

**THIRD ANNUAL TUCSON CLASSICS CAR SHOW-ROTARY CLUB OF TUCSON**

OCTOBER 17TH

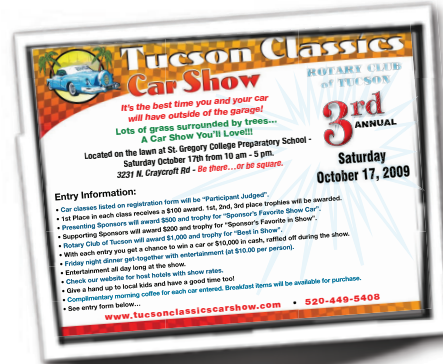
Start planning now to shine up your Benz beauty and join with fellow Chaparral members in the 3rd Annual Tucson

Classics Car Show to be held Saturday, October 17, 2009, from

10 am – 5 pm at St. Gregory College Preparatory School, 3231 N. Craycroft Rd. in Tucson. The setting will be on the beautiful lawn at the school, and the show will be limited to 500 cars. More details and an entry form can be found on the website [www.tucsonclassicscarshow.com](http://www.tucsonclassicscarshow.com)

In order to assure our spot on the grass you should plan to have your registration entry form (\$25 per vehicle) sent in no later than September 1st, and it is suggested that you enter in either Class 3 or Class 4 depending on your vehicle vintage. The organizers have agreed to locate all of us together on the grounds but have asked that we arrive as a group in order to accomplish this efficiently. To that end we will plan to gather first at the shopping center at

the northeast corner of Craycroft Rd. and River Rd. at 8:30 am Saturday morning and then drive to the show just down the road. If you are planning to attend or have further questions, please contact **Fred Finney** ([fvfinney@comcast.net](mailto:fvfinney@comcast.net)). Some of our members have attended this event as spectators in the past and have nothing but praise for the show and its organization.



**OTHER EVENTS UPCOMING FOR 2009**



November 7th, a short drive to Amado, AZ for a tour of Equine Voices Rescue and Sanctuary then lunch in Amado, AZ.



November 14th Cops & Rodders Care show by Tucson Police Foundation at Hi Corbett Field (3400 E. Camino Campestre).

December 18th, Annual Holiday Party at the famous Mountain Oyster Club, 6400 E. El Dorado Circle, Tucson



**NATIONAL NEWS**

MBCA FALL 2009 TRIP TO GERMANY

Your club is offering a fall trip to Germany this year, beginning Monday, September 28 and including time at the Frankfurt Motor Show, considered the largest and most elaborate auto show anywhere in the world. Click on the "German Trips" link on the MBCA website for more information, including contact information for Jim O'Sullivan. The trip to Germany will be like no other you'll ever experience. We visit places and do things that are just not available to the public. There's even an extra option driving experience!



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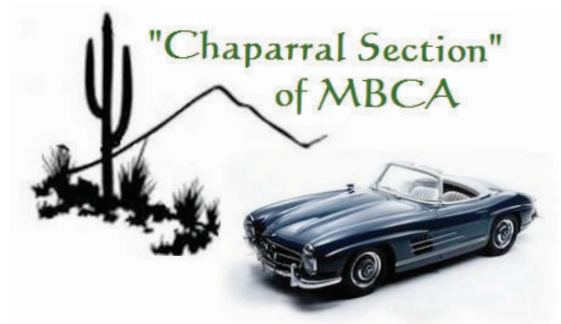
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### TRADING POST:

Car For Sale: 1968 280 SL, original owner, since new European deliver. US specs, female not smoker owner. Ivory exterior/ brown leather interior, 81,000 miles very good original condition, asking \$30,000; contact 323-0039, F. Fernandez, Tucson for more information.

A Switch, Idle speed Interrupteur, PNA 006 545 8532: A MB part originally ordered for a 1987 560SL. Did not need it, never installed, new in box. Ask: \$250.00 Make Offer. Mike Zonnefeld 749 3525

Wheels for sale: with tires (4), original MB equipment from 1991 300 SL, fits other models, 5 bolt-250-55R16s, asking \$300.00 891-7659 (J. Sprung, Tucson).

