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

Re: motorcycle solution

John Meyers <meyers.john@gmail.com> Thu, Oct 8, 2026 at 10:35 AM
To: Scottie Sharpe <scottiesharpe@gmail.com>

Scottie,

I'm familiar with the BMW parts diagram. I'm also familiar with the fact that this exact issue has been discussed by experienced /2 owners and mechanics for nearly two decades.

In fact, there's a 2007 discussion on Vintage BMW describing the same symptoms I'm experiencing: the shift lever contacting the exhaust and difficulty maintaining engagement in first gear. Reversing the pivot pin resolved the problem.

There's also a 2017 discussion in which experienced owners specifically discuss being misled by the BMW parts illustration. One participant wrote:

"If I hadn't stumbled upon this info when I was researching my build, and had relied on the parts fiche (as I often still do), I would have done the exact same thing. Bummer BMW got that wrong."

Interestingly, that same participant later explained that BMW apparently installed these pins from above at the factory, but that installing them from below has become a preferred corrective practice among experienced rebuilders because of precisely this clearance problem.

So simply pointing to a BMW illustration doesn't actually resolve the mechanical problem.

What's particularly concerning is your suggestion that I may have bent the shift lever by being too aggressive with it, **despite having no evidence that the lever is bent.**

The motorcycle was returned to me after an extensive "revival". The shift lever physically contacts the exhaust mount, and the transmission has been jumping out of first gear under acceleration. These are actual mechanical problems, not theoretical disagreements over a parts diagram.

I would expect someone specializing in these motorcycles to be familiar with a documented clearance issue like this, particularly before dismissing it and suggesting that the customer bent the shift lever without any evidence of that. If you have some evidence of it being bent, please oblige me, maybe it'll make my repair faster.

Your response focuses on defending the installation *rather than addressing why first gear isn't staying engaged.*

Those are the problems I paid your workshop to address. Your own contract says:

"Motorcycles completing the Revival Service will ride and function perfectly but will retain their patina"

At 37 miles:
-Complete front brake failure.
-Sidecar misaligned and sidecar body damage.
-Rear axle pinch bolt nut gone.
-Idle jet screw cap leaking gas and hand-loose.
-Shift lever pin installed backwards (bike intermittently falls out of gear).
-Random bits (gas tank mount pads) and random bobs (split washers) falling from every which way.

Do these issues (regardless of whether falling out of gear is due to orientation of this pin or a much more complex and expensive issue to resolve) at all resemble 'mechanically perfect'? This was NOT part of the patina when I sent you the bike:

