

the power steered car felt like a used car, ie power steering wears out the front end much faster. The main thing to be aware of after a power steering conversion is to be alert to any play developing at the steering wheel rim as the kilometers mount up and track down the problem straight away.

Note, this not intended as a negative comment about power steering but just a reminder that there are no free lunches, for example, hot up your engine and the trade off is shorter engine life.

Russell. Editor

RACK AND PINION LIFE

With the youngest of our Traction's now being sixty years old some of the less obvious parts might be showing more wear than you realise. I am thinking about the steering pinion, less than twenty-five mm in diameter and designed in an era when metalurgy was advancing but still had a long way to go and the case hardening process was an art rather than the procedure it is today. The other probability is the grease drying out and or water and grit finding their way in over six or more decades. Why is this important?

Look at the photo on the right courtesy Martin de Little and Floating Power magazine and note the state of the teeth. When the rack is out of the car you should give it a good check and service. You should also write this extract from most modern car instruction manuals into your Traction instruction manual. "DO NOT TURN THE STEERING WHEEL UNLES THE CAR IS MOVING" This reminded me that we had 2 Hyundai Excels about 25 years ago, one with power steering and one without and both with similar 100k speedo readings. The manual steered car felt tight just like a new car while

