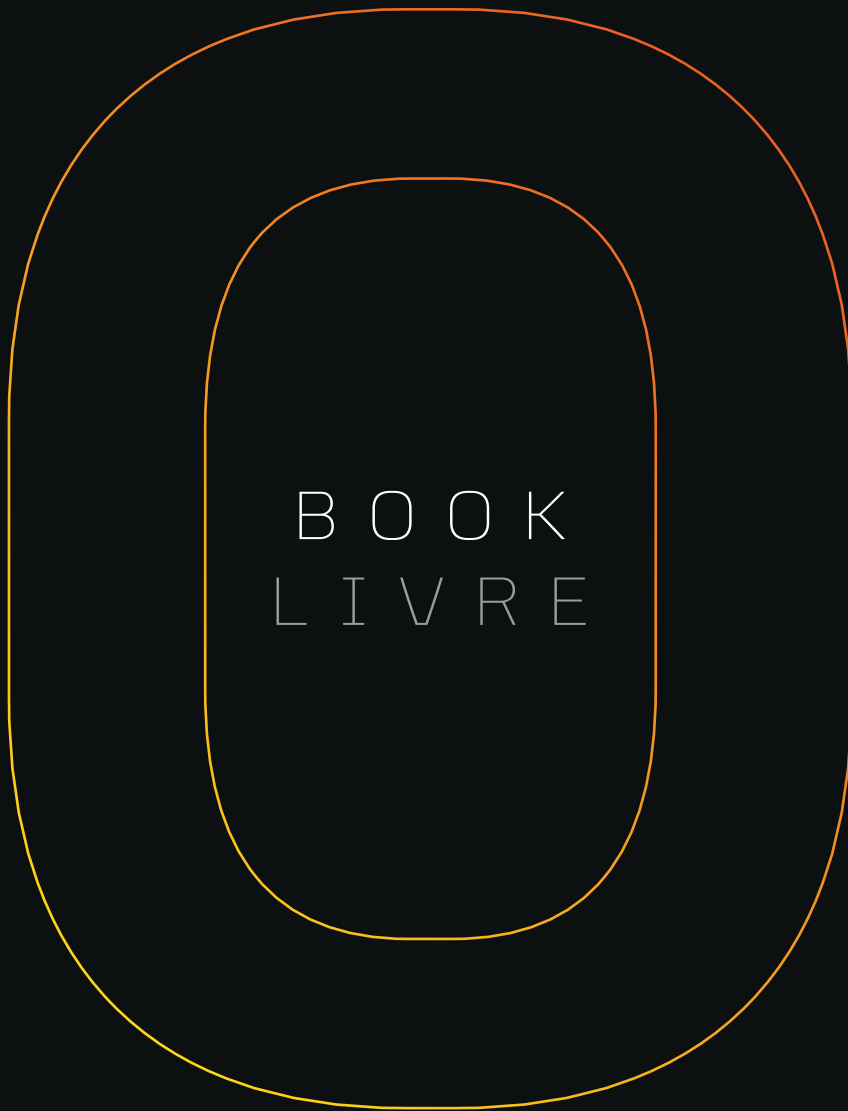
42172 McLaren P1™

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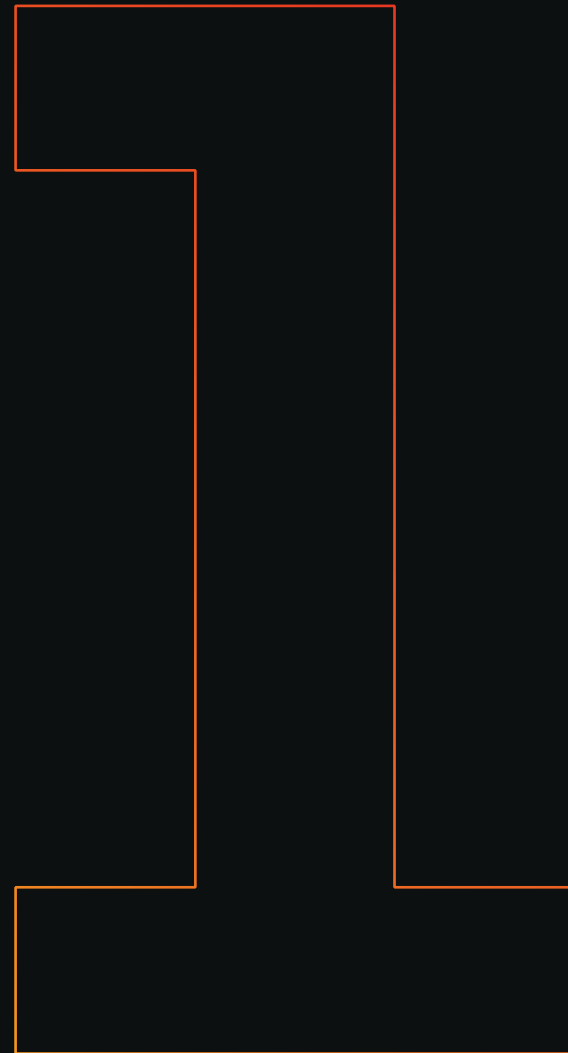
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BOOK
LIVRE



Booklet available in English
Livret disponible en français
Folleto disponible en español
[LEGO.com/service/buildinginstructions](https://www.lego.com/service/buildinginstructions)

Podcasts only available in English
Balados uniquement disponibles en anglais.
[LEGO.com/technic](https://www.lego.com/technic)

McLAREN AUTOMOTIVE

Woking, Surrey, England

Founded: 2010

McLaren Automotive

Woking, Surrey, en Angleterre

Fondé en 2010



THE LEGO GROUP

Billund, Denmark

Founded: 1932

Design teams from McLaren Automotive and the LEGO Group met for the ultimate play date to explore our shared passions: design excellence, innovative technology and groundbreaking engineering that inspires drivers – and builders – of tomorrow.

We kept playing. Ready to join?

Les équipes de conception de McLaren Automotive et du Groupe LEGO se sont rencontrées afin d'explorer des passions communes : la conception impeccable, la technologie innovante et l'ingénierie révolutionnaire qui inspirent les conducteurs – et les constructeurs – de demain.

Nous avons continué à jouer. Envie de nous rejoindre ?

Le Groupe LEGO
Billund, au Danemark
Fondé en 1932







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SINCE 2010, McLAREN HAS BEEN A LEADER IN AUTOMOTIVE ENGINEERING, BUILDING ON ITS RACING DNA TO PRODUCE TRULY ASTONISHING SUPERCARS AND HYPERCARS. THE McLAREN P1™ EXEMPLIFIES OUR ABILITY TO BLEND CUTTING-EDGE TECHNOLOGY, AERODYNAMICS AND SLEEK DESIGN AND IT'S INCREDIBLE TO SEE THESE ELEMENTS BROUGHT TO LIFE SO PRECISELY IN THE LEGO® TECHNIC™ McLAREN P1™.

DEPUIS 2010, McLAREN EST UN CHEF DE FILE DE L'INGÉNIERIE AUTOMOBILE, S'APPUYANT SUR SON EXPÉRIENCE EN COURSE AUTOMOBILE POUR PRODUIRE DES SUPERVOITURES ET DES HYPERVOITURES VRAIMENT ÉPOUSTOUFLANTES. LA McLAREN P1™ ILLUSTRE NOTRE CAPACITÉ À COMBINER LA TECHNOLOGIE DE POINTE, L'AÉRODYNAMIQUE ET UNE CONCEPTION ÉLÉGANTE, ET IL EST INCROYABLE DE VOIR CES ÉLÉMENTS CONCRÉTISÉS DE MANIÈRE AUSSI PRÉCISE DANS LA McLAREN P1™ LEGO® TECHNIC™.

Michael Leiters / Chief Executive Officer / McLaren Automotive

THE RACING DNA

L'ADN DE LA COURSE

What does it take to become – and remain – the best in your industry? No two businesses or industries are alike, and there is no 'one size fits all' answer to that question. But we discovered while making this model that McLaren Automotive and LEGO® Technic™ designers share a playful curiosity that drives us to constantly test boundaries. We test how technological advances in other fields may inspire innovation in ours. And, most importantly, we do it not just for ourselves, but to give others a world-class experience that inspires a global community to live out their passions and dreams. We put the drivers and the builders of tomorrow at the wheel.

McLaren is a pioneer that continuously pushes the boundaries. In 1981, it introduced lightweight and strong carbon-fiber chassis into Formula 1 with the McLaren MP4/1. Then in 1993, it designed and built the McLaren F1 road car – and the company has not built a car without a carbon-fiber chassis since. They have continually raised the bar and set new standards. And one of the most legendary examples of this is the McLaren P1™.



1995 McLaren F1 GTR

Que faut-il pour devenir le meilleur de l'industrie – et le rester ? Il n'y a pas deux entreprises ou industries pareilles, et il n'y a pas de réponse unique à cette question. Cela dit, nous avons découvert en réalisant ce modèle que McLaren Automotive et LEGO® Technic™ partagent une curiosité ludique qui nous pousse à tester constamment les limites. Nous testons comment les avancées technologiques dans d'autres domaines peuvent inspirer l'innovation dans le nôtre. Et, surtout, nous ne le faisons pas seulement pour nous-mêmes, mais pour offrir aux autres une expérience d'envergure internationale qui inspire une communauté mondiale à vivre ses passions et ses rêves. Nous mettons au volant les pilotes et les constructeurs de demain.

McLaren est un pionnier qui repousse sans cesse les limites. En 1981, le constructeur automobile introduit le premier châssis ultraléger et robuste en fibre de carbone dans le monde de la Formule 1 avec la McLaren MP4/1. Puis en 1993, elle conçoit et réalise une version de la McLaren F1 pour la route. Depuis, toutes les voitures de l'entreprise sont montées sur un châssis en fibre de carbone. Elle ne cesse de relever la barre et d'établir de nouvelles normes. Et l'un des exemples les plus légendaires de cette évolution est la McLaren P1™.

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THE PURPOSE OF THE McLaren P1™ WAS TO SHOW THE INDUSTRY WHAT THE FUTURE OF PERFORMANCE COULD LOOK LIKE.

LA RAISON D'ÊTRE DE LA McLaren P1™ ÉTAIT DE MONTRER À L'INDUSTRIE À QUOI POUVAIT RESSEMBLER L'AVENIR DE LA PERFORMANCE.

Simon Lacey / Head of Advanced Engineering / McLaren Automotive



2015 McLaren P1™ GTR



PEAK PERFORMANCE AT THE 'RING

DES PERFORMANCES DE POINTE SUR LE RING

The Nürburgring-Nordschleife (the 'Ring) in Germany is legendary for its beautiful yet strenuous track. For nearly a century, it has been one of the most important tracks for race-car drivers to test the latest innovation in race-car performance. During the development of the McLaren P1™, test driver Chris Goodwin and the development team spent hours testing the car here.

In 2013, the car signed off its final development challenge, completing the 12.94-mile (20.83 kilometers) lap, with 154 hair-raising bends in less than seven minutes, at an average speed of more than 111 mph (179km/h).

Le Nürburgring-Nordschleife (le Ring), en Allemagne, est légendaire pour son tracé à la fois magnifique et éprouvant. Depuis près d'un siècle, il est l'un des circuits les plus importants où les pilotes testent les dernières innovations en matière de performances des voitures de course. Lors du développement de la McLaren P1™, le pilote d'essai Chris Goodwin et l'équipe de développement ont passé des heures à tester la voiture ici.

En 2013, la voiture termine son dernier défi de développement en bouclant un tour de 20,83 km, avec 154 virages décoiffants, en moins de sept minutes, à une vitesse moyenne de plus de 179 km/h.



“

THE 'RING WAS A HELLUVA DRIVE! BUT EVEN THE MOST LEGENDARY TRACKS ONLY PROVIDE ABOUT A QUARTER OF THE LEVEL OF EXCITEMENT YOU GET FROM DRIVING A 900+ HORSEPOWER CAR ON ROAD TIRES.

LE RING ÉTAIT UNE EXPÉRIENCE ENDIABLÉE ! MAIS MÊME LES CIRCUITS LES PLUS LÉGENDAIRES N'OFFRENT QU'UN QUART DU NIVEAU D'EXCITATION QUE PROCURE LA CONDUITE D'UNE VOITURE DE PLUS DE 900 CHEVAUX SUR DES PNEUS DE ROUTE.

Chris Goodwin / McLaren P1™ Chief Test Driver

THE MCLAREN ULTIMATE SERIES HERITAGE

L'HÉRITAGE DE L'ULTIMATE SERIES DE MCLAREN

Inspired by the classic McLaren F1 – the most technologically advanced and fastest supercar of its time – the McLaren P1™ was launched in 2013 as the company's 'Ultimate car' offering. Groundbreaking on every level, the P1™ still ranks high on collectors' and supercar fans' lists of dream cars.

Inspirée par la classique McLaren F1 (la supervoiture la plus technologiquement avancée et la plus rapide de son époque), la McLaren P1™ est lancée en 2013 comme la « voiture suprême » de l'entreprise. Révolutionnaire à tous les niveaux, la P1™ figure toujours en bonne place sur les listes de voitures de rêve des collectionneurs et des amateurs de supervoitures.

1993
MCLAREN
F1



Broke numerous world records during the 1990s and remains the fastest naturally aspirated road car to date.

Elle a battu de nombreux records du monde dans les années 1990 et reste à ce jour la voiture de route à moteur atmosphérique la plus rapide.

2018
MCLAREN
SENNA



The third in McLaren's Ultimate series, inspired by one of McLaren's greatest racing drivers, Ayrton Senna.

Le troisième modèle de l'Ultimate Series de McLaren, inspiré par l'un des plus grands pilotes de course de McLaren, Ayrton Senna.

2018
MCLAREN
SENNA GTR



A track-only version, one of the fastest in the world.

Une version réservée aux circuits, l'une des plus rapides au monde.

2013

McLAREN
P1™



Groundbreaking in design and technology,
it launched as the first hybrid supercar in the world.

Novatrice tant sur le plan esthétique que technologique, elle est commercialisée en tant que première supervoiture hybride au monde.

2015

McLAREN
P1™ GTR



The track-only model paid homage
to the legendary McLaren F1 GTR.

Le modèle réservé à la piste rend hommage à la légendaire McLaren F1 GTR.

2018

McLAREN
SPEEDTAIL



McLaren's first ever Hyper-GT, most aerodynamically
efficient and the fastest McLaren to date.

La première Hyper-GT de McLaren, la plus efficace sur le plan aérodynamique et la McLaren la plus rapide à ce jour.

2019

McLAREN
ELVA



A limited-production mid-engine supercar,
and fifth addition to the McLaren Ultimate series.

Une supervoiture à moteur central en production limitée, et cinquième membre de l'Ultimate Series de McLaren.



THE ULTIMATE DRIVER'S CAR

LA VOITURE DE CONDUITE PAR EXCELLENCE

2023 marked the 10th anniversary of the release of the McLaren P1™. In automotive years, that's the equivalent of several generations.

The fact that current automotive design and technology are still catching up to the innovative design and features pioneered in the P1™ not only speaks volumes to the relevance the car still has today. It also still serves as inspiration for new generations of car designers. With help from the amazing team of McLaren designers, we set out to recreate and implement as many authentic details as possible in this LEGO® Technic™ version.

The E-mode and hybrid engine system was high on the list, of course. But the deeper we dove into the mechanics, the more details we fell in love with. The influence of the artistic design language is seen in more cars now, but the overall aesthetic of the P1™ is still completely unique for its class.

L'année 2023 marque le 10^e anniversaire de la sortie de la McLaren P1™. Dans l'automobile, c'est l'équivalent de plusieurs générations.

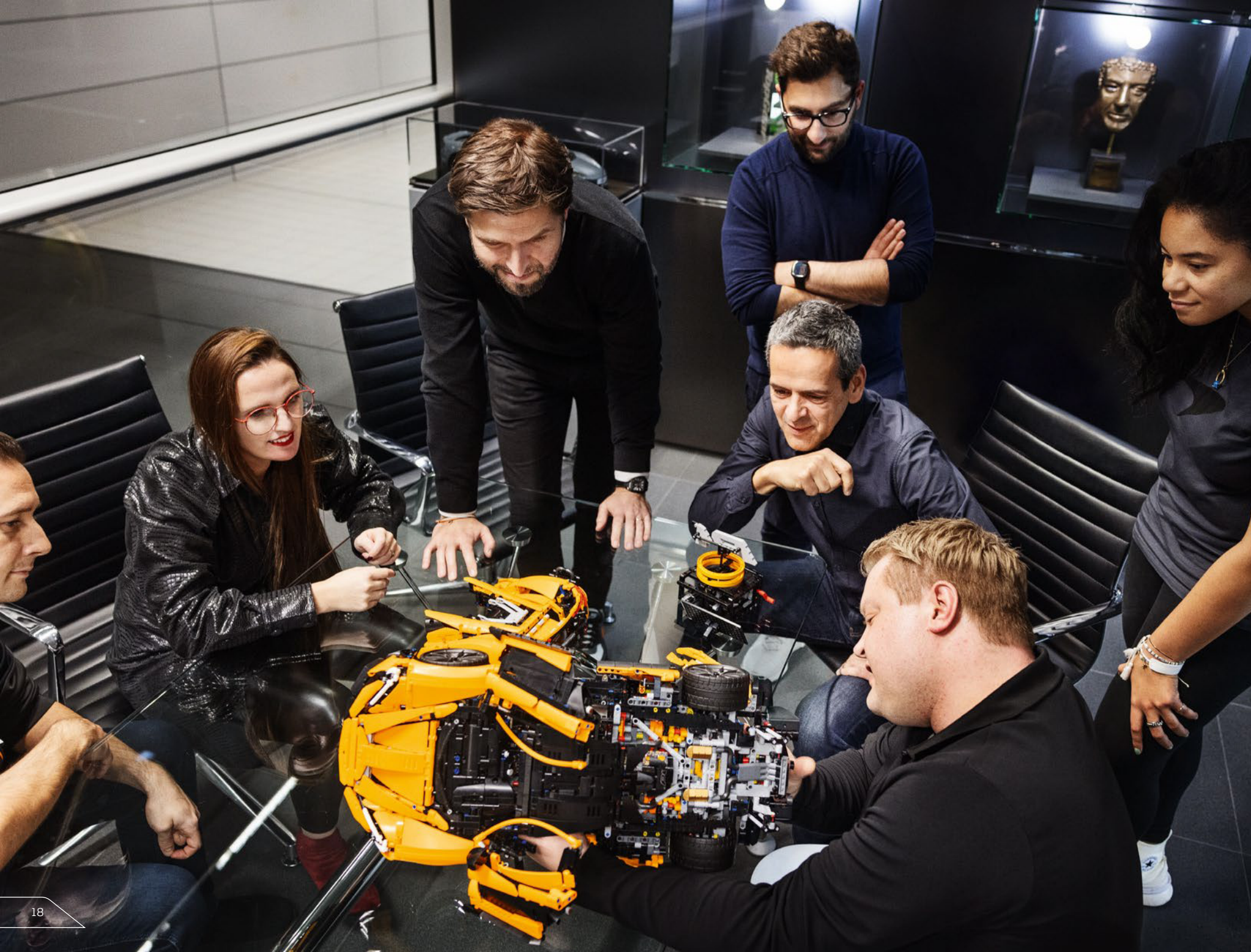
Le fait que la conception et la technologie automobiles actuelles rattrapent encore la conception et les caractéristiques innovantes dont la P1™ a été la pionnière ne témoigne pas seulement de la pertinence que la voiture a encore aujourd'hui. Il sert également d'inspiration aux nouvelles générations de concepteurs automobiles. Avec l'aide de l'incroyable équipe de concepteurs de McLaren, nous avons entrepris de recréer et d'inclure autant de détails authentiques que possible dans cette version LEGO® Technic™.

Le mode E et le système de moteur hybride figuraient bien sûr en bonne place sur la liste. Mais plus nous avons exploré la mécanique, plus nous avons découvert de détails fascinants. L'influence du langage de conception artistique se retrouve dans davantage de voitures aujourd'hui, mais l'esthétique globale de la P1™ reste tout à fait unique pour sa catégorie.









BREAKING BOUNDARIES

REPOUSSER LES LIMITES



Tobias Sühlmann

Chief Design Officer
McLaren Automotive

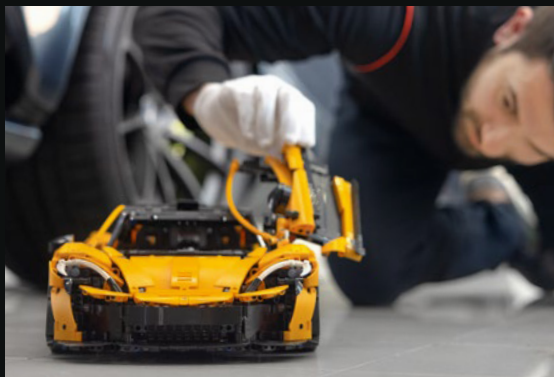
As McLaren Automotive Chief Design Officer, Tobias Sühlmann thrives in an environment that enables him and his team to break boundaries and push the limits of maximum track and road performance.

“When you recognize how every detail, shape and material in the P1™ serves a specific purpose, how compact it is, and how seamlessly its exterior and interior integrate, you understand the McLaren DNA and how unique the P1™ is. Its influence on McLaren car design is still seen today and will be in future models, in how we experiment with materials and racing technology to enhance performance, sustainability and safety. I've been passionate about automotive design since I was a child, and LEGO® building played a big part – it starts with an idea, and from that, you create something new. Now, working with the LEGO Technic™ design team, we can see a clear link between how our team and the LEGO design team work. When this project began, the team prioritized the overall look, dimensions, proportions and volumes – and that result in itself is absolutely breathtaking. But when we realized it was also going to have a working gearbox and E-mode function – we were not expecting that. I thought 'these guys are clearly as crazy as we are!' It's amazing how LEGO building can encourage both kids and adults to be creative.”

En tant que directeur de la conception de McLaren Automotive, Tobias Sühlmann excelle dans un environnement qui permet à lui et à son équipe de franchir les frontières et de repousser les limites des meilleures performances sur piste et sur route.

« Lorsque l'on reconnaît comment chaque détail, forme et matériau de la P1™ sert un objectif spécifique et comment l'extérieur et l'intérieur de cette voiture compacte s'intègrent parfaitement, on comprend l'ADN de McLaren et à quel point la P1™ est unique. Son influence sur la conception des voitures McLaren est encore perceptible aujourd'hui et le sera dans les futurs modèles, dans la manière dont nous expérimentons avec les matériaux et la technologie de course pour améliorer les performances, la durabilité et la sécurité. Je suis passionné par la conception automobile depuis mon enfance, et la construction LEGO® y est pour beaucoup : tout commence par une idée, et à partir de là, on crée quelque chose de nouveau. Aujourd'hui, alors que nous travaillons avec l'équipe de conception de LEGO Technic™, nous pouvons constater un lien évident entre la façon dont notre équipe et l'équipe de conception de LEGO travaillent. Au début du projet, l'équipe a donné la priorité à l'aspect général, aux dimensions, aux proportions et aux volumes – et ce résultat est en soi absolument époustouflant. Mais lorsque nous avons réalisé que le modèle allait également disposer d'une boîte de vitesses fonctionnelle et d'une fonction de mode E, nous étions stupéfaits. Je me suis dit : "ils sont vraiment aussi fous que nous !" C'est incroyable de voir à quel point la construction LEGO peut encourager les enfants et les adultes à être créatifs. »







Jamie Corstorphine

Director Product Strategy
McLaren Automotive

AN EXCITING ENGINEERING CHALLENGE

In 2011, as the newly-appointed Product Manager for McLaren Automotive, Jamie Corstorphine's first project was bringing the P1™ to market.

"I vividly remember building my first LEGO® Technic™ model, the Chassis 8860, and I'm so excited to be able to build this model! It's a bit of a full circle moment. The development of the real-life P1™ was challenging, and it felt exciting and groundbreaking at the time. We demonstrated how much hybrid can add to the driving experience, in absolute performance terms as well as in driving engagement. Some of the technology to achieve that, especially motor technology, wasn't available, so we developed new solutions to fit our vision. But I don't think we realized quite how big an impact it would have on people's perception of hybrid powertrains. It was an important turning point that significantly raised the bar for McLaren Automotive."

THE REACTIONS

"Seeing the reactions of the customers and seasoned experts as they drove the car for the first time was like seeing kids in a candy store. We couldn't have asked for a better response. The P1™ is a perfect example of the benefits that can come from being a small team. We work very closely and make decisions together. We had long conversations about giving the P1™ the capability to run on pure electric mode. But customers loved it, so we transferred our newfound hybrid powertrain experience to our new series of production cars."

UN DÉFI D'INGÉNIERIE EXALTANT

En 2011, alors qu'il vient d'être nommé chef de produit pour McLaren Automotive, Jamie Corstorphine prend pour premier projet la mise sur le marché de la P1™.

« Je me souviens très bien de la construction de mon premier modèle LEGO® Technic™, le Châssis 8860, et je suis tellement emballé à l'idée de pouvoir construire ce modèle ! C'est un peu comme si la boucle était bouclée. Le développement de la vraie P1™ a été laborieux, mais tout de même passionnant et révolutionnaire à l'époque. Nous avons démontré à quel point l'hybride peut améliorer l'expérience de conduite en termes de performances absolues et que d'engagement des conducteurs. Certaines des technologies permettant d'atteindre ce résultat, en particulier la technologie des moteurs, n'étaient pas disponibles, et nous avons donc développé de nouvelles solutions pour réaliser notre vision. Mais je ne pense pas que nous ayons imaginé l'impact que cela aurait sur la perception qu'ont les gens des groupes motopropulseurs hybrides. Cela a été un tournant important qui a considérablement relevé la barre pour McLaren Automotive. »

LES RÉACTIONS

« Voir les réactions des clients et des experts chevronnés lorsqu'ils conduisaient la voiture pour la première fois, c'était comme voir des enfants dans un magasin de bonbons. Nous n'aurions pas pu espérer une meilleure réponse. La P1™ est un parfait exemple des avantages que peut procurer une petite équipe. Nous travaillons en étroite collaboration et prenons les décisions ensemble. Nous avons longuement discuté de la possibilité de donner à la P1™ la capacité de fonctionner en mode électrique pur. Mais les clients l'ont adorée, alors nous avons transféré notre nouvelle expérience des groupes motopropulseurs hybrides à notre nouvelle série de voitures de production. »



SHOWING WHAT WOULD COME

MONTRER L'AVENIR



Simon Lacey

Head of Advanced Engineering
McLaren Automotive

With a background in engineering and as the former Head of Aerodynamics for the McLaren Formula One team, Simon Lacey helped conceive the aerodynamics and multiple technical attributes of the McLaren P1™.

"It was a really lovely surprise to learn of the LEGO Group's desire to build a Technic McLaren P1™. I had one of the first LEGO® Technic™ models that came out in the seventies, a car chassis! The P1™ was the first road car I worked on, and it has a special place in my heart. Its purpose was to show the industry what was coming. It brought F1 methodology into road cars, from steering and suspension to design and crash testing. We wanted to optimize downforce, limit drag, provide sufficient cooling to the engine and give the tires optimal grip on the tarmac. And we wanted to do it while making a beautiful sculpture – not just a race car."

AIR MOVES IN SMOOTH CURVES

"Air likes to move in smooth, sinuous, organic curves, and inspired by biomimicry, aqua- and aerodynamics, we studied images of hammerhead sharks and falcons in flight. The car had to 'breathe,' so all openings on the car had to work in harmony as inlets or outlets for the cooling flow. We used computer simulations to refine and incorporate those principles into the iconic curves seen throughout the car. We pushed the absolute limits of what was possible then. The excitement from passionate car fans still overwhelms me, and the styling and technology still feel as fresh today as they did a decade ago. Many of the signature styling cues and technical details we developed for the P1™ are integrated into new supercars and road cars even today. I think we hit our target."

Avec une formation d'ingénieur et un passé de responsable de l'aérodynamique pour l'écurie de Formule 1 McLaren, Simon Lacey a contribué à la conception de l'aérodynamique et des multiples attributs techniques de la McLaren P1™.

« Ça a été une très belle surprise d'apprendre que le Groupe LEGO souhaitait construire un modèle Technic de la McLaren P1™. Je possédais l'un des premiers modèles LEGO® Technic™ sortis dans les années 1970, un châssis de voiture ! La P1™ a été la première voiture de route sur laquelle j'ai travaillé, et elle occupe une place particulière dans mon cœur. Sa raison d'être était de montrer l'avenir à l'industrie. Elle a transposé la méthodologie de la F1 aux voitures de route, de la direction et de la suspension à la conception et aux essais de collision. Nous voulions optimiser la déportance, limiter la traînée, assurer un refroidissement suffisant du moteur et donner aux pneus une adhérence optimale sur le bitume. Et nous voulions y parvenir tout en réalisant une belle sculpture – pas seulement une voiture de course. »

L'AIR SE DÉPLACE EN COURBES LISSES

« L'air aime se déplacer en courbes lisses, sinueuses et organiques. Inspirés par le biomimétisme, l'aquodynamique et l'aérodynamique, nous avons étudié des images de requins-marteaux et de faucons en vol. La voiture devait "respirer", c'est-à-dire que toutes les ouvertures de la voiture devaient fonctionner en harmonie en tant qu'entrées ou sorties pour le flux de refroidissement. Nous avons utilisé des simulations par ordinateur pour affiner et incorporer ces principes dans les courbes emblématiques de la voiture. Nous avons repoussé les limites absolues de ce qui était possible à l'époque. L'enthousiasme des passionnés de voitures continue de m'impressionner, et le style et la technologie sont toujours aussi novateurs aujourd'hui qu'ils l'étaient il y a dix ans. Bon nombre des caractéristiques stylistiques et des détails techniques que nous avons développés pour la P1™ sont encore aujourd'hui intégrés dans de nouvelles supervoitures et voitures de route. Je pense que nous avons atteint notre objectif. »





Chris Goodwin

McLaren P1™
Chief Test Driver

PLAY WITH IT

LE PLAISIR DU JEU

Racing and test driver Chris Goodwin clocked more than 4,000 hours of track time in various iterations of the McLaren P1™, from development mule cars to the finished model.

"It's an amazingly reliable car. From the Arctic Circle to the desert, London to Miami, you can press the button and go for a drive. Its drama and almost aggressive performance are reminiscent of the most drivable, engaging race cars I've ever driven. Those races where your hair stands on end and you feel so alive afterwards, it's such a brilliant, exciting experience. That's the feeling people will have when they drive the P1™.

"It's the best of three worlds: One, the design – it will be a gorgeous car forever. Two, the outstanding performance delivered through technology – controlling the variable ride height with different suspension levels and damping, controlling high levels of downforce with active aerodynamics – the P1™ set that ball rolling. And three, the emotion you feel when you drive it: The P1™ simply has the biggest grin-factor; it looks, sounds and feels alive, and encourages people to play with it. Other supercars can feel like they're driving you, but the P1™ is like an extension of you – you're in control. You can hear what's going on, and that makes it very intuitive to drive. All these unique components came together in the right way. And that's why, a decade on, it's still a pioneering icon."

Chris Goodwin, pilote de course et d'essai, cumule plus de 4 000 heures de piste dans les différentes itérations de la McLaren P1™, depuis les mulets de développement jusqu'au modèle fini.

« C'est une voiture incroyablement fiable. Du cercle polaire au désert, de Londres à Miami, vous pouvez appuyer sur le bouton et partir en balade. Son caractère théâtral et ses performances musclées rappellent les voitures de course les plus agréables à conduire et les plus engageantes que j'aie jamais pilotées. Ces courses qui vous font dresser les cheveux sur la tête et vous font sentir plein de vie après coup, c'est une expérience tellement extraordinaire et exaltante. C'est le sentiment qu'éprouveront les gens au volant de la P1™.

C'est le meilleur de trois mondes : premièrement, la conception – cette voiture sera éternellement magnifique. Deuxièmement, les performances exceptionnelles offertes par la technologie – contrôle de la hauteur de conduite variable avec différents niveaux de suspension et d'amortissement, contrôle des niveaux élevés de déportance avec l'aérodynamique active – la P1™ a ouvert le bal. Et troisièmement, l'émotion que l'on ressent en la conduisant : la P1™ se distingue par son allure, ses sons et son dynamisme, ce qui incite les gens à jouer avec elle. D'autres supervoitures peuvent donner l'impression de vous conduire, mais la P1™ est comme un prolongement de vous-même – c'est vous qui avez le contrôle. Vous pouvez entendre ce qui se passe, ce qui rend sa conduite très intuitive. Tous ces composants uniques sont associés judicieusement. Et c'est pourquoi, une décennie plus tard, elle demeure une icône pionnière. »





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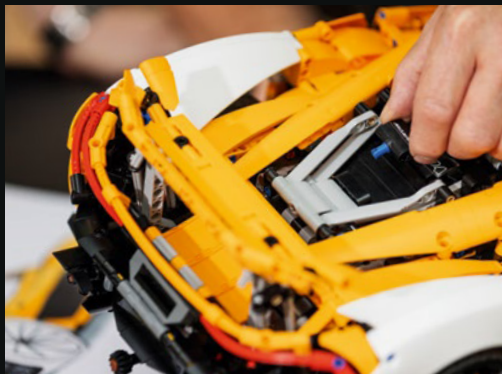
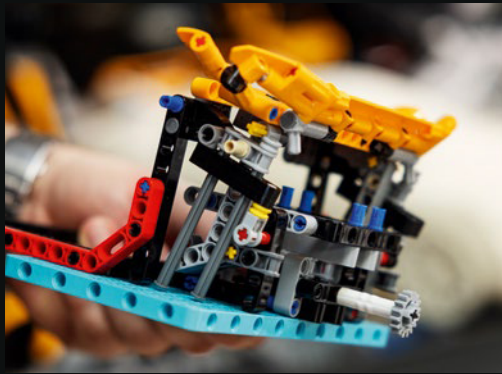
**WHEN WE DESIGN NEW LEGO®
TECHNIC™ MODELS, WE ASK
OURSELVES, WHAT CAN WE DO
THAT WE HAVE NEVER DONE
BEFORE?**

LORSQUE NOUS CONCEVONS DE NOUVEAUX
MODÈLES LEGO® TECHNIC™, NOUS NOUS
DEMANDONS CE QUE NOUS POUVONS
FAIRE QUE NOUS N'AVONS JAMAIS FAIT
AUPARAVANT.

Kasper René Hansen / Model Designer / LEGO® Technic™







**THE ATTENTION TO DETAIL
IN THE McLaren P1™
IS SIMPLY UNSURPASSED.**

L'ATTENTION PORTÉE AUX DÉTAILS DANS LA
MCLAREN P1™ EST TOUT SIMPLEMENT INÉGALÉE.

Kasper René Hansen / Model Designer /LEGO® Technic™

"As LEGO® Technic™ designers, we love creating intricate functions, immersive and challenging building experiences, and a finished result you'll be proud to display. The LEGO Technic McLaren P1™ is no exception. We had huge support from the McLaren design team throughout the process, and it was a thrill to work with them on details like the seven-speed gearbox, hybrid system and overall shaping of the car. In the real-life model, the electric motor is placed under the gasoline engine, but because of the scale of our model, we moved it forward to make it fit.

"The attention to detail is simply unsurpassed. We made sure we incorporated the signature McLaren 'drop' shapes throughout the car that gives it that sophisticated, organic and dynamic silhouette. The drop shapes are not just visually striking, they are strategically included to optimize airflow and aerodynamics. In Race mode, the McLaren P1™ produces 1,300 lbs. (600 kg) of downforce at 170 mph (273 km/h), so we replicated the air intake in the hood, doors and the active aero in the rear which, in the real-life car, prevents it from breaking its own suspension."

« En tant que concepteurs LEGO® Technic™, nous aimons créer des fonctions complexes, des expériences de construction immersives et stimulantes, et un produit fini que vous pourrez exposer avec fierté. La McLaren P1™ LEGO Technic ne fait pas exception. Nous avons bénéficié du soutien de l'équipe de conception de McLaren tout au long du processus, et nous avons adoré travailler avec eux sur des détails tels que la boîte de vitesses à sept rapports, le système hybride et la forme générale de la voiture. Dans le modèle réel, le moteur électrique est placé sous le moteur à essence, mais en raison de l'échelle de notre modèle, nous l'avons déplacé vers l'avant pour le faire rentrer.

L'attention portée aux détails est tout simplement inégalée. Nous avons veillé à intégrer les formes en goutte d'eau caractéristiques de la McLaren sur l'ensemble de la voiture, ce qui lui confère une silhouette sophistiquée, organique et dynamique. Les formes des gouttes ne sont pas seulement visuellement saisissantes, elles sont stratégiquement placées pour optimiser le flux d'air et l'aérodynamisme. En mode Course, la McLaren P1™ produit 600 kg de déportance à 273 km/h. Nous avons donc reproduit les prises d'air du capot, les portes et l'aileron actif à l'arrière qui, dans la voiture réelle, l'empêche de rompre sa propre suspension. »



THIS IS A DREAM PROJECT FOR ANY PRODUCT DESIGNER. IT'S TRULY A HANDS-ON STUDY IN INNOVATIVE DESIGN

C'EST UN PROJET DE RÊVE POUR TOUT CONCEPTEUR DE PRODUITS. IL S'AGIT D'UNE VÉRITABLE ÉTUDE PRATIQUE DE LA CONCEPTION NOVATRICE.

Kasper René Hansen / Model Designer / LEGO® Technic™



"The real-life McLaren P1™ body is made from just five panels. It seems simple, but it's an incredibly advanced and deliberate design. The glasshouse was inspired by fighter jet canopies! Replicating smooth, organic curves and shapes with (mostly) angled LEGO® Technic™ elements is always a balancing act.

"We have to find solutions that work within the building system without straining the elements. For this model, we designed a few new elements to achieve some of the authentic McLaren P1™ functions, design and details.

"The advanced gearbox combined with E-mode and hybrid mode system are completely new to LEGO Technic models, so we developed a new shifter drum element, two new gear wheels, including a 45° bone gear to make them work smoothly. The unique tires and overall curvy features were recreated with the help of creative building techniques, new rims, wheel arches, panels and a new A-pillar."

« La carrosserie de la vraie McLaren P1™ est composée de seulement cinq panneaux. Cela semble simple, mais il s'agit d'une conception incroyablement avancée et délibérée. Le vitrage a été inspiré par les verrières des avions de chasse ! Reproduire des courbes et des formes lisses et organiques avec des éléments LEGO® Technic™ (généralement) anguleux n'est jamais chose aisée.

Nous devons trouver des solutions qui fonctionnent dans le système de construction sans forcer les éléments. Pour ce modèle, nous avons conçu quelques nouveaux éléments pour réaliser une partie des fonctions, de la conception et des détails authentiques de la McLaren P1™.

La boîte de vitesses avancée combinée au mode E et au système de mode hybride sont totalement nouveaux pour les modèles LEGO Technic. Nous avons développé un nouvel élément de tambour de changement de vitesse et deux nouvelles roues dentées, dont une roue dentée à 45°, pour un fonctionnement en douceur. Les pneus uniques et les traits courbes ont été recréés grâce à des techniques de construction créatives, de nouvelles jantes, des passages de roues, des panneaux et un nouveau pilier A. »





THE LEGO® TECHNIC™ PODCAST

LE BALADO LEGO® TECHNIC™

Listen to more stories and interviews in our exclusive podcast, featuring the LEGO® Technic™ team, the original McLaren P1™ team and a P1™ test driver.

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Simon Lacey

Head of Advanced Engineering
McLaren Automotive



Tobias Sühlmann

Chief Design Officer
McLaren Automotive



Jamie Corstorphine

Director Product Strategy
McLaren Automotive



Chris Goodwin

McLaren P1™
Chief Test Driver



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Jeppe Juul Jensen

Creative Lead
LEGO® Technic™



Kasper René Hansen

Model Designer
LEGO® Technic™



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FORWARD, AND ENJOY EVERY
MOMENT OF YOUR BUILDING
EXPERIENCE, RIGHT TO THE
FINISH LINE!**

*PRÉPAREZ-VOUS À
FONCER ET À PROFITER
DE CHAQUE INSTANT DE
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CONSTRUCTION, JUSQU'À LA
LIGNE D'ARRIVÉE !*



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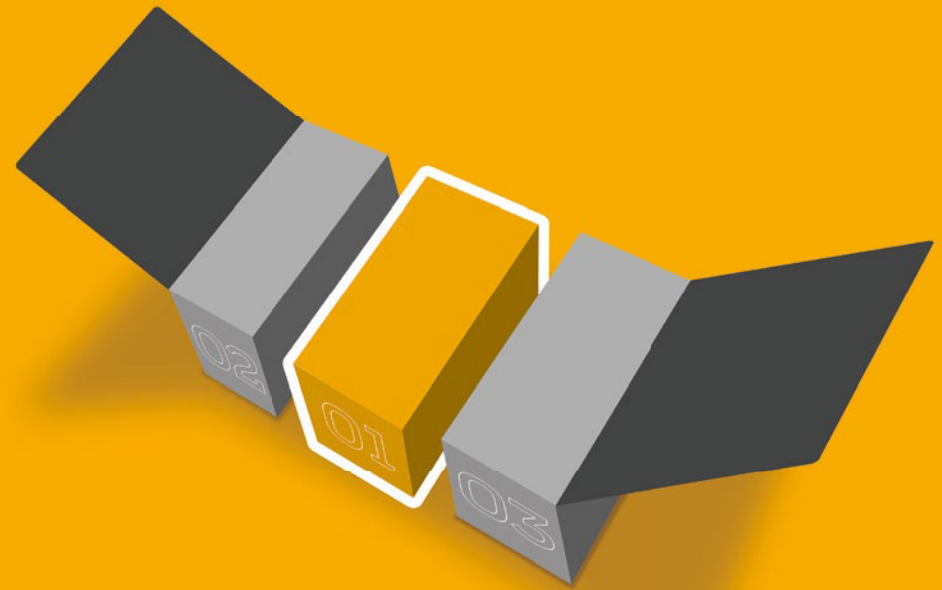
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LEGO® Builder

01

BOX
BOÎTE

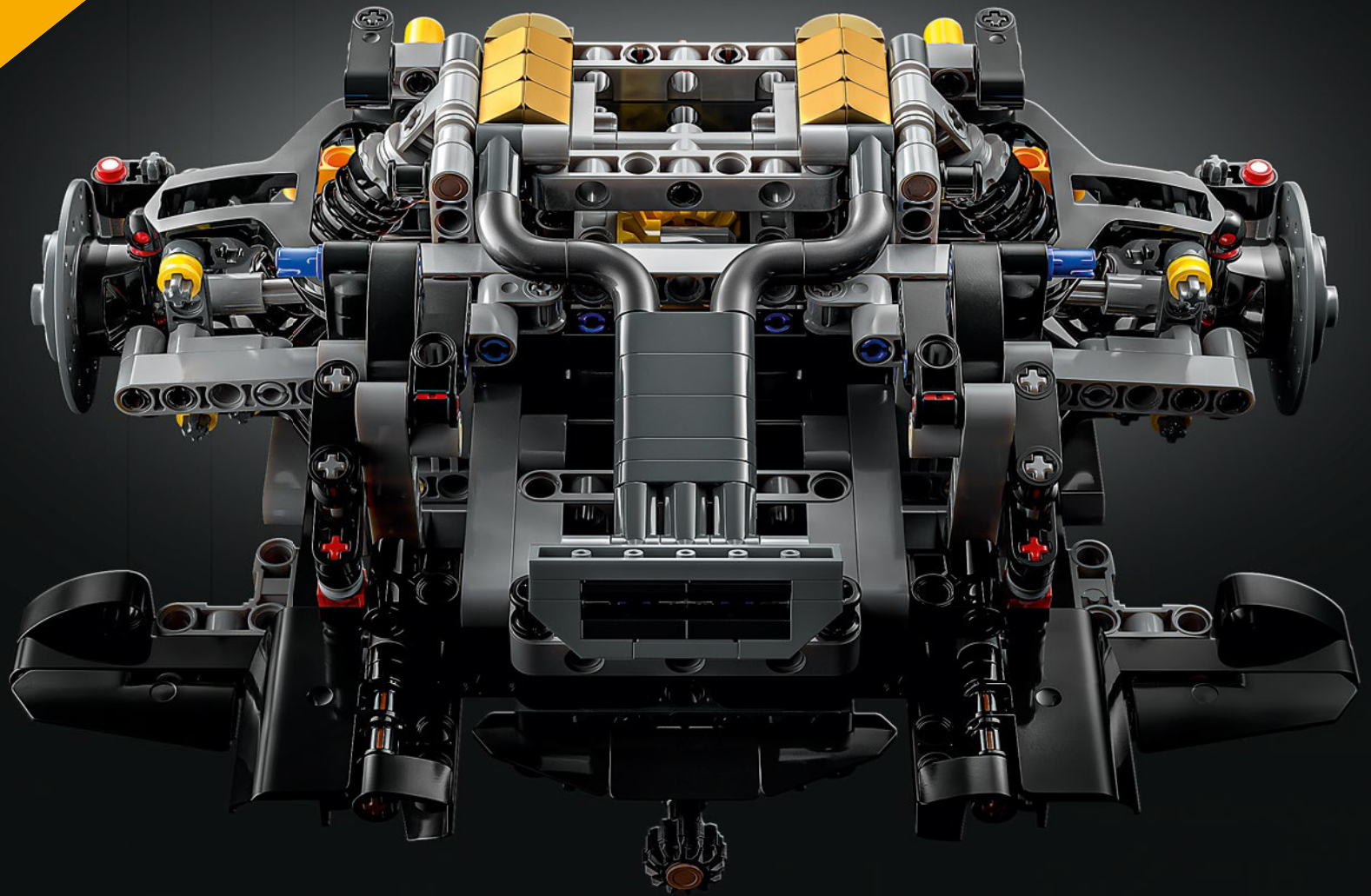


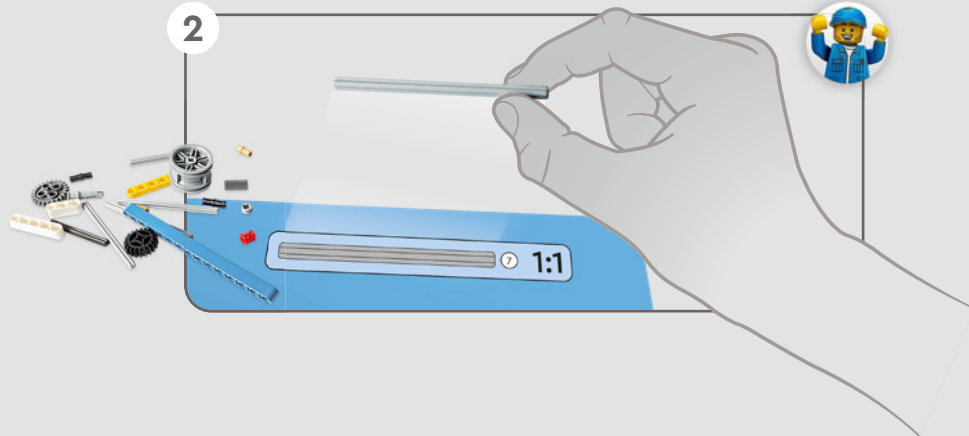
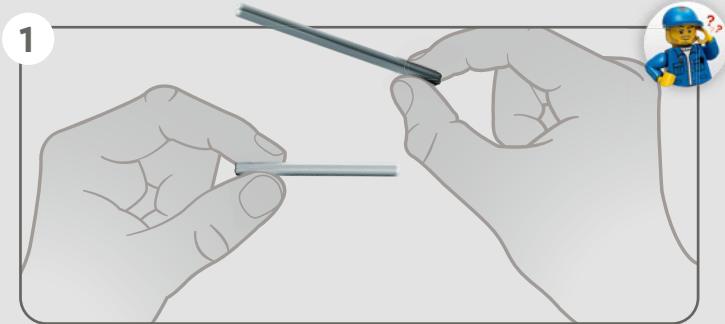
EXHAUST & REAR SUSPENSION

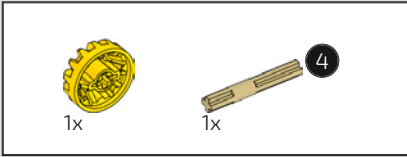
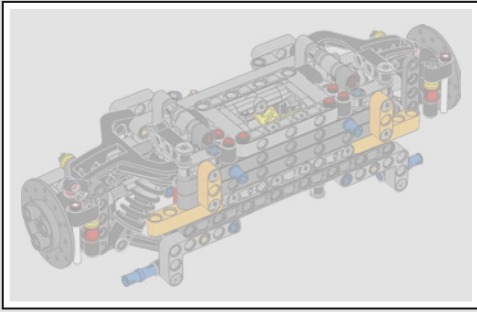
ÉCHAPPEMENT ET SUSPENSION ARRIÈRE

Some of the characteristic details of the McLaren P1™ are the spoiler mechanism, single, central exhaust and custom-option gold foil-lined engine bay. The application of the foil allows heat to be deflected away from the body panels. This detail was recreated in this model with gold-colored elements. The black wishbone elements recreate the authentic suspension.

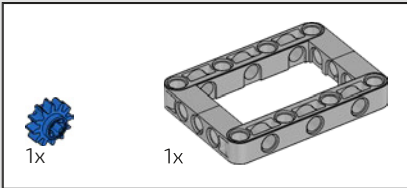
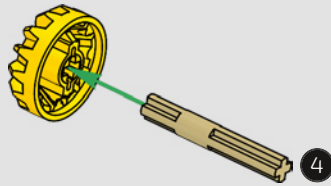
Certains des détails caractéristiques de la McLaren P1™ sont le mécanisme de l'aile, l'échappement central unique et le compartiment moteur revêtu d'une feuille d'or, disponible en option personnalisée. L'application de la feuille permet de dévier la chaleur des panneaux de carrosserie. Ce détail a été recréé sur ce modèle avec des éléments de couleur or. Les éléments triangulaires noirs recréent la suspension authentique.



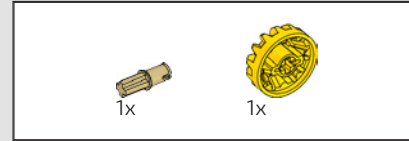
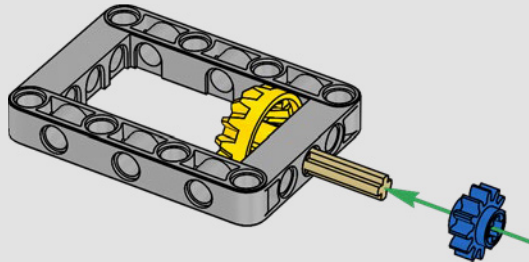




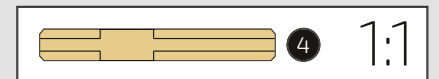
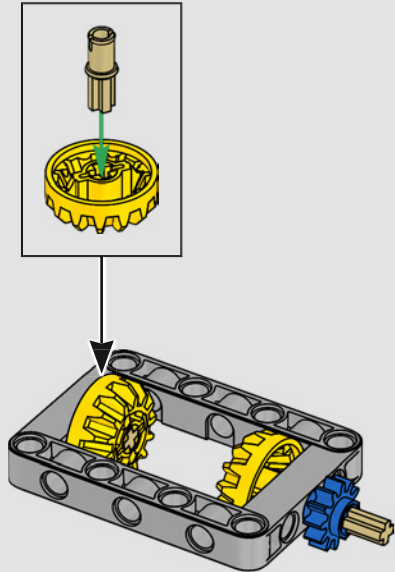
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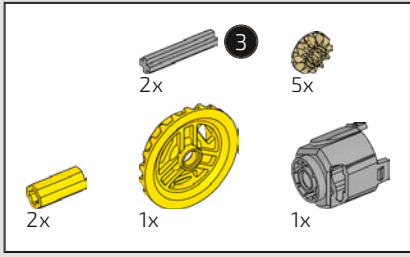


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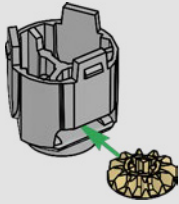
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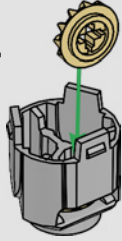


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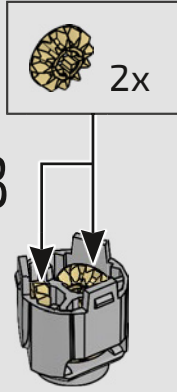
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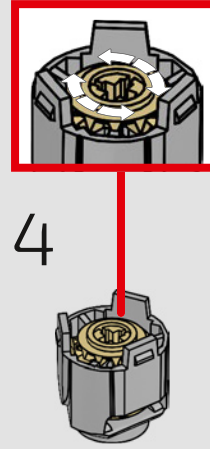
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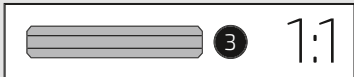
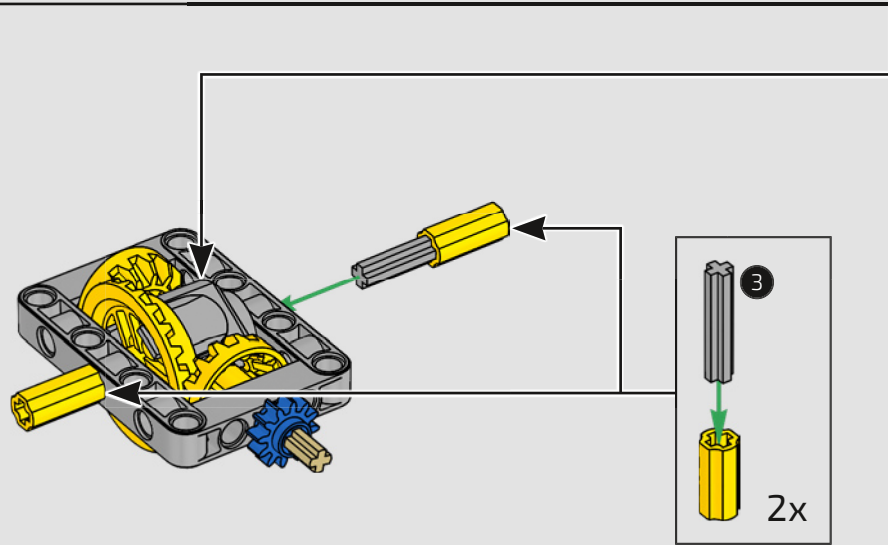
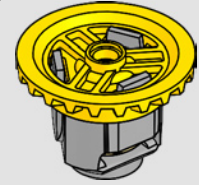
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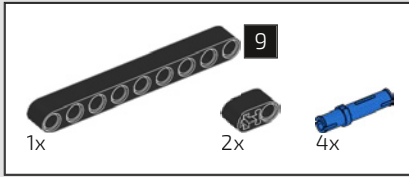


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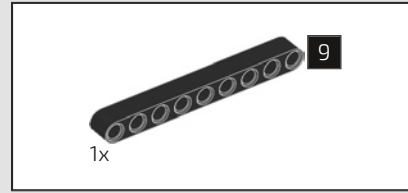
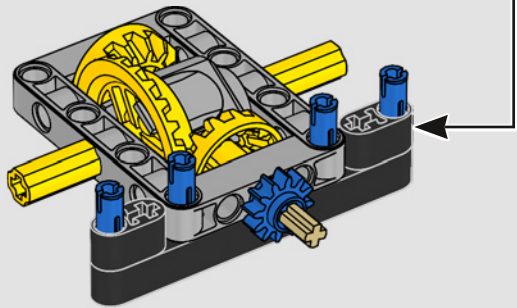
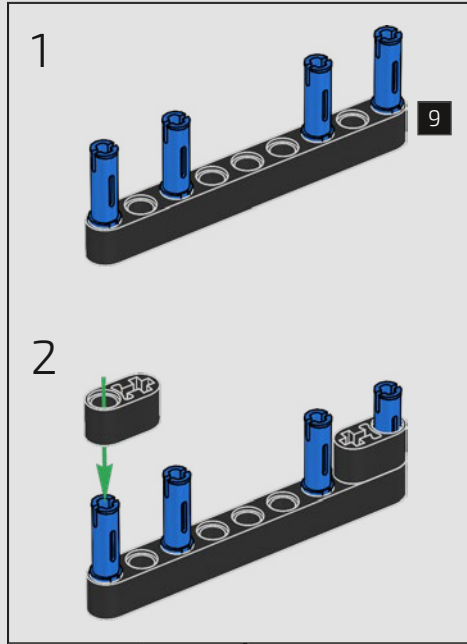


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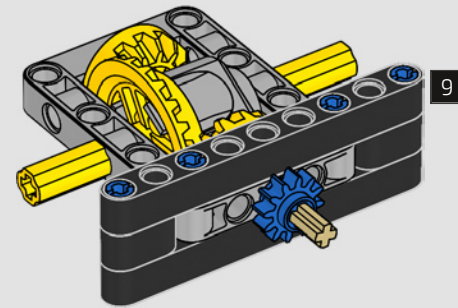


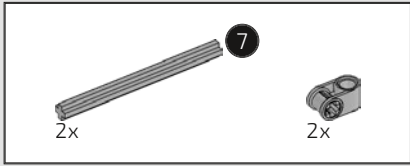


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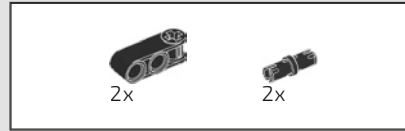
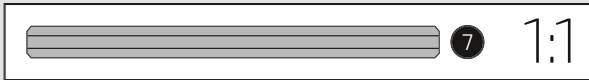
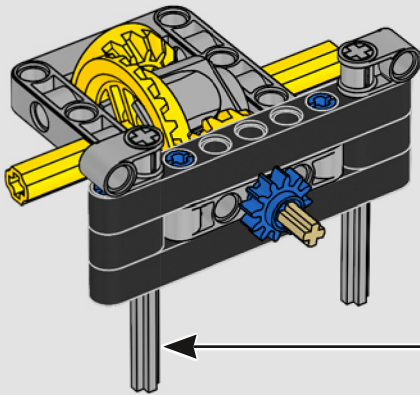
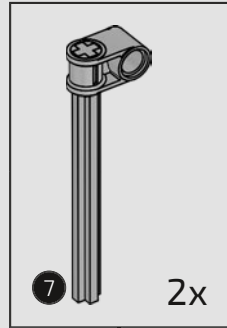


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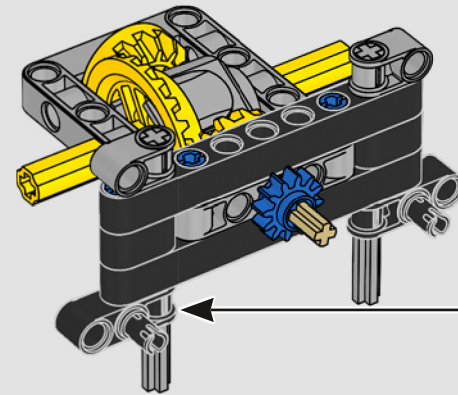
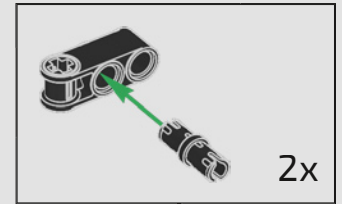


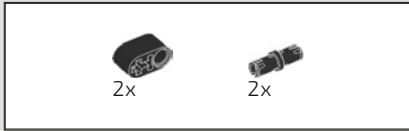


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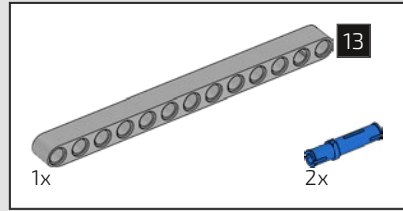
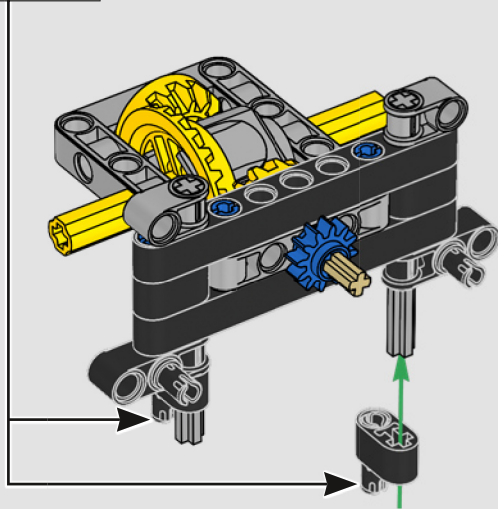
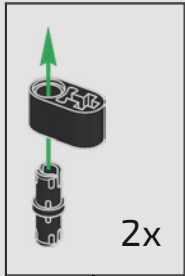


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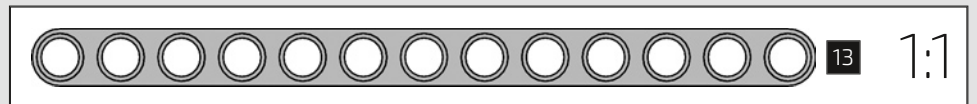
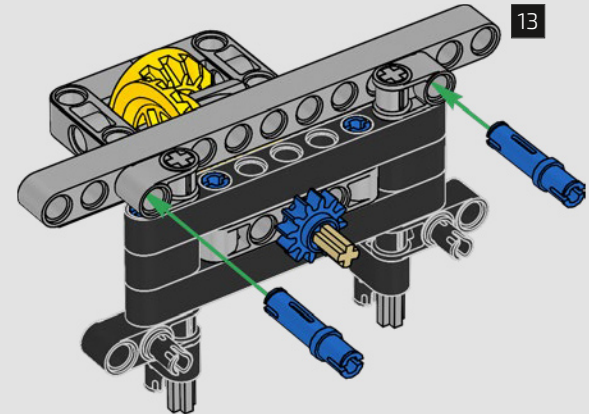


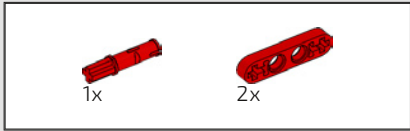


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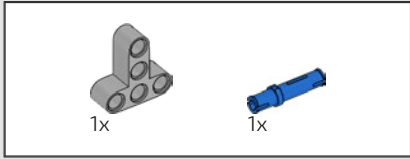
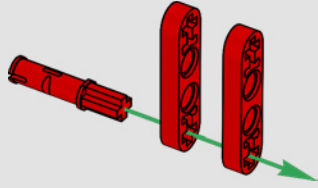


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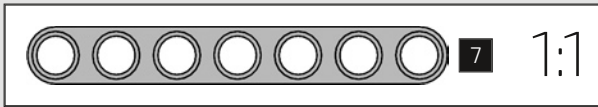
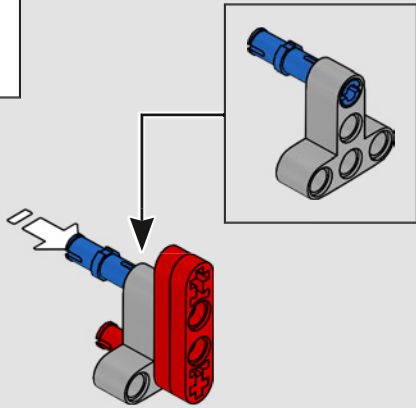




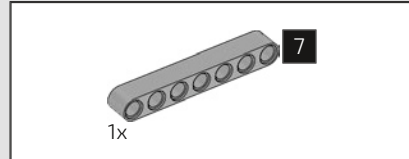
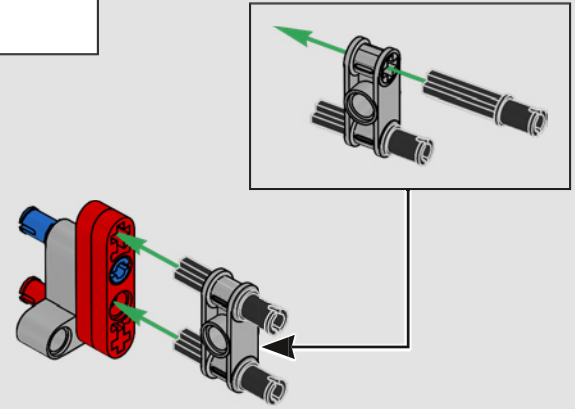
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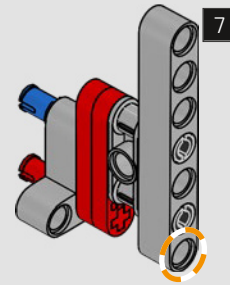
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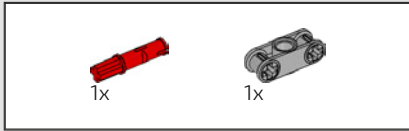


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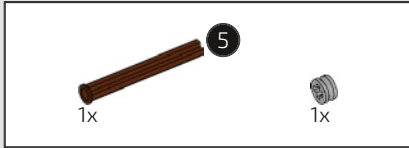
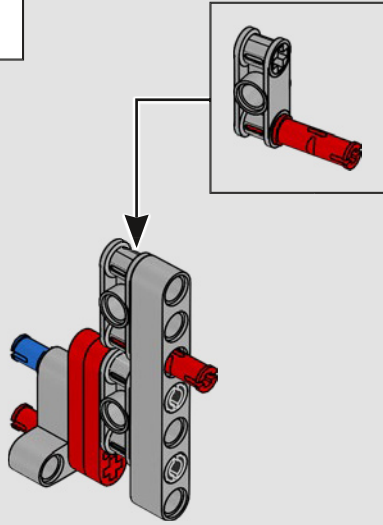


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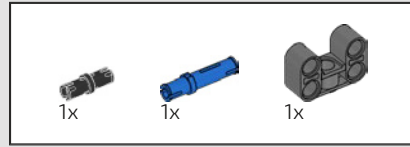
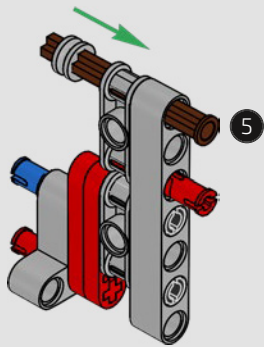




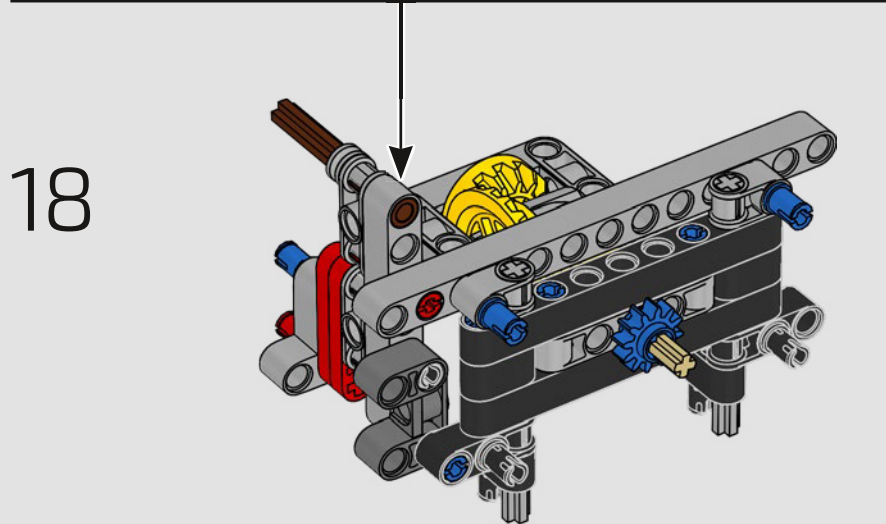
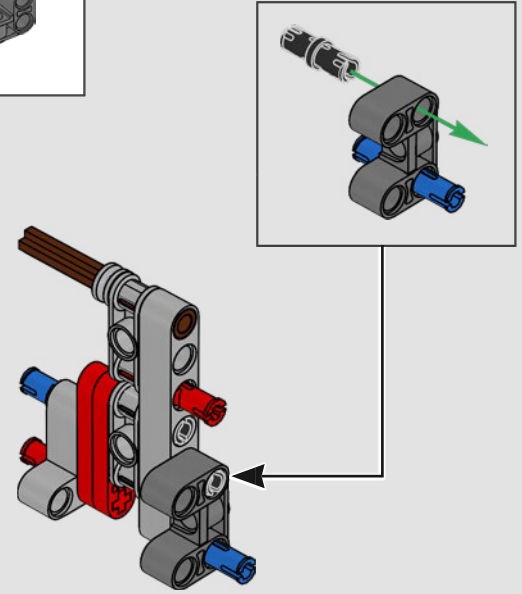
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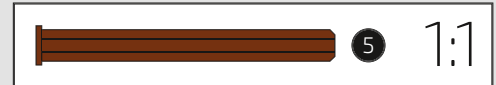
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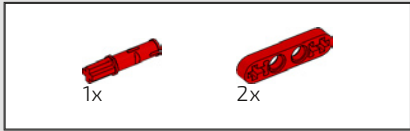


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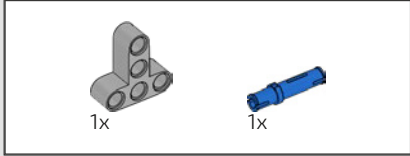
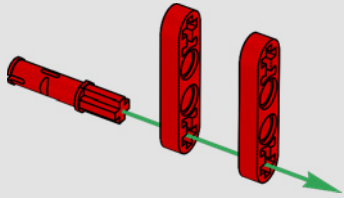


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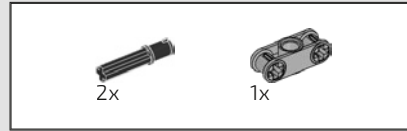
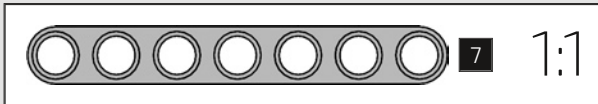
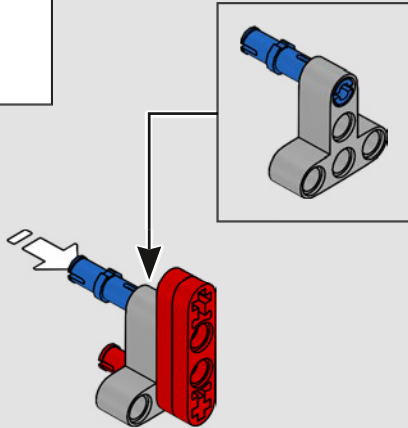




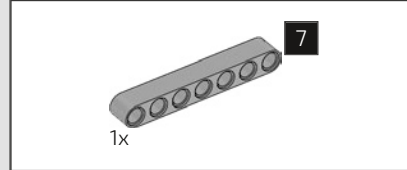
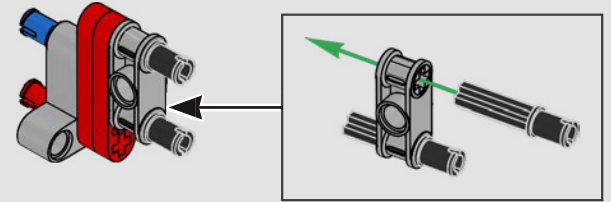
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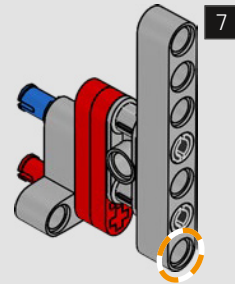
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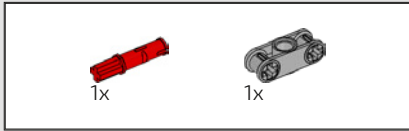


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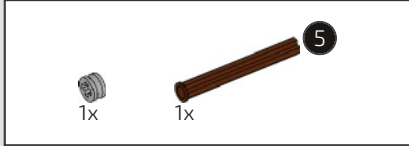
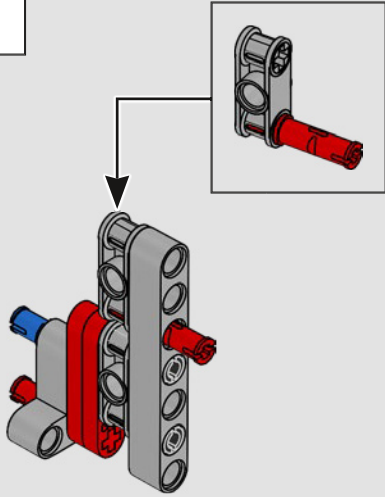


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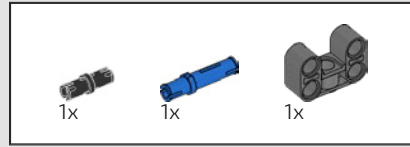
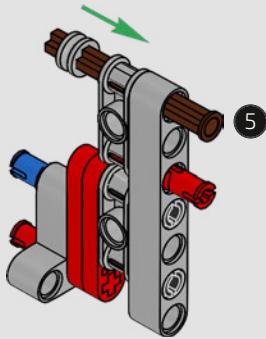




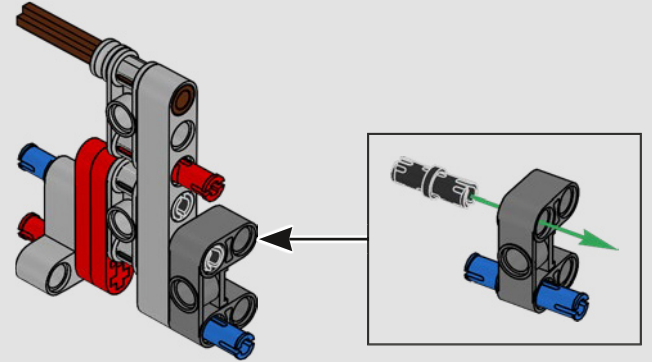
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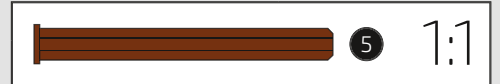
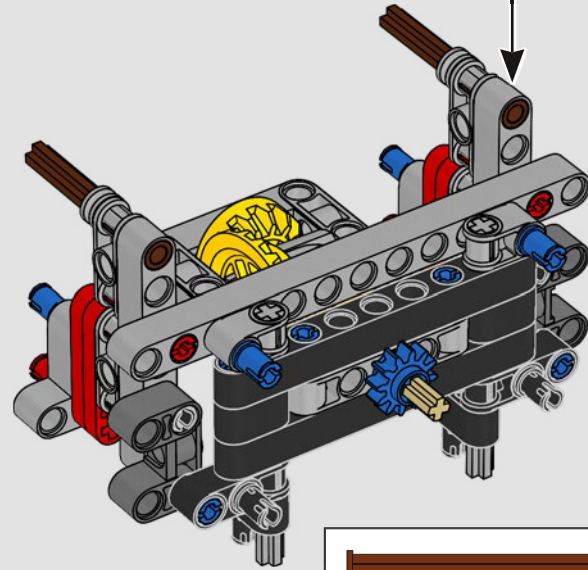
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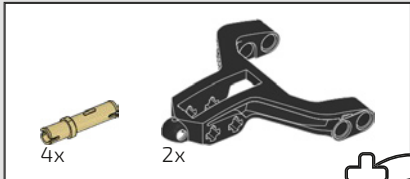


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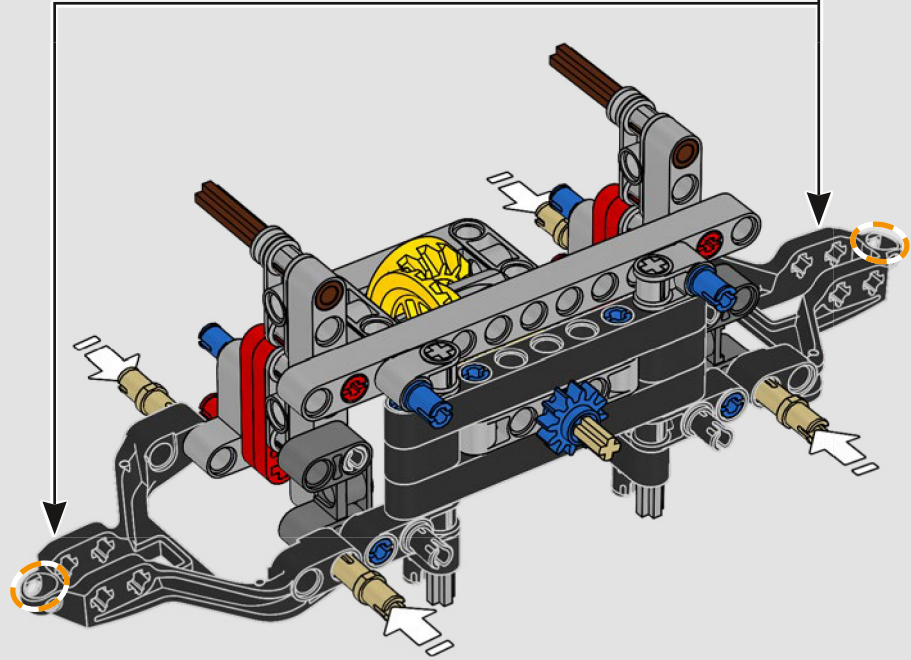
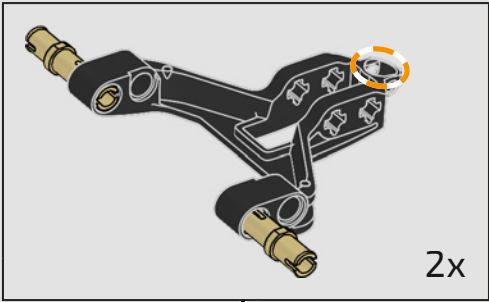
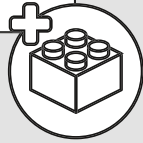


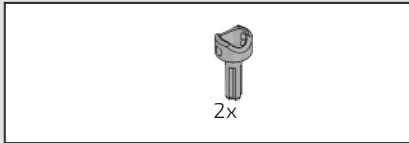
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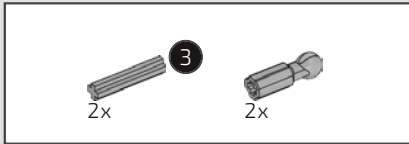
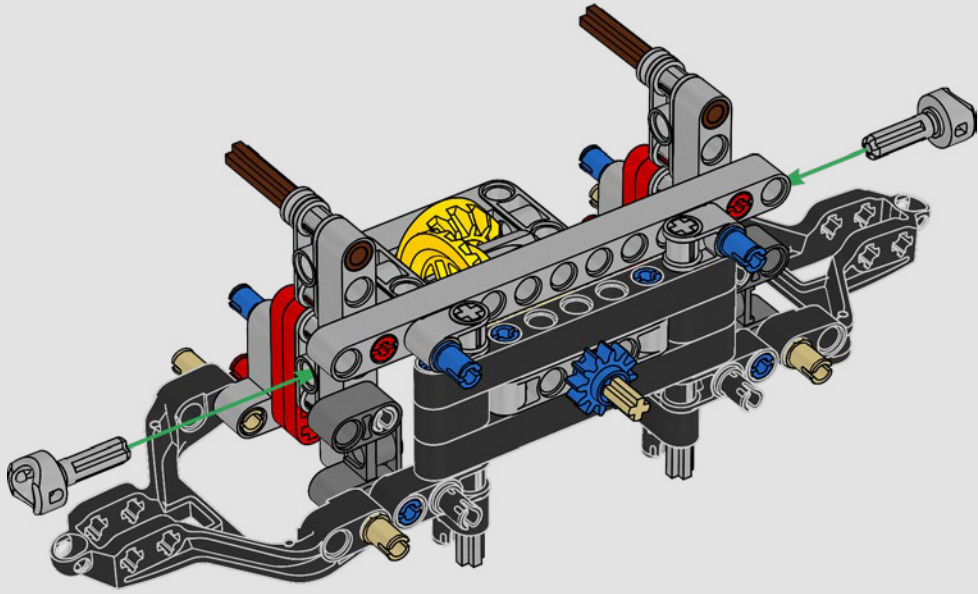


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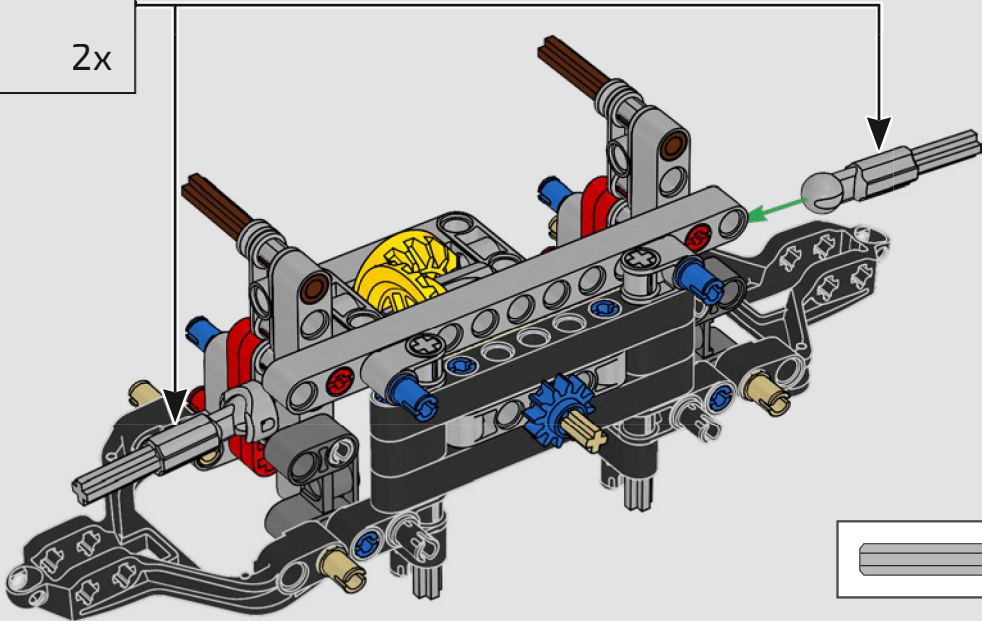
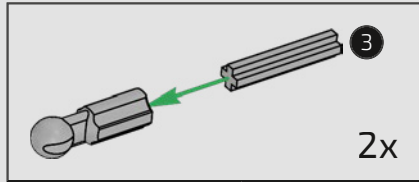


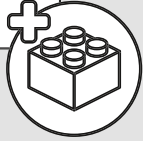
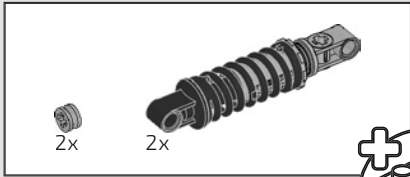


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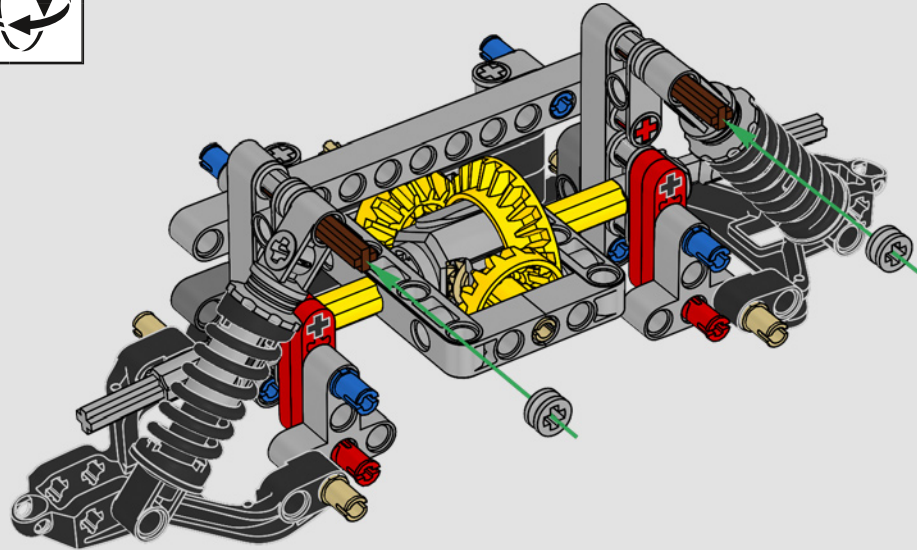


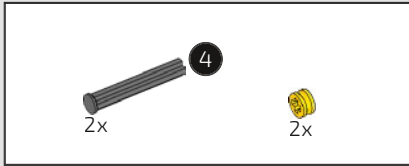
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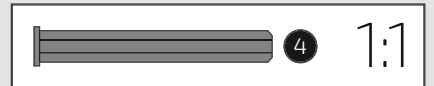
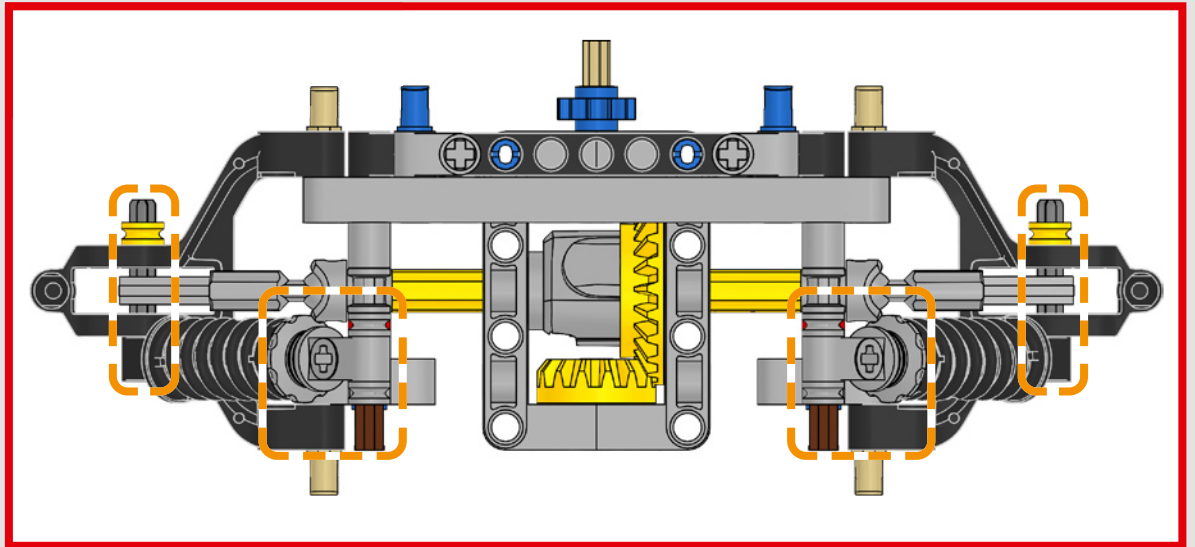
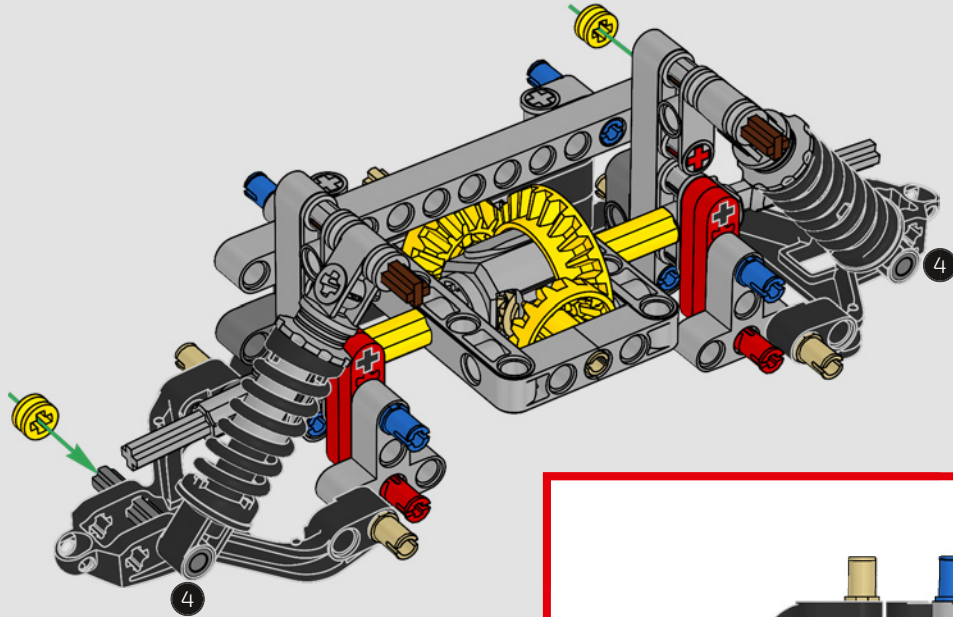


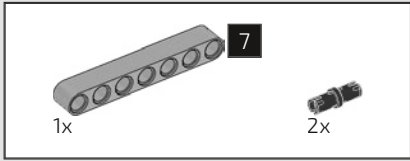
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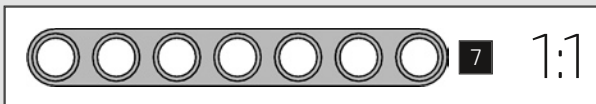
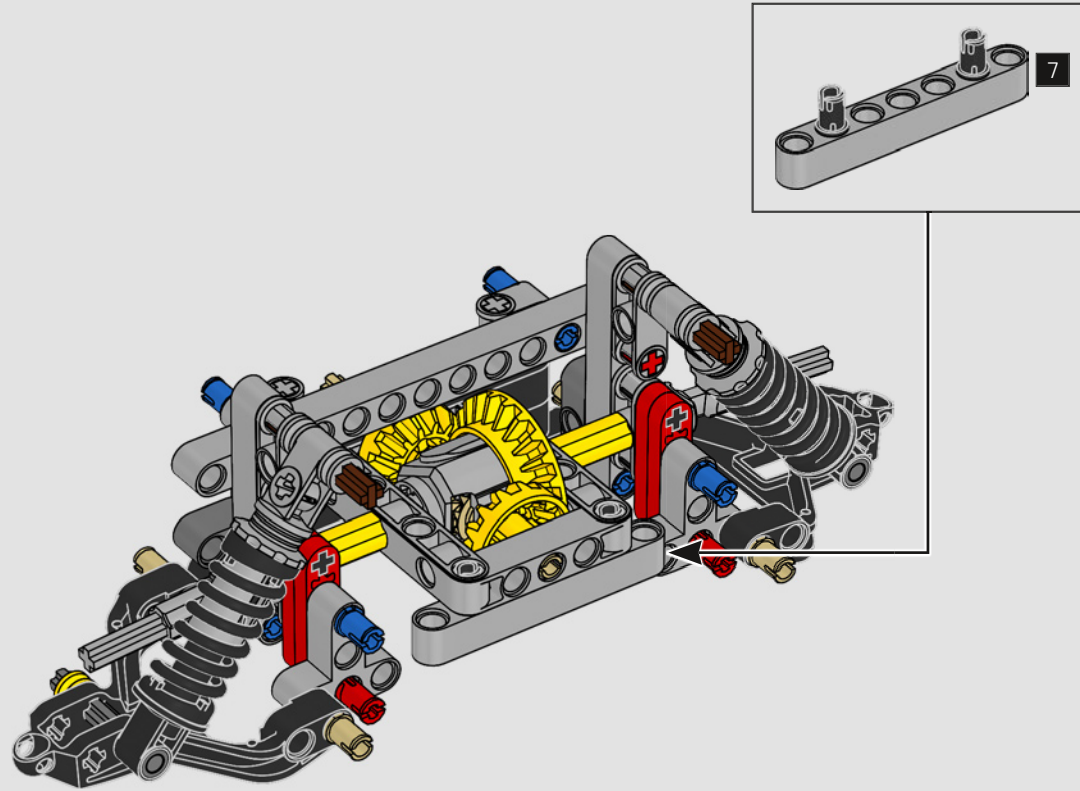


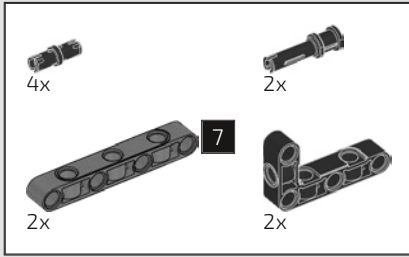
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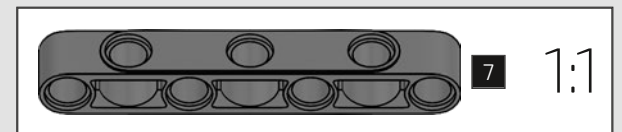
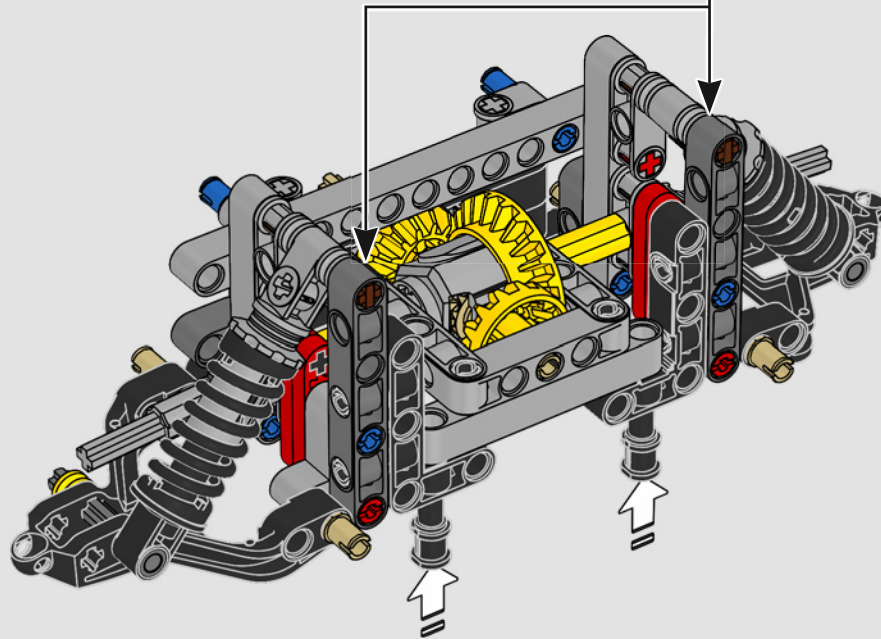
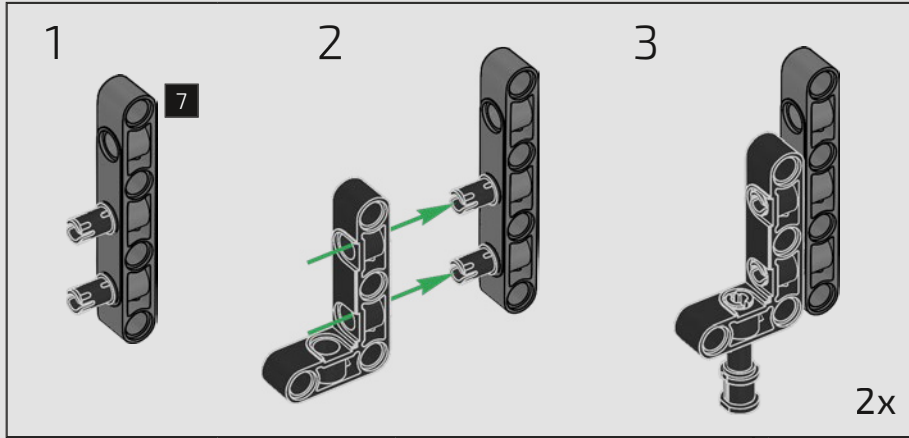


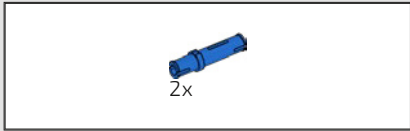
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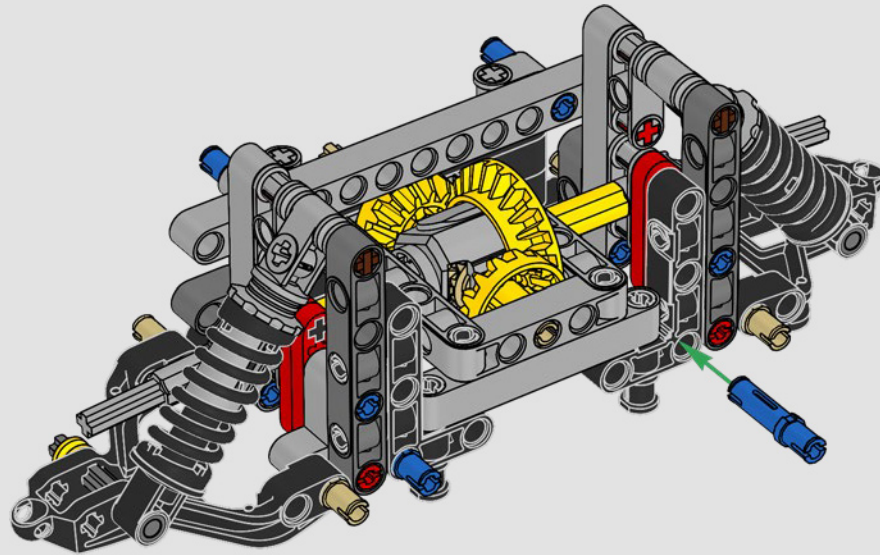


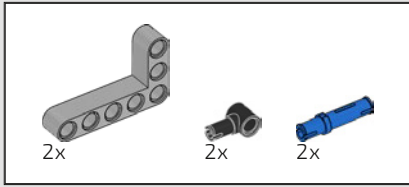
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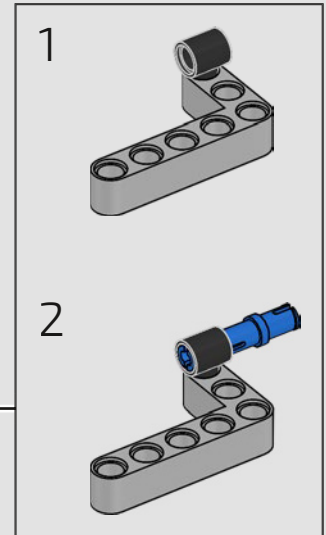
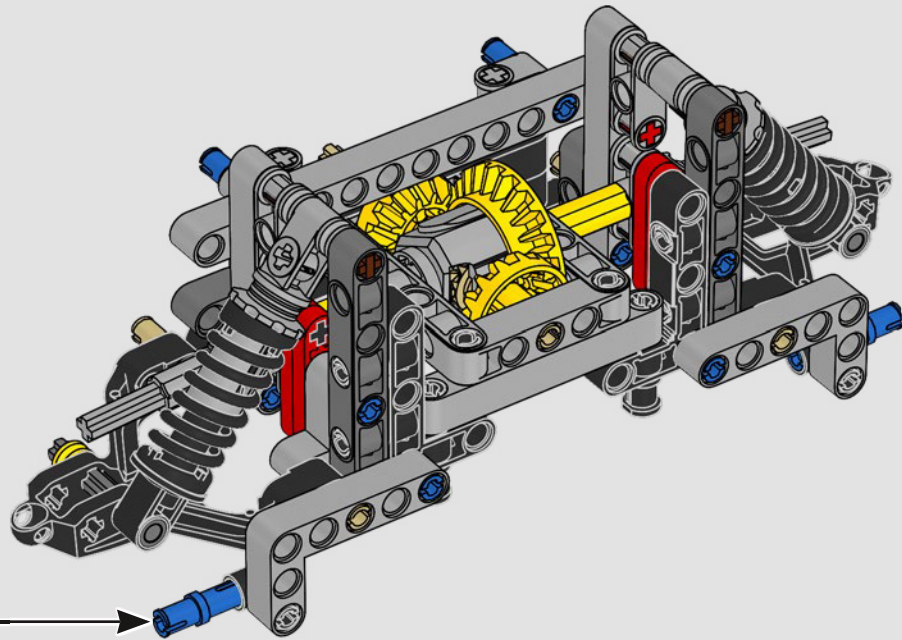
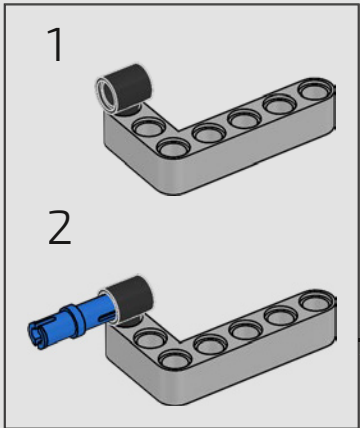


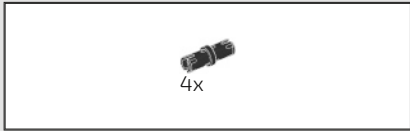
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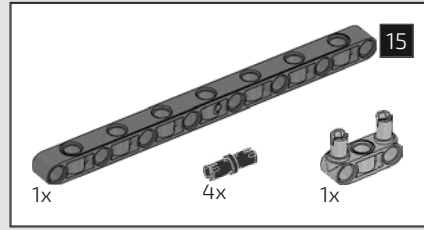
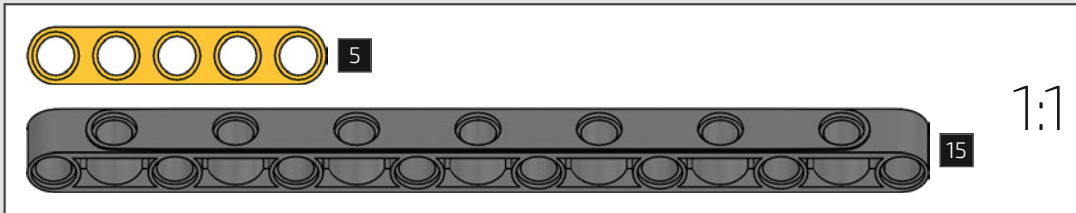
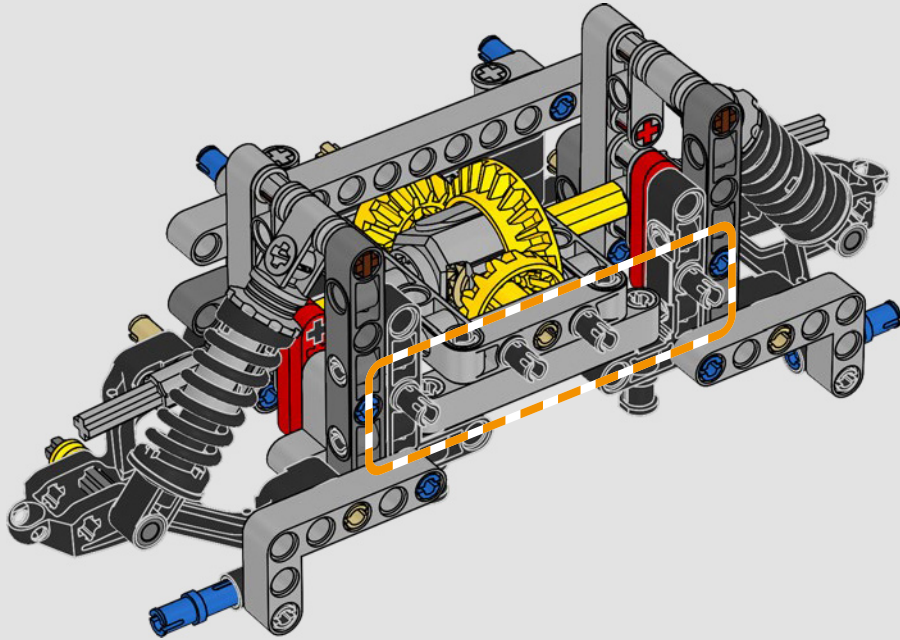


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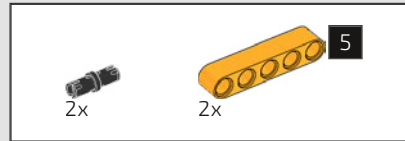
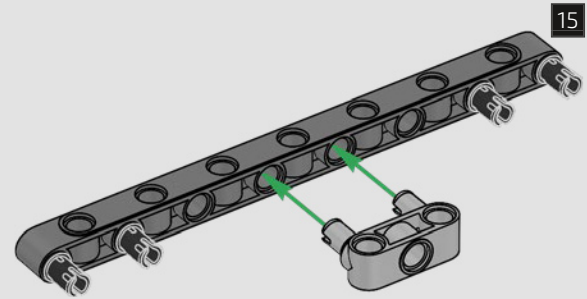




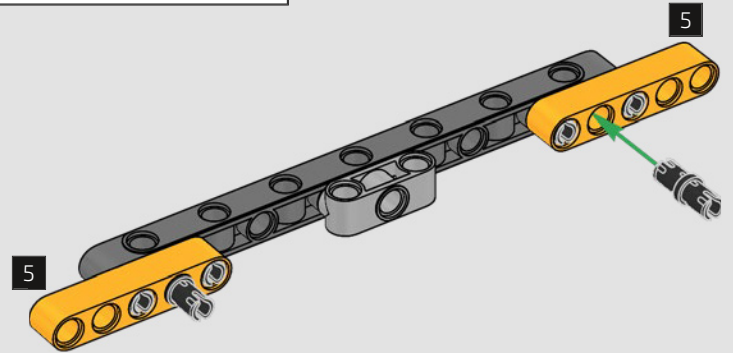
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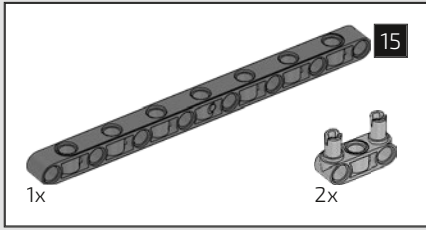


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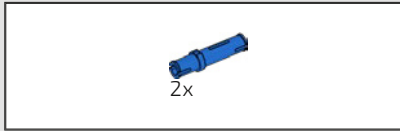
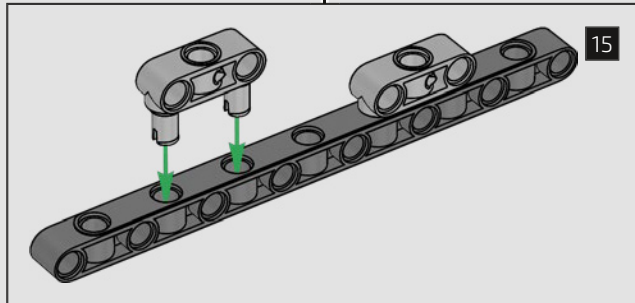
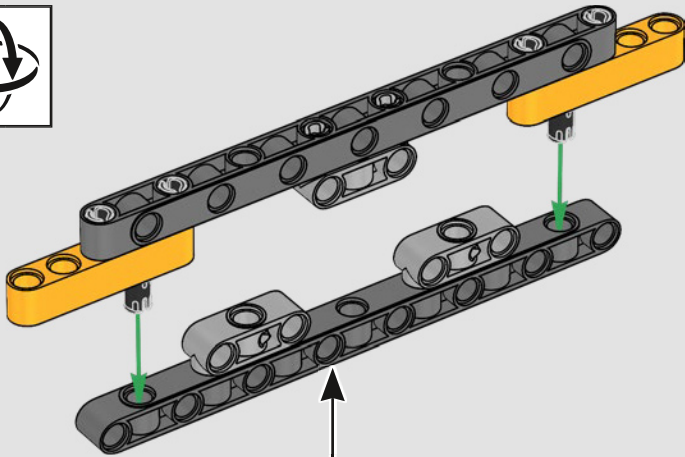


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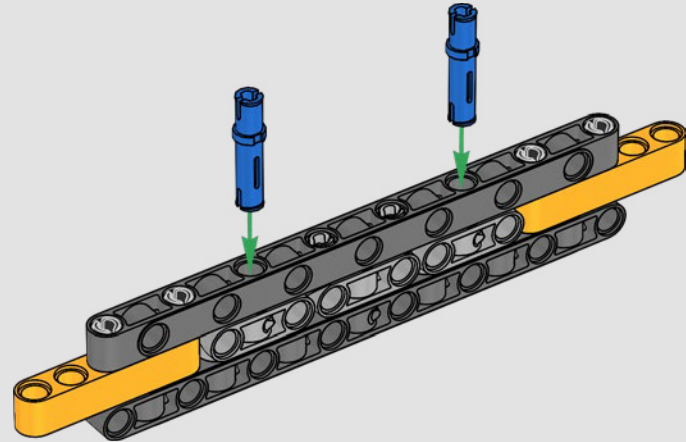




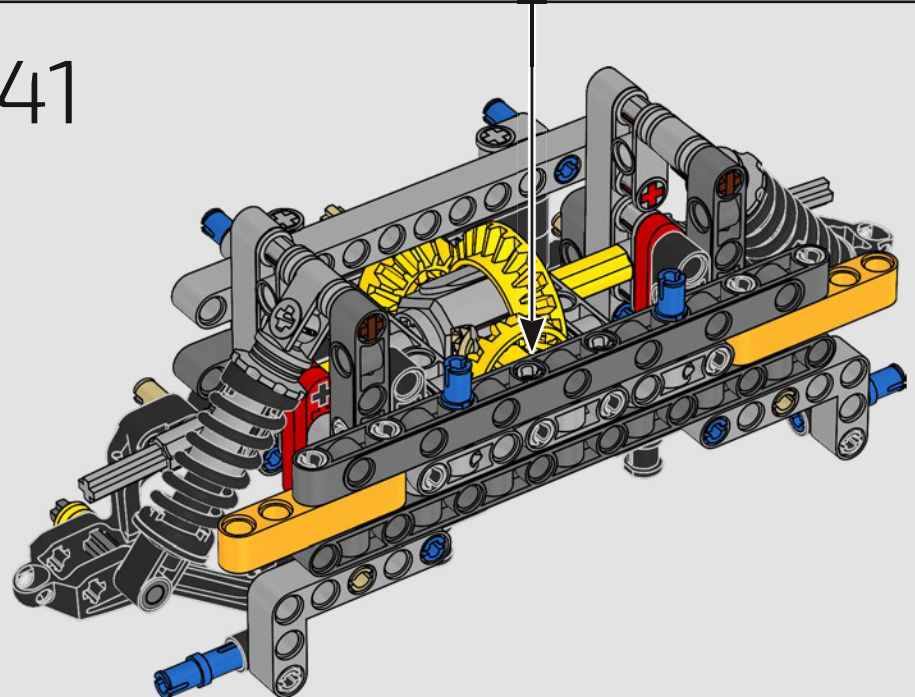
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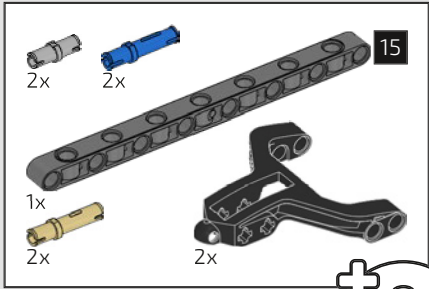


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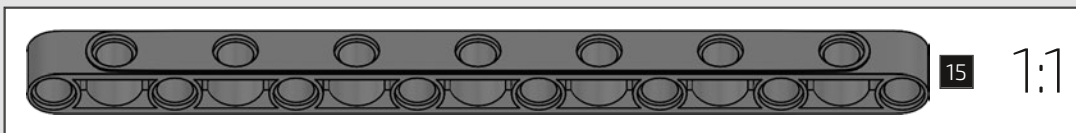
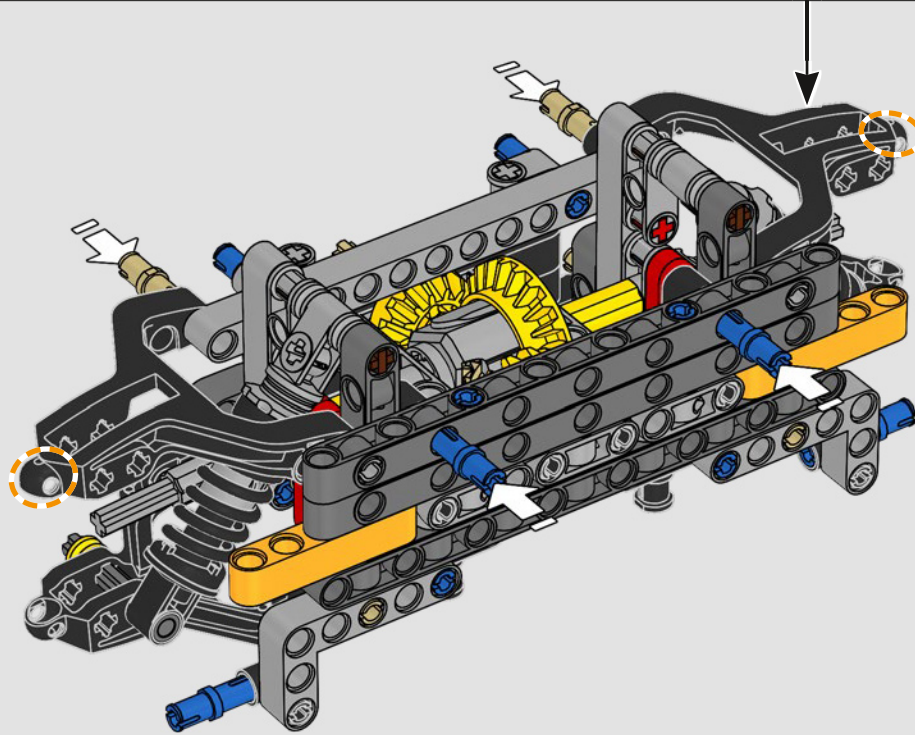
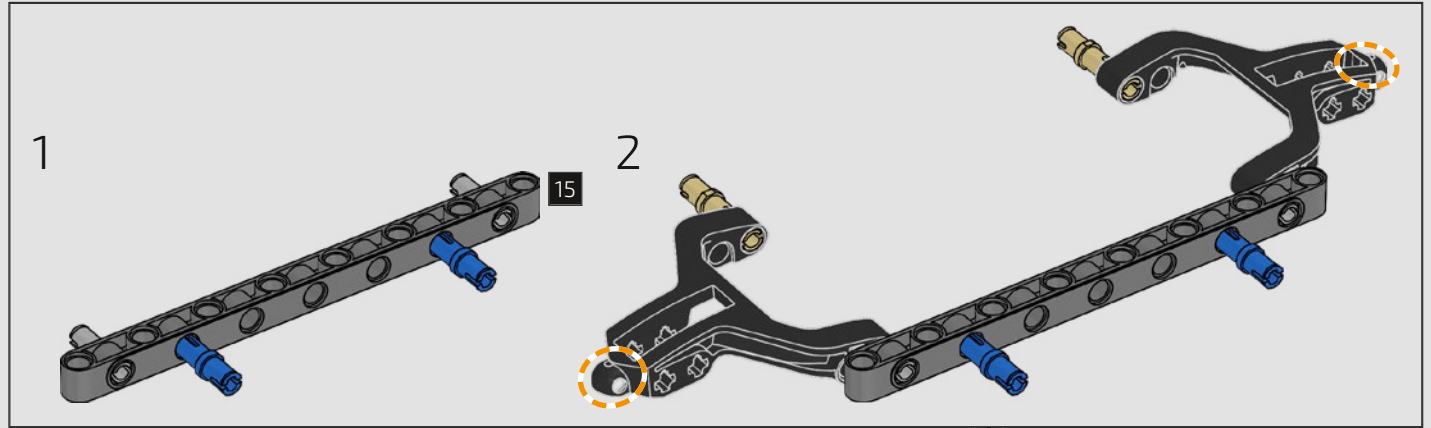
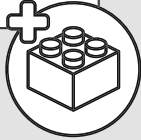


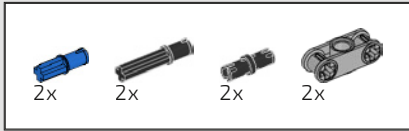
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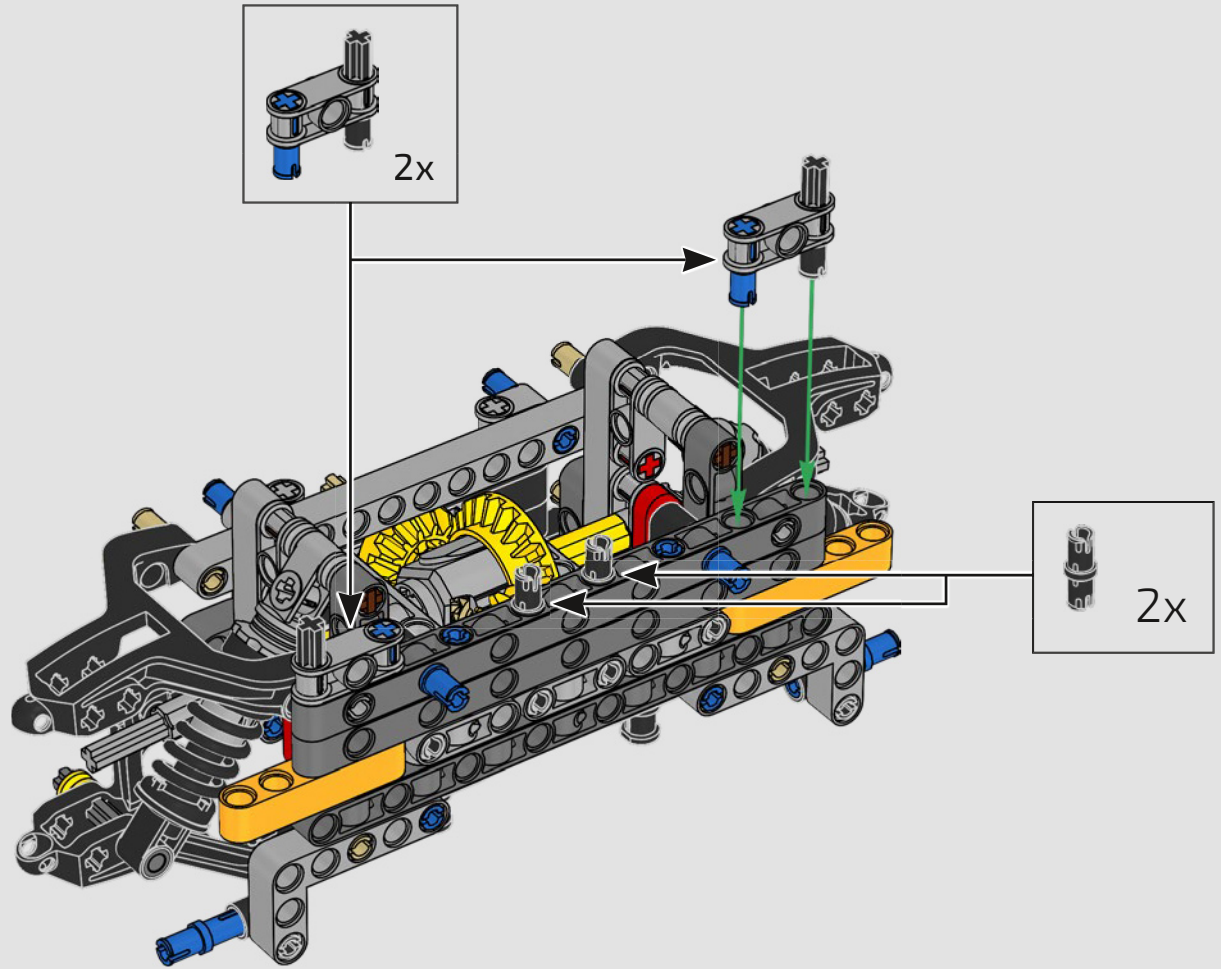


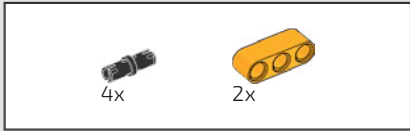
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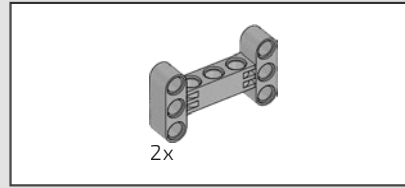
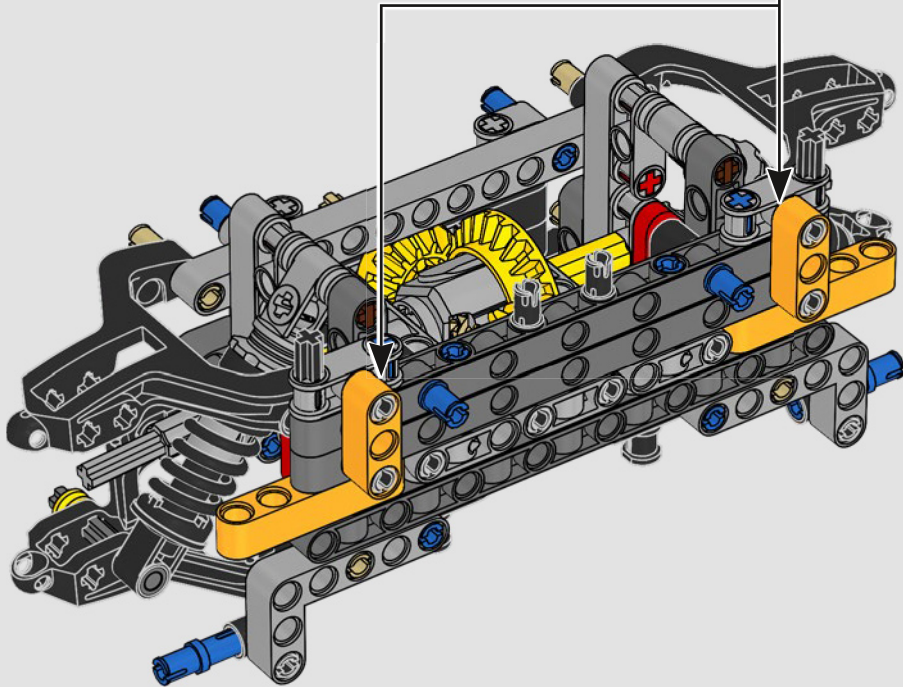
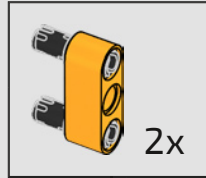


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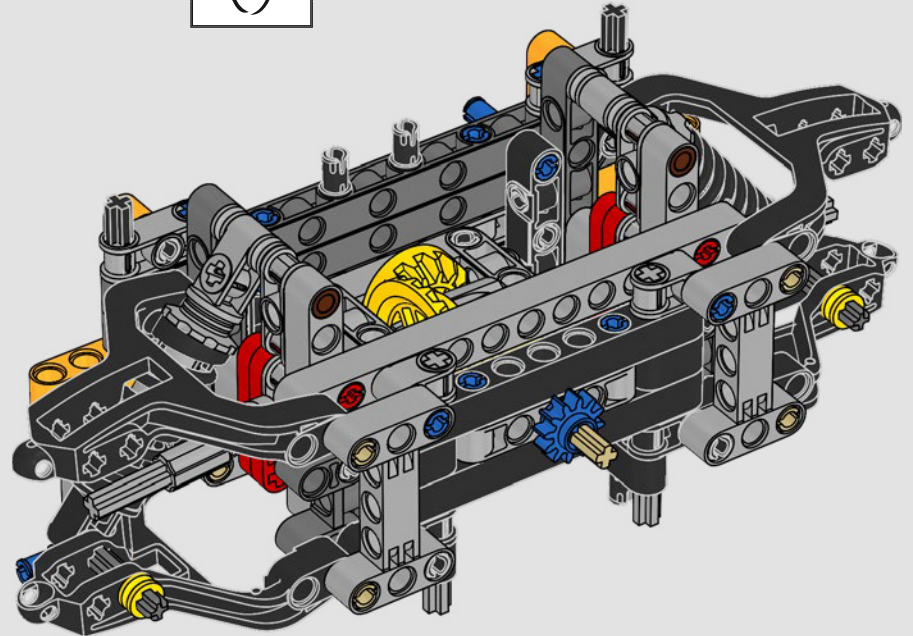


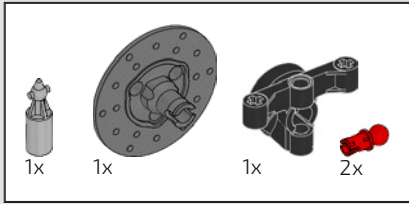


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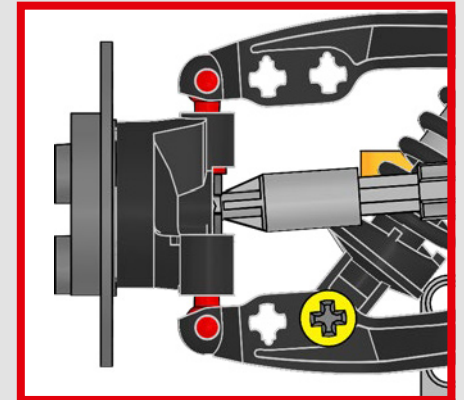
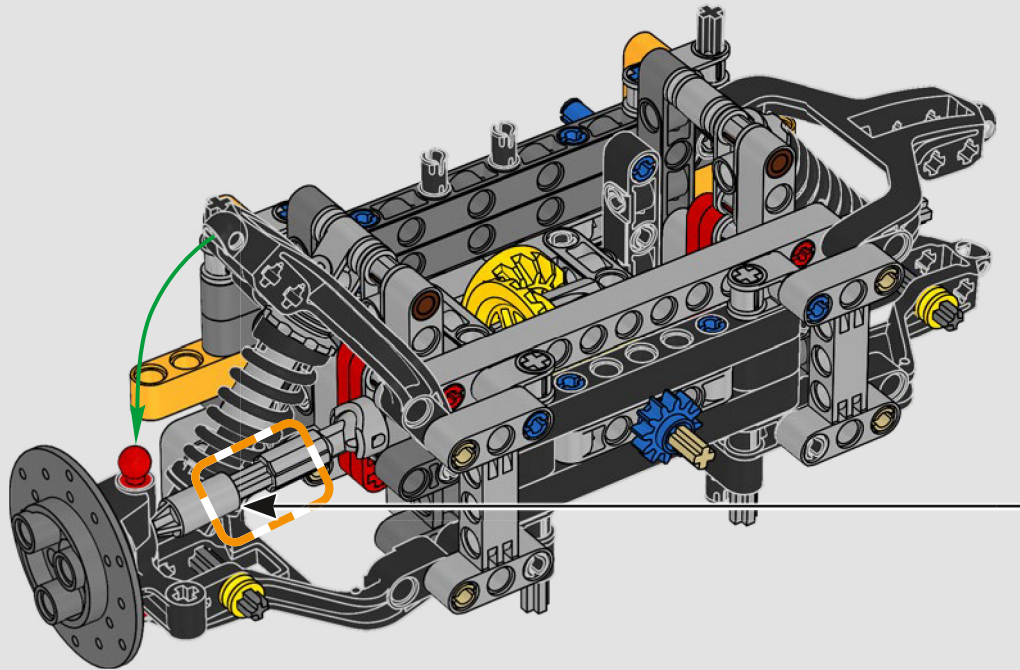
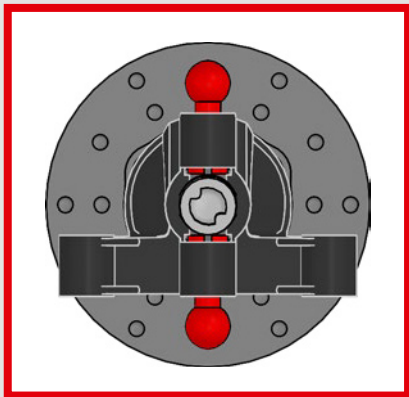
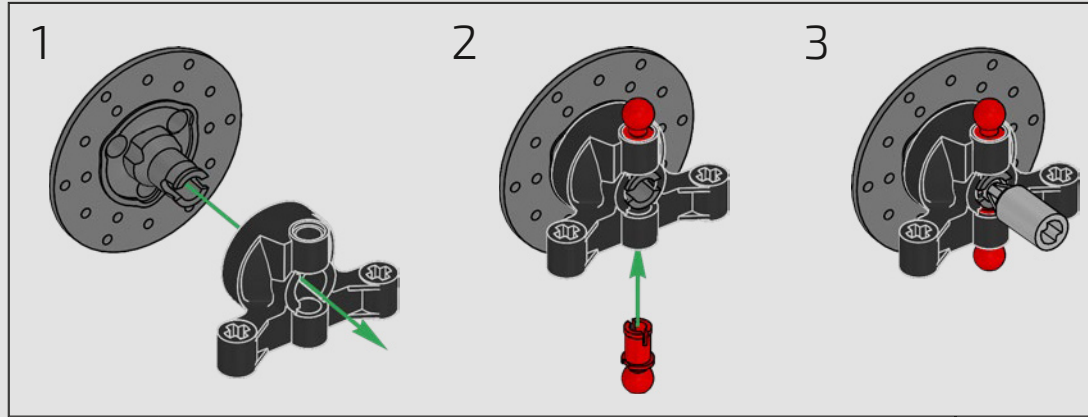


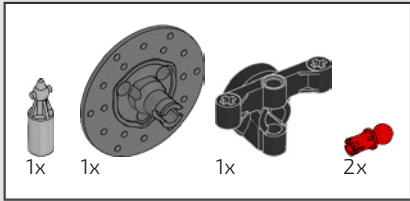
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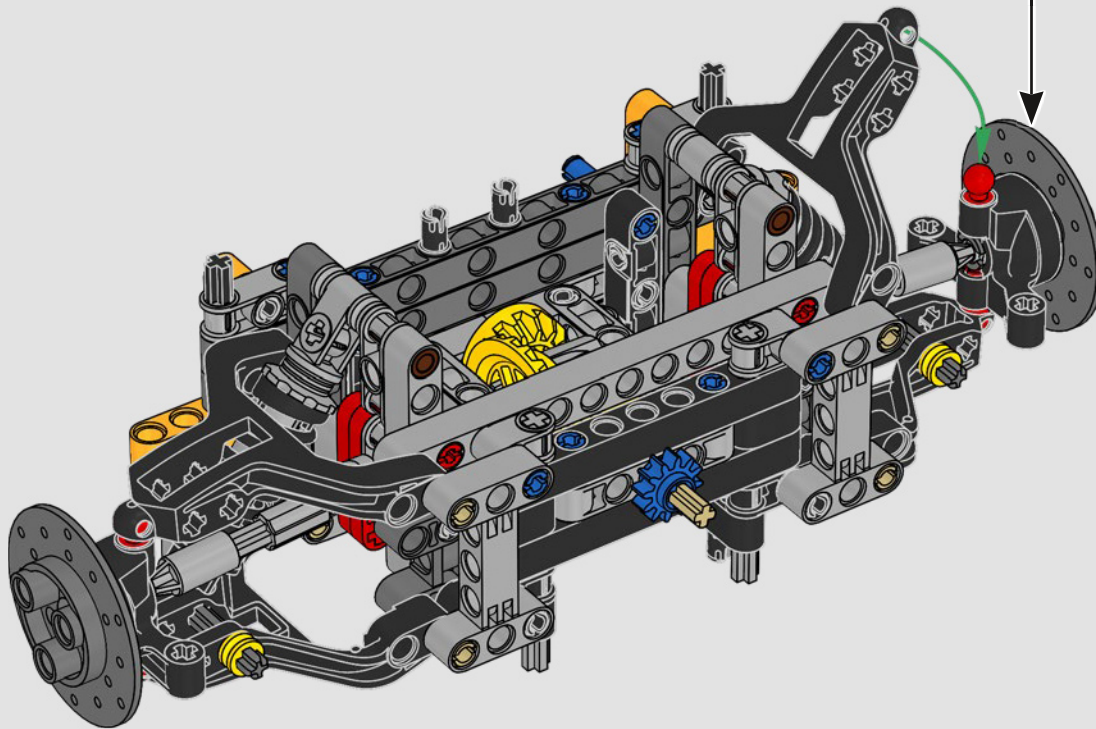
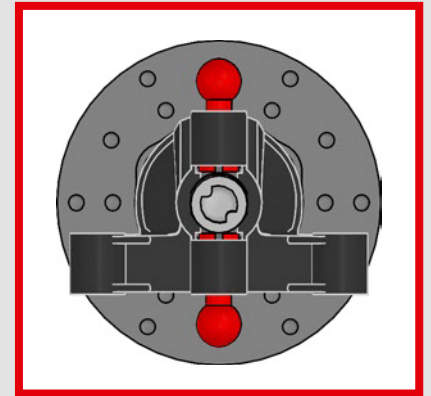
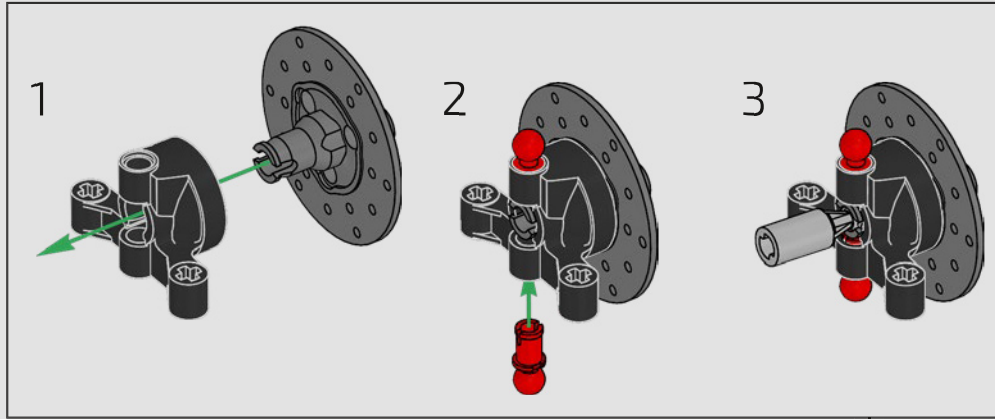


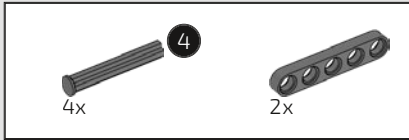
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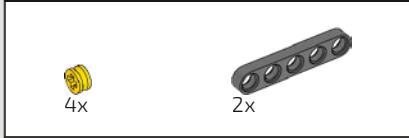
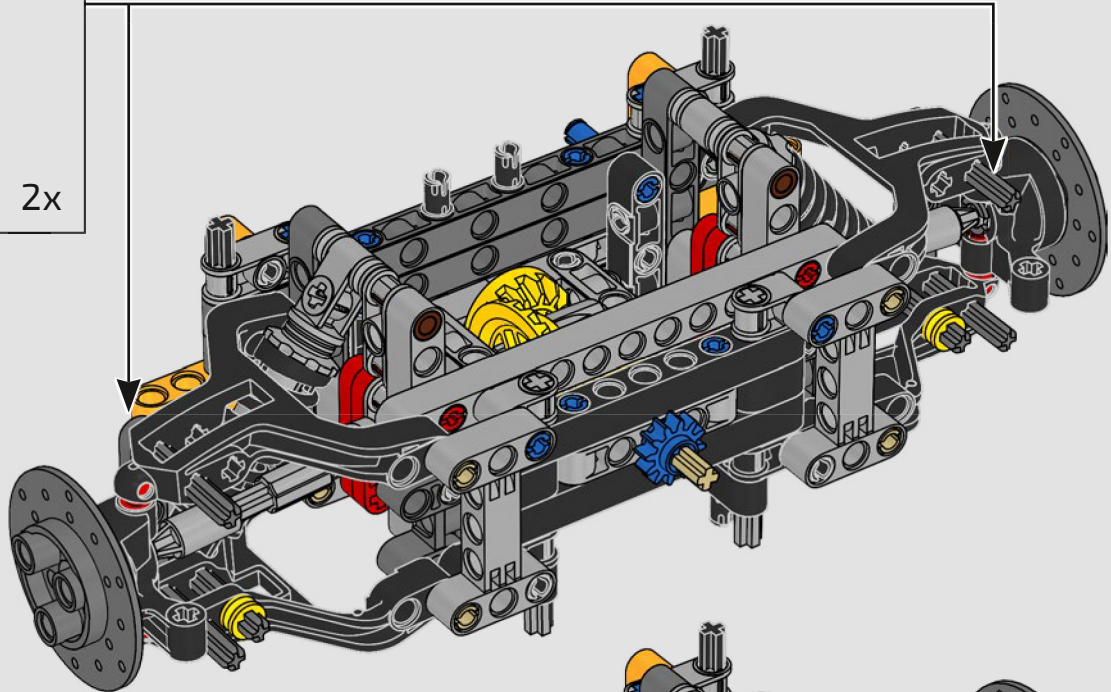
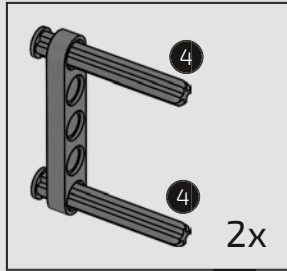


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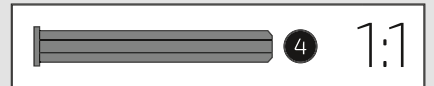
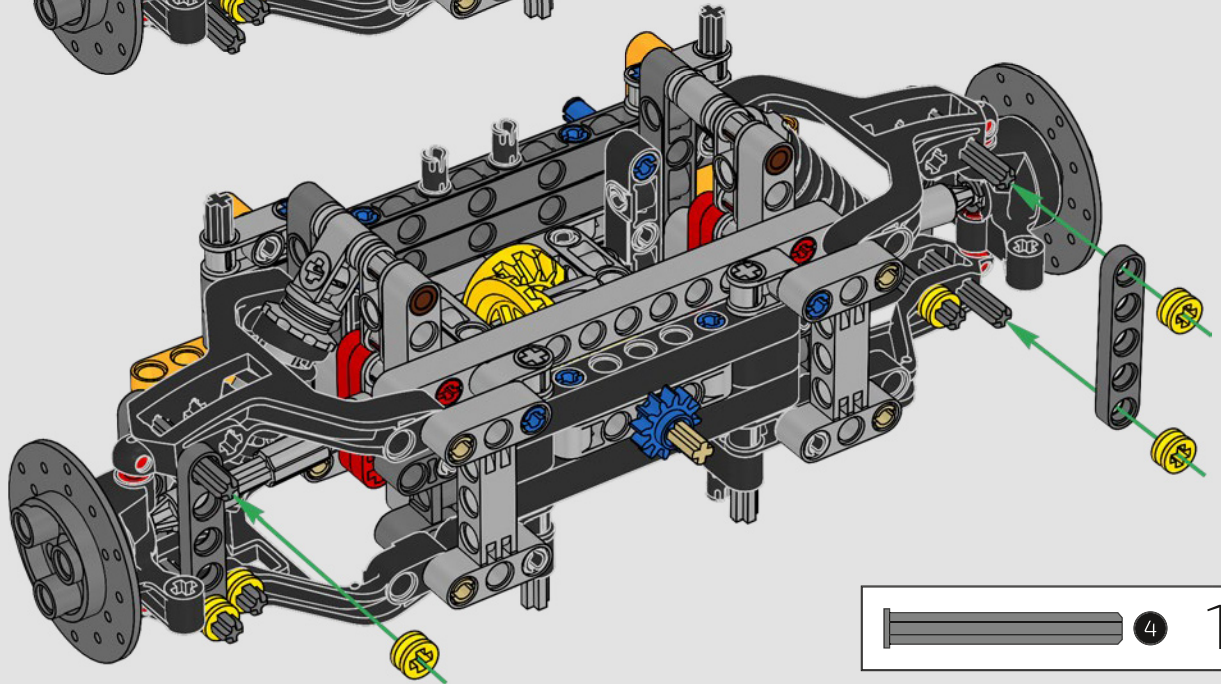


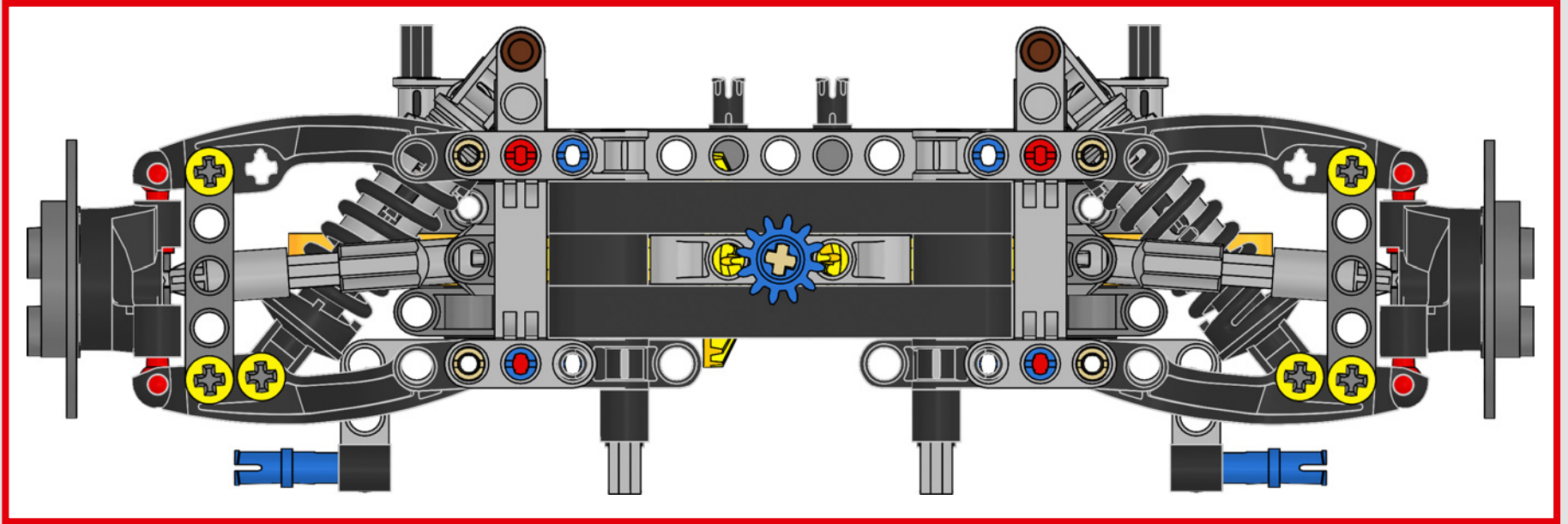


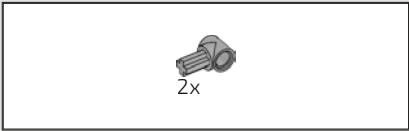
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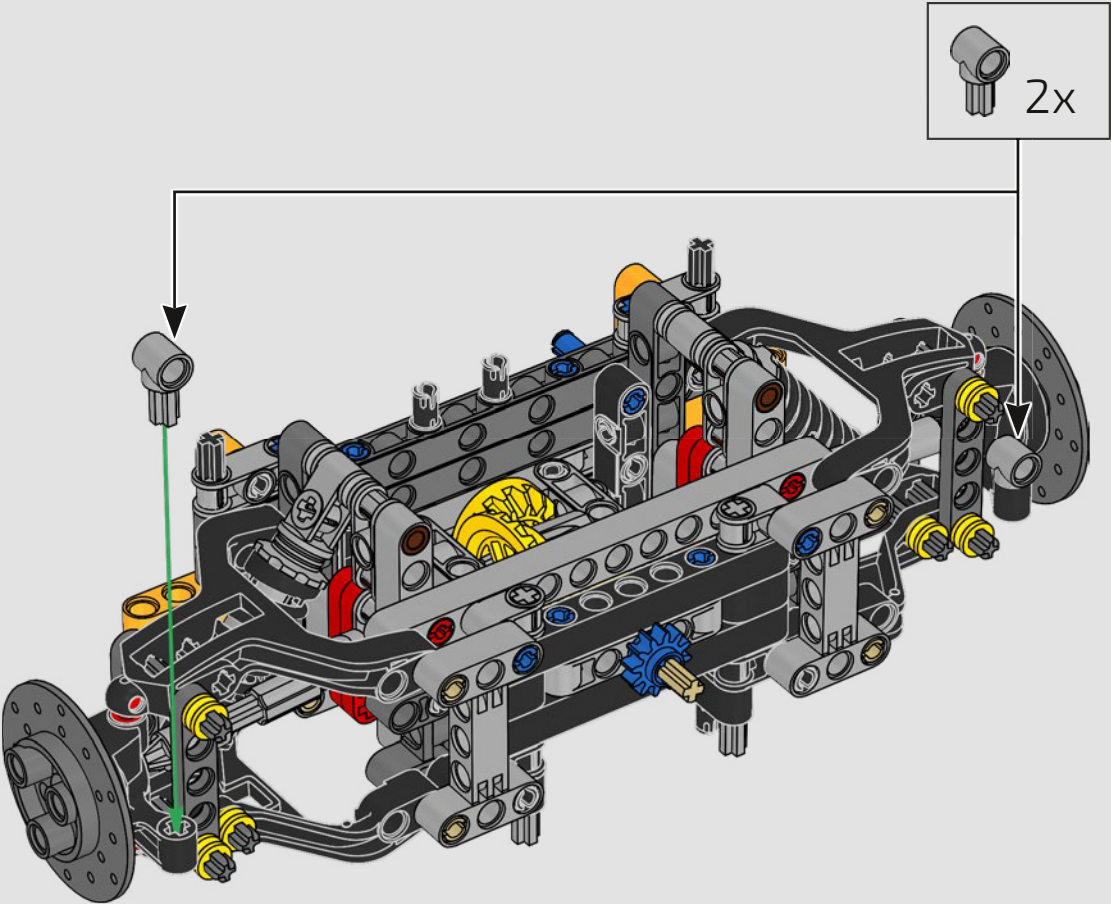
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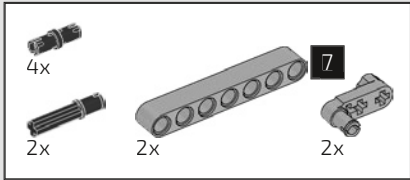




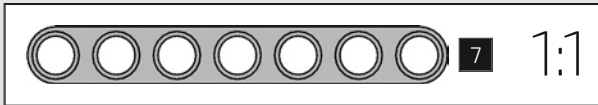
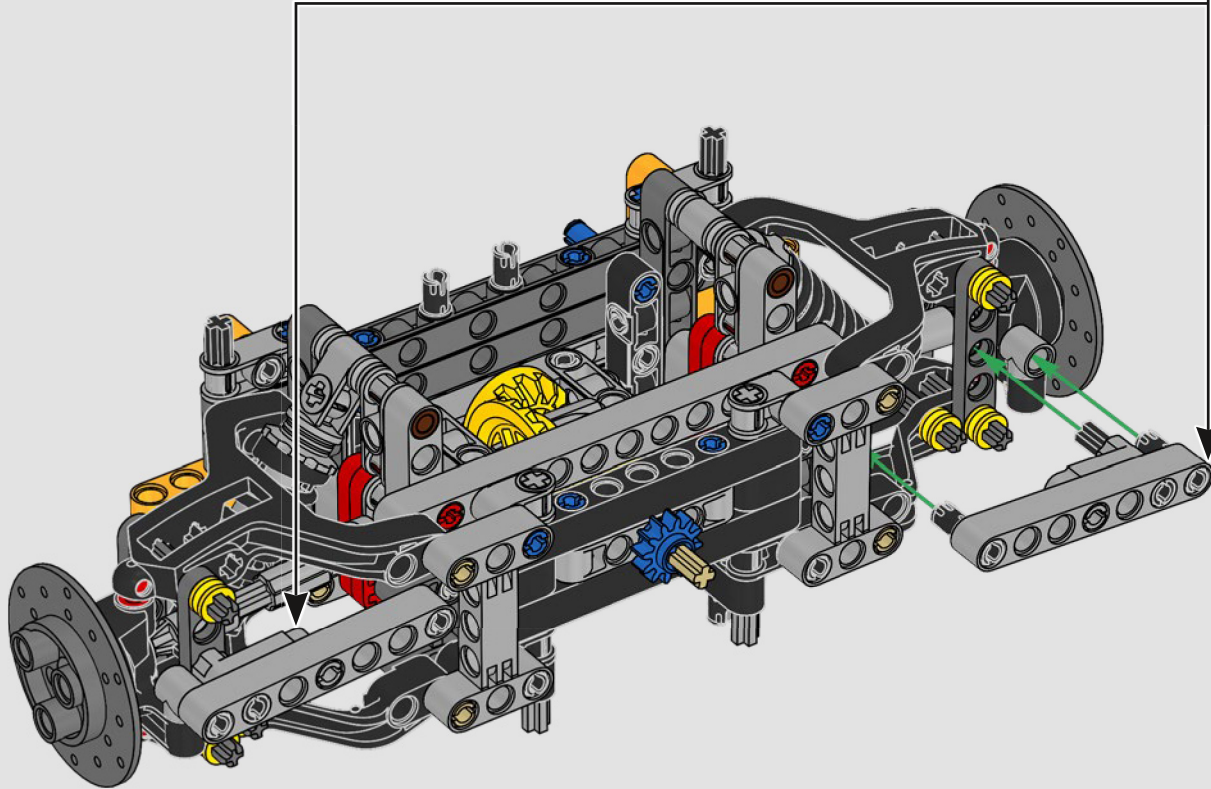
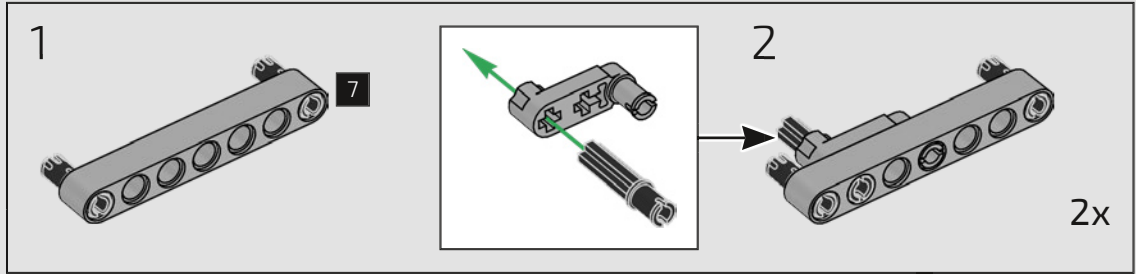


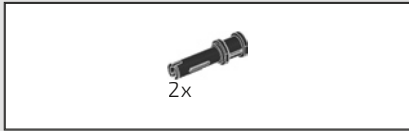
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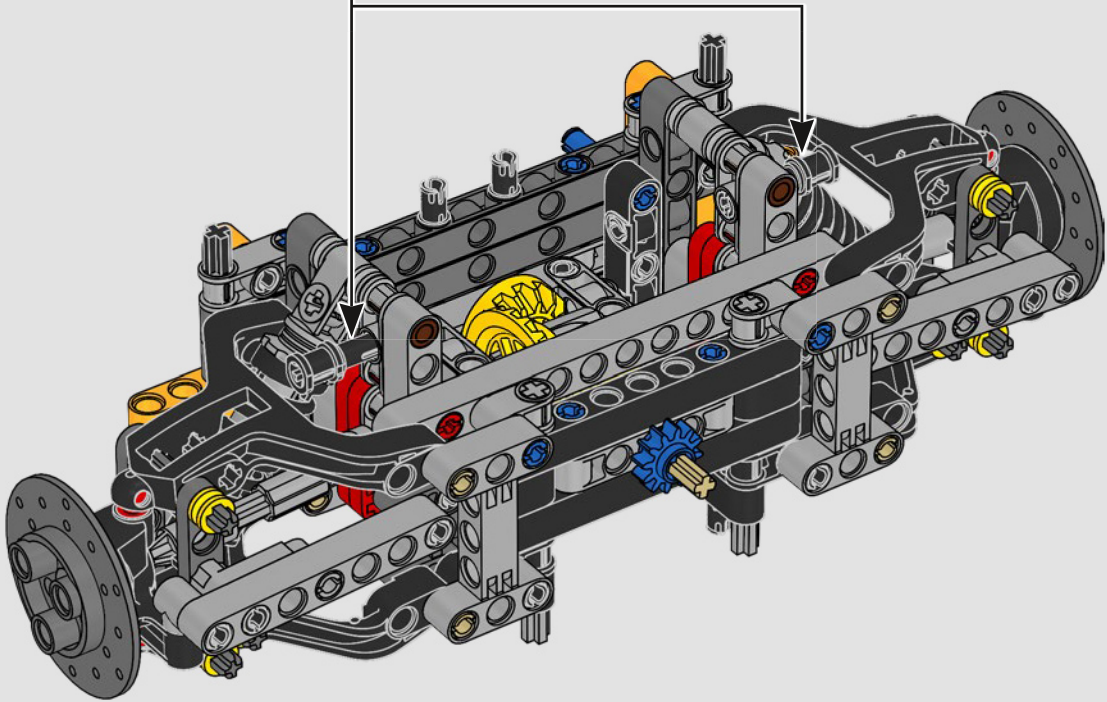
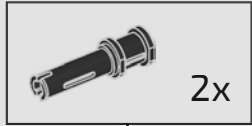


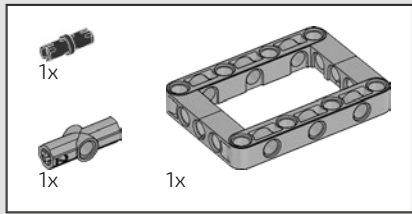
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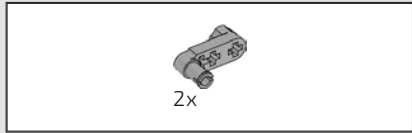
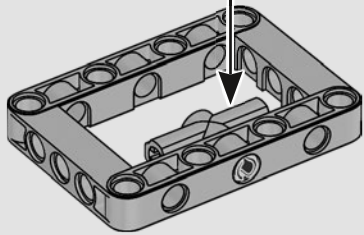
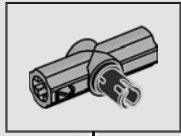


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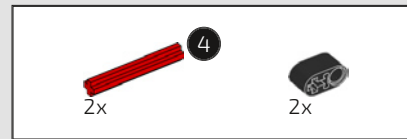
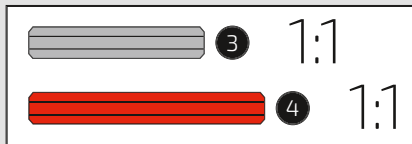
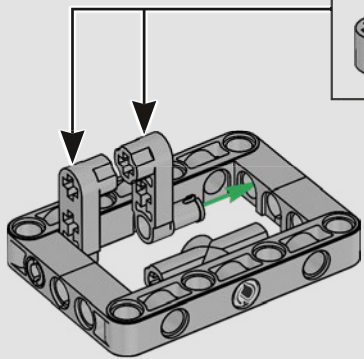
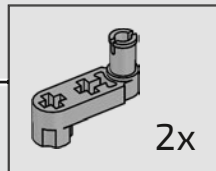




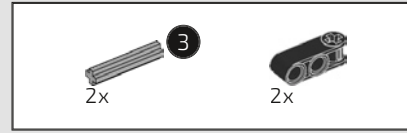
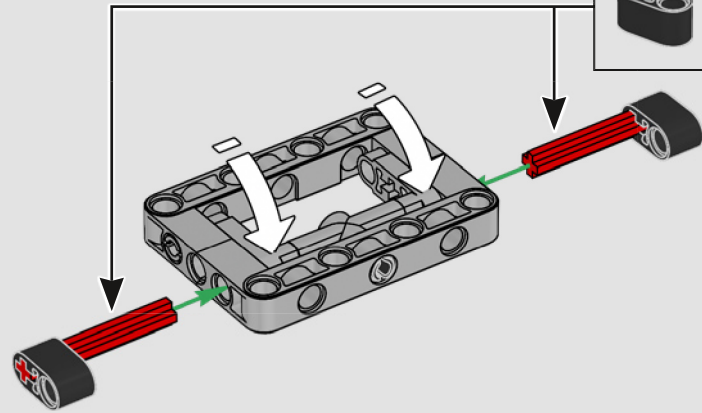
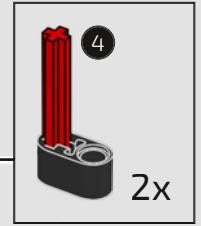
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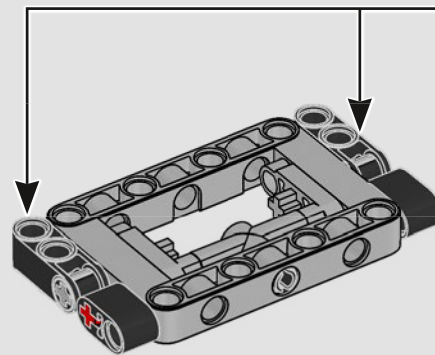
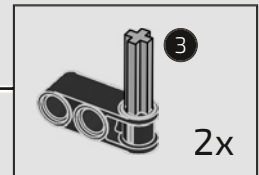
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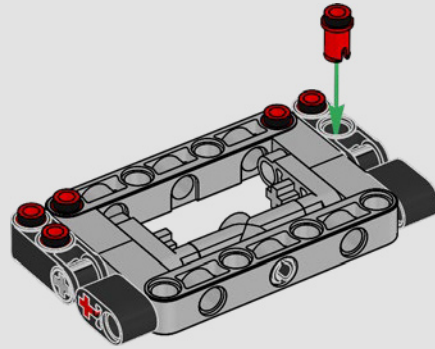


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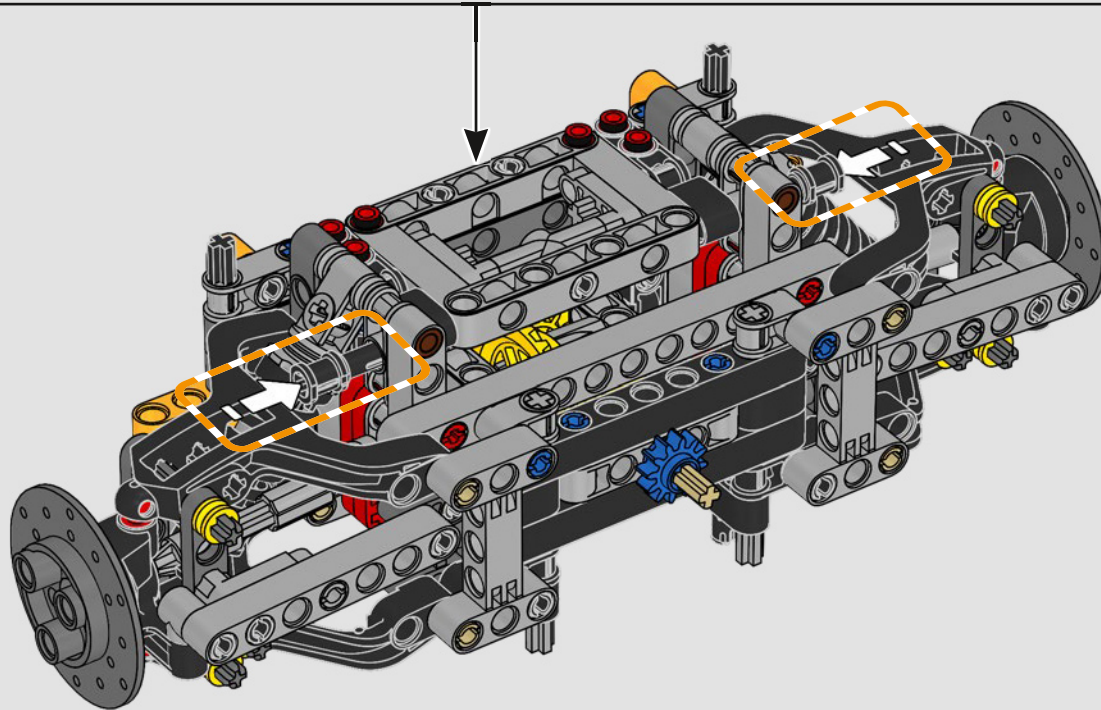


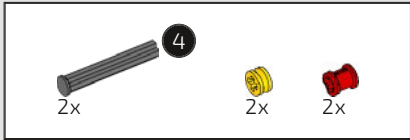


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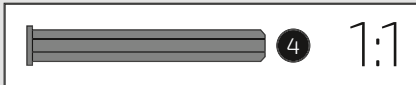
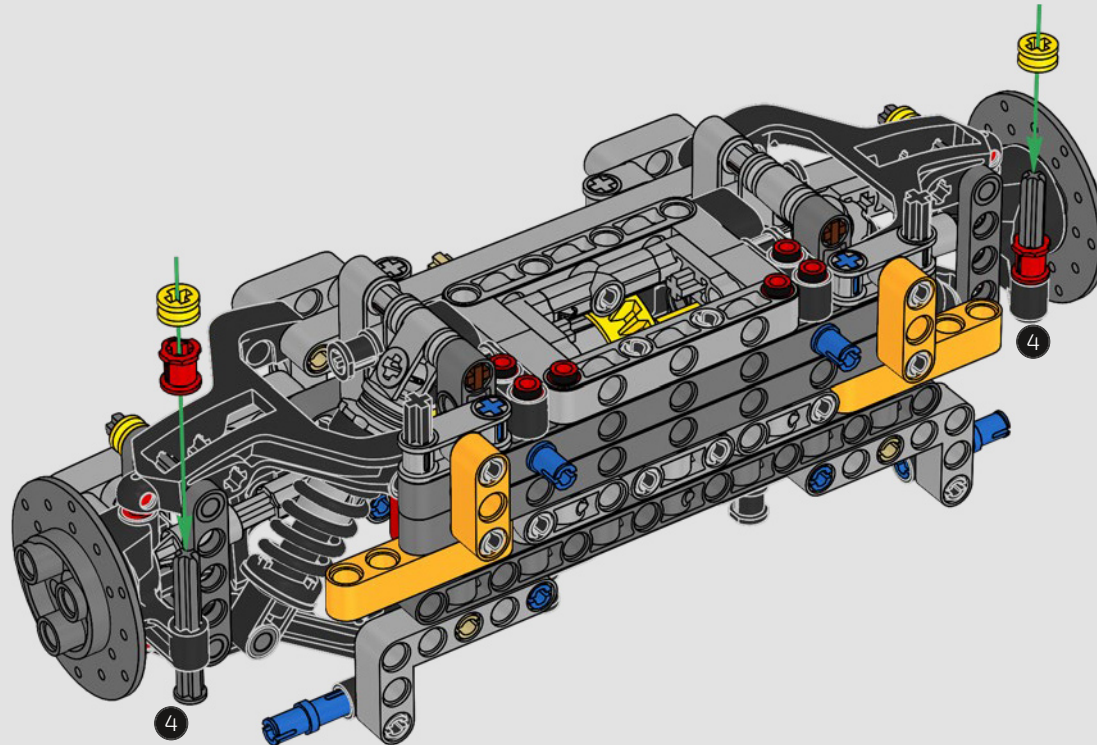


