

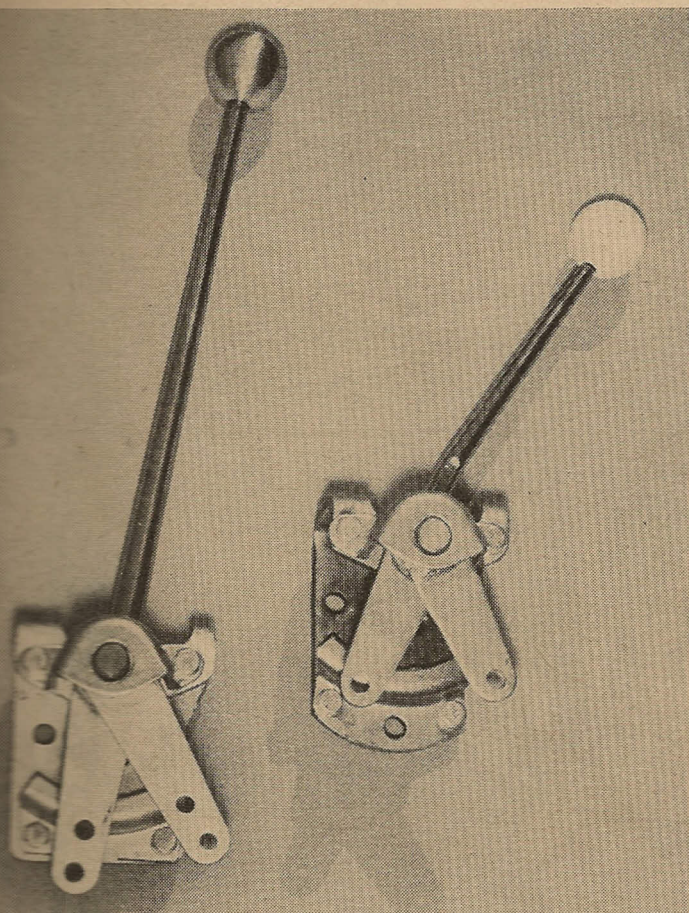
PUT IT DOWN!

*on the floor where it belongs,
say the rodders about the
shift lever; the nation's
specialty manufacturers produced
these kits to comply*

PHOTO STORY BY ERIC RICKMAN

Bob Johnson of Ansen's Automotive in Los Angeles is caught in the act of assembling a few of the different model "Posi-Shift" conversions. These kits allow conversion of 63 different make and model cars, light trucks.





"Posi-Shift" kit is one of several using some Corvette parts. Stock unit is at right, with the completed Ansen unit, left.

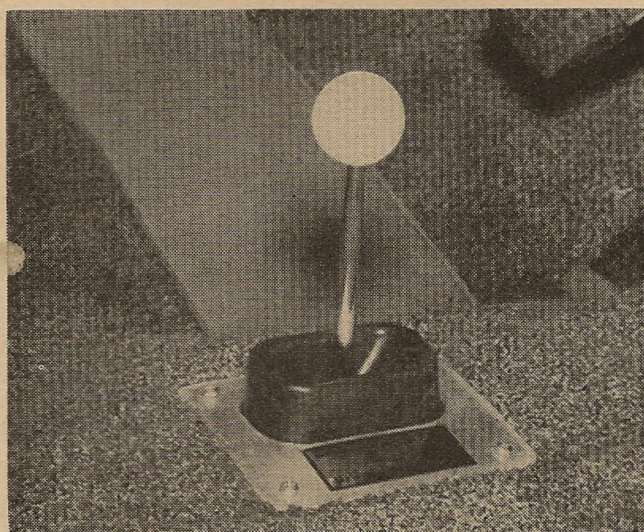
Whether it's for competition, to be "in" with a fad, or just out of sheer, personal preference, the floor shift has become the overwhelming choice of the performance-conscious driver. Twenty years ago the steering column location for the gear selection lever was hailed as an advancement in convenience. Today, roddin' minded motorists seem to figure that after two decades of time, steering column shifts still lack the "positiveness" that they demand—well then, back to the floor with it!

Always alert to public opinion amongst those who buck the tide of mass acceptance, the speed equipment industry has once again leaped into the gap with a variety of D.I.Y. (do-it-yourself) kits that average \$35 in price and one hour in installation time to accomplish this now much-desired relocation.

