



Western Model A News

Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XIX Number IV

NOVEMBER, 1998



*'Do you approve of clubs for women, uncle?
'Ye-e-es but only after every way of quietening them
has failed!'*

D. H. Souter, 1930

*This cartoon was first published in 1930,
typical of Australian humour during this era
taken from Australia in the 1920's by Matthew Williams*

Next Run/Meeting: Sunday, 22nd November. Meet: Coventrys Carpark, Morley. Time: 9:00am

This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc.
MAFCA - 250 S. Cypress St., La Habra, California, 90631-5586, USA - Foreign Membership US\$34.00 per year

OFFICE BEARERS: *President:* DAVID BUSSARD [REDACTED] *Secretary/Treasurer:* PAT BUSSARD [REDACTED]
Vice-President: PETER SARTORI [REDACTED] *Vehicle Examiner:* STEVE READ [REDACTED] *Editor:* LOUISE READ [REDACTED]

COPY DEADLINE: By the first day of the month to [REDACTED] Thornlie, W.A., 6108

NEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF M.A.R.C. OF W.A.

SUNDAY, 1ST NOVEMBER, 1998

AMERICAN CAR RALLY

Meet Causeway Carpark at 10:00am, finishing The Esplanade, Fremantle
Entry Fee: \$5.00 per vehicle. Entries have the chance to win prize packs.

Organised by the American Car Club. Ph/Fax [REDACTED]

SUNDAY, 22ND NOVEMBER, 1998

This is the last run for the year. We are "going touring" so make sure your petrol tank is full. We will be stopping for morning tea so don't forget your thermos and cake. Picnic lunch (no BBQs), followed by the meeting.

Meet at Coventrys Carpark, 253 Walter Rd, Morley, 9:00am for 9:30 start
Max & Dora Annear organising

SUNDAY, 22ND NOVEMBER, 1998

MANDURAH CAR SHOW

Hosted by the Ace Ford Club - proceeds to the Variety Club of WA

Venue: Mandurah Greyhounds Track, Gordon Rd, Mandurah

Show Date: Sunday, 22nd Nov, 10:00am to 4:00pm

Set up time: Saturday, 21st Nov, 10:00am to 5:00pm (security available)

Entry Fee: nil, prior to entry closing date (6th Nov)

Food & drink available at the grounds

SUNDAY, 22ND NOVEMBER, 1998

ALL AUTO PARTS SWAP MART

Cannington Showgrounds, Cannington. Sellers \$5, Lookers/Buyers \$2

Gate open 6:30 - sellers. 7:00am - buyers. Enquiries [REDACTED]

SUNDAY, 6TH DECEMBER, 1998

CHRISTMAS LUNCH - 12:30pm

will be held at the Peppermill Restaurant in Gidgegannup

The restaurant is situated in the main street and there is plenty of parking

The meal consists of three courses and it is BYO.

Cost is a mere \$22.50 per person so make it a date

Please post or give your meal money to Dora.



'MARC'
YOUR
CALENDAR

THURSDAY 20TH - MONDAY 24TH APRIL, 2000

16TH NATIONAL MEET - WODONGA, VIC

Registration form and accommodation available from

Steve Read, [REDACTED] Thornlie. Ph [REDACTED]

THURSDAY 26TH - SUNDAY 29TH APRIL, 2001

SHANNONS 2001 TOUR

Celebrating the Centenary of Federation in Association with

Australian Historic Motoring Federation

Entry form & further information available from your secretary

or State Tour Co-ordinator, Andrew Wells Ph [REDACTED]

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

** Cylinder Head Service * Reboring and Sleeving * Crankshaft Grinding*

Recommended by MARG member

Established 1973

18 RIO STREET, BAYSWATER

9272 4566

34 years Experience

MINUTES OF MODEL A RESTORERS CLUB OF WA (INC)
GENERAL MEETING 25TH OCTOBER 1998
Held at Houghton's Winery

Meeting opened by David Bussard at 1.03 pm

Attendance & apologies: as per attendance register.

Welcome visitors: Michelle and Craig Bayens (Nina and Jim Williams' grandkids), Tracy Beauchamp, and a kookaburra in the tree above.

