

# BADGES

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Badging on Australian-assembled vehicles pretty much followed the UK development, with some notable differences.

On the first MGBs, the 'brand' marking consisted of:

- **radiator grille:** a chromed plinth was situated in the centre of the grille with a black, plastic shield, edged in chrome paint. In the centre was a chrome-painted octagon. Inside the octagon was the chrome-painted 'MG', on a red, curtained background.



Early grille badge (photo: A. Brown)

With the possible exception on the very first cars (see Note 1), this badge remained the same right through to 1970 in Australia. The badge was changed with the introduction of the Mk II 'facelift' vehicles; with the recessed grille, a totally new emblem was situated still in the centre of the new grille.

*Note 1: For safety reasons the very first badge was changed as it was found that the paint/colour used on the curtained background was reflective. It is believed that this took place prior to full production in UK. I have not seen an Australian-produced Mk I with one of these badges.*



Facelift grille badge



Facelift grille badge positioned

- **steering wheel:** In the centre of the wire-spoked steering wheel was a large plastic horn-push with the MG logo, similar to that of the early grille badge. This remained unchanged until the 1970 (facelift) model.



Early horn-push



With the change of steering wheels, a different badge was used for the horn-push.



1970 New wheel, new horn push

- **radio blanking plate:** The chrome, die-cast MG emblem (looking very art-deco), was positioned on the blanking plate for the radio recess. After fitting a radio, a lot of people, perhaps feeling it was too nice to discard, decided to position this badge elsewhere on the car, but it was only ever used for the radio blanking plate.



Chrome badge on radio blanking plate

- **boot lid:** On the early Mk I cars, there was a 3-piece, chrome, die-cast 'MG' logo surrounded by an octagon. These were attached inside the boot with clips like the above black clips for the radio blanking plate.



Early 3-piece boot badge



Later, solid boot badge

This badge was changed on the later cars (Mk II facelift) to a solid badge as shown in Fig 6.

Above the large badge was a small MGB badge with a thick strikethrough



MGB badge with strikethrough

Unique to Australian-assembled cars with overdrive (see Note 2) was the inclusion of a badge below the large MG badge.



Australian 'overdrive' badge



Australian 'automatic' badge

Another unique badge to the Australian market was the use of an 'Automatic' badge on the YGHN7 and YHN10 cars. It was positioned similarly to the 'overdrive' badge.

Yet another badge that was unique to Australian-assembled cars (Mk IIs) was the position of a 'Mk II' badge, close to the nearside reversing light. (also see Note 2)



Mk II badge

The vehicle in the photo below, shows two of these badges in their designated positions.



Badges position (if 'automatic' then it would go where the 'overdrive' badge is

*NB: Some confusion surrounds the placing of the 'overdrive' badge on the last of the YGHN3 vehicles that were still being assembled well after the order for the badges was placed. Some cars received them, some didn't. It is suspected that some dealers, not wanting to appear to be stuck with old stock, had the badges fitted themselves.*

- **Leyland badging:** After the takeover by Leyland, badging was changed to reflect the change of ownership. Some might say subtle, the front guards were graced with a small Leyland logo badge, close to the door. There were two versions of this badge, as shown (colours reversed and one was pressed whilst the other just screen-printed).



Leyland badge (below and right of antennae)

