Gmail John Meyers <meyers.john@gmail.com>

See attached. Call me ASAP.

Scottie Sharpe <scottiesharpe@gmail.com> Tue, Sep 15, 2026 at 1:31 PM
To: John Meyers <meyers.john@gmail.com>

Dear John,

I have received your email and reviewed the attached photographs regarding your motorcycle and sidecar.

Although I have said it before, I feel it is necessary to again clarify the nature of the work performed at Scottie's Workshop. We specialize exclusively in the repairs and maintenance of antique BMW vehicles and components. We try to work on these machines with vintage tools and techniques, building them true to their original specifications to preserve the personality and character of the machine. Customers are advised that owning an antique vehicle is quite different from owning a contemporary machine. Our experience has taught us that antique machines are either broken or about to break. There is no expectation of longevity or safety when operating an antique vehicle. Failures of any nature could arise because of the antiquated design, dated technology, aging materials, or any number of possible causes. Because of these facts, Scottie's has never offered a warranty of products or service, and we never will, due to the reasons stated. Rather, our mission is to be a source of technical assistance for our customers who wish to have us help them repair and maintain their antique vehicles. We do our best when repairing vehicles and try to be as helpful as possible when failures arise. We believe we have been as helpful as possible in your case up to this point.

Regarding your specific concerns:

- **Speedometer Calibration**: Although you requested it, we were unable to calibrate your speedometer to match your drive gear ratio. We determined that the bevel drive gear ratio of your motorcycle was likely sourced from an R50S. While this is a VERY desirable ratio for a sidecar rig—as it falls between a solo ratio and a sidecar ratio—the R50S was an exceptionally rare model. We were unable to locate any speedometer gears for this ratio, as they are no longer available from the manufacturer. Consequently, we restored your speedometer to factory specifications and did not charge you for any costs associated with obtaining the special speedometer ratio gear set because we could not find a set available.

- **Sidecar Alignment and Damage:** Prior to the motorcycle leaving our workshop, the sidecar attachment bolts were properly torqued to specification, which I personally verified. Furthermore, we went over the sidecar with a touch-up paint brush before departure, confirming no paint damage existed prior to departure. Because the assembly was undamaged and properly torqued upon departure, any subsequent issues developed after leaving the shop. It should be noted that almost all Steib 500 series sidecars place the front clamp very close to the sidecar body (which moves inside the sidecar frame on its own rubber and spring suspension), and it is not unheard of for the body to contact the clamp bolts during suspension travel. Furthermore, with components that are over 60 years old, it is an inherent risk that a clamp may stretch, crack, or experience metallurgical fatigue

under the stress of a load. This is a reality of antique vehicles, not a defect in our assembly, and we hold no liability for damage resulting from it--assuming that is what may have happened.

- **Oil Leaks:** Oil seepage on a freshly rebuilt vintage engine is a normal occurrence and is expected--especially during the break-in period. As the engine undergoes thermal cycles during the break in period, the cylinder head bolts may settle and loosen. This may cause seepage and simply indicates that the engine requires its break-in service --to have the cylinder head bolts re-torqued and valve lash set. BMW also recommends that during this service, the engine oil be changed and the entire bike be reviewed for tightness and safety.
    - Oil leakage at the breather tube is a normal function of the engine. This is the port that BMW designed for oil-charged crankcase air to leave the engine. It is well within the design of the engine to have some oil drip from this tube. That is why it is at the bottom of the engine. The amount of oil which should emit from this tube may vary based on a variety of factors: break-in condition of the piston rings, load on the engine, viscosity of the oil, etc.
- **Front Brake Assembly:** The front brake was assembled precisely to BMW's original design specifications using factory-accurate parts. The original BMW design has a known, inherent characteristic: the adjustment nut utilizes a small crescent to capture the brake barrel, and if the cable becomes too loose, the crescent may not hold the nut in place, causing the nut to rattle off. These old motorcycles have a million little quirks, but our goal is not to modify them. As stated, our mission is to restore BMWs to their authentic, historical designs as best as possible. If your bike came into our shop with superfluous parts or changes, we corrected them to make the bike factory accurate. In one of your emails to me, you even stated to me that making changes to the bike was not your goal, and that you wanted to maintain the correct period personality of the bike.
- **Claims that we went over budget**: In response to your assertion that we went over budget: We did not go over budget. In our original communications, we agreed to a base price of $25,000, with the mutual understanding that certain optional items could push the price higher. Scottie's later provided a more accurate estimate of $26,630 (which included $2,880 to R&R and touch-up the sidecar), plus another $750 to detail bodywork. This $750 was later replaced with a $6500 estimate to perform bodywork and paint on the motorcycle bodywork (confirmed via email on November 19, 2025). The final price of $33,130 is precisely the total amount estimated and agreed upon after you requested the addition of the bodywork and paint.

At Scottie's Workshop, our core mission has always been to help enthusiasts repair antique machinery. Even though you have been accusatory and hostile, I have consistently made an effort to respond to your requests with a helpful and supportive attitude because helping folks keep these vintage machines on the road is what I love to do. However, your recent attitude and communications have made it clear that a productive relationship is no longer possible. Rather than recognizing the inherent realities of operating a 60-year-old vehicle and working collaboratively to fix the machine—with the understanding that professional time and expertise must be compensated—you have chosen to blame our shop and threaten us. Because of this, we have decided that we will no longer provide you with any further assistance, advice, or services. From this point forward, you will need to seek support for your motorcycle elsewhere.

