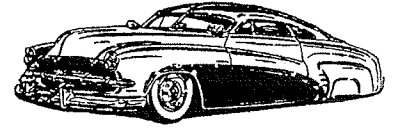




MAMA Sez!

Volume 15, Issue 7

March, 2002



This is the newsletter of the **Maryland Automotive Modelers Association**

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2002 Meeting Schedule

- January 19th
- February 16th
- March 16th
- April 20th
- May 18th
- June 15th
- July 20th
- August 17th
- September 21st
- October 19th
- November 16th
- December 21st

Editor MIA at February Meeting!

Well gang, I figured as long as the newsletter made it to last month's meeting, I was OK. Apparently not, as at least some of you wondered where I was. Debbie and I had made plans to take a break from our hectic schedules, booking a "**Chocolate Lover's**" weekend getaway at a nearby Virginia resort. In booking it, I didn't realize that it was not only the **meeting weekend**, but the **Daytona 500** as well! Realized after the reservations were made! We were able to make it back to see most of the (strange) 500, but no such luck for the meeting. It was a relaxing, re-

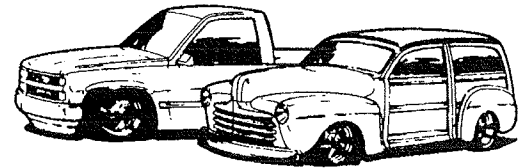
freshing weekend, and we really enjoyed the break.

Our **NNL**

was again a topic of conversation, with **club Prez Lyle Willits** reminding everyone to spread the word about its cancellation. We plan to be back as soon as a suitable location is found, though.

Norman Veber hosted his award-winning seminar on **Model Car Detailing** (you know, the one he presented at **GSLMCC** in 2001?). **Sorry I missed it! Who took notes?!**

The raffle brought in



Spring is almost here, when a young man's fancy turns to thoughts of...**car shows!**

\$86.00 (while the box contributed **\$66.00**). The club would like to thank the following people this month: **Rich Wilson, Ron Bradley, Bob Ege, J.C. Reckner, Ron Palmer, Matt Guilfoyle, Mike Hemp, Bruce Black, Irv Arter, Ray Wickline, Ken Shanks** (a new member), yours truly and son **Nick Sickle**, and **Replicas & Miniatures Company of Maryland**. Thanks, **Y'all!** 🍷

1968 Firebird 400 R/A by: Ron Hamilton

[Revell #2342; 1/25th scale; 125 pieces; new tool; white, chrome, clear, clear red, vinyl tires]

In the mid sixties, the Pony car craze was hot!

By the end of the decade, every domestic manufacturer had a version of this class of car on the market. Pontiac introduced the Firebird in 1967 as their interpretation of the General Mo-

tors 'F' body, which was shared with Chevrolet Motor Division's **Camaro**. The Firebird was marketed a bit differently than the Camaro, in that it was available in

(Continued on page 2)

(Continued from page 1)

five different and distinct versions, collectively known as "**The Magnificent Five**", each with their own powertrain combinations and personalities.

The '**Base**' Firebird was equipped with Pontiac's fabulous Overhead Cam 6-cylinder engine (OHC-6), equipped with a one-barrel carburetor, as its most economical version. A step up found the Firebird '**Sprint**', which carried the same OHC-6 motor, although this version was equipped with a **four-barrel carburetor** (along with other upgrades) to yield 215 hp, hooked to a three-speed manual transmission, and a heavy duty suspension. This improved the car's handling to match its power upgrade. Next up was the **Firebird 326**, equipped with a 250 hp V-8 engine topped with a two-barrel carburetor. The **Firebird HO** had a 285 hp, 326 cubic inch V-8 (four-barrel equipped) nestled between the front fenders, and breathing through dual exhausts. The '**top dog**', so to speak, performance-wise, was the **Firebird "400."** It carried your choice of two different 400 cubic inch V-8's, both rated at 325 hp. One had the standard, closed air cleaner, while the other was equipped with "**Ram Air**," a system which allowed the engine better breathing through the twin hood scoops, exclusive to the 400 model, which were functional to 'ram' colder, denser outside air into the carburetor, with a resultant increase in performance. A standard three-three-speed manual transmission with floor-mounted shifter, heavy-duty suspension, and dual exhausts rounded out the

package. Even though the car was introduced late in the model year, Pontiac sold **over 82,000** of these cars in that abbreviated time span. Both models were available as hardtops or convertibles.

