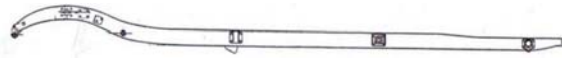


## ***From the Frame Up, LLC***



### **Tech Tips:**

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## **ID000 – TC ID Plates and Placards**

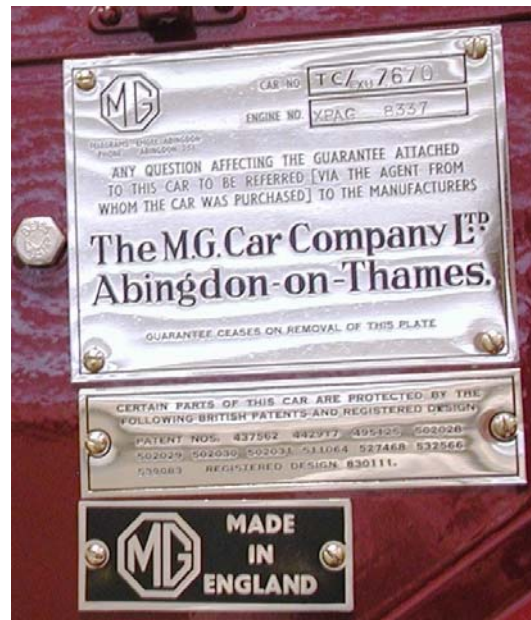
Like many aspects of the TC, the ID plates and placards have been a topic of debate through the years. There is a level of uncertainty as to why there are differences in type finish, wording, fonts, and when early and late versions changed. The following is offered as a summary of past studies to help answer some of these questions.

**General Info** – The Maker’s Plate, Patent Plate and Made in England Plate plates are commonly found in 2 finishes, brass and nickel. However, they were originally all plated with a thin “flash” nickel finish, not brass. Through the years the plates have had the plating flake off or they have been polished to reveal the brass below. There also tends to be an early and late style font used in the hand stamping of numbers. Early TC stamping seemed to be a holdover of the elegant pre-war font featuring curly scrolls on the numbers. The later font was a more linear font similar to today’s “Arial”. There were even different fonts used on the same plates because they were stamped as the car progressed through the assembly process. Thus, each plate is unique in itself.

**Maker’s Plate** – Top plate on the battery box. The early plate had the distinct words of “Change Oil Every 1500 Miles”. The later plate had these words removed leaving only “Guarantee Ceases with Removal of this Plate.” There is no exact point of change for the 2 plates as they have both appeared on cars ranging from Sep 1946 thru Mar 1947 (TC16XX-TC24XX). Lettering was recessed and filled black. Both car and engine number were hand stamped to match original chassis and engine numbers. On occasion the maker’s plate has added stampings which have sometimes revealed hidden history. If the stamped chassis number included “CKD” it meant that this car was exported as “Completely Knocked Down”. This is illustrated with “TC1766 CKD” which was 1 of 84 cars sent to Ireland and assembled there. Another variant was “EXU”, Export United States. TC7670 EXU was 1 of 494 cars with added equipment needed to meet safety standards for exports to the US in 1948-49.



