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SPOTLIGHT: CHAOS CYCLES
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SPOTLIGHT: Chaos Cycles

STORY BY MICHAEL CAMILLO, PHOTOS BY STEPHEN BERNER



This *IronWorks* Spotlight features the unique and diverse bike builds of George Stinsman and Chaos Cycles, located on the Island of Long in Mastic, New York. The full service shop offers everything from general service for all makes, parts and accessories for you and your ride, and customizing—whether it's an upgrade to your machine or full-blown, ground up build. And, as the bikes here exhibit, Chaos Cycles delivers with strong styling and a commitment to reliability and performance.

The name Chaos Cycles is a bit of a misnomer. Owner George Stinsman is about as low key, engaging, genuine, and focused a guy as you're likely to meet. A self-confessed motorhead George is first and foremost a fabricator and builder of bikes that can, in his words, "take a beating." On the whole, the four machines featured here may have divergent styles, but the common thread throughout is that these bikes have a hot rod, performance-based focus. So why choose the name Chaos? George says, "Life is Chaos. When I started out, I was working as a mechanic and fabricator doing the hot rod scene by day and building custom bikes after hours. When I decided to open the shop full time, Chaos seemed like the natural choice for a name." Since opening Chaos Cycles in 2006, George and his wife and partner, Dee, have never looked back.

George has been turning heads on the custom scene for over ten years. It started with his first chopper build in his parent's garage—a stretched and raked rigid-frame Evo chopper. Not to say that George was new to motorcycles, he had been road racing and stunting on sportbikes for years. And as a car guy, George seamlessly turned

his fabricating and mechanic skills to motorcycles. Back in the mid 2000's, the TV chopper scene was in full bloom and the focus was on choppers and customs. As fate would have it, George was asked to participate in a local bike build-off and the Green Sportster, George's daily rider, was voted the winner.

The inspiration for George's builds comes at anytime and from everyday life. "I'd be watching TV and an idea would come to mind. I also like to apply ideas from my hot rod days. I've got scraps of paper with sketches and ideas that are more than a few years old. Eventually, I work the ideas into the builds," he said. There's also no prejudice in George's generous use of sportbike-inspired parts culled from his road racing and stunt riding background. The use of these sportbike parts highlights George's commitment to performance.

The Green Sportster, my favorite of this group, has an interesting history. George's intention was to build a bike for himself. What he ended up with is a super cool award winner. The bike is chock full of non-motorcycle bits that flow with the bike—from the tooled brass key switchplate, to the garden faucet gas valve handle, to the brass oil filler cap. The Rich Philips crocodile seat coolly matches the green metal flake on the hand fabricated gas tank and fender. Now I've heard the voodoo or bad karma theories about using the color green on a bike, but there's none of that nonsense here. It's all good.

The stylish V-Plus motor by Crazy Horse Engineering is a focal point and sets off Suicide Sally, which was built for a customer in New Jersey. George was adamant about

not creating a theme bike, and discussions evolved around the overall treatment of the images and paint details. Also, the subtle use of flames on the tank gave the customer his wish without being gratuitous. The paint on this bike was expertly applied by Chris Morrow of Colorwerks. George went to friend and leather master Christian Marsh of Xian Leather for the tooled solo seat.

The Blue Speed bike has some trick attributes that attest to George's hot rod and sportbike background. The rear fender is actually the gas tank (5 gallons!). The paint scheme and performance parts are reminiscent of a sportbike. The Islip Drags decal is a replica of a vintage decal from George's dad, who raced there back in the '60s. George took the bike to Daytona and had the opportunity to ride it on the Speedway track. Although he didn't fully "open it up," he thoroughly enjoyed the experience and said it handled perfectly on the track.

The aggressive-looking wide tire bike was brought in by a customer as a roller with what George called, "a hideous fender, gas tank and handle bars." Those bits were quickly tossed. The customer requested an air-operated kickstand. George obliged by fabricating stops on the bottom frame rails with a Legend Air system and manual lock mechanism for safety. The portholes in the rear fender deftly break up the vastness of the part, and the sweeping lines of the gas tank flow well together. Again, George and Xian Leather teamed up for the leather clad seat, pillion pad and headlight. What? Wait! A leather headlight you say? Yes, that's a leather cover on the headlight bucket. These are typical of the details that set Chaos Cycles' bikes apart.

All in all, these George Stinsman creations have very divergent styles—almost chaotic. But the constant here is that these machines are built to take a beating, with no compromise in performance. You can see more money shots of these machines by logging on to IWVlogger.com and checking out The Bump section.

*RESOURCES

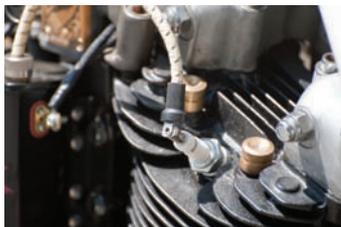
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Green Sportster

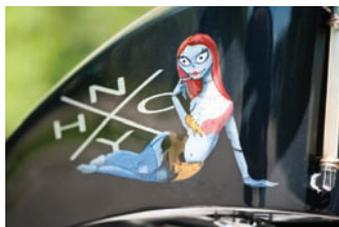
"I initially bought a 1985 XL 1000 to build for myself as a daily rider. I wanted a rigid custom that was unique and fun to ride. There are a few non-motorcycle parts to give it some character and the vintage style floorboards add to the overall look. The Rich Philips crocodile skin solo seat was a cool find on eBay and fits the bike. It was a build off winner at a local show here on Long Island and I'm proud of the results." —George Stinsman





Suicide Sally

"Suicide Sally was built for a customer in New Jersey who wanted a bike featuring a character from the movie *The Nightmare Before Christmas*. I didn't want to build a theme bike and we worked out how to use the images and paint without being over the top. We agreed on a pinup style image for Sally. The bike was built around a Bare Knuckle frame and Springer and has that classic chopper stance. The V-Plus motor by Crazy Horse Engineering and Baker transmission are a great combination and help give this bike its unique look." —George Stinsman





Blue Speed

"I wanted to showcase my hot rod and sportbike background with this build. I used influences from a GSXR—the color scheme and rear deck/fender, which is actually the gas tank. We took bets at the shop how much the tank would hold. To our surprise, we got five gallons! I also reworked an American Racing auto wheel and spinner for the rear wheel to give it a hot rod feel. I bought the motor online, rebuilt it and squeezed out 100 hp. I had the opportunity to run it on the track at Daytona and it was a blast." —George Stinsman





Black Custom

"A customer brought in a Deviant frame and DNA Springer roller to the shop and it was a mess. We immediately tossed the handle bars and fender and needed to rebuild the front half of the frame. Once the frame was correct, I used the Legend Air suspension and also designed it for use without a kickstand, which the customer requested. The bike rests on special tabs on the frame rail bottom and I designed a manual lock mechanism for safety. The Ultima 127" motor gives the bike (and transmission) all it can handle." —George Stinsman

