

Sauber-Mercedes C9



Sauber-Mercedes C9

#14 Supercup Diepholz 1988

J.L. Schlessler

CA06g Release Date Oct 2014

↔ 149mm ↓ 31mm ●↔ 84mm ↔ 62mm 🍷 70gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale
V12/3 21.500 rpm	9/28	15,8x8,2 1159C1	16,5x8,2 1167C1	1:32

Inline	Sidewinder	Inline Boxer	Anglewinder	4WD System
● [1]	○	○	○	X

Setup	Nd Magnet	Race Magnet	Suspension	Lights	Digital
●	●	○	○	○	○

- Standard
- Compatible
- X Not Compatible

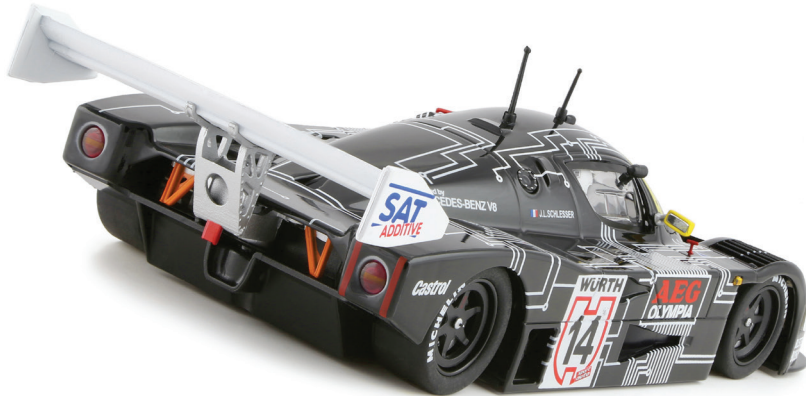
[1] box stock standard: offset 0,5 mm



Sauber-Mercedes C9

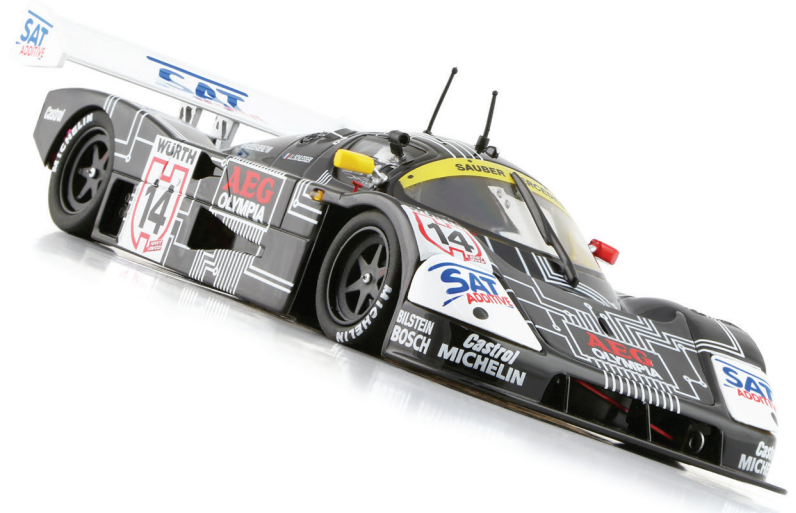


The Sauber Mercedes C9 was a Group C race car, built by Sauber in partnership with Mercedes-Benz.



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 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.

