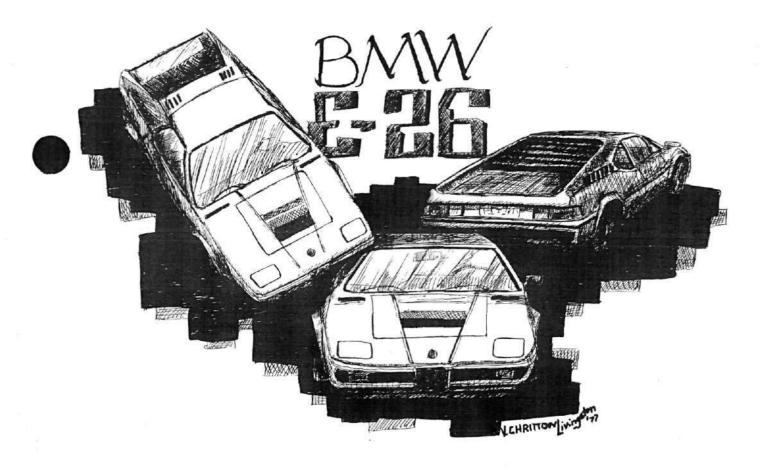
der bayerische

VOL. 8 NO. 1

JANUARY 1978



EDITOR'S NOTES

Well, a new year has come and with it comes a new editor to der bayerische, who happens to be myself. I am going to try to keep up the same quality as our past editor, Jane Touzalin, displayed.

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1/2 pg \$125 \$25 3/4 pg \$150 \$30
Full pg \$175 \$35

With the new year comes election also. As it stands now, we're not getting enough participation in electing new officers. Let's face it--without officers we can't have an organized club. I urge you all to make nominations and get involved.

As far as the newsletter is concerned, I'm going to need all the help I can get. So, if any of you have an article, cartoon, service report, etc., that you think others might like to see. then please give me a call or see me at one of the meetings. Also, if you have anything to sell and/or trade, from spare car parts to spare puppies, run an ad in our Swap and/or Sell section--free to members.

If anyone has any suggestions on what you'd like to see in future issues, just let me know. Let's all try to make this the best yea ever for our club--and our news-letter.

Happy New Year! Vicki Livingston

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## der bayerische

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## RESIDENT'S MESSAGE As far as chapter management goes, we have commitments from many of

Elections are being held on Jan.
17. The situation faced by the new officers is not too bad. The funds in the treasury and the membership count have been reinforced by a respectable volume of renewals by the end of 1977. This assures us of maintaining our budget levels through the next year. And we continue to experience membership growth at the same time.

New initiatives are taking place with our newsletter. Vicki and Barry Livingston have taken charge of the publication and have presented some good ideas for cutting costs and improving the format and content of der bayerische. We look forward to extending the quality publication that we have come to expect.

As far as chapter management goes, we have commitments from many of our current chairmen to continue in their roles or to switch roles, so continuity of planning is guaranteed.

I'm pleased to report that Bill Riblett has consented to permit his nomination for chapter president. I can think of no other member I'd rather see in that position, since my own time has become scarcer and scarcer over the past several months and this alone prevents my continuation.

I plan to finish the membership census and present the results within the next several months. This has turned into a more ambitious project than we anticipated and is progressing slowly. But it will be completed and the results will be essential for planning activities in 1978.

Ken Wright President

MAINTENANCE



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## A BITTERSWEET CHRISTMAS DRAMAS



By Jim Ryland

They sit before the Christmas fireplace, her head on his shoulder, both gazing thoughtfully at the decorated tree and the beautifully wrapped packages beneath it.

She: Do you love me?

He: Of course, dear.

She: But do you love me more than.. ...it?

He: Of course, darling. The BMW is only an inanimate worldly good, just a toy.

She: (weeping tears of happiness)
I'm so ashamed to have doubted
you. It's just that you've
spent so much time with the
BMW this year and so little
with me.

He: Don't be ridiculous, my love; you know you are far more important to me than the BMW.

Now, let's just enjoy the fire, the Christmas tree and each other.

She: Oh, yes, darling! I promise never to question you again about the BMW. I feel so foolish; please forgive me.

He: No sweat, my love.

A few quiet moments pass. She begins to study the beautiful packages under the tree.

She: (quivering with excitement)
What did you get me for
Christmas, my sweet? I can't
wait to open the big silver
package with the red bow!

He: Well, that one is not for you, dear. It's a set of XAS's for the BMW. You are far too feminine to receive such a bulky gift.

She: (swooning) Oh, do you really think I'm very, very feminine?

He: (visualizing the XAS's) The very best, my love.

She: Well, then, tell me what you have wrapped for me in that feminine-looking blue package.

