

NEYES XMAS SHOW COVERAGE

# CANADIAN HOT RODS



**GOT PAINT?**

Project Ford Country

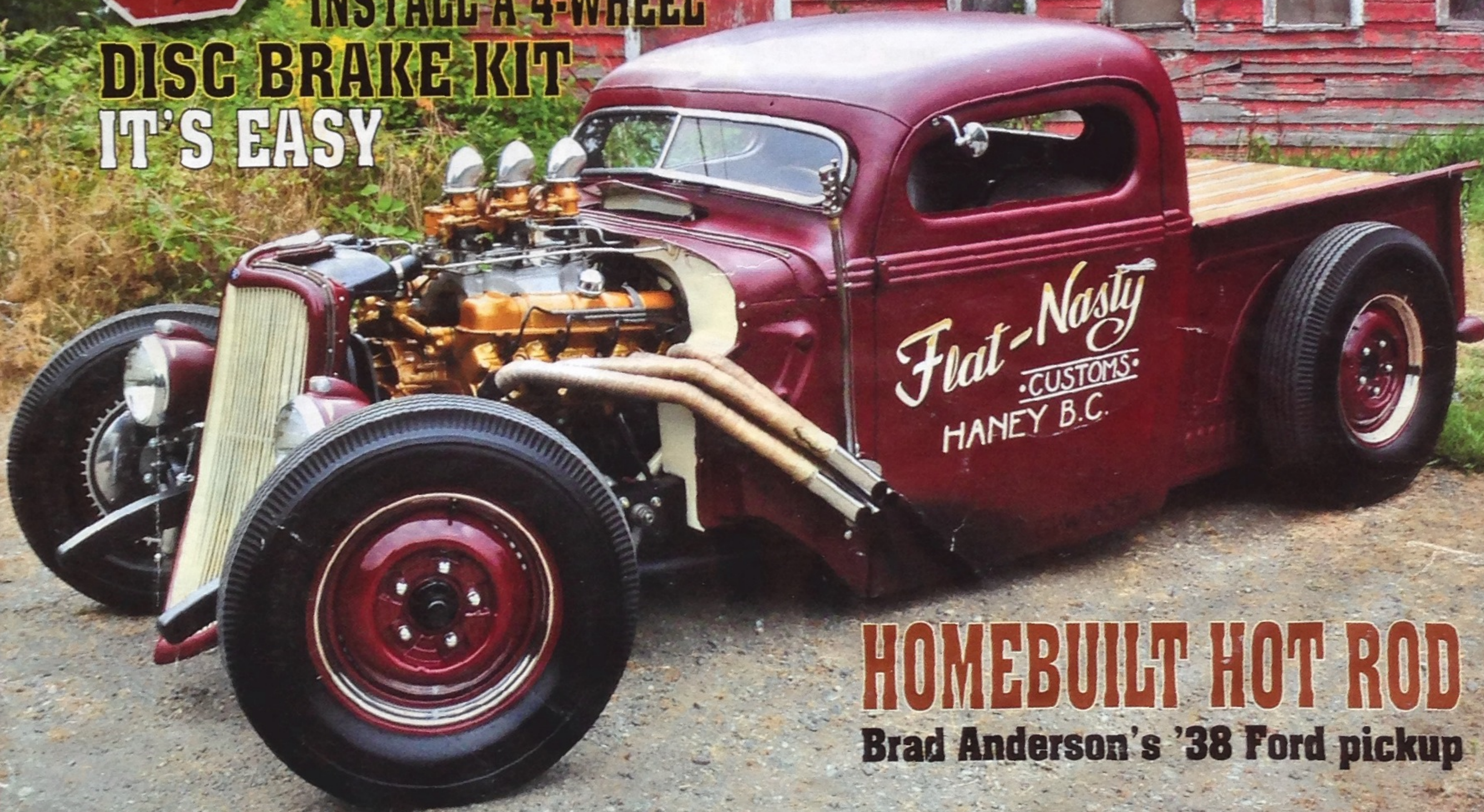
**FINALLY DOES**

FROM COAST TO COAST THE NATION'S COOLEST AUTOMOTIVE MAGAZINE



## QUICKER

INSTALL A 4-WHEEL  
DISC BRAKE KIT  
IT'S EASY



## HOMEBUILT HOT ROD

Brad Anderson's '38 Ford pickup



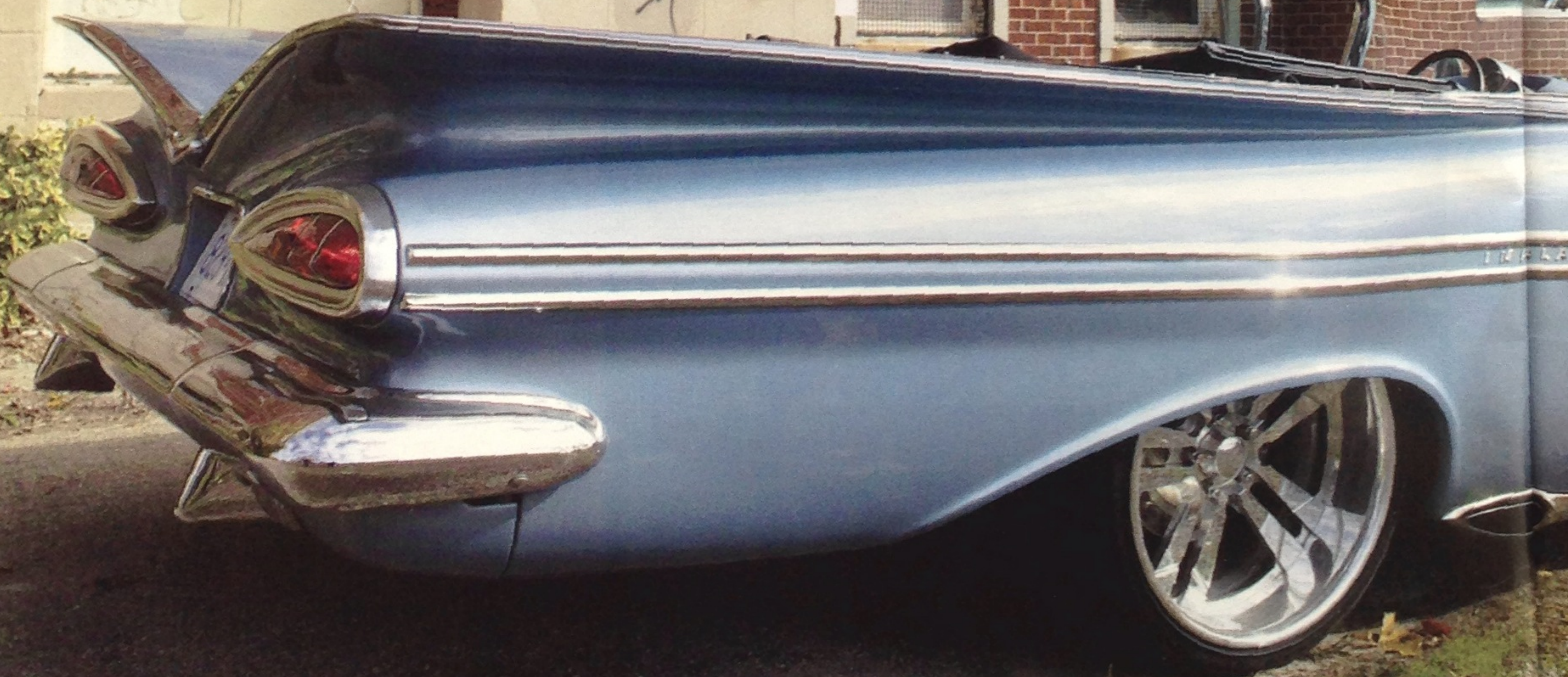
Unibody '62 Ford p/u hauls ass

\*\*\*NOB 920 KITCHENER ON DCF \*\*\*  
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BOOT HILL AUTOMOTIVE  
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# Real Fine 59



**Photos by Rick Kowalczykowski/Icon Photography**  
**Story by Terry Denomme**





When Blaine Schmidt found this 1959 Impala convertible in 1997 it was a rolling chassis that had decent sheet metal and a 348ci under the hood but clearly needed restoration. In his eyes it was already close to being perfect.

