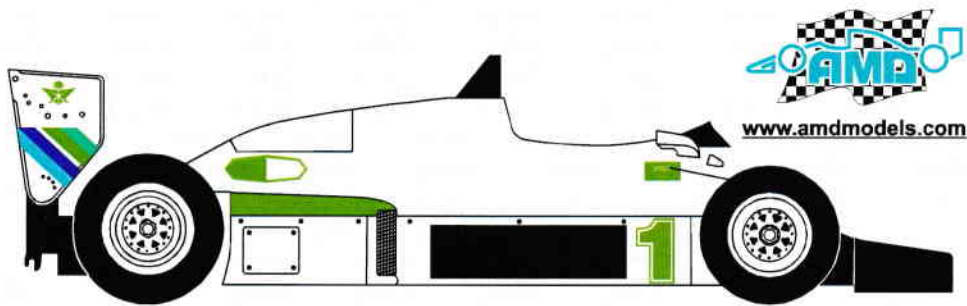


FW08-C

1/20 High Tech Resin Kit - AMD 20008



After becoming the 1982 Formula 1 Drivers World Champion, Keke Rosberg started the 1983 season among the favorite drivers to win the title again. Due to the deaths of Gilles Villeneuve and Riccardo Paletti and a very serious accident suffered by Didier Pironi during the previous season, some drastic technical changes were introduced for 1983, with the ban of the wing cars (the lateral skirts that caused the ground effect were forbidden). At the beginning of the season nobody knew who was going to be really competitive.

The Williams team was still using the aspirated Ford Cosworth engine on the back of their cars - the Williams FW08C - driven by Keke Rosberg and Jacques Laffite. Patrick Head designed a very light and fast car which enabled Keke Rosberg to be very competitive at the first half of the season, always fighting for the top six places. Besides nice drives in Brazil and Long Beach, his best result was a remarkable win at the Monaco GP when he started on slick tires, even in wet conditions. He drove very cautiously during the first laps, and when the track began to dry, all drivers in front of him were forced to stop for slick tires. Rosberg showed all his talent and aggressive style through the streets of Monte Carlo beating the turbo charged cars of his rivals (Brabham, Ferrari, Renault and Alfa Romeo), winning the second Grand Prix of his career.

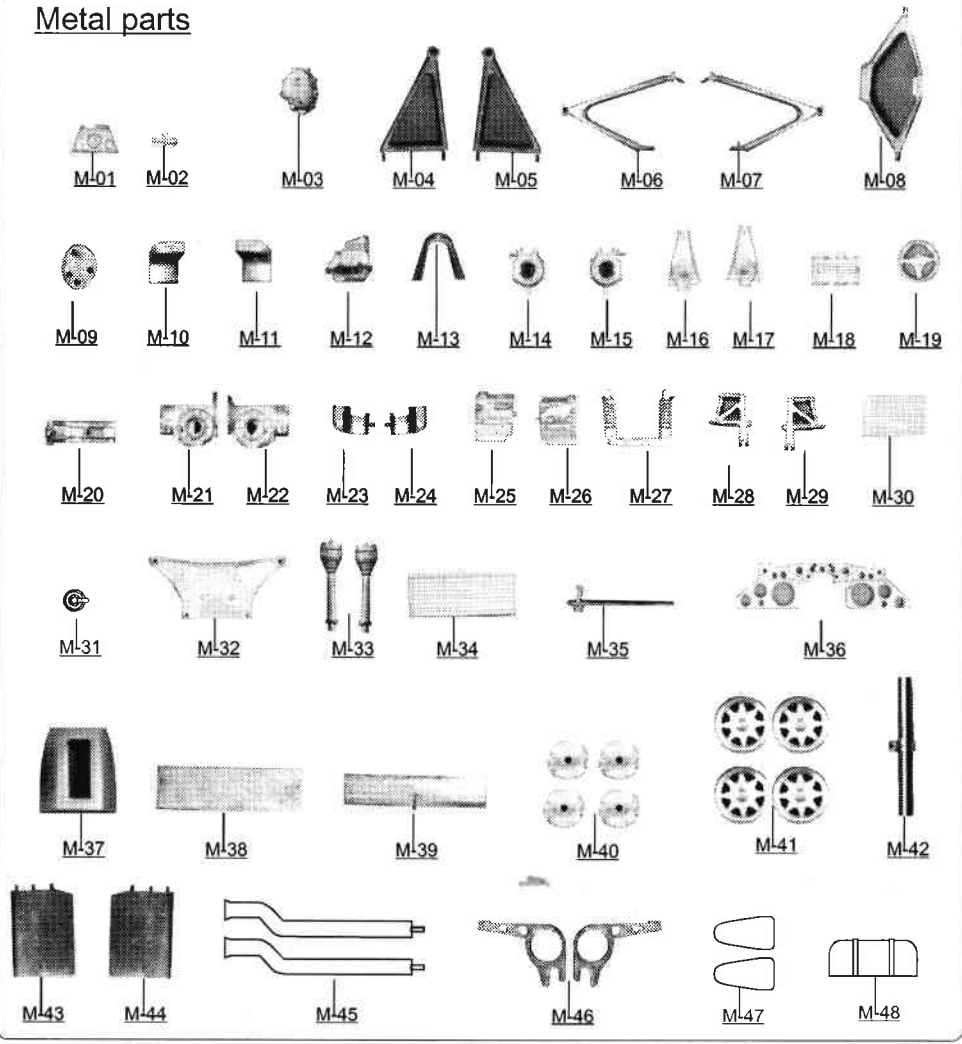
The second part of the season was very difficult for the Williams Team. On the fast tracks like Silverstone, Hockenheim, Zeltweg and Monza, Rosberg and Laffite could not match the speed of the turbo charged cars, and the team was concentrated on their next project, the Williams FW09 powered with the Japanese Honda turbo engine, making its debut on the last race of the season, in South Africa (Kyalami).