Previous minutes: As per newsletter report. Moved J. Hall as correct. Seconded S. Read.

Business arising: Louise Read reported that we have *This lady drives a Model A* badges in stock.

Report from CCC Special General Meeting by Peter Gilberthorpe: Changes to the constitution were accepted and passed. The next Marlowe's Classic Car Show will be held in Whiteman Park Village, not Mussel Pool as previously. (Perhaps March 21st). Number of cars must be notified.

Planning will take place at the November meeting. Do not leave your entry for Shannons 2001 Tour too late. NSW allocation is already full. Variety Club Run Nov 7. Appeal from VAA Mundaring following the fire which destroyed their library, for spare catalogues and books to get started again.

MAFCA Form and letter: David has prepared these but not sent them yet. The Sept/Oct Restorer magazines have not arrived.

Christmas Lunch update: Dora Annear reports there will be about 43 people at the Peppermill Restaurant on Dec 6. Please pay her at the Nov meeting or send your money to her if you have booked but not paid.

Report from the Wodonga Fundraising Committee: Steve Read reported on the Oct 4 meeting. All members will be contacted by a committee member to encourage a large number of participants. They hope for 15-20 cars to go across on the train and travel with the South Australian group from Adelaide to Wodonga. Full costs are \$300 for a car only, each way; car accompanied is \$220 plus \$248 per person sitting up or \$520 per person sleeper. Some discounts are being investigated. The committee is planning to raise money to assist members by organising participation in a Bring and Buy. Contributors will be asked to deliver items to a collection point, and it will be taken to a swap meet. Date and collection point to be notified.

Financial Report:	Opening balance:	12025.29
	Receipts:	240.00
	Payments:	169.61
	Closing balance	12095.68

D. Annear moved that the Financial Statement be accepted. Seconded J. Williams.

Correspondence in: The Inaugural Historic Motorfest at Winton Motor Raceway (Vic) 7 and 8 Nov. Entry by 16 Oct. Inverell Transport Museum (NSW) opened 1 Aug. Letter from Charlie Scott requesting support in MAFCA Board of Directors election. Update from Town and Country Bank on combining with ANZ locations. GM Owners Day Car Show 29 Nov. All Auto Parts Swap Meet 22 Nov. Avon Valley Vintage and Classic Fair 21 Feb 99. Celebrity Cricket Match at Waroona 6 Dec. Highlights of MAFCA Board of Directors Meeting 19 Sept and another MAFCA registration form.

Moved F. Farrelly that this be accepted. Seconded A. Jeffree.

Correspondence out: nil

General business: Rally West in Oct 99. J. Williams has application forms. Veteran and Vintage cars only. \$75 nomination fee. The Easter run to Kirup will be on in 99. Nov run starts from Coventry's in Morley. Extra petrol may be needed. 9.00 for 9.30 departure. See elsewhere for details.

Coming Events: Jan picnic as usual on 4th Sunday (24th). Feb breakfast meet on 28th.

Bits & Pieces: nil

David thanked Darren and Germaine for a pleasant run. Meeting closed: 1.40 pm

THE FIRST



Motor Lorry

... that was actually a practical, self-propelled goods wagon capable of carrying (as opposed to drawing) freight, was built by John Yule in 1870 for transporting large marine boilers from his works at Rutherglen Loan, Glasgow, to the Glasgow Docks, a distance of two miles. The vehicle was powered by a 250rpm, twin-cylinder steam engine mounted on a 26-ft chassis of red pine and, fully loaded, was capable of moving at 3/4-mph.

Even at this slow speed, Yule considered his six-wheeled steam wagon an economic proposition. The cost of employing 400 men to drag a 40-ton marine boiler to the docks worked out at about £60; a single journey by the wagon incurred a fuel bill of £10 - a carriage rate of 2s 6d per ton mile. BS •

SPRING IN THE VALLEY

25 OCTOBER 1998

Thirteen Model A's and one modern Ford met at Dogswamp Shopping Centre with the weather deciding to give us an overcast start to the day.

