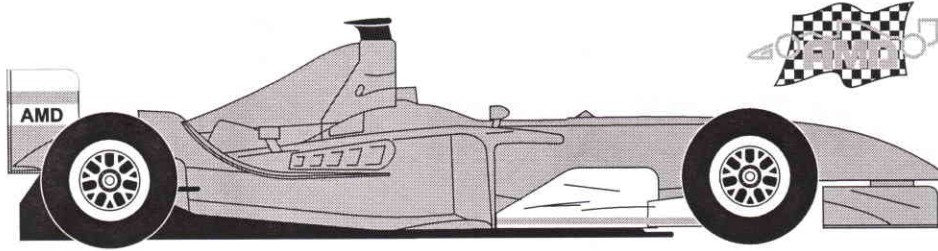


# F2003GA

'03 USA GP winner

'03 Japan GP winner

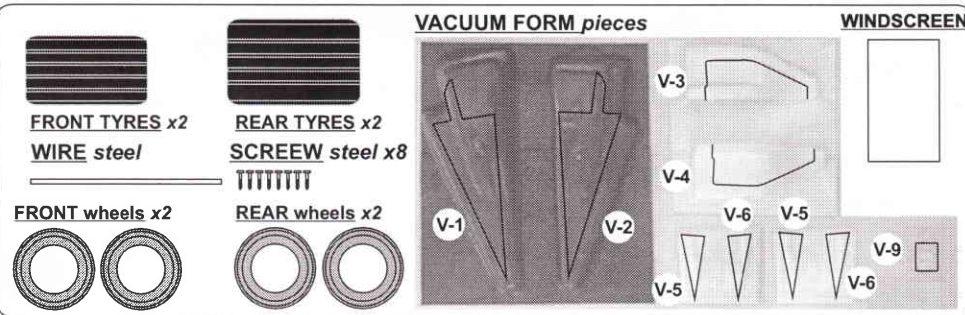
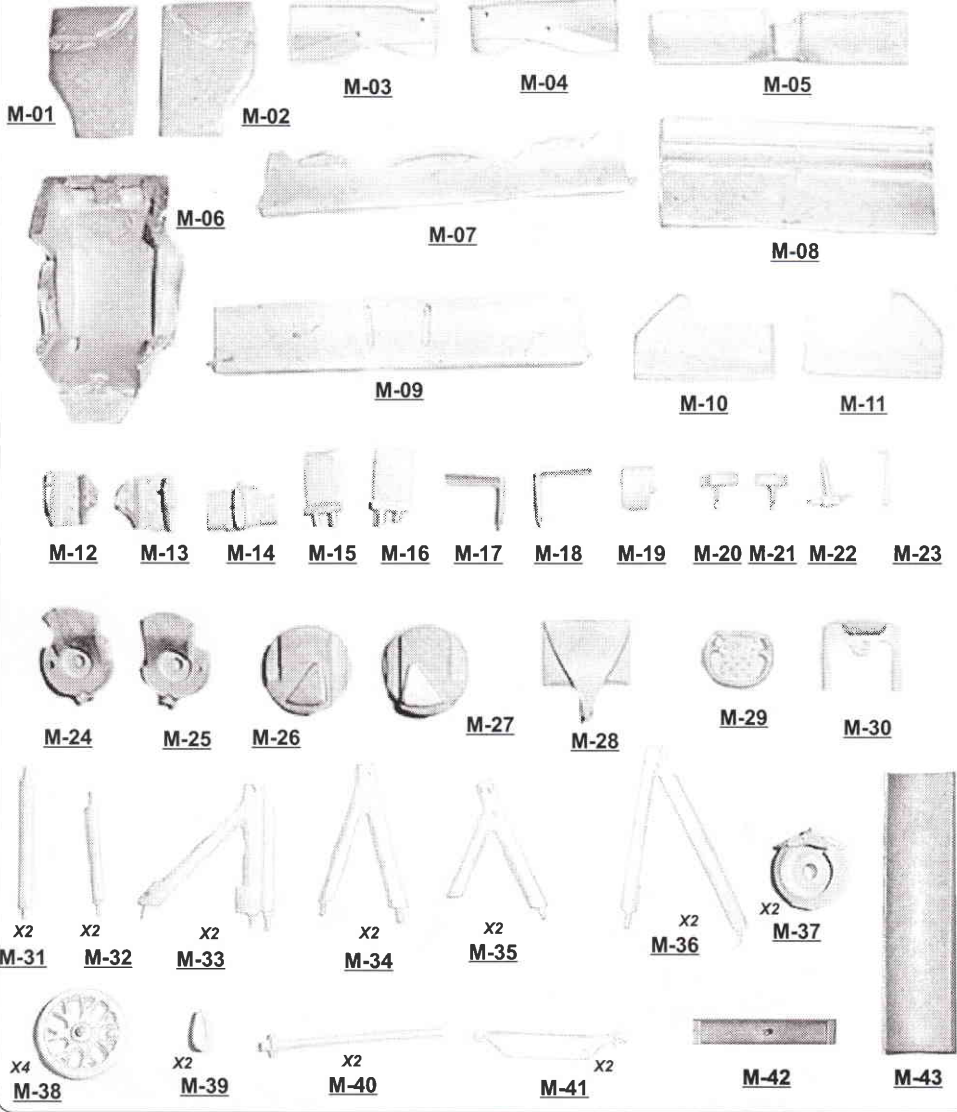


