

PRODUCT REVIEW

Bill Mayer Saddles (BMS) Seat for the BMW R 1250 GS

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Please allow me to express my bias at the outset. Over the years I've tested many aftermarket seats on a variety of motorcycles, and none of them have ever matched the comfort of Bill Mayer Saddles (BMS) models. So, when I purchased my new-to-me 2020 R 1250 GS earlier this year, the stock seat was the very first thing to swap out, because the Marquis De Sade himself never invented a device so purpose-built for torture. Indeed, the park bench flatness of the stock seat's shape and its spongy, unsupportive foam resulted in abject misery after only an hour on the road.

Here's the key to why BMS seats are so luxurious to spend time on: each saddle is constructed to every rider's individual requirements. Ordering a BMS seat involves answering a myriad of questions about rider height, inseam, weight, posture, typical miles ridden per day, seat height preferences, riding style, and more! Photographs of the rider aboard the motorcycle seat must also be provided, to show typical positioning. This information is all then utilized by BMS craftsmen in selecting from multiple foam densities and an assortment of shapes that best match each rider's unique specifications. In other words, this seat fits your body like a custom-tailored suit, not something off-the-rack. In my experience, there simply is no comparison to anything else out there!

Getting it just right

My basic \$595 solo model as shown here is finished in vinyl, although leather is also available for \$100 additional, should you prefer. I had the passenger seat wrapped to match

as well, to keep the aesthetics consistent. One can immediately gauge the progressive density of the BMS cushioning vs. squishy stock setup. Build quality is superlative, and all seams in the material are straight and true.

Per my instructions, BMS lowered this seat an inch below factory height, eliminating the need for me to "tip toe" when stopped. Installation of the BMS seat is a tool-free 30 second affair, since the stock pan is used (along with the OEM plugs for the electric heating elements, if so equipped.)

On the road, it was all sublime bliss, even after 14+ hour days exploring glorious Hill Country near my home in San Antonio, Texas. The Mayer saddle's 15 inch wide, ergonomically dished shape continually hugs your butt, with plenty of snug lateral support and a refreshingly firm base.

After roughly 2,000 miles the seat "broke in," and now feels as though someone made an exact mold of my rear which I fit perfectly into. No more hot spots, sore points, squirming for relief, having to stand on the pegs, or sliding into the gas tank during braking, as with the stock seat. The overall feeling is one of sitting "in" the bike, rather than "on" it, ensuring that your favorite extended ride will no longer be constrained by the unnecessary anguish of BMW's stock seat. R 1250 GS riders, treat yourselves! You're worth it!