In 1968, Pontiac made a few moves, one to differentiate the Firebird from its Chevrolet 'cousin,' and to incorporate federally mandated safety equipment –



side marker lights. There were also some improvements on the powertrain front. The OHC-6 in the base and Sprint models gained 20 cubic inches, to 250, while the base model gained 10 hp, to 175. The increase in horsepower also meant an increase in torque as well. The Pontiac 350 cubic inch V-8, rated at 265 hp, with a two-barrel carburetor, replaced the 326 V-8 in the Firebird 350. The Firebird HO was equipped with a 350 four-barrel V-8, which was rated at 320 hp, an increase of 35. The Firebird 400 gained 5 hp in base form, with the ram air version gaining 10, to 335 hp. Later on in the model year, a **Ram Air II V-8** was added, rated at 340 hp, which, as expected, boosted the car's performance yet again.

The interior of the car gained a few upgrades, specifically, more imitation '**burl wood**' trim on the center console, and restyled door panels and seats for the custom trim option. On the outside, the vent windows were eliminated, and the side marker lights were added, wraparound units, which incorporated the parking lamps in the lower valance panel up front, and 'arrowhead' units on the rear fenders. An impressive array of equipment made the Firebird a very popular car with the public in 1968, with **over 107,000 units** sold.

The subject of this model kit is the 400 Ram Air hardtop. When I first opened the '**retro two-piece box** (thank you, Revell!), I was impressed. Everything was wrapped in plastic bags. This manufacturer has been listening, as no part had any damage to it. The car will build into two basic versions, factory stock, and a generic drag racer. Mixing parts from both versions will yield an accurate Super Stock drag racer.

The **engine** is a 27-piece depiction of the 400 Ram Air V-8. Assembly is straightforward, and it will build into an accurate rendition of the Pontiac 400 Ram Air V-8, with the **dechroming** of the **oil pan** and **carburetor**, appropriate paint detailing, and some aftermarket parts (*ignition wiring, plumbing, and linkages*). The '**drag**' version of this engine is equipped with a five-piece GMC type blower, intake, beautiful one-piece unplated scoop, and a set of tube headers.

The **chassis pan** is very well en-

(Continued on page 5)

1958 Plymouth Belvedere

I just picked up the new AMT 58 Plymouth and... boy, are my arms tired!

Seriously though, this being one of the top ten most wanted kits of the past 15 years, I decided, before I undertook this review, to arm myself with the *June 1994 Collectable Automobile* for reference.

The new kit represents a **1958 Plymouth Belvedere** equipped with the new for '58 350 cubic inch B series big block. The 350 came in two different power levels, the twin carb 305 hp engine, and the Fuel Injected 315 hp engine.

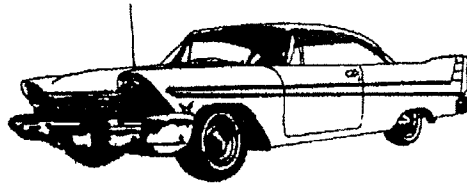
This kit comes with a single 4 barrel carb with upper and lower halves labeled "upper dual carburetors" and "lower dual carburetors" Hmmm...

At any rate the *engine* at least, to my eye, appears to be in scale, and pretty nicely done. However, if you are looking for detail on the level of what you got with the 300C, this falls slightly short. All in all, though, I can live with this engine.

The *chassis* continues the AMT protocol of separate floor pan and frame units. It is of typical AMT quality, and is similar in layout and parts structure to the 300C. The tires are the BF Goodrich Silver-town units with whitewall inserts that debuted in the "New" 57 Chevy kit, and are also available in the '58 Edsel, '62 T-Bird, and '62 Catalina Custom.