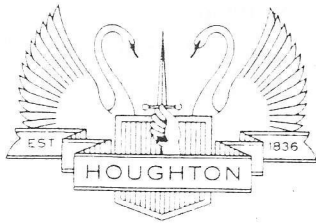
After everyone having the usual chat and heads under bonnets session, Max Annear timed everyone off for a short leisurely drive through the northern suburbs to our morning tea stop at Middle Swan Reserve.

After a small amendment to the route sheet (left a line out) we all continued through West Swan and Henley Brook into The Vines where two different route sheets gave everyone the same sights but in a different order!

Out of The Vines we wended our way through Upper Swan, passing Jim William's original house where he was born, down to Houghtons Winery for a picnic lunch in the shade of some much needed trees as the sun had now made it out.

Hope everyone had a good day and saw some places they hadn't seen before.

Germaine & Darren Jeffree



Perth's Historic **Houghton Winery**

The Houghton property was established in the picturesque Swan Valley in 1836. Just over twenty years later, winemaking began in earnest. Each year Houghton produces nearly half of all wine made in Western Australia. Today this historic vineyard and winery is one of the most beautiful in Australia and the largest in this state.

The present day vineyard was originally a part of a much larger property which was assigned in 1829, not long after the first settlers arrived to establish themselves in the Swan River Colony. However, within a couple of years, the property was purchased by a syndicate of the British servicemen stationed in India named Lewis, Yule and Houghton. Yule became Resident Manager, but the property took its name from the senior ranking officer, Lieutenant Colonel Richmond Houghton although he never actually came to Australia.

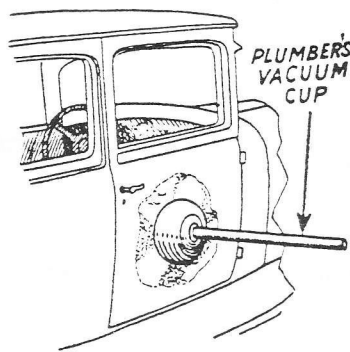
In 1859, the Colonial Surgeon, Dr. John Ferguson, purchased Houghton, which had by this time been reduced to some 300 hectares by sub-division. It seems that Dr Ferguson, in common with a number of other doctors of his time, believed in the health giving qualities of wine and it was this belief which prompted him to purchase an already established vineyard.

Dr Ferguson's son Charles was responsible for the substantial homestead being built; incorporated in this original dwelling were cellars, and it was in this section that Western Australia's only notorious bushranger, Moondyne Joe, was captured while helping himself to the best cask in 1869.

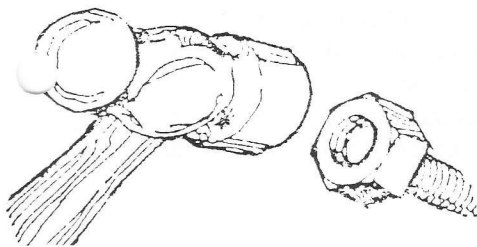
RESTORATION TIPS & TECHNIQUES

~ taken from Restored Cars, Editions 86 & 91

- **Plumber's Friend for Body Work:** Possibly there are some body men who do not know that the Plumber's Friend is the Body Man's friend as well. On some panels where the upholstery and hardware has to be taken down in order to remove a push-in dent, using the Plumber's Friend in the following ways will save many hours of work necessary in removing and installing the upholstery and hardware.

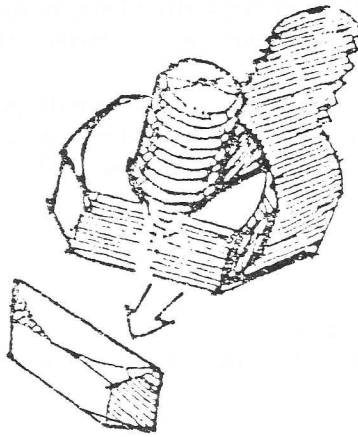


- **Thread saver:** If you have to hit a bolt on the threaded end, you can prevent damage to the threads by screwing a nut on the bolt just far enough so that the end of the bolt isn't exposed. Then hammer on the nut and save the threads.