SS

On Sun, Sep 13, 2026 at 12:33 PM John Meyers <meyers.john@gmail.com> wrote:

> Scottie,
>
> I have attached images that you took in your garage upon receipt of the motorcycle. They clearly show the sidecar attachment hardware before delivery, without the gouging into the sidecar that is present today. They also show backup hardware on the front brake assembly intended to prevent the nut from rattling loose.
>
> I have also attached photos documenting the motorcycle's current condition. The sidecar attachment appears to have shifted under load and is gouging into the sidecar, which is consistent with the hardware having been inadequately tightened or the sidecar having been improperly set up. There are no palpably loose sidecar bolts or fittings when the motorcycle is shaken or inspected by hand.
>
> At this point, with only 37 miles of use on the odometer, I am facing expenses to address multiple issues following the restoration:
>
> - Repair of the gouging and resulting paint damage to the sidecar
> - Inspection and re-alignment of the sidecar
> - Diagnosis and repair of the oil leaks
> - Replacement of front brake bolt following its complete failure
>
> The brake nut replacement is clearly a trivial 3 minute job, but the consequence was not. Complete loss of the front brake after 37 miles is a catastrophic safety issue. You have indicated that you were aware of the potential for this hardware to loosen, yet the motorcycle was delivered without a secondary retention nut or threadlocker visible and without any warning to me that this component required immediate monitoring. The bike is photographed on delivery to your shop with a secondary retention bolt.
>
> I paid approximately $33,000 for this restoration and it took ~21 months for completion. These are not routine maintenance issues associated with owning a vintage motorcycle. They are significant mechanical, workmanship, and safety issues arising essentially immediately after delivery.
>
> I am going to refrain from further operation of the motorcycle. I will make an effort to have it independently inspected and obtain a written assessment and estimate for correcting the issues identified. I will preserve photographs and documentation of the motorcycle's condition before repairs are performed.
>
> I expect you to reimburse me promptly for all costs necessary to correct defects attributable to the restoration and delivery of the motorcycle. If I cannot find services locally, you need to pay to ship the bike to and from your shop, repair the issues, and give me a firm delivery/return date.
>
> Please confirm how you intend to address this.
>
> John

On Sun, Sep 13, 2026 at 10:54 AM John Meyers <meyers.john@gmail.com> wrote:

> See attached. Will await your response.
>
> IMG_1512.mov
>
> On Sun, Sep 13, 2026 at 9:26 AM John Meyers <meyers.john@gmail.com> wrote:

Scottie,

It's clear that as part of your work on the bike, you installed/serviced the front brake shoes, cable, adjuster nut, and associated retaining hardware. You were responsible for inspection and road-testing of the front brake performed before the motorcycle was delivered to me. You apparently were aware of a safety critical issue with these bikes, (curable by a bit of loctite?), and chose to not alert me to needing to check this issue.

Don't comment on my mechanical aptitude: I haven't attempted to wrench on this bike. I paid you over $30k to do it correctly.

I understand that a vintage BMW will require ongoing maintenance, adjustment, and attention. My concern here is different: the motorcycle experienced a complete loss of front braking shortly after delivery following an extensive professional restoration. Amongst other issues.

It's interesting that you found the time to type out this whole response, were 'out of service' and didn't pick up the phone to call me.

I'll document the condition as found in case you give me reason to raise this to higher levels of accountability.

Scottie you need to fix this and make the remainder of this job right, I expect you to rise to the occasion.

John

On Sun, Sep 13, 2026 at 8:53 AM Scottie Sharpe <scottiesharpe@gmail.com> wrote:

> I'm on a motorcycle ride. Will be out of cell service most of two days and back at the shop Tuesday.
>
> From your video, it's not clear what is causing the brake issue. The most typical problem with bmw front drum brakes having that symptom is the brake adjuster nut rattling off—a typical bmw problem, especially with new shoes, as they tend to wear down rapidly when brand new (and then stabilize later on). There is a crescent shaped retainer contour on the nut which is designed to retain it, but as it get looser, it can rattle off. Not the greatest design by BMW as it results in an inoperative front brake, as you have noticed.
>
> If the nut is missing we can get you another one.
>
> Sorry you're frustrated. Riding an antique vehicle is much different than a modern machine. There are going to many items that need attention, adjustments and fettling, especially on a new build where things are settling in and may need to be tightened or adjusted. While I'd be delighted to assist , the distance doesn't make it practical for me to be your regular service provider. It seems to me that you are not the mechanical type, so I would highly recommend that you get in touch with the local bmw vintage club in your area who can possibly offer support to make your ownership of an antique bmw motorcycle more enjoyable. They could also recommend someone local who could assist you locally with service and maintenance.
>
> ***Scottie Sharpe***
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> **Scottie's Workshop**
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>
> **Like us on Facebook! http://www.facebook.com/scottiesworkshop**
>
> On Sat, Sep 12, 2026 at 10:39 PM John Meyers <meyers.john@gmail.com> wrote:
>
> > Hello Scottie,

I am not sure if you have received my text, I'm sending you this via email so it is very clearly documented for legal purposes.

The front brake on the motorcycle that I just spent ludicrous amounts restoring has completely failed and is exceedingly dangerous to the point of being life-threatening to myself and to my passengers. I've attached the video.

We need to come up with a solution immediately. I am requesting remuneration/refund, and for you to find local repair.

You need to give me a call immediately in regards to this issue, particularly given the length of time that you had the motorcycle, the exceedingly high price that was paid, and the imminent danger through which you placed me and my family members tonight.

See attached.

Thank you.
John

IMG_1507.mov