The *body* is likewise fairly decent. While to my eye it appears to be slightly chopped and sectioned, this is not very noticeable, unlike

what we saw with the Ala Kart. The biggest criticism of the body I have is the chrome trim on the front fenders. On the real car, it runs uphill, continuing the line that runs from the back of the car. On the model, it abruptly levels out just forward of the door line. You can see this on the box. It gives the trim a bit of a droopy appearance. This would be a piece of cake to fix with some Evergreen strip, except for the crosshatch patterned trim inserts. It's not that bad, but once you notice it, you won't miss it.



Also, and this is small potatoes, the pins that locate the glass are long, and very visible through the window openings. I would trim them down a bit, perhaps after the glass is in place. *(Careful!)*

The *interior* continues the current platform trend, with separate side panels. The detail and engraving is what we've come to expect over the past few years from AMT, and very nicely done.

The only place it falls short is on the dash gauges, which are a separate chrome piece, and have no gauge face detail. Only the circular outlines are present. This fault is offset by the nice plated switch panels that go across the bottom of the dash.

This kit contains glass for all the windows, including the side win-

dows, a nice touch. My only complaint is the headlight lenses. The engraving is crude by any standards, and I would replace them with parts box units.

There are no red tail light lenses either, so it will be time to break out your favorite tail light paint. *(I like to spray a little Testors Dark Red #1204 into a paint lid, and use that. It has just the right color and translucency.)*

This car features a nice amount of chrome parts, and they look to be nicely done. I especially like the trim piece that goes across the front of the hood, with the built in emblem.

My overall impression of this model is that, while it isn't as nice as most of what we've seen out of AMT the past few years, it certainly isn't the disappointment the Ala Kart was. Other than the discrepancies I mentioned (*excluding the side trim, with it's cross-hatched patterned inserts*) are very easy fixes. I can live with this kit. Besides, where else are you gonna get a '58 Plymouth for **under 20 bucks?**

By: Dave Darby,
Hobby Heaven message board 🗨️

Toyota Stock cars?!

Toyota wants to get into the *Craftsman truck series?! Flush after their Goodies Dash series win at Daytona, they have 'bigger fish to fry', so to speak, than the truck series. Winston Cup racing Toyotas(?!?) in the near future! What's the world comin' to?! 🗨️*

This 'N That!

Porsche recently announced the availability of at least **1,000 units** of the *Carrera GT* by calendar year 2003. The prototype, shown at last year's Detroit auto show, was a convertible. Production versions will have a roof. It's **5.5-liter engine** will produce **558 horsepower**, with a maximum torque rating of 442 foot-pounds, resulting in a **maximum speed of 205 mph!** Price has yet to be confirmed, but it is expected to be in the **\$350,000 to \$400,000 neighborhood. Expensive neighborhood, eh?!...Speakin' of hot rods, what about the new for '02 Dodge Ram SRT-10 pick'em truck?** This is the hot rod version of the truck breathed on by the gang at *PVO (Performance Vehicle Operations, similar to Ford's SVT)*. Daimler-Chrysler's goal was to build the **"biggest, baddest, fastest production truck in the WORLD"**. And a quick look at its stats quickly bear them out. Starting with the **8.3-liter V-10**, that produces a minimum of **500 horsepower** and **500 foot-pounds of torque**, **Viper four-wheel disc brakes, 24" (that's two feet tall, gang!) wheels which mount 305/35R-24 Michelin tires, and a ride height lowered more than one inch, boasting performance springs and shocks, rear sway bar, and topped off with more responsive steering**, these guys are estimating **0-60 mph in about five seconds (!)**, a **quarter mile in less than 13 seconds**, and an **estimated top speed of about 150 mph!** Jim Schroer, executive VP of PVO, in comparing this one to the hottest trucks on the market to date, the

SVT Lightning: **"Compared to the Ram SRT-10, the Ford Lightning is nothing more than a gentle rain."** No word on price, but one thing they are sure of—production in 2003!!...*Son of Hummer*...the *H2* is currently getting much press, with claims that it is not quite up to *H1* standards. For example, instead of being able to forge through **30"** of water, the *H2* can handle only **20"**; the *H1* can handle **ledges 22" high**, compared to **16"** for the *H2*. *General Motors*, who bought *Hummer* from *AM General Corp.* in 1999, claims that they can easily

