



# TOM SIMMONS ORIGINALS

## HAND TAILORED MOTORCYCLE SEATS EST. 1972

T.S. CUSTOM SALES

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Thank you for your interest in a Tom Simmons Original hand tailored cycle seat. If you are ready to get serious about your body's total comfort while riding a motorcycle, here comes your answer.

I've been building cycle seats since 1968 and opened my business to the public in 1972. I build my seats with the only *Total Support System* built in, and feel it is the most comfortable seat on the market today. My seats are world renown for quality and comfort. I have countless letters of praise and thanks from satisfied, happy customers because I tailored their seats to meet their every measurement and need. My seat is built around the driver's and passenger's total body shape and dimensions. From the inner thigh, around hips, under hip bones, up and around the tail bone into the lumbar, back out and around the kidneys and on up the back for full support of all the body that is affected by cycle riding. I also build around riding problems concerning ankles, knees, sciatic nerves, and back problems, including those who have had back surgery. I have always felt that when riding a cycle for long periods of time, the cycle seat should be the number one concern of the cyclist. Chrome and accessories should come only after true comfort. It may be nice to have a bike to show, but it's much nicer to be able to *ride* that bike to the show...in total comfort.

I have no gimmicks in or on my seats, i.e. airbags, gel, springs, beads, or the use of poured compound foams that make it so hard it would take a wrecking ball to break it in. You can't buy my custom seat over the counter and I do no computer imaging or bio scanning. My seats are built by the knowledge and craftsmanship of a professional seat builder who has been riding motorcycles even longer than he has been building seats for them. My customers trust my knowledge and experience when I inform them that selecting a hard or soft seat should never be an option because you must have a support system of the correct foam density to support the body weight on it.

I build my seats with the help of my customer, a photo of the driver and passenger on their cycle, taken from the right of the bike, measurements of the body and 30+ years of seat building experience.

I hand tailor each seat individually for each bike rider - the driver and passenger. The term "custom" has grown to mean "anything other than stock". I wish to stress to you that, though all other "custom" seats are mass-produced, with the foam being poured into a pre-formed mold. Mine is truly *customed* to fit *YOU*. Mass producers would have to have a mold to fit every size rider to even come close to having a true custom seat. That is why mine is hand tailored, not just "custom". When I tailor a seat for an individual, it is built around their height, weight, and length of arms and legs and over all body size. Very few cyclists are the same size. Most all motorcycles in the same category are built the same, so are the cycle seats. They may differ in style and color but they generally are built around one certain size, a size that will fit very few riders. Long arms - short legs - a long waist - wide hips, all of these characteristics can mean the difference between a miserable ride and a nice, comfortable ride.

I hand build each Tom Simmons Original myself. I employ no one other than my wife and son. Even they do not assist in the actual construction of the seat. I do all seat construction so I can guarantee, to the driver and the passenger, a seat that fits their body and their needs.

I build the Tom Simmons Original narrow at the nose to eliminate interference when dropping your legs for stopping. I do give it the needed angle to help with individual problems, such as sliding forward on tank during stops, etc. I also build my seat to give full under thigh support and full width in the saddle around the hips - eliminating any hang over on the sides for both driver and passenger. Each saddle is hand crafted to their body size with a T.S. (total support) system for their needs. This takes all the pressure off the tail bone so it doesn't receive the hard jolts from bumps, road shocks sent up through the seat, thus doing away with leg cramps, swelling, circulation problems and tail bone pain.



I build a lumbar support in the top portion of each saddle seat. The seat does not allow sufficient room for an entire lumbar support system but the seat's lumbar is continued when my backrest is added to your bike. The backrest has the full lumbar support located in the small of the back. Each side is fully winged to support the kidneys for total support.

In most seats I build, I reduce the height of the seat to accommodate the driver in their need to better reach the pavement when stopped or steadying their bike. I can drop the seat height for the driver as much as 4 inches and the passenger's up to 3 1/2 inches, depending on the make and model of the bike. The distance between the front of the seat and the saddle can be lengthened for those 6'2" plus drivers and can be shortened for those having a little more difficulty in reaching the handlebars in a comfortable position. All my seats are built with the saddle putting the rider in a perfect posture position, eliminating most riding problems, including the unwanted tendency some have to slide forward. If you have a travel box extender installed on your bike I can extend the passenger seat to fill in that open space between the seat and box.

The saddle height of a seat can be as high as 10 inches, depending on the make and model of the bike, and the individual need of the rider. The backrest can still be added, even with additional height of the saddle, to give the Total Support (T.S.) System. I can build my seats to accommodate drivers or passengers with body weight from 100 lb. to 450 lb.

I also build a travel trunk relocater for the Honda GL 1500. This moves the trunk back 2" and raises it less than 1/4". Relocating the trunk isn't visually detectable but it allows for 3 more inches of room in the passenger seating area for the new seat I build you.

I build the most ultimate seating available for all types of trikes. Without the worry of putting your legs down for starts and stops, I can build you a seat that will be more comfortable than your most comfortable easy chair at home, only smaller and more durable and ready for that ultimate ride.

The good news about the cruisers is that they look good and are fun to zip around town on. The bad news is the seat. The seat is meant to look good but not built for comfort. I can build your cruiser seat to be both good to look at and suitable for riding. So suitable that you can enjoy a 500+ mile day ride in total comfort. The seat will keep with the line and integrity of the bike and can be built in velour, leather or Naugahyde™. It can be trimmed with studs, fringe, flames, or to your personal preference.