"I've always loved the lines of the '59 Chevys," says Schmidt, owner of Boothill Automotive Resurrection in Erin, ON. "I own a few other '59s now, including a wagon and few sedans, all projects, but I wasn't really looking for the car when it came up but thought, yeah..lets get it. The idea was we'd just drop it down, get the stance right because you don't really have to do anything else to these cars."

At the time, Schmidt, a former CFL offensive lineman (1986-1997, including a Grey Cup win with the Toronto Argos in 1991) hadn't started Boothill and was building cars in a barn on his property. Aside from the upgrades that would be needed to get the stance right, he didn't really want to change anything about the car...not even the original paint colour.

"All the cars I have, I like to put them back to the trim tag colour," says Schmidt. In the case of this 1959 Chevy Impala the original colour was Frost Blue Poly which translated to a BASF MB 272 Blue. The interior upholstery colour and style also remains, thanks to a kit from Legendary Interiors.

Though he has a certain loyalty to maintaining a car's stock appearance Schmidt isn't afraid to alter something if he thinks it will improve the car's overall look. During the build, he mentioned to one of his fabricators that side exhaust would look cool on the car and in the end they incorporated the exhaust exits into the rocker moulding. It is subtle and a very cool addition to the car.

To achieve the stance they were looking for, a RideTech air suspension was installed and a set of 20" Bonspeed Clutch wheels, wrapped in Toyo Proxies 275/30/ZR20 front and 275/30/ZR20 back fills the huge stock wheel wells. The brakes were also upgraded to Baer rotors and 4-piston calipers on all four corners.

The 348ci...in the car when purchased but never checked to see if it was numbers matching...was rebuilt and topped by a tri-carb setup that came with the car. In 1959 that was a \$150 option but you would likely pay about 10 times that for an original setup today.

With about 300 horsepower under the hood, there is no doubt the car is a great cruiser, with or without the top down. The car was completed in about 2000 but business projects and other builds mean Schmidt doesn't get to drive it as much as he would like. "I don't think I've even put 500 miles on it," says Schmidt. "But it's really good when I do get out."





Convertibles were very popular models in the 1959 Chevy lineup with more than 72,000 built, though we couldn't find any numbers on how many were ordered with a 348ci tri-carb option. This car didn't have many other options. There were no power accessories and no power brakes. Power brakes were added during the build, but the car doesn't have any of the power accessories we've come to expect on most restomod builds. Not even A/C.

"It's a convertible, you don't need A/C," says Schmidt.











## PARTS LIST

**Owner:** Blaine Schmidt, Erin, ON

**Year/Make/Model:** 1959 Impala convertible

**Builder:** Boothill Resurrections, Erin, ON

### BODY MODIFICATIONS

All stock sheet metal. Colour is stock Frost Blue Poly (BASF colour match). Lucky the car came with all the moulding and side trim, including the stainless trim surrounding the convertible top. Car was originally purchased out of Kansas so sheet metal was relatively good. Schmidt purchased the car from an owner in Toronto, ON. Custom side exhaust exits were fabricated into the stock rocker moulding.

### CHASSIS & SUSPENSION

Stock frame and 10-bolt rear end with positraction and 3.08 gears. RideTech air ride on all four corners. Bonspeed Clutch (20") wheels, Baer disc brake system, includes 4-piston calipers. Tires are Toyo Proxies (245/35/ZR20 front, 275/30/ZR20 back). Flaming River power steering rack.

### ENGINE & TRANSMISSION

Stock 348ci Chevy, stock Tri-power setup, cast iron intake with 3, two-barrel Rochester carbs, Offenhauser valve covers, Billet Specialties Tru Trac serpentine belt system, Be Cool aluminum radiator, GM 700R transmission.

### INTERIOR

Aftermarket replacement of stock vinyl/cloth style interior. Stock dash and gauges save for Auto Meter temperature gauge. Panel made from spare '59 Chevy dash material was constructed to house the RideTech gauges and switches. A Clarion head unit was installed in the glove box, Focal speakers (5) and PPI (Precision Power) amp. Stock seats.

