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Subject: Column shift transmission gear indicator repair  
Posted by [Wayne Parham](#) on Tue, 27 Aug 2024 21:50:17 GMT  
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I wrote a note that describes a way to repair the column-shift transmission gear indicator in a 1968 Impala. And since I don't participate on any automobile forums, I wanted put it here but this isn't really the best place for it. So I put it on another forum I run, called "Bella Vista Babelfish."  
Column shift transmission gear indicator repair  
This other forum probably really isn't the best place for it either 'cause it's mostly just a place I use to test before doing code updates or migrations of AudioRoundTable.com. I also let my kids use it as a sort of a blog over the years. So it's a scratchpad, so to speak. But maybe I'll start putting more stuff on there, I dunno.

I just know that posting this repair tip will let the information get gobbled up on the search engines where it might be useful for someone.

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Subject: Re: Column shift transmission gear indicator repair  
Posted by [Rusty](#) on Wed, 28 Aug 2024 13:39:37 GMT  
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A great tutorial diagnosing and the trial and error till triumph with vintage mechanical dilemmas. Seems today's cars are just too complex to be able to work on under the shade tree or the garage. And anymore priced out of reach for too many.  
Those old vintage cars are enjoying a cult following these days. Especially the muscle car varieties.  
I knew a guy from work that had an AMC muscle car that was his deep pocket machine to keep running. He wasn't mechanically inclined, so it was like a Fiat, (fix it again Tony) car that was perpetually being worked on to eliminate all manner of issues.  
I used to tell him he was keeping his mechanic living pretty well keeping it street worthy. But it was his social outlet with the local muscle car enthusiasts.

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Subject: Re: Column shift transmission gear indicator repair  
Posted by [Wayne Parham](#) on Wed, 28 Aug 2024 16:48:20 GMT  
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Yes, these older cars will definitely draw attention. My Cutlass was just my ordinary daily driver - actually a budget used-car purchase way back when - and then it slowly gained more and more attention. These days, you can't stop for gas without people coming up and talking about it, which is a lot of fun. But I would never have expected that back in 1993 when I bought it. It was just a ten-year-old used car at that time.

Same thing with my Impala, although I thought it was cool when I bought it. But it isn't a collector car - there are more desirable models in the line - so I was surprised to see how much attention it

gets. It is a four-door everyman's car from 1968. Even has pillars. But man, everyone just loves it.

1968 Impala four-door sedan

Impala before restoration

It was a total junker when I found it, but it was pretty free of rust. I expected it to be a rolling chassis but the drivetrain actually worked pretty well. Leaks everything, but runs surprisingly well.

One thing I know about cars like these is you have to expect they need everything. Even if you buy one in good condition - don't expect it to be trouble-free. It may be, but more than likely, it's not. It's an old car, and probably most of it is worn out.

When I see an old car like this, I expect it needs all bushings, all shocks, and all peripherals like water pump, power steering pump, alternator, etc. Then if I find anything that works, it is a pleasant surprise to me. But even then, I expect the working stuff to fail very soon. So it all needs to be on the list of stuff to fix. Once it's all replaced, the car is truly a new car.

When I purchased that car, the first thing I did was to send it to a body repair shop. They replaced the hood, the nose, the trunk and repaired or replaced a handful of other "skins" before painting it. I had the upholstery re-done, black with blue stitching that matches the paint. While they were doing that, I was building a small-block Chevy motor, which now is sitting in my garage, waiting to be installed.

After the car was done getting its "facelift," I got it back, expecting to swap the engine right away. But ironically, that's about the only thing that still worked. I did put a transistor in line with the distributor points, which keeps the points from ever pitting and wearing out. So I've left the engine in the car for now. It's ugly, but it runs. I've been spending all my time on things like lights, dash and signal wiring, window seals and weatherstripping.

In this weather, the one thing I am truly grateful for is that old, old factory air conditioner is working. Who'd-a-thought that would work, but it does. Could hang meat inside that car.

## File Attachments

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- 1) [1968\\_Impala\\_four\\_door\\_sedan.jpg](#), downloaded 93 times
  - 2) [1968\\_Impala\\_before\\_restoration.jpg](#), downloaded 98 times
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Subject: Re: Column shift transmission gear indicator repair

Posted by [Rusty](#) on Wed, 28 Aug 2024 23:03:06 GMT

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That went from a stodgy plain Jane auto to a knockout. Kind of like the demure be-speckled

librarian woman that lets her hair down and removes her glasses to reveal a beauty. Some pimp up their restoration way too much. But that's a tasteful looking machine.

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Subject: Re: Column shift transmission gear indicator repair  
Posted by [Wayne Parham](#) on Thu, 29 Aug 2024 13:51:00 GMT  
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Thanks, my friend!

Three more photos:

#### File Attachments

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- 1) [20240828\\_180001.jpg](#), downloaded 74 times
  - 2) [20240828\\_180002.jpg](#), downloaded 73 times
  - 3) [20240828\\_180003.jpg](#), downloaded 77 times
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Subject: Re: Column shift transmission gear indicator repair  
Posted by [gofar99](#) on Sat, 31 Aug 2024 01:36:27 GMT  
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What's a stick shift? :lol: :lol: :lol: All but three of the vehicles I have owned were sticks. Two triumphs, a mustang, a camaro, two dodges, a javelin sst (in big bad orange) just exactly like the photo and 5 motorcycles.

#### File Attachments

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- 1) [1969 javelin.bmp](#), downloaded 45 times
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Subject: Re: Column shift transmission gear indicator repair  
Posted by [Wayne Parham](#) on Sat, 31 Aug 2024 14:04:40 GMT  
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Dude, that's soooo sweet!

I miss standard transmissions. I'm ashamed to say all my cars are automatics. But I've owned several cars with sticks over the years. My first car had a four-speed.

And last year, I got a car for my youngest son that had a stick shift. I actually drove it for a year, 'cause I bought it much earlier than he was ready to drive. Then I taught him to drive in it, while he paid me installments.

All that was my secret evil plan to get to drive a stick again for a while. :lol:

Not many kids today know how to drive a stick. Hell, some these days don't even use a brake pedal. Isn't that weird?!!

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Subject: Re: Column shift transmission gear indicator repair

Posted by [Rusty](#) on Sat, 31 Aug 2024 16:05:42 GMT

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I think I've mentioned it before, but sometimes when I get in my high powered Toyota Camry. My left foot tries to find the clutch pedal. The muscle memory is strong. All my cars had been stick up till the Camry. My last being a Ford F150 5 speed on the floor. I miss that truck except for the gas usage. Yup, young'uns today would be stuck in the driveway trying to figure what or how to make the car move, much less get somewhere.

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