

Sauber C9



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#62 - 24h Le Mans 1987

J. Dumfries, C. Ganassi, M. Thackwell

Scale	CA06h	Release date Nov 2016			
1:32	<div> <div>149mm</div> <div>31mm</div> <div>84mm</div> <div>62mm</div> <div>70gr</div> </div>				

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/4 23.000 rpm	9/28	15,8x8,2 1159C1	16.5x8,2 1167C1

Digital	Chassis	Cockpit
OXIGEN SLOT.IT DIGITAL	<input type="radio"/>	<input checked="" type="radio"/>
SYSTEM SSD COMPATIBLE	<input type="radio"/>	<input checked="" type="radio"/>
Carrera D132	<input type="radio"/>	<input checked="" type="radio"/>

Inline	Sidewinder	Inline Boxer	Anglewinder	4WD System	Setup	Nd Magnet	Race Magnet	Suspension	Lights
<input checked="" type="radio"/> [1]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

☒ Standard
☐ Compatible ☒ Not Compatible

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



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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 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.



This second Kouros Racing Team car raced at Le Mans in 1987. It was driven by Johnny Dumfries, Chip Ganassi and Mike Thackwell.

