



# LONG GONE

***The words on the card read: Have Shop Will Chop. by Sandy Roca***

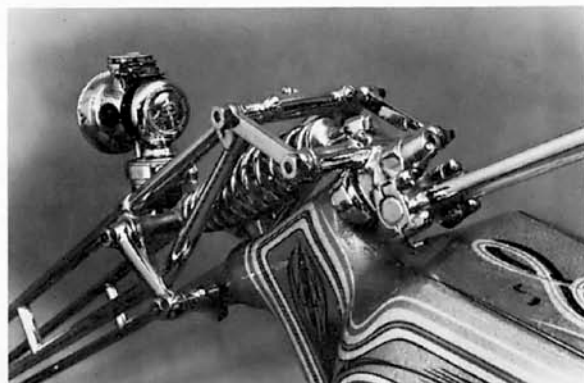
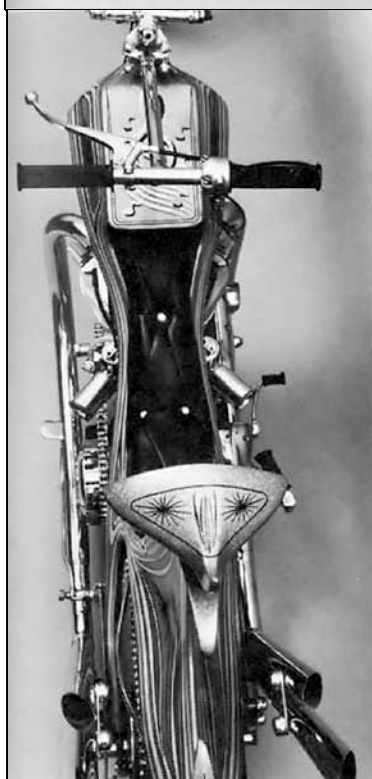
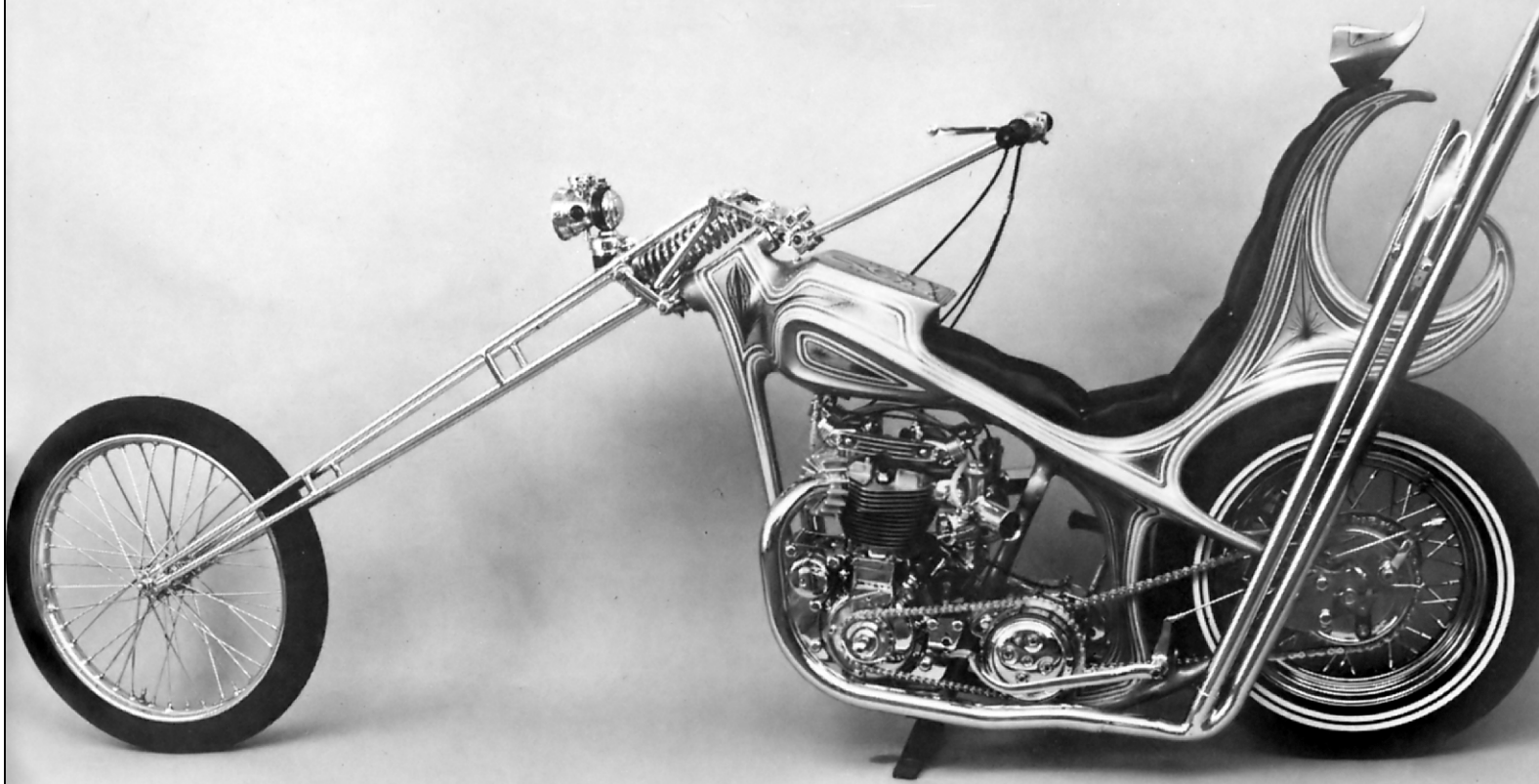
Kelsey Martin is a man of few words, but his custom motorcycles speak for themselves. He can be found at his shop in Beverly, Mass., working with the enthusiasm of an artist, tempered with the expertise of many years' work in an auto body shop.

