

Lotto no.: L251309

Nazione/Tipo: Asia e Oceania

Lotto di Folder Cina e Russia.

Prezzo: 35 eur

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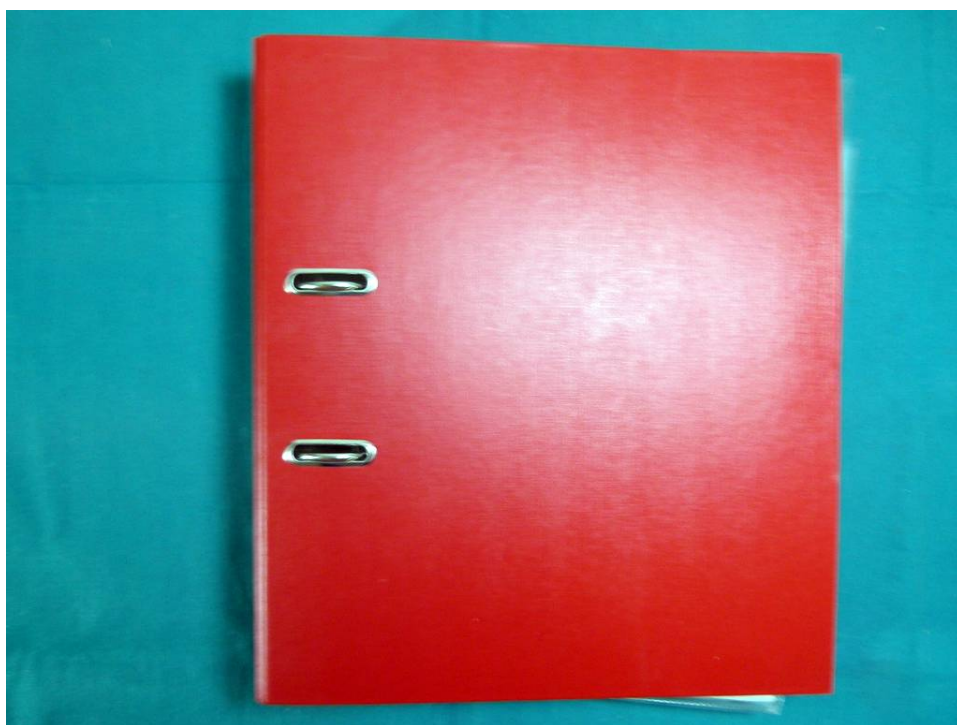


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Foto nr.: 3



Foto nr.: 4



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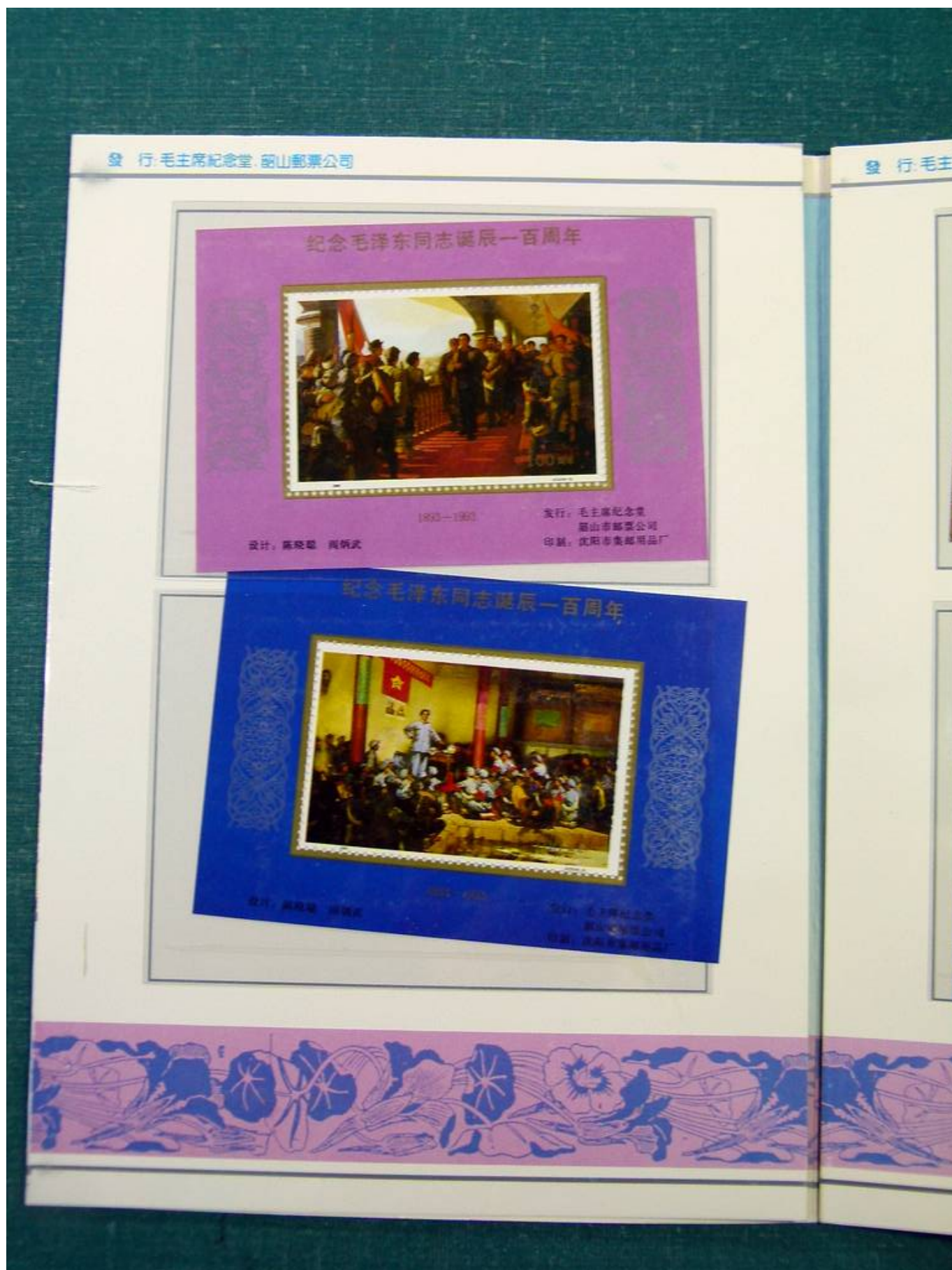


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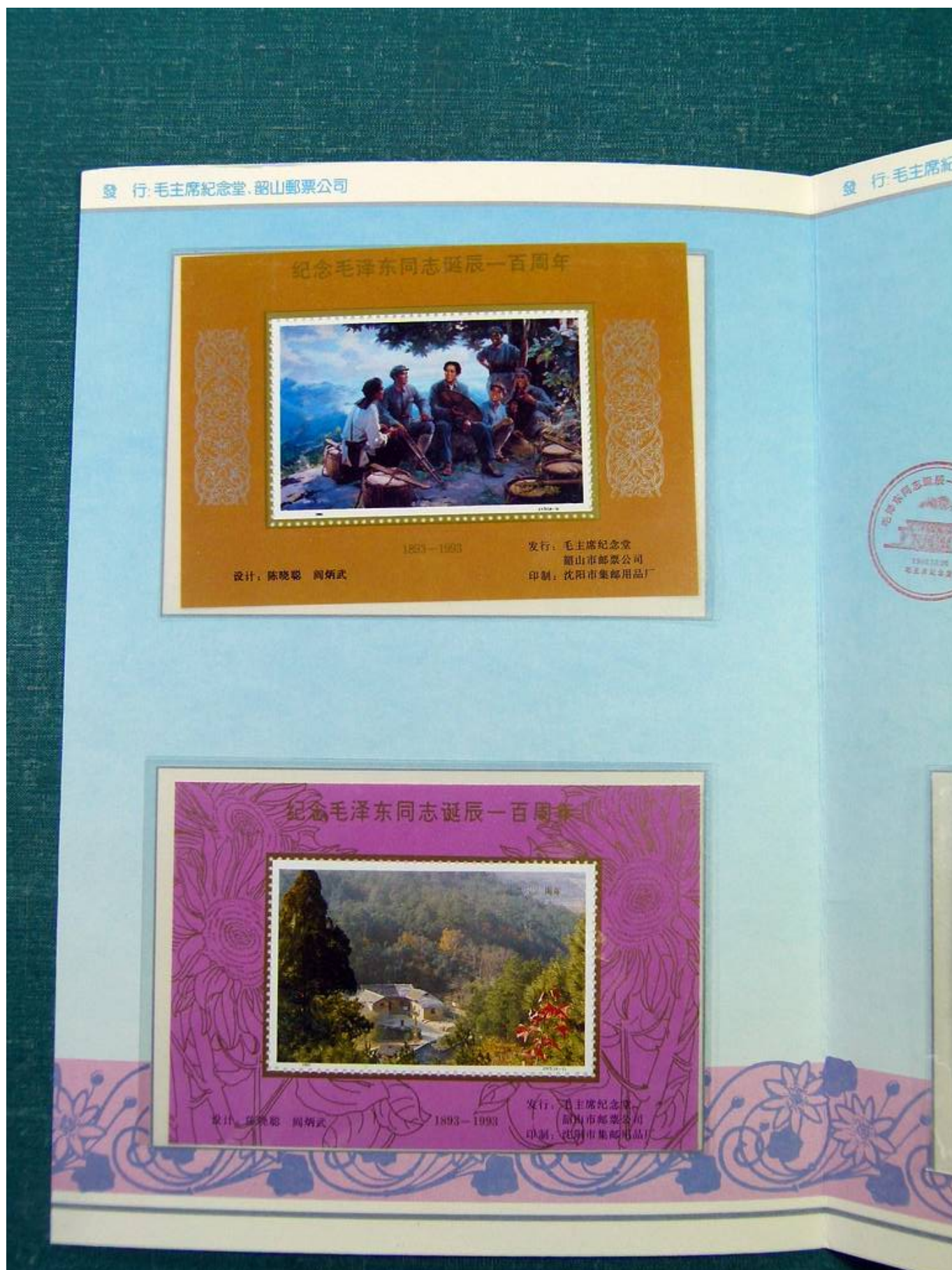