"Compared to the Ram SRT-10, the Ford Lightning is nothing more than a gentle rain."

sell **30,000 H2s per year, at full production (More than 3,000 H2s have been pre-sold, with most buyers already owning an H1!)** The *H2* is expected to be available for about **\$50,000**, and be in showrooms in July. In contrast, the *H1* starts at about **\$100,000**, and fewer than **10,000** have been produced since 1992, when *AM General* converted its military *Humvee* to civilian use, calling it the *Hummer*. *FYI*—the **court case between GM and Daimler-Chrysler over the grille design is still in court**...To coincide with its **50th Anniversary**, the folks at *AMT* are re-releasing a bevy of their plastic *Corvettes*, including: **'53, '55, '57, '62, '72, '94, '96, and '98 convertibles, and '63, '70, '71, '75, '94 ZR-1, '95 ZR-1, '96 GS, '97, and '98 coupes.**

...According to *HobbyLink Japan*, an Internet purveyor of Japanese plastic kits, *Japan's Imai Hobby has gone bankrupt*. This is, remarkably, the **fourth time** the company has gone under in the **past 25 years**, but this time, there will be no recovery. Japan's bankruptcy laws impose liquidation upon a firm that has repeatedly failed to turn their business around. *Imai* had an extensive and diverse product line, most notably in *Harley-Davidson motorcycle kits*, wooden sailing vessels, and character-related merchandise from shows like the *Thunderbirds*, and most recently, *Speed Racer*. It is rumored that *Bandai* has indicated an interest in **purchasing some tooling**. *HLJ* is now working to secure stocks of *Imai* kits already in the distribution channels. As it becomes clear that items will not be available, *HLJ* will move them to discontinued status. *Imai* was partner to a licensing agreement with *Harley-Davidson* that made them the **sole manufacturer of Harley kits to the North American market**. Let's hope that this will open the door for a major manufacturer to license this attractive brand and turn out some great kits for global distribution. So, get 'em while they are hot, and somewhat available!... **You're on Candid Camera! Maryland** at least considered the **addition of speeding cameras** to complement **redlight cameras** already installed here. Legislators don't want to install speeding cameras, labeling them as nothing more than another tax. **They will revisit the issue in future!** 🍷

(Continued from page 2)

graved, and while simplified, will again build into an accurate assembly, properly painted and plumbed.

The front suspension is a one-piece affair, with no provision for possible steering or ride height adjustment. The two upper A-arms are separate items. A detailed three-piece dual exhaust system is included for the factory stock version, and straight through pipes for the drag version. The rear axle and leaf springs are molded as a unit for ease of alignment. A separate drive-shaft is added to the mix. The drag version adds suspension risers, for drag slick clearance, as well as a set of traction bars. A set of nicely done shocks round out the assembly. The core support assembly consists of the radiator core support with the radiator molded in, a fan shroud, battery, and three radiator hoses—two upper hoses (*one stock, one blower*) and a lower hose.

The *interior* consists of a separate floor pan, side panels, seats (*two pieces each*), console, dash (*with pedals suspended from it*), steering column and wheel for the stock version. This assembly represents the factory "**Custom Trim**" option with the optional console for the floor shift, and a woodgrain steering wheel. As is the case with the majority of the kit, this unit is well engraved. The drag racing version adds a hoop roll bar, single racing seat, and a tachometer for the steering column.

The *body* of the car is accurate and drop-dead gorgeous! In my opinion, the shape and contours are right on the money. The mold lines are well hidden, the emblems are crisp, and the panels fit. There are a

few ejector pin marks on the headliner, which a seam scraper can easily address. The rear body panel and valance area is a separate piece, and mounts separate, clear red tail lamp lenses. The rear bumper and license plate round out the body. The kit includes a separate, hood-mounted tachometer, as well as the *underhood ducting* for the *ram air system*, which mates up to the ram air air cleaner. Curiously, the '**Ram Air**' scoops are *not* molded open. A racing hood complements the stock scooped hood. The racing hood is based on the non-400 hood, is devoid of scoops, and contains an opening for the blower unit. I wish that the hood did not have the hole in it, thereby allowing us to build another Firebird variant. I expect the aftermarket will step up and fill this void. Separate chrome outside door handles and mirrors top this unit off.