With the exception of chromium plating, all the fabrication of his customers' machines is done in Kelsey's

shop. Adjacent is the Yetman Corporation, so that the machining, torch work, and tube bending often necessary for a custom bike cause no problems. Kelsey's veteran experience makes the complex molding and multi-layered painting seem easy.

Long Gone is the result of his talents applied to a 1953 Triumph. Beginning at the rear, the original rigid frame was extended 4 inches and

dropped 2 inches, and a Harley 16-inch rear wheel was laced to the Triumph hub. Many hours of sheet metal work resulted in a gas tank, seat base, and rear fender that are all blended in one piece with the frame. The 650cc engine acquired a late Bonneville cylinder head with splayed inlets, along with custom style exhaust clamps and oil manifolds. The primary chain was left exposed to

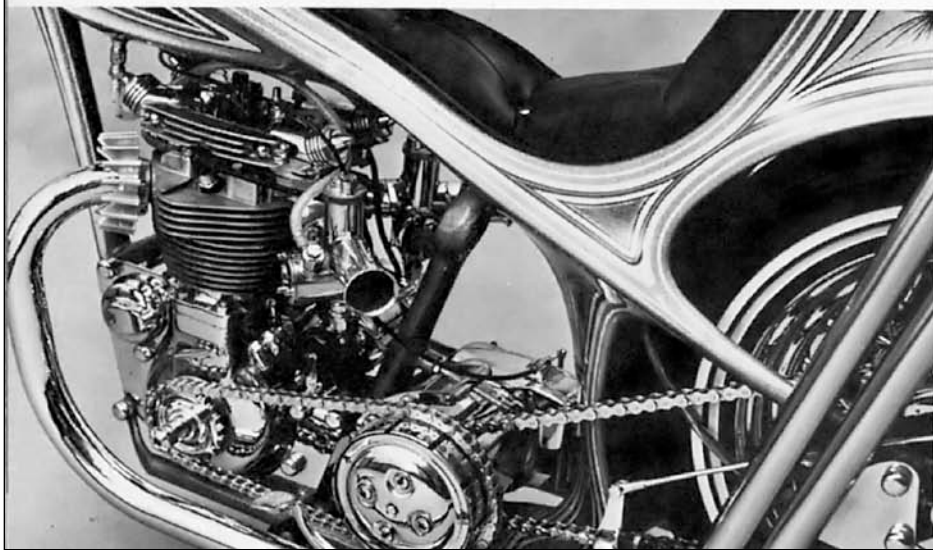
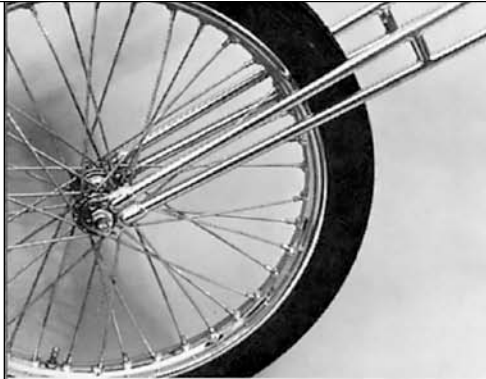
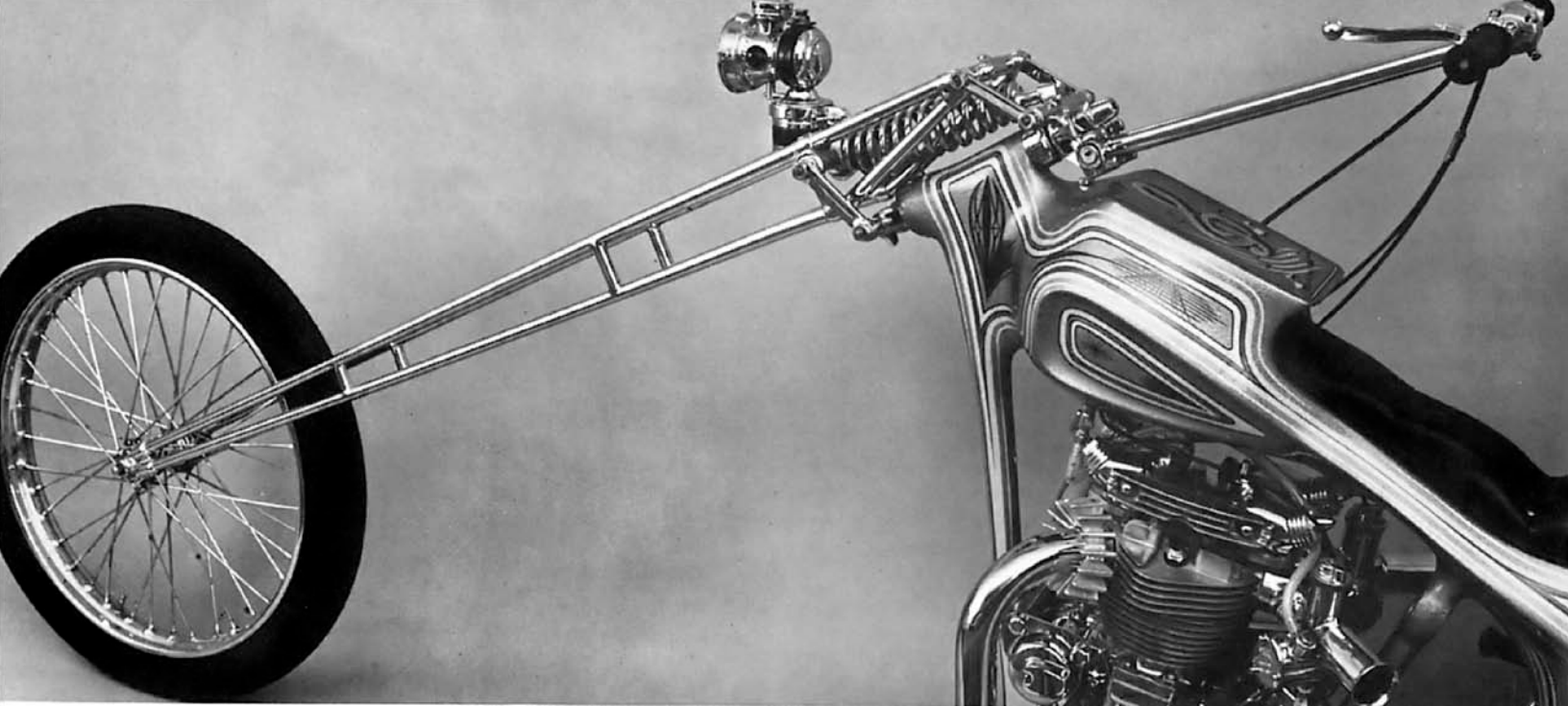