Besides the brilliant victory of Rosberg in Monaco, the Williams FW08C chassis made history as it was this car that Ayrton Senna drove in his first ever Formula 1 test at Donington, impressing everybody in the team due to his immediate speed.

This kit reproduces exactly the car driven by Keke Rosberg and Jacques Laffite in the Monaco Grand Prix, and we offer a complete decal sheet to build the versions of Ayrton Senna's first Formula 1 test and the Formula 1 debut of Jonathan Palmer at the European GP driving the third car of the team, carrying the number 42.



Metal parts



VACUUM FORM windscreen



WIRE brass



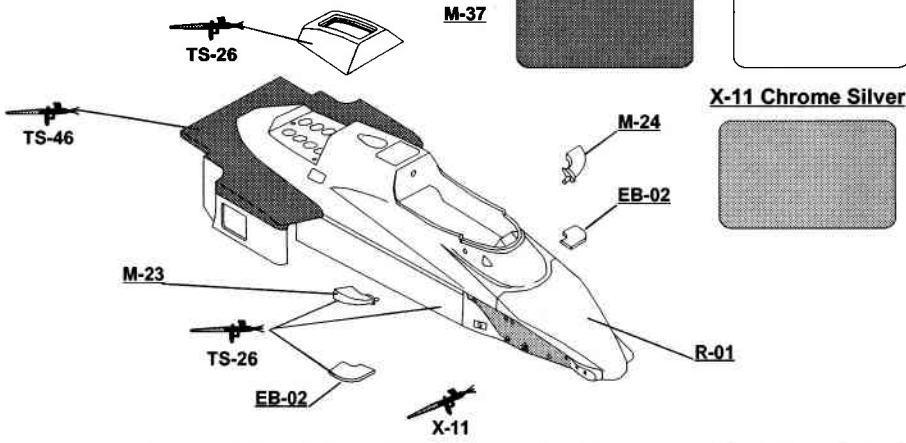
TRUMPETS aluminium



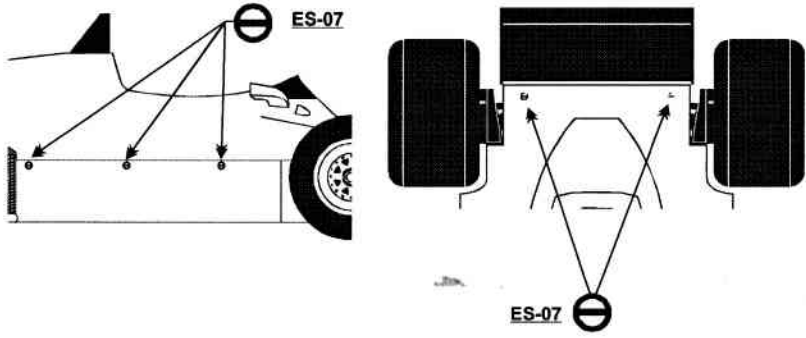
1 Masking for painting

TS-46 Racing Green

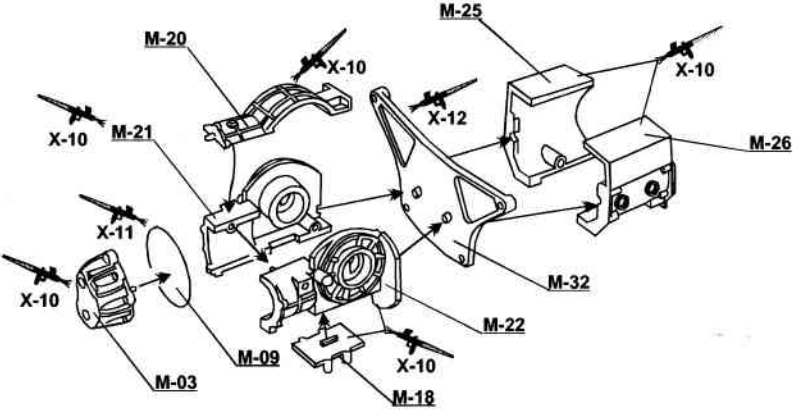