The *glass* fits the body with better precision than any other version of the 'F' body on the market. Clear lenses mount into the front bumper/grille unit and a plastic mesh grille insert mounts to the unit after painting. Clear parking lamps mount to the front valance panel.

The *wheel and tire assembly* is, for me, the only disappointment of this kit. I understand the concept of the assembly, but it just doesn't look good to me. To me, the stock **Rally II wheels** look undersize, both in diameter and depth, even when mounted in the kit tires. No brake backing plate detail is evident on the chrome inner wheels. Also, the amount of chrome plating and sealant makes detailing these wheels difficult at best. The drag racing parts are no better, either,

with the front wheels appearing to be 13" diameter, and the rear wheels looking more like 16" diameter units. The slicks have no brand detail molded in, but in all fairness to Revell, their markings are included on the decal sheet. That said, the wheel and tire units mount to the body using pins, ala the Japanese manufacturers.

In my trial assembly of the car, I found the front ride height to be a bit on the high side, with no adjustability in the front suspension. The rear ride height appears to be fine. I will figure a way to give the car the right '*attitude*.'

The *decal sheet* is *mahvelous*. There are plenty of markings for the underhood area, gauge face details, emblems, an HO side stripe (*incorrect for this application*), white letter sidewall markings, and redlines, as well as a full set of contingency sponsor decals, time and class markings, and even names for the racing version. And let's not forget the '**68 RAM**' Illinois plates!

It's hard to believe that the First Generation ('67 and '68) Firebird has been unavailable in kit form since they were new! But, it's true. The original AMT and MPC versions are worth *several hundred dollars in unbuilt form*. I have a resin copy of the MPC kit in my collection, and I can say that this kit is head and shoulders above that one in every respect. I have been eagerly anticipating this kit for over a year, and overall, am not disappointed. This impressive, yet simple kit will build into a very nice replica of a '68 Firebird 400 Ram Air coupe. *Now, don't make me wait as long for the convertible version of this beauty!* 🍷

Urgent Federal Scrappage Alert

US Senate Bill Would Fund Scrappage Programs Nationwide

A bill (S. 1766), authorized by Senators Daschle (D-SD) and Bingaman (D-NM) has been introduced in the US Senate containing a provision (Section 803) that would federally fund state scrappage programs for *vehicles over 15 years old*. Owners who turn in vehicles for crushing would receive a 'minimal' payment, and a future credit toward purchasing a newer vehicle, all in a misguided attempt to improve the overall fuel economy of the country's vehicle fleet. *This bill represents the most formidable Federal legislative threat to the vehicle hobby in many years.*

Oppose the use of US Taxpayer Dollars for Scrappage

Section 803 of S. 1766....

-would give states that don't currently operate scrappage programs an extra 'incentive' to create a program due to generous federal funding.
-requires that federally funded state scrappage programs crush every car. It threatens enthusiasts nationwide with the loss of valuable parts and parts cars for repair, restoration, and customization projects.
-does not require states to determine the fuel efficiency of vehicles being scrapped, or that scrapped vehicles are being replaced by more fuel efficient ones.
-ignores the fact that cars turned in for scrappage often barely run, or are rarely driven second or third vehicles that have a minimal impact on overall fuel economy.
-will diminish the availability of affordable transportation and repair parts to low income drivers, as more and more older cars are crushed.
-does not guarantee that low-income individuals will be able to afford to purchase new vehicles with the money provided by scrappage programs.
-ignores more socially responsible and cost-effective policy options like voluntary vehicle repair and upgrade programs that maximize fuel efficiency of existing vehicles.