After winning the 2002 Formula 1 Constructor's and Driver's World Championships in a smashing way, the Ferrari Team started the 2003 season as the top favourites to win this year's both titles again. Michael Schumacher and Rubens Barrichello felt very optimistic, even driving the old chassis - F2002 - that was the most successful car ever produced at Maranello, having won 14 out of 15 races until then.

But the fortunes turned round radically for the Ferrari Team during the first three races of the 2003 season. A radical change to this year's technical rules and untypical climatic conditions that played an important and decisive part on the final result of these races, helped to let both Ferrari drivers out of the podium in the Australian GP, something that was not happening since the 1999 European Grand Prix. In the Malaysian GP things became a little better with Barrichello finishing 2nd. and Schumacher 4th. but the Brazilian GP was the worst for the team since the 1998 Belgian GP, as neither Schumacher nor Barrichello finished the race. The San Marino GP, 4th. race of the season, showed that the winning potential was still alive in the old but very fast and reliable F2002 chassis. Schumacher managed to win on the last ever race of this winning and successful car.

Even with this convincing victory, all the Ferrari Team members knew that to become World Champions again they had to work, as hard as possible, on the development of their new car. The hopes were all concentrated in the new chassis, the Ferrari F2003-GA that was being tested exhaustively since the beginning of the 2003 season. The debut came only in the 5th. race of the season, the Spanish GP, and it could not have been better as Michael Schumacher won this race in a dominant way. After two more wins in Austria and Canada it seemed that Schumacher would win the Drivers Championship in a very easy way but surprisingly this did not happen. The Williams and McLaren drivers were profiting a lot from their Michelin tires and closed the gap to Schumacher and the Championship was only decided in the last race of the season, in Japan. A revised chassis enabled the Ferrari team to recover the competitiveness and the wins of Schumacher in Italy and USA and Barrichello in Japan gave the 6th. Drivers World Championship to Schumacher (a record that for sure will last for decades, maybe forever, in Formula 1 History) with 93 points against 91 of Raikkonen and 82 of Montoya, and the 5th. consecutive Constructors Championship to the Ferrari team, totalising 158 points against the 144 of the Williams team.