1993 600 SL For Sale. Triple Black, stunning car! Upgraded Mercedes two piece wheels, new Bridgestone Potenza tires, every option available. Only 54K miles. Selling to donate funds to the Museum of Contemporary Art, Tucson. \$18,500. Call Dan @ 520 891 7659

## TECHNICAL INFORMATION--BRAKES

Brake repairs - critical? Of course! Your brakes keep your family safe. Mercedes brake parts and repairs - expensive? You bet! Mercedes brake rotors, unlike domestics, are built with minimal thicknesses to save weight - meaning they can't be "turned"; they must be replaced.

Mercedes brake rotors are also more sensitive to warping from heat, and overheated brakes are the second most common cause of failure (first is wear-and-tear).

Save money on Mercedes brake parts and repairs with these tips:

Use Your Eyes & Ears to Inspect Your Mercedes Brakes

Visually inspect brakes' condition at least every six months. Here are some things to look for:

Mercedes Brake Rotors (discs) should be inspected all the way around the surface and on both sides for any concentric scoring (grooves) or obvious defects. If defects are found, replace your rotors immediately. Any rotor discoloration may be a sign of overheating and an inspection by an Mercedes brake repair professional is needed.

Mercedes Brake Pads will normally match rotor scoring but should also be inspected for uneven wear, breakage or cracking on the friction surface. Again, if defects are found, replace the pads immediately. Many cars also have brake pad sensors to warn of pad wear. If your Mercedes uses sensors, replace these at the same time as your pads.

Mercedes Brake Drums (if equipped) should also be inspected on a regular basis. Check for the same types of flaws as noted above. The drums should not have excessive grooves or have a deep "trough" dug into them where the shoes ride.

Mercedes Brake Shoes (if equipped) should be worn evenly and have no rivets protruding to the friction surface.

Mercedes Additional Troubleshooting: When inspecting brakes, check calipers, wheel cylinders, hoses and fittings for any hydraulic fluid leakage.

Inspect the master cylinder, reservoir and proportioning valve assemblies as well. Replace or rebuild as required.

A "spongy" brake pedal or one that's gotten lower underfoot also needs looking into. It could be caused by sticking calipers, worn pads, low fluid or hydraulic system problems.

If you can't "pump them up", then you definitely have hydraulic problems that need work. If you always have to pump them up, at the very least your hydraulic fluid needs replacement.

To check brakes by sound, know how your brakes should sound and listen for out-of-the-ordinary noises.

Most cars have a slight brushing sound from the pads lightly touching the rotors. This is perfectly normal. Sounds to beware of include:

Squeaking may be caused by dust or dirt on the brakes, loose pads vibrating when applied or worn pads.

Rhythmic noise might mean you have a warped rotor. Instead of a solid squeaking noise, it pulsates. In extreme cases, the brake pedal will also pulsate underfoot.

Constant brake noise is never a good sound and any grinding noise spells real trouble!

Most importantly: As soon as any problem is noticed, get it repaired immediately. Delaying brake repairs is extremely dangerous.

Over-stressed rotors and drums can break. Brakes may be too worn or damaged to stop your Mercedes in an emergency. Even if you manage to avoid physical harm, the longer you delay fixing brake problems, the more you increase the cost of doing so.

Badly worn, warped or overheated rotors can damage wheel bearings and the complete wheel hub assembly. These parts often cost as much or more than the brakes themselves.

Even if you like doing your own work, every few years your Mercedes brakes should be examined by an Mercedes professional. Checking brakes for "run-out", warping, wheel bearing play, proper proportioning balance, among others, are normally more involved than can be accomplished in your garage. This inspection can also uncover underlying problems that could eventually become costly or dangerous.

For more technical information visit our web site: [www.tucsonsmcedesclub.org](http://www.tucsonsmcedesclub.org) and click on technical.

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