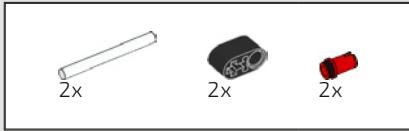
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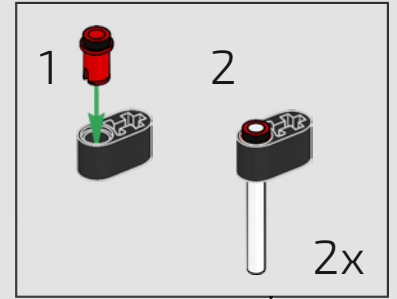
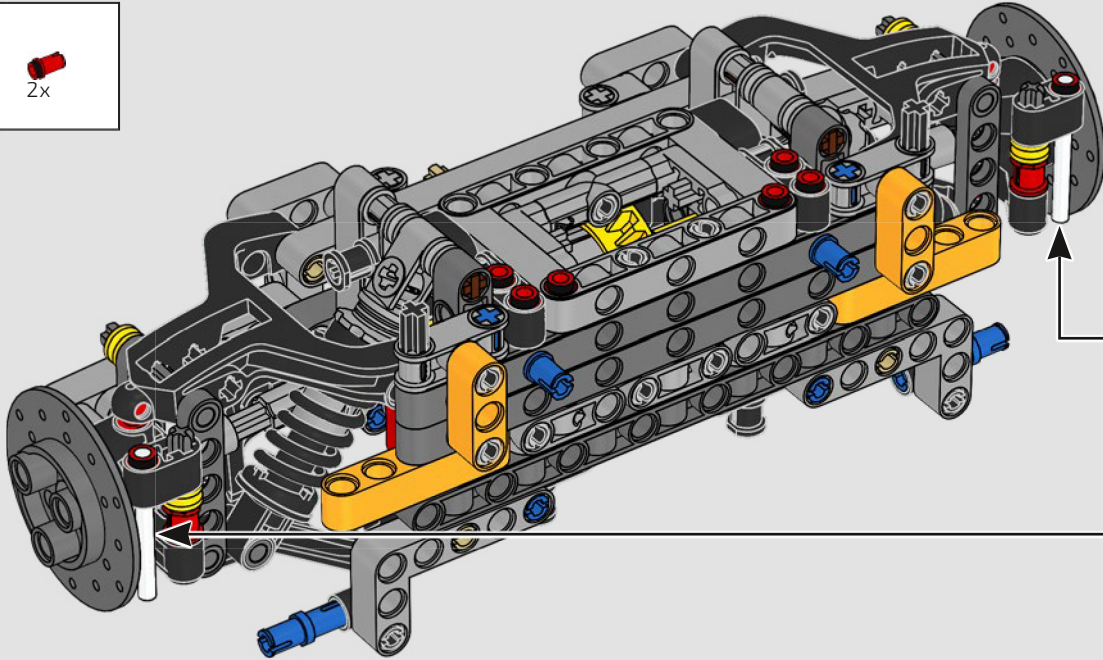


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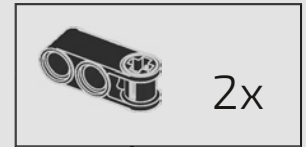
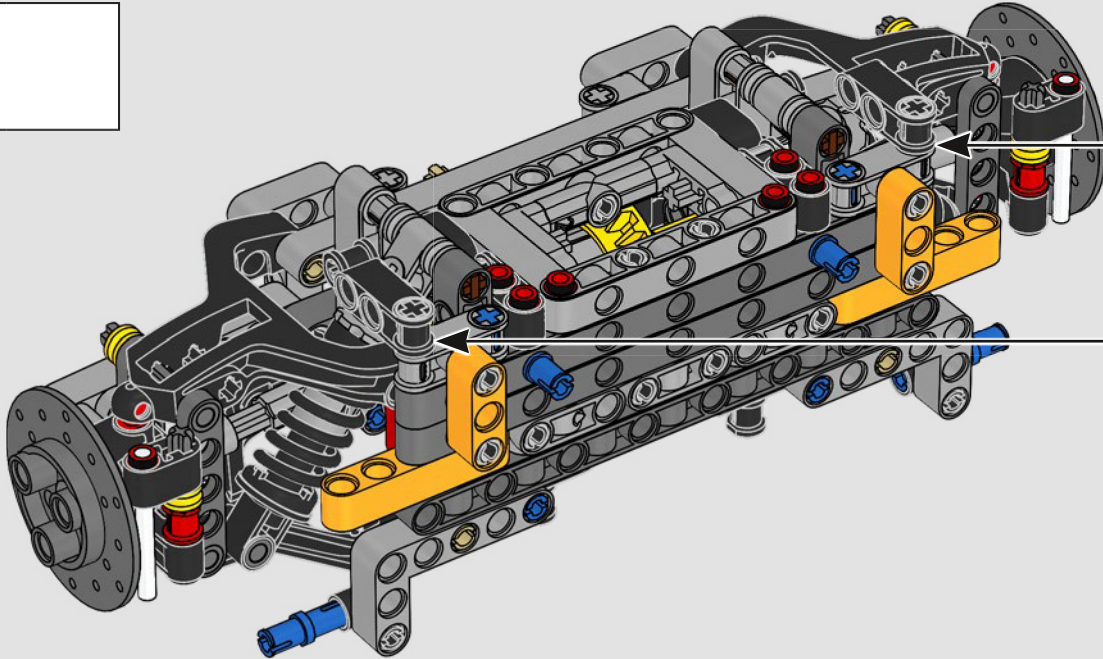


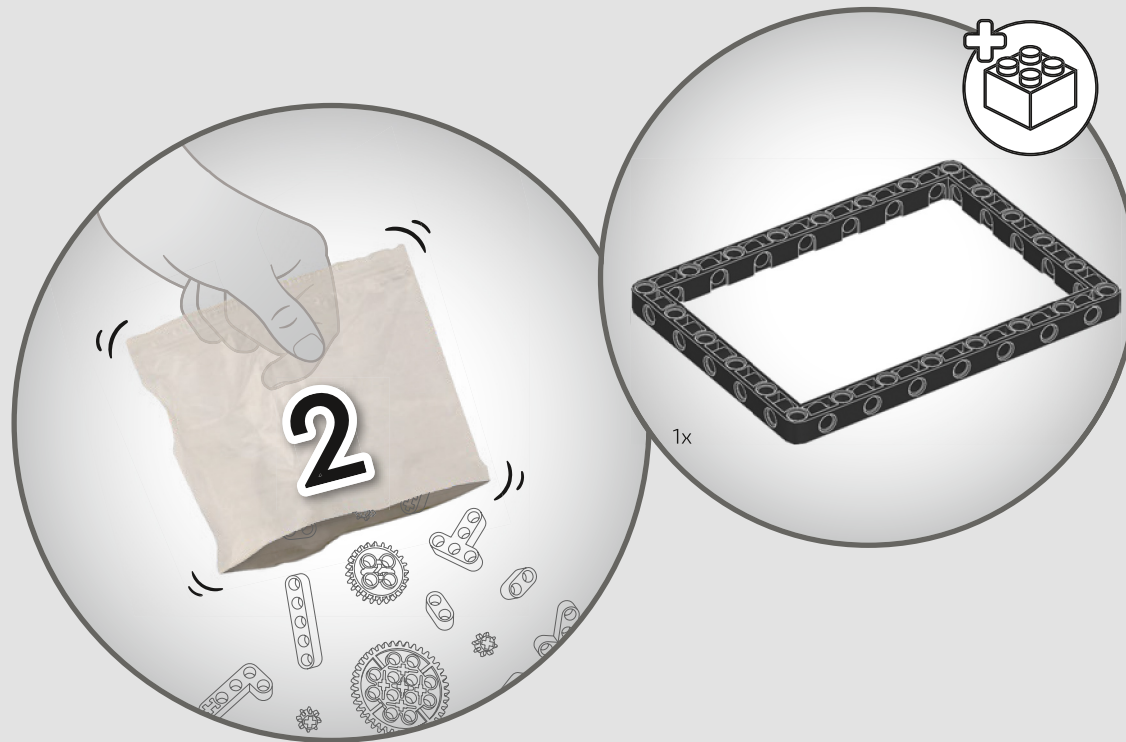


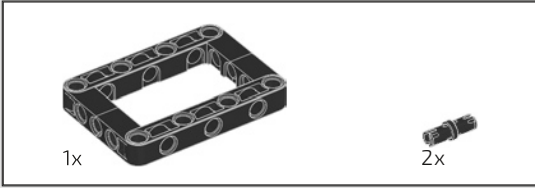
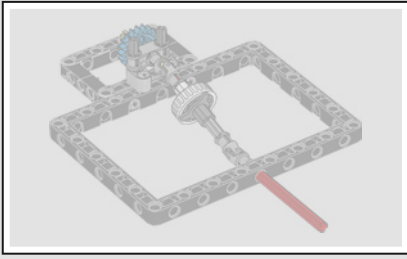
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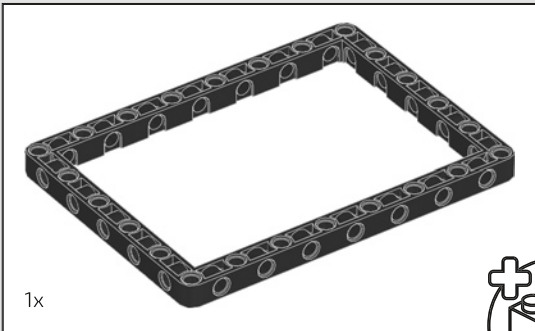
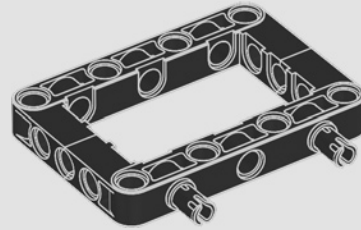
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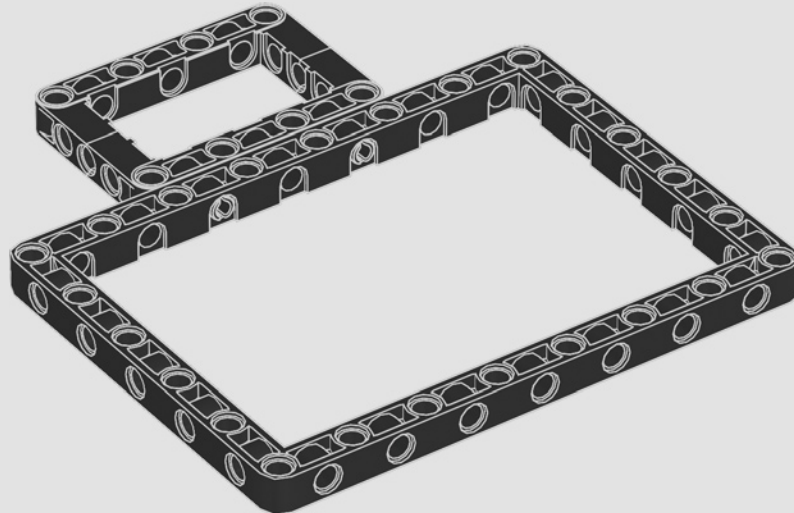
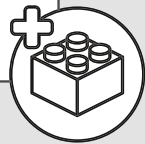


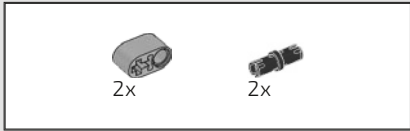


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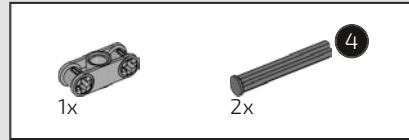
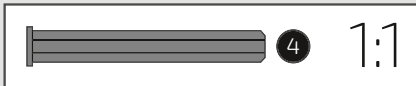
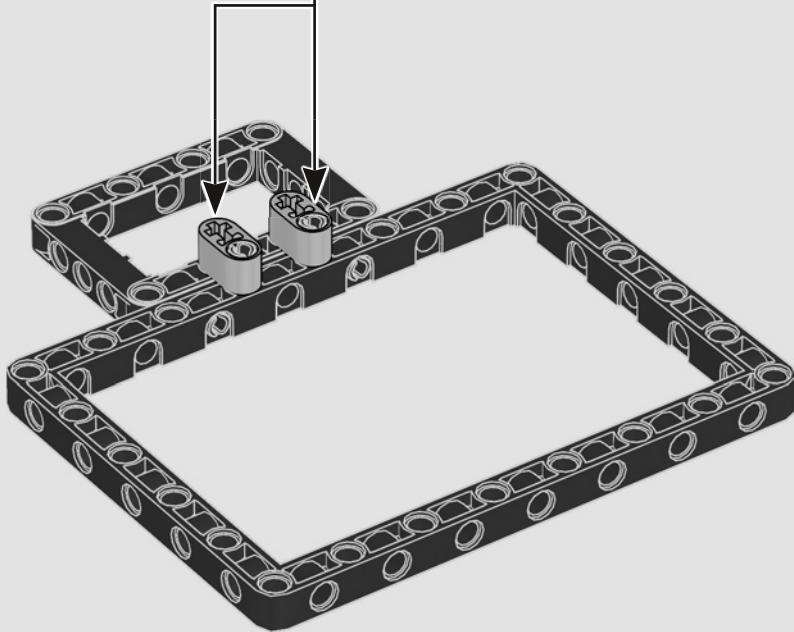
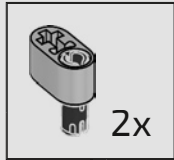


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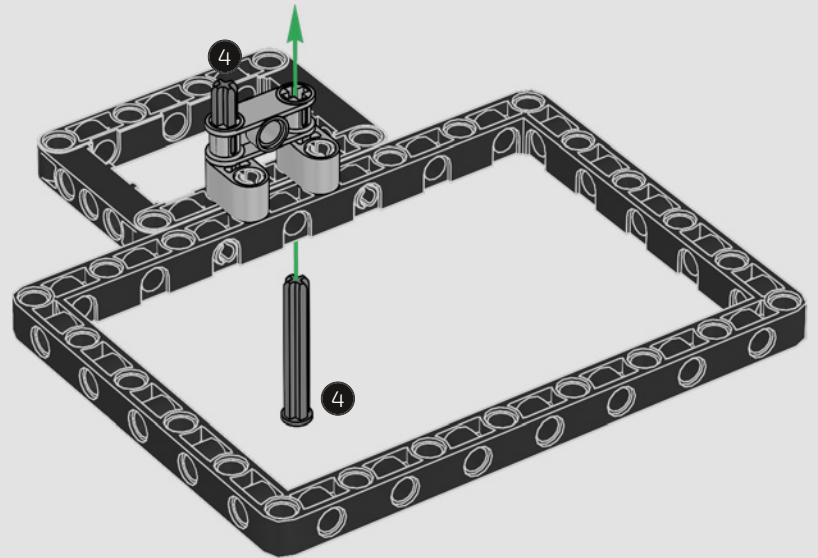


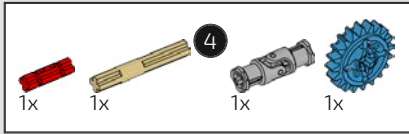


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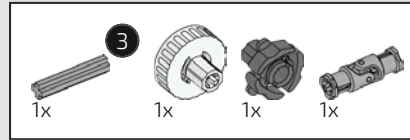
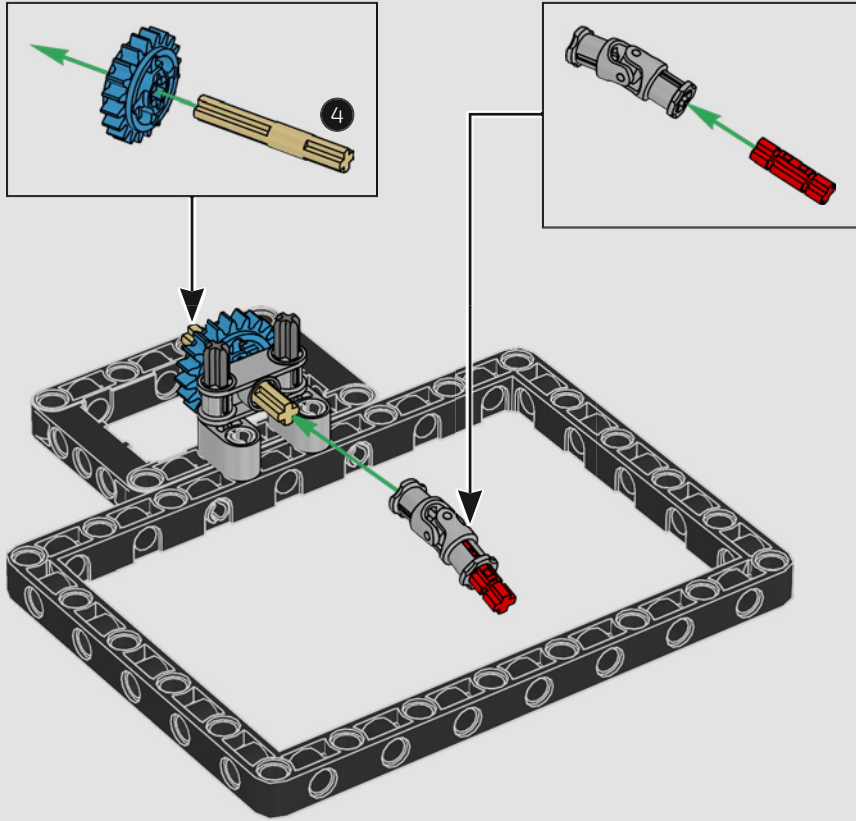


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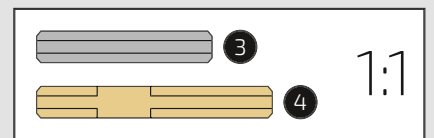
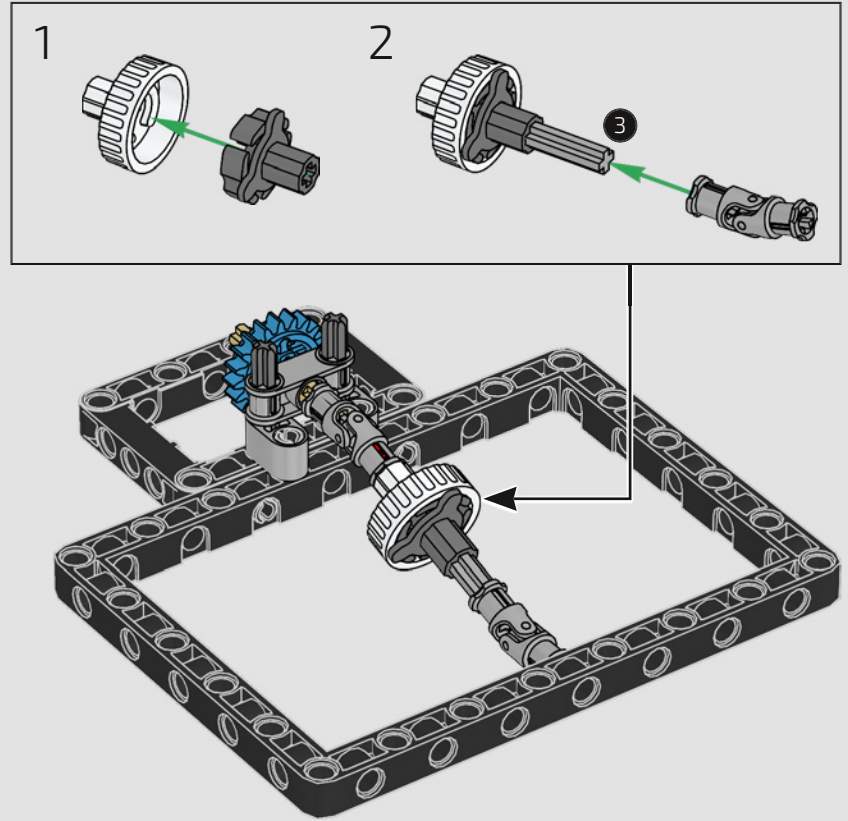


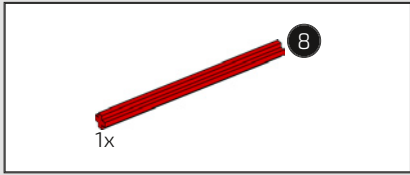


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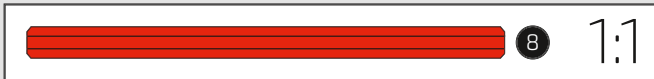
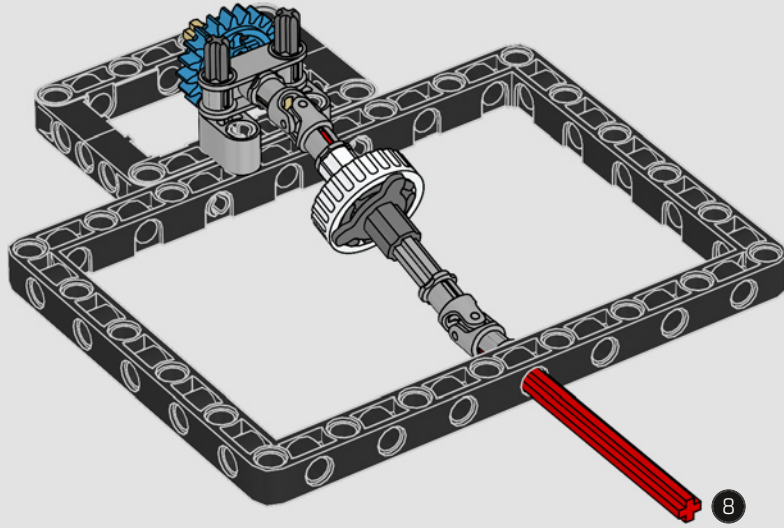


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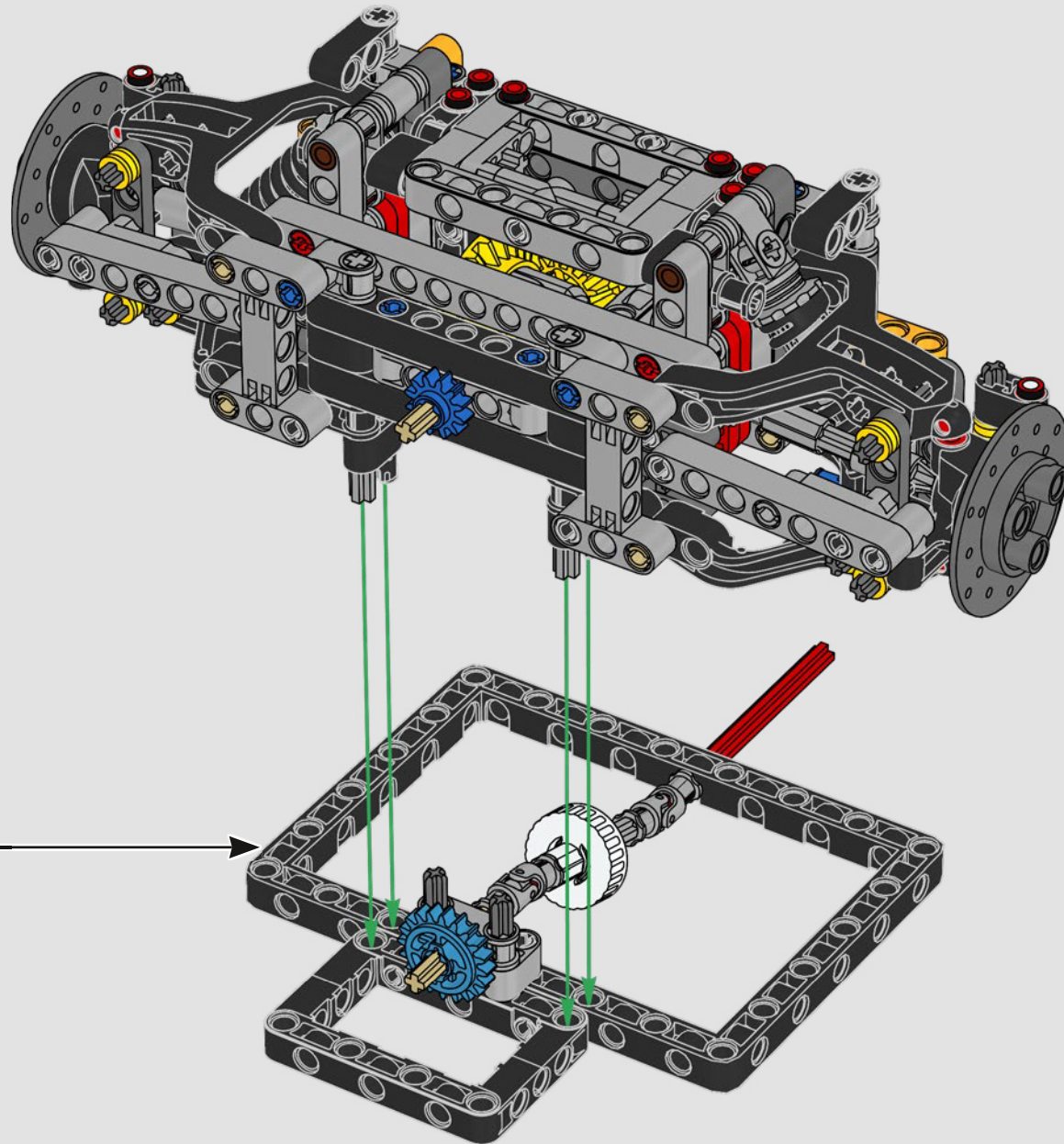




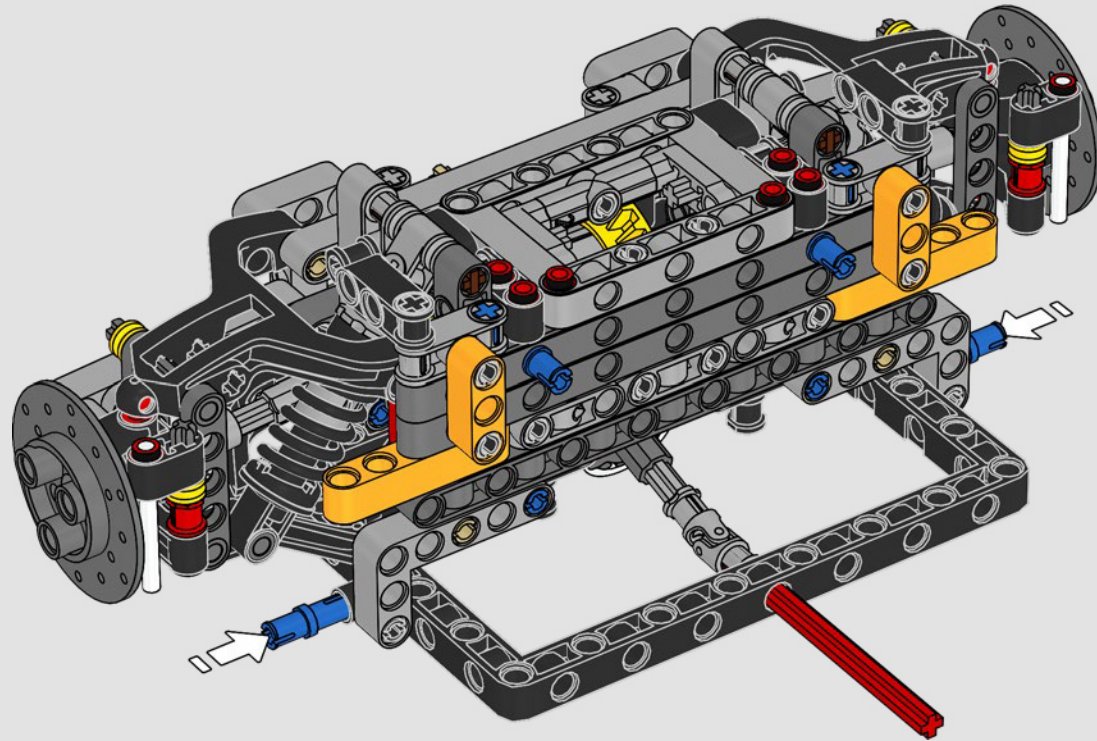
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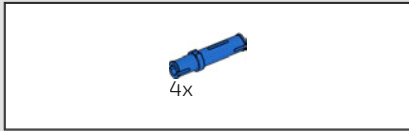


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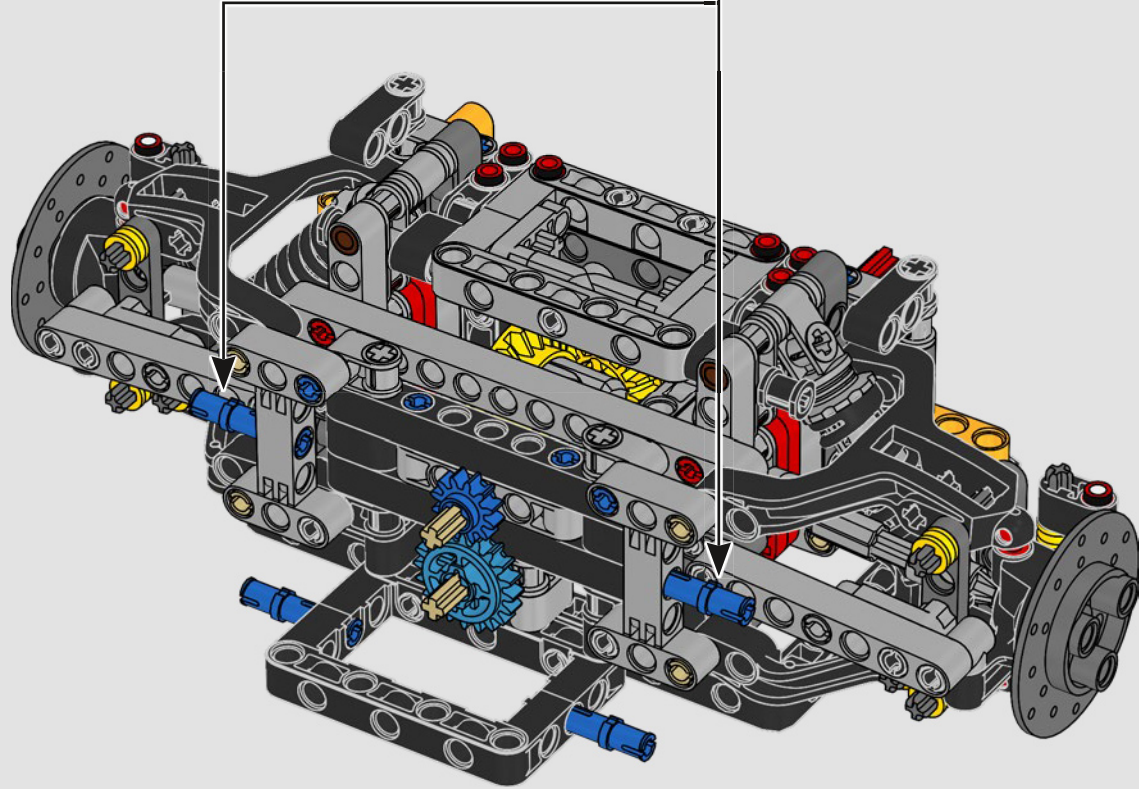
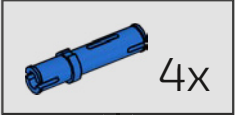


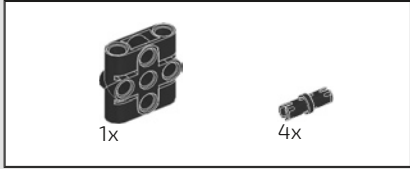
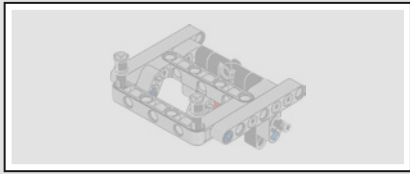
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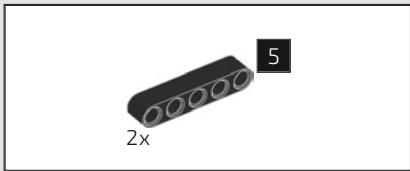
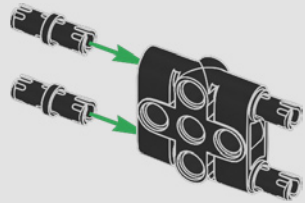


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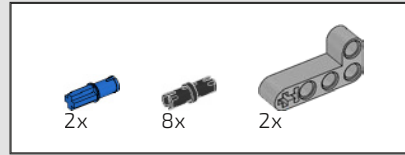
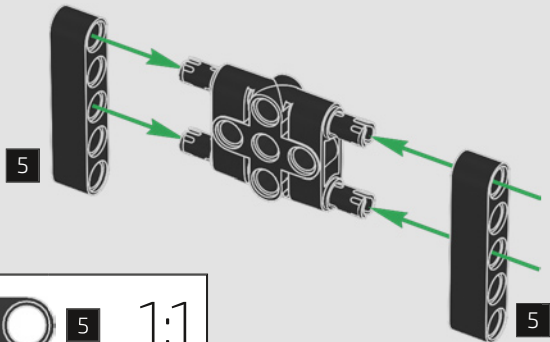




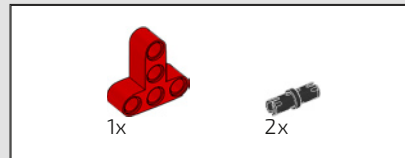
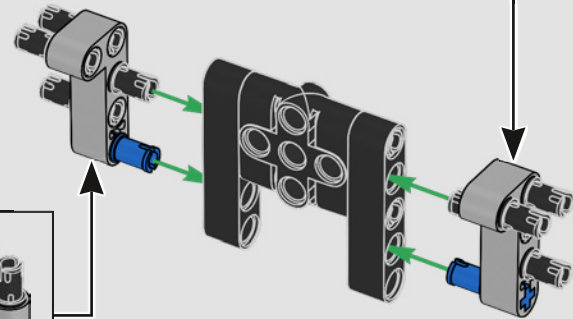
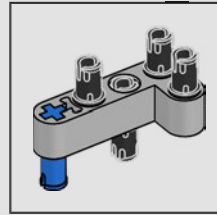
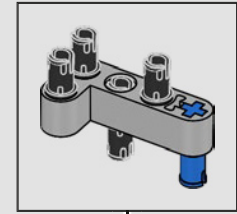
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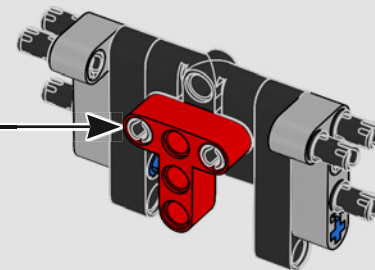
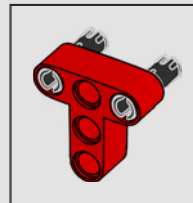
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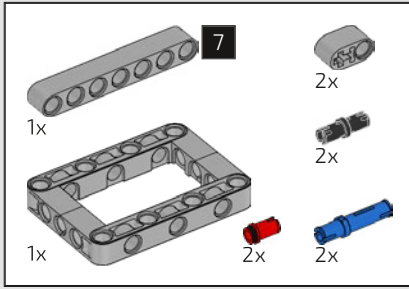


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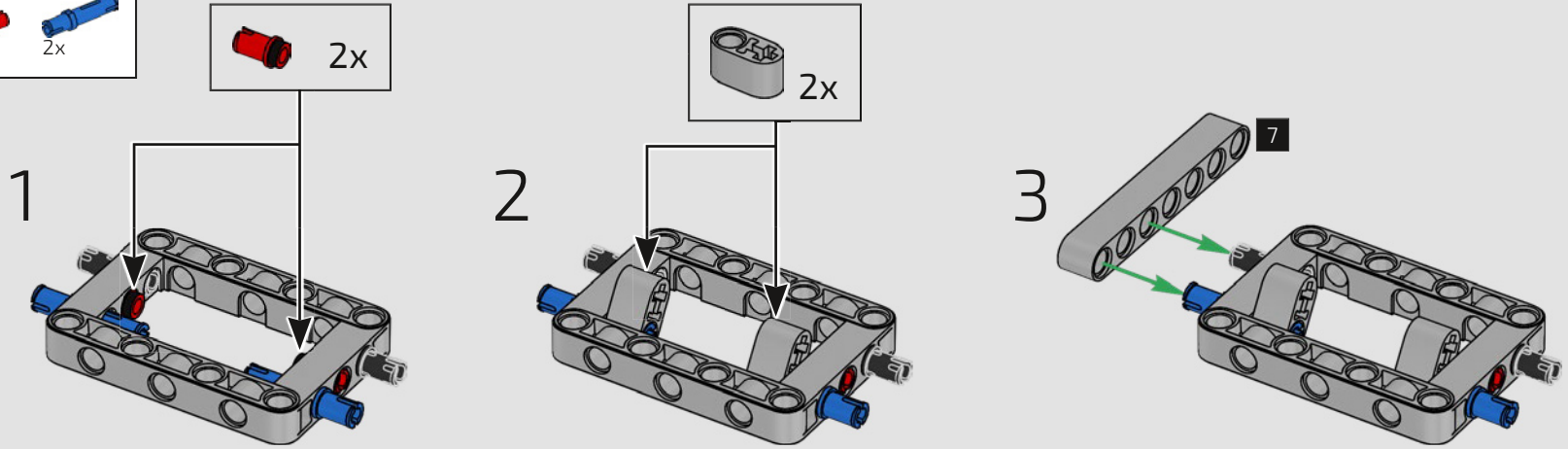


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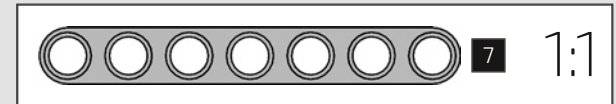
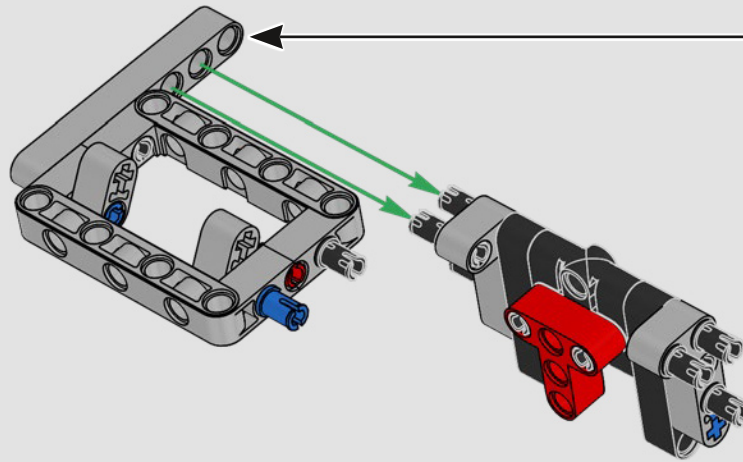


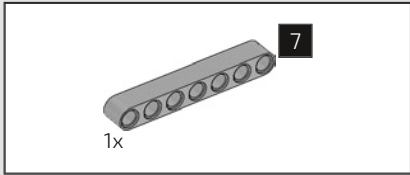


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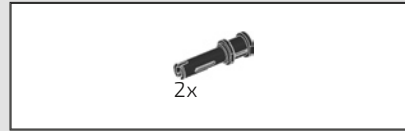
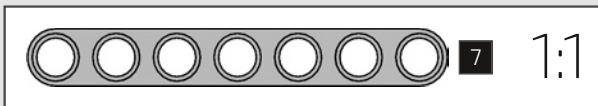
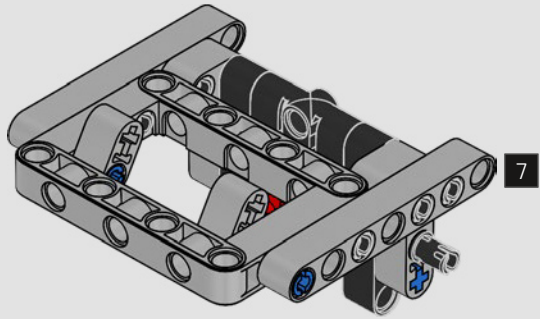


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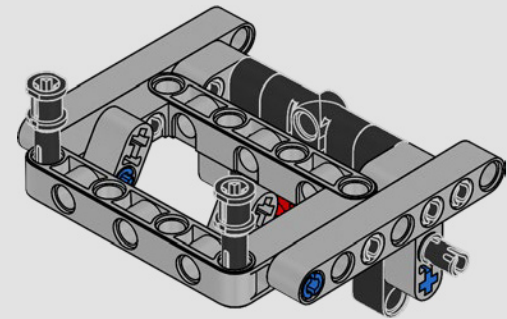




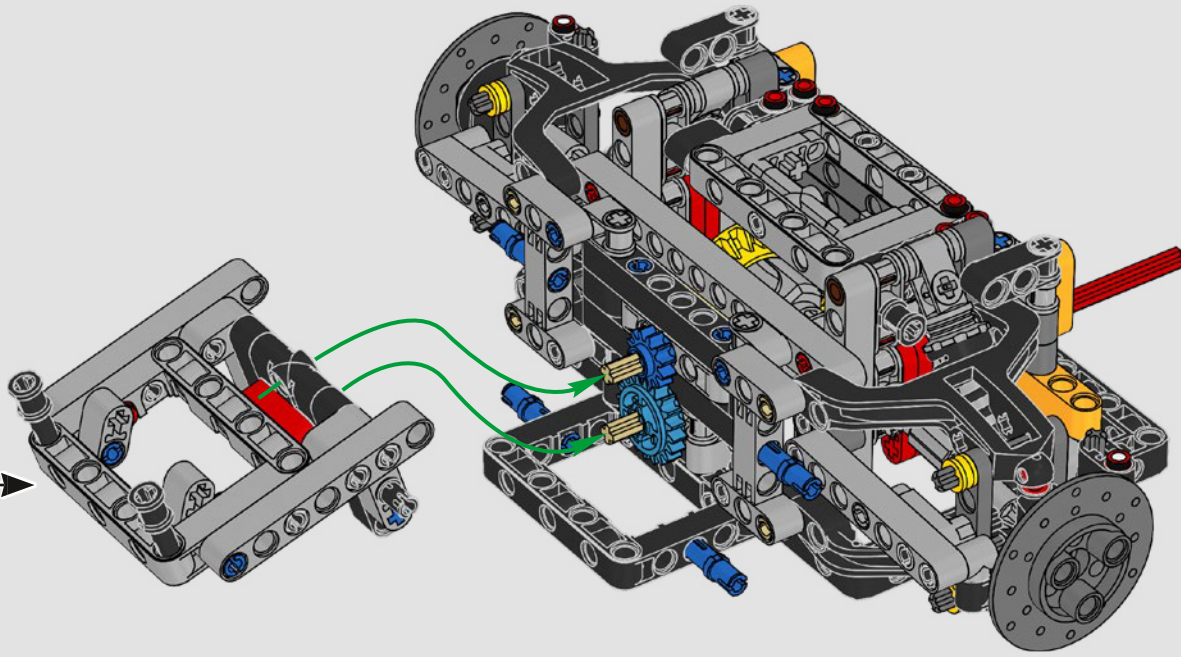
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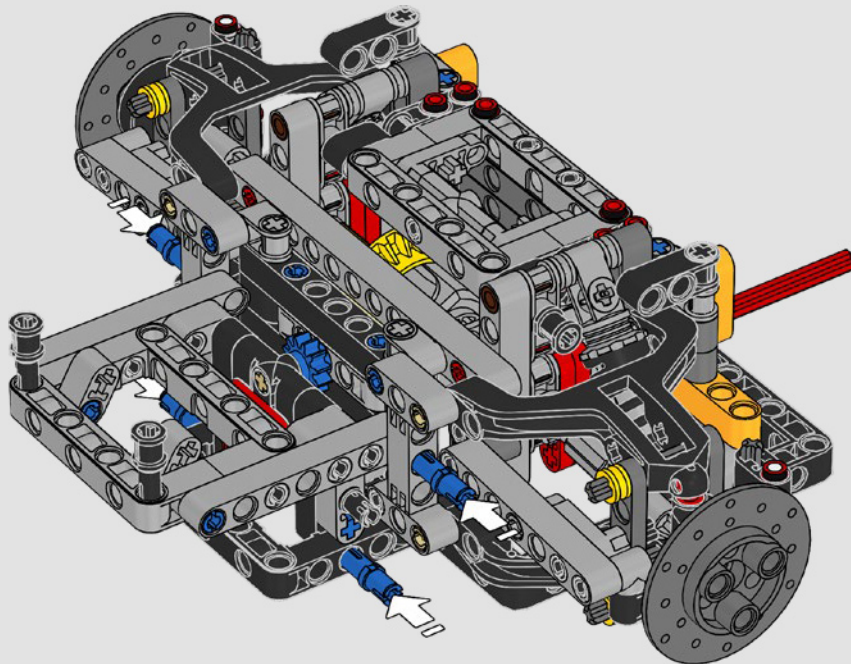
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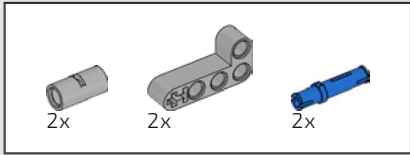


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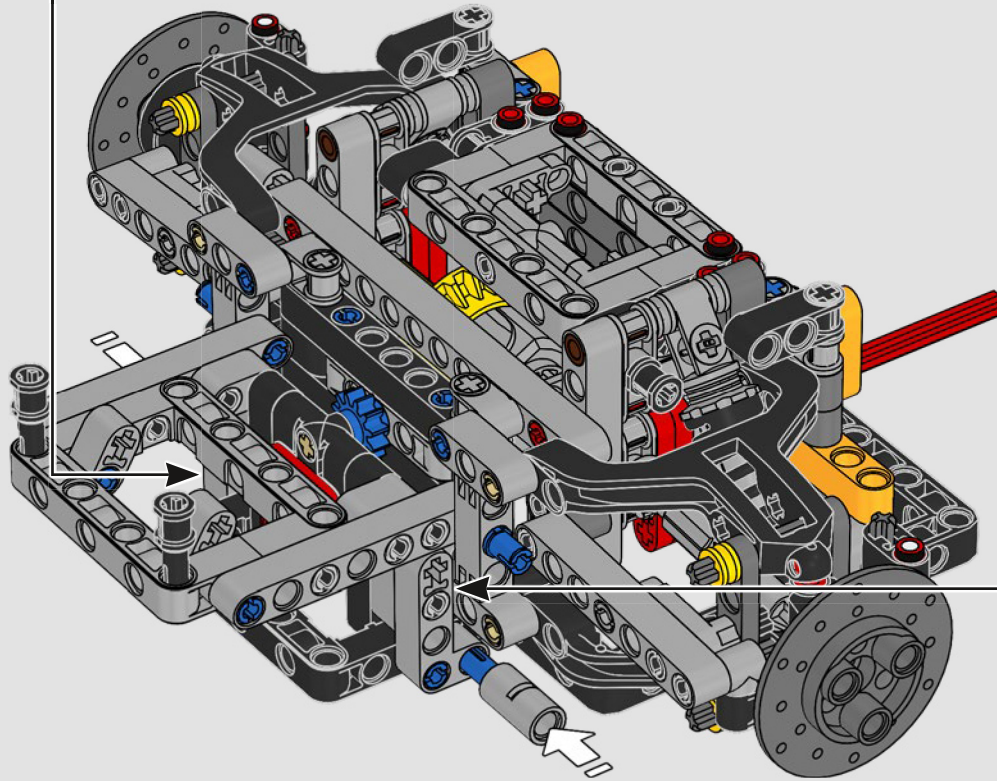
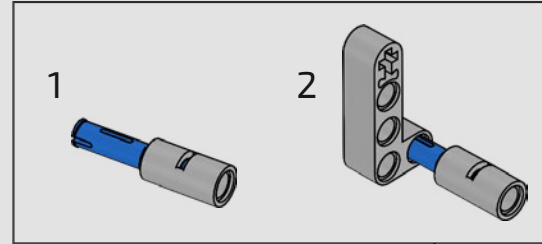
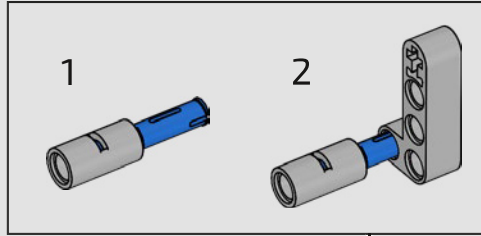


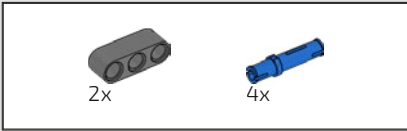
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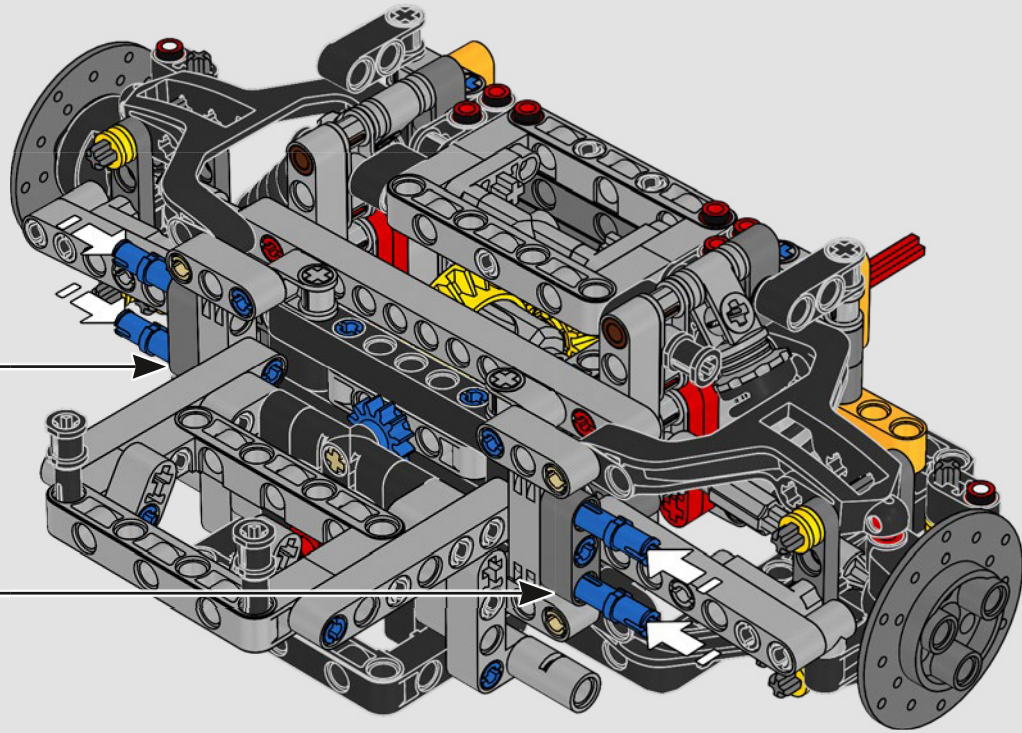
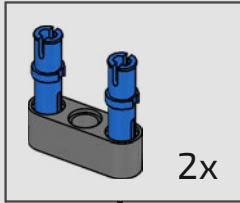


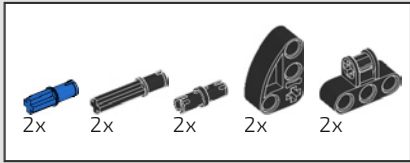
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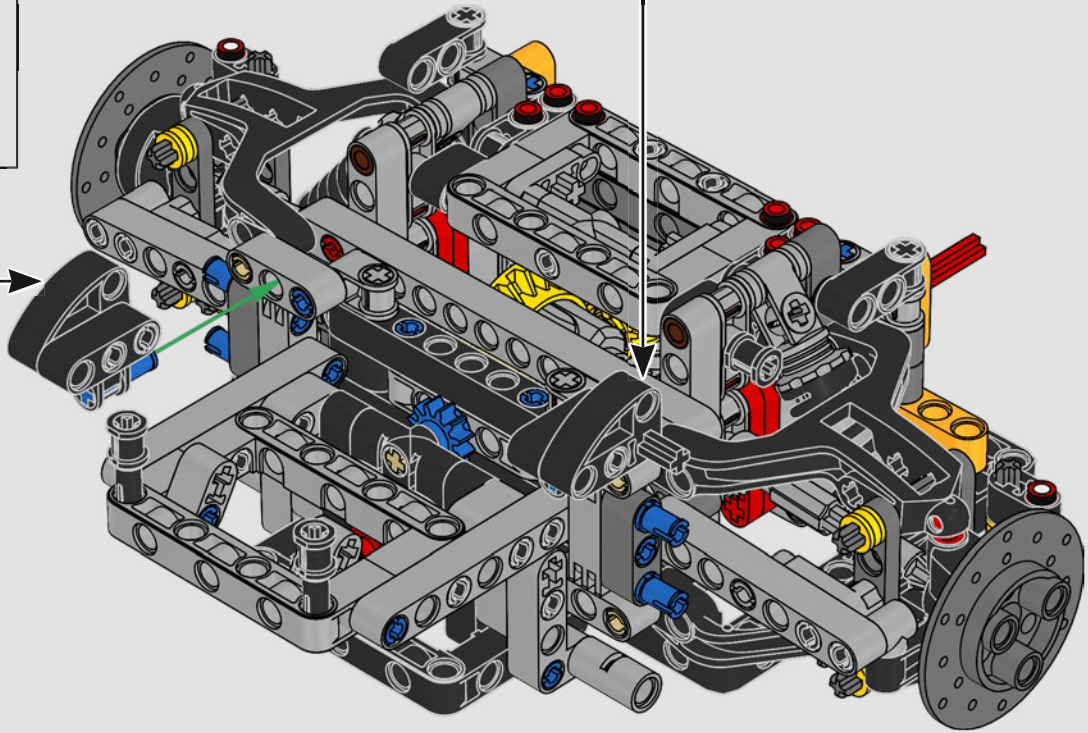
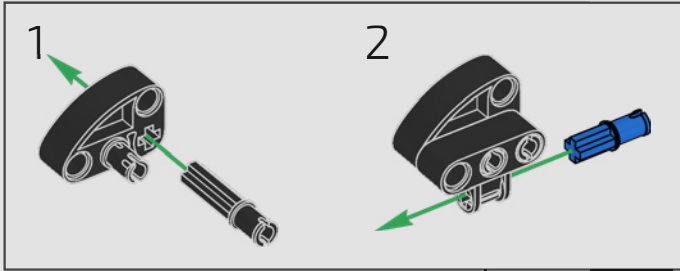
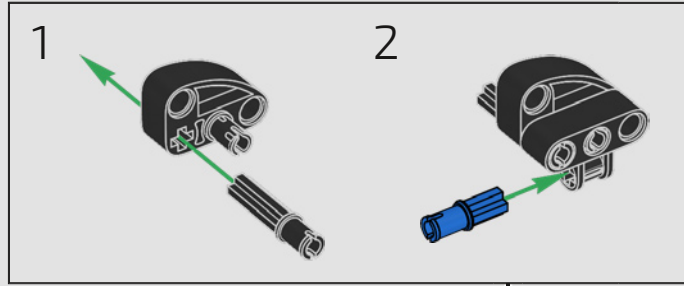


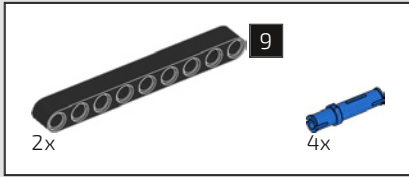
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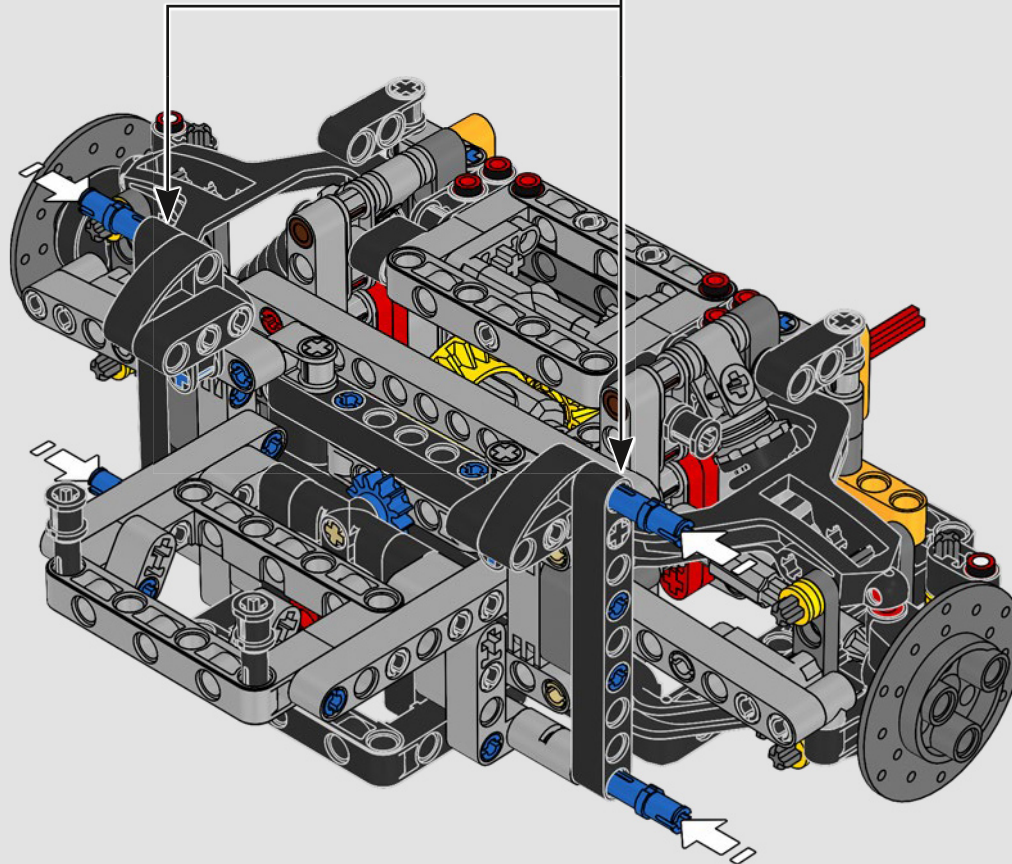
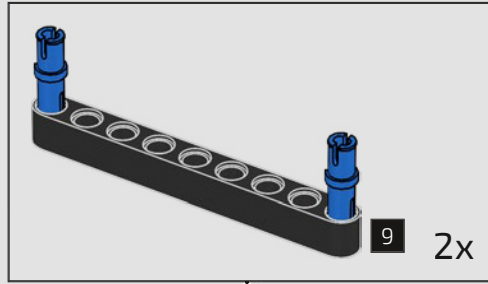


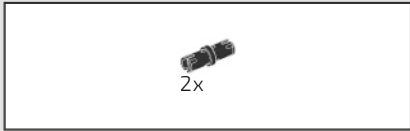
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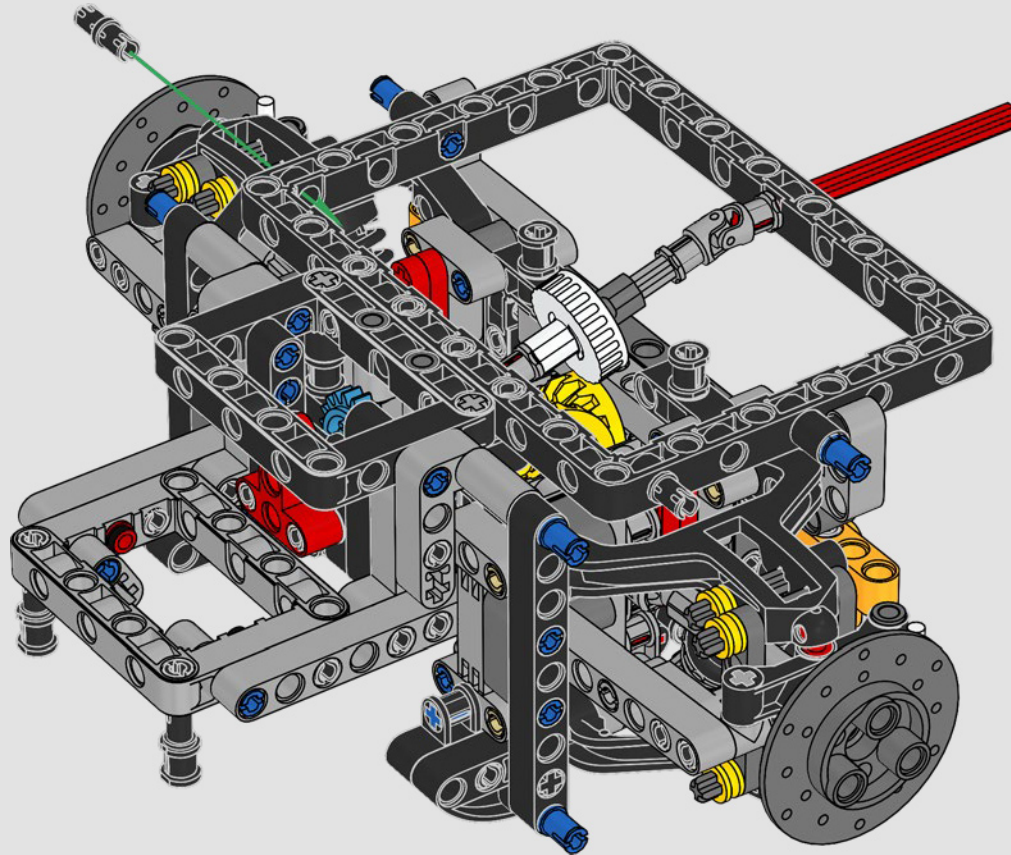


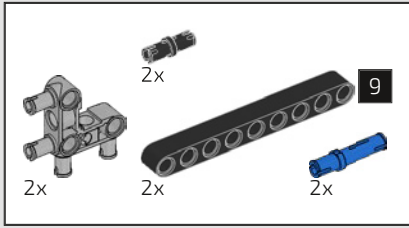
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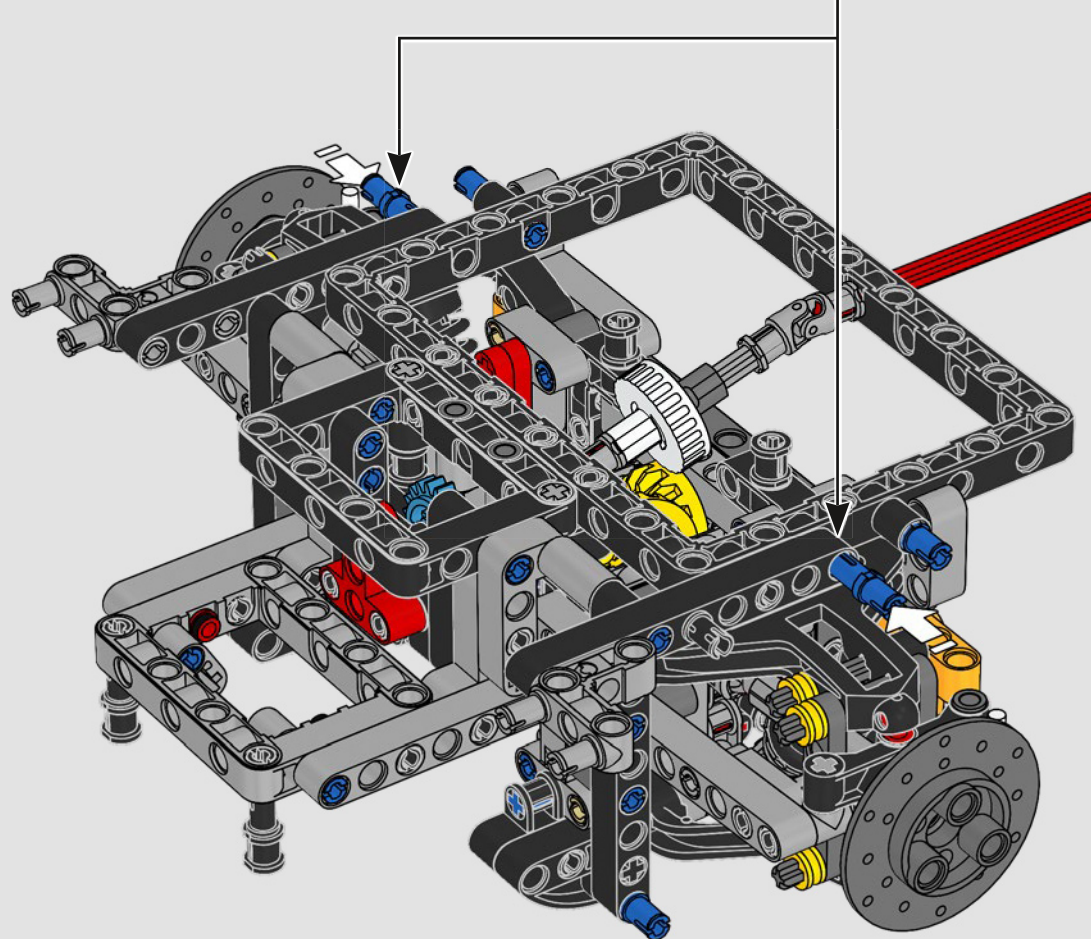
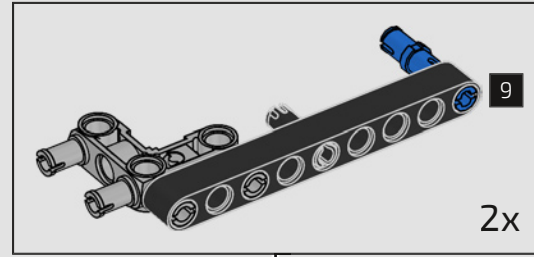


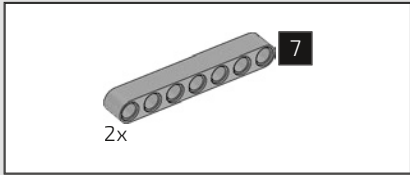
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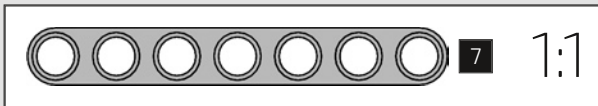
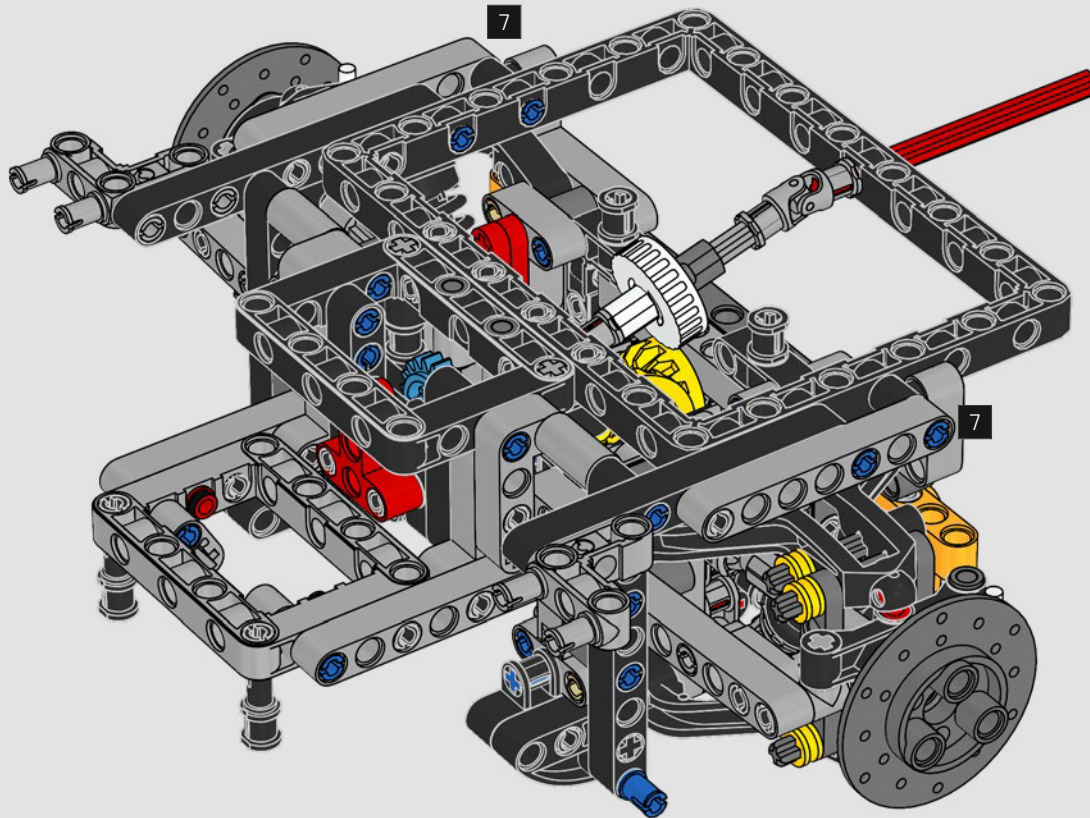


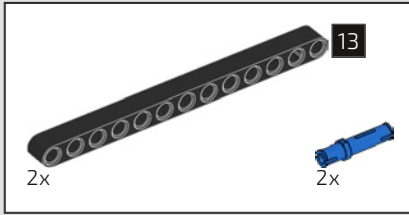
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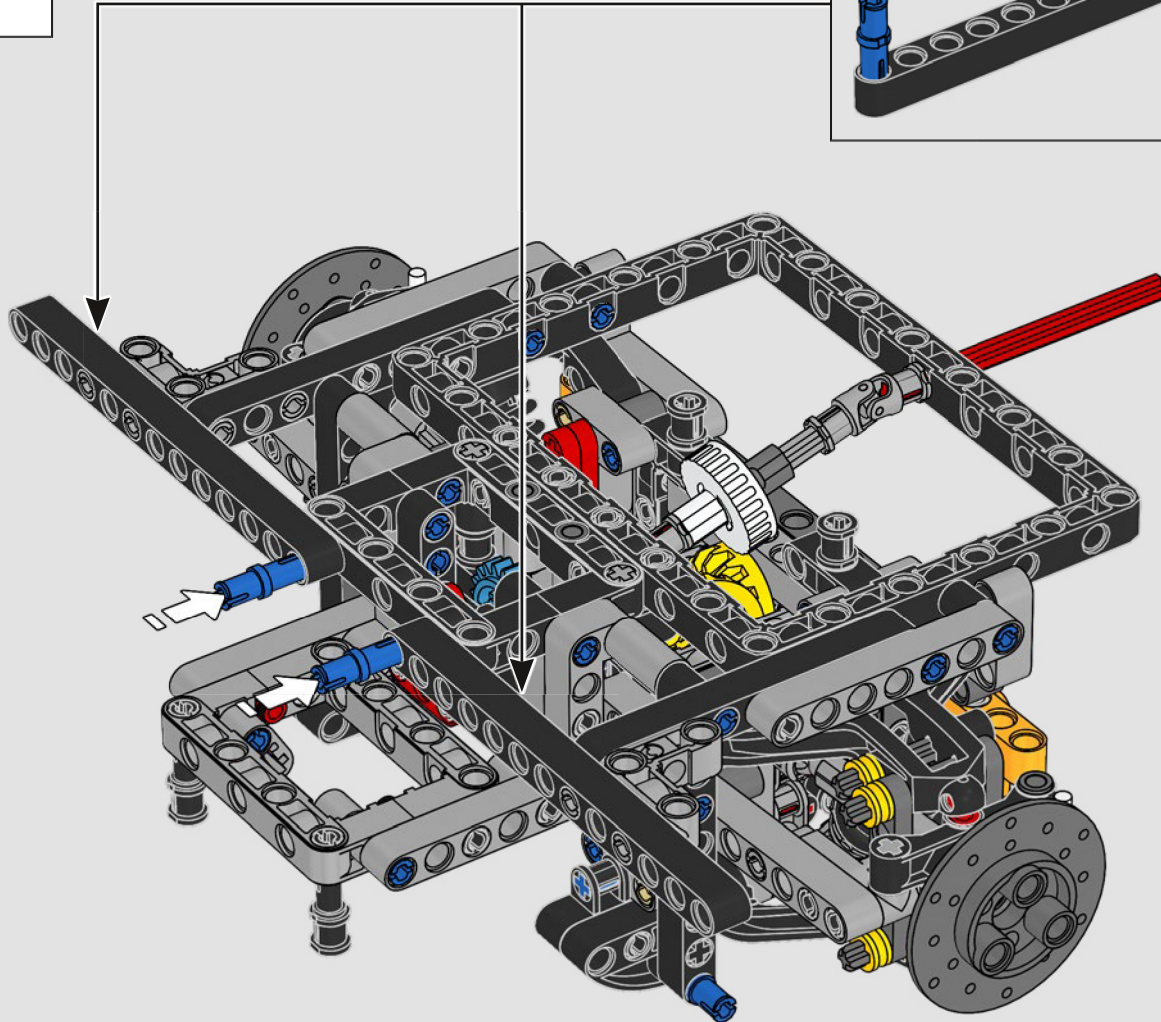
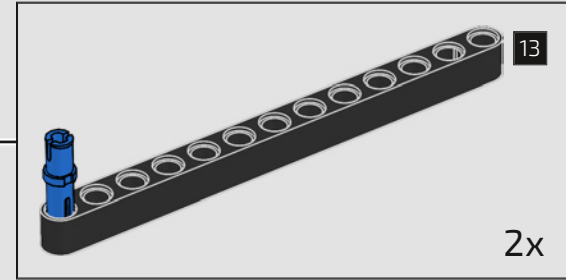


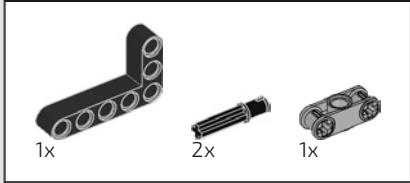
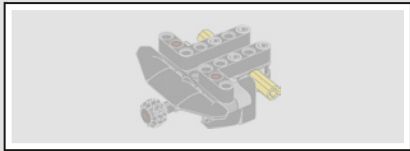
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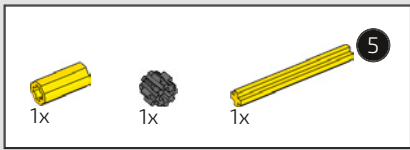
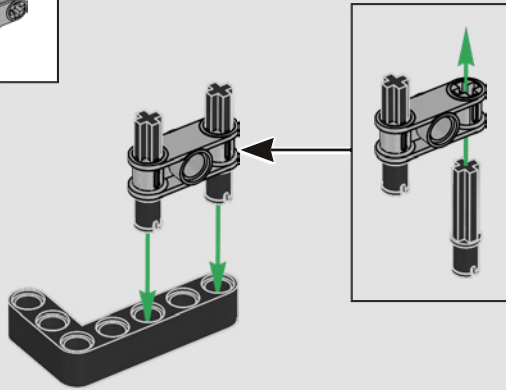


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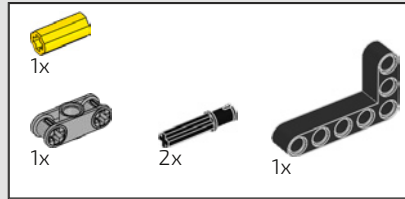
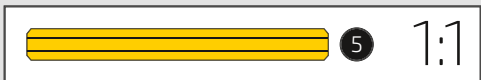
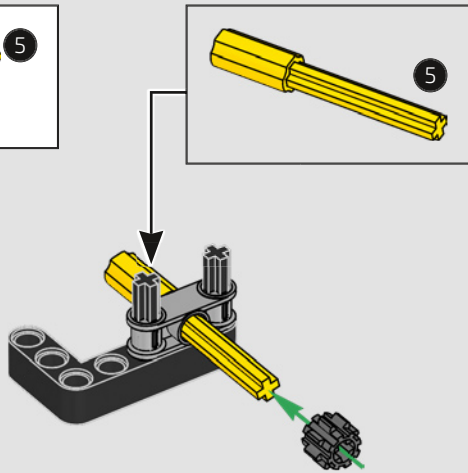




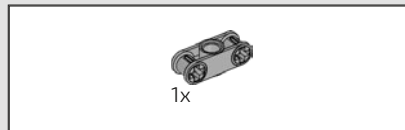
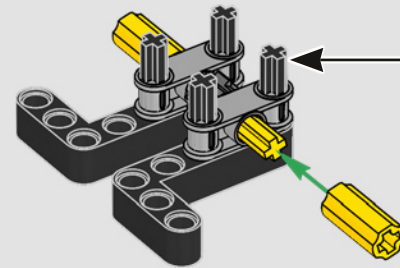
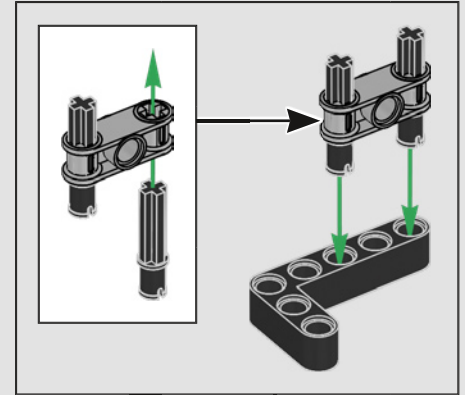
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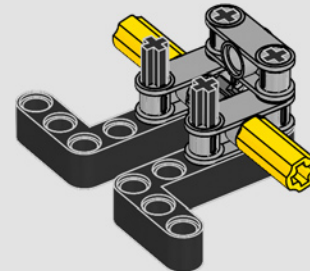
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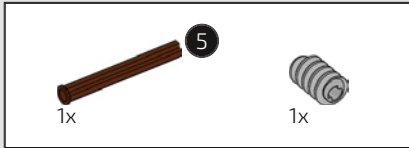


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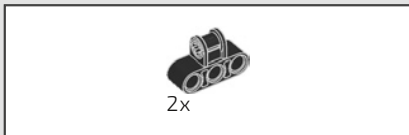
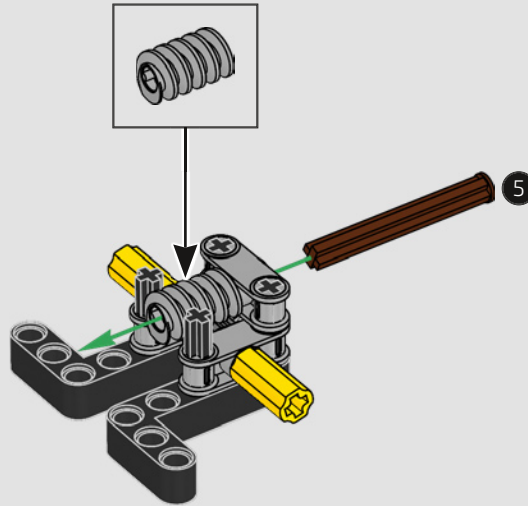


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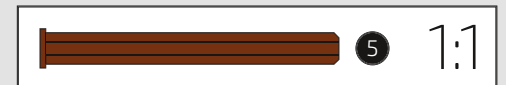
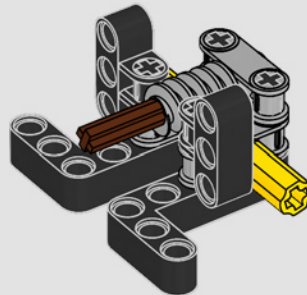


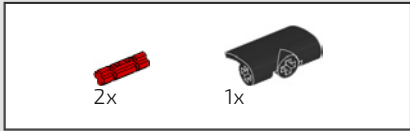


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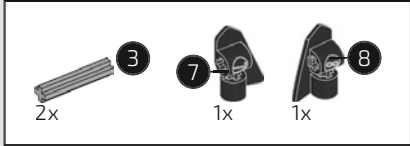


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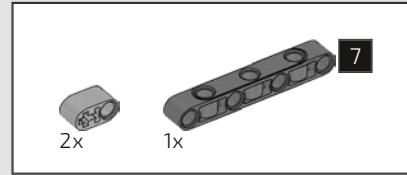
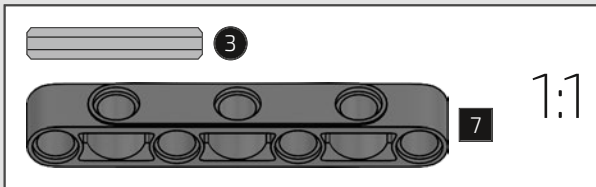
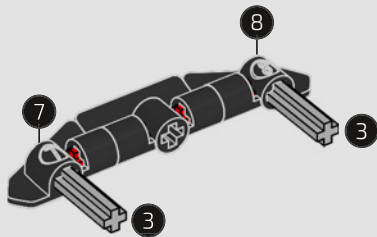




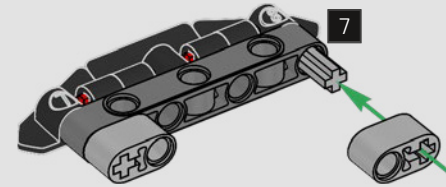
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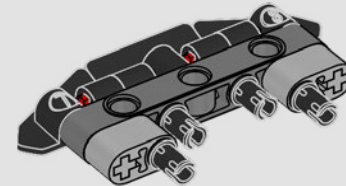
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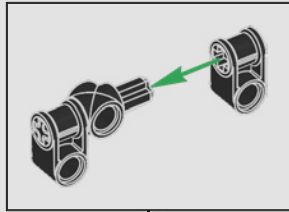
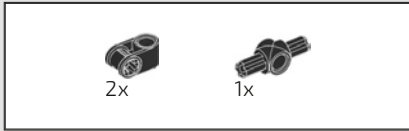


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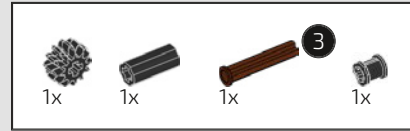
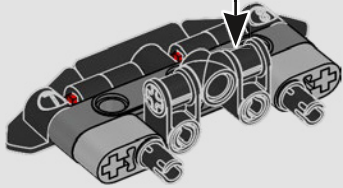


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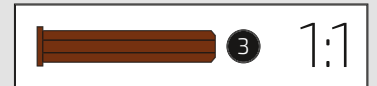
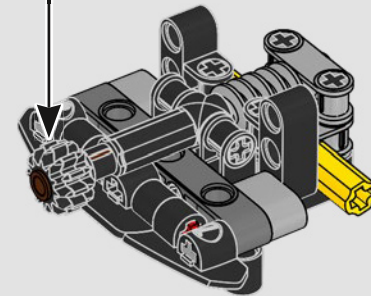
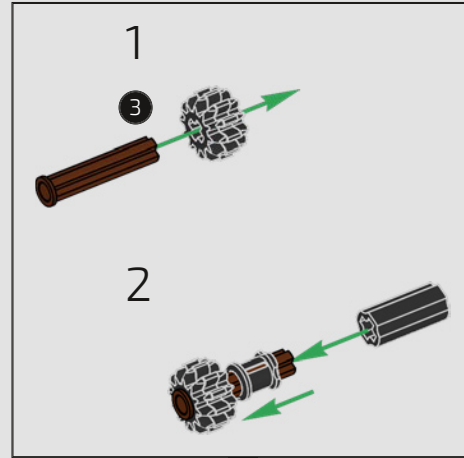




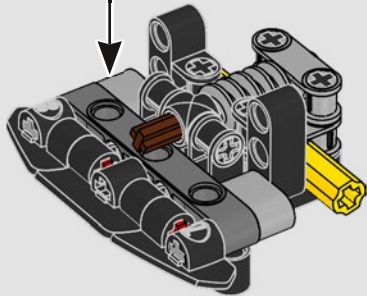
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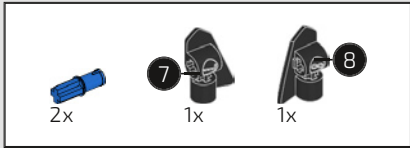


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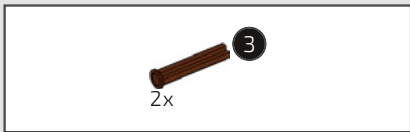
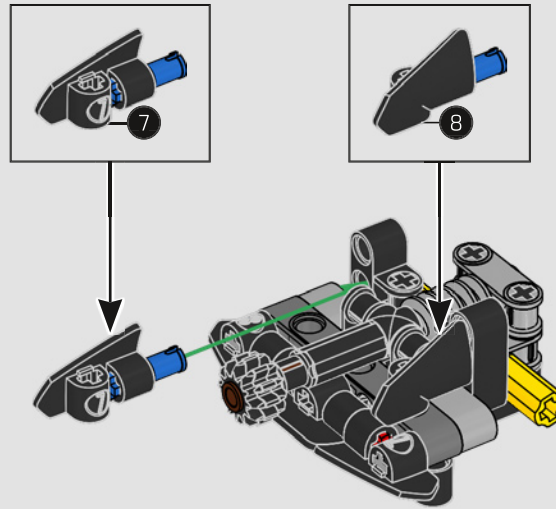


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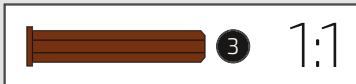
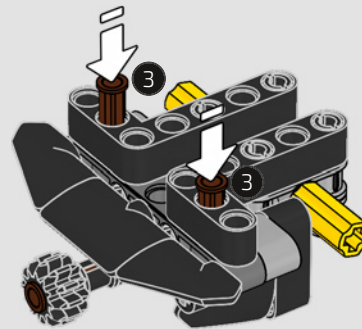




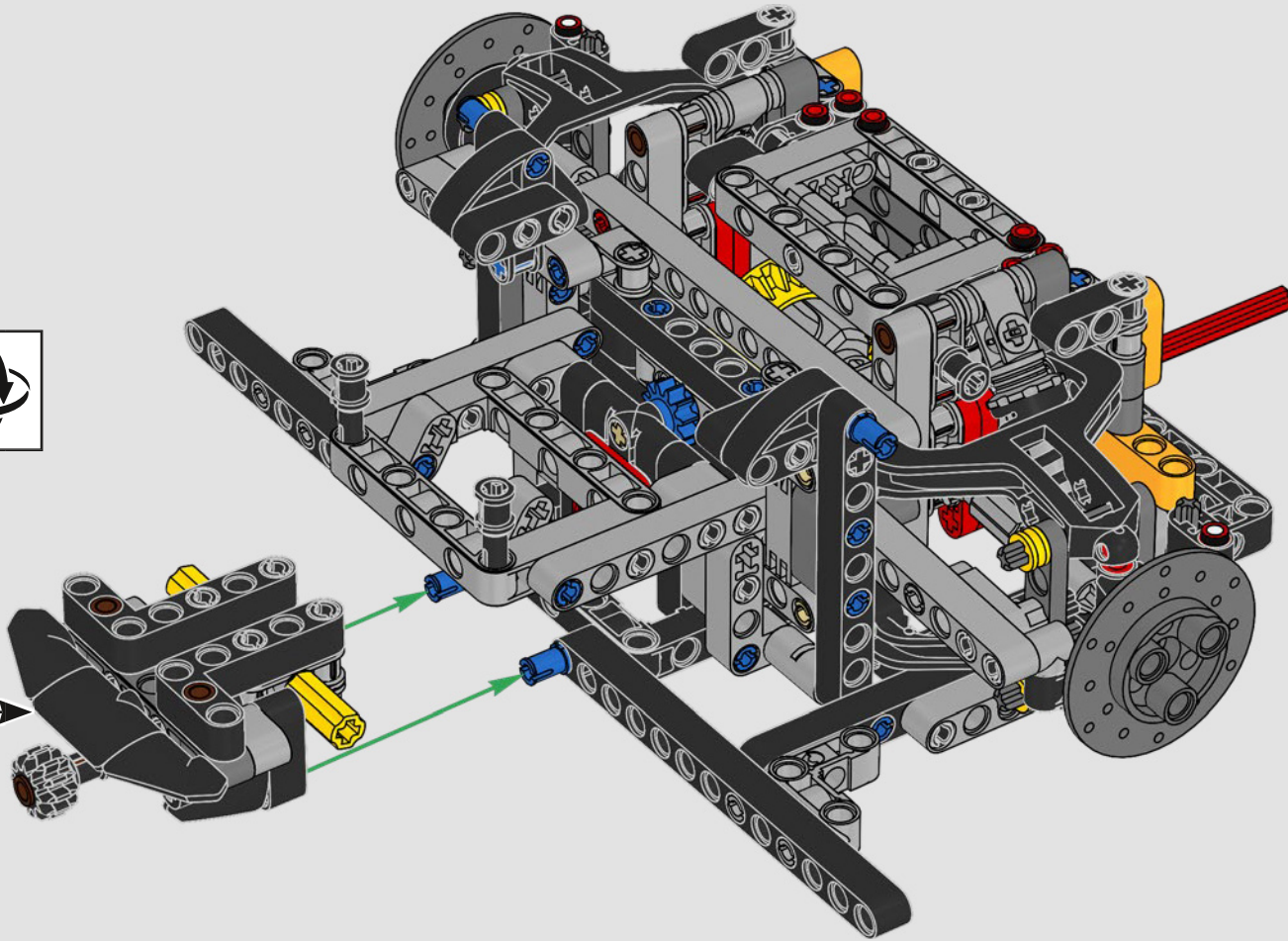
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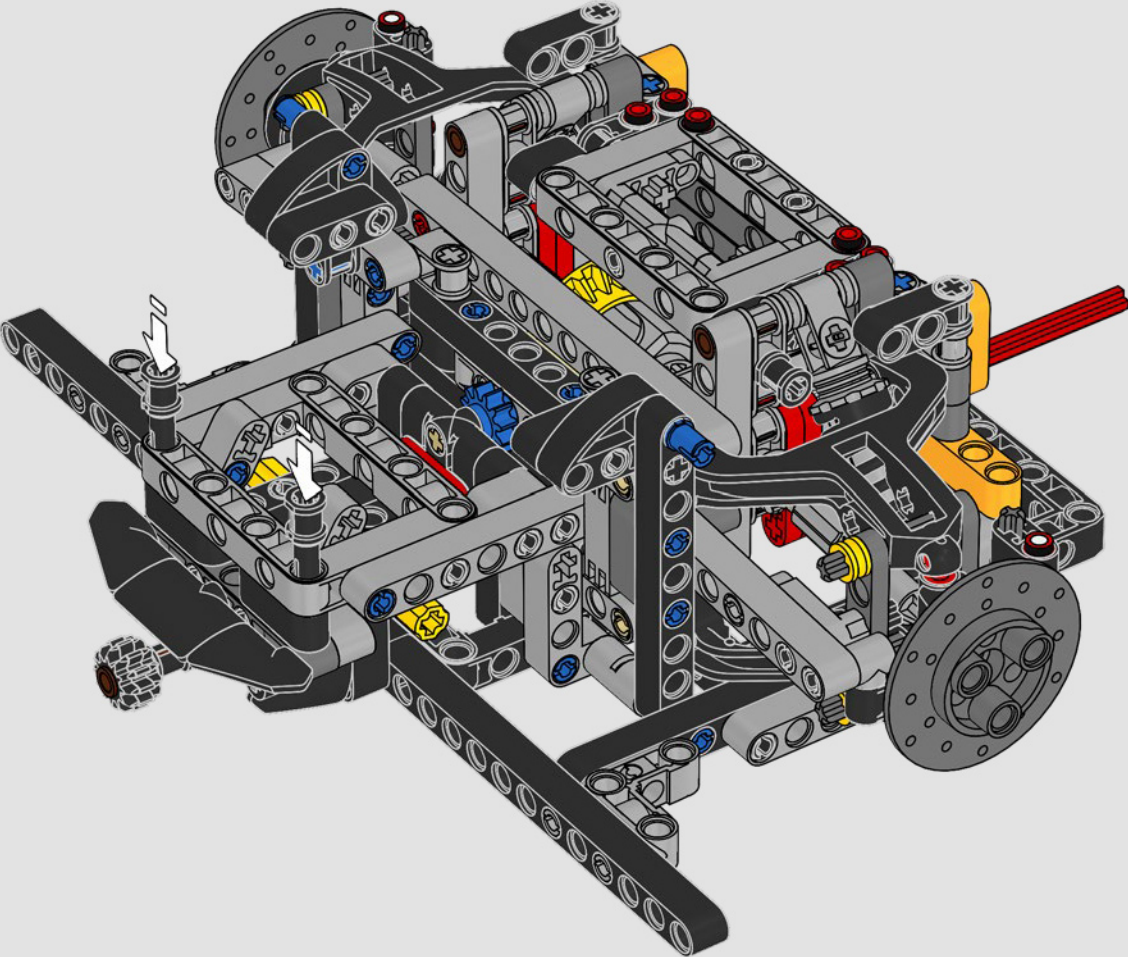


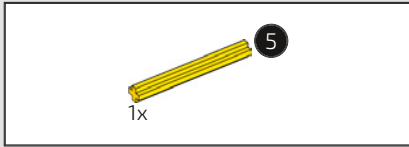
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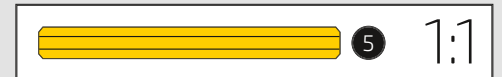
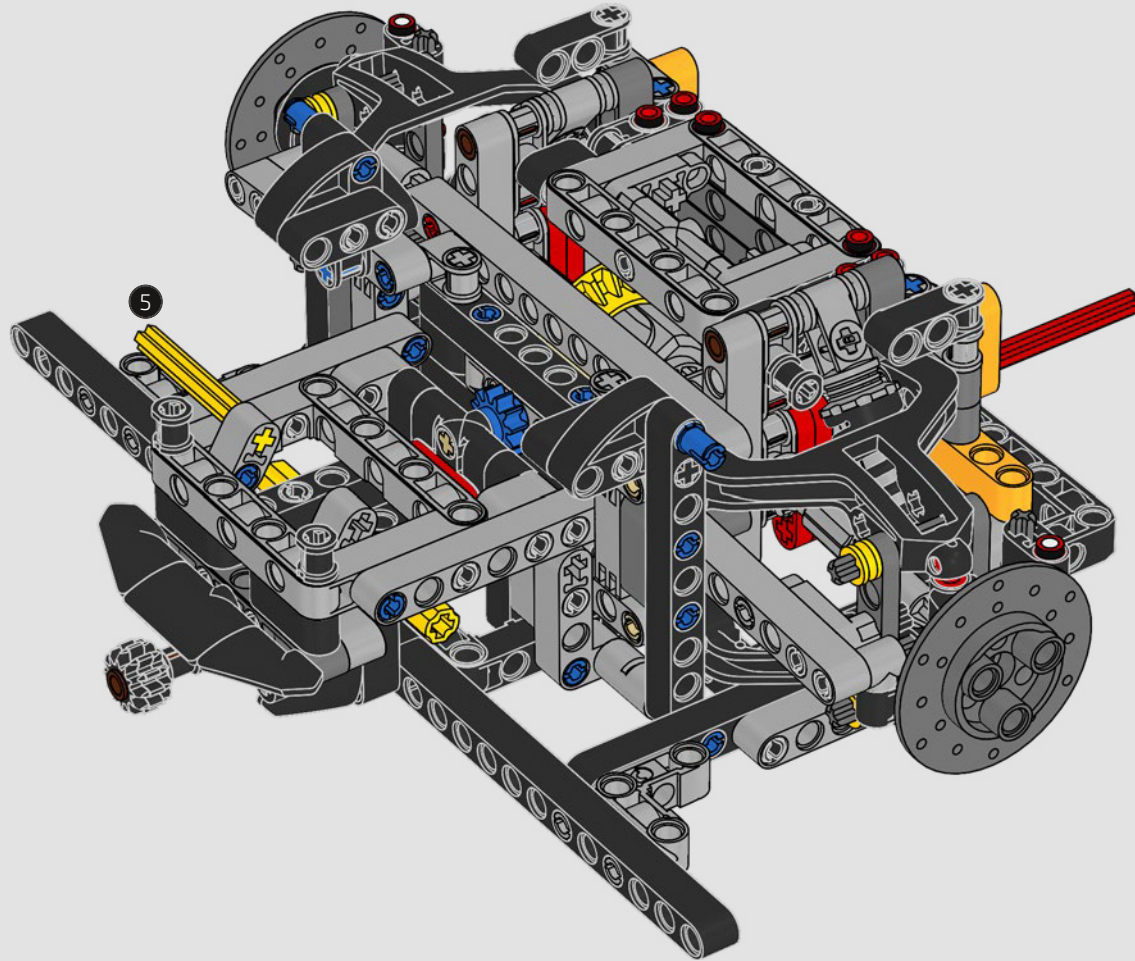
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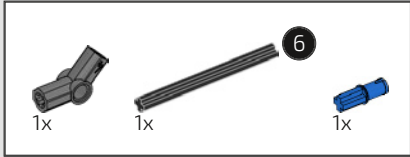
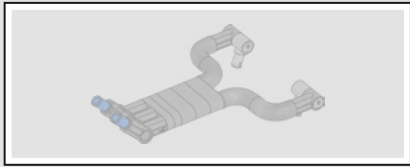




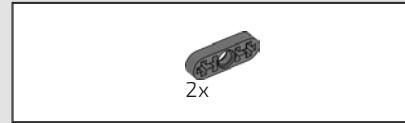
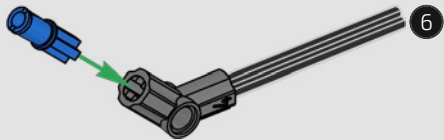


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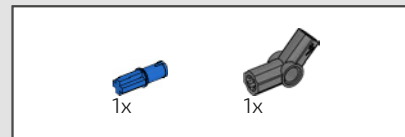
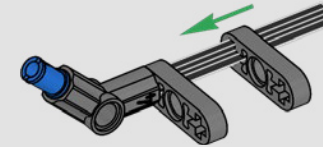




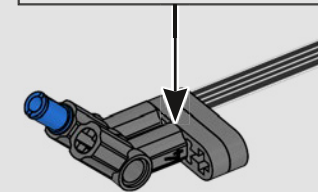
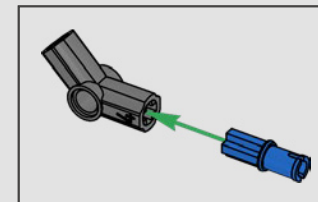
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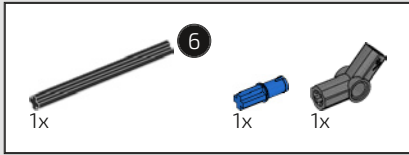


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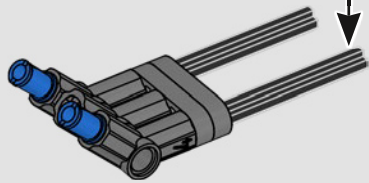
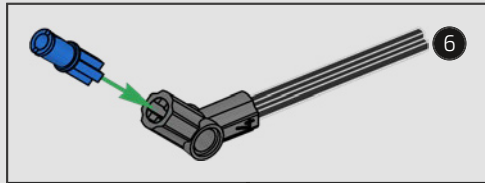


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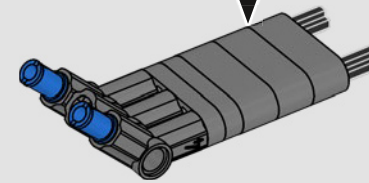
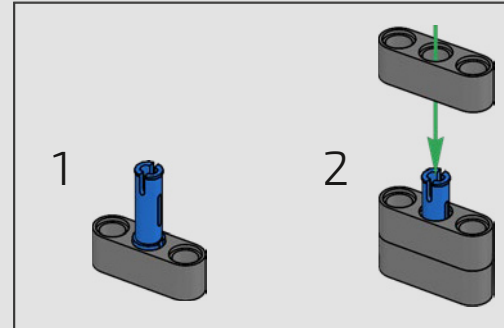


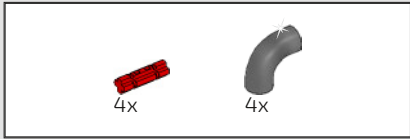


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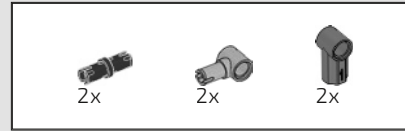
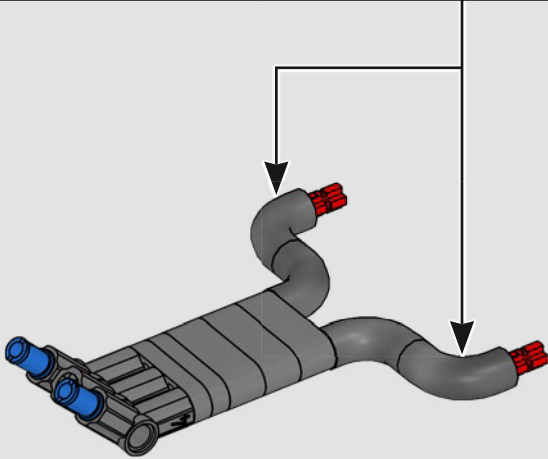
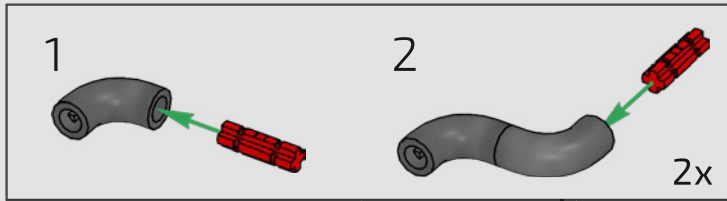


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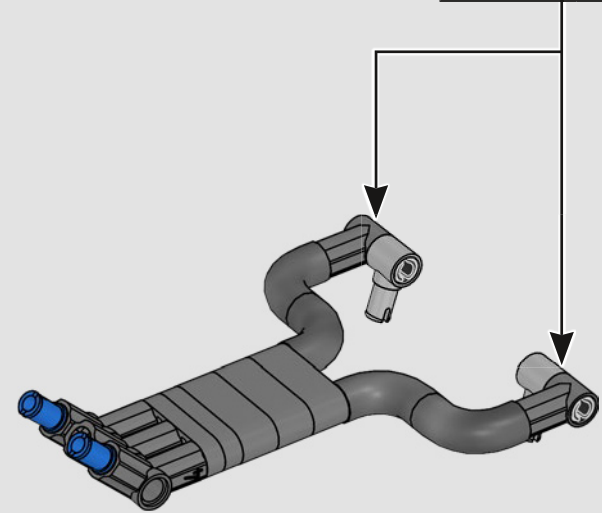
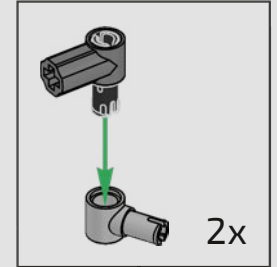




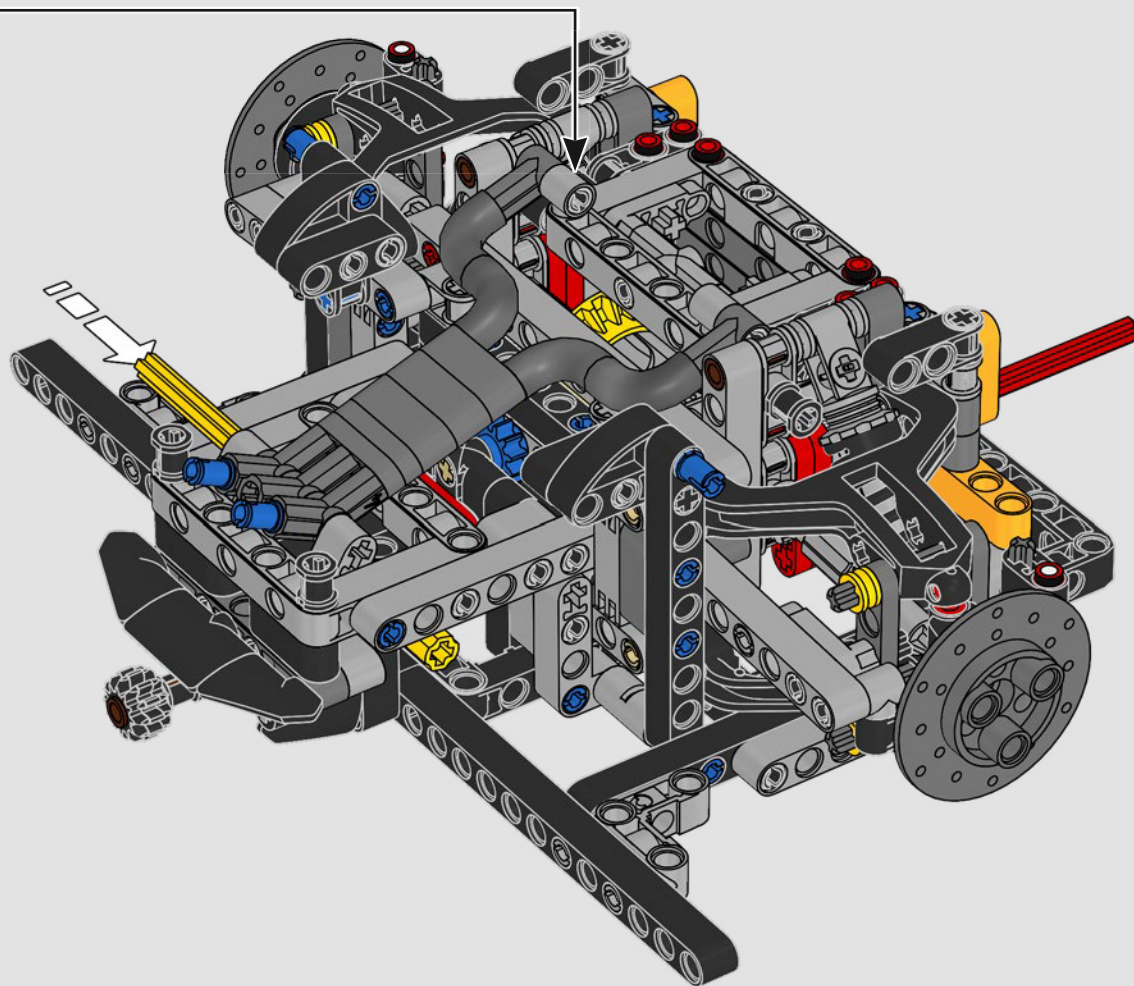
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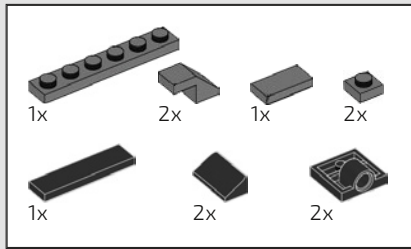


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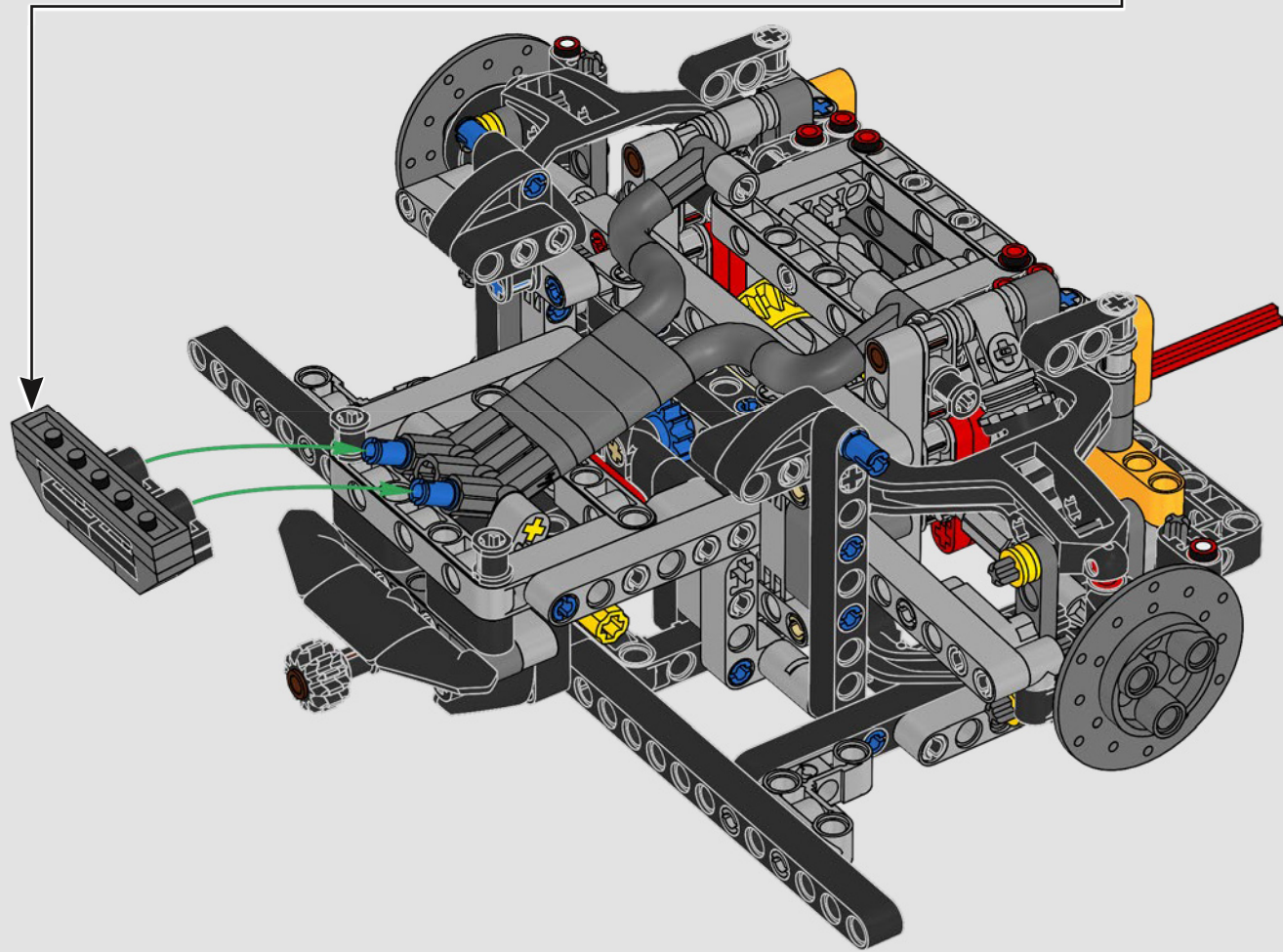
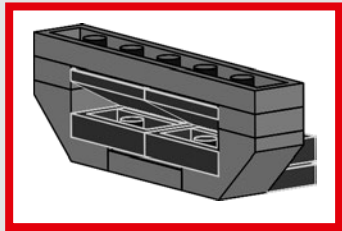
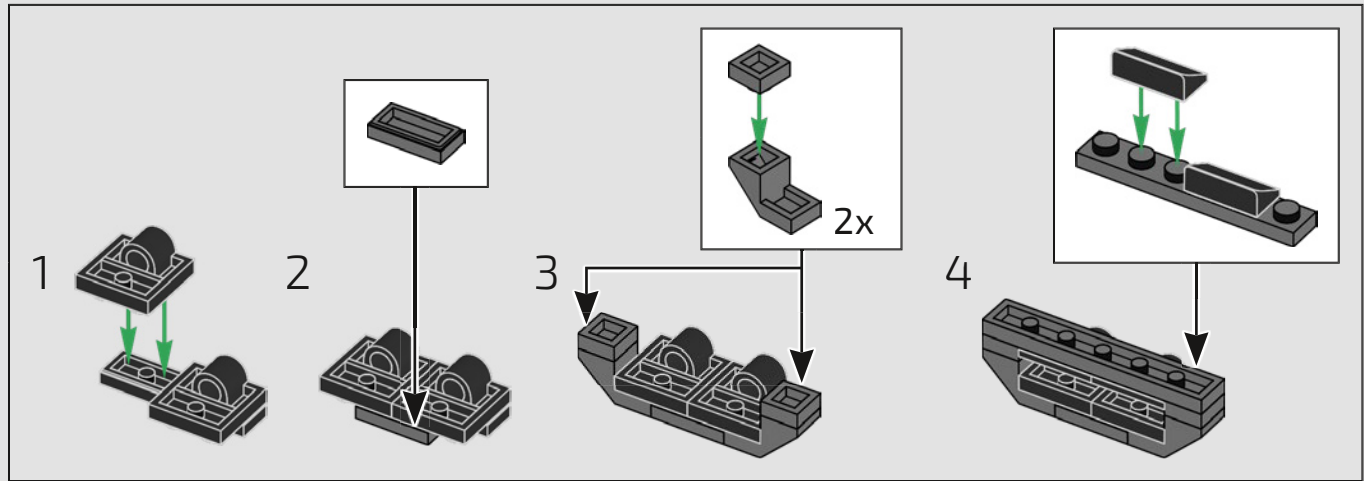


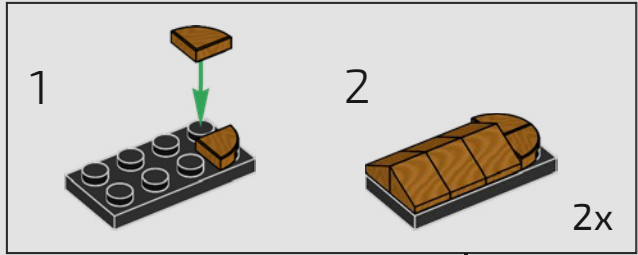
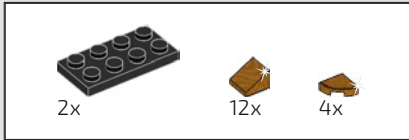
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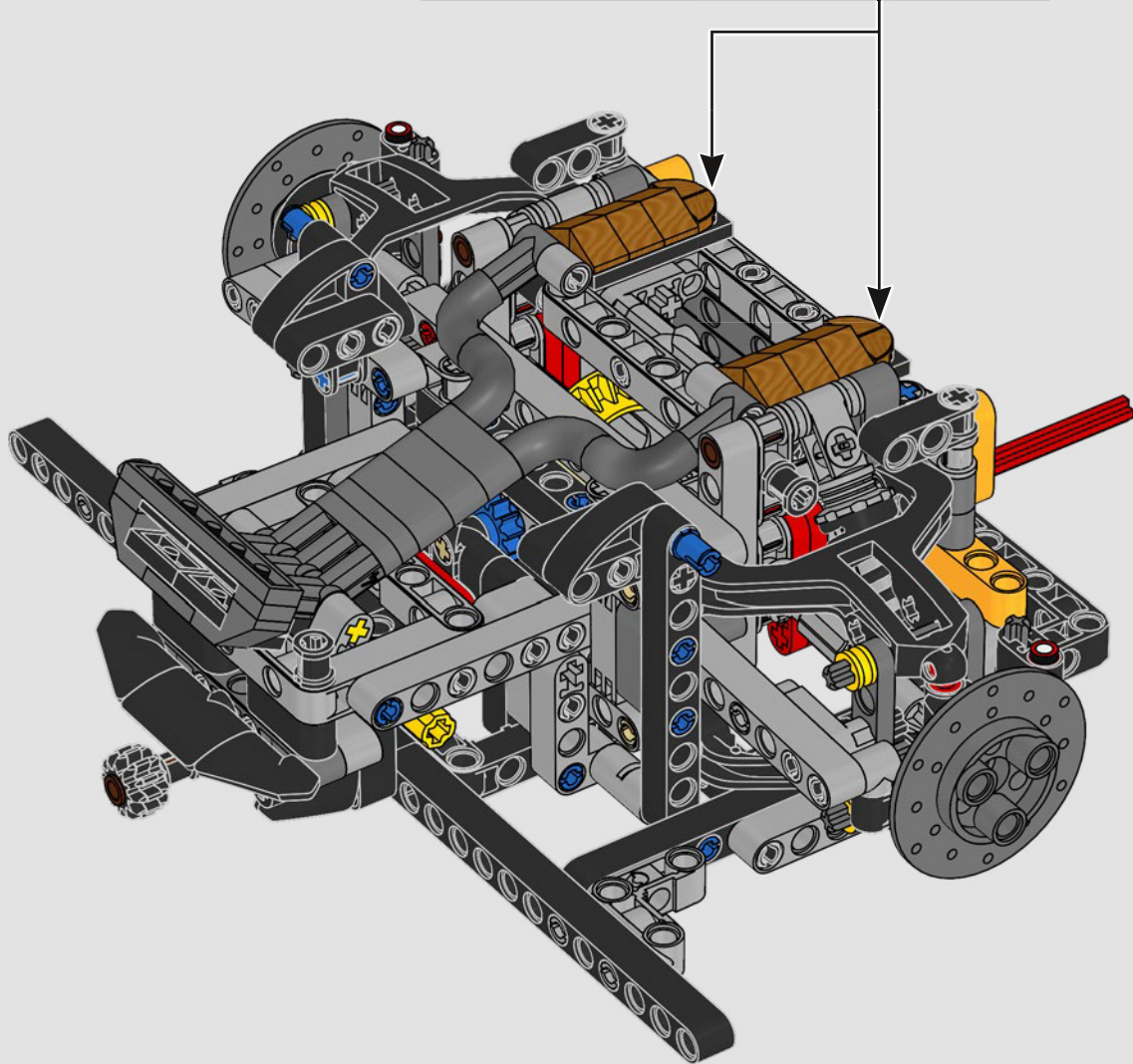


116

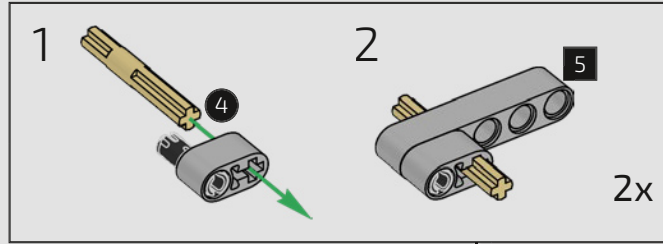
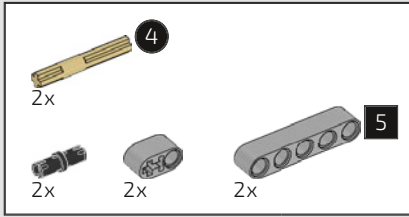




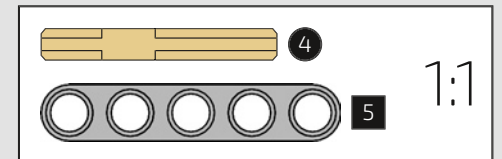
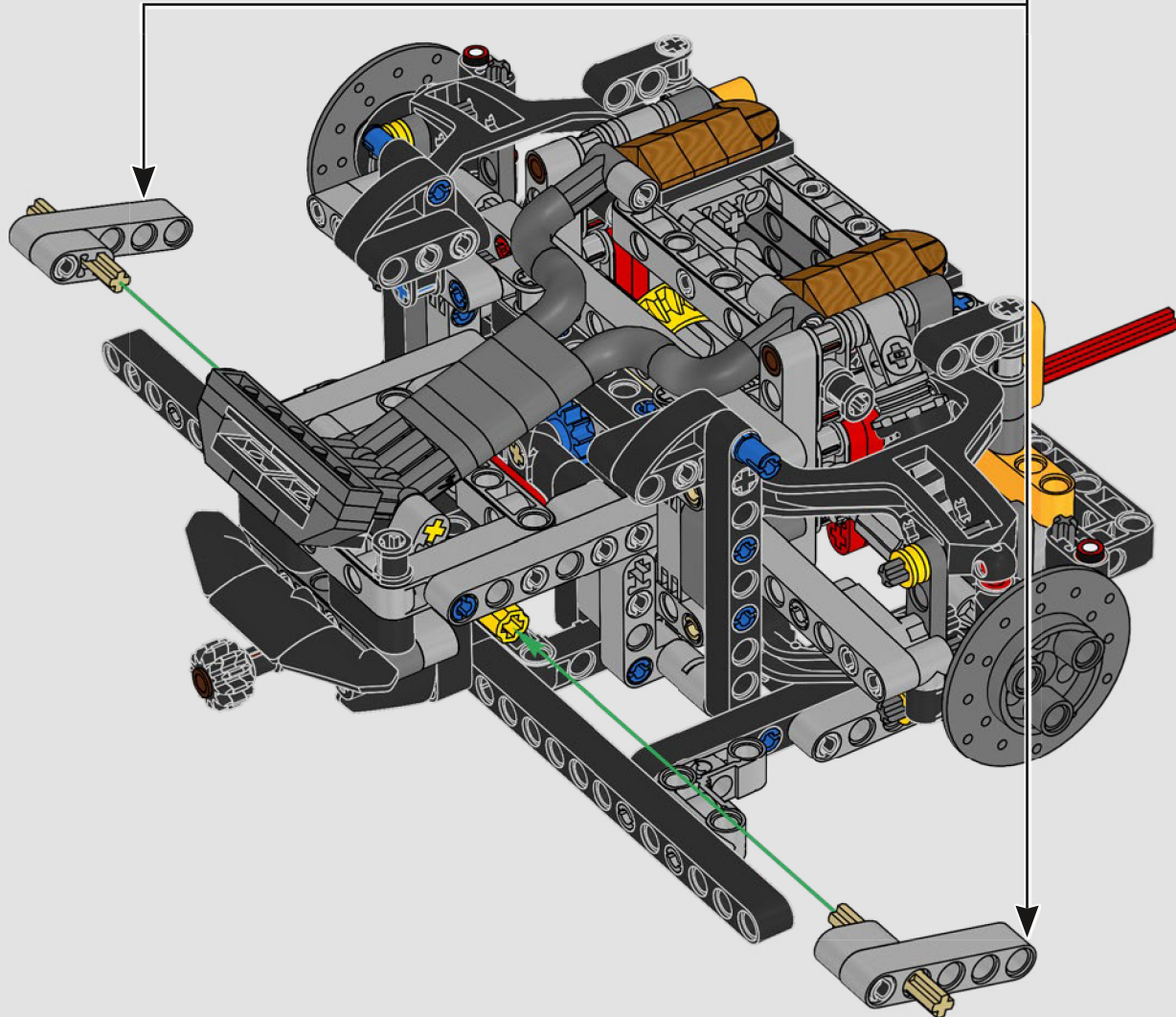
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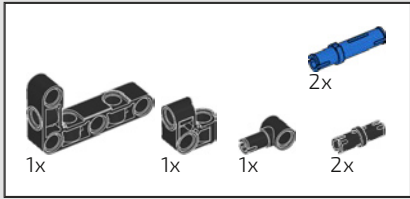






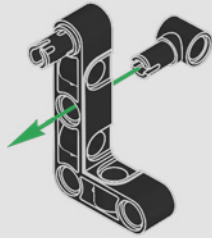
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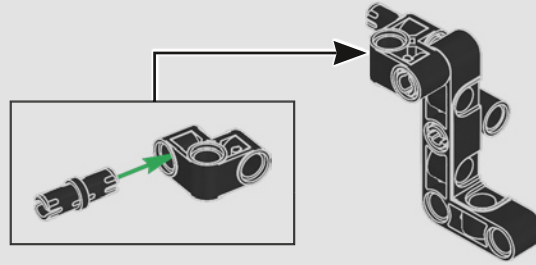


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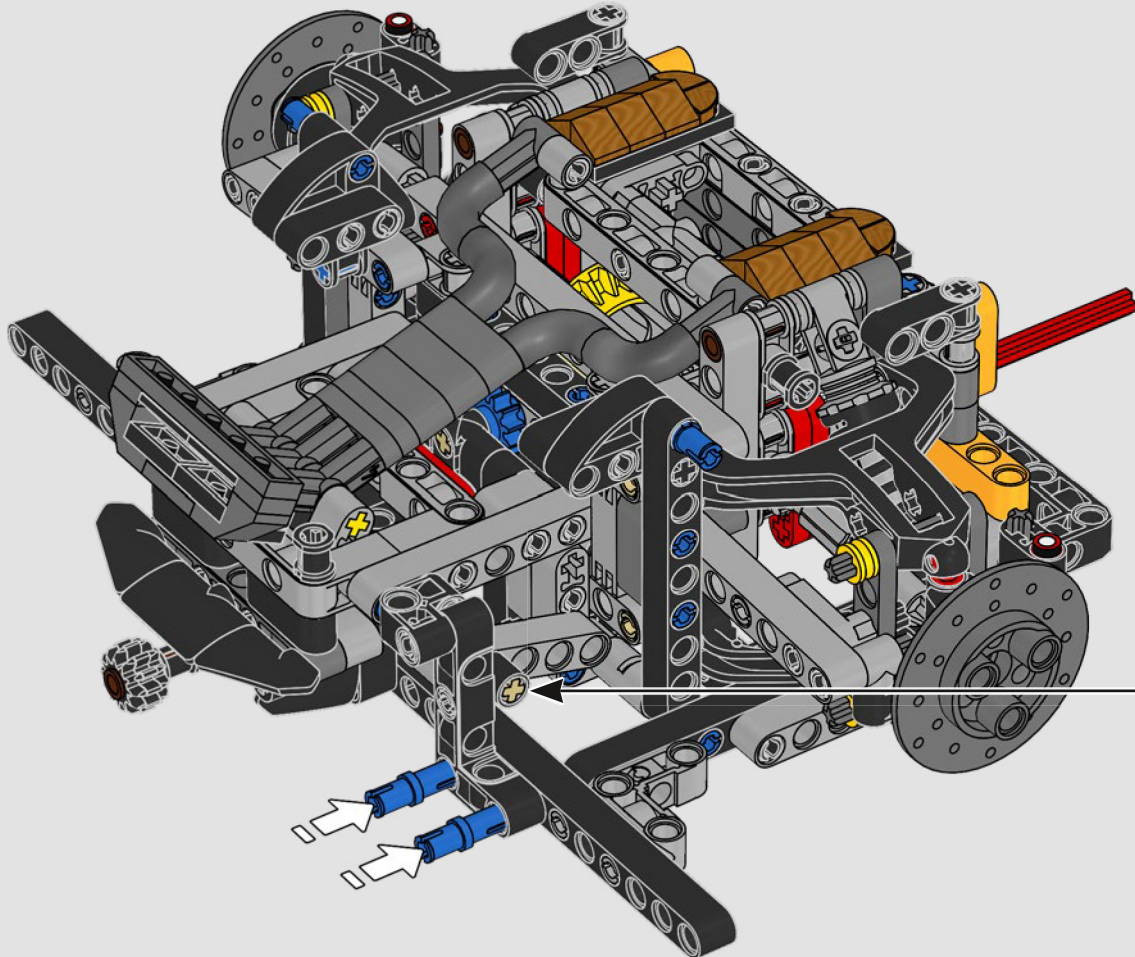
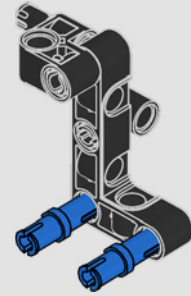
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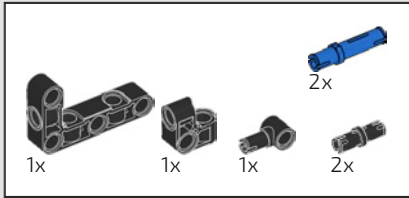


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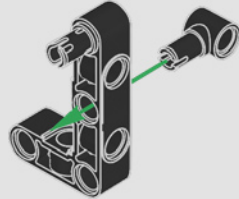
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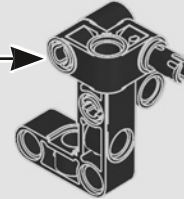
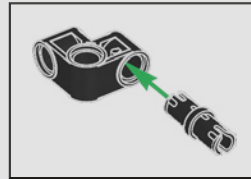


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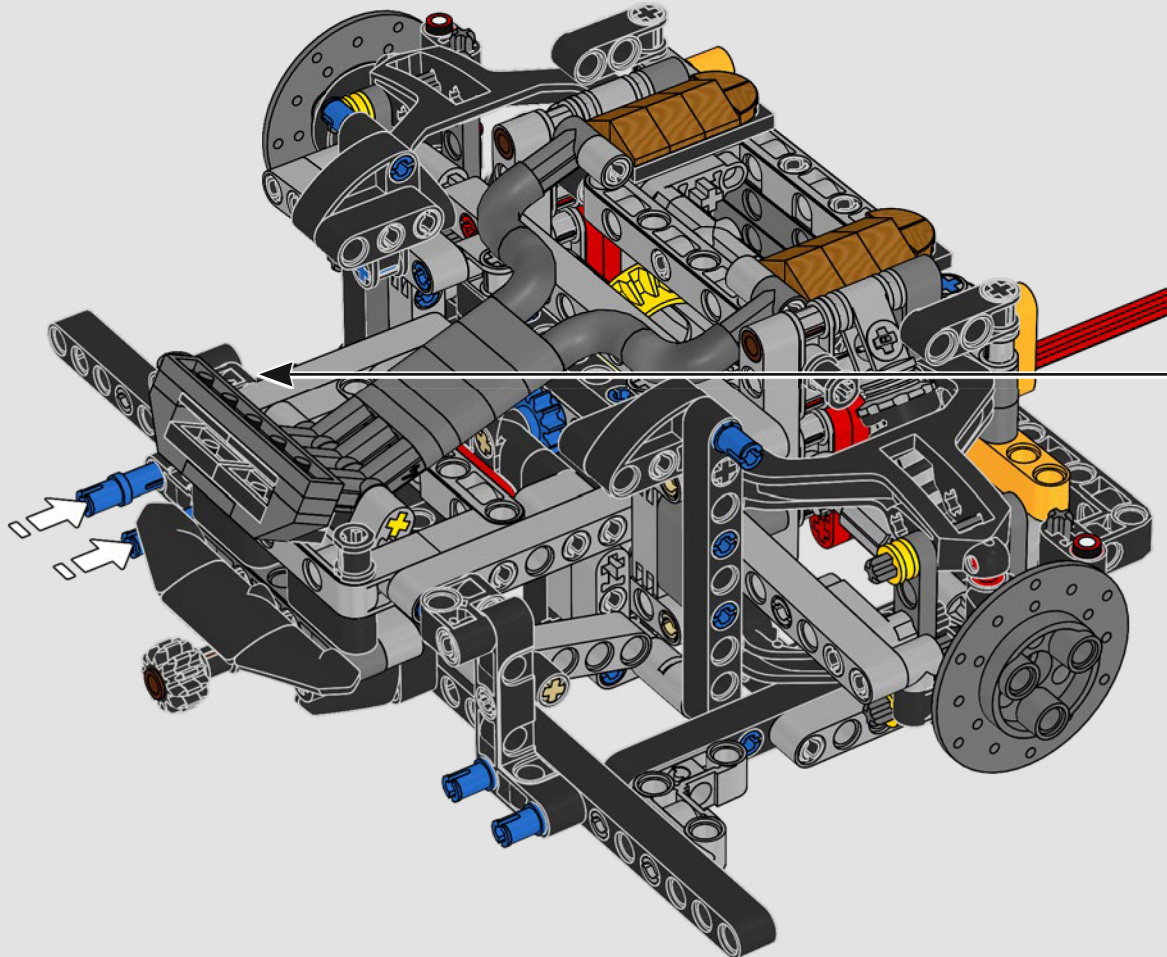
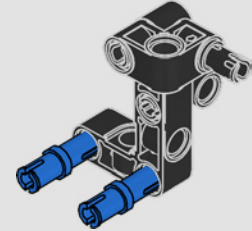
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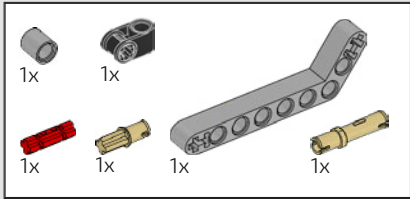


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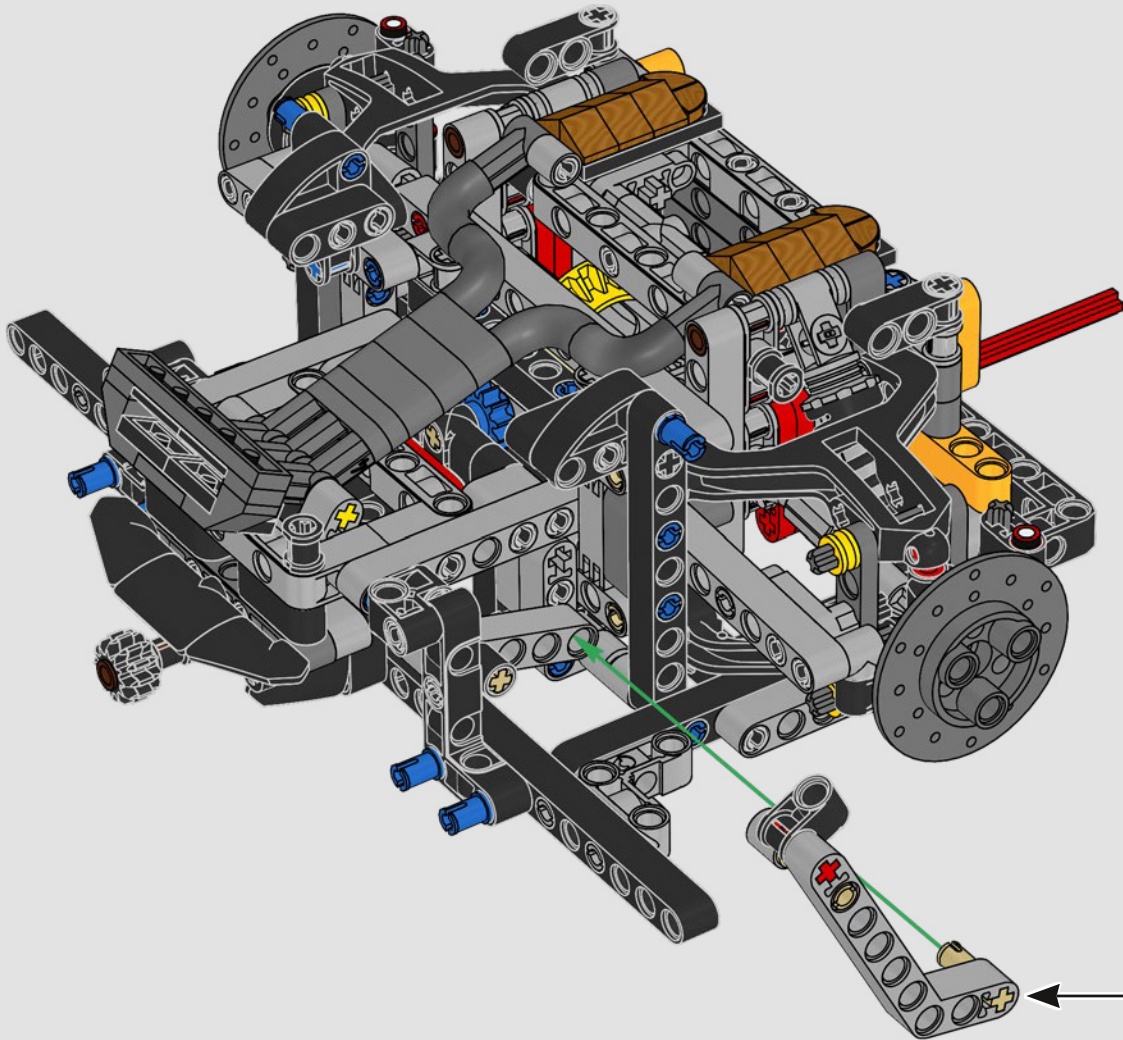


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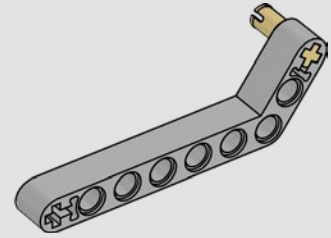




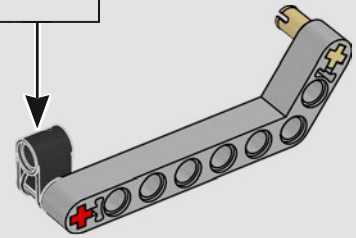
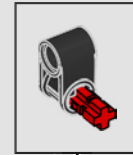
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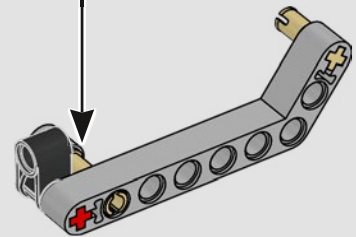
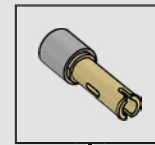
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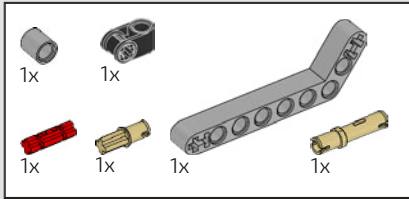


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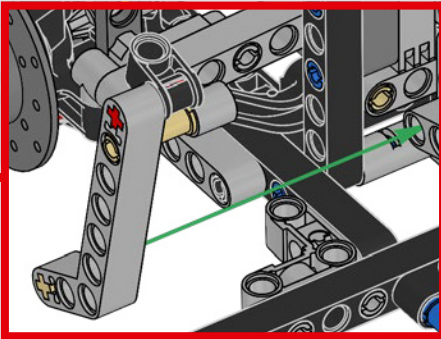
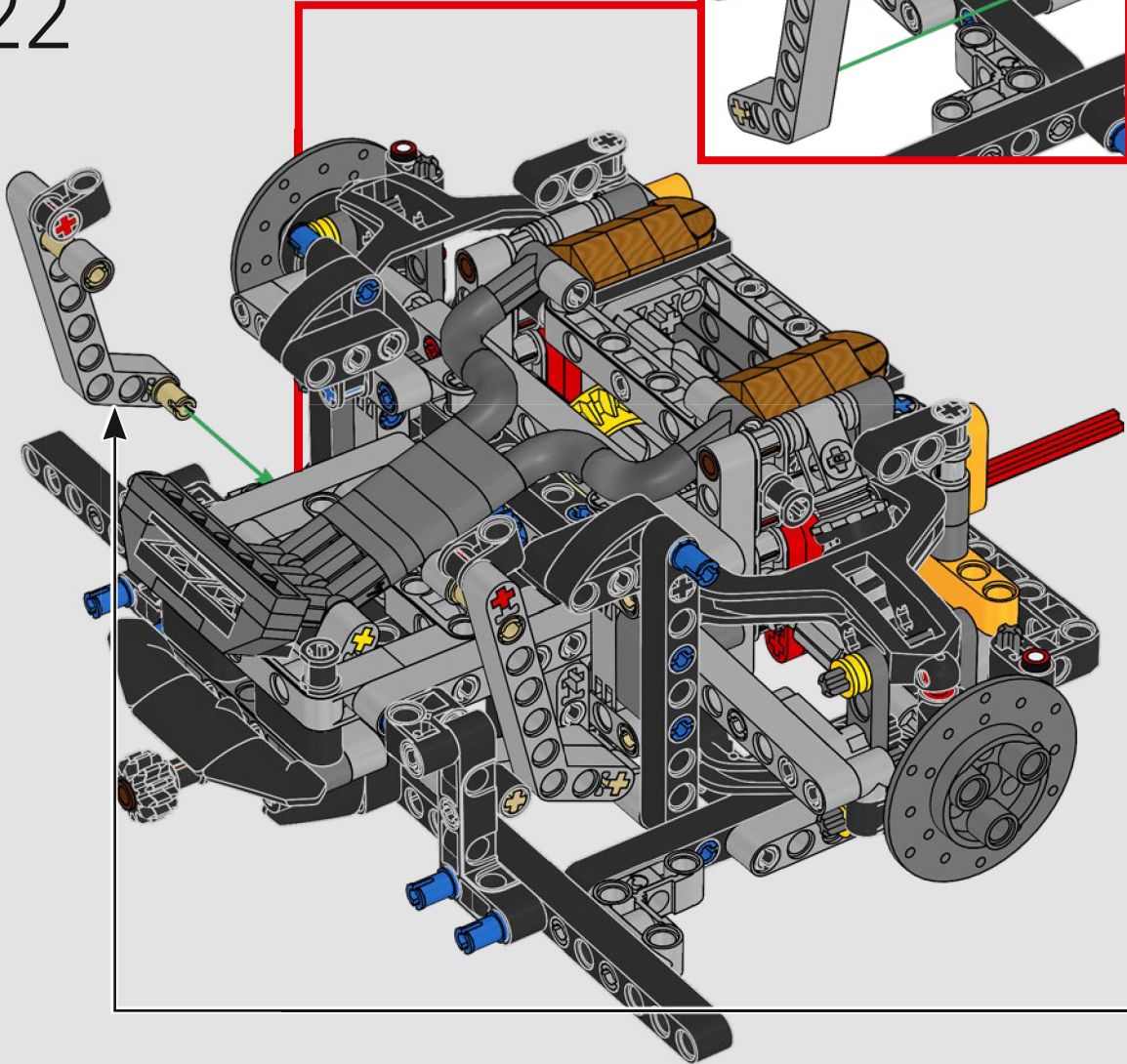


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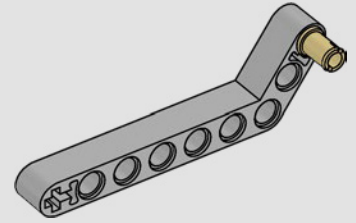




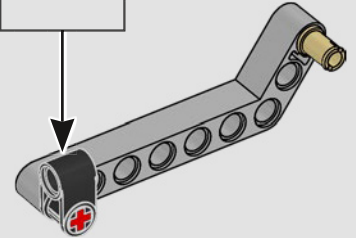
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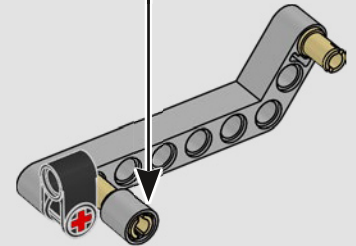
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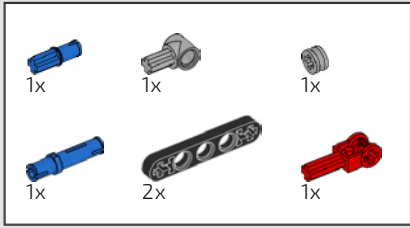


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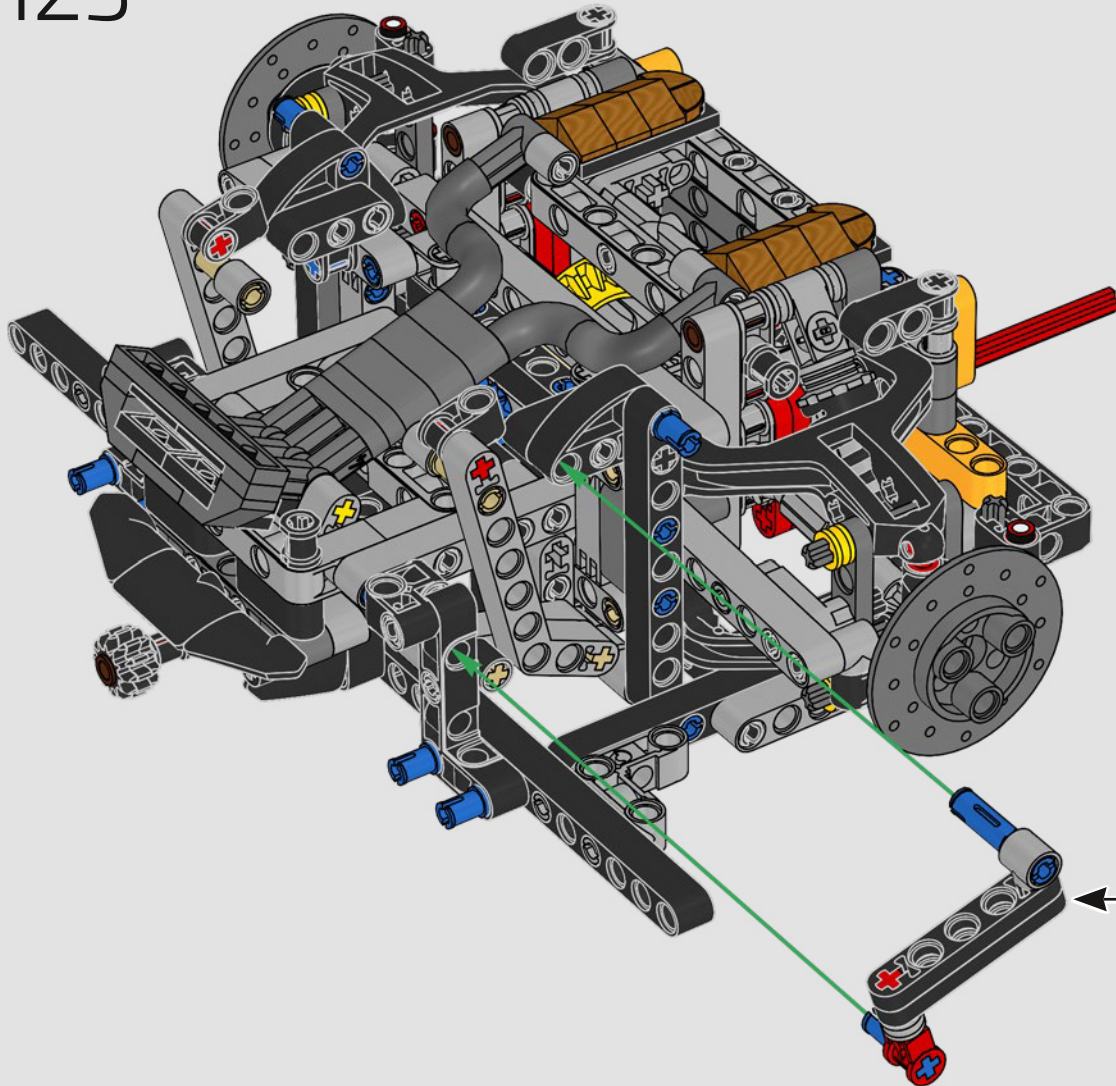


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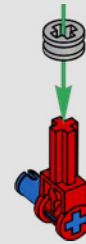




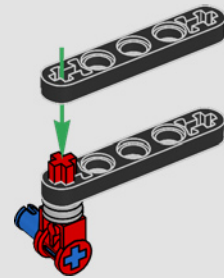
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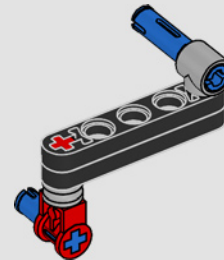
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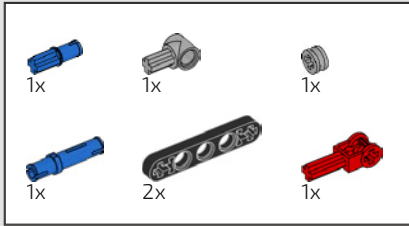


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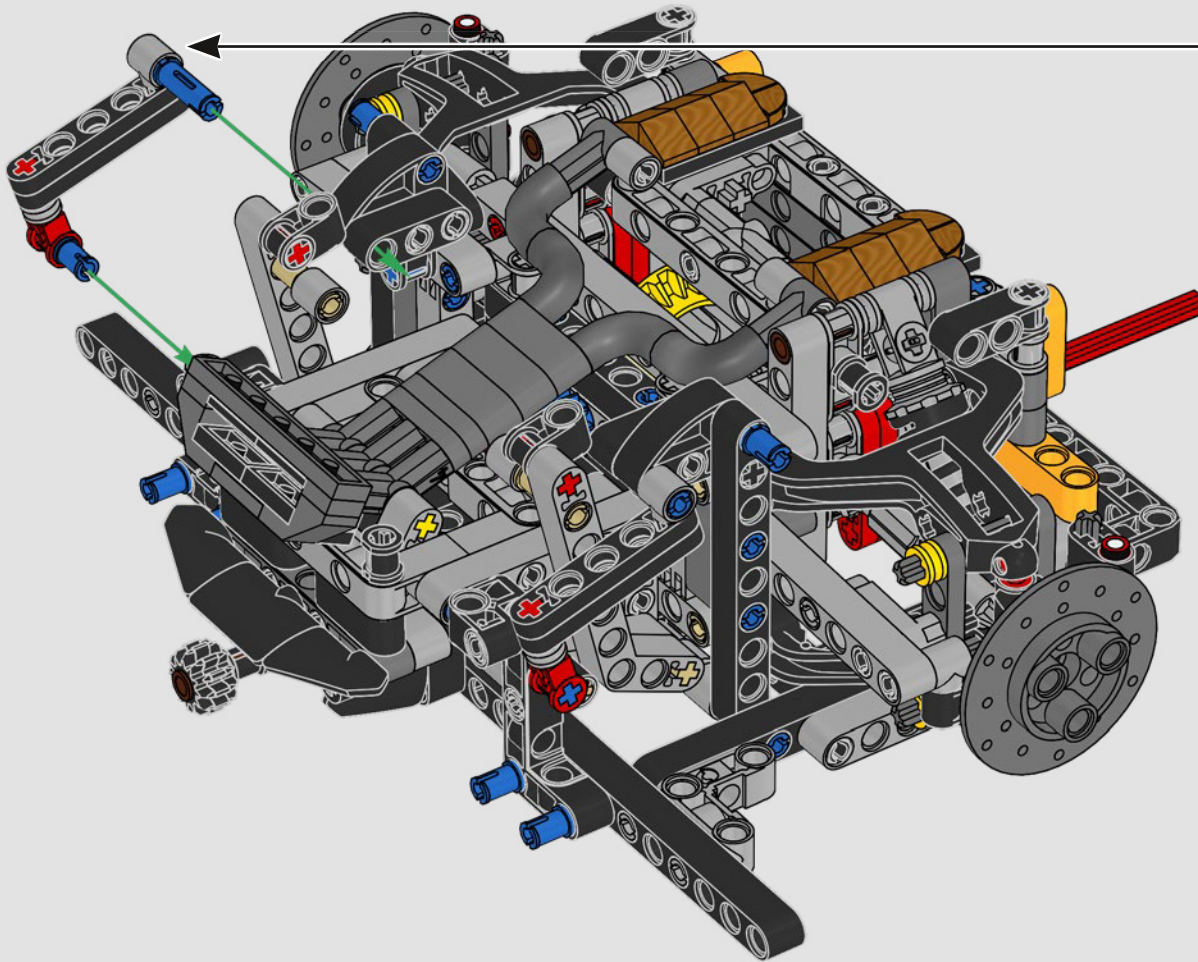


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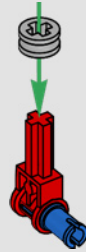




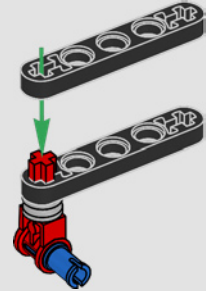
124



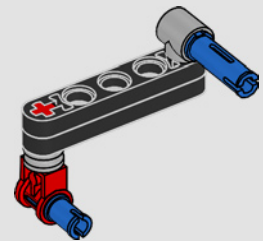
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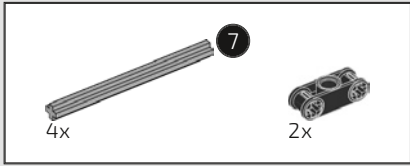


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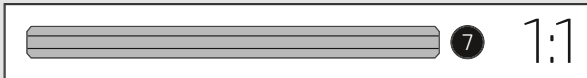
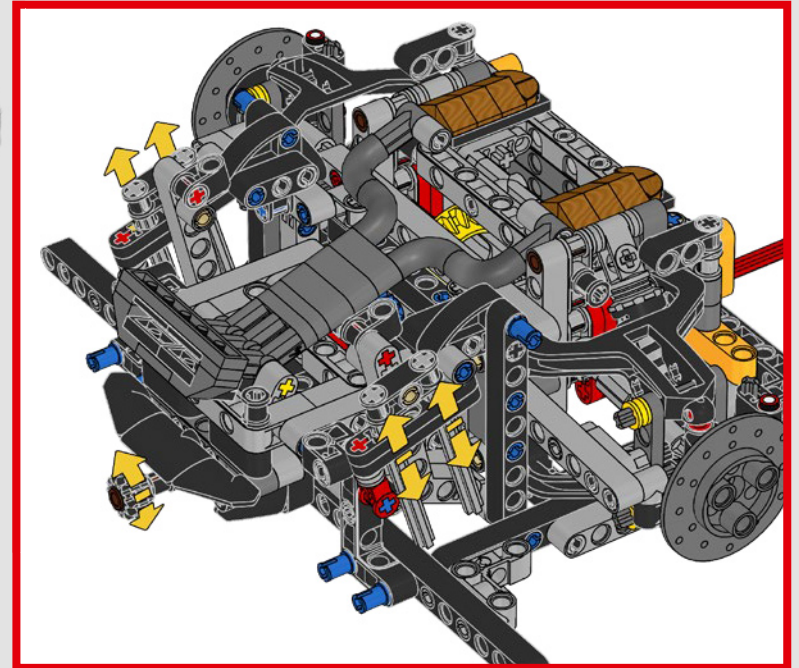
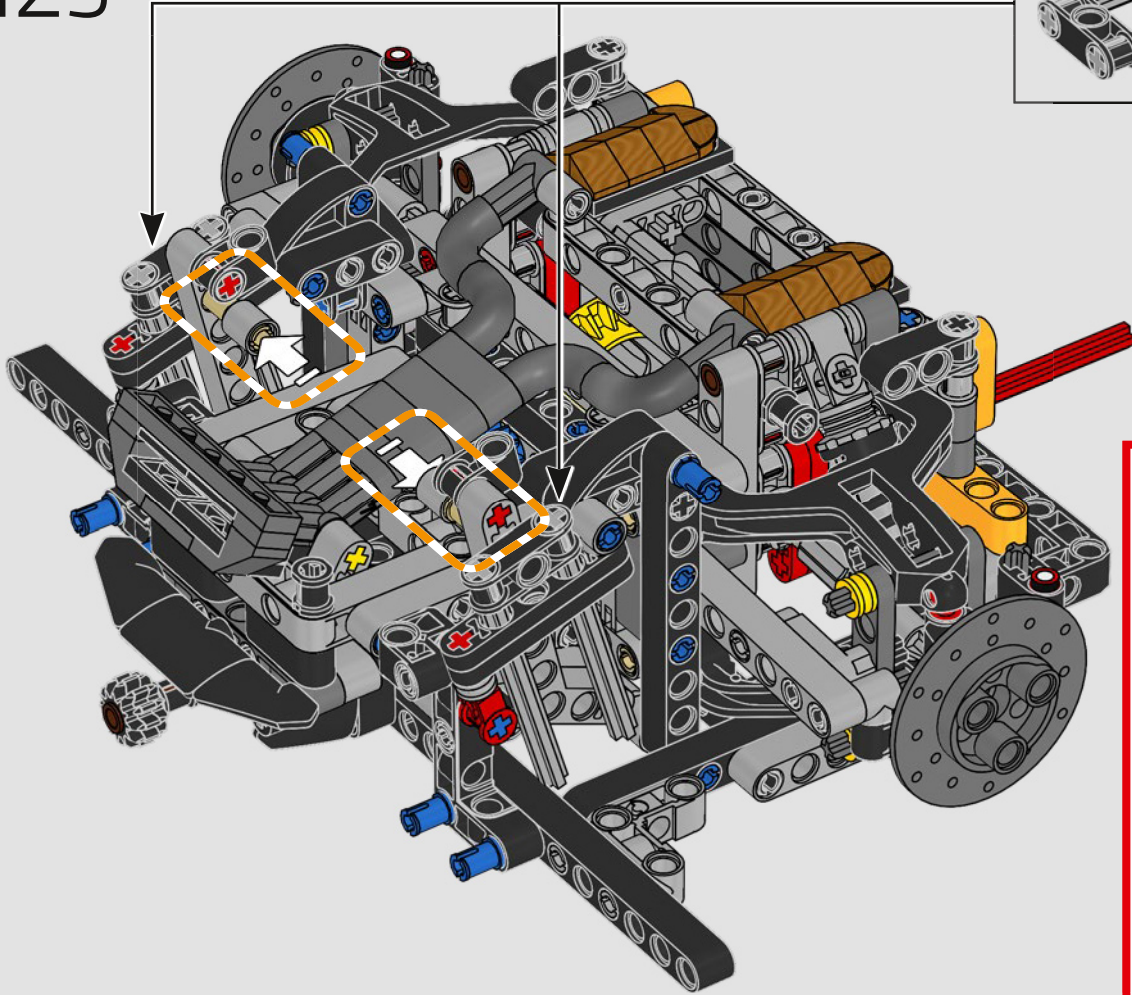
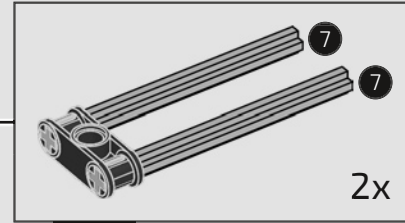


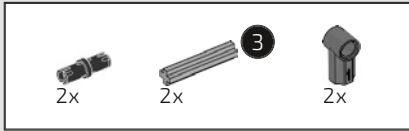
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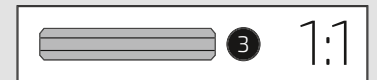
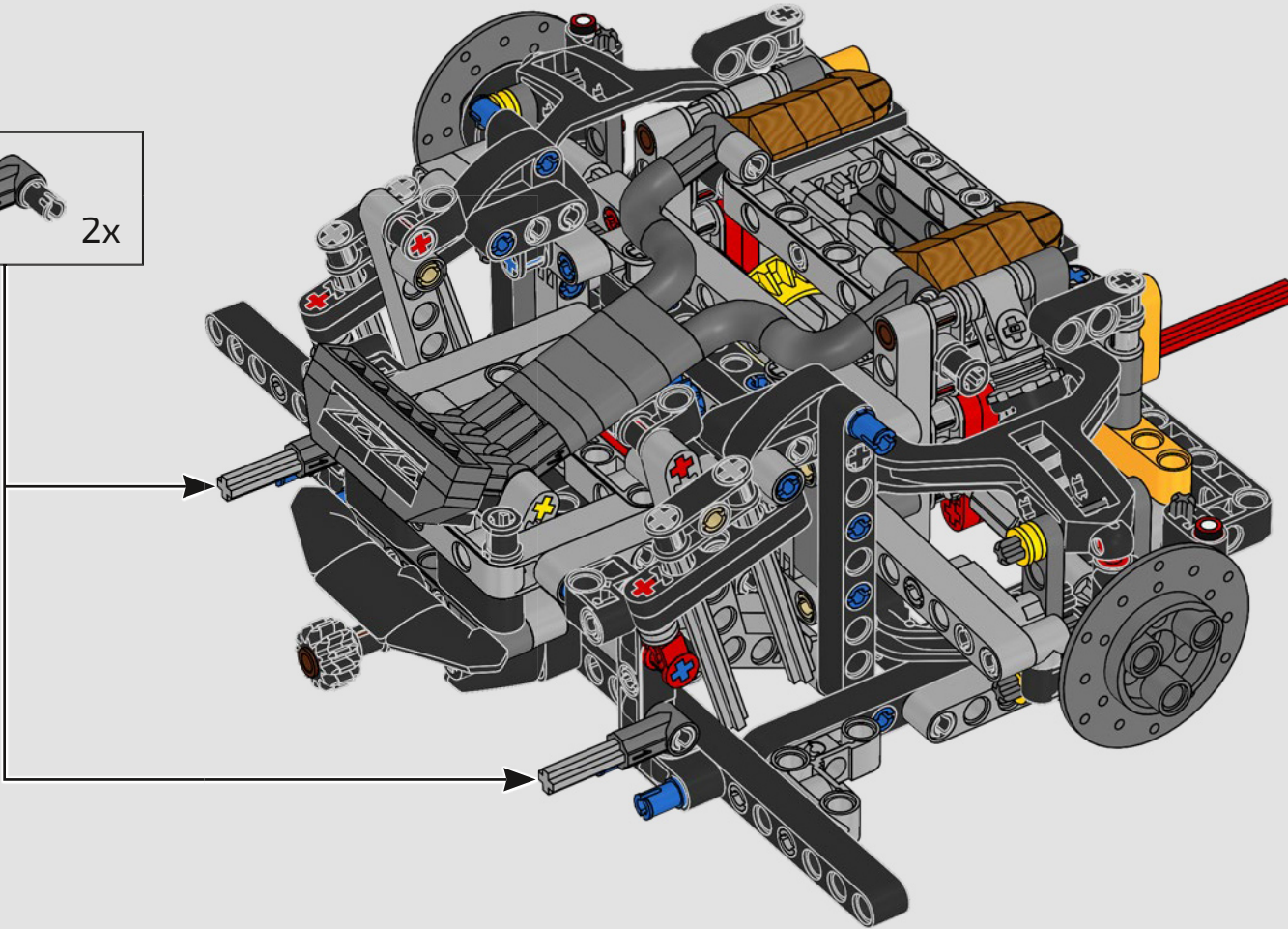
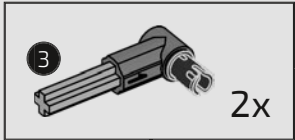


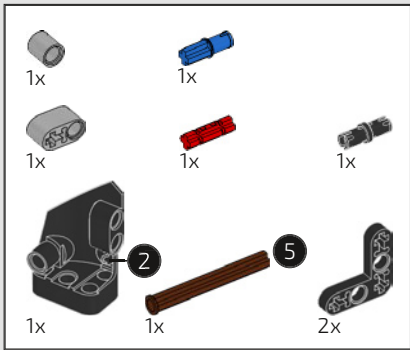
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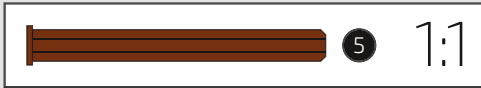
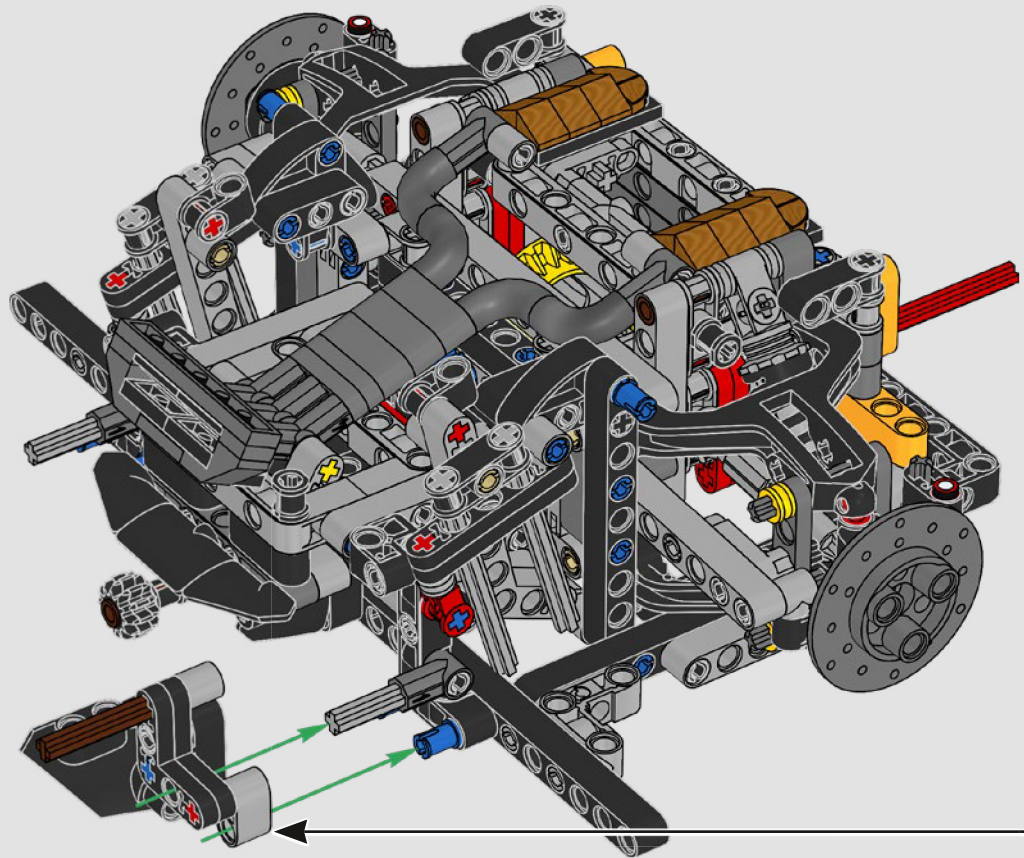
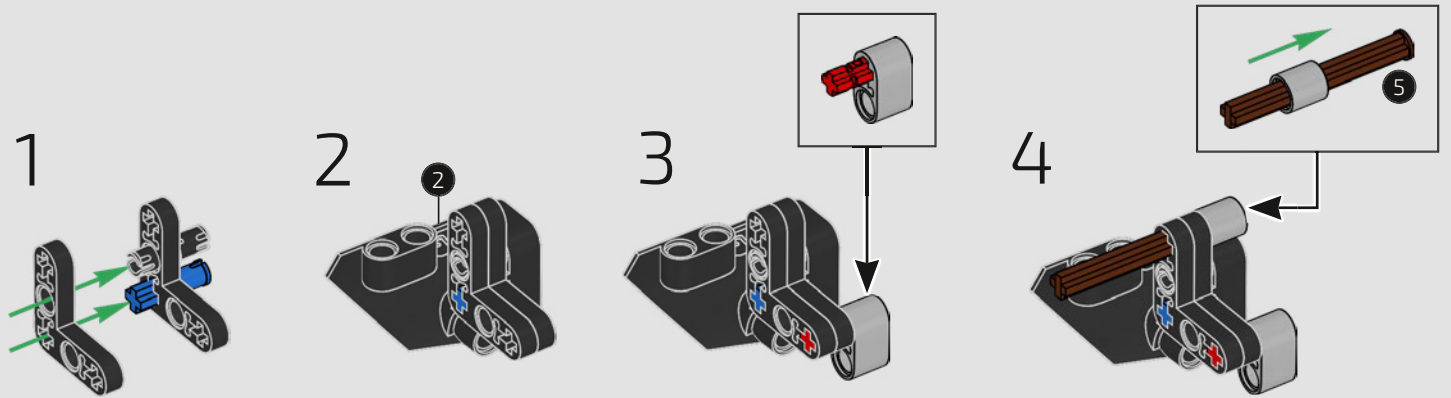