**Metal parts**



FRONT TYRES x2  
WIRE steel

REAR TYRES x2  
SCREW steel x8

FRONT wheels x2

REAR wheels x2

**VACUUM FORM pieces**

**WINDSCREEN**

**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.

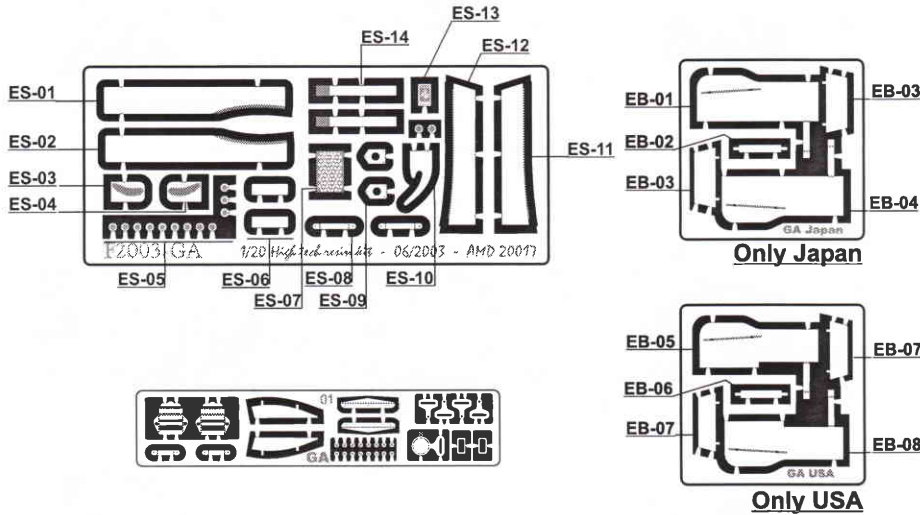
\* **Tools required:** cement, plastic scriber, side cutter, tweezers and modelling knife.

- \* **Paints required:**  
TS-42/ pure white  
TS-49/bright red  
X-7/ red  
X-10/ gun metal  
X-11/ chrome silver  
X-12/ gold leaf  
X-18/ semi gloss black  
X-23/ clear blue  
X-27/ clear red  
XF-1/ flat black  
XF-16/ flat aluminum  
XF-52/ flat earth

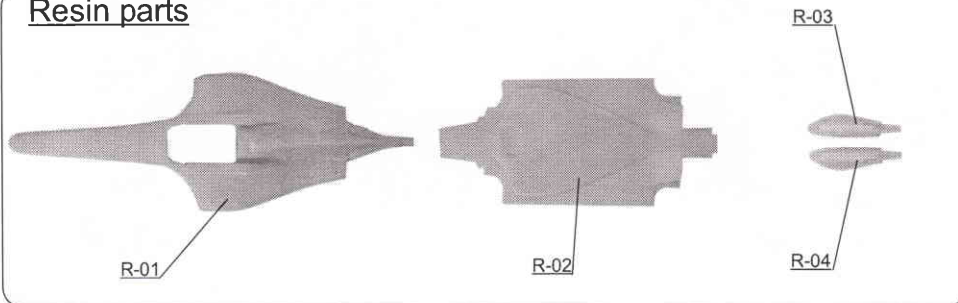
For more reference material, please visit our website at [www.amdmodels.net](http://www.amdmodels.net)