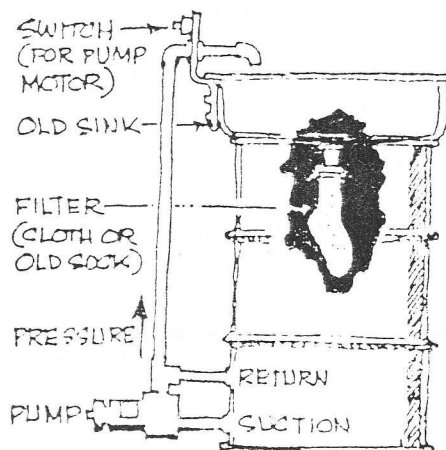


- **Nut buster:** When a nut is rusted to a bolt or the corners are so rounded off that a spanner won't turn it, the nut can still be removed using an ordinary hacksaw. Make a cut completely through the nut adjacent to the threaded portion of the bolt, using care not to damage the bolt threads. This will open the side of the nut

and allow it to be spread slightly for easy removal.



- **Parts washer:** A low-cost parts washer can be made from a few common salvage-yard parts, as shown. The main components are a 35 gallon barrel with two half-inch type nipples welded into the side, an old washing machine pump and motor, some half-inch pipe and an old metal sink.

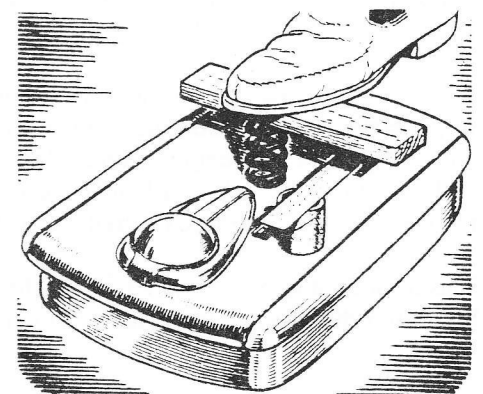


- **Clean old very rusty parts with rotten and fermenting fruit:** If you have a prunis plum tree that drops tons of inedible fruit that cannot be used, throw them all in a big plastic tub or barrel and add some water. Eventually it will go to a wine-like substance. Put in your old rusty car parts and in a week to ten days, the rust will be eaten

off to new shiny metal. It will also lift paint to a degree. To speed up the process you can take out the parts every so often and scrub up with a brush, hose off to ascertain how it's doing. It's non-toxic, but can be very smelly, so a lid may be handy if you have close neighbours. It works as well as molasses and water. You can keep it freshened up with other fruit windfalls. It's a very cheap operation. Eventually it will lose its power so it can be tipped out.

Don't forget, and leave parts too long, as when it has lost the cleaning action, it can become very corrosive and rust away. Don't put in anything with die-cast as it will chew into this somewhat. Dip the parts in a phosphoric-based solution to keep rust at bay and prime paint. If you don't treat right after washing, surface rust will appear almost immediately. *This kind of acid bath can also be achieved by using lemons.*

- **Check valve-spring tension with a bathroom scale.** Cut cardboard tube to length specified for compressed spring. Lay cardboard strip over the tube, and block of wood over spring. Step on wood. When the strip starts to tip, take a reading on the scale.



Tech Tip - Body-to-Frame Welt Installation by Rick Black, Medford Oregon, 1990

I am restoring a 1931 Deluxe Tudor Sedan, and like most restorers, I was faced with the task of replacing the welt between the frame, fenders, and the splash aprons. The welt comes in bulk lengths without any holes punched in it, a task which is left to the restorer. I checked with Bill Harry of Harry's Model A Parts in Rogue River Oregon, and he said that many restorers use a leather punch to put holes in the welt to clear the bolts which hold the body and sheet metal to the frame.

Since I didn't have a leather punch, we came up with the idea of using a galvanized pipe nipple as the punch. It made nice, round holes about 1/2" in diameter which were just right for the body bolt holes and extra-roomy for the other bolt and screw holes. As an experiment, I tried to sharpen the end of the pipe to make the holes easier to punch through the welting material. The task was completed in a couple of easy hours.