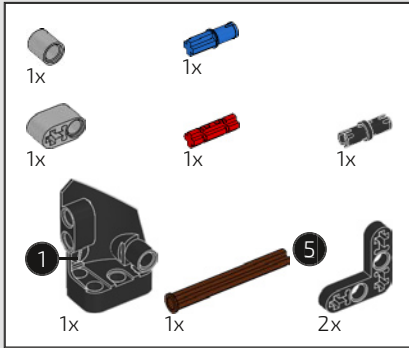
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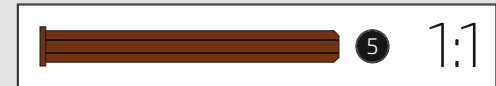
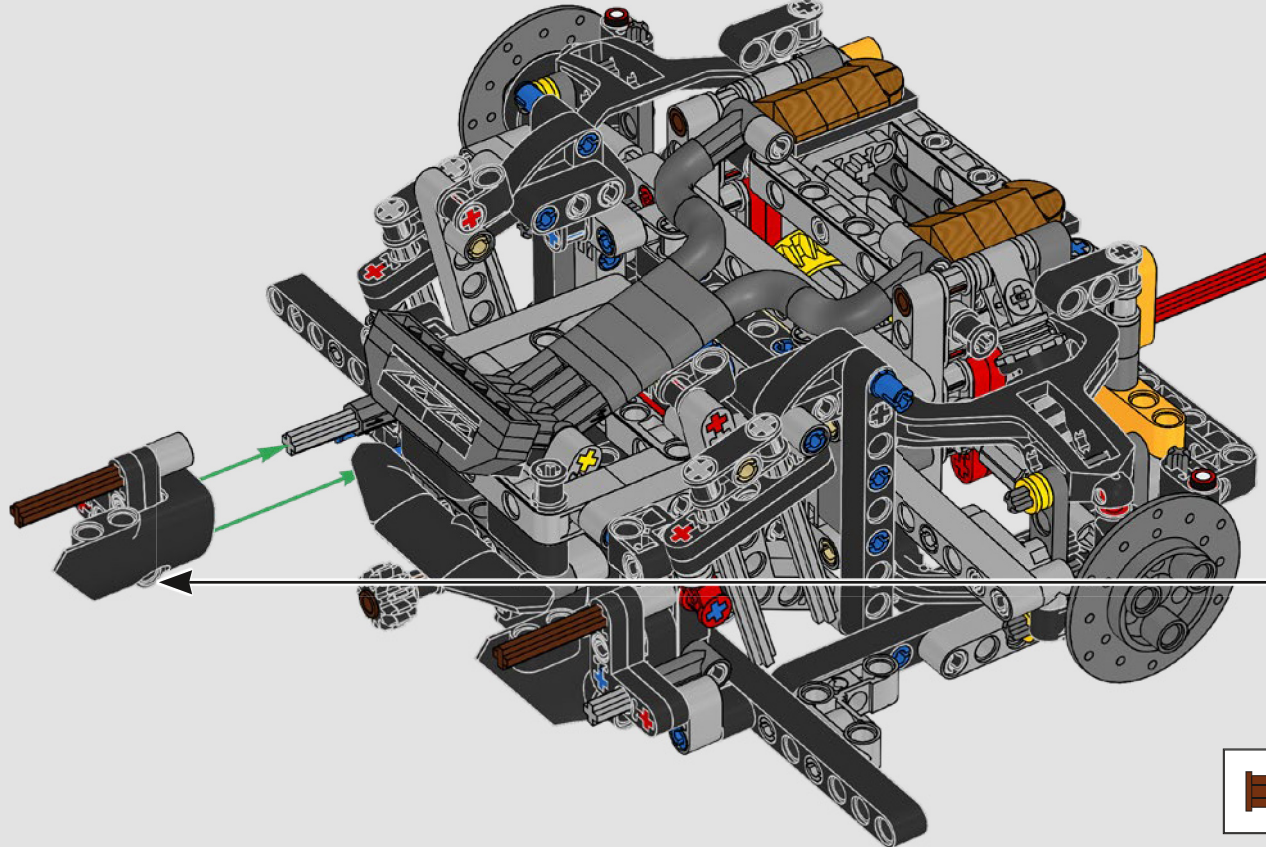
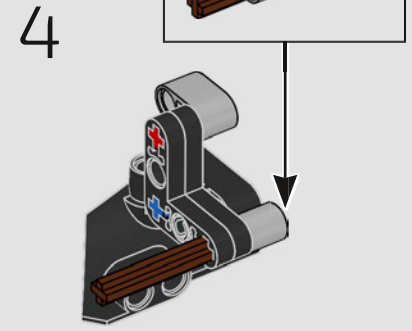
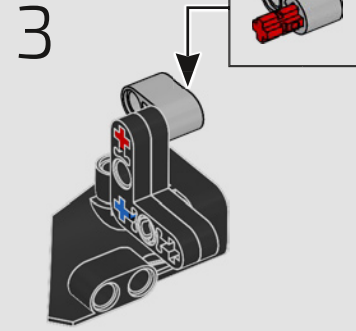
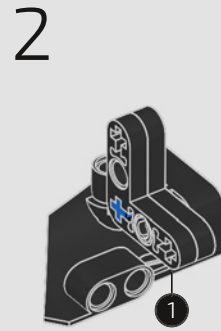
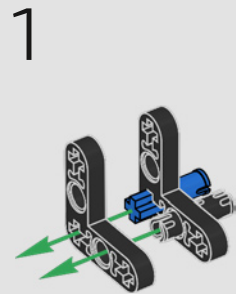


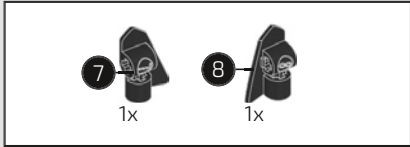
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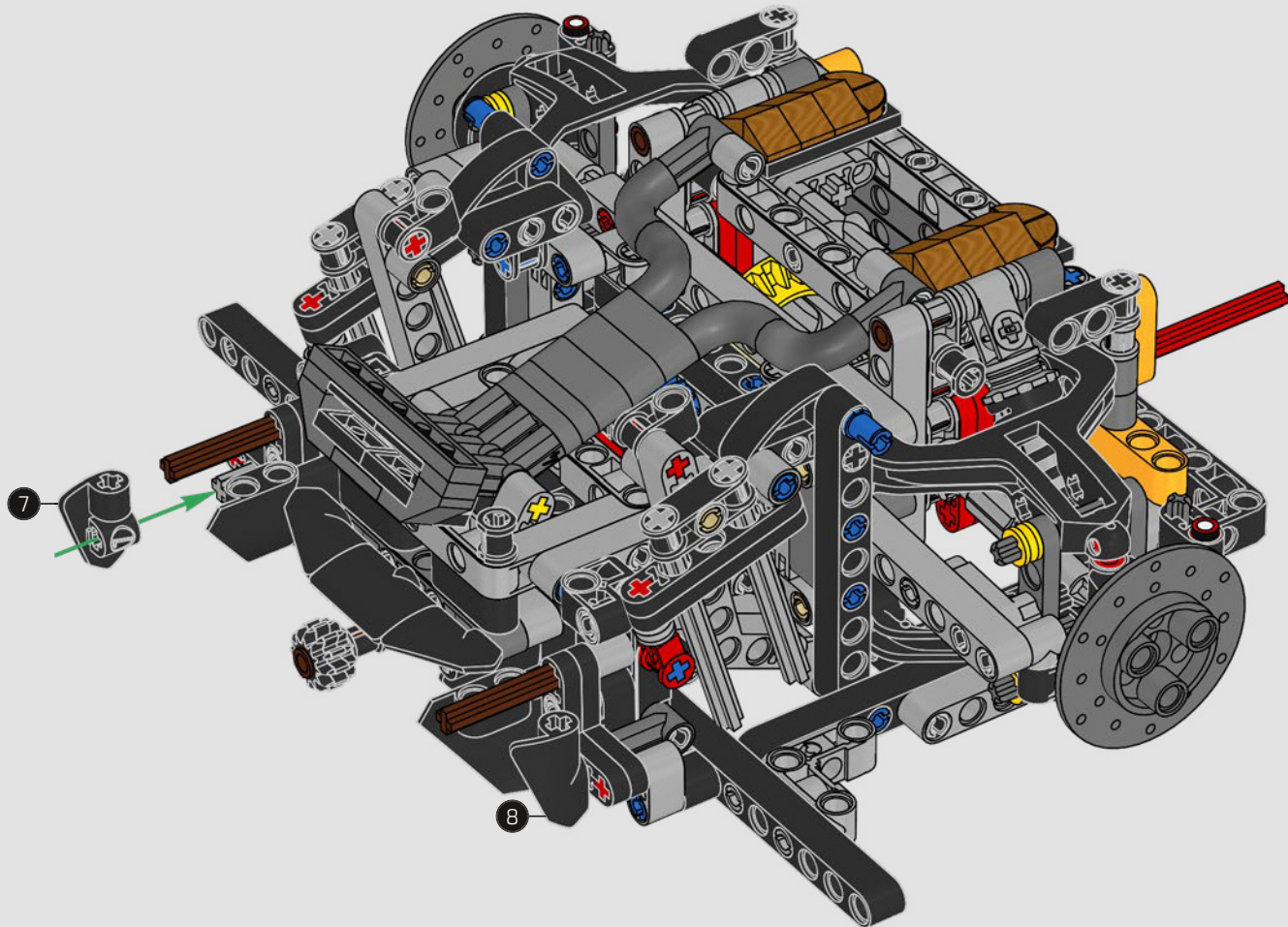


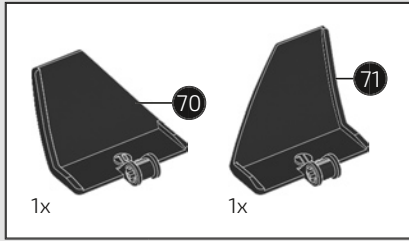
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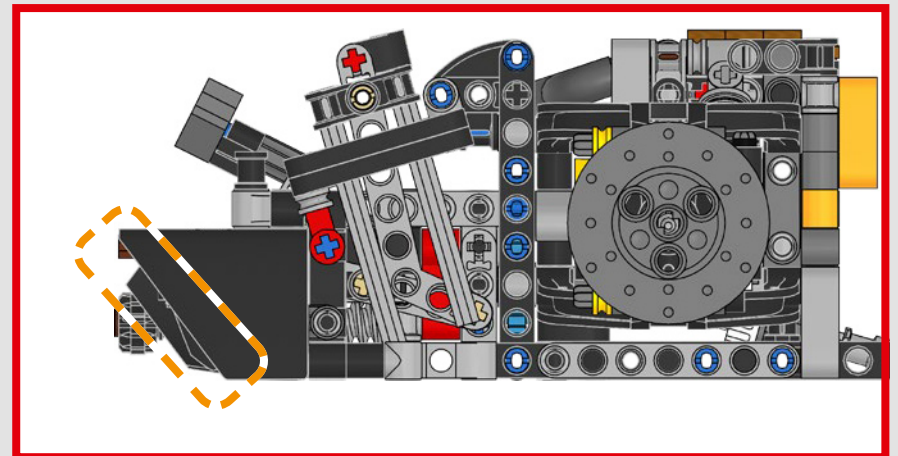
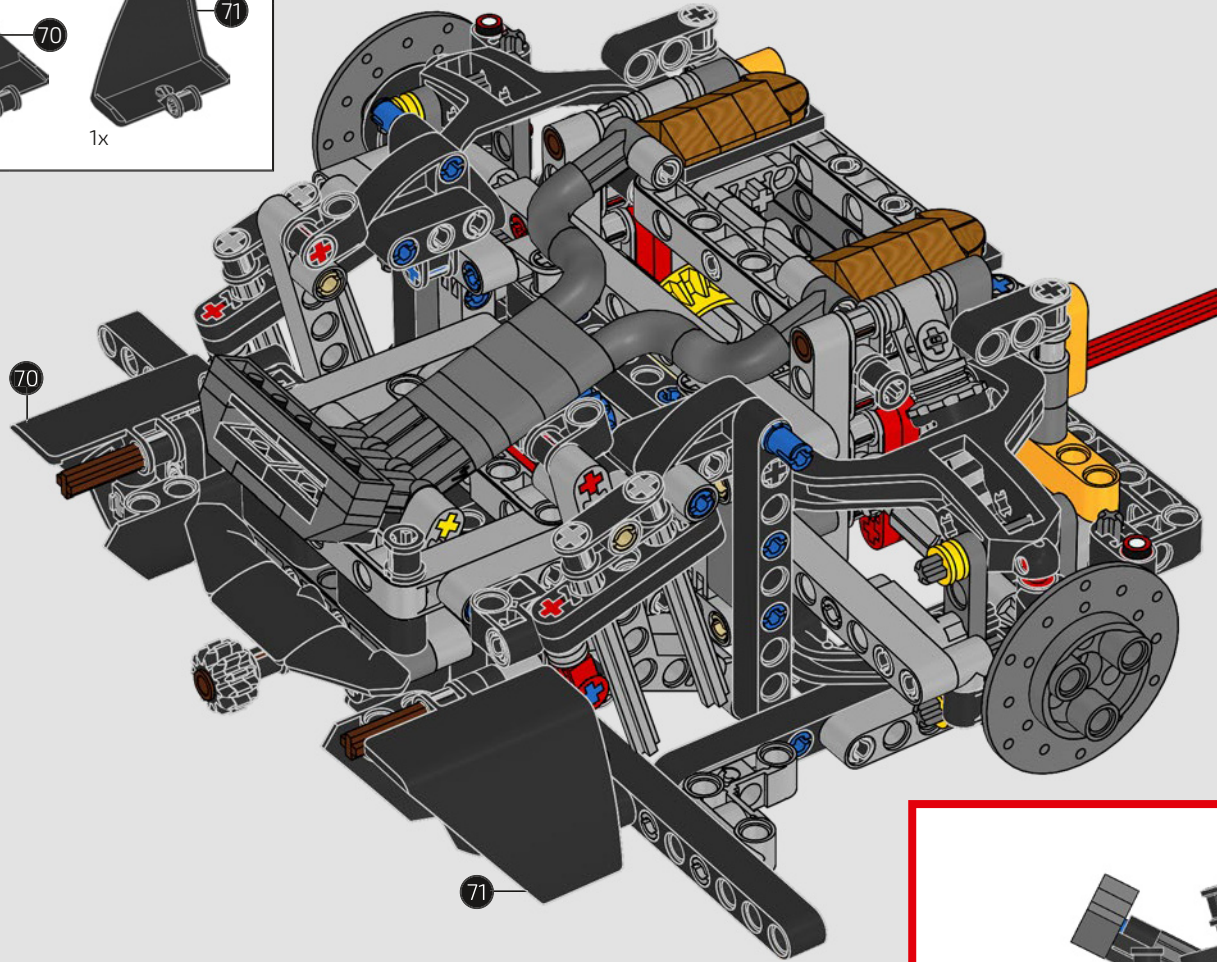


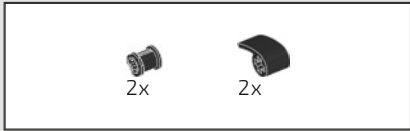
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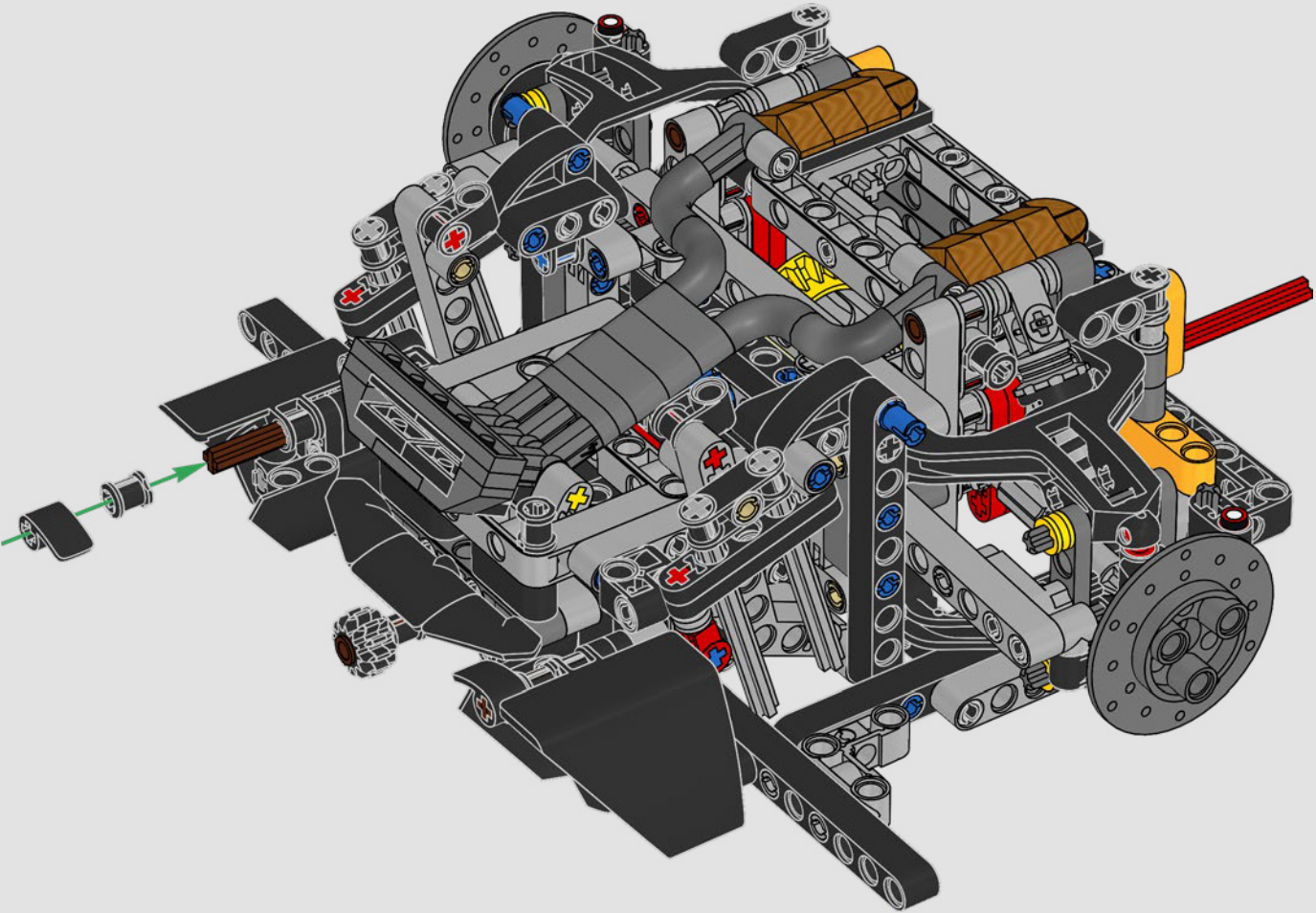


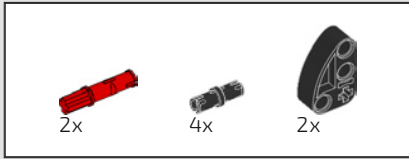
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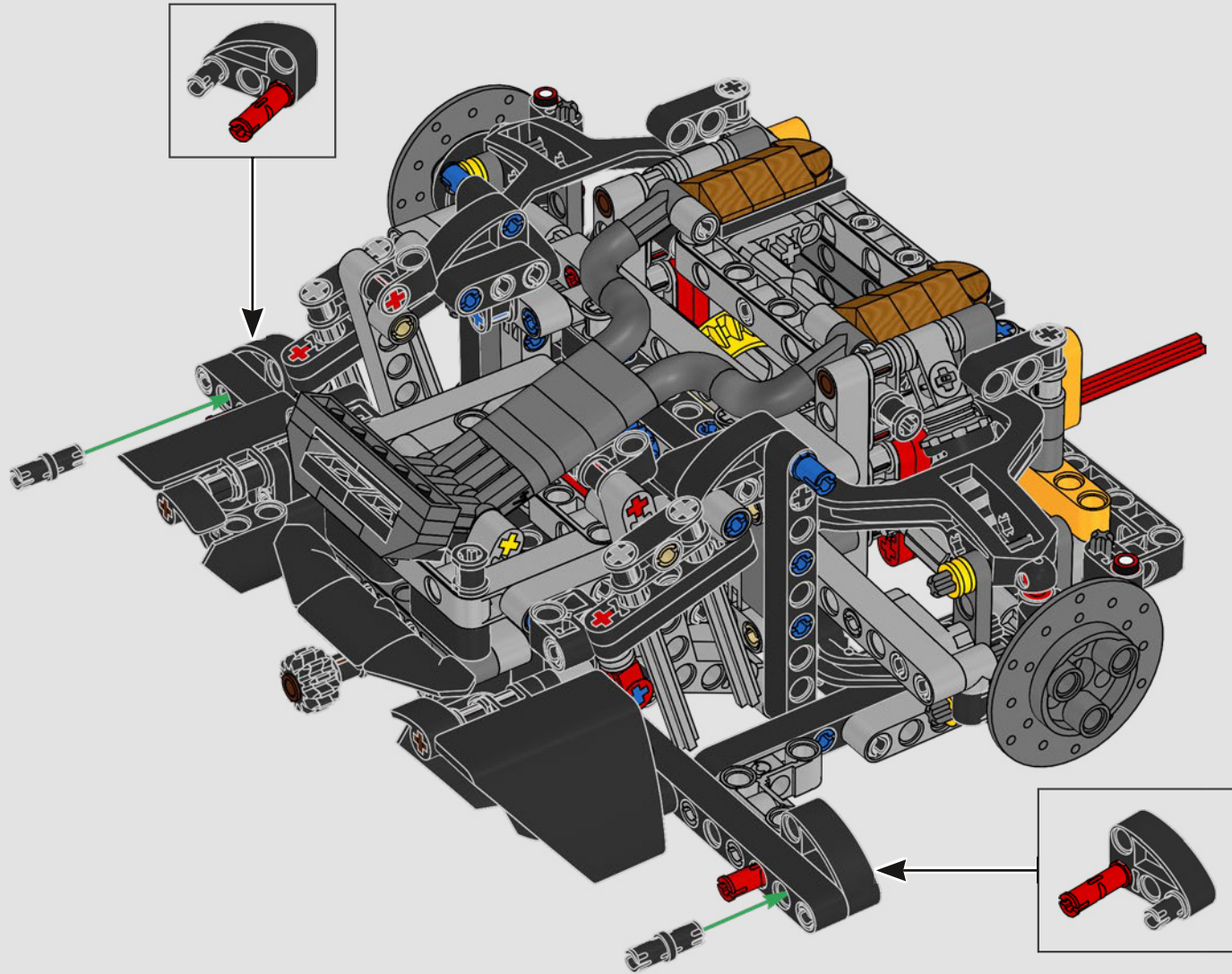


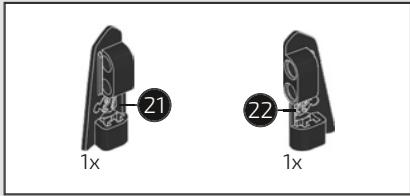
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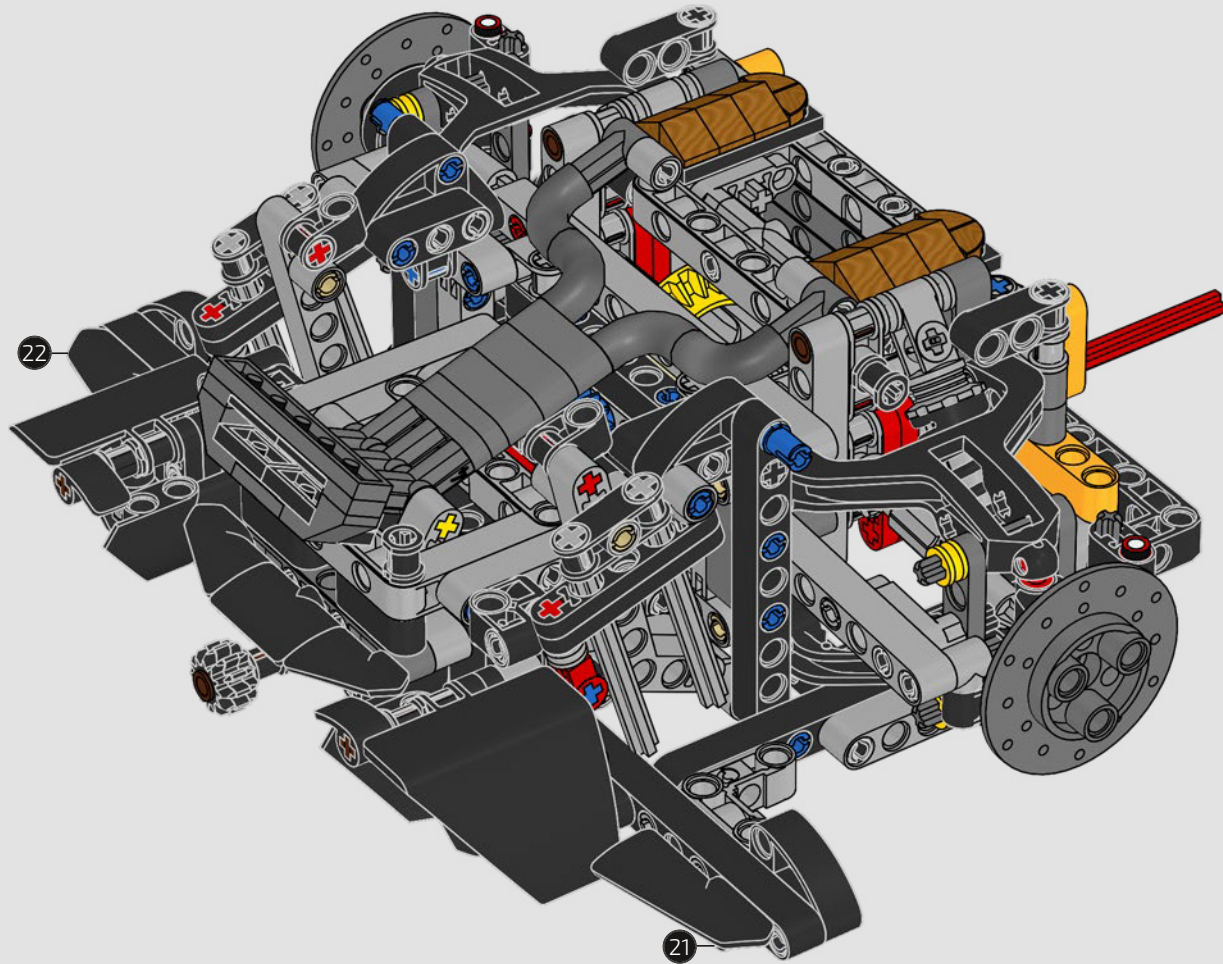


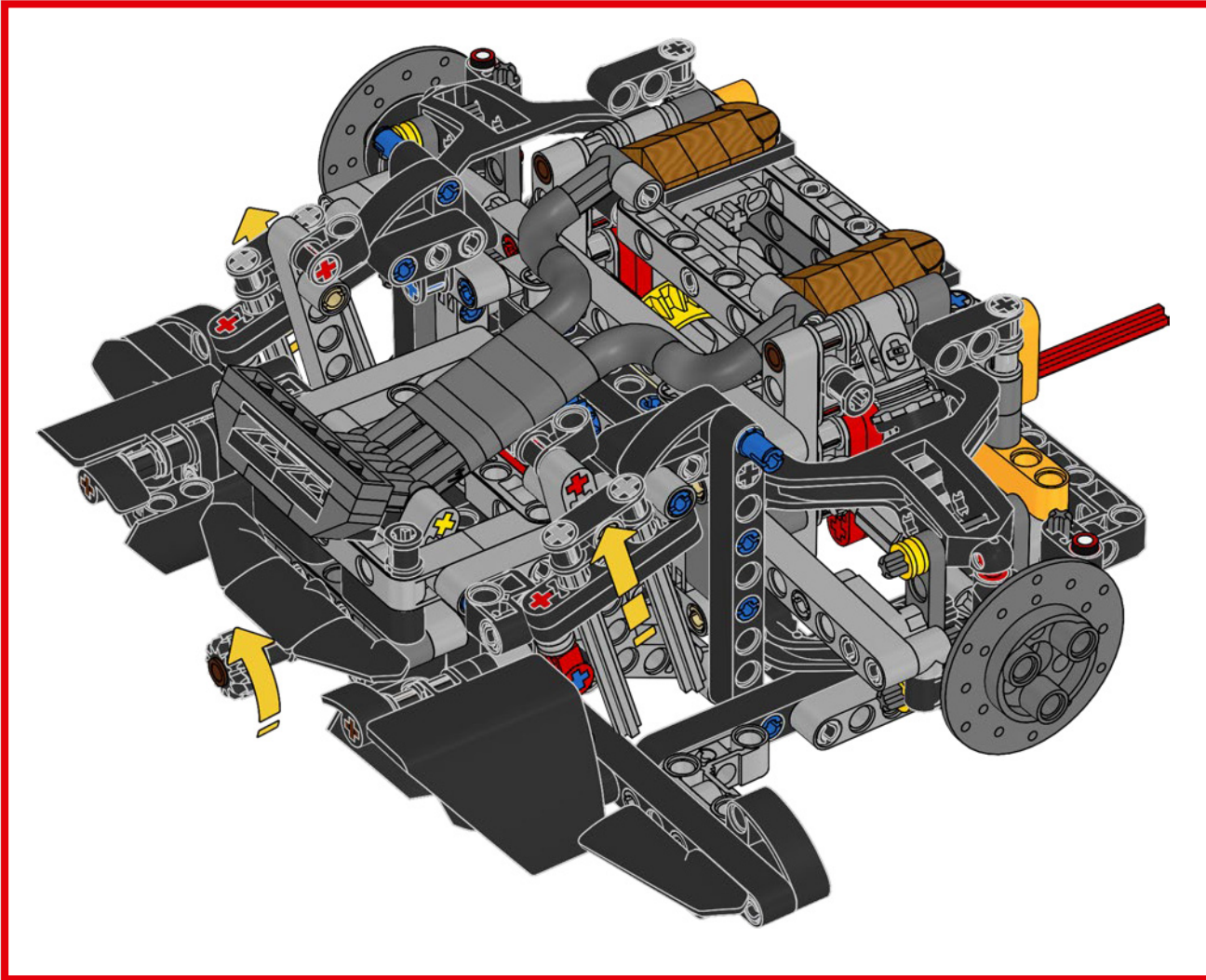
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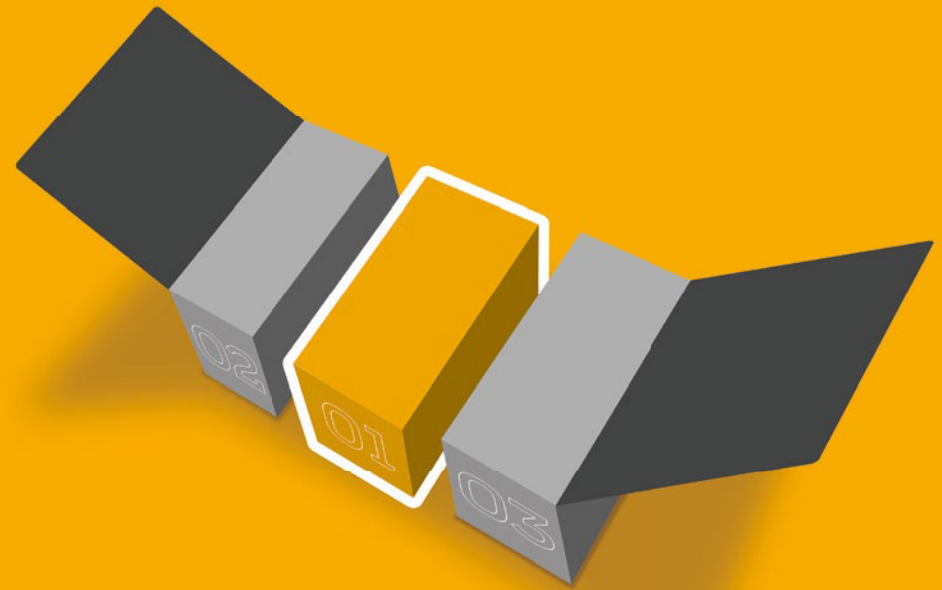
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01

BOX
BOÎTE

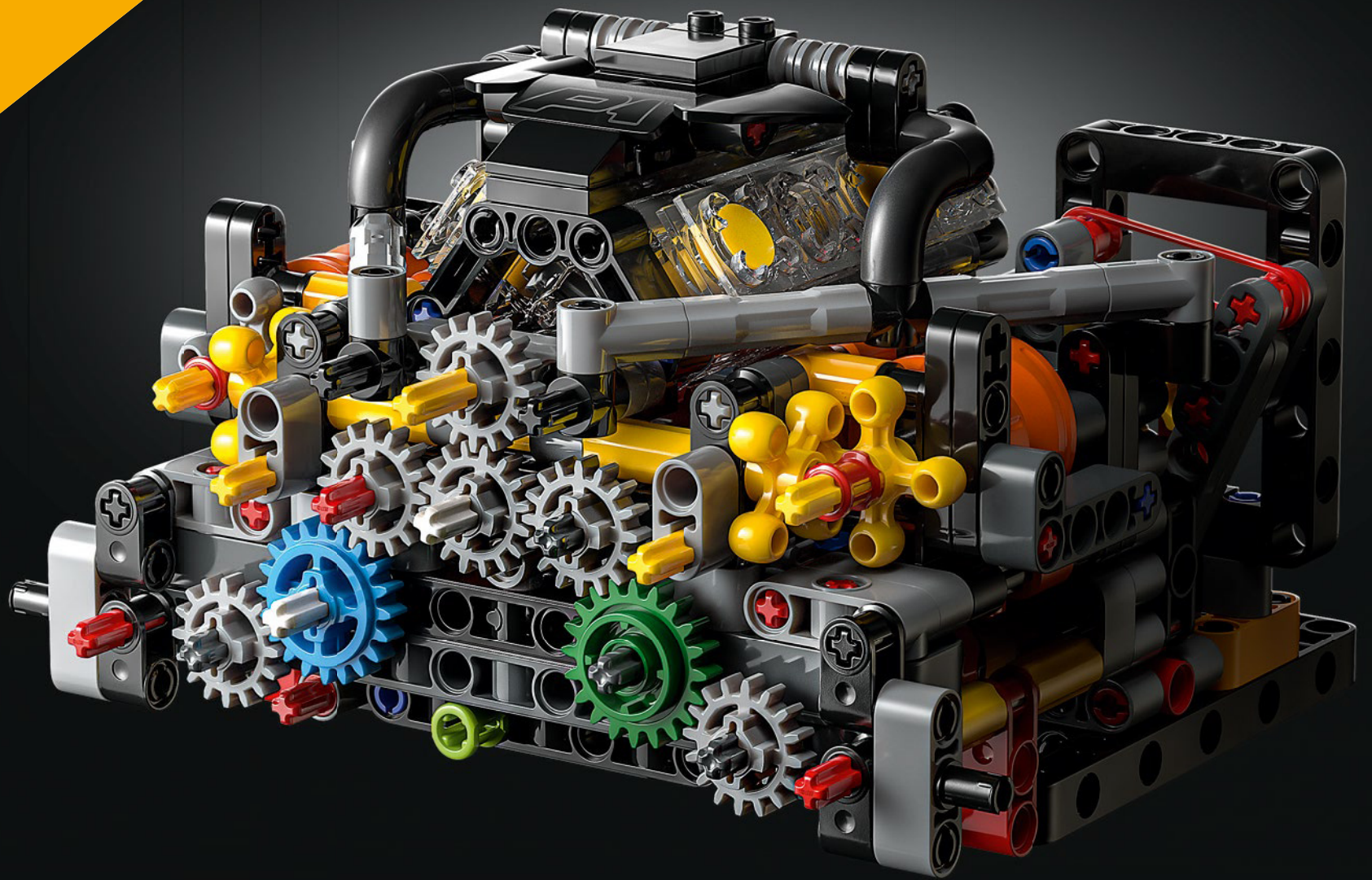


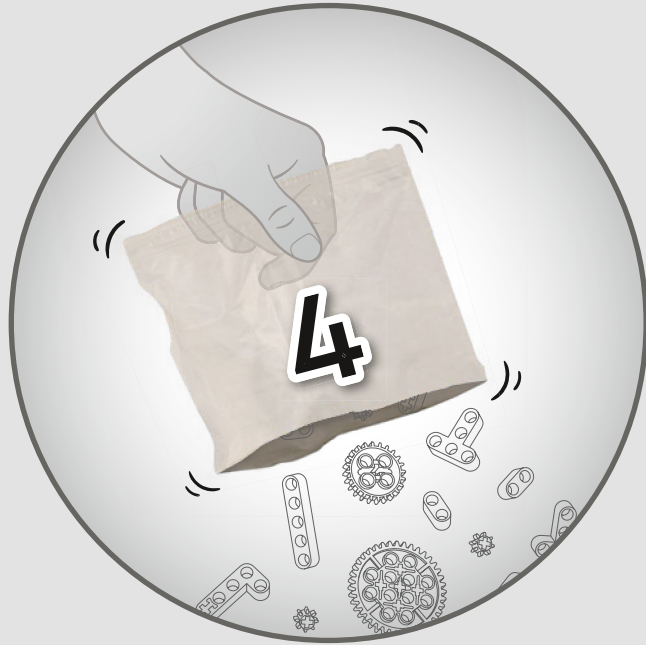
7-SPEED GEARBOX & V8 ENGINE

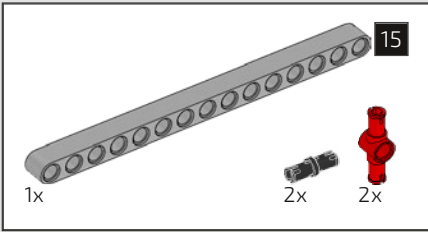
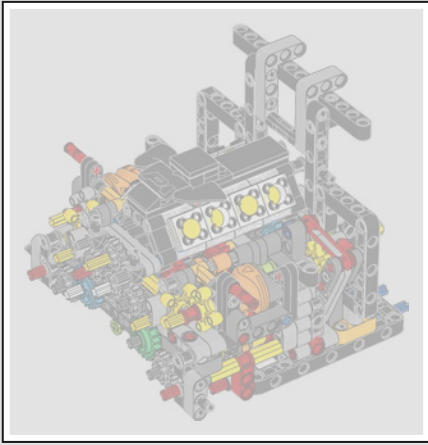
BOÎTE DE VITESSES À 7 RAPPORTS ET MOTEUR V8

Creating a 7-speed gearbox with existing LEGO® Technic™ elements would have put too much strain on the elements and construction. Instead of opting for an alternative 6- or 8-speed version, we developed new building techniques, shifter drum elements and two new gear wheels to mimic the real-life version.

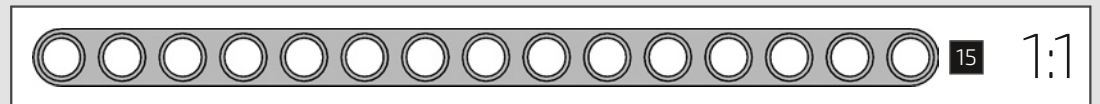
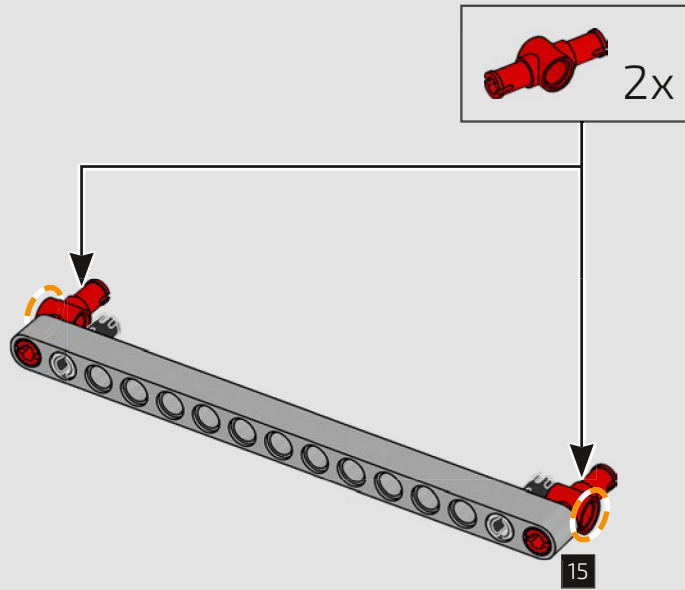
Créer une boîte de vitesses à 7 rapports avec des éléments LEGO® Technic™ existants aurait soumis les éléments et la construction à trop de pression. Au lieu d'opter pour une version alternative à 6 ou 8 vitesses, nous avons développé de nouvelles techniques de construction, des éléments de tambour de levier de vitesse et deux nouvelles roues dentées pour imiter la version réelle.

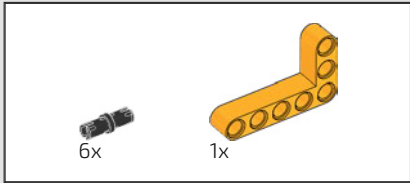




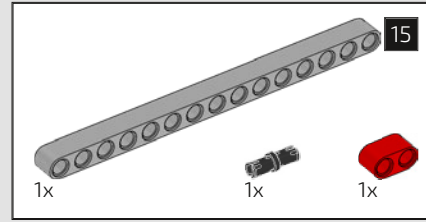
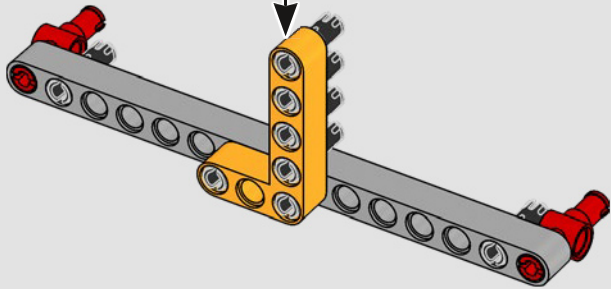
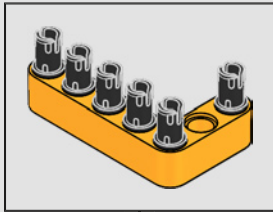


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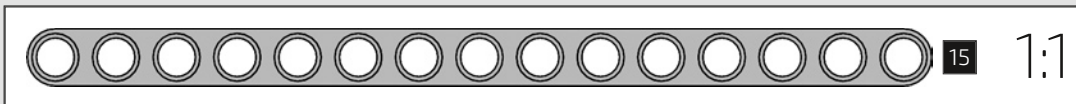
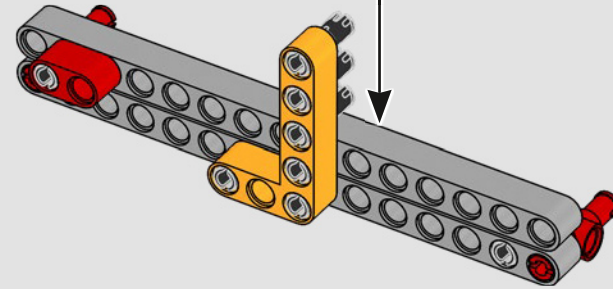
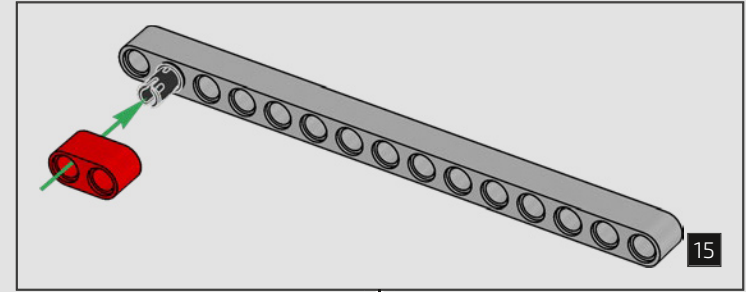


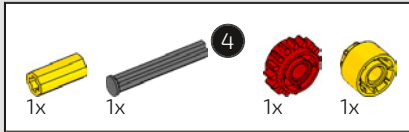


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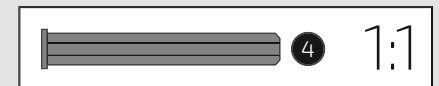
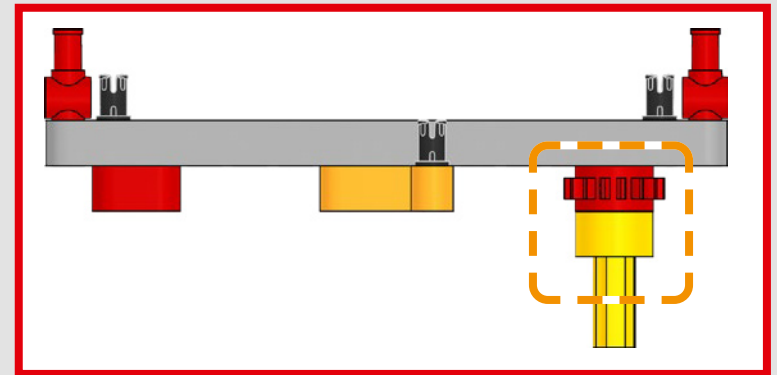
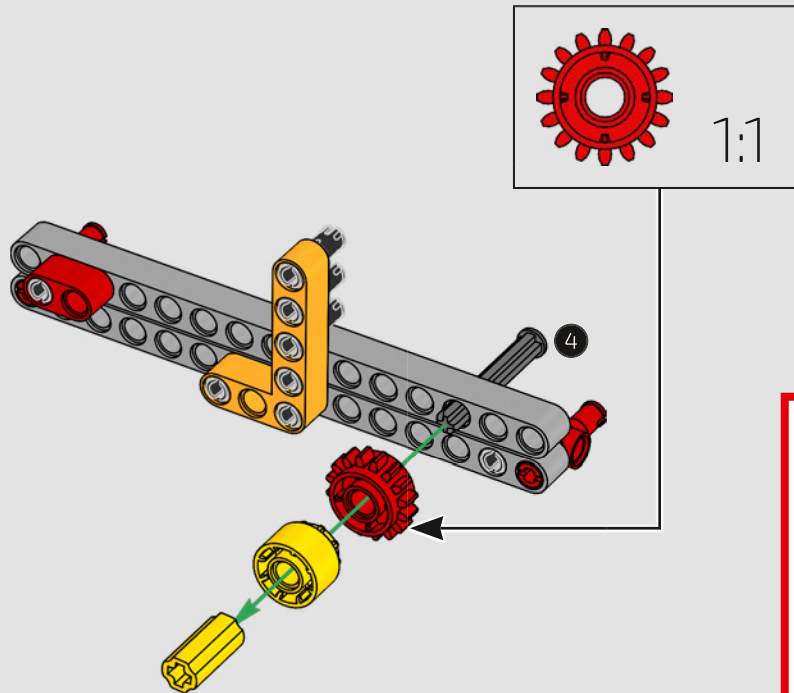


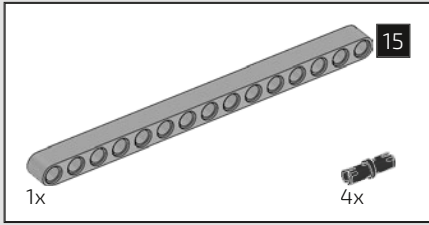
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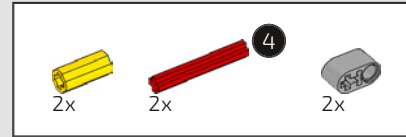
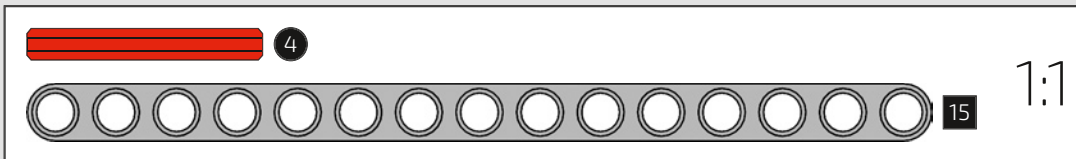
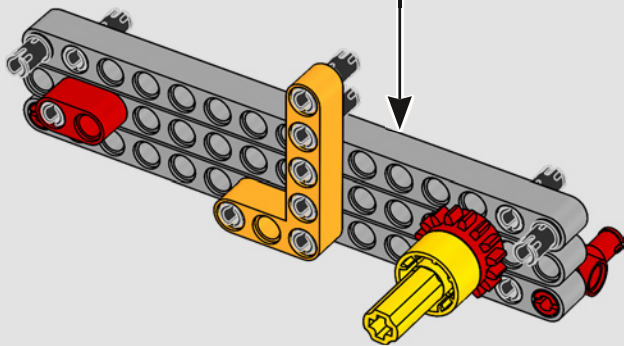
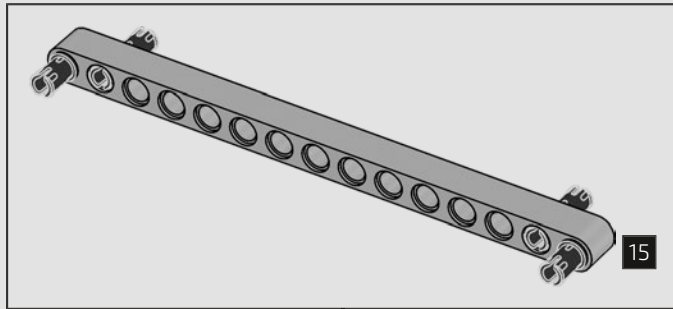


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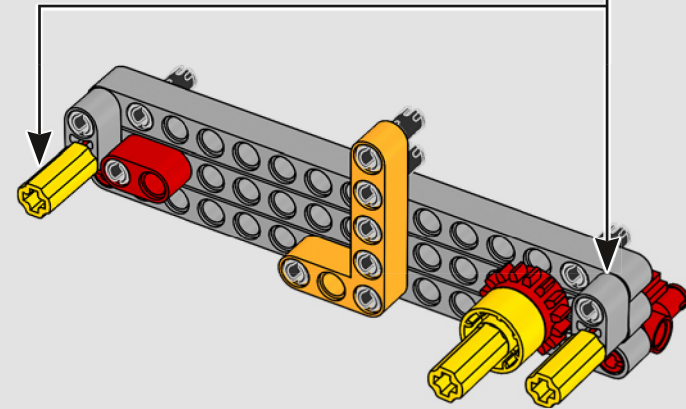
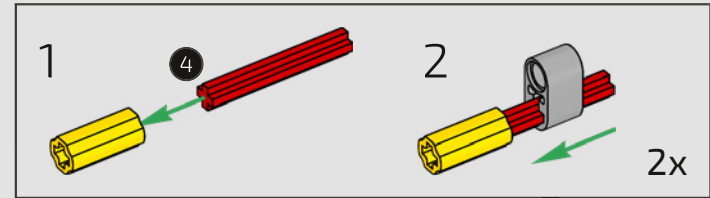


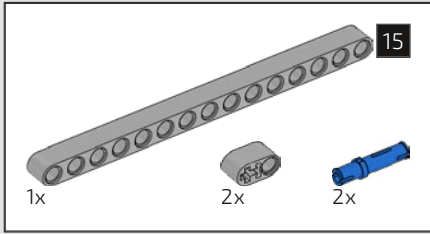


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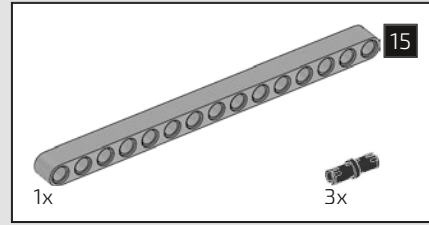
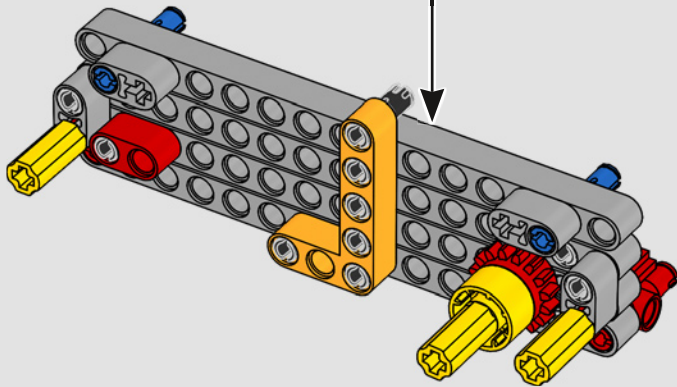
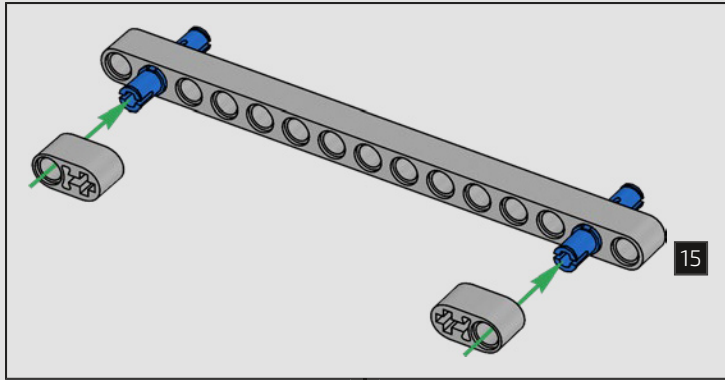


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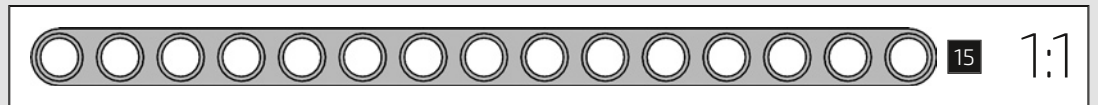
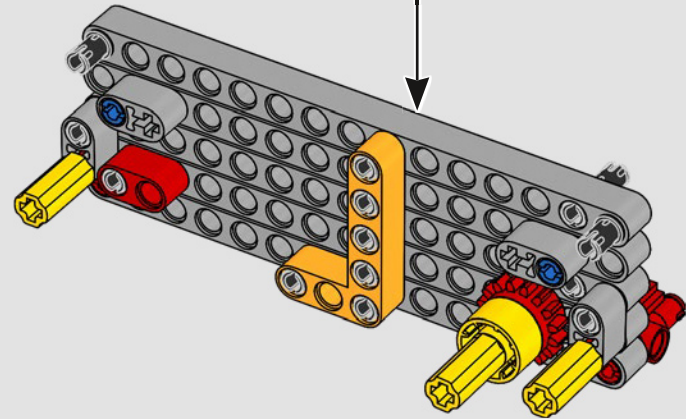
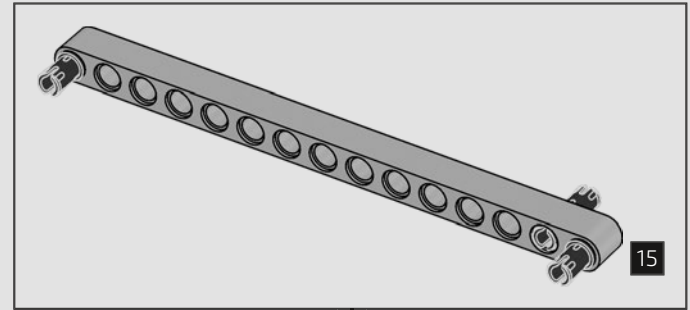


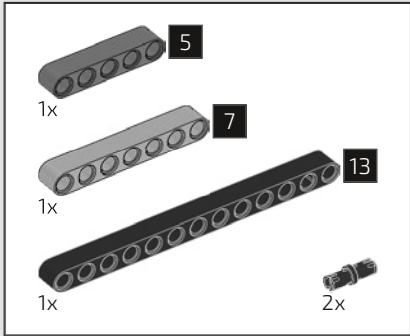


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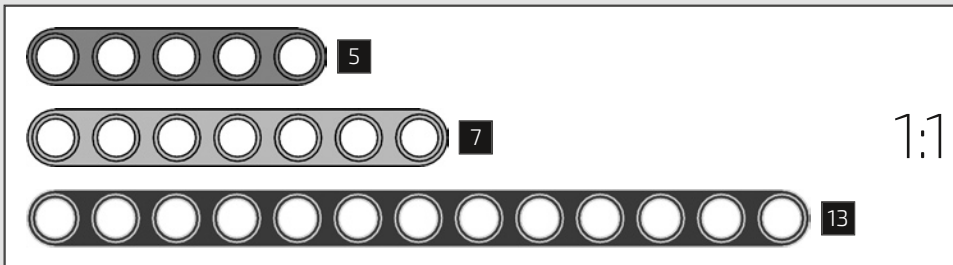
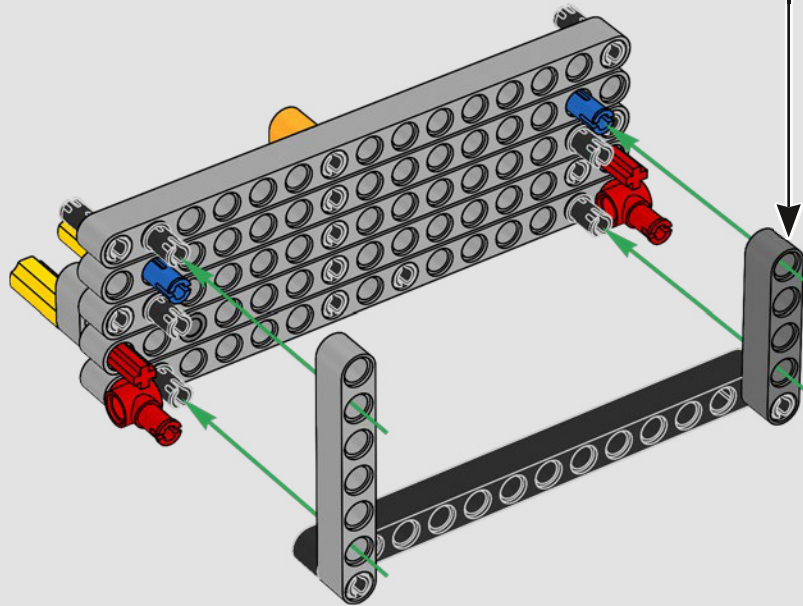
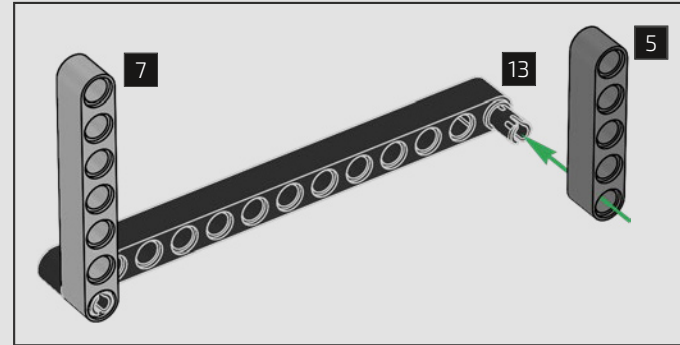


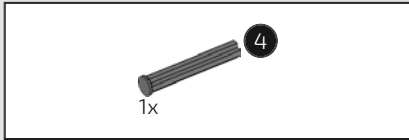
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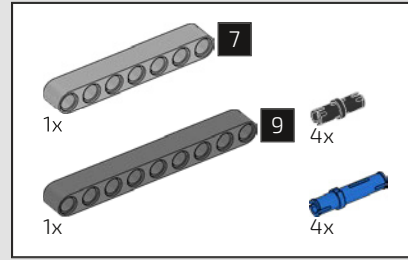
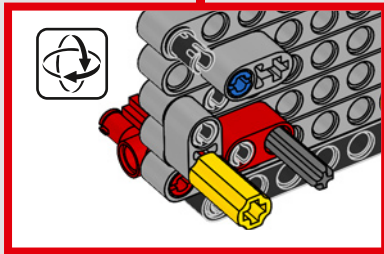
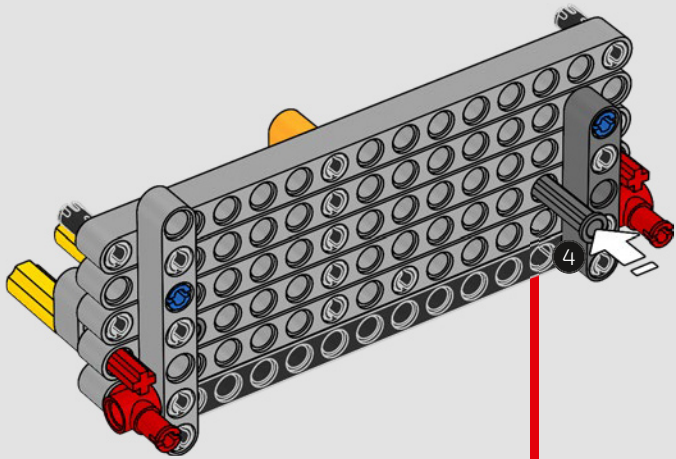


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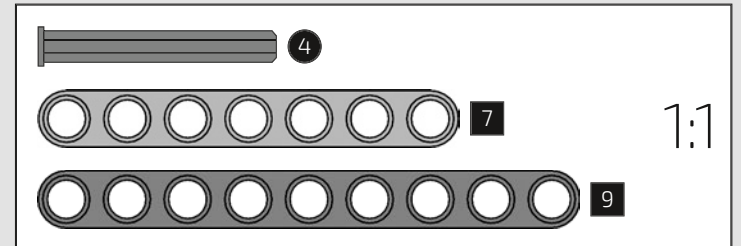
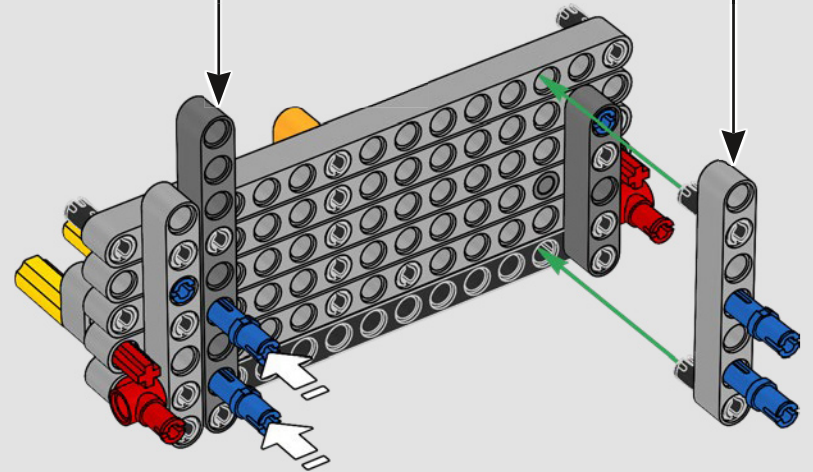
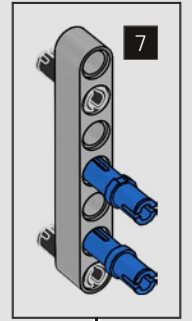
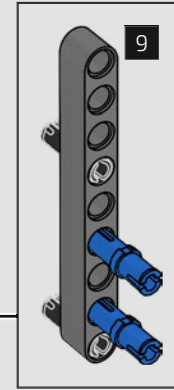


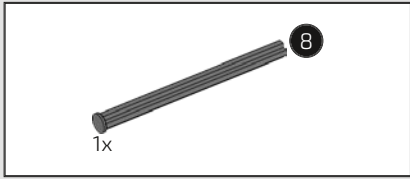


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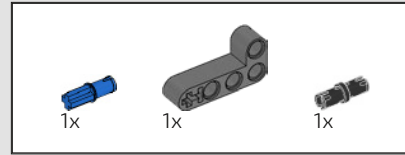
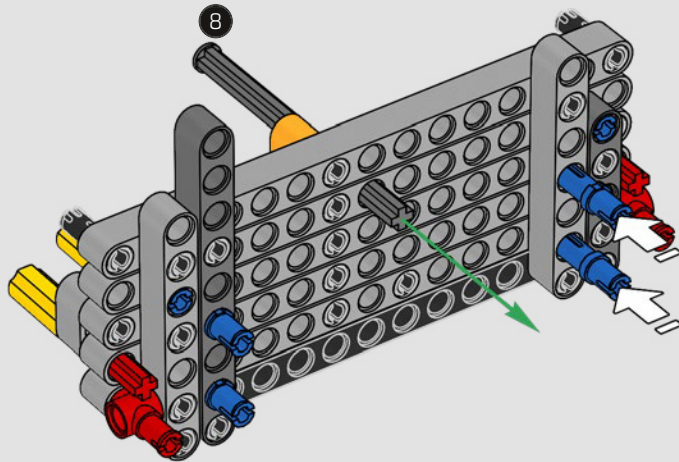


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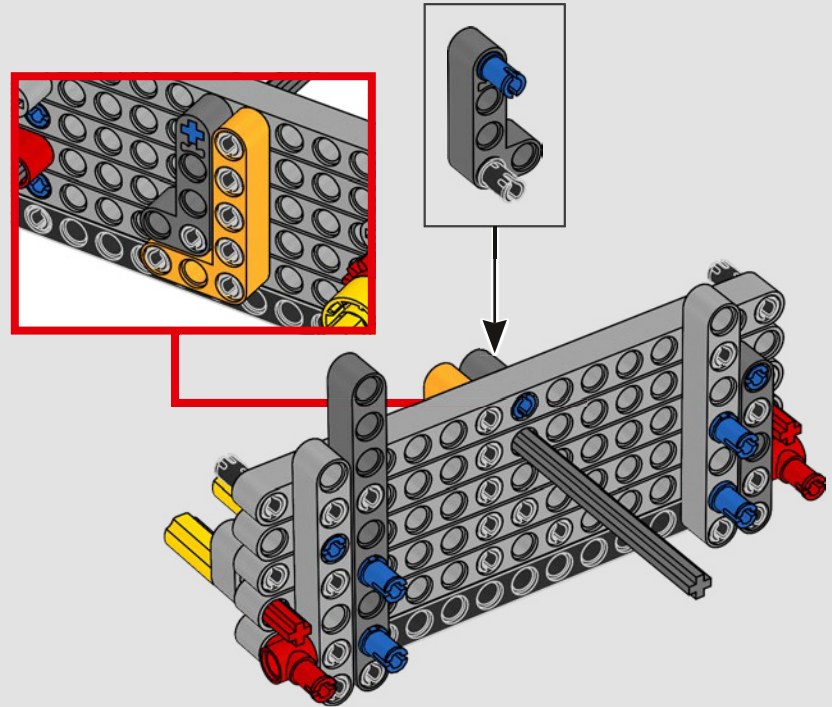


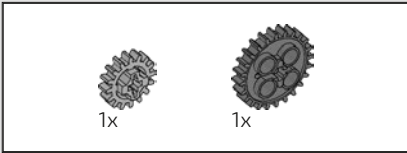


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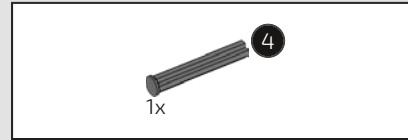
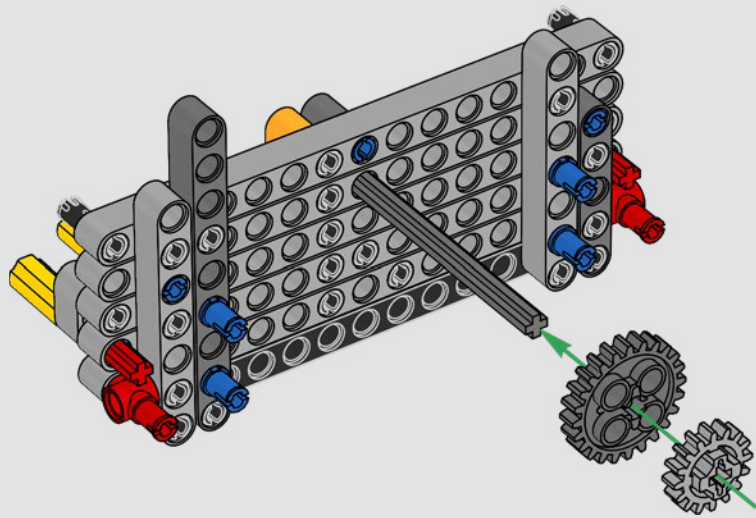


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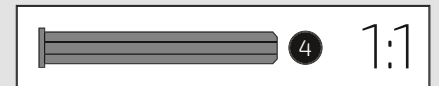
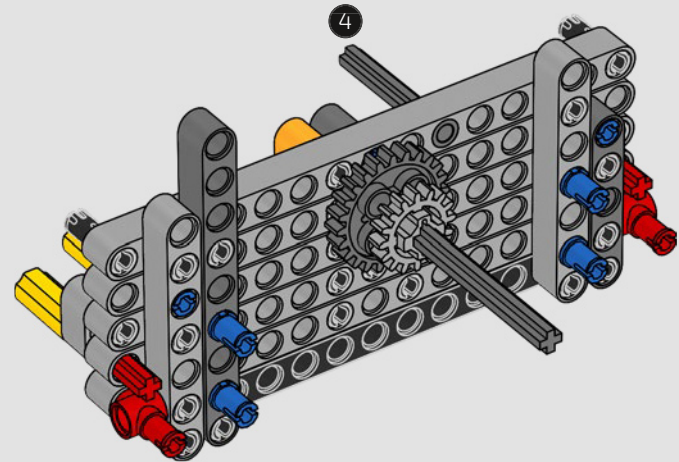


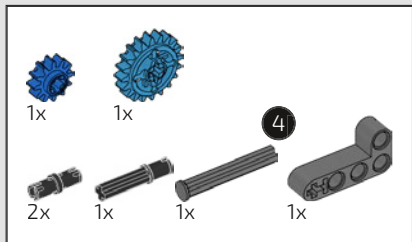


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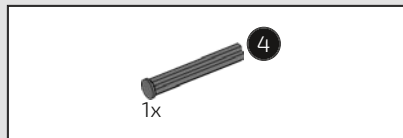
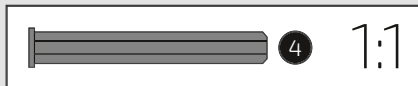
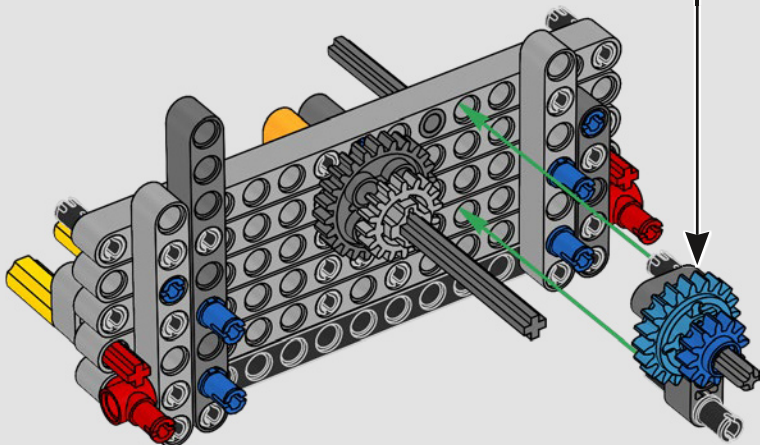
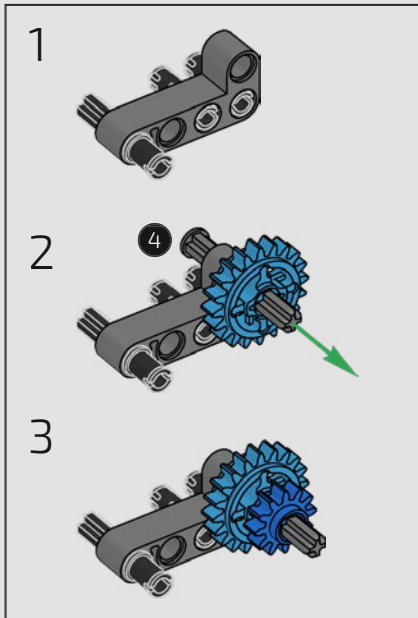


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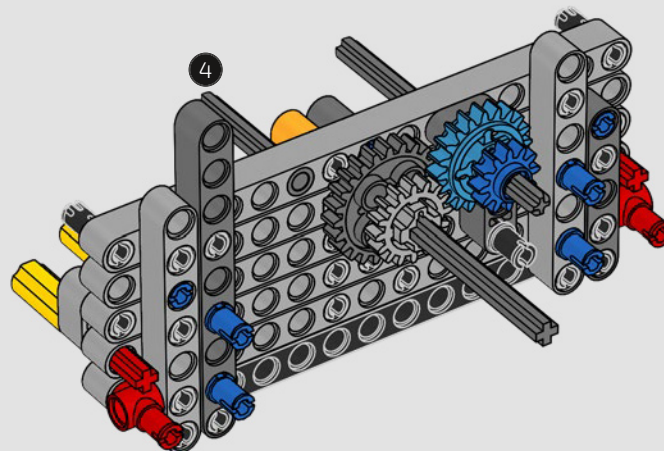


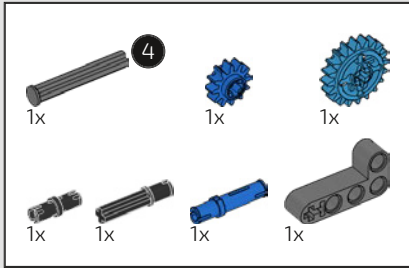


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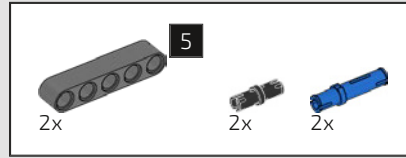
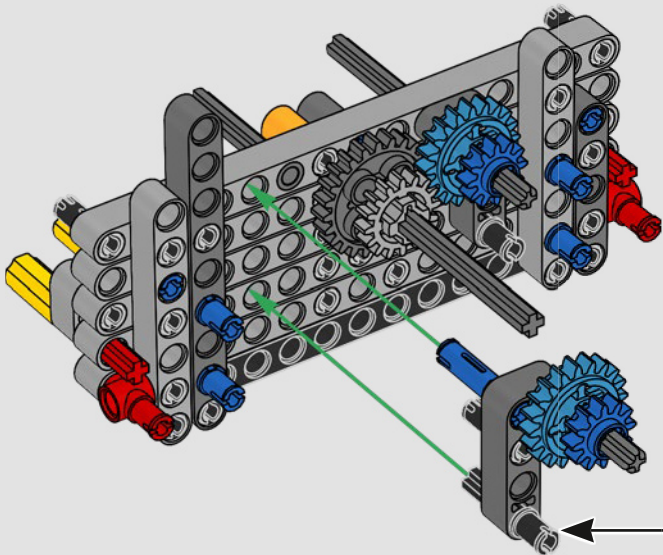
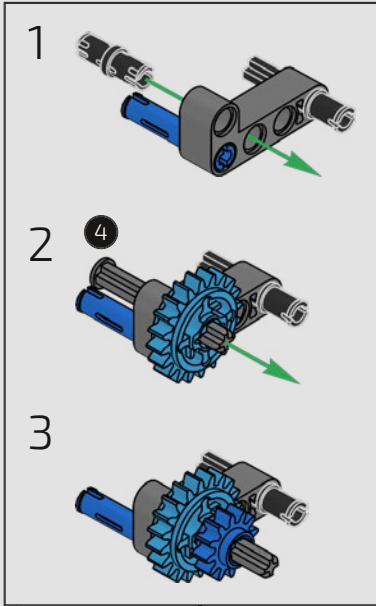


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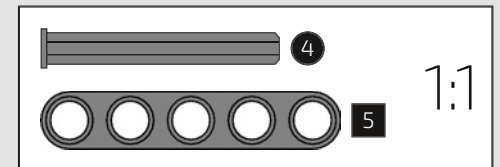
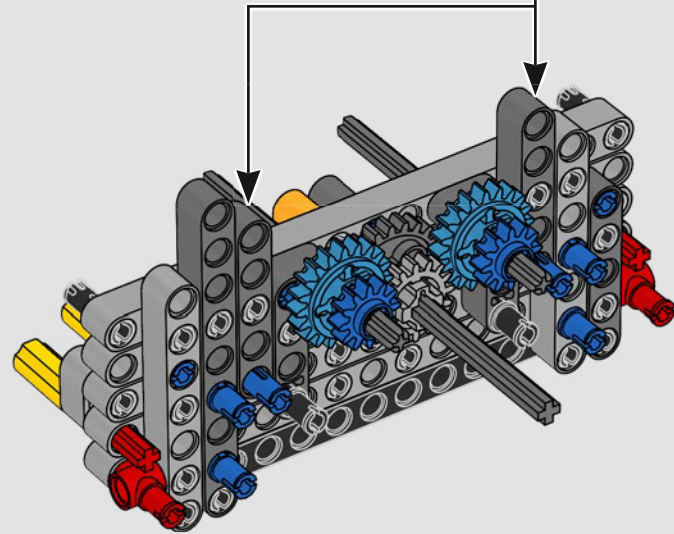
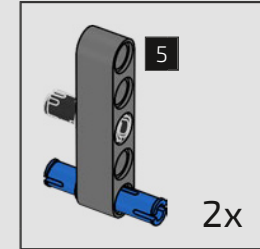


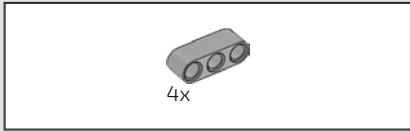


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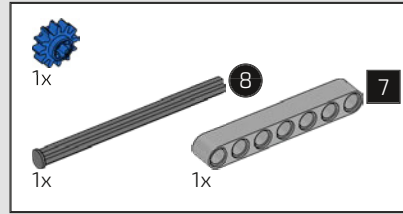
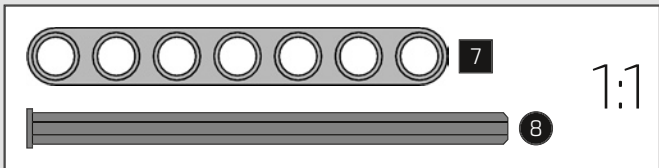
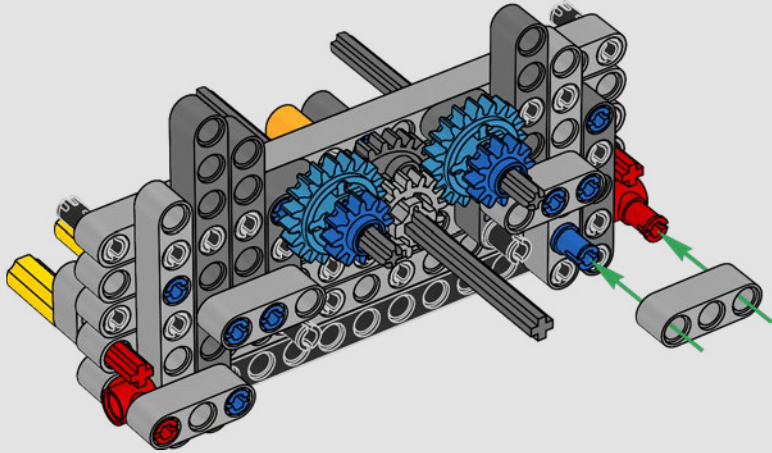


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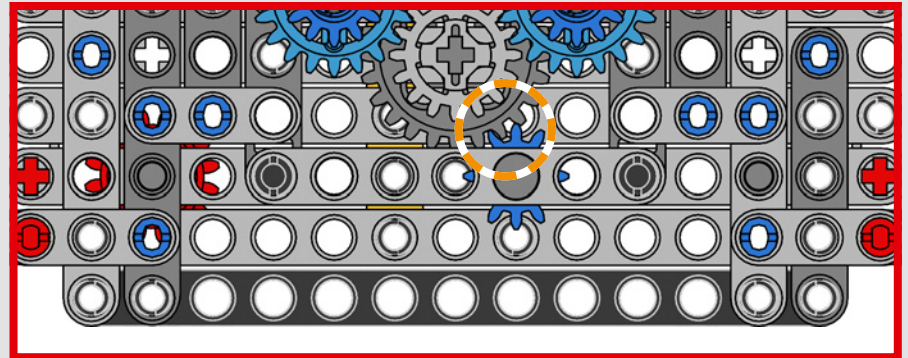
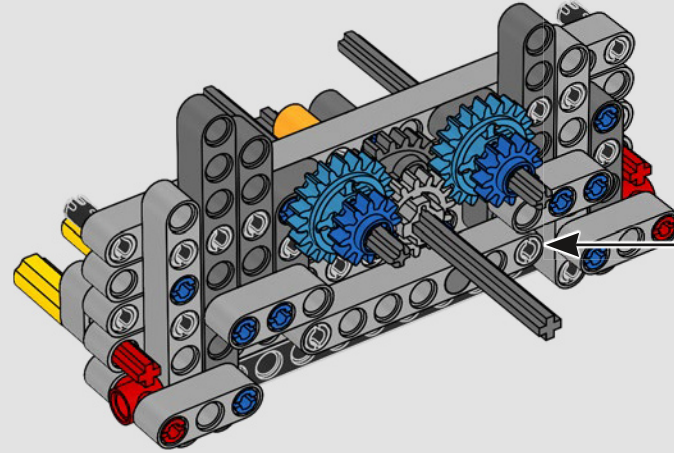
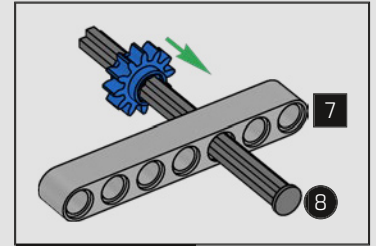


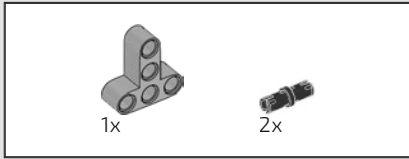


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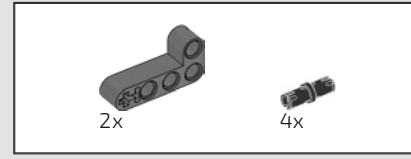
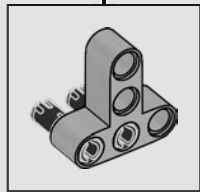
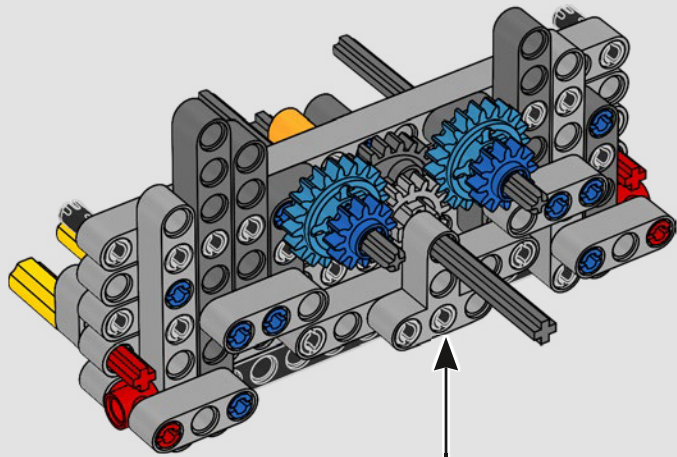


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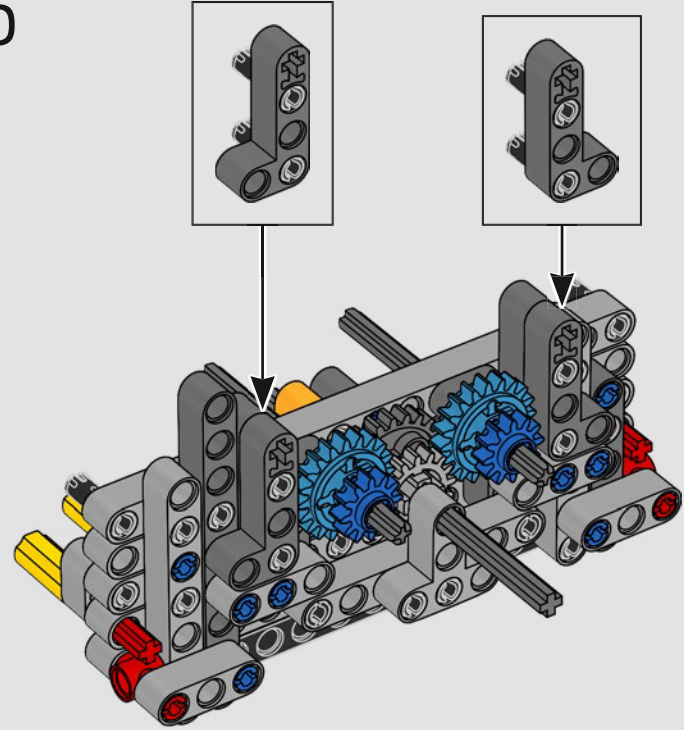


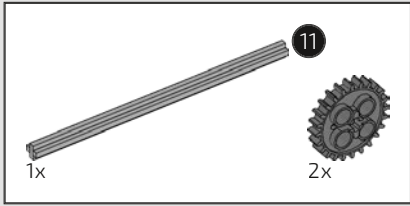


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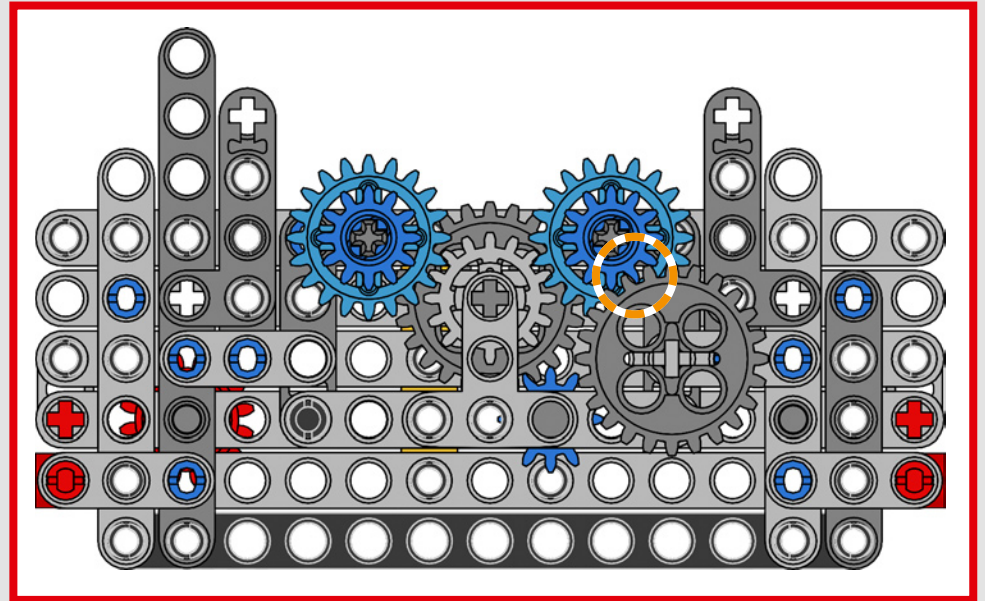
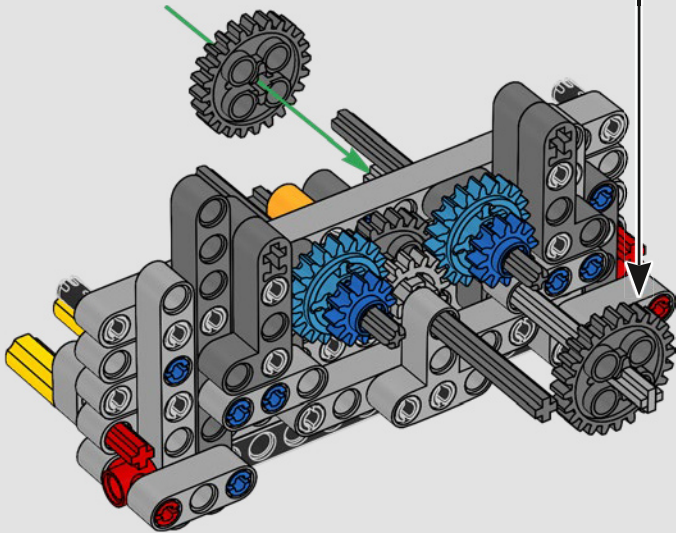
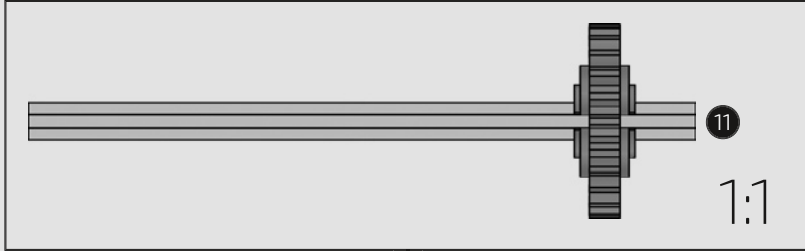


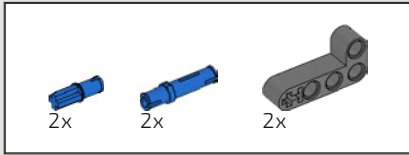
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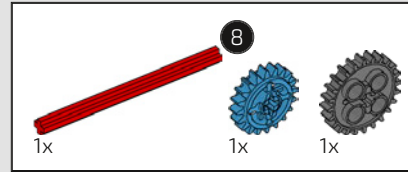
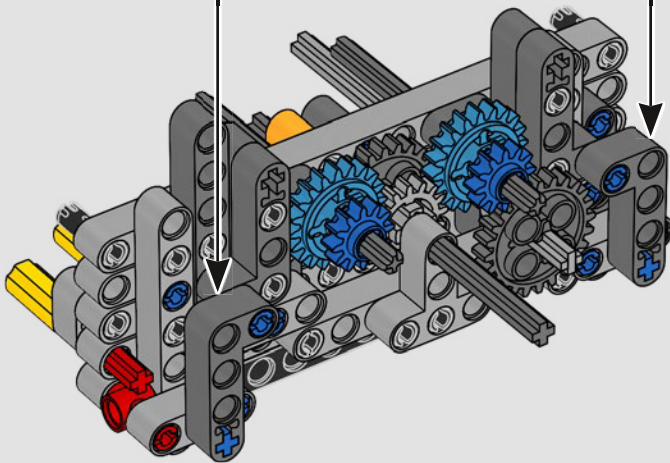
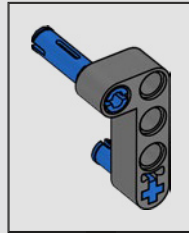
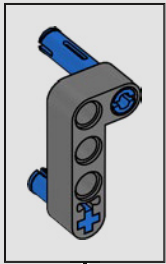


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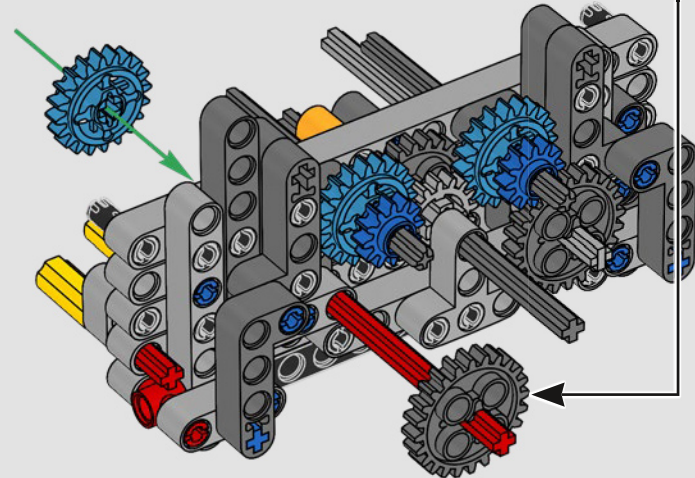
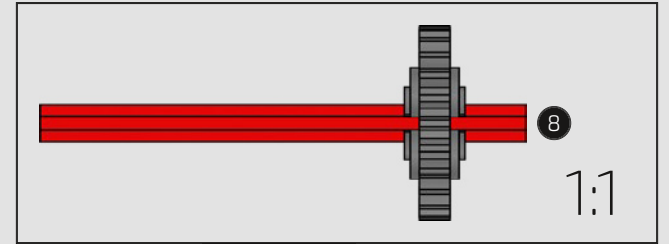


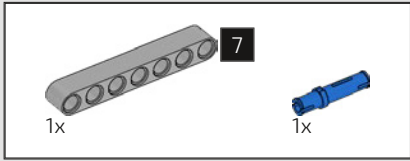


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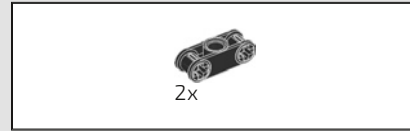
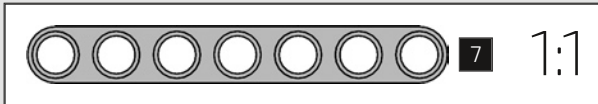
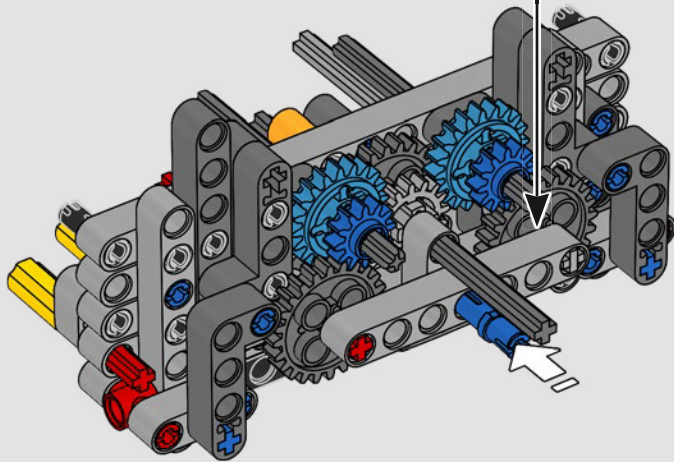
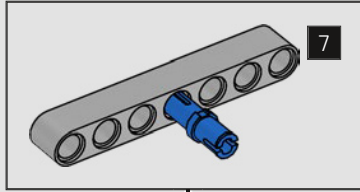


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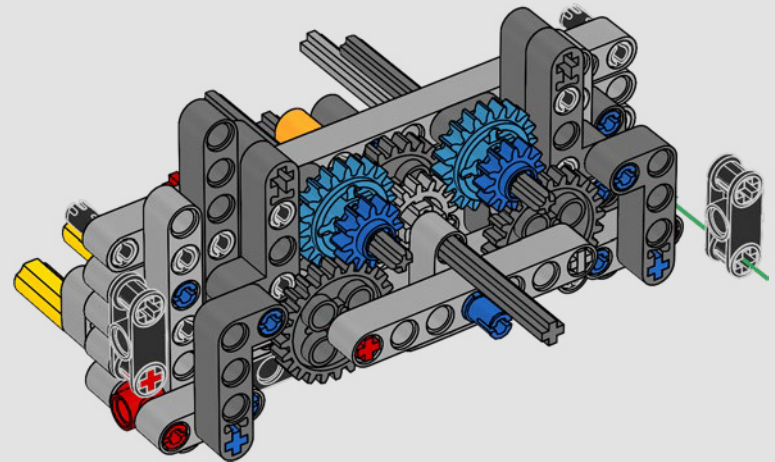


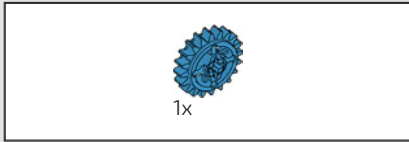


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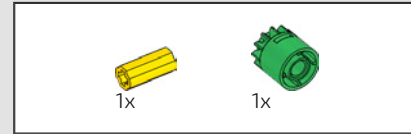
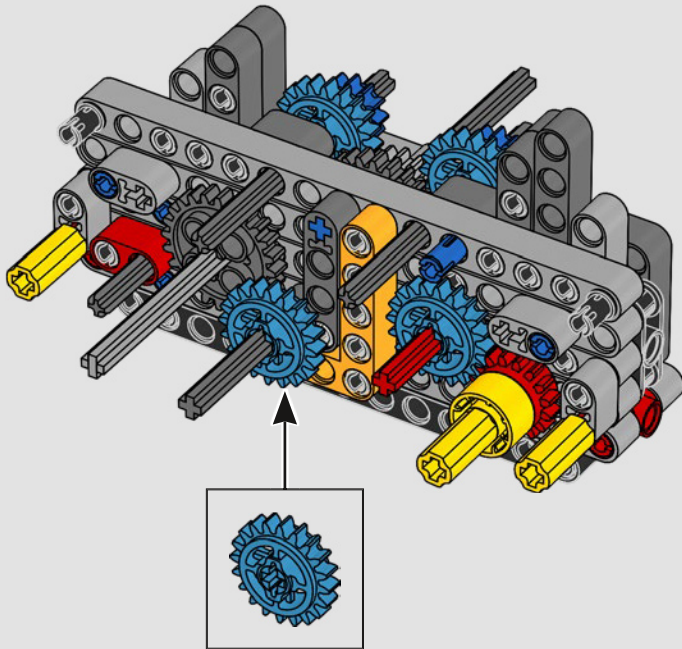


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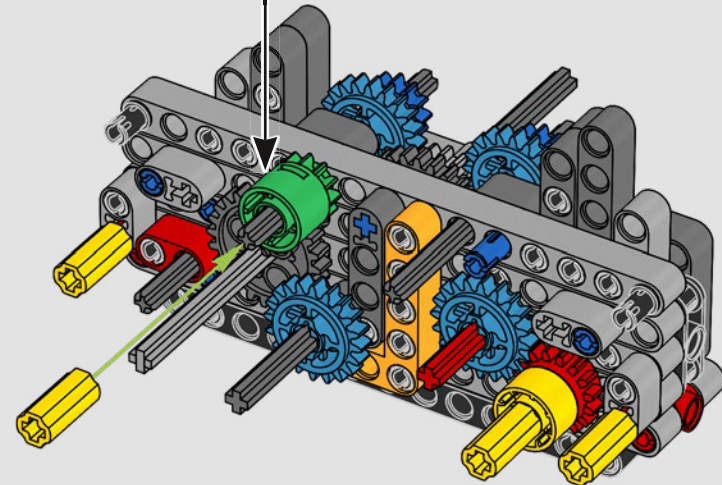
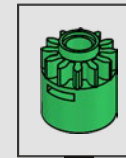


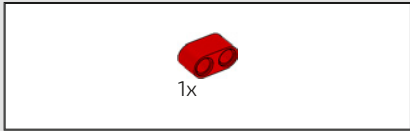


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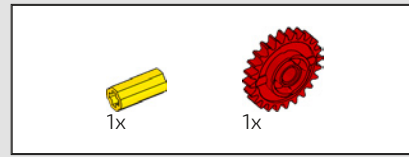
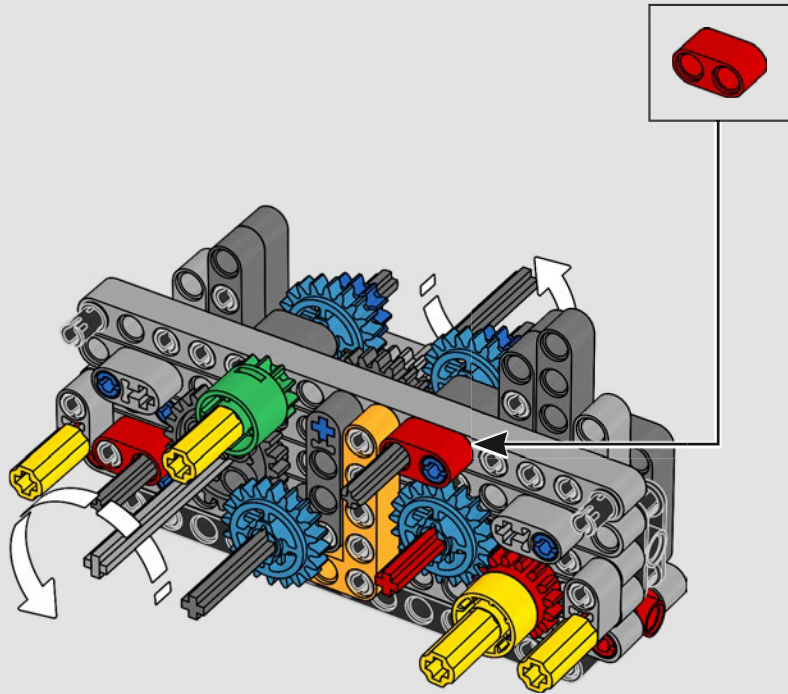


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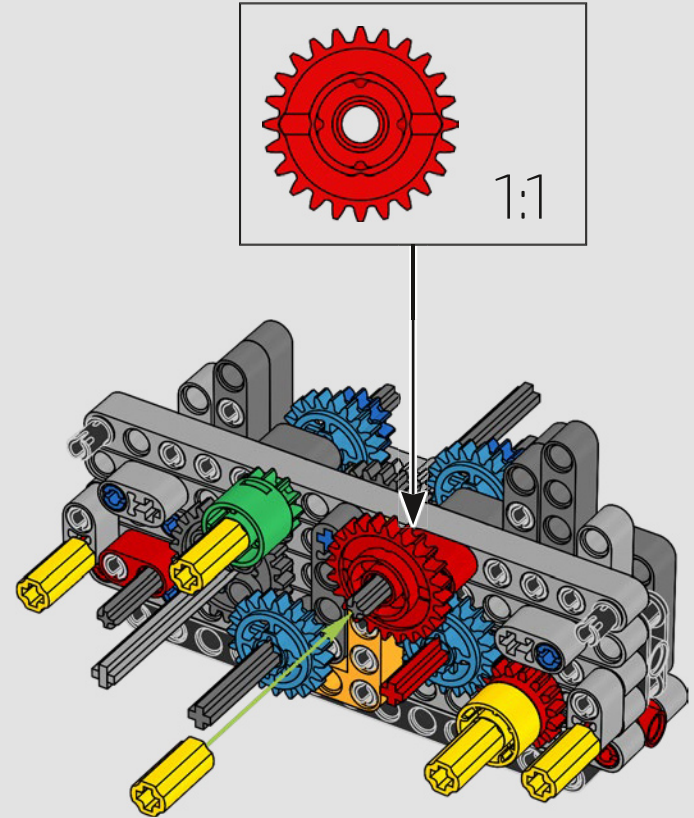


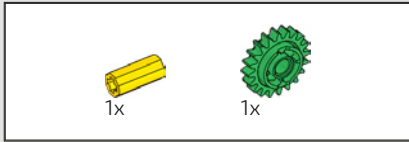


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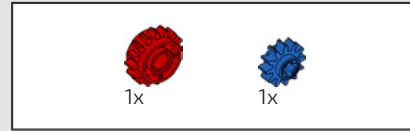
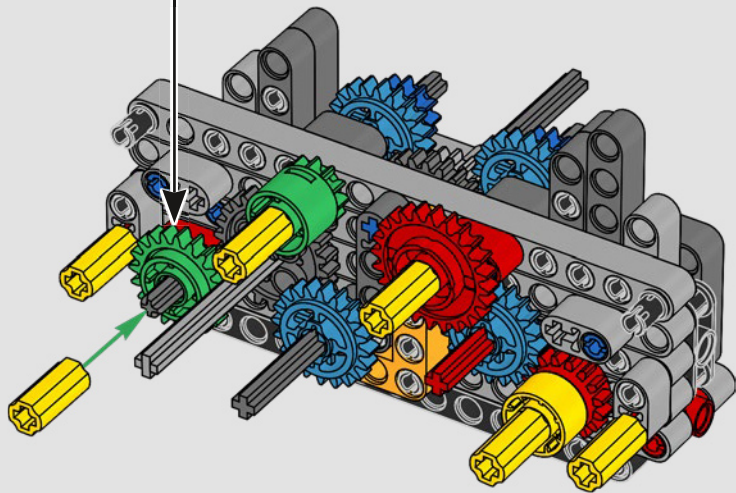
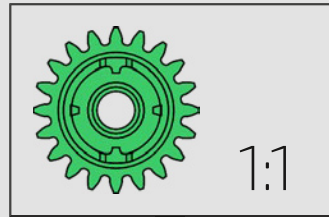


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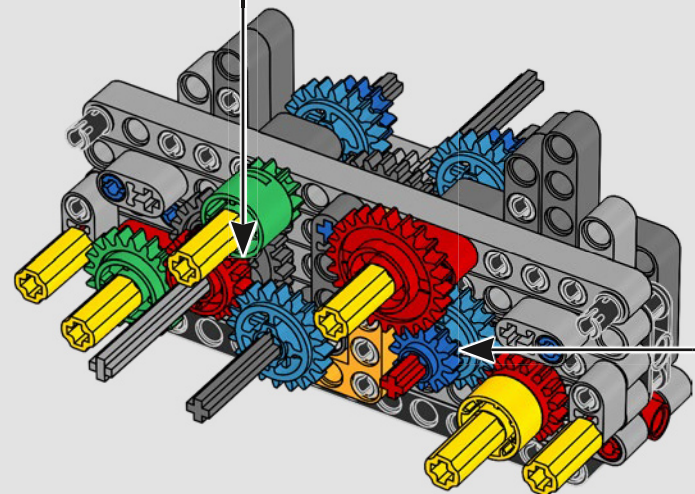
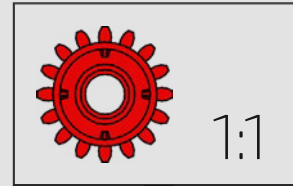


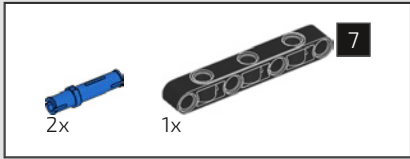


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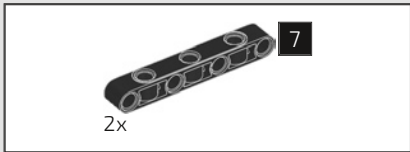
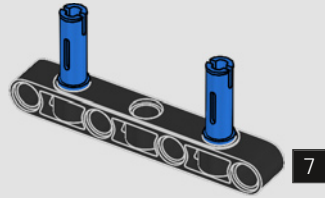


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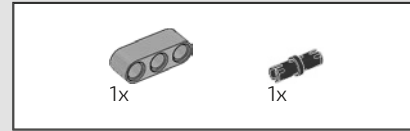
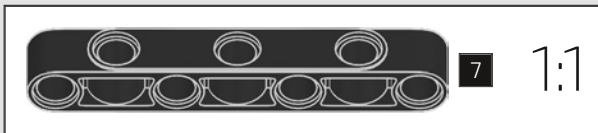
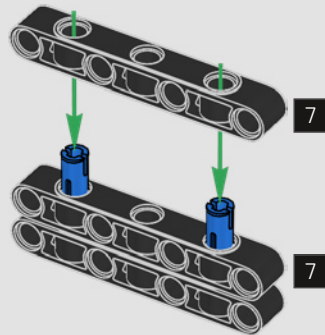




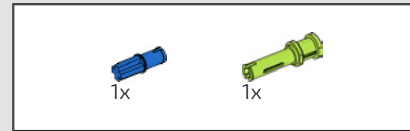
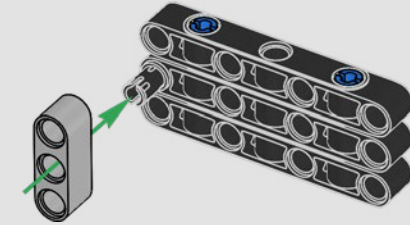
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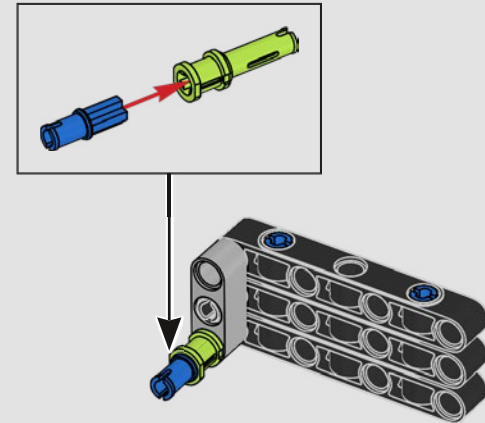
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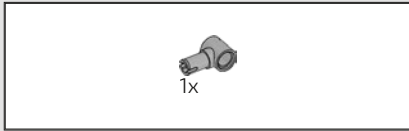


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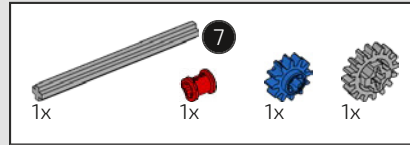
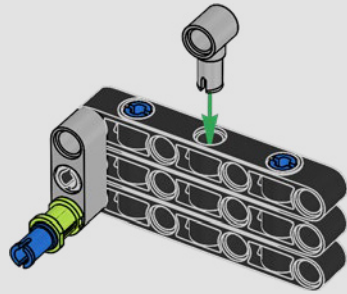


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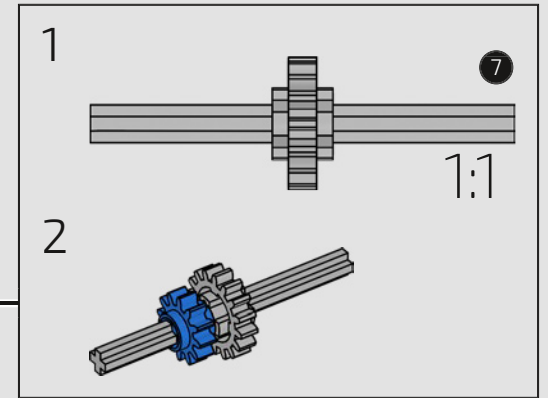
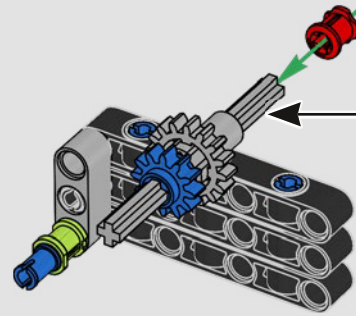




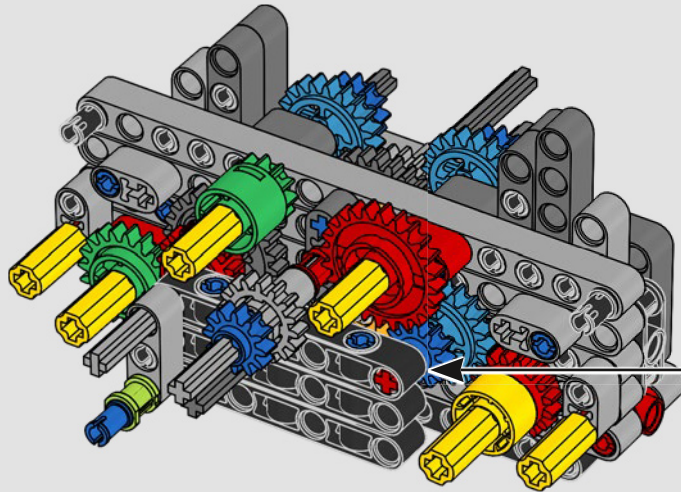
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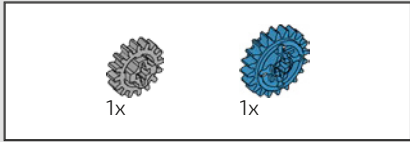


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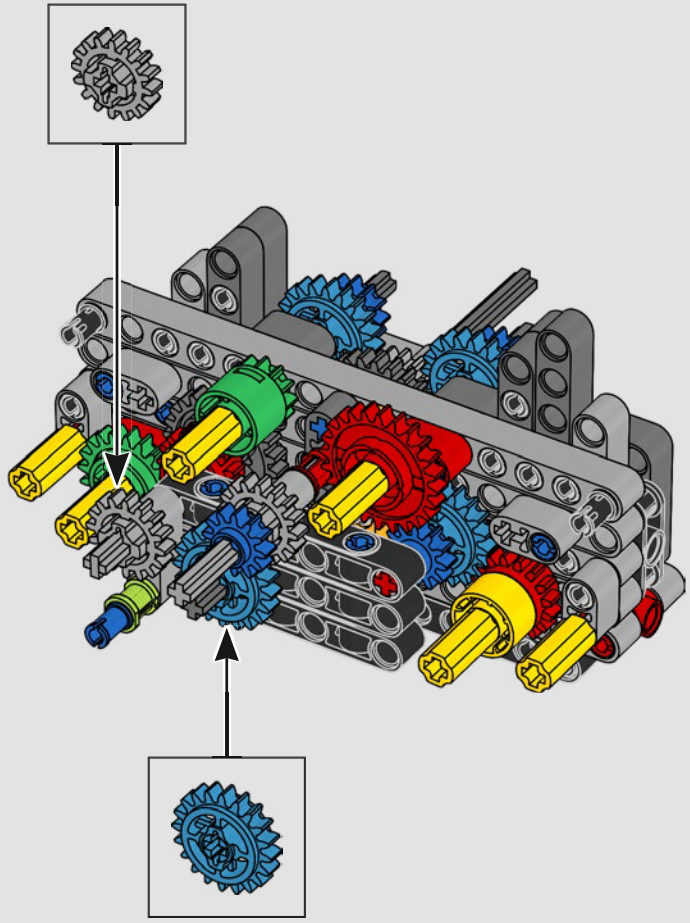


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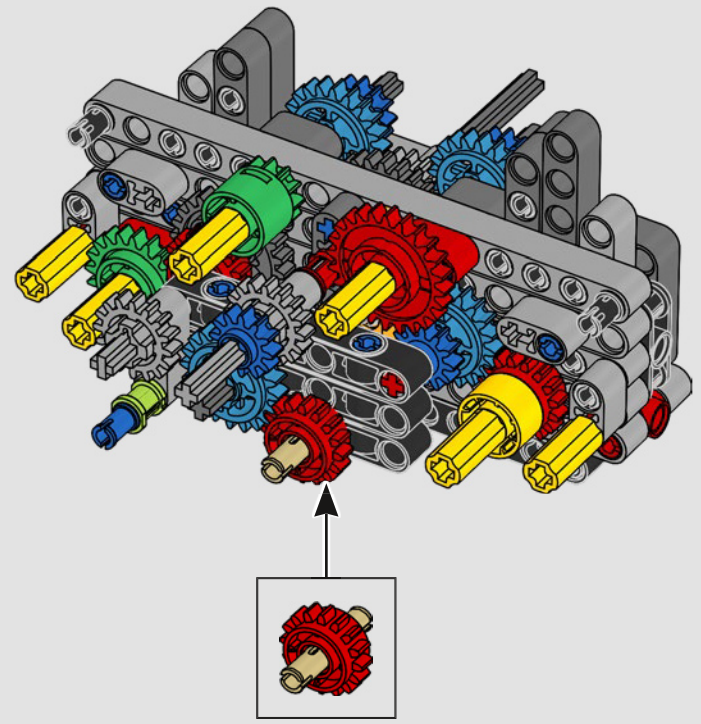


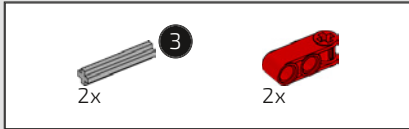


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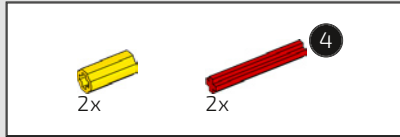
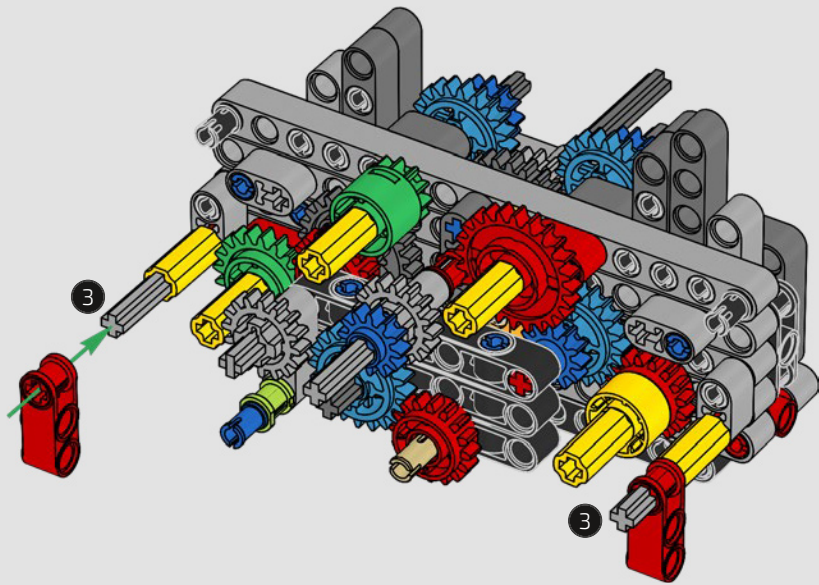


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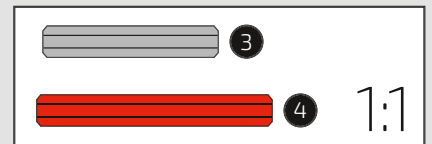
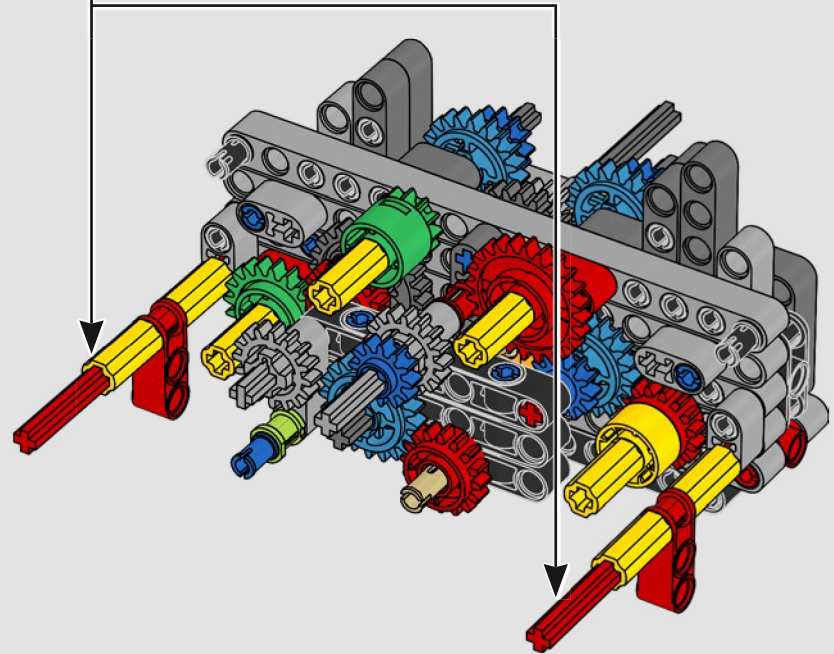
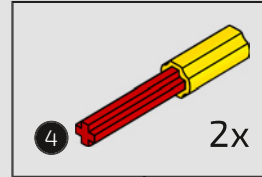


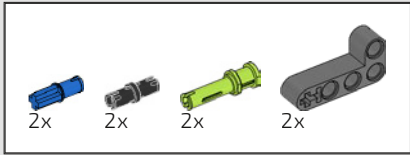


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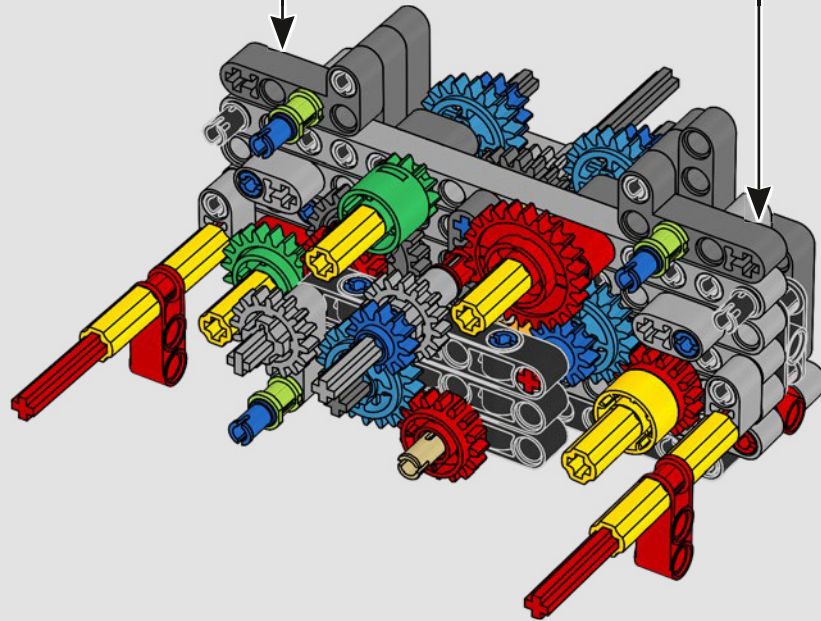
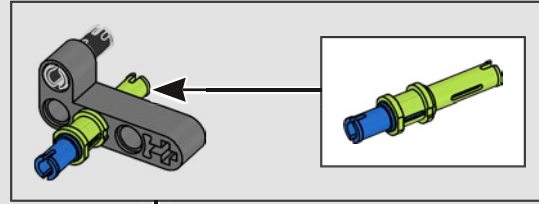
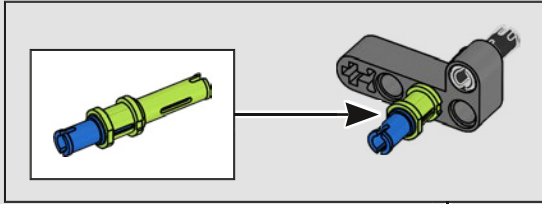


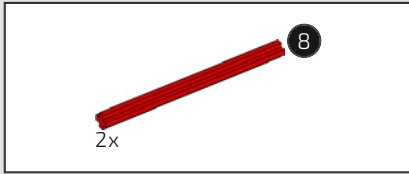
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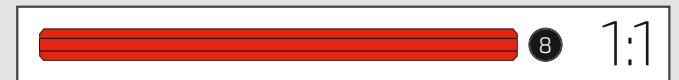
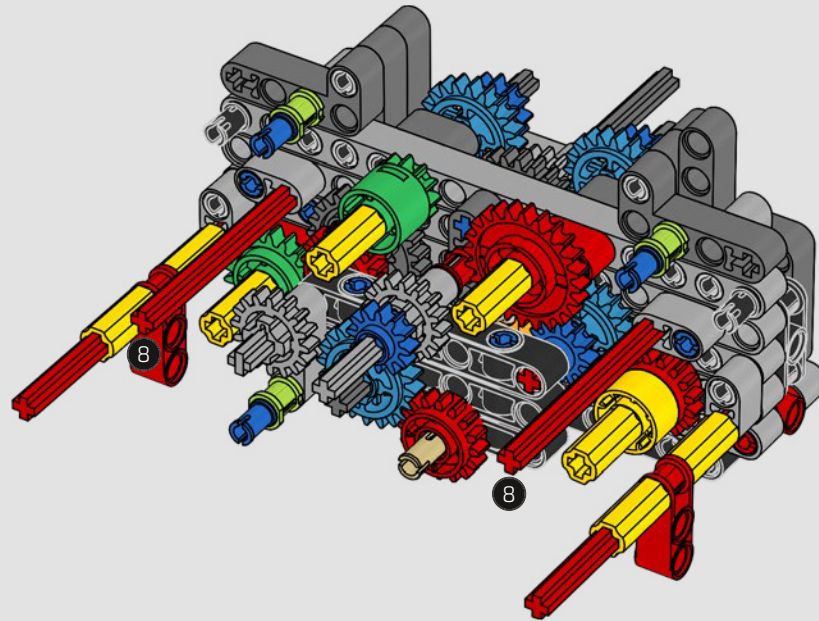


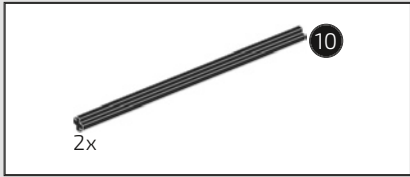
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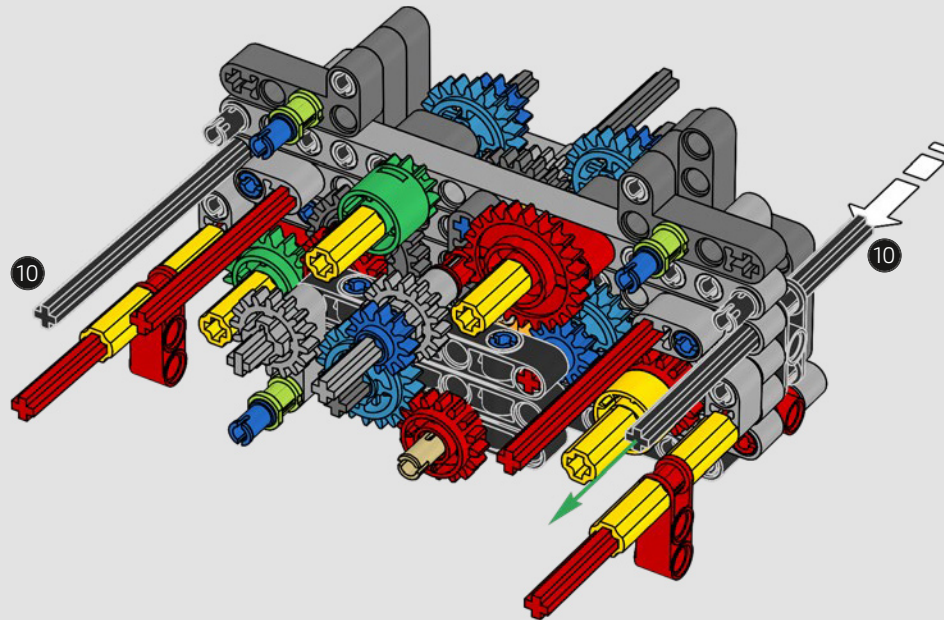


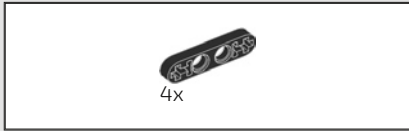
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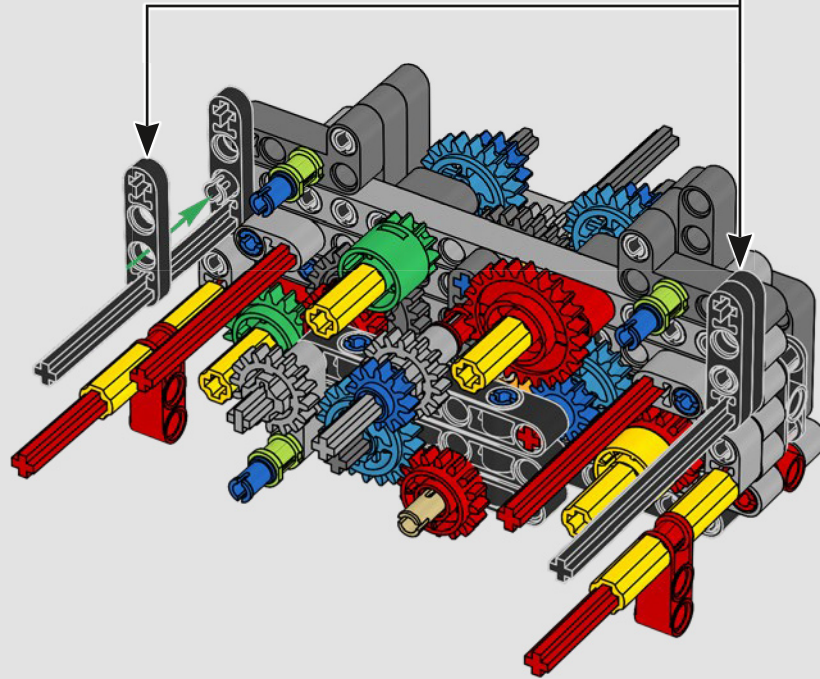


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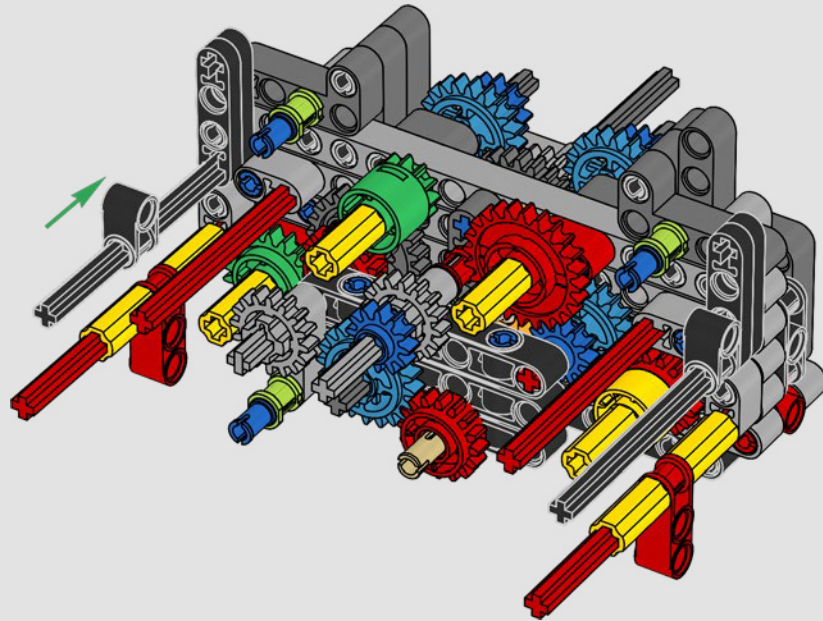
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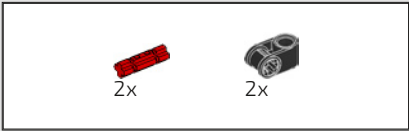




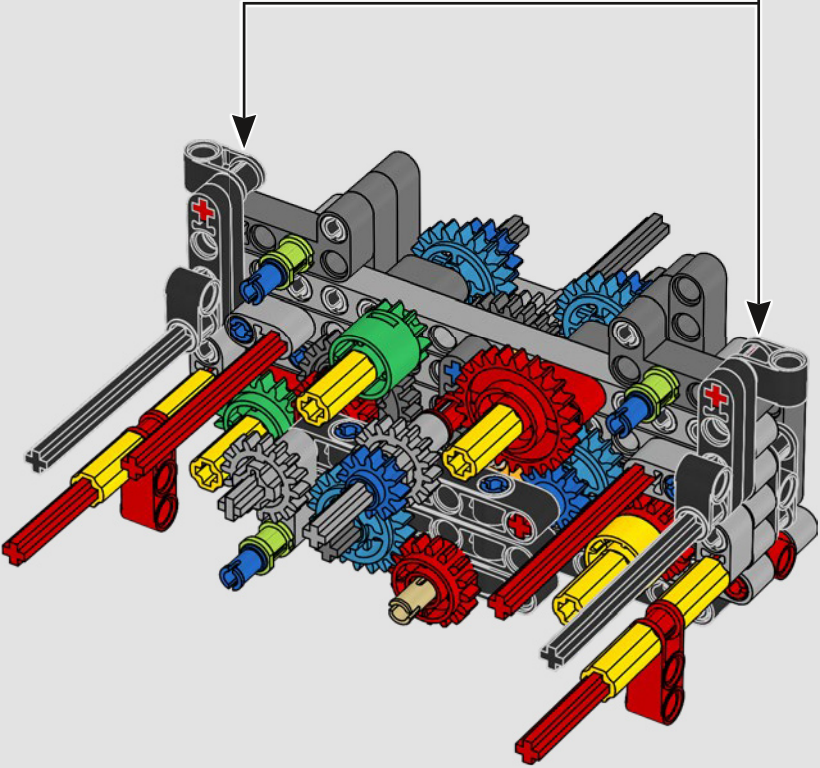
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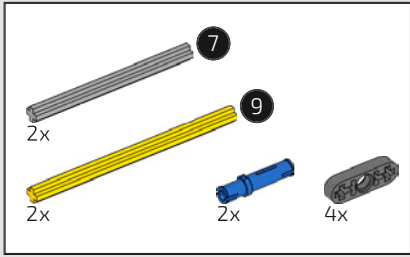
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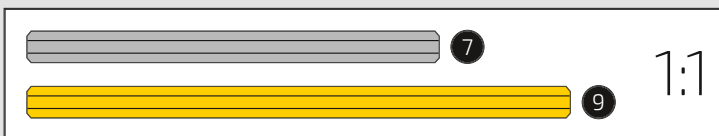
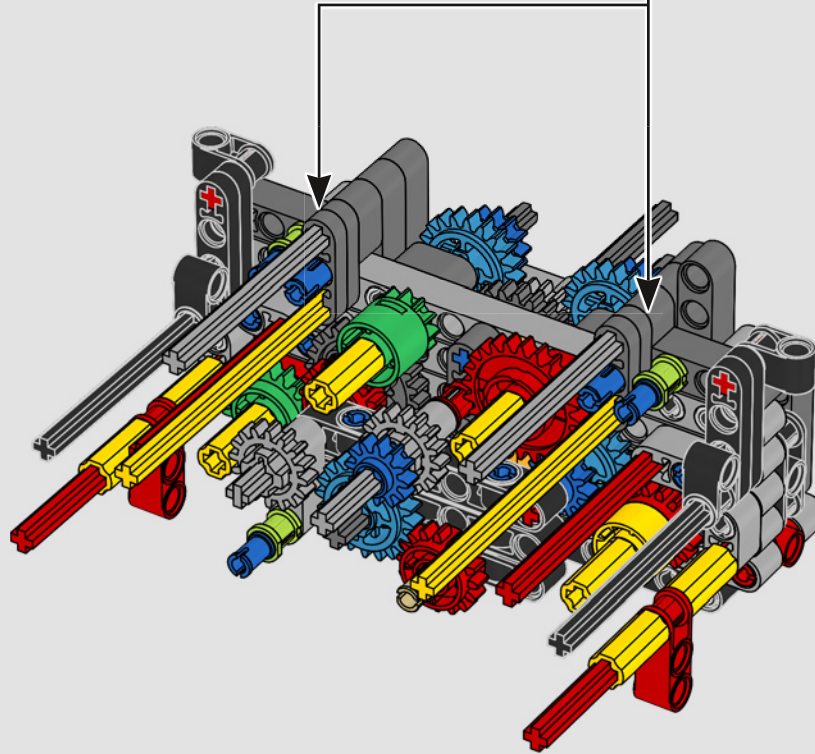
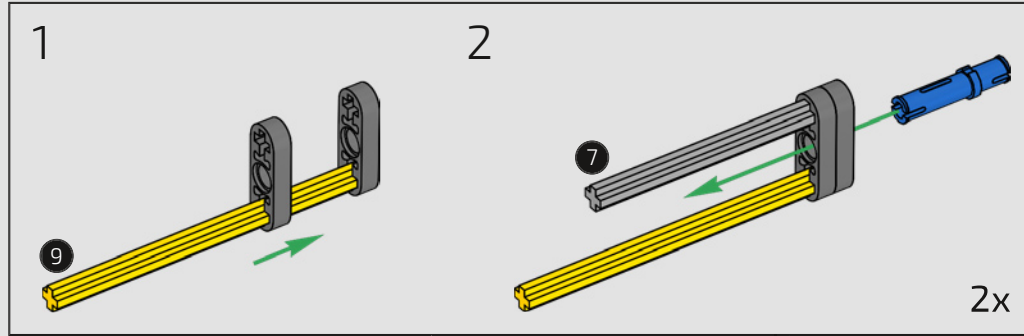


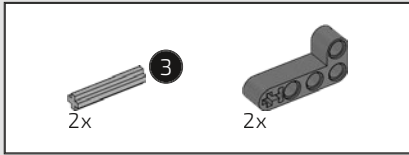
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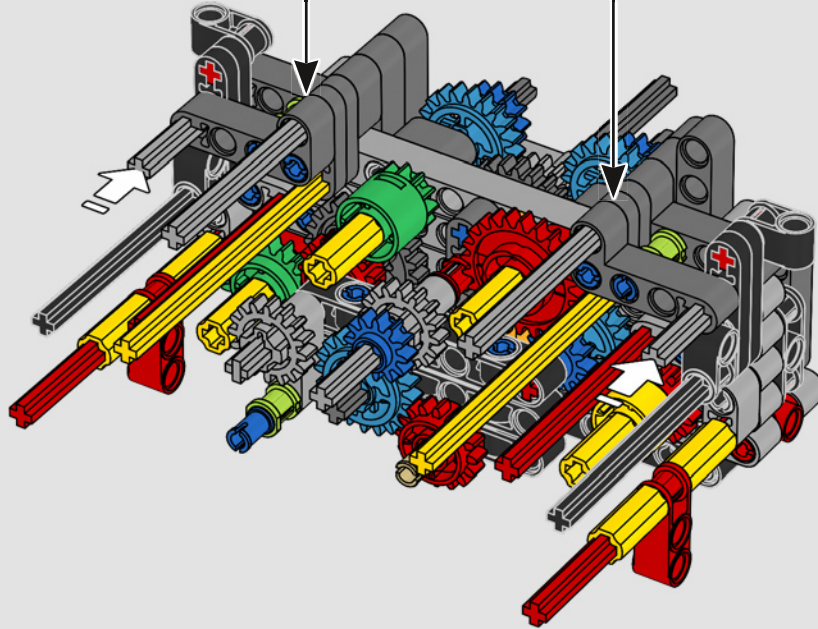
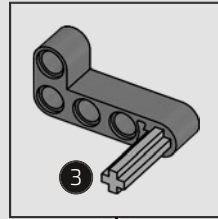
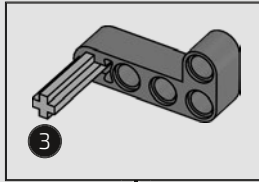


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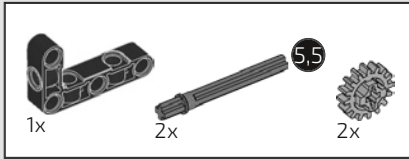




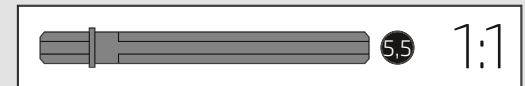
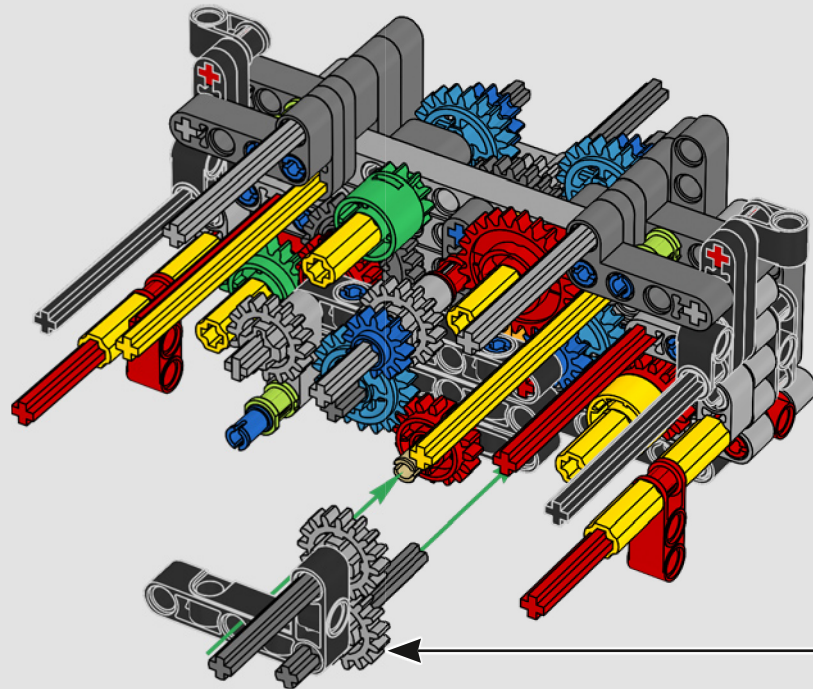
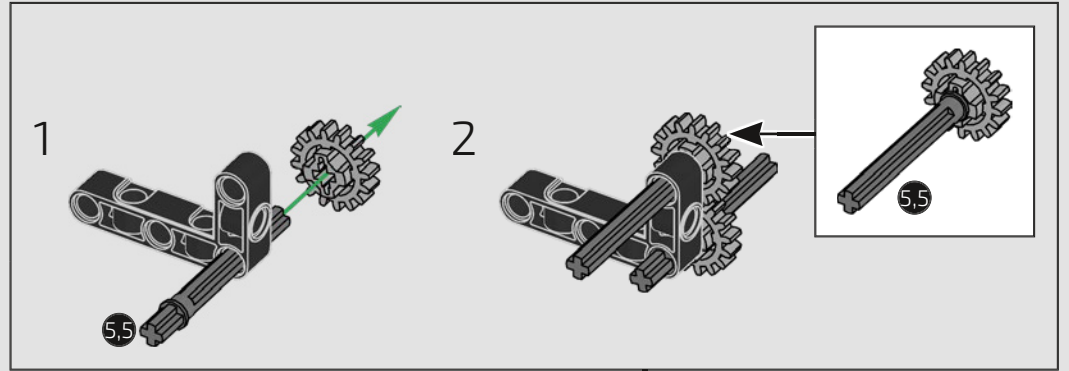
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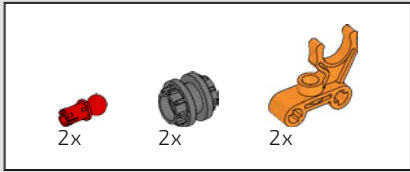




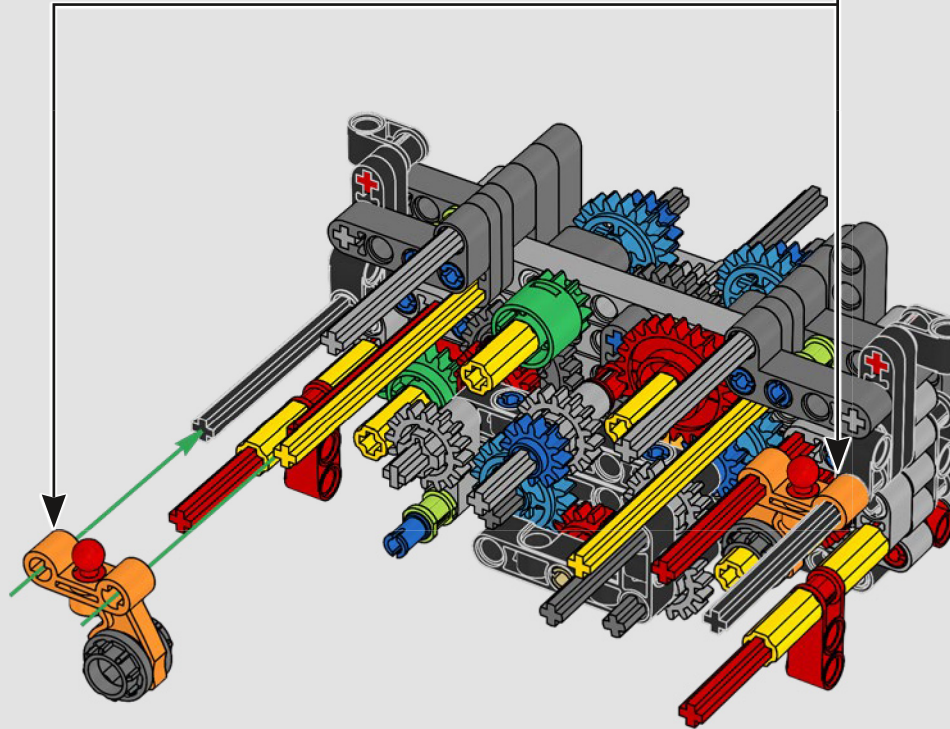
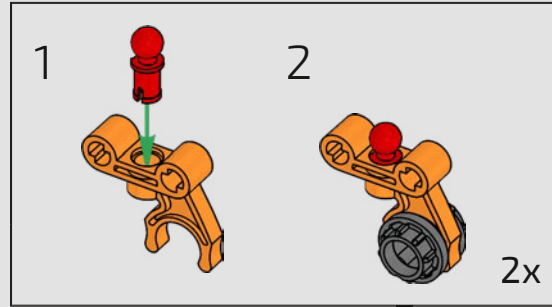


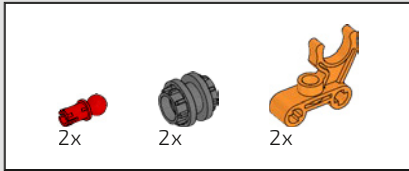
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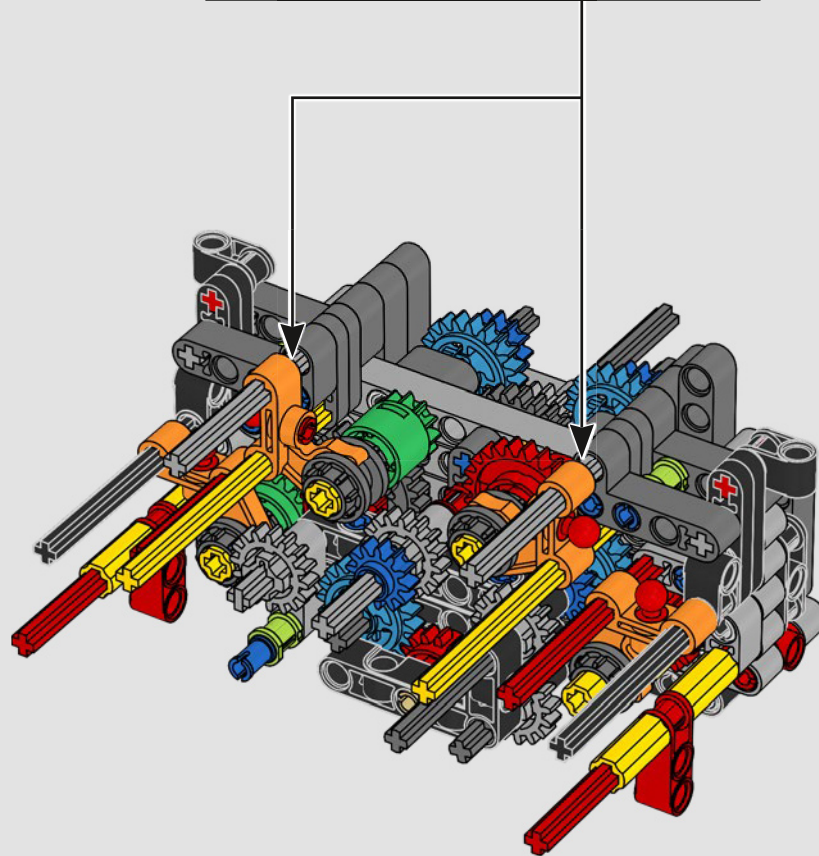
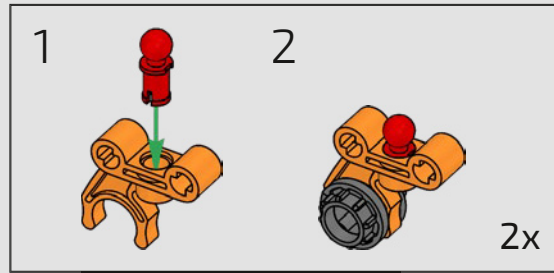


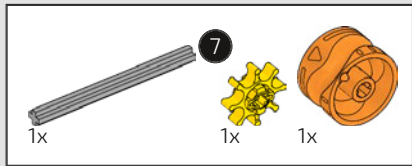
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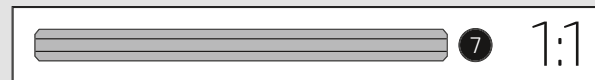
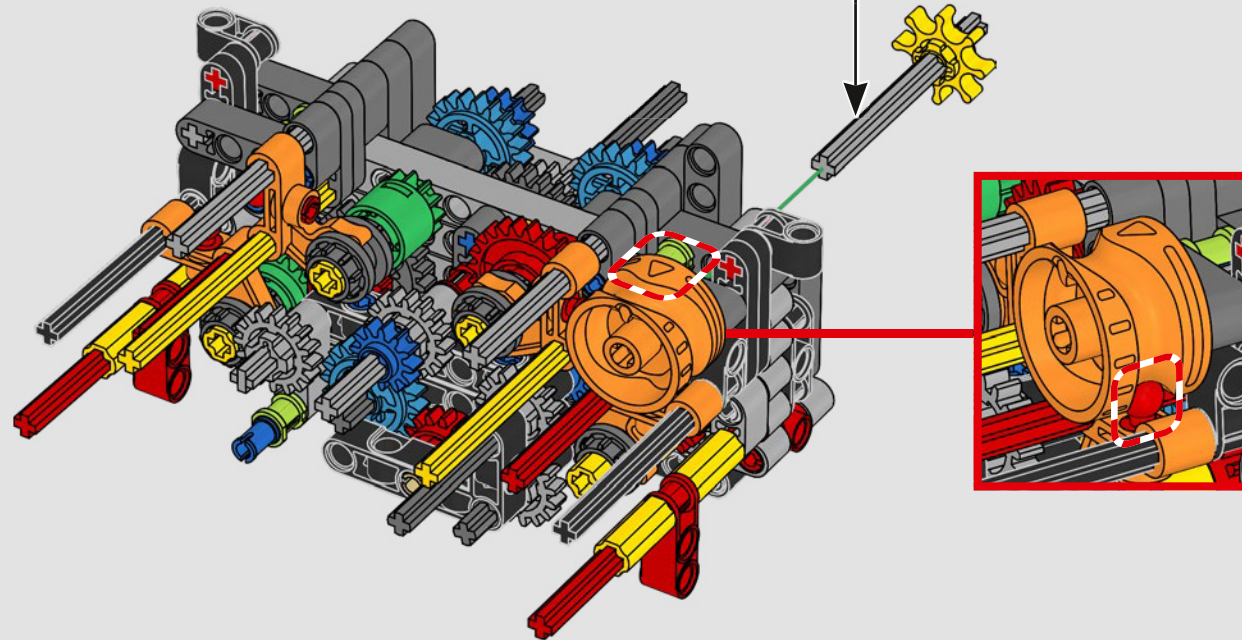
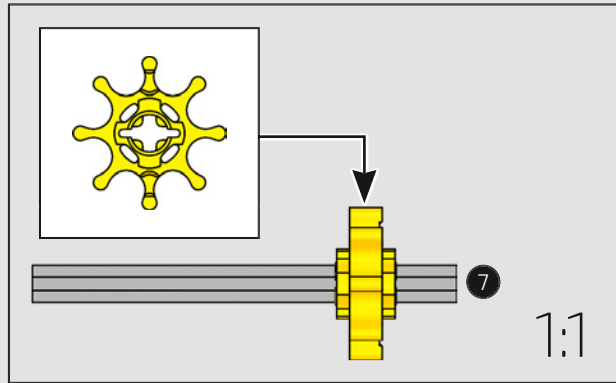


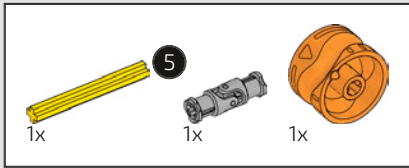
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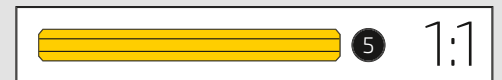
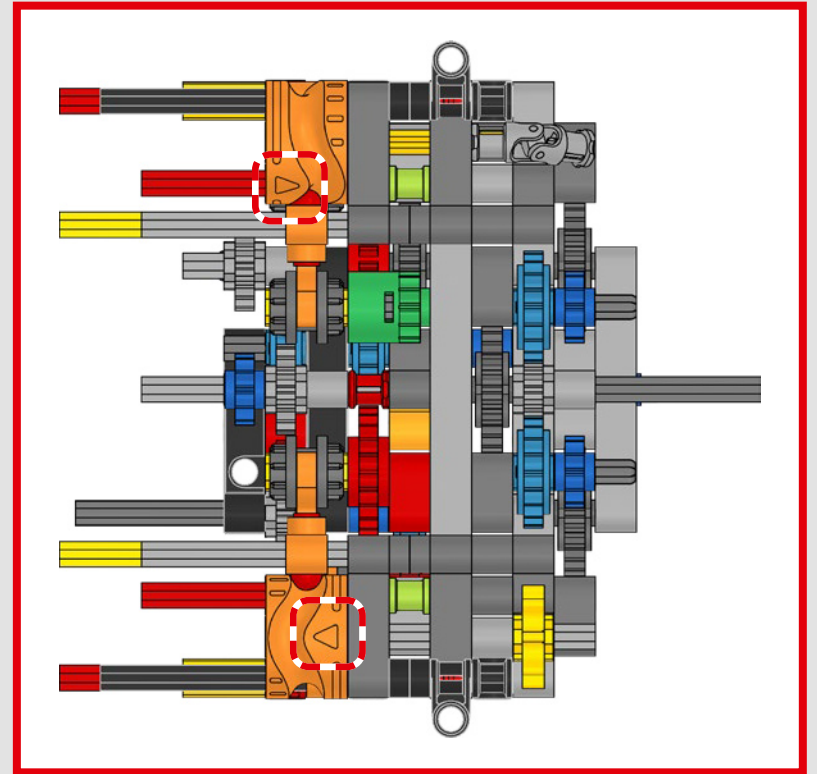
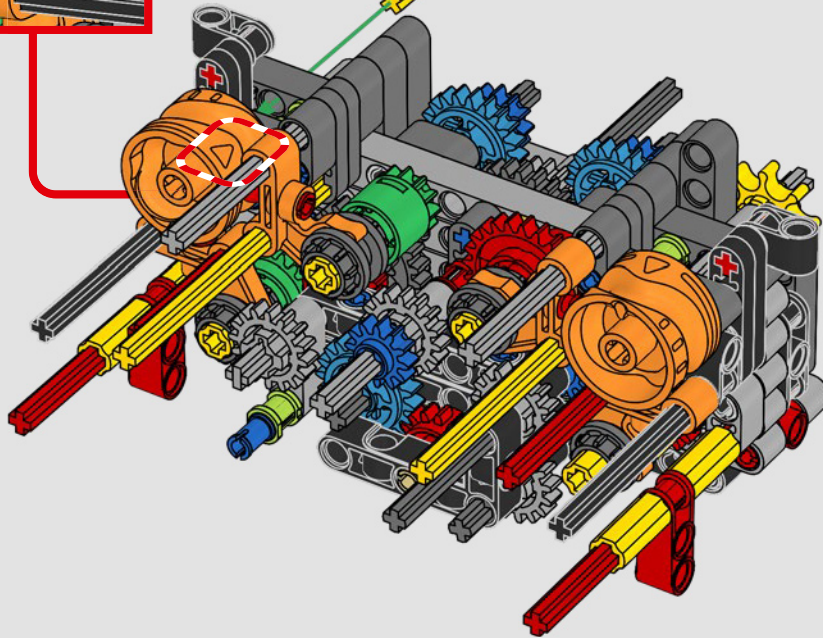
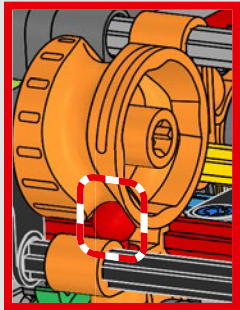
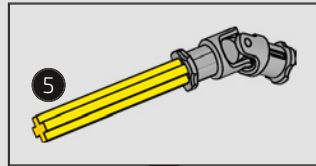


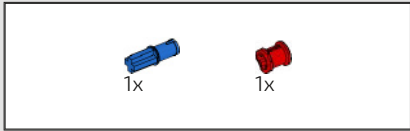
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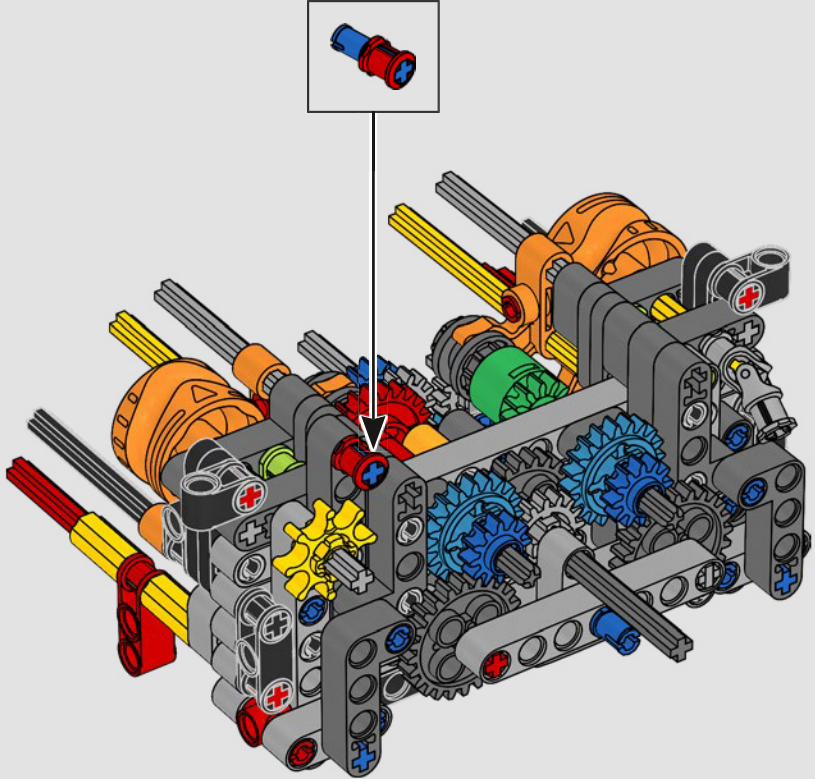


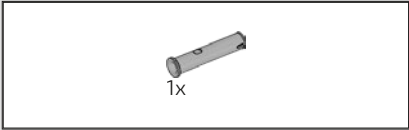
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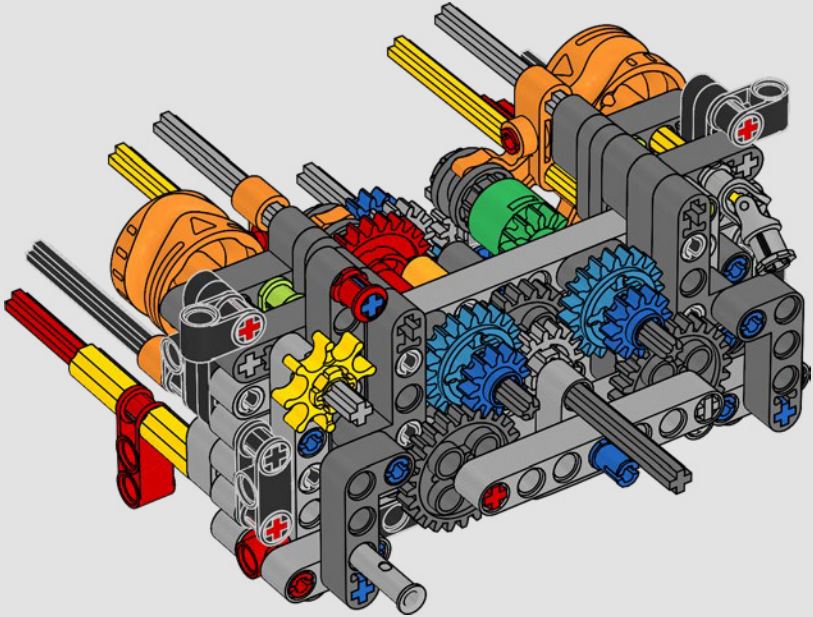


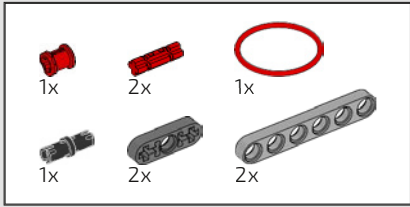
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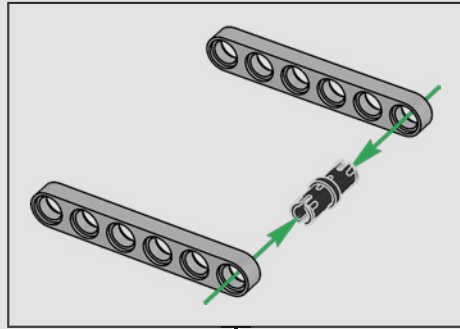


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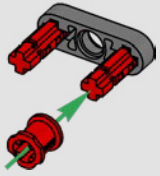




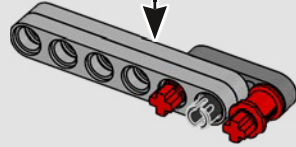
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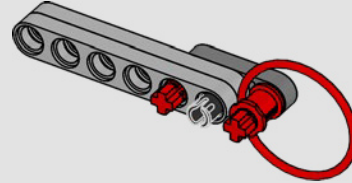
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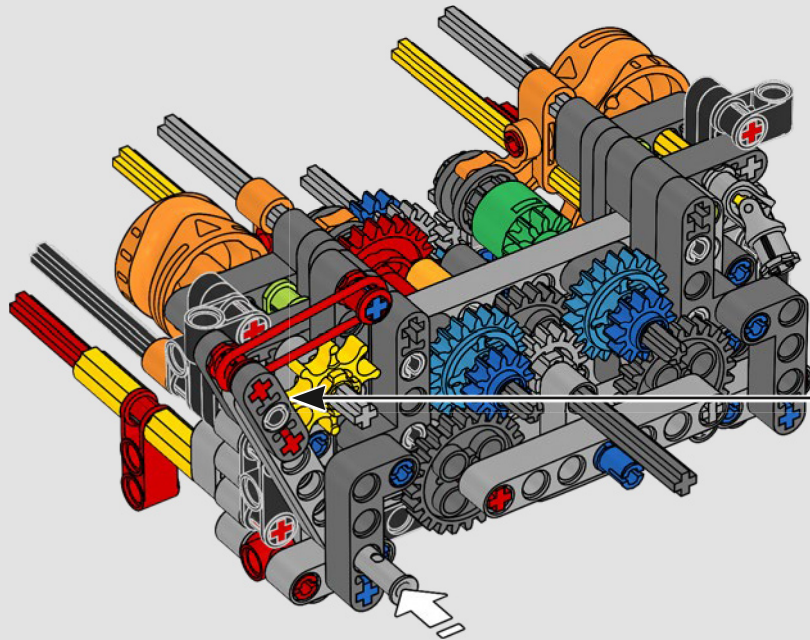
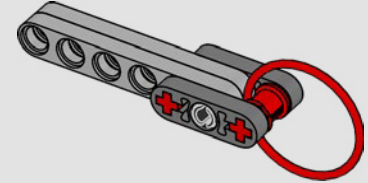
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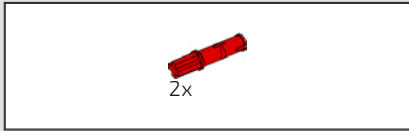