He: That package is really not that feminine; it's just a box of ordinary electronic ignition parts wrapped in Christmas paper.

She: Oh, then the flat box with the green ribbon, would that be a fine fur stole to match my eyes?

(Con't. on Pg. 6)

## NEW MEMBERS

Welcome to these new members of BMWCCA and the National Capital Chapter:

E. Lael Adams Bethesda, Md. Charles W. Adams Baltimore, Md. Robert J. Decker Gaithersburg, Md. Richard Fanning Crofton, Md. Michael Foreman Reston, Va. Bernard Geller Columbia, Md. H. Mark Helfand Greenbelt, Md. T.B. Howard Jr. Baltimore, Md. Claudius Klimt Columbia, Md. Geoffrey Kroll Towson, Md. Bruce S. Lane Chevy Chase, Md. Rich MacGregor Hyattsville, Md. Maru Neuman Wilmington, Vt. Joan P. Nichols Rockville, Md. Sheldon A. Noble Silver Spring, Md. Patrick Otero New Carrollton, Md. L.A. Potsiadlo Laurel, Md. Otto Privette Falls Church, Va. W.E. Sandusky Crofton, Md. Steven D. Sass Columbia, Md. T.R. Shannon Charlottesville, Va. Dean A. Smith Severna Park, Md. Potomac, Md. W.K.&N.J. Stern Silver Spring, Md. Dale Wierenga



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## THE E-26-A MID-ENGINE WHAT?!?

By Barry S. Livingston

A new mid-engine production car became de-classified recently and as a result, has raised many questions about BMW production capabilities and its racing future.

The type, based on the Paul Bracq-designed BMW turbo prototype, is at best, a little disappointing. BMW has farmed out this mid-engine dream to Lamborghini. They have succeeded in building a Lamborghini that is powered by a possible 3.5 liter inline 6-cylinder, with a 3-valve arrangement, rated at 250 to 300 bhp. And, to satisfy the turbo purist, there is the possibility of adding an Eberspacher

type EBE turbocharger to the Kugelfischer full-injected Ti models. Claims of 900 bhp tantilizes the visions of Group 5 and breaking the Porsche dynasty.

BMW will have to produce 400 units in order to qualify for Group, 4 racing, but in my opinion the visual silhouette is not stunning enough to make this one of BMW's most marketable successes. If the price should go in line with the BMW trend, the E-26 should be a rich man's Porsche Turbo. Remember the Pantera, Miura and the Urraco? I rest my case. .

#### drama, con't.

He: No, just a common steering wheel (with leather cover).

She: But the two small boxes with matching white bows, something for the two of us - his and hers?

He: No, left and right, new headlamps for the Bimmer.

She: S--t!

Sensing a hint of disappointment in her voice, he tactfully tries to change the subject.

He: Have you seen the new 630CSi?

She: Excuse me, I must powder my nose.

She disappears into the bathroom while he ponders how to explain the remaining packages. The floor mats, the stereo, the fog lights, the quartz clock. When she returns, he will point out the package with the scarf; surely that will take her mind off the BMW

trinkets and they will resume their night of romance. Awaiting her return, he drifts off for a short winter nap, with visions of BMWs dashing and turning in his head. He springs from his chair as the last log crashes into the glowing embers of the fireplace.

No answer. He opens the door to find the bathroom filled with snow blowing in through the open window. She is gone. He sighs and closes the door. He will shovel the bathroom tomorrow morning, but tonight he grabs a pillow from the bed and walks slowly to the garage.



Jim Atwell
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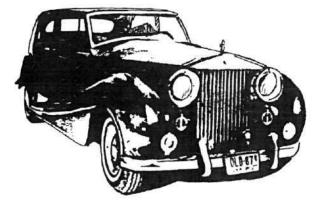
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### BUYA BMW-INVEST IN THE FUTURE

BY BARRY LIVINGSTON

I remember awhile back being in an argument with someone about automobiles. The person said that I was incorrect in my evaluation or should I say my first hand knowledge that an automobile can be an The person was under investment. the misconception that an automobile is always a liability, loss, write-off, etc. Having bought unwisely at best, this person has suffered the difference in depreciation of a car. All things taken in consideration, operation of a car, fuel, maintenance, insurance, and taxes, we will consider as offset usage. What I want to point out is some cars do actually hold their value better than others and appreciate, making them an investment. Because some usage can be obtained from these autos, the investment has offset the usage.

BMW owners, be proud (and smug if you wish). Your choice has proven to be the number one best import in holding its value. In my own research using the N.A.D.A. official used car guide, I was pleased to find most BMWs selling for more than the P.O.E. delivered price from

five years ago. So, when your neighbor questions you about why you bought that import, you can promptly correct him by saying, "I invested in this car for. .

(Con't. on Pg. 11)



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