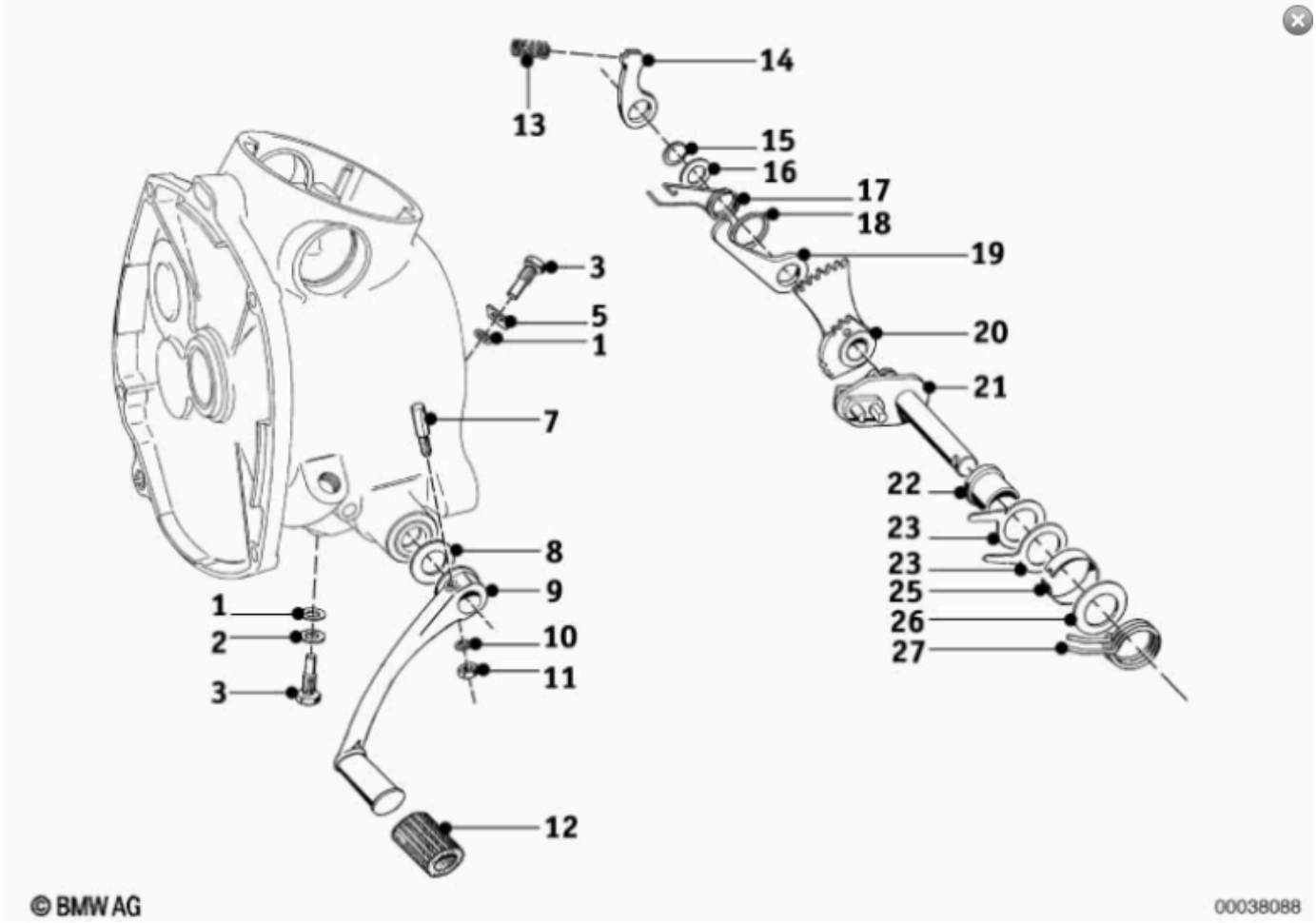


Are you capable of admitting you have had -ANY RESPONSIBILITY- for the above documented issues? And if so, what is your plan for recourse?

John

On Thu, Oct 8, 2026 at 10:02 AM Scottie Sharpe <scottiesharpe@gmail.com> wrote:

> John, You seem to be implying that Scottie's Workshop assembled your R60/2 incorrectly because of something you read on Duane's web site. The BMW documentation could not be more clear: the correct orientation of the pin is shows the hardware on the bottom. Your motorcycle was shifting properly during testing. Sorry you are having trouble with it. Keep in mind that many Slash Two's have minimal clearance at the shift lever and exhaust, and it is not impossible to bend the lever, especially when jamming the left foot down on the shifter. If the shifter is bent, and touching the exhaust, carefully bend it back so it clears the exhaust, and be more gentile with it in the future.



Scottie Sharpe
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On Wed, Oct 7, 2026 at 9:14 PM John Meyers <meyers.john@gmail.com> wrote:

> I do recall asking you why it was hard to get the bike in gear when parked. It felt like a dumb question at the time, but looks like no, you're mechanic messed up again. Maybe you can reply to this thread and help me out. Pin reversed? Gear dog misalignment?
>
> https://youtube.com/shorts/XaD3TE-_1cc
> https://www.advrider.com/f/threads/r-60-2-shift-lever-pin-reversal.1864885/
> https://vintagebmw.org/forum/viewtopic.php?p=151368#p151368
>
> Let me know when you think I've finally found a problem you were responsible for. Eventually we'll find a crack in your armor of infinite responsibility denial.
>
> John

On Thu, Oct 1, 2026 at 11:52 AM John Meyers <meyers.john@gmail.com> wrote:

> Hey Scottie,
> If I don't hear your answer to this by Monday I'll presume you have declined to address this problem appropriately.
>
> While I might have appreciated your 'tech support line' 250+ miles in, my unsafe and non-rideable motorcycle at 37 miles is/was unacceptable.
>
> My suspicion is the sequelae from -not- accepting responsibility will be far more costly for your business than the cost of repairs. Up to you to decide and figure out.
>
> John
>
> On Tue, Sep 29, 2026 at 7:36 PM John Meyers <meyers.john@gmail.com> wrote:
>
> > How about I send you the quote for repair of the sidecar paint/bodywork and anything else a local mechanic finds wrong with the bike: and you pay for it.
> >
> > Stretched bolts or not, you didn't shake down this rig, and now it's got damage I have to pay to fix.
> >
> > At this point, that's pretty much the only way you're going to get a placated customer.
> >
> > John
> >
> > On Tue, Sep 29, 2026 at 7:24 PM Scottie Sharpe <scottiesharpe@gmail.com> wrote:
> >
> > > John, your continued accusations and tone makes it extremely difficult for me to even want to help you, frankly.
> > >
> > > My concern asking about the nuts moving freely on the threads of the bolts is that I am wondering if the bolts may have stretched. You say they didn't move easily, and that the initial force was similar to the dynamic force. This may indicate some stretching to the bolts. I am amenable to sending you replacement bolts to replace any that seem loose. They were tight—they should stay tight.
> > >
> > > Cheers!
> > >
> > > ***Scottie Sharpe***
> > > Proprietor
> > > **Scottie's Workshop**
> > > **Repairs, Maintenance and Restorations**
> > > **Machine Shop, Paint & Stripes**
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> > >
> > > On Tue, Sep 29, 2026 at 6:11 PM John Meyers <meyers.john@gmail.com> wrote:
> > >
> > > > Got it re: lash.
> > > >
> > > > There was some friction getting the bolts on/off. The break-free force was not much more than that inherent friction. Multiple bolts were barely tight. Scottie, I definitely didn't get the sidecar in the air, didn't hit anything, and my wife weighs 130lbs. There was no use of the sidecar that should have caused the whole thing to sag. I've inspected the attachments.

None of this changes the rest of my primary concern: your honesty in regards to your odometer statements.

Before you said you had supervised tightening those sidecar bolts yourself. Now you're saying you actually turned the wrench. Which is it?

Do you see why I'm having trouble with this?

John

On Tue, Sep 29, 2026 at 6:59 PM Scottie Sharpe <scottiesharpe@gmail.com> wrote:

> John, you're not listening to me. The Valve lash changes based on the torque on the engine bolts. As the engine gets looser , the valve lash gets smaller. We did not set up the Valve Slash2 tightly. The engine got looser, and therefore the lash got tighter.
>
> When you removed the nuts and bolts from the Sidecar, Were you able to easily thread the nut up and down the bolt? Did it feel tight on the threads, or did the nut thread up and down the bolt easily?
>
> Cheers!
>
> ***Scottie Sharpe***
> Proprietor
> **Scottie's Workshop**
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>
> On Tue, Sep 29, 2026 at 5:53 PM John Meyers <meyers.john@gmail.com> wrote:
>
> > Scottie: I measured -**your lash**- before I re torqued. .006 wouldn't fit in there.
> >
> > Then I retorqued, and I set it to .006. I'm trying to tell you: **you/your mechanics had it too tight.**
> >
> > I can tell you, in practice: the sagging and mal aligned sidecar occurred rapidly. And with my hand on the wrench: not surprisingly, there were loose bolts.
> >
> > You have not addressed your statement on Facebook. Is it a truthful statement or not? Based on the evidence here, it seems clear to me it is not.
> >
> > This is my final attempt for you to take responsibility for this job and your words. Up to you.
> >
> > John
> >
> > On Tue, Sep 29, 2026 at 6:46 PM Scottie Sharpe <scottiesharpe@gmail.com> wrote:
> >
> > > >>The intake valve lash on the leaky cylinder was less than .006. (I measured the lash before I torqued). I torqued everything to vech's spec, 27 ft-lb, and fixed your valve lash, and it seems fine.
> > >
> > > John, the Valve lash changes when you torque the heads. That's why you need to set the valves after Torquing the heads. It's normal for the Valve lash to close up as things loosen up because

the length of the cylinder head stacked becomes longer. Did performing the break-in service reduce the oil leakage at the cylinder head gasket?

I have a set route that I drive test runs. Because if I break down (And don't return on time) then the guys know where I'm at And can rescue me. Just because the speedometer is installed in the headlight does not mean that the bottom of the cable is attached to it.

