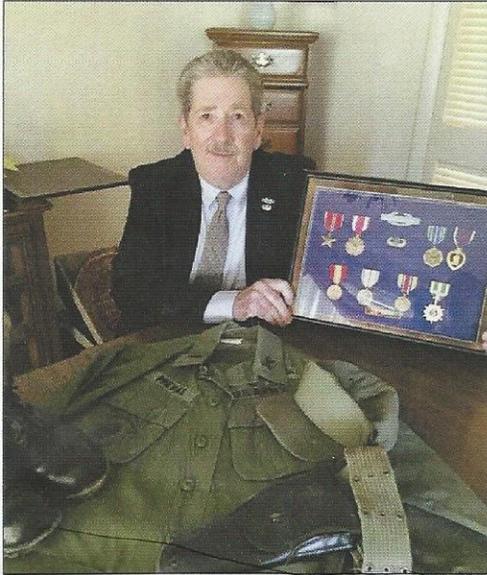


# THE CHESAPEAKE BULLETIN



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Nicholas Prevas, Jr., displays a board full of medals, including a Purple Heart awarded during his tour-of-duty, as an Army Officer during 1969-1970, in Vietnam. Linda Prevas photo.

## Vietnam Veteran Nick Prevas, Jr., Received Overdue Recognition In A Three-Part Series On MPT

Chesapeake Region's very own Vice-President, Nick Prevas Jr., still remembers returning home from Vietnam to war protesters. There were certainly no celebrations, or community events, until now. The 130,000 Marylanders who served in Vietnam will also be honored at a June 18-19 commemoration at the Maryland State Fairgrounds called 'LZ Maryland.' The event is organized by Maryland Public Television which created a three-hour Memorial Day weekend documentary, featuring 100 local veterans including Nick Prevas.

'Maryland Vietnam War Stories' was broadcast on Channel 22, May 24, 25 and 26 at 8 pm (check your local TV listings for re-broadcast times).

Initially, Nick had misgivings talking about his war experience for the Maryland Vietnam War Stories Documentary. The more I pondered the opportunity to talk about my days 'in country', the more I thought, "this is more than just my story," says Prevas, who served as a Lieutenant in the Army. "It's about the infantry platoon I led...It's for the guys we lost. It's their story too."

Lieutenant Prevas was assigned to troop duty in the summer of 1969, and ordered to Vietnam where he served in the 4th Battalion of the 3rd Infantry Regiment known as the "Old Guard." By then, the

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Gary Ruby photo

Clockwise from center, Phil Hack, Shelly Hack, Dan Materazzi, Mark Deeds, Terry Materazzi (back to camera) Sandra Deeds, Barb Diehl, Buzz Diehl. Photo on floor of Treasured Motorcar Services.

## Saturday April 30, Tour Of 'Treasured Motor Cars, LTD,' And A Unique Private Collection In Baltimore County

By Bill Wurzell, Editor

A visit to 'Treasured Motorcars Service' in Owings Mills, Maryland is an enlightening experience. Especially for the individual that prefers European, or exotic motorcars. This company has been restoring, rebuilding and repairing classic and antique automobiles for a long time. They also do a large share of work on domestic cars, such as Chevrolet Corvettes, Ford Mustangs and Shelby Cobras. There was an early 1950s Nash Ambassador sitting on a lift, receiving a modern drive train. 'TMS' had an open house for the general public on Saturday, April 30.

Chesapeake Region Activities Director, Phil Hack thought this would be a great opportunity for members to see this shop up close. What a great idea! As you might expect this shop is extraordinarily clean. I mean the whole shop, not a spec of grease anywhere. Although the company didn't build the unusual, sporty roadster (in the picture) out of an oversize oil can that was displayed on their

lot, they do maintain the vehicle for the owner. The car is an advertising piece and most likely draws a lot of interest at parades and other functions. There were plenty other vehicles on the shop floor in various states of completion.

The company's slogan is: 'Bring us your treasured vehicle—we'll restore its health and refresh its spirit.'

The founders, Geoffrey and Barbara Griffiths opened 'TMS' in 1980. Geoffrey had an extensive career with Lucas Industries, both in the U.K. and in the U.S. after being transferred to New York. Barbara is also a life long automotive enthusiast, she and Geoffrey met in a sports car repair shop! Their daughter Allison

runs the day to day operations at the shop along with a dedicated staff that is also steeped in the automotive repair field.

Some of the cars on display in the shop were: 1960 Jaguar XK 150 with about the cleanest engine I've ever seen, especially on a 56-year-old car. An unusual three-wheel car on the floor which I couldn't identify, looked

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**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.

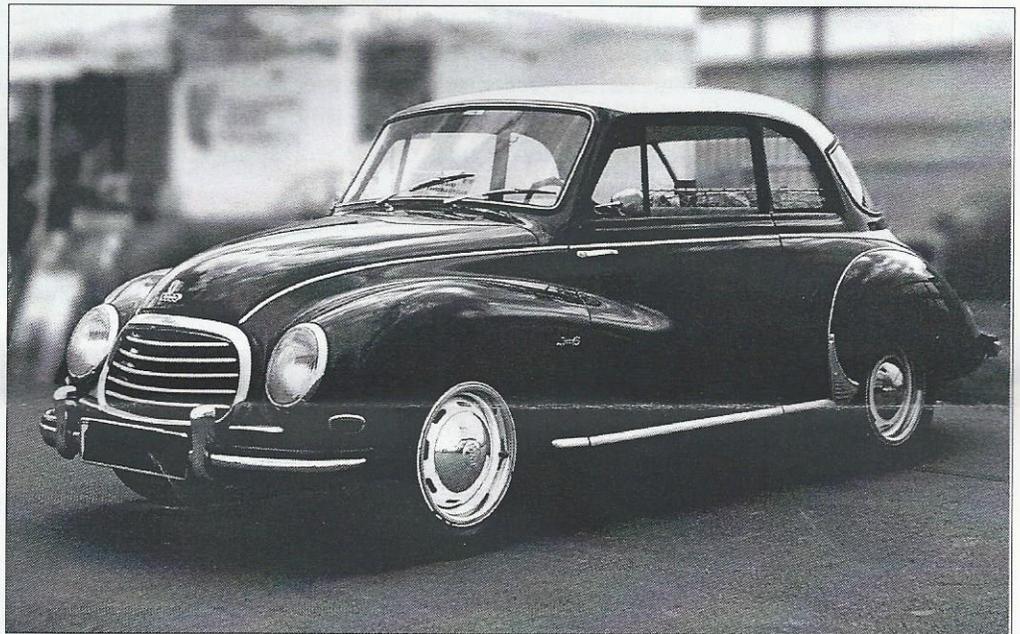
From 1958 it was badged more simply as the DKW 1000, the name being based on the car's approximate engine displacement. The engine was water cooled had three cylinders and was two-cycle water, located in the front of the car. The radiator was mounted behind the engine. There were three sets of points 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](http://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!