**Early Maker's & Patent Plate**

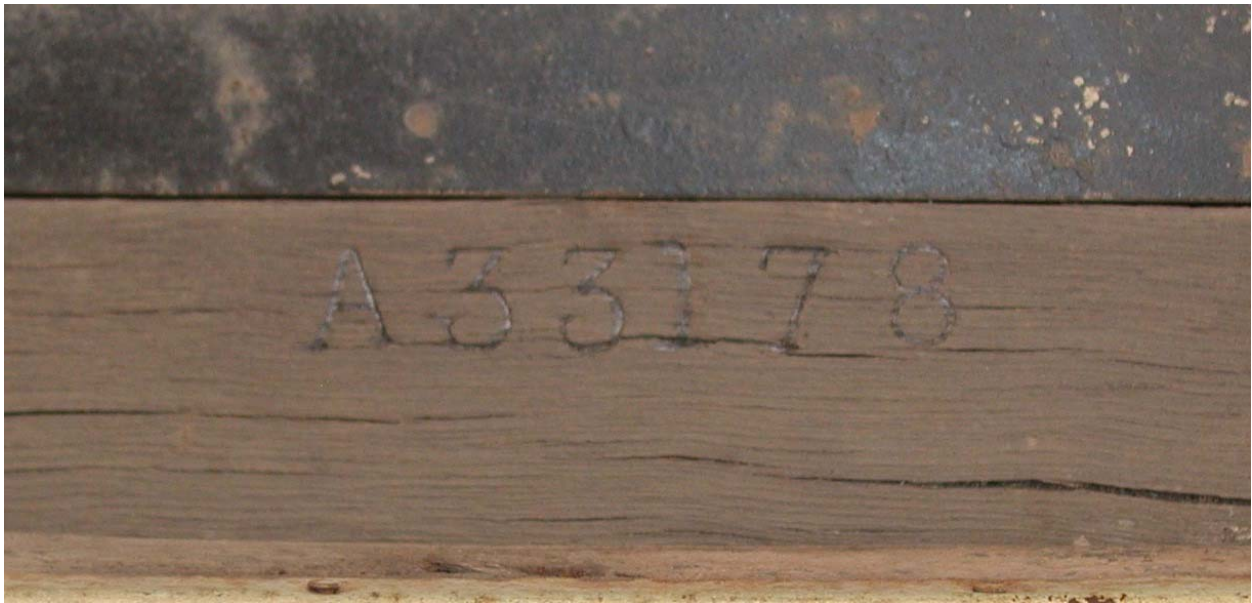


**Late Maker's & Patent Plate**

**Patent Plate** - Below the maker's plate. The purpose of the patent plate was to list the governing patents associated with TC production. There were 2 variations of this plate. The early plate had raised lettering with a black filled background and had a total of 24 patent numbers displayed. The later plate had recessed black filled lettering (opposite from early) and the nickel background. By contrast it had only 11 patents. Once again the transition from early to late was overlapped and not specific to a date. Either the early or late version would be considered original from Sep thru Nov 1946.

**Made in England** – Below the patent plate. The MIE plate had raised lettering with black background. Generally, only exported cars had the MIE plate. However an exception was that early TCs were exported without the plate. Also, those TC's that were exported as "CKD" had no plate as they were assembled in another country. The first sighting of the MIE plate was summer of 1946. After that, if a car had the plate it was assumed to have been exported. However, even that could be wrong if the plate was added erroneously during a previous restoration. Overall, one cannot be for sure as exports records have been lost.

**Body Plate** - The body plate and methodology of number assignment has been somewhat of a mystery through the years. In order to understand, it is best to retrace the manufacturing and assembly practices of the 1940's. First, MG tubs were not manufactured by MG but were "outsourced" to other companies. In this case the TC tubs were built by "Morris Bodies" of Coventry. In order to identify each tub that Morris Bodies made, they would stamp a number on the top of the left main wood rail of the tub. This location would be at the left hip of the passenger, inside the door opening. The number always began with "A" and early TC's had 4 digits following and later had 5 digits.



**Body Number on Left Main Wood Rail, (center of door sill)**

For sake of discussion this number will be referred to as the Morris Body #. Depending on production requirements, MG would order a “batch” of tubs to meet production goals. So Morris would build that number of tubs as a batch and deliver them to MG. This would result in very closely sequenced group of Morris Body numbers for each order or “batch”. The very first TC tubs arrived at the MG plant in 1945. During the assembly process there was a body ID plate added by Abingdon that said “The MG Car Company Ltd.”, Abingdon-on-Thames, Body Type 280, Body No. AXXXX. Of course the body number that was stamped on the plate was the same number that was stamped by Morris body on the main wood rail.



**Early TC, Morris body number only (# A1181)**

However, this numbering system for the body number was short lived. Around Mar 1946, Abingdon added their own body number as a prefix in front of the Morris body number. Abingdon’s prefix number was generally chronological to match production.



**Prefix # (429) added to Morris Body Number (A1386)**

There was a 3<sup>rd</sup> change to the TC body numbers, but this had to do with the plate itself. There were 2 boxes added to the plate to outline the body type and body number info. At the time of this writing there was too little data to know when this occurred in production. A report of your type plate and chassis number would be helpful to compile more data to resolve.



**Late TC Body Plate “with boxes”**

Location: The body plate is located on the 2 left front scuttle pillars, by the passenger’s left knee. It is fastened with 4 escutcheon pins



**Engine ID Plate** - This plate is a 1 3/4" brass octagon plate with the stamped engine number and a second round 3/4" center medallion specifying the engine type. Both are secured with a single rivet. The engine number is also stamped on the block under or in the vicinity of the ID plate. The engine number should correspond with the engine number on the ID plate.