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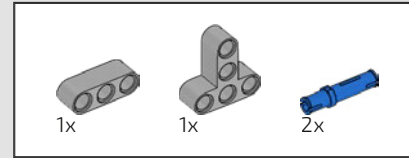
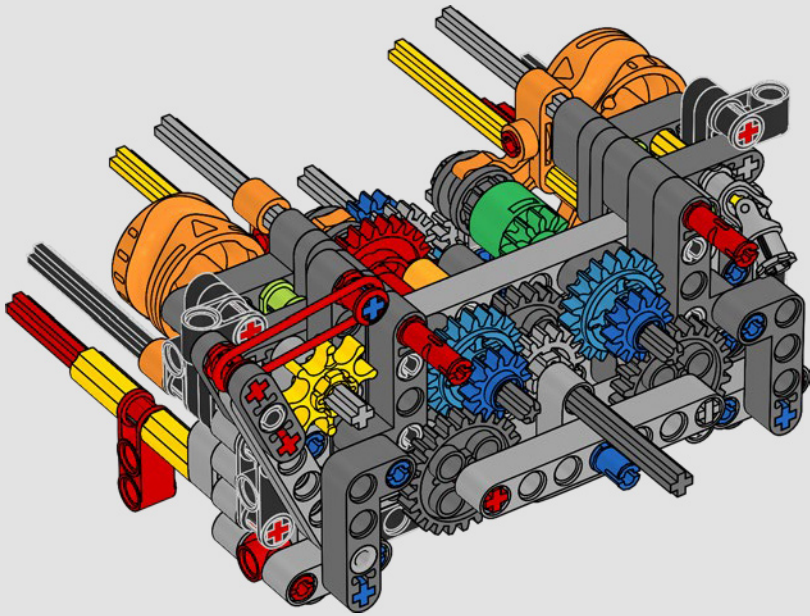


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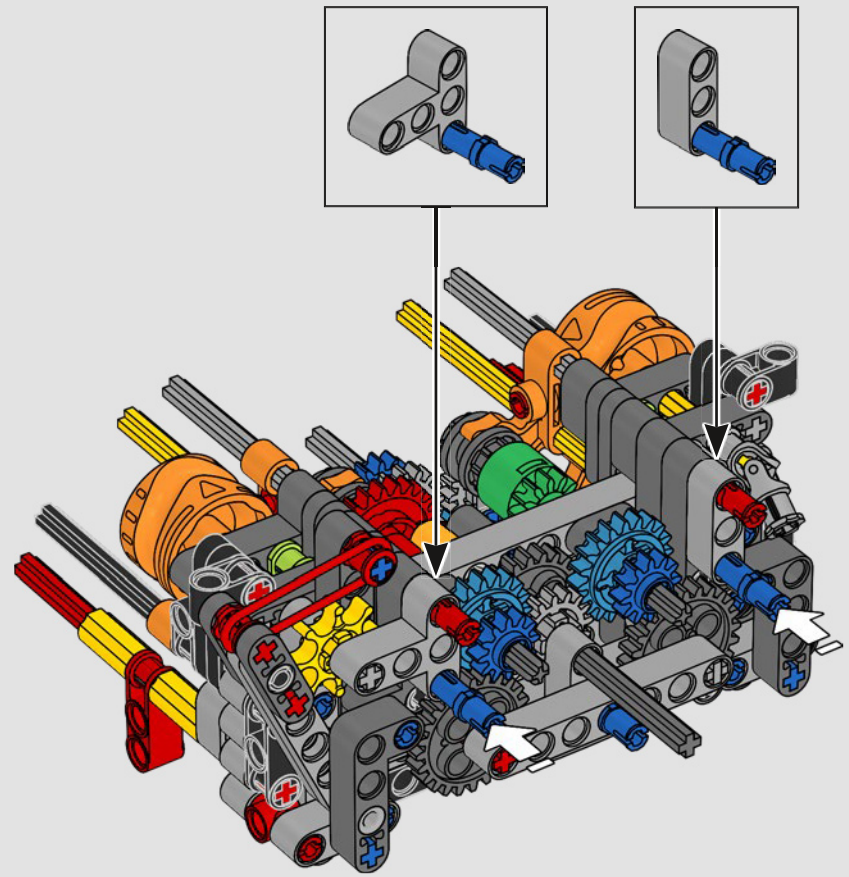


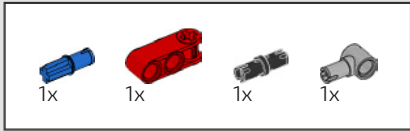


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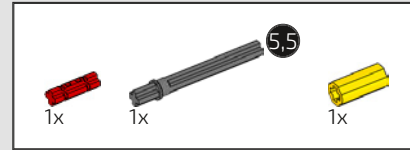
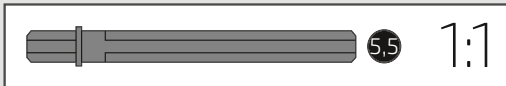
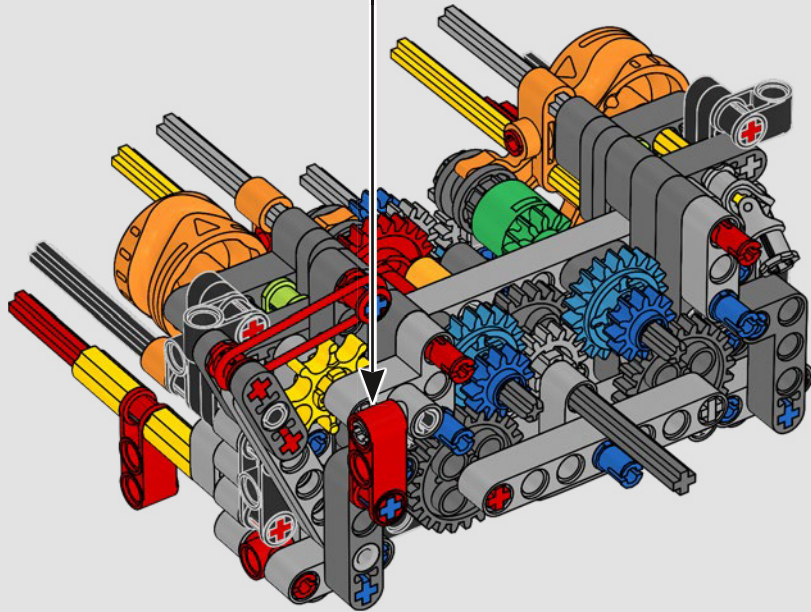
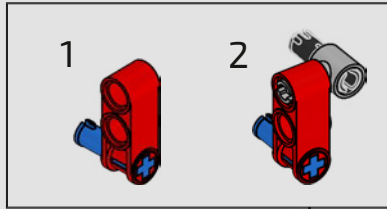


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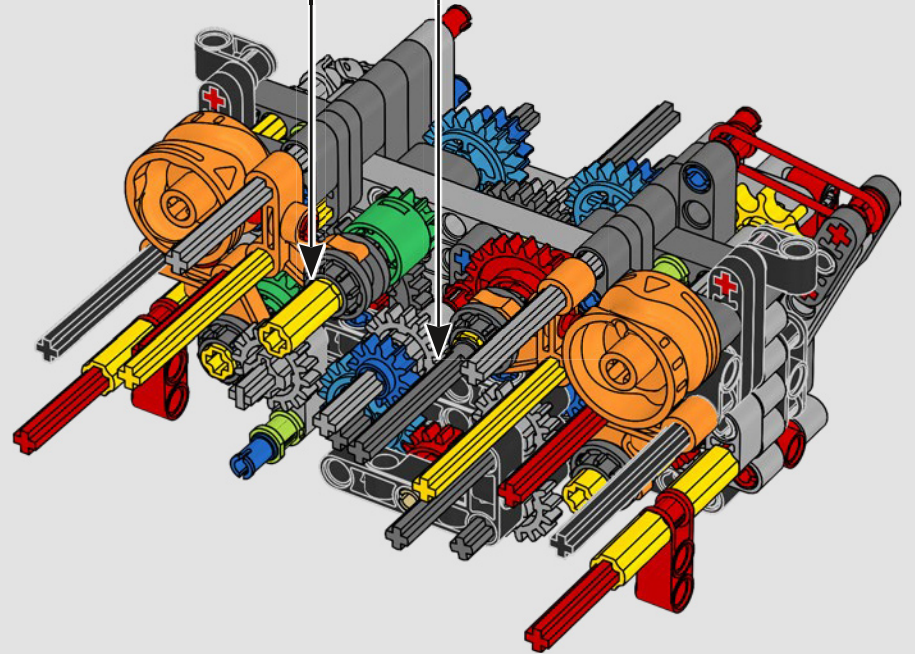
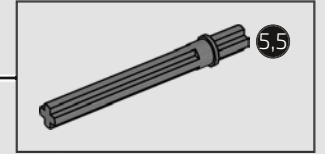
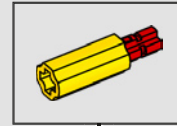


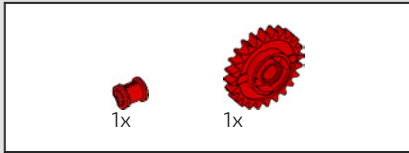


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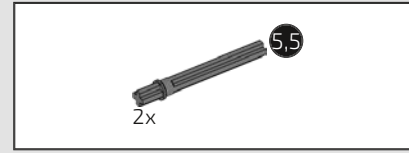
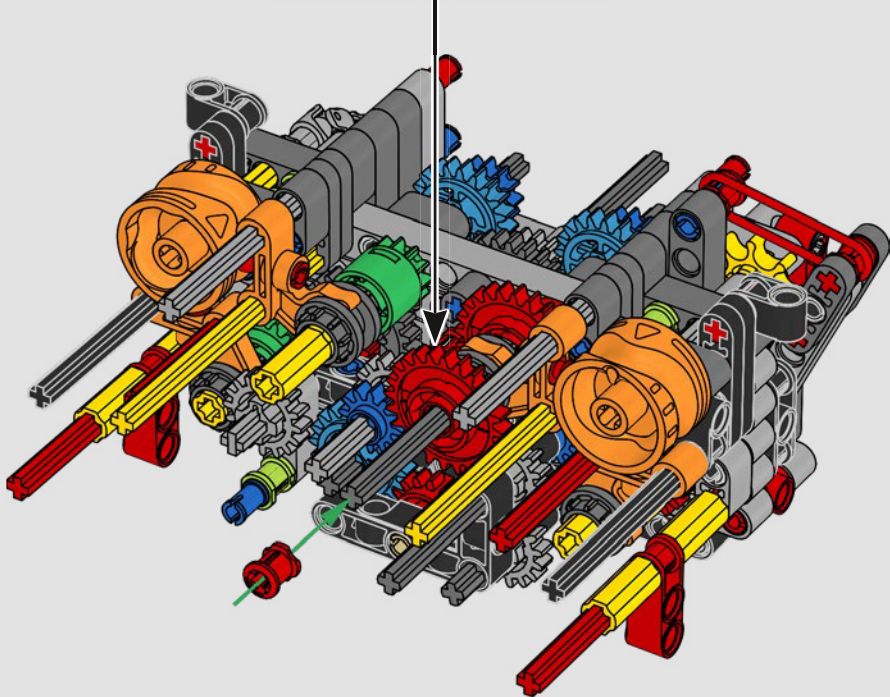
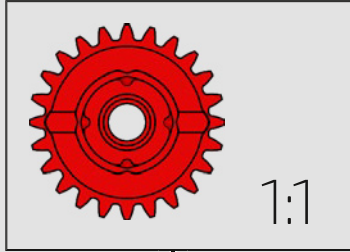


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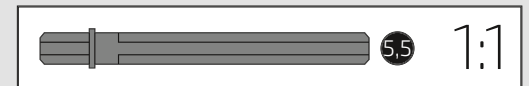
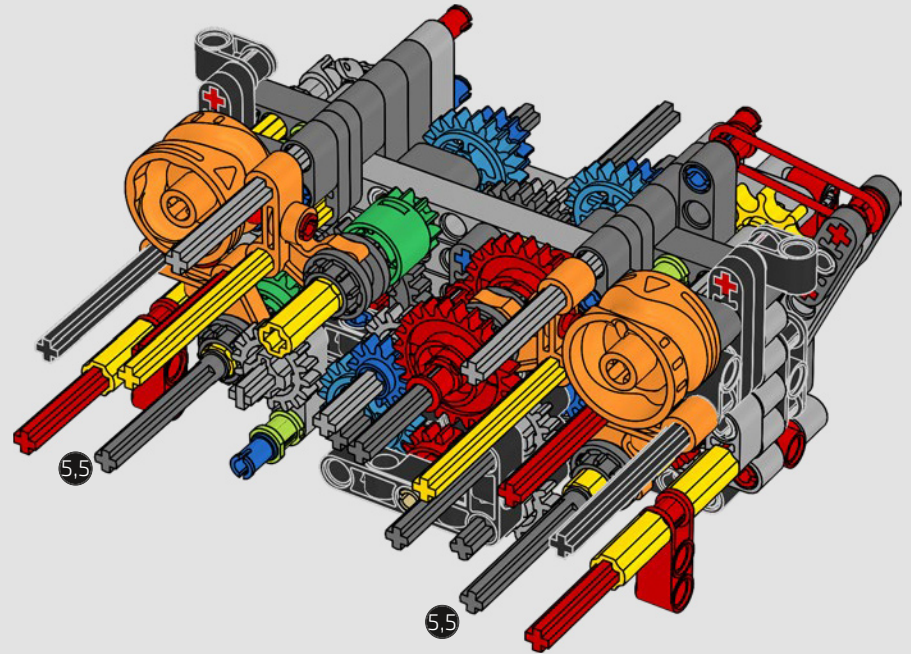


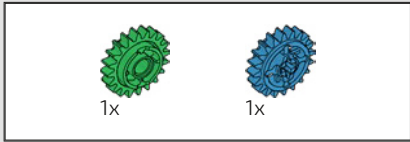


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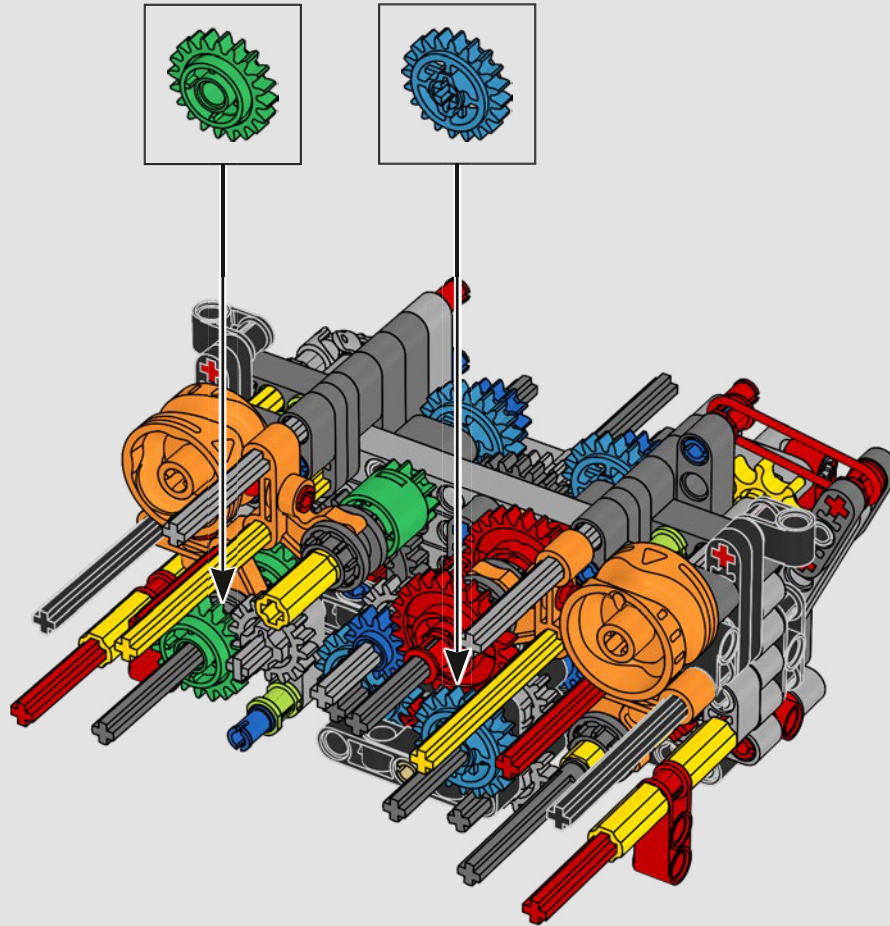


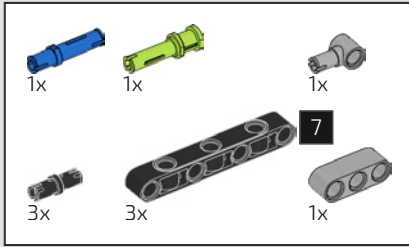
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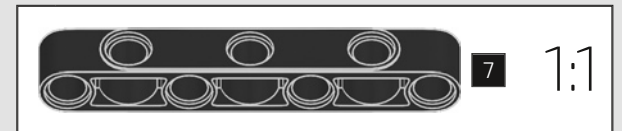
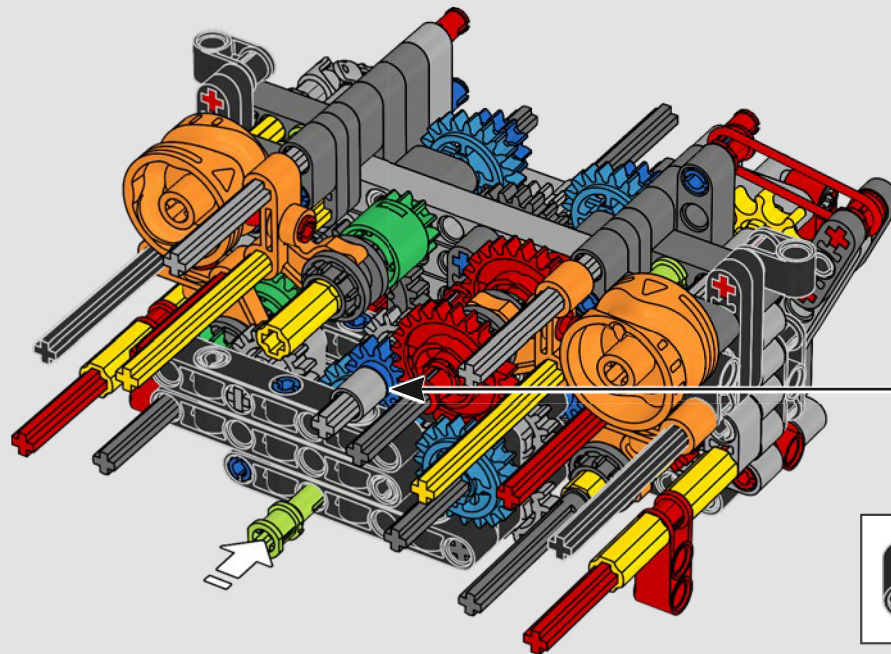
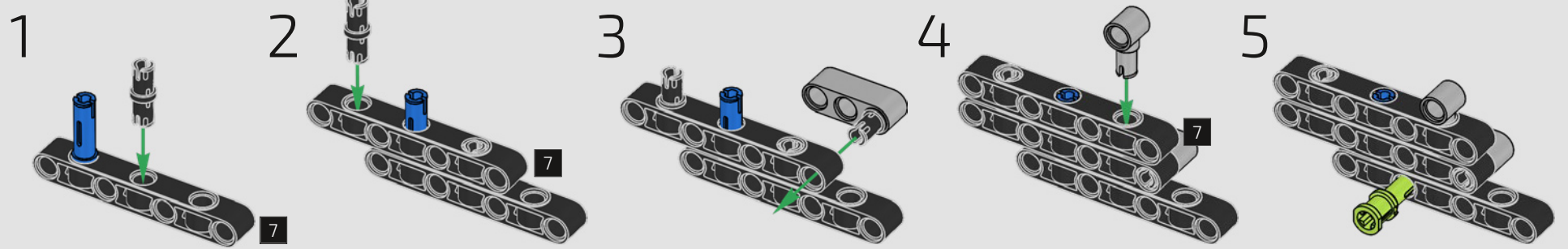


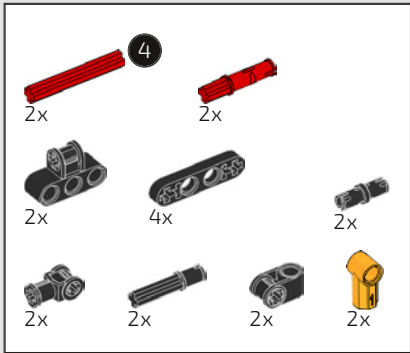
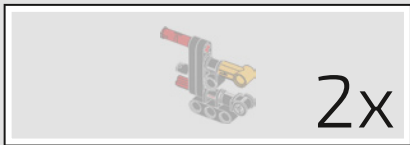
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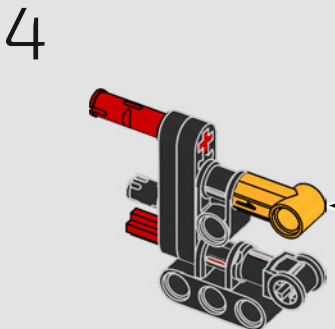
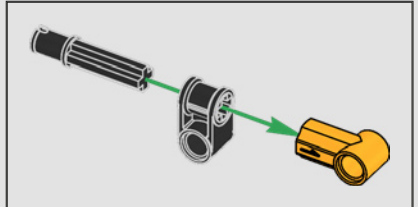
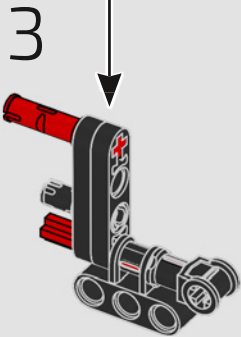
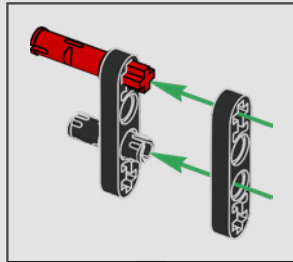
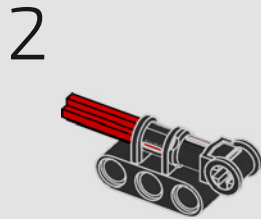
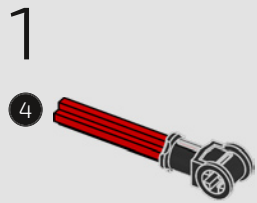


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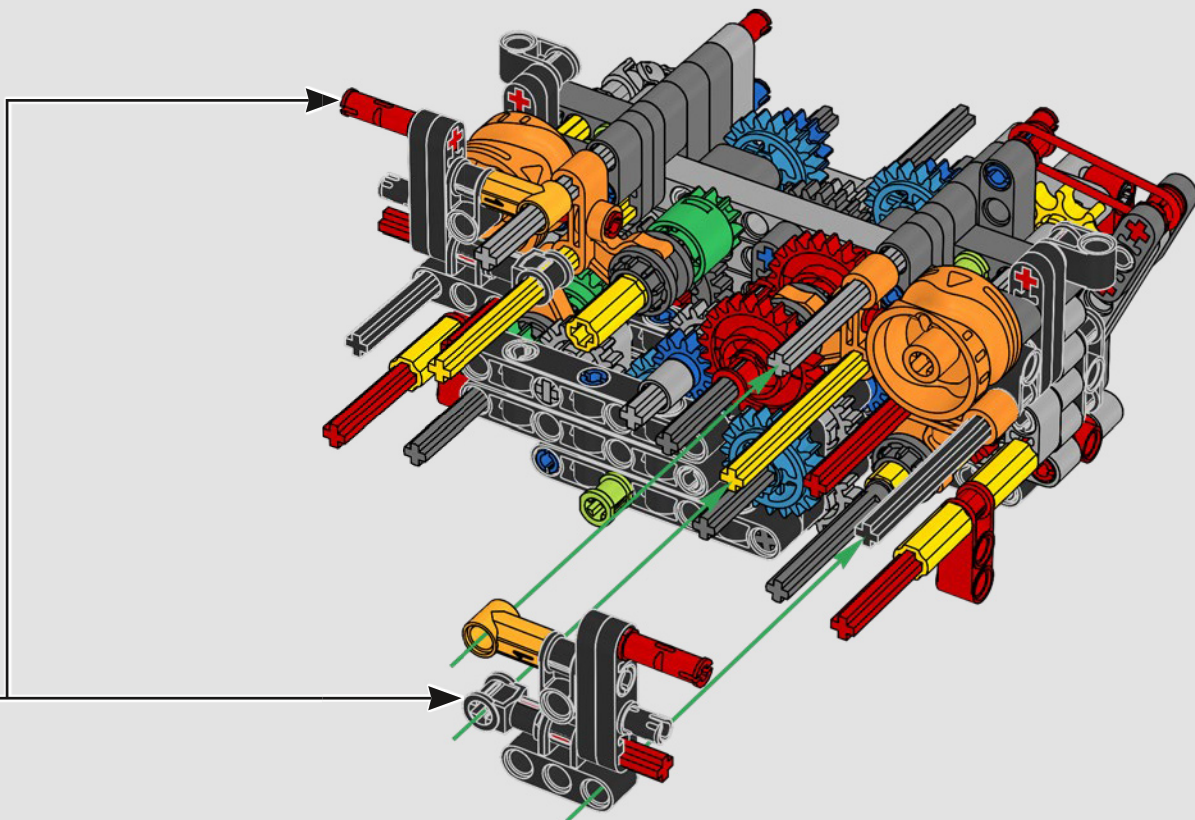


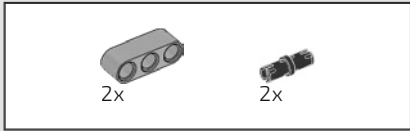


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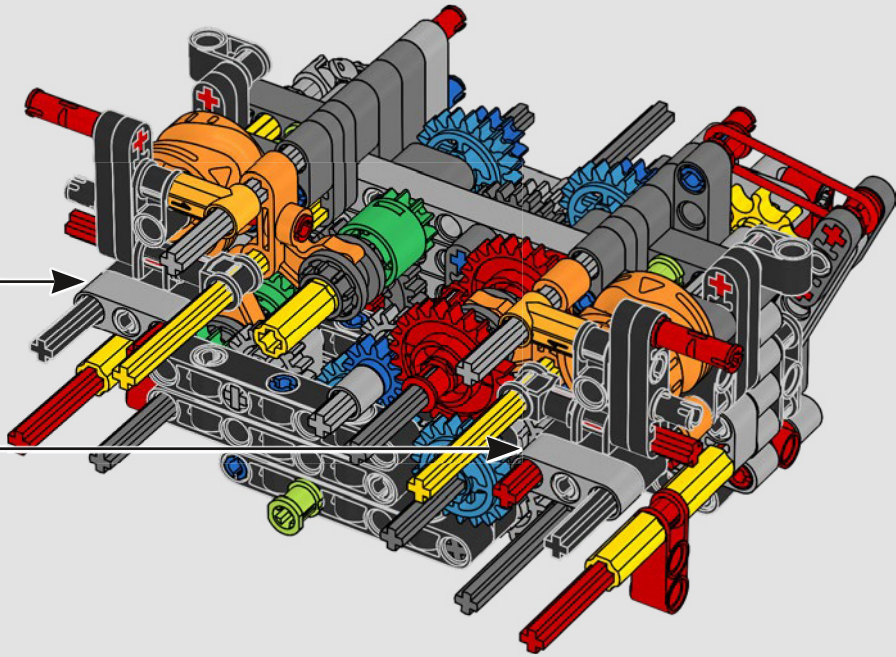
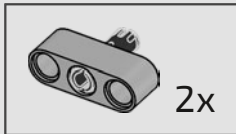


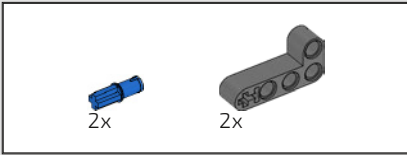
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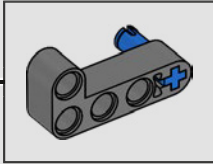
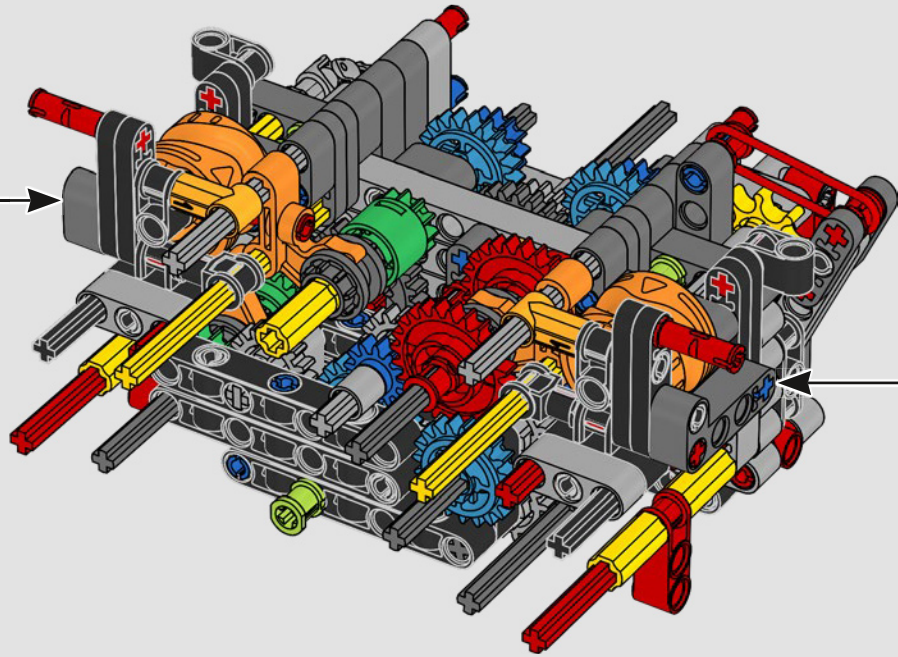
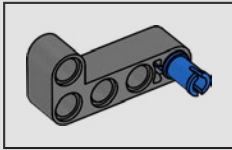


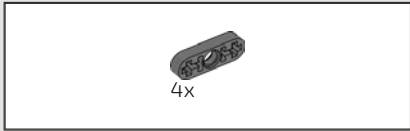
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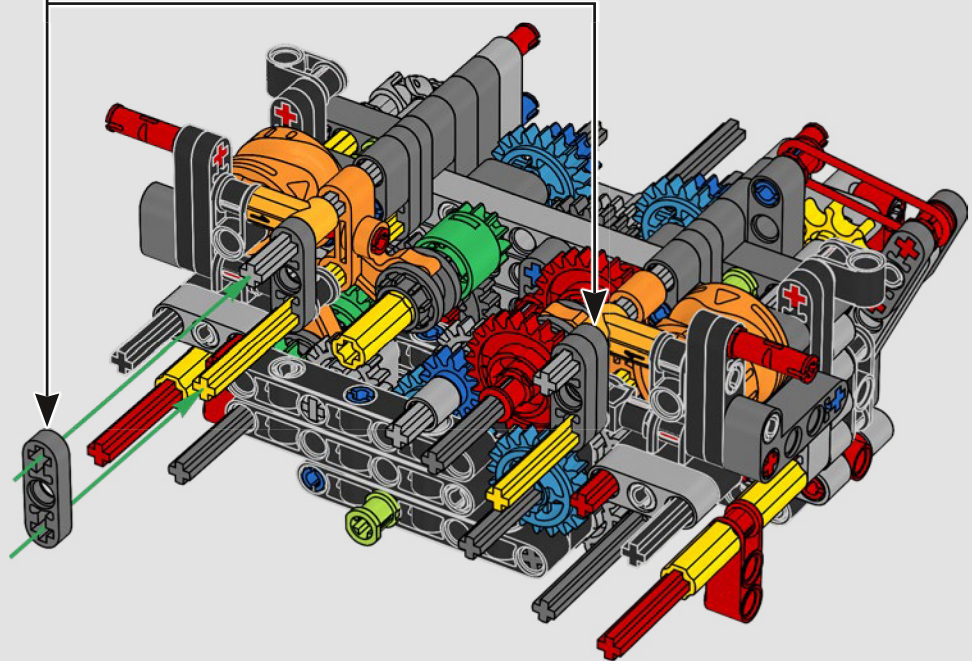
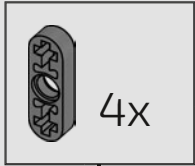


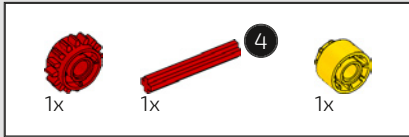
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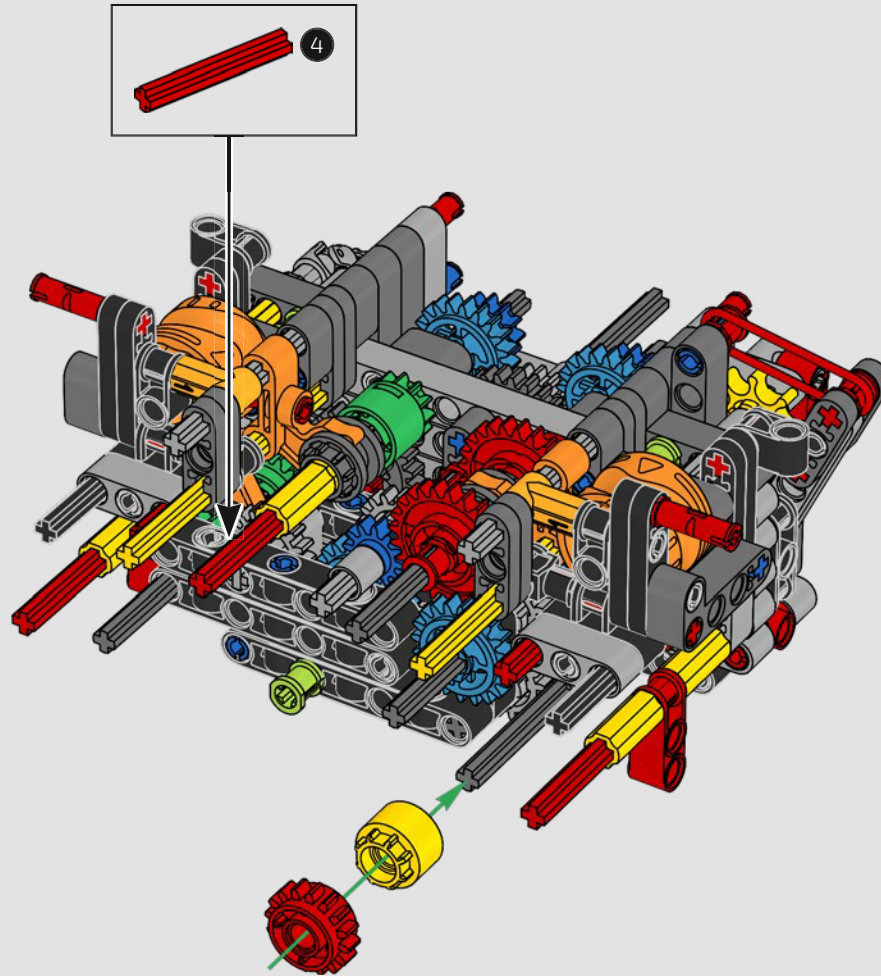


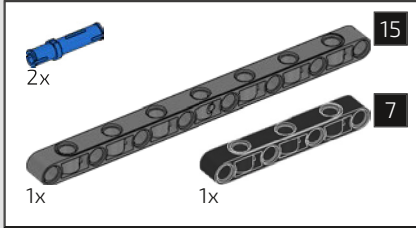
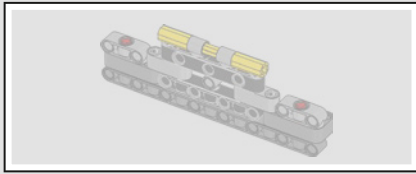
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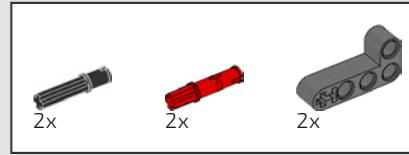
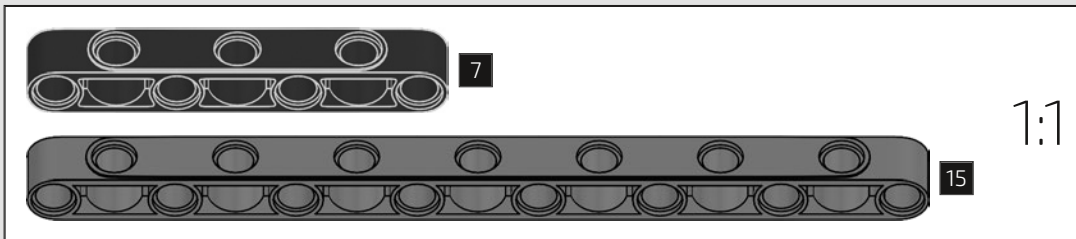
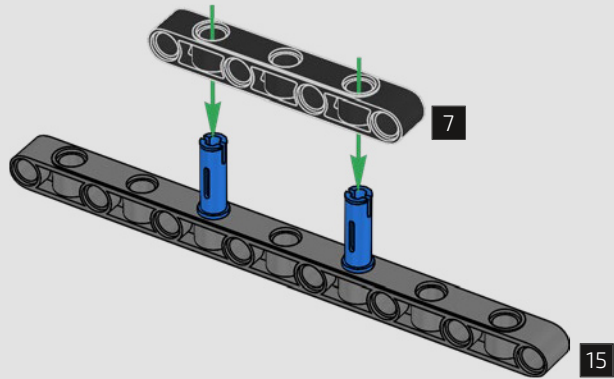


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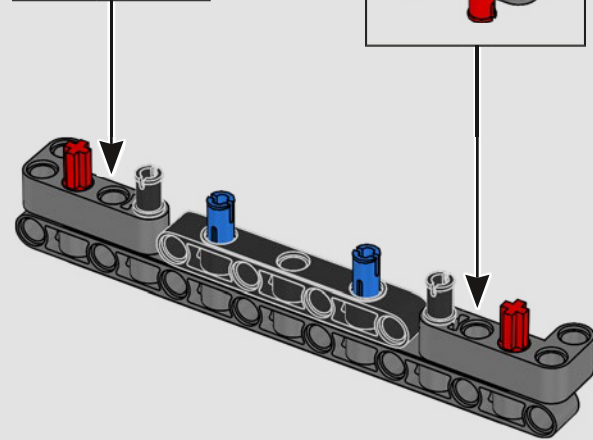
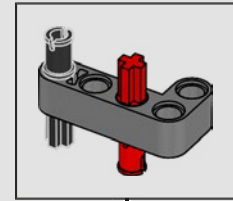
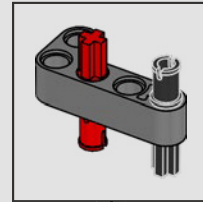


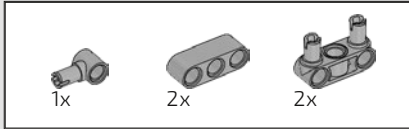


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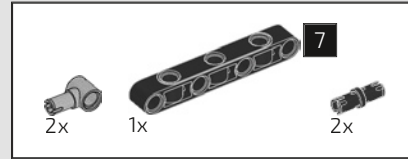
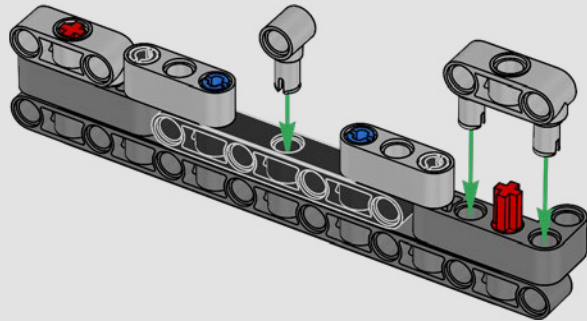


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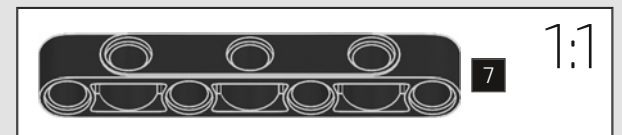
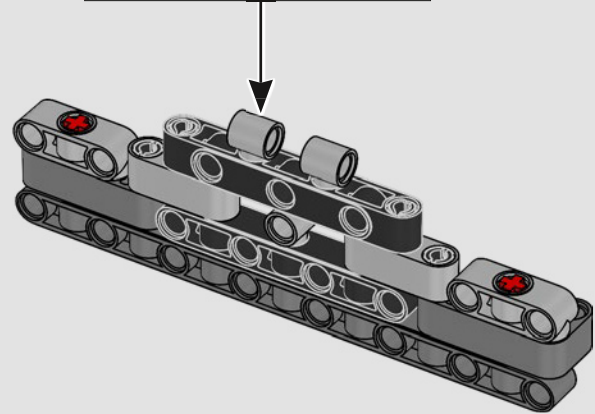
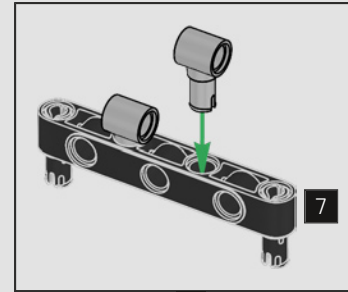


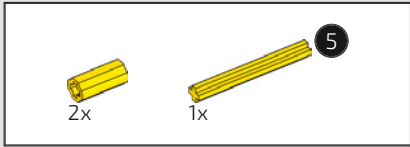


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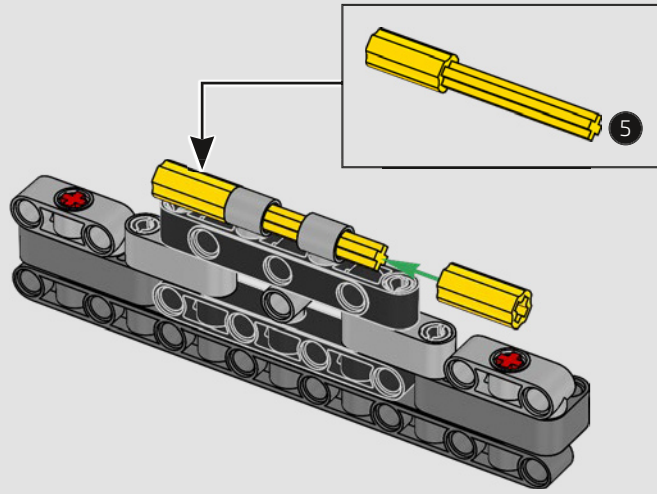


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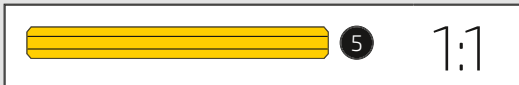
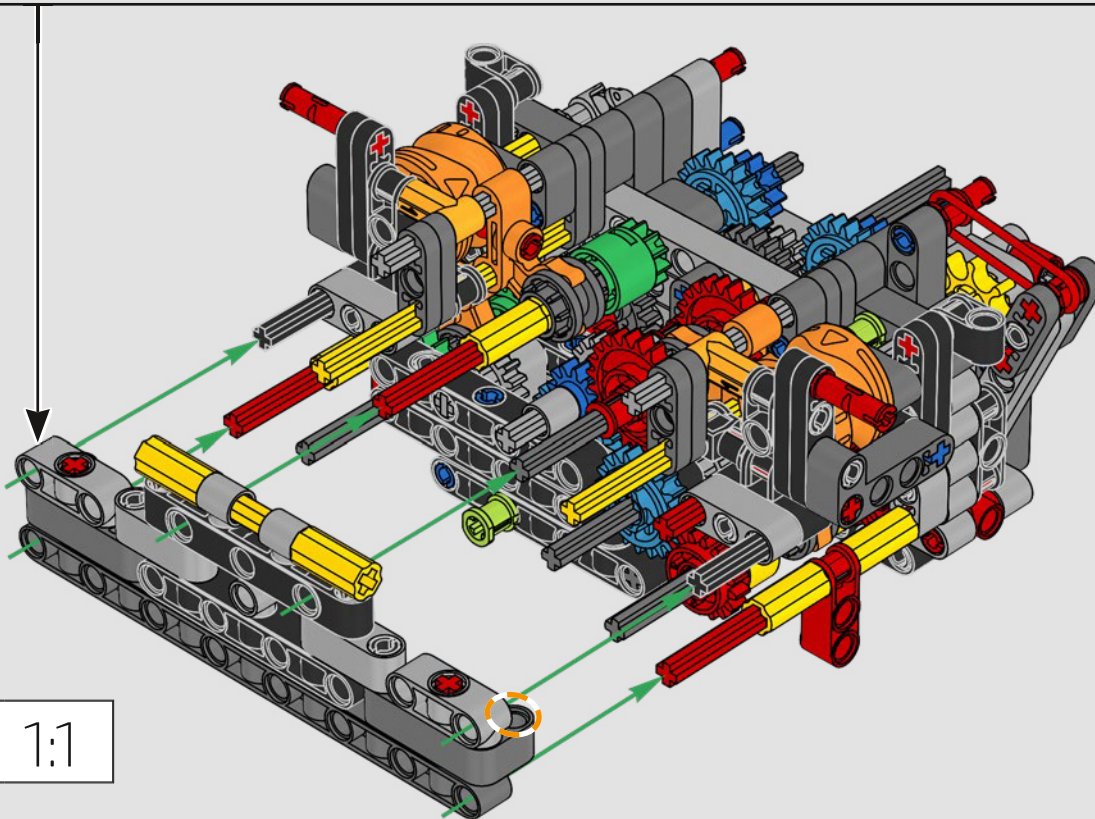


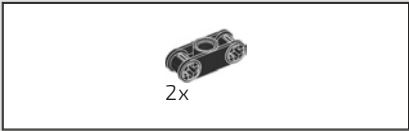


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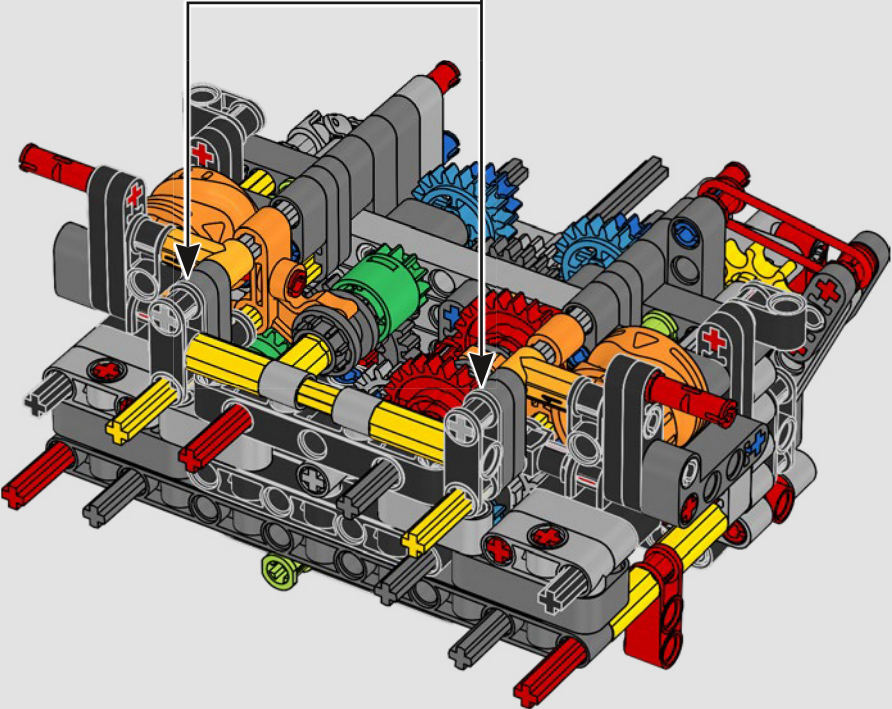
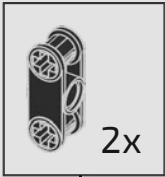


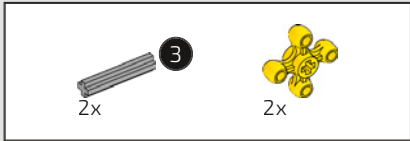
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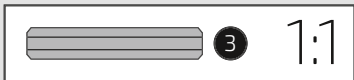
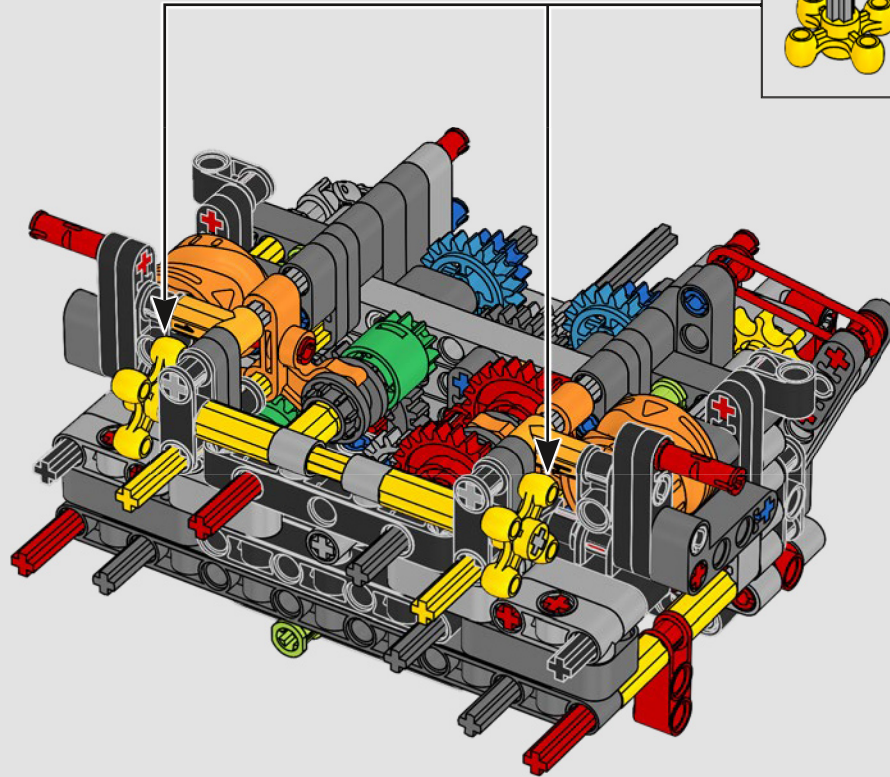
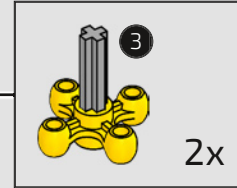


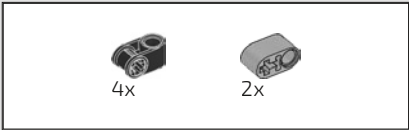
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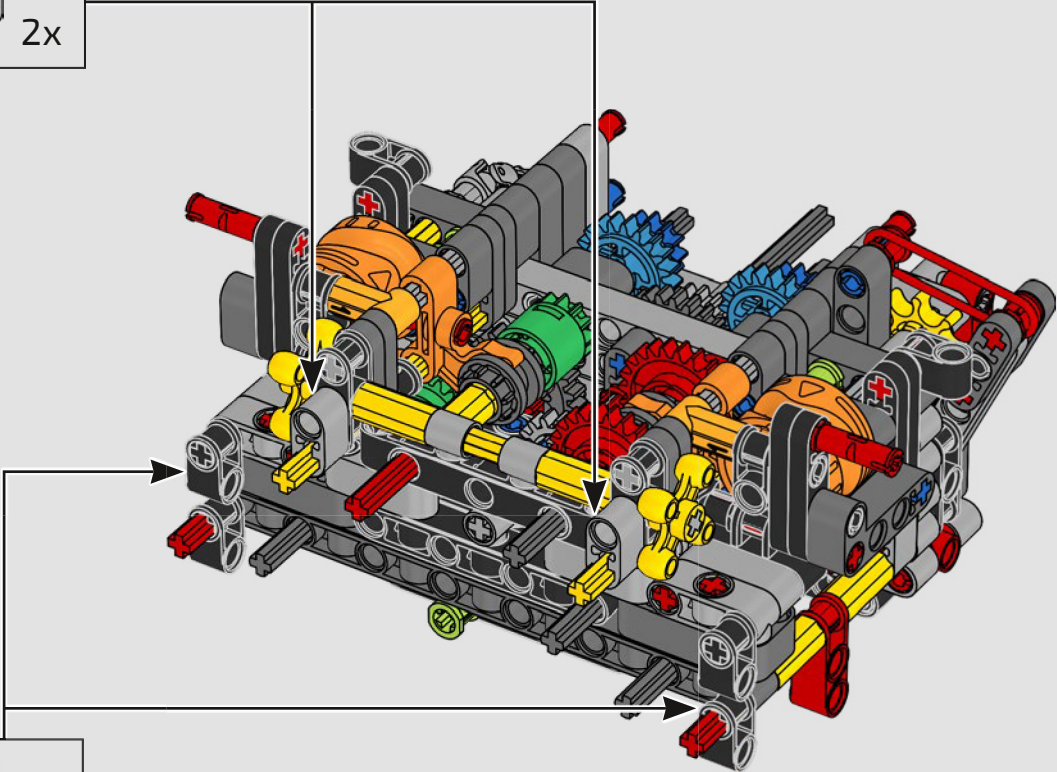
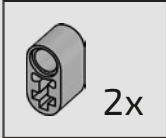


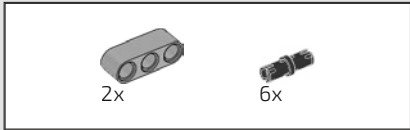
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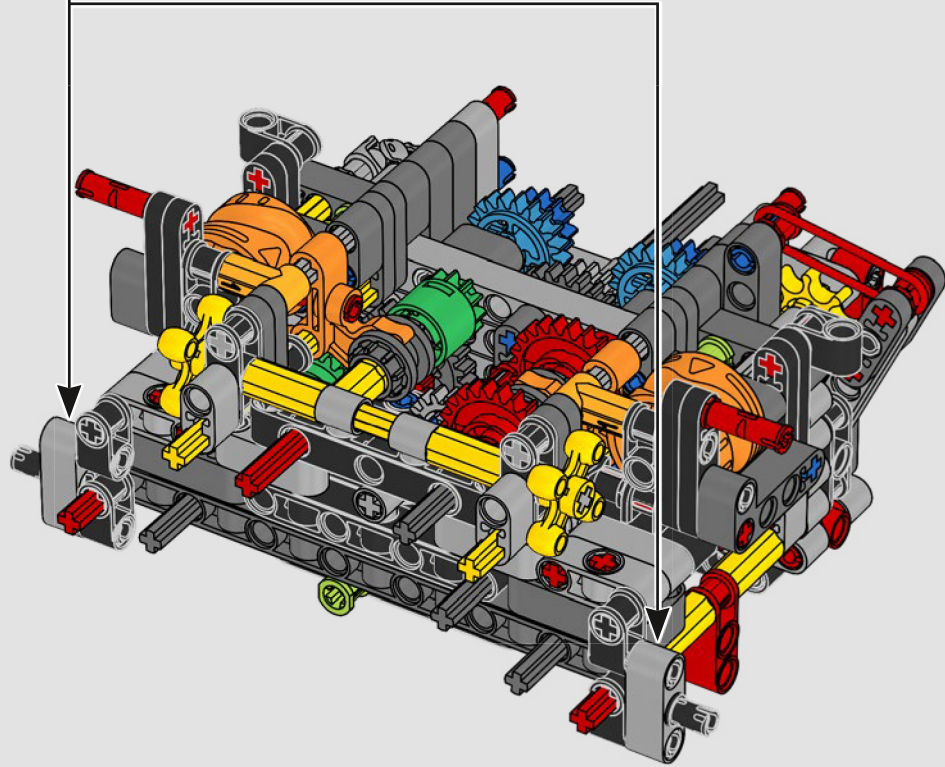
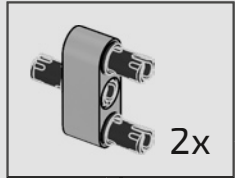


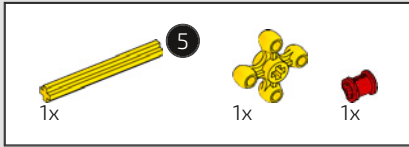
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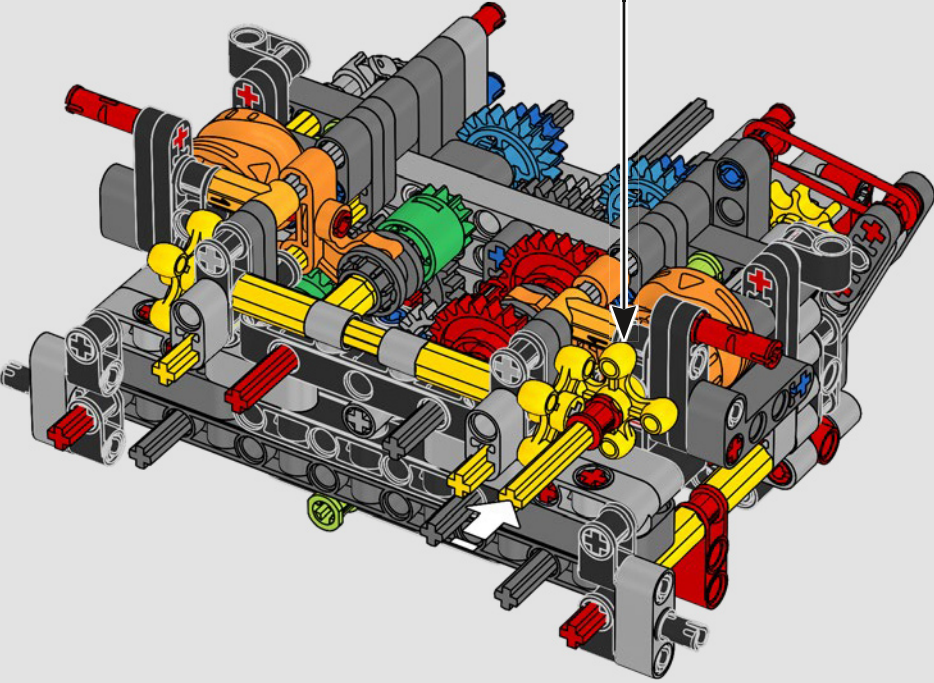
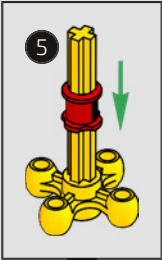


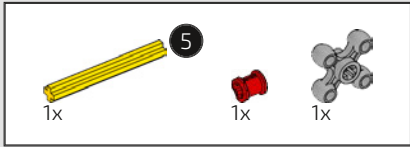
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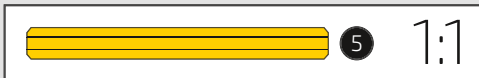
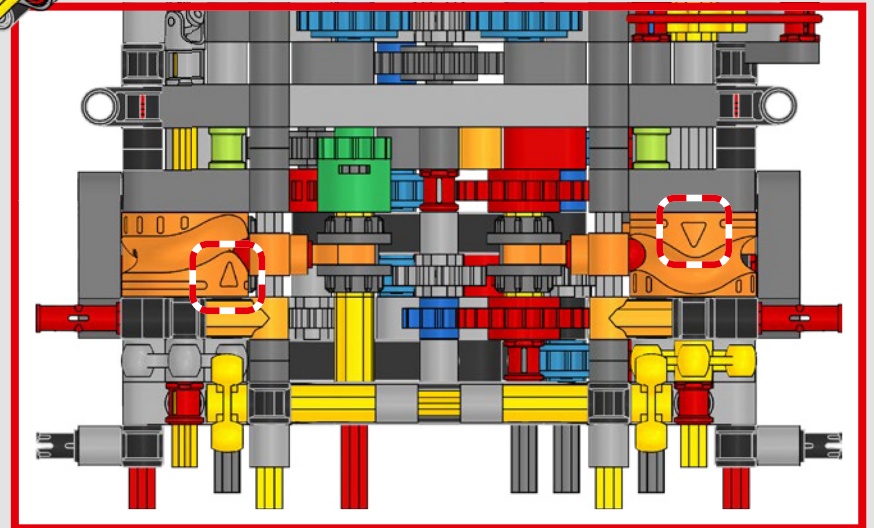
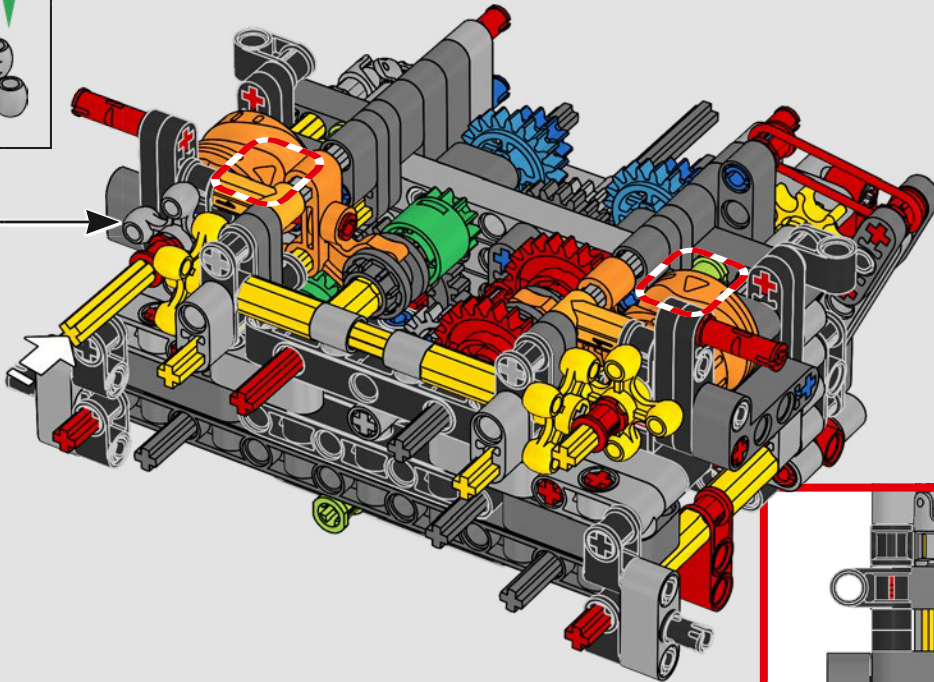
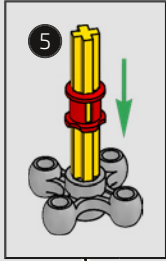


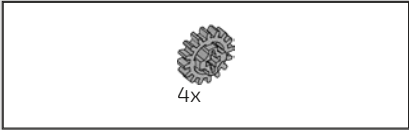
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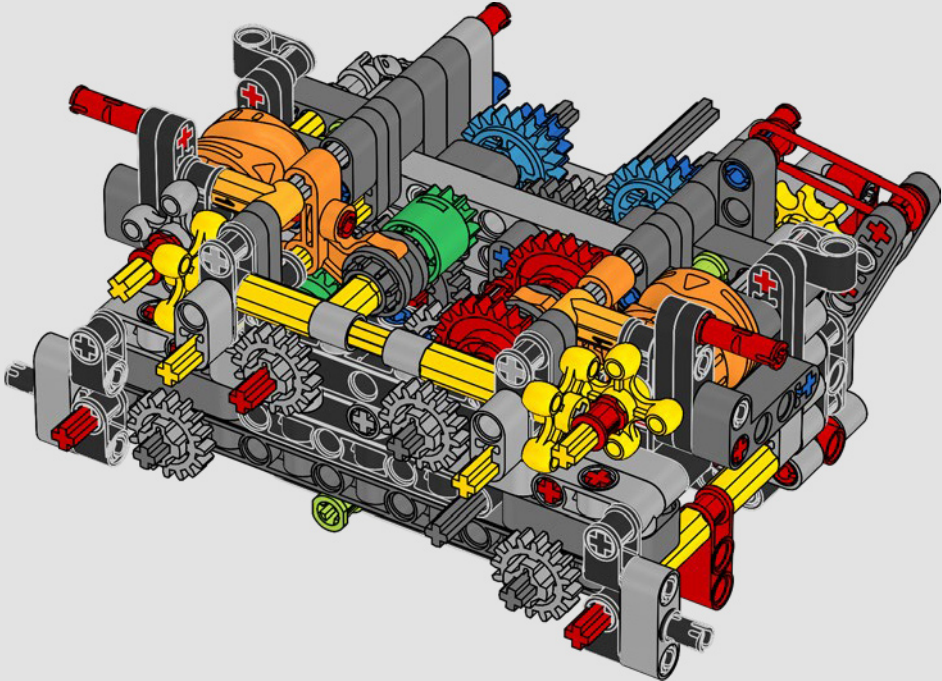


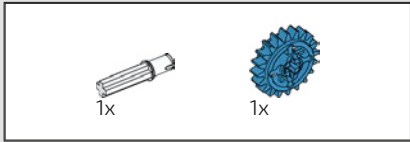
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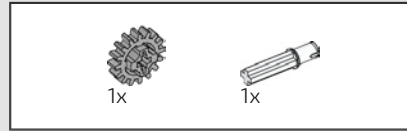
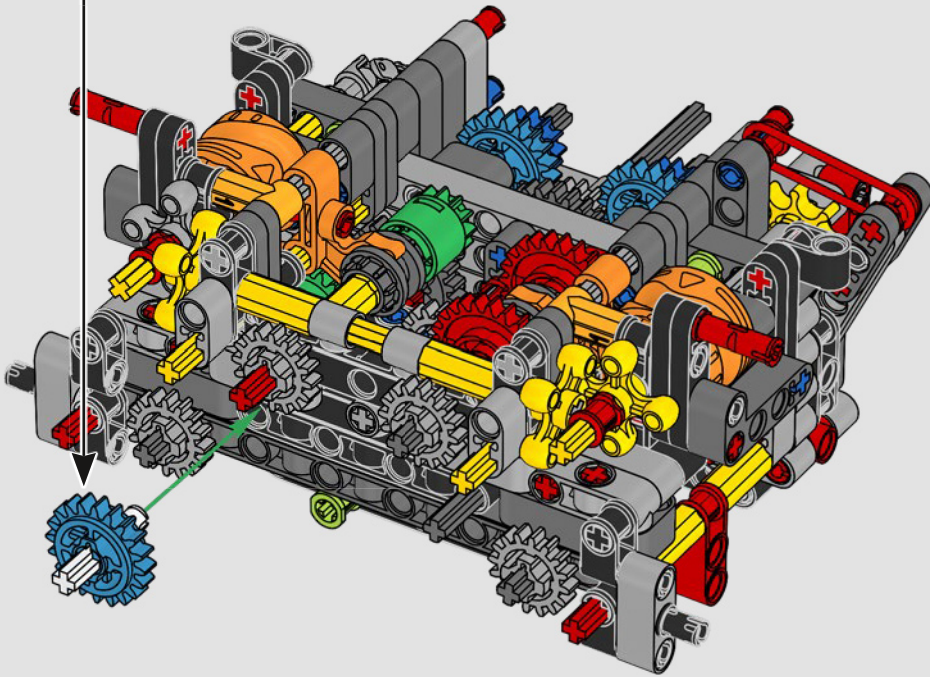
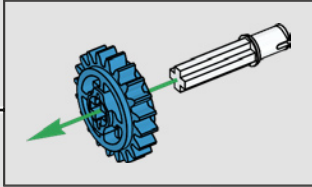


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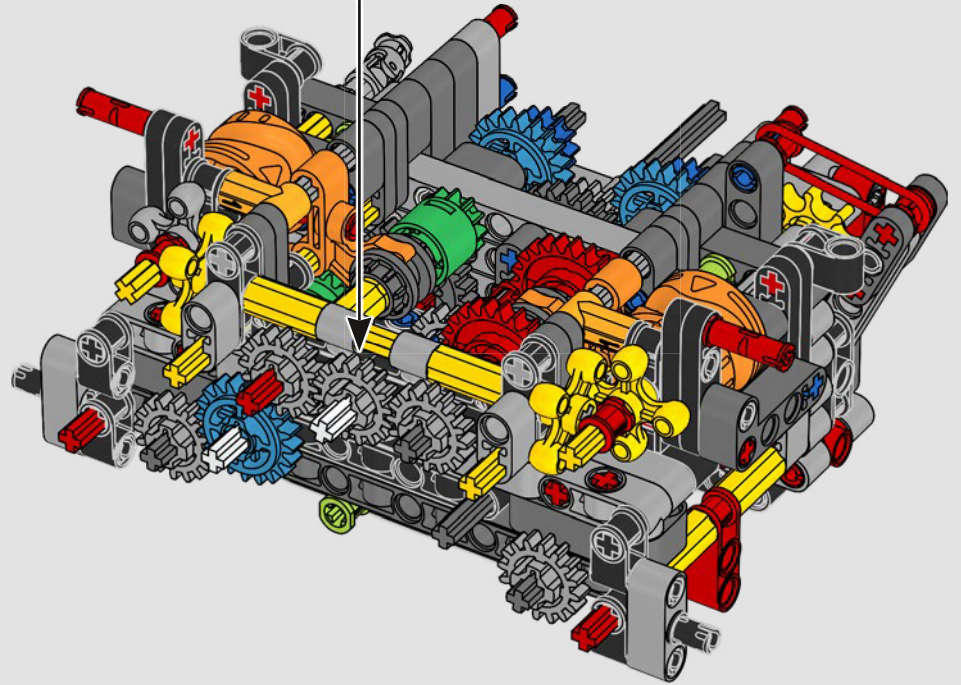
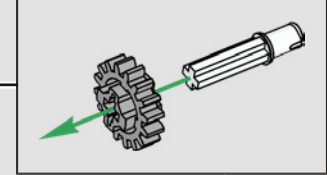


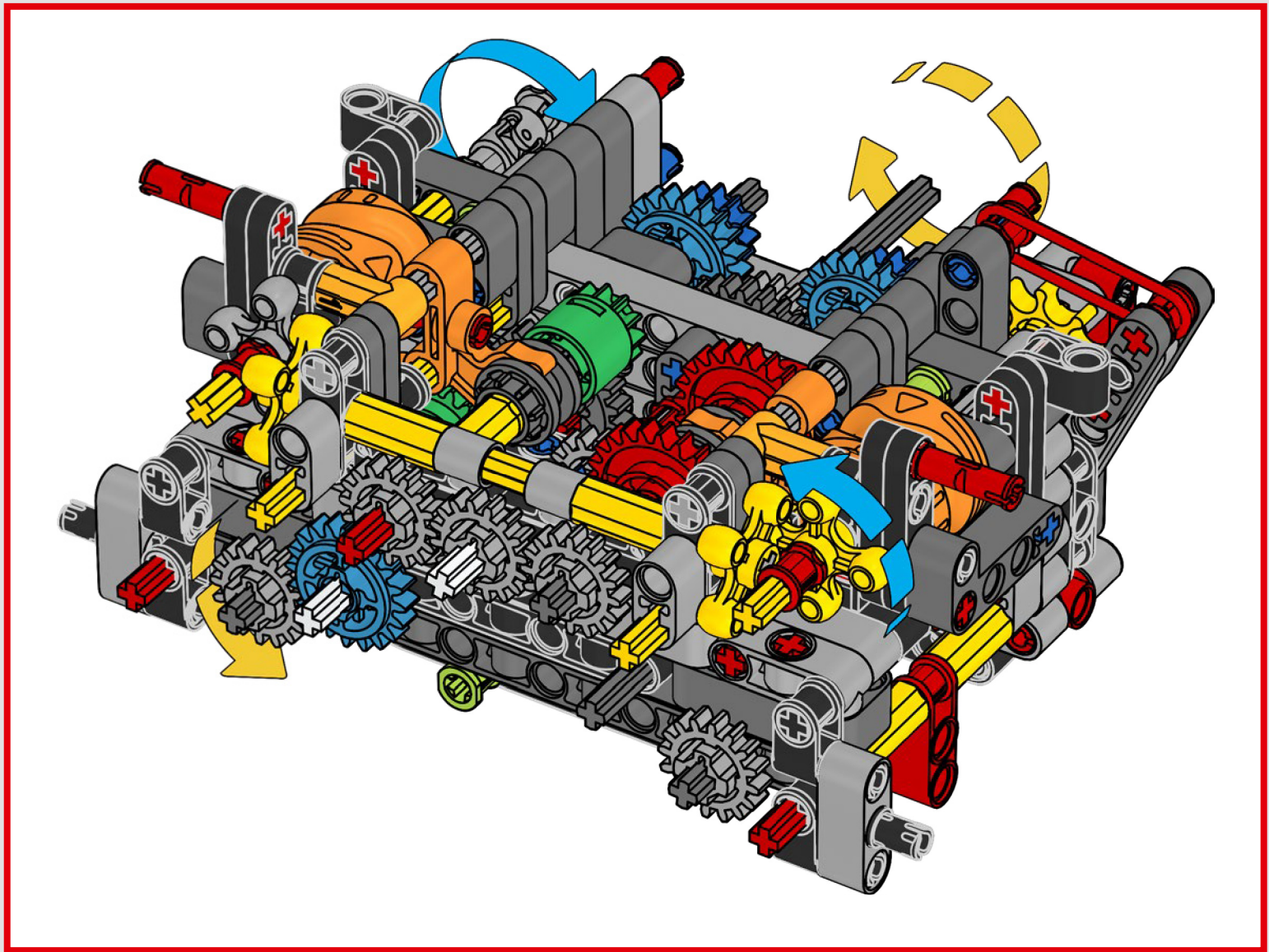


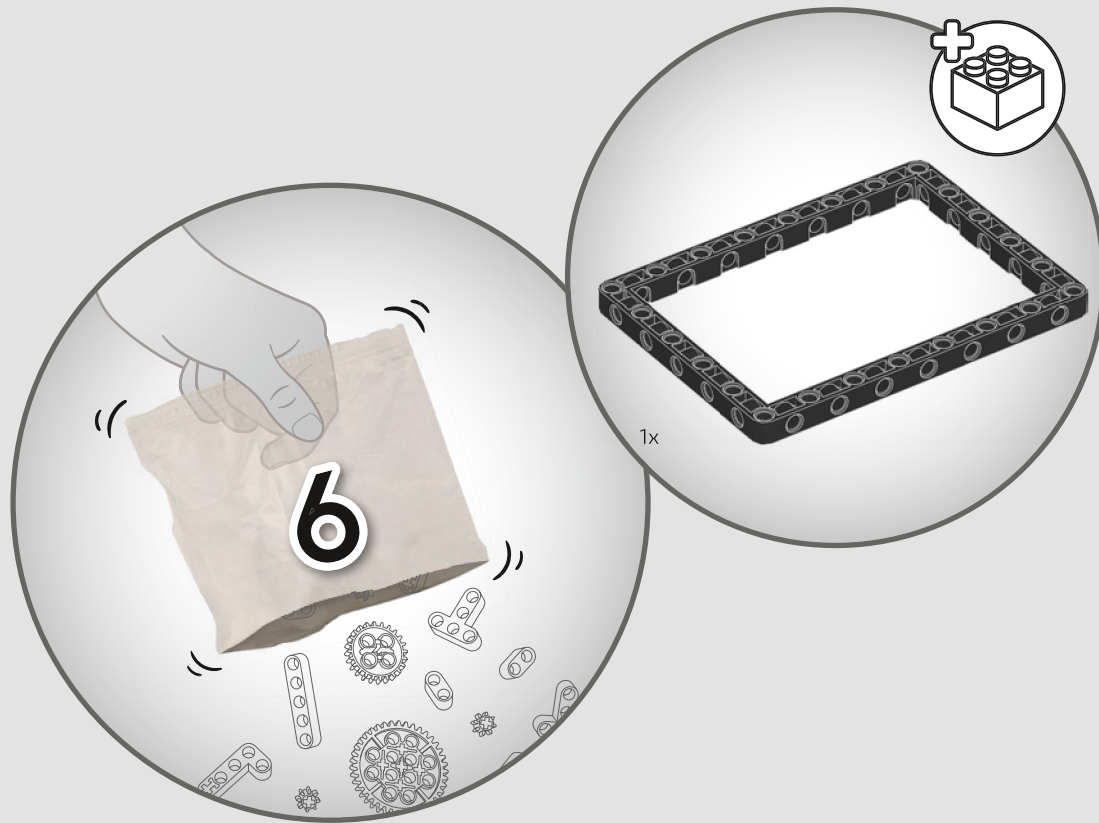
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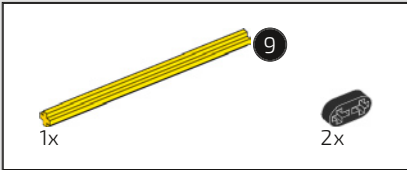
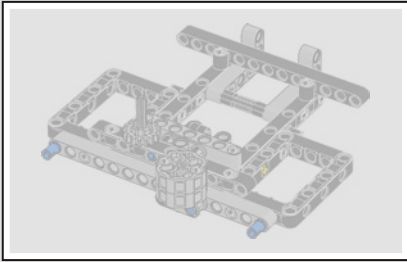


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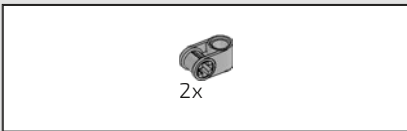
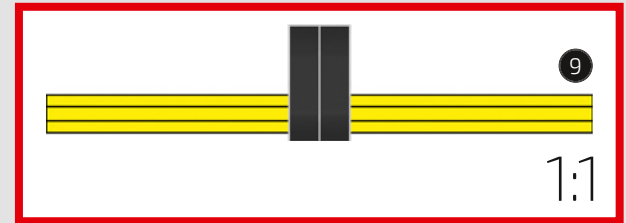
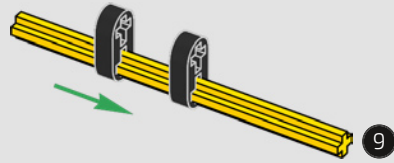




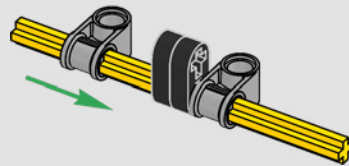


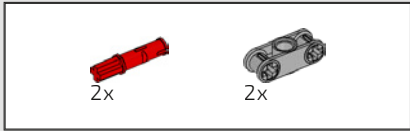


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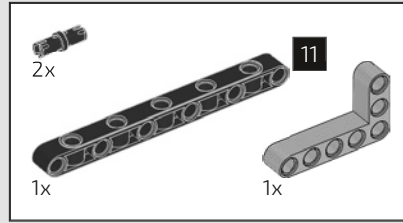
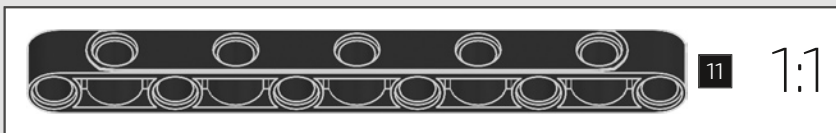
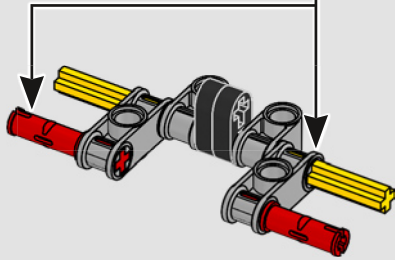
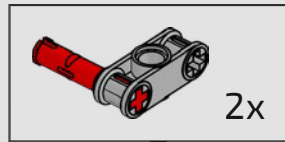


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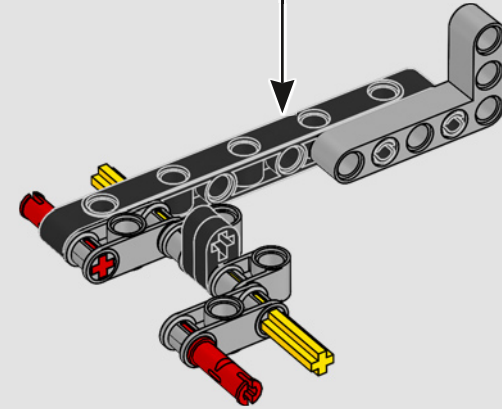
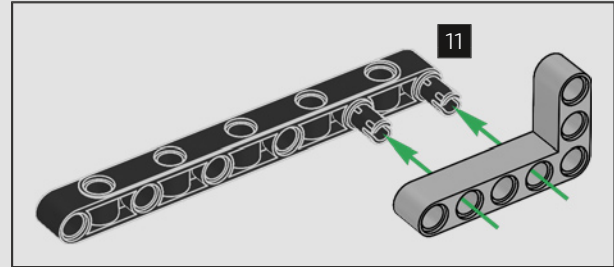


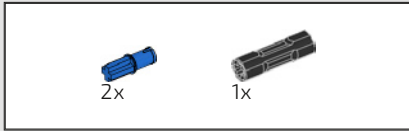


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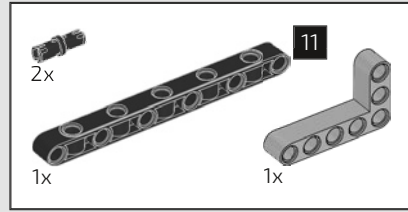
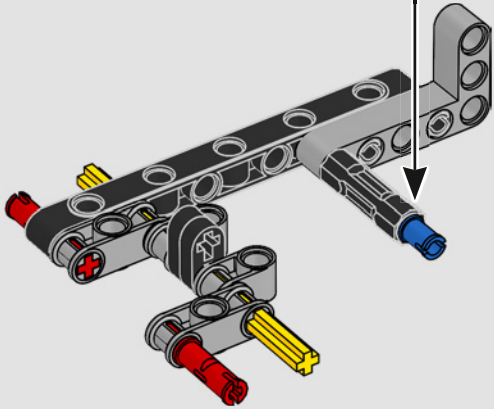
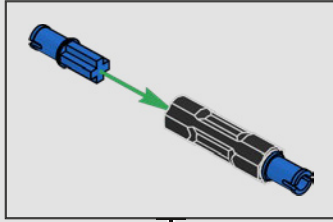


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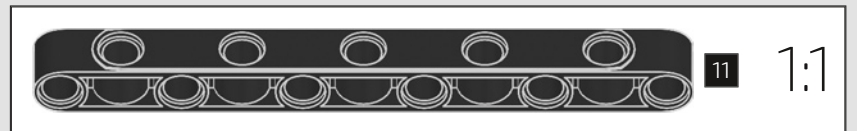
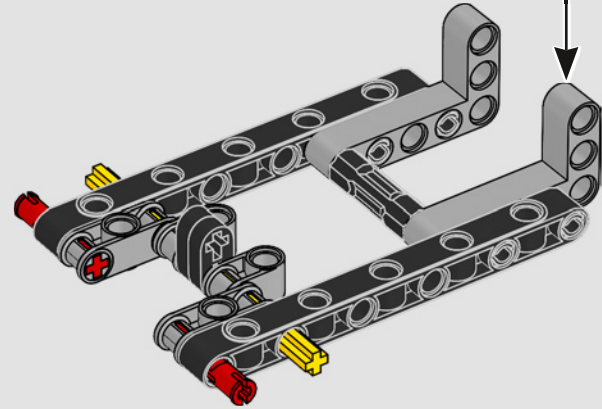
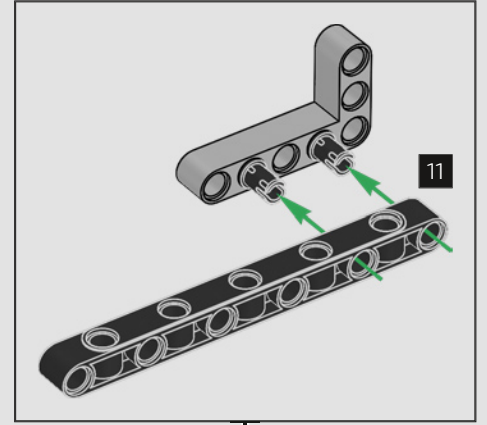


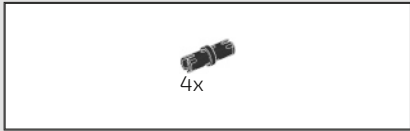


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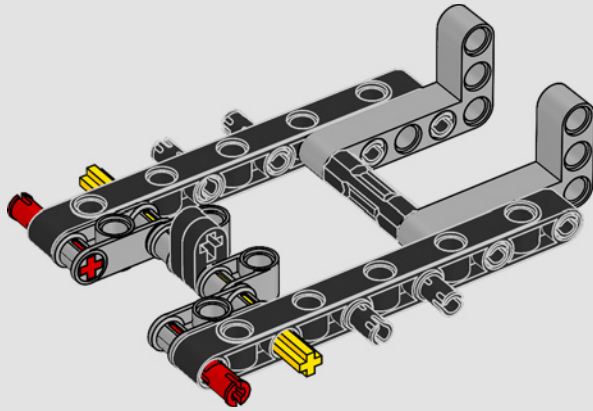


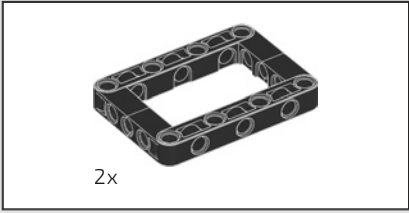
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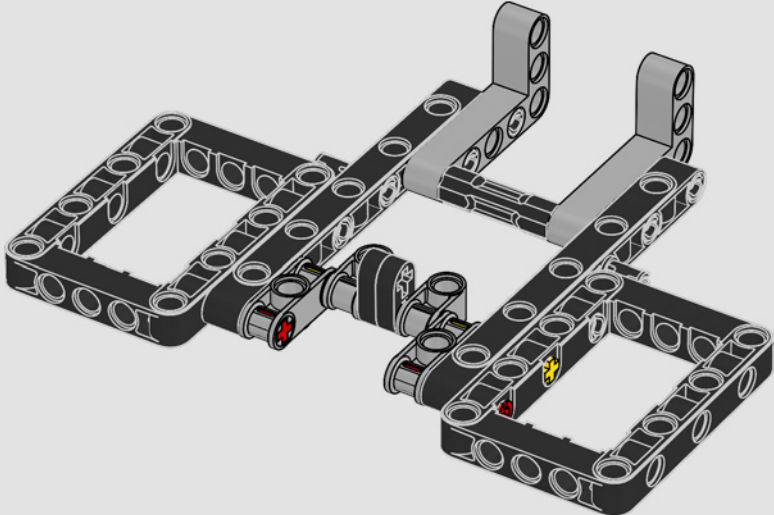


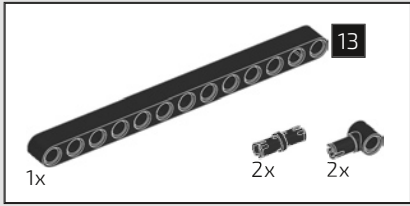
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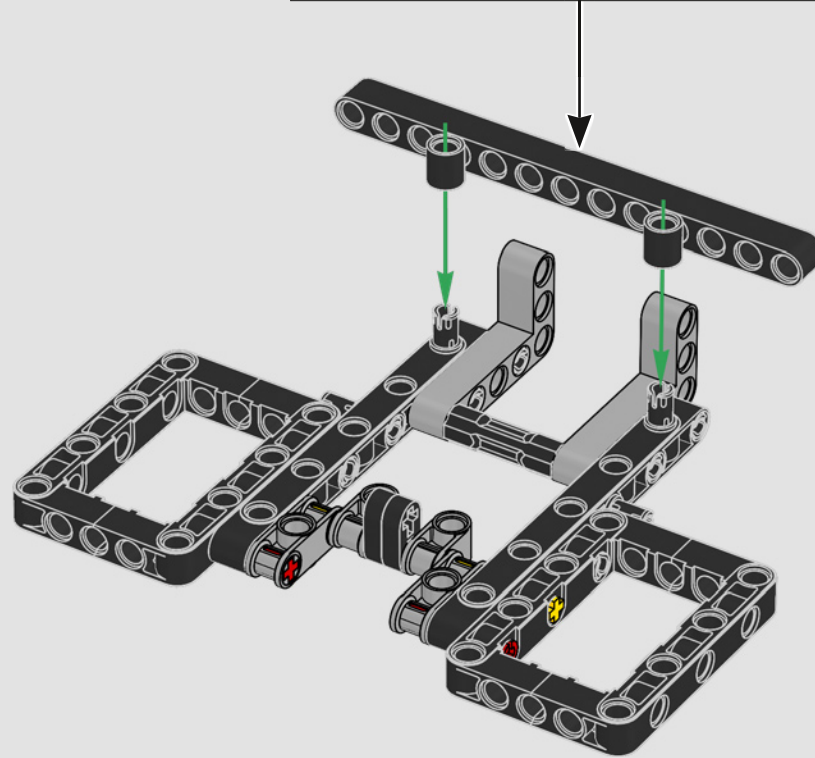
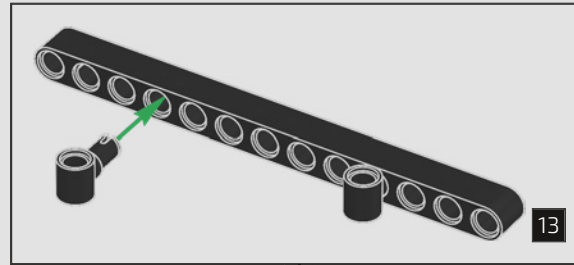


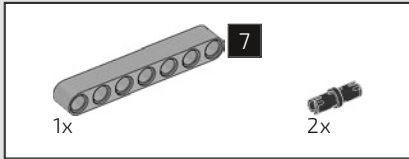
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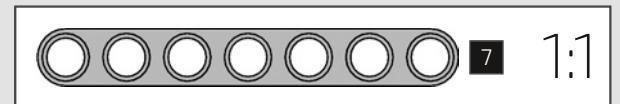
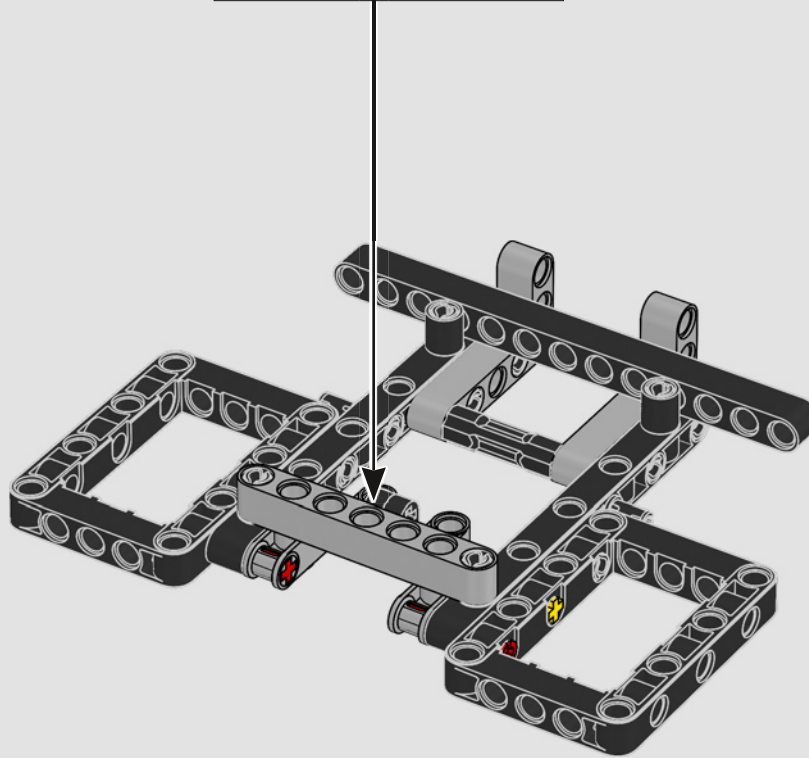
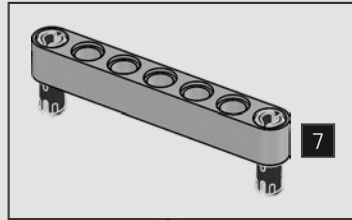


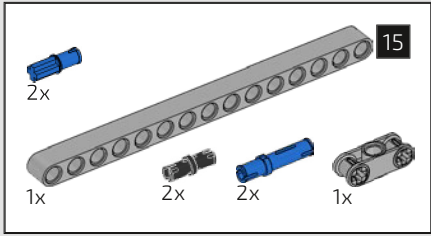
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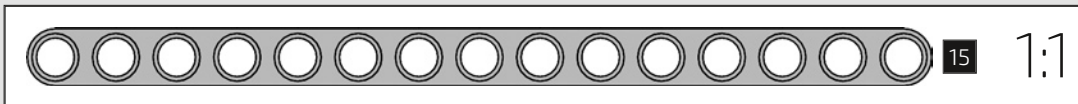
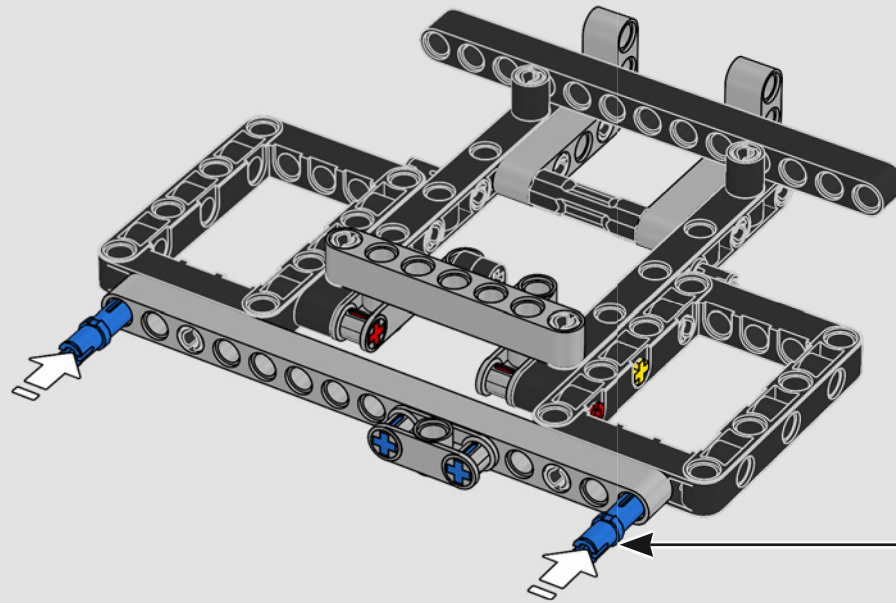
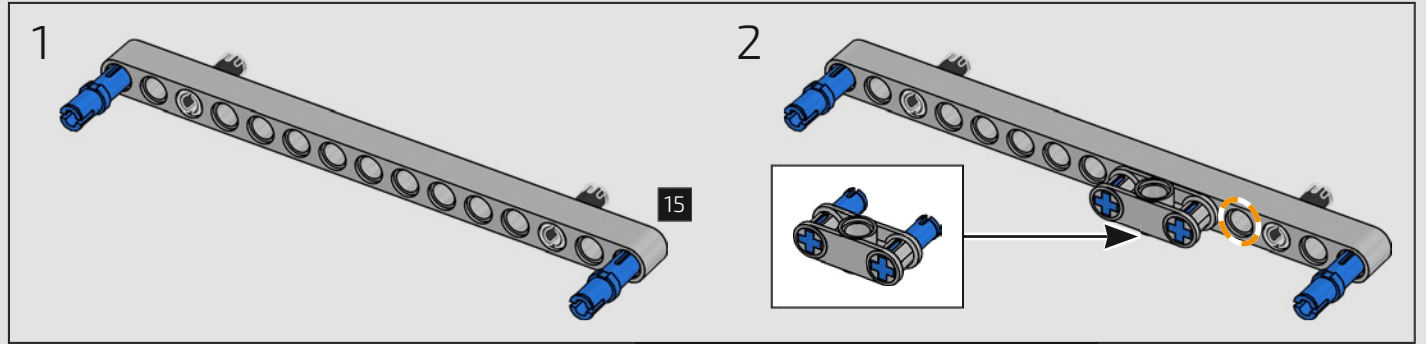


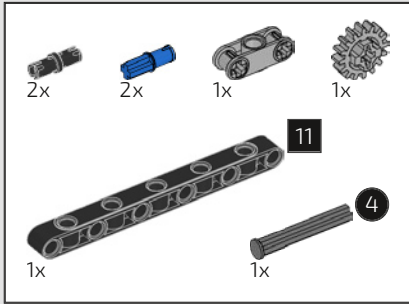
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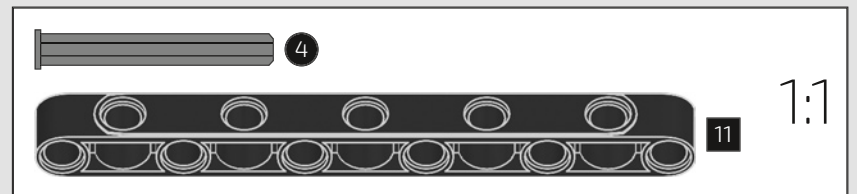
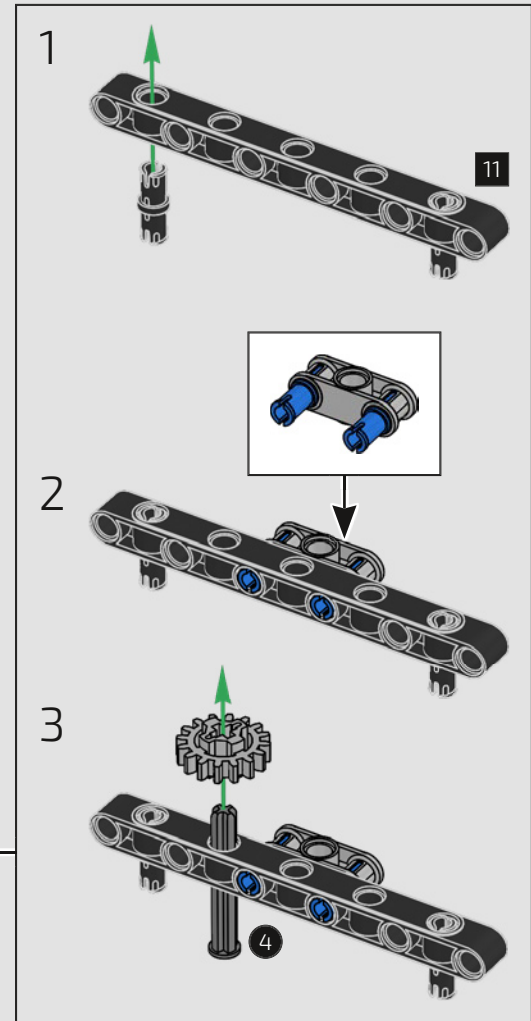
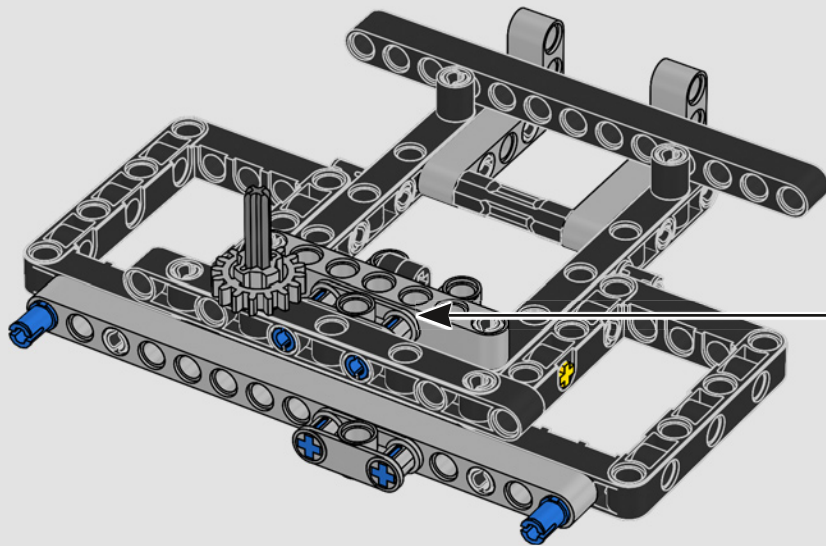


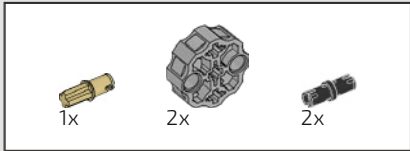
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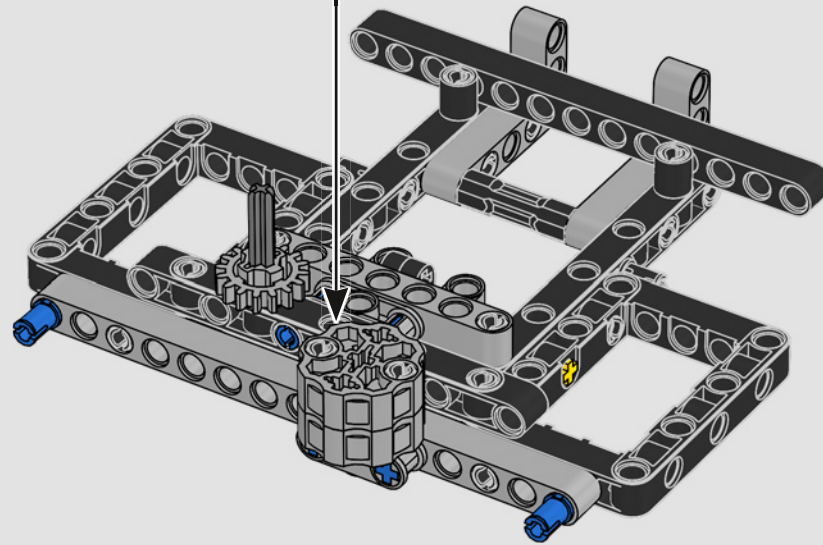
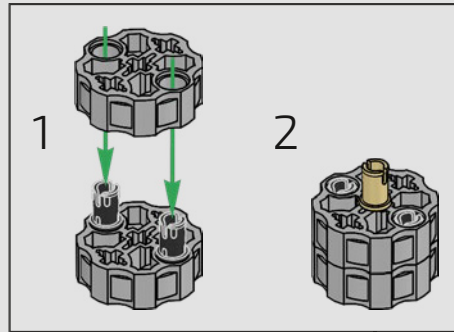


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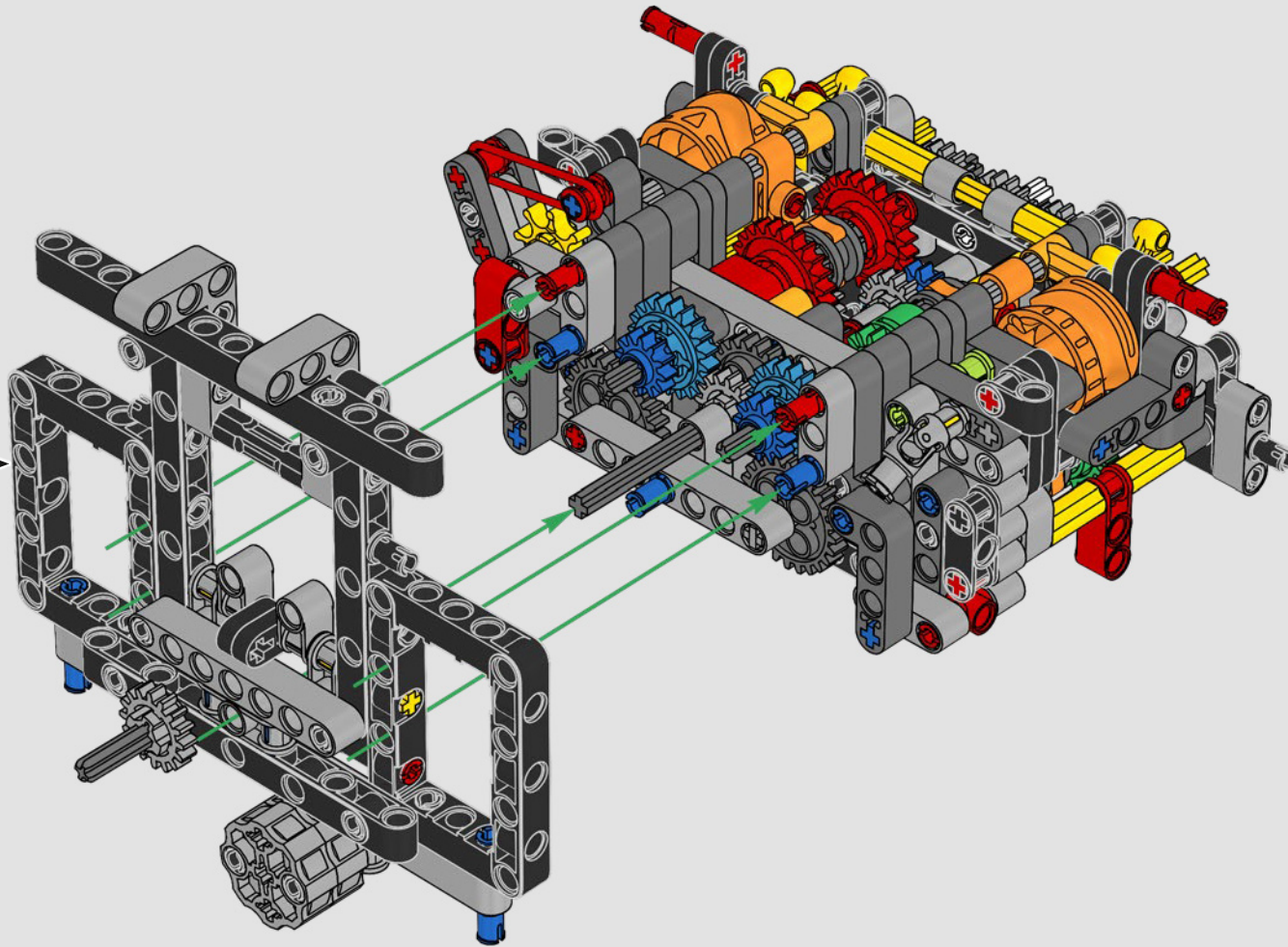


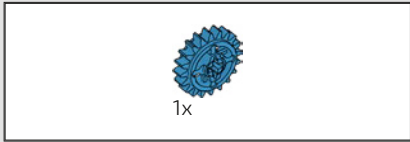


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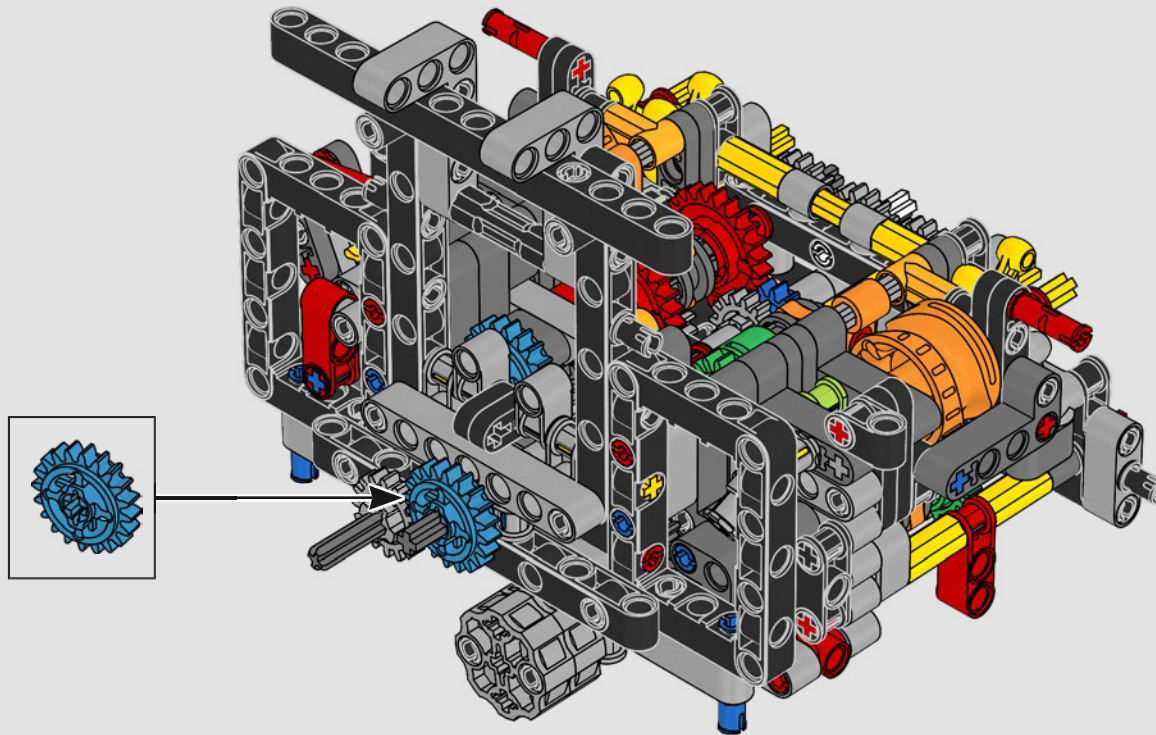


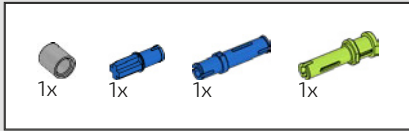
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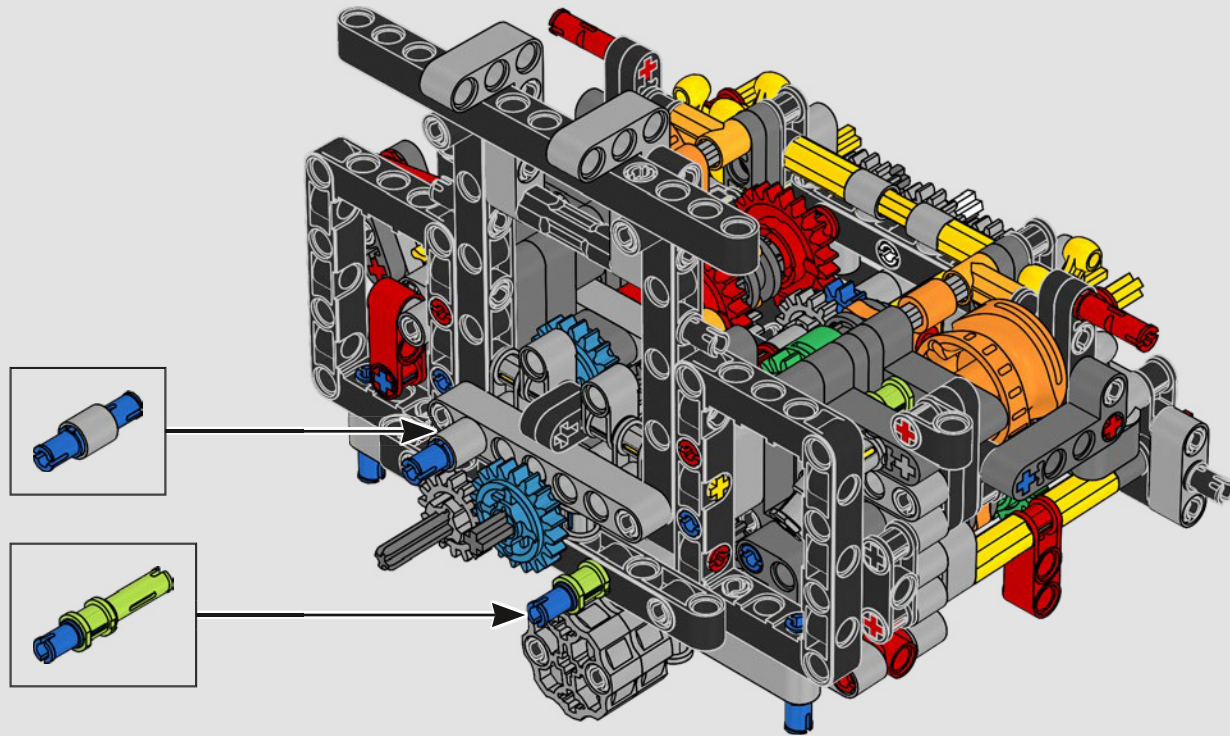


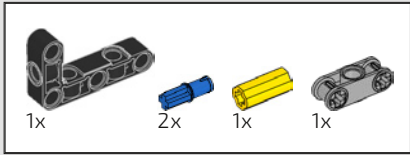
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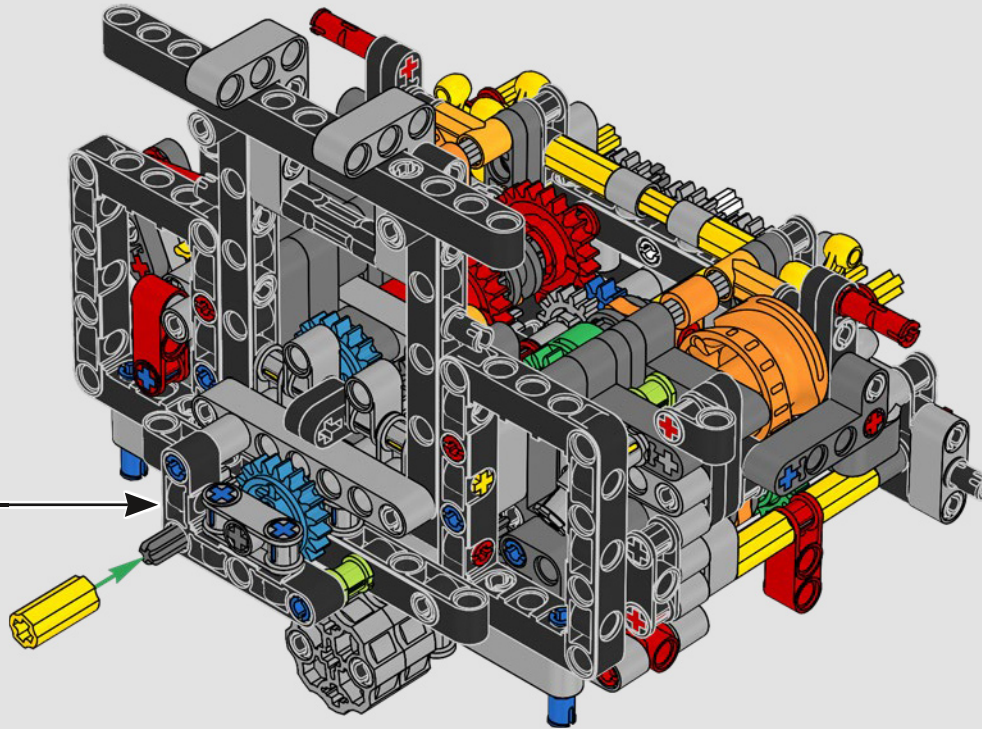
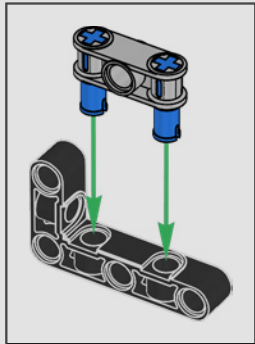


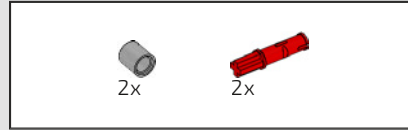
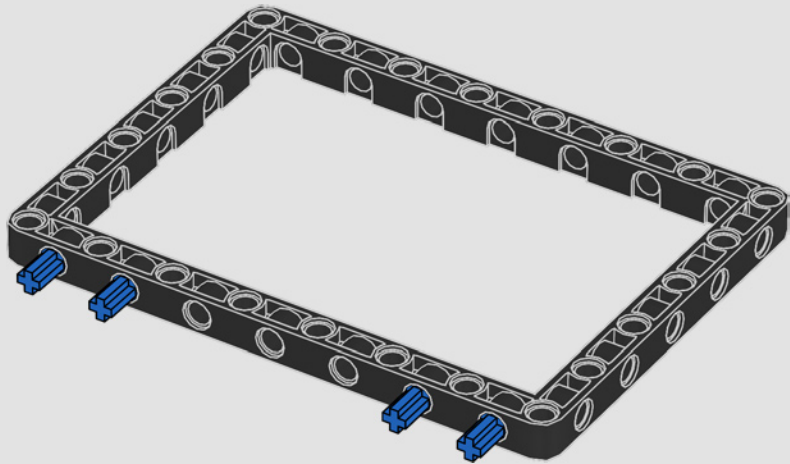
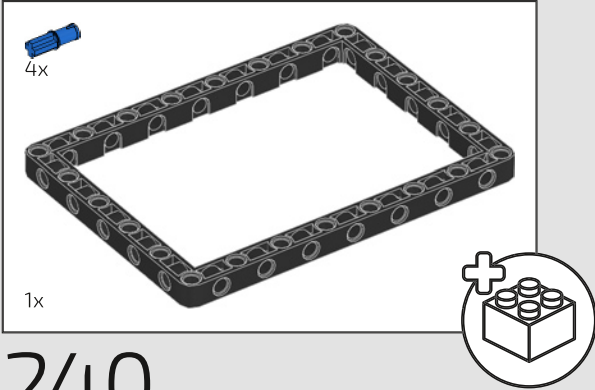
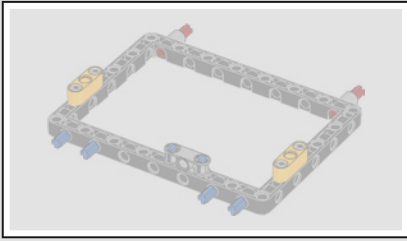
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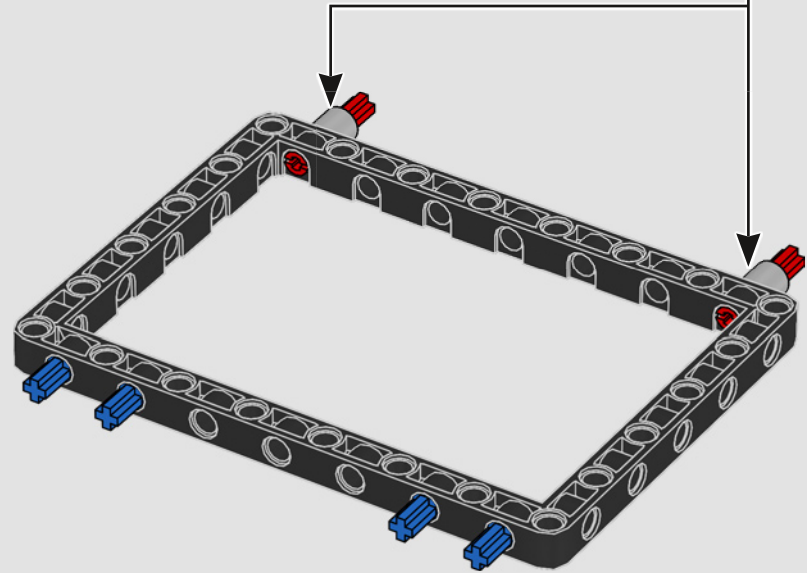
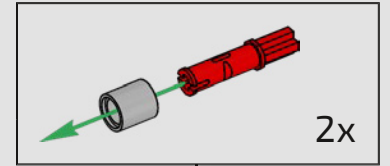


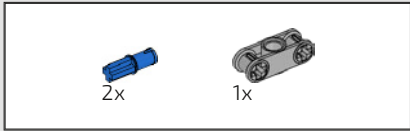
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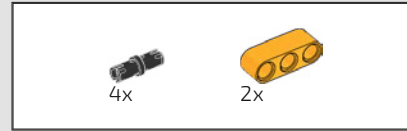
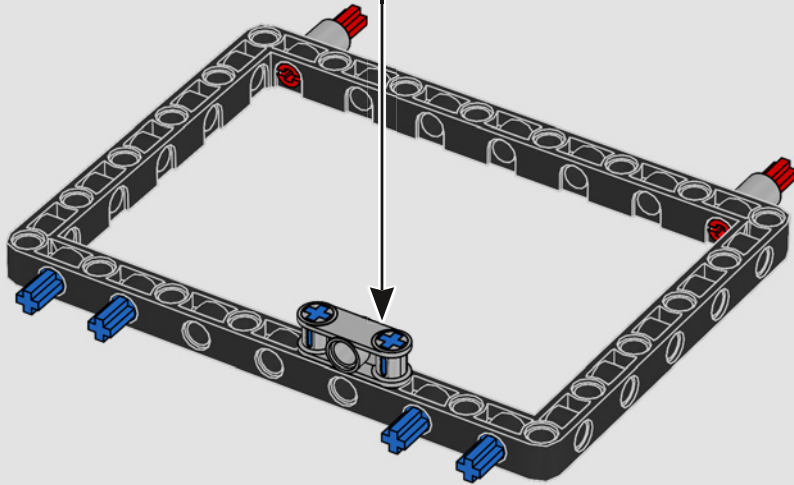
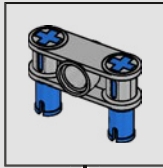


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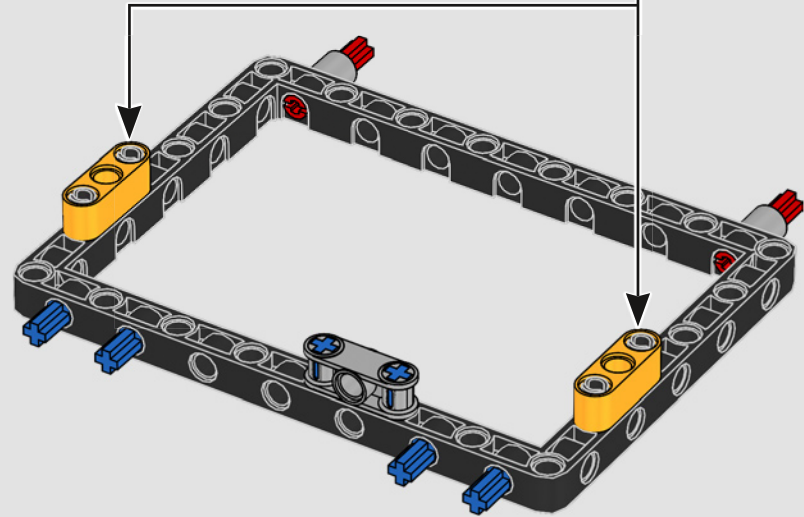
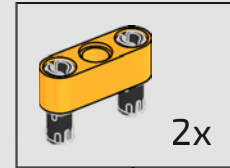




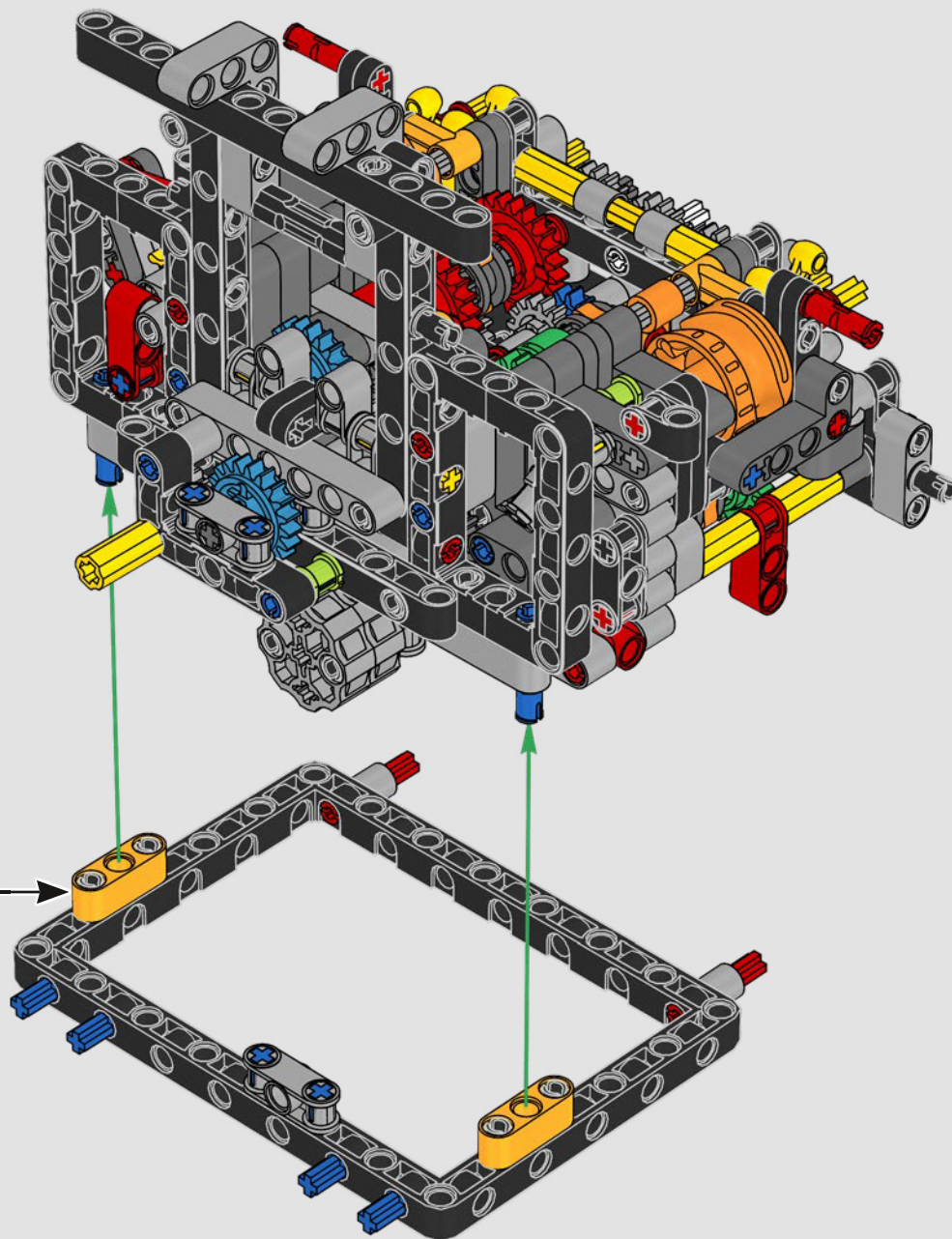
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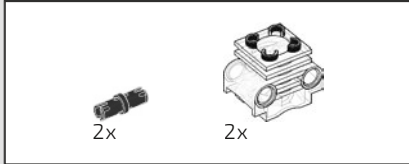
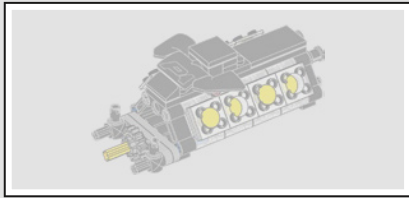
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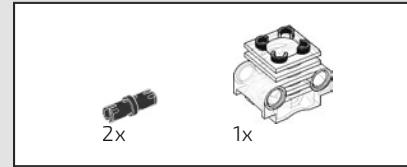
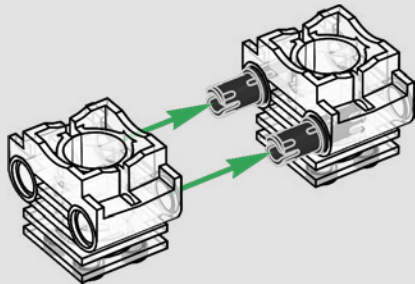
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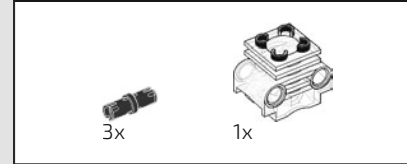
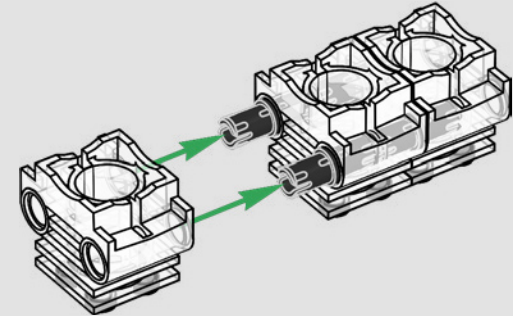




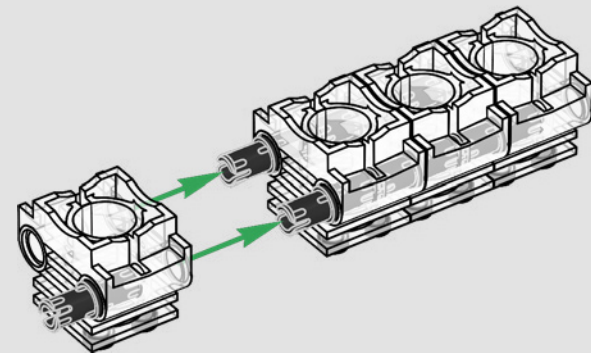
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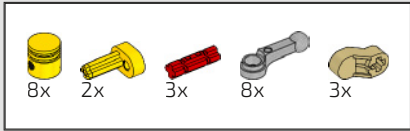


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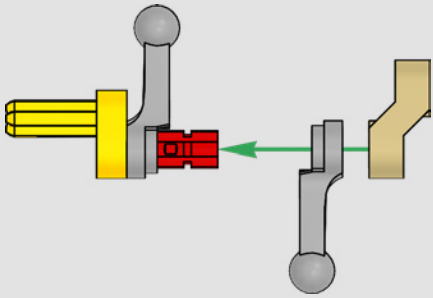
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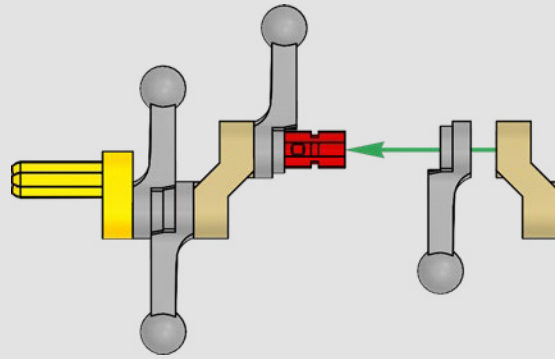


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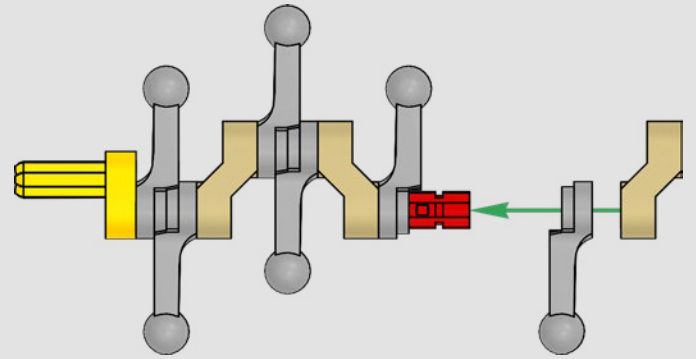
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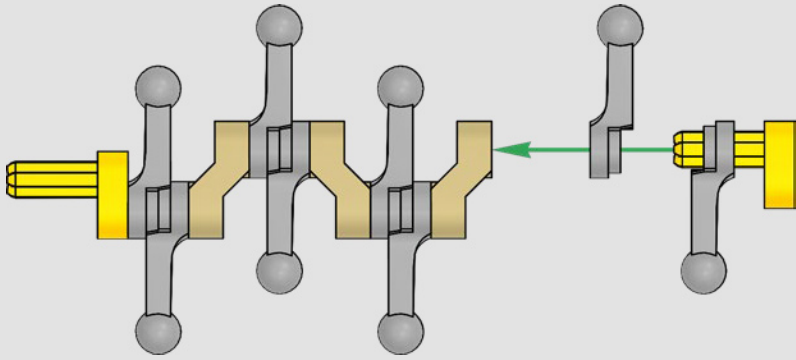
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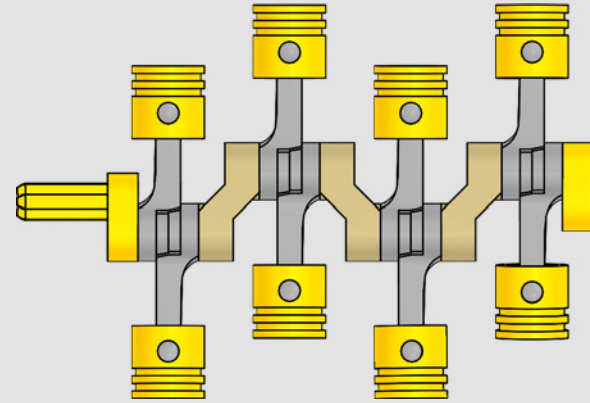
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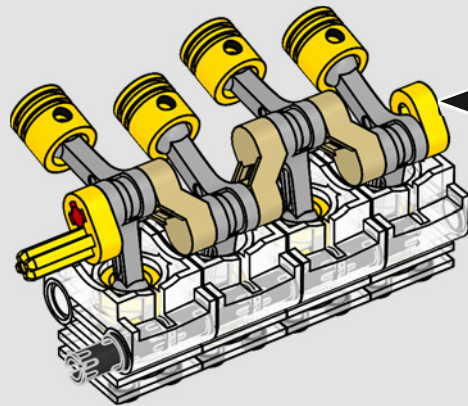
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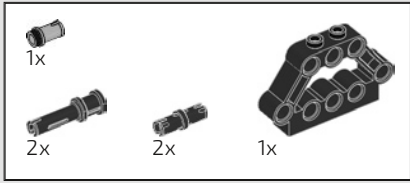


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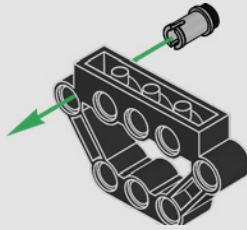
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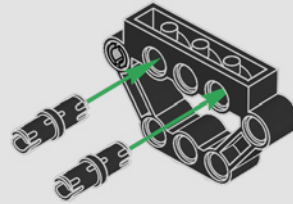


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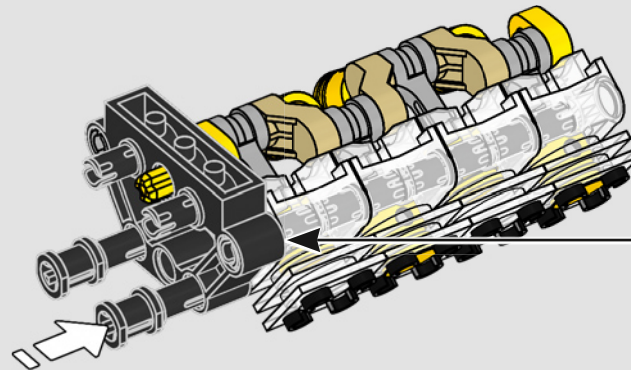
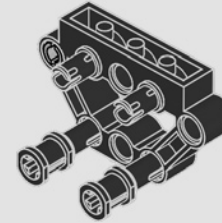
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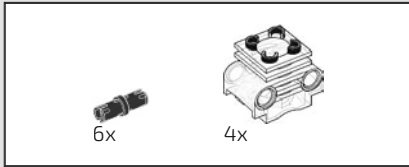


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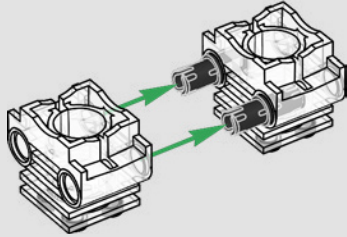
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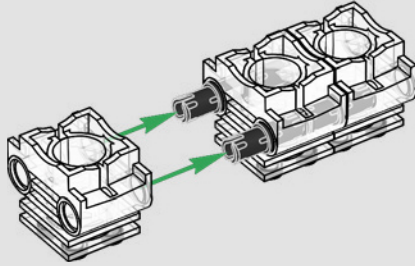


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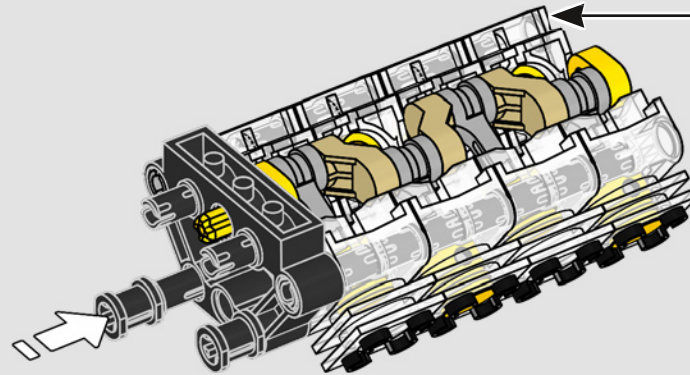
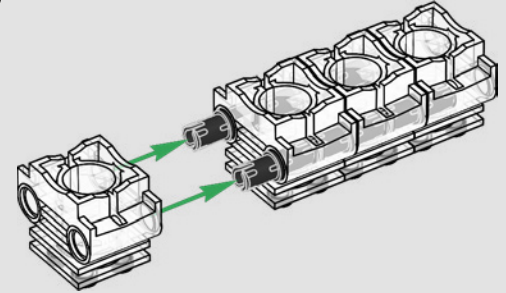
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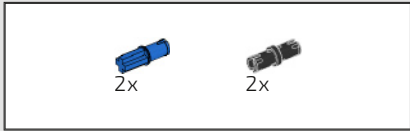


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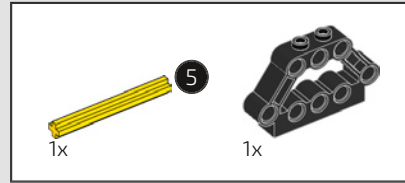
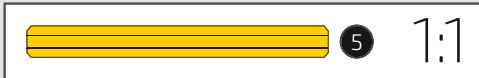
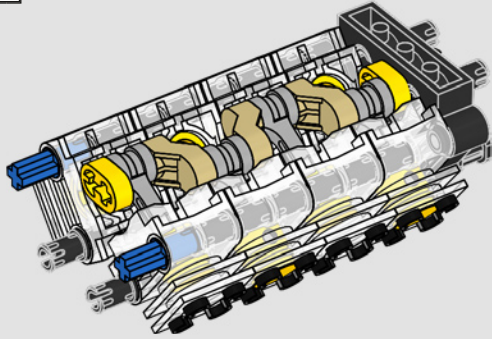


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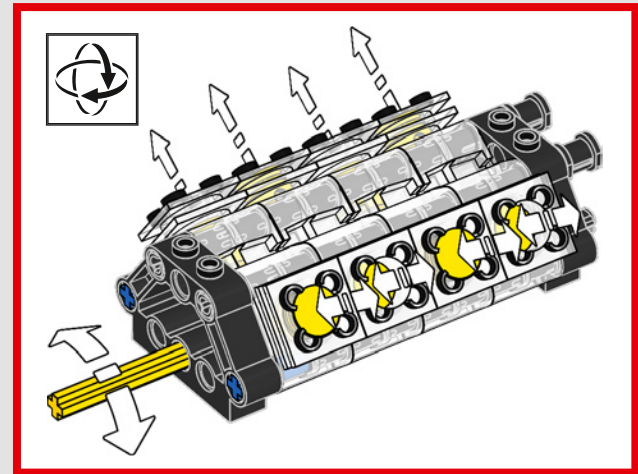
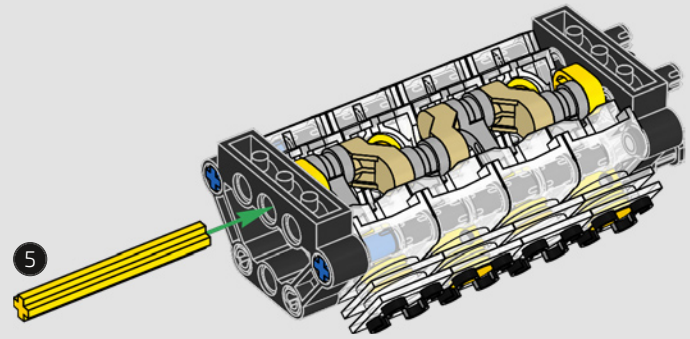


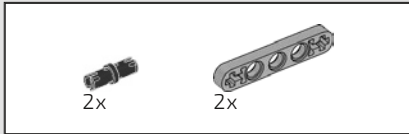


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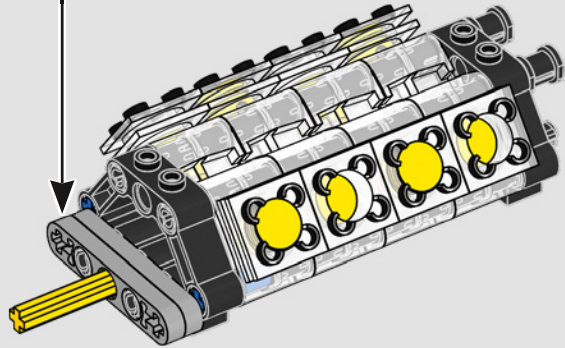
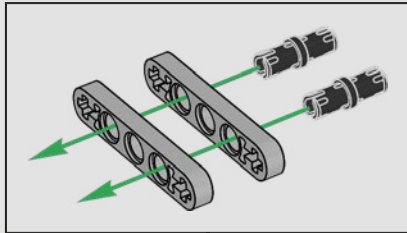


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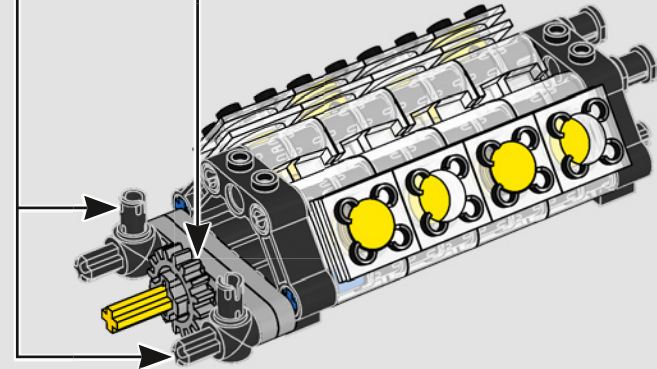
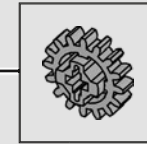
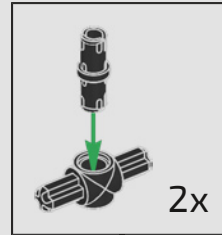


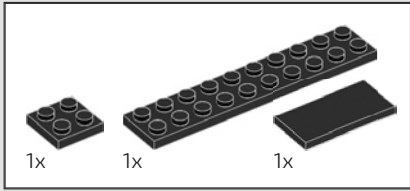


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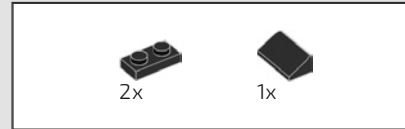
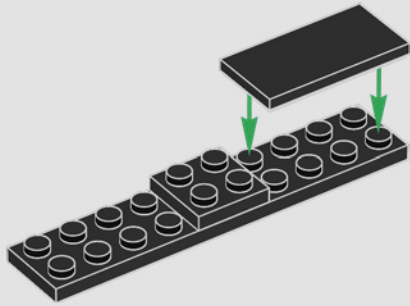


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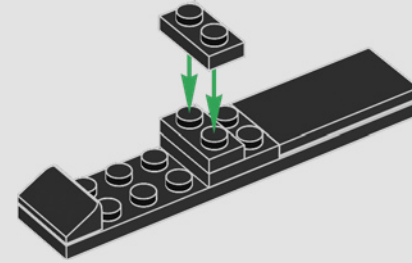


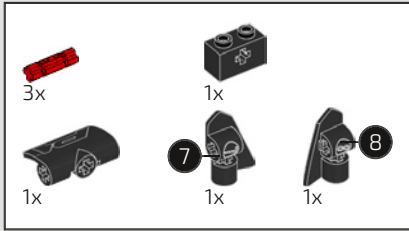


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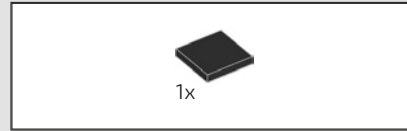
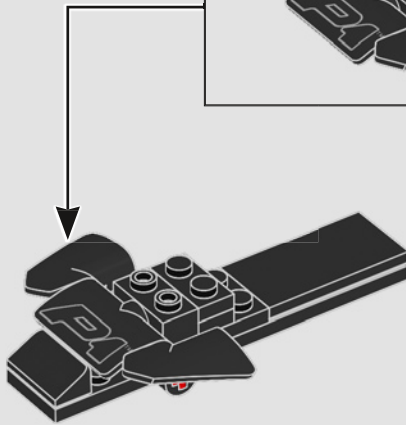
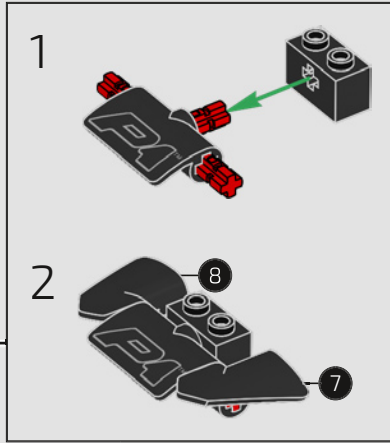


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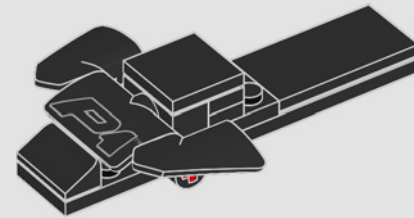




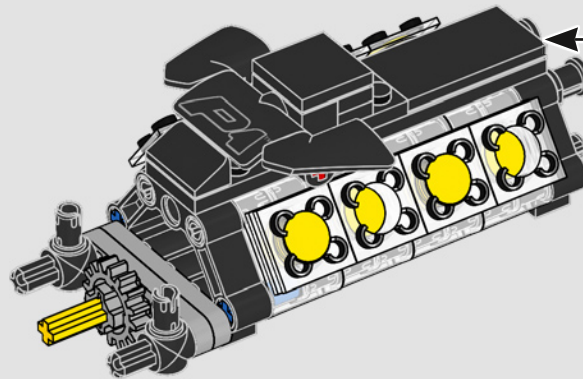
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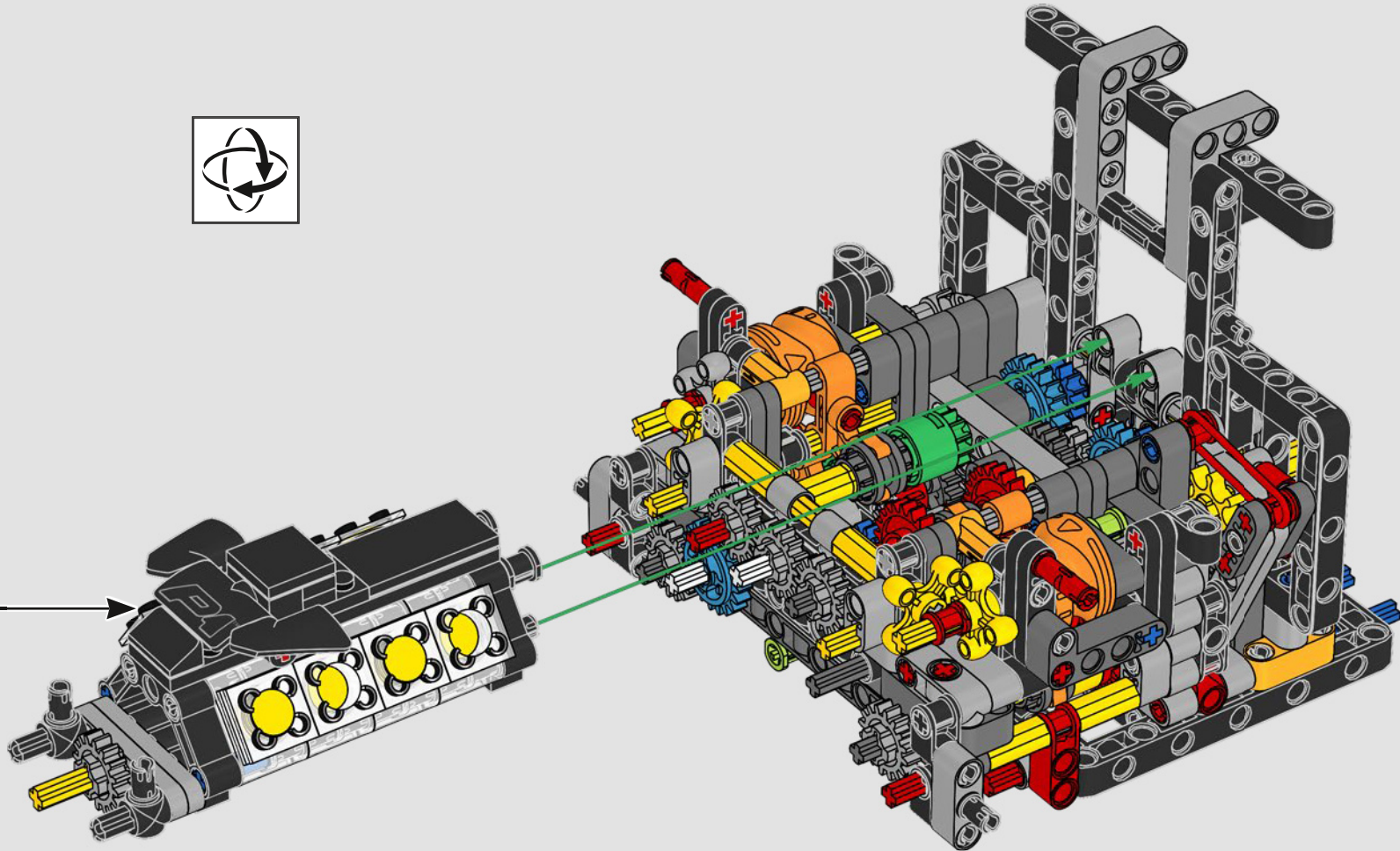
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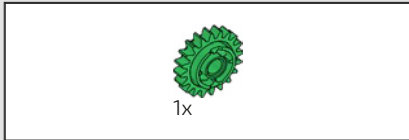


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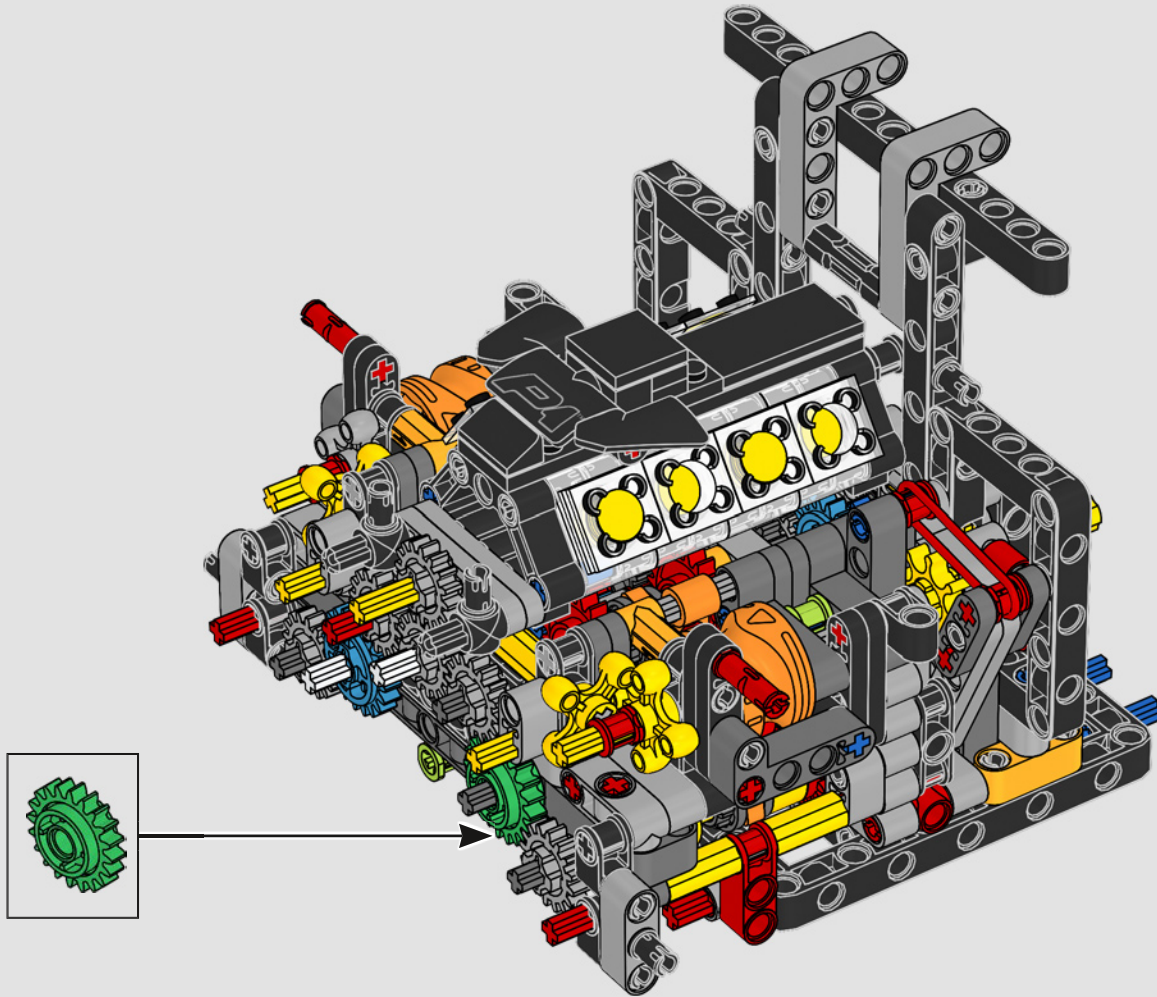


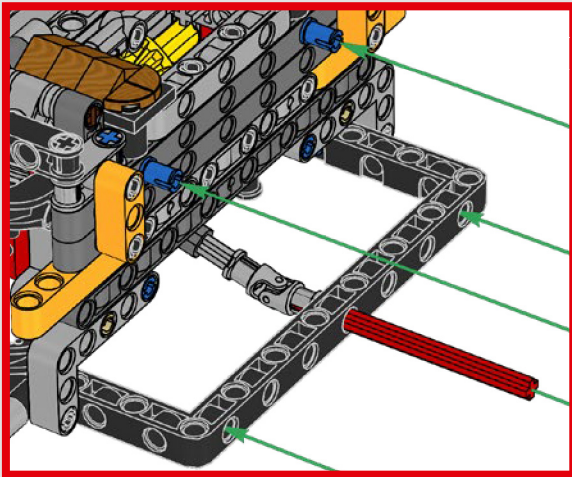
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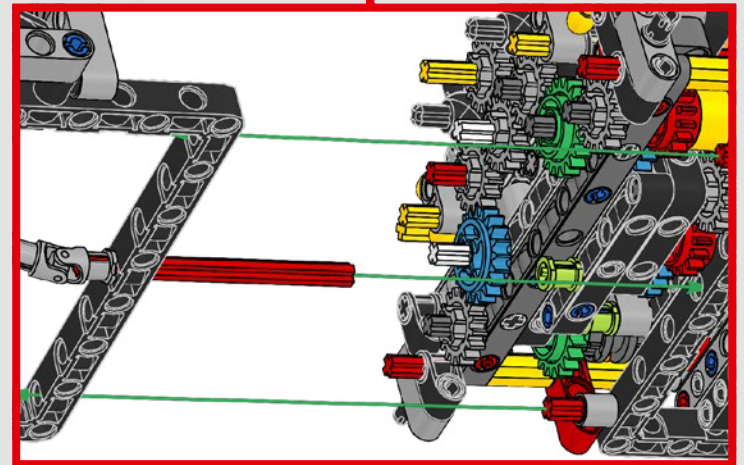
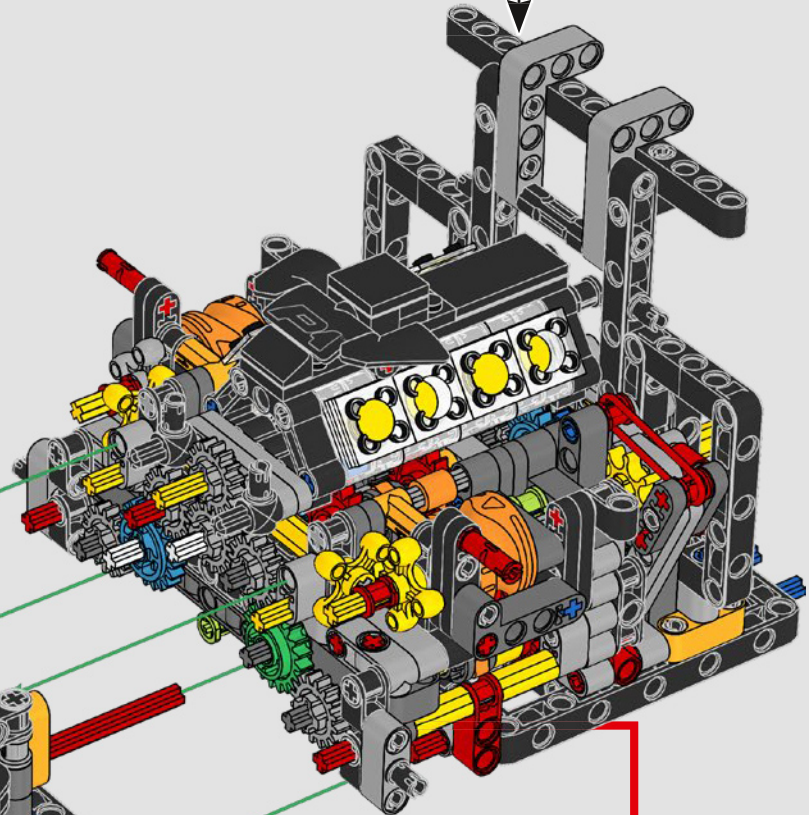
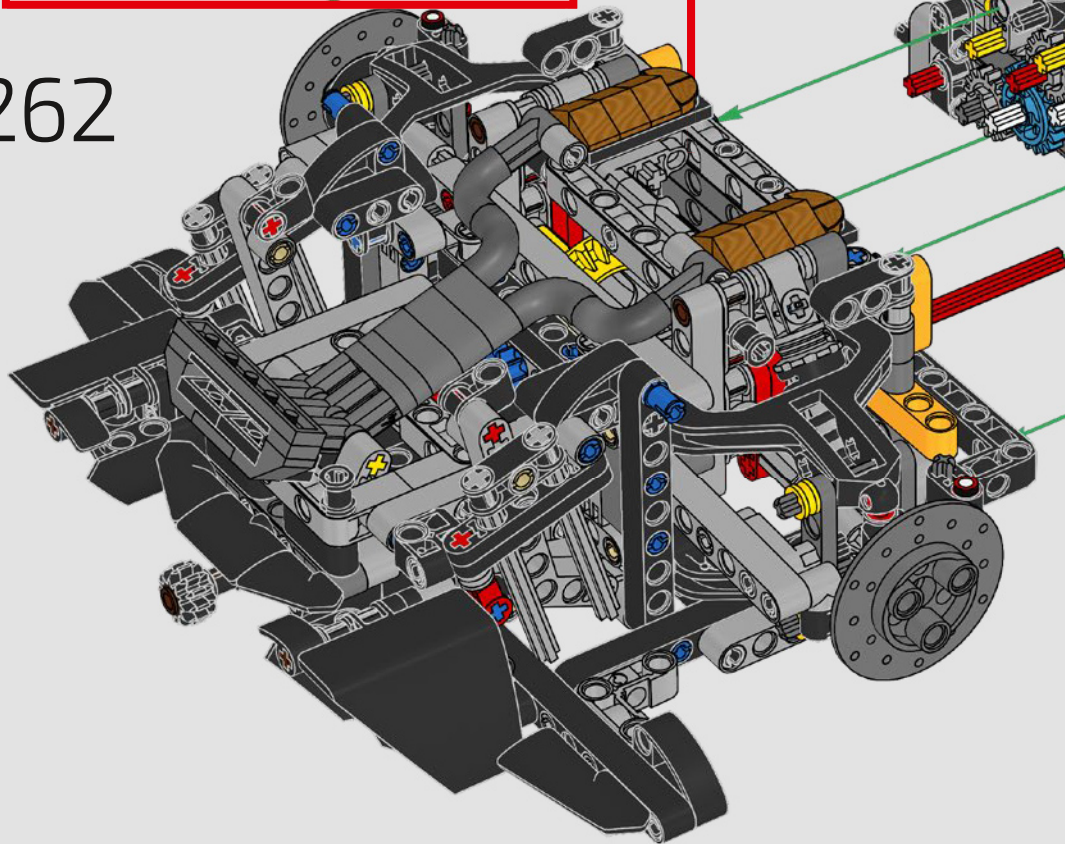


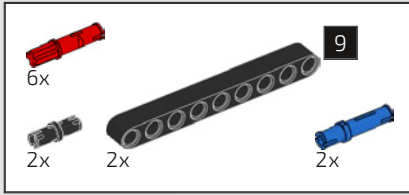
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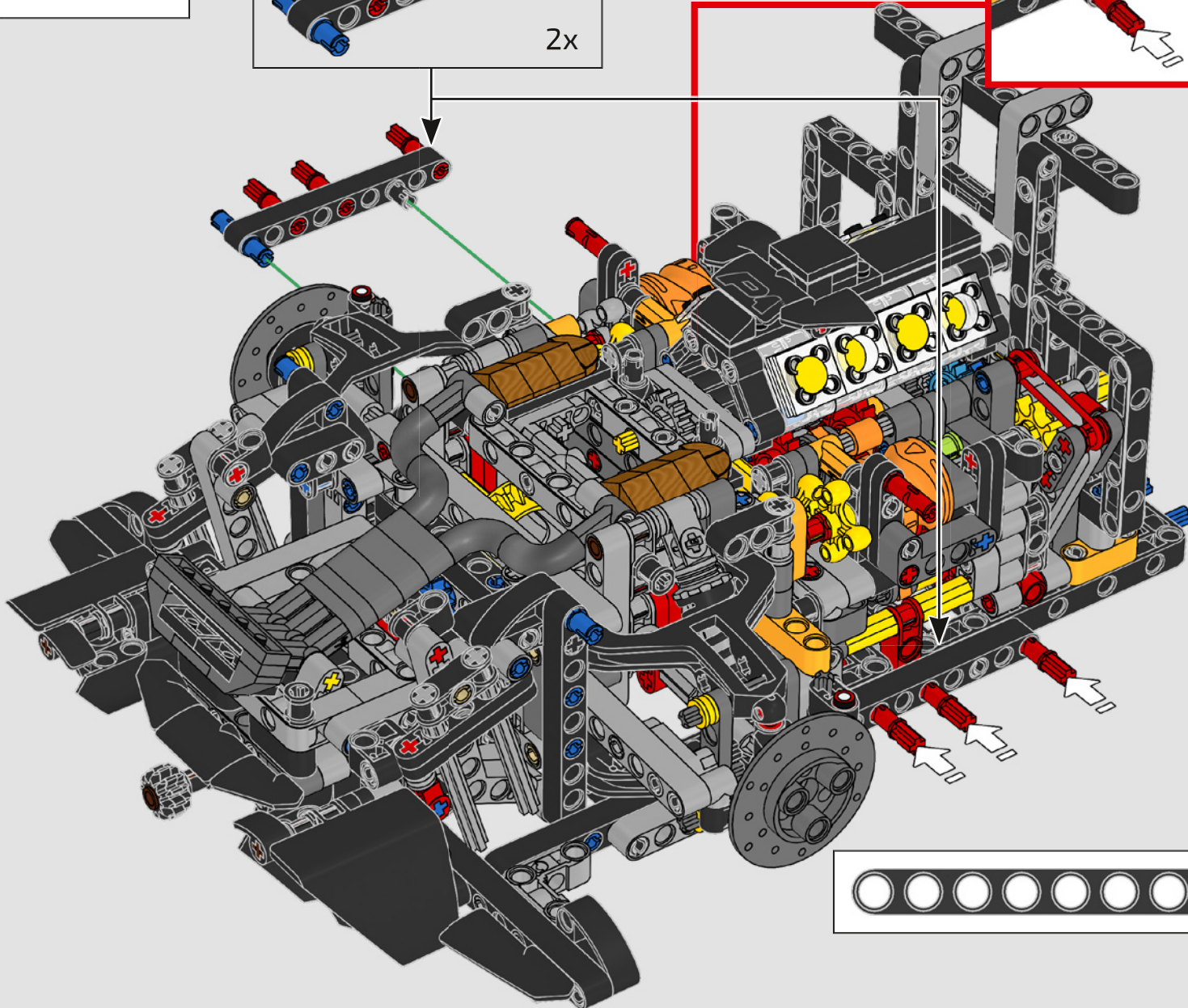
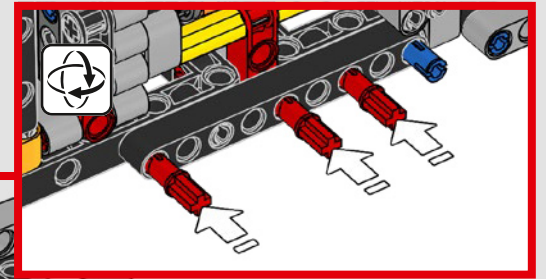
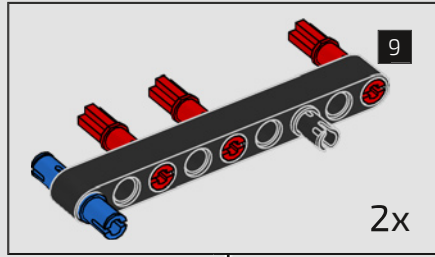