I find it very hard to believe that there were nuts and bolts loose on the Sidecar because I tightened those myself. When I rode the Sidecar, I rode it quite hard, braking hard, squealing the tires, and lifting the Sidecar up in the air to ensure everything is solid. These are just tests that I do to make sure everything solid. I find it very hard to believe that they were nuts and bolts loose on the Sidecar.

Cheers!

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On Tue, Sep 29, 2026 at 5:29 PM John Meyers <meyers.john@gmail.com> wrote:

> Hey there,
>
> I did some digging. And also some wrenching. I wanted to give you an opportunity respond to this before I move forward. In one of your Facebook posts you said:

9:27

84

BMW /2, /3 & R Series Vintage Motorcycles

John Meyers · 3d ·

sidecar chassis loosing its grip and rotating on the sidecar frame. On the Steib 500 frames all the linkages which connect to the motorcycle are clamped to one frame tube. Nothing is triangulated. All of the torque generated by sidecar laden weight and suspension is transferred to the gripping strength of these clamps. It's not a good design. Since I personally witnessed the bolts being torqued. (Vintage Steib setup guides and BMW /2 manuals did not publish torque values for chassis clamps; manuals universally instructed: "fest anziehen" (tighten firmly), "kräftig anziehen" (tighten vigorously), "sorgfältig anziehen und mit Splint sichern"), If the bolts haven't stretched or failed then I'd be looking closely at the 65-year old clamp for structural failure.

John claims I am a liar regarding how many miles I tested the bike. However it has not occurred to him that installing speedometer and detailing the bike is one of the final things we do on a build. I rode the bike without the speedometer installed and the bike had not been detailed yet. But John is a motorcycle expert —so what does Scottie know about motorcycles?

When john first contacted me about the issues, I told him that I would be delighted to assist him with these issues. But every response I got back from him had attitude and included legal threats. After two or three emails of that, I told him that he needs to find another service provider and that I would not be working with him and his attitude. It's not that I refused to take help fix the bike, it's that I refuse to work with him.

Reply 2

John Meyers · 3d · Author

Comment as John Meyers

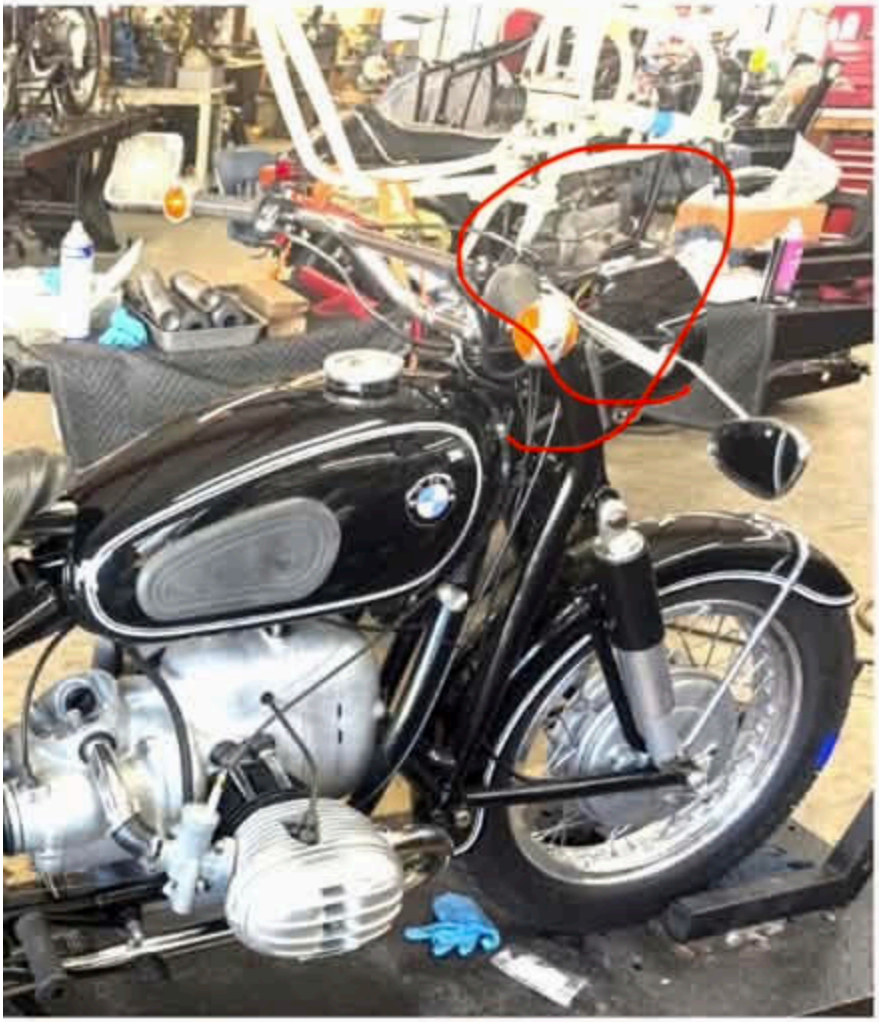
This gave me pause because it is only ever my goal to tell the truth. While a few things said in those forums were a bit hyperbolic at worst, they were rooted in the truth.

