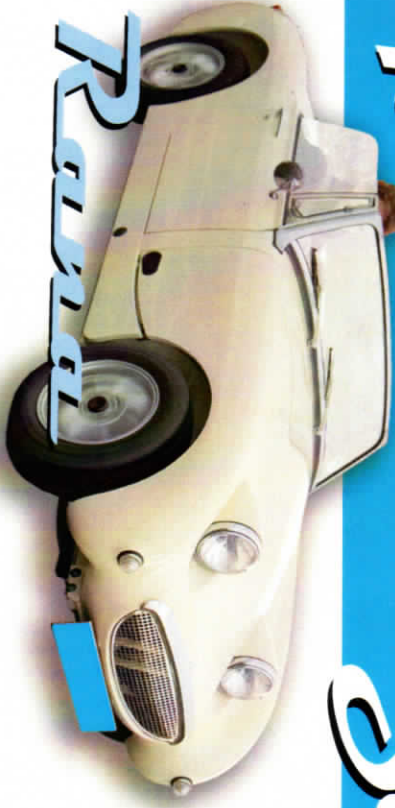


Turn your tired
Sprite or Midget
into a Tifosi.
Complete Cars or Kits
are available from a long
established family run Garage.

from
**HALL'S
GARAGE**



SS
Tifosi!

Rover
Tifosi!

The 3 Variants

Standard

The Standard package is the perfect option of owners who want a car that to the casual observer appears to be the same as the original car but offers the more modern luxury of wind up windows, which would have surely been the natural evolution of the original "Frogeye" had the body style not been superseded with the "Midget" shape.

The build of this version is further simplified with the retention of the standard donor car dashboard, keeping shell modification and wiring alternations to a minimum.

Authentic

The Authentic package is similar to the Standard package, with the addition of replacing the doors with the original "Frogeye" style and fitting the shaped scuttle panel to replicate the original's interior body line. The replacement dashboard is then fitted to complete the conversion. If an original MK1 windscreen is fitted, then standard "Frogeye" soft and hardtops can be used.

Custom

The Custom package allows the owner to precisely specify the new TIFOSI RANA including engine, gearbox, transmission, suspension, paint and trim thus enabling the owner of the new car to truly "live their own dream".

Don't take our word for it!

What Total Kit Car says:

"Hall's specialisation in all areas of the MG marque is obvious but they are equally happy to undertake work on most classic vehicles, such as Healey 100/4, Healey 3000, Aston Martin, Triumph, Ferrari, Bentley and Riley, among others.

Returning to the erstwhile Tifosi products, Hall's Garage had built some of the very best examples seen thus far while acting as agents, and nothing has changed now that they are manufacturers and they can offer both the Rana and SS"

What an owner says:

"Just a note to let you know that the car is magic. Everyone is amazed at the colour! Which is just as I wanted, having had this colour in 58/59 on our first Sprite."
Howard W.

All details are correct at the time of going to press.

What owners say:

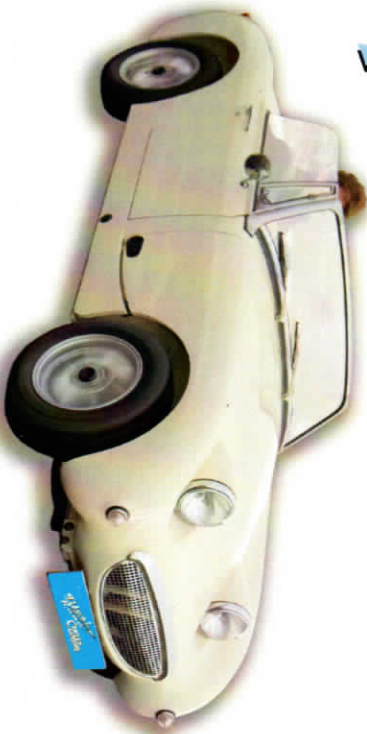
"The ease with which we can assemble the car is testament to the engineering that is behind the project. As an engineer myself, it's the attention to detail that impresses me and I'm certainly impressed with the product from Hall's Garage."
Robert C.