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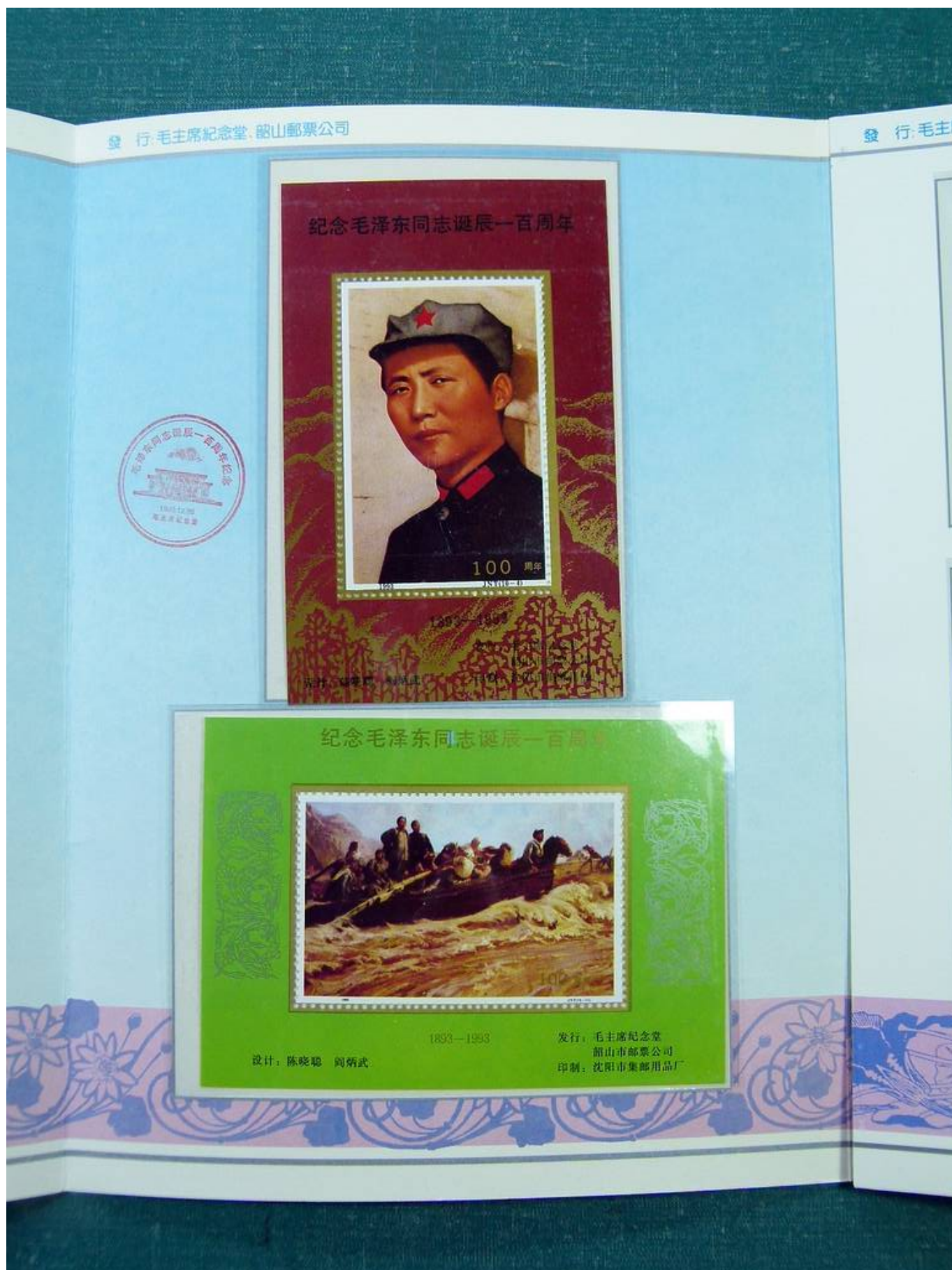


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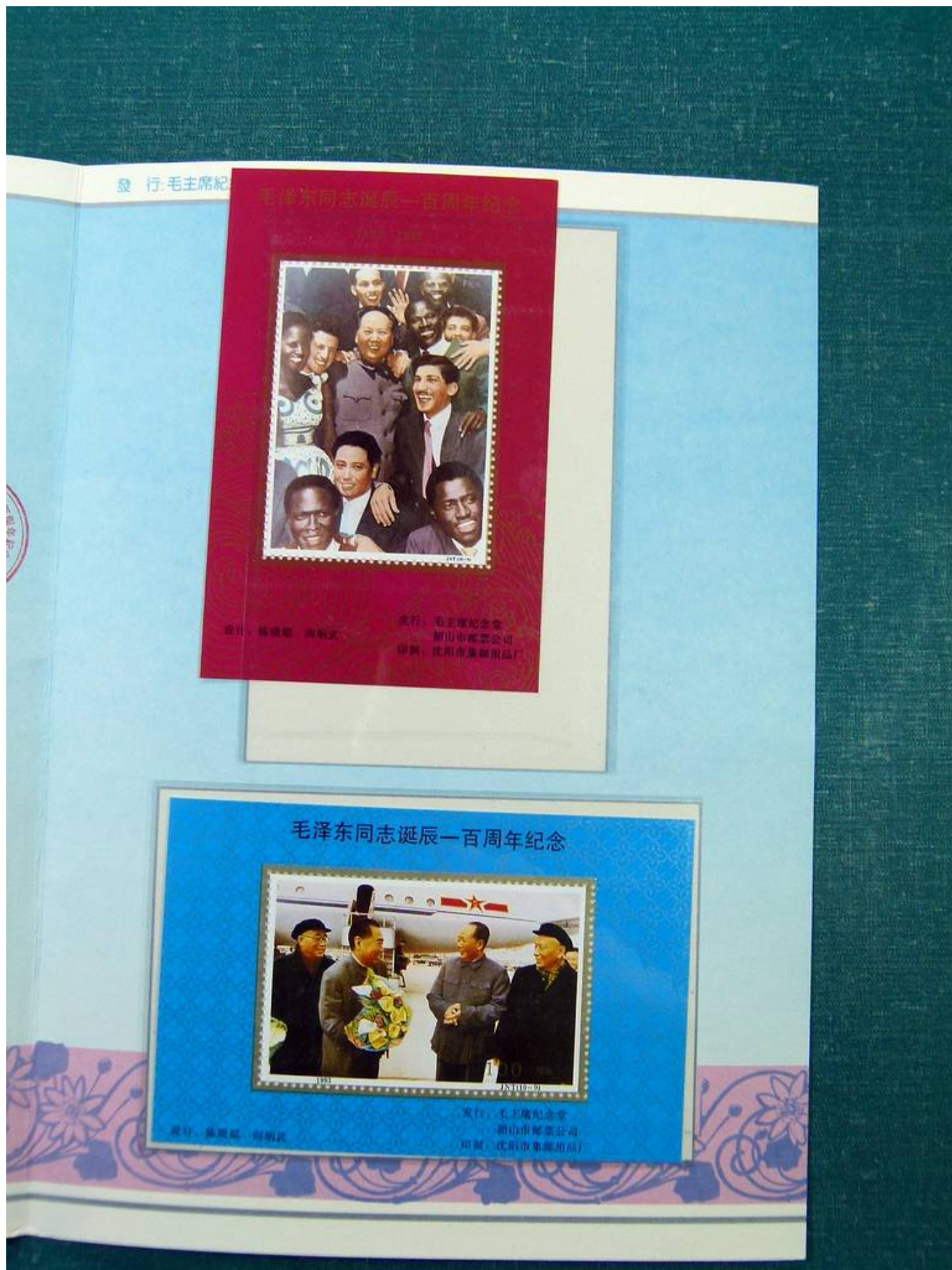


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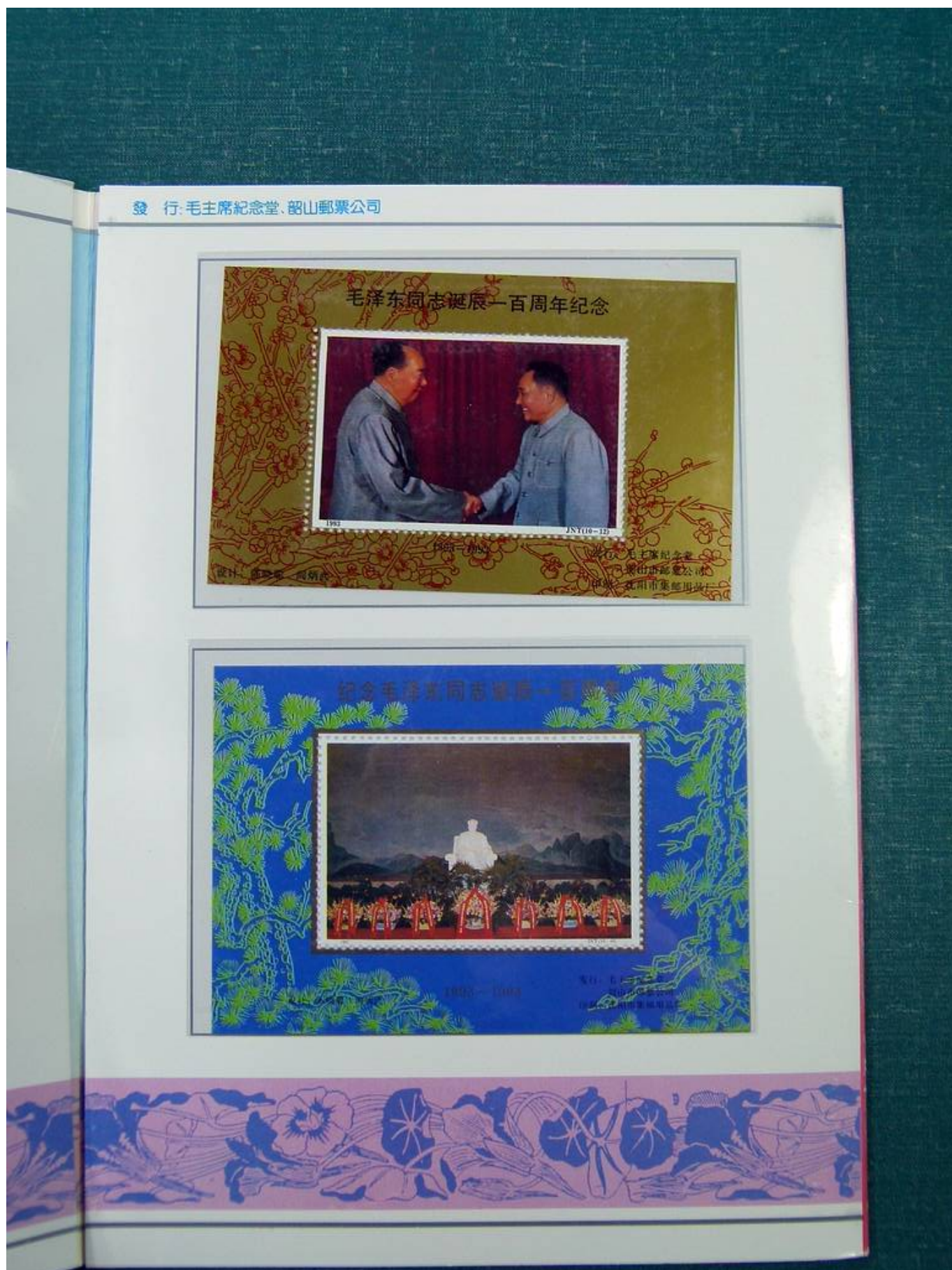