Contact your US Senators to Oppose Section 803 of S. 1766

Protect American vehicle enthusiasts and low-income drivers. To find out who your US Senators are, call the SEMA Washington, D.C. office at (202) 783-6007, or access this information via the Internet at www.enjoythedrive.com/legislative/contact_legislator.asp. For assistance in turning this alert into a letter to your Senators, consult the SEMA document, "How to Lobby Elected Officials." This guide is available at www.enjoythedrive.com.san.

Please fax a copy of your letters to us at (202) 783-6024, or mail to:

SEMA Washington Office
1317 F St., NW, Ste. 500
Washington, D.C. 20004



(Normally, I don't get too political within these pages, but the government is just trying to trample our rights to own and drive what we want to! I'm off the soapbox and back on my medication now!)

The 'Environmental Police' are trying to impose their will on us again!

Chevy Astro Van

by: Ron Hamilton

[Fujimi #18677; 1/25th scale; 105 pieces; new tool]

It's hard to believe that in 15+ years of production, none of the mainstream model manufacturers have marketed a kit of this van in any form. To be fair, resin cast kits of this vehicle exist, but their limited distribution and low production volume made them virtually unavailable to most modelers.

In Japan, this is a cult vehicle, revered by many enthusiasts. Lowered suspensions, oversized, low profile tires, trick paint, and interiors loaded with the latest in sight and sound are commonplace on home market vehicles. In America, the Astro is marketed as a 'mid size' van, which has found favor with businesses and families who have no need of a full-size van. Fujimi's kit depicts the *All-Wheel Drive passenger version*. This is a curbside model, which means that

there is no opening hood or engine detail, but it does include an interior and window glass. The first thing you notice is the large box in which it is packaged. It includes a nice illustration of a Japanese-market Chevrolet Astro LT AWD van. The difference between the US-spec van and the Japanese-spec version are as follows:

- ✓ Side marker (*repeater*) lights on the front fenders
- ✓ Side view mirrors
- ✓ Rear reflectors built into the rear bumper
- ✓ Taillamps w/amber turn signal lenses

Other than the mirrors and bumper reflectors, this van can be easily converted into an American-spec Astro quite easily, just by removing the reflector lights and painting the taillamps red, with a clear backup lamp.

Inside the box, you will notice

that each tree is individually wrapped. This lessens the chance of damage to the model. Upon opening the box, the van's body, bumpers, and side cladding are molded in white plastic. The body appears to be crisp, clean, and well-engraved. The overall shape of the body is good, except that the windshield appears, at least to my eye, to have insufficient curve to it. The difference is so slight that most modelers will not concern themselves with it. I won't.

The *interior* and its components are molded in a medium gray plastic with a semi-gloss finish. The interior depicted is the eight-passenger version equipped with front captain's chairs, and two split bench rear seats. It builds up from a tub, with a separate detailed dash, front door panels, and aforementioned seating. The engraving is excellent, and the detailing is right on the money.

The *chassis* and its components are molded in black. The front and rear suspensions are well detailed. Of particular note is the *transfer case, front and rear drive axles, and suspension parts*, which are all separate pieces. A judicious amount of detail painting will make this chassis shine.

The *wheels* are factory 15" chromed spoke steel wheels, mounted on *BF Goodrich Radial T/A rubber*. Front disc/rear drum brake detail is also evident.

Upon closer examination of the *body*, Fujimi has provided deep-tinted clear side and rear windows,

(Continued on page 8)

Print Icons no longer with Us

It is with a heavy heart that I relate to you all the passing of two automotive icons.

The first of these is the well-known Hot rodder himself, *Gray Baskerville*, of *HOT ROD* fame. After 35 years with the magazine, he lost a battle with cancer, succumbing early in the month of February. Gray was only 66 years old. The entire staff of *HOT ROD* magazine knew him as '*their Ol' Dad*.' *HOT ROD* will run a *tribute* to him in the *June '02 issue* of the magazine, followed by *12 months*

of The Best of Baskerville.

The other personality was the publisher of that bible for the automotive enthusiast, *Hemmings Motor News*, *Terry Ehrich*. He died of lung cancer. Hemmings was founded in 1954 by *Ernest R. Hemmings*, an antique auto parts dealer from Quincy, Illinois. The first issue was *four pages*. Currently, the magazine consists of about *800 pages*, and has about *260,000 subscribers*, and *140 employees*.

