

Sauber-Mercedes C9



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#14 Supercup Diepholz 1988

J.L. Schlesser

CA06g

Release Date Oct 2014

149mm 31mm 84mm 62mm 70gr

Motor
V12/3
21.500 rpm

Pinion/Gear
9/28

Front Rims/Tyres
15,8x8,2
1159C1

Rear Rims/Tyres
16,5x8,2
1167C1

Scale
1:32

Inline



Sidewinder



Inline Boxer



Anglewinder



4WD System



Setup



Nd Magnet



Race Magnet



Suspension



Lights



Digital



Motor mount

● [1]

○

○

○

X

[1] box stock standard: offset 0,5 mm

- Standard
- Compatible
- X Not Compatible

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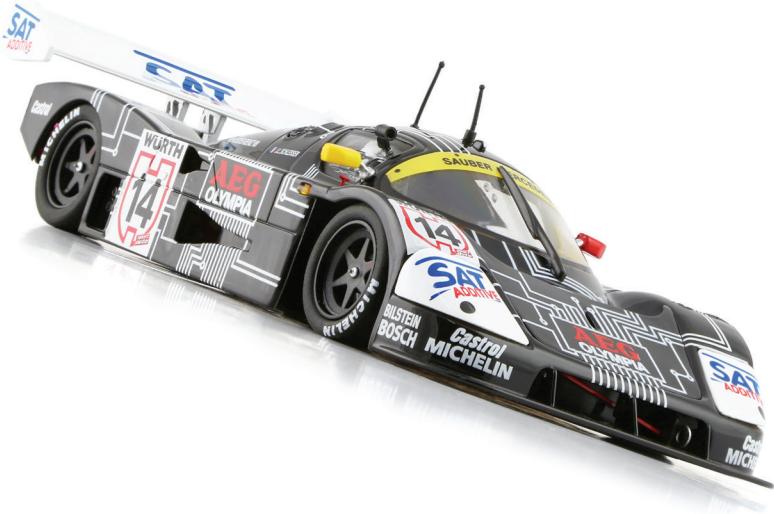


The Sauber Mercedes C9 was a Group C race car, built by Sauber in partnership with Mercedes-Benz.



Chassis was mainly an aluminium monocoque, with magnesium elements and carbon-fibre skins. It had double wishbone suspensions, with direct-action at front and rocker-arm at rear, as well as Speedline magnesium rims, 17" front and 19" rear, and Brembo cast-iron 14" disc brakes.

In 1988, the car was powered by the 'M117' engine, a twin turbo, 5 litres, V8, with semi-stressed function, which used the 500SL passenger car crankcase. The two valves per cylinder were controlled by a single over head camshaft, with chain drive. In qualifying specifications, the boost pressure was 1.2 bar, and power was 800 bhp at 7000 rpm. Torque had a very flat band from 3000 to 8000 rpm, which gave the Sauber C9 a great advantage in exiting corners. Overall weight was 865 kg.



In 1988 the Sauber C9 took part to the "ADAC Supercup", winning three races out of five. Its driver, Frenchman Jean-Louis Schlesser, won the ADAC title.

