

# Stevenson's Cycle 'GL Special'



Custom bike builders often look back at motorcycles from previous eras for ideas. In Steve Broyles' (Stevenson's Cycle) case he looked to his own childhood and the bicycles he rode as the inspiration for his latest creation - the GL Special



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It is safe to say that the first bike many domestic custom bike builders ever rode was not a Harley, but in fact a Schwinn bicycle. The iconic curved frame of those Schwinn cruiser bicycles left a lasting impression on Steve Broyles, the man behind Stevenson's Cycle, so much so he took the classic bicycle's outline as the basis for his 2008 World Championship of Custom Bike Building entry.

Given that Steve Broyles is best known for his engine builds, including reversed cylinder head specials, he designed the frame and then passed his plans on to Darrian Tefft to have them made real. Just like a Schwinn frame, this one has parallel tubes running from below the head tube back to the rear axle plates, while a second single tube goes from the headtube to the seat post. The rest of the frame is made up of twin downtubes that carry on below the motor and under the transmission to the axle plates. As a finishing touch on the frame, Darrian added an original Schwinn frame badge to the front of the frame.

Given the old-time styling of the bike there was really only one choice of front end—a Springer. The front end was chrome plated and then further detailed with subtle brass highlights, matching those on the frame.

To get the chassis rolling a set of wheels was



The open primary, now a production item, is a collaboration between Stevenson's Cycle and Evil Engineering



The leather seat was hand-tooled by master leather craftsmen Duane Ballard

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needed. The five-spoke design chosen came from Weld, the front being a 23 x 3in and the rear 18 x 5.5in. The wheels are finished off with a set of Avon tires, measuring 130/60/23 and 200/55/18. Braking is taken care of by an Exile Sprotor on the rear and a 360 Brake on the front. However, due to the narrow Springer, the front brake had to be especially machined to suit the 360 Brake.

Unusually for a Stevenson's Cycle built bike where the heads are often reversed, the 93ci S&S Shovelhead-style engine was basically stock. However, it has been fitted with a set of the company's split rocker boxes and hard copper oil lines.

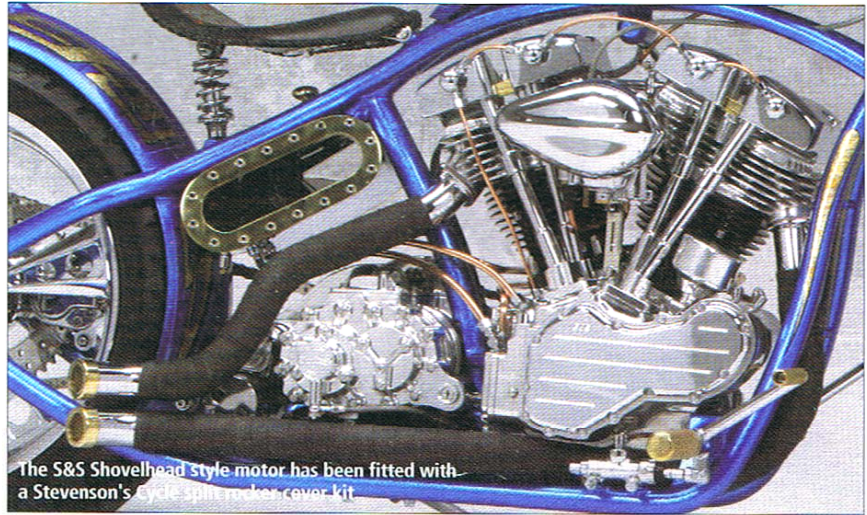
The primary drive used is a Stevenson's designed, Evil Engineering manufactured LSD, which moves the starter down to the rear of the transmission. Sitting behind the drive is a Baker six-speed Torque Box.

Bodywork on the GL Special showcases another Stevenson's Cycle product, the Porthole glass oil tank. It features 1/4in glass on the sides, and which has been shaped to match the profile of the frame tubes. Completing the bodywork are a simple rear fender with blended in taillight and a custom gas tank fitted with a Crime Scene Choppers gas cap.

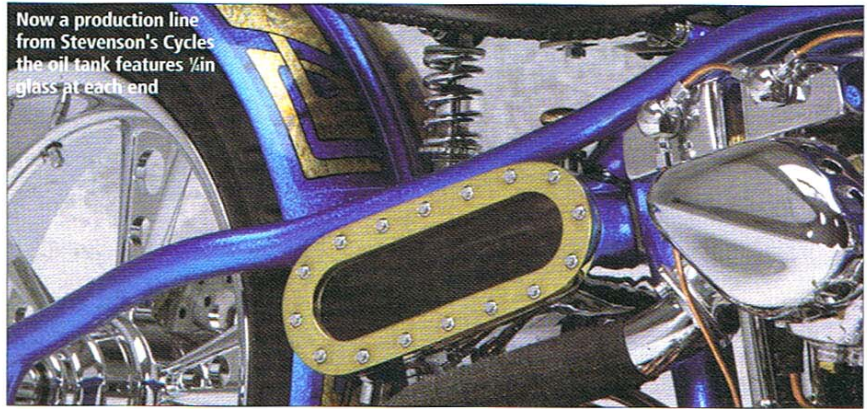
Once the frame and metal work was completed the whole lot was shipped off to Liquid Illusions where the blue metal flake paint and gold leaf graphics were applied.

Final detailing on the bike includes a Duane Ballard hand-tooled leather seat, Joker Machine hand controls and Stevenson's foot controls.

Looking back to his childhood and the Schwinn bicycle he rode has certainly paid dividends for



The S&S Shovelhead style motor has been fitted with a Stevenson's Cycle split rocker cover kit



Now a production line from Stevenson's Cycles the oil tank features 1/4 inch glass at each end

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For his design and craftsmanship Steve Broyles also won the Partner Pick of Excellence award from S&S Cycle

The one-off taillight was roughly based upon the design of a traditional Sparto light



Steve Broyles as this bike, which was inspired by those halcyon days, gained him the highest placing at the World Championship of Custom Bike Building over the four years he has been a competitor.



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