



# A TORY'S BEEZER

Redcoats and Patriots can rallye 'round this T-bolt



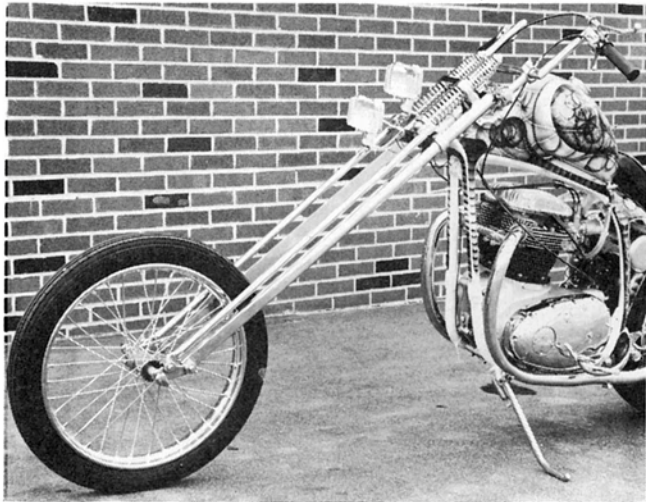
**T**he American revolution was over almost 200 years ago, and both sides have supposedly patched up their differences. But would you believe that there are still Tory's afoot in this land. Torys were the bad guys

During the revolution that sided with English instead of the new American beliefs in "Mom and Apple Pie."

John Elacqua could be considered a Tory of sorts; not the kind that's trying to return the colonies back



**Button tuft cobra seat is a custom unit from Cheat'ah.**



**Springer from D&D is 16 inches over stock and rides on a 2.75x19 Dunlop. Bike must have just been completed when these pictures were taken 'cause somebody forgot to trim the ty-raps on the front downtube.**

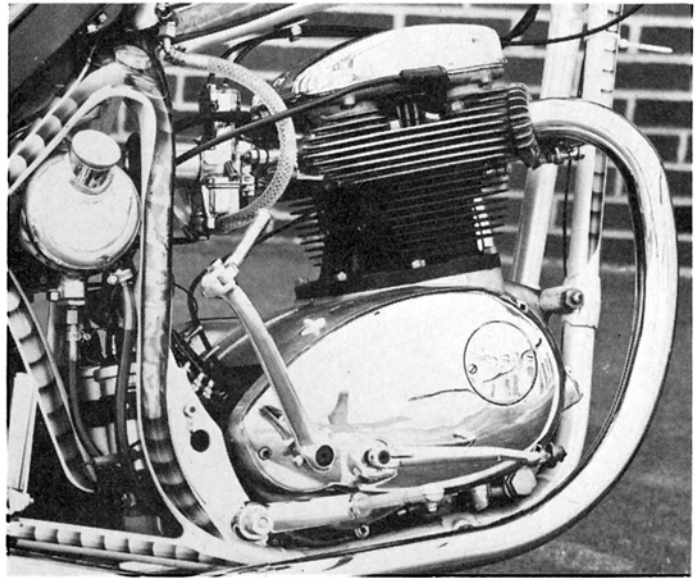
over to English control, but the kind that's all hung up over limey bikes, especially Beezers.

Wanting to make some changes on his '69 Thunderbolt, Elacqua started wandering around Massachusetts looking for a competent shop. Eventually in his travels he happened upon Kelsey's Kustoms in Beverly, Massachusetts, which is owned by (who else but) Kelsey Martin. Martin is best known in that area for his outstanding paint jobs, and all it took was a look at some of his work for Elacqua to decide he'd found the right place.

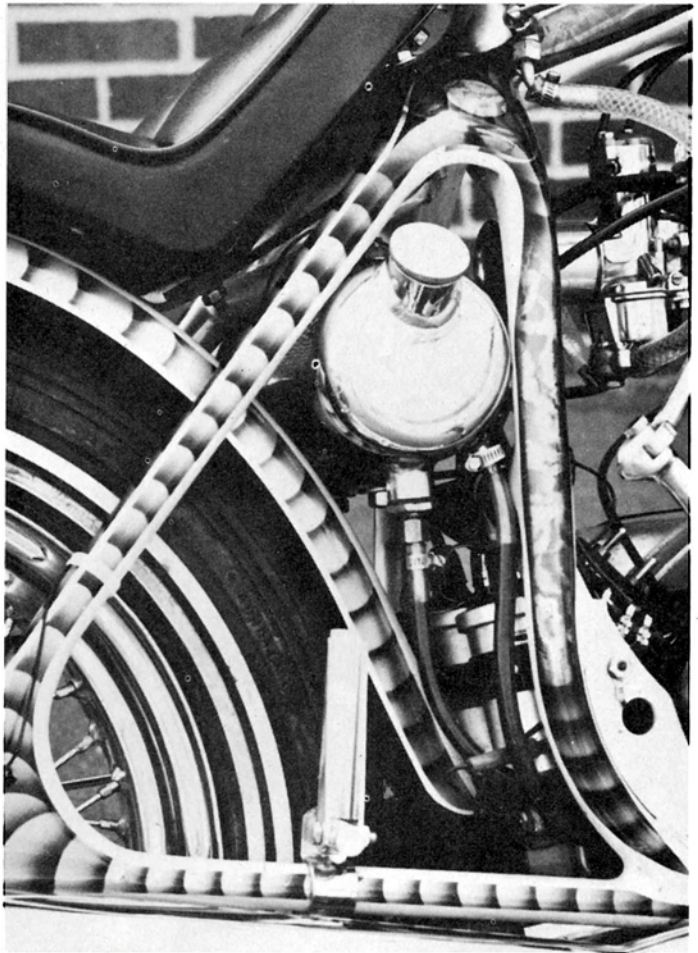
From out of John's parts, Kelsey plucked the frame, and after raking the neck one inch, he filled and smoothed the rest. A "Martin" hardtail (meaning Kelsey made it himself) was welded to the rear, replacing the swingarm assembly.