show the extensive chrome plating done by South Shore Plating Company, Quincy, Mass. Besides undergoing the flawless filling and molding treatment, the frame was raked a full 3 inches at the steering head and fitted with a circa 1930's Velocette girder fork. The auxiliary side springs were removed for a cleaner appearance. Believe it or not, the ancient fork and steering races fit the Triumph neck with no modifications. (Everyone

is entitled to a little luck!) The girder itself was extended 36 inches, which entailed unbrazing and removing the lower tubes completely and reboring the fittings to accept the new tubes, which enter at a much narrower angle because of their length. A pair of struts was welded between each of the lower legs for rigidity.

Long Gone's front wheel is a 3.00 x 21-inch Avon which has at its center a special spool hub originally used for

grass and cinder track racing in England, that was obtained by Mack of Mack's Motorcycle shop in Everett, Mass. A distant five feet away atop the front fork is a specially made tee handlebar. The carbide headlamp was found in one of the many New England antique stores and it runs on water (!) and calcium carbide to produce the acetylene gas that burns and provides the flame. An eight-track stereo tape player blended into the



gas tank plays through a speaker perched at the top of the seat back. Those of you who are really sharp-eyed will be able to spot the one-half-inch gas cap, and the many small caps that conceal bolt heads and stud ends.

Covering the extensive molding is a multi-layered tangerine orange metalflake lacquer with smaller areas of sky blue, bordered with contrasting

strips of yellow and red, and further defined by the pin striping of Ray Smith. This art with a spray gun is seen through many coats of very thin clear lacquer which is purposely not rubbed out to retain a scratch free glasslike surface.

Four slash cut exhaust stacks and a narrow dual stripe whitewall are the finishing touches that have won Long

Gone many "Best of Show" awards in the East. Future plans include a sidecar and a supercharger to help the engine cope with the added weight. Estimated cost to date totals about \$4000.

With a wheelbase of 90 inches, Long Gone is no short motorcycle and it certainly proves Kelsey Martin is long on talent. **CG**