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Foto nr.: 12



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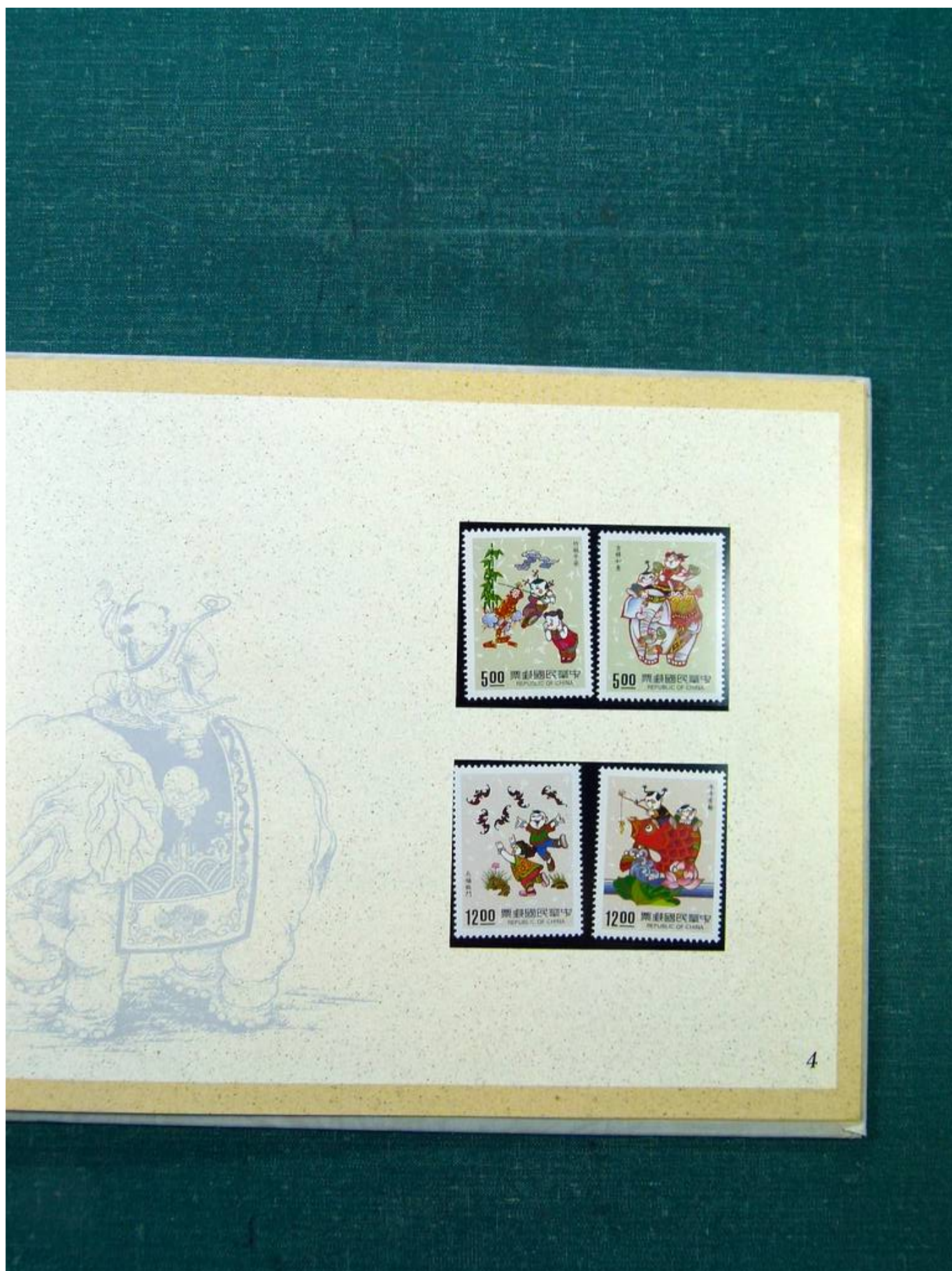


Foto nr.: 14



Foto nr.: 15



Foto nr.: 16



Foto nr.: 17



Foto nr.: 18



Foto nr.: 19



Foto nr.: 20



18

Foto nr.: 21



Foto nr.: 22

1994. 10. 9



(2-1)

(2-1)T 美洲鹤 20 分

(2-2)T 黑颈鹤 2 元

齿孔度数: 12 度

版 别: 影雕套印

设计者: 詹庚西(中)、克兰斯·李(美)

雕刻者: 呼振源 阎炳武 李庆发 姜伟杰

印刷厂: 北京邮票厂

由中国、美国联合发行, 分别以中
动物黑颈鹤、美洲鹤为图案。
布于我国青海、西藏、四川、贵州
唯一生活在高原的种类。除颈、
色外, 全身体羽均为灰白色; 头顶
我国 1 级重点保护野生动物。美
州, 越冬地主要在美国。除两翅大
全身洁白。为本世纪全球最稀有
律保护。



(2-2)

Foto nr.: 23



(2-1)T 黑鹤 20 分

(2-2)T 白鹤 1.60 元

齿孔度数: 11.5 度

版 别: 影写版

设计者: 殷会利

印刷厂: 北京邮票厂

属大型涉禽,体大、嘴长,以鱼、蛙、
动物为食。由于生存环境遭到破
数量不断减少,已经濒危,被国家
类保护动物。



(2-2)

