

Abingdon Rough Rider Review

From Bob Bazzica in Australia

The Story of KN 0386 first registered in 27/9/1935.

Once upon a time there was a guy by the name of Rob Dunsterville who was an Australian M.G. friend living in England, who was finding M.G.s for a famous Australian, Phil Redhead. It came to pass that two cars were found in a barn, both K types. They were sent to Australia and sold immediately; the KN went to a Mr Hocking of Melbourne, who then ordered a lot of spares for the project, but he eventually realised the job was too much, and put it on the market. Enter Robert Bazzica a would-be pre-war owner, who had previously been to England to buy a P type M.G. but found that by Australian standards everything was rusty junk, so came home empty handed.

A quick check of KNs said that it was the best M.G. chassis ever made, with the biggest engine available. This sounded just what I needed, being a bit of a Racer in my time. Then I saw a photo of Cecil Kimber's own special bodied KN by Corsica. As I worked on the car and stripped out the chassis, I realised that this car had been in continuous service, and was bolt perfect. In other words, all the bolts were in their original holes, and not been changed, and as originality was the flavour of the year, I started the usual pulling out all the bolts, cleaning them and putting them back in the original holes. This got very time consuming, and the project died a natural death for some years to come.

Over the next 30 years work was done bit by bit, and most people who saw the project thought it would be a deceased estate car! Over the years I had many ideas of what to do, but working in my little dark garage did not inspire and little was done. One of the highlights during this period was I was offered the body of Peter Briggs K3 in Perth, for me to build a replica of a K3. This was a great offer, but I still wanted to build a Corsica bodied look-a-like Kimber's JB3717. There are not many photos of Kimber's car existing, so I asked Jean Kimber Cook for more photos, she said she would find some, but this never happened, so using the one good photo I had I continued to build the car.

The original Kimber car was sold, and a few years later it was upgraded with a revamped rear end, and guards filled in with side panels like the SA, with windup windows and forward opening doors. I liked the forward opening doors, so I decided to go that way, rather than the rear opening doors as per Kimber's original car.

As KN saloons are very rare, I have built the body without chopping up the original frames and reworked much along the original lines. This idea was to enable the original body to be placed on top, and rebuilt to the 4-door saloon if somebody wanted to! I have kept the original turret in one piece and the four doors in good order.

In April 2017 I decided to finish the project, and in Dec 2017 it was a complete, wired, running car. Currently it is un- supercharged, I will get it sorted and tuned, and then fit a SC14 Toyota blower. (This is now complete).