



CARS OF BENDIX JOEL'S MX36 CRESSIDA

When classic Japanese style meets modern technology Joel's Cressida ticks all the boxes to make an impressive unassuming street car. Fitted with a VVTi 1JZ from a 1999 Toyota Chaser, the engine makes a comfortable 190kW at the tyres after power is transmitted through an MV Automatics built Toyota auto. Compared to the original engine combo, it packs a lot of punch. The suspension and braking have also been upgraded. Joel replaced the fronts with Skyline brakes and custom-built coil-overs with Tokico shocks and in the rear he's fitted anti-squat leaf springs to a custom fitted Dana 30 diff from a Volvo. Joel completed the conversion 8-years ago and has since done almost 60,000kms in the Cressida. One of his largest trips being from Darwin to Adelaide.



Cars OF Bendix



February 2019

All Japan Day 2019


All Japan Day in Adelaide is always a perfect day for South Australia to flaunt its impressive and diverse range of JDM cars. The event showcases everything from street to race and quite often there's a number of really nice restored and original vehicles for event goes to take a look at. With Adelaide turning on another warm but perfect Summer day, we headed along to check out some great Cars of Bendix.

This month's highlights:



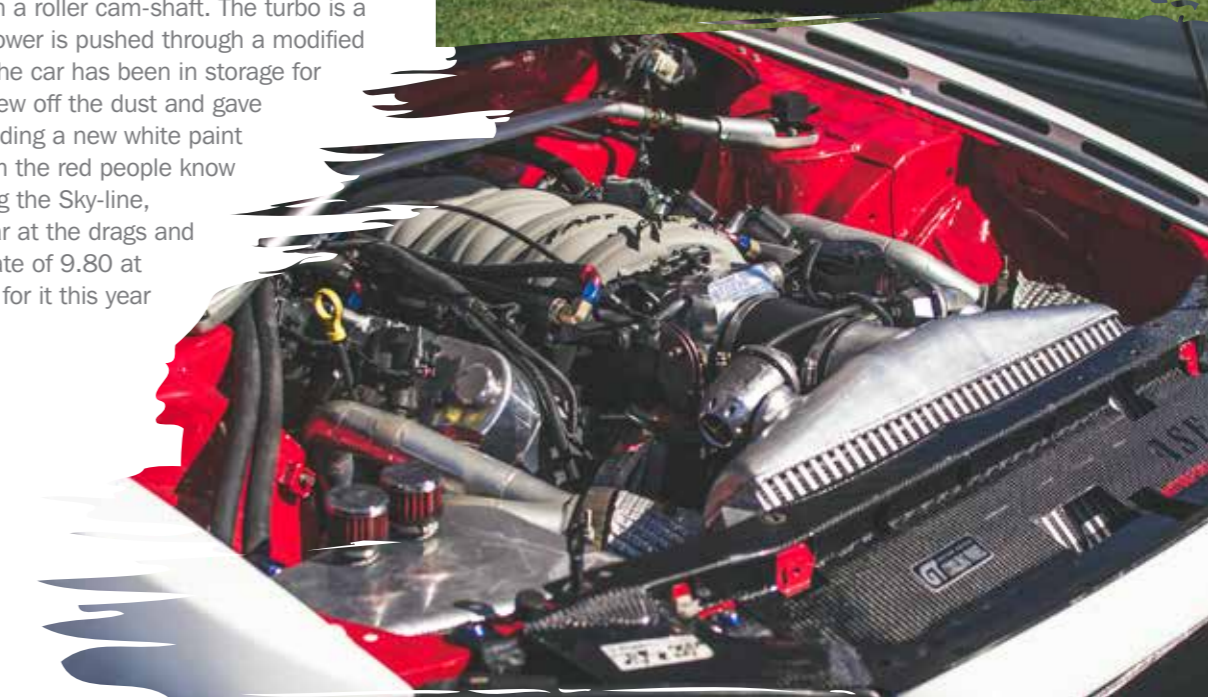
Check out our exclusive video from the All Japan Day 2019

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CARS OF BENDIX GEORGES TURBO LS3 NISSAN SKYLINE R34

Originally built in 2007 for Drift Australia, George's R34 puts out roughly 700hp at the wheels courtesy of a turbocharged Chev LS3 engine fitted with a roller cam-shaft. The turbo is a Garrett GT47BB and the power is pushed through a modified T56 6-speed gearbox. As the car has been in storage for a while, George recently blew off the dust and gave it a new lease on life, including a new white paint job, which is a change from the red people know it well for. As well as drifting the Sky-line, George has also run the car at the drags and managed a best time to date of 9.80 at 150mph. Keep an eye out for it this year at upcoming drift events.



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CARS OF BENDIX **MORRIS' S15 SILVIA**

When Morris first bought this S15 Silvia it was dead stock. The first part of the build was to do a custom olive green paint job, which he did himself. From there he set to work doing neat, but subtle changes to the body, as well as added cus-tom carbon option to make it look much sleeker. Under the bonnet, Morris had two unfortunate engine failures before he put the current SR20DET in. This SR is a Japanese built race engine from Japan which originally was fitted to a very com-petitive Time Attack car that we're told was able to lap Tsukuba Circuit in about 60-seconds. Since being fitted to the S15, it was tuned and makes a comfortable 285kW at the tyres.



CARS OF BENDIX **ROBERT'S 1970 MAZDA COSMO**

Original imported into South Australia in 1970, Robert purchased this Mazda Cosmo from Mazda Australia after they'd had it since 1984. Being the only one of its kind in South Australia and only one of a handful in the country, it's quite rare. Having only ever had minor restoration work done, the car has been maintained meticulously and only ever driven on weekends or special occasions. Being such an iconic car, it certainly stood out at All Japan Day. Being a Mazda fan, Robert also owns a Mazda Luce.



CARS OF BENDIX **KIMI'S RB20 POWERED NISSAN DRIFT CAR 180SX**

After being a drift spectator for many years, Kimi decided it was time have a go and built herself this 180SX. Keeping with the girly theme Kimi originally had the car painted pink camouflage, but recently had it coated in a fresh hot pink sparkle which is definitely hard to miss. After a lot of development, the 180SX had ended up being fitted with a trusty RB20 engine which is boosted by a 28/71 turbo on a custom manifold with a 45mm wastegate and screamer pipe. The ECU feeds the engine via a set of GT-R injectors and on 18psi it makes a healthy 237kW at the tyres.

CARS OF BENDIX **STEWY'S LAUREL DRIFT CAR**

This Laurel is one of Stewy's cars which he previously used in Japan to compete in Japanese drifting competitions. Since then he imported it into Adelaide and to now uses at local events. Under the bonnet is an RB20 engine fitted with a turbo from a Mitsubishi Evo 8 which has been midwifed to fit the factory Nissan turbo manifold. Stewy says it's an effective and cheap alternative and that it makes just under 300kW at the tyres. Being the owner of Accostal Suspension, the car runs all of his own components and is a great way for him to do R&D on any new gear that is being released. Enkie HR385 wheels tucked under the guards give the Laurel a timeless JDM look and Stewy tells us that he's planning on giving the regularly used drifter a well deserved birthday very soon.



CARS OF BENDIX **KRISTIANS R34 SKYLINE GTR N1 R1**

All Japan Day event organiser Kristian brought along his own immaculate R34 GTR N1 R1. Being number 8 of just 18 produced make it extremely rare, but never the less he insists that the car is built to be driven. Packed with factory race options such as carbon bonnet, Nismo built RB26 engine and full Nismo GTR body kit, it's definitely a piece of JDM motoring history in the making.