Foto nr.: 24



Foto nr.: 25

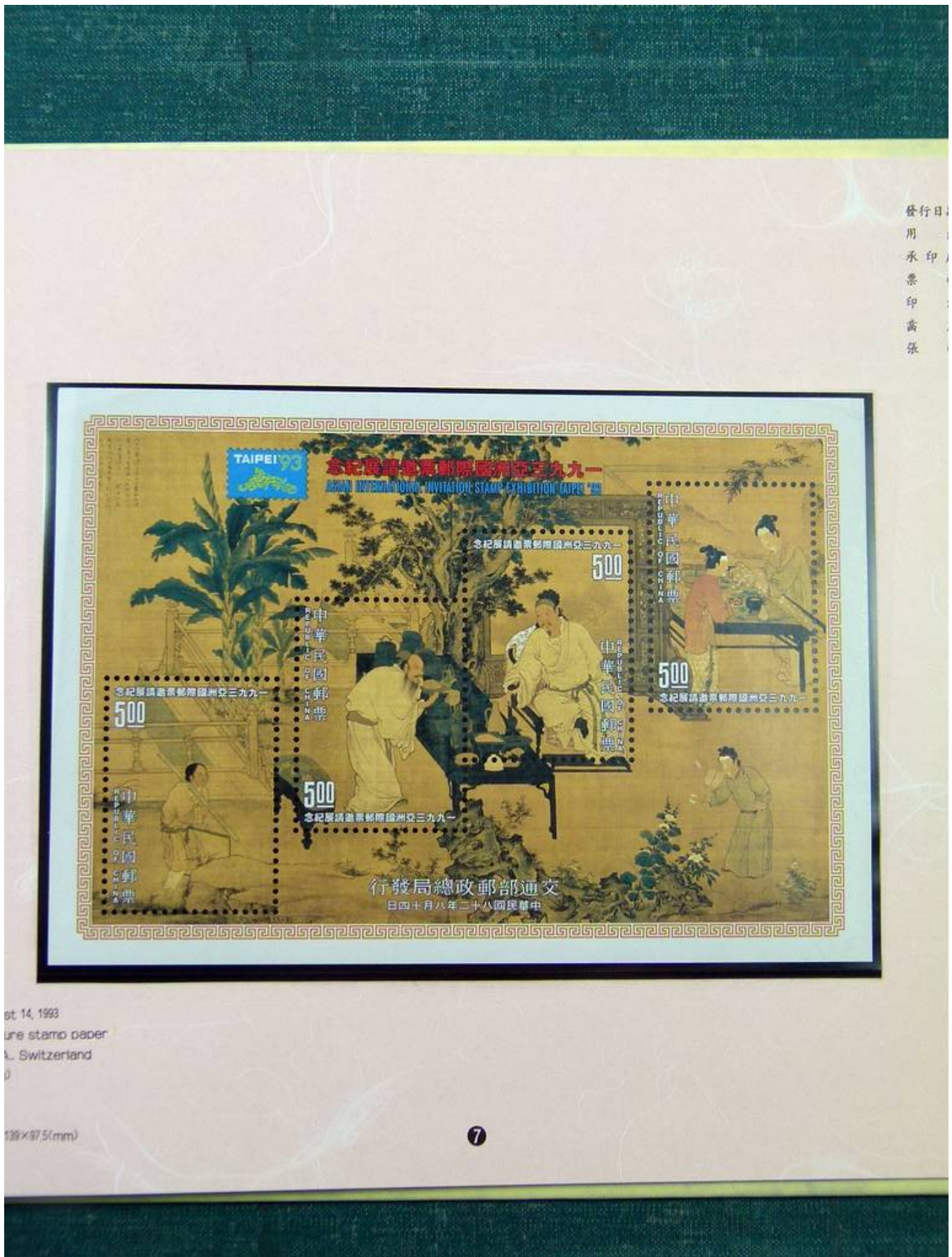


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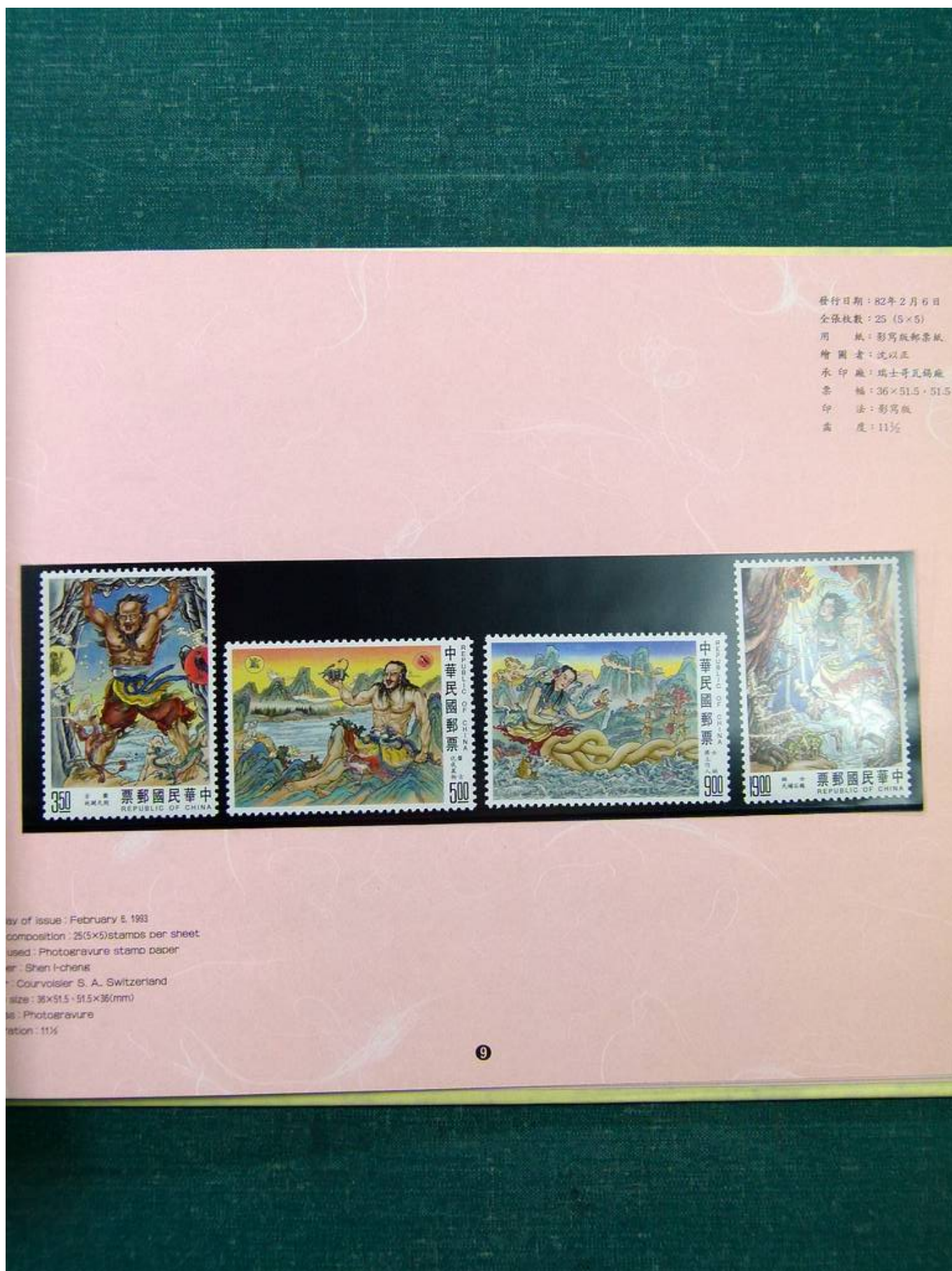


Foto nr.: 27



Foto nr.: 28



Foto nr.: 29



發行日期：民國84年3月3日
全張枚數：20(4×5)
用 紙：影寫版郵票紙
承 印 者：瑞士哥瓦錫廠
票 幅：29×37(公釐)
刷 色：彩色
印 法：影寫版
齒 度：12
張 幅：110×80(公釐)