A Wassel peanut tank was molded into a special cradle mount, but it remains removable in case of leaks.

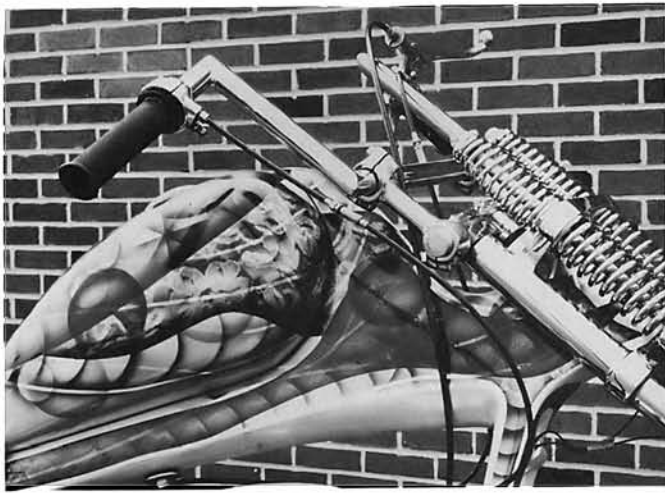
The frame, tank and fender, which were painted by Martin, are covered in candy-over-yellow-pearl lacquer. The scalloping and lace patterns are done in the seven



**Other than minor headwork and high-compression pistons, '69 Beezer engine remains stock.**



**An alloy oil tank replaces the stocker, and all of the wiring, coils, and battery are tucked under it.**



Even though the tank gives the appearance of being molded to the frame, it isn't.

basic colors of candy paints, but they've been blended into an infinite number of shades.

For a front suspension, John runs a 16-inch extended D&D springer with a Hallcrafts spool laced to a 2.75x19-inch Dunlop on a steel rim.

The lights are a pair of Cibie 35s that have stainless steel bodies, which don't need to be chromed.

As for the rear suspension, there isn't much, except for the give in the 5.10x16-inch rear tire and the Cheat'ah cobra seat. To keep the lines uncluttered, no sissy bar is used, and the taillight/license plate bracket is side mounted. A healthy-size fender brace made by Martin holds up the custom Cheat'ah flat fender.

Chromed side covers, and cam covers done by South Shore Plating dress up the engine, and all the electrics were moved down behind the motor. The battery is held in a custom box, and the stock switches were replaced with toggles.

To get a little more pep out of the engine the heads received a slight cleanup, and a set of high-compression pistons replaced the stockers. But, John retained the single carb setup for that added bit of reliability.



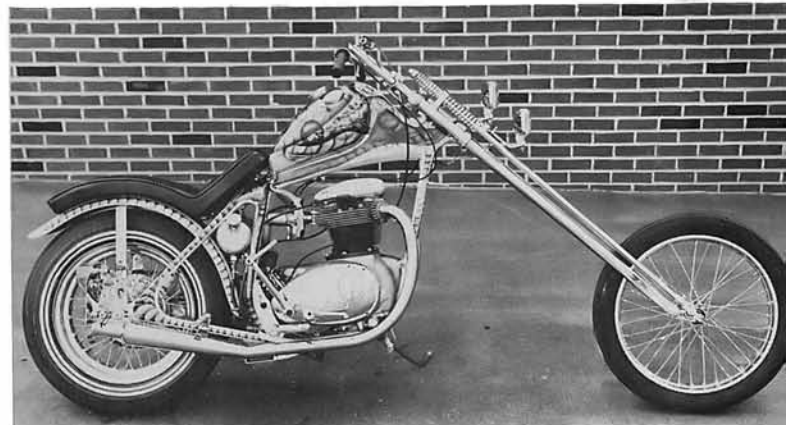
Some people might think that it isn't too bright to build a bike without a sissy bar, but think about how tight little honeys have gotta hang onto Elacqua. And you know he's no fool.



Hefty fender brace made by Martin supports a flat fender from Cheat'ah.



Stock Beezer head pipes complete with balancing tube run into a set of custom upsweep mufflers.



Kelsey's Kustoms fabricated a one-of-a-kind hardtail, and raked the neck one inch to give the bike a long and almost level look.