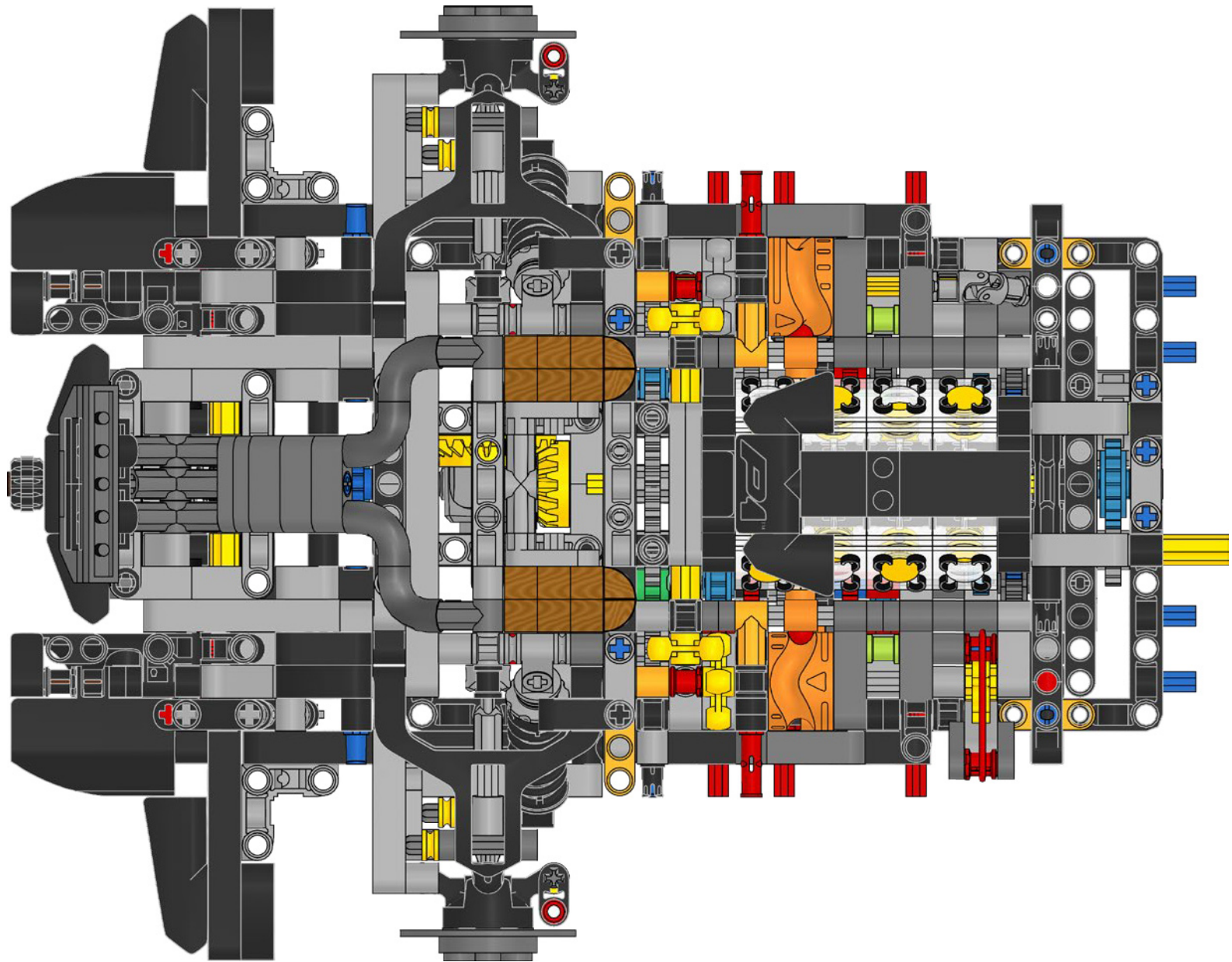
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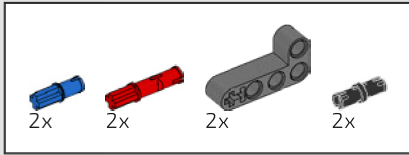




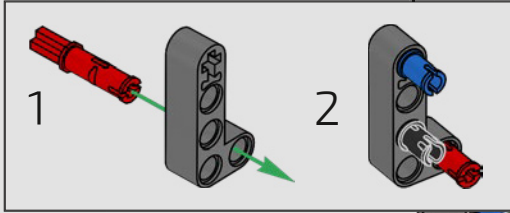
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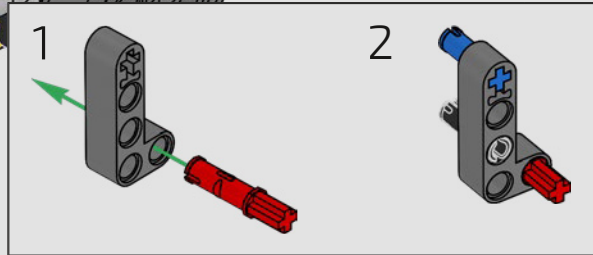
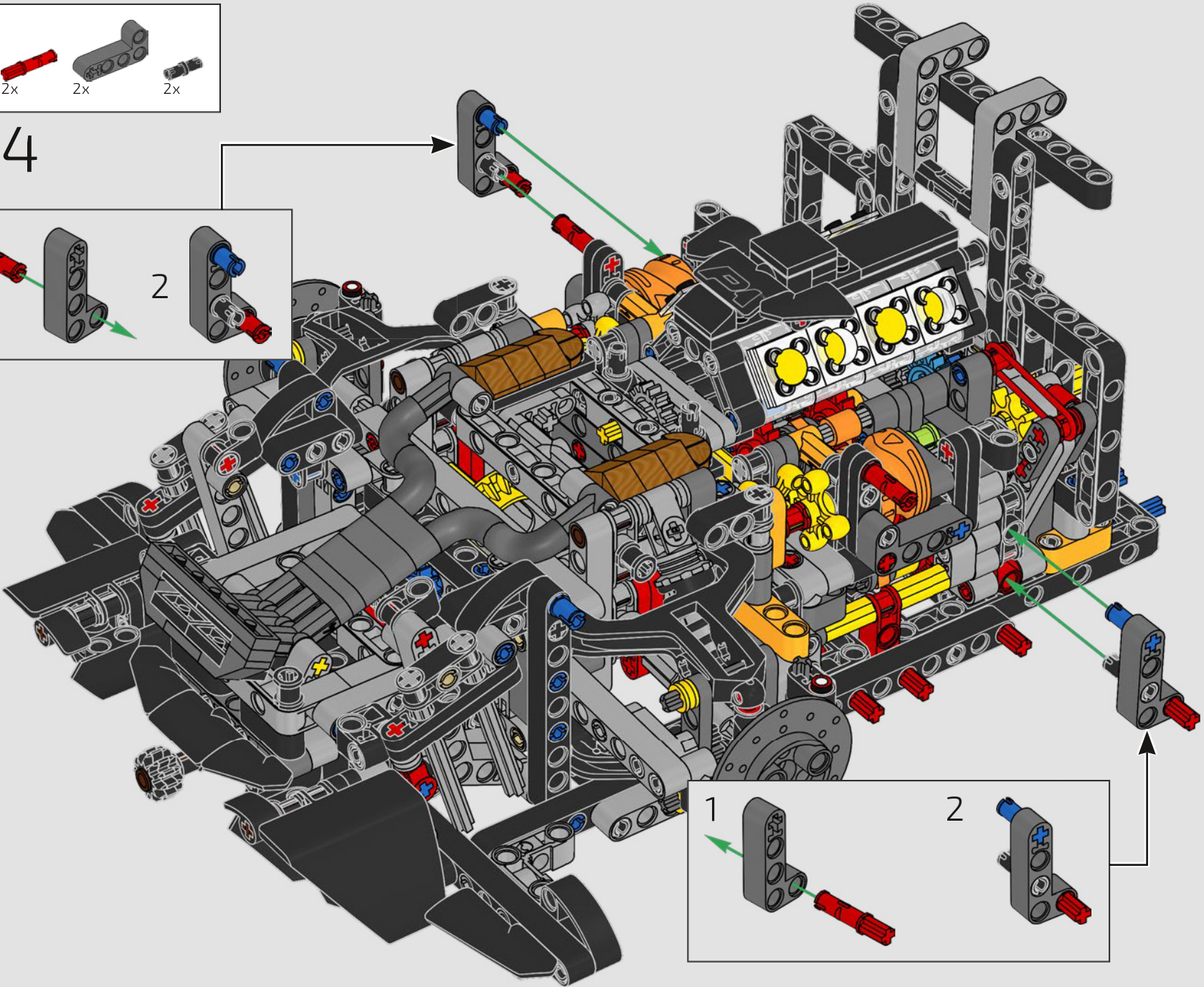
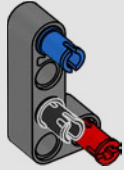




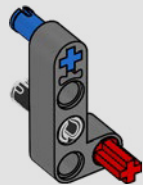
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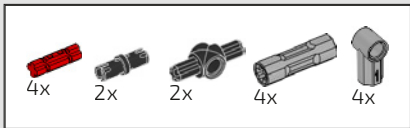


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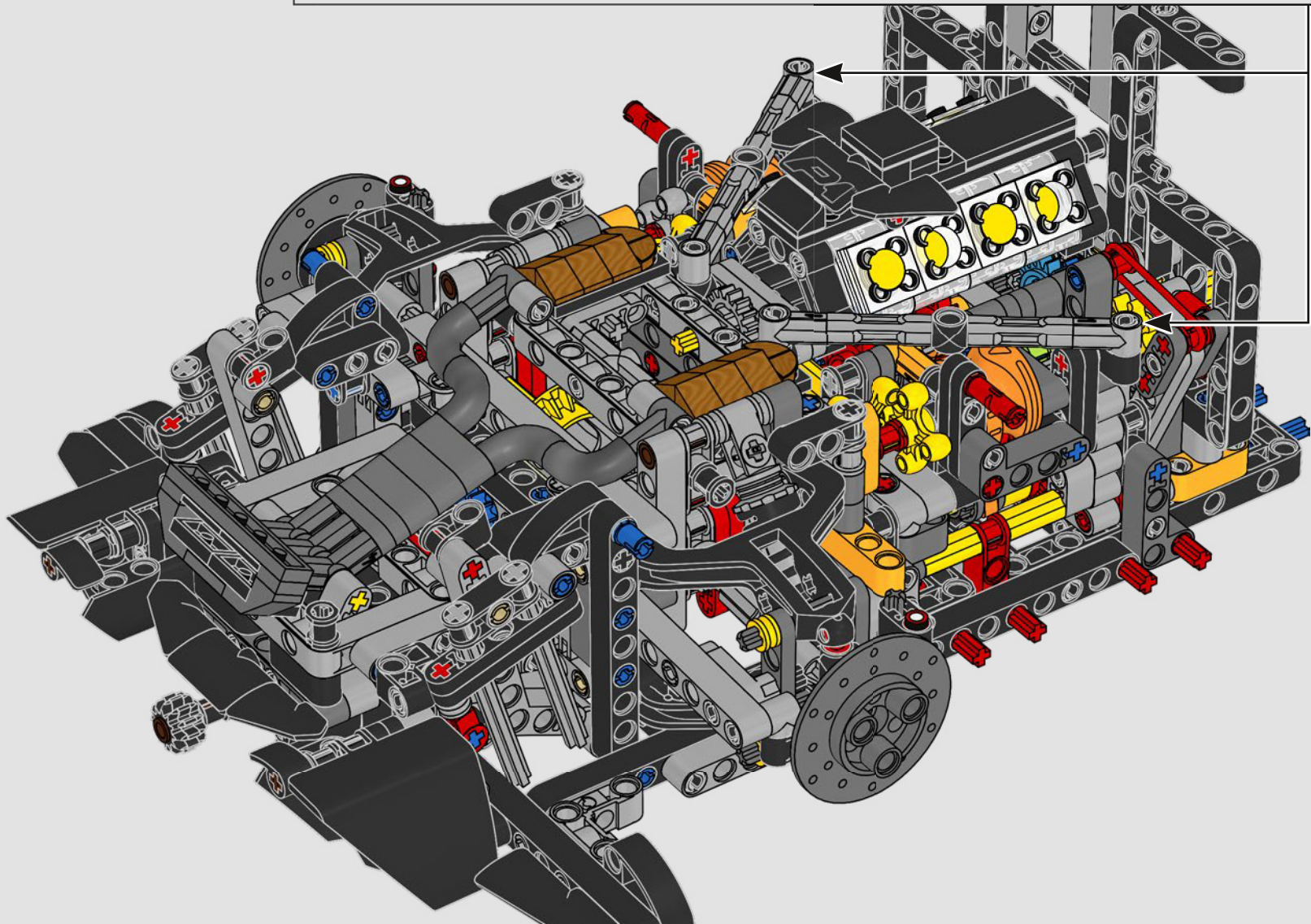
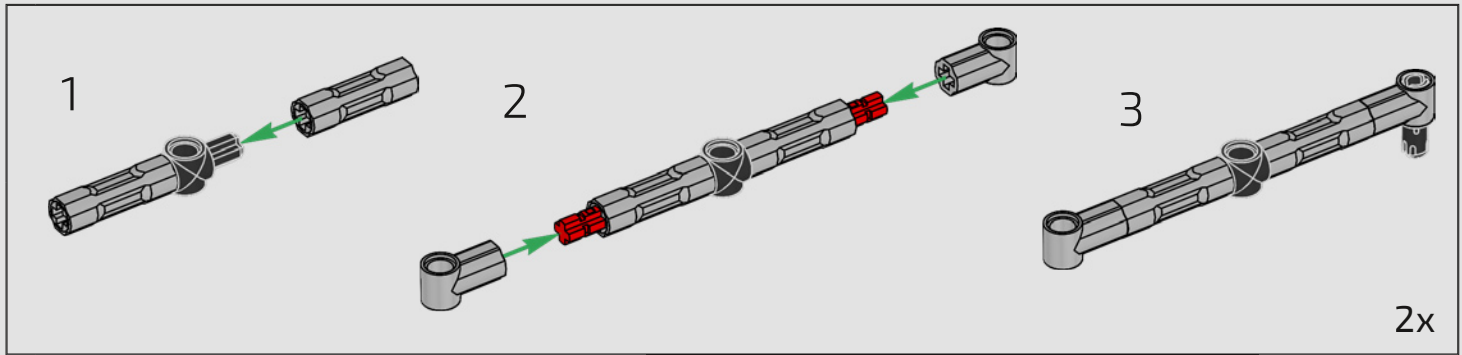


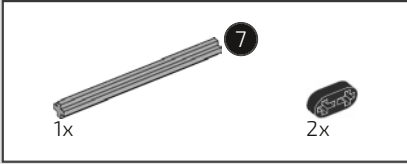
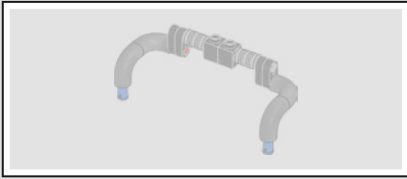
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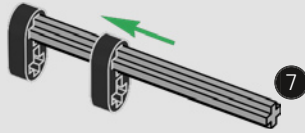


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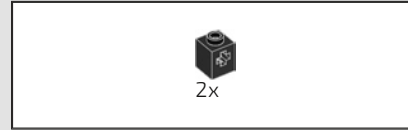
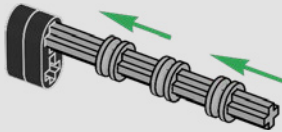




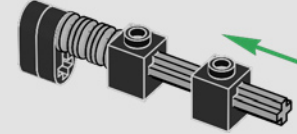
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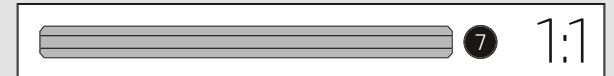
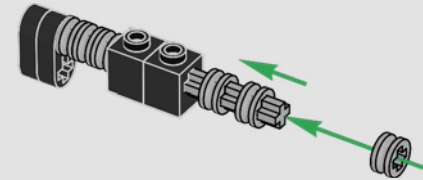
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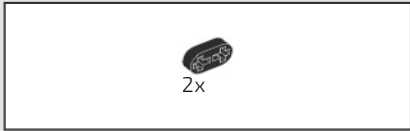


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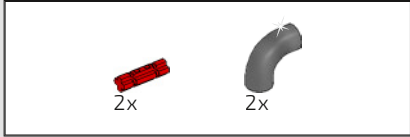
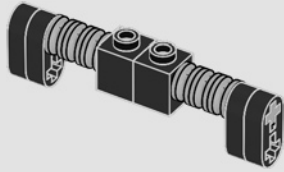


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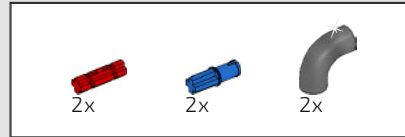
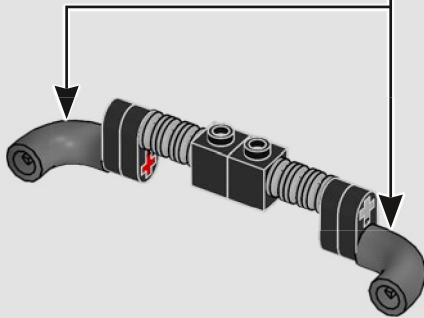
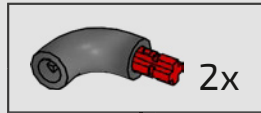




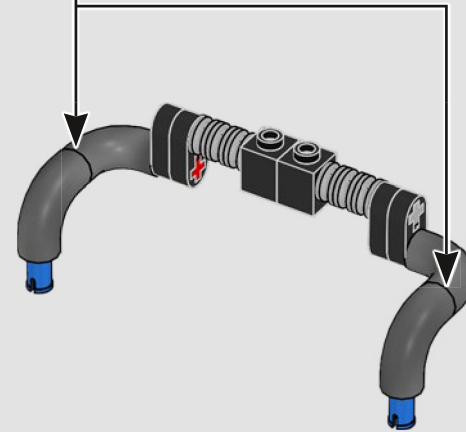
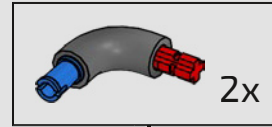
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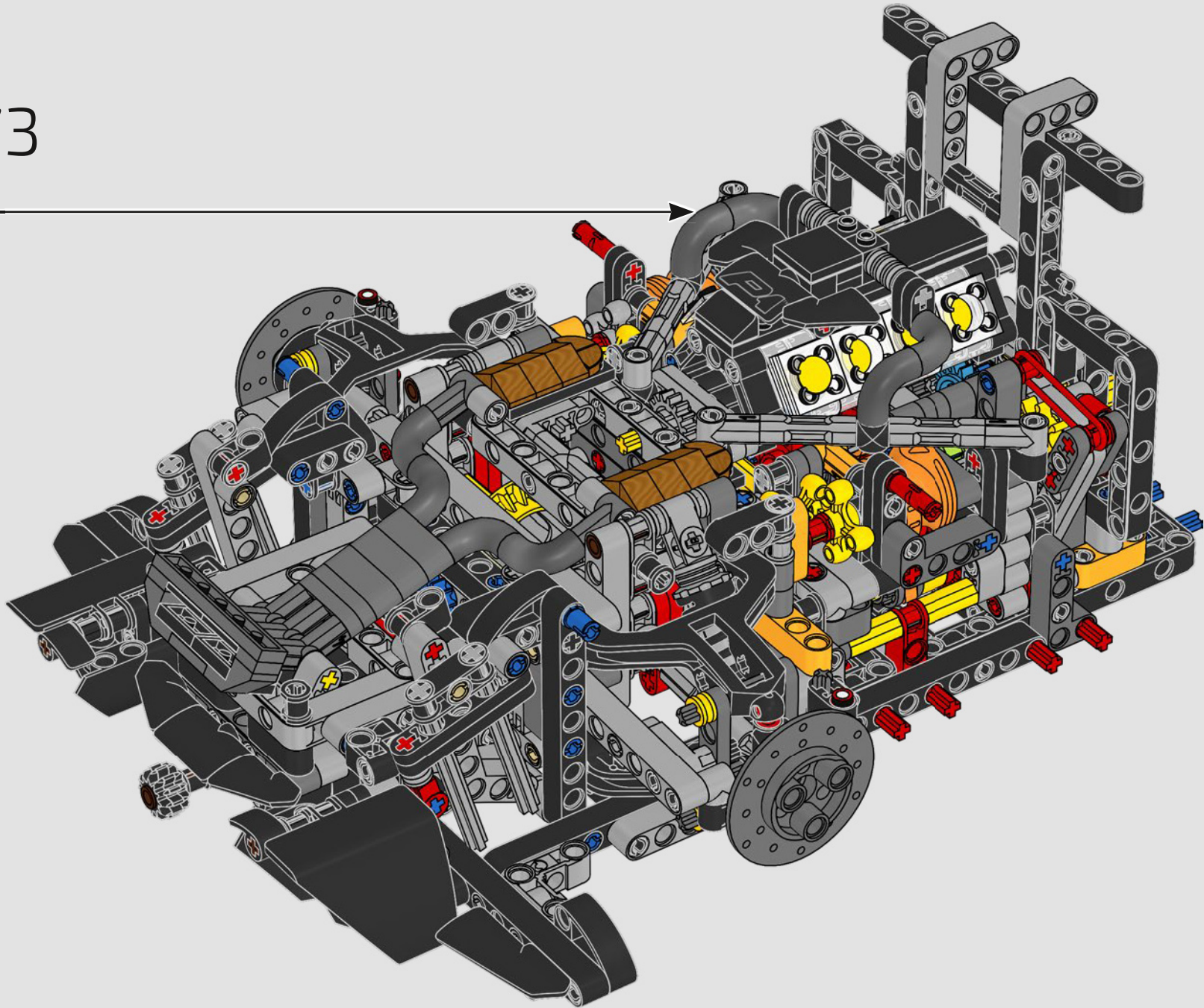
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272

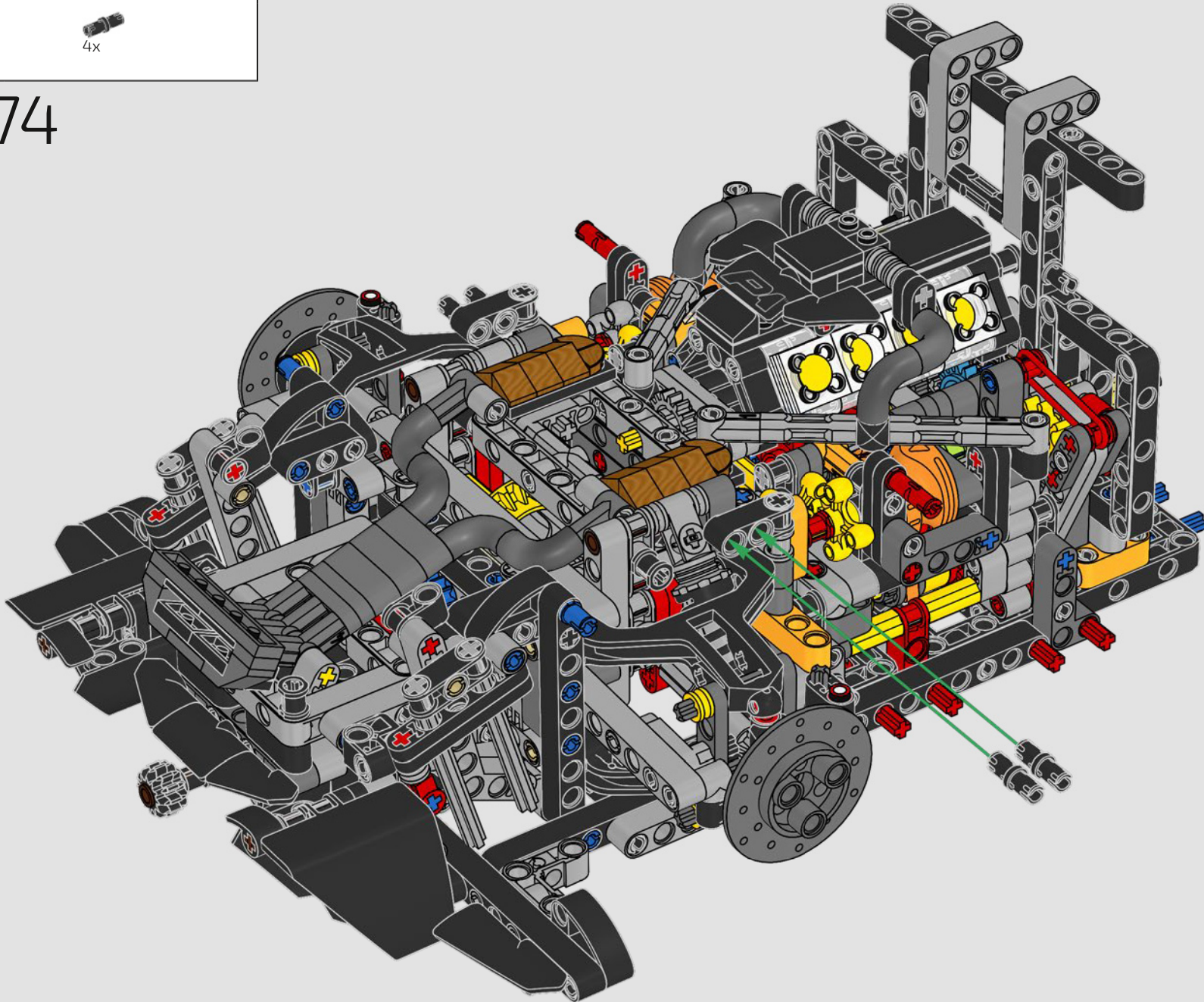


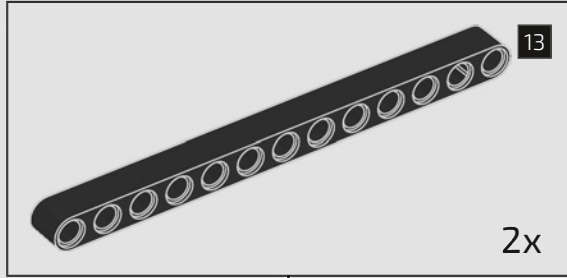
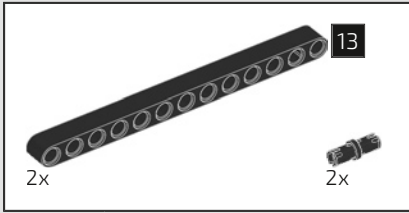
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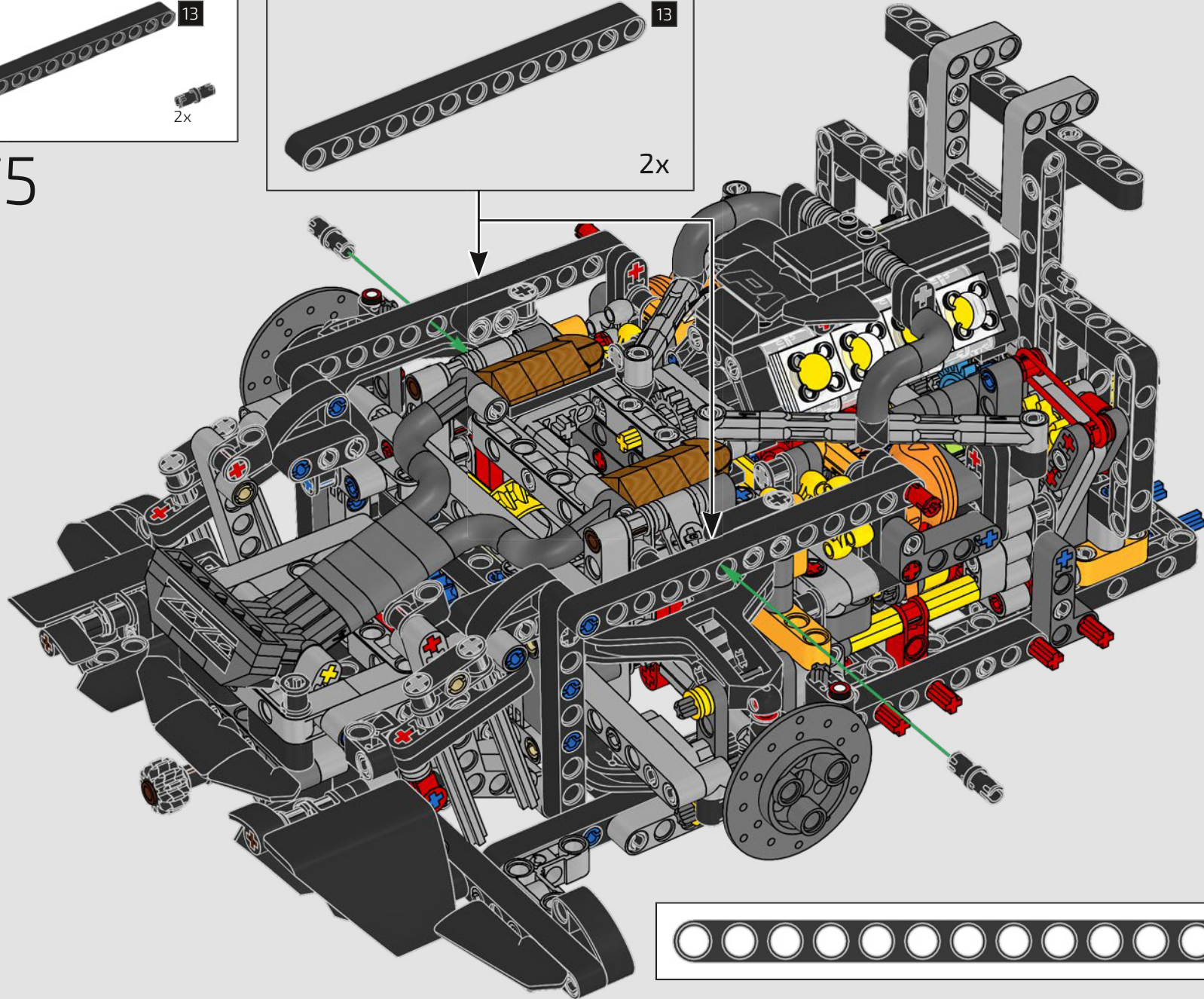


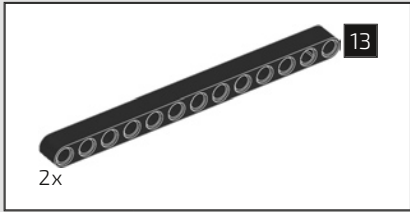
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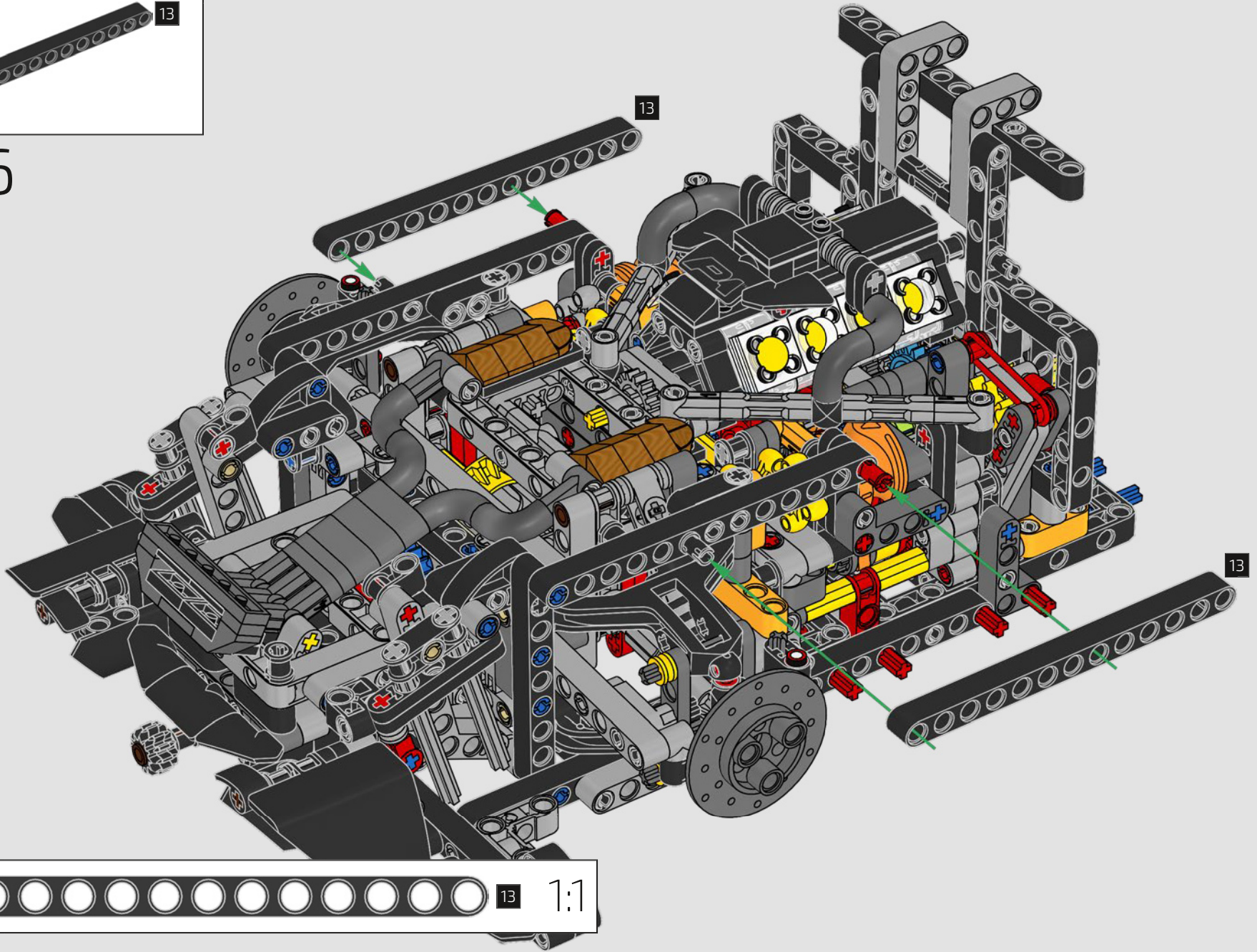


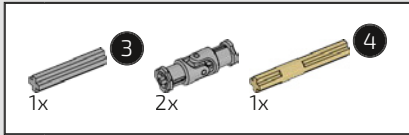
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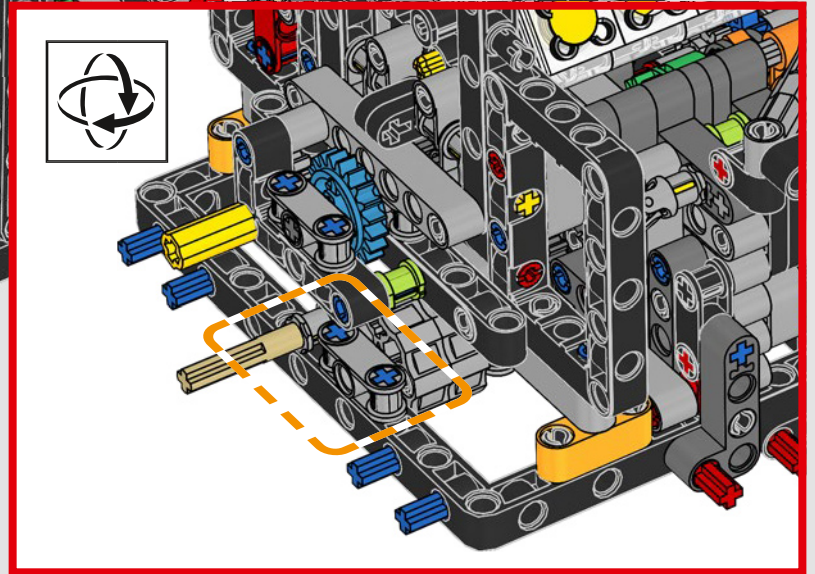
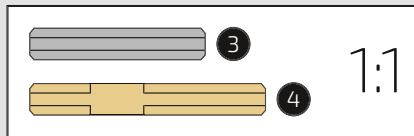
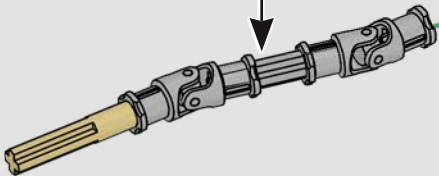
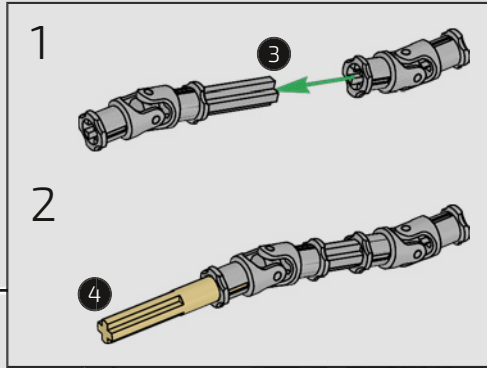


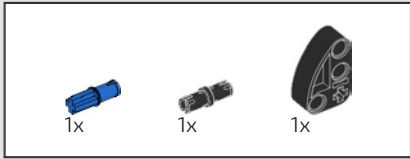
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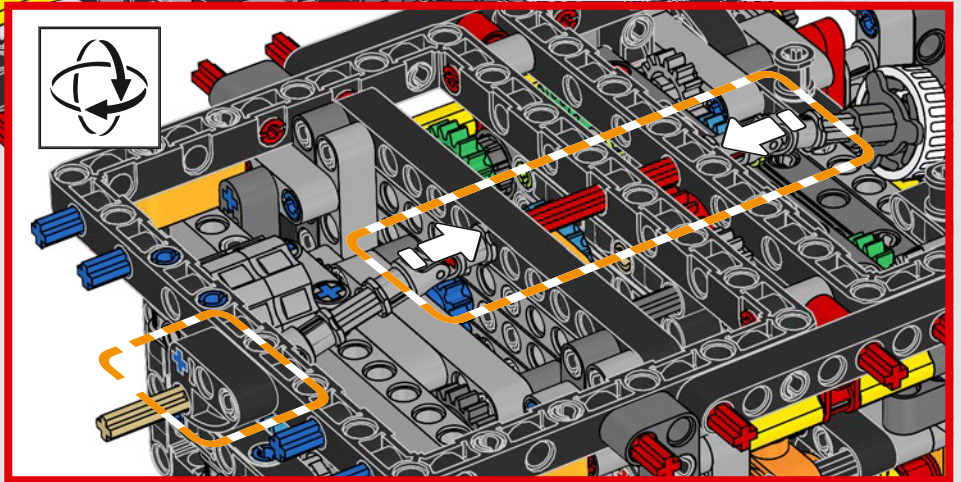
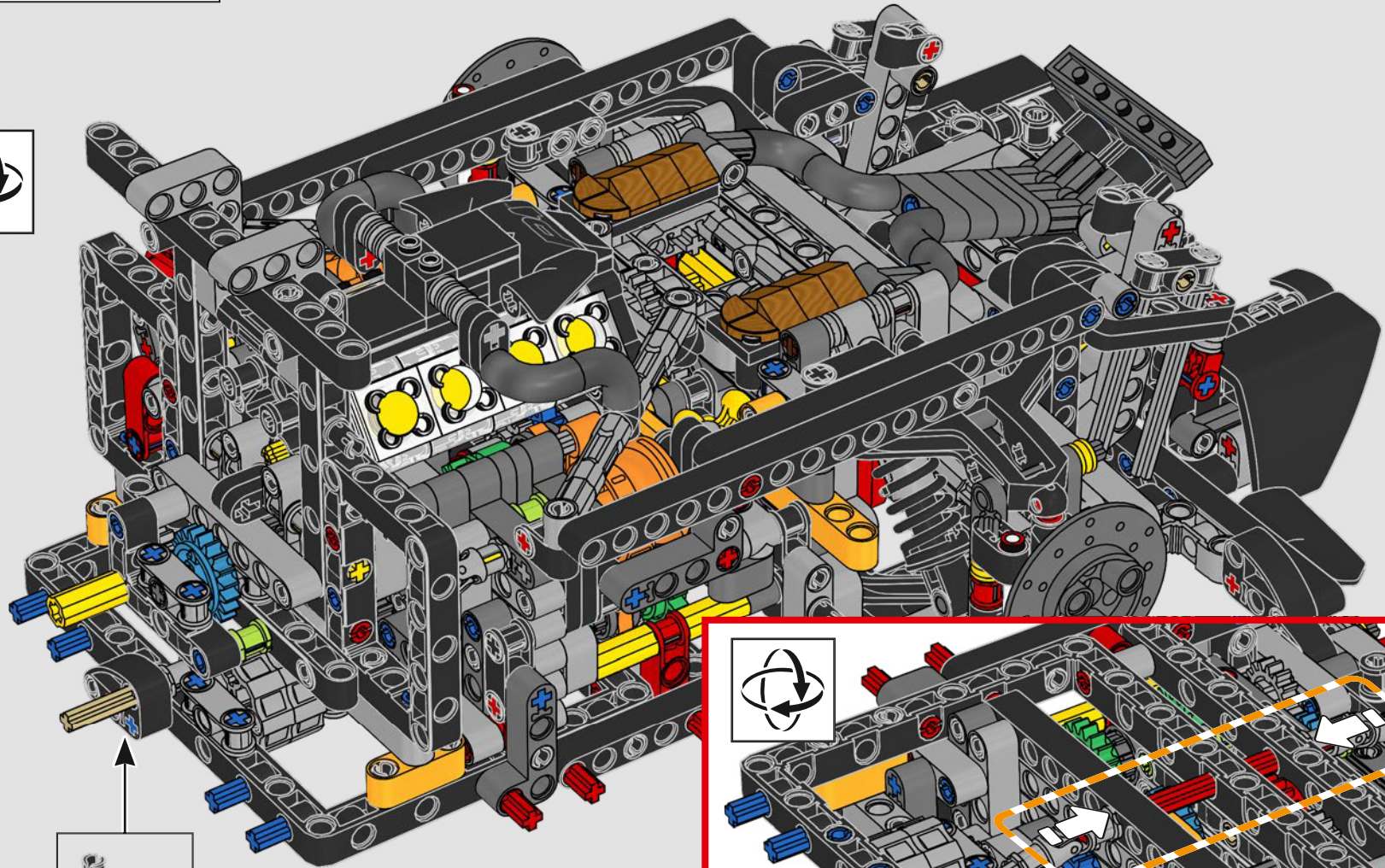


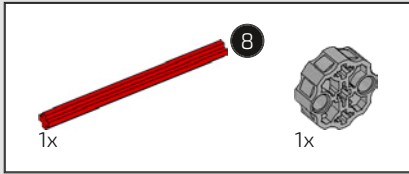
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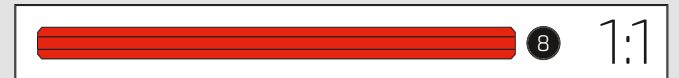
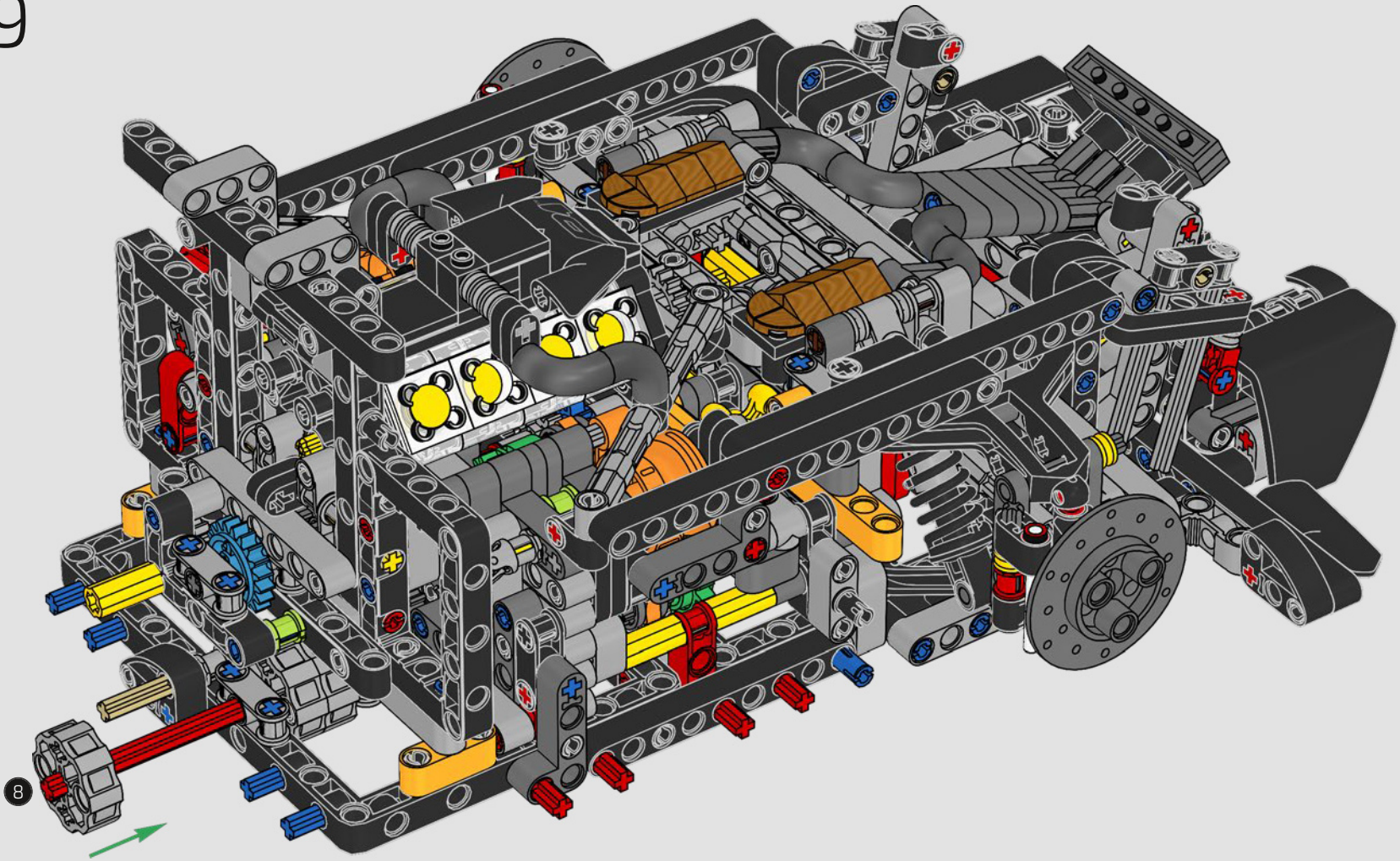


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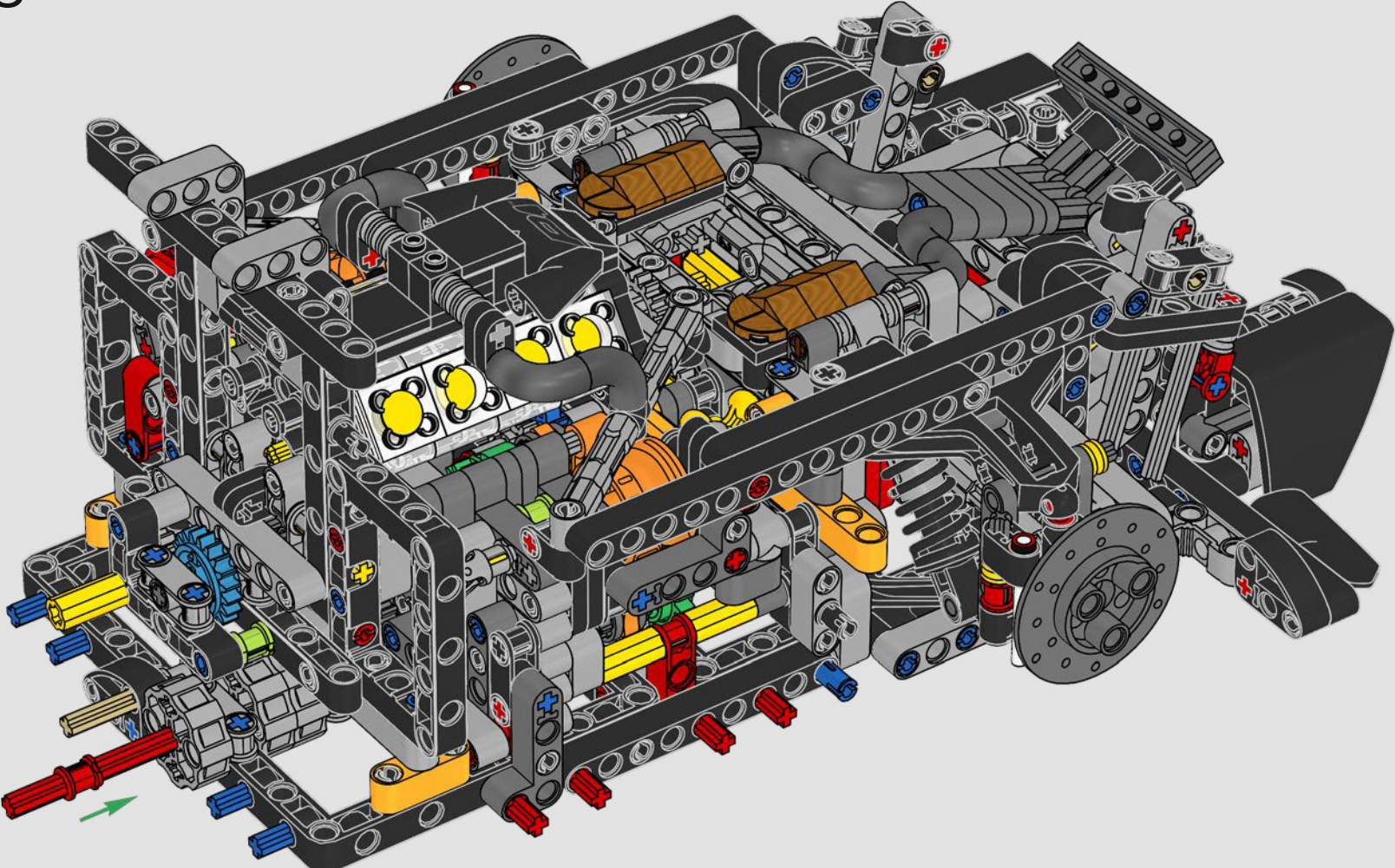


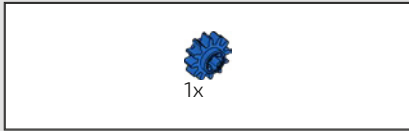
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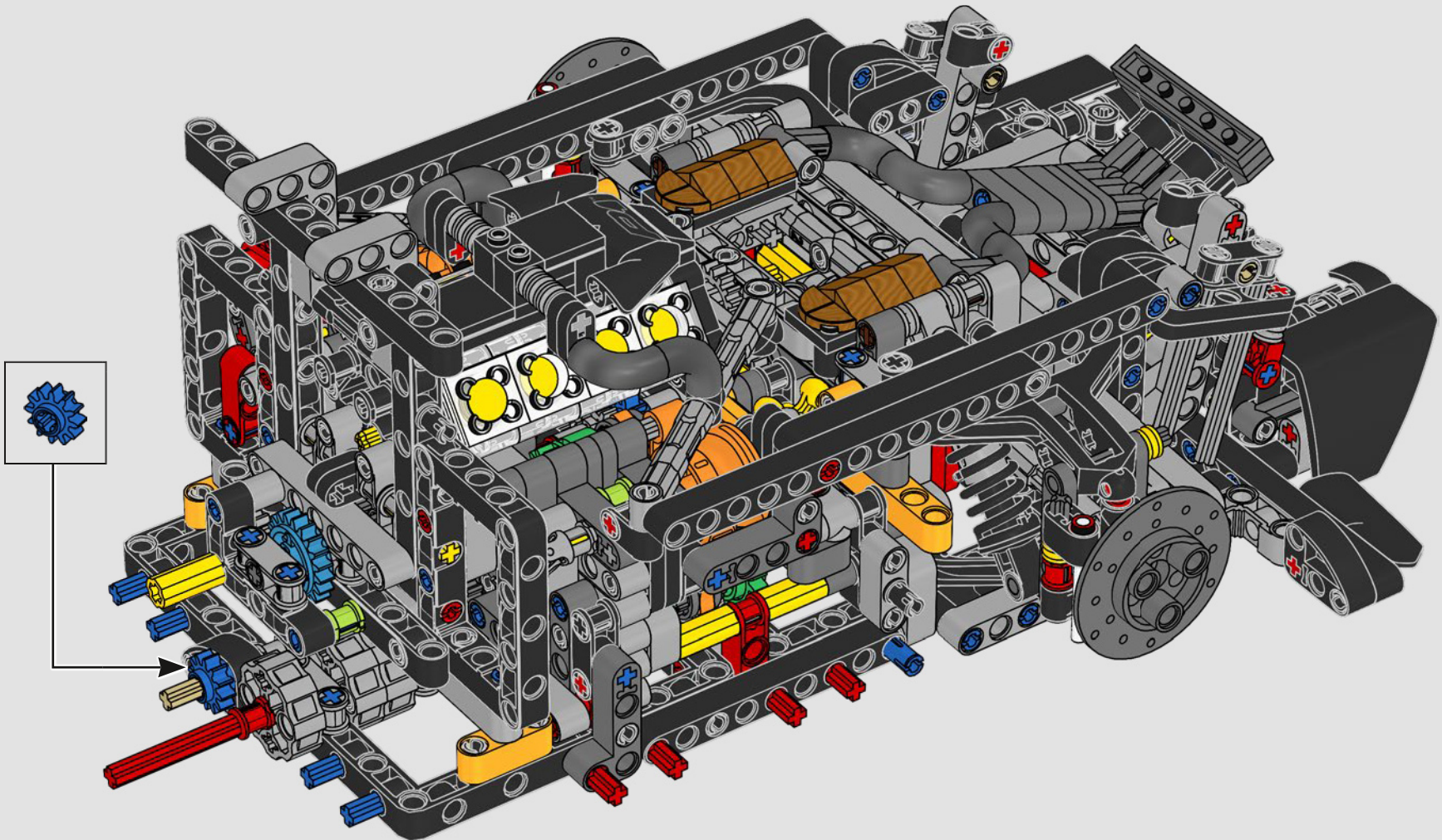


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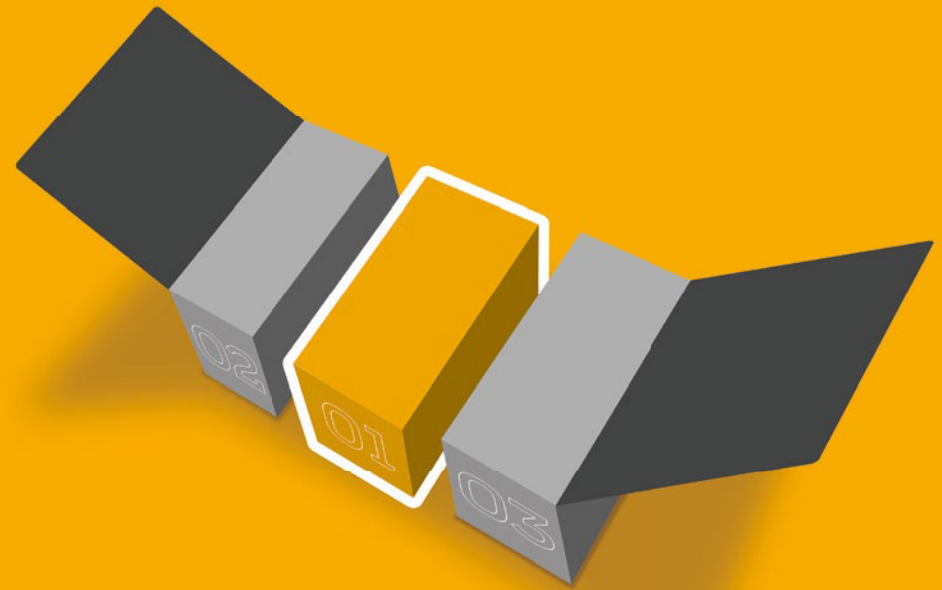


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01

BOX
BOÎTE



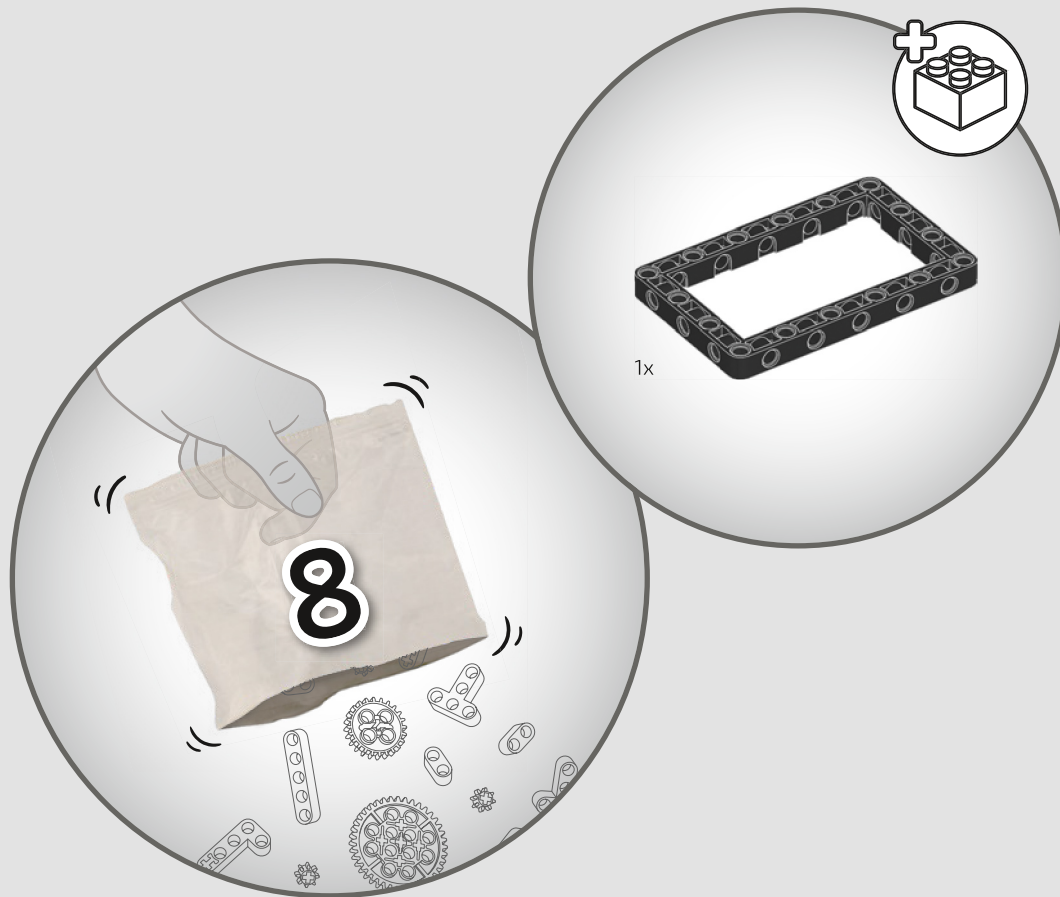
HYBRID MODE, E-MODE & INTERIOR

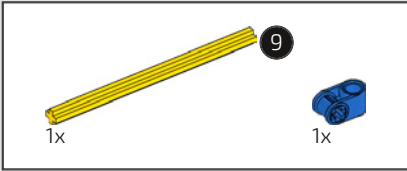
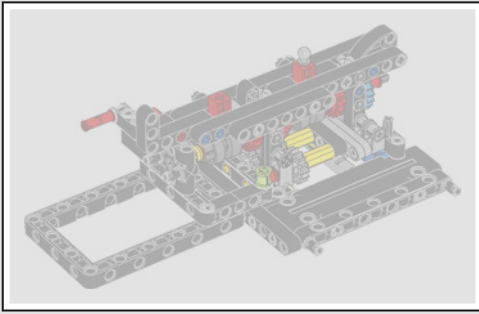
MODE HYBRIDE, MODE E ET INTÉRIEUR

In the real-life McLaren P1™, the electric motor sits below the gasoline engine. To make room for functioning versions in the LEGO® Technic™ model, it has been moved slightly forward. The paddle shifters behind the steering wheel let you shift between the seven gears. The gear stick lets you switch between Hybrid, Neutral and E-mode.

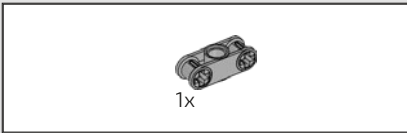
Dans la vraie McLaren P1™, le moteur électrique se trouve sous le moteur à essence. Pour faire place aux versions fonctionnelles dans le modèle LEGO® Technic™, il a été légèrement déplacé vers l'avant. Les palettes situées derrière le volant permettent de sélectionner l'un des sept rapports de vitesse. Le levier de vitesses permet de basculer entre le mode hybride, le mode neutre et le mode E.



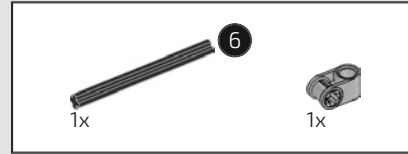
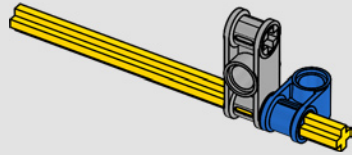




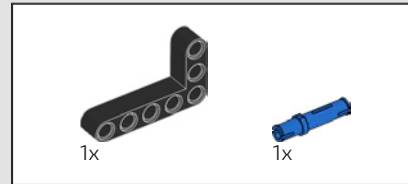
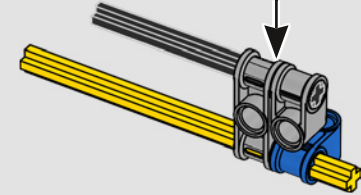
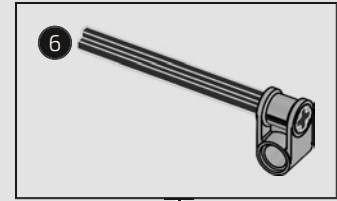
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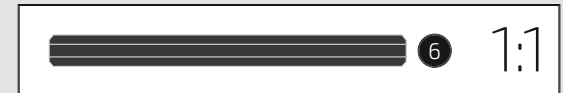
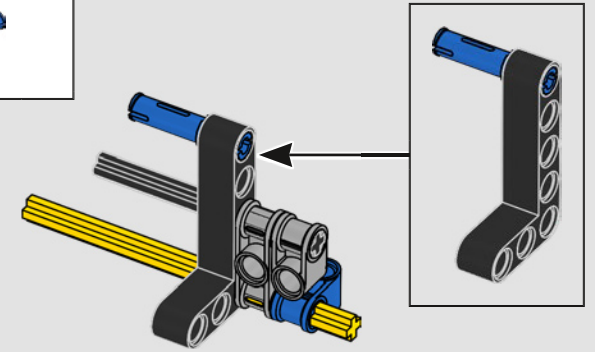
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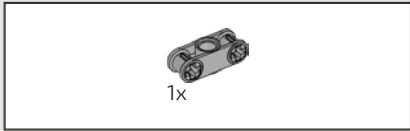


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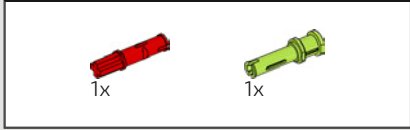
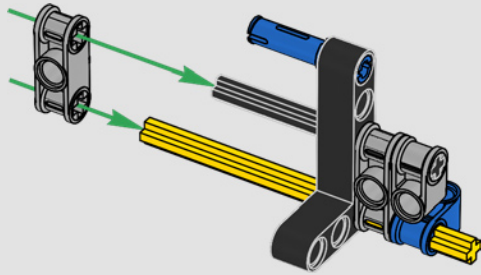


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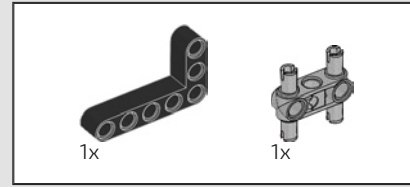
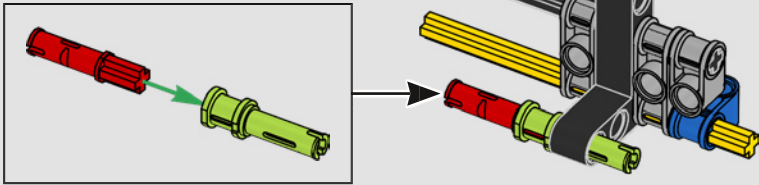




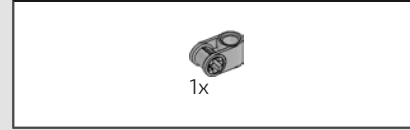
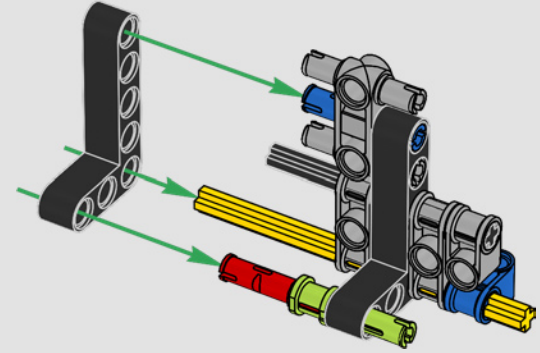
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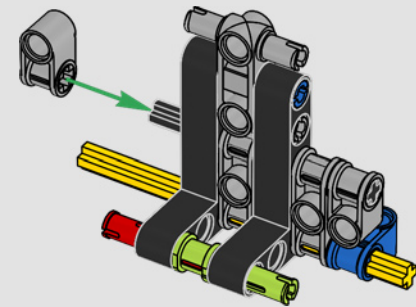
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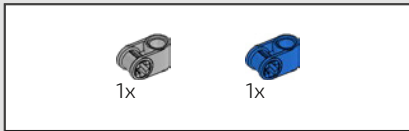


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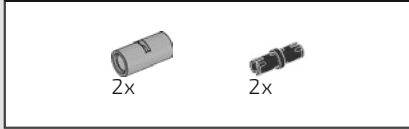
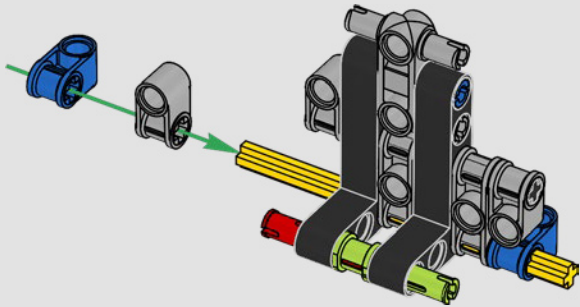


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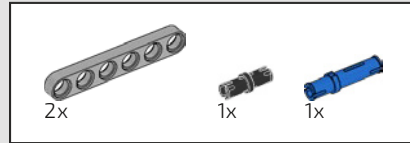
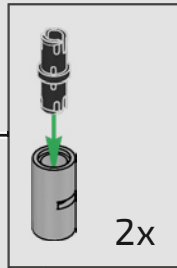
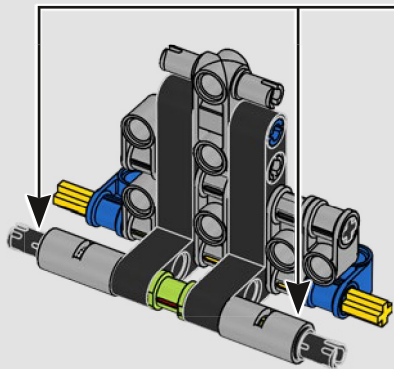




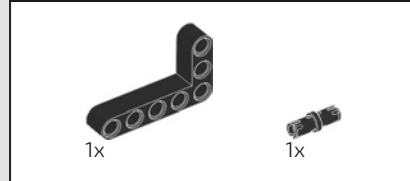
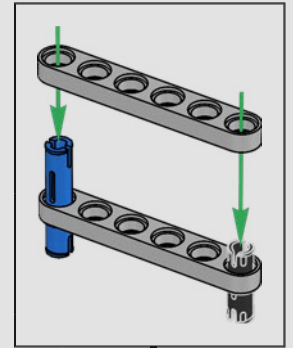
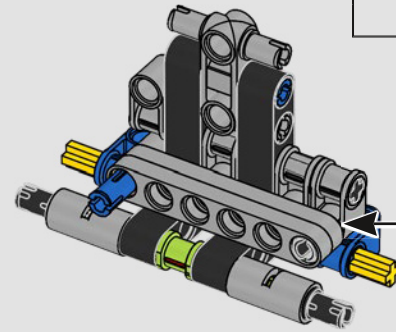
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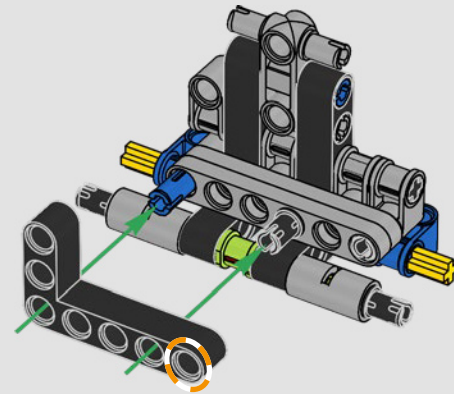
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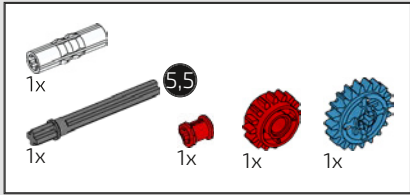


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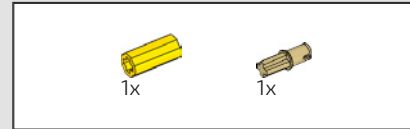
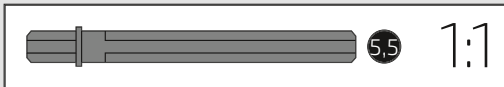
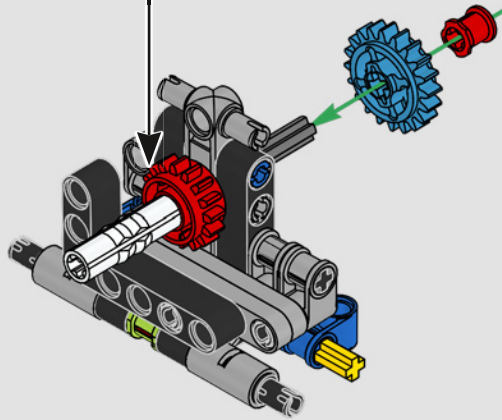
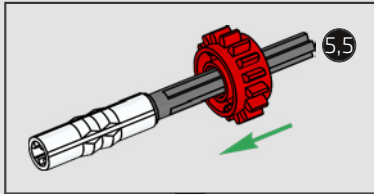


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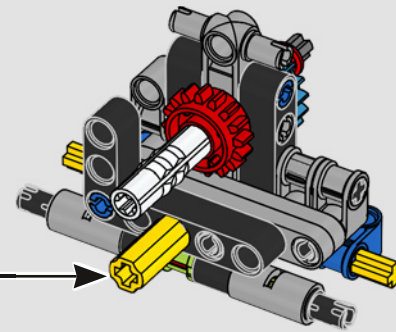
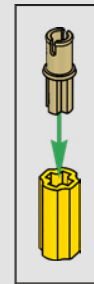


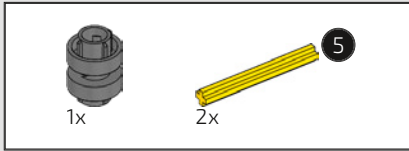


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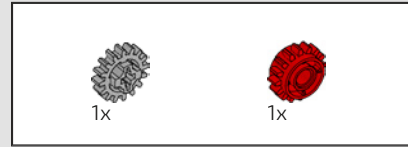
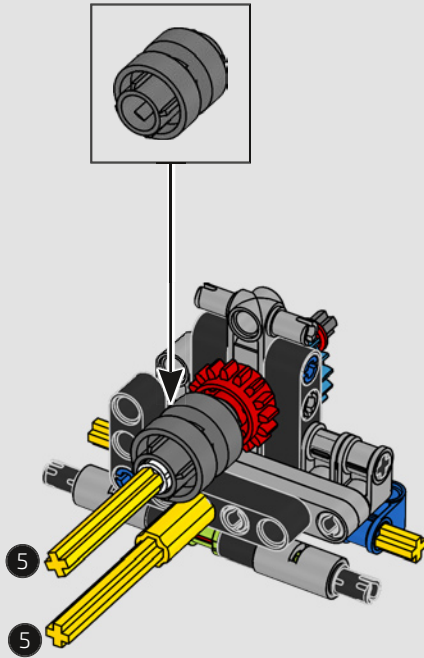


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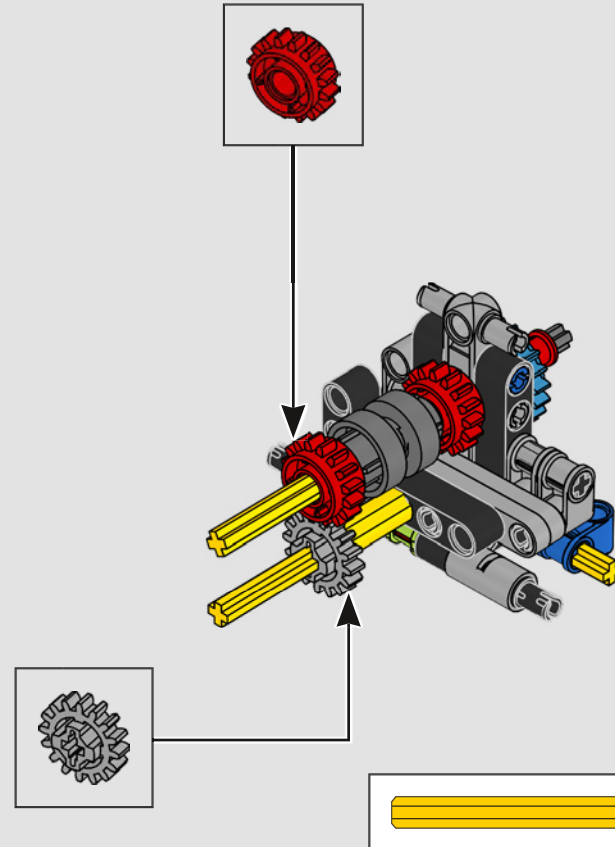


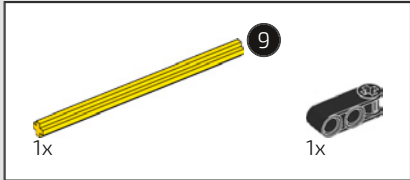
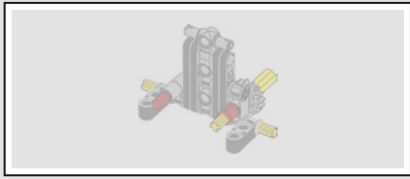


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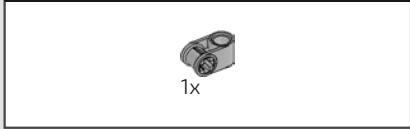


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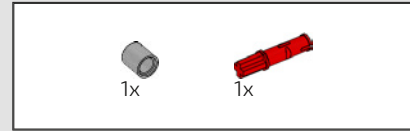
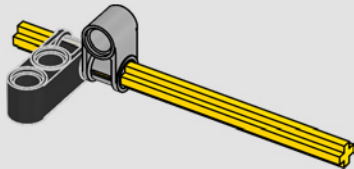




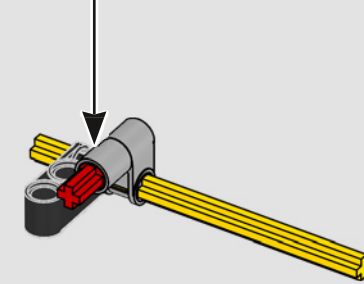
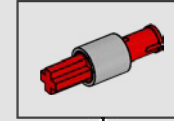
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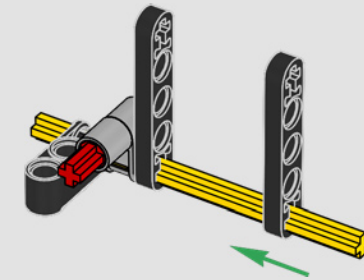
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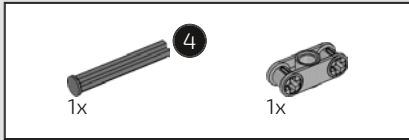


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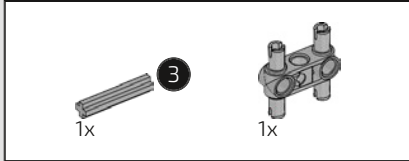
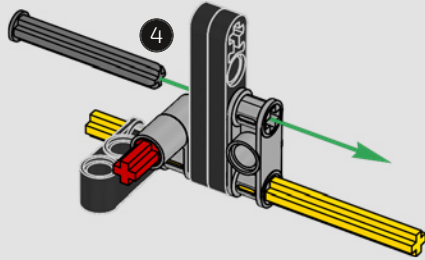


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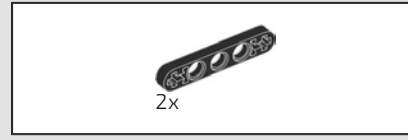
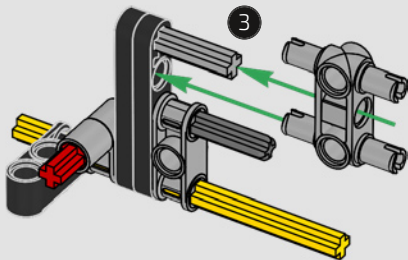




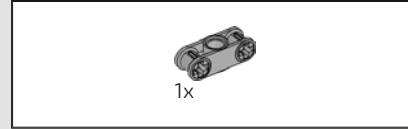
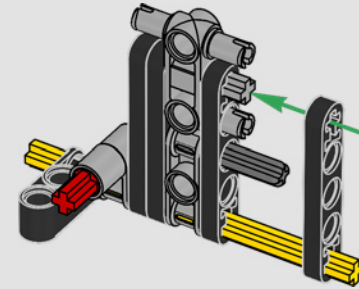
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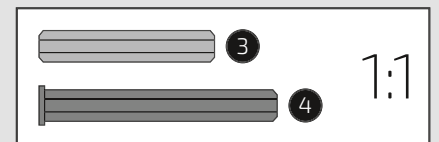
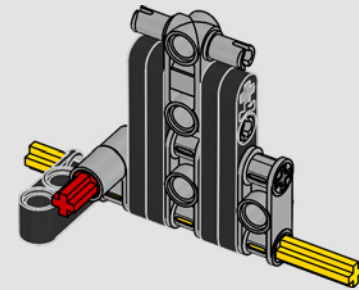
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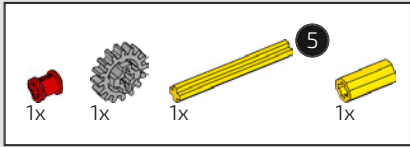


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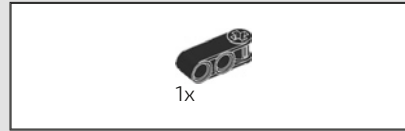
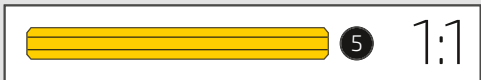
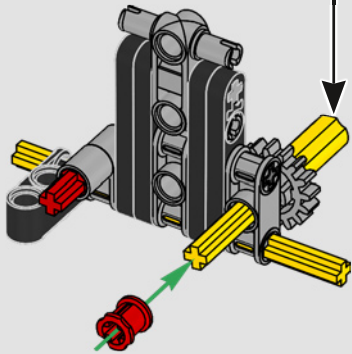
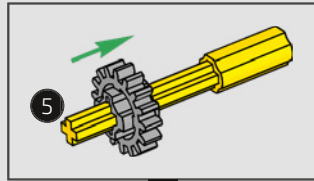


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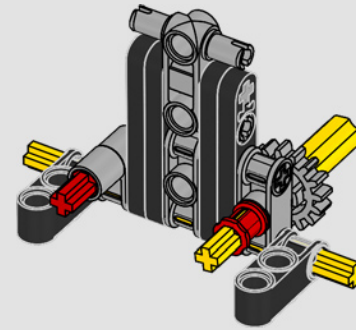




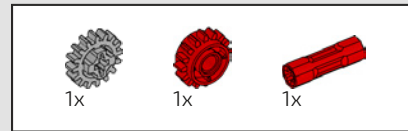
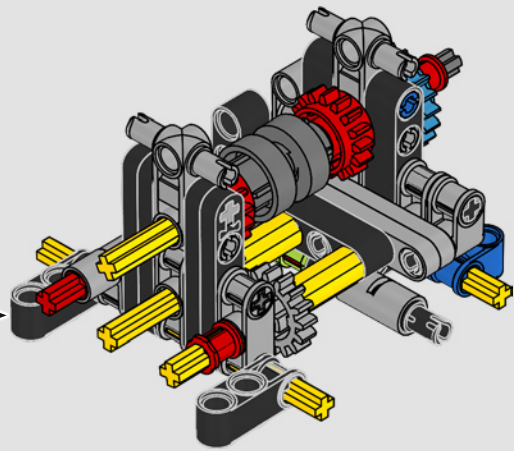
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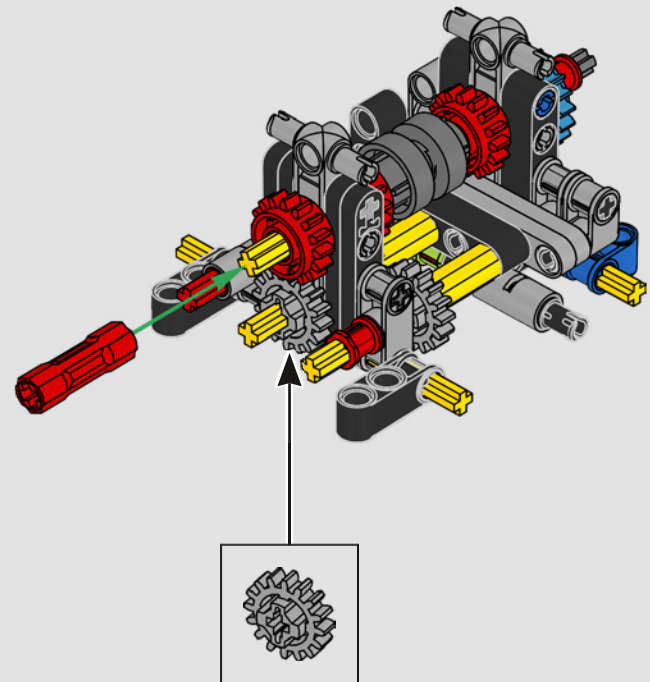
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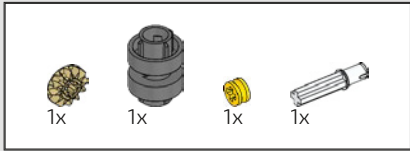


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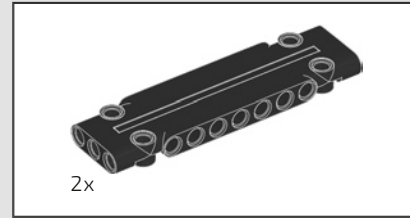
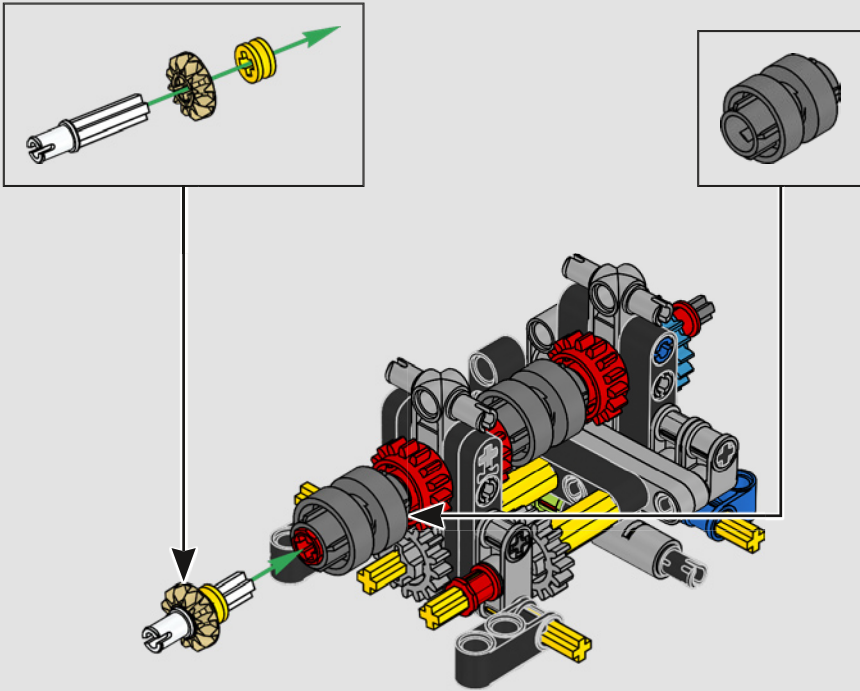


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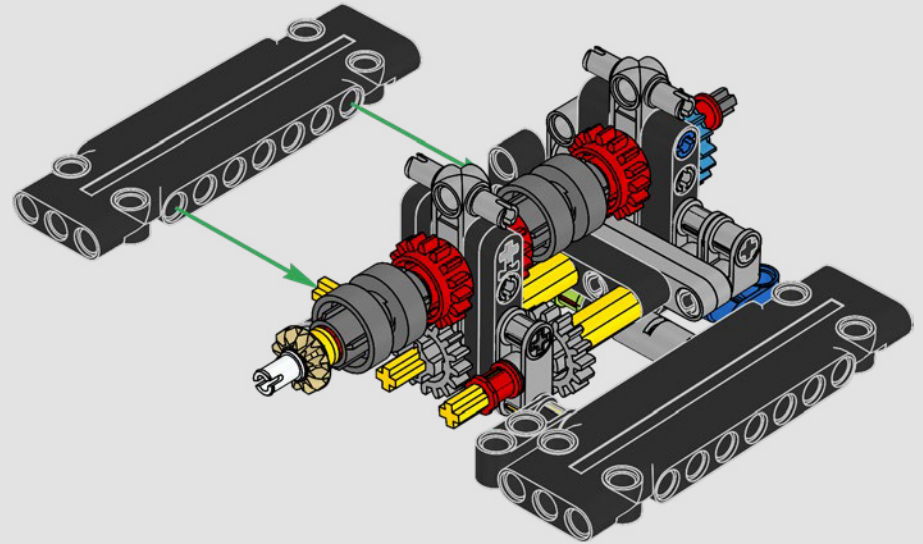


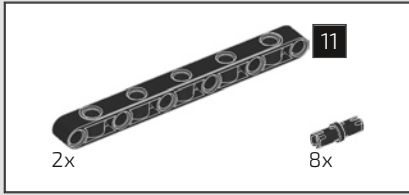


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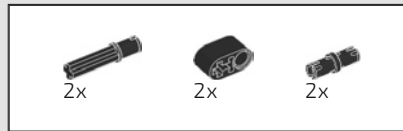
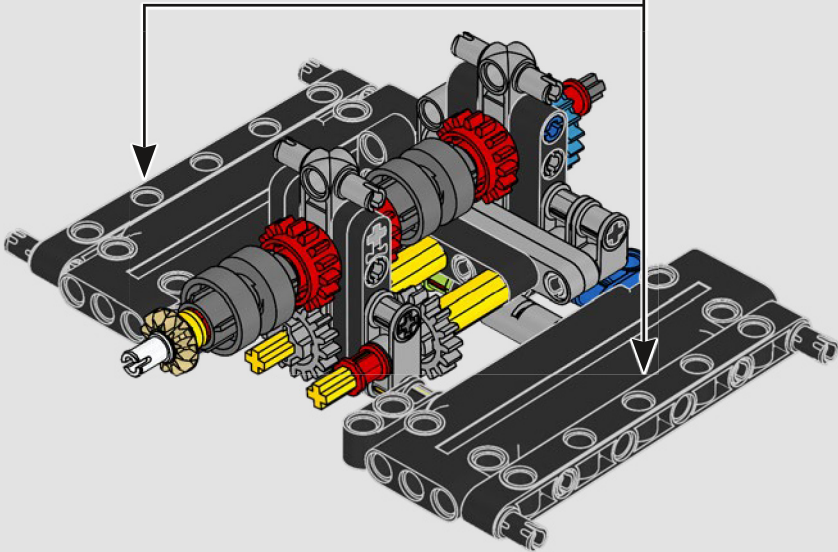
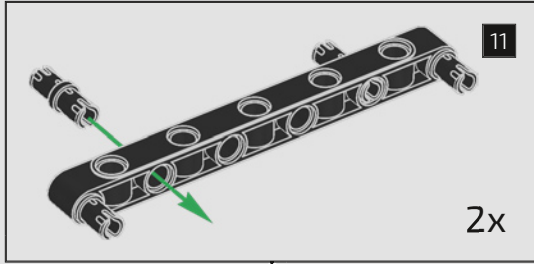


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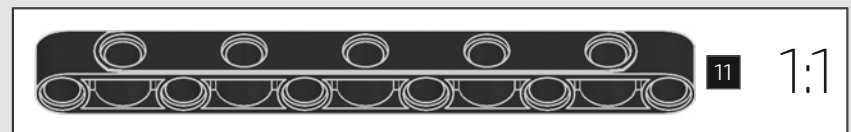
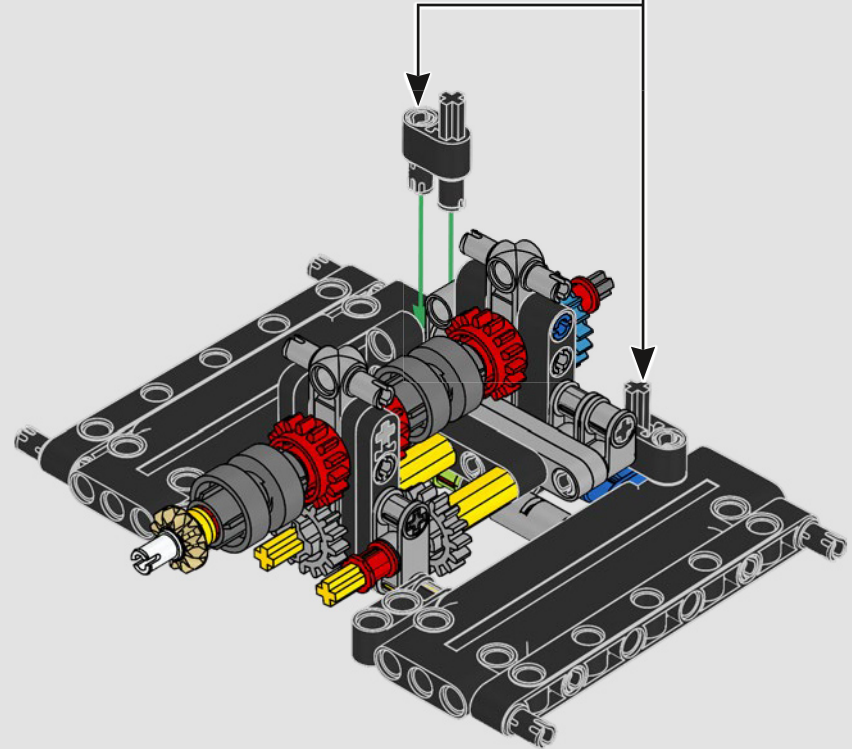
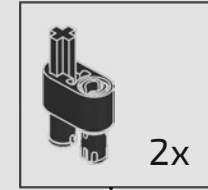


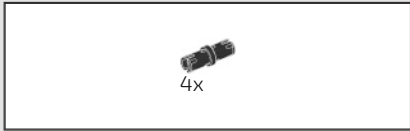


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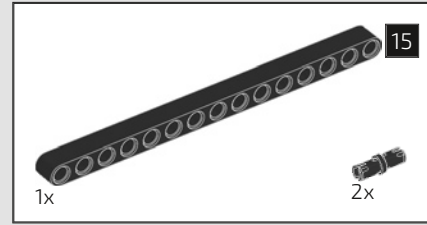
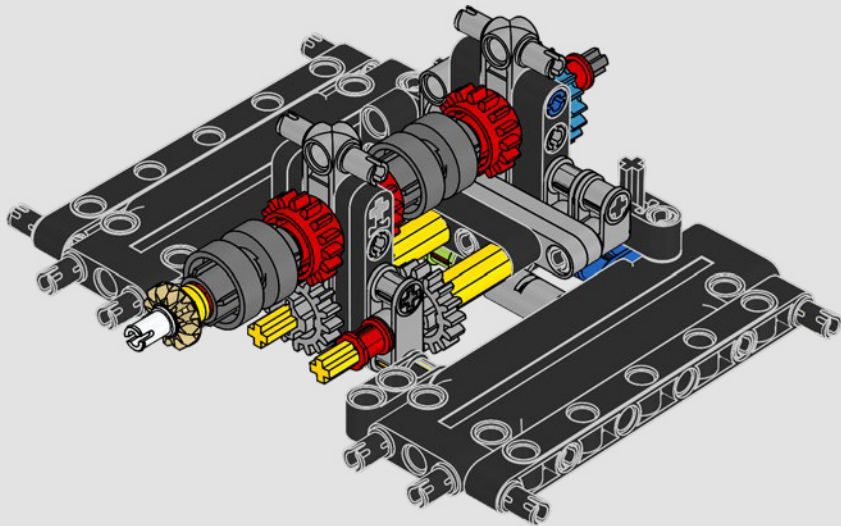


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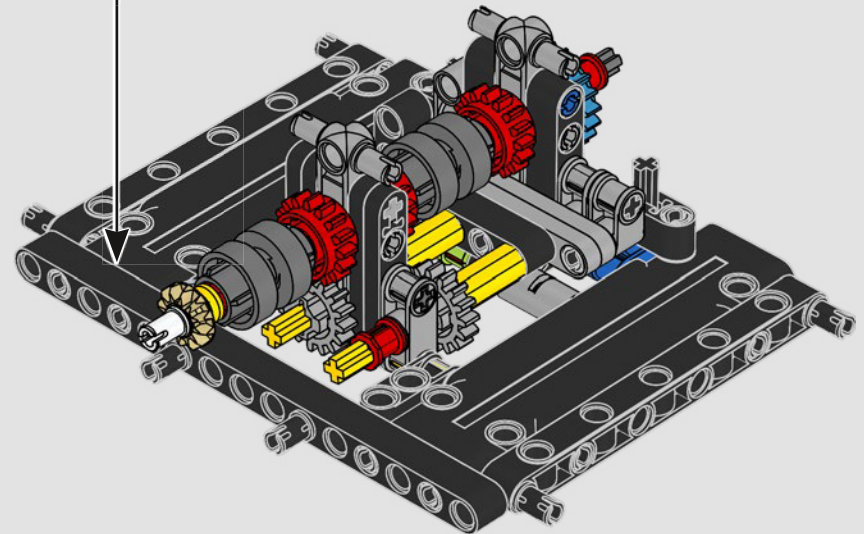
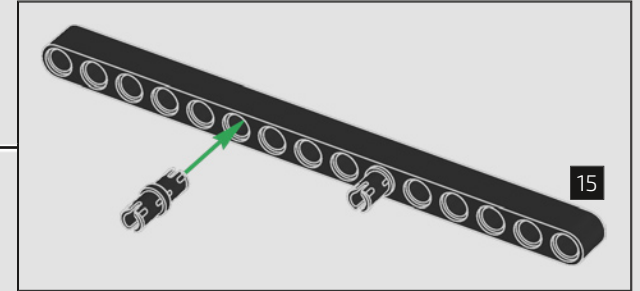


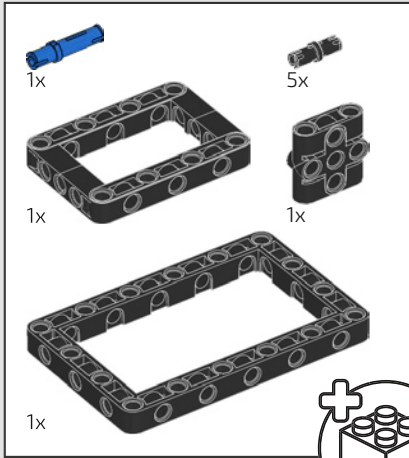


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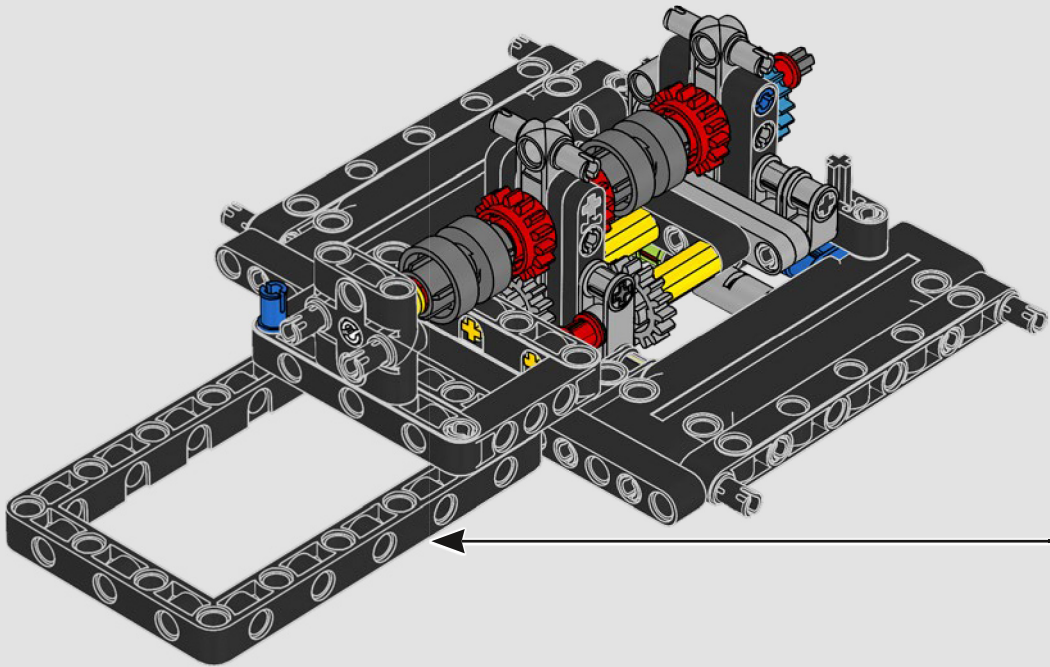
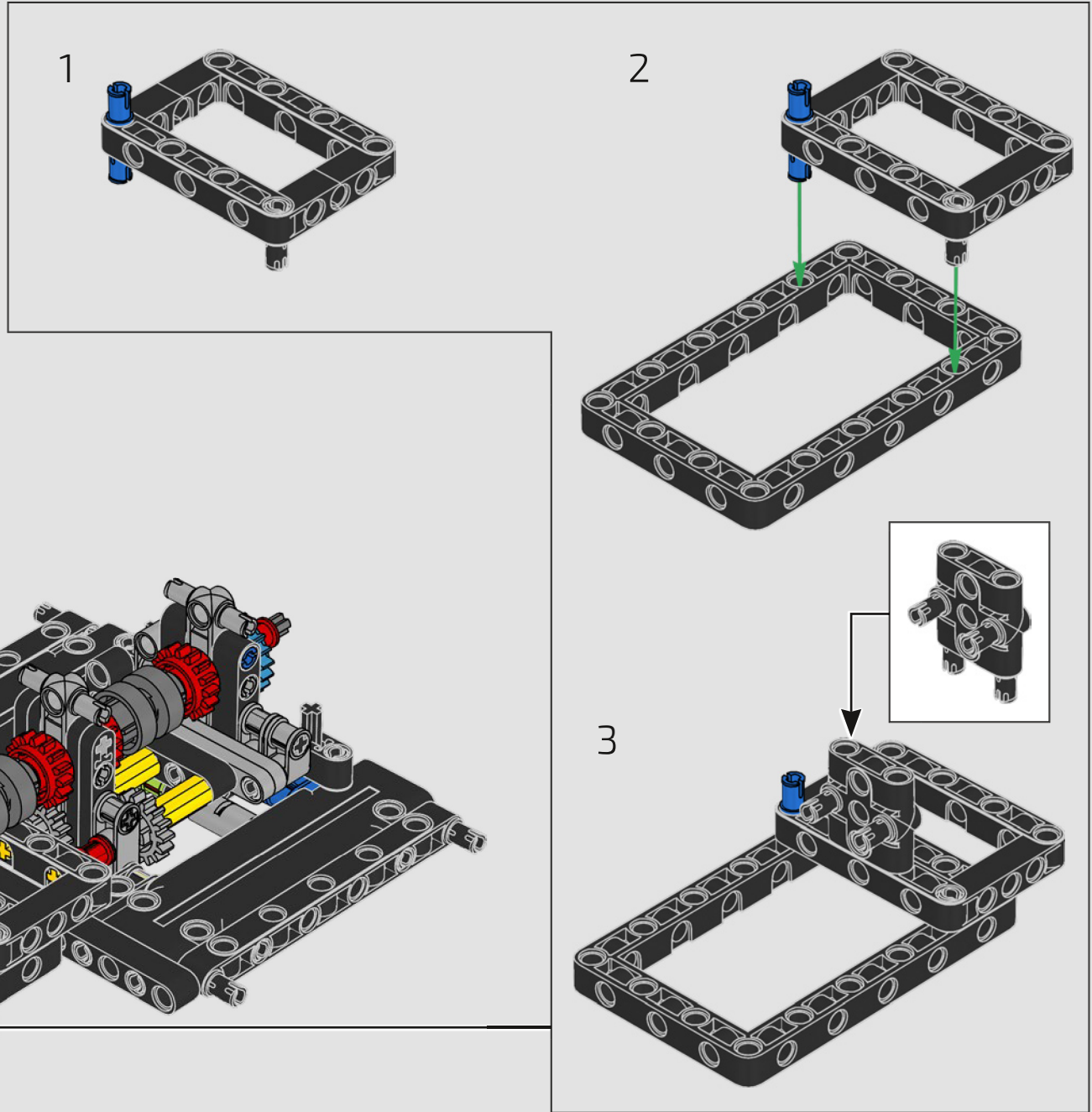
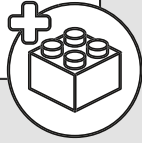


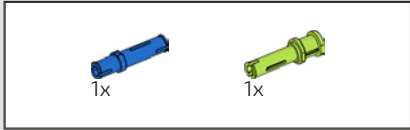
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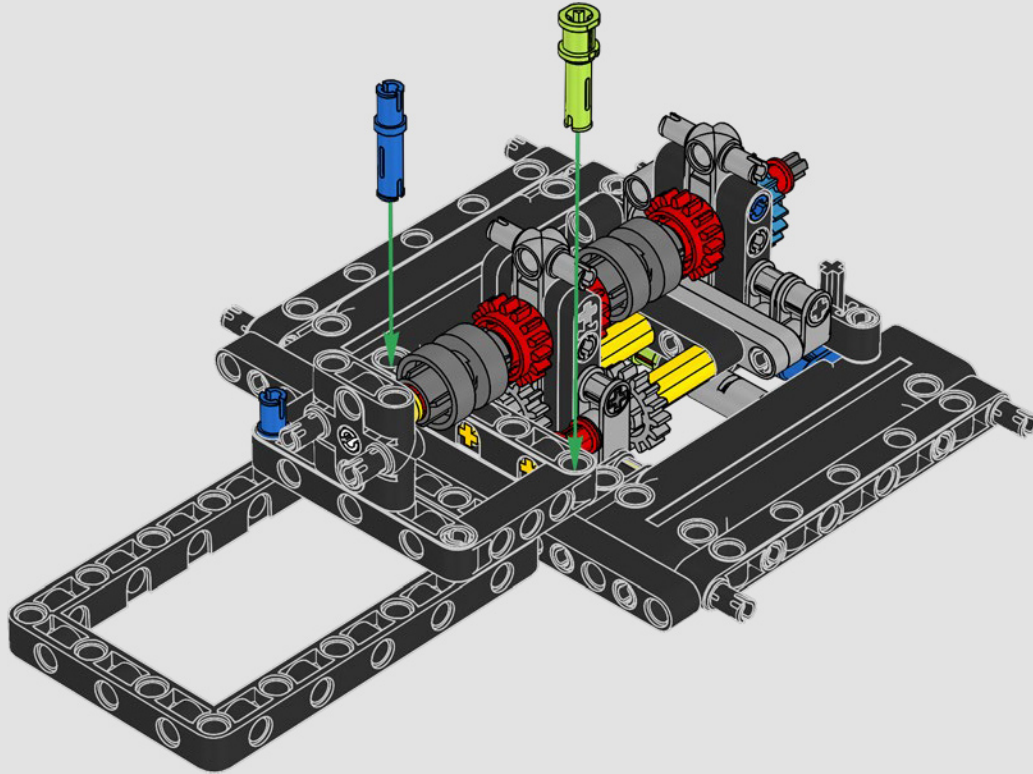


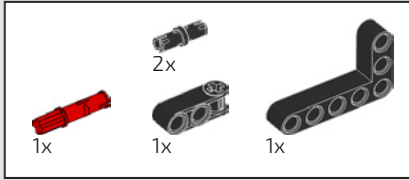
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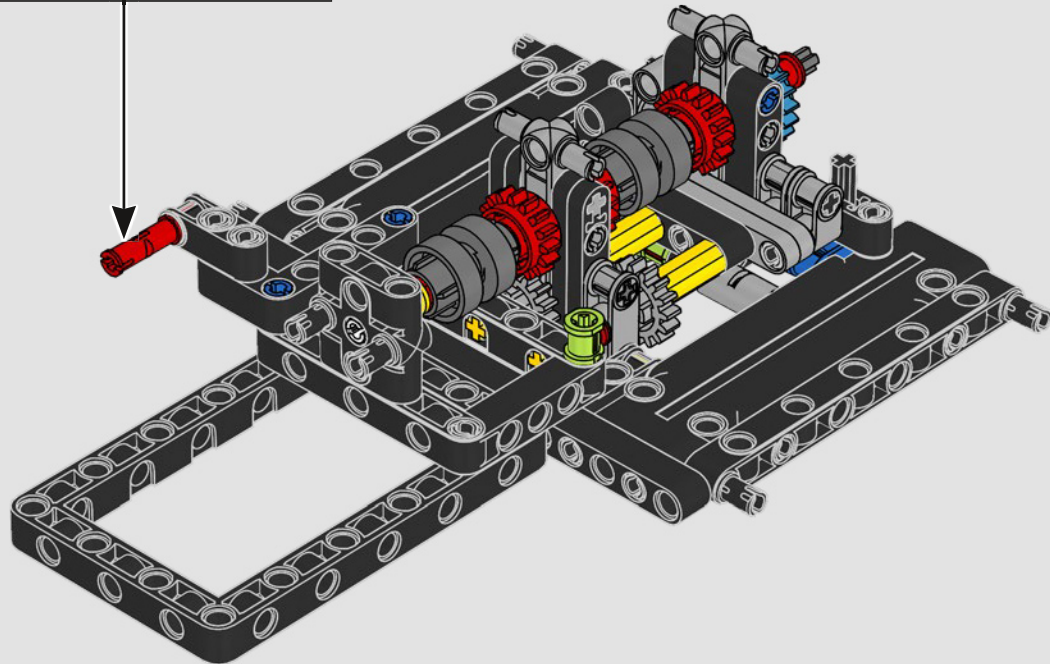
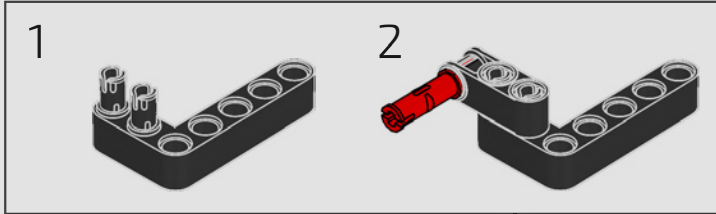


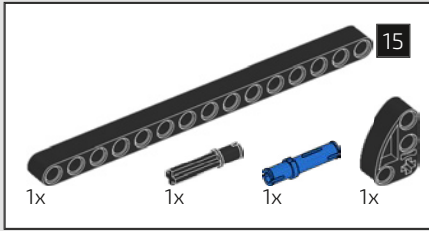
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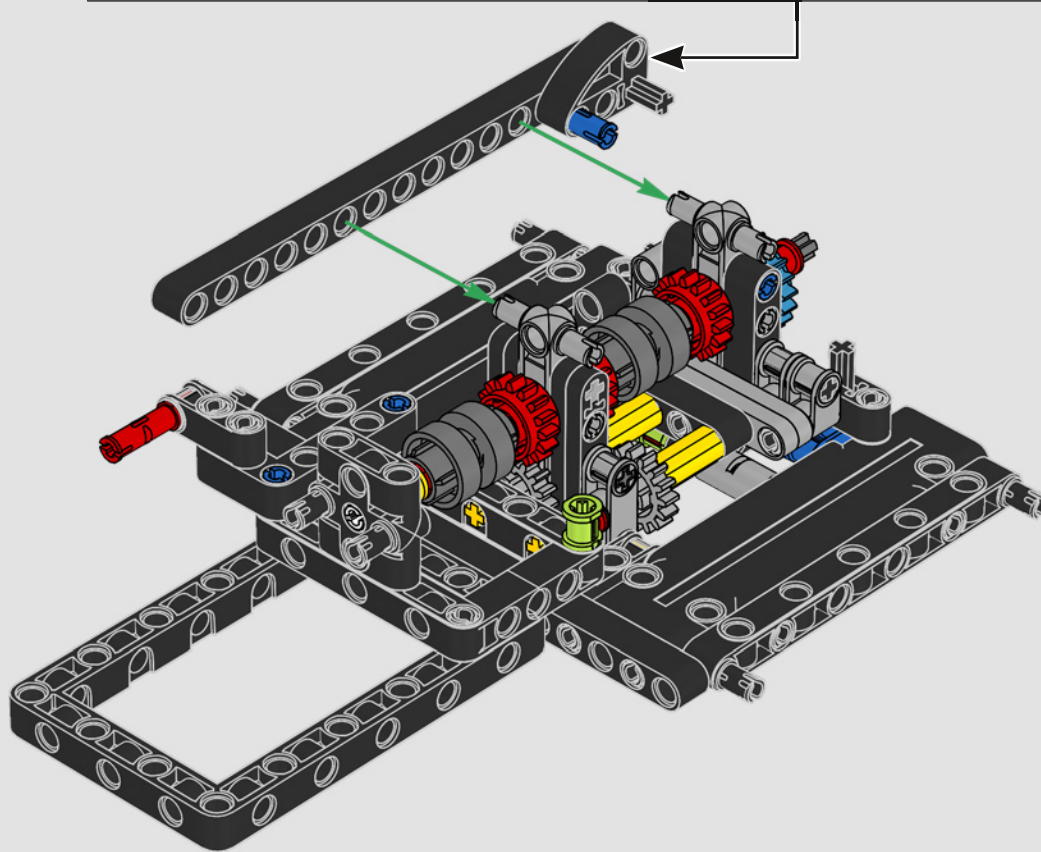
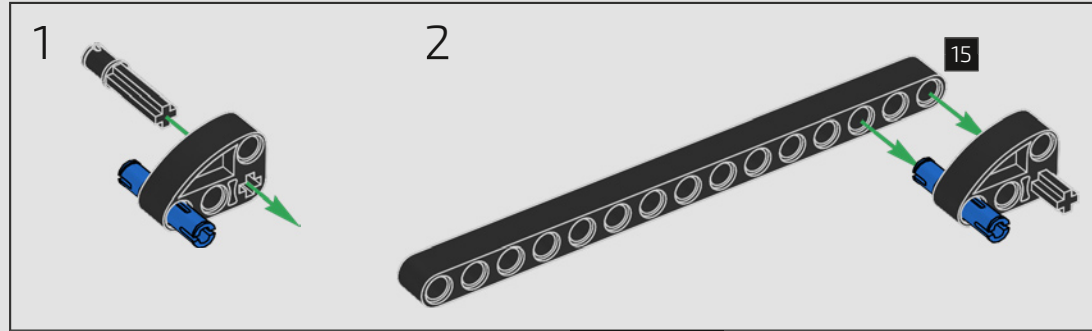


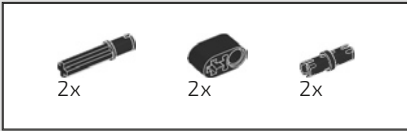
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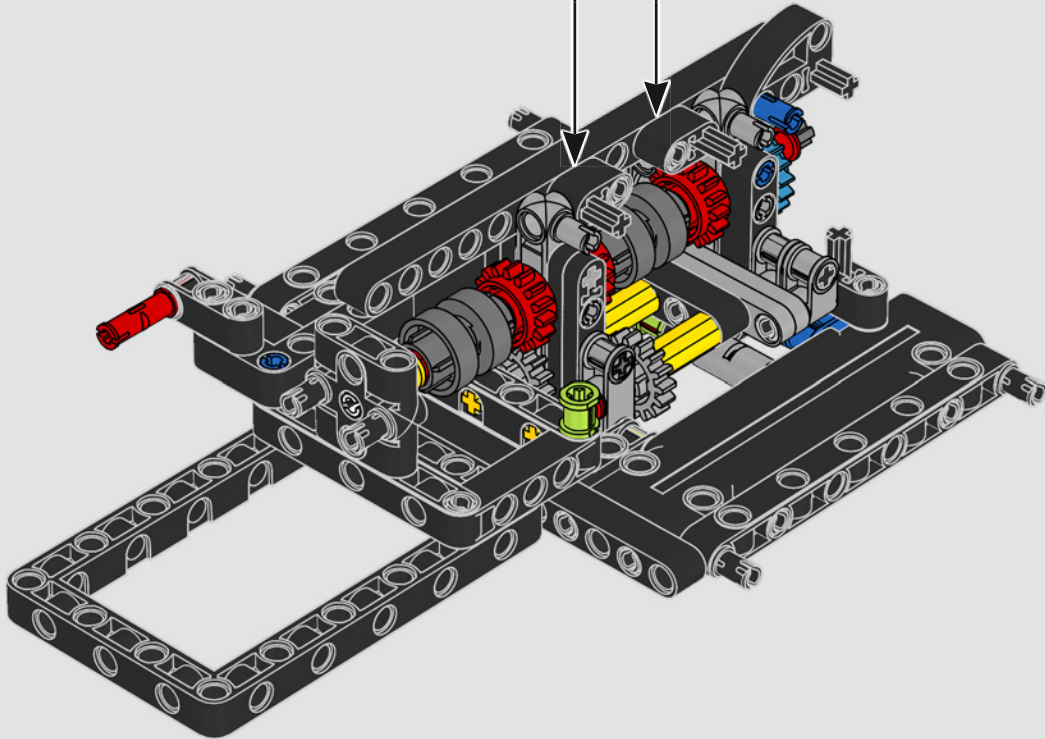
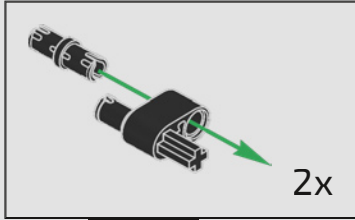


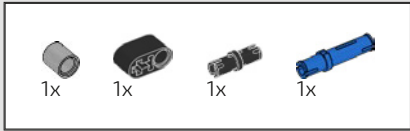
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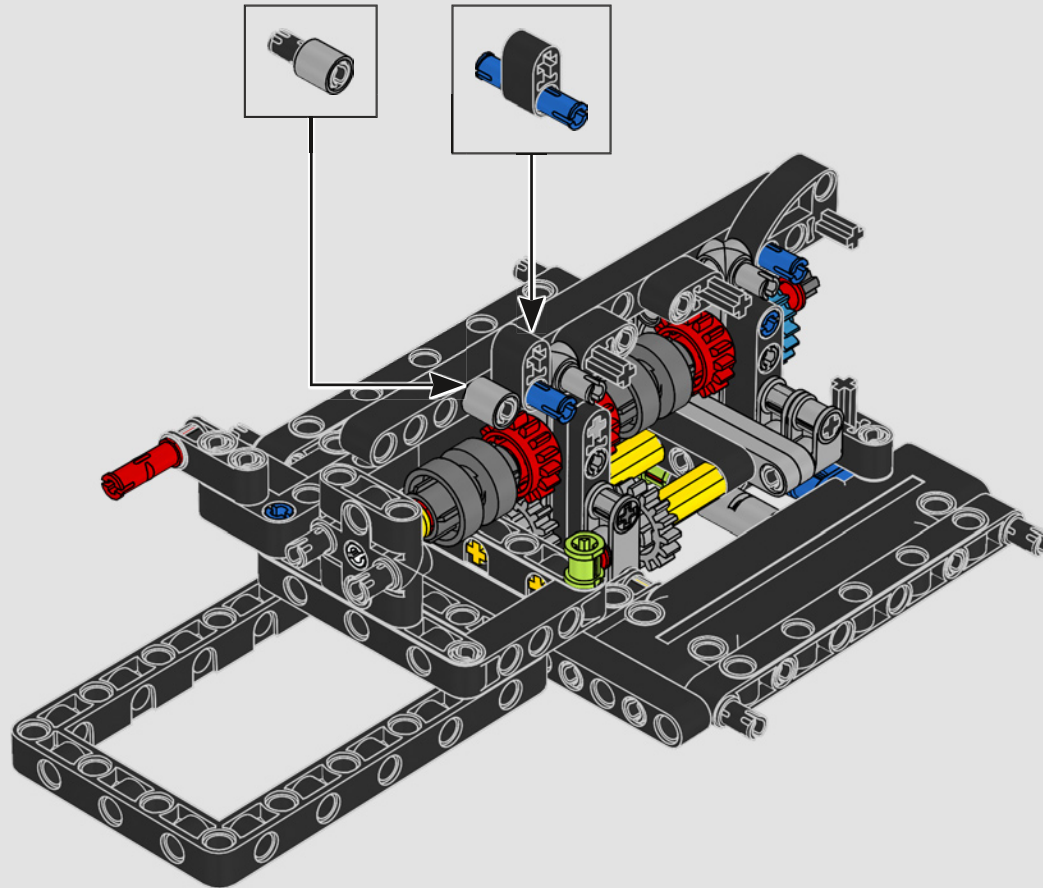


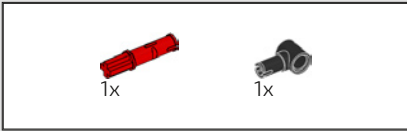
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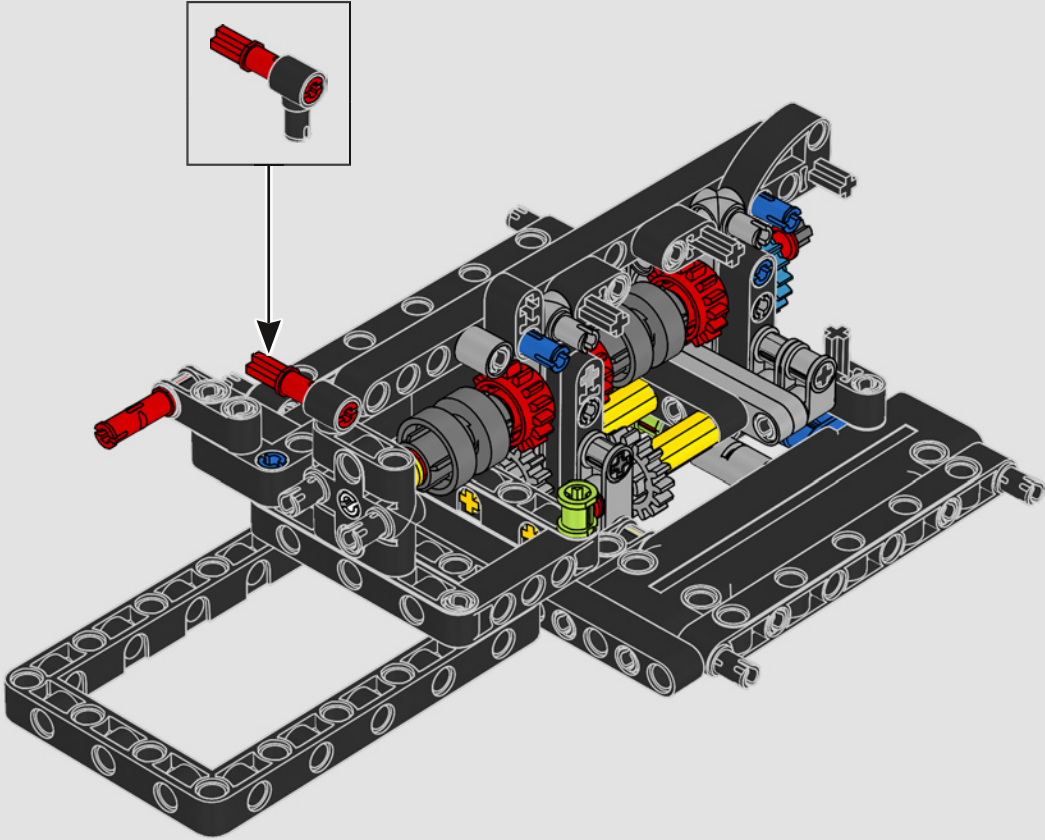


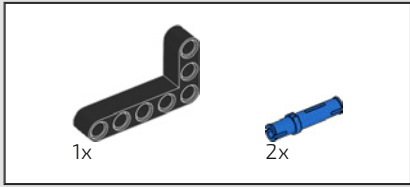
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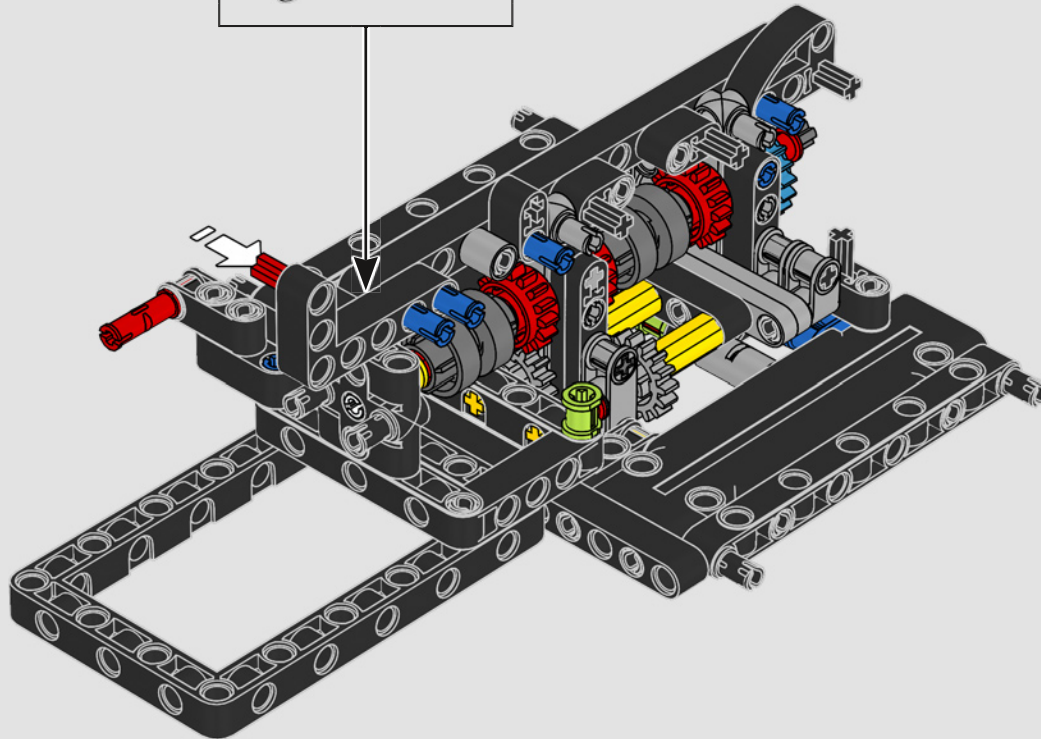
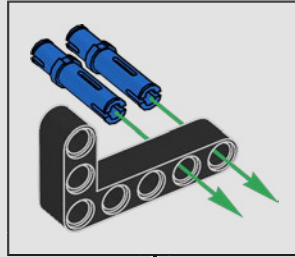


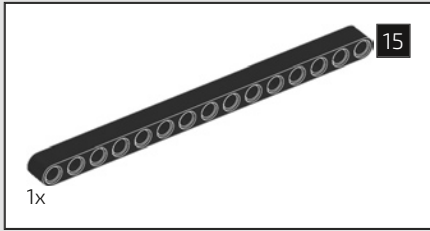
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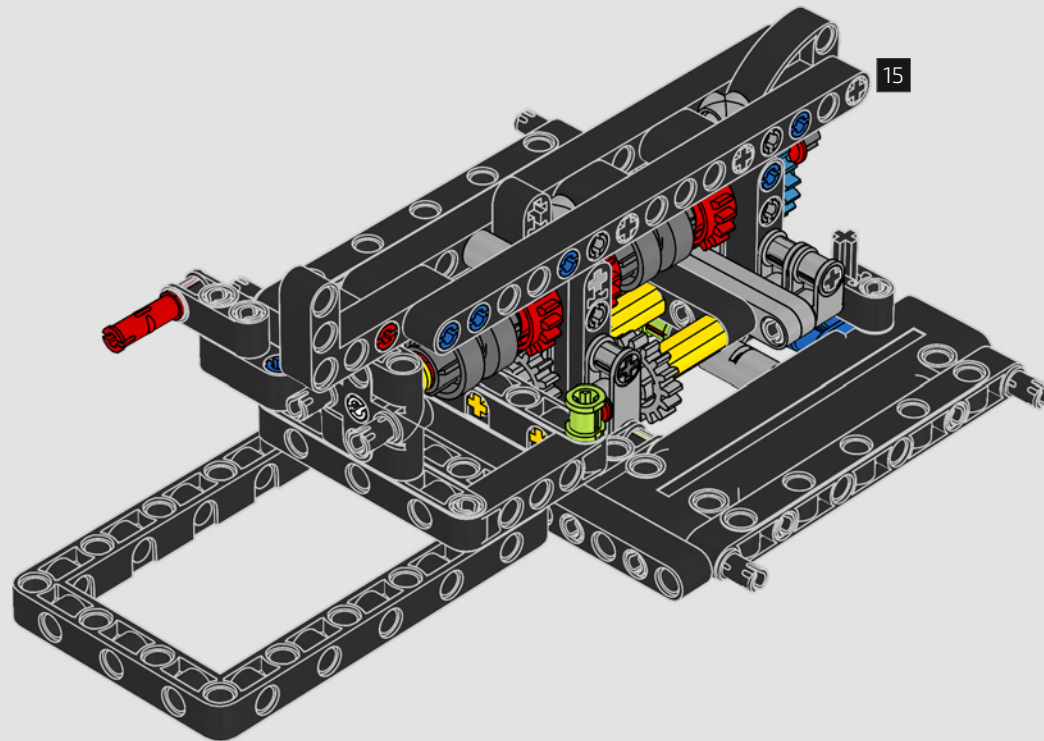


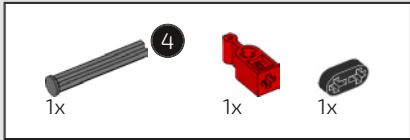
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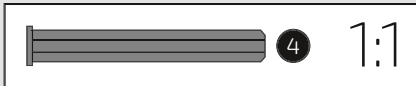
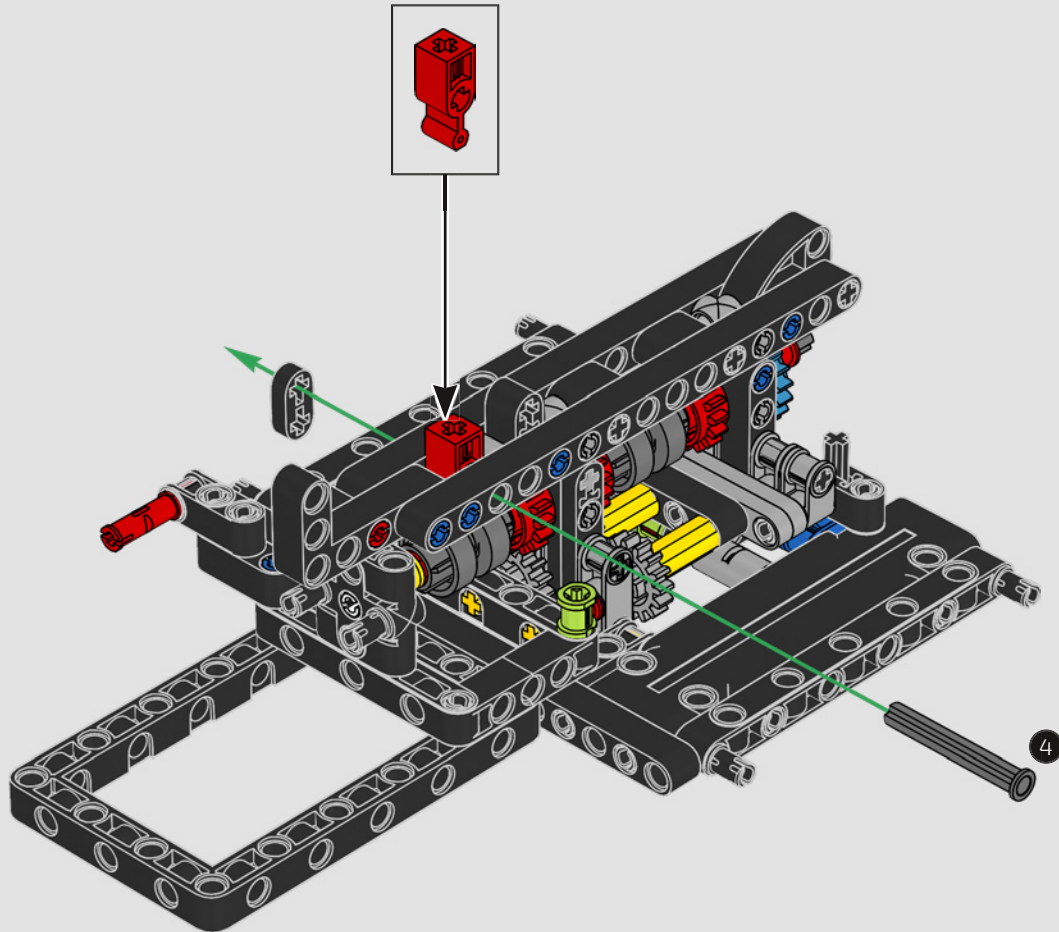


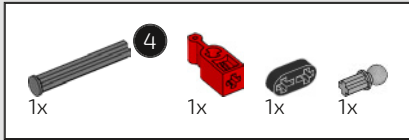
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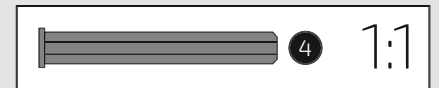
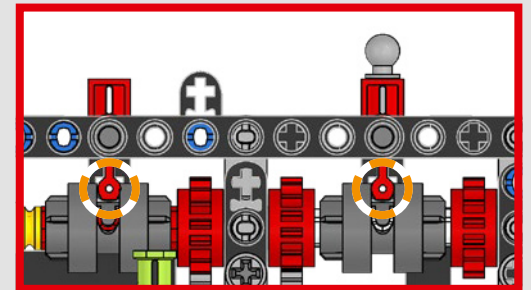
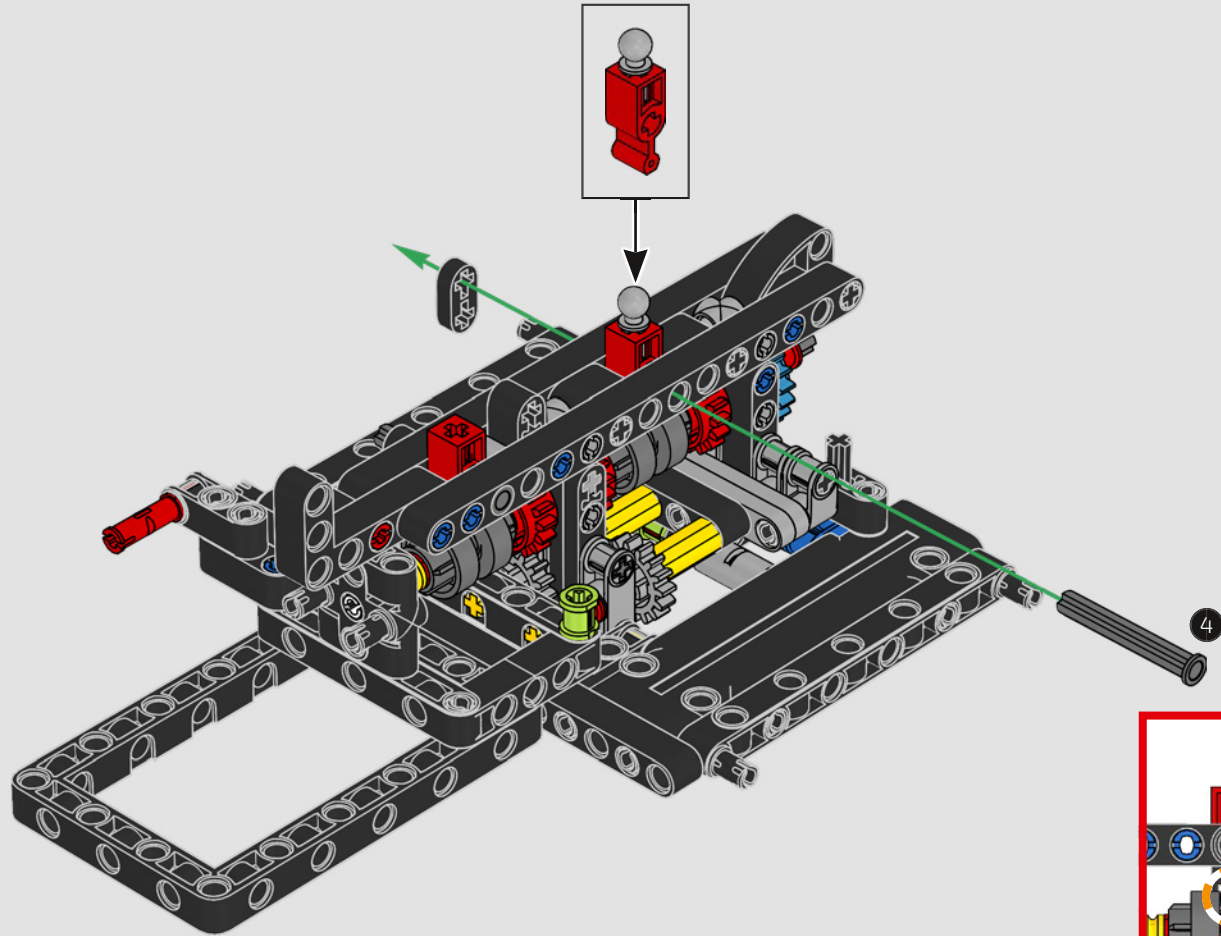


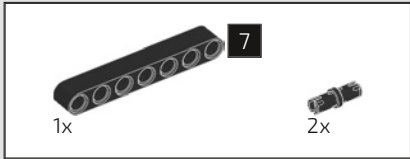
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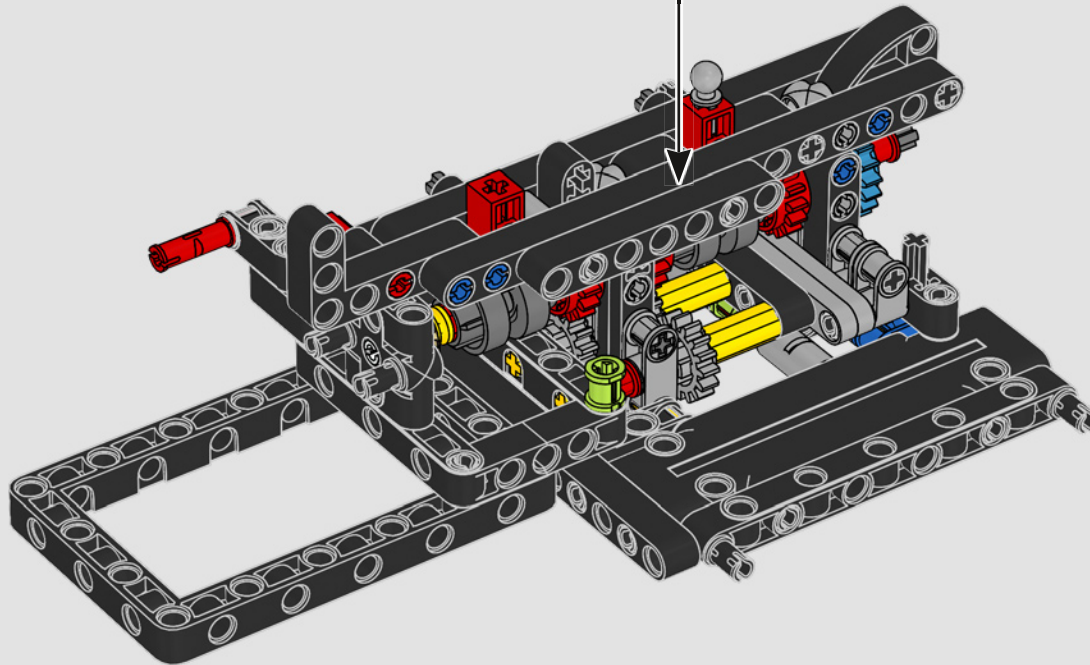
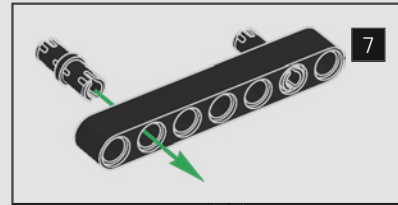


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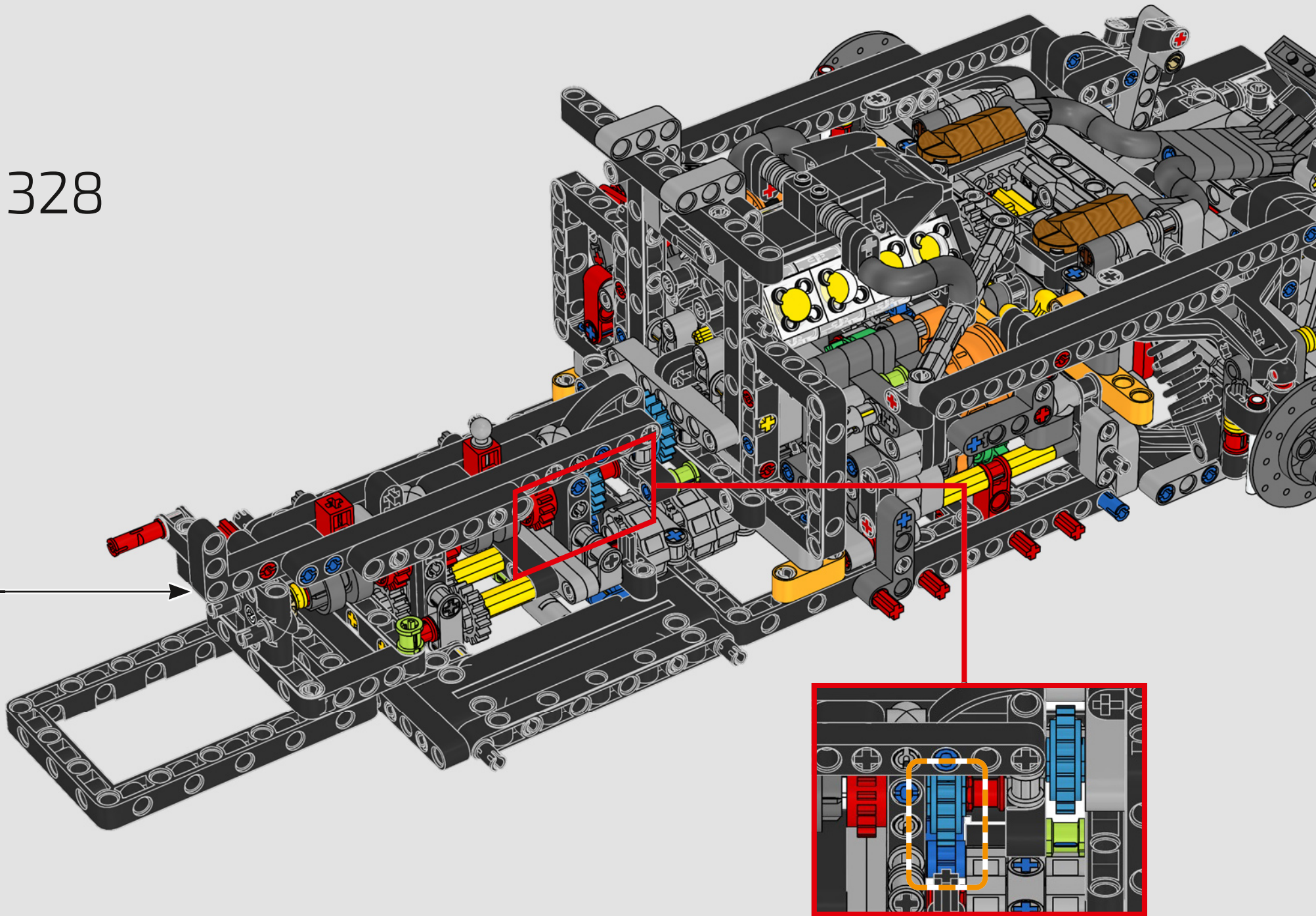


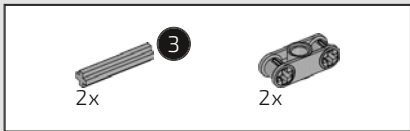


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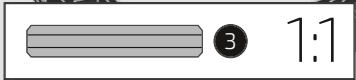
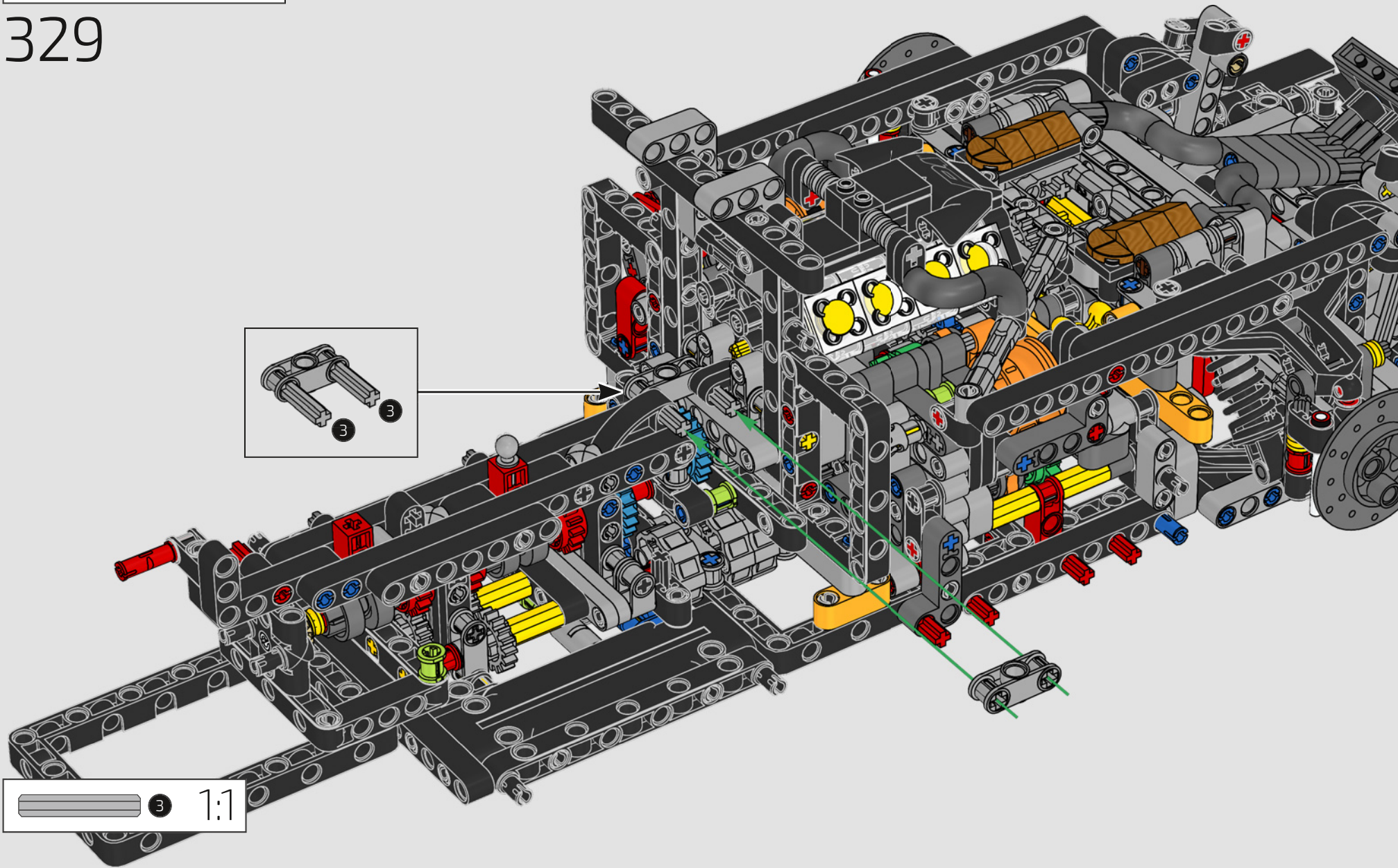
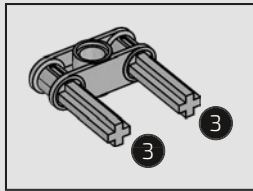


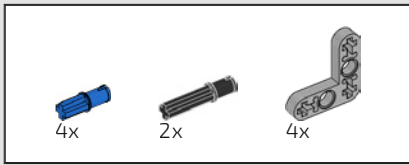
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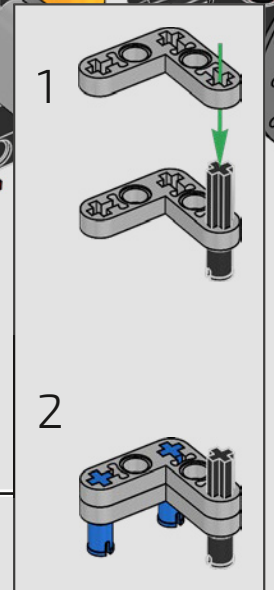
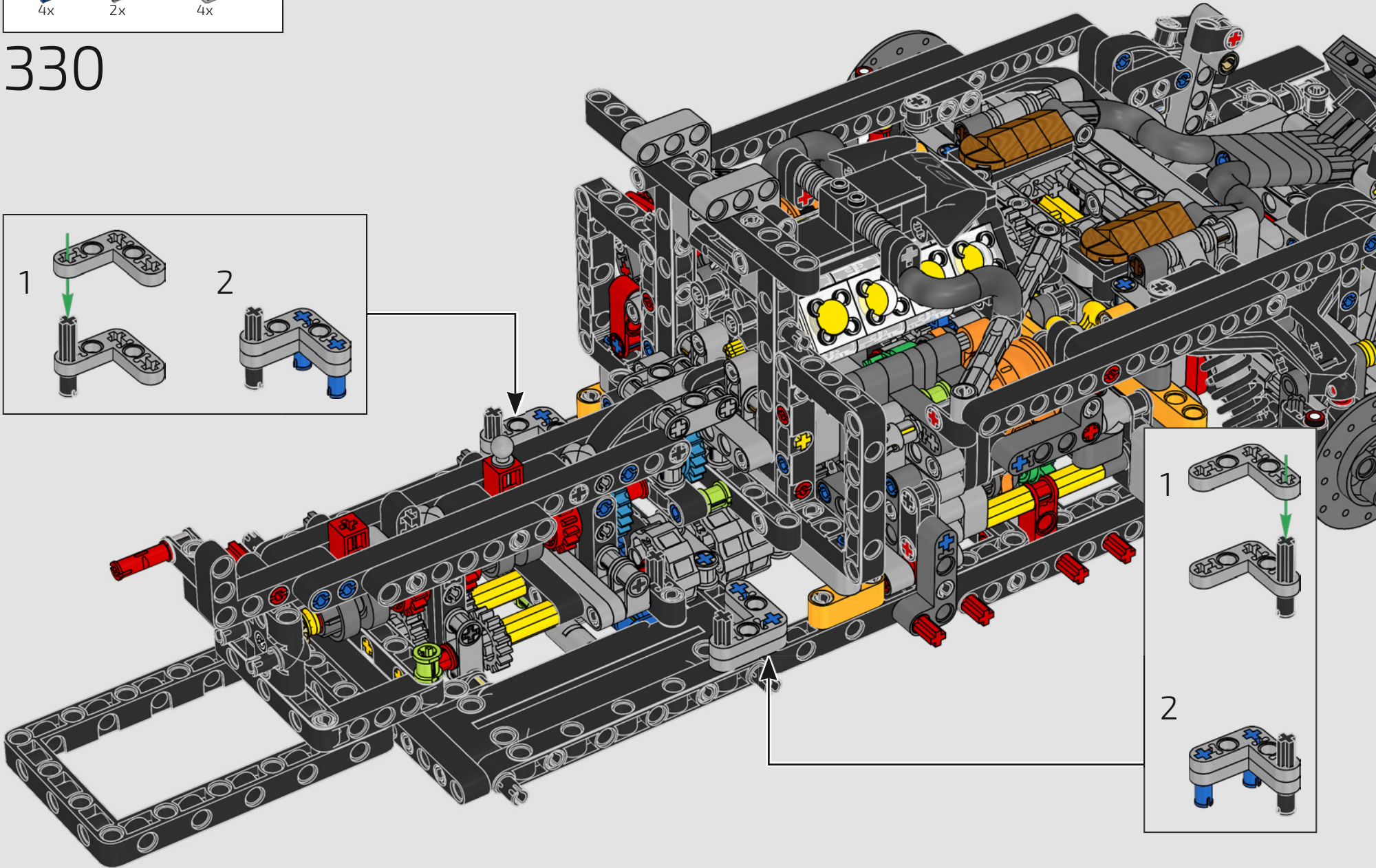
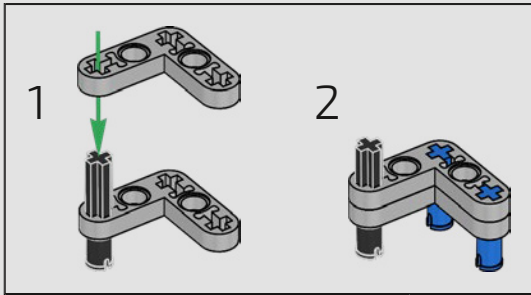


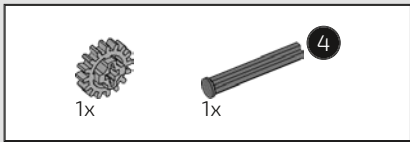
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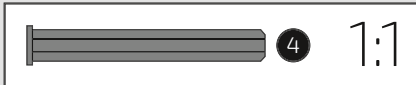
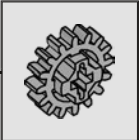
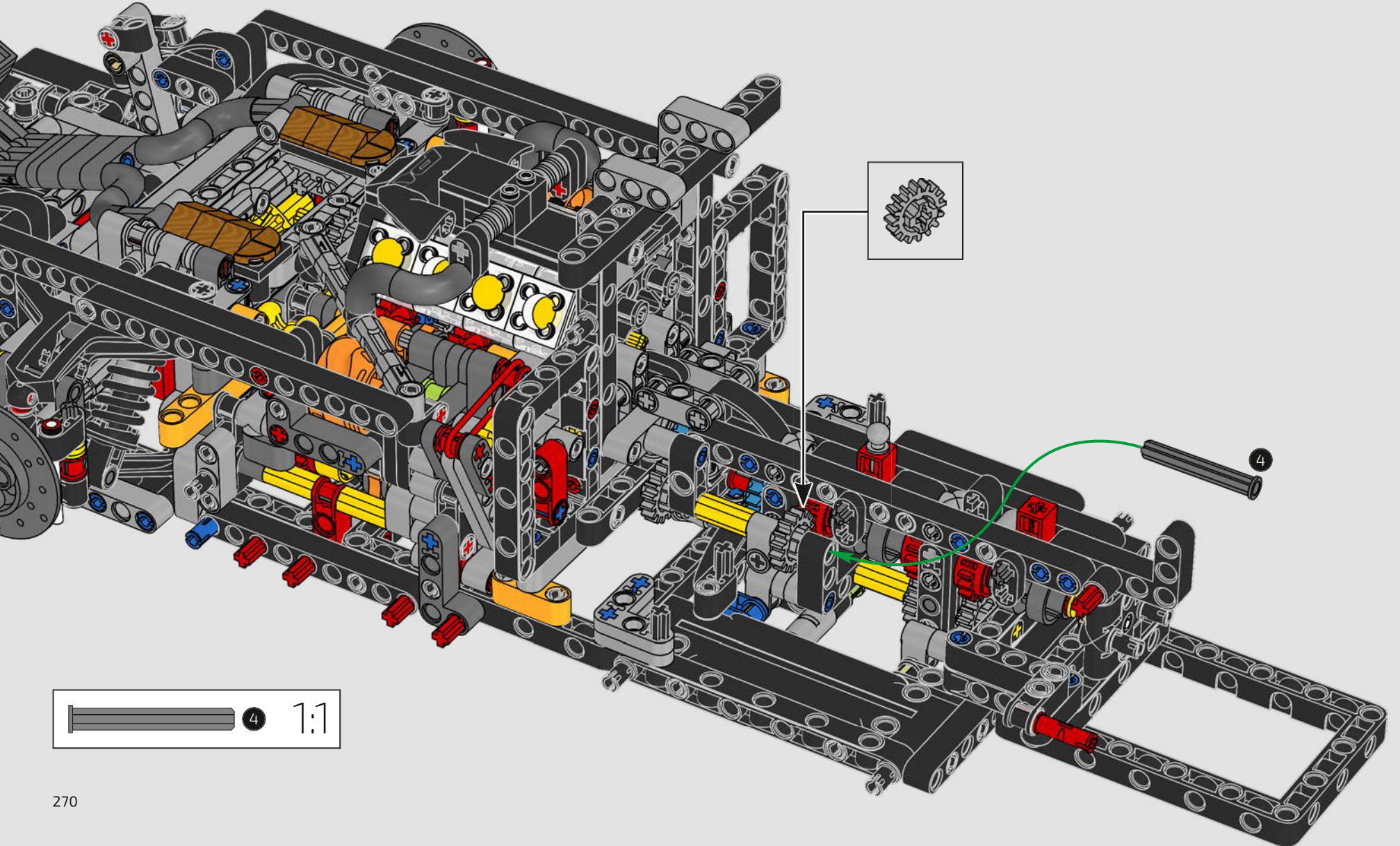


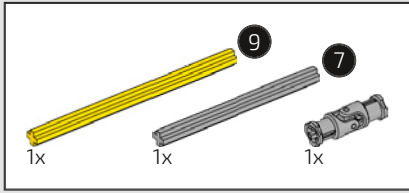
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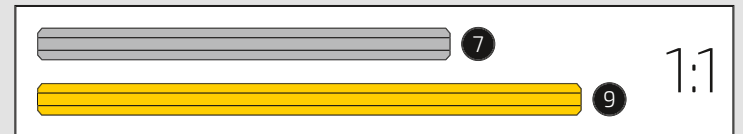
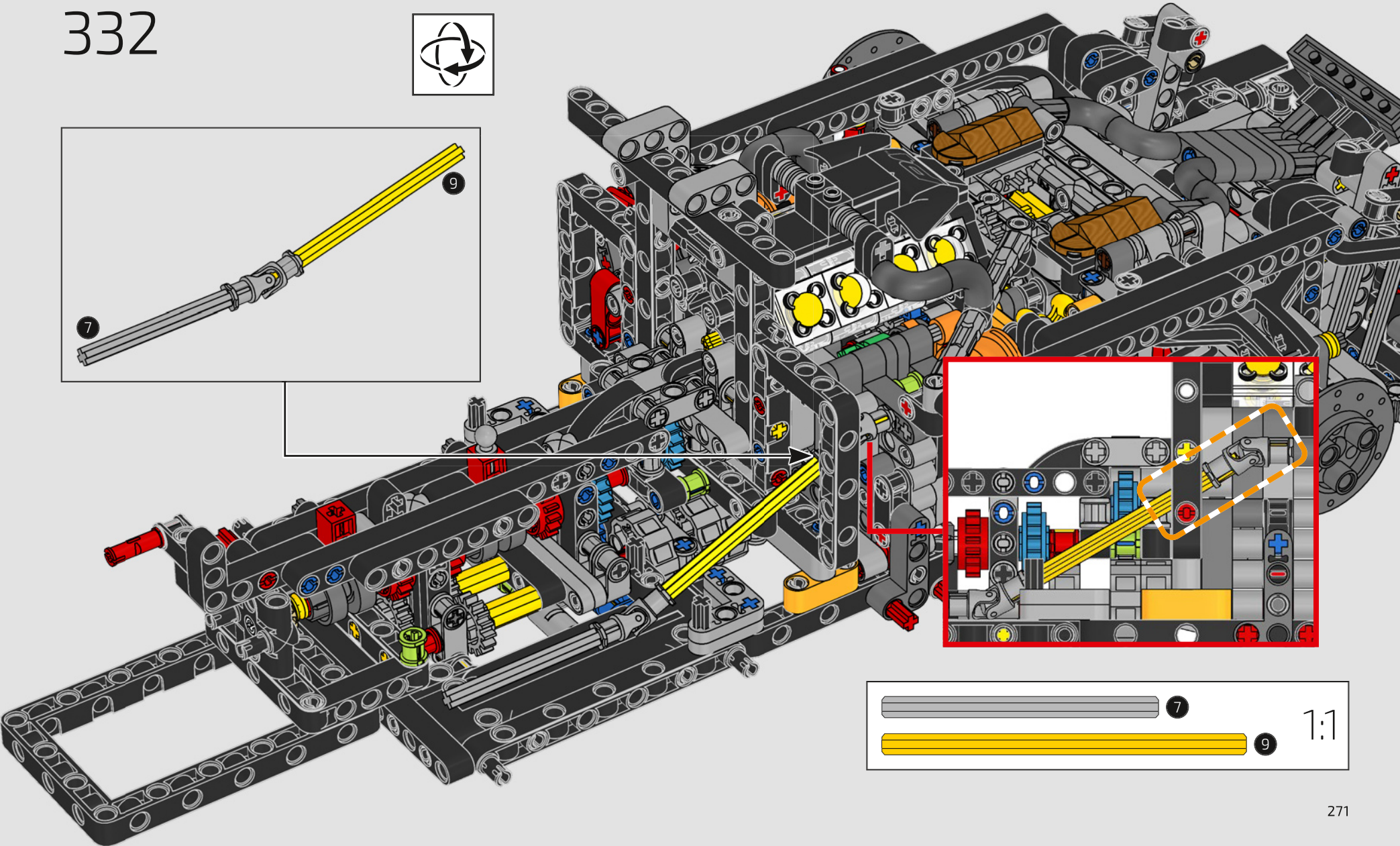
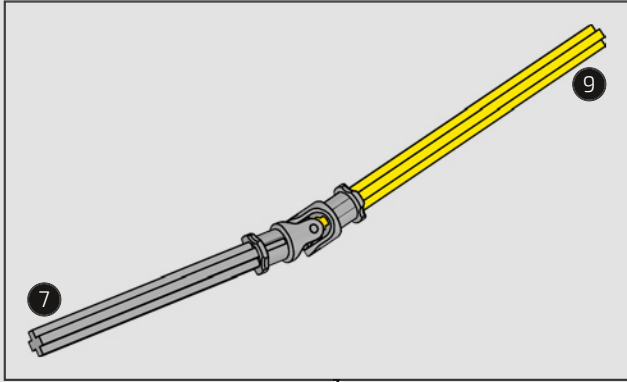