Tools I used:

- 3/4" by 4" galvanized pipe nipple with threaded cap on one end
- Awl (I made mine from a worn-out Phillips screwdriver; I ground the tip into a sharp point)
- 16 oz hammer
- 6" vice-grip pliers
- Chalk
- Razor blade knife
- Grinding wheel (handy but not essential)

Starting at the front of one of the frame rails, unroll the body welting on top of the frame. Use the vice-grip pliers to hold the welting to the frame so it won't slip off. Once the entire top of the frame rail is covered with the welt, cut the piece to length.

Just to the rear of the center cross-member, the frame jogs outward. I cut a V-shaped notch in the welt, almost cutting it in two, so that the welting would follow the bend in the frame. I lined up the outside edge of the welting with the outside edge of the frame so that very little hung over the outside edge.

Starting at the front, locate the holes where the front fenders are bolted to the frame horns using the awl. As you're making the holes, try not to stretch the welting since it will cause the holes to go out of alignment later. After piercing the welting with the awl, draw an 'X' through the center of the hole to make finding it later easier. Repeat these steps for the other small holes on the top of the frame, such as the hood hold-down clamp holes and splash apron holes.

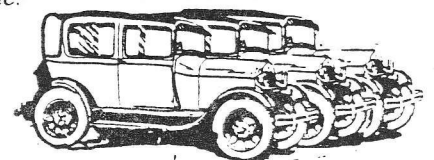
When locating the larger holes for the body bolt, take special care to find the exact position of the holes, since the punched holes will be about the same size. I lifted up the welt just a bit near each hole and peeked from the side at each hole; then I drew a chalk line on the welt before using the awl to make a pilot hole. You can then measure the distance from the outside edge of the frame to make the other chalk mark for this hole. Continue this process for all of the large holes.

After you have marked each hole and made all pilot holes, lift the welt off the frame and place it on a flat, hard surface like the garage floor. From the left-over roll of welting, measure off a 6" piece and fold it in half. This piece of welting will be put under our welting and act as a cushion as we punch the holes. It will also keep the punch from striking the concrete floor and making the punch dull. Center the pipe nipple over each chalked 'X' you made in the welting and give it several raps with the hammer, leaning the pipe left, right, back and forth to pierce the welting on all sides. If some of the hole doesn't come out cleanly, use the razor knife to finish the job.

Once all holes have been punched, take the length of welt and place it on the frame to check that all holes can be seen through the holes in the welting. Make additional chalk marks on any holes that need to be opened up a little more and repeat the process of punching out the material.

When you have one side finished, place it upside down on the other side of the frame. In the case of my Tudor, the right side welting fit perfectly on the left side, allowing me to use it as a pattern for making the other piece. I unrolled another length of welting on the garage floor, cut it to length and placed the finished piece of welting on top. Using the pipe and hammer, I tapped several times on each hole to make a pilot mark on the new piece of welting on the bottom. When all the pilot marks were made, I removed the top piece and set it aside. Place the welt pad under each pilot hole and use the pipe and hammer to punch out new holes.

This turned out to be an easy way to handle this job. Punching the bolt holes out will make the job of positioning the welting between body parts and frame far easier than trying to drill or cut openings in the welting. If I can do it, so can you!



