

Harold L. Walden
18 Dayton Avenue
St. Albans, Vermont

May 1 1958

Mr. Frederick A. Celler
Cortland, N. Y.

Re- Nash-Healy

Dear Mr. Celler;

I have received and read of course, your bulletin # 1 on Nash-Healy. You are off to a much more than adequate start, I would say.

Under section III "Information", Mr. J. B. Smith comments on accelerator cable and pedal linkage. I have the following experience to present in this connection. After having spent considerable time and money attempting to achieve a sensitive throttle response with this cable arrangement, I finally yanked it out and substituted a 1941 Chrysler linkage (I think it was a 1941). I first fitted a bracket with suitably placed stud onto the center exhaust port bolts (or studs) mounting this linkage onto same; connected short arm to carburetor center control plate (same point previously used by cable). I then ran a straight rod down to the floor pedal connection (same previously used by cable). This set-up gave about a 1000% improvement in sensitivity, having of course also removed pedal sloppiness in much the same manner as did Mr. Smith. I now contemplate eliminating present floor pedal linkage, substituting a hinged pedal with rubber socket; then running above mentioned rod straight thru fire wall (with ball on end of rod fitting into rubber socket of pedal). This direct connection should give as near perfect sensitivity as any one could want. The Carburetor closing spring (suitable in strength but not N-H.) is anchored by rod extension to a stud on crankcase. To clarify mechanical action; pushing on pedal pulls long rod down (as with cable); this action transmitted to lower fulcrum point on Chrysler linkage then reacts by pushing up the short rod to carburetor.

Under section IV Suggestions, "c". Probably the best facilities here in the East, and maybe in the Nation might be furnished by Auto Engineering in Lexington, Mass; particularly if one can get Tage Hansen cornered long enough for him to agree to the job. Don't write him (he probably would not reply) see or phone him. He raised compression on my NH to about 8.75, removing .092 from head, opened and smoothed ports, polished combustion chambers etc. He (or they) recently did a complete modification for Everett Lenox same town; crank and cam shaft balancing .040 boring, piston and conn rod balancing etc.

This is enough for now from me; excepting to say best of luck to you and thanks for your efforts.

Sincerely yours,

H. L. Walden