TS-26 Pure White

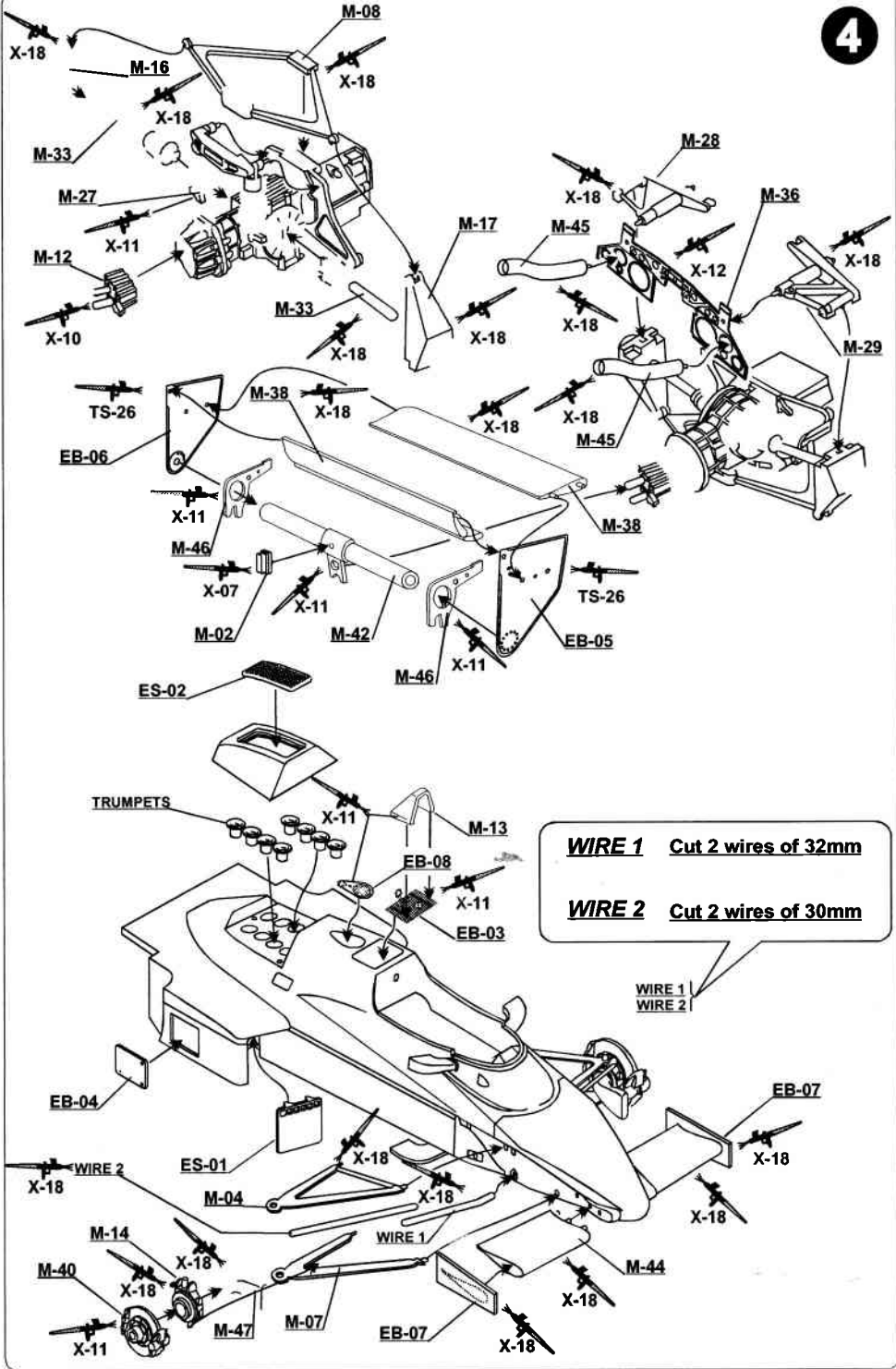


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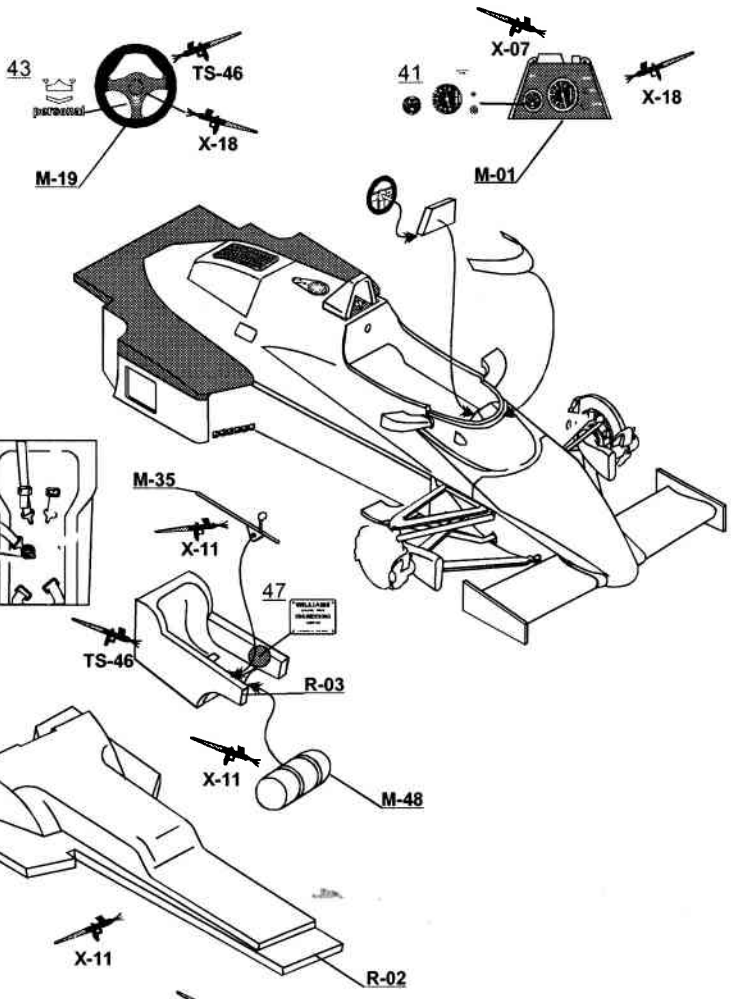


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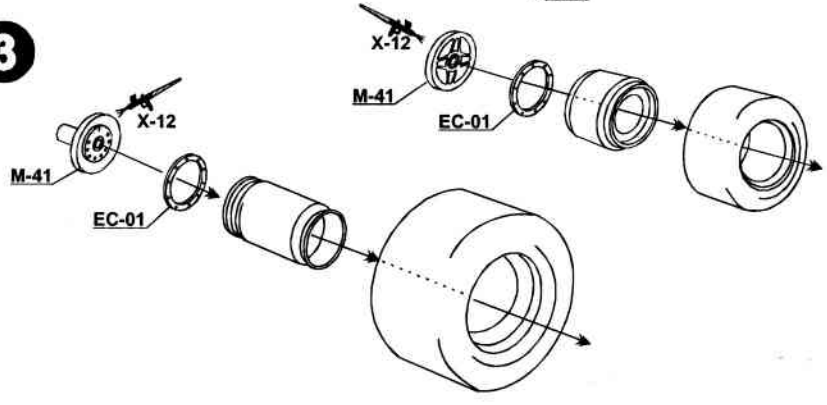




5



3



Read before assembly

* Read carefully and fully understand the instructions before assembly..

* Keep away from small children.