Feathers & Feminine Frills

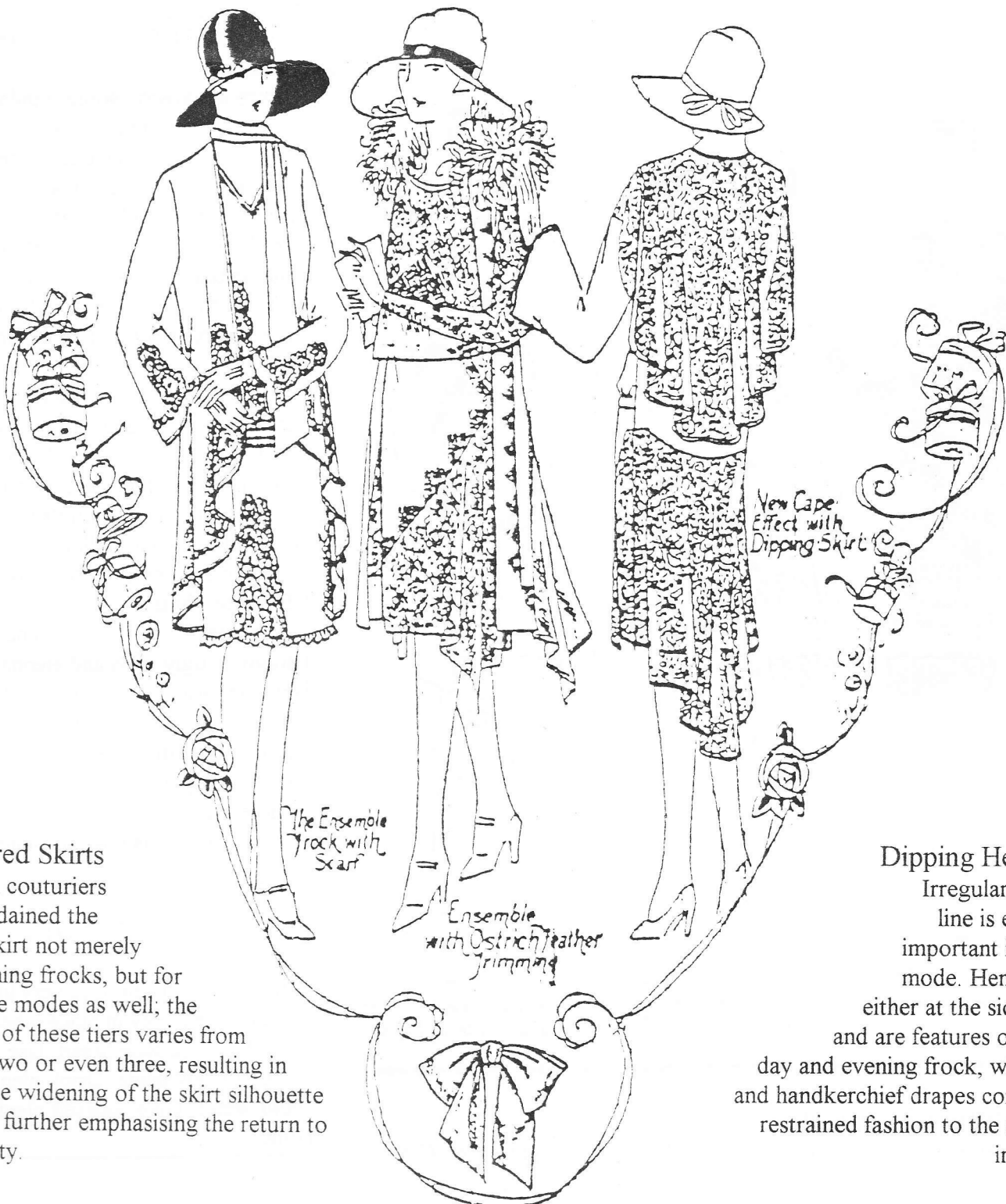
In 1928 in Perth, Western Australia, fashion was changing. The biggest influences of course were from London and Paris. Australia was still British at heart and the fashions showed this trend rather than follow American fads. As you can see from the illustrations Australia was up with overseas styles but there are subtle differences when compared to American fashions.

As far as I know there has been no fashion history compiled for Australia so I have done a little research and will try to impart information and sketches to the fashion conscious in a bid to bring our 'Australian look' styles to enhance our own ladies in complementing the Australian Model A.

New Spring Fashions for September, 1928

The Ensemble - The ensemble idea is more than ever developed for the new season and the smart woman may purchase her coat, suit or frock with a certain colour scheme definitely in mind, the coat sometimes matching, but more often contrasting with the frock in perfect harmony.

Shoes, gloves, hosiery and handbag are also made part of the colour scheme.