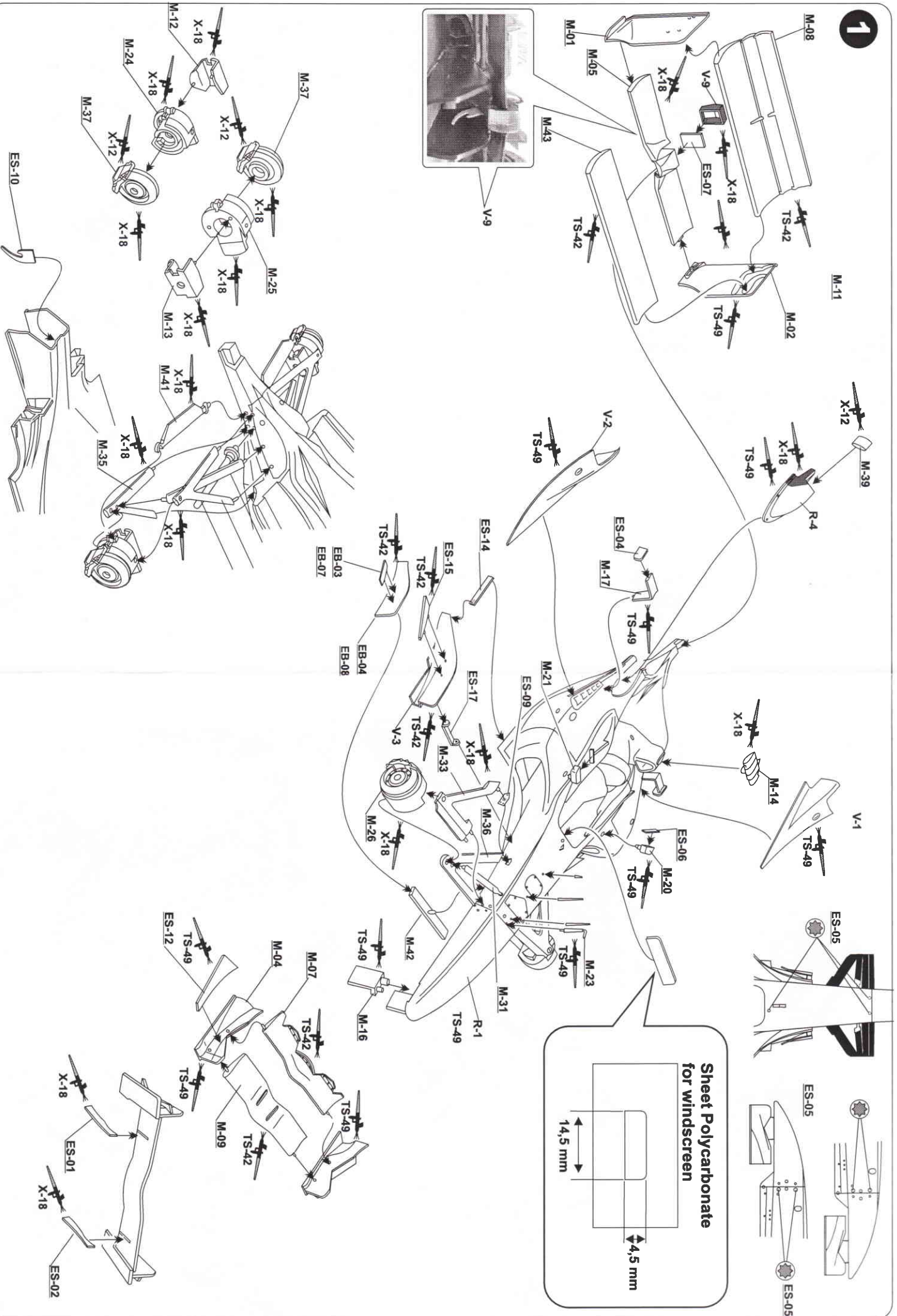
**Photo-etched**

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



**Resin parts**

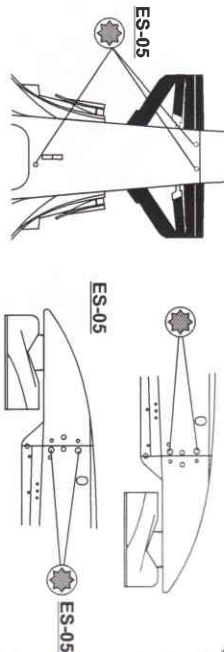