I went back and I looked at photos and videos. On May 14th you sent me a photo of the bike. The speedometer was not installed:

1:32

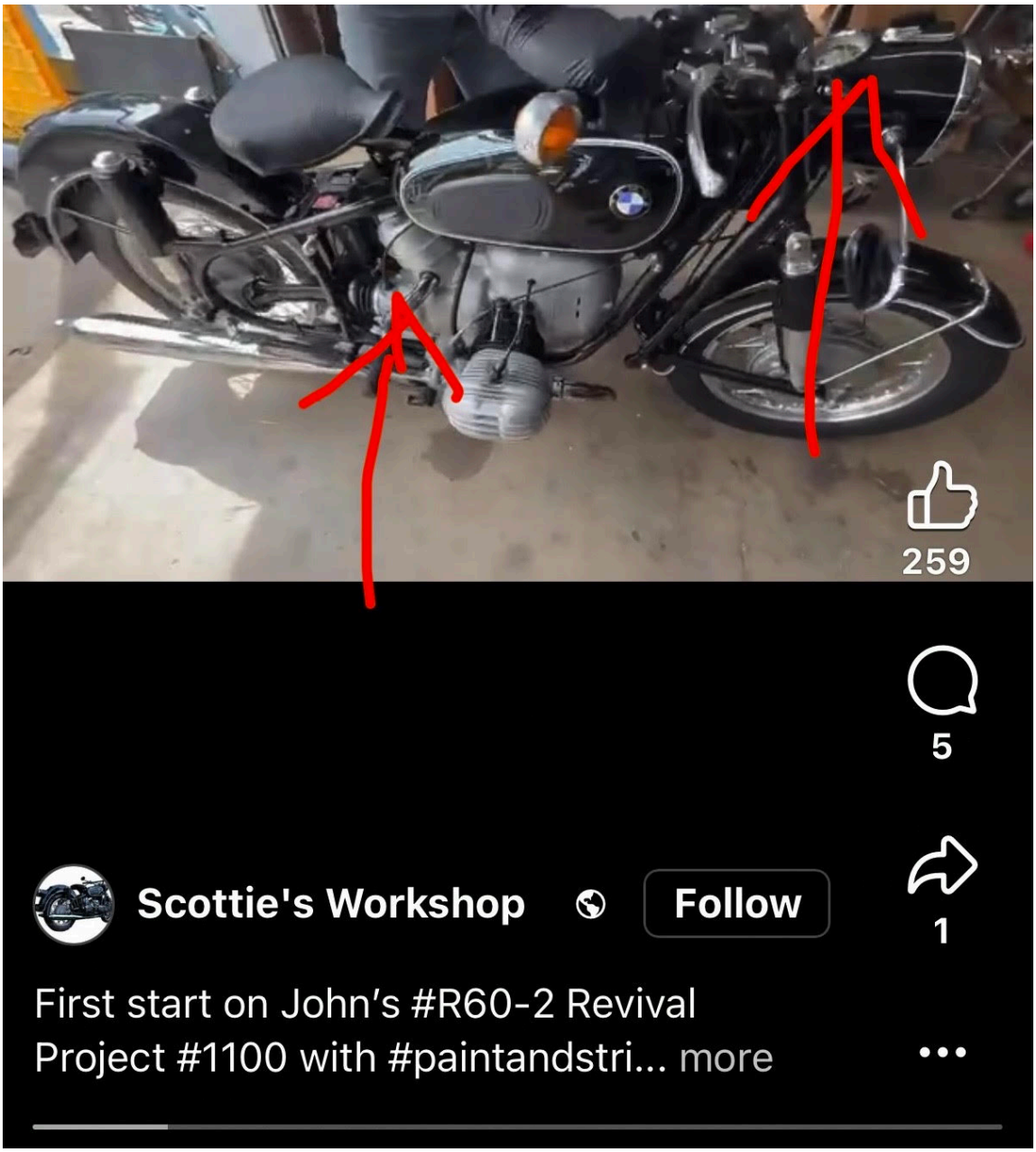
Scottie Sharpe May 14
to me

d progress on the bike.
ng the sidecar down from the
n it as well.