Tiered Skirts
Parisian couturiers have ordained the tiered skirt not merely for evening frocks, but for day-time modes as well; the number of these tiers varies from one to two or even three, resulting in a definite widening of the skirt silhouette and still further emphasising the return to femininity.

Dipping Hem Lines
Irregularity of hem line is even more important in the new mode. Hem lines dip either at the side or back and are features of both the day and evening frock, while panel and handkerchief drapes contribute in restrained fashion to the scheme of irregularity.

Colours and Materials

The colourings for the new season are indeed something to marvel at - there's such a wonderful blending that subtle shades, lovely to a degree, and almost never known before, seem to have come into existence. For instance, Evening Frocks range from white to a pale water tint of orchid, green, or turquoise blue with coral or flame for water tones. Perhaps the most prominent shade is beige, but very striking also are daffodil, sea green, larkspur, greenish yellow, rose or pink on navy, twig browns and cocoa browns.

Perhaps the most outstanding feature of the new fabrics is the triumphs that have been achieved with Artificial Silks. No season has ever seen such infinite variety, such lovely, lustrous, clinging fabrics practically within the reach of every purse. They come in beautiful bordered effects, in fancy floral designs, in two-tone stripes, in spots and a myriad of other clever schemes. Satin Crepes are one of the most fashionable fabrics, and Crepe de Chines in plain and fancy designs, plain Georgettes and Silk Marocains are still greatly favoured. For lovely lingerie comes Milanese in the softest tones; Fugi Silks come plain and in stripes, and Spun Silks in gorgeous two-tones.



Two Piece Kulte
Pleated Jumper Suit

Ensemble with Frock
of Spot Crepe de Chine
and Coat of Imit Crepe
de Chine.

Evening frock with
Rhine stone trimming
and Dipping Skirt

NOT TOO MUCH BRASS

There are always some standard tastes. There are few shelves with any pretence to being furnished without a brass tray of some shape or size, and a willow pattern plate or platter - more or less antique and valuable. Personally I would subdue the brass element. In the average room two or three pieces are plenty.

Brass is developed in such a variety of shapes, sizes and patterns that what with that quaint little vase, the tiny bowl, the graceful stork, the Indian Jalpore with its green, red and black enamelling and other attractive shapes, the room is distinctly 'brassy' in tone.

An immense number of Chinese dragons, ugly idols and elephants give an Oriental impression. And as there is only one lounge or drawing-room in the average home, it is too expensive to change the whole 'nationality' of a room when one is tired of its un-Englishness.

A HEALTH NOTE

Start the day right. Use very little sugar. Use honey in place where possible. Use stale bread. Use tea when freshly made. Drink plenty of cold water. Give yourself plenty of time.

Collated by Louise Read

Information gathered from *The Daily News*, September 1928

Notebook

BIRTHDAYS for NOVEMBER: Birthstone: Topaz; Flower: Chrysanthemum

Geoff Ingram, Lindy Ingram and Alma Letch. Happy Birthday! and also a belated birthday wish to Don Sutherland whose birthday is in **September**.

CHANGE OF PHONE NUMBER: for Barrie & Gwen Guest. Their new number is

██████████

CHANGE OF ADDRESS: Bill & Dorothy Bennie have moved to

██████████ Lansdale, 6065. Ph: ██████████ Please alter your directory for both.

LETTER IN THE POST: It is always a pleasure to receive mail and nice to know we, along with other members have helped to foster friendship amongst the newer 'attendees'.

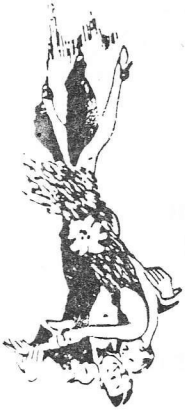
'I had a great day Sunday at the swap meet. There was always someone to chat to, good value for two bucks, one would think! I would also take this opportunity to say how much Rosalie and myself enjoy being active members of the A Ford Club. A great bunch of people and interesting club runs' Gary Eva

Thanks Gary, we know you've been a club member for a long time, but now you are able to join us on our monthly outings we have had a chance to get to know you & Rosalie on a personal level. We hope you continue to enjoy the club. *Steve*.