* Model car for collectors. Not suitable for modellers under 14 years old.

* Cement and paints not included in the kit.

* Use ciano-acrilate cement only.

* Use polyester putty, for remodelling and repair of resin body and parts.

* **Tools required:** cement, plastic scribe, side cutter, tweezers and modelling knife.

* **Paints required:**

TS-46 / racing green

TS-26 / pure white

X-7 / red

X-10 / gun metal

X-11 / chrome silver

X-12 / gold leaf

X-18 / semi gloss black

X-19 / smoke

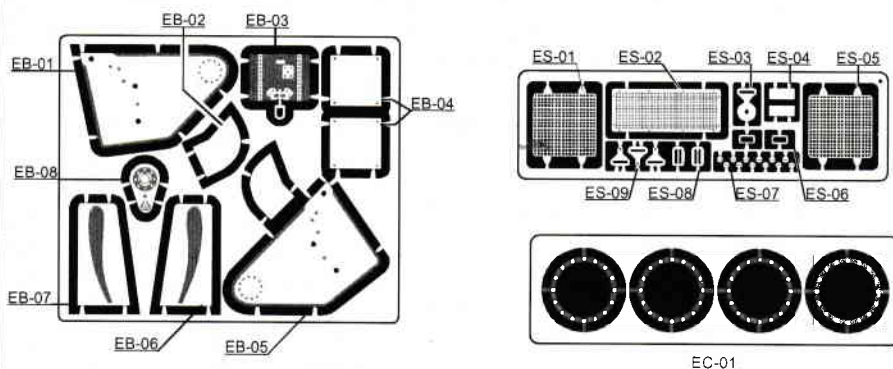
XF-1 / flat black

XF-16 / flat aluminum

For more reference material, please visit our website at www.amdmodels.com

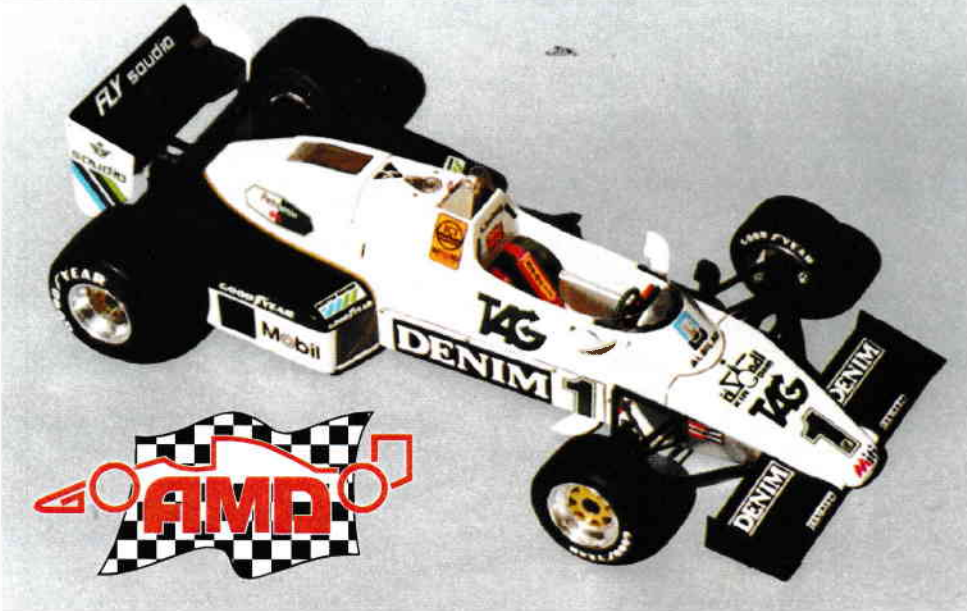
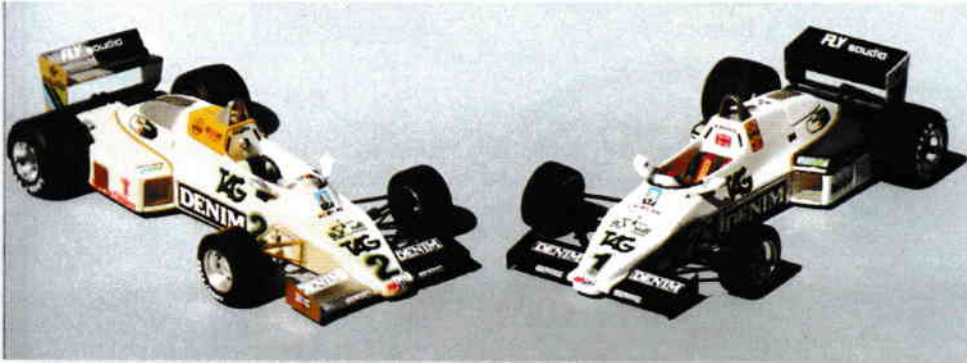
Photo-etched