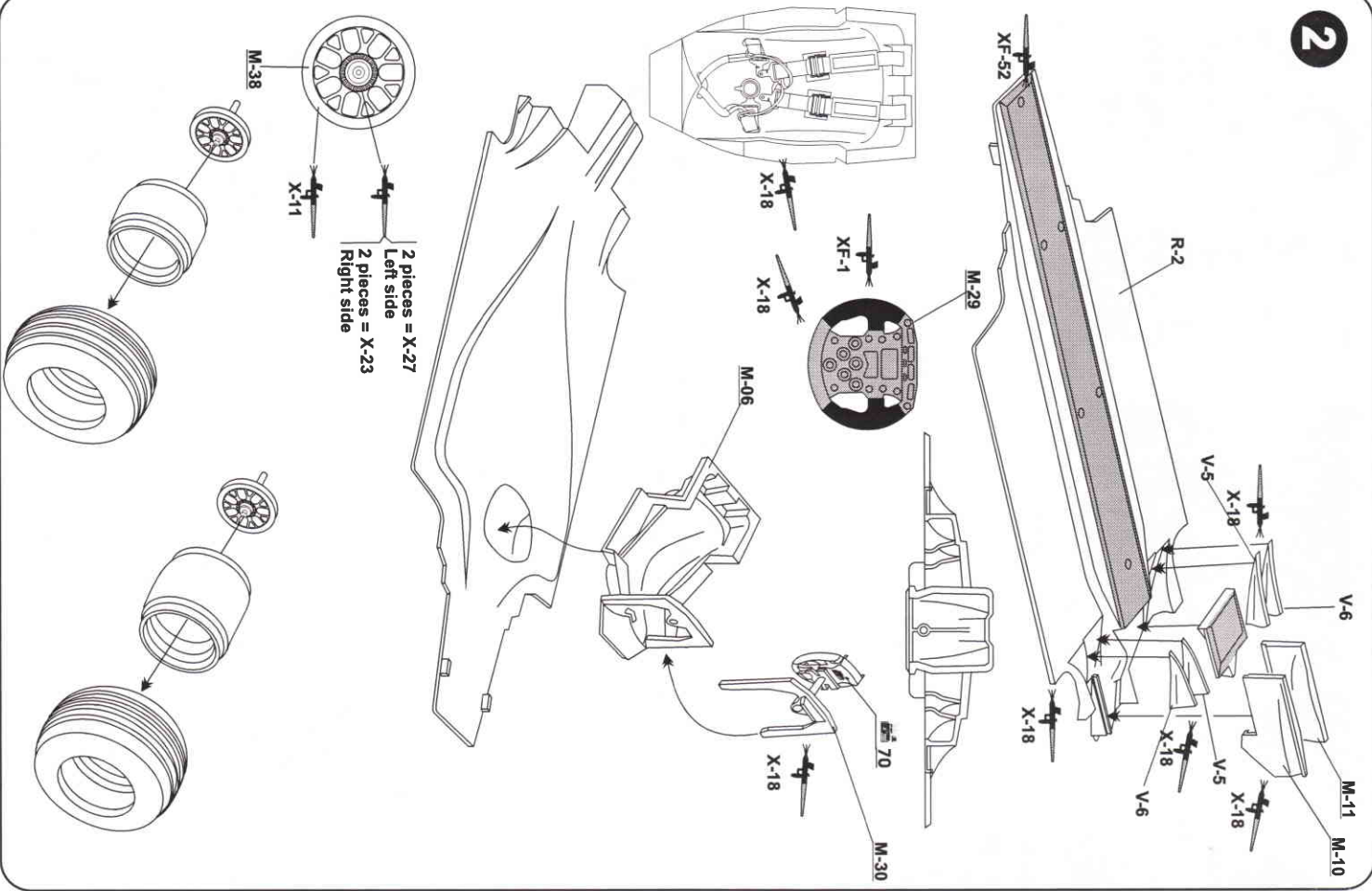


Sheet Polycarbonate  
for windshield

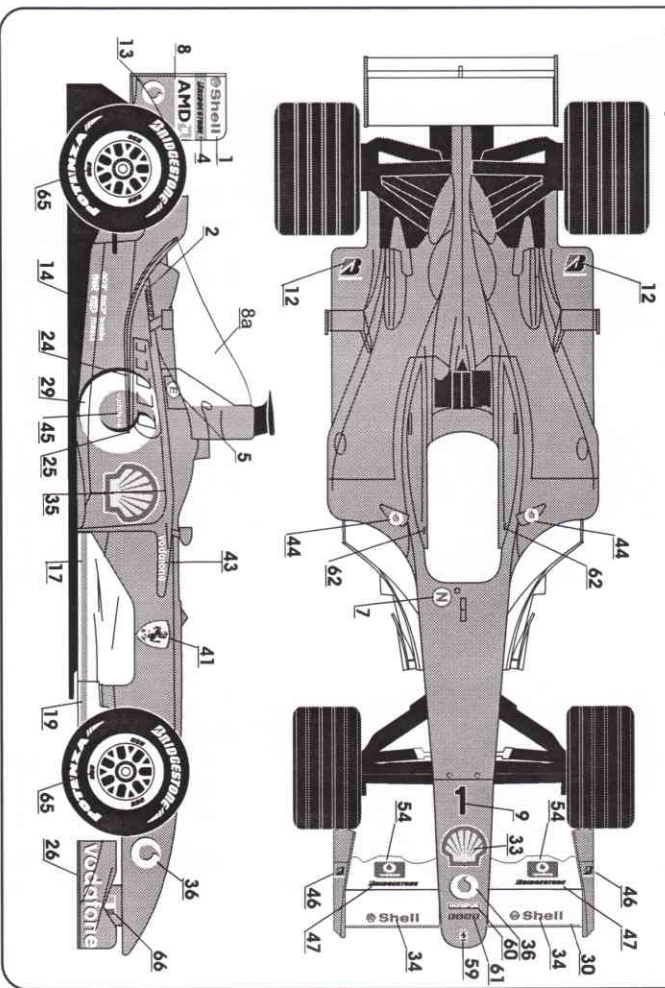
14,5 mm

4,5 mm





Decal placement USA GP



Decal placemente Japan GP