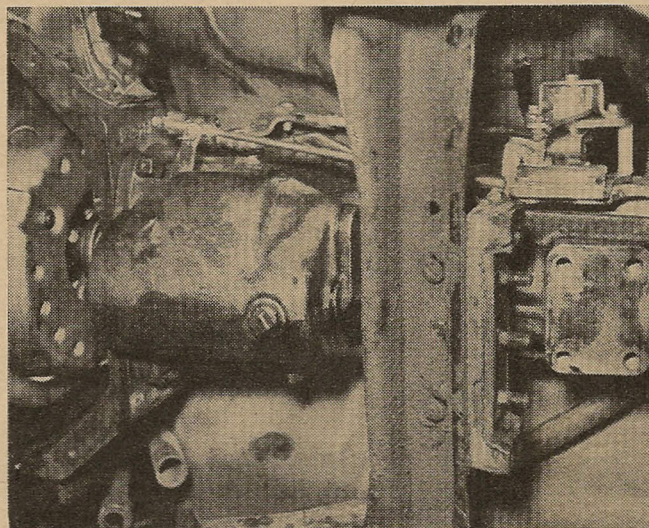
Some make use of "parts of some parts" contained within the stock Corvette linkage, which has become justifiably revered for its smooth action and reliability. Others have originated their own mechanisms, particularly where the stock Chevrolet sporty-car item would have required extensive reworking. One make adapts the cap and stick most of the older speed shifters cut their teeth on, the pre-war Ford unit, to late model column shift boxes. Another stand-out is a unit that does away with the conventional "H" shift pattern completely, making straight-line action (à la motorcycle) an exclusive feature.

Whatever the method of actuation, it's certain that at least one of these kits will fill the bill—almost without exception every column shift car and light truck of domestic manufacture may now be "modernized" by putting the shift lever back where it was twenty years ago—so take a look at the units shown on the accompanying pages. There's one or more there that will work in your wild wagon!

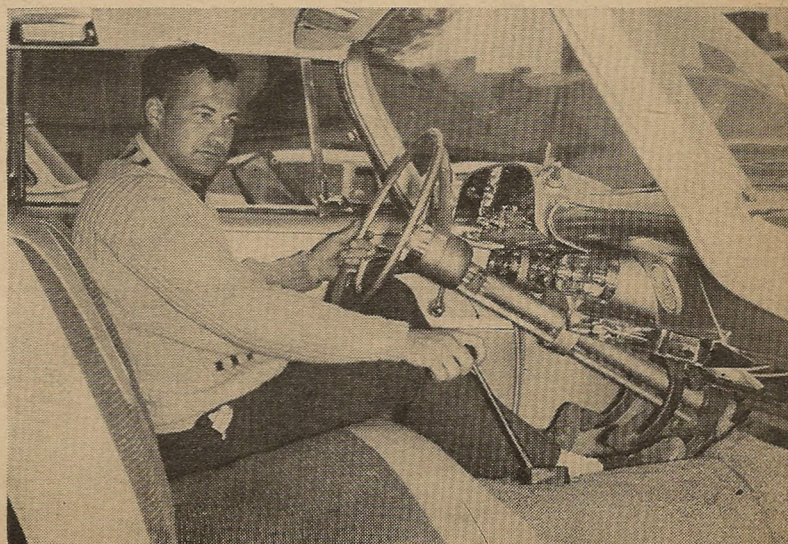
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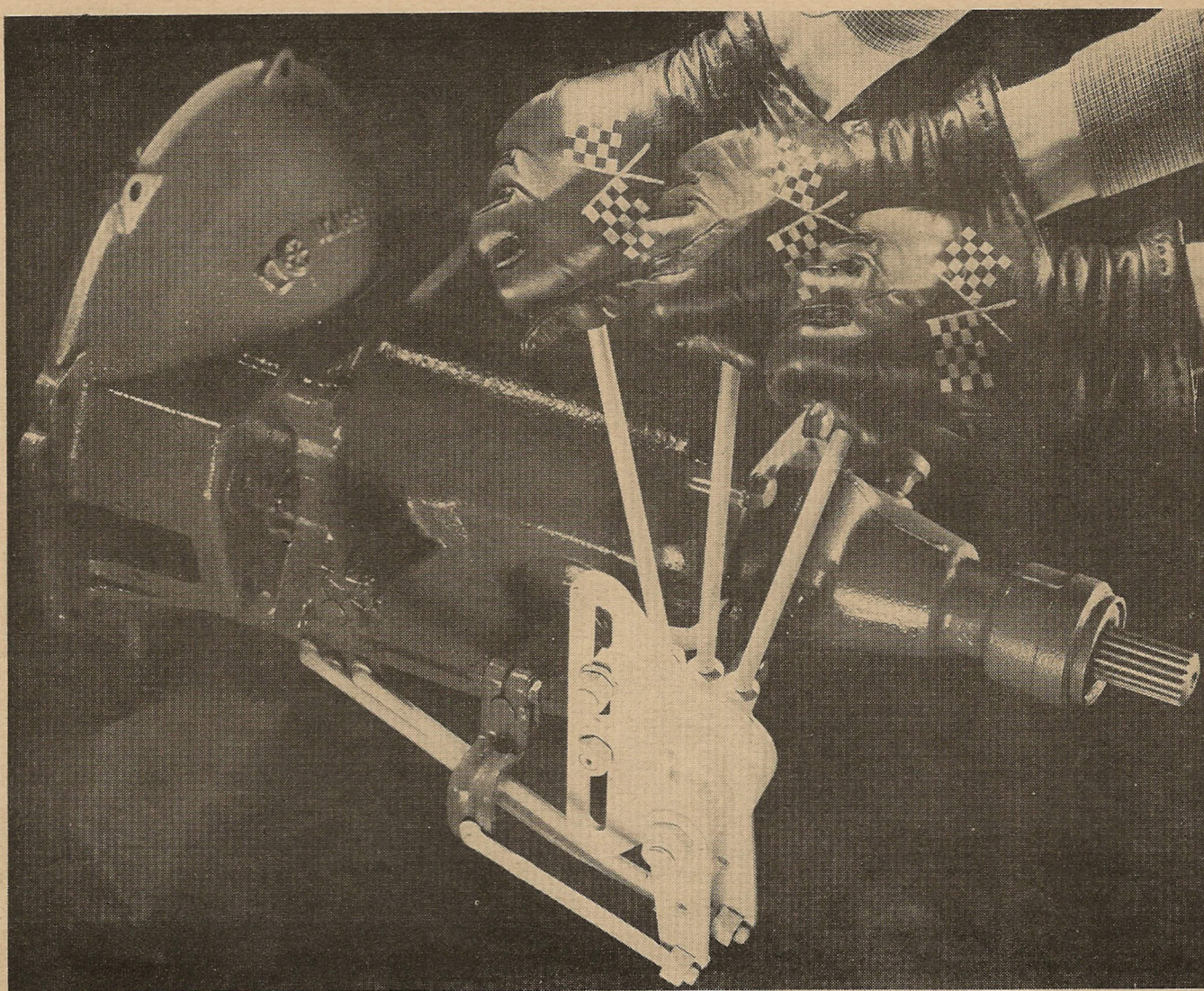