The *Total Support System* of the Tom Simmons Original seat is built on your stock or current seat base. The built-in driver's backrest is added to the seat and includes a detachable bag. I modify and add lumbar and kidney supports to your existing passenger back rest. Remember to include your seat and your passenger backrest and any other equipment you want modified, when sending in your order.

#### *About the Driver's seat..*

The driver's seat can be lowered up to 4 1/2 inches, making a driver with a 26" inseam become flat-footed on the ground. The seat can also be made 3 to 4 inches narrower at the nose for added comfort, if needed. The back (saddle) portion of the driver's seat can be made to a height of 9 to 12 inches...which can eliminate the need for a driver's back rest in some instances. For those who would still prefer a backrest, I do offer a fully adjustable (up and down/back and forth), built-in, but removable driver's backrest. It folds down, out of the way of a mounting passenger and comes with a removable bag on the back for the passenger's use. This backrest comes with a full lumbar and kidney support. The saddle position of the driver seat can be moved forward or, up to 3 inches backward to place the driver in a comfortable relation to the handlebars. Your arm and leg length can create cramps that can now be eliminated by this custom-modification.

My *built-in* back rest for the driver! It is made of stainless steel and is fully adjustable. It adjusts up and down from 1 to 5 inches and has back and forth tilt capabilities. The backrest pad is a generous 15+ inches wide and 10 inches tall. It can be tailor-made to fit *your* back. It comes with side support for your kidneys and a lumbar support for the lower center of your back. On the backside of the backrest (facing the passenger) is a matching detachable bag.

The backrest is completely detachable (see photo) and does not have a tubular frame around the driver's seat for the passenger to have to try to "set around". Other add-on backrests, such as Drag and Markland brands, with such tubular framework can cause severe pain for the passenger, since setting sprawled around the framework is not a natural, nor a comfortable sitting position.



*And for that special passenger....*

The passenger can be lowered up to 3 1/2 inches to help avoid the wind and to lower their body to the center of gravity allowing better bike control. The nose (front) of the passenger seat can be narrowed as much as 6 inches if necessary for leg comfort. The width and height of the back of the seat can be altered for individual comfort making for longer, more pleasant traveling.

The passenger can also enjoy the comfort of having a backrest customized to their needs. Proper pad height, width and slope accompanied by a lumbar system placed in the correct position can mean the difference in agony and a longer, more enjoyable ride. The full side supports extending to 4 1/2 inches on either side for full kidney support gives the passenger an extra plus. When the passenger has their back wrapped in this type of comfort (especially that lower back), they can enjoy the benefit even when they crawl off after their long, but happy day of traveling. Some think that this type seat would refrain you from free movement. You are still free to move around in my seat, however you will find little reason to. Your newfound comfort eliminates your constant need of repositioning yourself in search of comfort. My saddle seat also puts the weight of the driver lower to the ground, lowering the center of gravity that gives you much more control around curves and around town.

Cyclists who have experienced an after market seat and then came to me for new seats have acquired the ride they had always dreamed of. These riders have helped my seat building business more than advertising otherwise could have ever done. Many thanks to all of those, now happy, riders.

I offer velour seats in any color and style. I also do two-toned seats sewn in contrasting threads. I will send color samples upon request and can color-match custom paints in most cases. These rich looking seats have inserts of the very same velour found in the newer Cadillac's and Lincolns, with front, back and sides still in our top quality Naugahyde™, and the velour inserted in the saddled portion of the seat is a blend of Dacron™ and polyester. This wears like Naugahyde™ but offers a comfort and coolness that the cloth automobile seats have been bringing us for years. The seat remains water-resistant and the insert is conditioned with 3M Scotchguarding™ to repel water. We do recommend additional Scotchguard™ treatments every 6 months, depending on your cycle seat's use. We have been manufacturing the velour seat since 1980 and find that 99% of the riders choose the comfort and elegance of our velour seat.

I can tailor a saddle seat for all makes and sizes of cycles. I will tailor your seat on your original seat pan. I do have stock seats for most bikes that can be rebuilt and exchanged with your seat, so you don't lose riding time. A deposit is required for this exchange. I use 60 - 120 lb density urethane foam with memory. The trim is made genuine Naugahyde™ - marine quality (the best there is) and our thread is UV treated Dacron™. Leather is also available. I offer rain covers, customized to your seat, for those unexpected showers during your riding time and those frequent trips to the bike wash. It really helps in keeping the cat off the seat!

I do not advertise in any magazine, I do attend selected rallies and gatherings when I am able to, for the purposes of displaying my products, describing their advantages and assisting people in measurement taking and color selections. I am limited by time, in the number of seats I can produce in a year. Seats are completed on first come - first serve basis, by appointment only. In most instances, I can complete your order in 2 - 3 working days after receiving it. The larger the order the more time is required to complete it. Due to the handcrafted nature of my products, delivery dates are approximate. Personalized monograms may require extra time. My phone is answered electronically during heavy productions periods or when I am out for any reason. Please leave your message and bare with me, I will return your call ASAP.

To better ensure a 2 - 5 day service, please contact us prior to sending in your order. Your seat will be placed on our schedule. You will be notified of the date your order was received and of the date we expect to ship out your order. Your stock seat *must* be included with your order unless prior arrangements have been made.

I guarantee a seat for one year against defects in material and workmanship. This does not apply if ArmorAll™ or other preservatives are used on the seat. Most such "preservatives" destroy new materials rather than condition or preserve them.