15

Foto nr.: 30



Foto nr.: 31



Foto nr.: 32

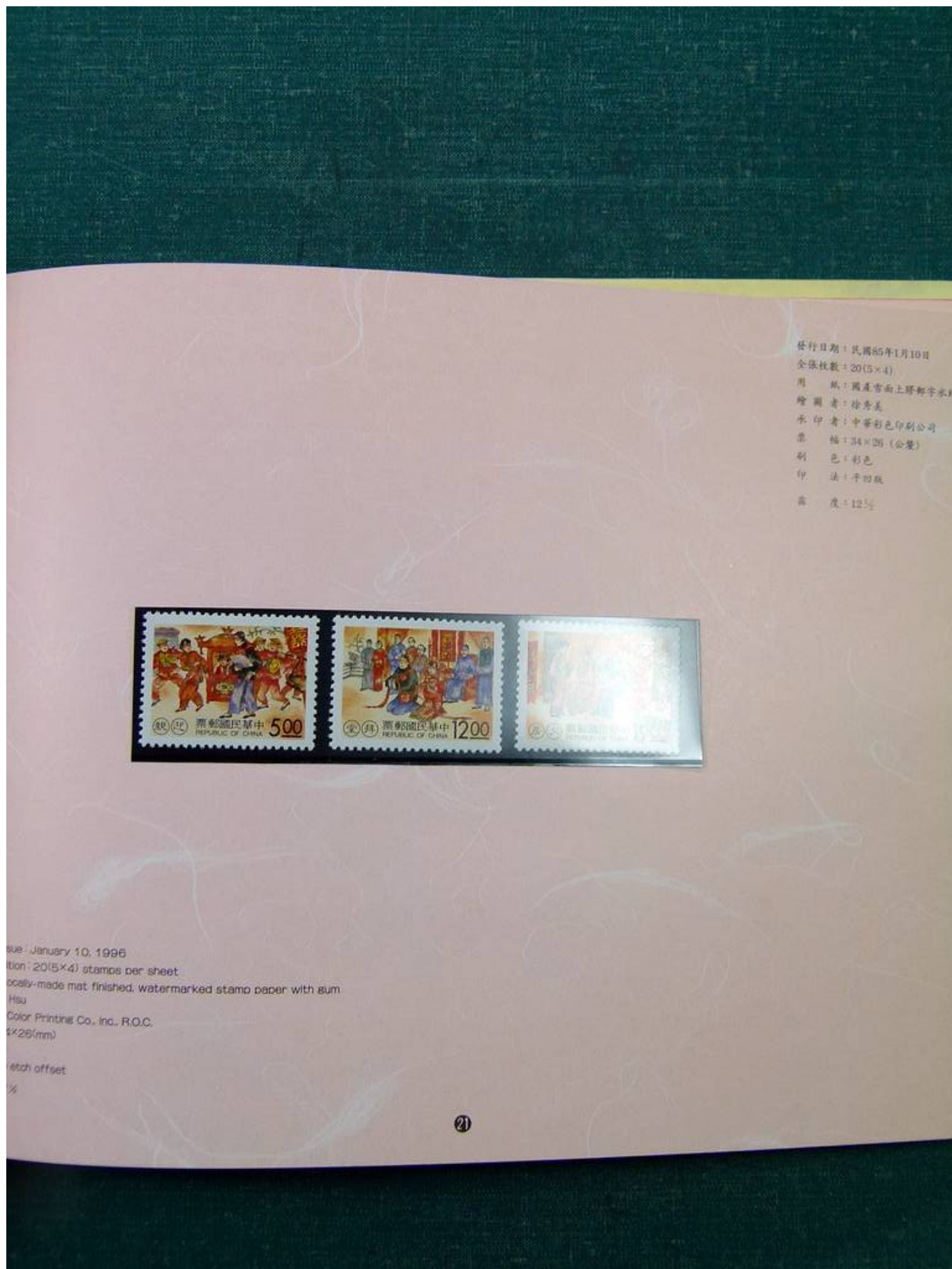


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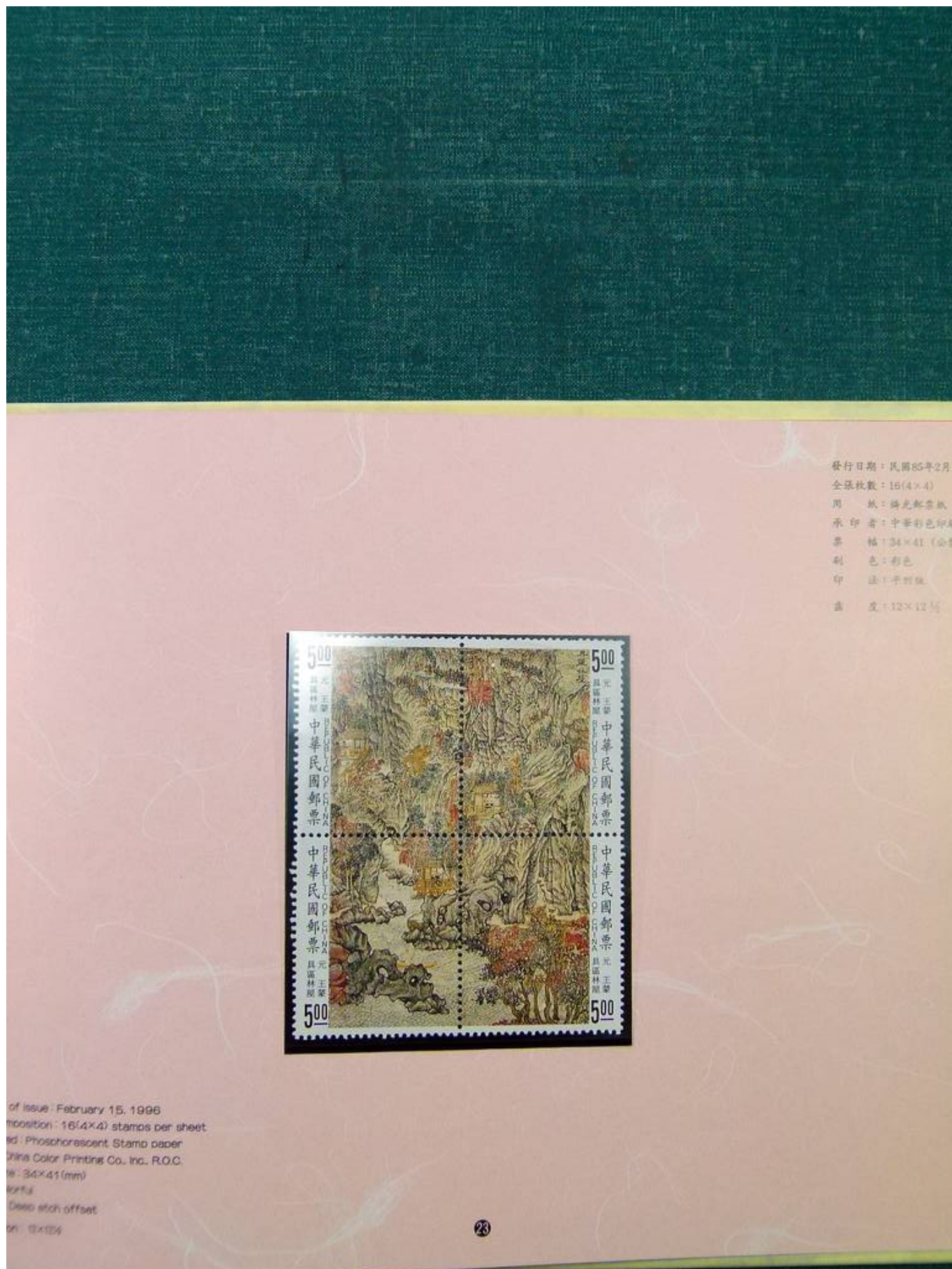