LIBRARY: I am trying to locate a video title 'Dusty Roads & Southern Skies' if you have it, could you please return it to me. Also, if anyone has copies of any videos of previous National Meets and would like to lend it to me to copy and add to the library I would appreciate this. For those who have not been to a National Meet, these videos may be of interest to them to view. Thanks *Steve*

PHOTOS: Thanks to Pat Bussard for the photos of the August Run, however, how can I say this, the response to my request for car photos was to put it bluntly, pathetic; in fact I have to say that you all thought I was talking to someone else! So I'm going to include a little coloured sticker to all those people from whom I would like a photo, please. Many thanks in anticipation.....*Louise*

CLUB MEMBER PROFILES: I have attended many runs with the Model A Restorers Club, since joining with David in September, 1993, and met ever so many interesting people. There is a feeling of friendliness within the club at the runs and other gatherings, which is reflected in the chatty nature of some sections of the newsletter. With time to spare for a few months, I considered how I could contribute to the newsletter. I decided to seek information from the Foundation and long-time members of the Western Model As who have maintained their links with the club. I went through the application for membership forms which came my way when I became secretary in July, and identified twelve, dated May - July, 1980. This includes two ladies who joined with their husbands, but who are now on their own, and two country members. If you have any particular questions you would like me to ask these members, please get in touch *Pat B.*



If undelivered, please return to:
Thornlie [REDACTED]
Western Australia, 6108

BUSSARD David & Pat
[REDACTED]
BALDIVIS WA 6171



Western Model & News

THE FIRST



Motor Car Bumpers

... in Britain was on a 20hp Simms-Welbeck car to which pneumatic bumpers were attached by the Simms Manufacturing Co of Kilburn in the summer of 1905. Although the idea was patented by F.R. Simms the same year it was not entirely original, The first car in the world to have a bumper, mounted on the front of the vehicle only, was the prototype model of the Czech-built President in 1897. The innovation was short-lived as the bumper fell off within the first ten miles of a test run to Vienna on 21 May, 1898, and was not replaced. as •

HOW TO INTERPRET A CAR ADVERTISEMENT CORRECTLY

ALL ORIGINAL - Needs new everything.

ANTIQUÉ - Any used car with a least three previous owners.

AUTHENTIC RESTORATION - Painted nearly the same colour as the original.

CHERRY - There's a box of cough drops under the rear seat.

CLASSIC - Manufacturer went broke during the Depression.

GROUND UP RESTORATION - Frame and suspension have been steam cleaned and painted.

HEALTH FORCES SALE - My wife is sick of the thing - either it goes or she does.

LOW MILEAGE - Odometer does not work.

MANY NEW PARTS - A maintenance problem. Every time one thing is replaced, something else breaks.

MINOR RUST - One more bump and the body will fall down around the frame.

MINT - There's a roll of Lifesavers under the front seat.

MUST SACRIFICE - Neighbours got an injunction and I have to get it out of the driveway.

MUST SEE - Owner will not put anything in writing.

NEEDS FINAL ASSEMBLY - Needs hard-to-find, expensive parts to complete.

NEW ENGINE - Needs transmission, rear end, brakes and exhaust system.

NEW TRANSMISSION, BRAKES, EXHAUST - Needs an engine.

NINETY-FIVE PERCENT RESTORED - Car is in grey primer.

ONE OWNER - Owner has not been able to sell the car.

ONLY (insert number) BUILT - No one wanted this model, even when it was new.

PARTS CAR - Everything of value already removed or replaced with unusable parts for owner's project.

RUNS LIKE A TOP - Car wobbles when slowing down.

VERY CLEAN - Dead French fries have been removed from behind the seats.

VERY RARE - Most examples of this model fell apart during the first year.

VERY UNIQUE - Just try to find parts for this one.

PARTS

RECONDITIONED - All traces of grease, oil and rust removed.

REBUILT - Same as above plus glass-beaded.

REMANUFACTURED - Same as above plus painted.

N.O.S. (New Old Stock) - Same as above but in a box.

REPRODUCTION - Looks like the original - but metric.