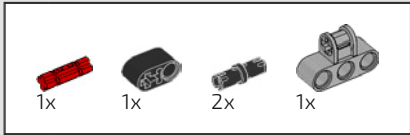
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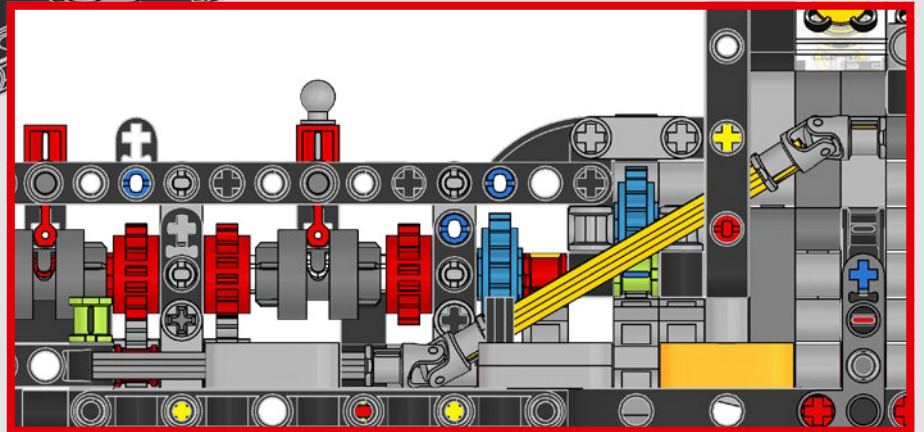
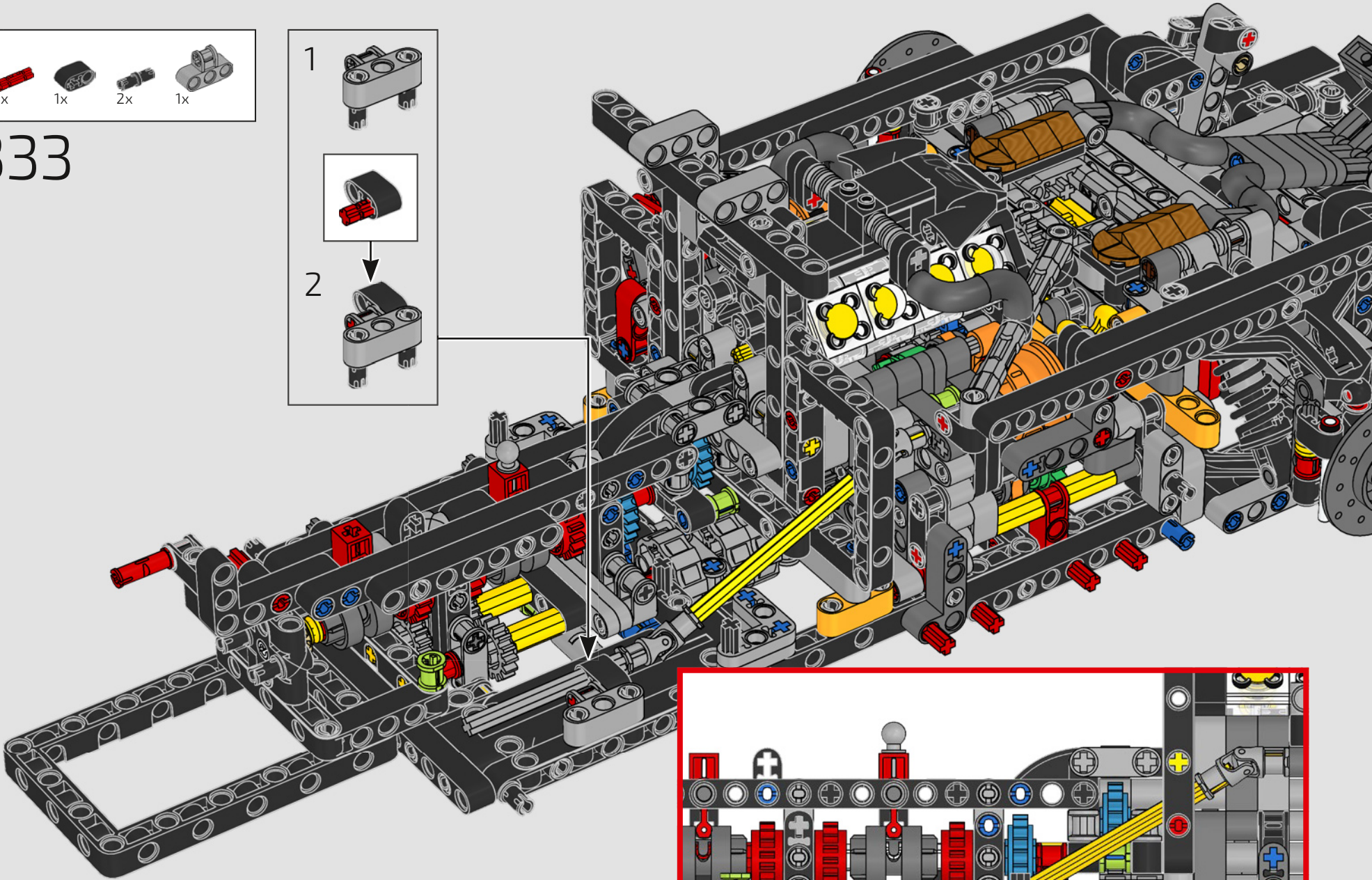
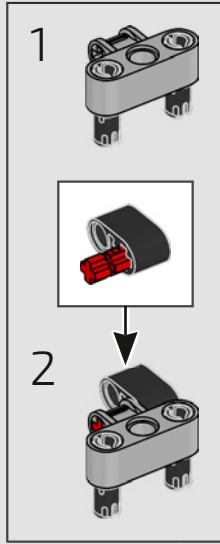


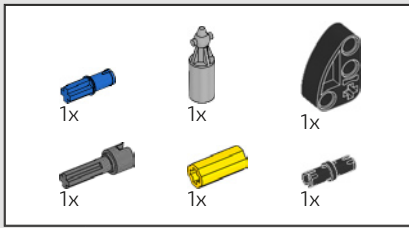
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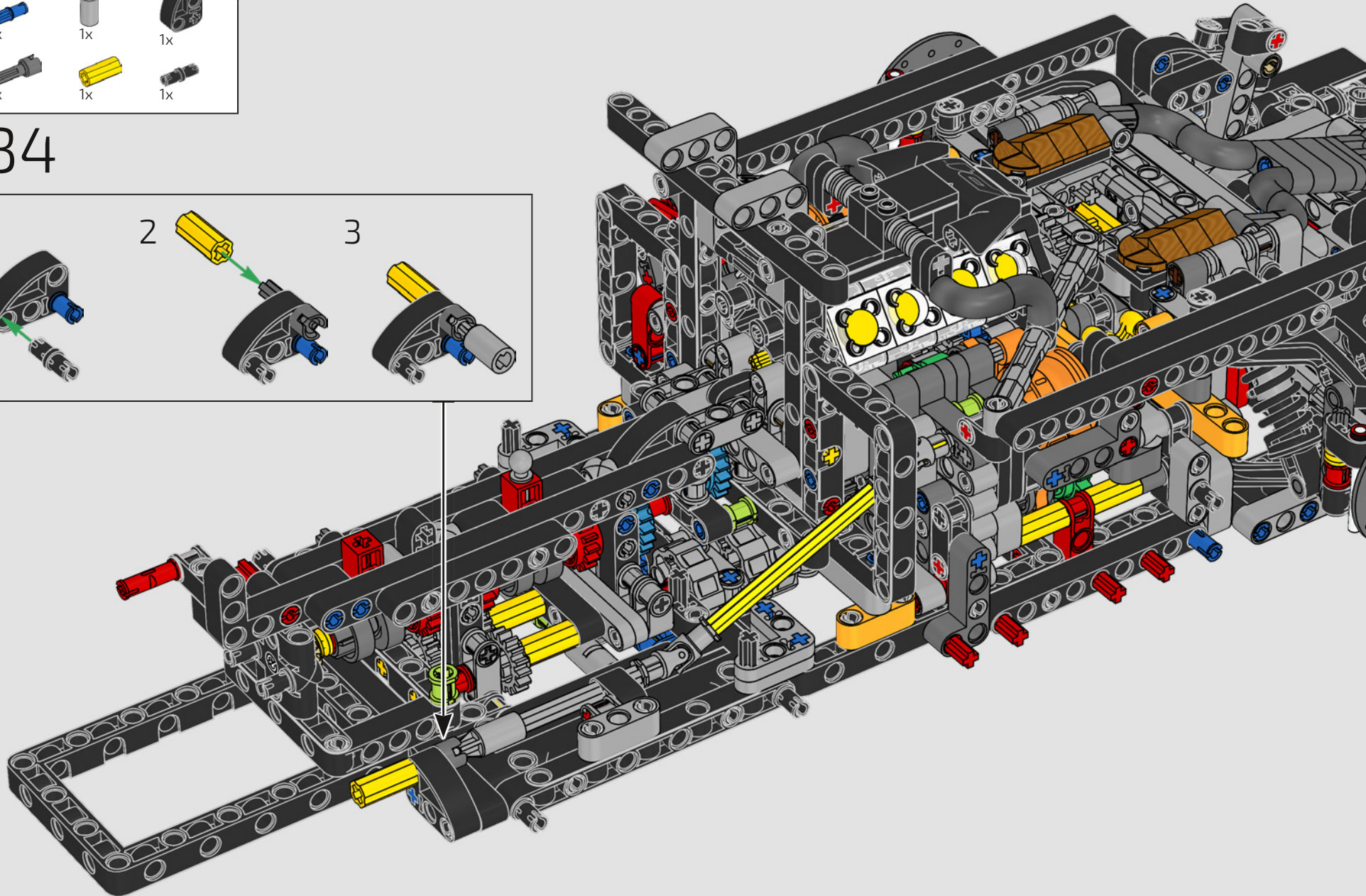
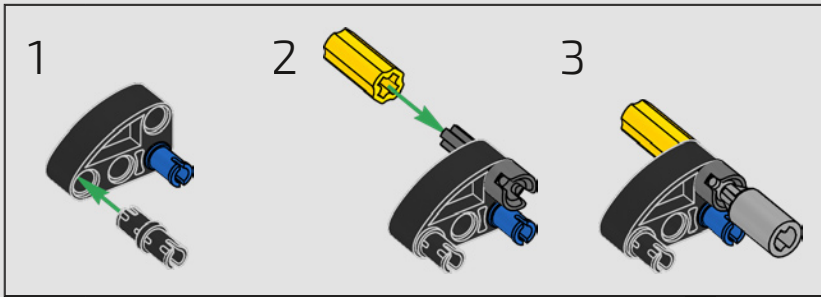


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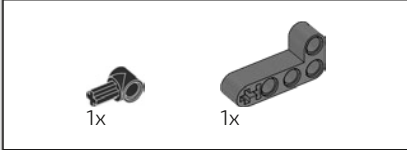
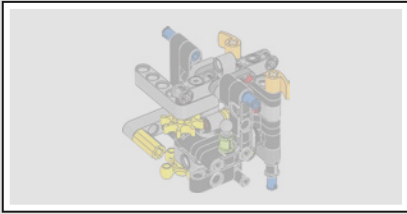




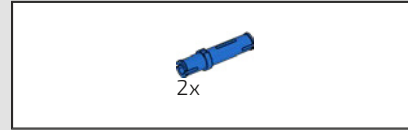
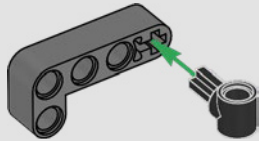
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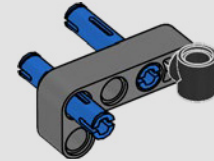


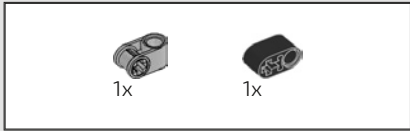


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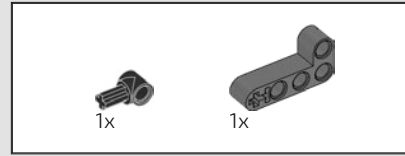
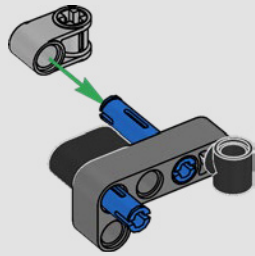
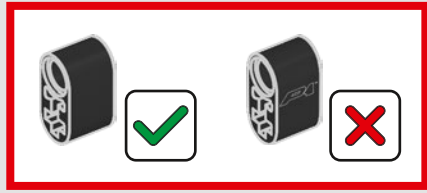


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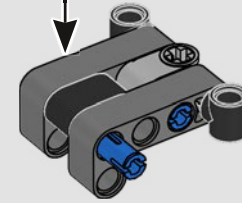
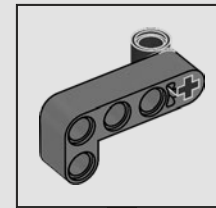


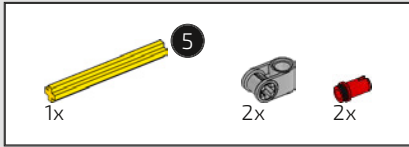


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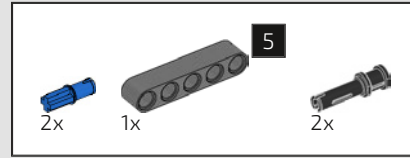
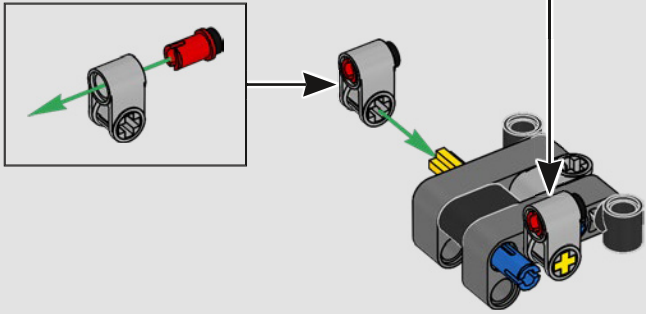
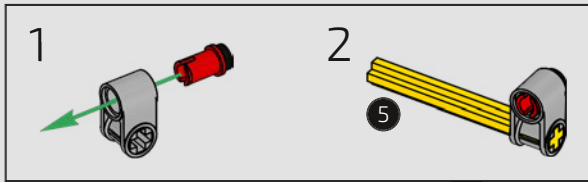


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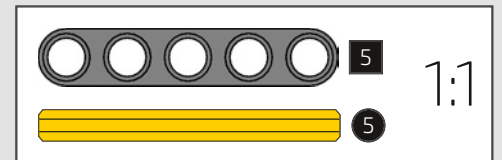
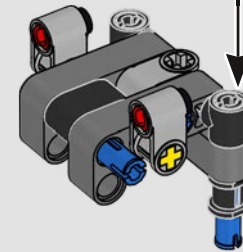
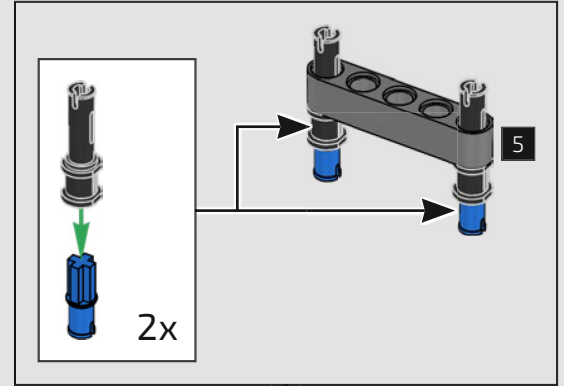


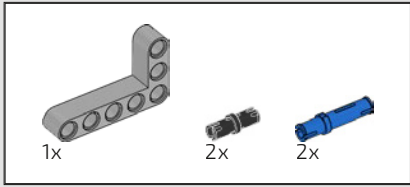


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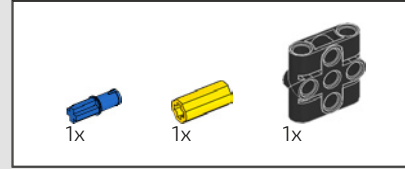
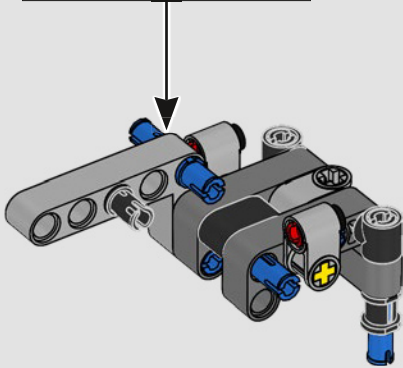
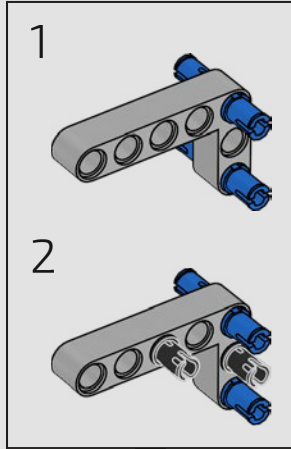


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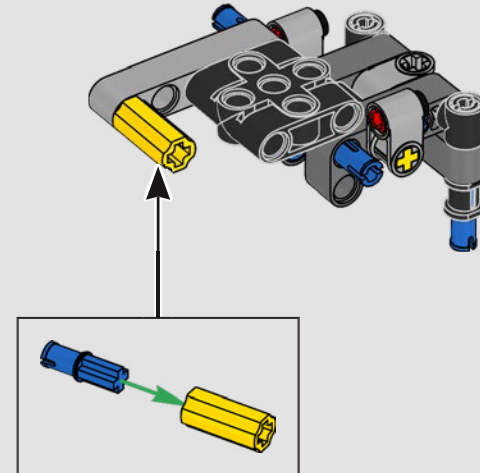


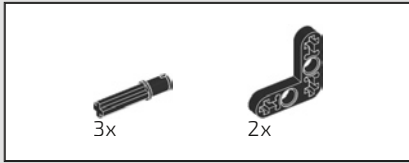


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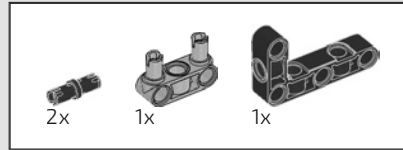
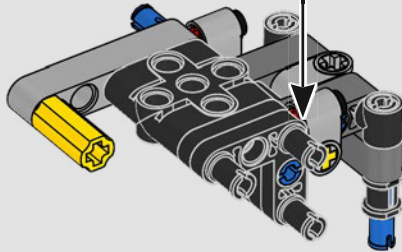
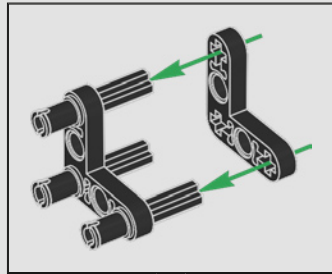


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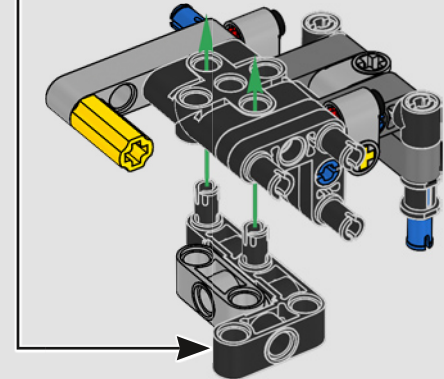
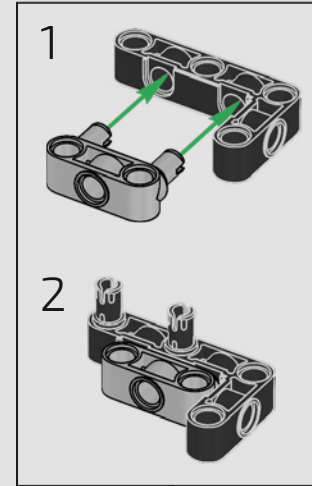


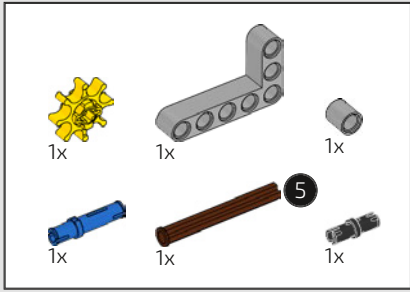


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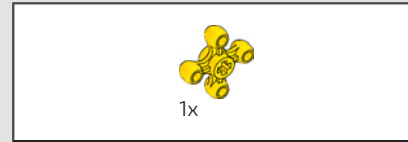
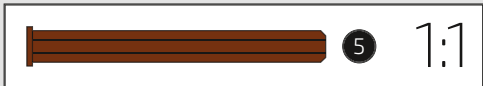
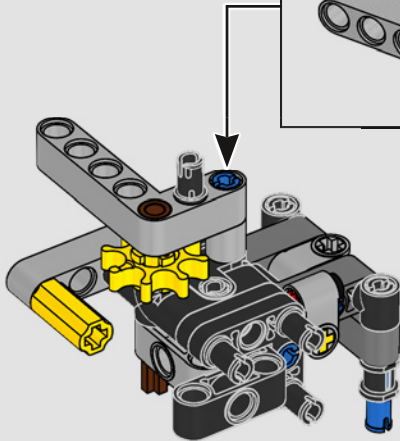
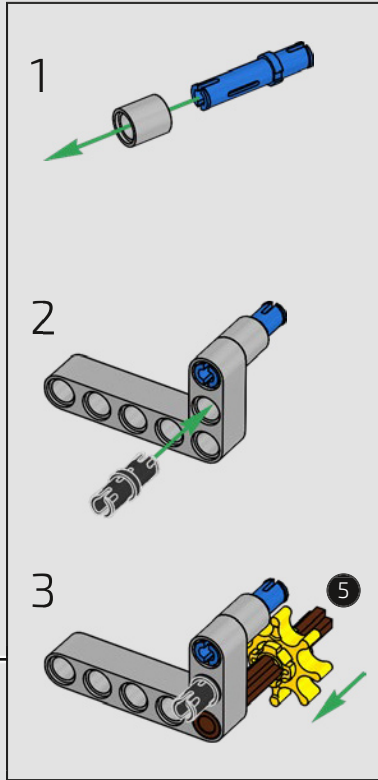


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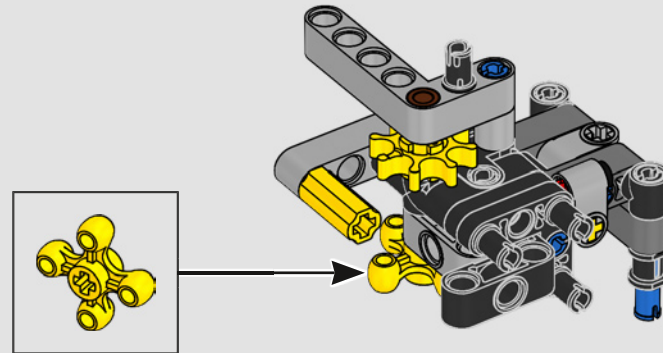


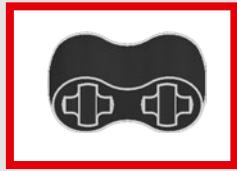
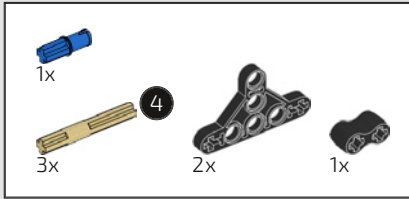


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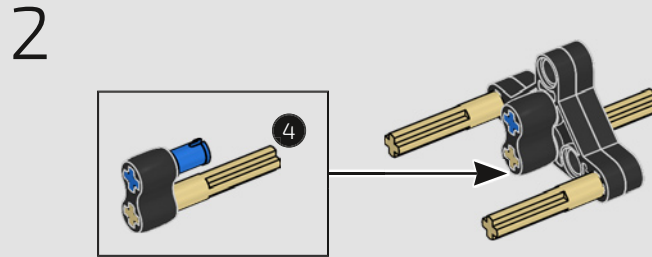
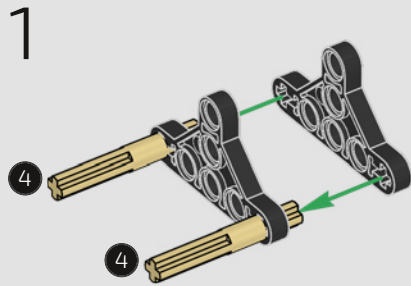


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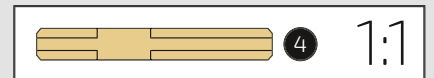
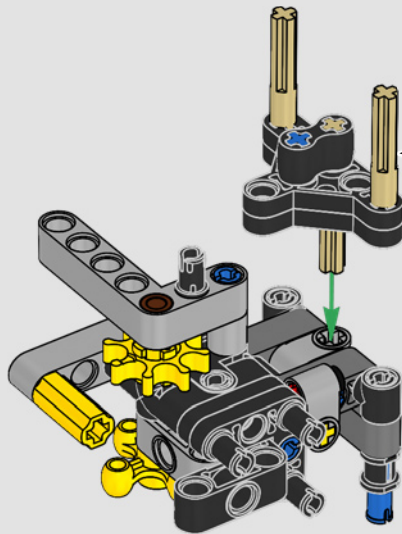


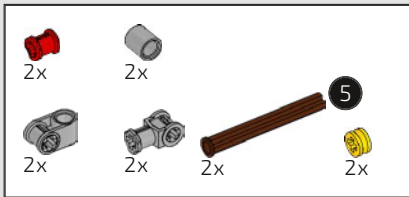


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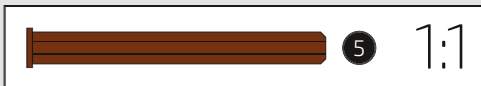
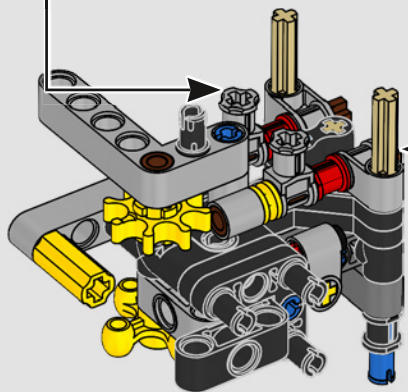
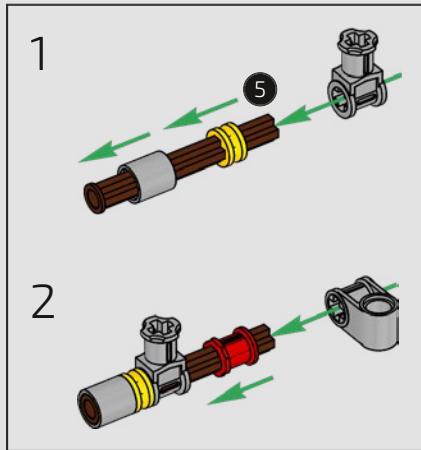
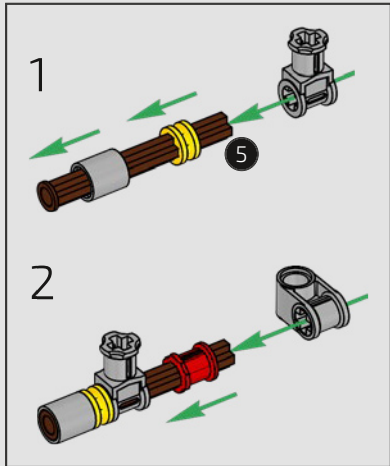


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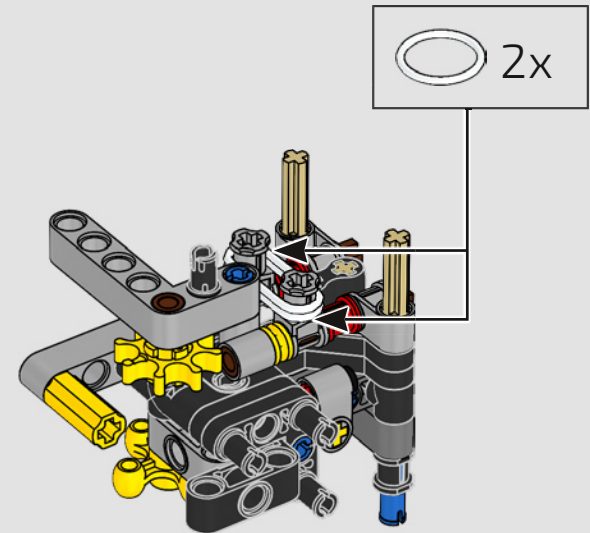


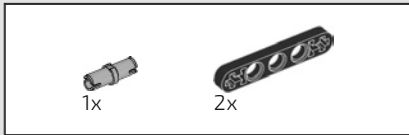


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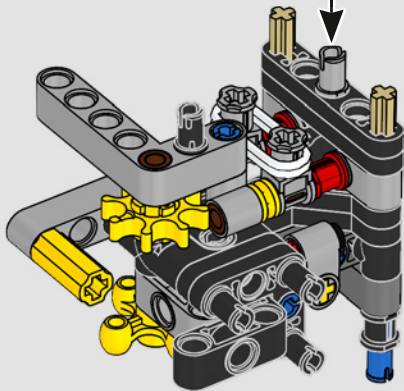
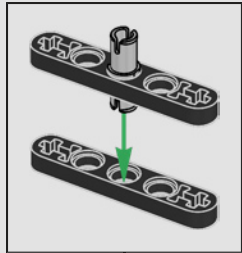


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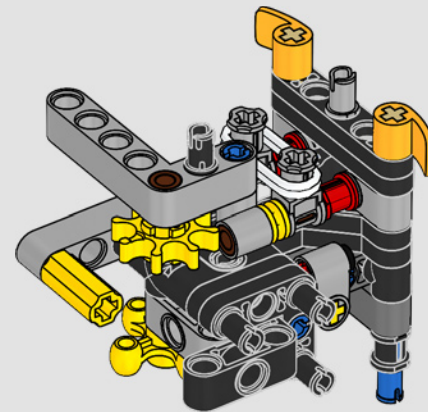


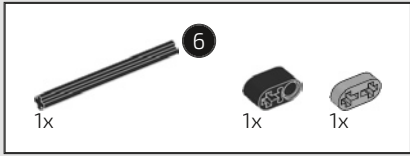


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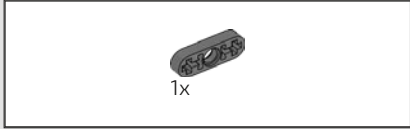
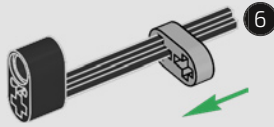


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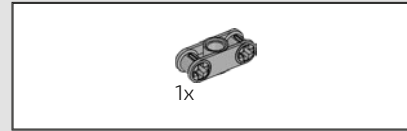
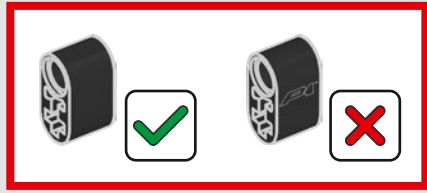
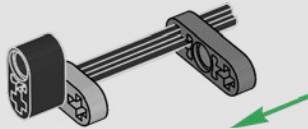




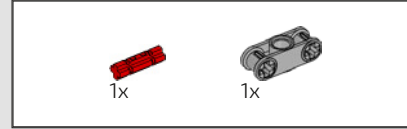
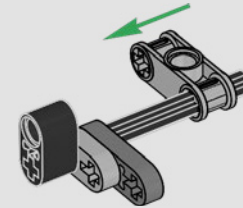
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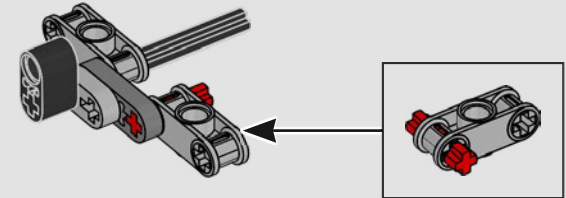
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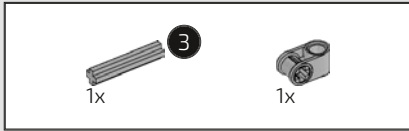


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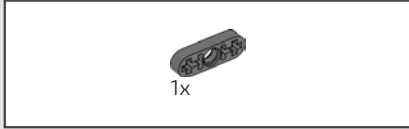
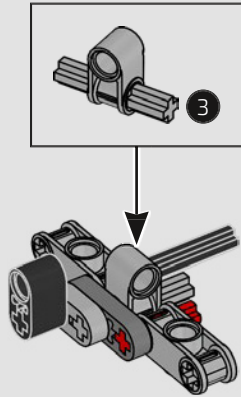


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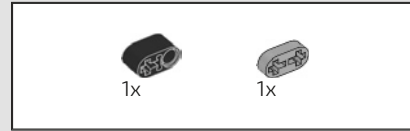
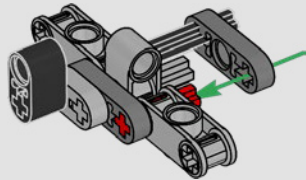




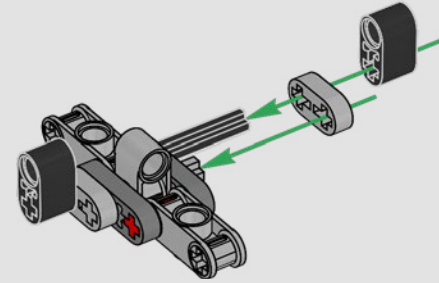
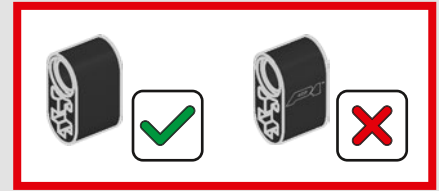
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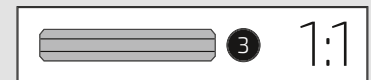
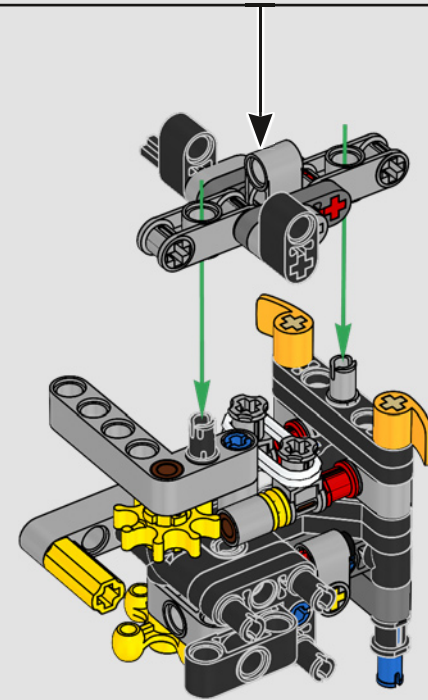
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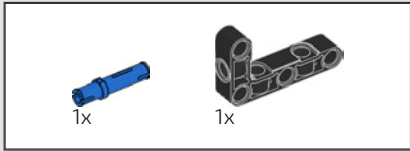


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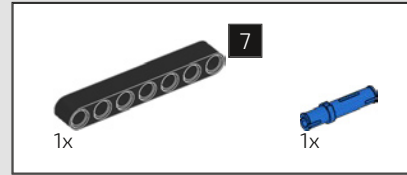
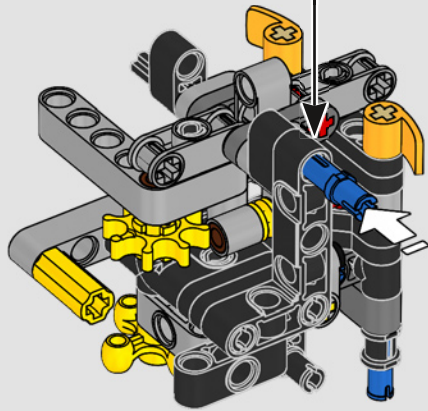
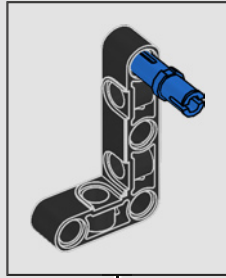


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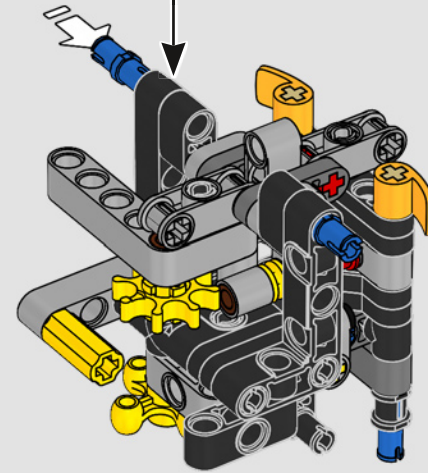
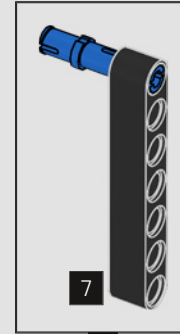


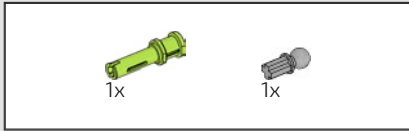


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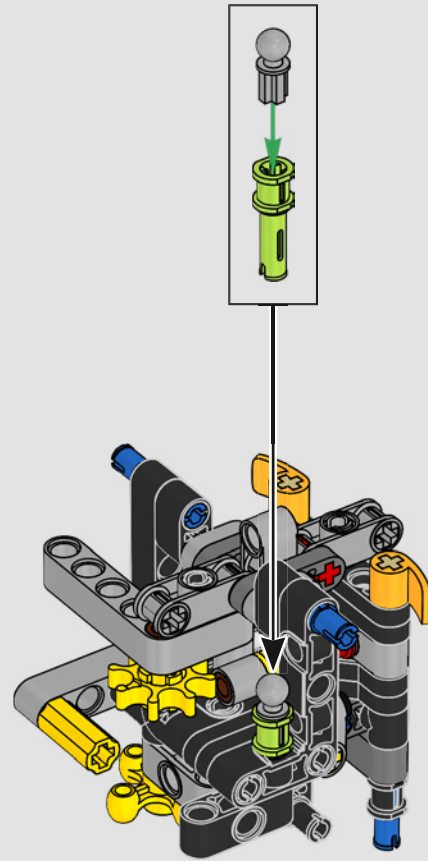


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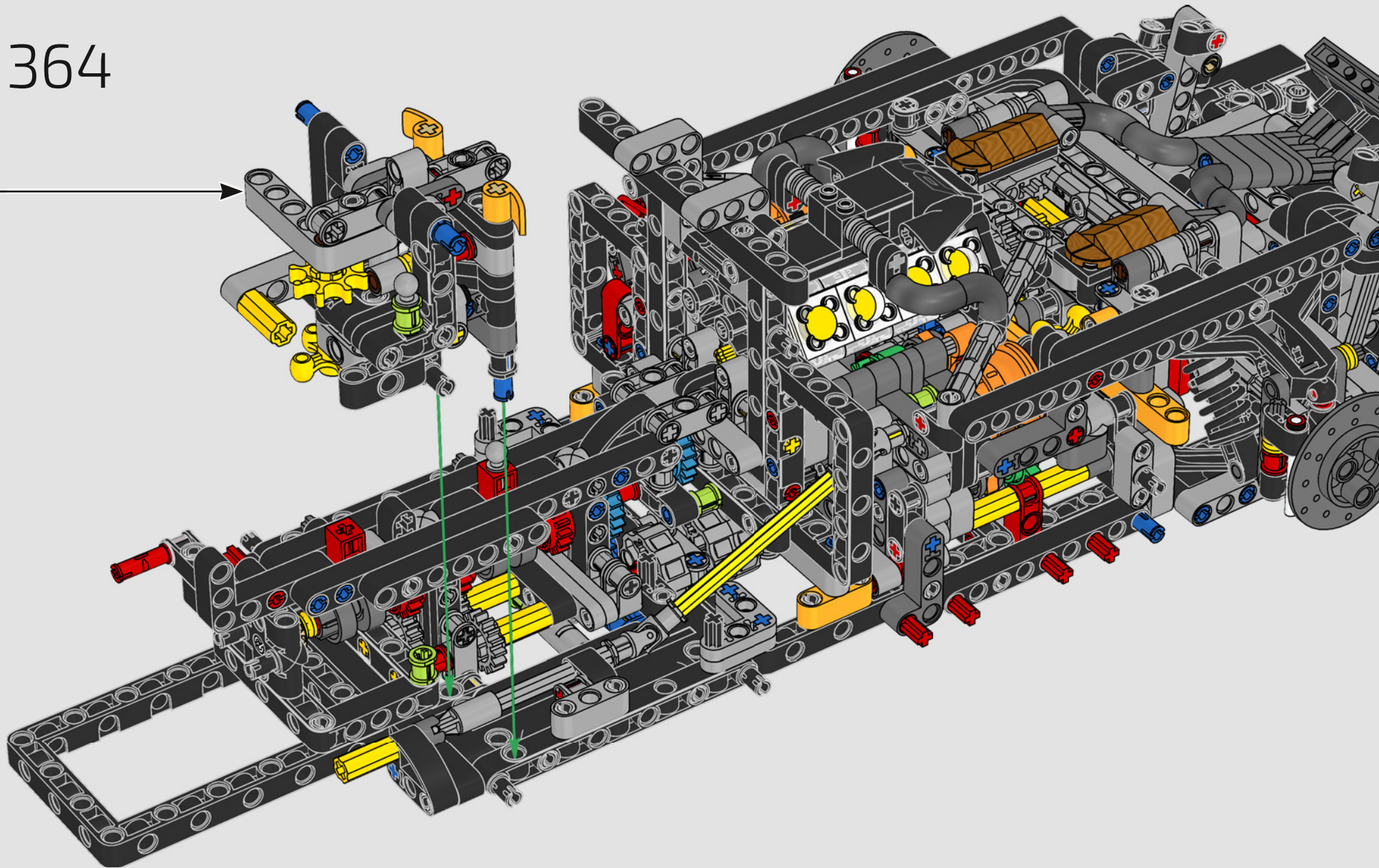


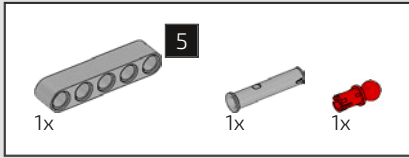


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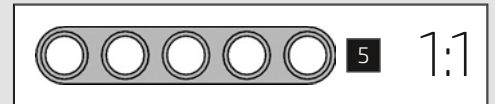
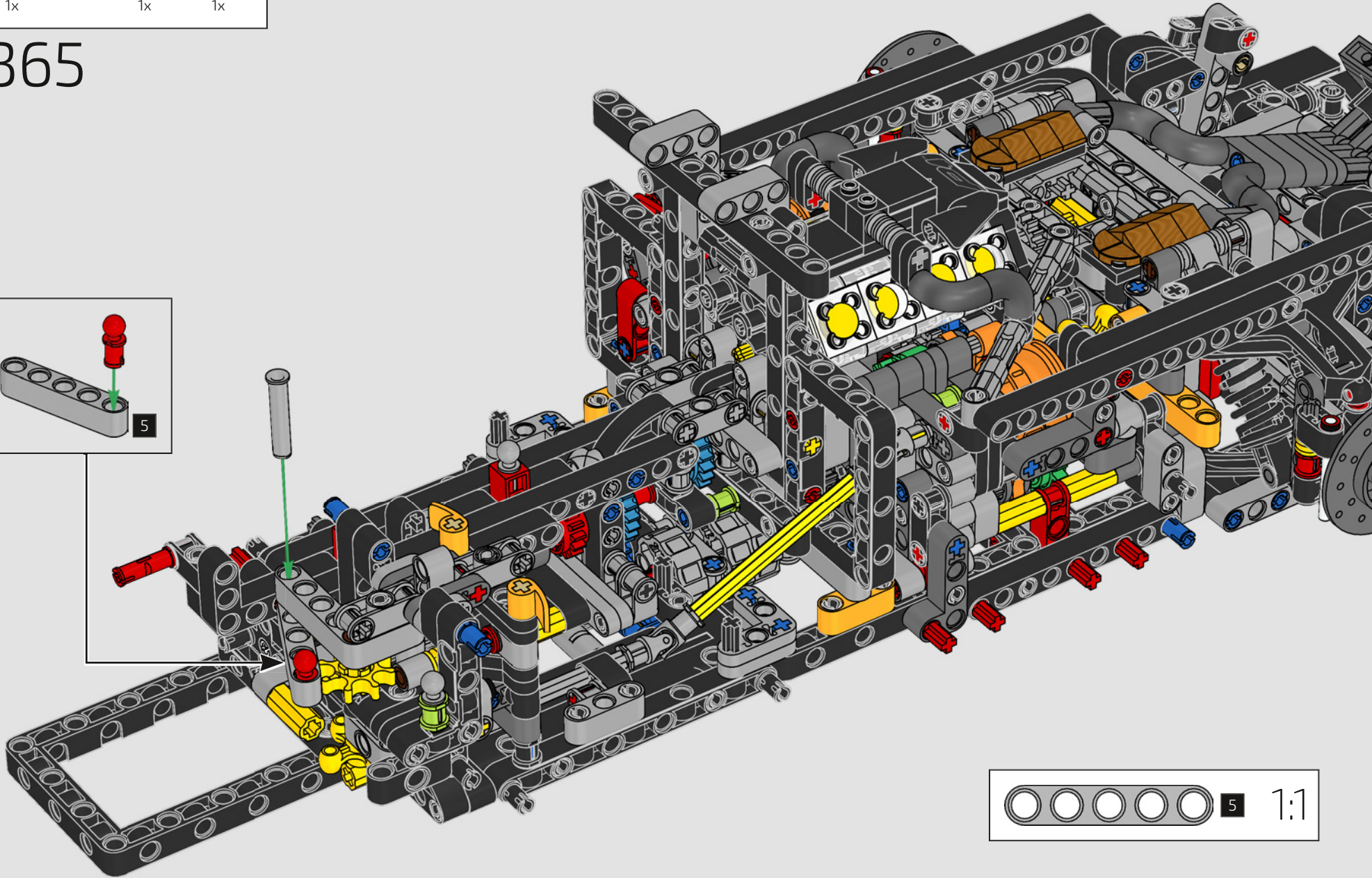
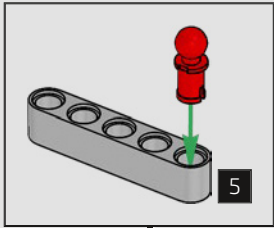


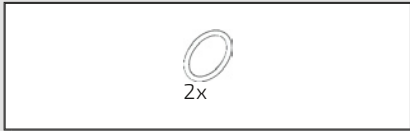
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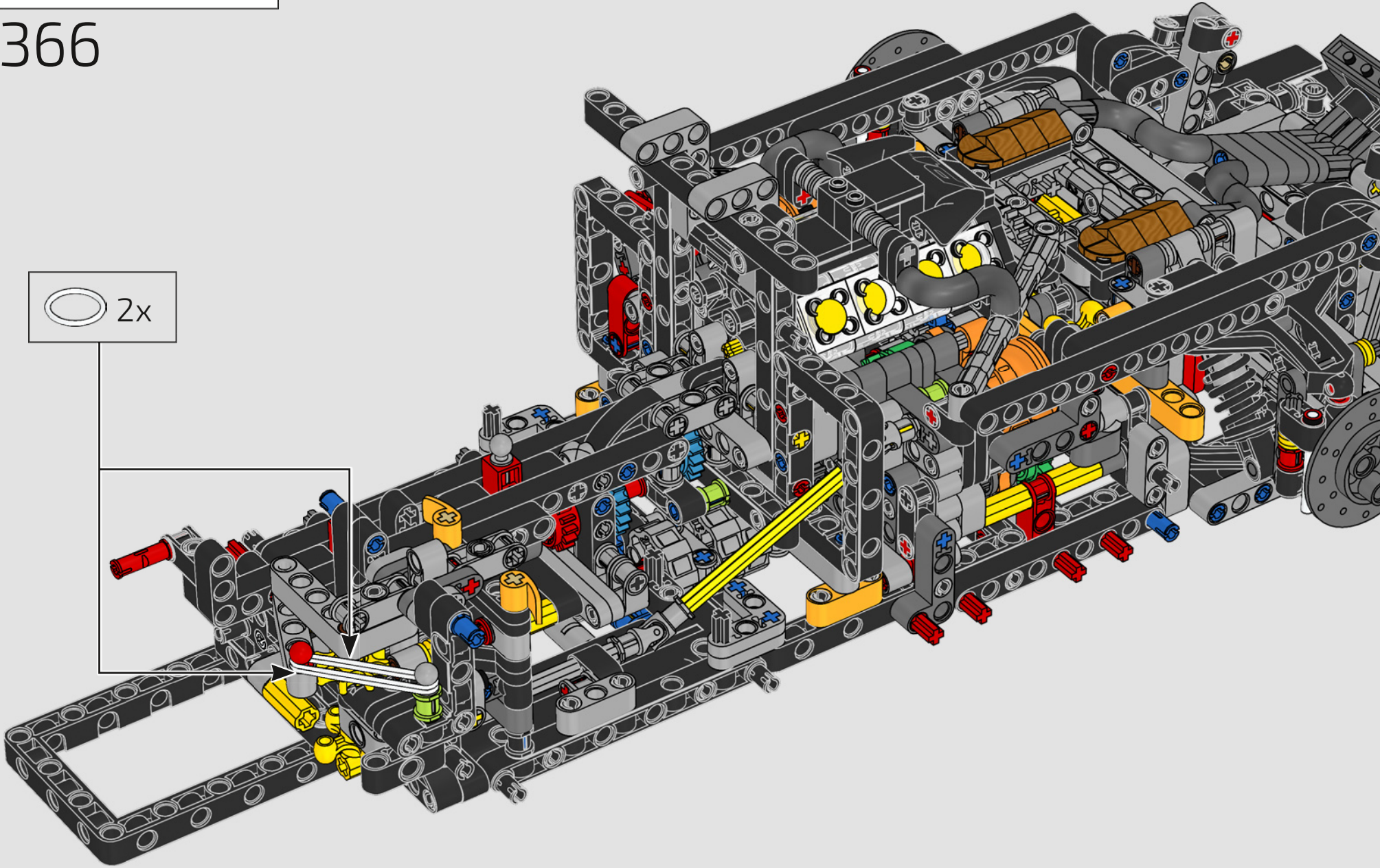
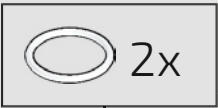


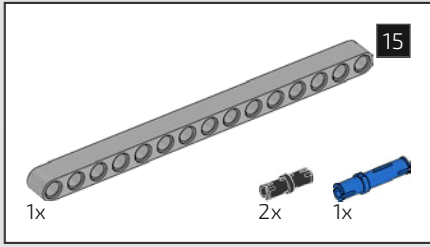
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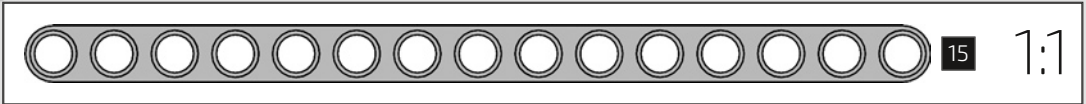
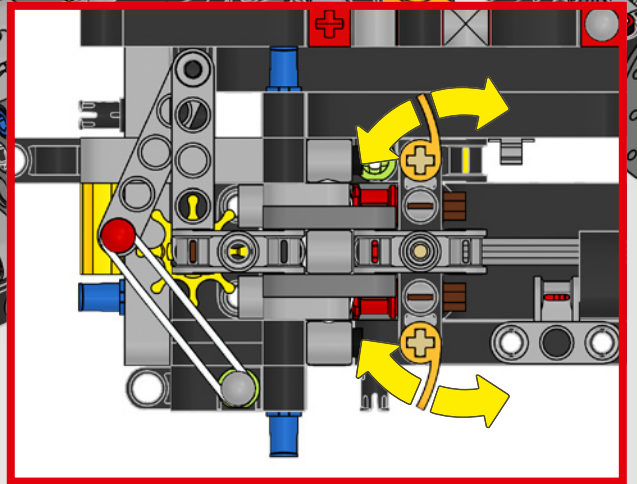
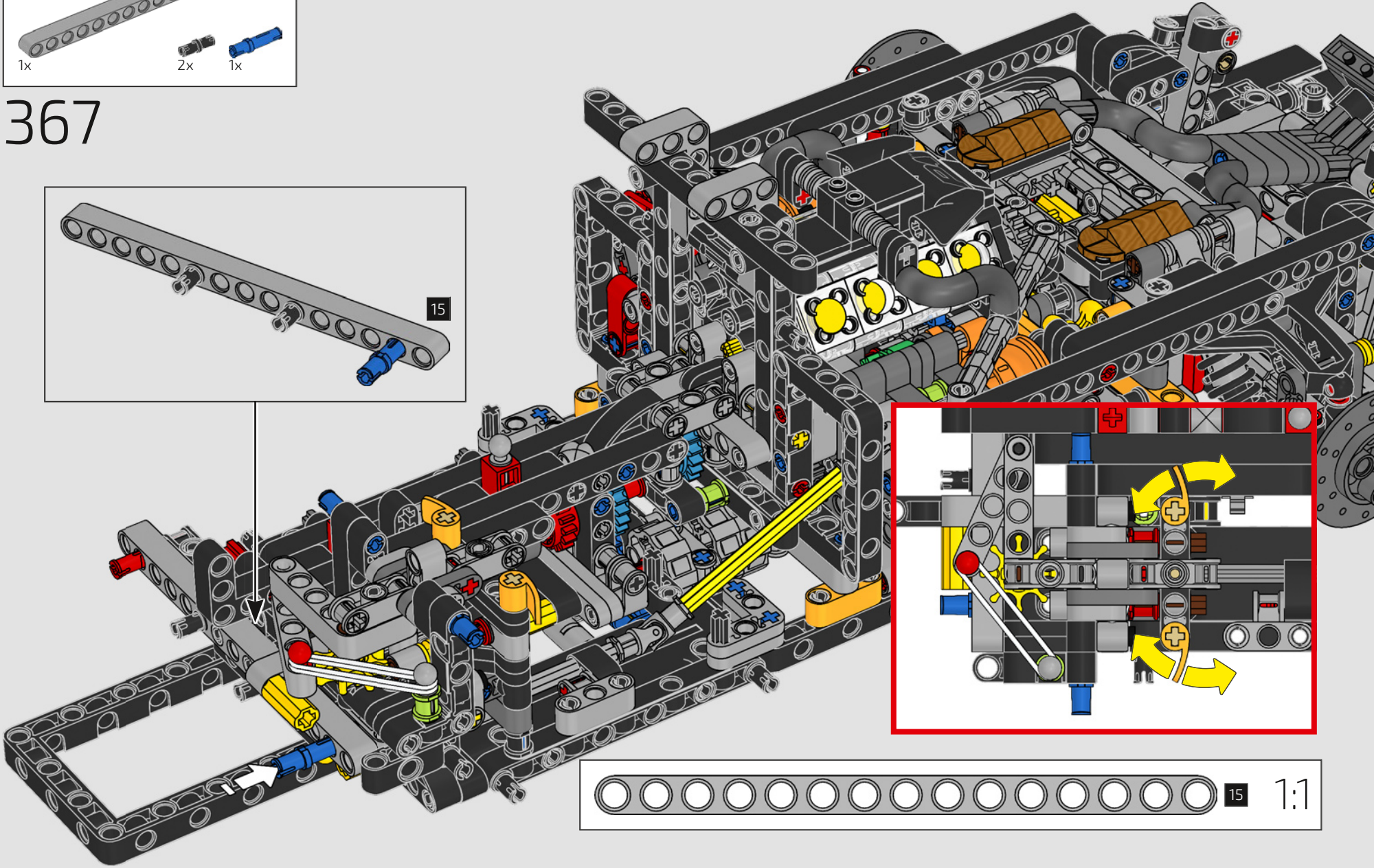
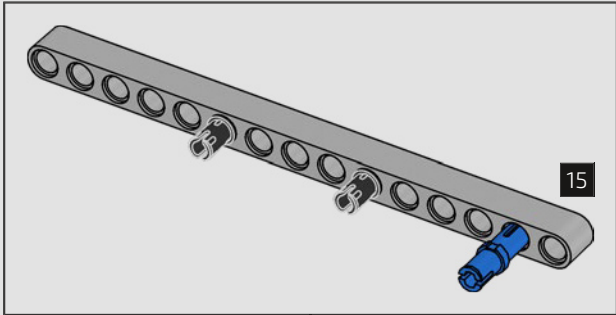


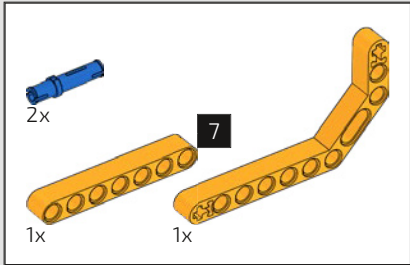
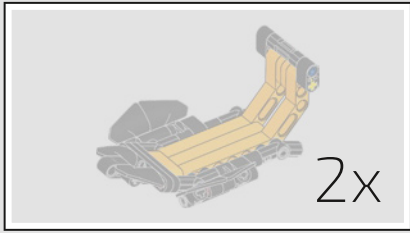
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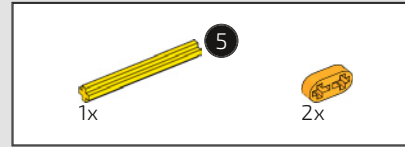
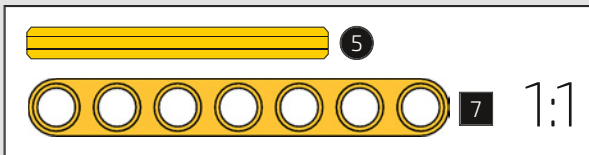
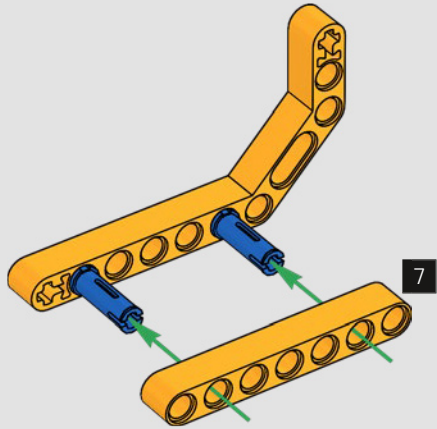


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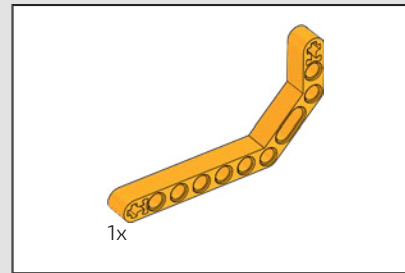
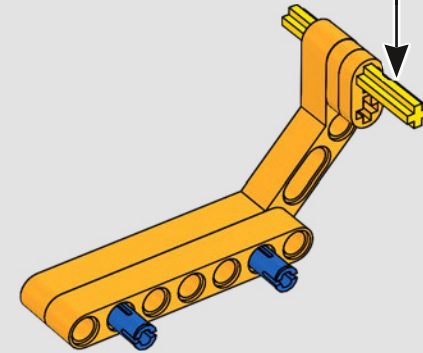
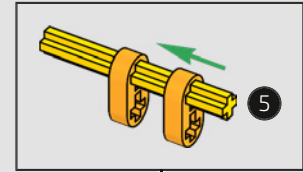




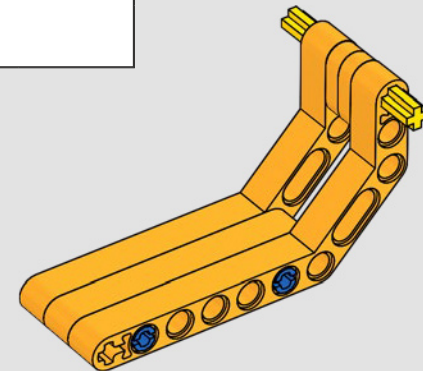
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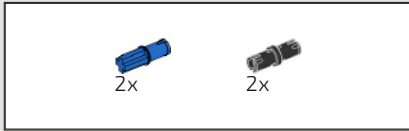


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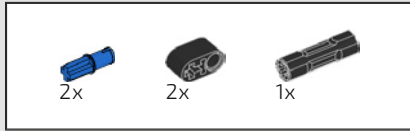
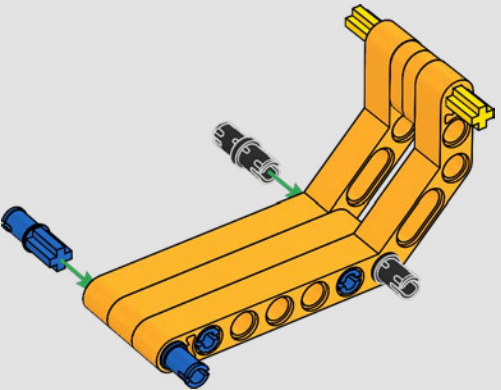


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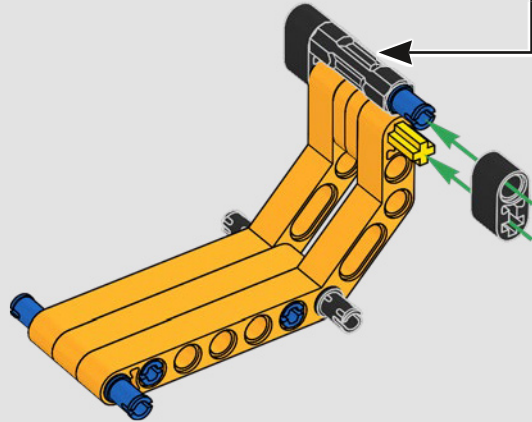
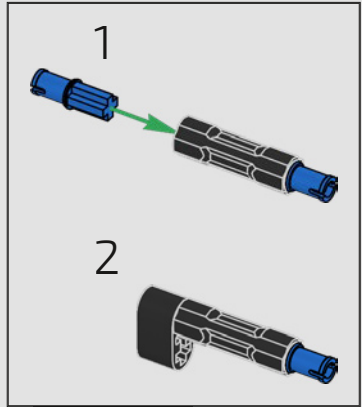
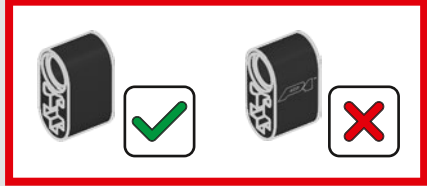


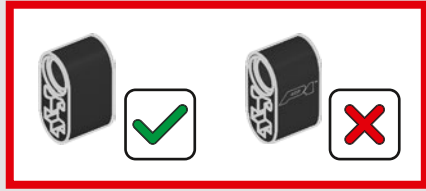
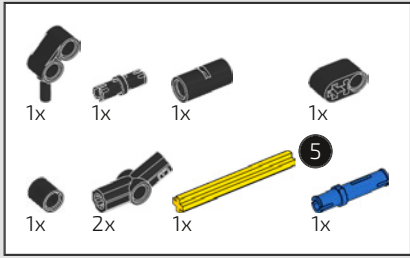


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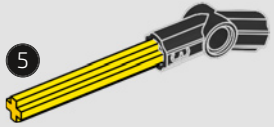
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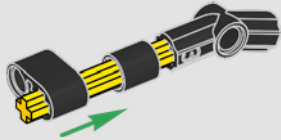


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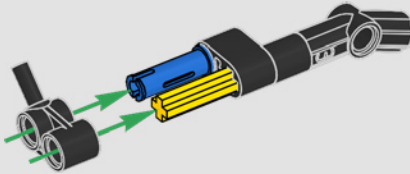
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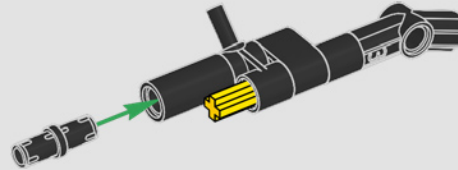
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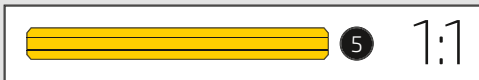
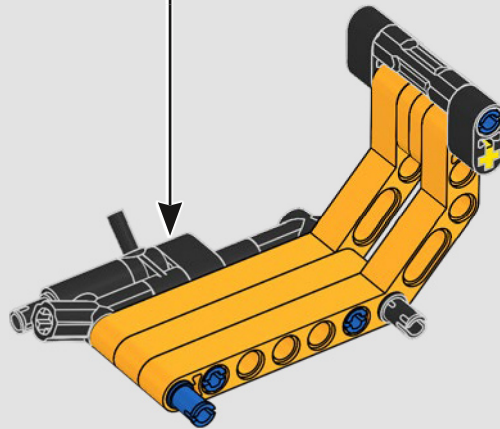
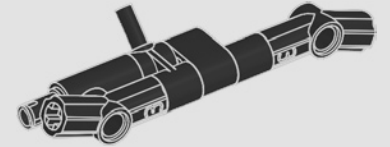
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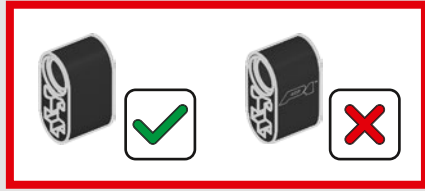
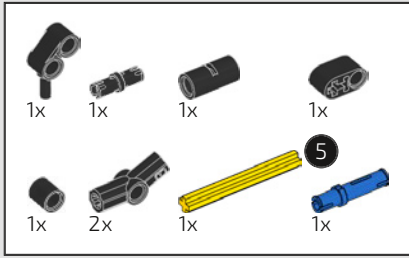


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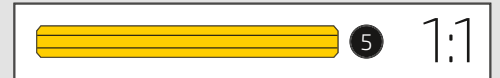
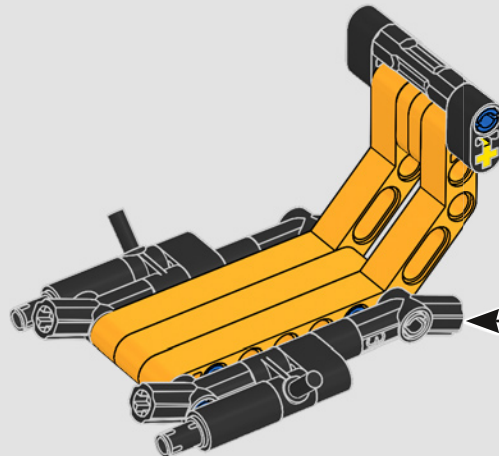
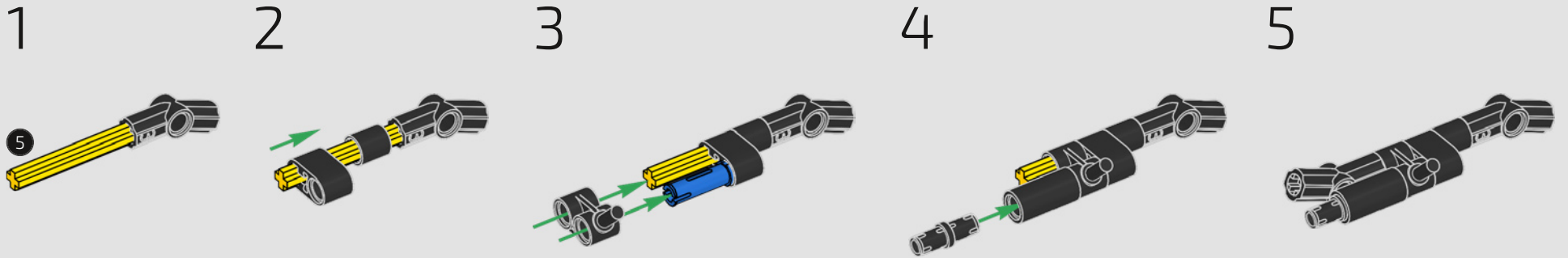


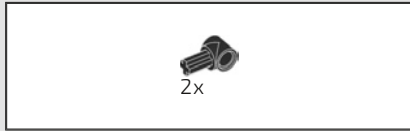
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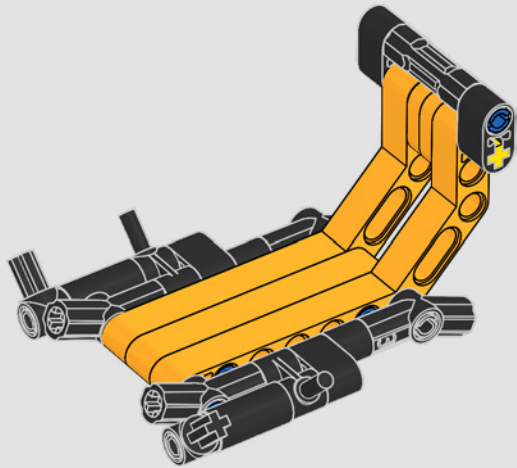


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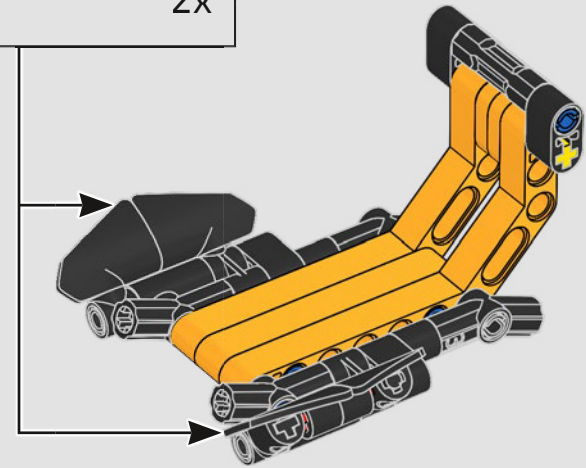
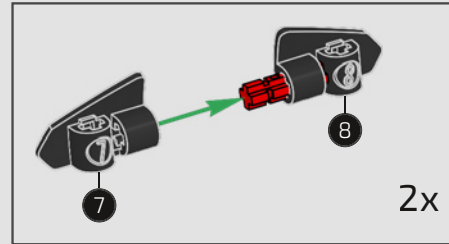


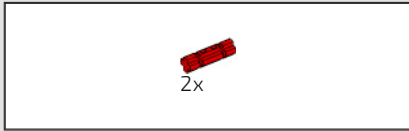


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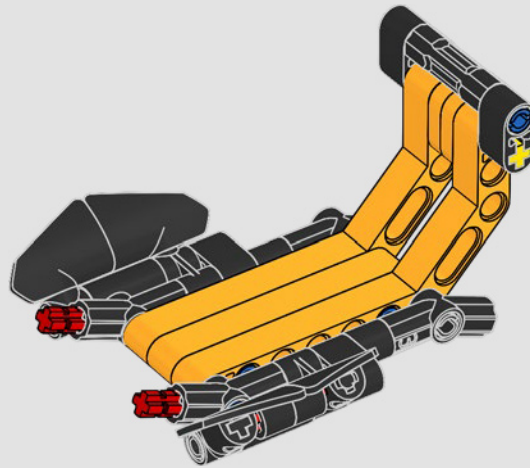


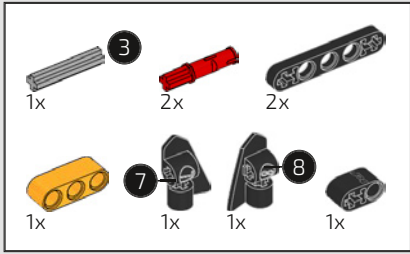
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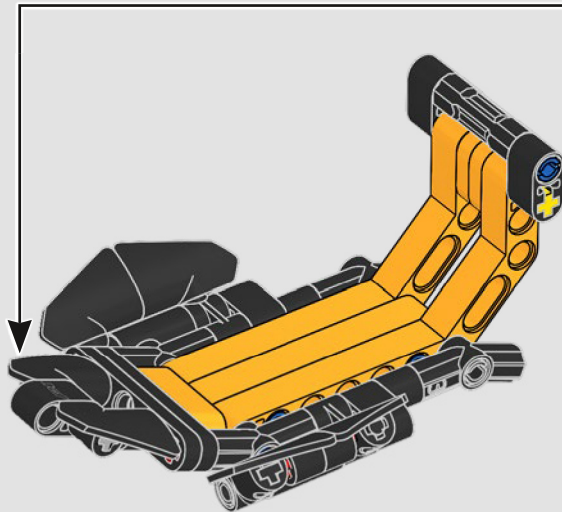
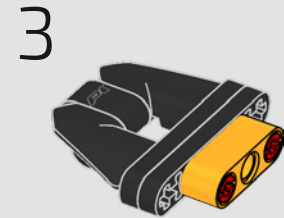
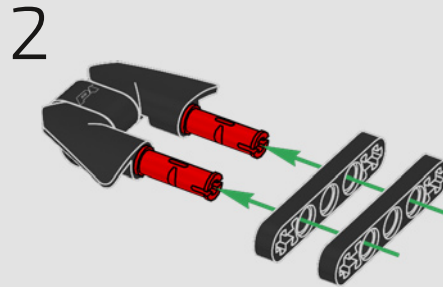
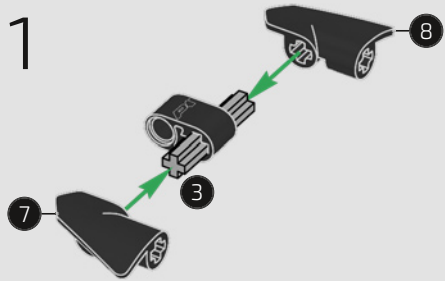


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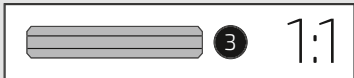




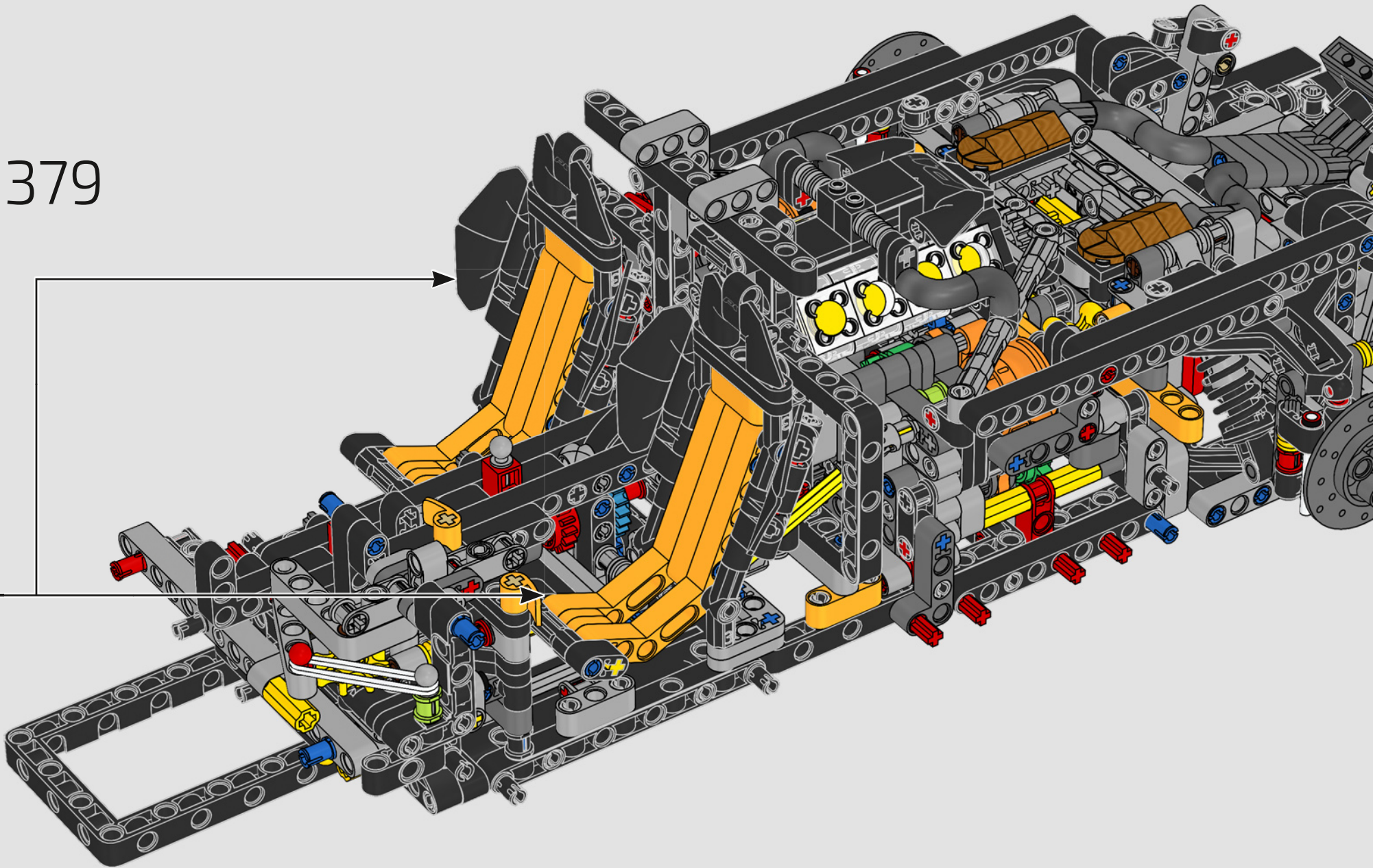
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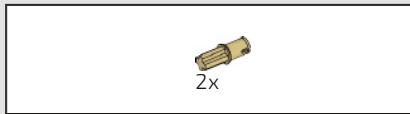


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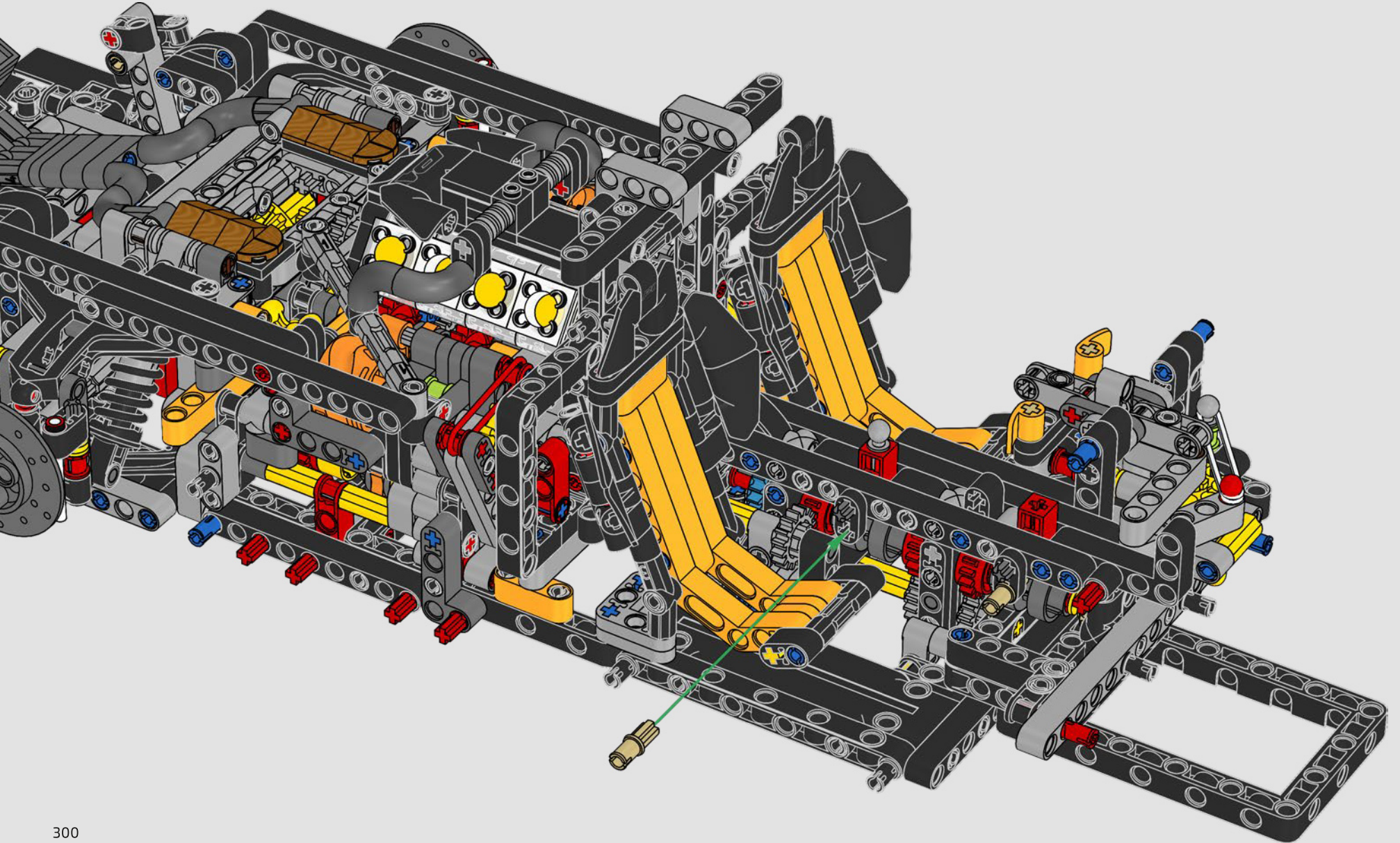


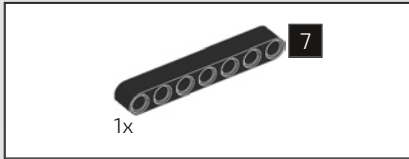
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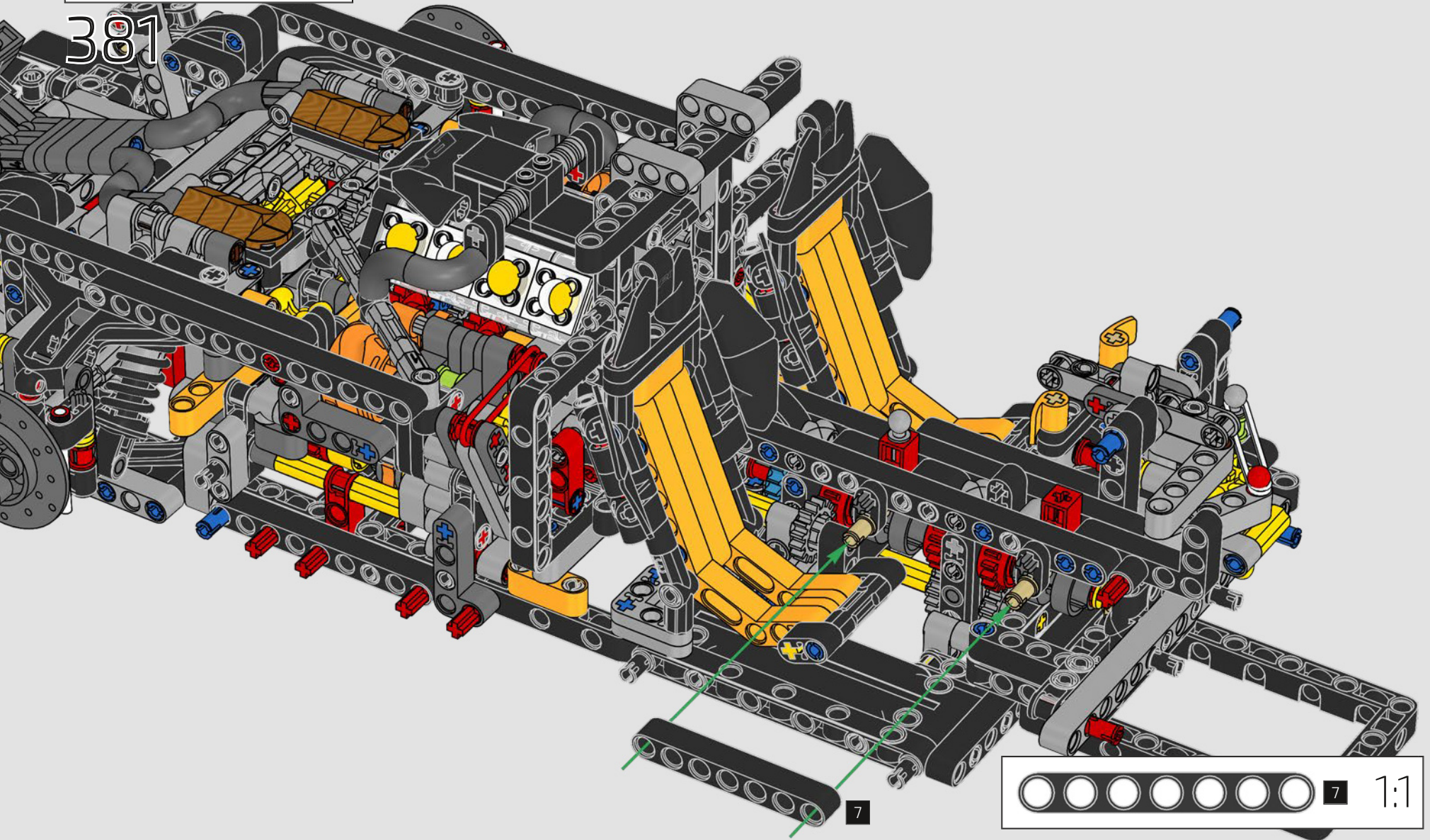


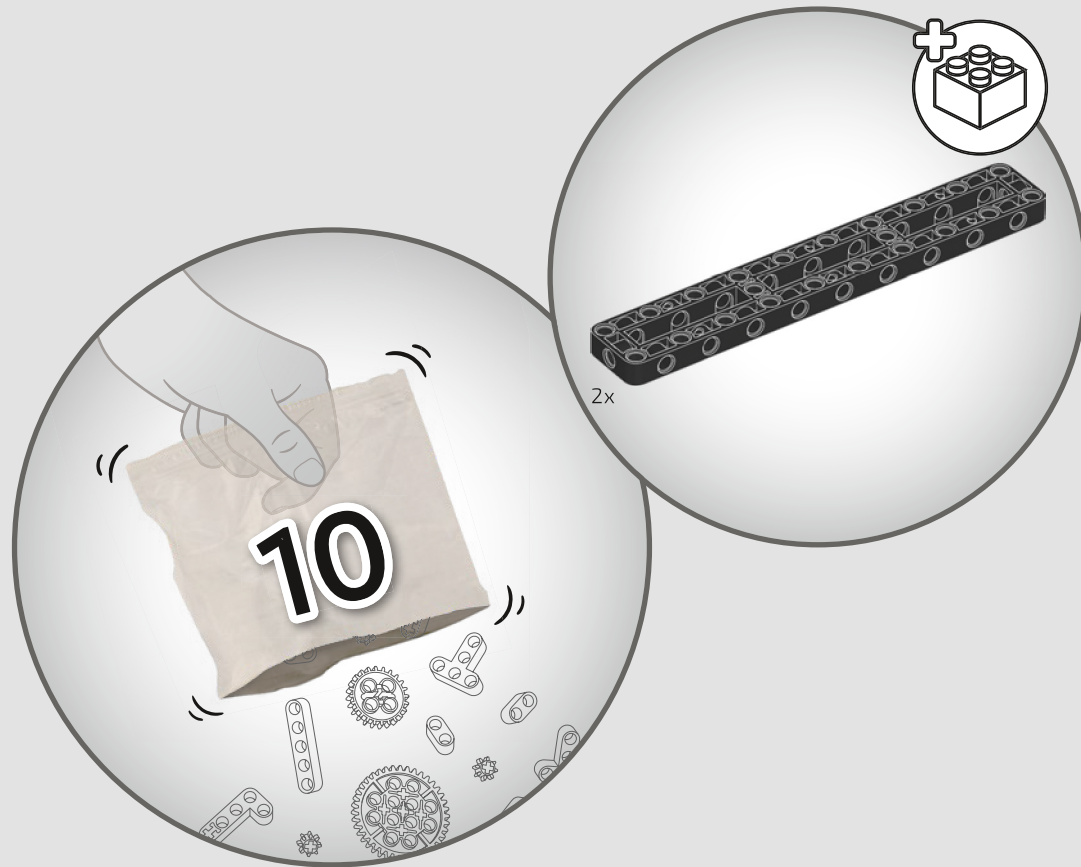
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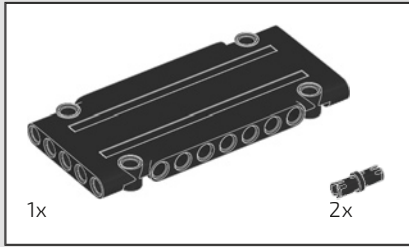




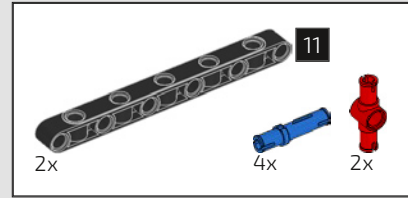
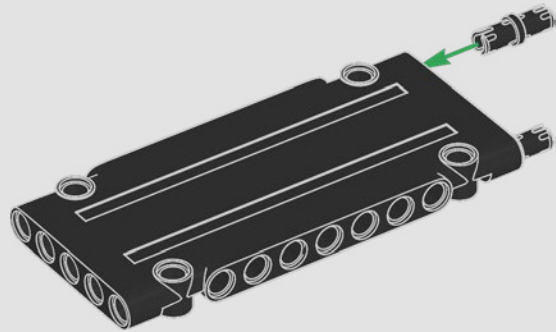
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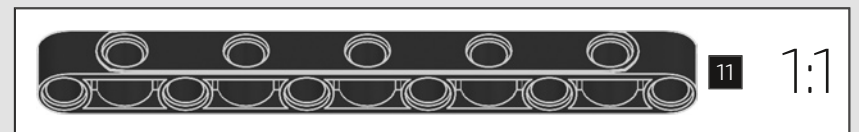
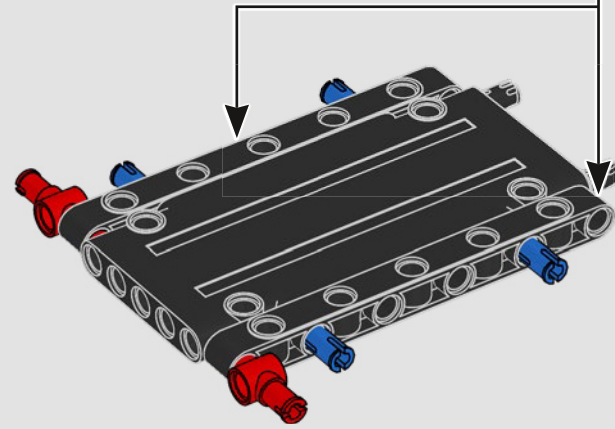
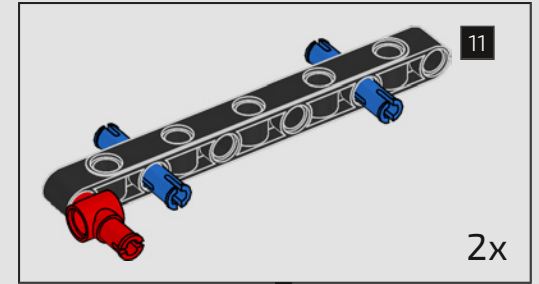




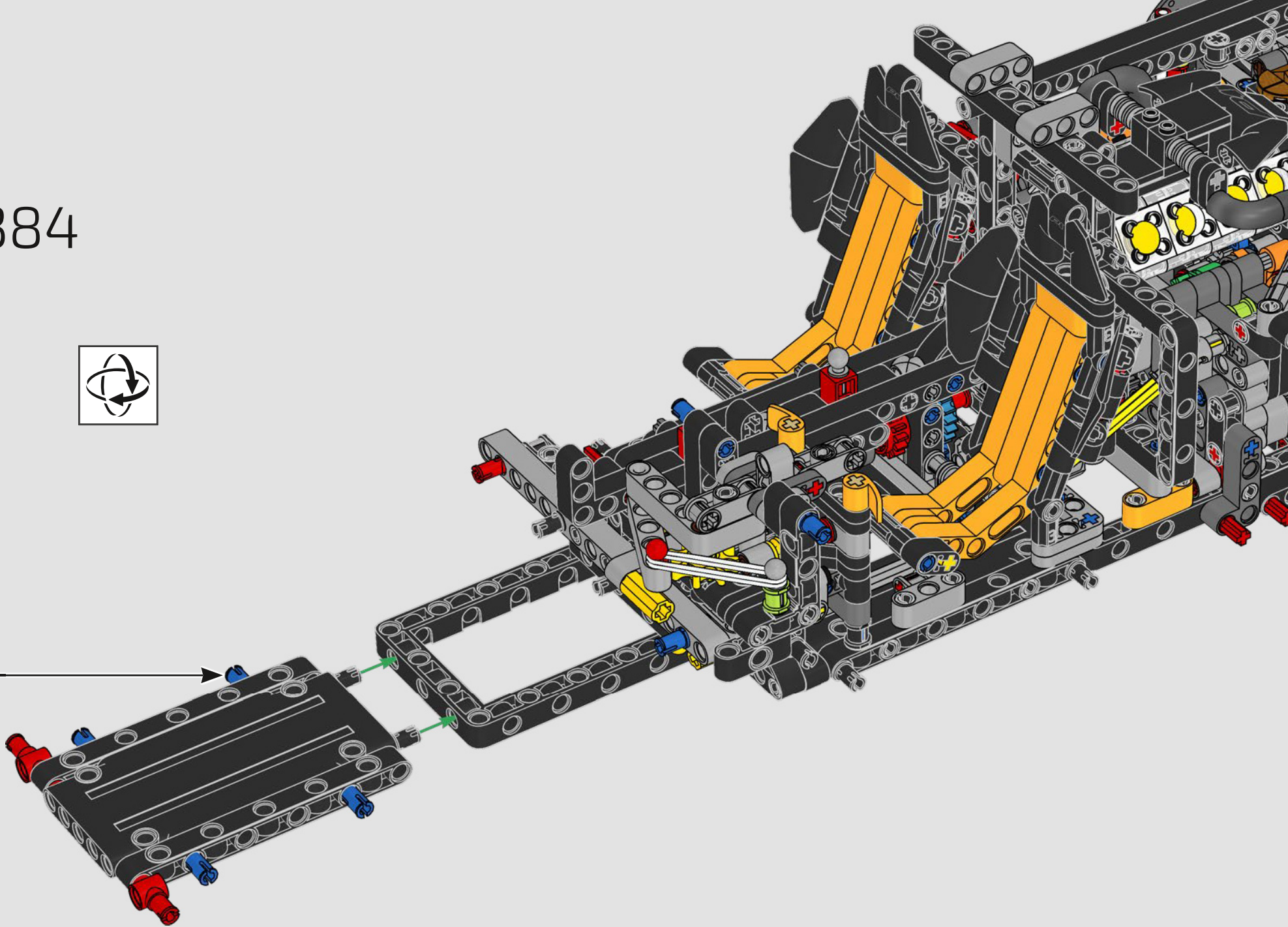
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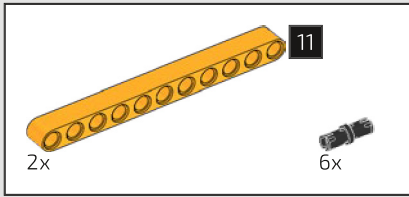


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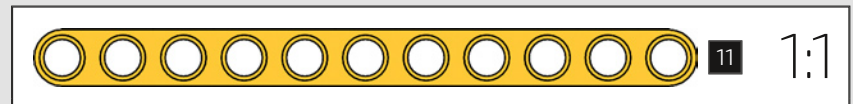
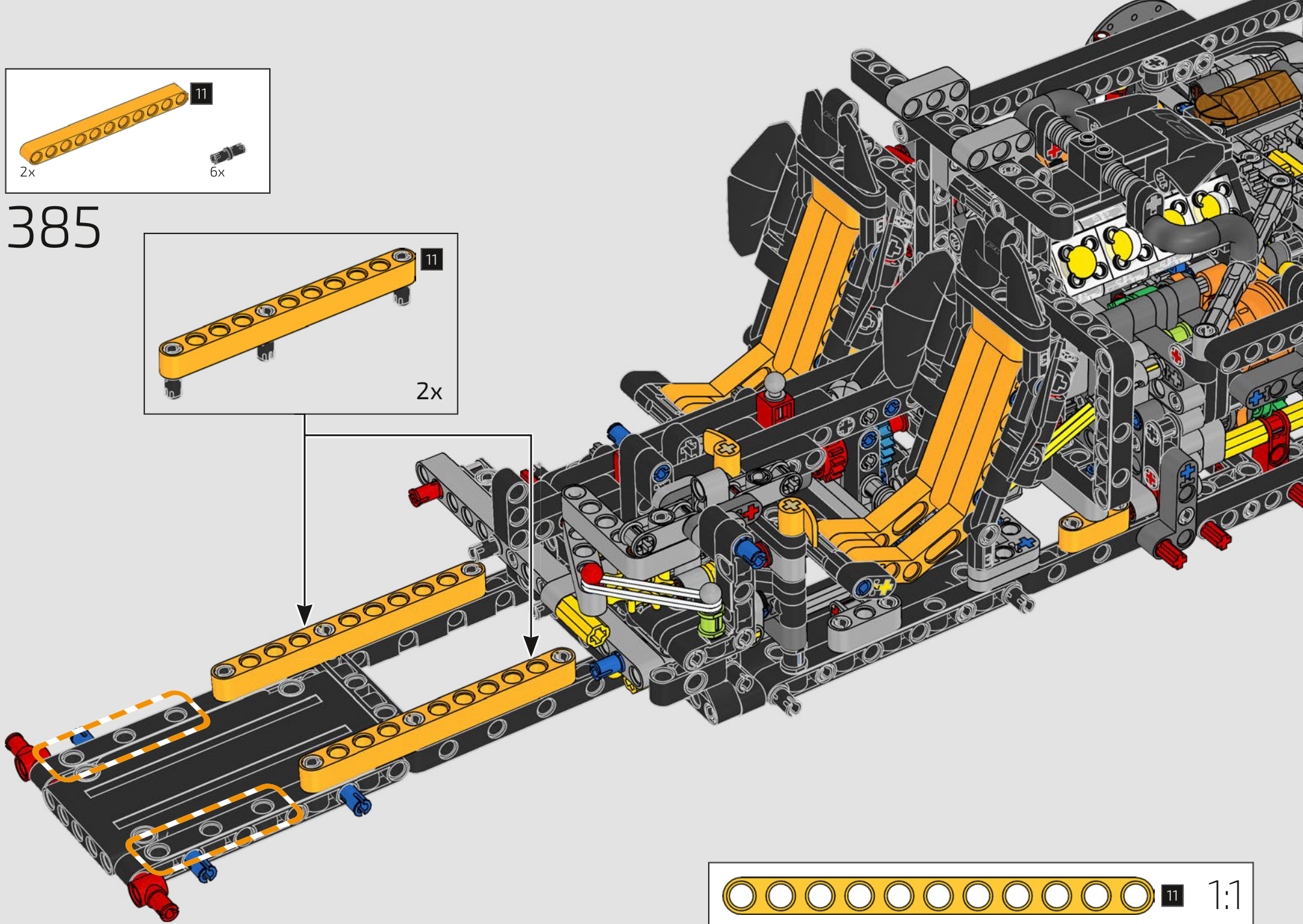
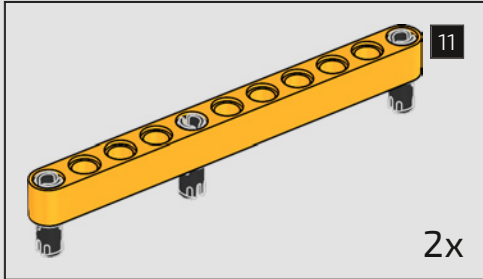


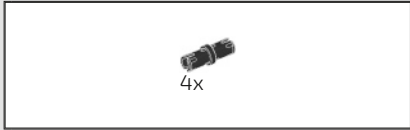
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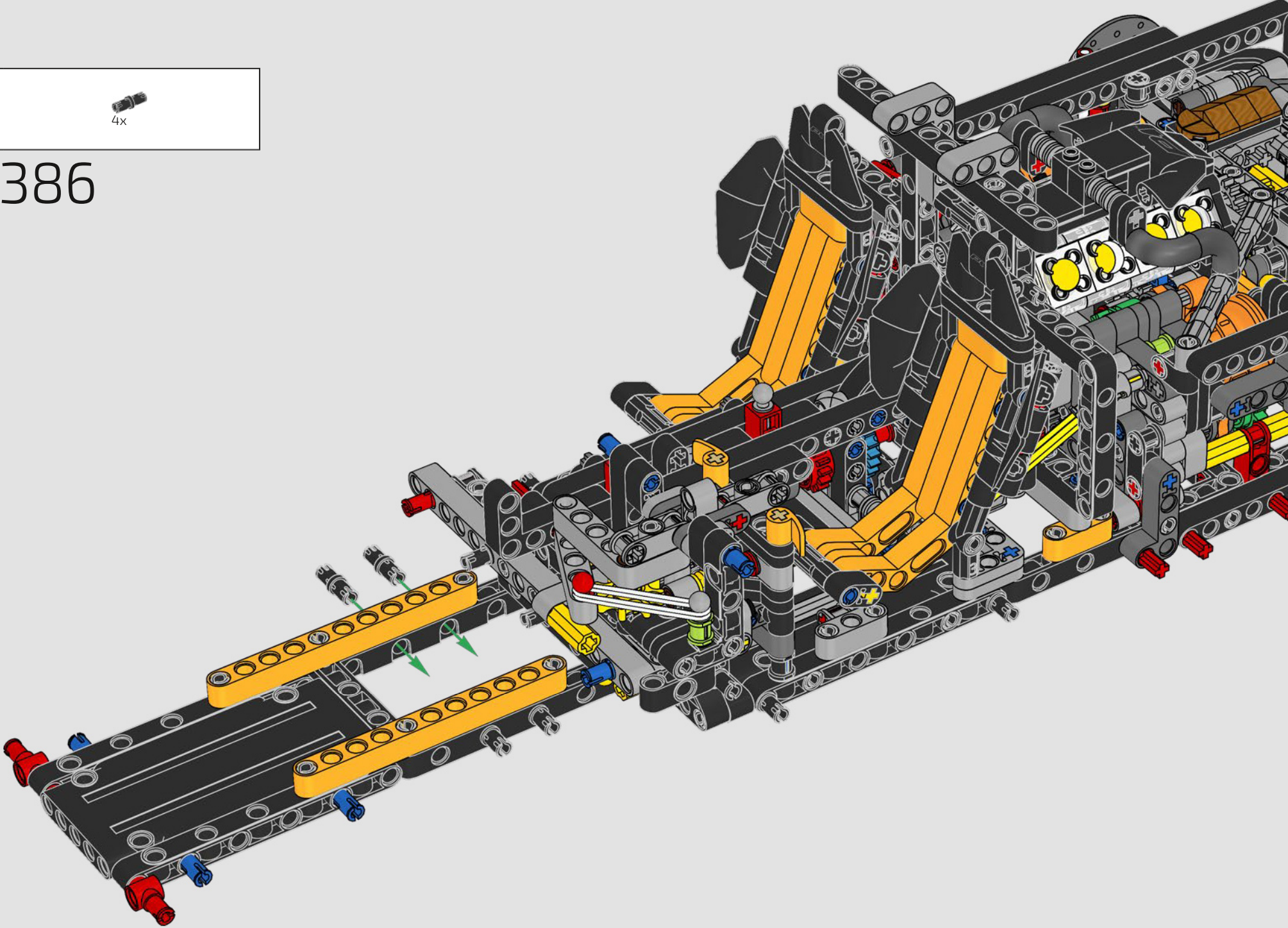


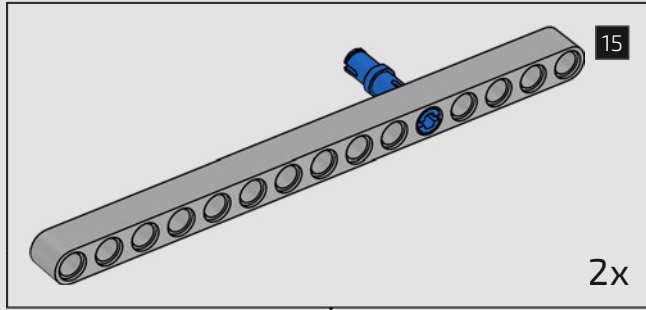
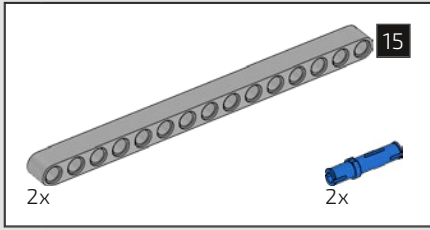
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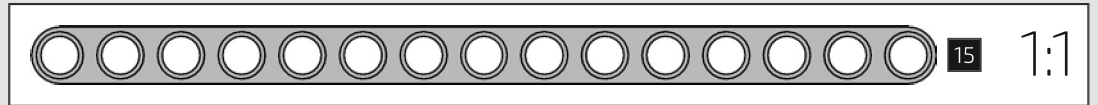
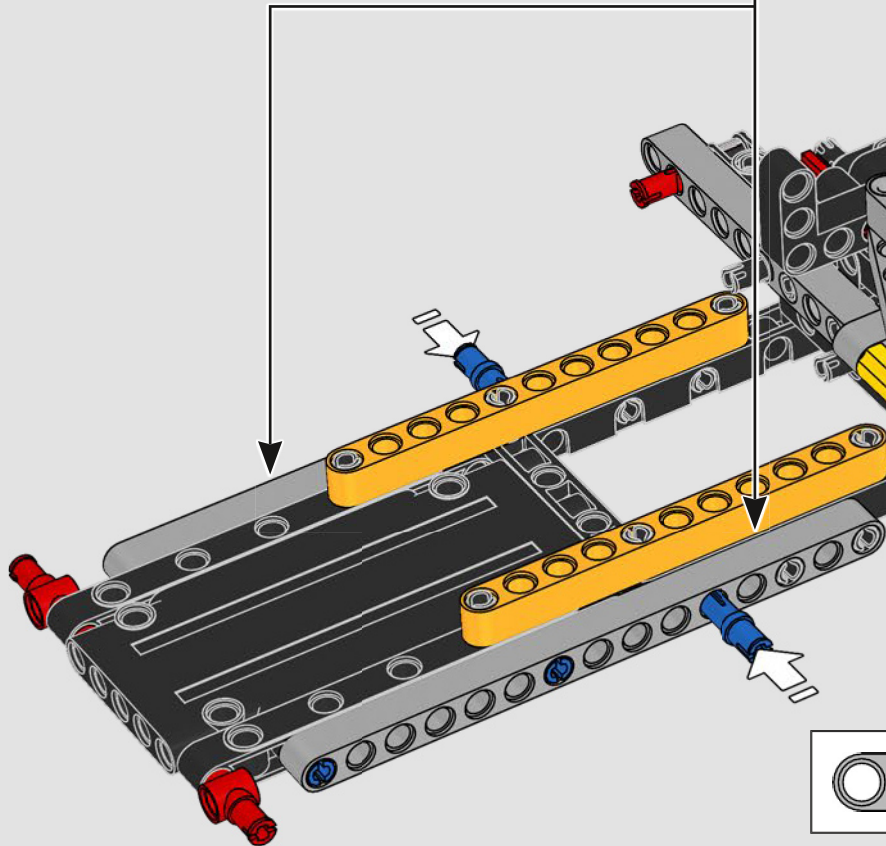


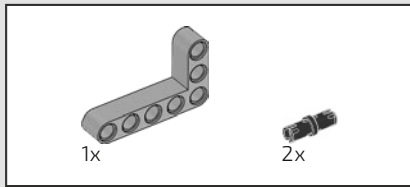
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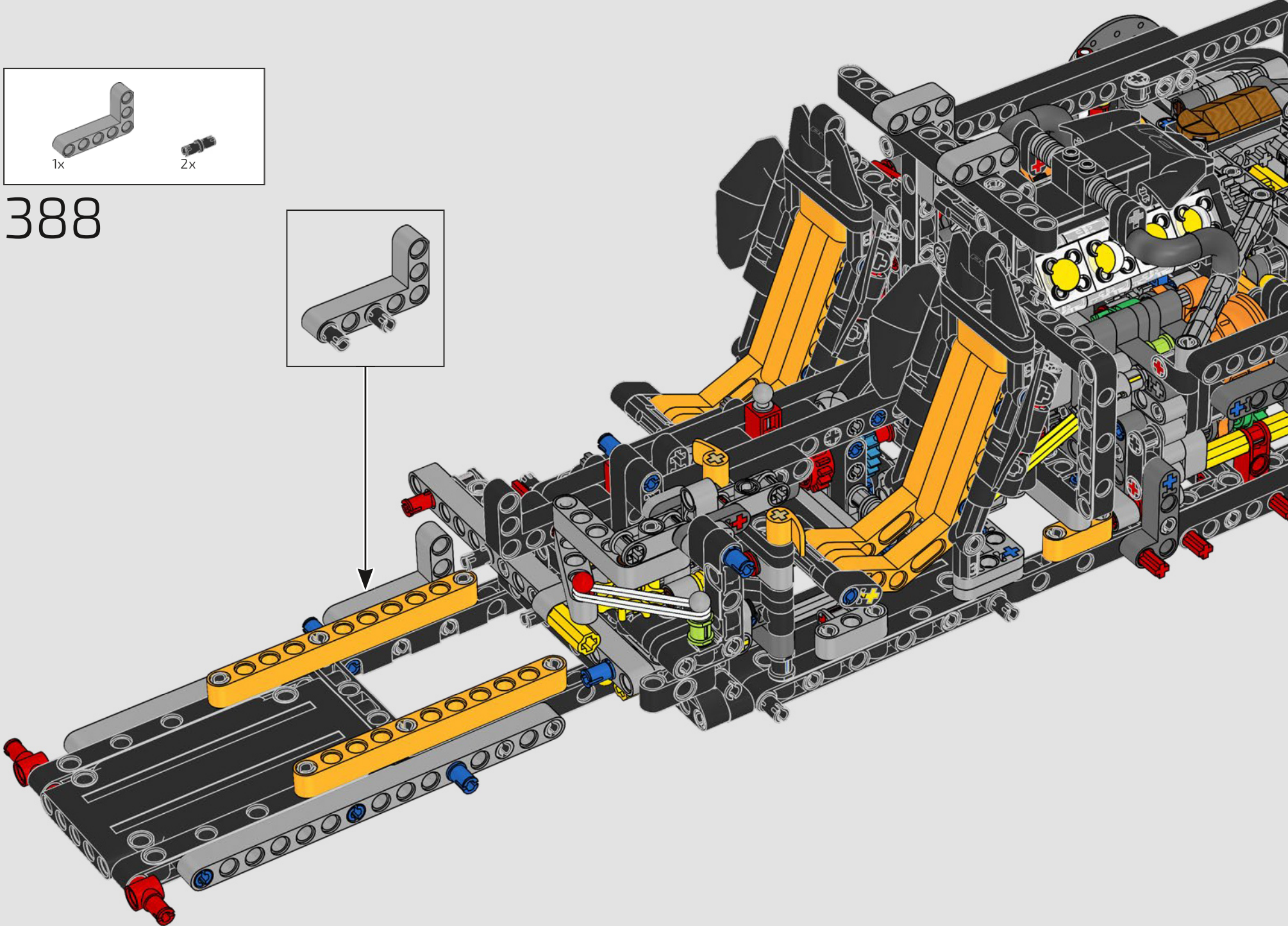
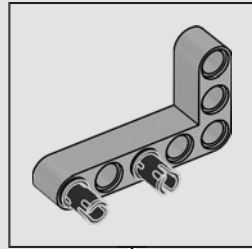


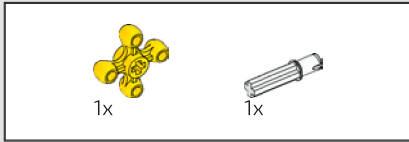
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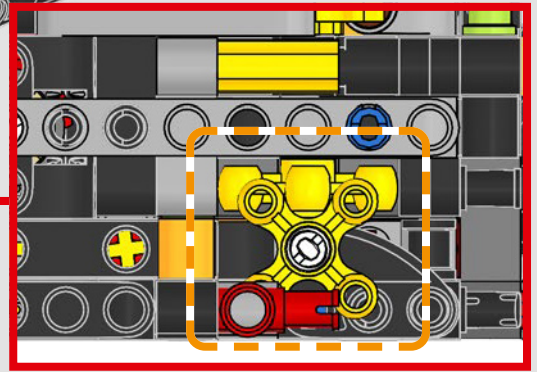
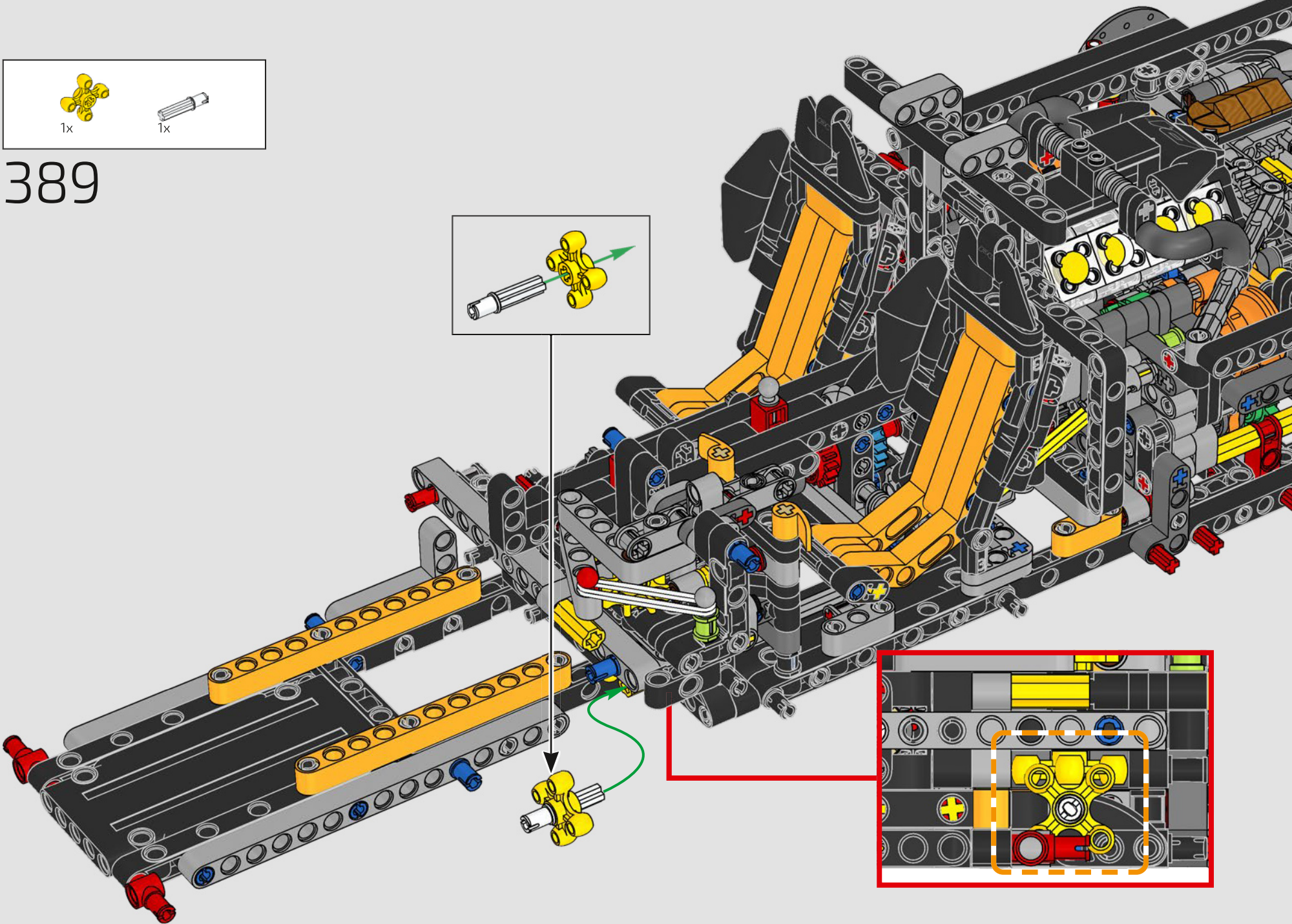
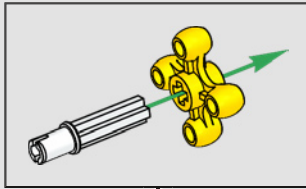


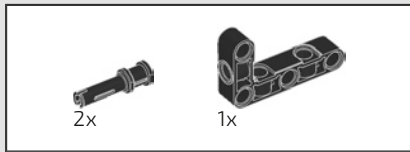
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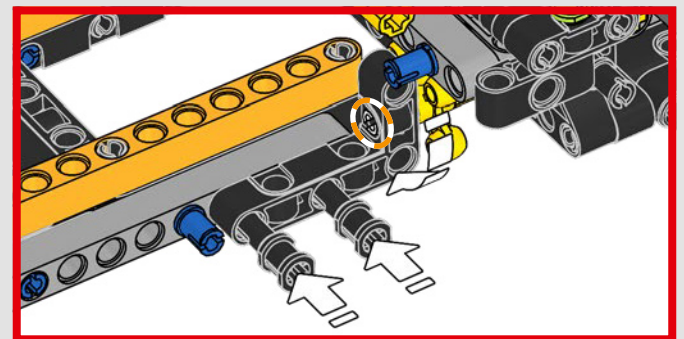
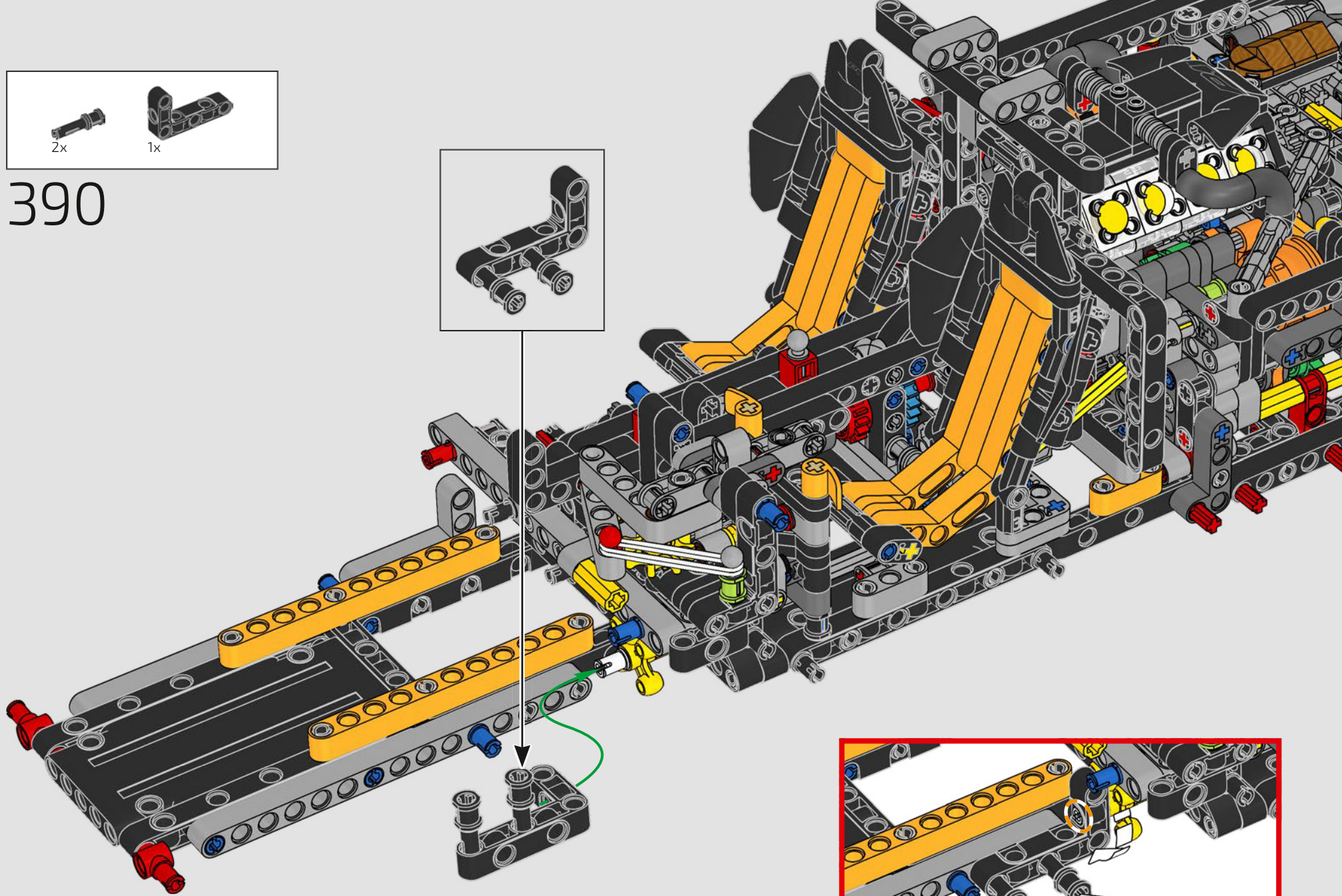
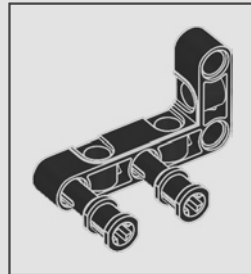


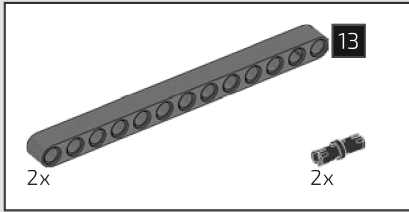
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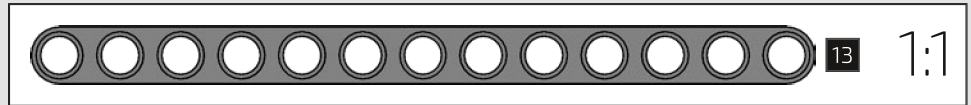
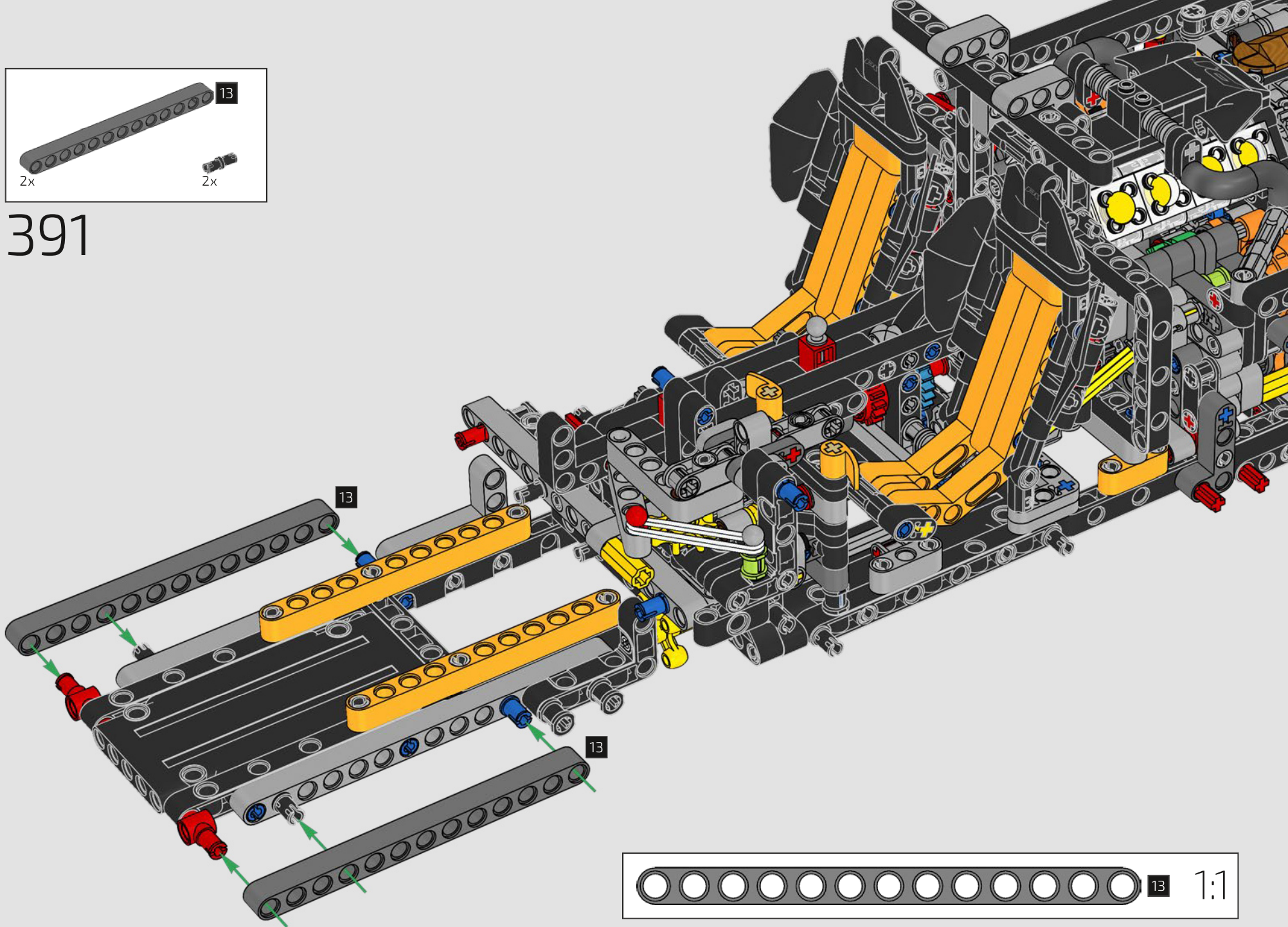


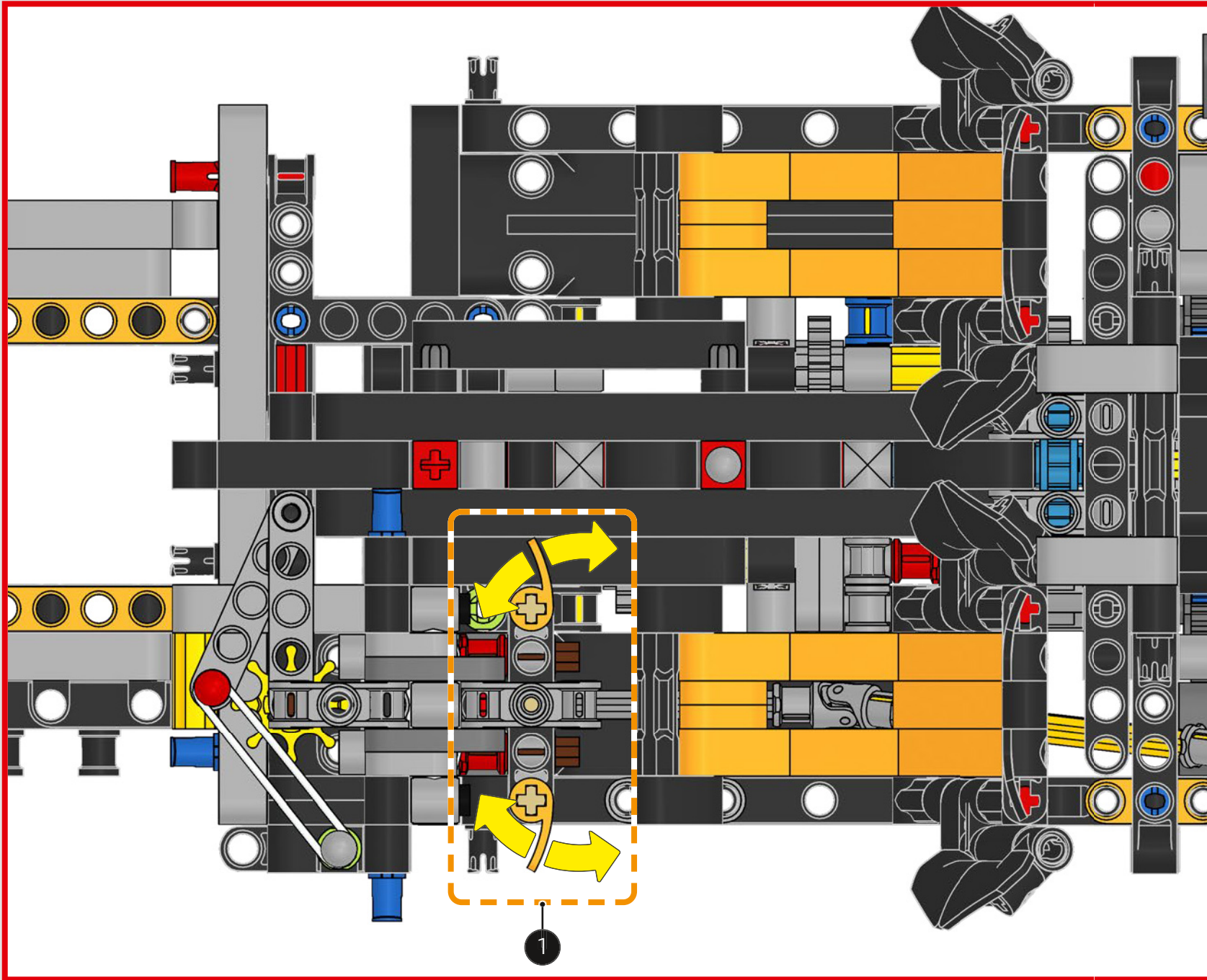
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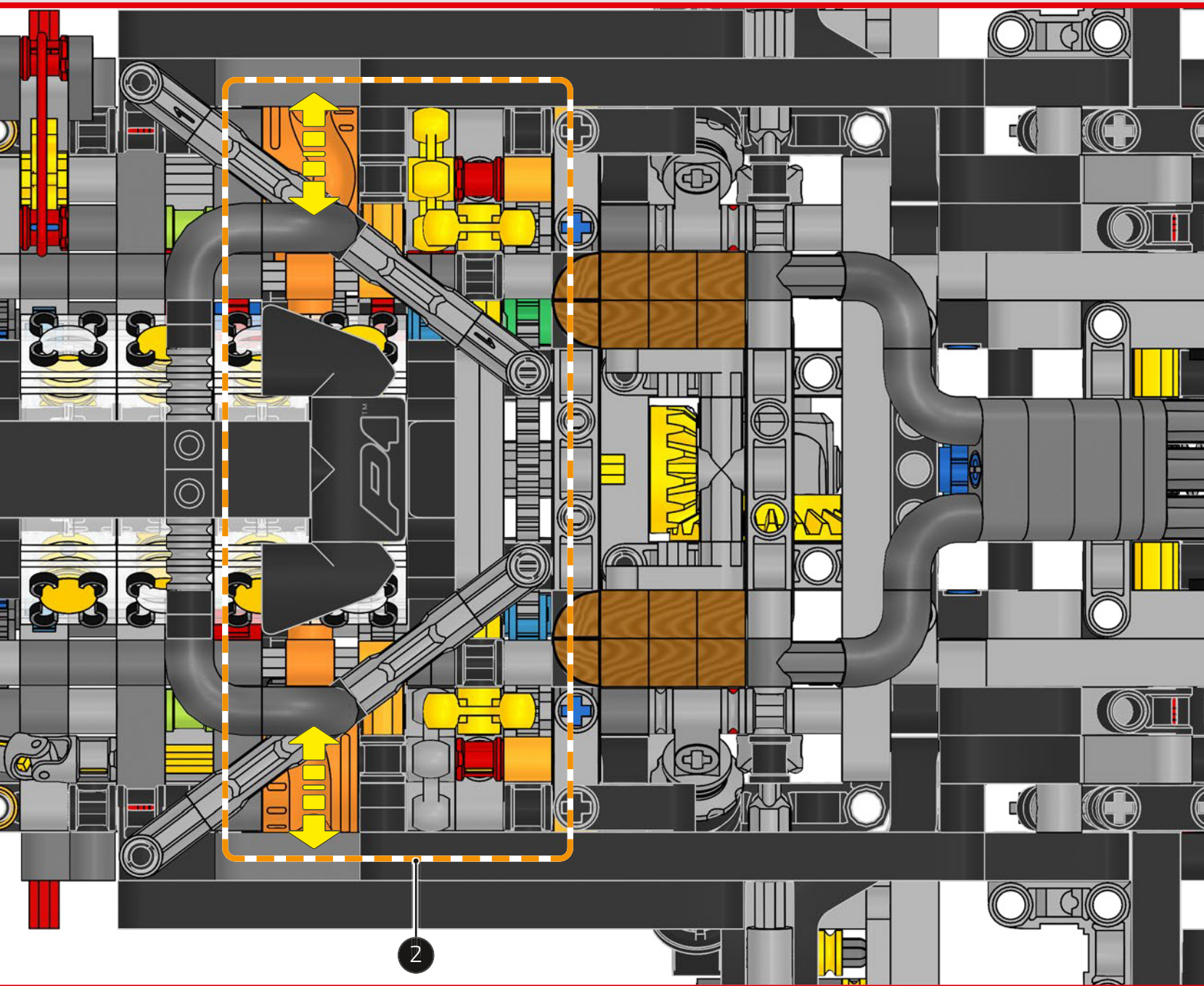


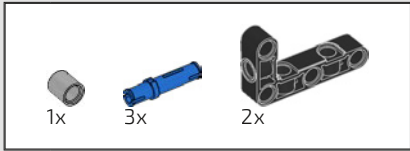


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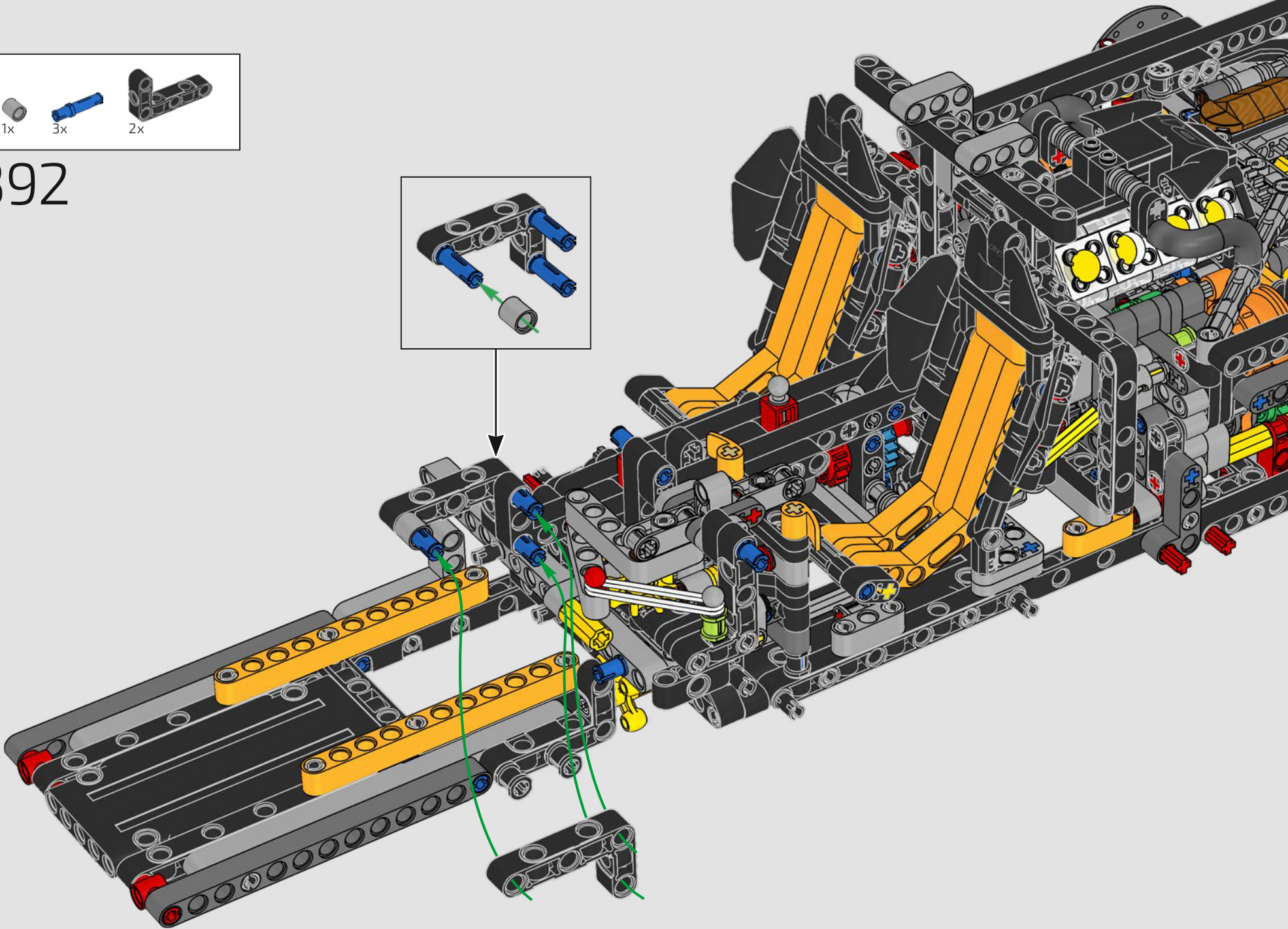
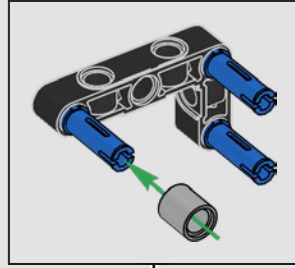


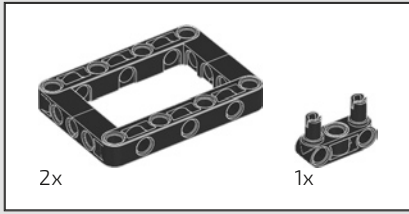




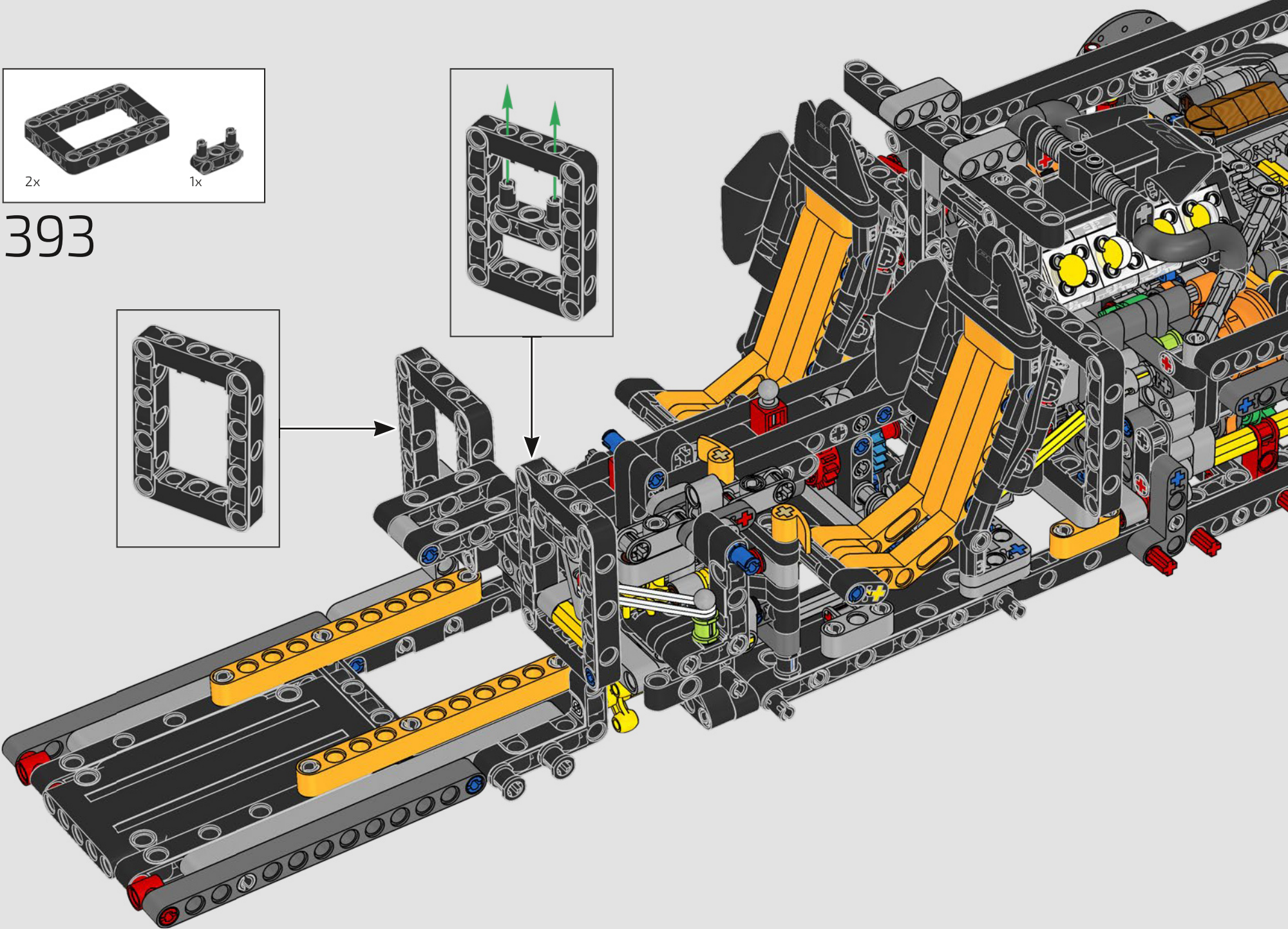
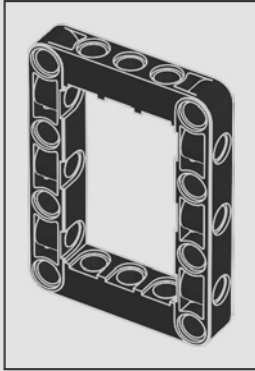
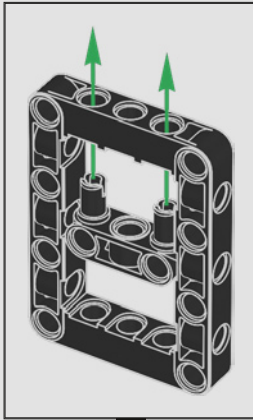


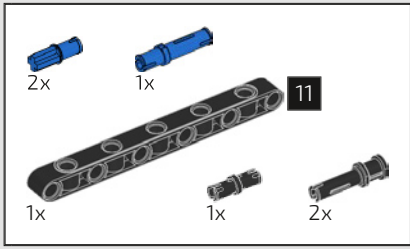
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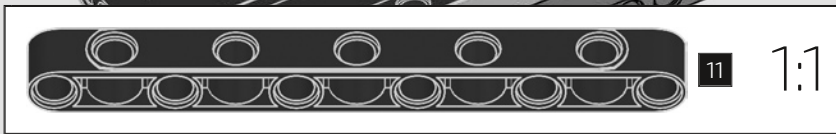
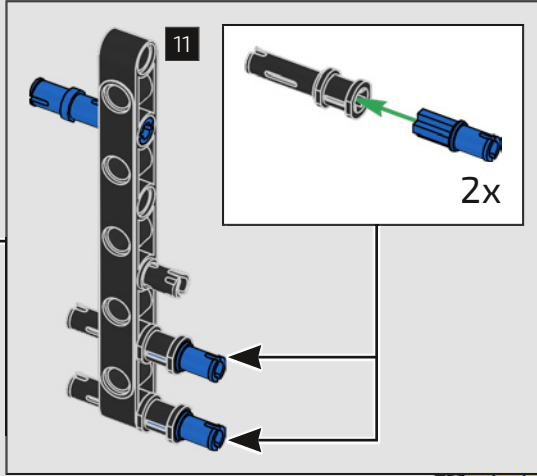


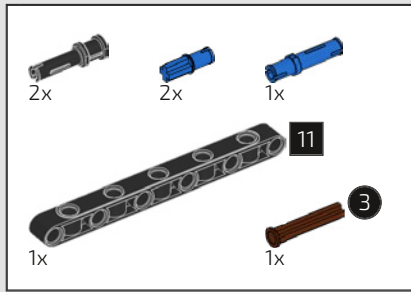
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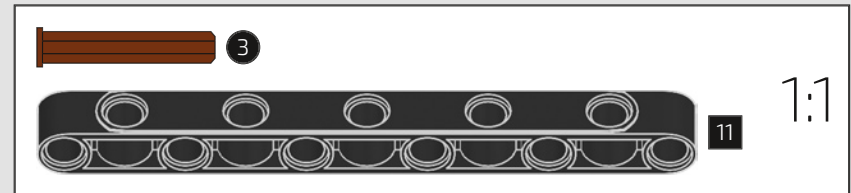
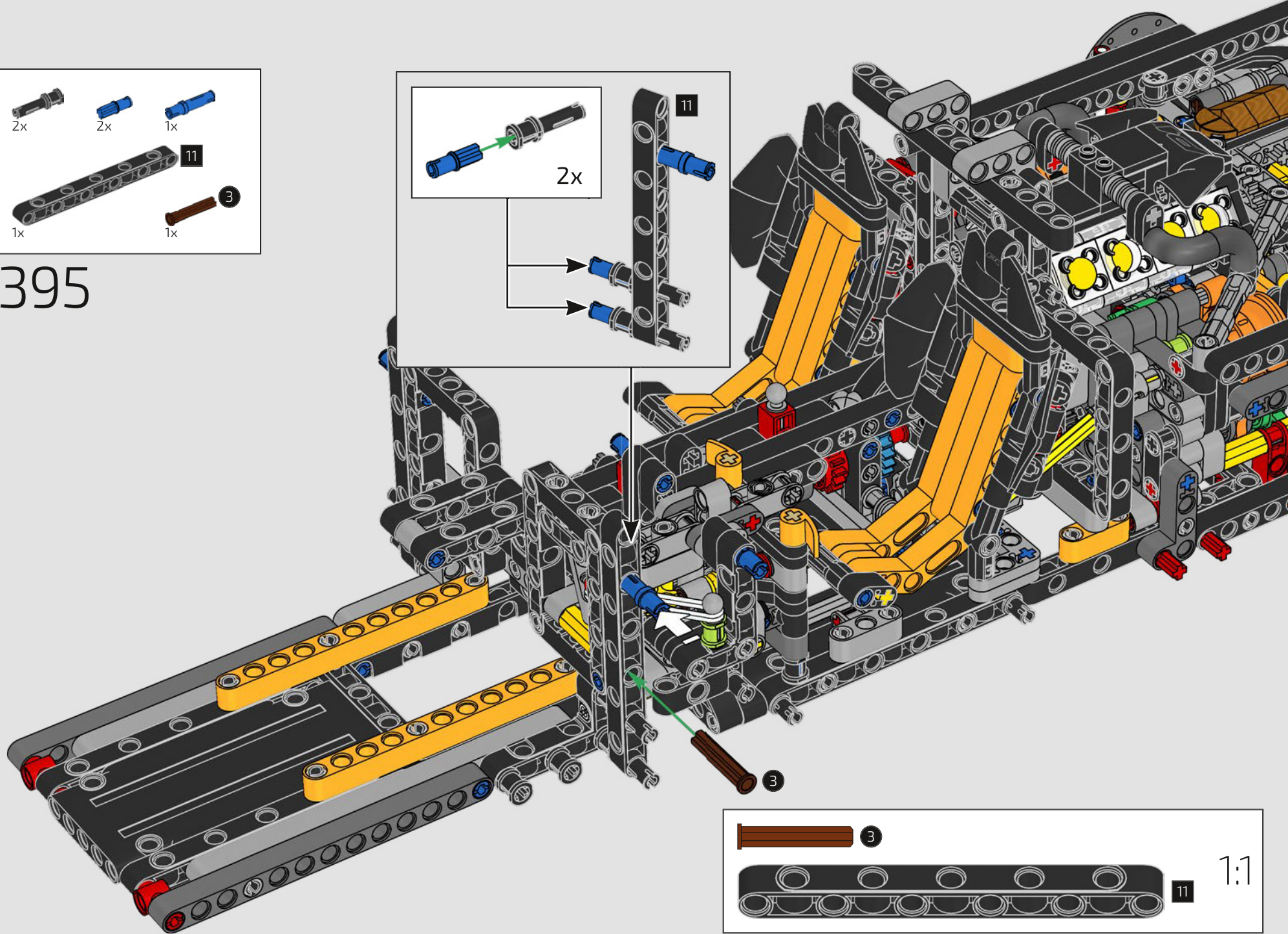
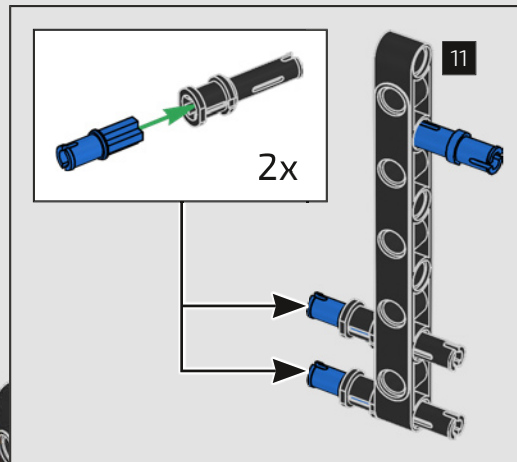


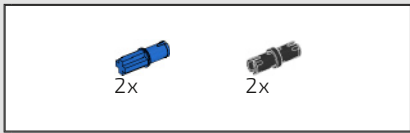
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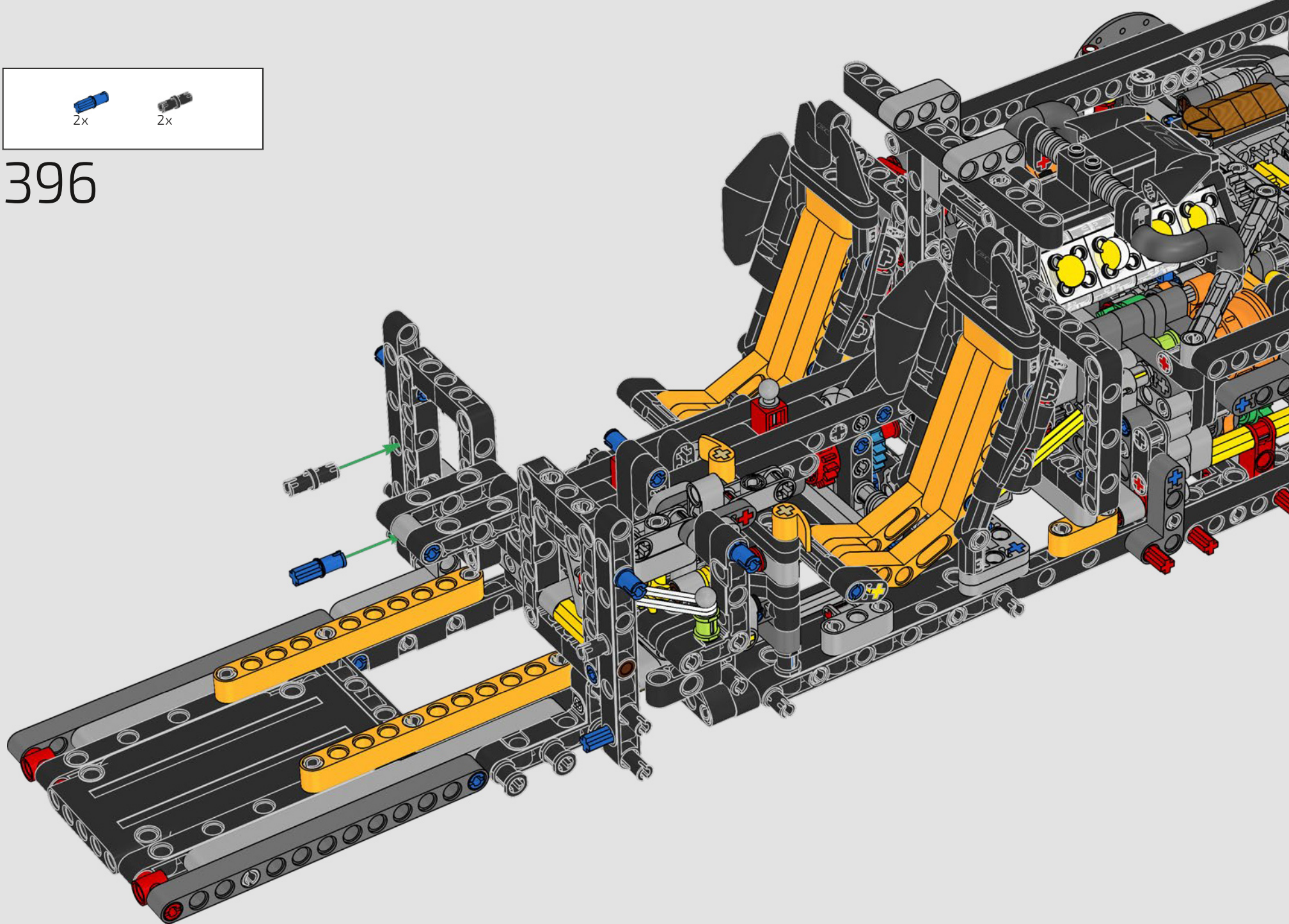


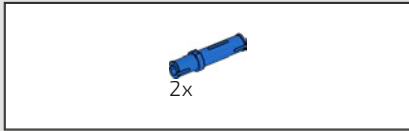
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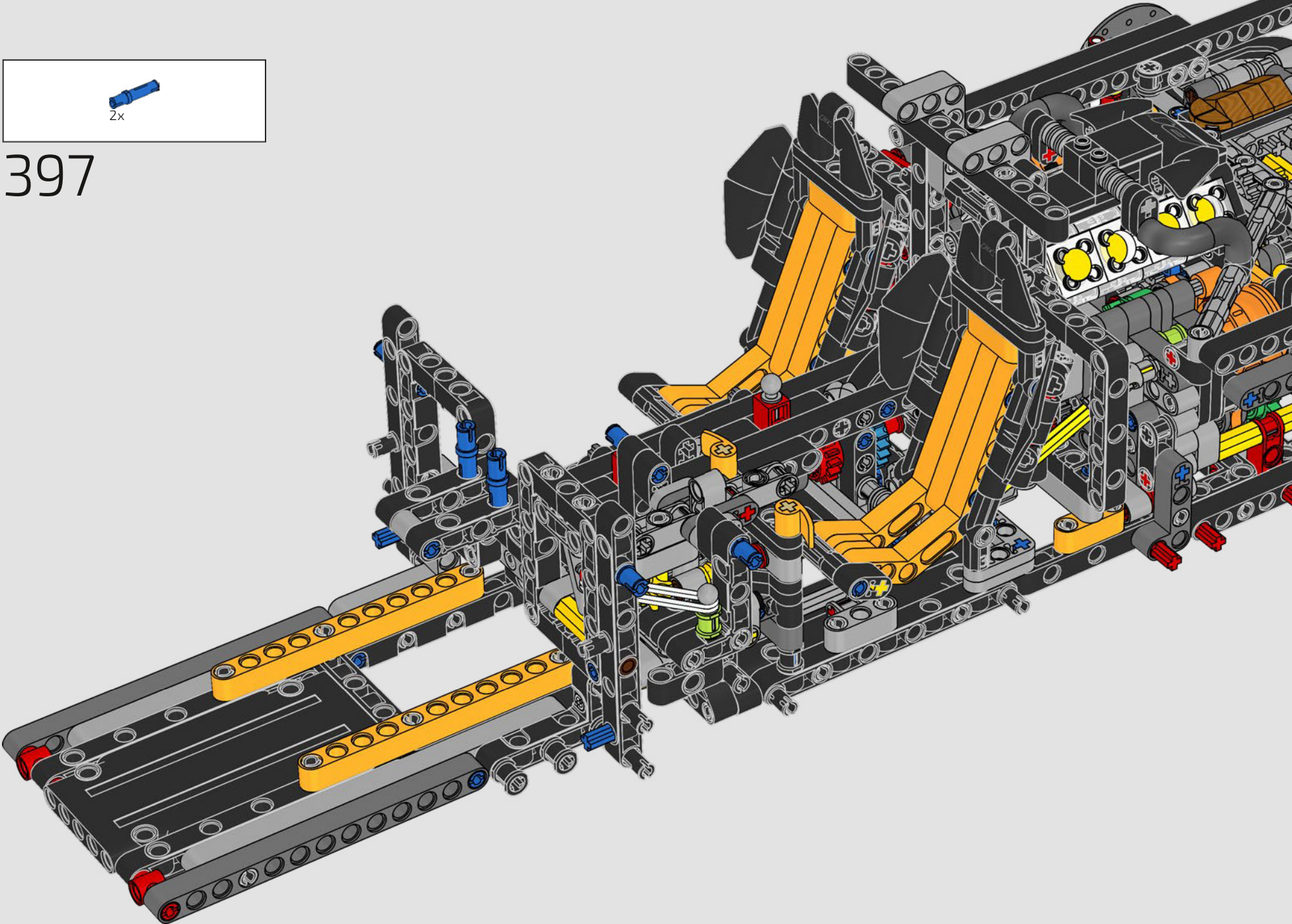


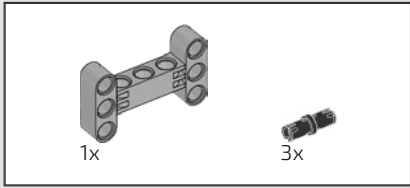
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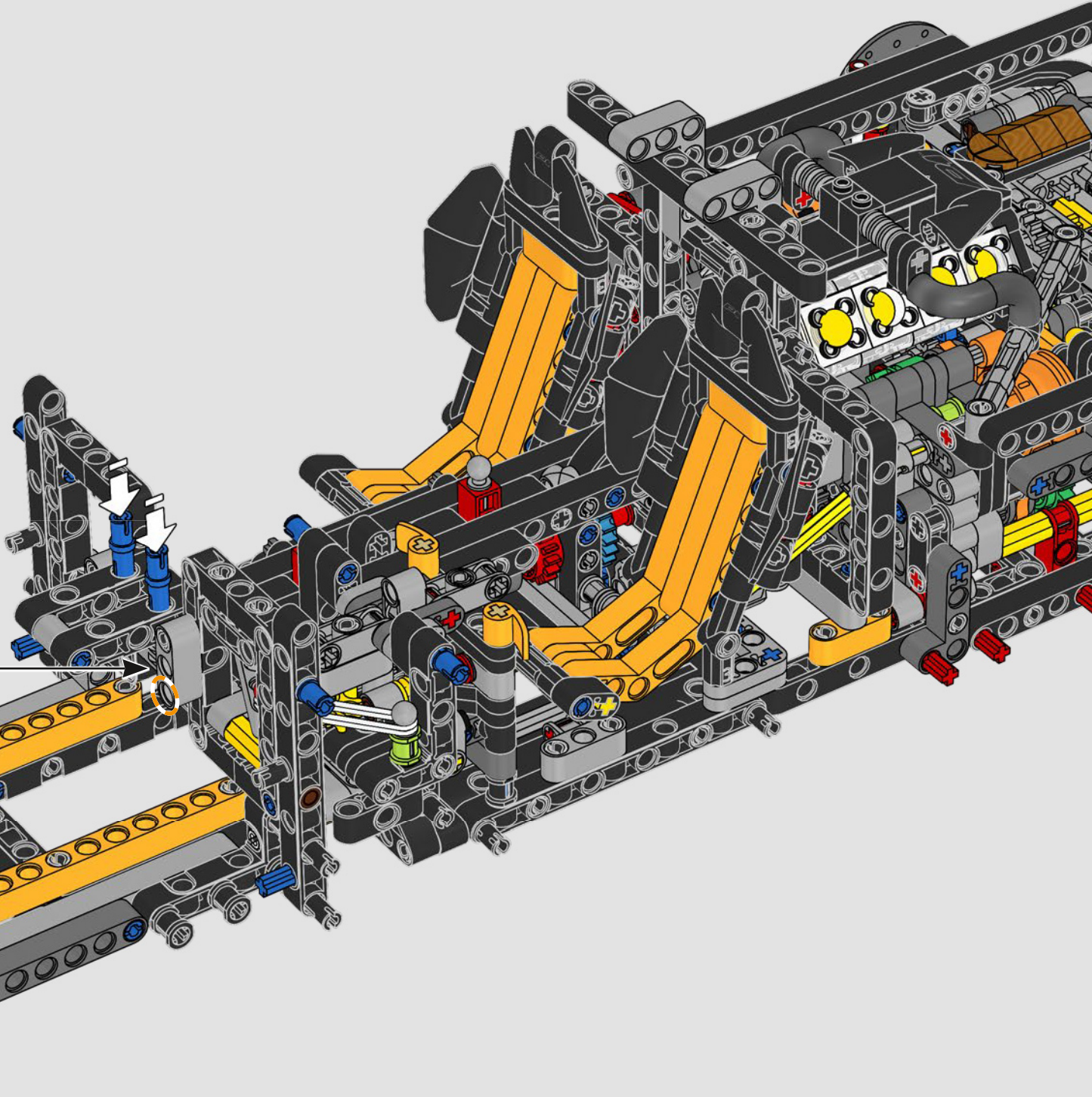
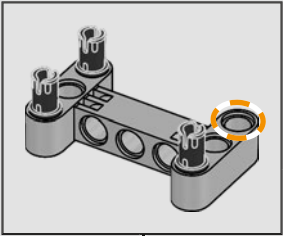


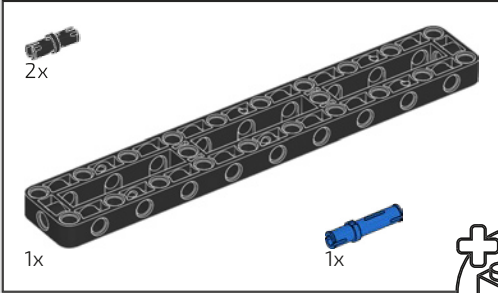
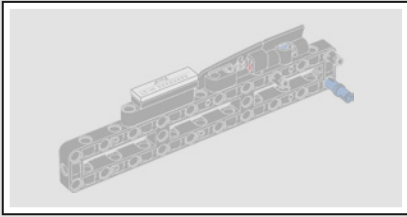
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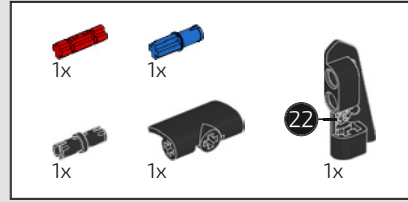
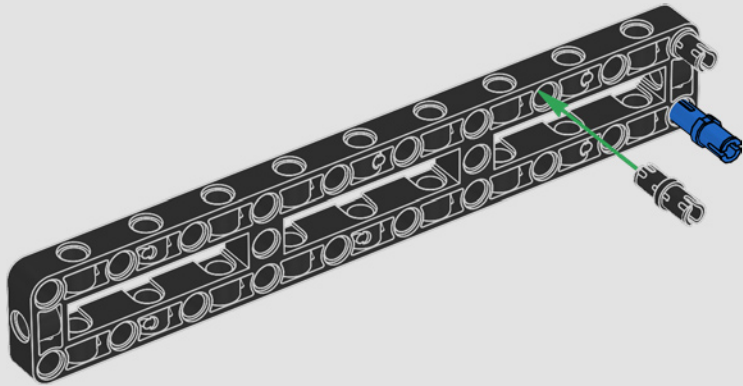
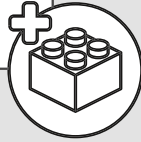


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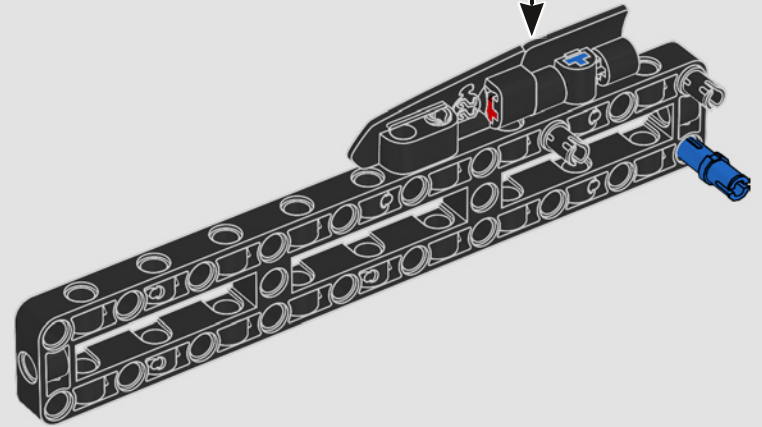
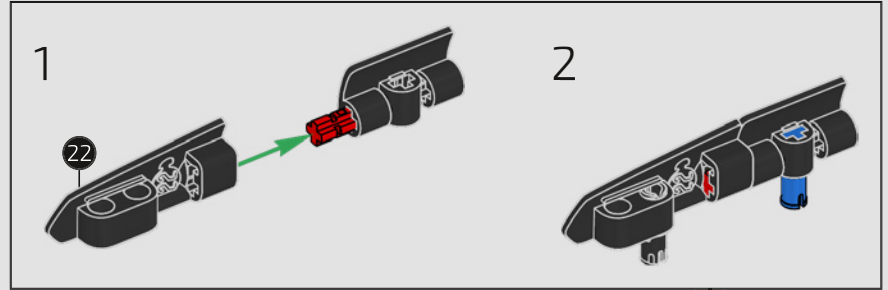


