

A UNIQUE IMPORT**Among Other Makes, Norm Heathcoat Also Had A 1958 'DKW 1000' Coupe**

*By Norman Heathcoat
Chesapeake Region*

I can remember a series of low cost clunkers I drove including a 1949 Desoto, 1950 Chevy coupe, 1940 Ford Tudor, 1955 Chevy, 1956 Desoto and my 1934 Ford five-window coupe I bought while attending high school and still own today. But perhaps the most memorable car I had and the most fun I had with was the one I owned when I got married in 1967. It was a 1958 DKW 1000. I also had an identical spare parts car.

DKW is a historic car and motorcycle marque. In 1916 an attempt was made to produce a steam-driven car, called the DKW. Although unsuccessful, the manufacturer made a two-stroke toy engine in 1919 and a slightly modified version of this engine was installed into a motorcycle and called 'Das Kleine Wunder'--"a little marvel." That was the real beginning of the DKW brand: by the 1930s, DKW was the world's largest motorcycle manufacturer. In 1932, DKW merged with Audi, Horch and Wanderer, to form the Auto Union. The company was effectively re-founded in West Germany in 1949, following the loss of its assets to the Soviet. Auto-Union came under Daimler-Benz ownership in 1957, and was finally purchased by the Volkswagen Group in 1964. DKW ceased automobile production in 1966, after which the brand was phased out. The 3=6 (*EDITOR'S NOTE: the equal sign is correct!*) model launched at the Frankfurt Motor Show in March 1953 and sold until 1959.

From 1958 it was badged more simply as the DKW 1000, the name being based on the car's approximate engine displacement. The engine was water cooled had three cylinders and was two-cycle water, located in the front of the car. The radiator was mounted behind the engine. There were three sets of points and each spark plug had its own coil. The engine had only seven moving parts including the crankshaft, three pistons and three connecting rods. Needle bearings were used at the connecting points allowing the engine to rev very high. It took about 45 minutes to change the engine. There were no valves, only ports in the side of the cylinder walls.

The car was good on gas and had a free wheel lever which allowed the engine to idle when coasting. The only oil it used was mixed with the gasoline on fill ups. The transmission was a four speed column shift. Front wheel drive through Constant Velocity joints connected to the transaxle with the weight of the drive train over the front wheels.

I remember putting 670x15 inch snow tires on the front which barely cleared the fender wells. The car did very well in the snow and on the beach on one occasion. The car was about 10 years old and the body was in good condition. The paint was faded beyond polishing so

when a friend offered some gray, navy surplus boat paint, I gladly accepted.

I taped the chrome and glass and sanded the body and painted the car with a roller and brush. I was driving home one evening when I was rear ended by a driver who dropped a lit cigarette in his lap and did not see the red-light. His front bumper ran up the trunk of the DKW and ended up in my back window. The force pushed me into the car in front of me and the bumper was damaged but the engine and radiator were OK. I drove away from the accident which the guy who hit me wasn't able to do. The damage was too great and the car too old to repair so that was the end of the DKW.



In the late 1960s Norm Heathcoat's daily driver was similar to the 1958 DKW 1000 above. The 1958 models had 'center-opening' doors and Norm's car had a 'mesh-like' grille.--wikiwand.com public domain photos

'PREVAS', Continued from page one...

U.S. was scaling back its commitment in Southeast Asia. America was tiring of the war and of all the injured soldiers and body bags returning.

Nick adds, "we still had the same area to cover, we were disastrously short-handed." Some troops were forced to patrol without a radio; Claymore mines weren't always disarmed properly; maps weren't accurate; and patrols were longer, with fewer breaks. "When I returned to the U.S., no one was interested in listening to your story back then," Prevas says. "I'm grateful for this opportunity. I think it'll be educational." "At my level, it was a harrowing experience," says Prevas, who was able to come home for Christmas in 1970.

Nick went on to have a career in the United States Army Reserves and retired from the reserves at the rank of Lt. Colonel. He was also a business analyst for the Federal Government.

At 69 and retired, the Howard County veteran has two grown children, and four granddaughters.

For more information visit: mpt.org/vietnam.

The photo below is not the DKW 1000 I owned but a similar vehicle found on the internet. I also found out later that Revell produced a model of the car; 1958 Auto Union 1000 S Coupé, Revell Metal Cars: 08909.

The Auto-Union 1000 had a 1000 c.c.. engine. It had a panorama windscreen and the four shining Auto-Union rings across the radiator grille. The Auto-Union 50 bhp 1000 'S' model coupe reached a top speed of 135 km/h 85 mph at 4,500 rpm and sprinted from 0 to 60 mph in 24 seconds. Over 16,000 customers were persuaded to lay out all of 7,125 DM (about 3,640 Euros) for one of the handsomest four ring models at the motor show.

Gene Sauter And A \$25 Studebaker?

My first car was a green 1946 Studebaker four door sedan with a six cylinder engine, I purchased the car in 1955 for \$25!

It smoked like a train, so I overhauled the engine. Not knowing a lot about mechanics, I managed to put in new piston rings and bearings. It still smoked a little, but was much better than walking. I did a little body and paint work on the Studebaker. I drove it for a couple of years and then sold it to a fellow I worked with for \$50! I figured I doubled my money!

Valuable Tip From Nancy Schaffer

We received this interesting safety tip from Nancy Schaffer about 'flour.' Nancy says a friend recommended if you ever suffer a burn on hand, arm or big toe, place the effected part in common household 'flour.' The flour will sooth the burn in minutes and even prevent 'blistering.' Nancy has tried this on a couple occasions and swears by the soothing and healing properties of flour! Try it!