Included in the price of the "Posi-Shift" kit (about \$50) is a neat appearing gate plate with boot and shift pattern plaque.

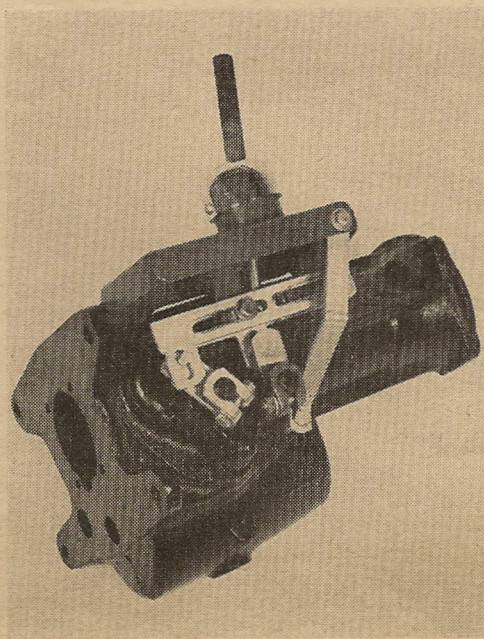
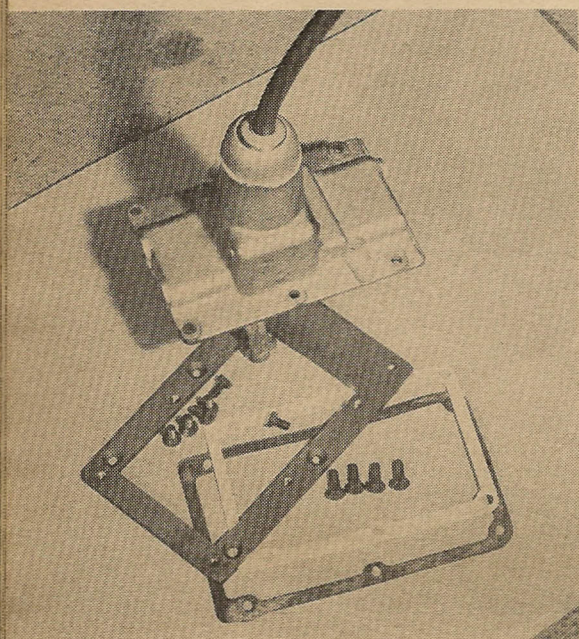


ABOVE—Installation of most of the conversion units dealt with here requires nothing beyond the scope of hand tools other than cutting a hole approximately 2 by 2 inches square in the floor pan. The remainder of the job consists of replacing the standard fork actuating arms with those supplied in the kit and bolting the selector assembly in place, using the furnished brackets. BELOW—Finished job ('58 DeSoto shown) is neat appearing.