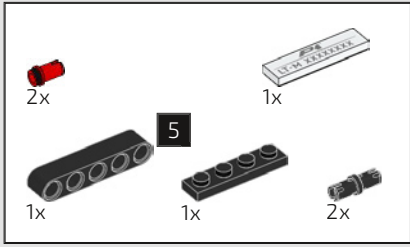


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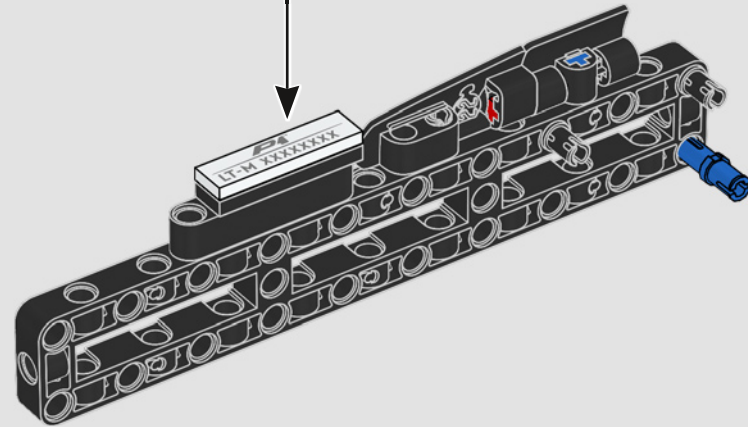
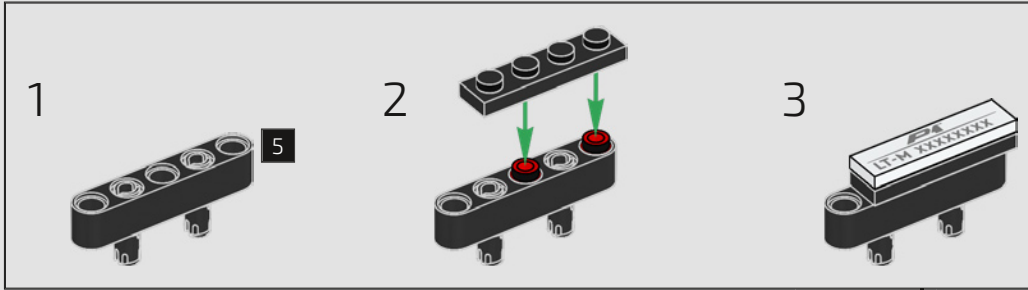


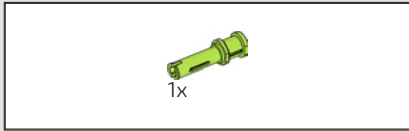
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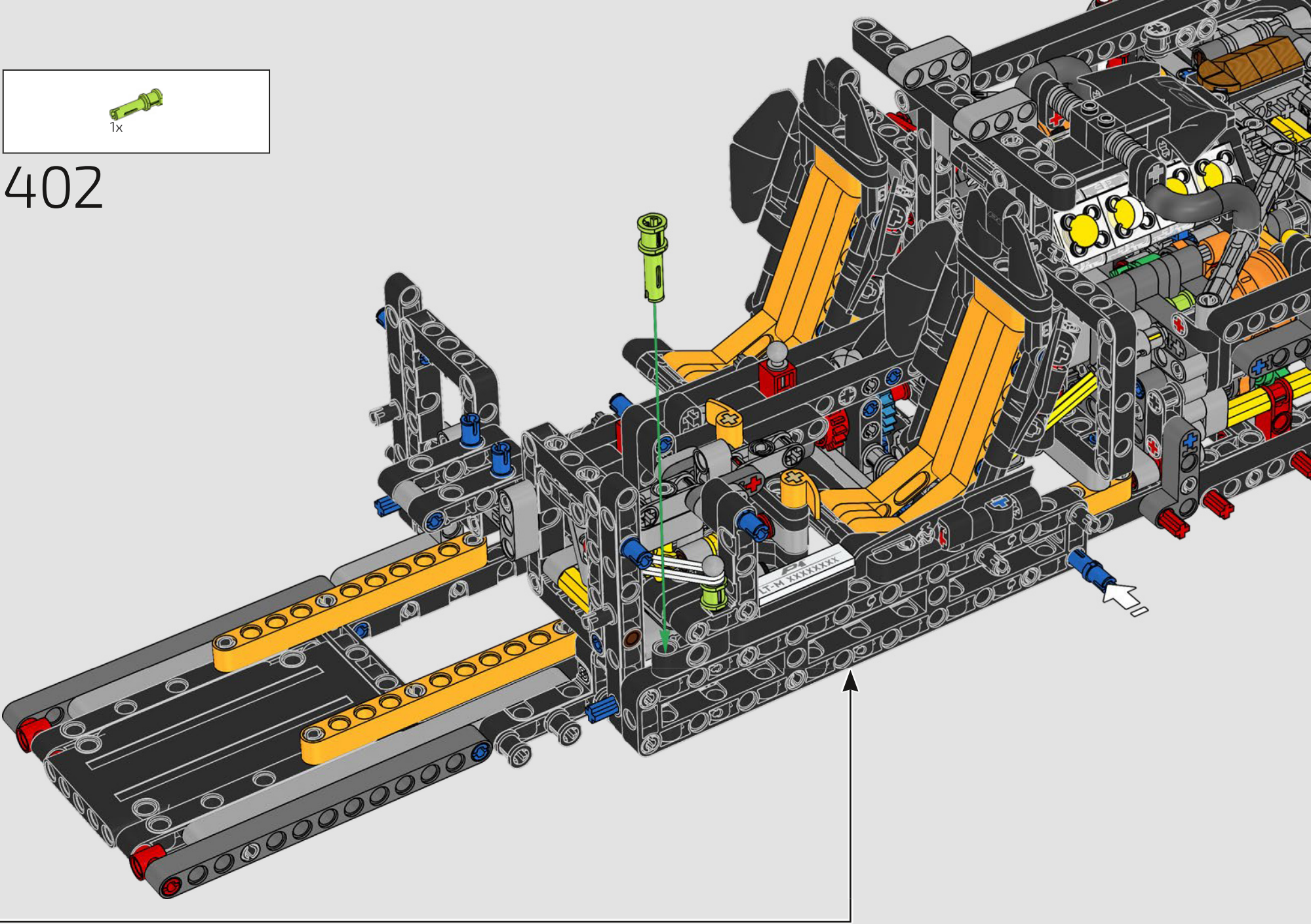


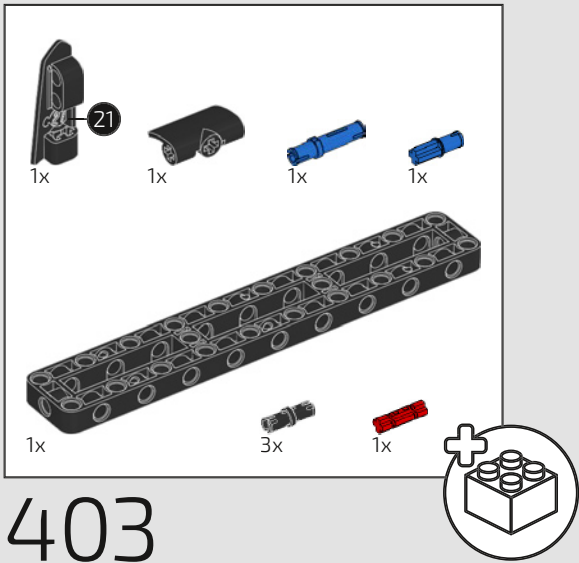
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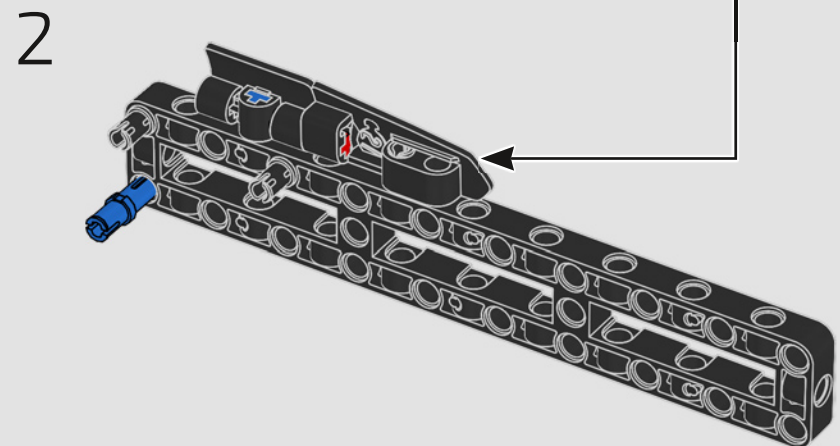
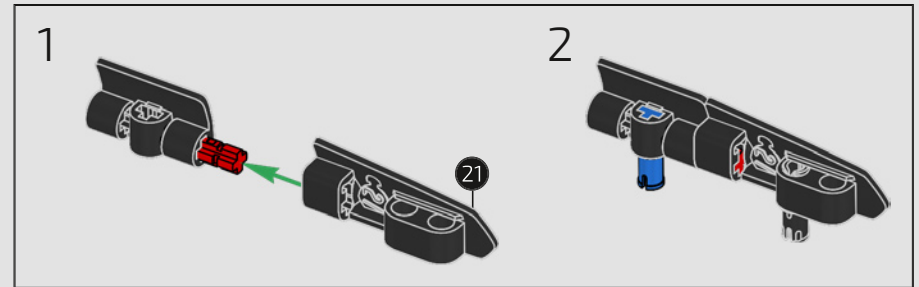
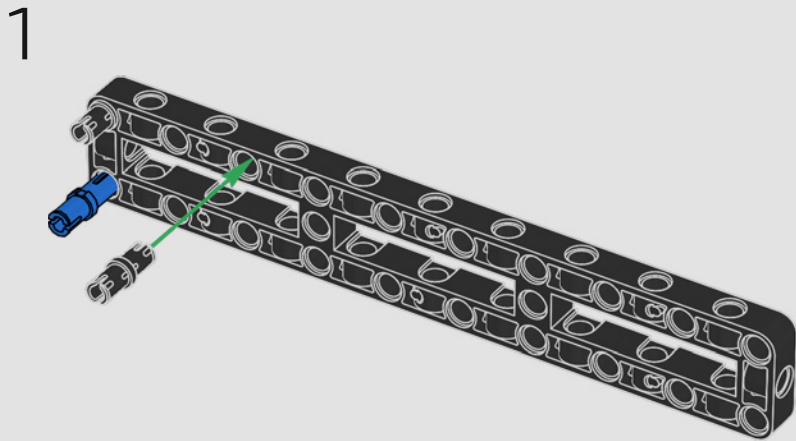


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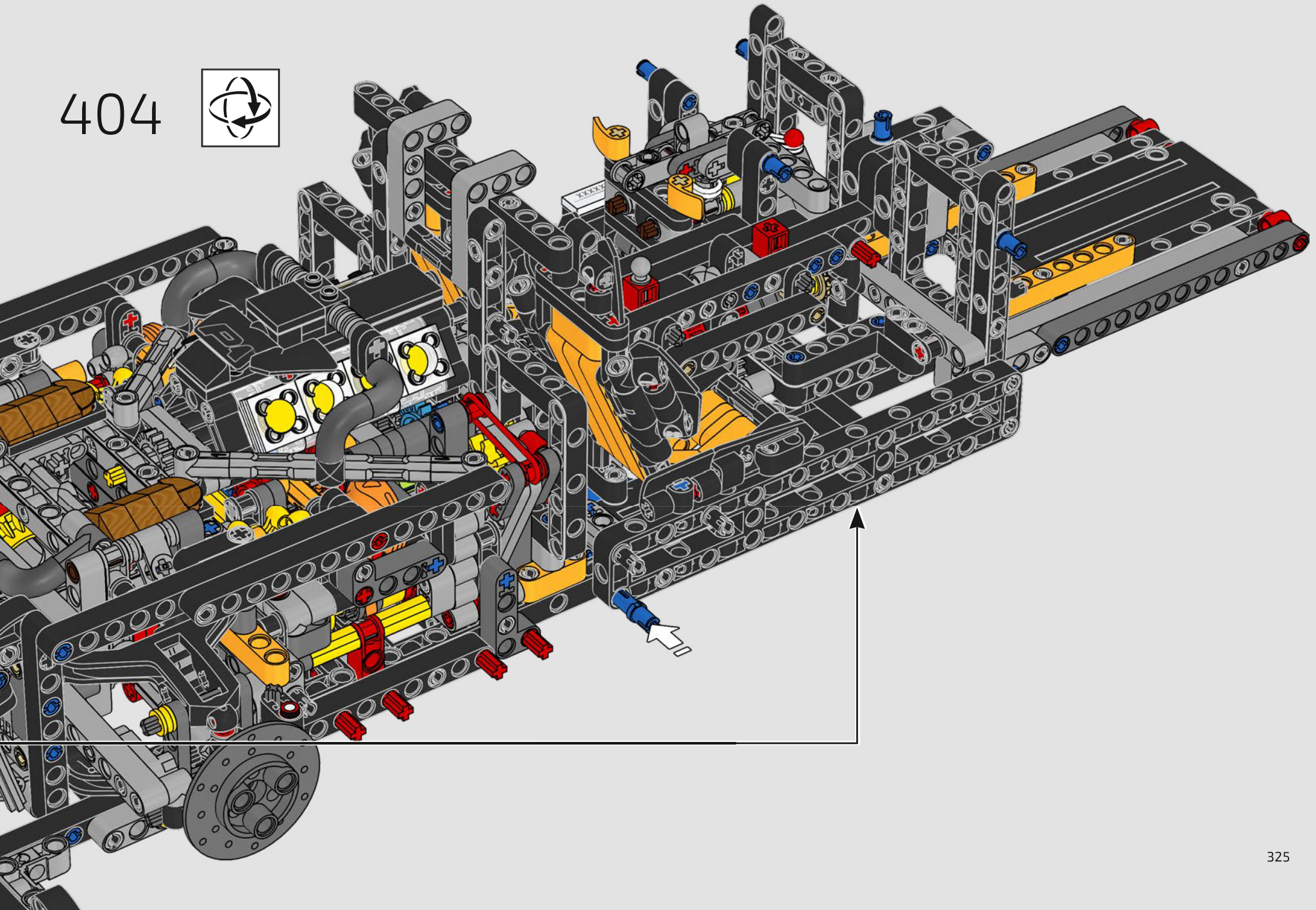


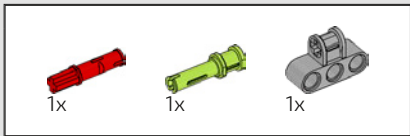


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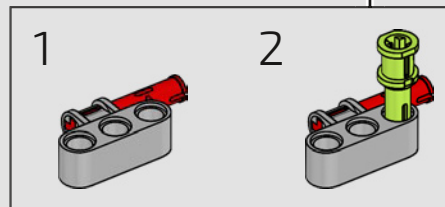
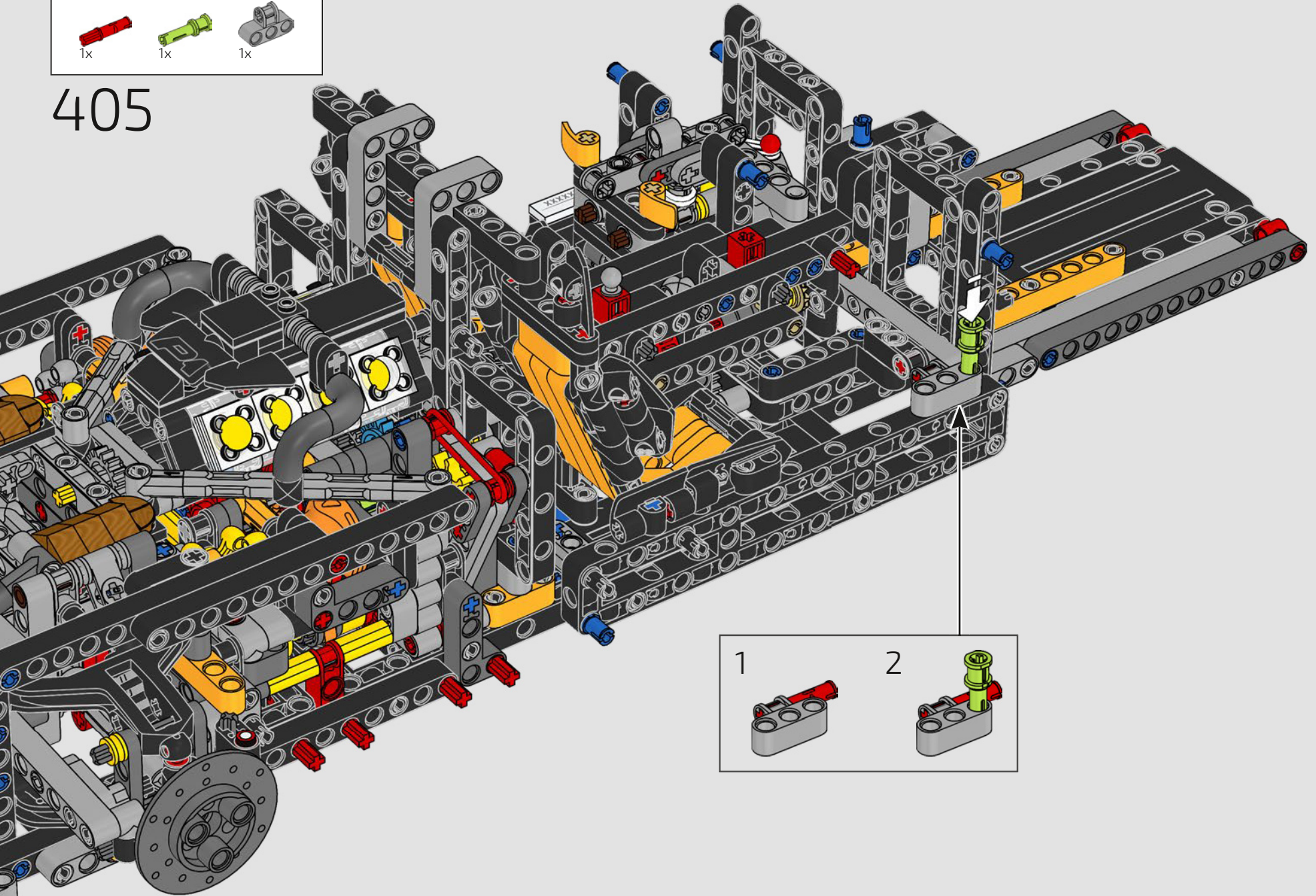


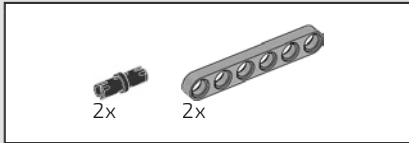
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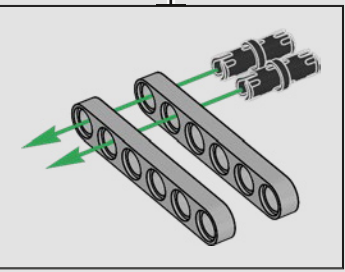
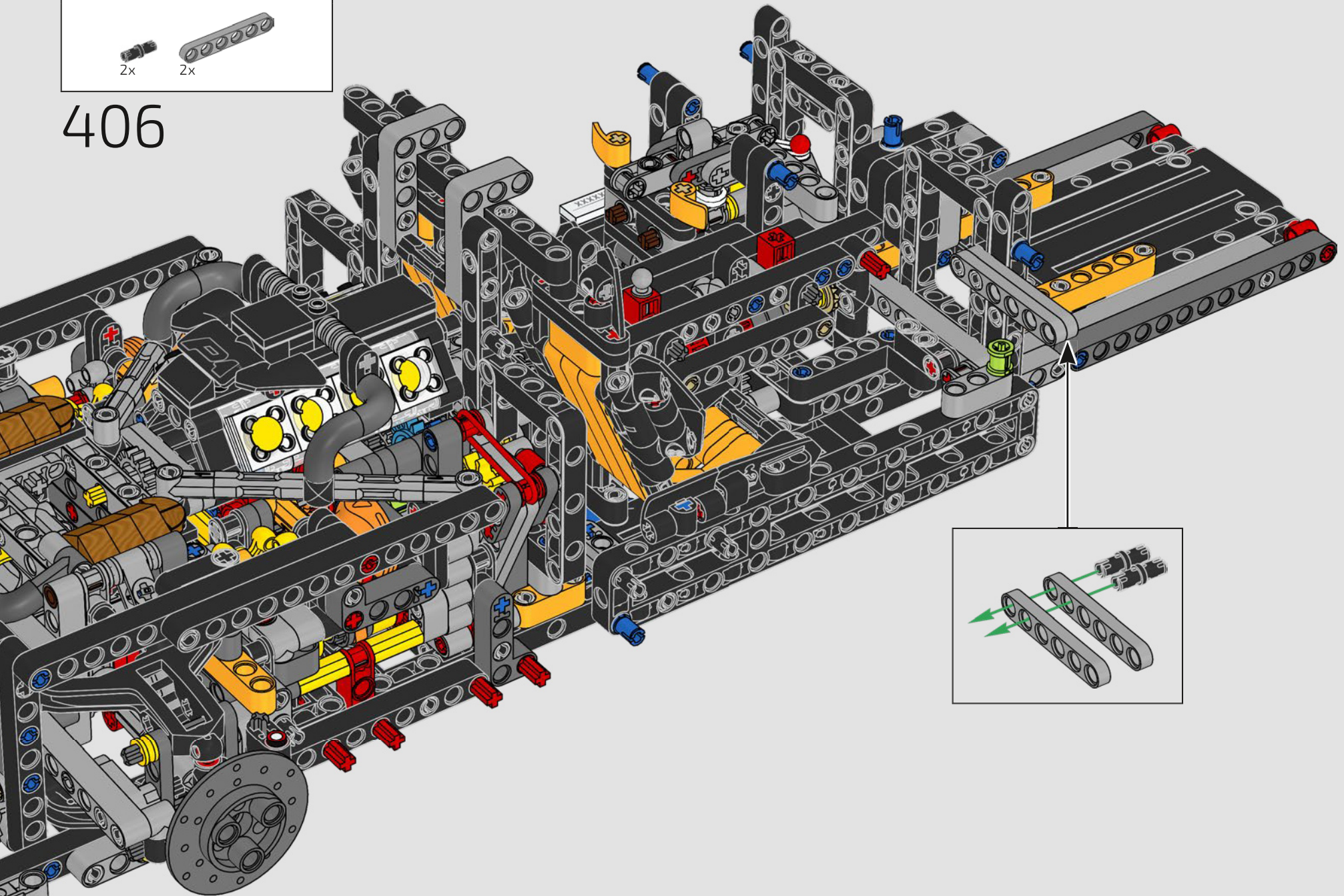


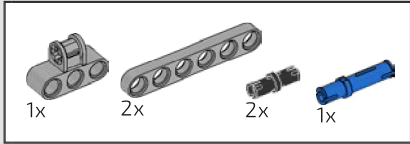
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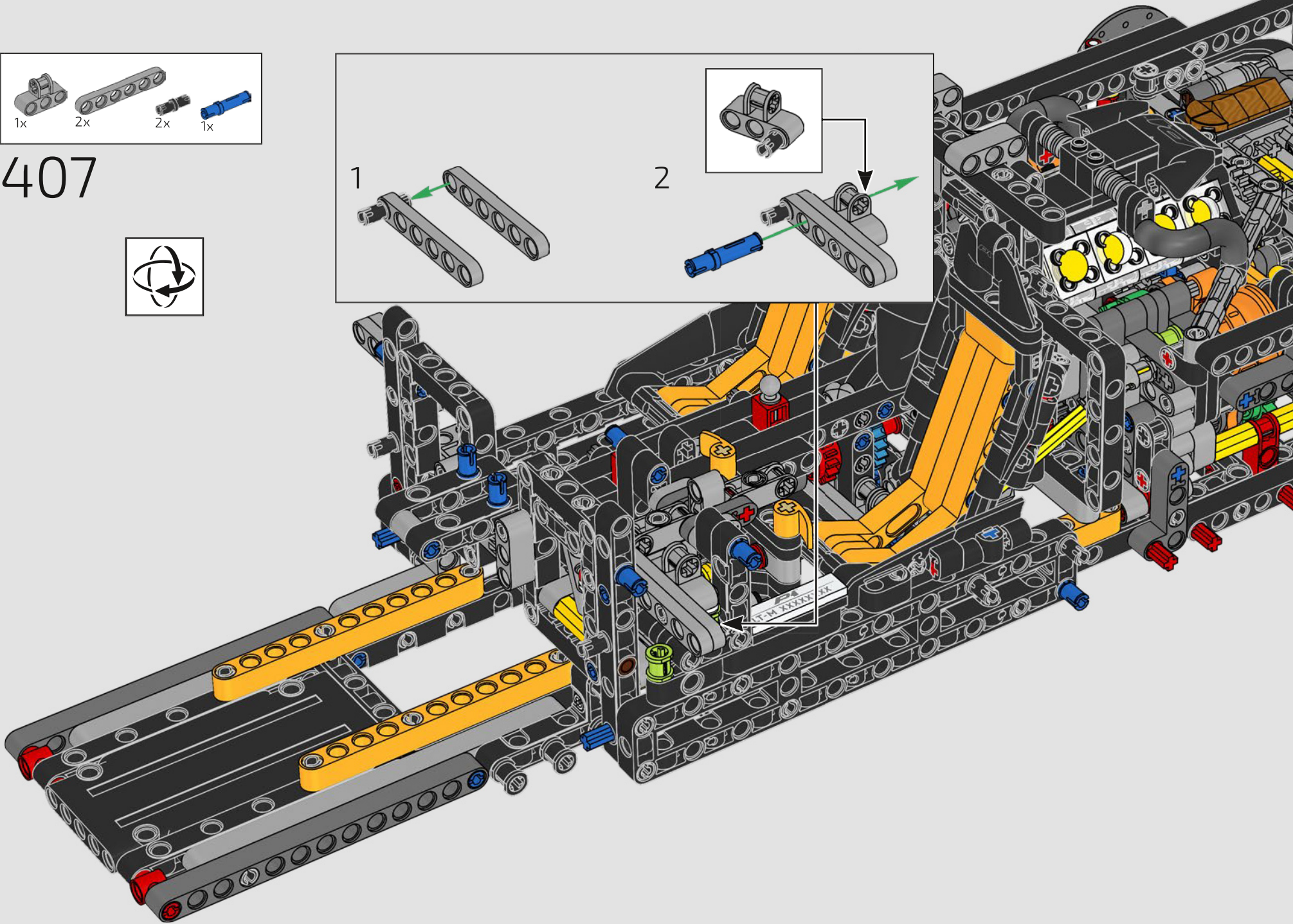
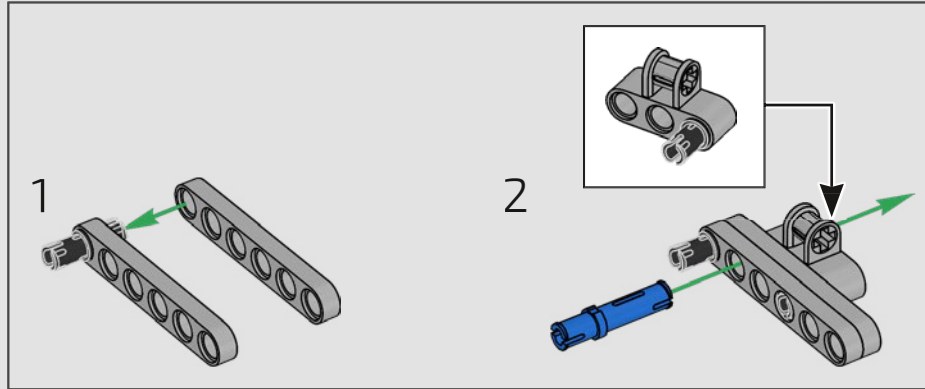


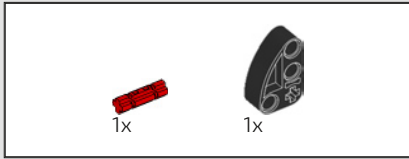
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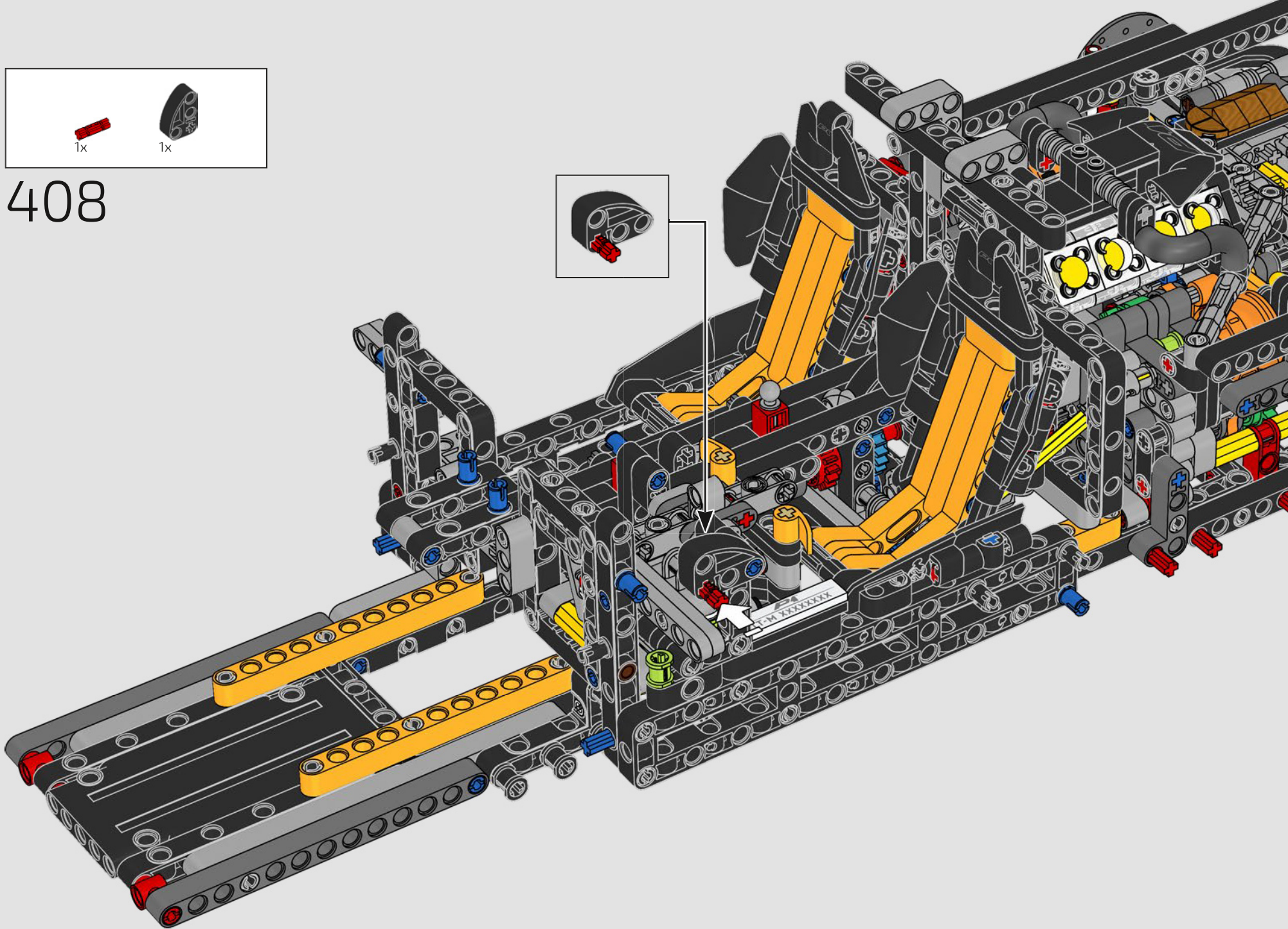
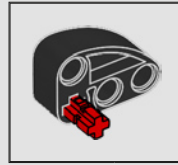


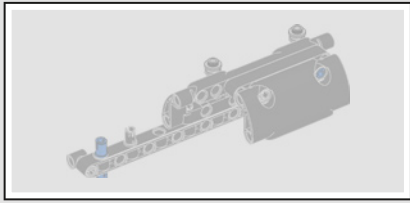
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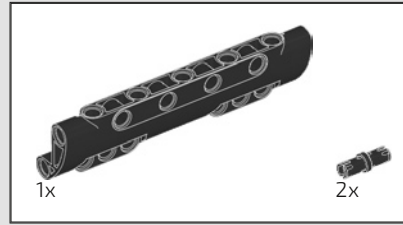
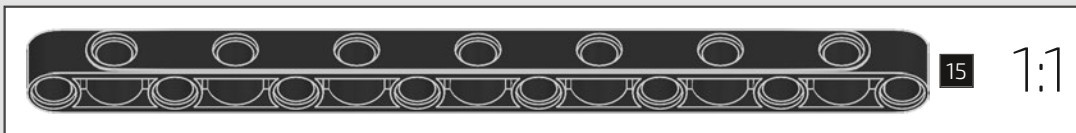


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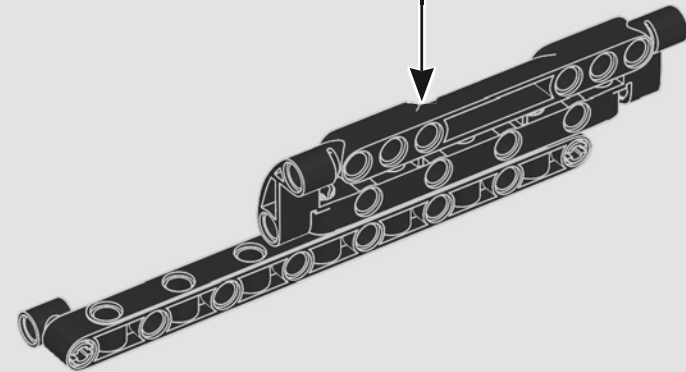
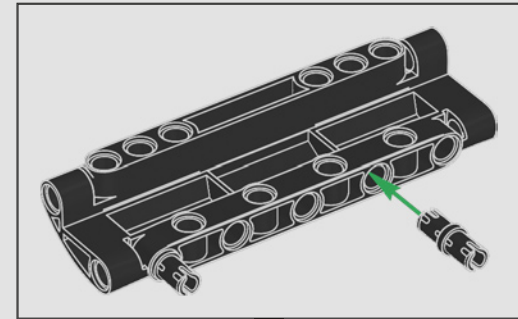




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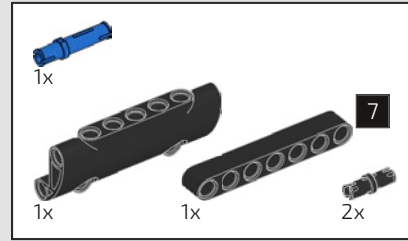
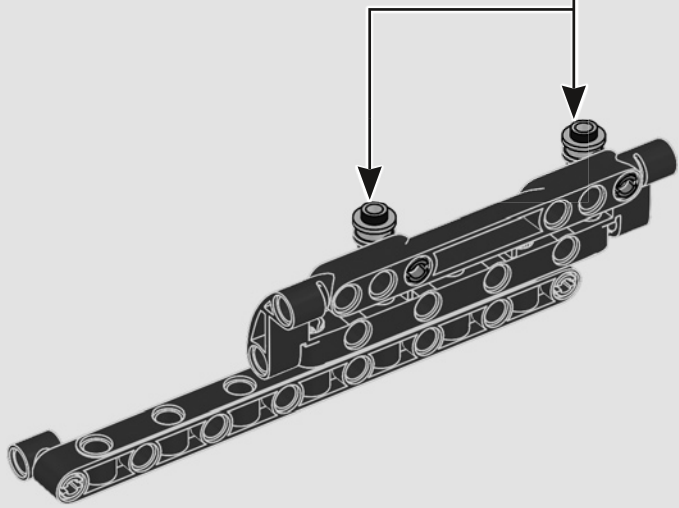
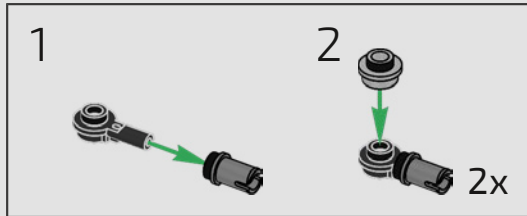


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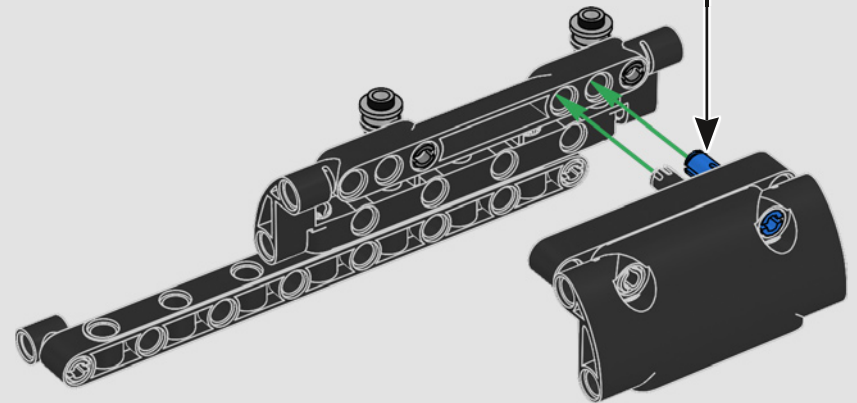
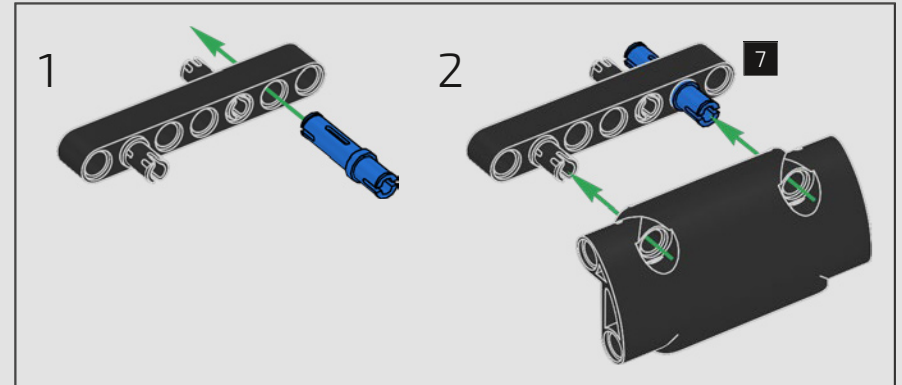


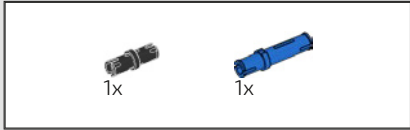


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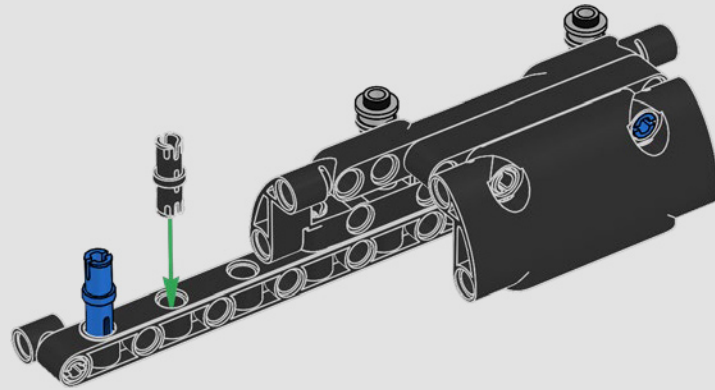


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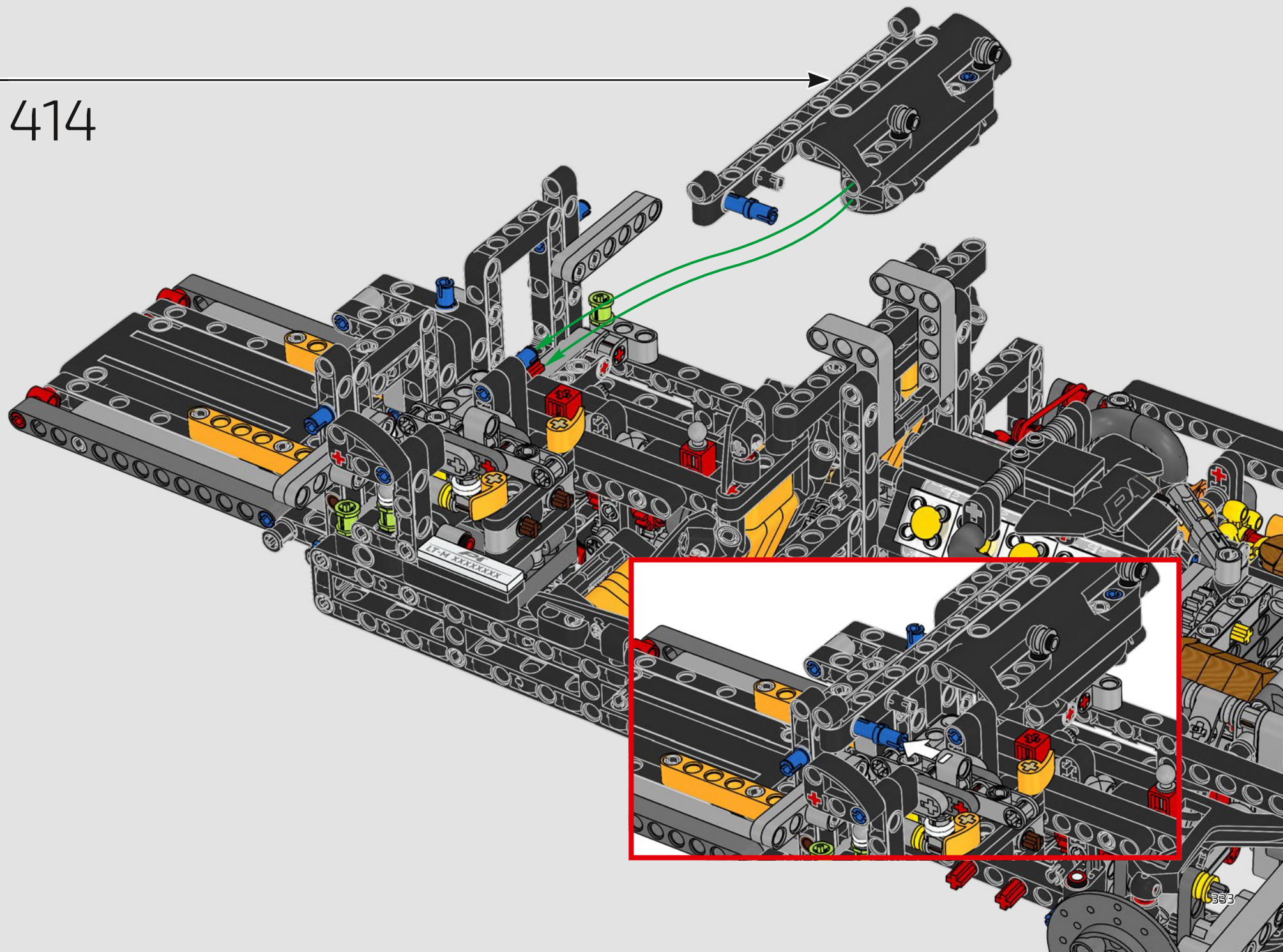


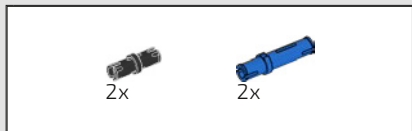


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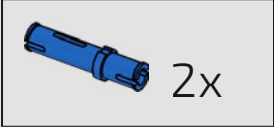
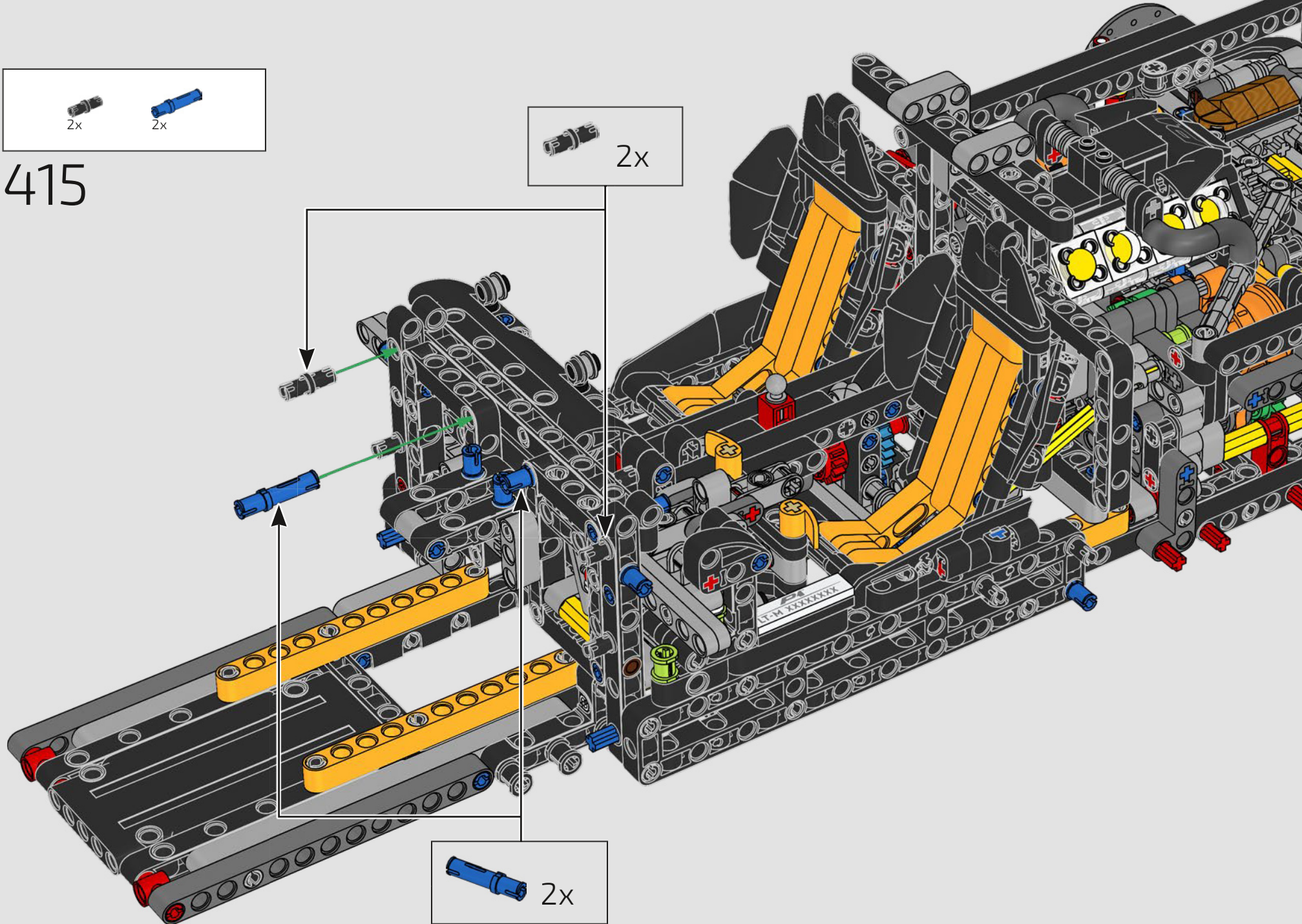


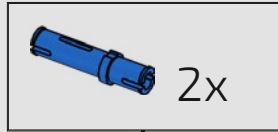
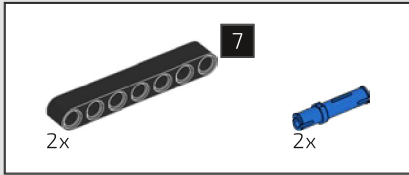
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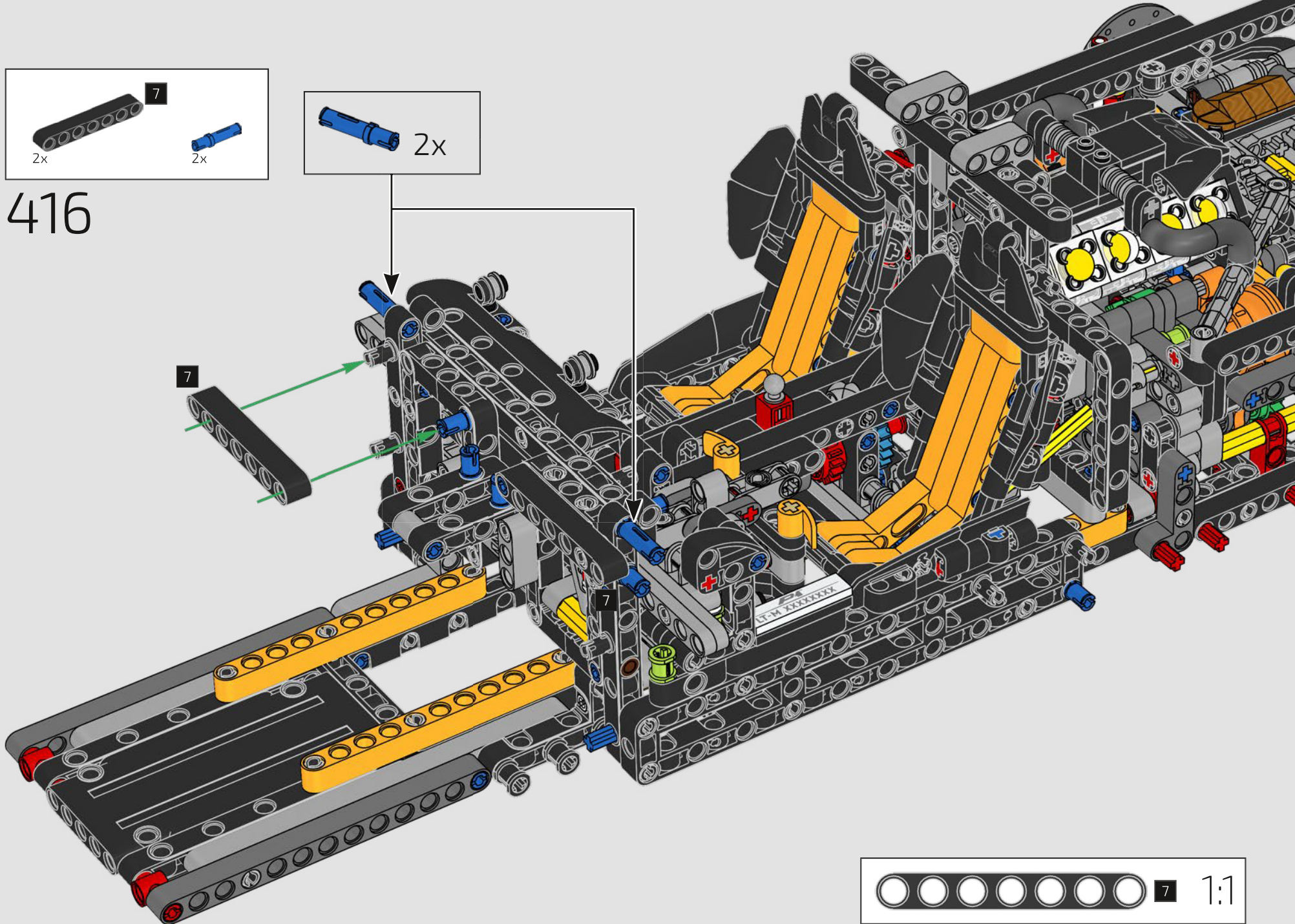


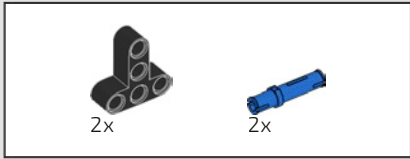
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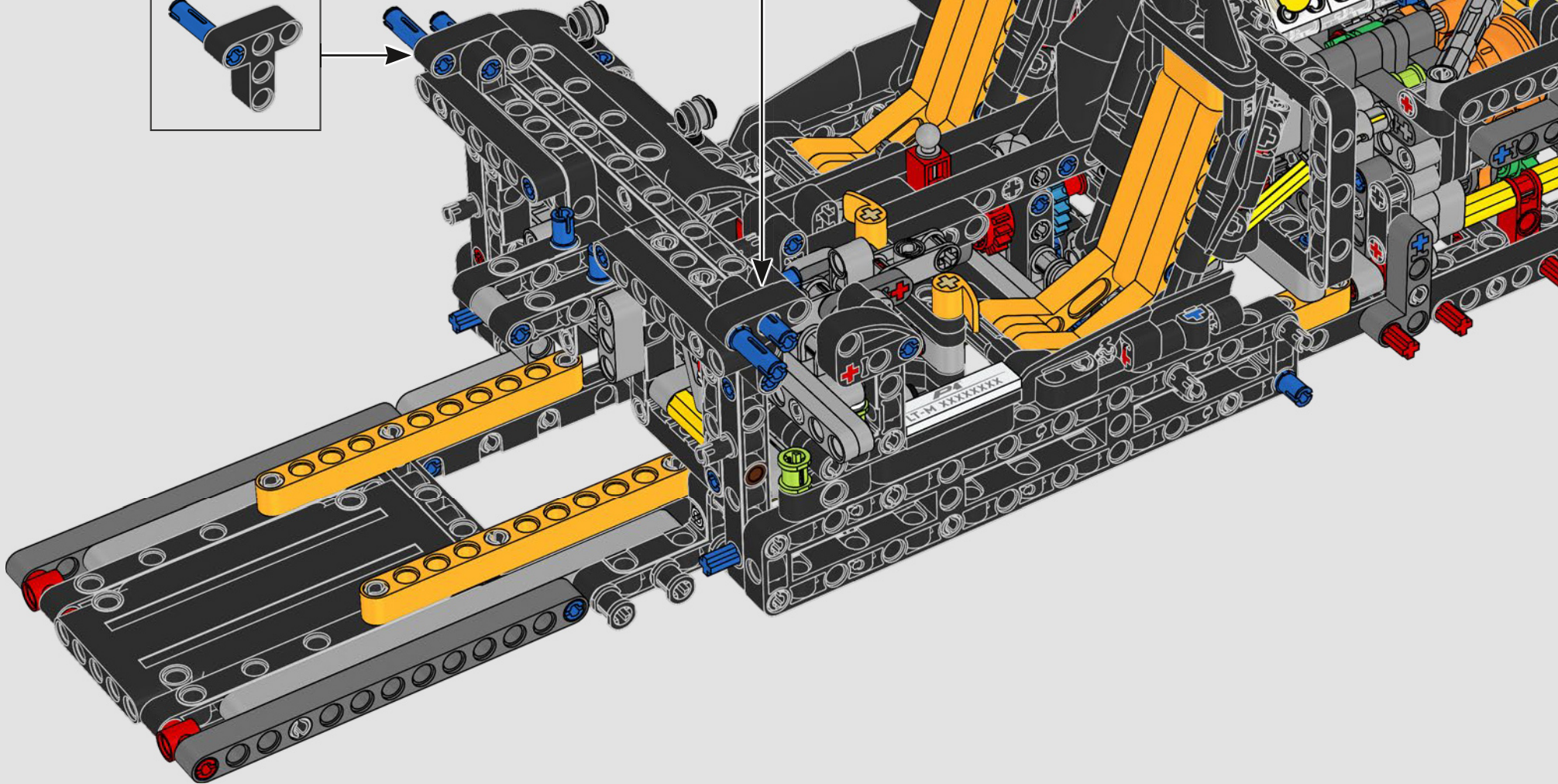
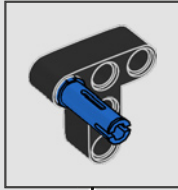
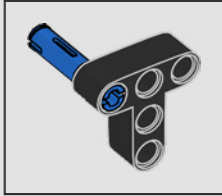


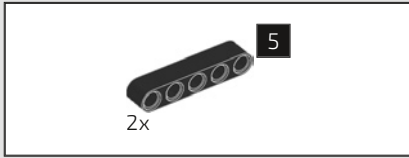
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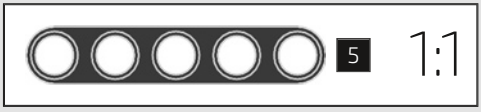
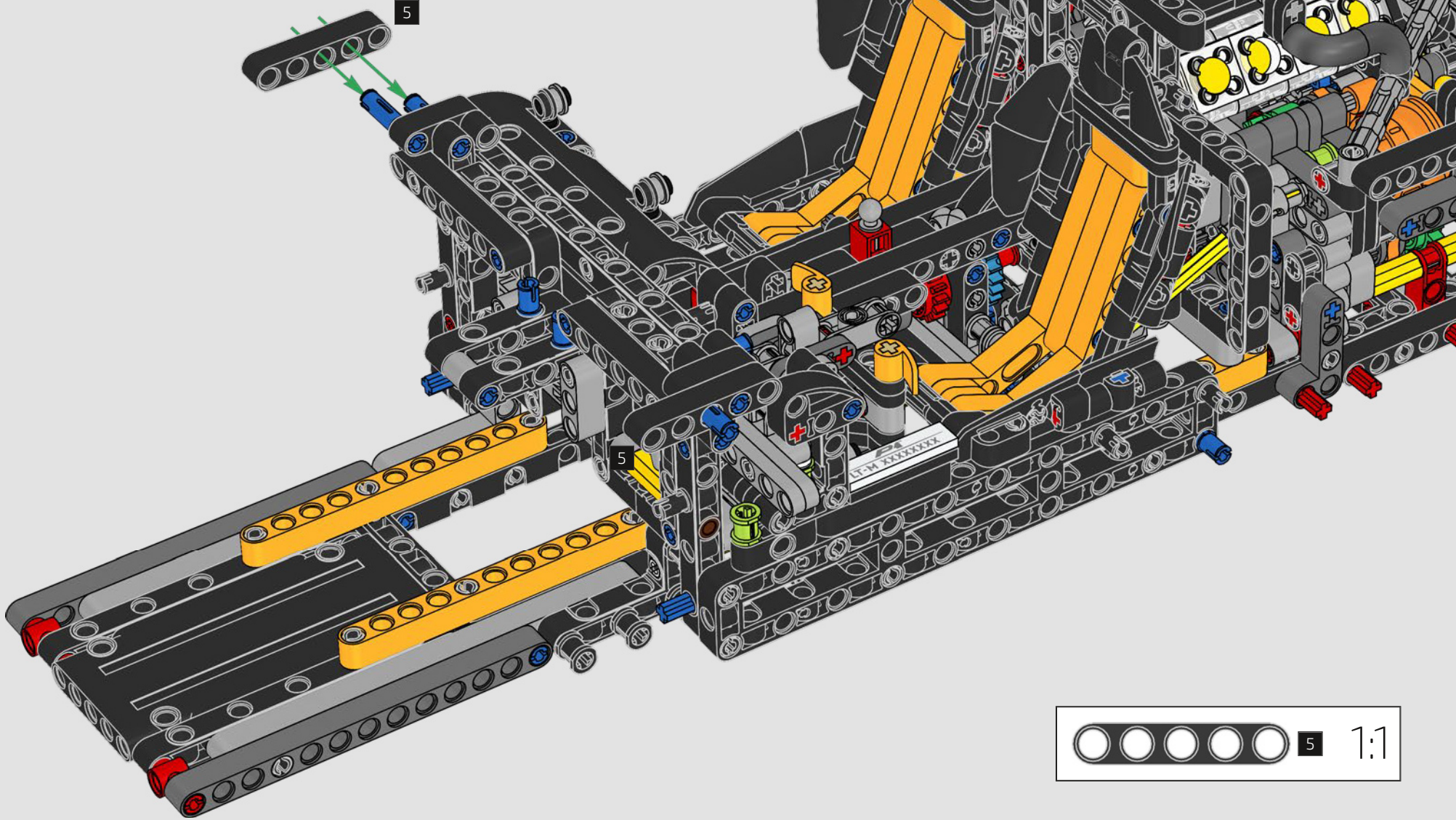


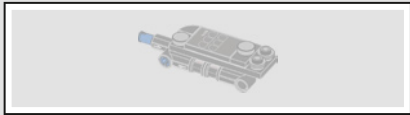
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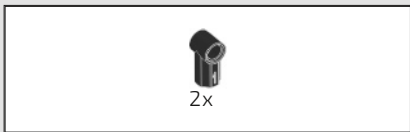
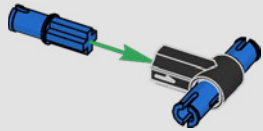


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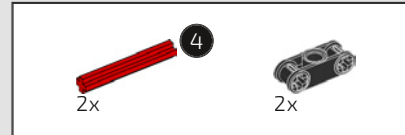




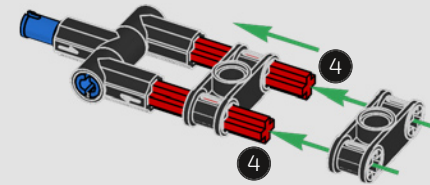
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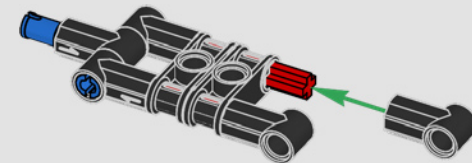
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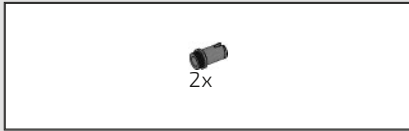


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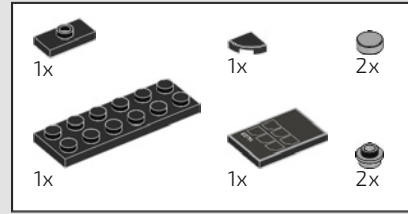
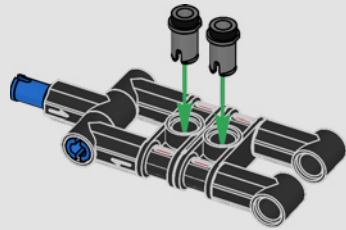


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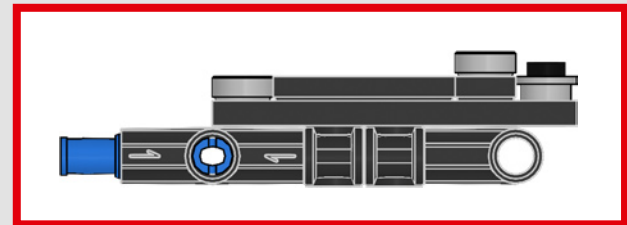
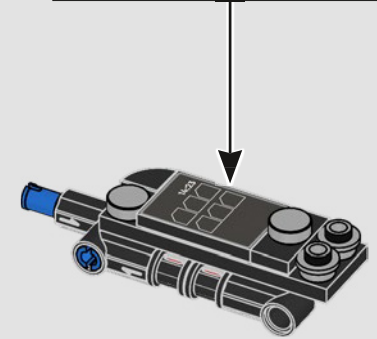
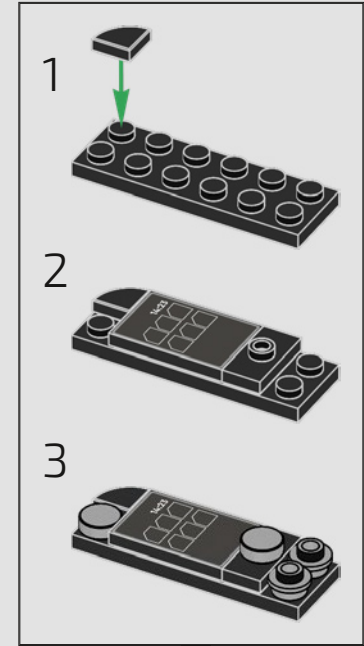




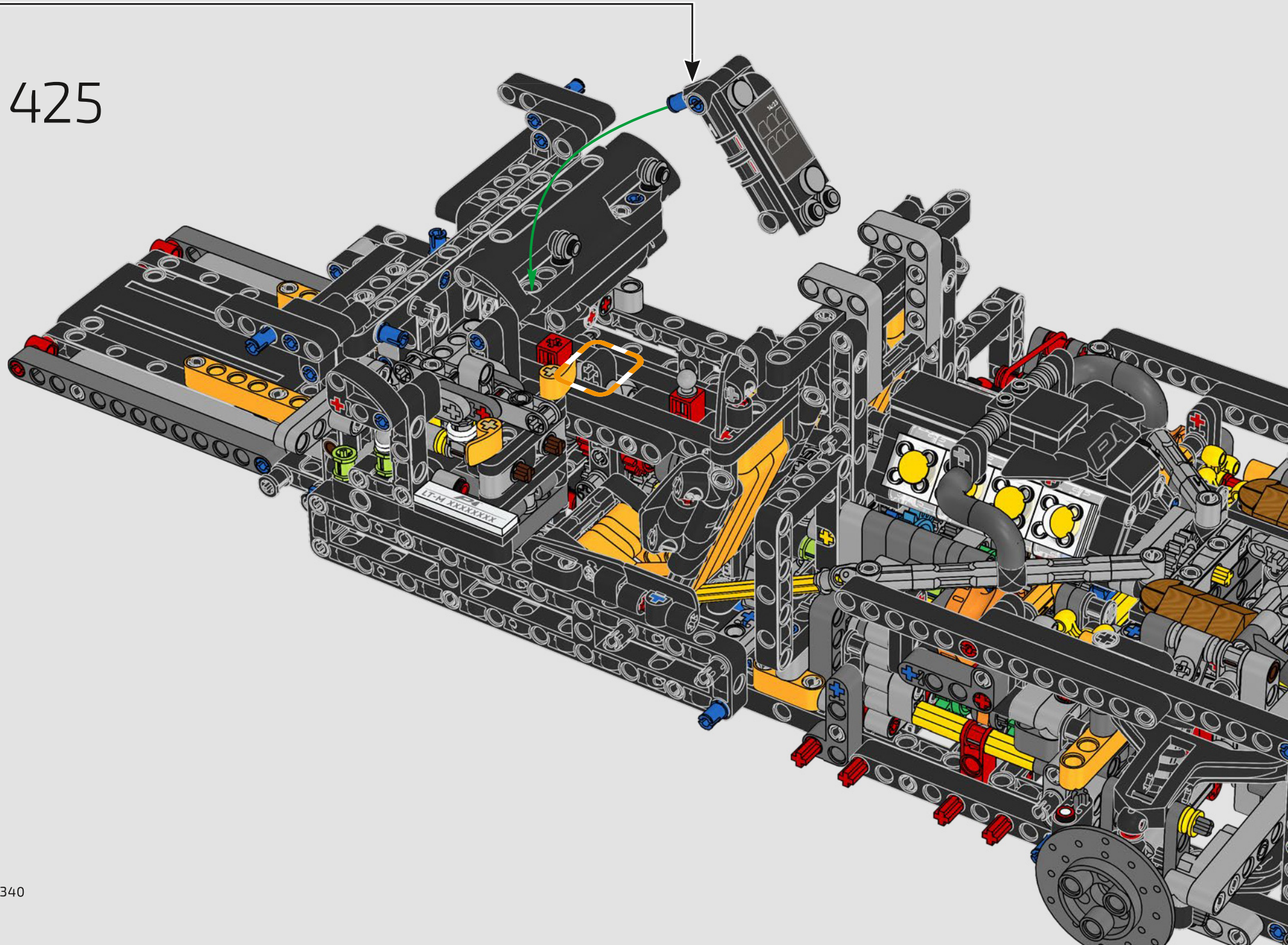
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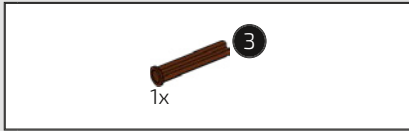


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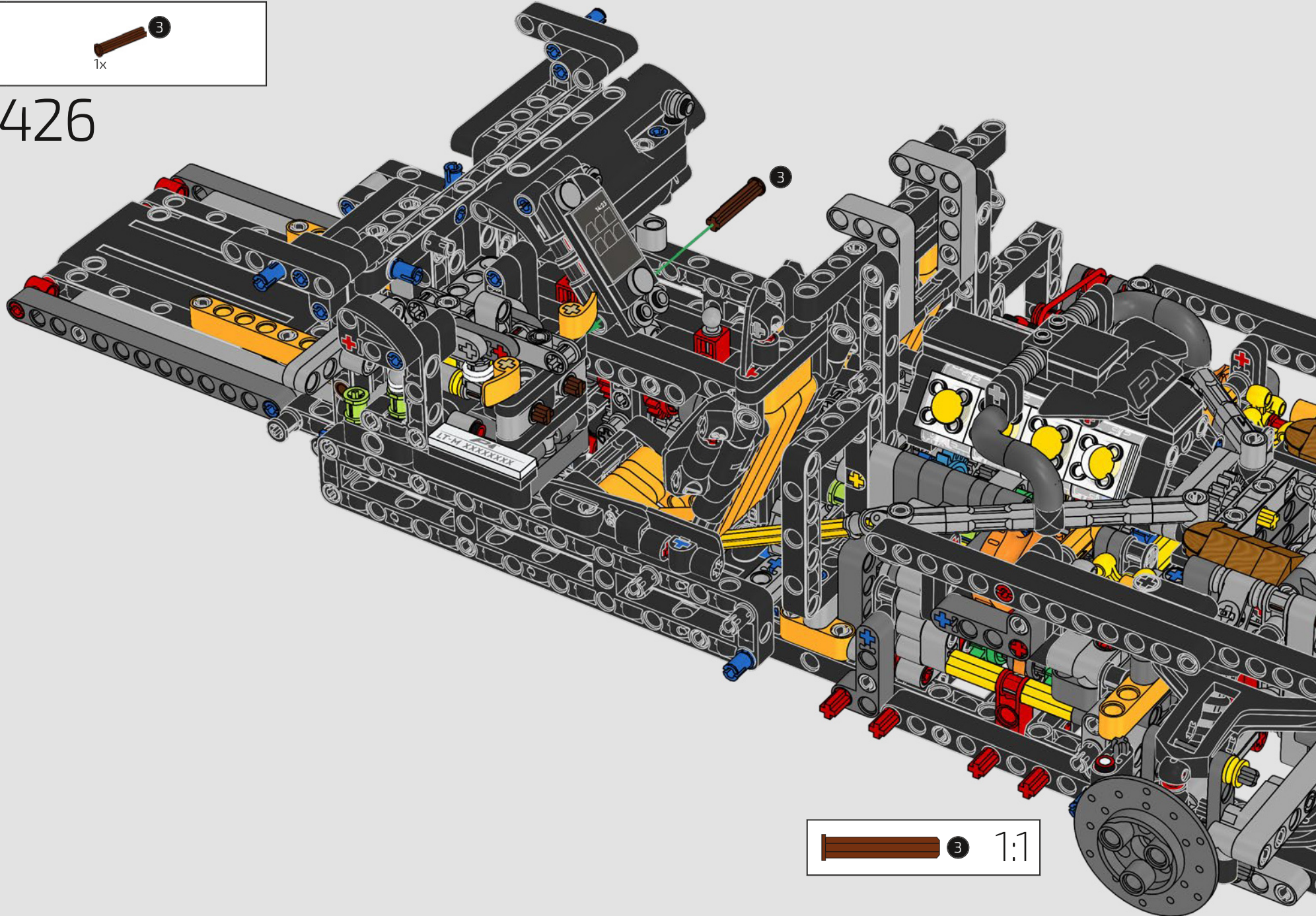


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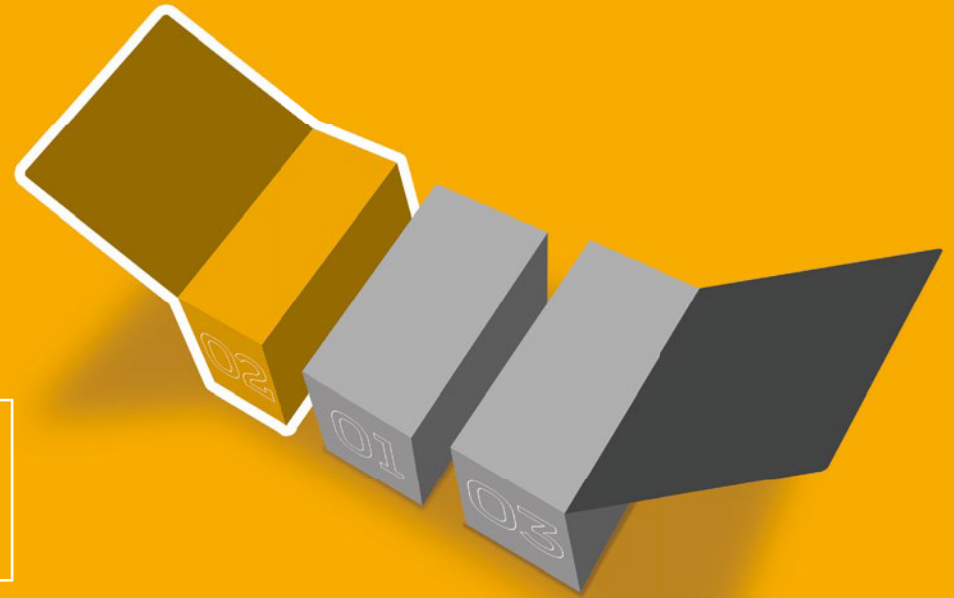


426



O2

BOX
BOÎTE

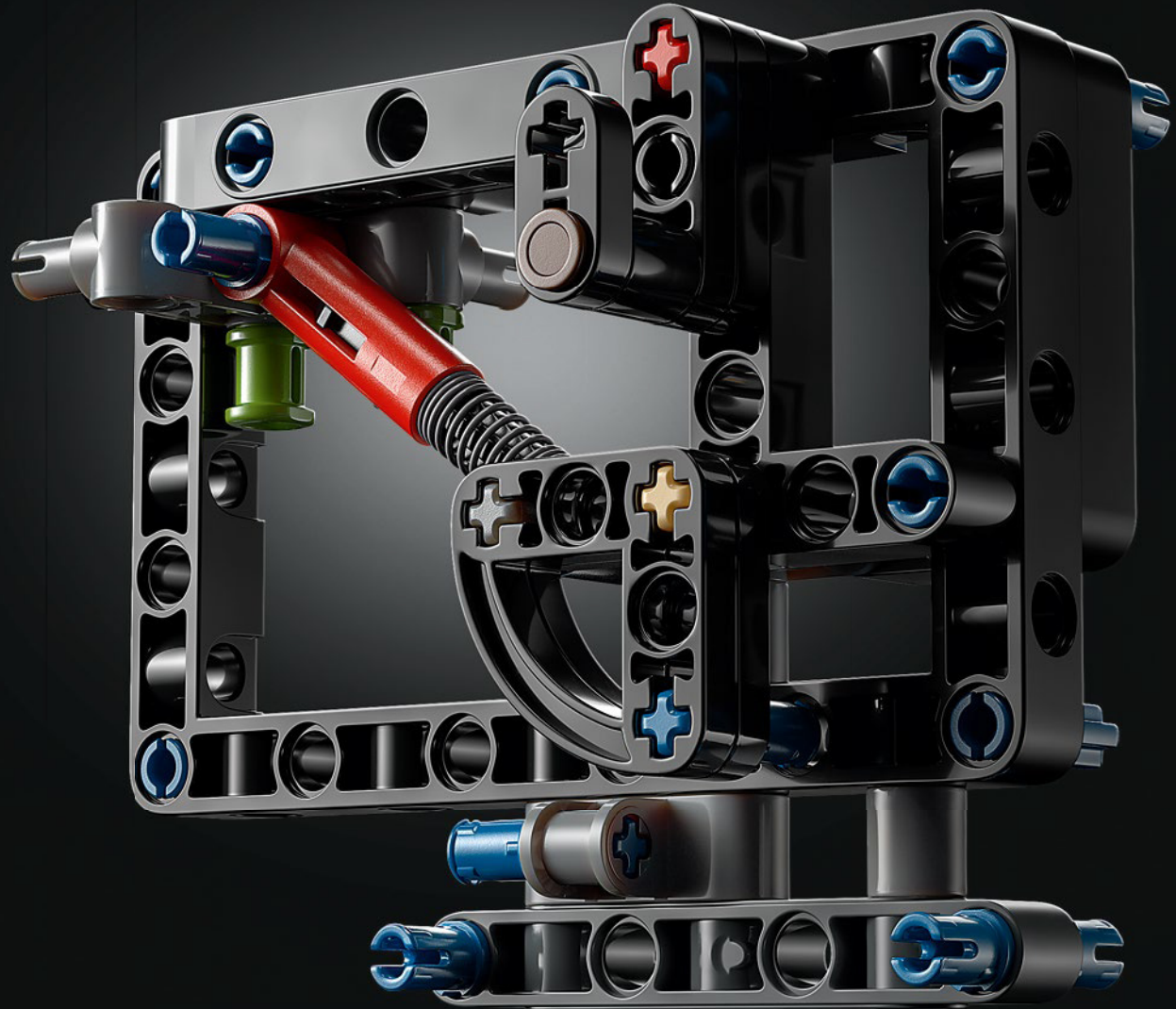


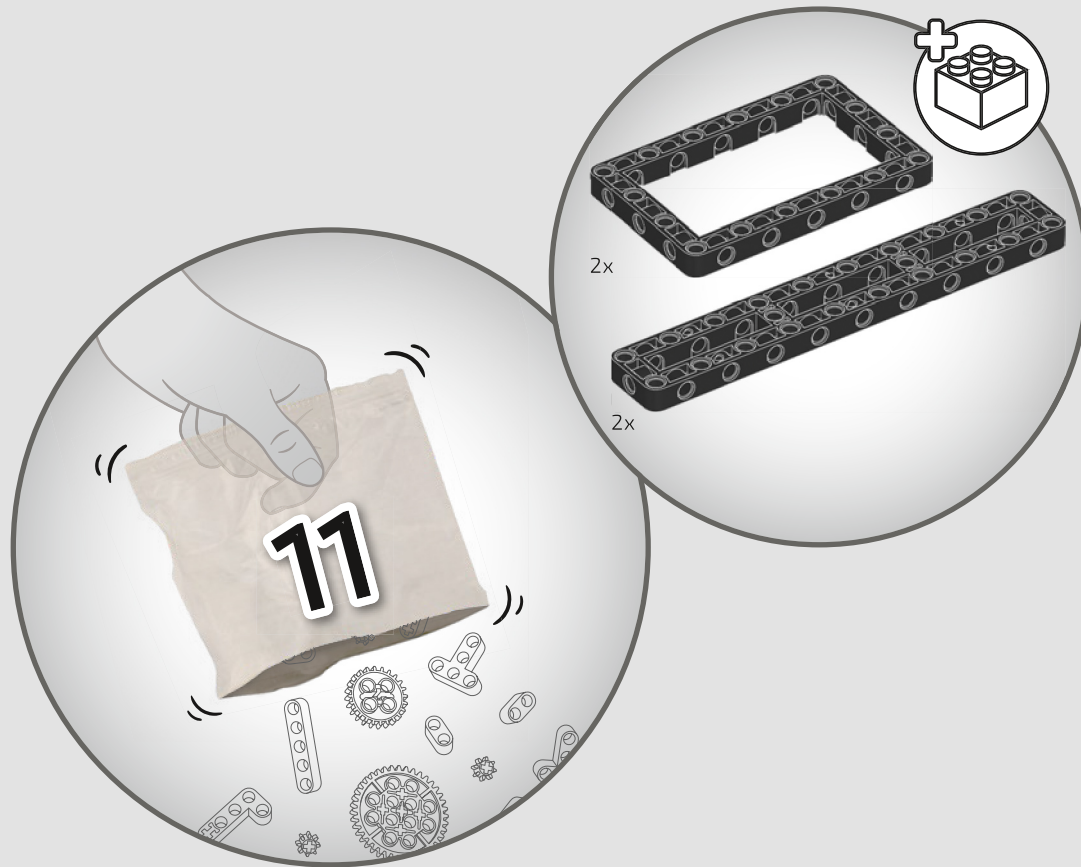
DOOR MECHANISM & SIDES

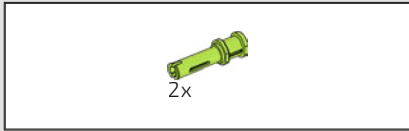
MÉCANISME DES PORTES ET CÔTÉS

For this model, we developed a spring-loaded door mechanism with a built-in shock absorber that's released when doors are closed. When doors start to open, the shock absorber will be pressed and re-released once the doors are completely open. This mechanism will be covered by the sides and air intake.

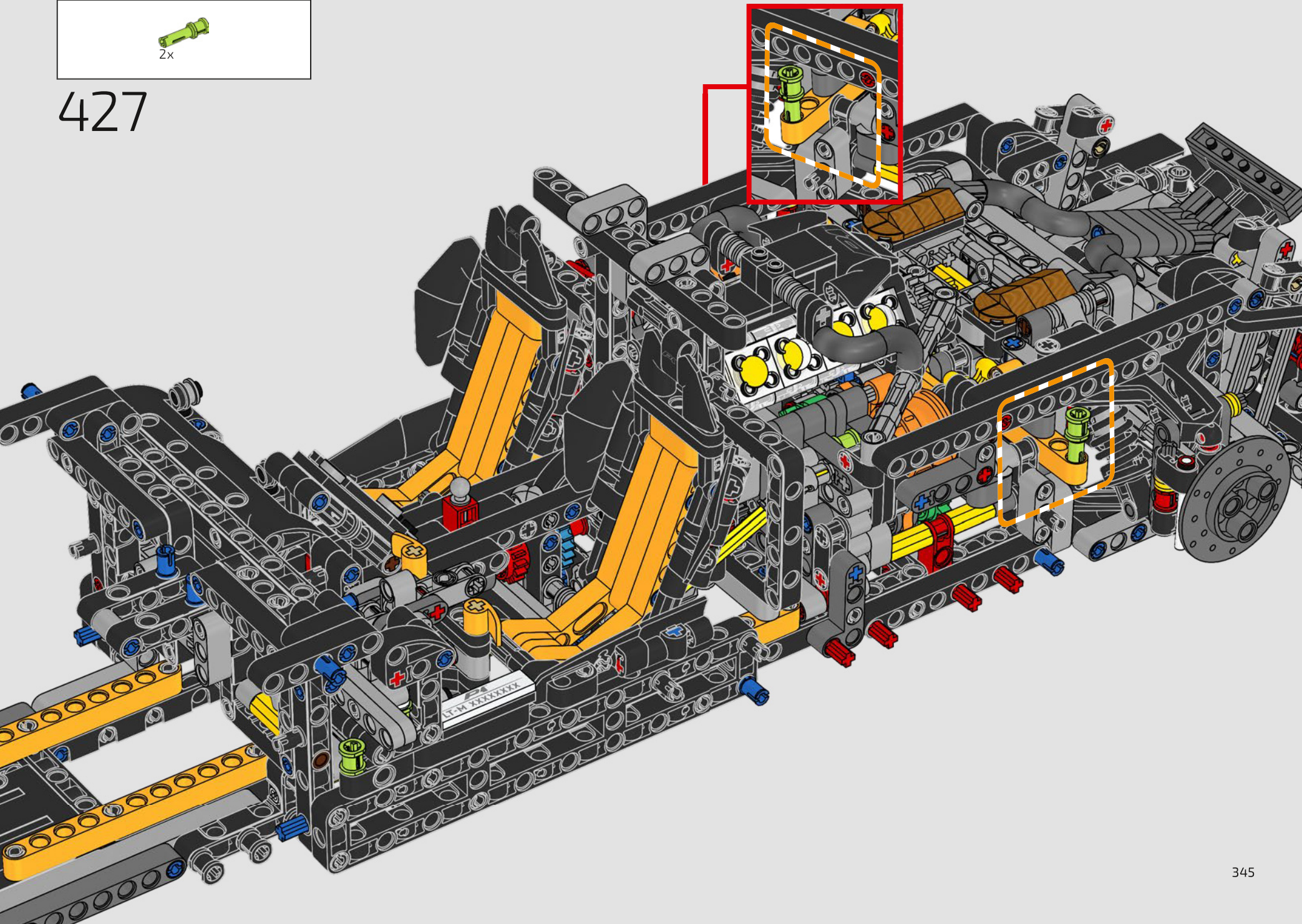
Pour ce modèle, nous avons développé un mécanisme de porte à ressort avec un amortisseur intégré qui est déclenché lorsque les portes sont fermées. L'amortisseur est pressé lorsque les portes commencent à s'ouvrir, puis relâché lorsque les portes sont complètement ouvertes. Ce mécanisme sera dissimulé par les côtés et l'entrée d'air.

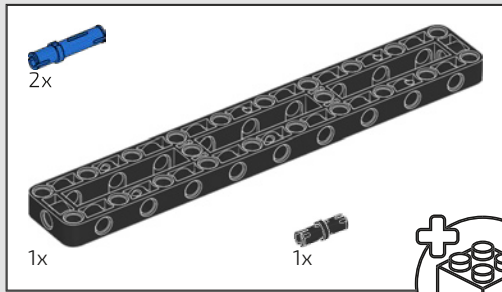




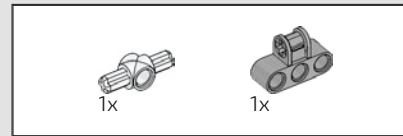
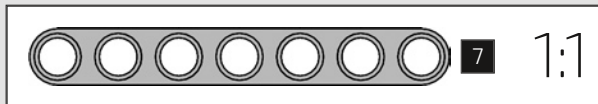
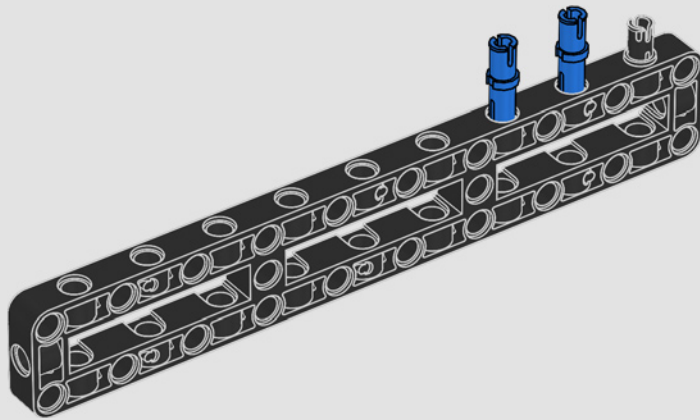


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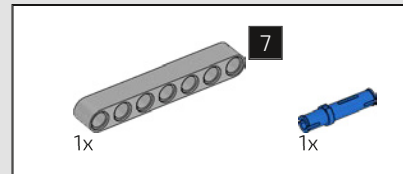
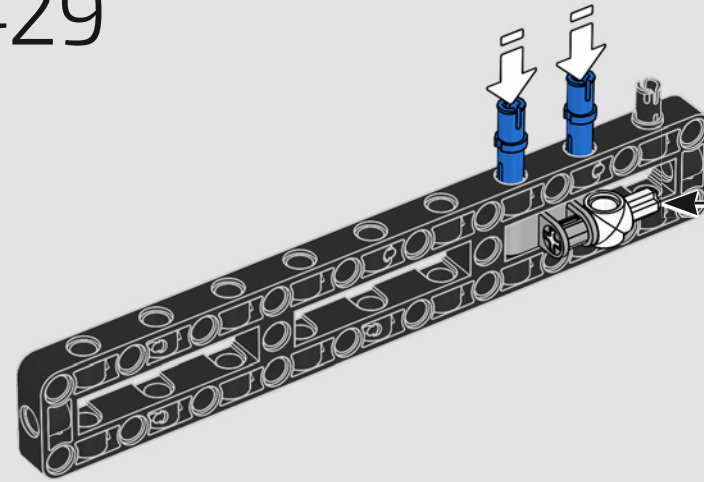




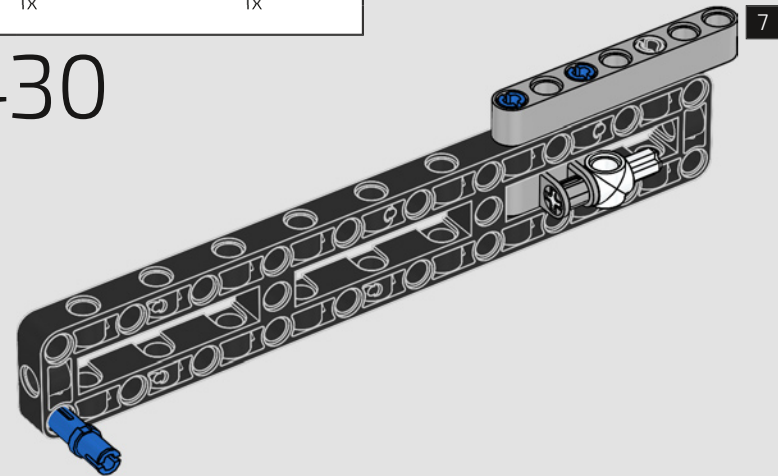
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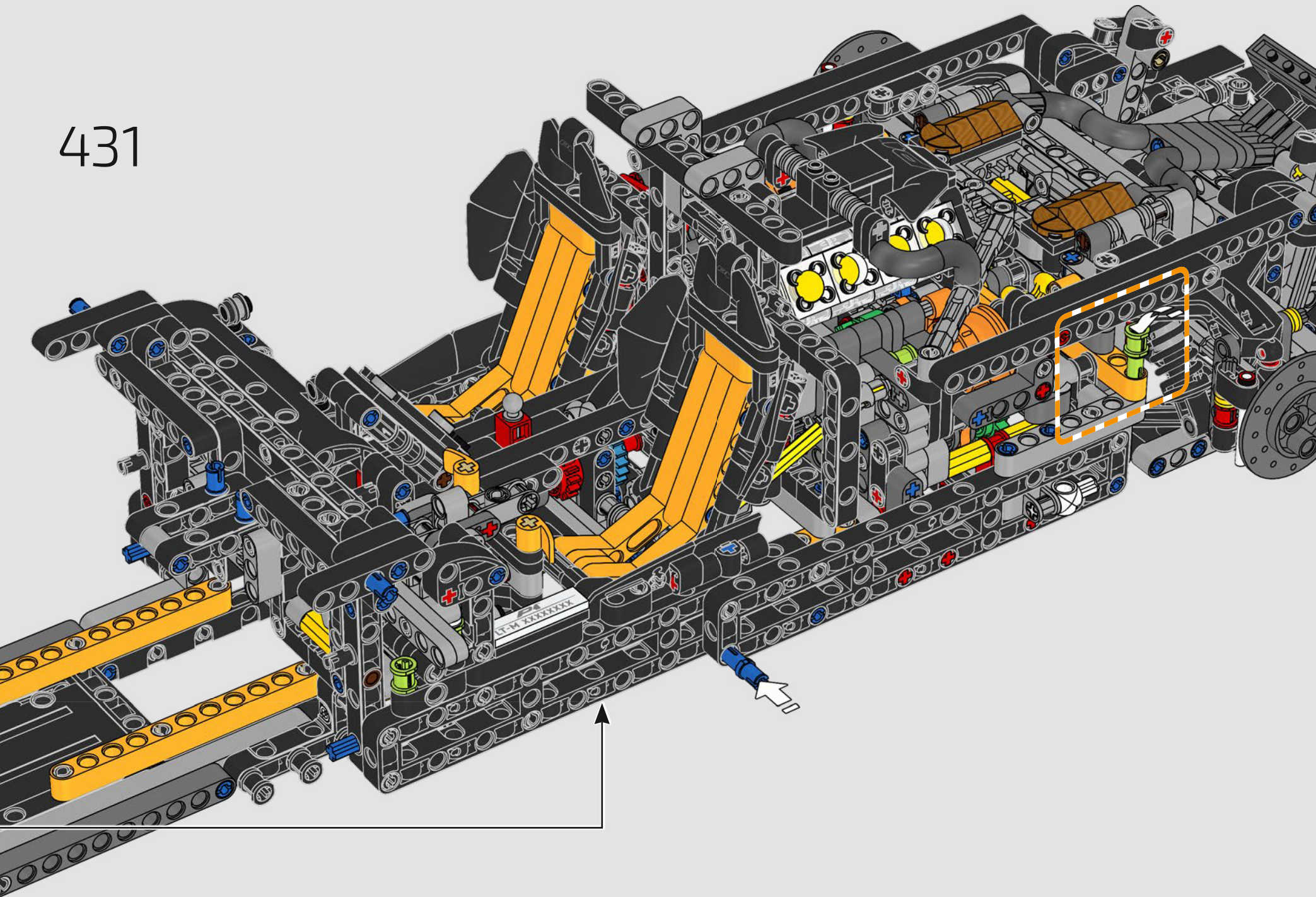
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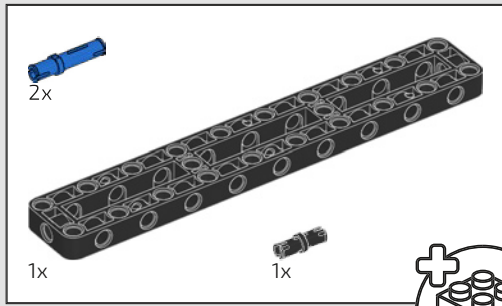


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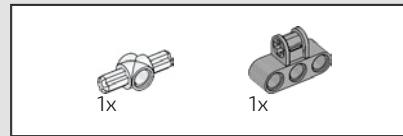
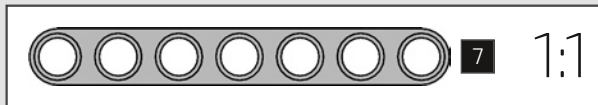
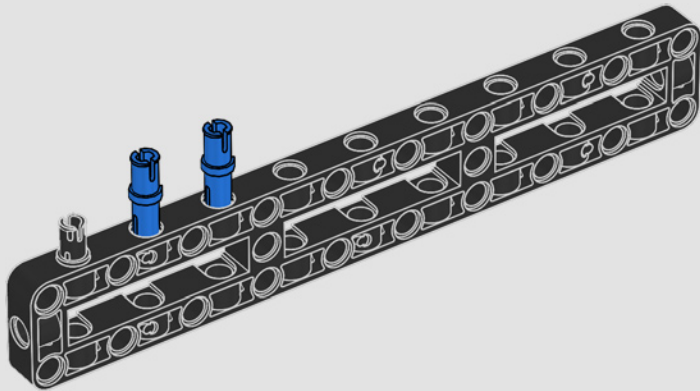
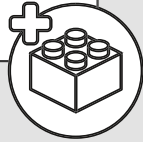


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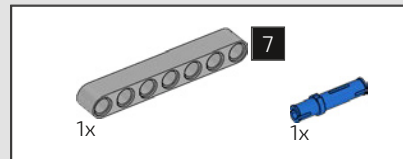
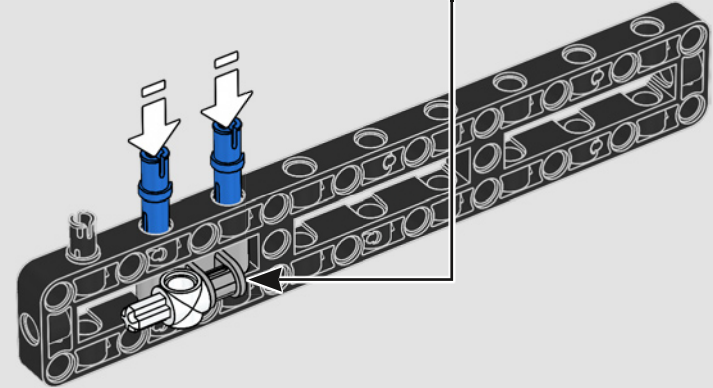
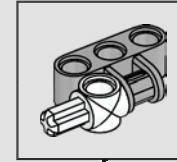




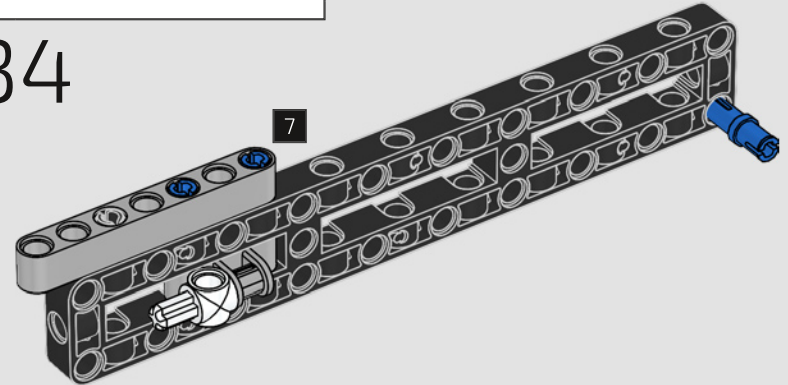
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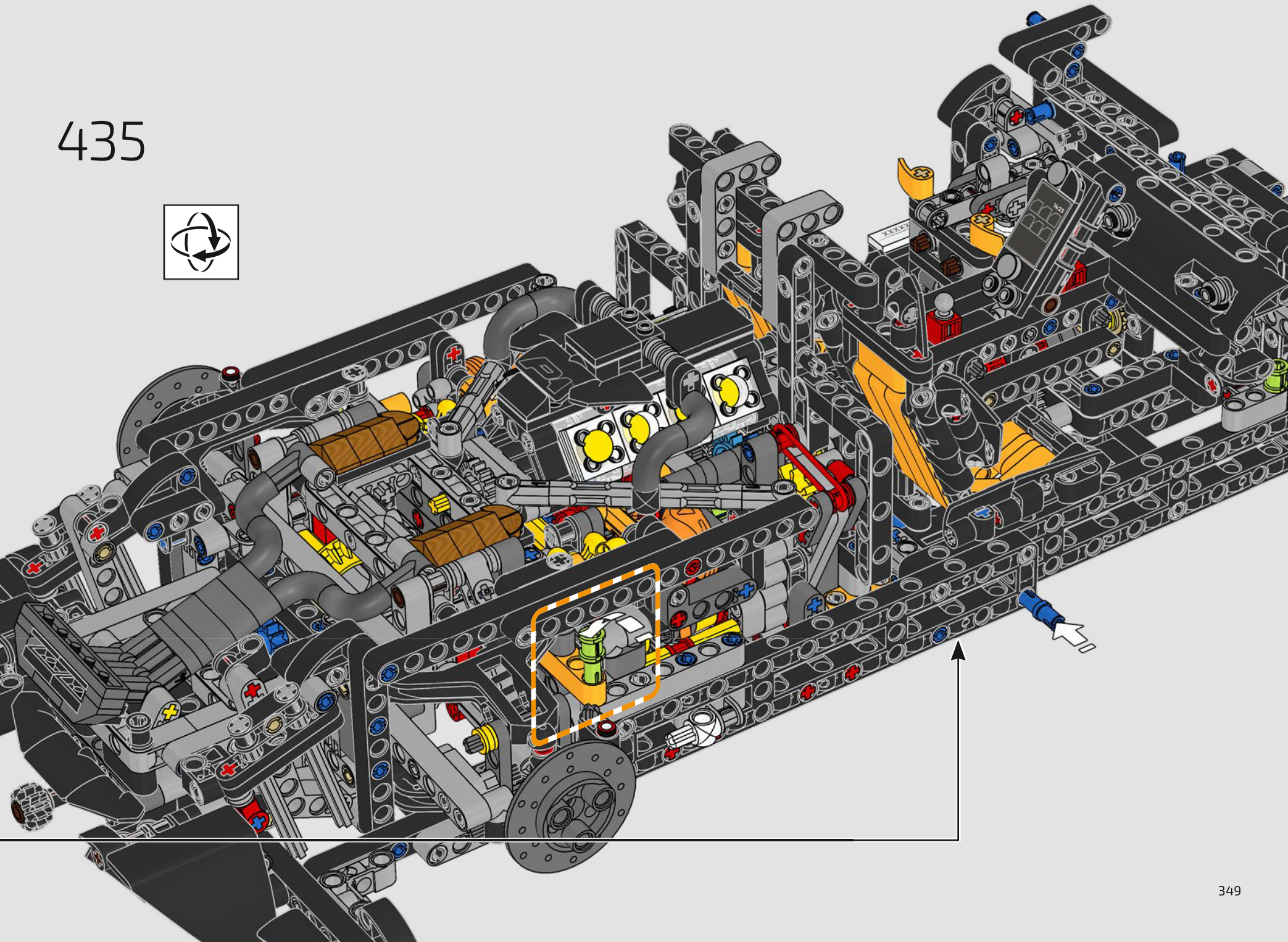
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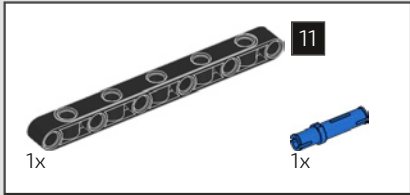
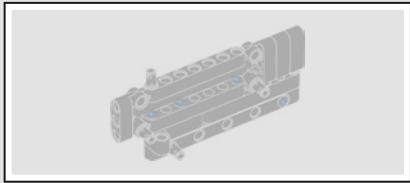


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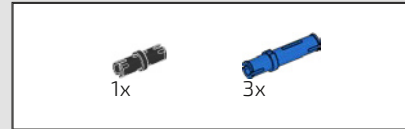
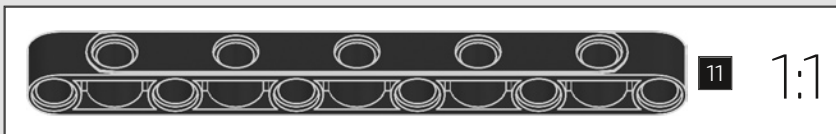
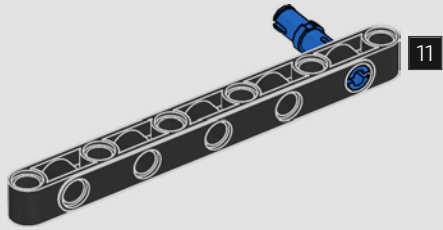


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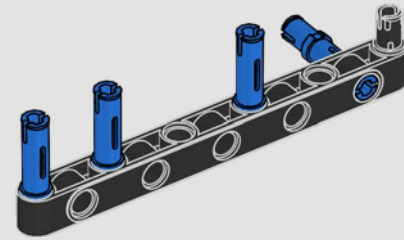


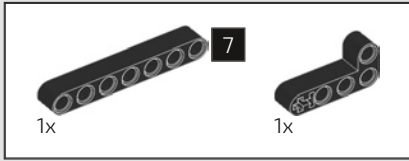


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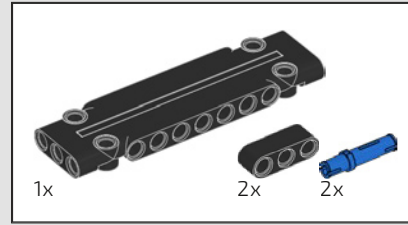
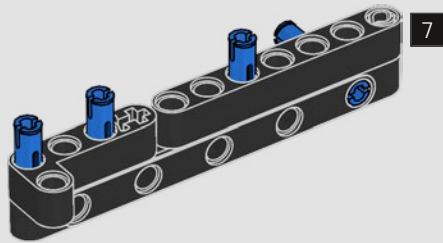


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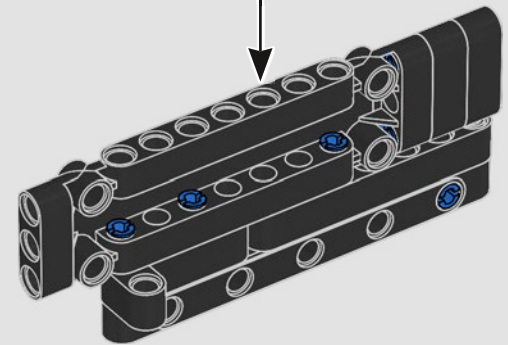
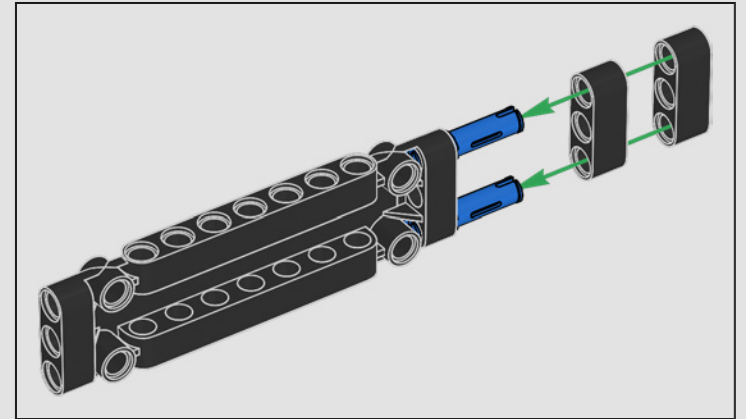


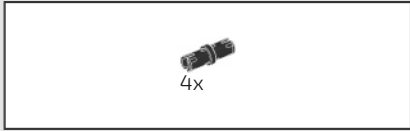


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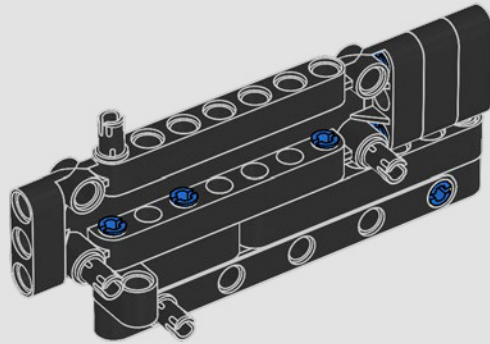


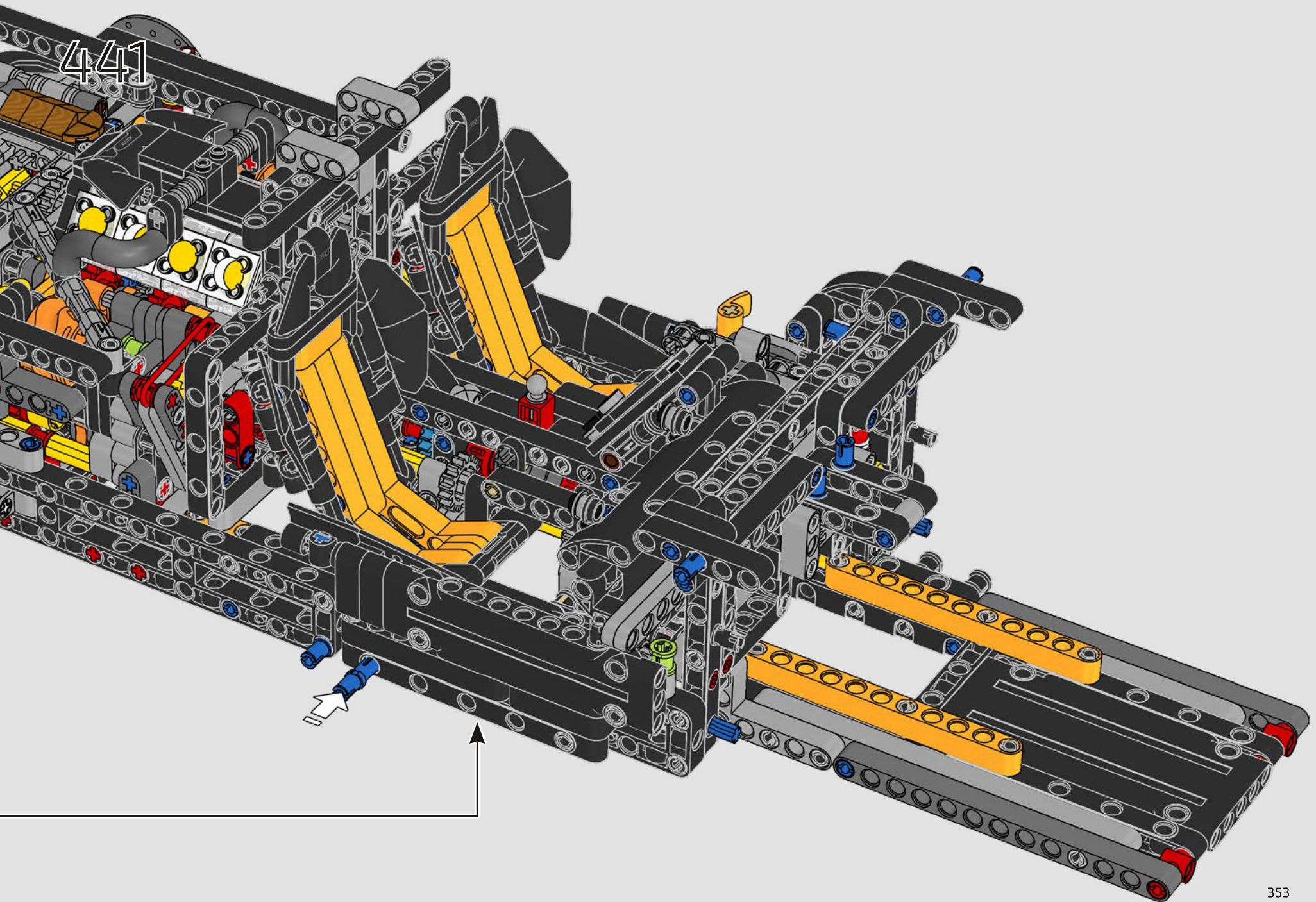
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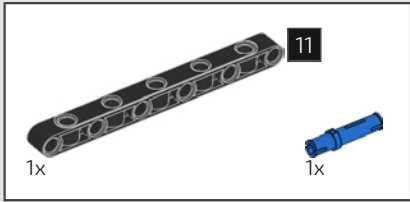
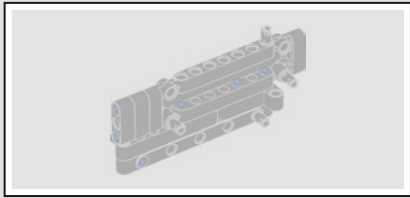




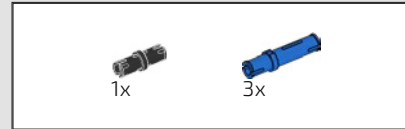
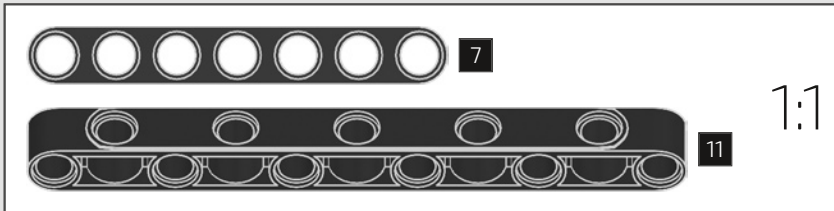
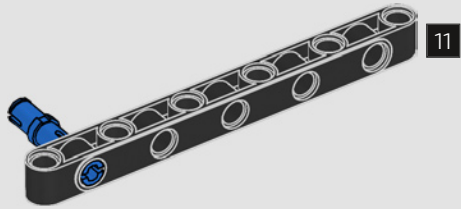
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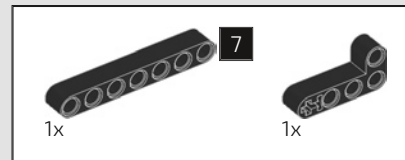
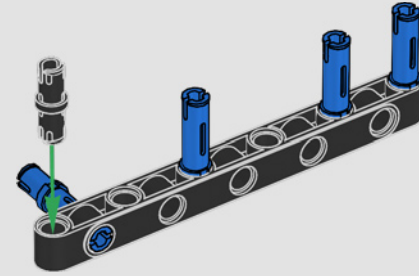




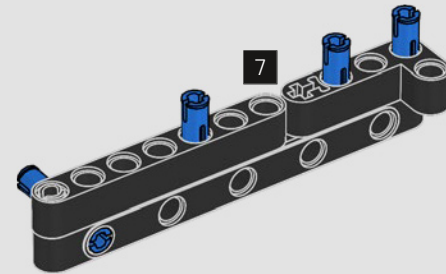
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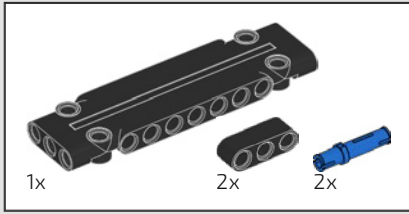


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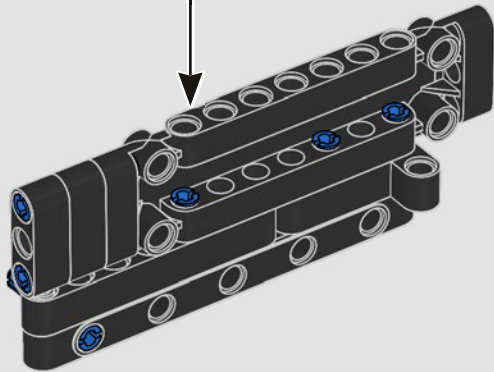
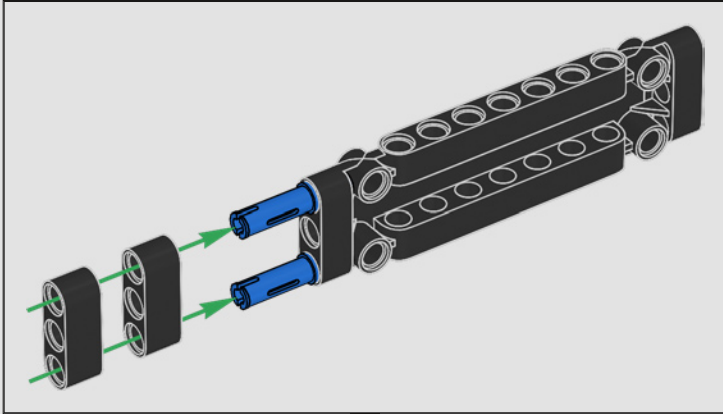


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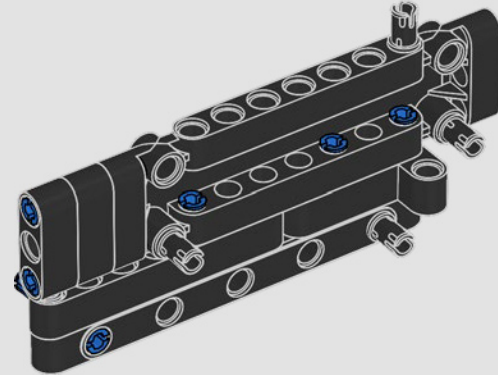




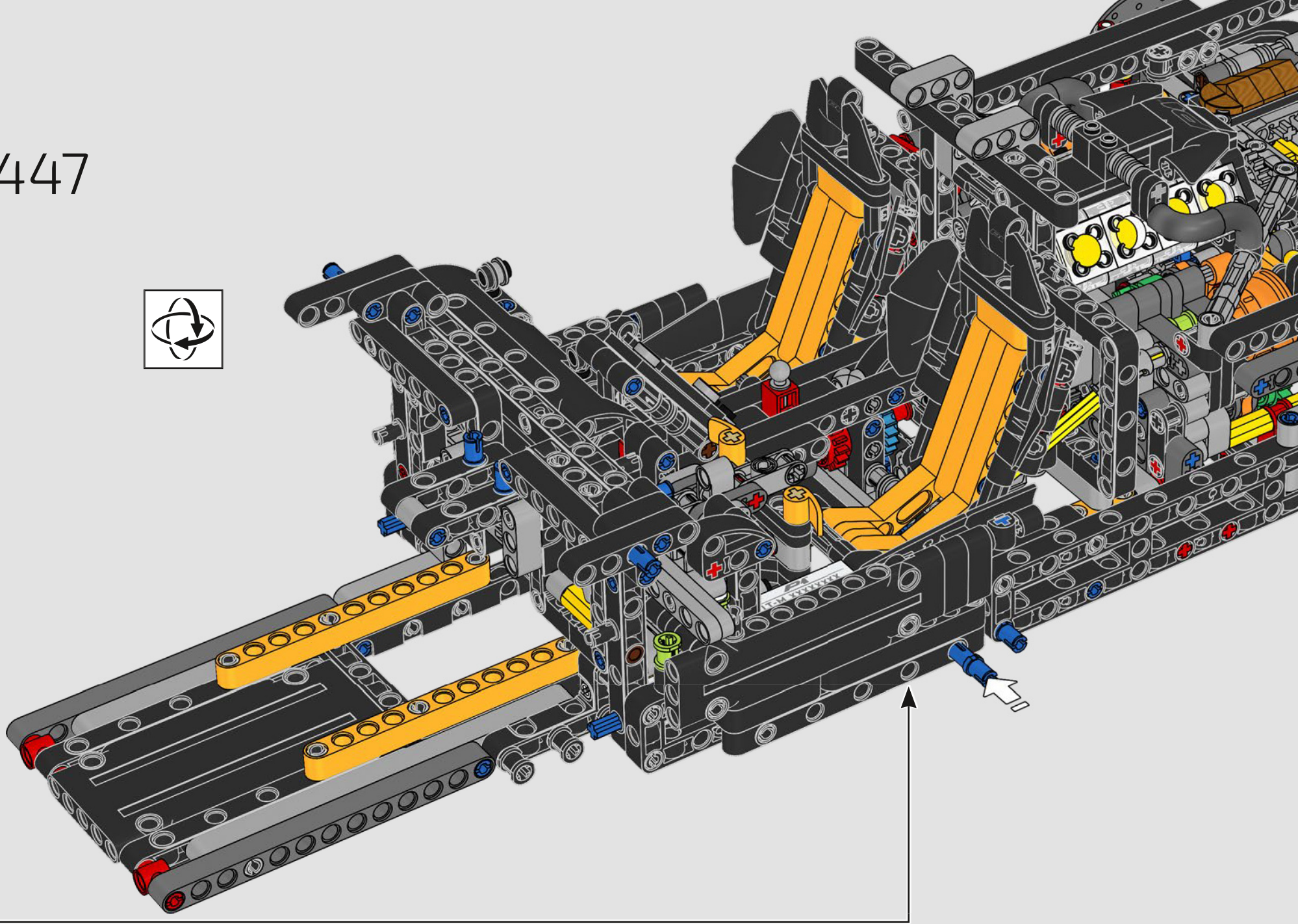
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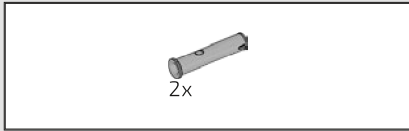


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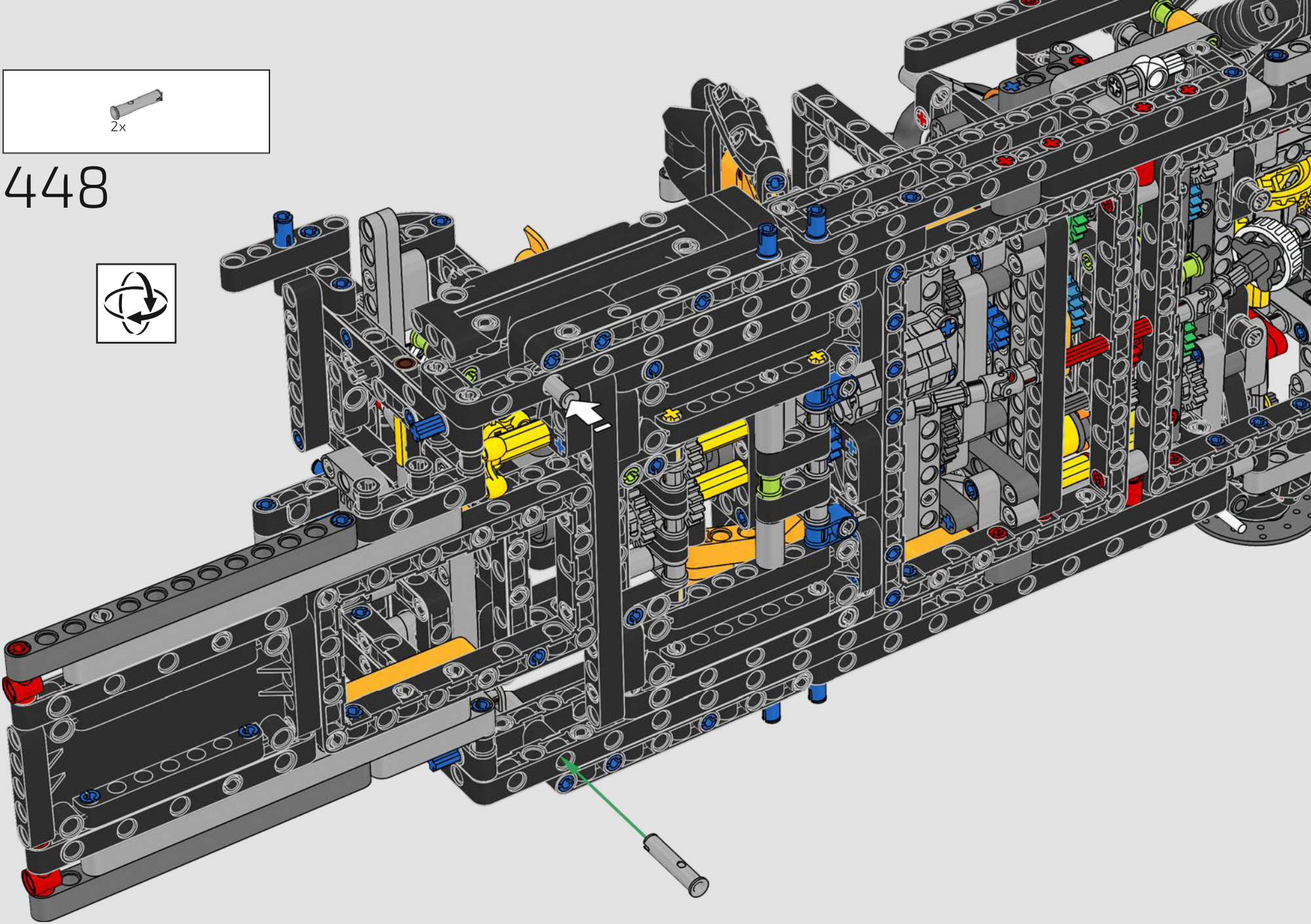


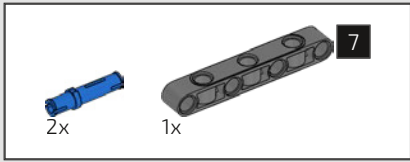
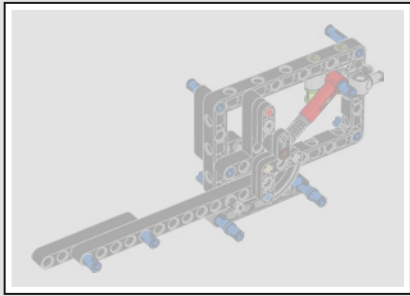
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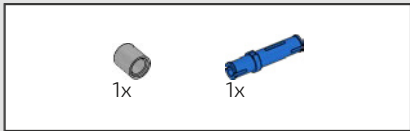
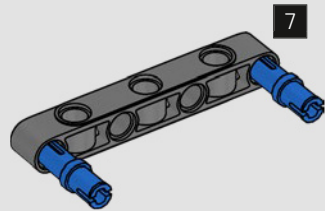


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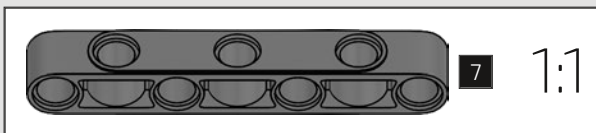
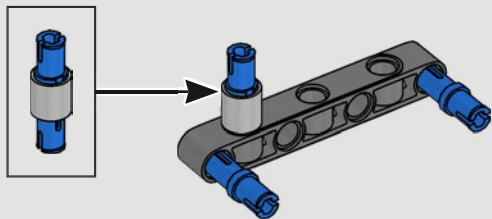




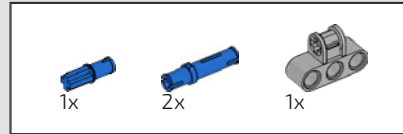
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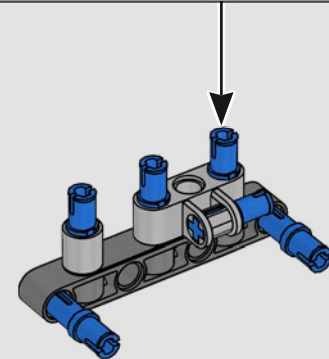
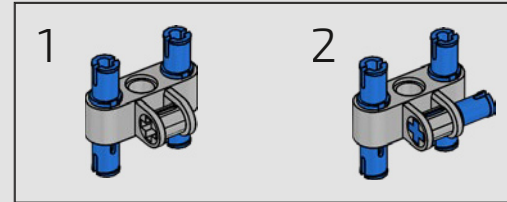
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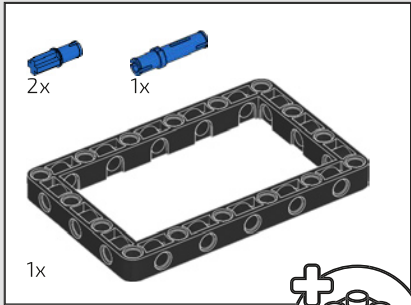


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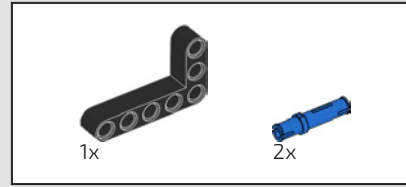
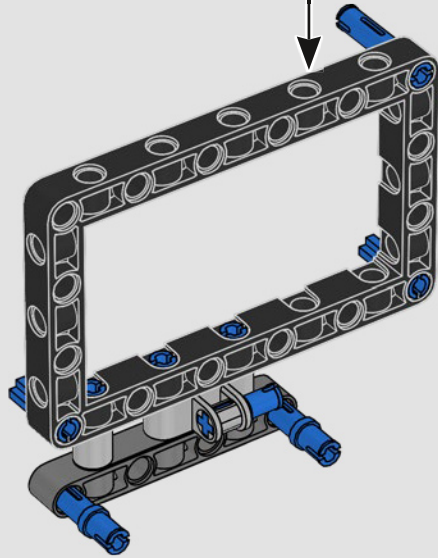
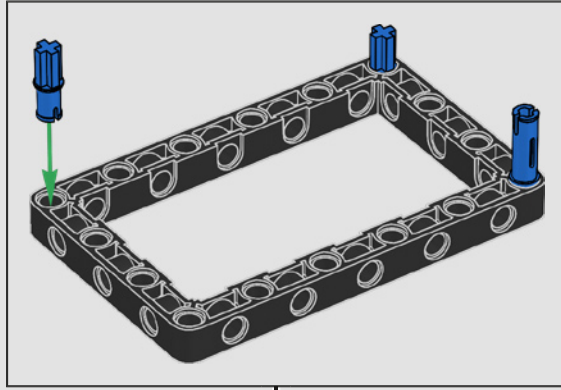
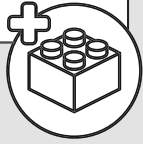


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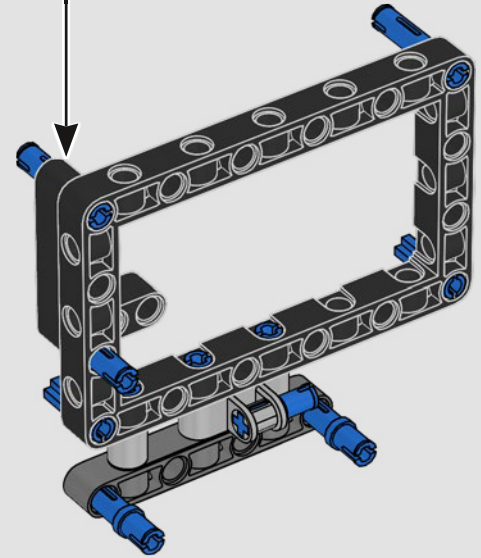
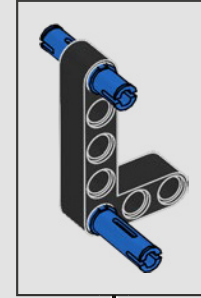


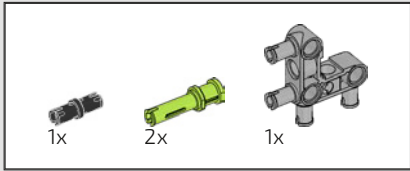


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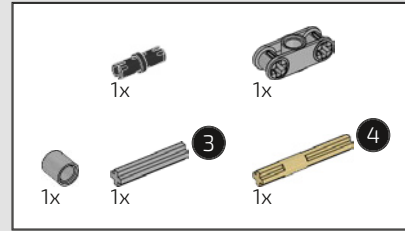
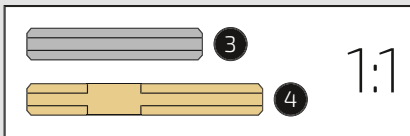
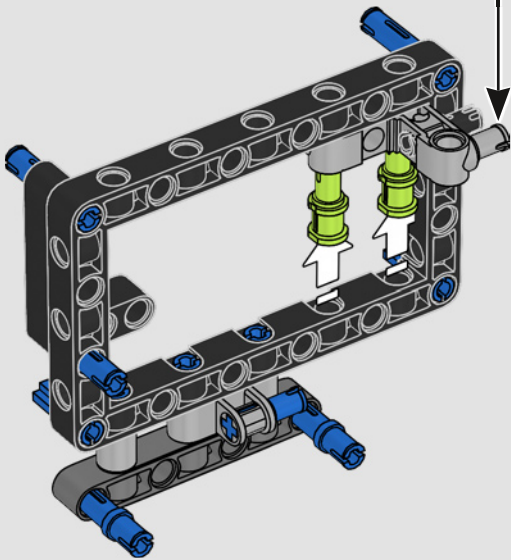
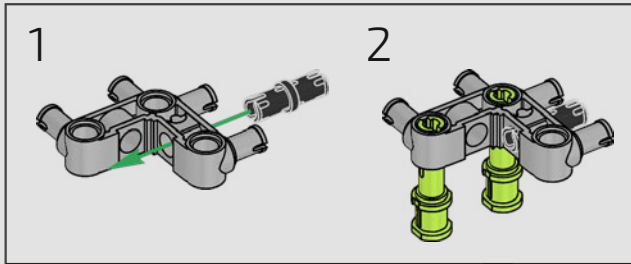


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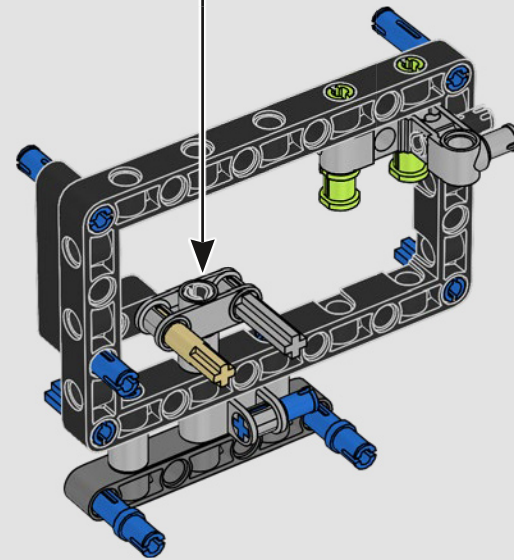
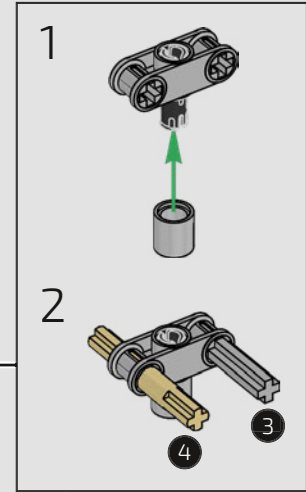


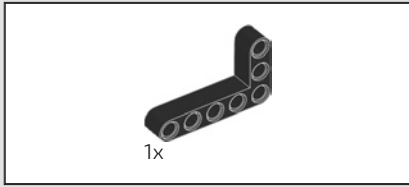


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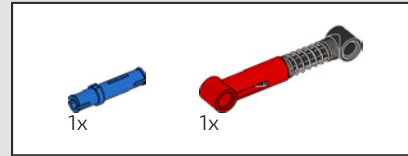
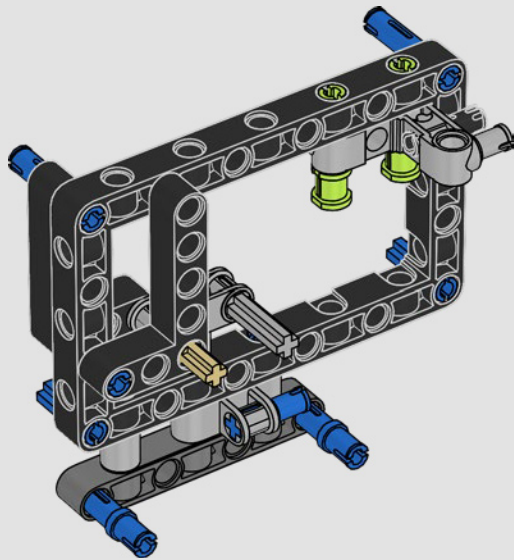


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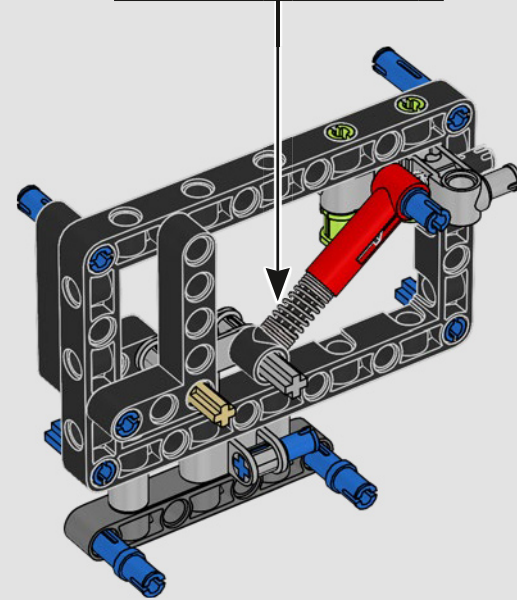
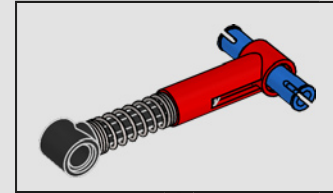


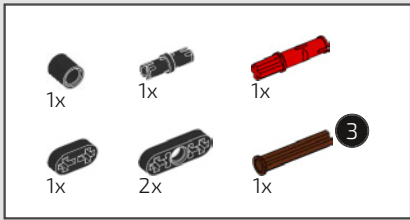


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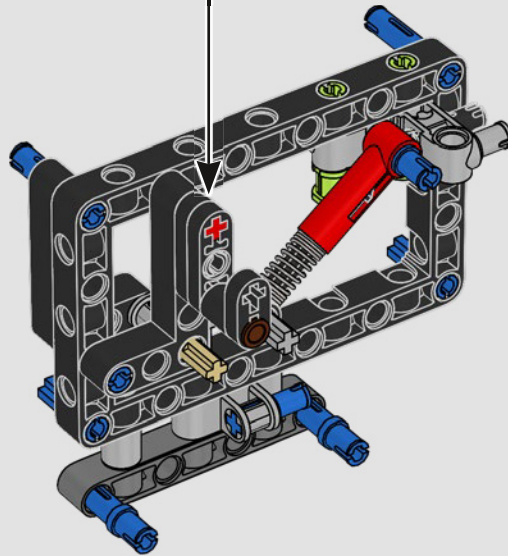
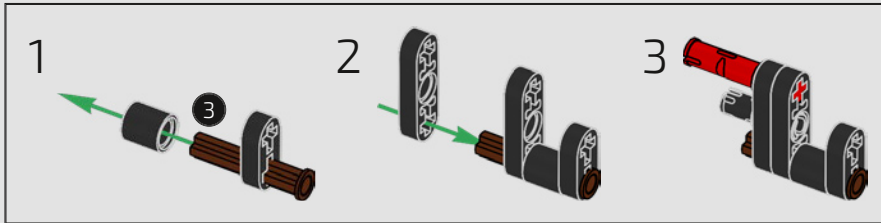


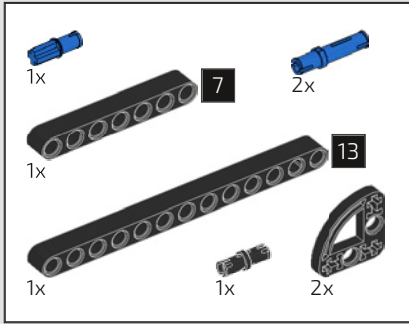
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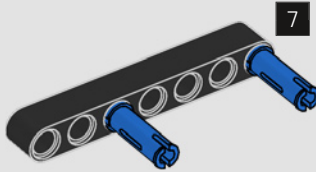
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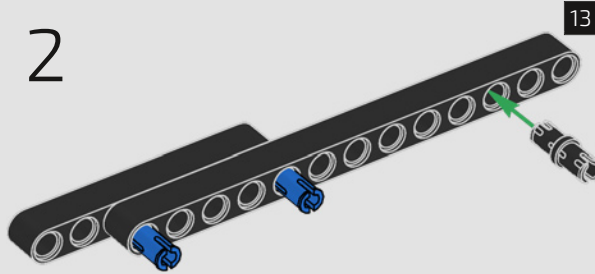


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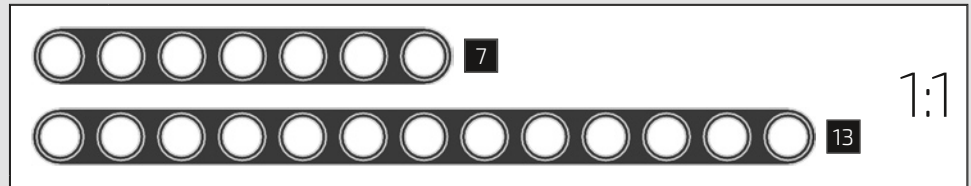
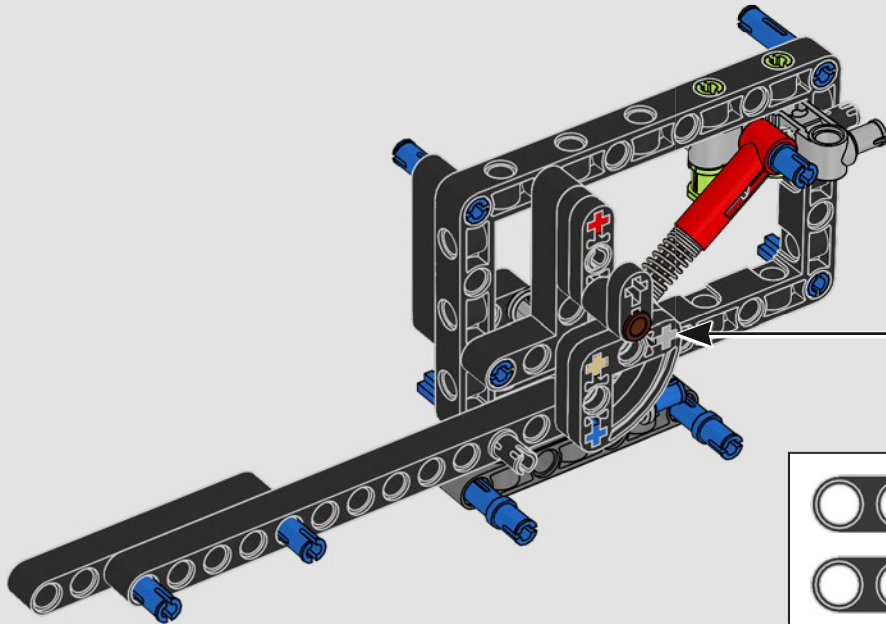
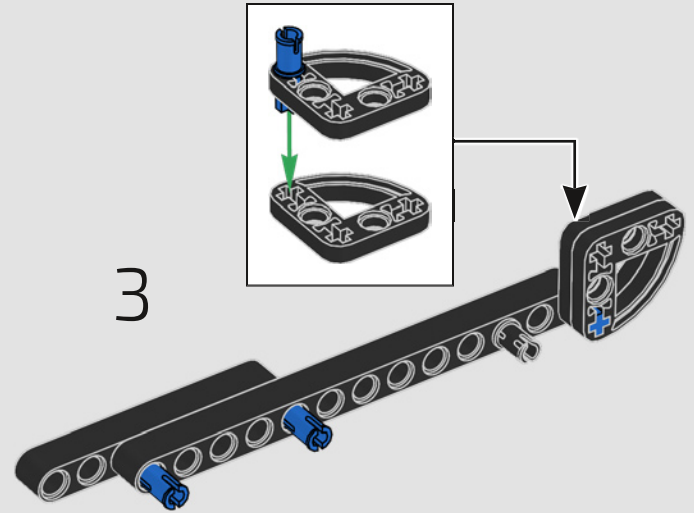
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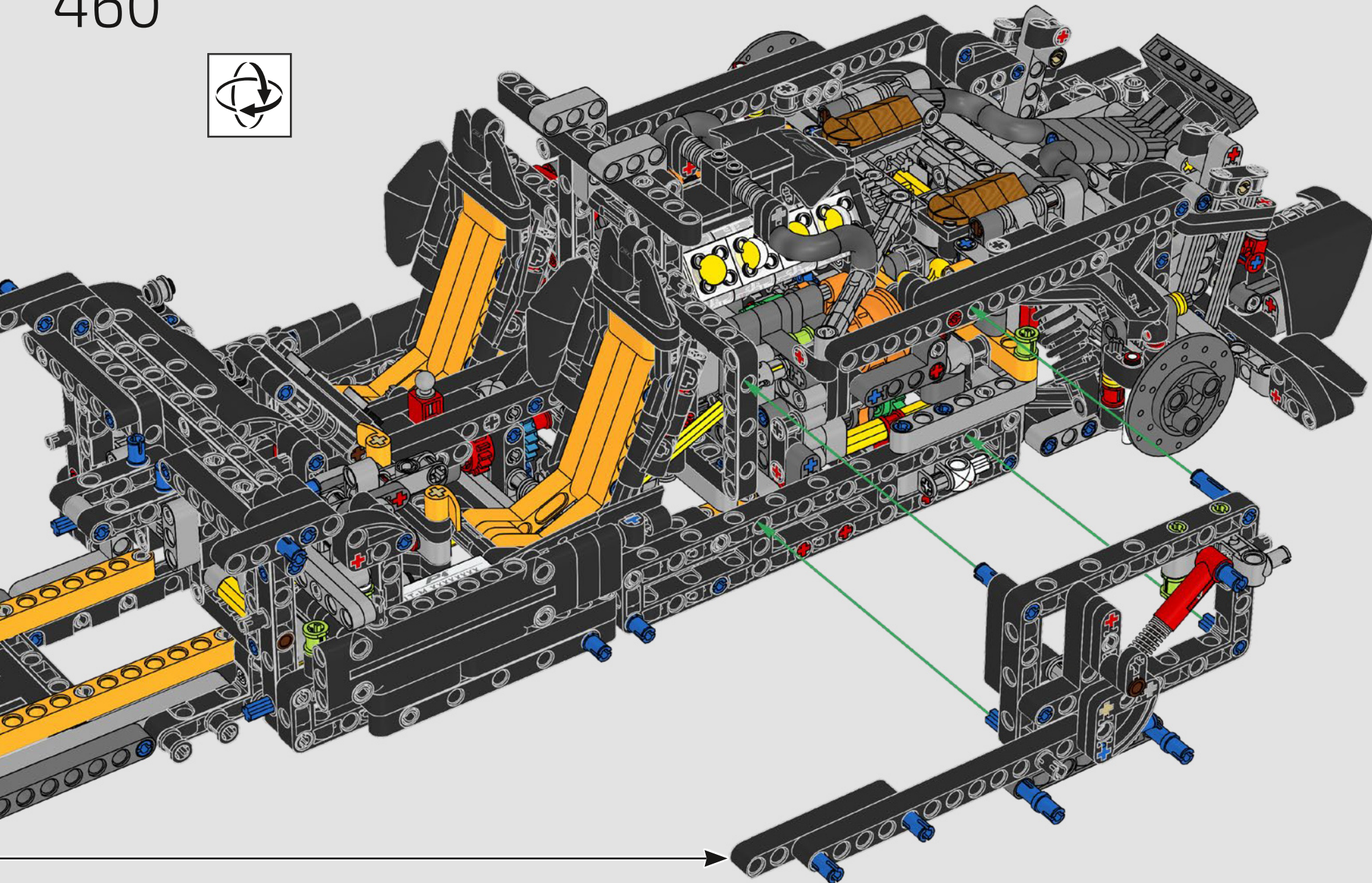


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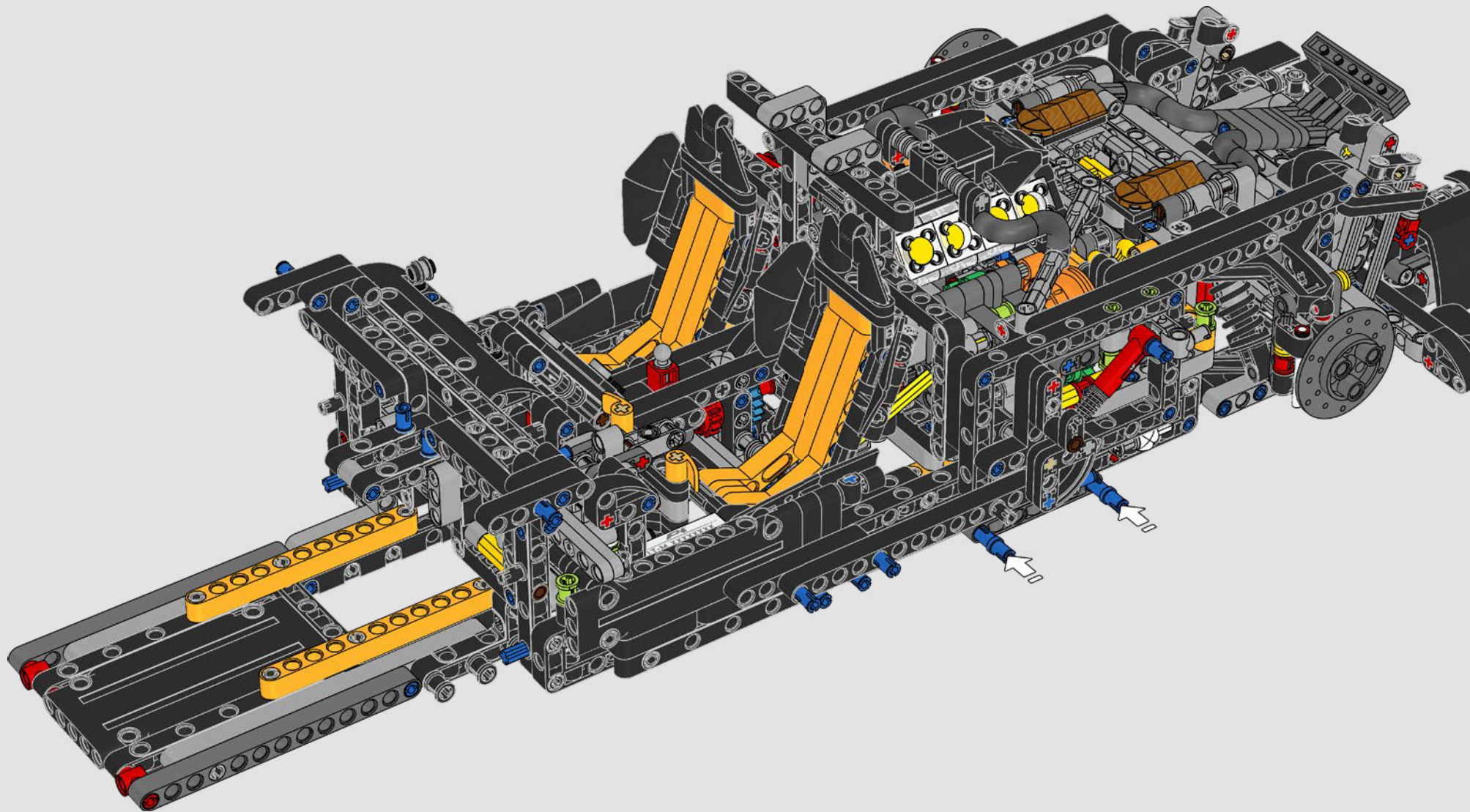


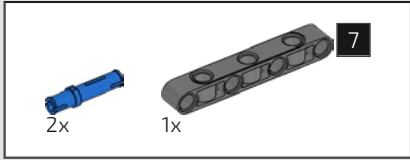
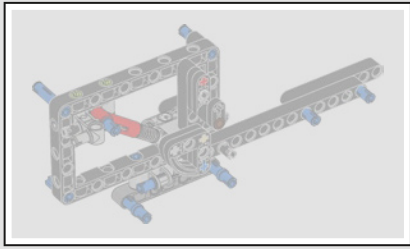
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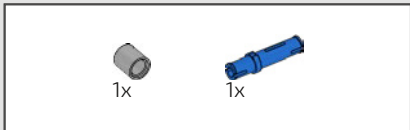
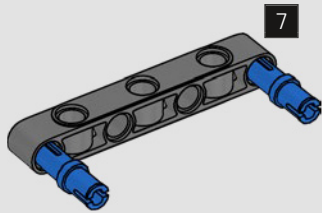


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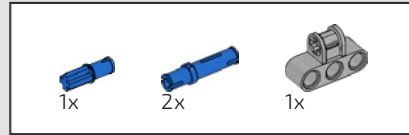
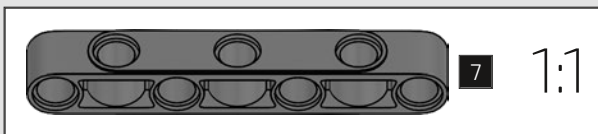
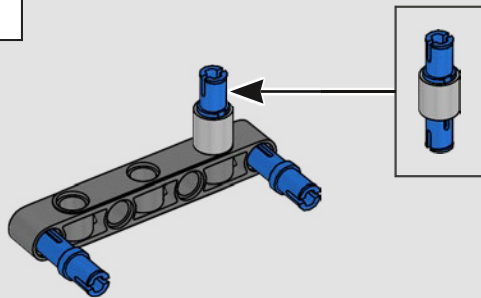




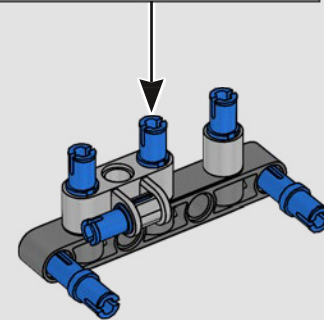
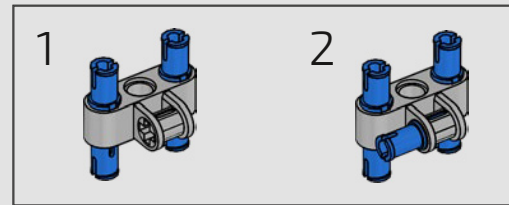
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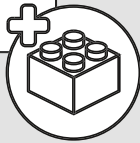
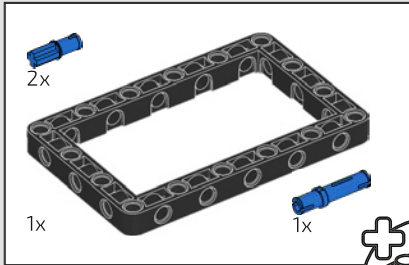


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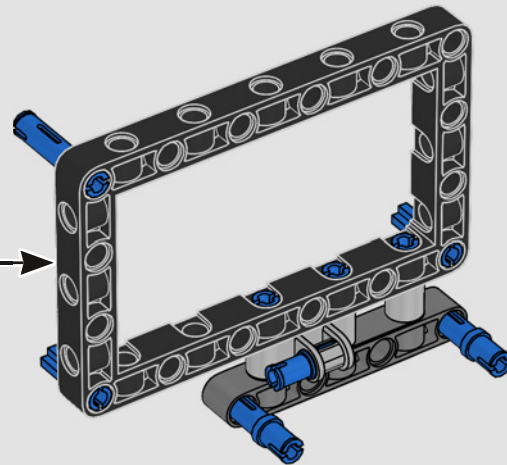
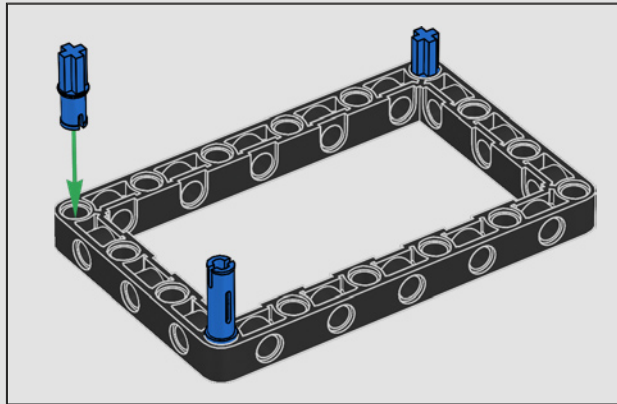


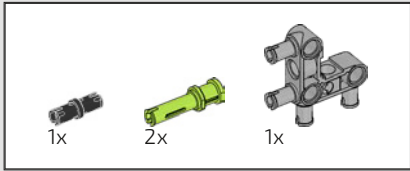
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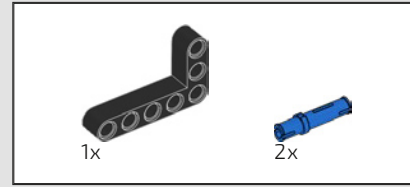
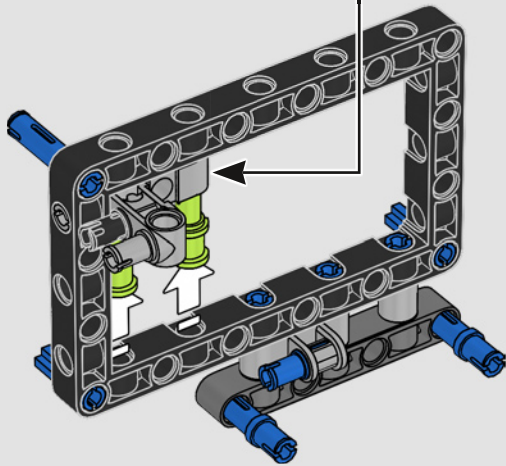
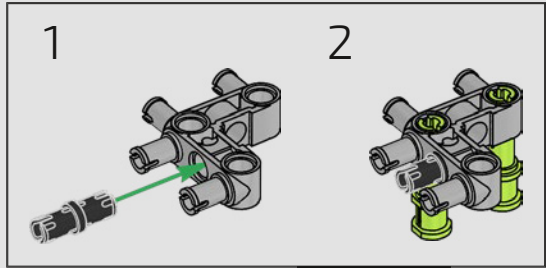


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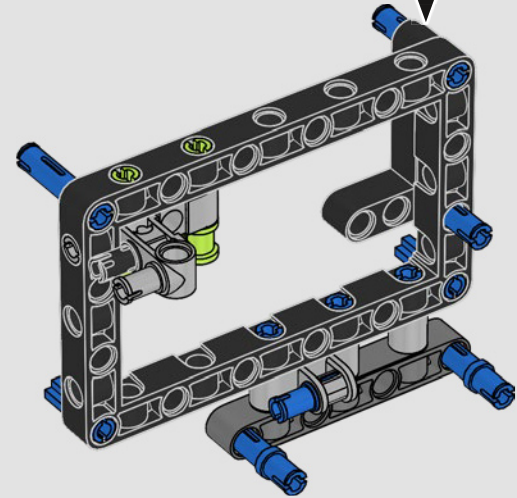
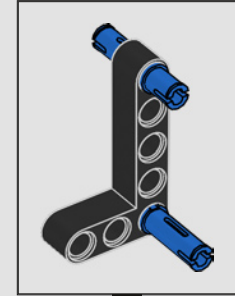


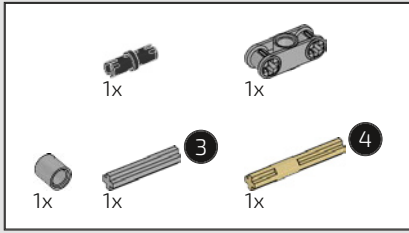


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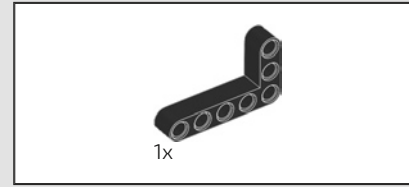
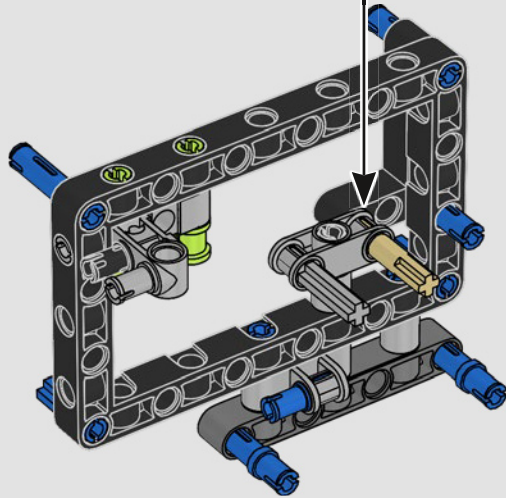
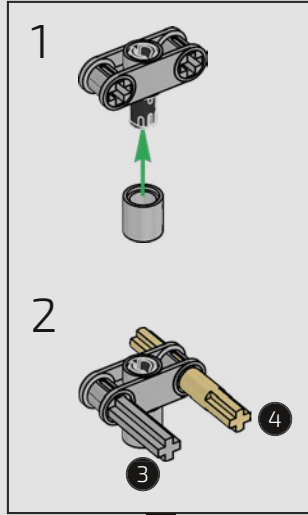


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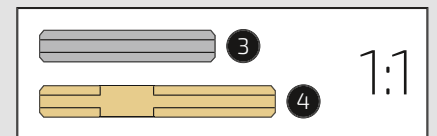
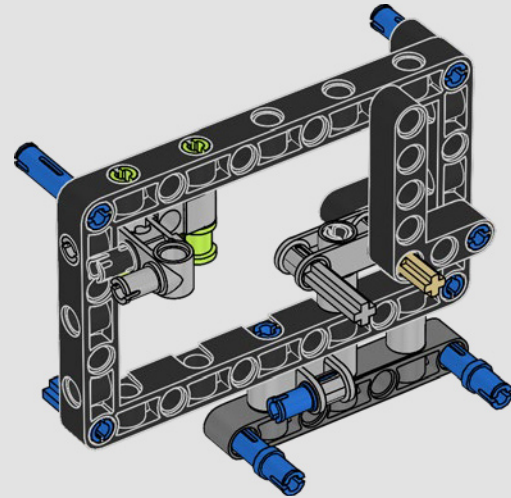


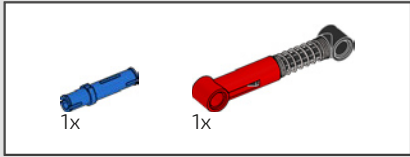


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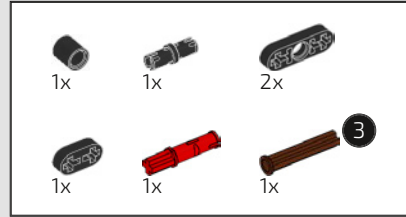
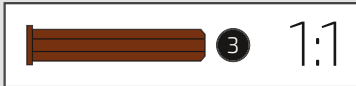
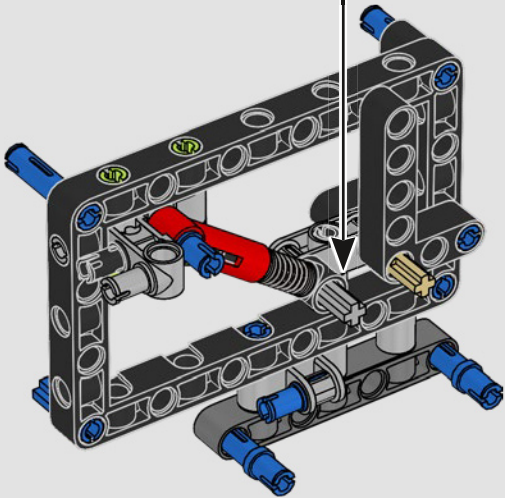
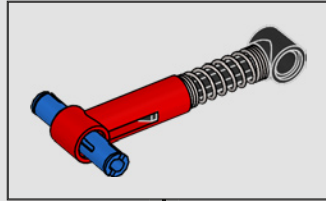


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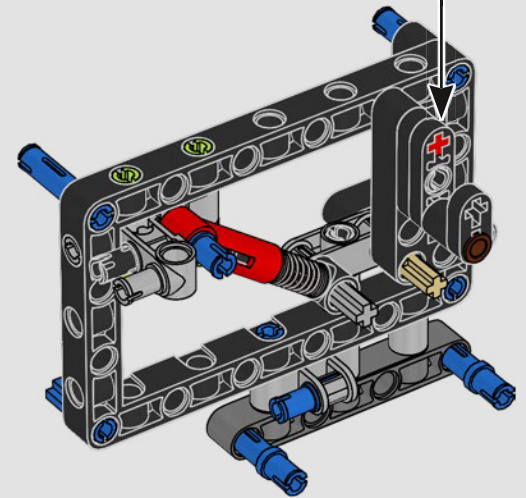
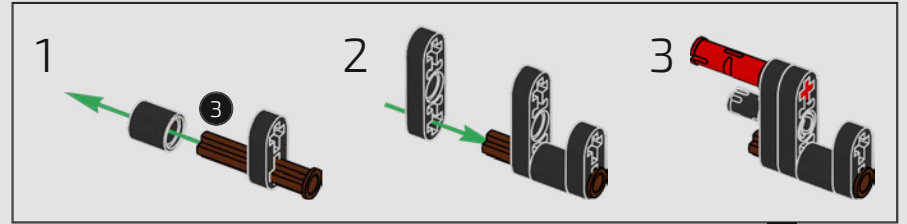


