



In all its simplicity. How're you going to do it?

RACK STEERING

BY RICK TOBIN

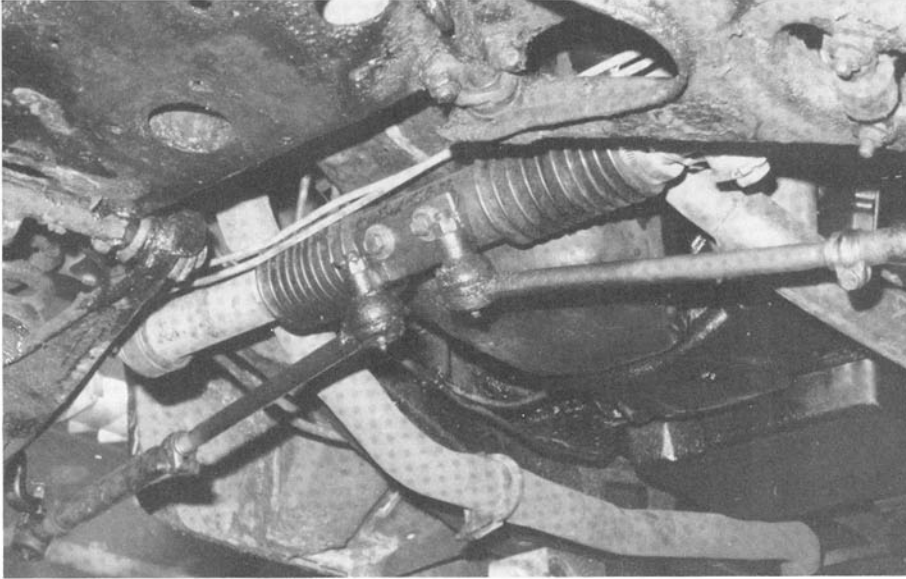


PHOTO #1



PHOTO #2

TO UNDERSTAND my desire for a steering change warrants a bit of history first.

My Avanti was made in March of 1970 and I obtained it in May of 1972, over 17 years ago. With the exception of the bell crank mechanism and one rebuild of the king pins, all on the car is original. I did have one hose break as I was in for a service appointment and it was easily repaired.

About a year ago, a friend of mine was replacing the hog troughs and completing the Hamilton (Turner) brake system conversion for me. I talked about the car's loose steering and what were the

options. Don asked me why did I not put a rack in the car and rid the car of its original steering system. As many of you know, the 1970 Avanti, as well as the other 1963 to 1975 years come with the slave cylinder system. The steering box had been adjusted several times, the bell crank mechanism had been replaced and the king pins rebuilt. To go through all that needed to be replaced would surely mean sizeable bucks. I said I could not do such a job and asked if he would undertake the task. Don builds street rod chassis as an adjunct business and has done numerous steering conversions on various cars. It took him nearly a year to work me into his schedule edgewise, but I am glad he did. It took longer than he anticipated and more than one blue word was uttered confirming that the installation was a tight fit.

First of all, about the only rack that would fit in the available space was a center steer rack used in the J-cars that GM builds. While Don was involved in the whole project, I asked him to remove the old Stude post in the car and replace it with a more up to date one. This "new" post turned out to be a GM "J-car" post out of a 1983 Sunbird. It is nice to have the ignition switch and the dimmer switch