

Cars OF Bendix



November 2019

Cars of Bendix November 2019 – All GM Day!

The 8th Annual All GM day was held at Ballarat Turf club late in October and drew in some of the finest General Motors vehicles Victoria has to offer. With a great mix of classic and late model cars there was something to suit everyone's taste it was the perfect spot to Snap this month's Cars of Bendix!



Be a part of the monthly meets and you too could be featured on the Bendix facebook page at [facebook.com/bendixworkshop](https://www.facebook.com/bendixworkshop)

This month's highlights:

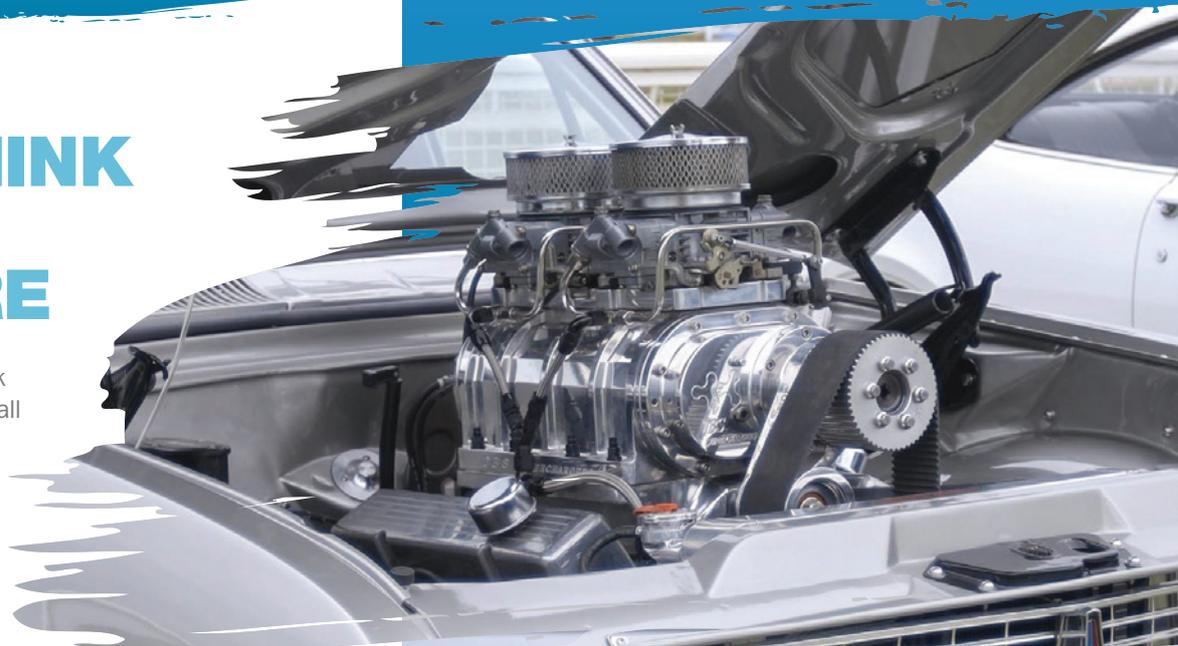


Check out our exclusive video from the Cars of Bendix November 2019 – All GM Day!

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CARS OF BENDIX SILVER MINK 1968 HK PREMIERE

This clean silver mink 1968 hk premiere is running a 350 small block chev with a 6-71 blower shop supercharger with a turbo 350 auto. She has a modified commodore diff and the engine is still being run in, but Brendan thinks it should easily push out high 500's to 600 RWHP. After many years of building he got it registered 1 week before the All GM day and now his favourite thing about the car is going for a drive and listening to the supercharger whine.





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STEVE'S 1954 CADILLAC

Steve's 1954 Cadillac just oozes sophistication and luxury. Coming factory fitted with electric seats, electric windows, auto dimming headlights, power steering and power brakes this Cadillac has more features than many modern cars! Steve has owned this car for 5 years and has only restored the paint in the engine bay and fixed a few minor mechanical issues. With a genuine 54,000 miles on the clock it has never been restored apart from a paint job 20 years ago. Before Steve got his hands on the Cadillac it was on display in a museum in Melbourne Florida. This car truly represents how advanced the automotive industry was back in the 1950's. We hope to see it live on for many more years!



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MARCUS'S 1987 VL COMMODORE

Marcus's 1987 VL Commodore is an Ex Cop BT1 with a VS block 355 stroker. Since this has been built to be a drag car there is an endless list of engine mods such as, Scat pro series beam rods, weisco forged pistons, 11-7-1 comp JE rings, custom SJH solid cam, JP oil pump, ASR sump, MSD pro billet 6 AL-2, 850 DP quick fuel carburetor just to name a few... To pay homage to the car's previous life it is painted in SA Police Blue. Marcus is using a 3 speed trimatic, full manual, 5500 high stall converter to transfer the 500+ hp to the rear wheels. Even though this is a drag car you can still cruise down the street as the interior has been maintained as much as possible.



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LEE'S 1928 CHEVY

Lee's 1928 Chevy with 350 small block certainly caught our eye with the T04e twin turbos hanging out the side. The engine is stock block 10.1 compression ratio with cast iron heads. Running 12psi blow through 650 double pumper Holley carb it has a 2-speed power glide transmission with dragway mags. Lee doesn't know how much power it makes (He believes too much) however no matter what speed you're cruising at when you hit the throttle it wheel spinning. Lee knocked up this twin turbo set up in his back shed. She was Hotrodged in the 80's when the original owner from Townsville pulled it out of the tip. This is all steel body, no Fiberglass here!



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1990 HOLDEN VN COMMODORE EXECUTIVE

This 1990 Holden VN Commodore Executive was purchased new by Mr John William Cook at Harrison Holden in Chelsea. He ordered the car new with many of the available accessories and options. Mr Cook sold the Holden to the current owner's grandfather Noel Johnson when he gave up driving. Noel maintained the car as John had for his remaining years. The car is a true survivor being all original with original paint. The car has never missed a service and is still serviced by Holden.

The original sales brochure that has the selected accessories listed is still with the car as well as all the receipts and owner's handbook. It was ordered in sable gold in which very few VN Commodores were made. It still retains its original untouched matching numbers engine and has only done 149,000 kilometres. He left his beloved Holden to his grandsons and it is exactly as he left it the last time he drove it.



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