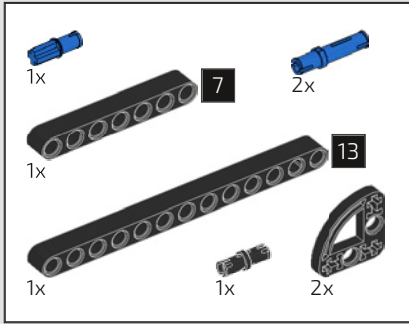


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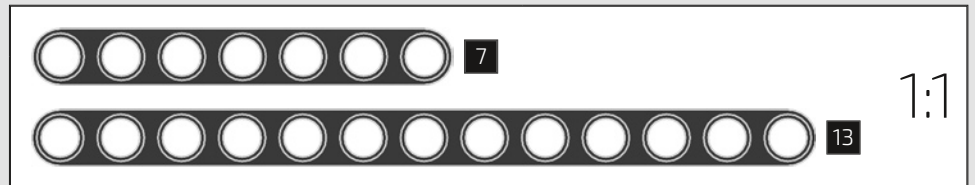
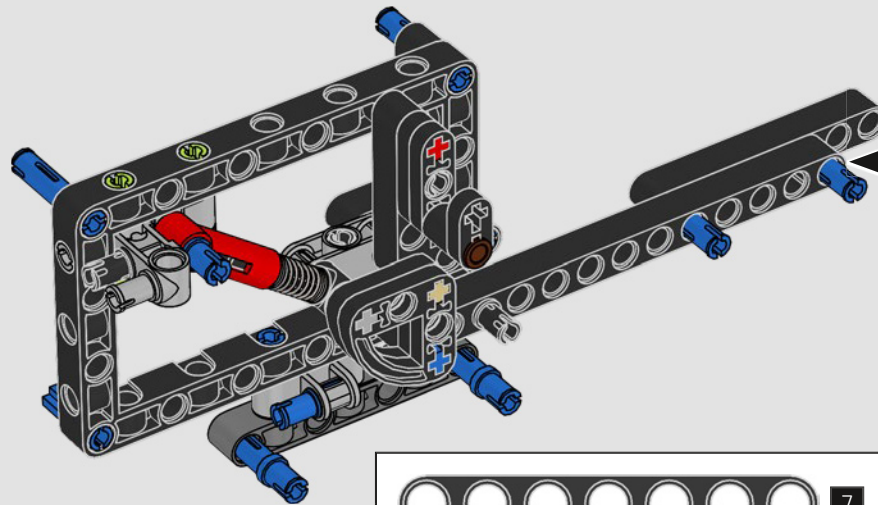
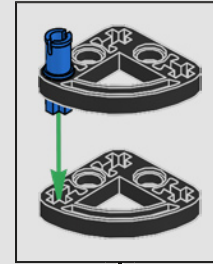
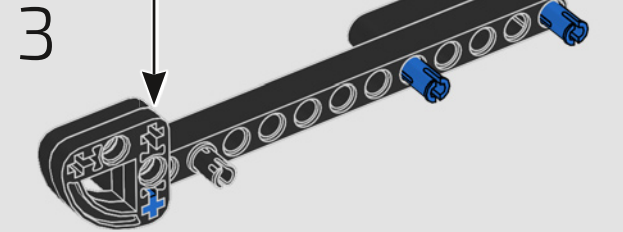
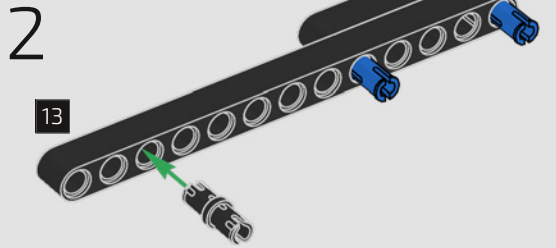
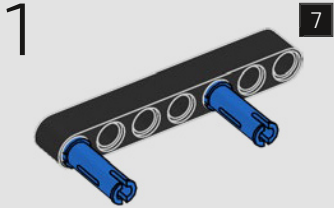


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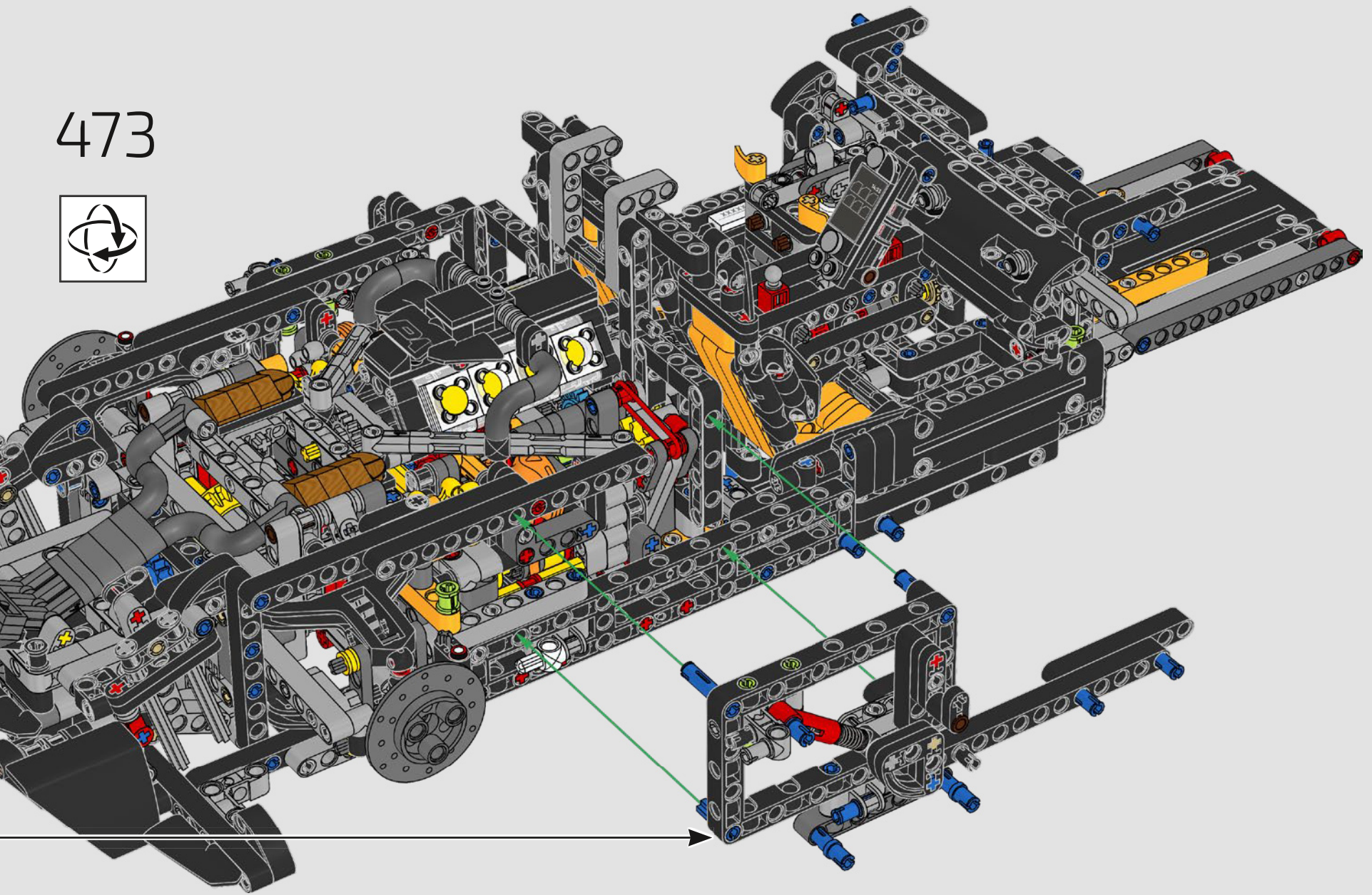


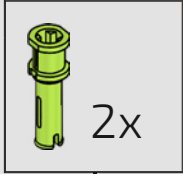
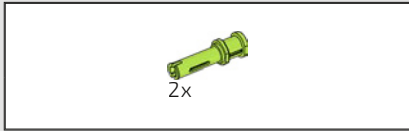


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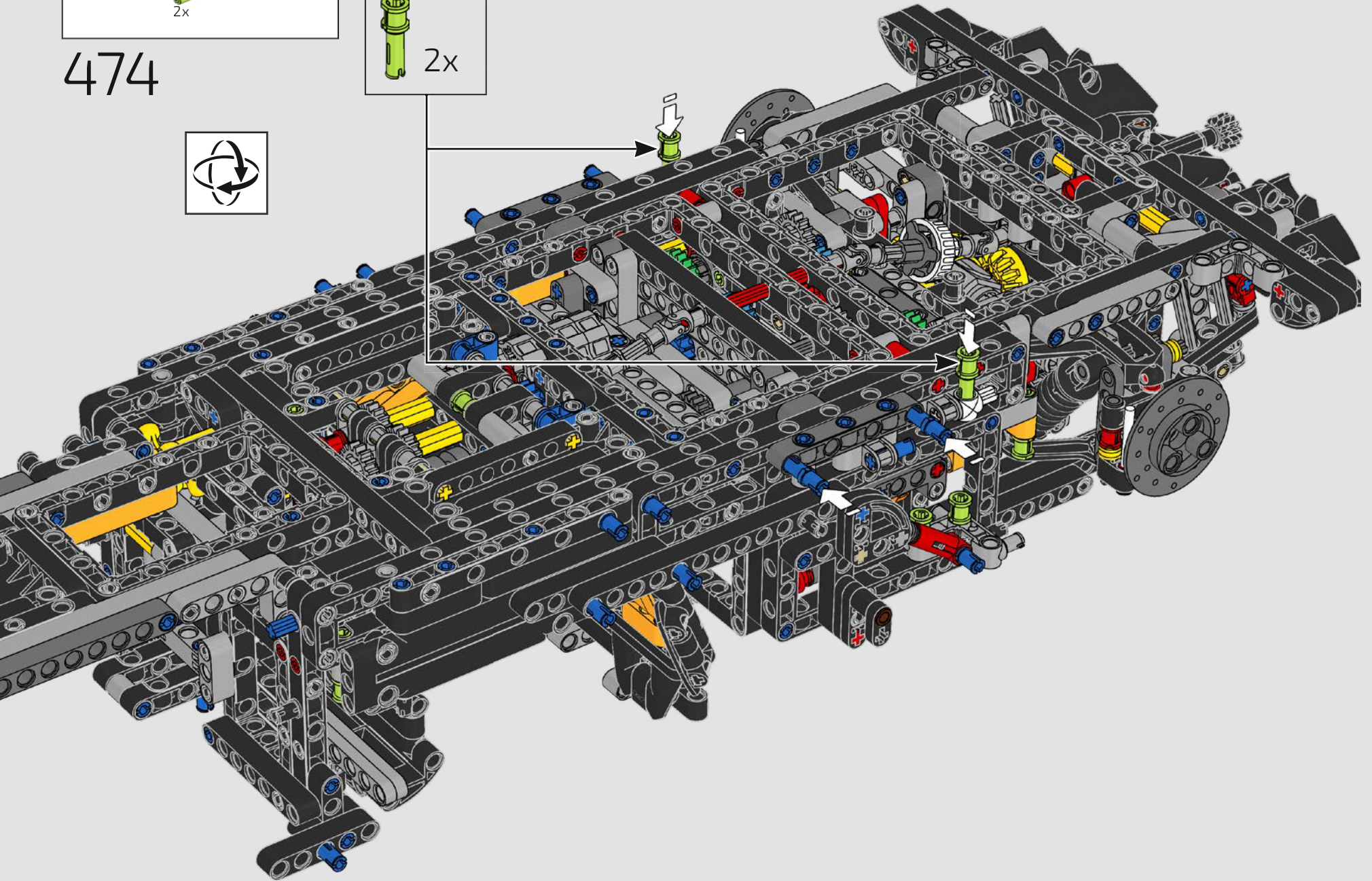


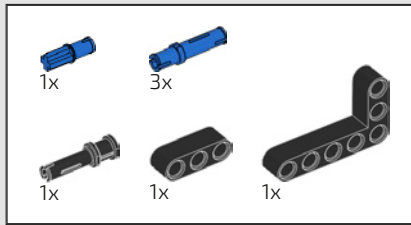
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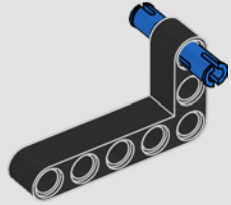
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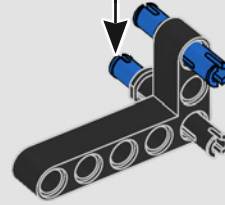
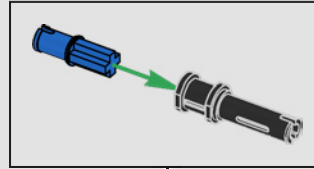


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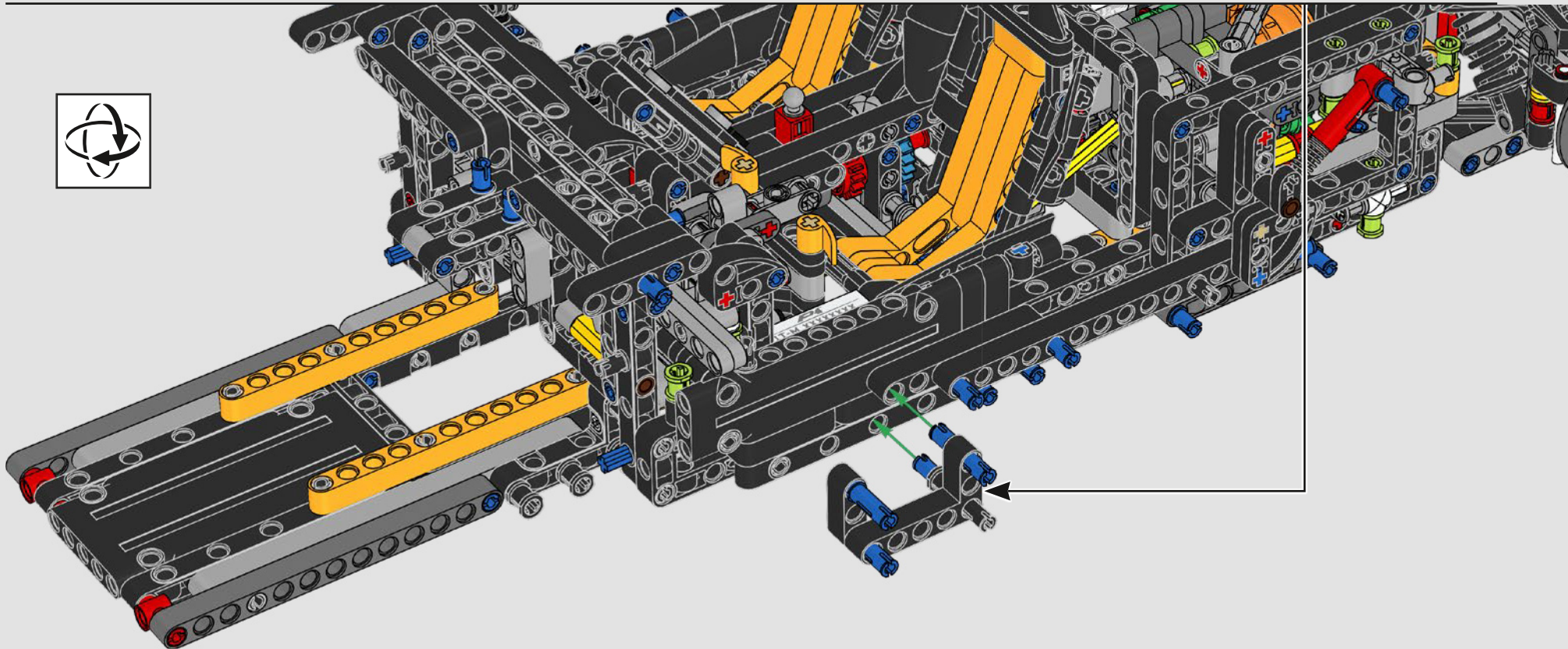
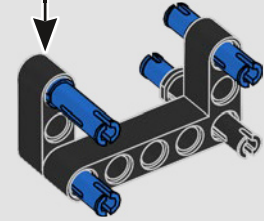
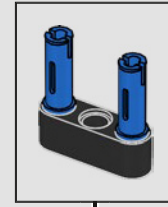
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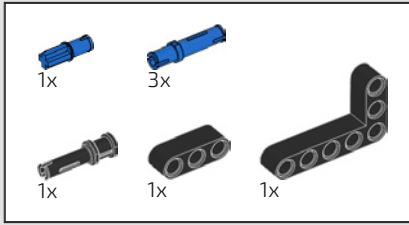


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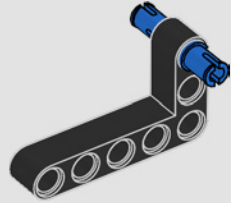
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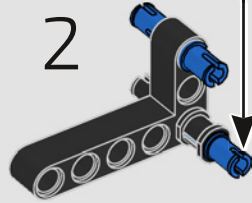


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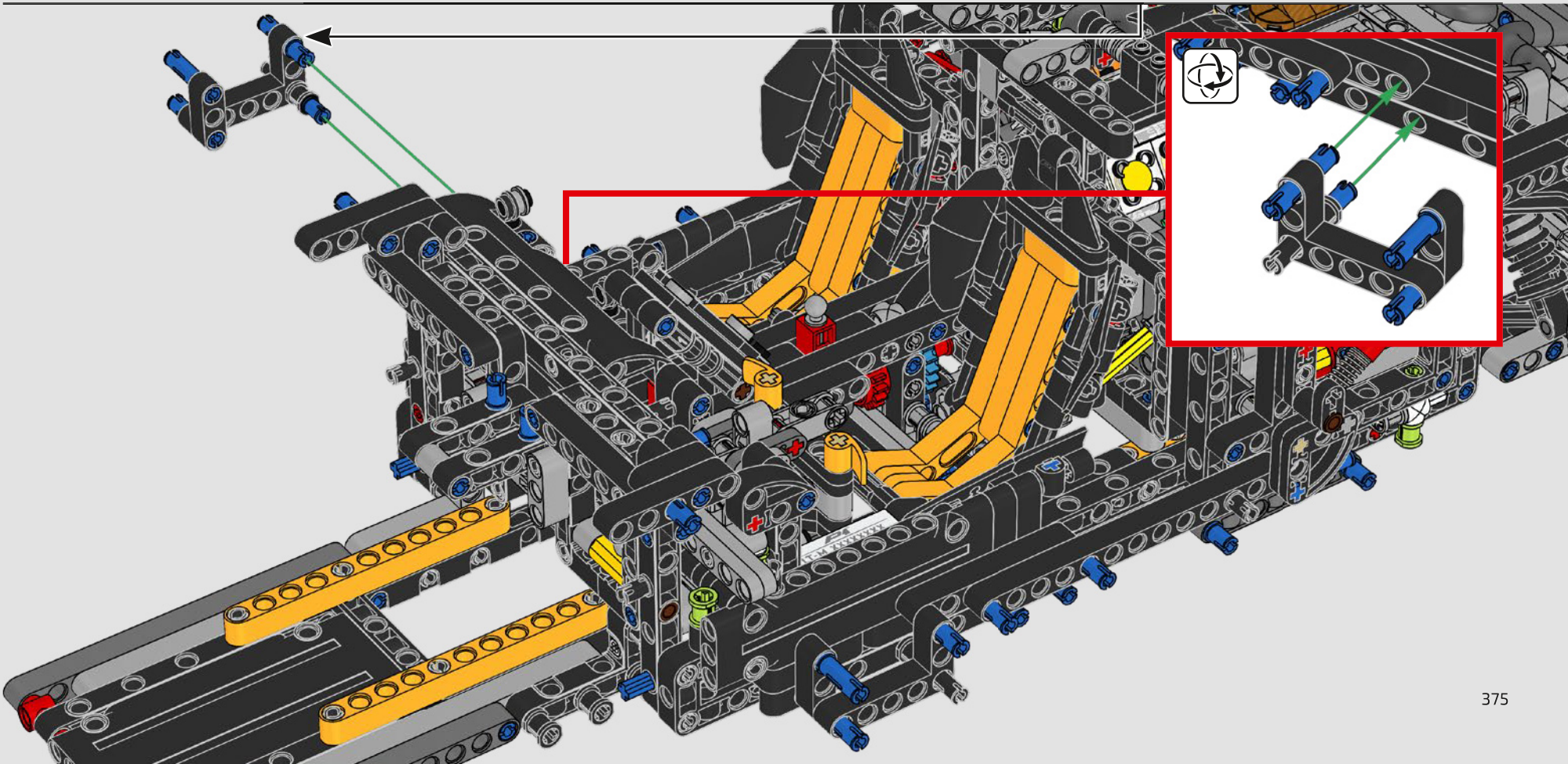
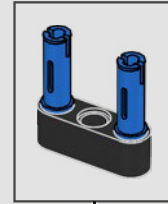
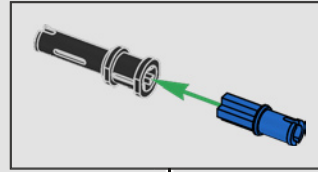
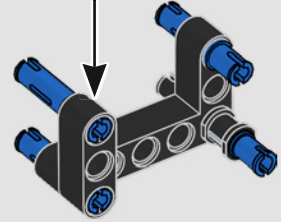
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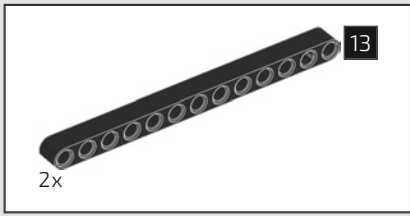


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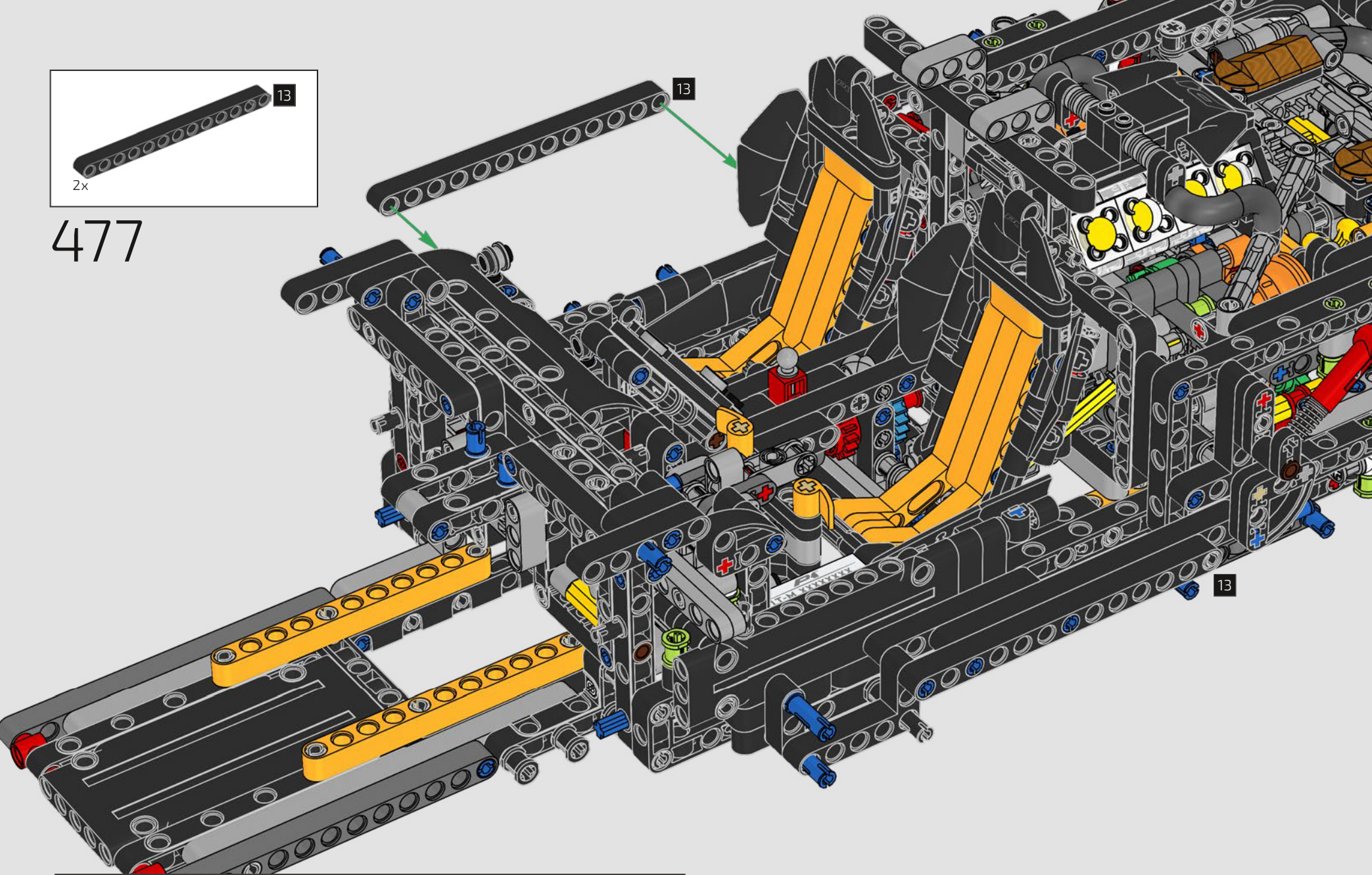


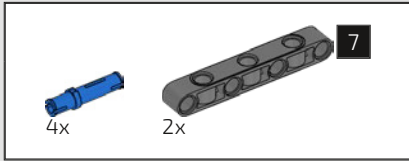
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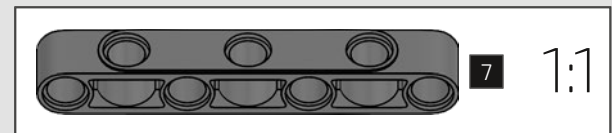
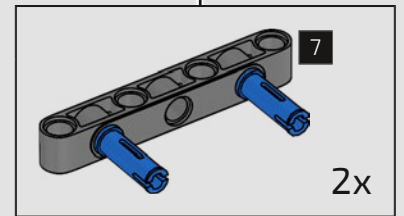
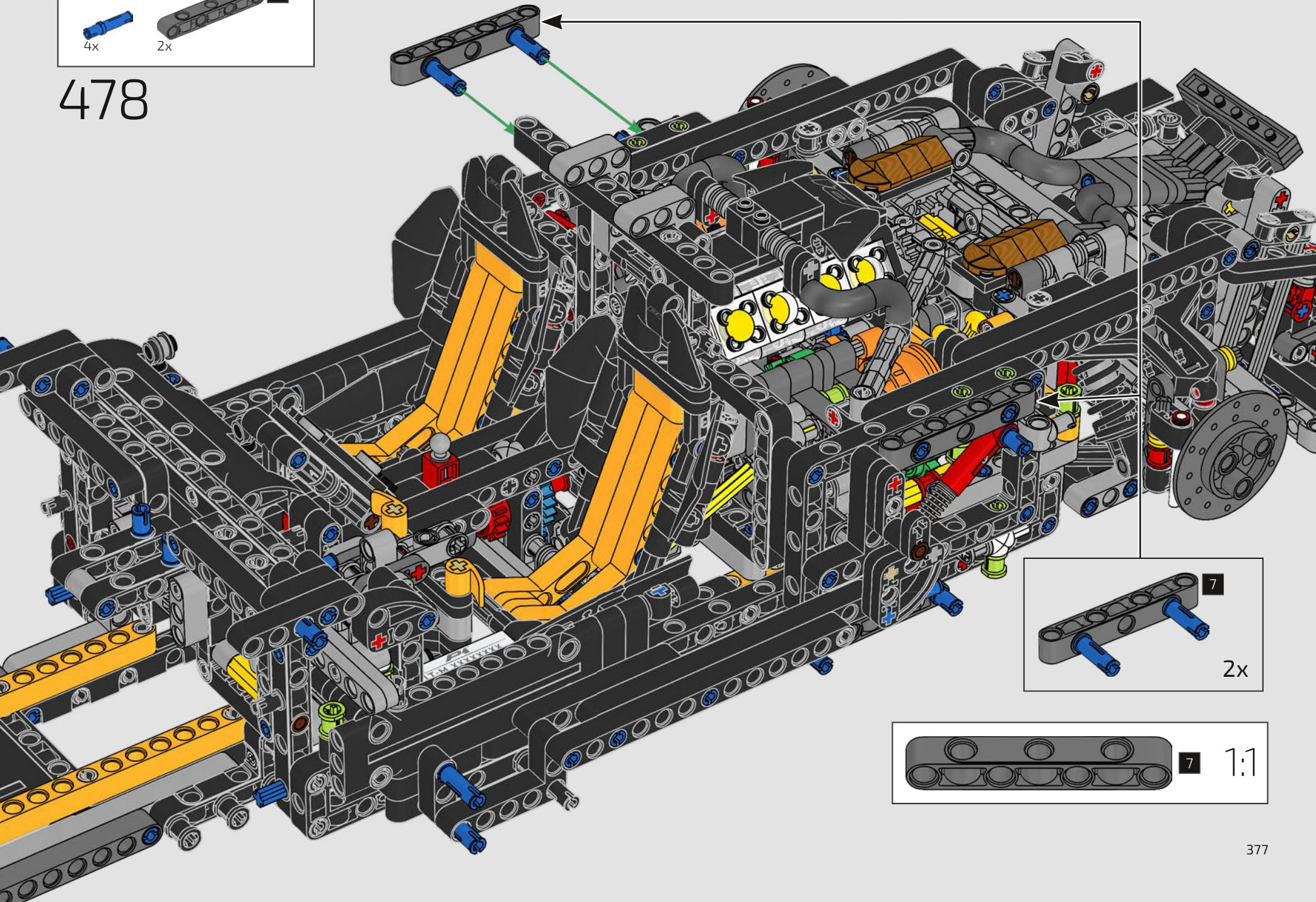


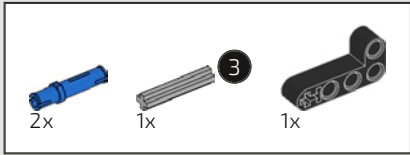
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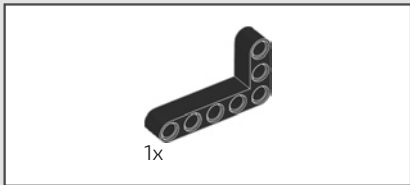
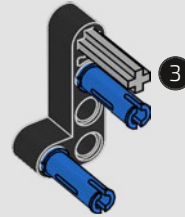


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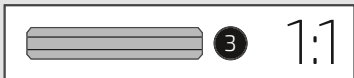
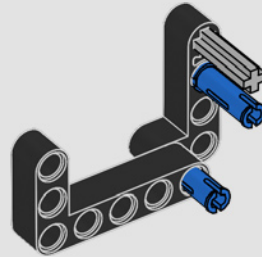


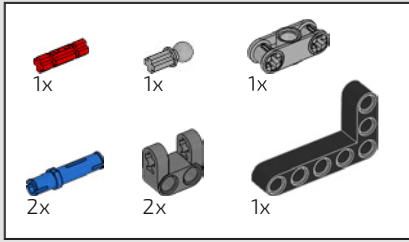


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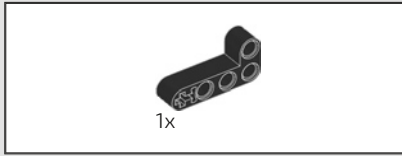
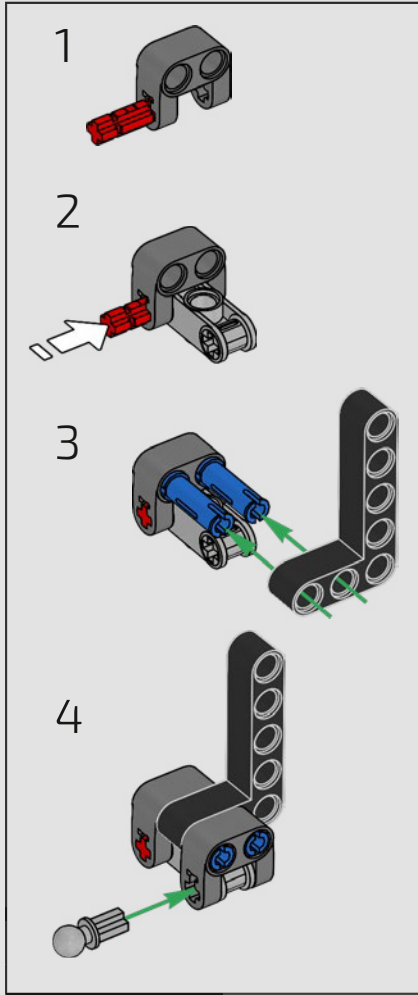


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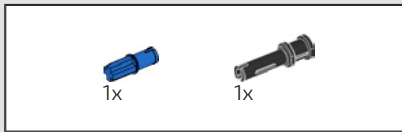
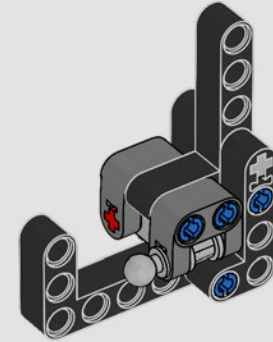




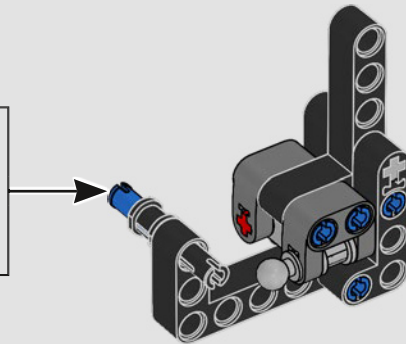
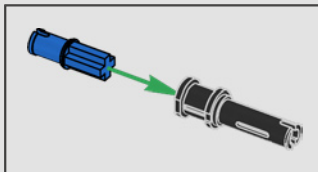
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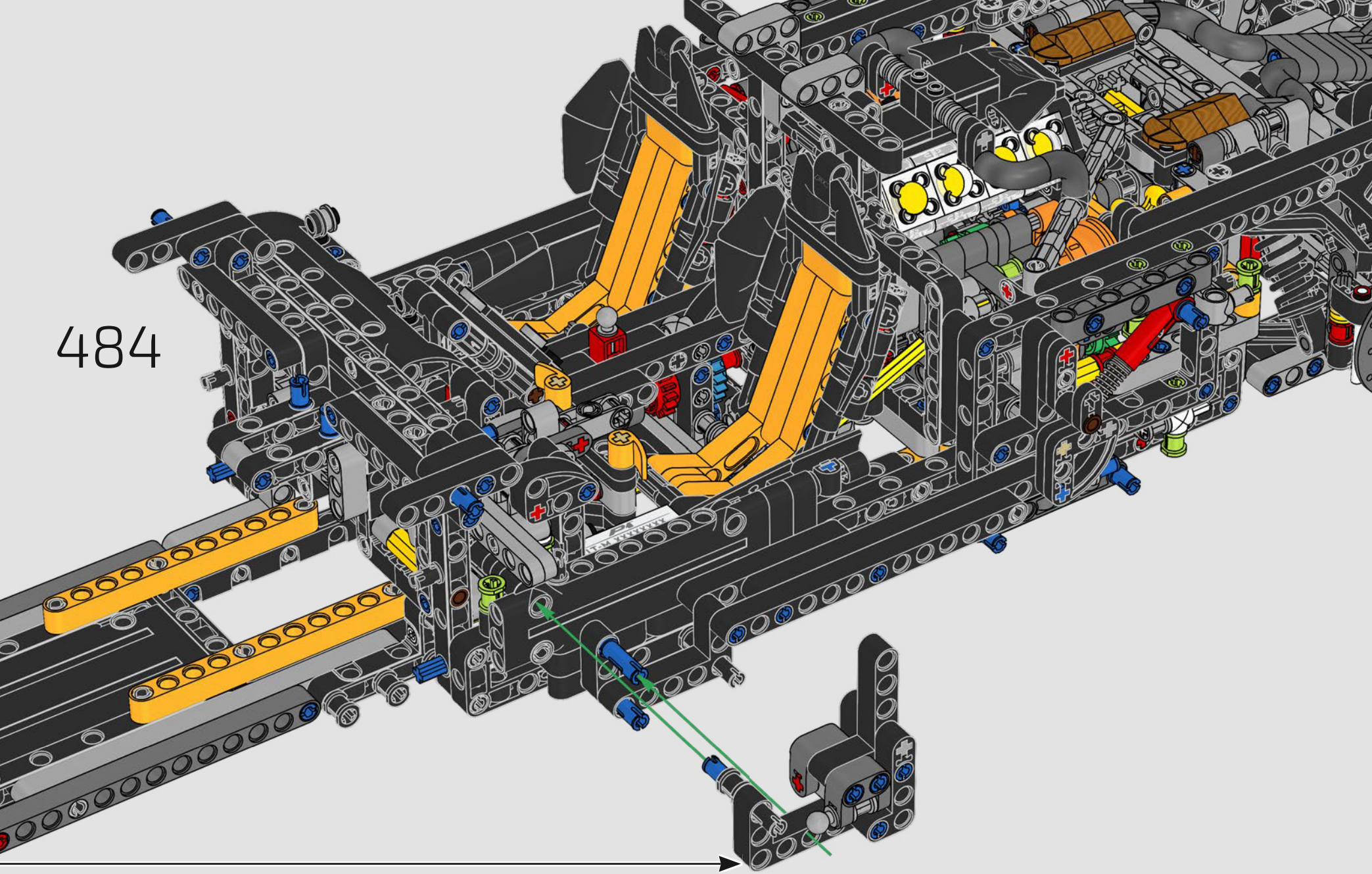
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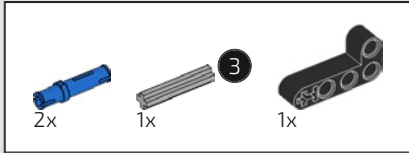
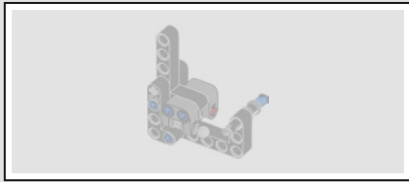


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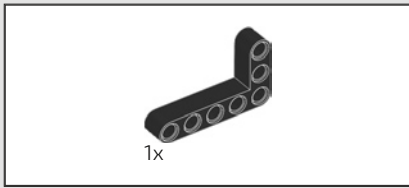
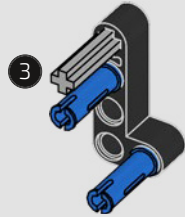


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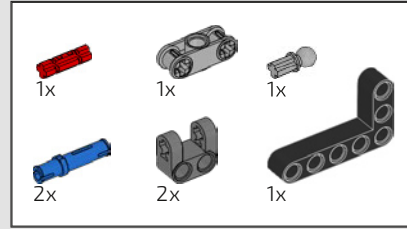
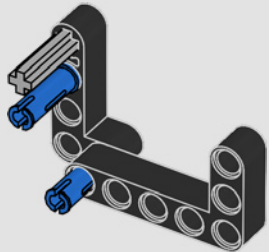




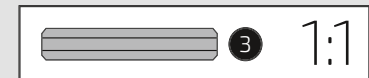
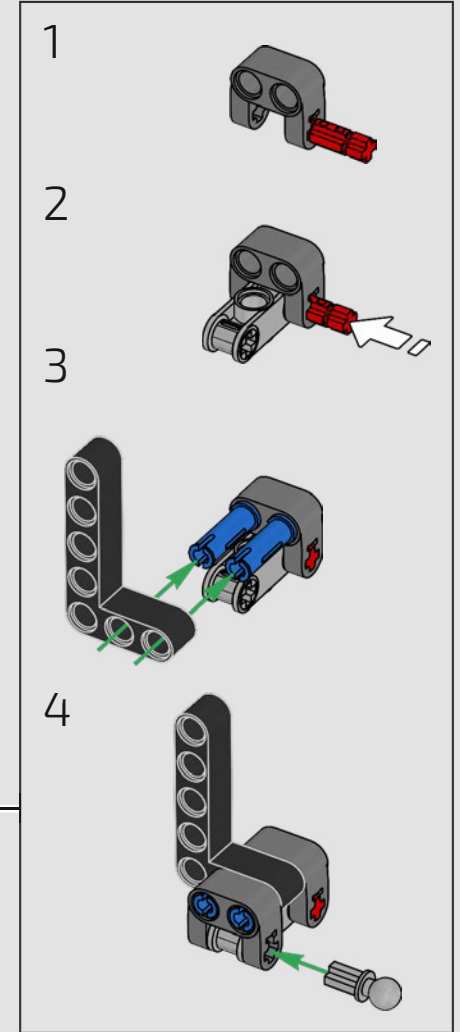
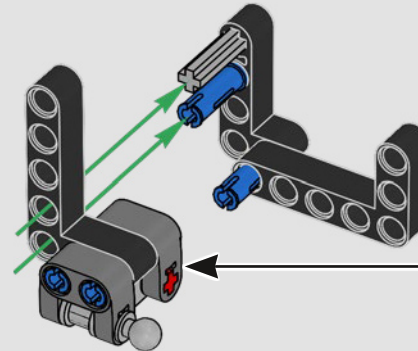
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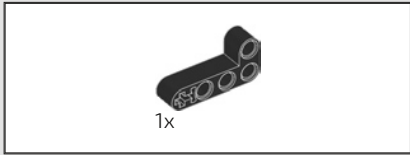


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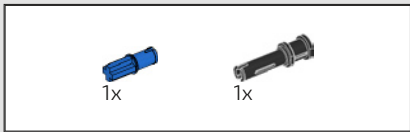
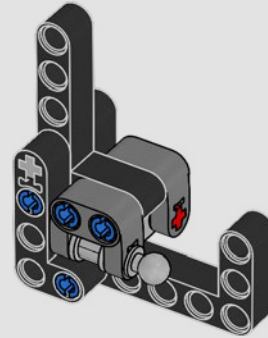


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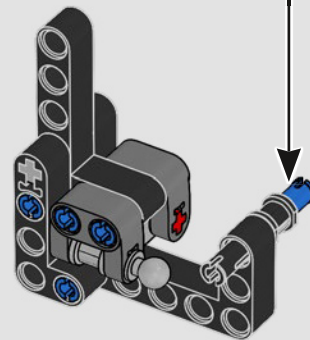
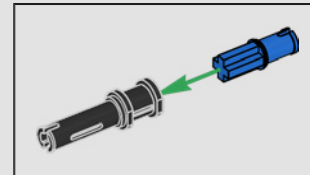




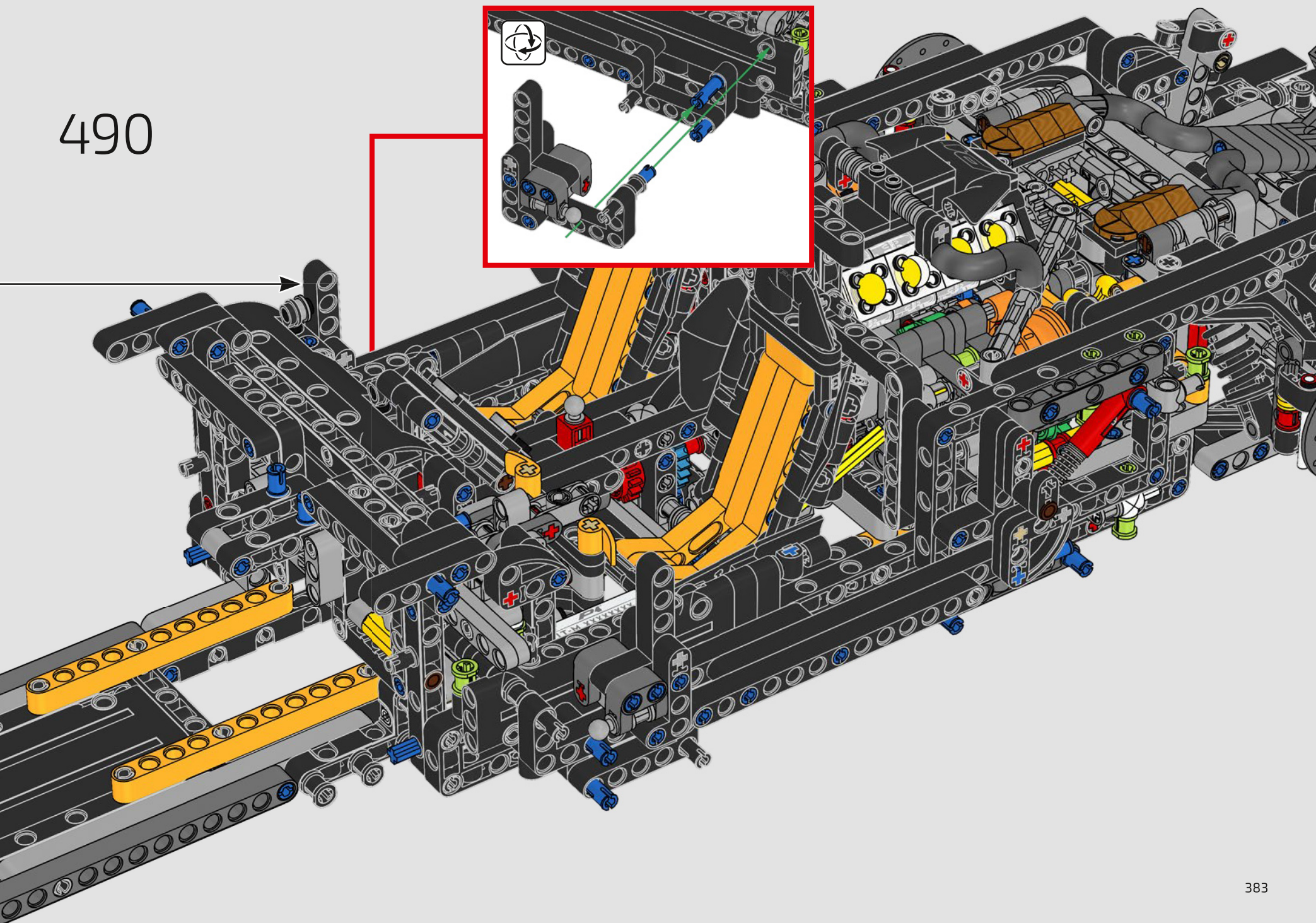
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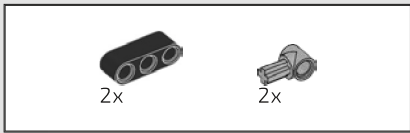


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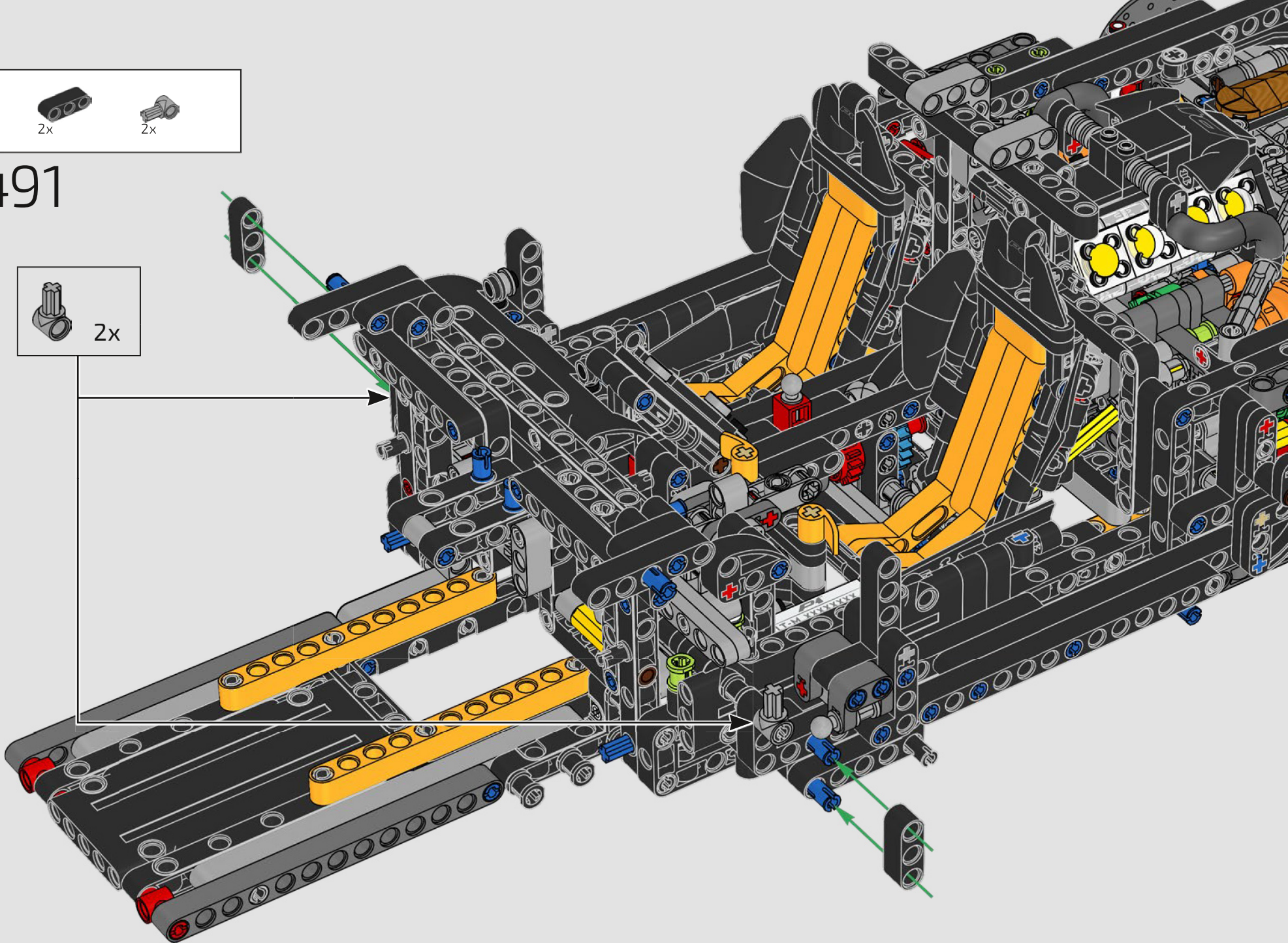
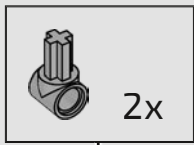


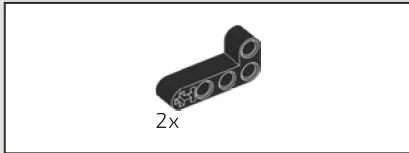
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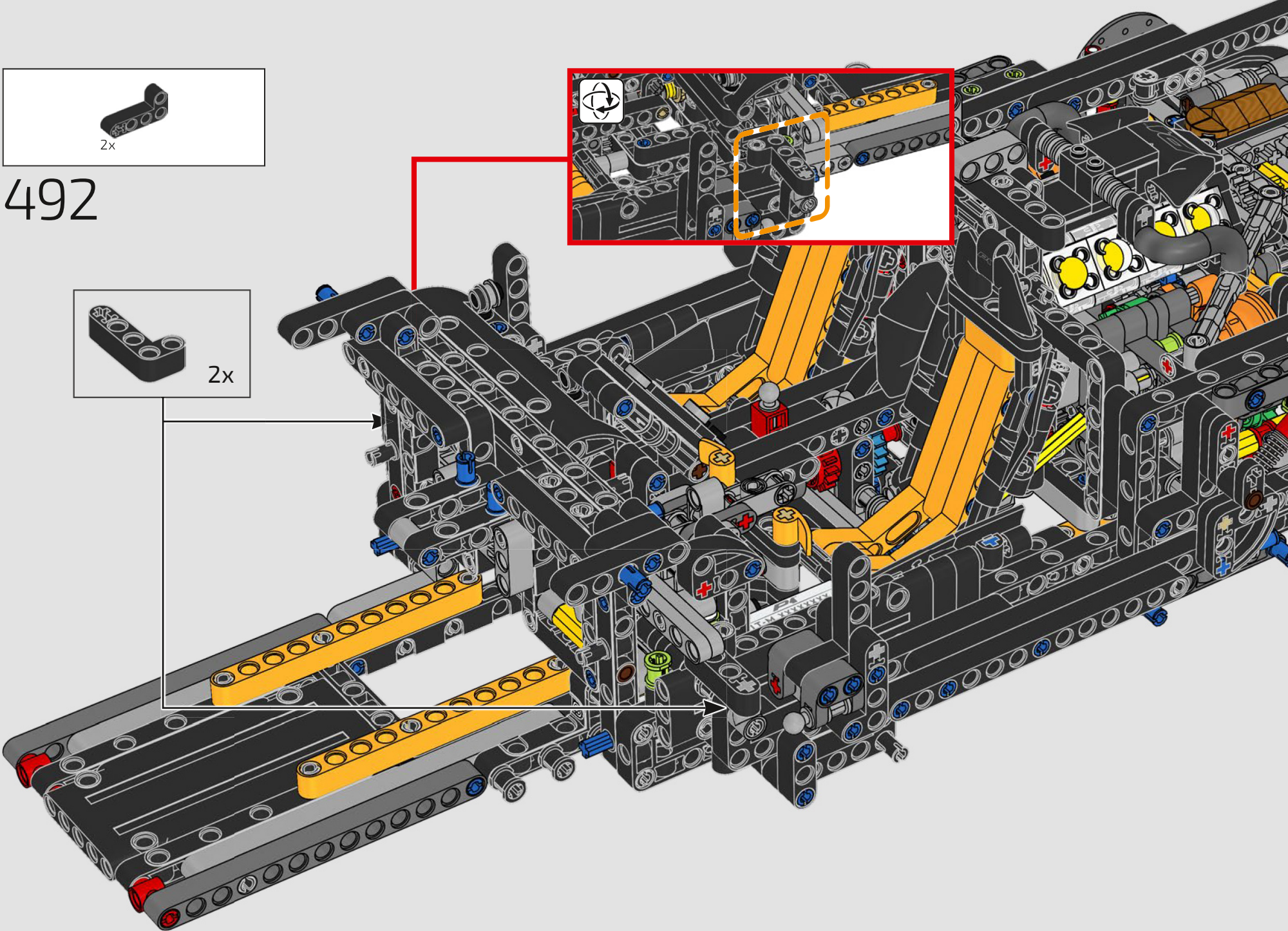
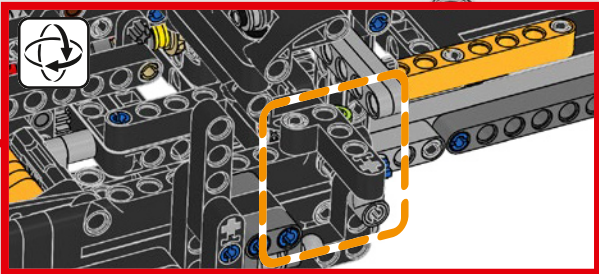
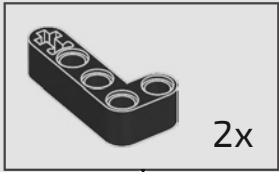


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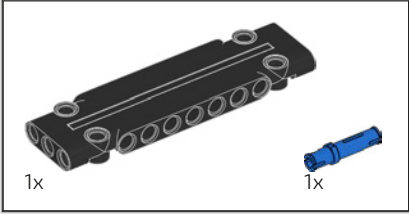
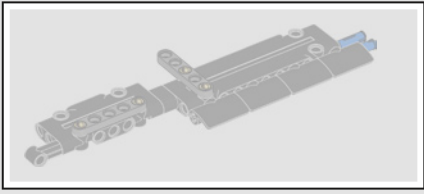




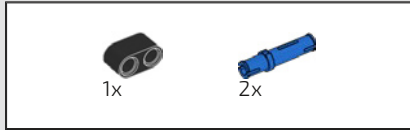
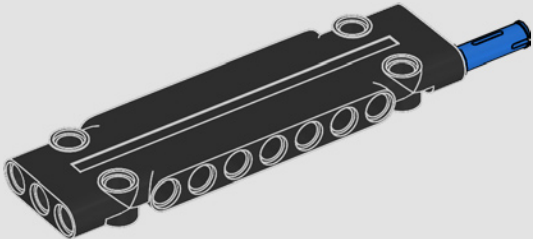
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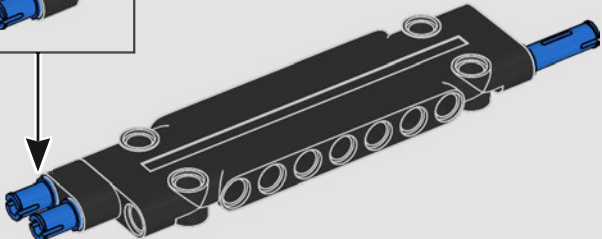
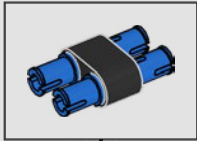


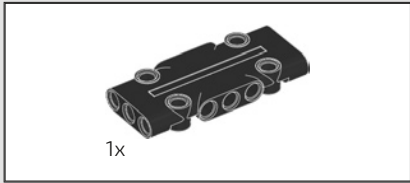


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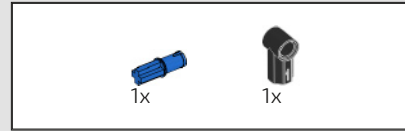
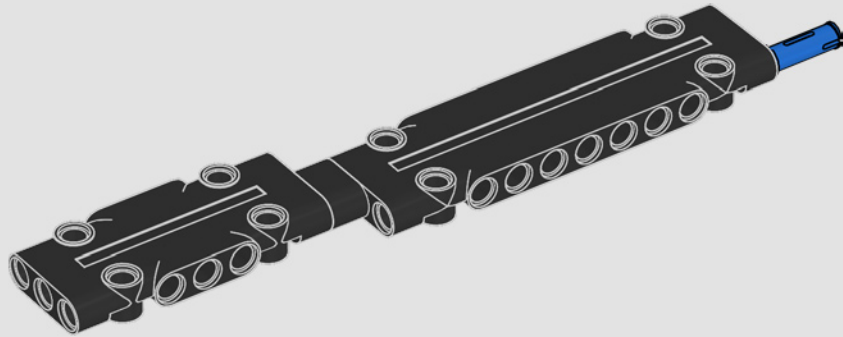


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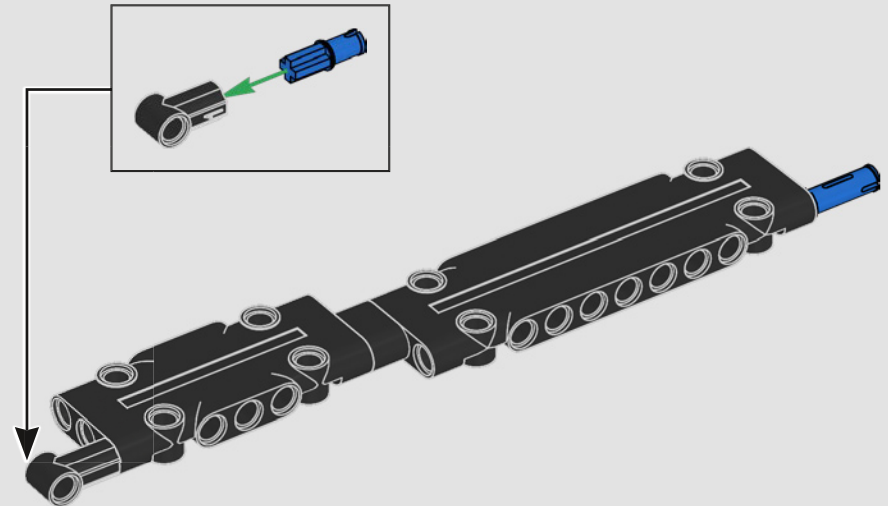




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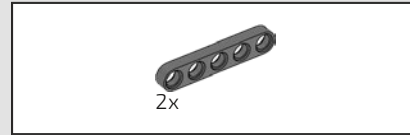
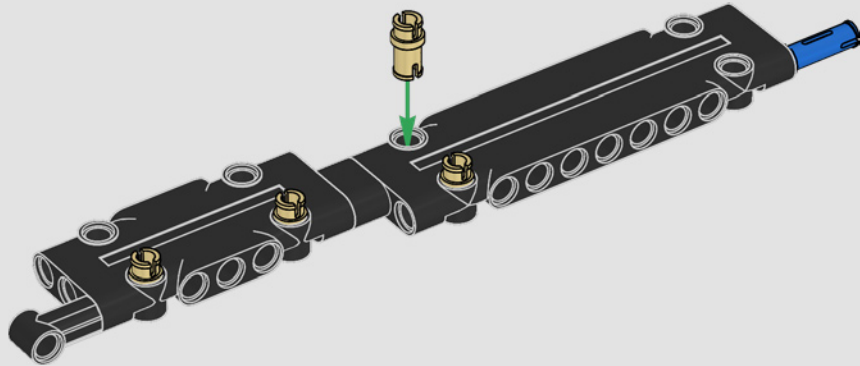


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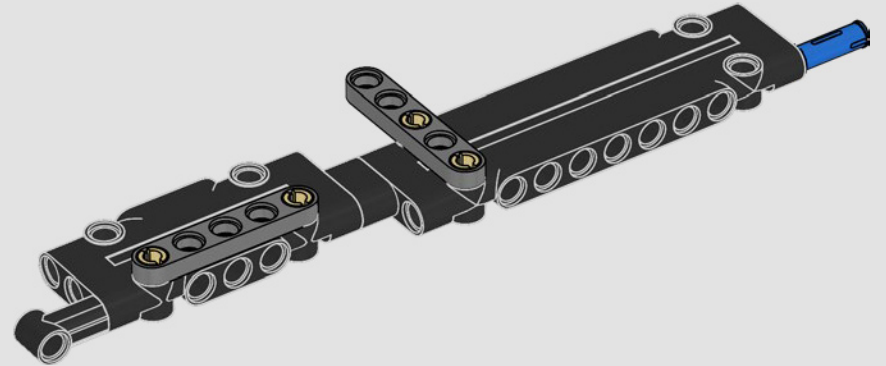


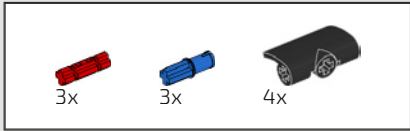


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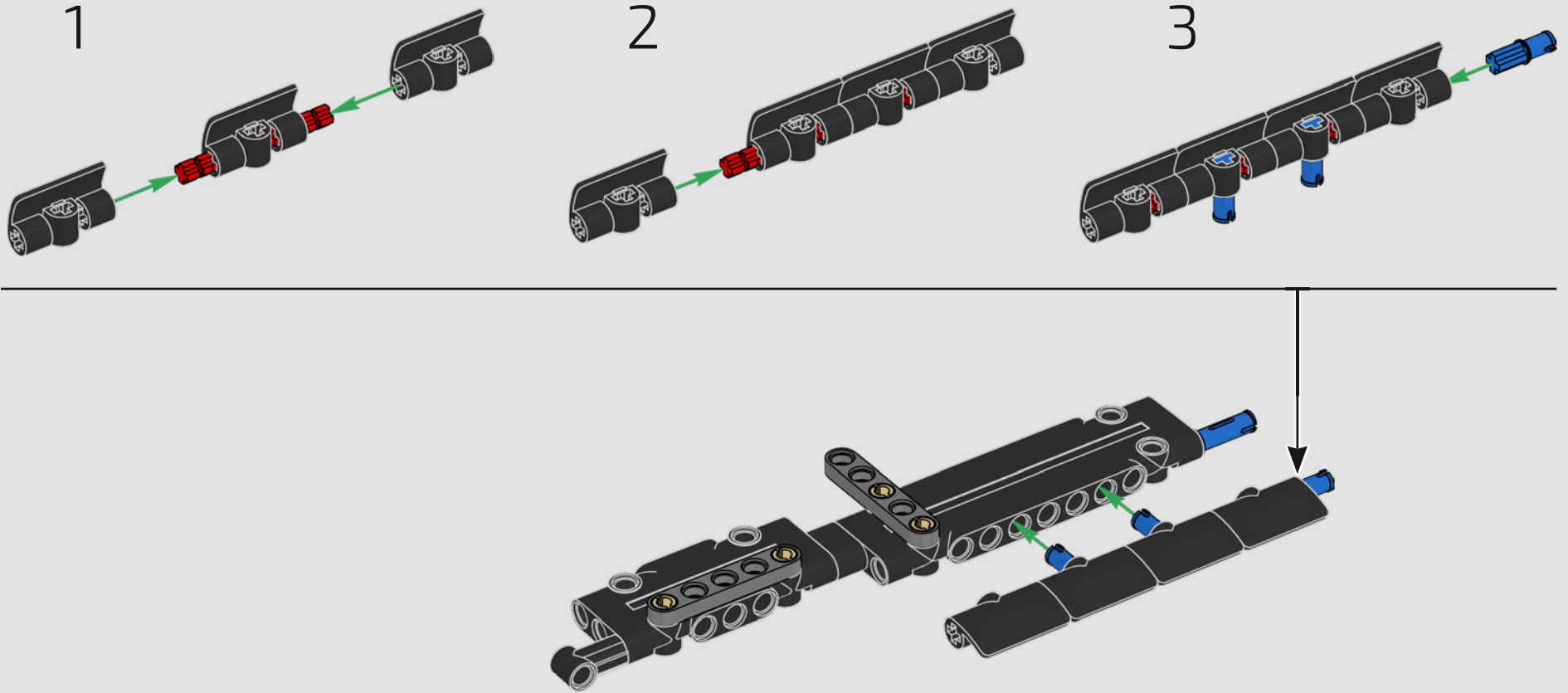


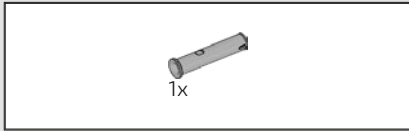
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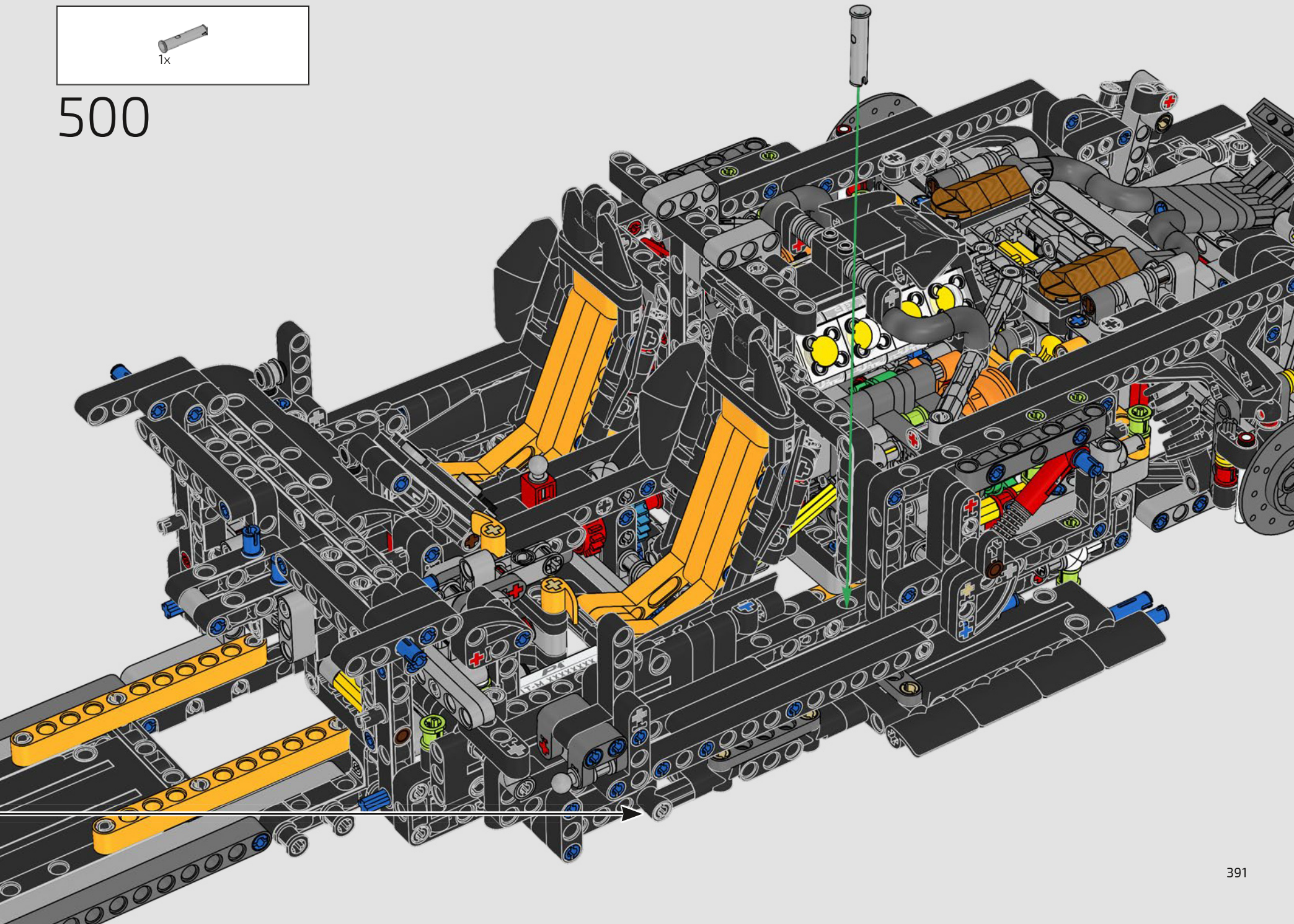


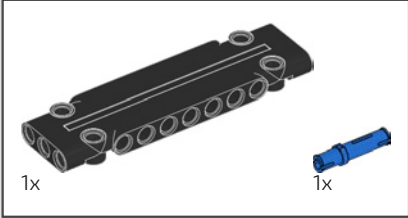
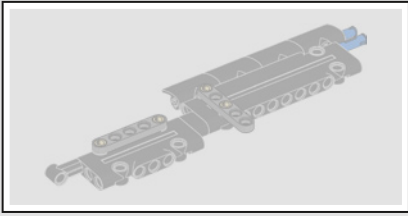
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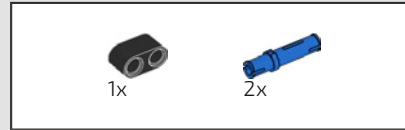
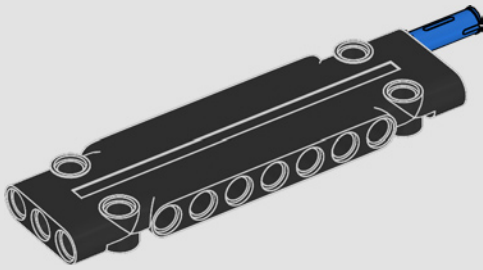


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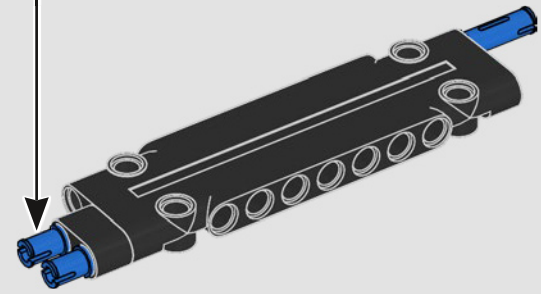
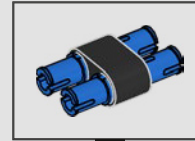


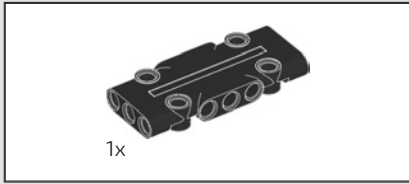


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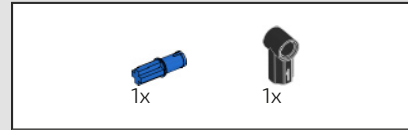
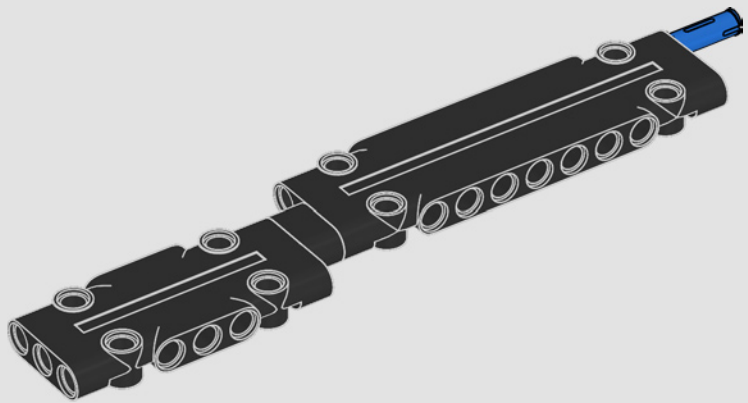


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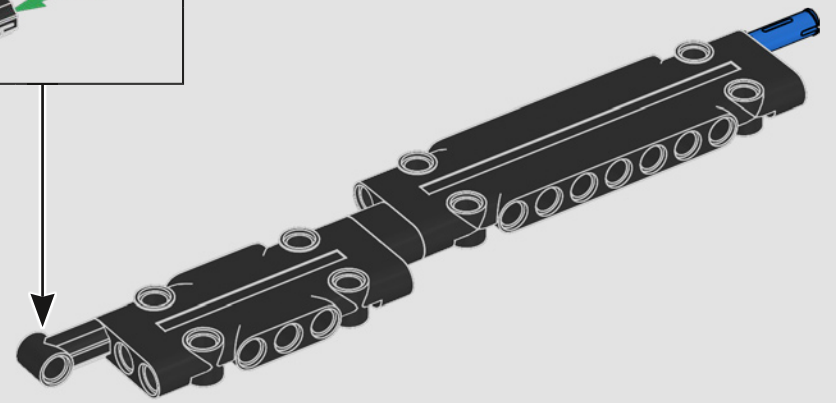
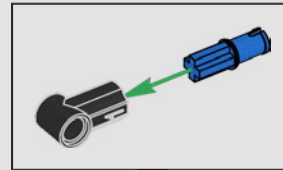


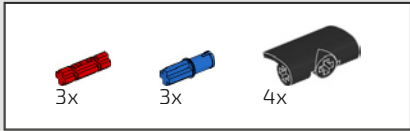


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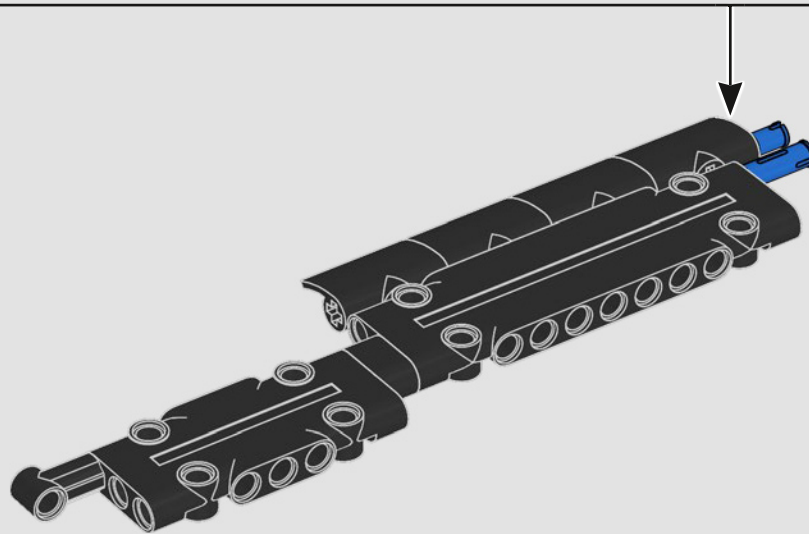
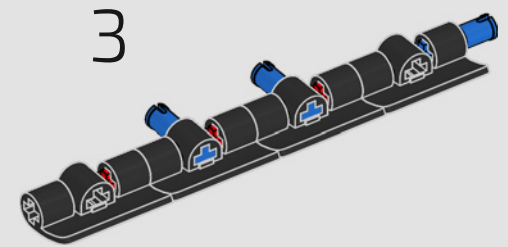
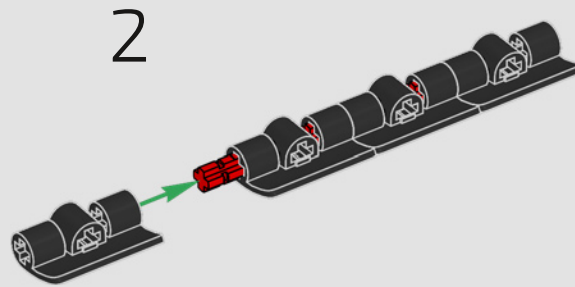
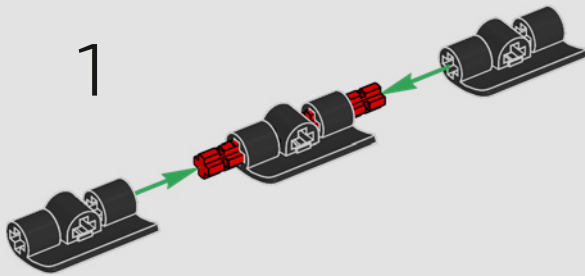


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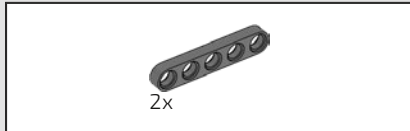
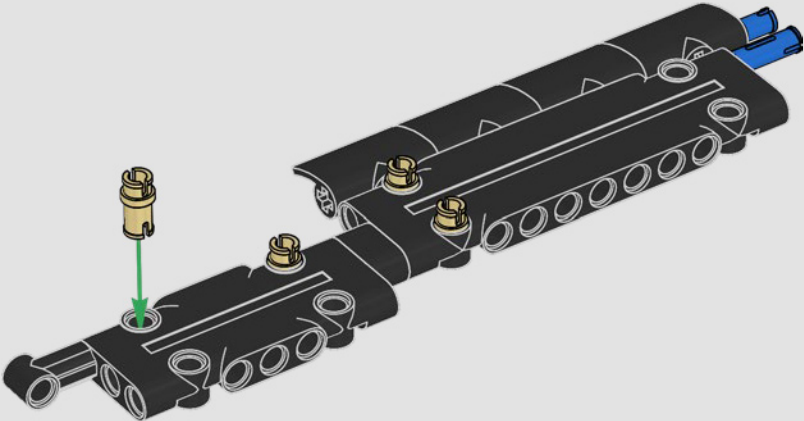


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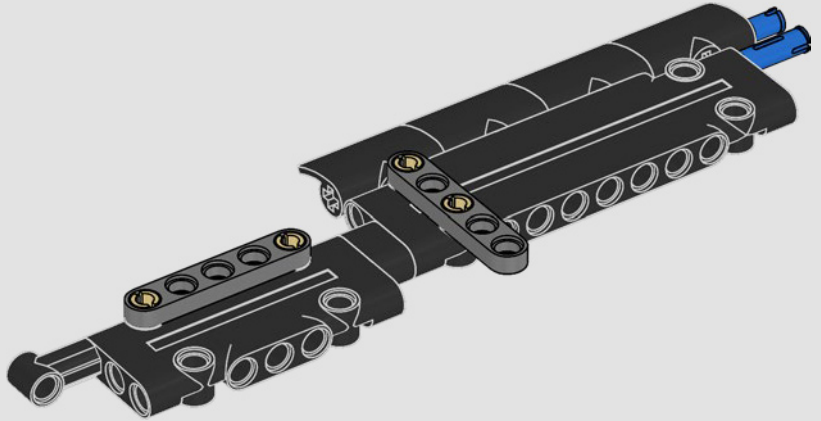


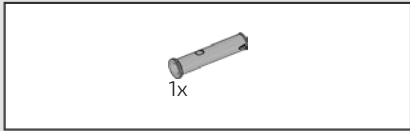


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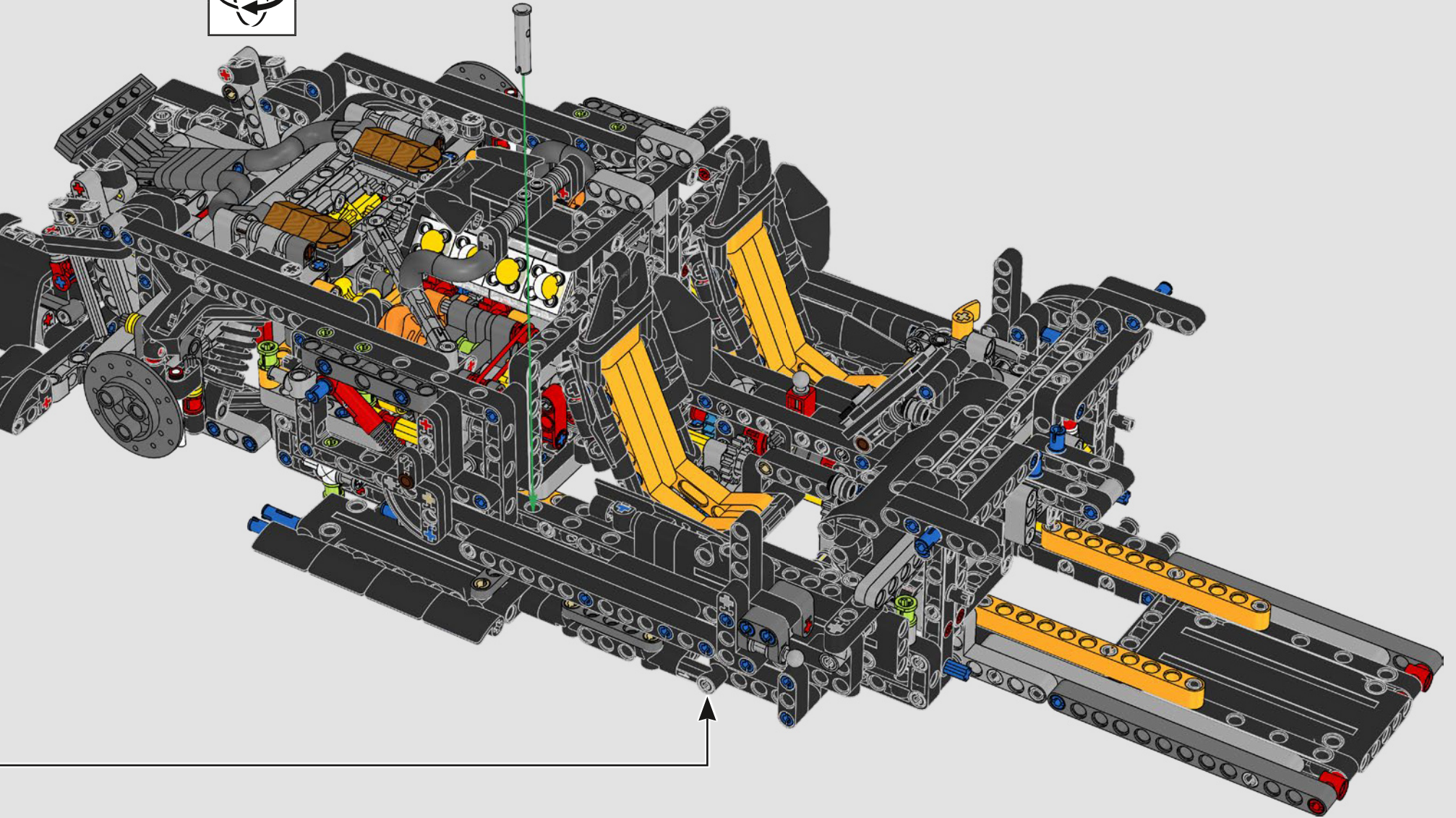


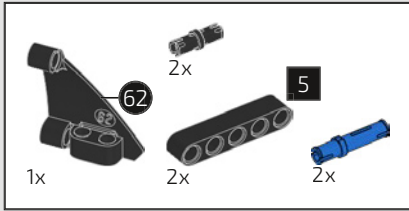
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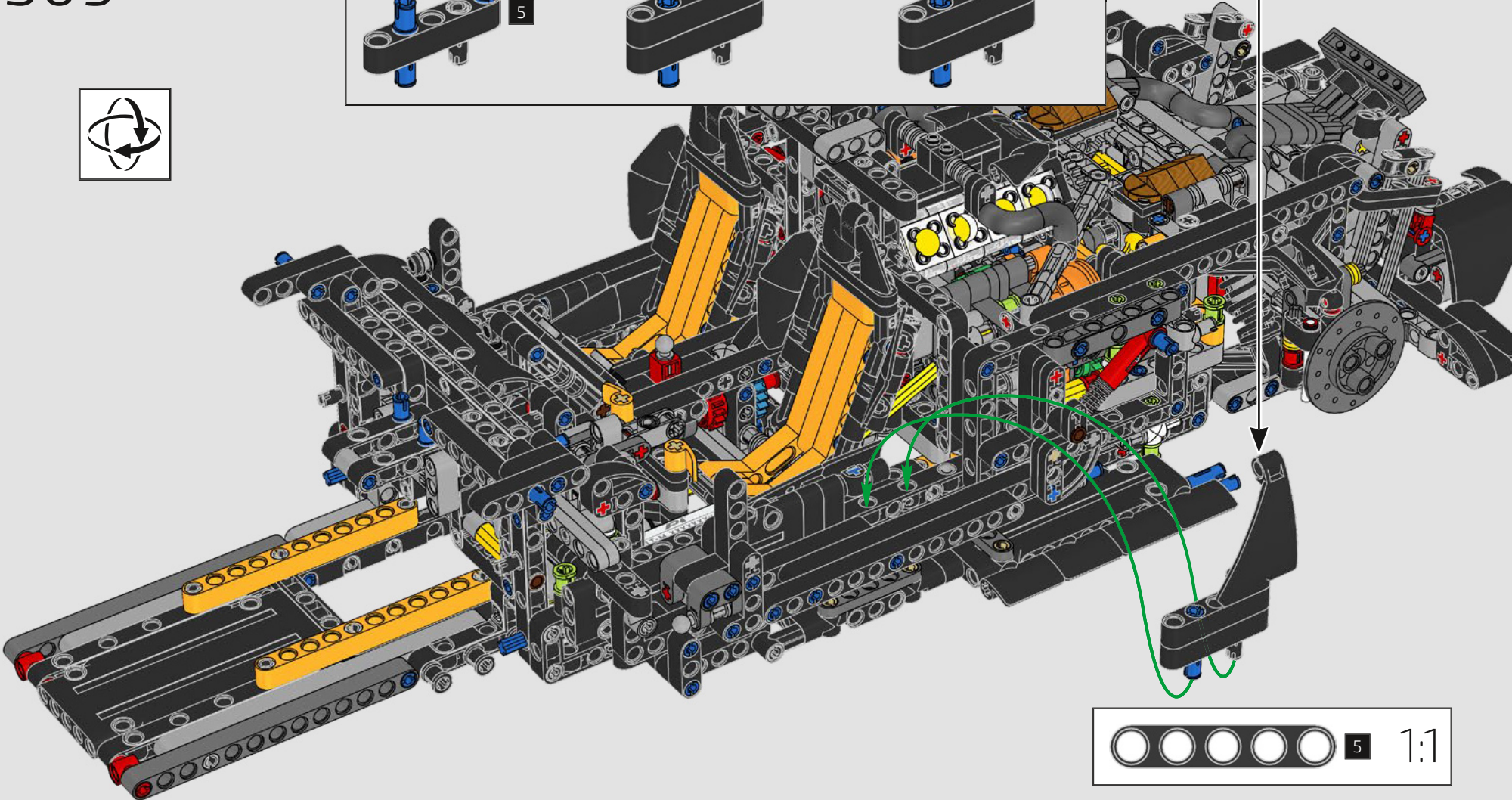
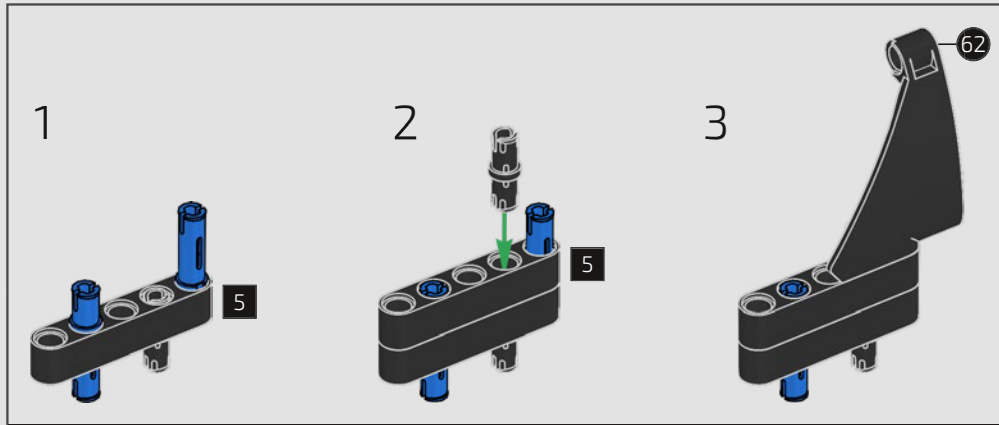


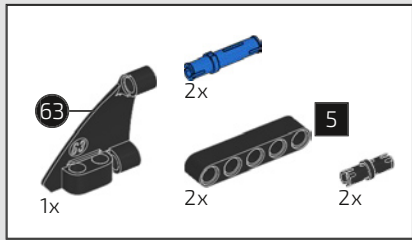
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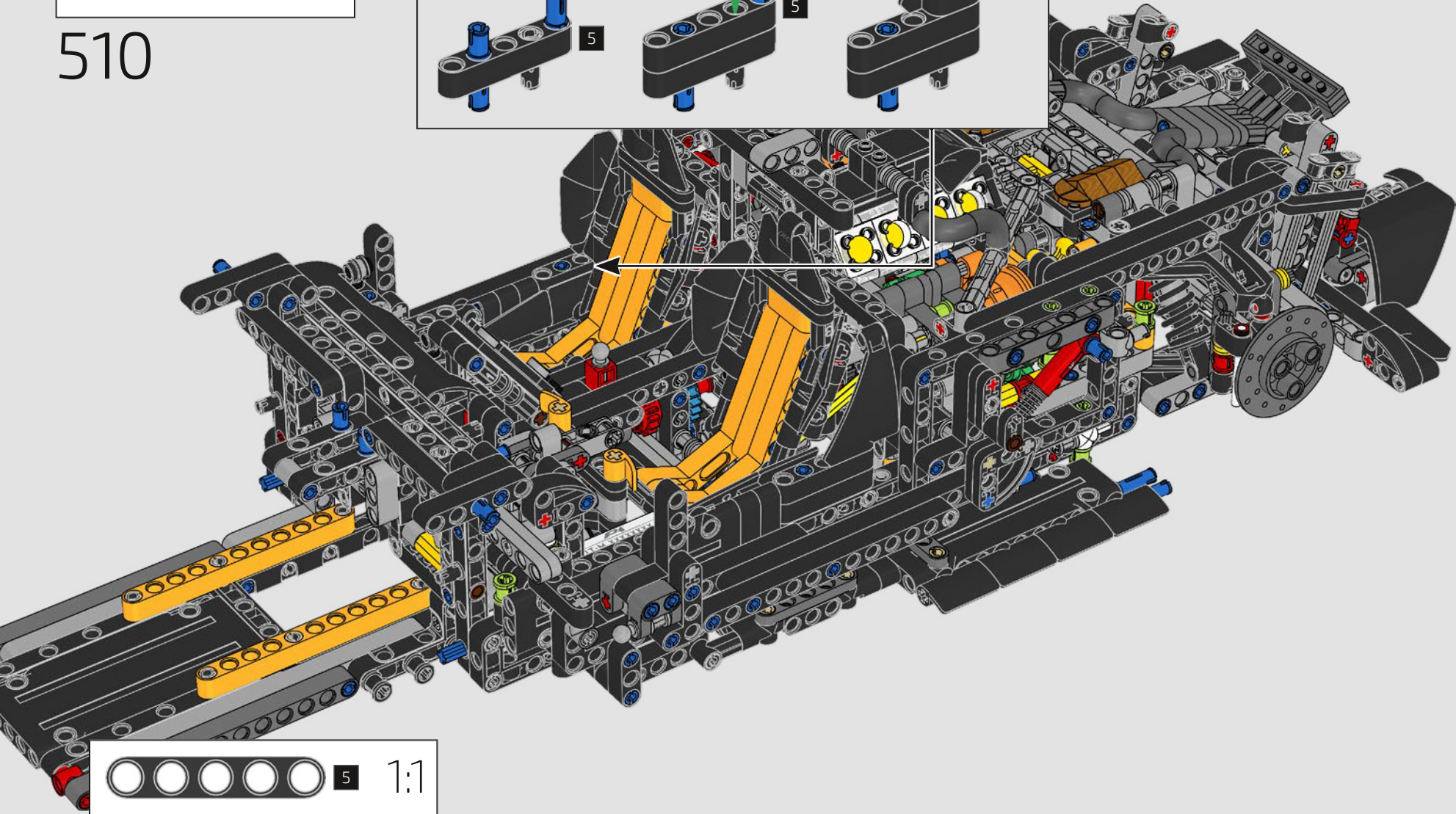
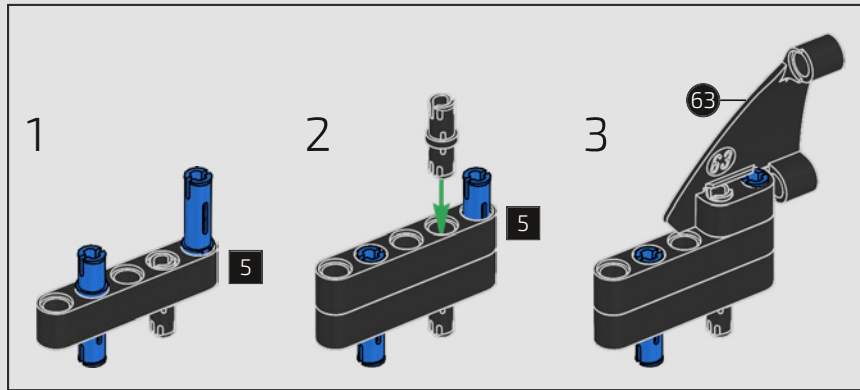


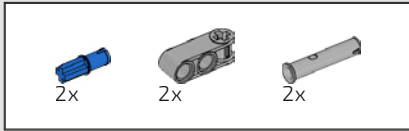
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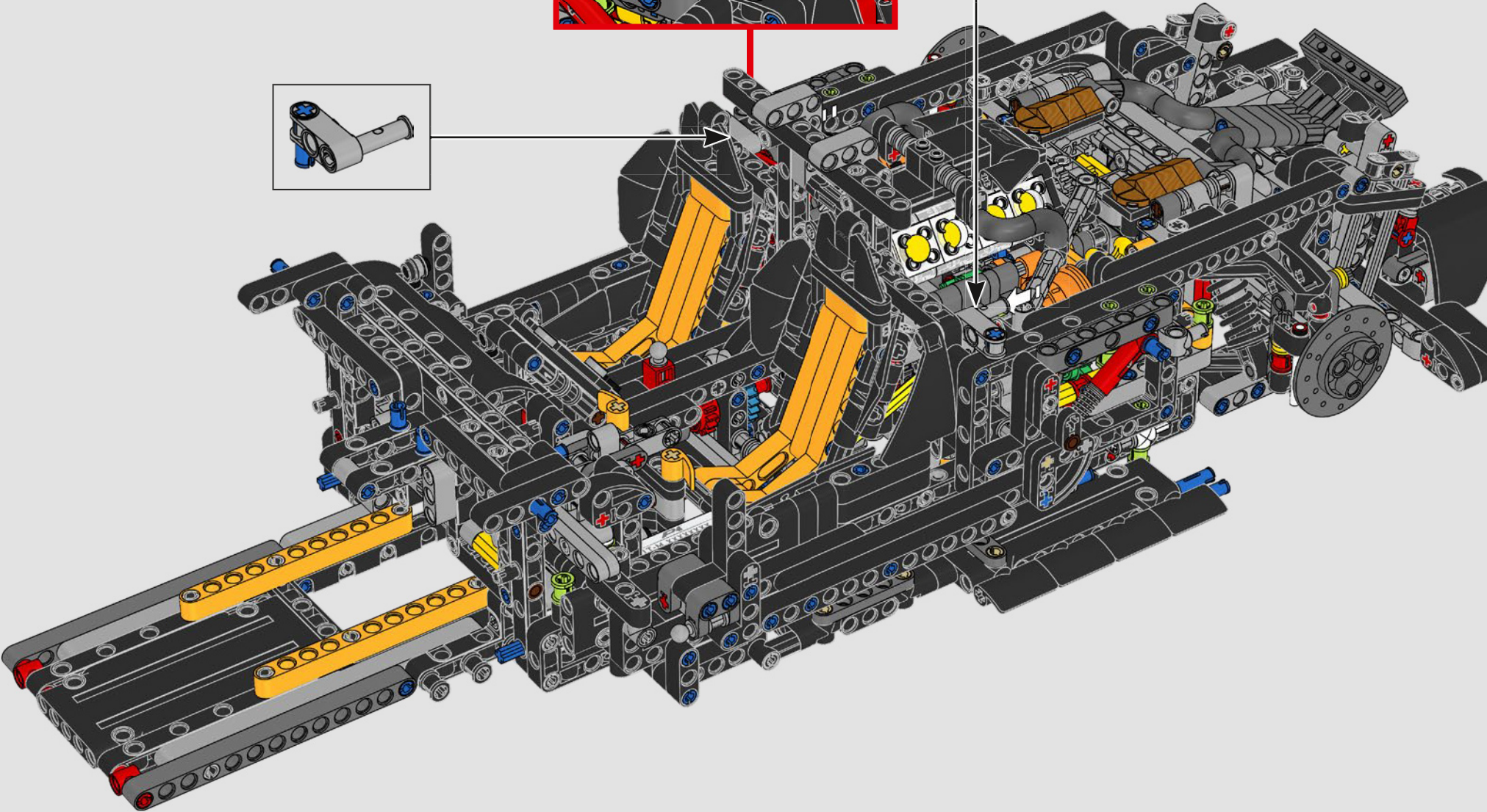
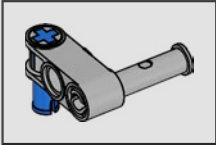
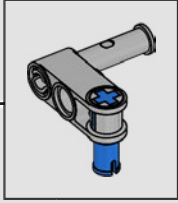
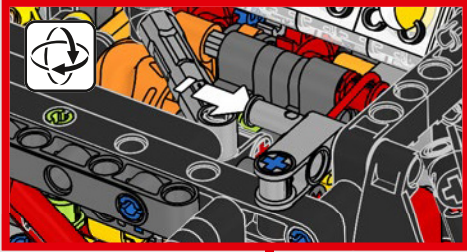


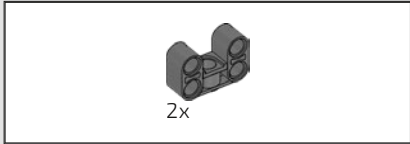
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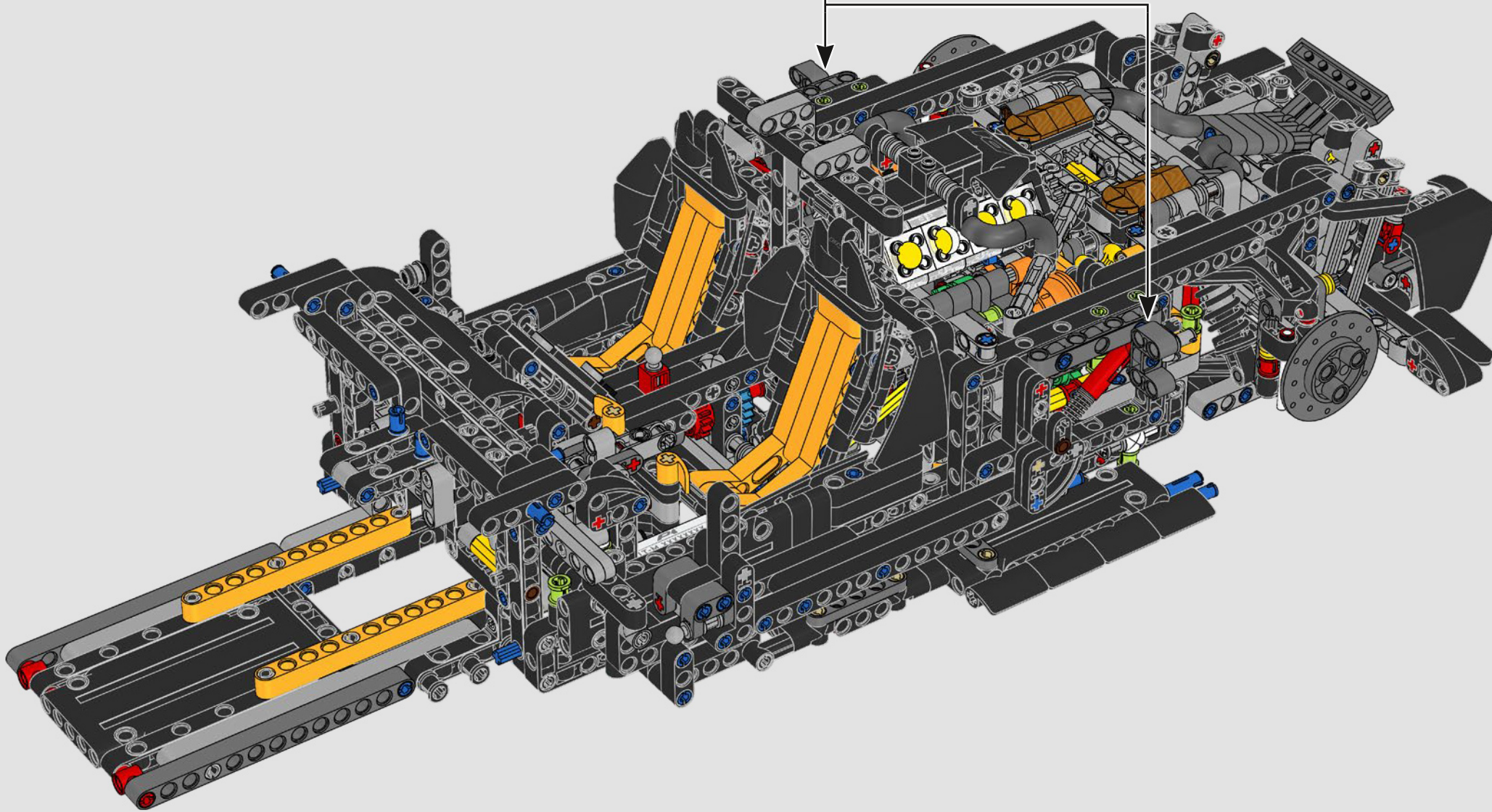
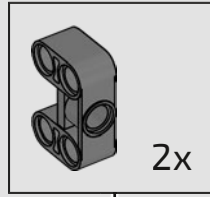


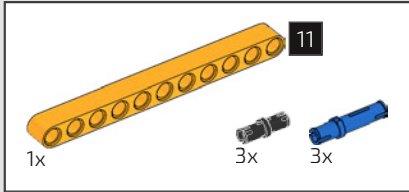
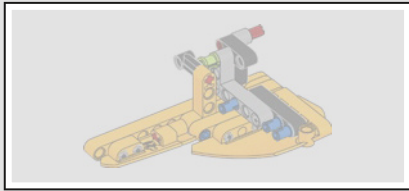
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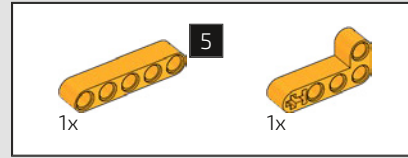
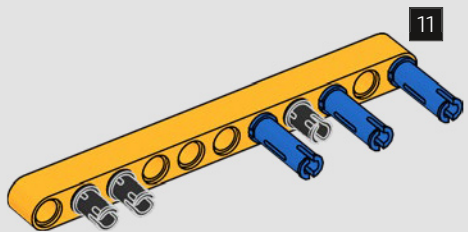


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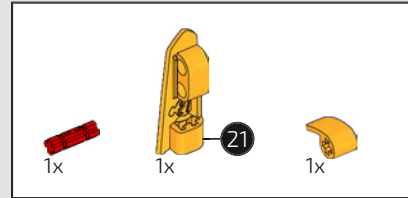
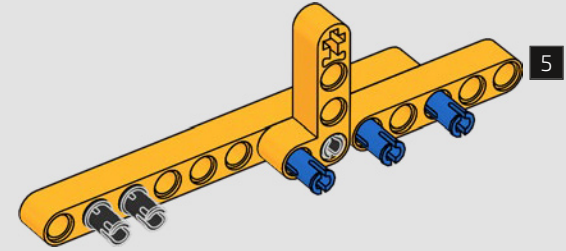




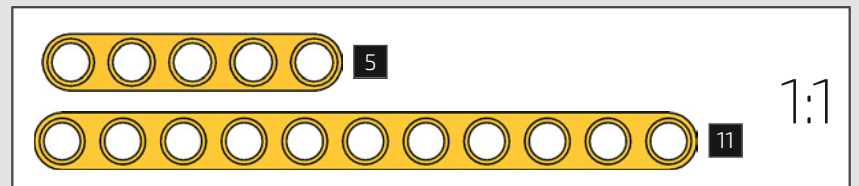
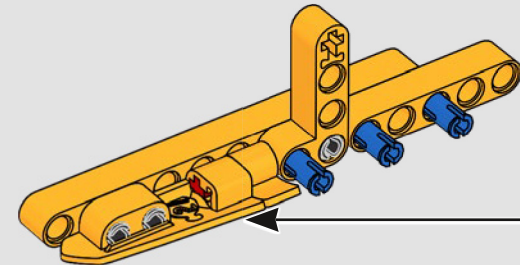
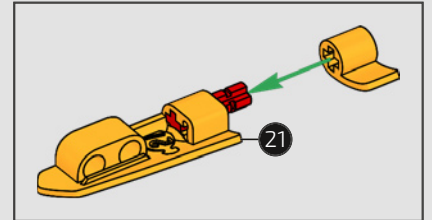
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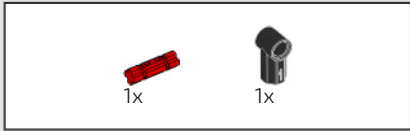


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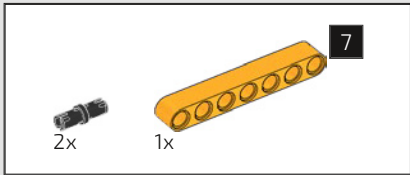
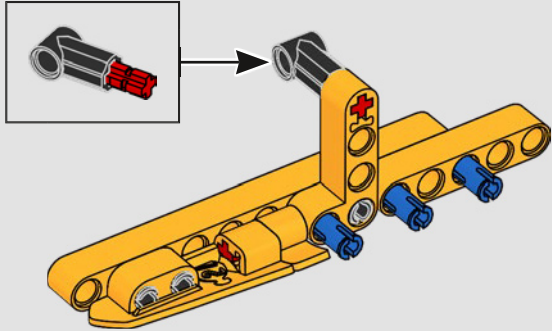


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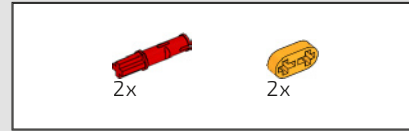
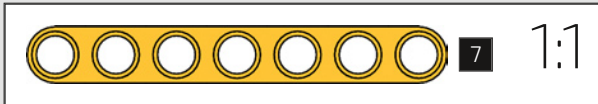
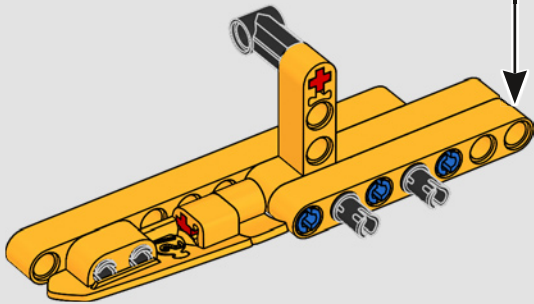
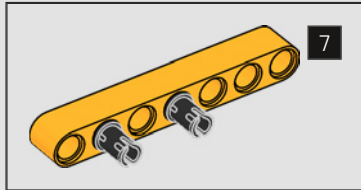




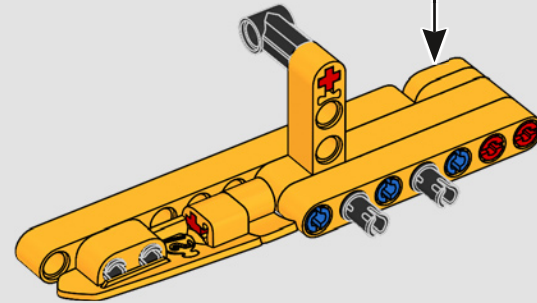
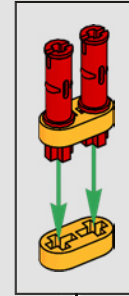
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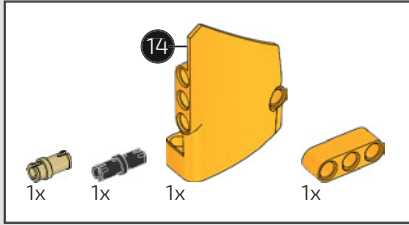
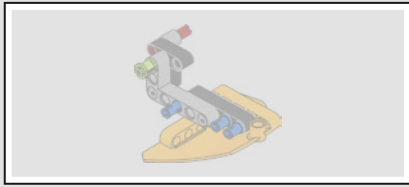


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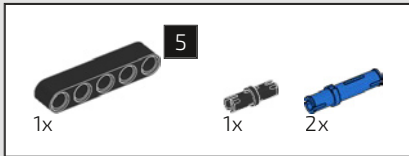
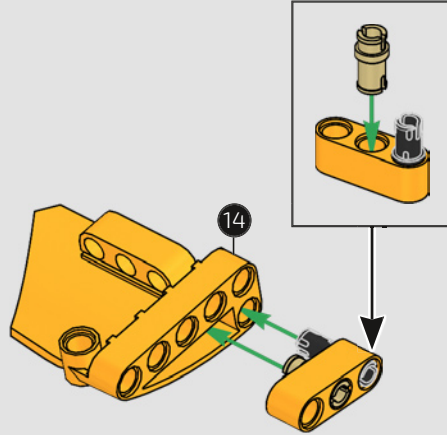


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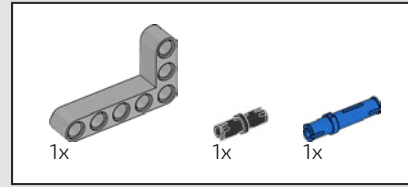
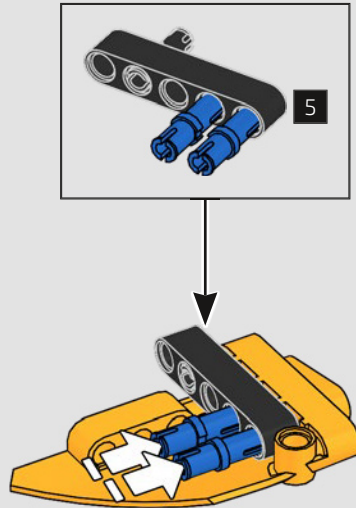




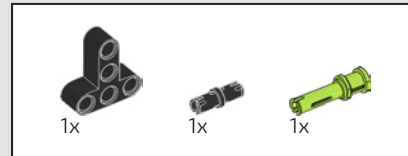
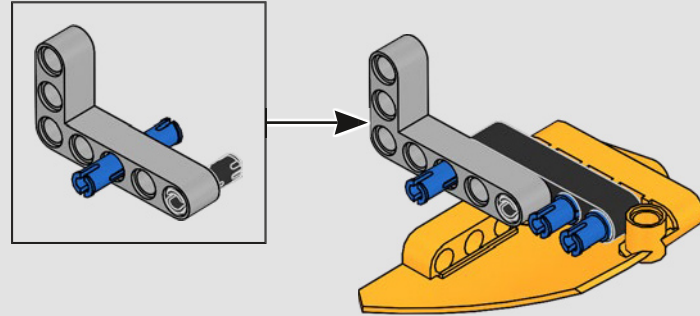
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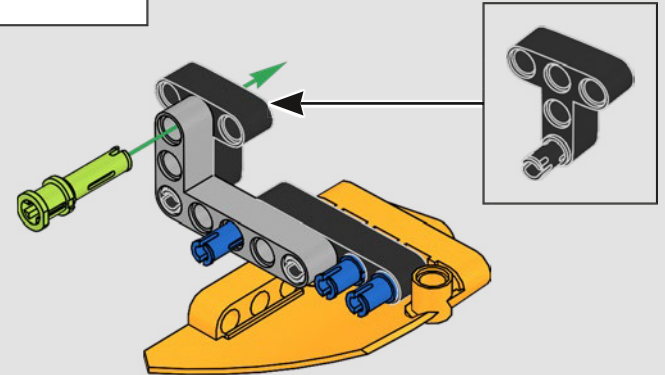
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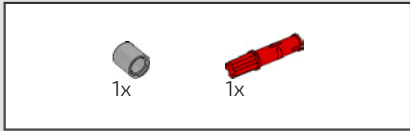


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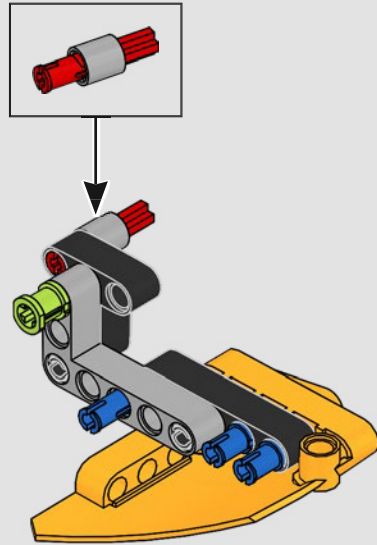


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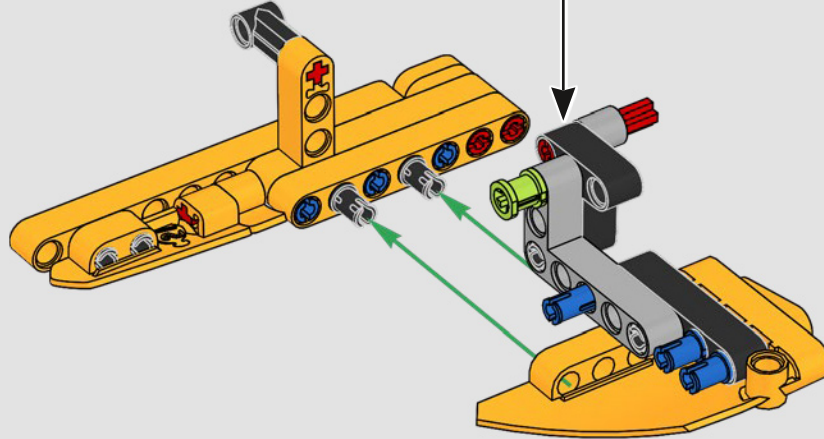




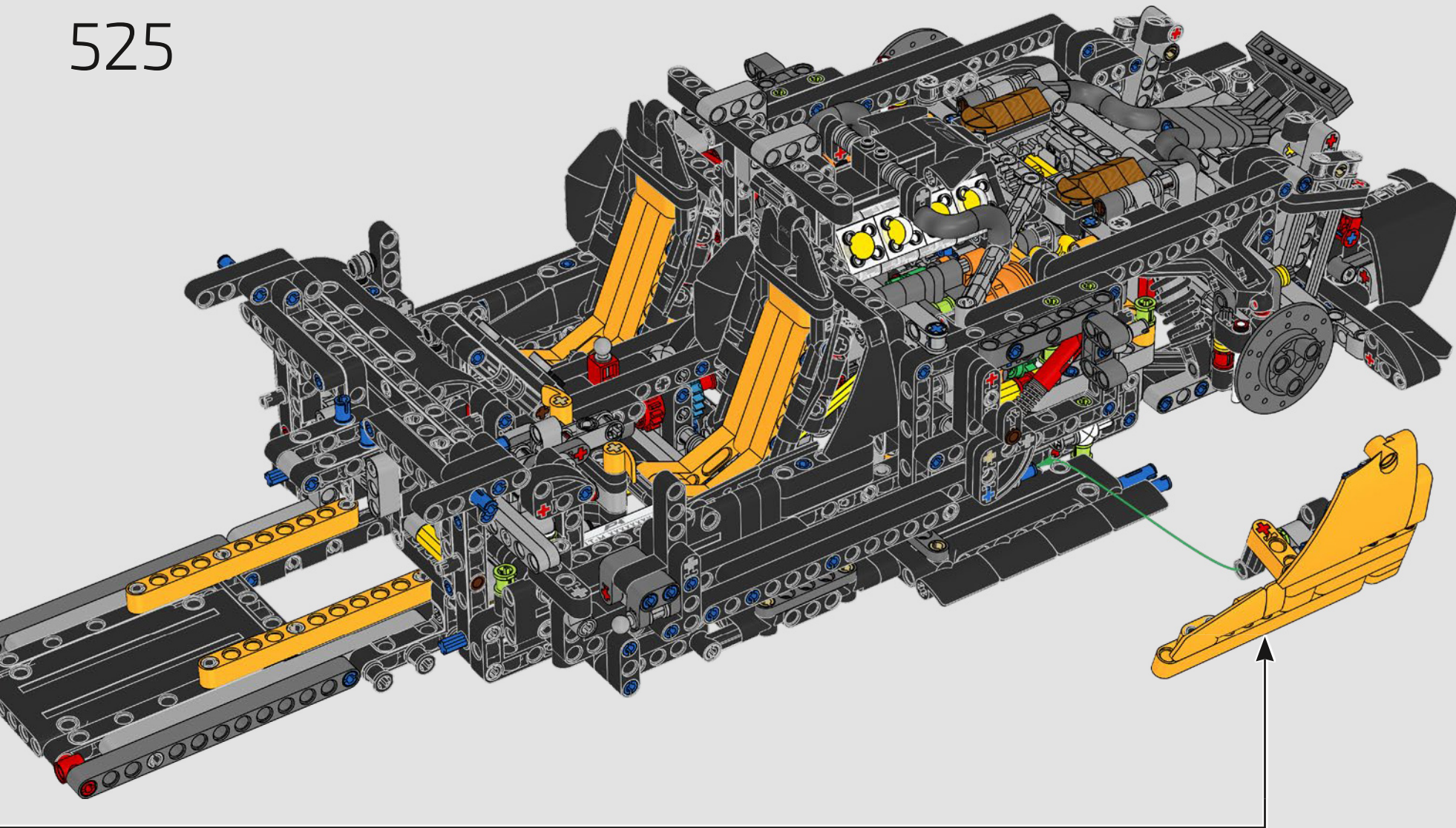
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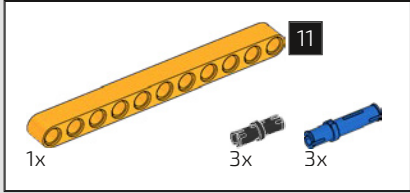
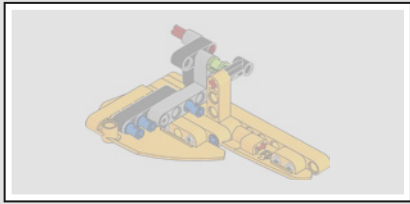


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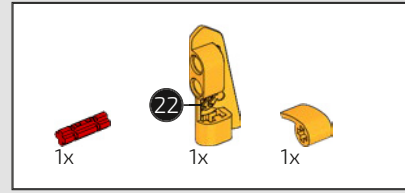
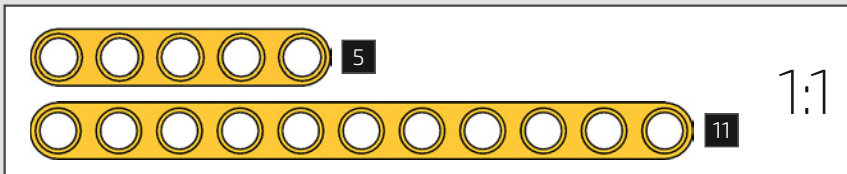
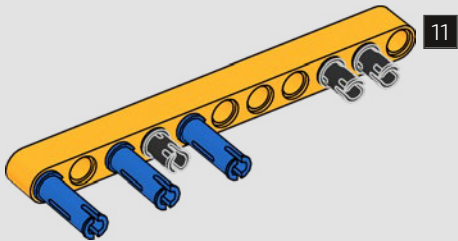


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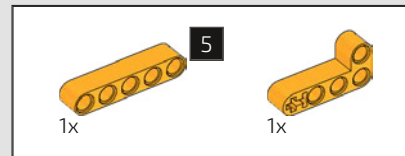
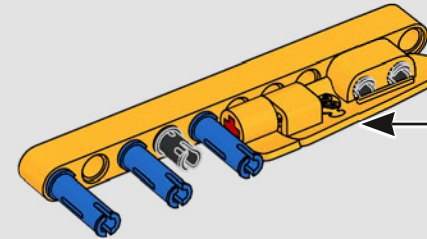
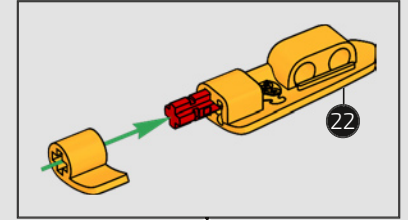




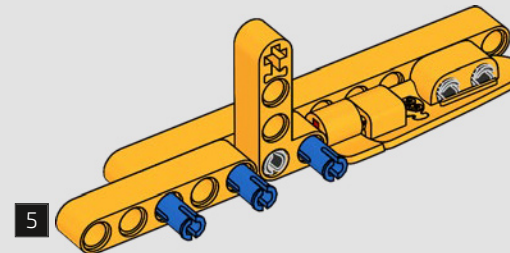
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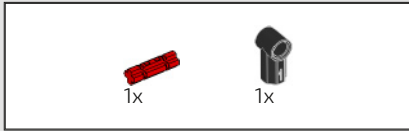


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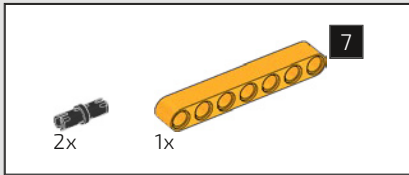
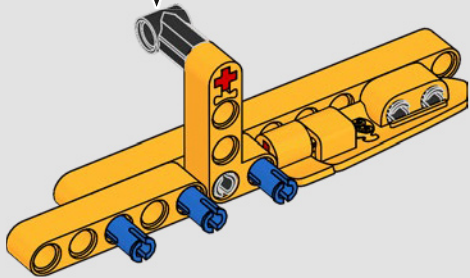
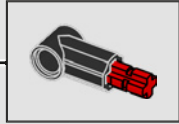


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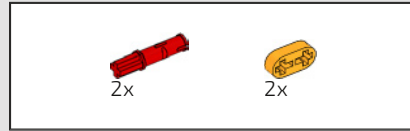
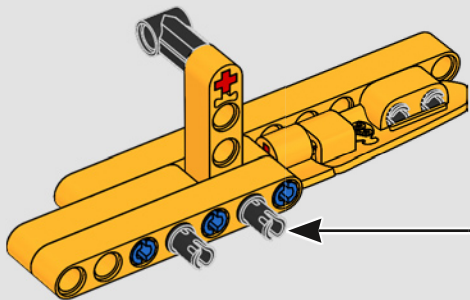
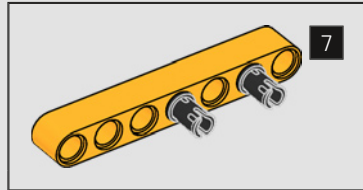




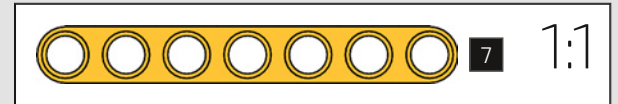
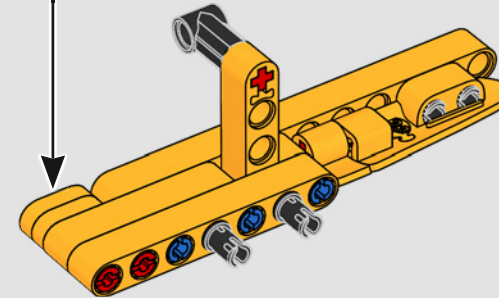
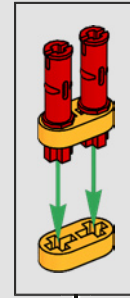
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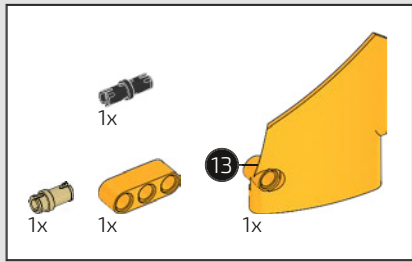


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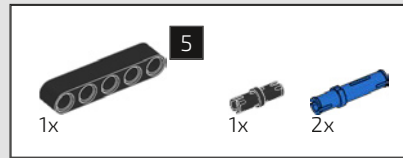
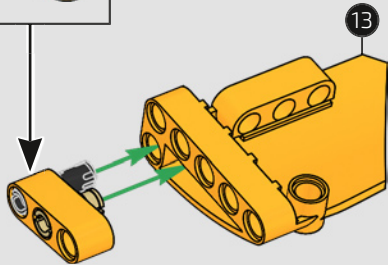
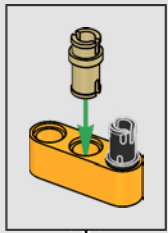


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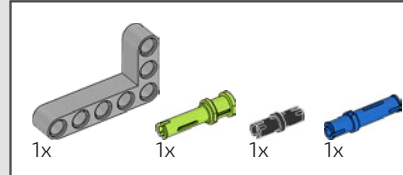
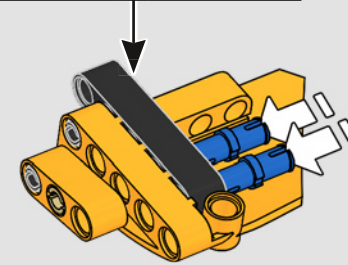
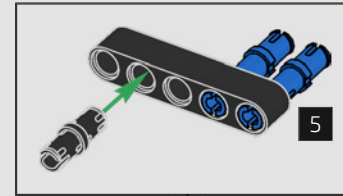




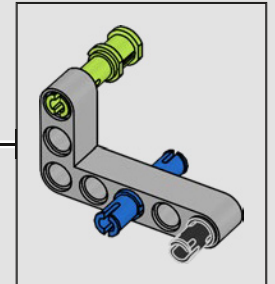
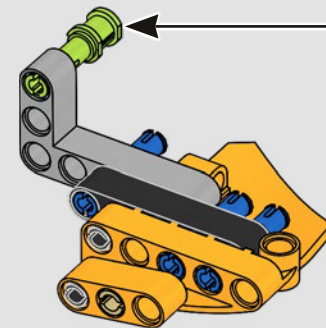
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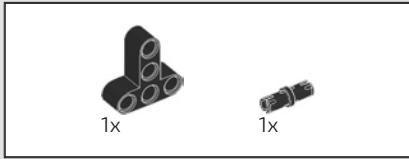


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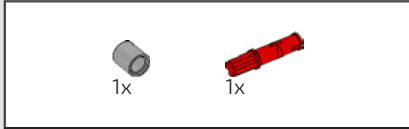
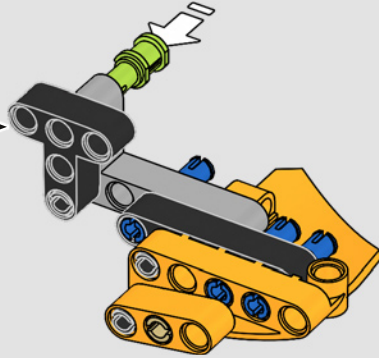
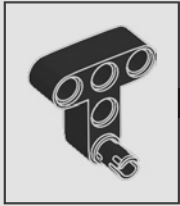


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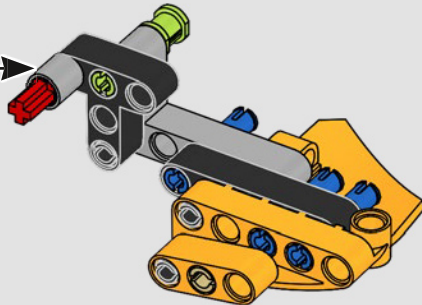
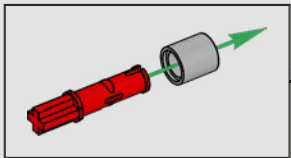




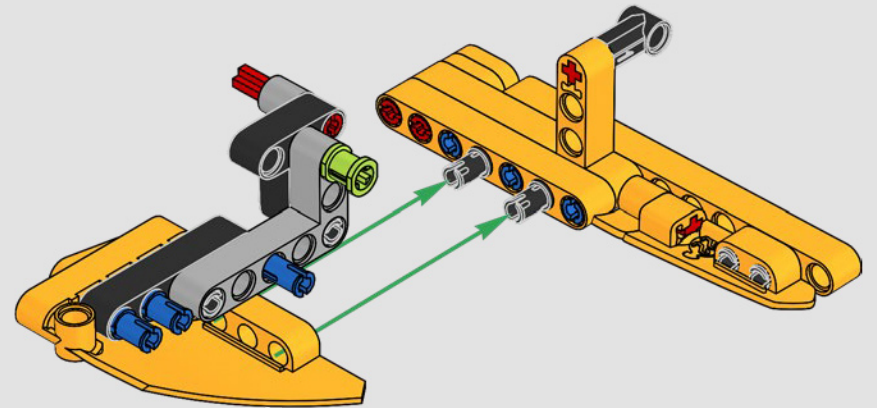
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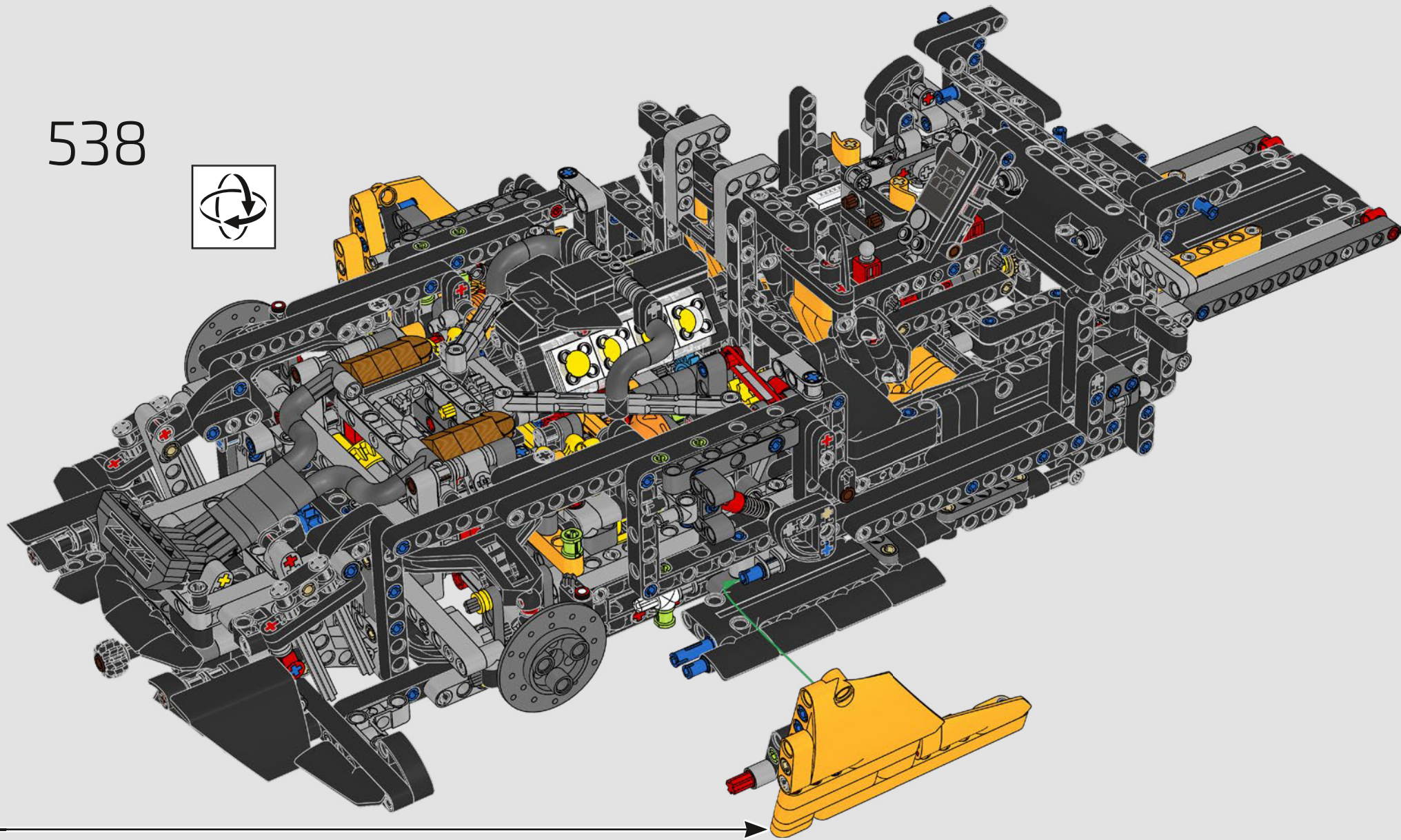
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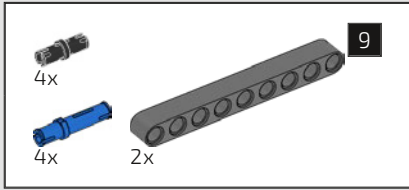


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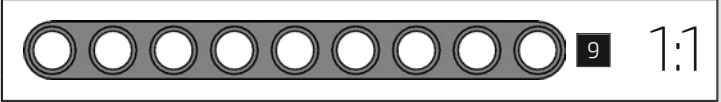
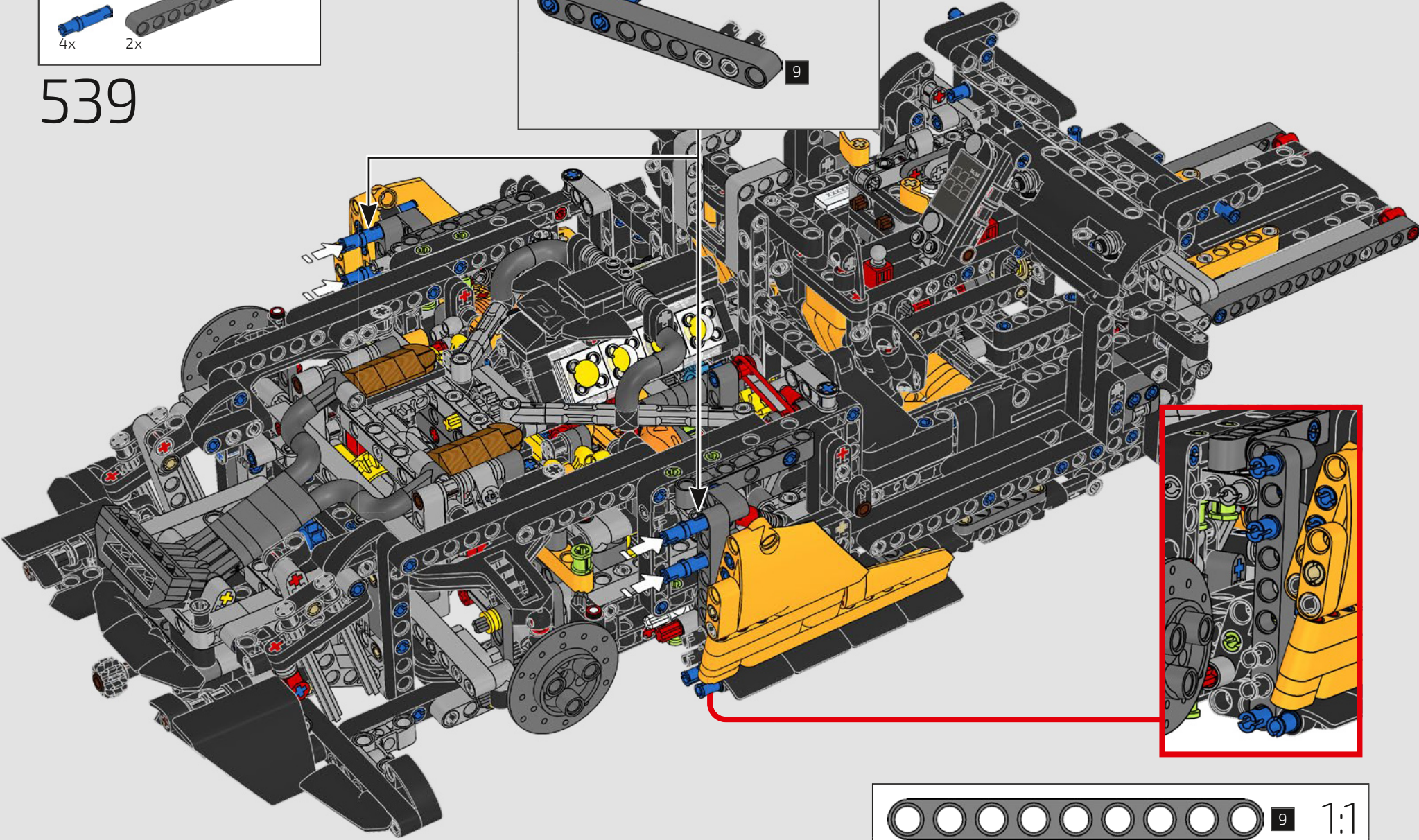
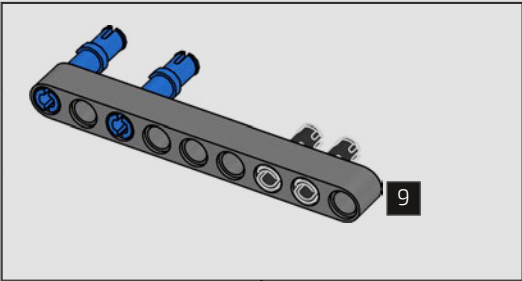


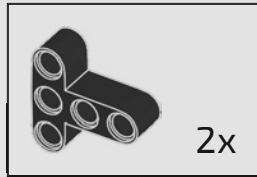
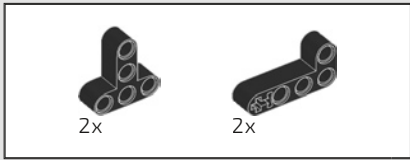
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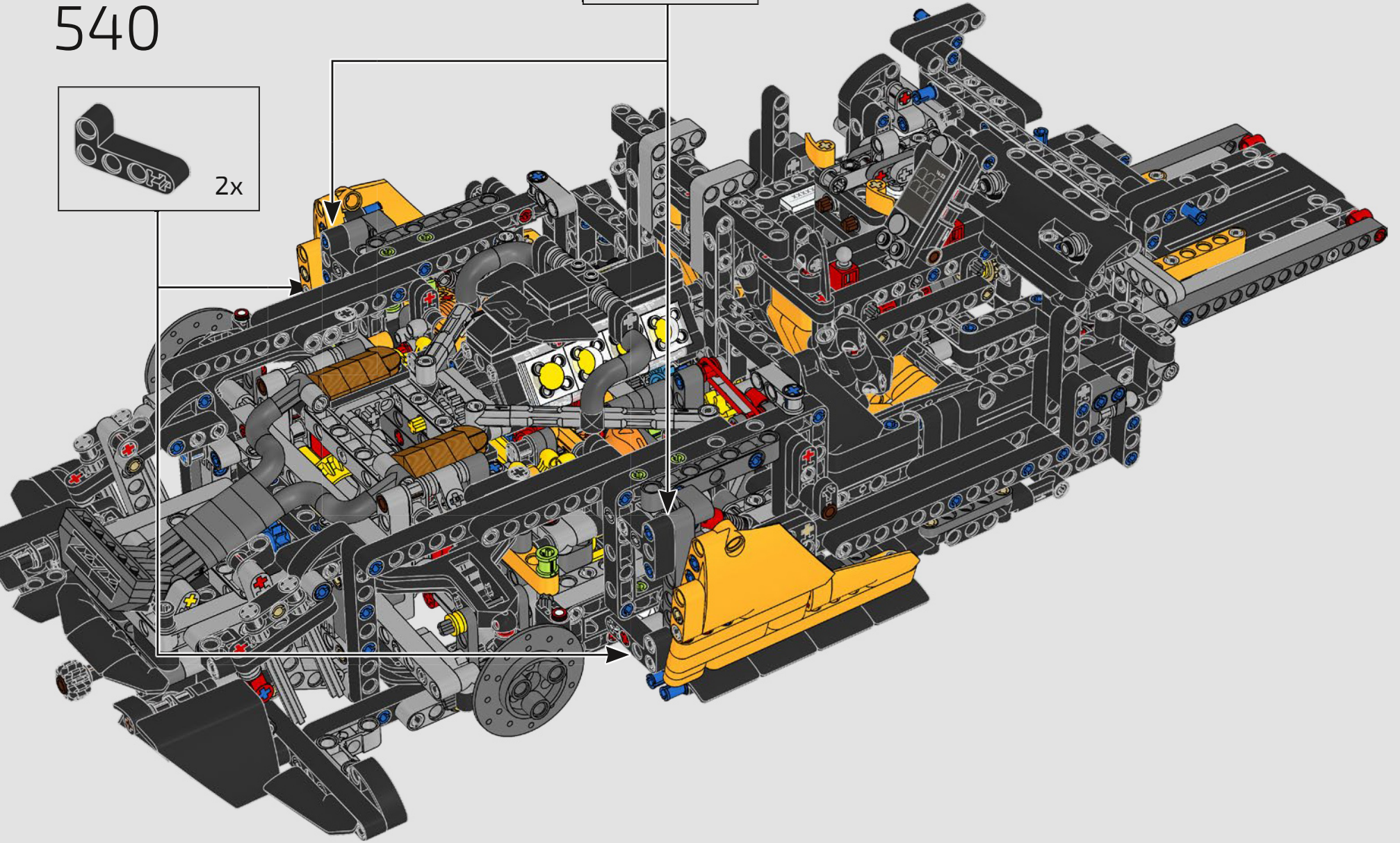
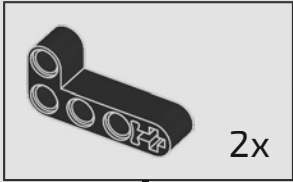


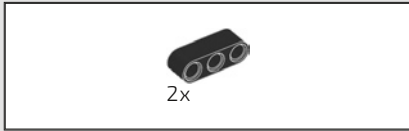
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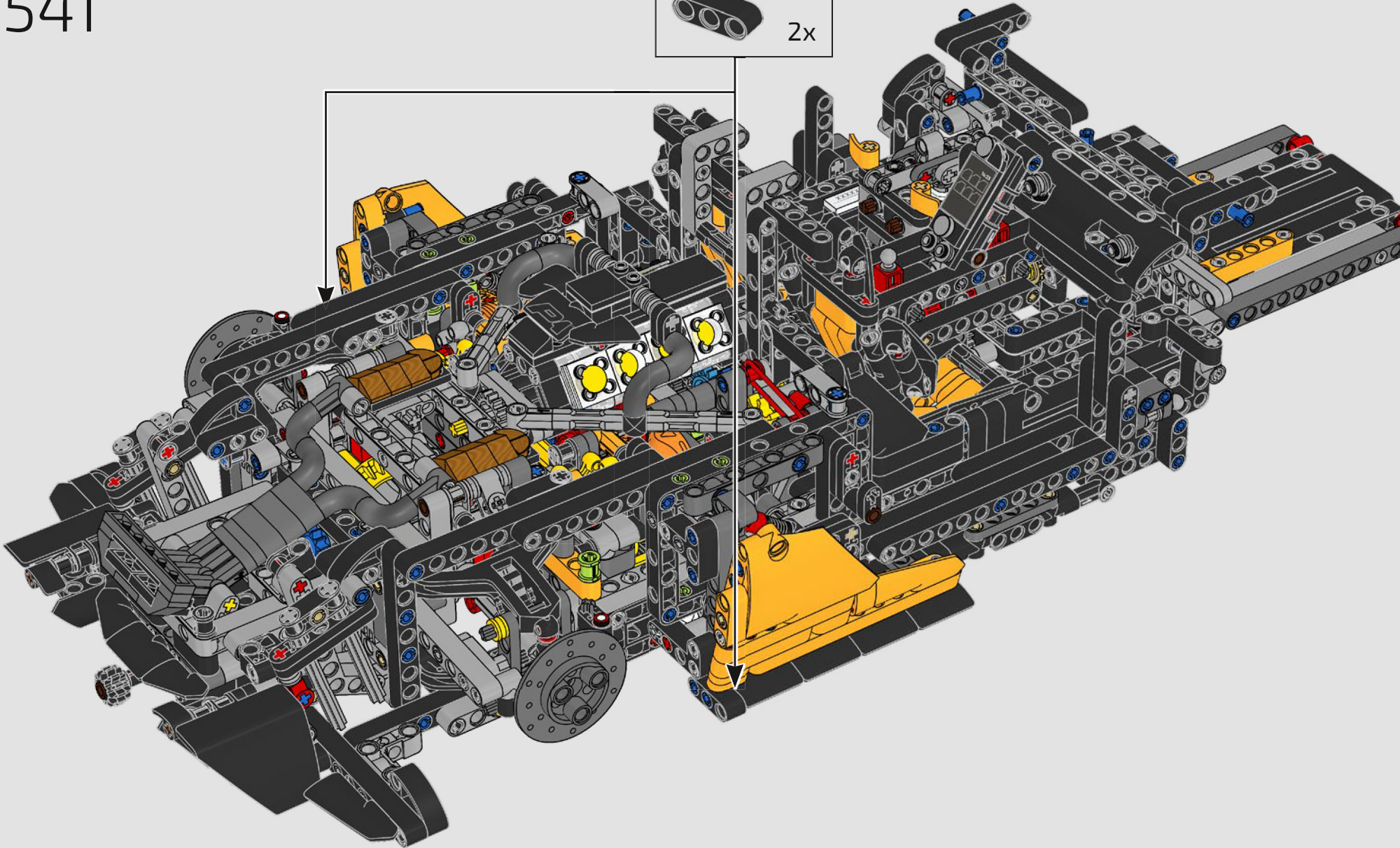
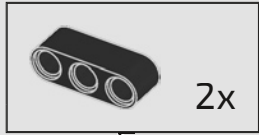


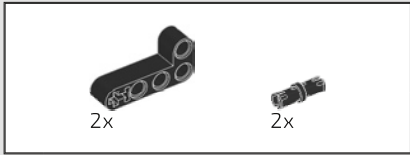
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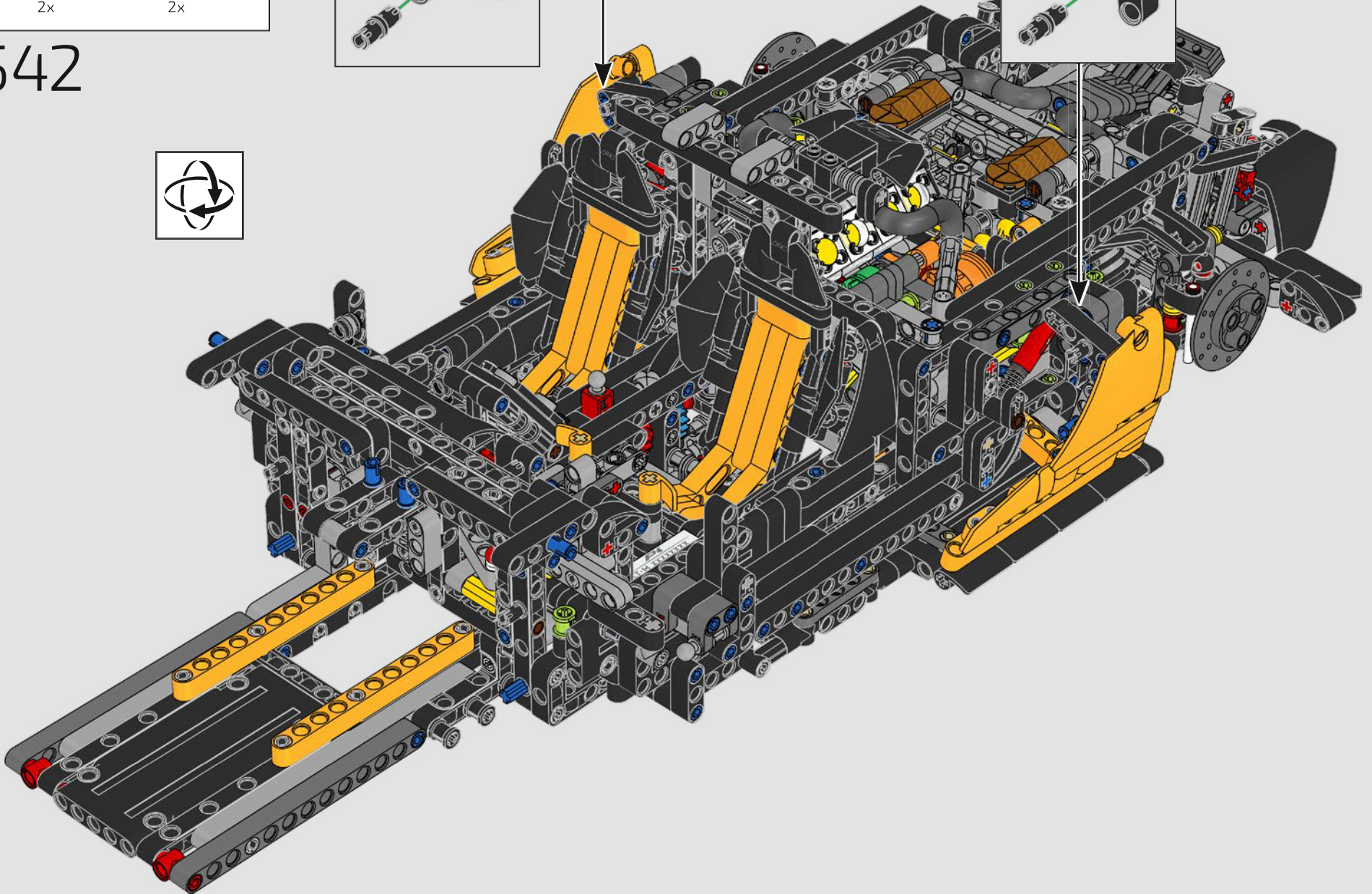
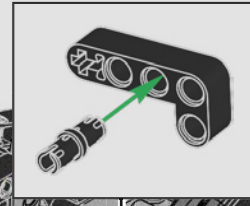
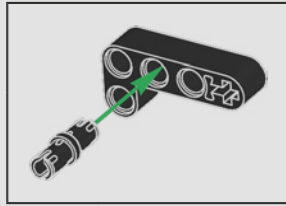


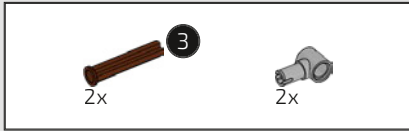
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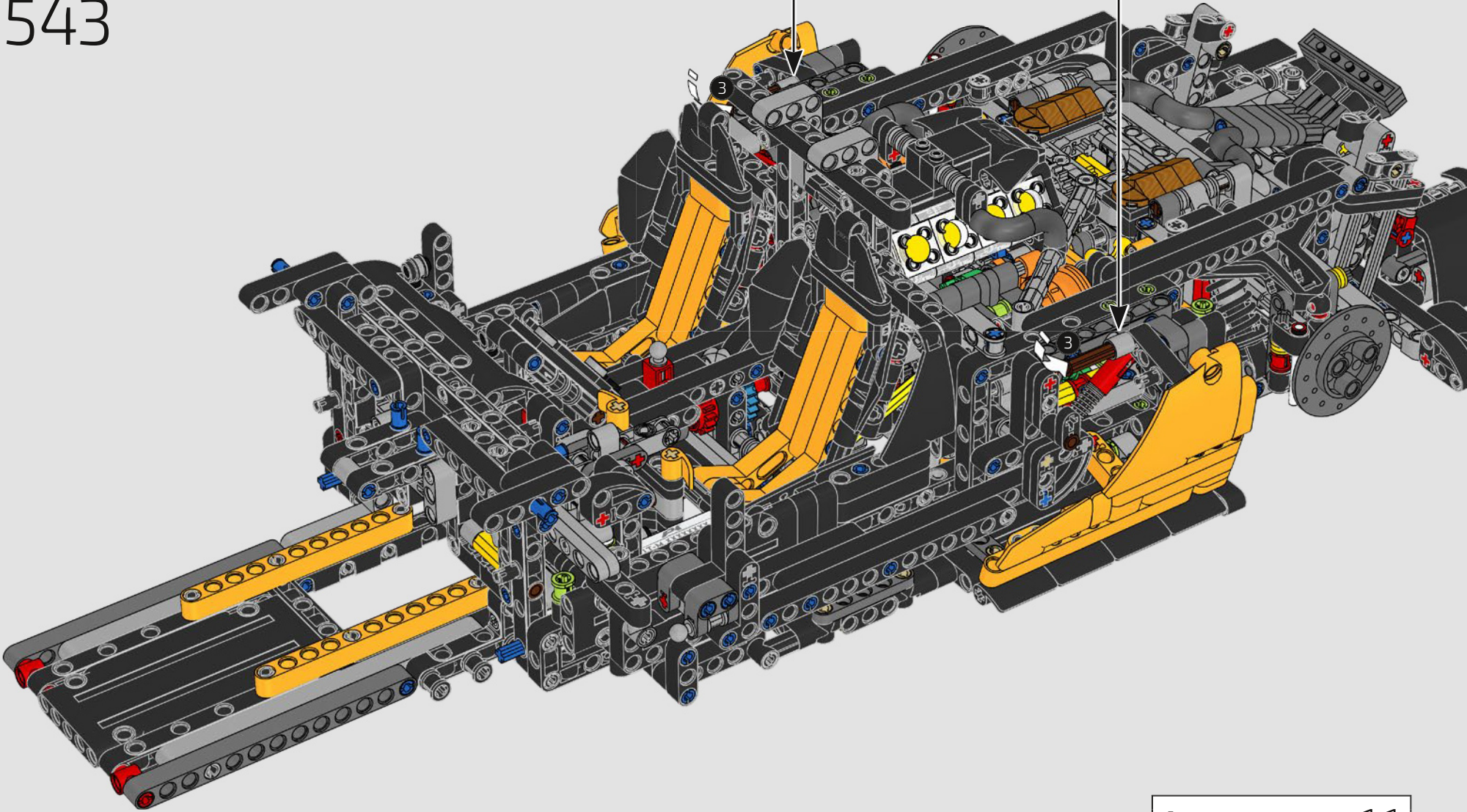
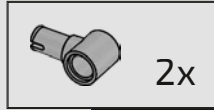


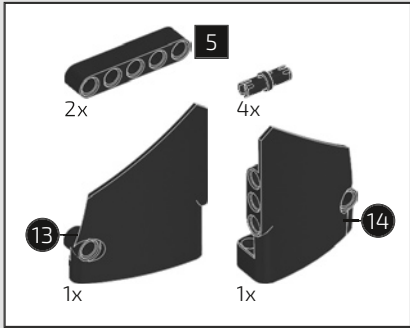
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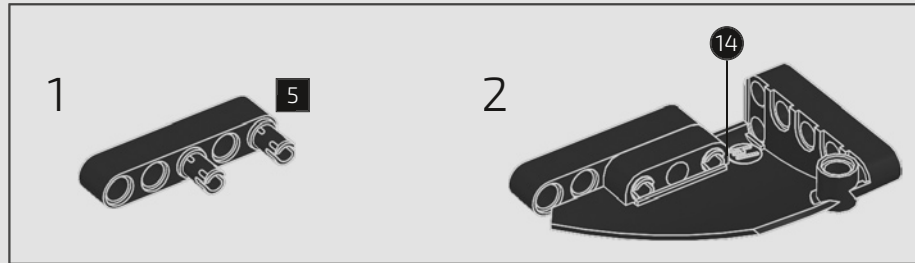
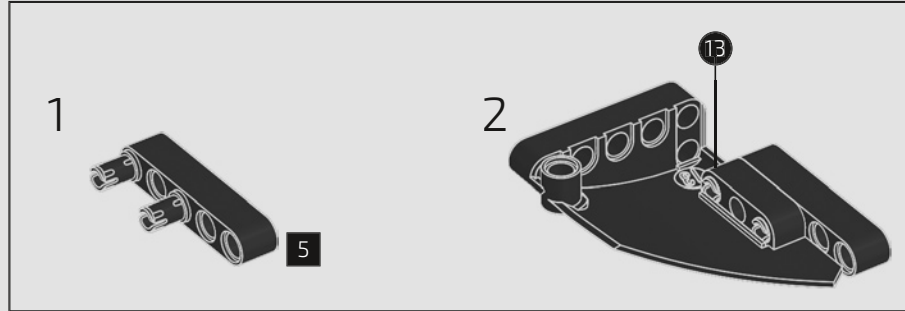


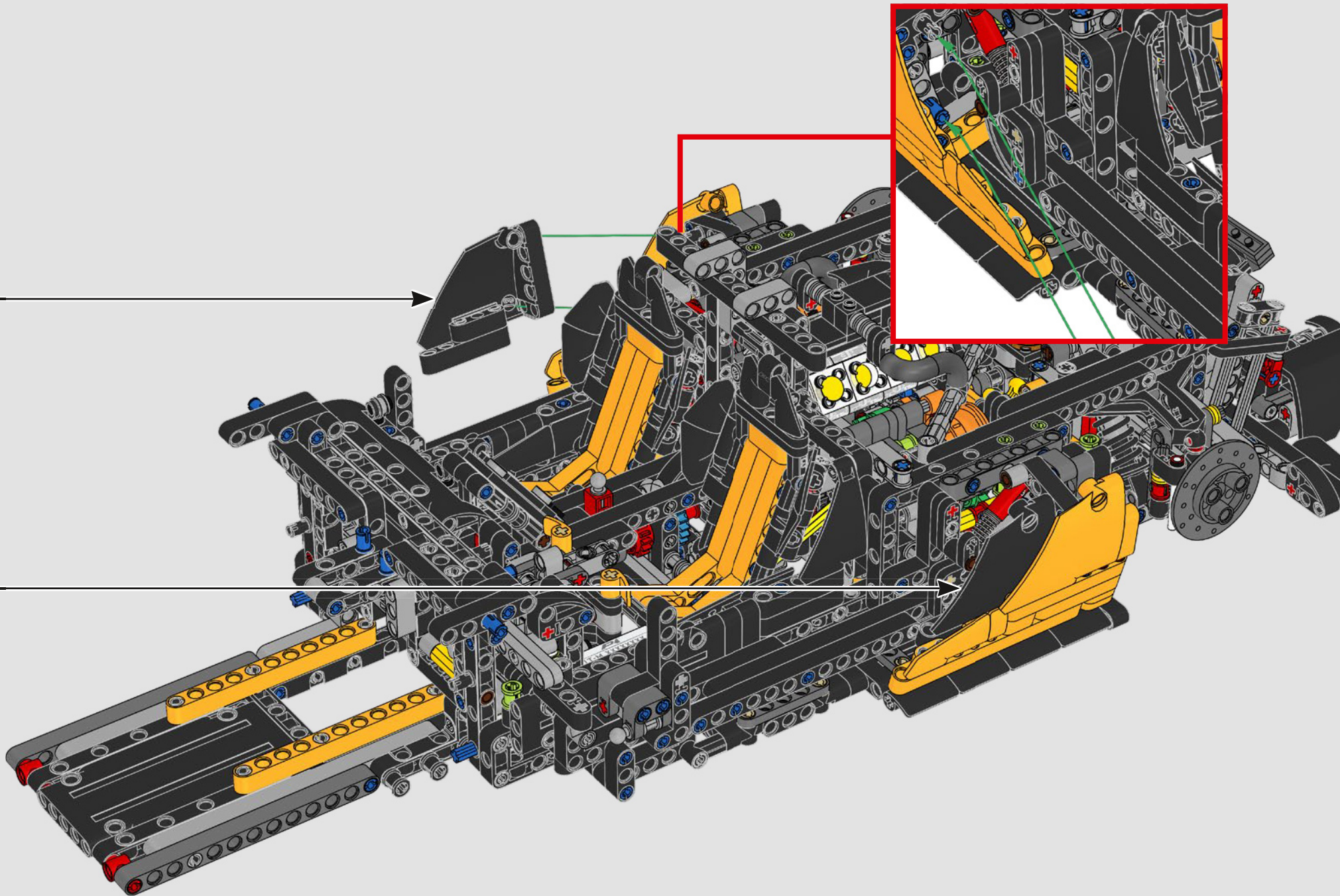
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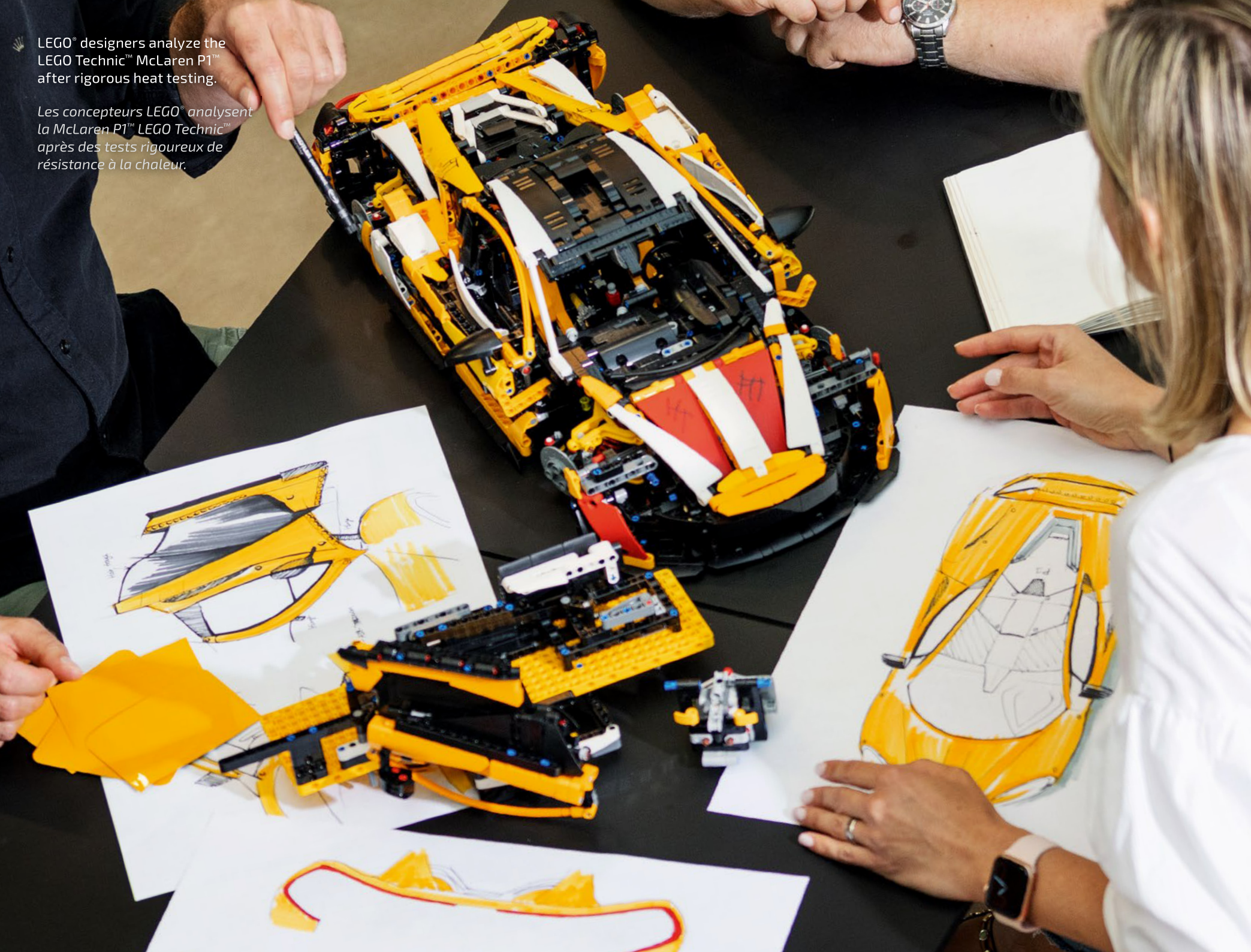
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LEGO® designers analyze the LEGO Technic™ McLaren P1™ after rigorous heat testing.

Les concepteurs LEGO® analysent la McLaren P1™ LEGO Technic™ après des tests rigoureux de résistance à la chaleur.



A McLaren P1 Experimental Prototype is shown driving on a race track. The car is covered in a complex pattern of white zebra stripes, which serve as camouflage to hide its aerodynamic curves during development and testing. The car is positioned on the track, with a red and white curb visible in the foreground. The background features a blurred landscape of green hills and a clear sky.

The zebra stripes on the McLaren P1™ Experimental Prototype camouflages the car's curves during development and testing.

Les bandes zébrées sur le prototype expérimental de la McLaren P1™ camouflent les courbes de la voiture pendant le développement et les essais.