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Foto nr.: 35

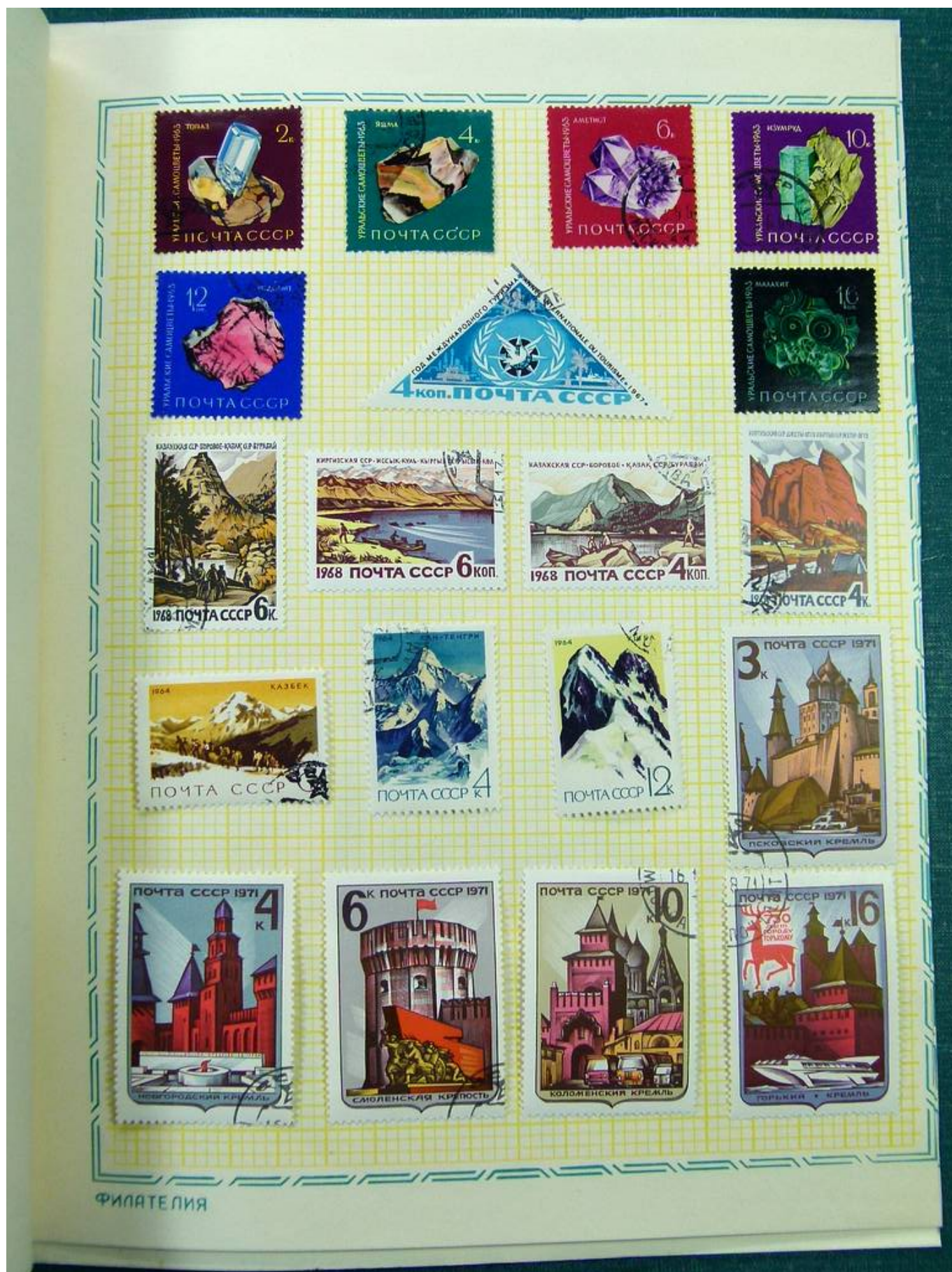


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Foto nr.: 37



Foto nr.: 38



Foto nr.: 39



Foto nr.: 40



Foto nr.: 41



Foto nr.: 42

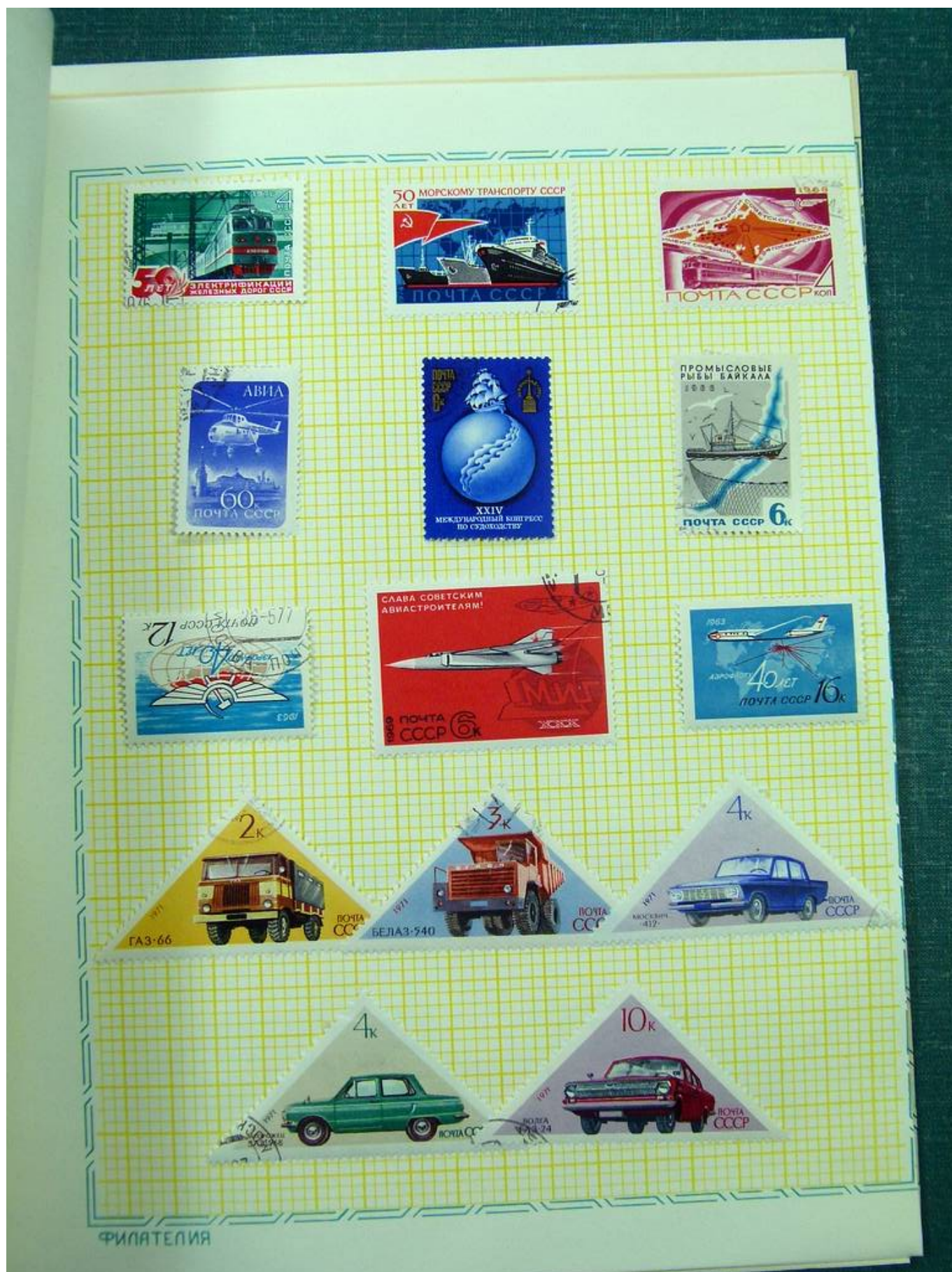


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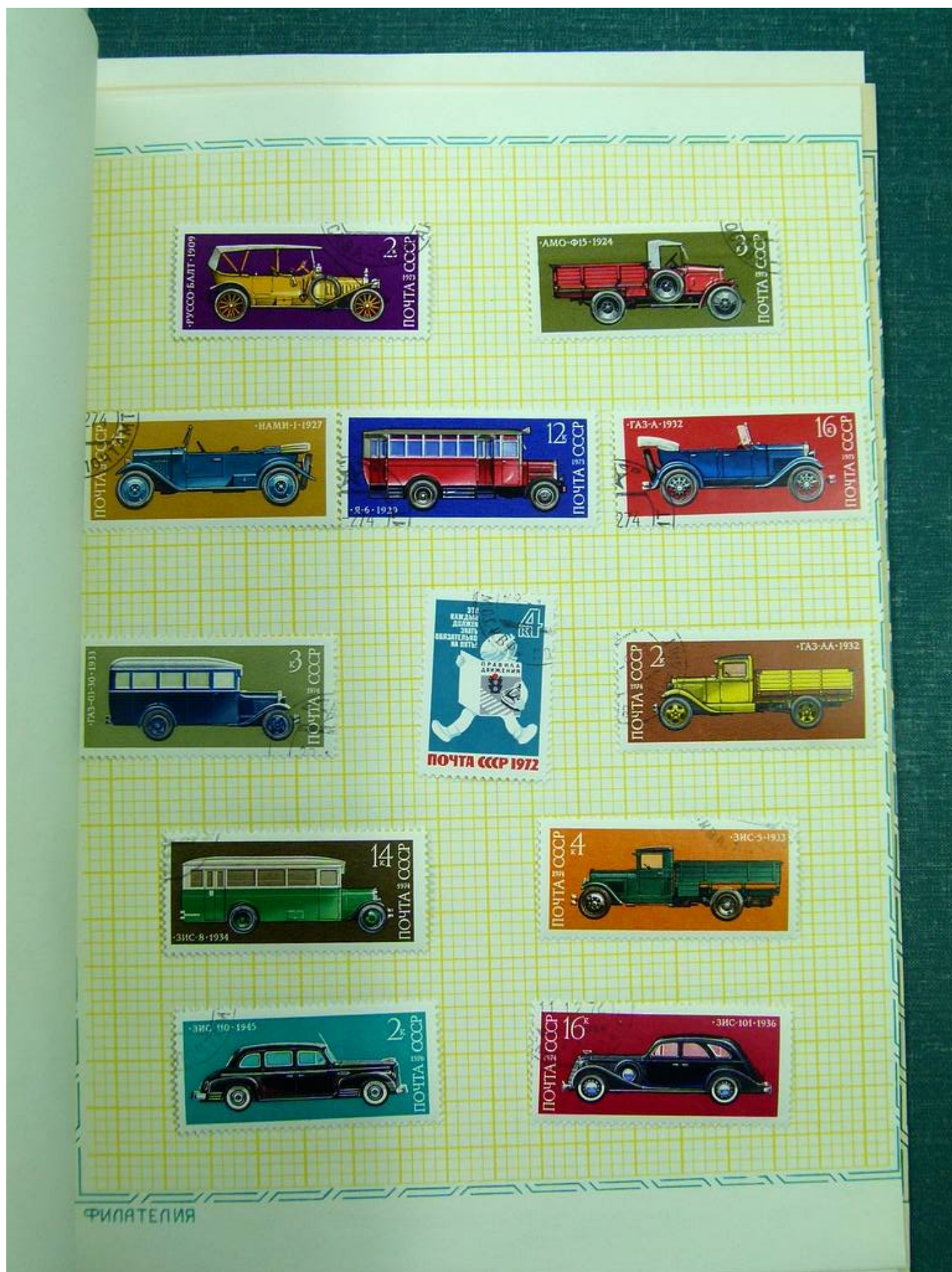


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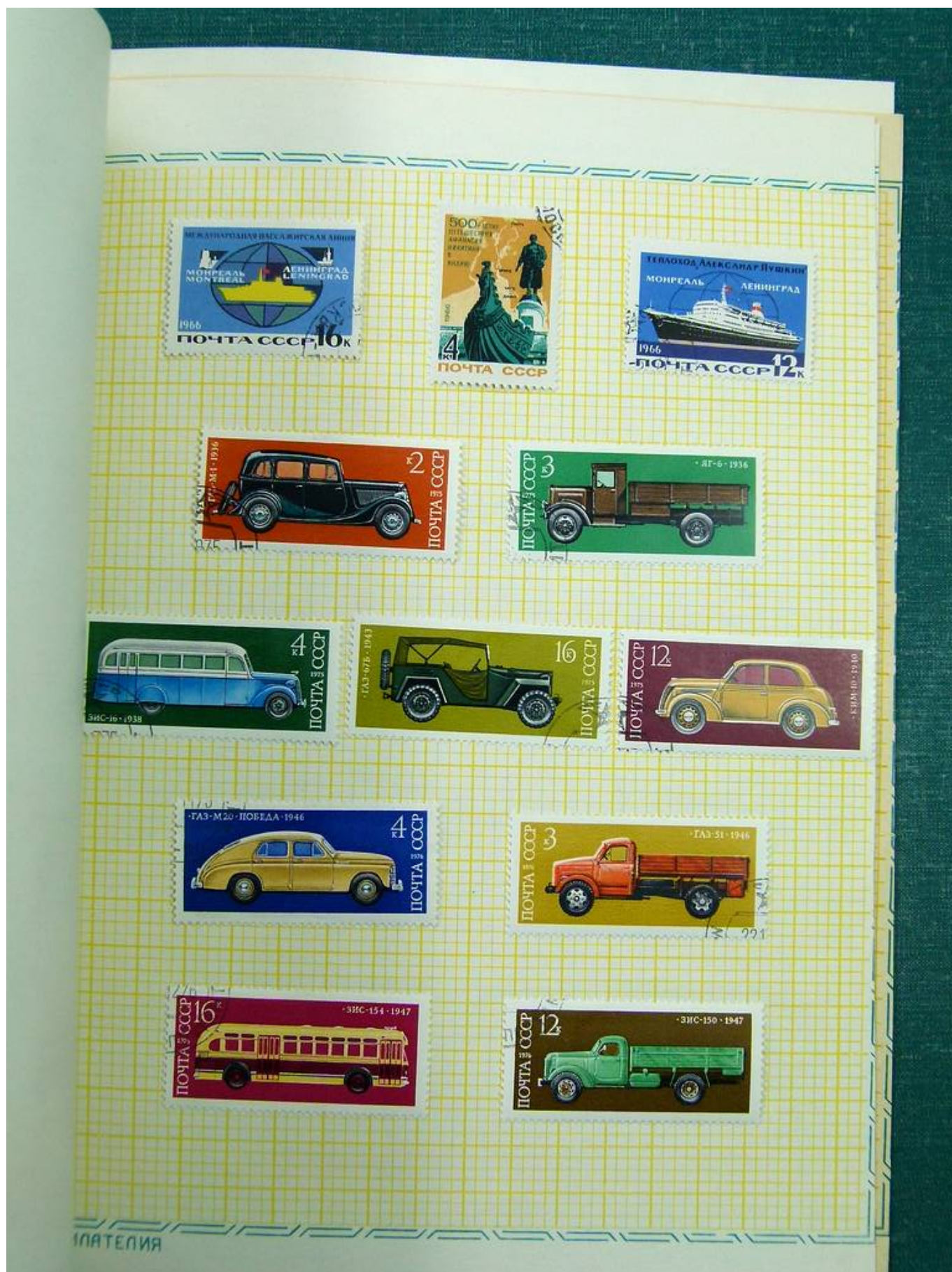