"Having raced a Sprite competitively for many years I'd always wanted a Sebring Sprite for the road, having recently acquired a totally rusty Midget my name is on the list for a SS shell."
Andrew M.

**HALL'S
GARAGE**

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Tifosi RANA



The TIFOSI RANA Frogeye inspired replica offers both an exciting introduction to the kit car industry for the new builder, and an extremely satisfying project for the classic car enthusiast wishing to own an icon of the golden age of British motoring. The TIFOSI RANA has real heritage whilst allowing the builder to express an element of their own engineering craftsmanship in the finished article.

Most, if not all kit cars, allow the builder to build into their car an element of their own personality and expression, but in the case of classic styled replicas very few have any real feeling of heritage. This is due to all the character of the original being lost through the extensive use of modern parts taken from the bland and anonymous family saloons and 'rep mobiles' used as donor cars.

The TIFOSI RANA successfully retains a significant amount of the original character and appeal by using the MG Midget as its basis. The MG Midget can trace its roots directly back to the original Austin Healey 'Frogeye' Sprite and apart from a rear spring upgrade and front brakes changing over to discs had no major structural changes made to its monocoque construction throughout its production run. This means that by building the TIFOSI RANA your finished car automatically inherits the pedigree and history associated with the original inspiration.

Whilst the MG Midget is considered a 'classic' in its own right, there are many suitable donors available on the used car market. A perfectly good example, having 12 months MOT, plus the cost of the TIFOSI RANA kit, with paint and maybe a few sundries for the donor (e.g. new carpets), means it is perfectly feasible to put a well finished example on the road for around £3500. If the builder is prepared to carry out some restoration work on the donor then this figure can be reduced greatly. The 1500cc 'rubber bumper' models of the Midget are the least popular in the eyes of the classic car movement and as a result they command lower values. This has the unusually unique advantage that the donor cars become cheaper the newer they are.

The TIFOSI RANA requires no SVA inspection and entails unbolting all the outer panels forward of the windscreen scuttle and cutting away the outer skin of the bodywork to the rear of the door shuts.

The new front bonnet can now be securely located using the TIFOSI RANA's specially manufactured front mounting hinge mechanism, which utilises existing mounting holes in the donor car's chassis rails. The rear section is simply riveted/bonded in place using our special adaptor plates for the booth floor.

Because of the quality of the panels, preparation for painting is simple as the are few, if any, flash/moulding lines to be removed. Apart from fitting any of the TIFOSI RANA option, the completed car now simply requires painting in order to complete the project.

Tifosi SS



The TIFOSI SS a faithful reproduction of the original Sebring Sprites that were successfully manufactured and campaigned by John Sprinzel and his business in the late fifties and sixties. This all new product is supplied as a complete bodyshell in primer (can be supplied painted in the colour of your choice if required prior to delivery) ready to accept the mechanicals from any MG Midget / Austin Healey Sprite.

The rear suspension set up is the superior semi-elliptical springing from the later examples rather than the less favoured quarter-elliptical version found on the earlier models.

Our Tifosi SS bodyshells are built up using our brand new steel monocoques with the upper bodywork, which is bespoke to the Sebring, and the dash board & doors being moulded in fiberglass. Each bodyshell is supplied with front and rear screens (fitted if painted).

Monocoque

This brand new monocoque available from Halls Garage is produced on the original factory tooling to our bespoke specification and is suitable for most conversions based on the MG Midget or Austin Healey Sprite platform. It is ideal for those not wishing to do battle with a rusty donor car.

As standard these are supplied in 'A' series specification. However, if required the 'rubber bumper' front engine bay cross member and mountings can be substituted during production

Because of the accuracy of these monocoques many of the appropriate race and rally championships are happy with the eligibility of cars built up using this base (responsibility for checking eligibility lies with the customer to confirm before ordering)

