

HIGHLAND MOTORING



The Newsletter of the Highland MGOC

www.mghighland.co.uk

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EDITORIAL

Welcome to the July 2016 HIGHLAND MOTORING

This is proving to be a slow news month consequently this will be rather a thin newsletter. If you have some MG news or an article of interest please send it to me for next month's edition (see the box above for contact details) – I try to produce the newsletter by the 3rd weekend in each month.

Richard Jenner

GLAMIS

Tim kept telling me how good the annual Scottish Transport Extravaganza was at Glamis Castle so I decided to take a look on 10 July and to meet-up with Christine & Tim who were there for the weekend (but in their modern car). I also decided to take the mountain route from Inverness (in the MGF) and had a

great drive via Cawdor, Grantown, Tomintoul, Corgarff, Crathie, Braemar, Glenisla & Kirriemuir. Most of it was roof down but approaching Glamis it looked like we were in for rain – and we were!

It is a massive event with 1488 vehicles listed in the catalogue! There are also numerous trade stands (147 listed). The age limit for individual entries was 1975 but club stands had more modern cars with the 2 biggest stands being the MG Car Club Caledonian Centre (39 cars) and the Tayside MG Owners' Club (around 50 MGs). Of course there were many individual MG entries including Chris & Jill Silver with the blue MGB GT (with a for sale sign). I also bumped in to Hamish & Winnie Gordon making a weekend of it. So it is a great show. The rain was a nuisance and limited photography but here is one I took.



1947 TC on smaller wheels/larger tyres. Expect the 2017 event to be on 8/9 July.

Richard

THE OCTAGON

I'm working-up an article on the famous MG Octagon and this is where I've got so far – notes really. Expect me to be taking a close interest with camera in your radiator badge next time we meet!

First appears in newspaper advertisement in The Oxford Times on March 2 1923 as 6 MG octagons in the border.

Designed by MG's cost accountant Edmund (Ted) Lee (1903 – 1986, having joined Morris Garages in the early '20s, Kimber arranged for the firm to pay half his accountancy tuition fees. He was a talented amateur artist).

Original chocolate & cream colours believed to be inspired by GWR livery

Octagon registered by MG as a trade mark on 1 May 1924

Starts appearing on cars in 1925 – firstly on the door tread plates

1st Octagon radiator badge was on the MY 1928 14/40 (produced 1927 – 29).

Enamelled until 1961/62.

The basic composition of the badge is of course an octagonal outline containing the letter MG but there are quite a few variations of how this executed. The letters can have a shiny outline with a coloured in-fill or just be a solid colour or indeed a solid shiny metal finish. The background colour of the octagon varies too.

Colour changes:



1928 – 1953 This classic enamelled badge has the chocolate brown in-fill to raised shiny letters and a matching outline for the octagon with a cream background in-fill.



1953 - 1961. This is the 2nd and last iteration of an enamelled badge with black replacing the chocolate in-fill and white replacing the cream of the background. From 1961 badges were not enamelled and the need for an in-fill was dispensed with although some later badges have the letters outlined in a shiny material with a contrasting 'in-fill' giving the appearance of an enamelled badge.

1961 – 1975. This metal badge has a red background colour with the octagon and letters in a solid shiny chrome finish.

This is the original MGB grille used from 1962 – 1969 with the red and chrome octagon on a black shield.



A recessed grille was used on the MGB from 1969 to 1972 and the black shield was reduced to an outline around the octagon:



The honeycomb grille was used on the MGB from 1972 – 1974 and the shield was changed to red.



1975. For 1975 there was a 50th anniversary version (NB this assumed 1925 as the start of MG; latter anniversary models date from 1924) which changed the chrome of the previous badge to a gold finish and the red background was changed to black. This was also the start of the 'rubber bumper' era.



1976 – 1980. The black background was retained and gold letters used until late in production when they reverted to chrome.

1980 – 1993. Red returned as the background colour with chrome lettering.



1993 – 2010. With the advent of the RV8 to be followed by the F & TF, MG reverted to something similar to the original design although in resin rather than enamel. With 'raised' letters with a shiny bronze finish the letter in-fill was brown and the background in-fill was cream but with thin golden horizontal

lines. There were also some very subtle changes to the shape of the letters (slightly rounded in places) to provide a sense of depth.



For the MGF the badge was mounted on a chrome shield:



2010 onwards, the octagon and letters are chrome with a black background.



Richard

ACTIVITIES NEWS

We've 9 booked for lunch on the 31st (5 MGs) at the Myrtle Bank Hotel in Gairloch meeting at 1300 for lunch around 1330. The suggested route for those driving from the Inverness area will be Garve - A835 to Braemore, A832 to Gairloch via Laide & Poolewe. The suggested return route will the A832 to Kinlochewe then to Garve via Achnasheen. For those wanting to drive in company the gathering place will be the Rogie Falls car park for a 1030 departure.

The following run will be 'north' on 21 August and I need some ideas for this. And does anyone fancy a mid-week run in late August?

Richard

AND FINALLY,

A9 summer motoring

