

The Healey Werks



AM101-923 prior to complete disassembly.

Maserati Rinato

1960 Maserati 3500 Vignale Spyder (vin #101-923) (Number 2/243 production)

Produced as number 2 of 243, it's likely that this 1960 Spyder was hand-crafted under the deadline of its North American debut (exact details of 923's history are being investigated. Look for an update in the next issue of *VCM*). We found this limited production gem languishing behind a warehouse in Southern Florida, and instantly envisioned a champion in it's class. See our most recent victory at Meadow Brook Hall Concours d'Elegance 2005. www.meadowbrookconcours.org/2005/winners.htm

It was evident that a victory at Meadow Brook Hall or Pebble Beach would require a full body-off rotisserie restoration. At Healey Werks this is known as Maserati Rinato or "Reborn."



Some of 923's trim components during photo inventory.



Additional 923 component photo inventory and inspection.

Every full restoration begins with the careful disassembly of the car. The first significant step is thorough documentation. As the car is pulled down, all components are recorded and any irregularities or differences in construction are noted. This practice ensures that during the rebuild and reassembly process, these irregularities are not lost as these can be very specific to low production or hand-built cars. This documentation is accomplished through hand sketches, notes and copious amounts of digital photographs that are taken and archived for future reference.

During the disassembly process we discovered a number of areas with incomplete welds and jiggling. This is common in low production hand-built cars; our approach is to enhance the structural integrity of the automobile where necessary, while retaining its originality and authenticity.



Front bumper frame extension only partially welded from the factory.

Some of our initial discoveries were the severe rot and corrosion on the entire rear lower body and outer structure. Once the body skin has been removed from the tubular chassis, the body skin will be chemically dipped and the tubular structure will be sand blasted. This process will allow our fabrication team to completely inspect, jig, and repair/replace all area affected by rust and corrosion.

The entire drive train and mechanical segments of the car will be carefully disassembled with each component checked and then rebuilt.



Evidence of serious rot and corrosion damage in rear structure/body.

Rust in sill to floor area.





923 engine compartment revealing remarkable undamaged condition.



923's original engine prepared for inspection and technical evaluation prior to complete rebuild.



923 dash harness prior to removal.



923 during initial disassembly.



Front grill shell found to be the only trim piece in need of significant repair.

Although we found significant rot and corrosion in the rear lower body and outer structure, we found plenty of good news as it relates to the rest of the primary chassis and forward structure. We also found the remaining outer skin had not suffered significant rot or collision damage. As with the rear of the car, we will continue to remove the forward body skin, and proceed with the complete restoration process.

Follow the progress in the next issue of VCM or on the web at:
www.healeywerks.com. ■



Primary chassis and forward structure found in remarkably solid condition.

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