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Foto nr.: 46



Foto nr.: 47



Foto nr.: 48



Foto nr.: 49



Foto nr.: 50



Foto nr.: 51

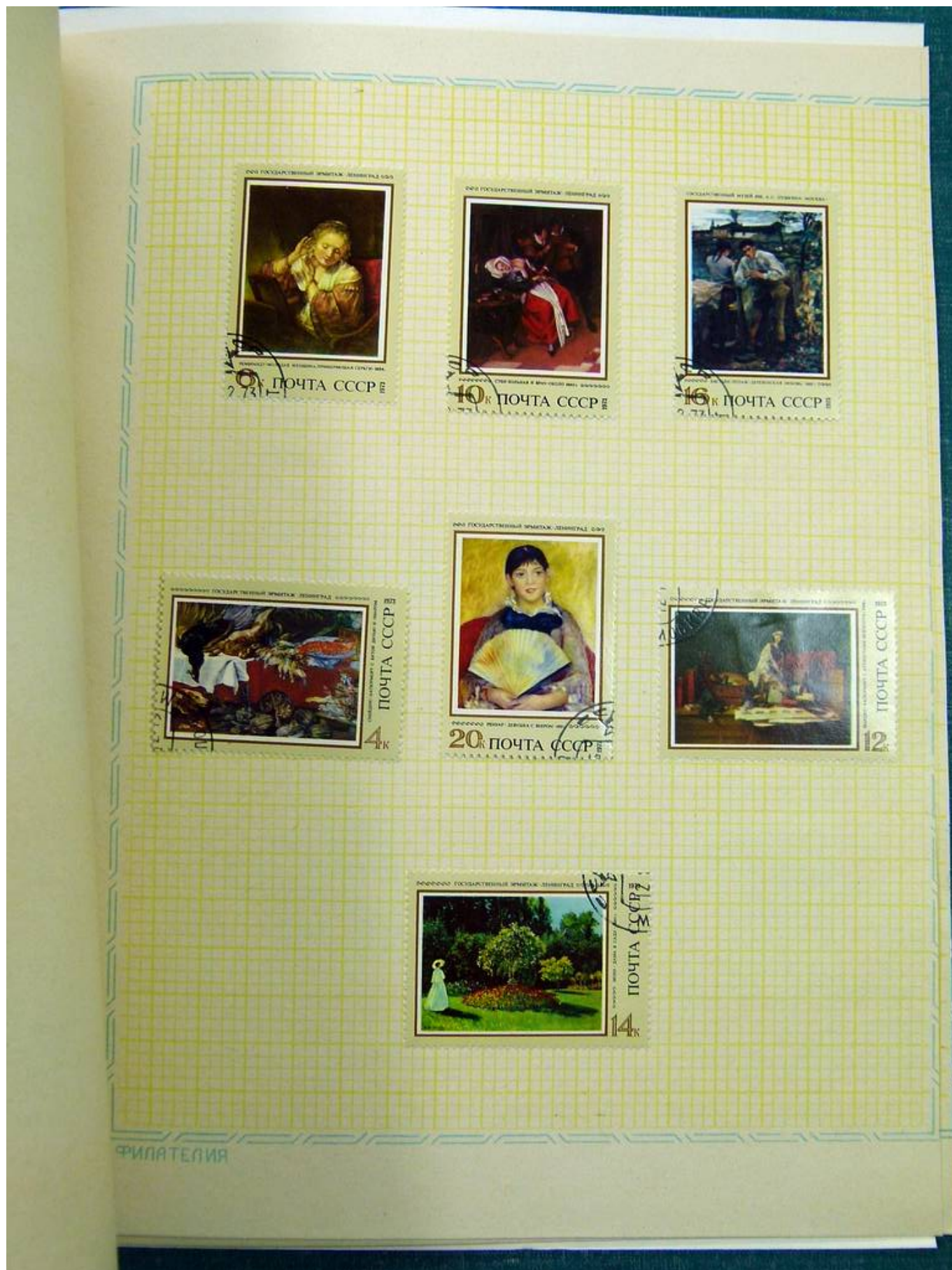


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Foto nr.: 53



Foto nr.: 54



Foto nr.: 55



Foto nr.: 56



Foto nr.: 57



Foto nr.: 58



Foto nr.: 59



Foto nr.: 60



Foto nr.: 61



Foto nr.: 62

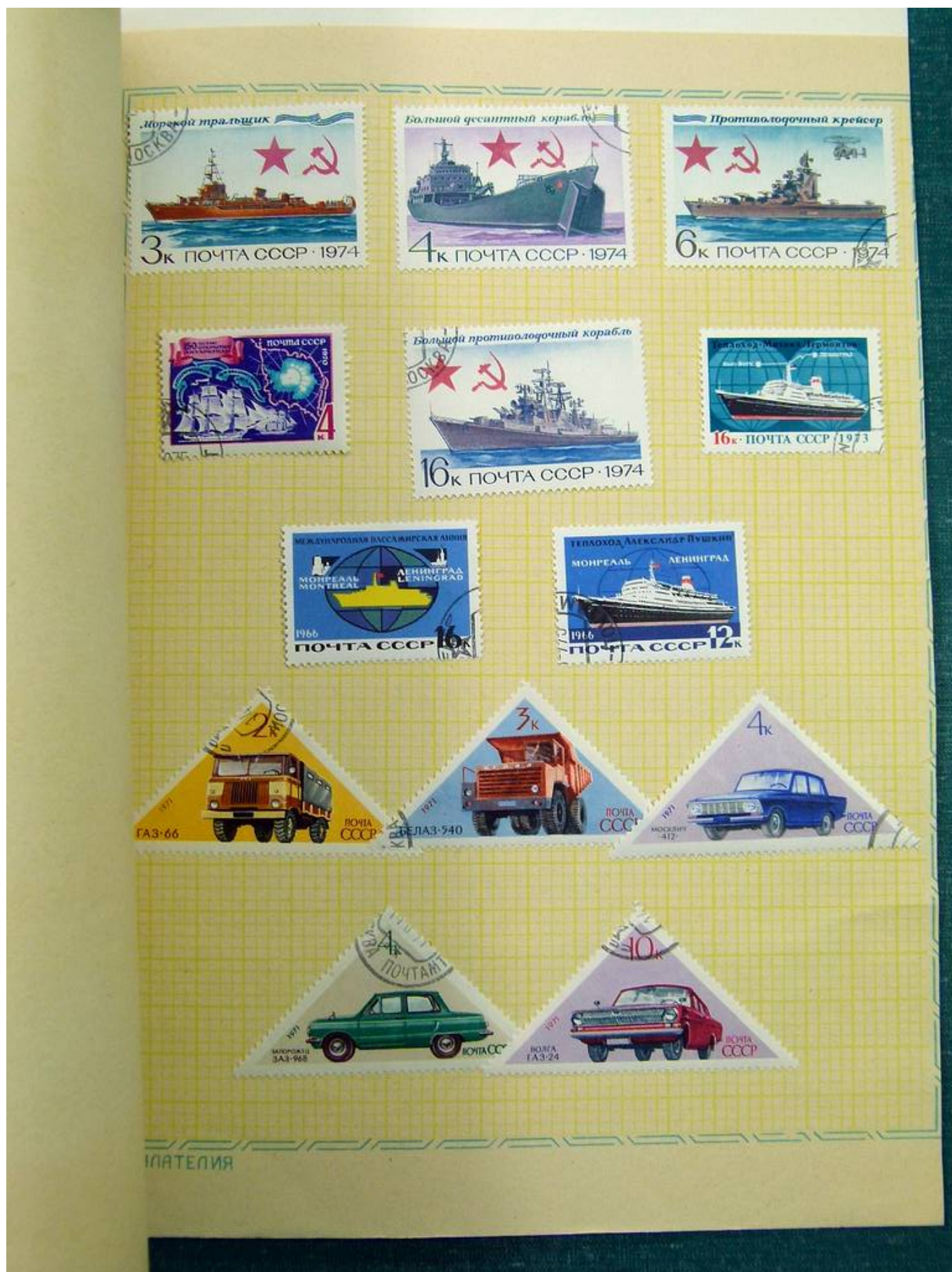


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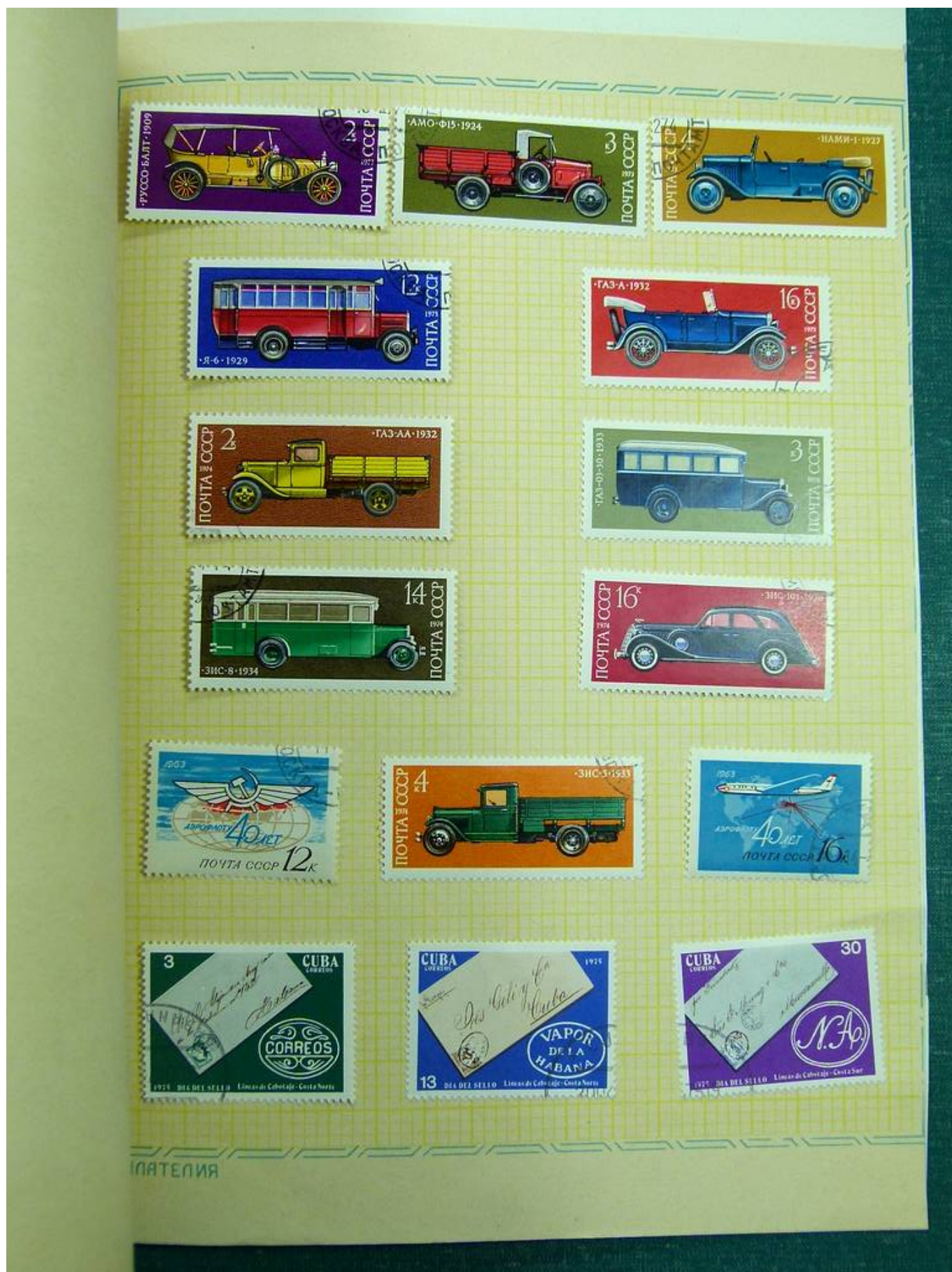