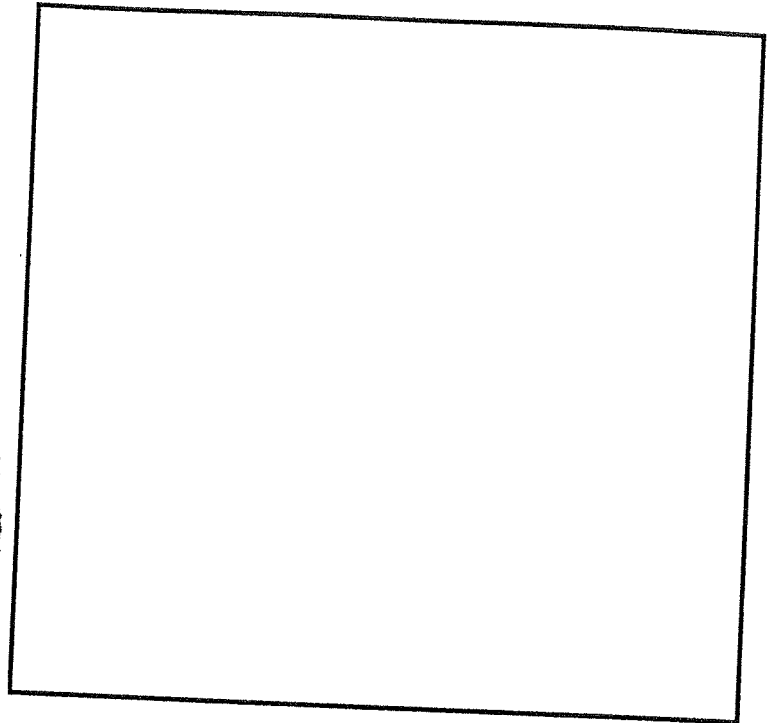
Both icons will be missed. 🙏

This is the newsletter of the
Maryland Automotive Modelers
Association

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Email: gtoguy@mindspring.com

MAMA's BoyZ do it in scale!



We're on the web!

<http://www.geocities.com/MAMAzboyz/>

Events

- ☛ **March 17th – Dunn Loring Antique and Collectible Toy Show** from 9 a.m. to 2 p.m., at Dunn Loring Volunteer Fire House, 2148 Gallows Road. For info, call (703) 524-2061.
- ☛ **March 23rd – 16th Annual NNL East Model Car Show and Swap Meet** at the Parsippany P.A.L. Building on Baldwin Road, in Parsippany, NJ. Themes this year are **Li-*ons*, *Tigers*, & *Bears*....Oh my!** (Cars with animal names), and a **subtheme of pickup trucks**. For info, E-mail Ken Walkley at TSSMCKJW@aol.com, or Tom Geiger at Modl-Citizn@aol.com. **Be there, or be octagonal!** ☛

Chevy Astro Van

(Continued from page 7)

and a clear windshield and front window unit. The only chrome evident (*other than the wheels*) is the grille, which, again, is very accurate. Curiously, the taillamps, rear reflector, and high-mount stop light are molded in clear plastic, instead of red tinted plastic. The outside rear view mirror lenses are molded in black, while they should have been chrome. Oh well, **Bare Metal foil** to the rescue. The emblems are depicted by decals, and they are quite accurate, except for the exclusion of 'LT' emblems for the door pillars. Also, the LT option includes a set of body stripes, which are also absent. Maybe the Japanese version of the Astro LT does not include them.

In my opinion, this is a very nice kit of the subject. I am not sure that Fujimi is going to distribute this model in this country, as I procured this sample from overseas. I wonder if they are going to market a **commercial cargo version** of this van? The light commercial builders among you will more than likely snap up every one they can get their hands on. To anyone planning on building this model, I suggest you get a copy of the latest **Chevrolet Astro dealer brochure**. It includes some very good reference photos of the chassis, interior, and exterior of the vehicle, as well as a color chart (*again, for both interior and exterior*). If you are into vans like I am, get this model. You won't be disappointed. ☛