"Drag-Fast" column-to-stick conversion by Seattle, Washington's, California Equipment Company is unique in having straight-line action—low and reverse are engaged by depressing lever as well as moving it forward or back. At a cost of about \$35, this gives the dyed-in-the-wool "bang-shifter" a big boost by eliminating the "dog-leg" found going from low to second with usual "H" shift.

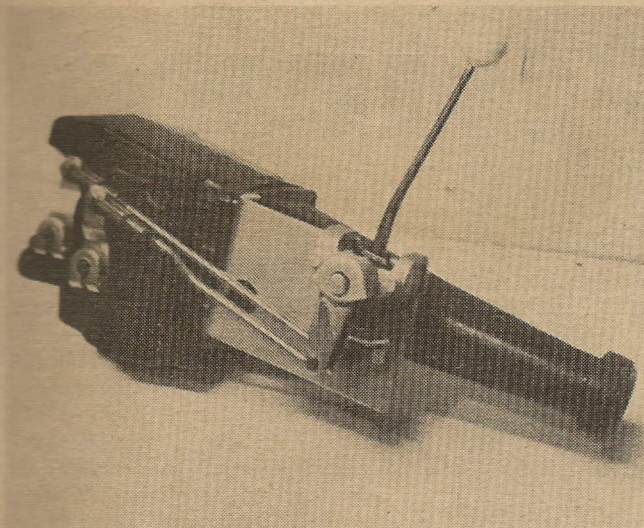


PUT IT DOWN!

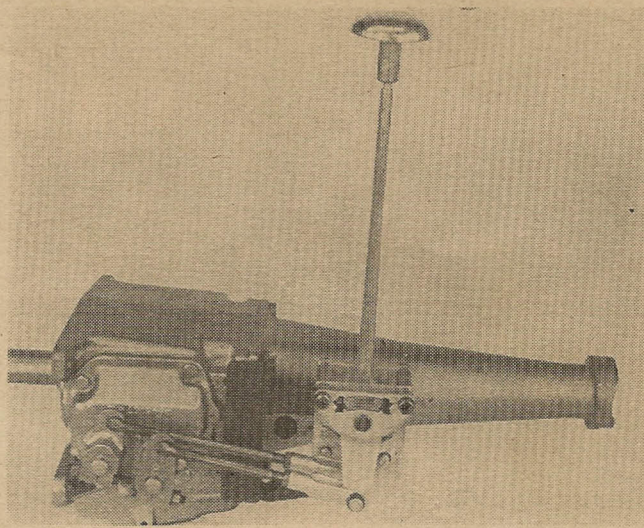
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FAR LEFT—Transmission Specialists of L.A. make an adaptor kit that places a pre-war Ford cap with modified forks atop the '39-'56 Packards, '39-'59 Buicks, and '55-'57 Pontiacs. Around \$60.

LEFT—Running from about \$30 to \$35, according to model, Eelco's conversions fit '40-'59 Fords, '40-'59 Chevs, plus Cad-LaSalle column boxes. Made in Inglewood, Calif., one shown is for late Chev.



ABOVE—Strictly for the Chevrolet lovers, Leslie's Speed and Custom Shop in Houston, Texas, makes an adaptor kit to mount the Corvette stick to '55-'59 column shifts; \$8 less Corvette parts.



UPPER RIGHT—For about \$35 (with knob) Lee's Speed Shop, Oakland, Calif., makes this spring-loaded unit for all popular models of Ford, Merc, Chev, Cad-LaSalle, Lincoln, Packard, Stude.

RIGHT—One of the first to appear on the scene was the kit by Service Center in Compton, Calif. Fitting Cad-LaSalle and Olds for \$35, or Ford-Merc, Chev, and Pontiac ('58 only) for \$30.

LOWER RIGHT—Some column shift transmissions use but one fork arm, with a selector switching the choice of actuation. Ansen's now offer a conversion for these units found in '46-'56 Chrysler products and '51-'56 Oldsmobiles in addition to others.

BELOW—In addition to their unit pictured on the preceding pages, Ansen's also makes a non spring-loaded standard model that has rugged construction that might recommend its use for drags. It's shown mounted on the rearmost of the two boxes shown here.