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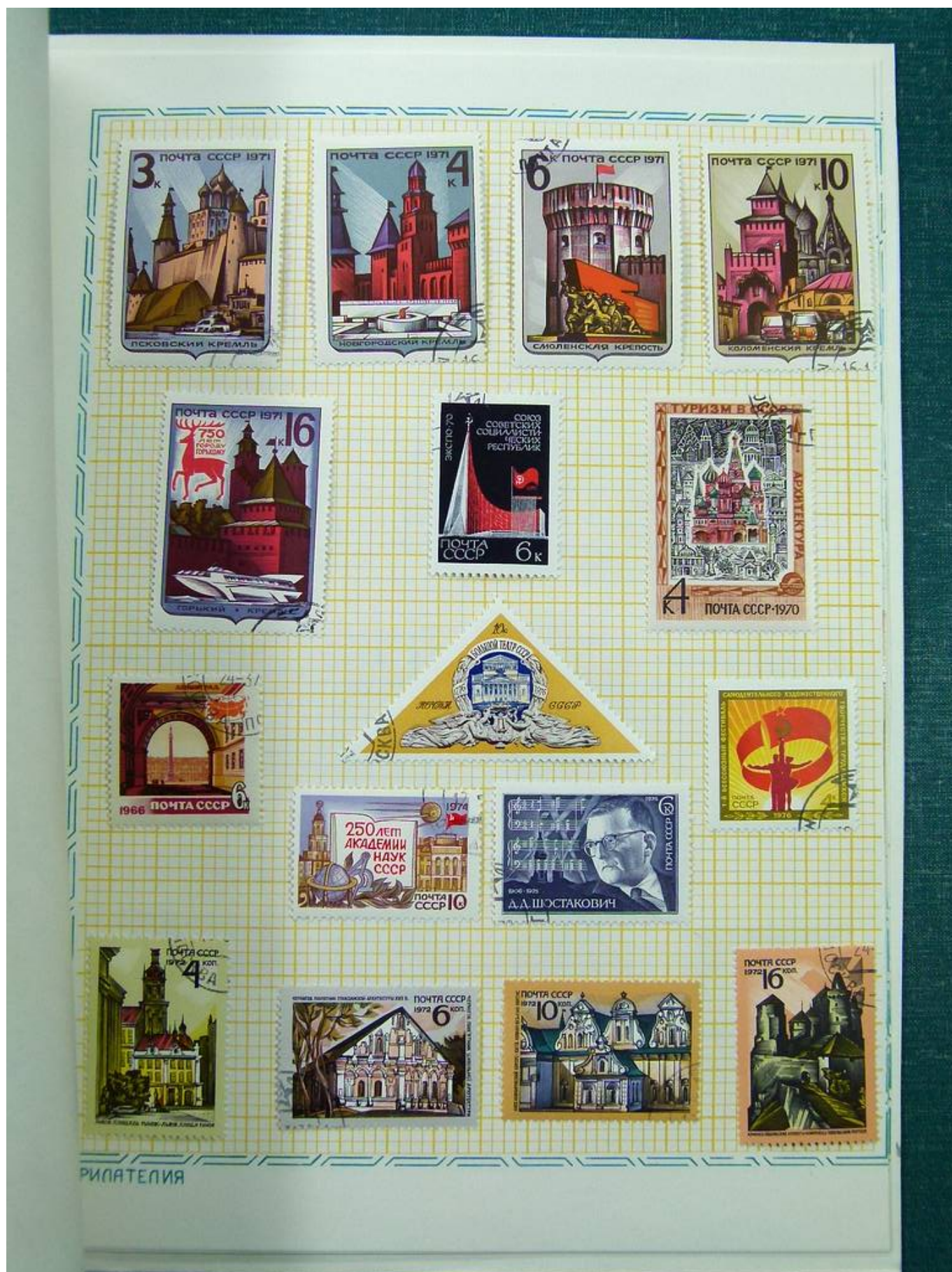


Foto nr.: 65



Foto nr.: 66

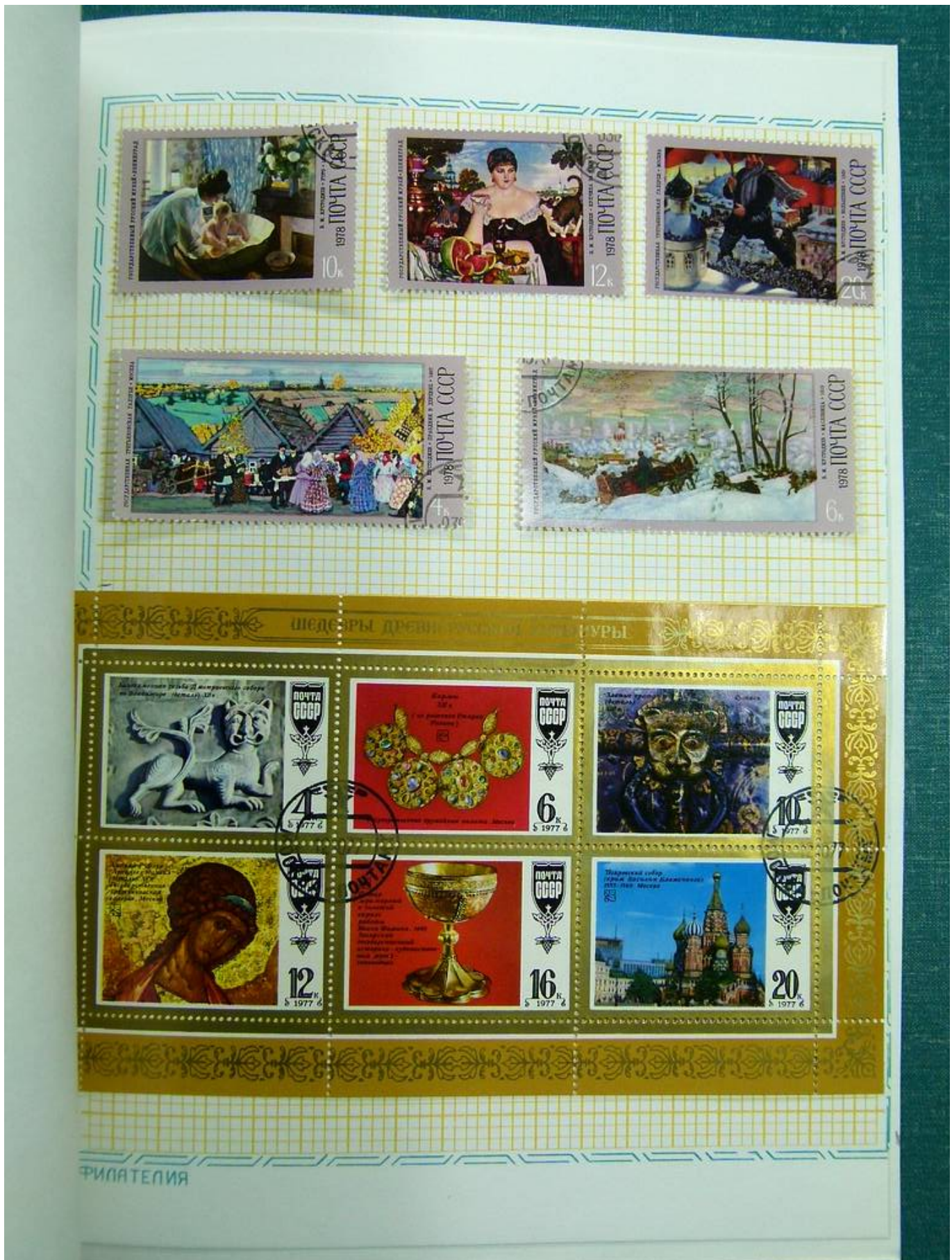


Foto nr.: 67



Foto nr.: 68



Foto nr.: 69

For over 100 years, motorized land vehicles of all kinds have been built in Canada. This stamp series commemorates a part of our transportation heritage by highlighting 25 subjects chosen from hundreds of cars, trucks, snowmobiles, fire engines, buses, streetcars, and specialty vehicles designed for agriculture and industry. The vehicles were built by individual inventors, small companies and large, multinational corporations. The earliest subject in the series is a steam engine built in Quebec in 1867; the last is a massive logging truck manufactured in 1975 in British Columbia. While most of the vehicles in the series were powered by gasoline, others used electricity or steam. The stamps also celebrate the success of Canadian inventors and manufacturers in overcoming the challenges posed by Canada's geography, and in adapting their products for the international marketplace.

Cette série de timbres souligne la contribution du Canada à l'industrie automobile. Les 25 véhicules formant le motif des vignettes ont été choisis parmi la multitude de voitures pour usage personnel et de véhicules à usage spécial qui ont été créés au cours des quelque 100 dernières années. Ils incluent, entre autres, la motoneige, la voiture de pompiers, le tramway, l'autocar, le camion commercial et la machinerie agricole. Les inventions mises à l'honneur sont celles de particuliers, de petites entreprises et de multinationales et vont d'un boghei à vapeur, construit au Québec en 1867, à un grumier massif, fabriqué en Colombie-Britannique en 1975. La plupart des véhicules illustrés fonctionnent à l'essence; certains, à l'électricité ou à vapeur. La série rend hommage à l'ingéniosité des inventeurs et fabricants canadiens qui ont conçu des produits en fonction des réalités géographiques du pays et des exigences des marchés internationaux.



BRICKLIN SV-1 - SPORTS CAR 1975 SV-1 DE BRICKLIN - VOITURE DE SPORT

Amid fanfare and financial maneuvering, the first Bricklin sports car rolled off an assembly line in Saint John, New Brunswick, on July 1, 1974. The Bricklin could be built outside a fully equipped automotive factory because it featured fibreglass body panels and stock parts. When the company closed in 1975, about 2700 cars with the novel gull-wing doors had been built and sold.

Publicité massive et manœuvres financières marquent la sortie de la première Bricklin, à Saint John, au N.-B., le 1^{er} juillet 1974. Grâce à la carrosserie en fibre de verre et aux pièces d'usage courant, son assemblage ne requiert pas les installations les plus récentes. Quand Bricklin Canada Ltd. ferma en 1975, quelque 2700 autos aux portes rabattantes auront été vendues.

Foto nr.: 70