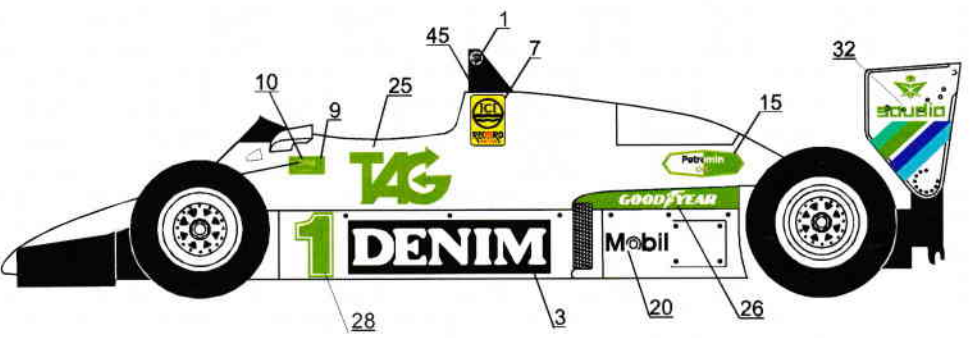
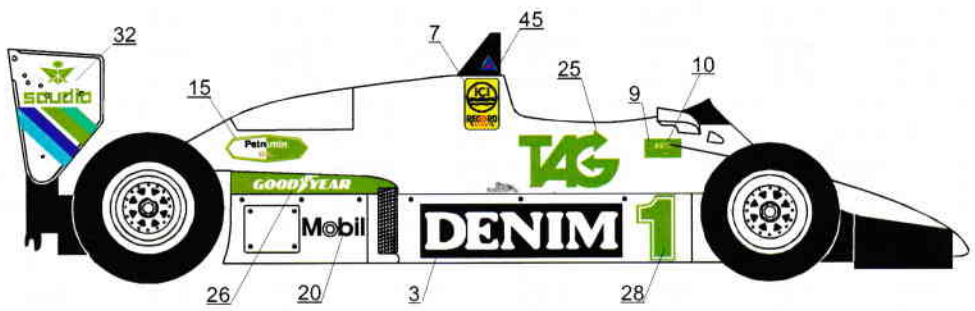
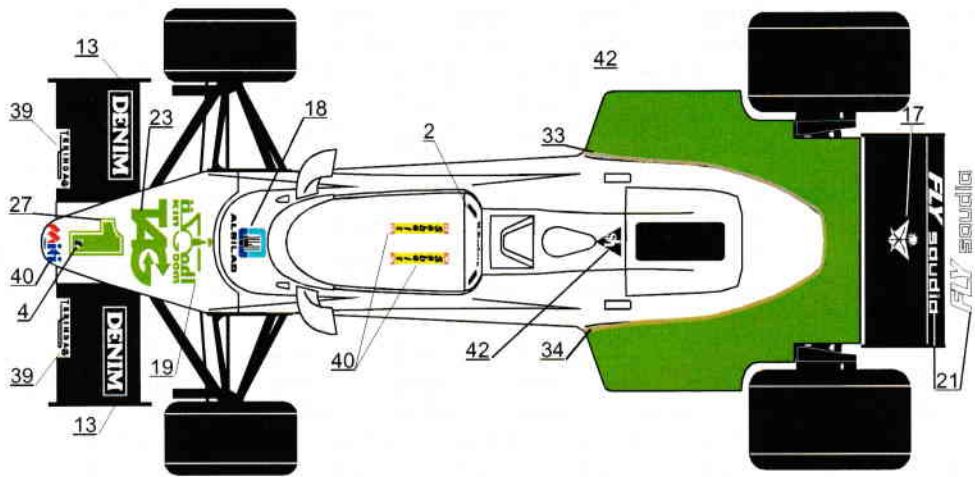
"Sand steel photo etched parts fixed on the plate before assembly"



Resin parts







F108-C

PRIVATE TEST - DONINGTON 1/20 High Tech Resin Kit - AMD 2010