**#8023 stamped on bell housing (right)**



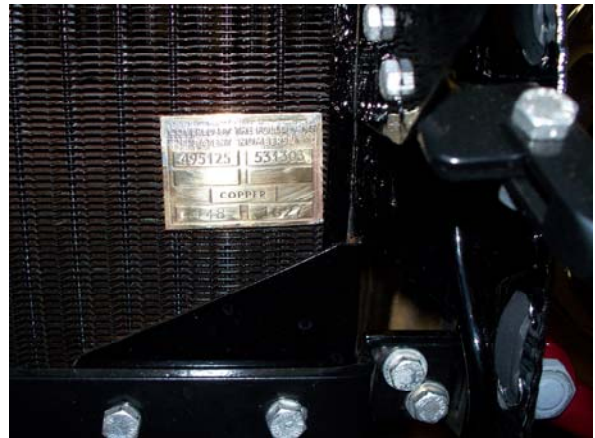
**Chassis Number** - The chassis number for each car is located on the front left outside rail of the chassis between the shock and the front cross member bolt. The number is hand stamped into the rail. It should match the chassis number on the ID plate.



**Radiator ID Plates** - The TC radiator had 2 brass ID plates, one on the tank and the other on the core. The tank plate on the early TC's was on the top left of the tank in the crook of the "L" shaped depression, similar to the TA and TB. On the later TC's the top plate was located on the top right hand side aft of the round depression. There were 2 sets of numbers on each ID plate corresponding to job orders and manufacture dates of the radiators.



The radiator patent plate was located on the upper right aft side of the radiator core itself. This tag was also brass and carried 2 patent numbers.



**Windshield Auster ID Plate** - “Auster Birmingham” silver plate with red lettering. This plate is located on the lower windshield channel on the inside of the car. It is held in place by 2 self tapping rivets.

**Hood Patent Plate** - “Patent No. 420567” silver plate with black background and silver lettering. This is installed on the top inside of driver’s side curtain. The plate is fastened with 2 self tapping rivets.

**Air Filter** - “Wash thoroughly in petrol every 5000 miles re-oil gauze with engine oil.” This decal is medium blue with white lettering. It is considered original and would be located on the lower side of the air filter as you look at the installed filter from the side of the car. Originally it was a water transfer but today’s replacements are sometimes paper sticker type decals.

**Shocks** - “Girling Limited, British Made” (green, yellow, black w/white lettering) There is limited information on the originality of this decal to the TC. It has been confirmed that if a shock was rebuilt or replaced on the TC it would have had the decal. It cannot be confirmed that any car came from the factory with this decal. It was a “water transfer” type decal so it is unlikely if it was original, that any have survived the elements over the past years. Because these decals did come with replacement parts for the TC, during this period, it would be considered original and appropriate to the TC for correct restorations. The transfer decal was placed on the flat part of the shock arm.

**Dash Decals** - This is an area that has been confusing with differing information on transition points for different dash configurations and lettering. First, early TC dashes were wood grained with a black instrument panel. This panel had white lettering that was applied using a silk screen method. The wood dash changed to a Rexine covered dash between TC 4868 and TC4977, however, the instrument panel was maintained as black with the white lettering. It was not until later, somewhere between TC 6889 and TC 6909 that the black panel changed to the late model bronze painted instrument panel. This new bronze colored panel had black lettering again using the silk screen application. The 1 exception to lettering on the TC instrument panel was the EXU panel which was bronze but did not have any lettering at all.

**Carburetor Placard** - The carburetors had a placard to designate its specifications identity. The placard was an aluminum tag that was held under one of the brass float lid fixing bolts. It had the carb "specs #" stamped on it of: "AUC429"

**Note** - There are some plates and decals that are not considered original to the TC:

- Battery Box: "Important, this vehicle is wired Positive Earth" (grey black lettering). This is a decal used on the later MGB and not correct for the TC
- Fuel Pump: "S.U. Refer to instruction book before dismantling". Replacement fuel pumps from Burlen have this paper tape around the top covering the joint between the cap and main body in blue with yellow letters. In correspondence with Burlen they said the original color was actually green (BRG) with yellow letters, however this tape was not introduced until after the T-series cars. Therefore it would not be appropriate for a TC.
- Coil Decal: "12V LUCAS COIL, made in England" (silver with black lettering). This decal is not correct for the TC. It would be appropriate for post- TC use such as on the sports coil. The TC coil was simply painted black with no decal. Black tape to seal the gap between the main body and the cap is considered original.
- Wiring Harness Decal: "Lucas" (yellow with black lettering)
- Door Sill Plates: "The MG Car Company Ltd." This stylish lettered sill plate is not original to the TC. It was used on pre-war TA and TB's. The TC dropped the lettering and maintained the plain aluminum sill plate. Although it looks nice, it is not correct. The plate is fastened with 7 - #4 x 1/2" oval head wood screws.

**SAFETY FAST!**