Reply Forward

On May 20th you posted a video of the bike running, for the first time, with the speedometer/odometer installed and the corresponding cable as well. The cable is visible, coming from instrument and attached to driveline: https://photos.app.goo.gl/LxR7YLu339nfYdd5A





On July 10 you posted a video explaining that the bike is running great. You had said in an earlier email you were going to test ride it that week. Again, odometer/soeedometer installed with line from

instrument to driveline visible.

https://photos.app.goo.gl/85W2Mn1a2nQY8FMX7

Despite this, you hold the position that the odometer/speedometer was installed ‘last’, done alongside detailing, and that test rides are completed before odometer/speedometer installation.

My strong suspicion is that you barely test rode this bike.

The thing that **bothers me the most** is you seem to lie about the mileage (you state 20 miles), and then seem to lie about the odometer installation to cover up that lie, but this time whilst simultaneously trying to belittle me. ‘But John is a motorcycle expert —so what does Scottie know about motorcycles?’

So what’s the truth Scottie? How you respond to this will determine a lot I think.

Anyways, I didn’t want to wait to ride the bike so I started fixing it. The side car rail bolts barely had 8 n-m on them when I loosened them. I’m still working on optimal camber and correct toe in. I’d appreciate a thorough how-to. I’m not finding a ton of links or videos on the internet for the actual best way to line up the Steib 500. I can find specs of toe in and camber, but not the best order of adjustment or best practical way to accomplish those specs.

The intake valve lash on the leaky cylinder was less than .006. (I measured the lash before I torqued). I torqued everything to vech’s spec, 27 ft-lb, and fixed your valve lash, and it seems fine. The handlebars weren’t centered, so I centered them. I put a jam nut on the brake line adjuster, and some blue loctite for the hell of it. Turns out if you don’t have the lever barrel adjuster half way un-screwed, there’s plenty of thread for a jam nut.

Who actually assembled this bike? Jonathan? Were there other areas completed by beginner mechanics that I need to pay attention to?

Lastly, here is the damage resultant of the under tightened sidecar nuts; I took the nut off so it’d be easier to see:





I think it's clear your lack of proper shake out on a $33k bike lead to this damage, and I'd like you to take responsibility for it. We agreed on the odometer/speedometer too. I've now spent a lot of my own time troubleshooting and fixing these issues. What's the answer to all this?

John

On Fri, Sep 25, 2026 at 4:08 PM John Meyers <meyers.john@gmail.com> wrote:

---------- Forwarded message ---------
From: **John Meyers** <meyers.john@gmail.com>
Date: Fri, Sep 25, 2026 at 3:52 PM
Subject: Re: motorcycle solution
To: Scottie Sharpe <scottiesharpe@gmail.com>

Hi Scottie,

I've thought carefully about your proposal. I appreciate that you're trying to find a way to resolve this, and I do believe there is still a reasonable path to getting there.

That said, after everything that has happened, I am not comfortable sending the motorcycle back to CA.

When we initially spoke, there was an expected timeframe for the restoration, and the signed agreement reflected that understanding. Later, you told me:

"John, as much as I would like to provide you with a firm completion window, it is simply not possible for me to do so with any accuracy. Forecasting completion dates for restorations is not a service I provide, as providing a speculative date usually creates more problems than it solves."

That was very different from my understanding when I entrusted the bike to you.

I tried to be patient with the personal circumstances you were dealing with at the time, including your father's death and your shingles. But the practical reality was that you had a motorcycle that meant a tremendous amount to me, it was hundreds of miles away and disassembled, and I had essentially no practical way to regain control of the situation.

After that experience, and particularly given the problems that became apparent essentially immediately after the motorcycle was returned to me, I simply cannot put myself or the motorcycle back into that position.

There is also the cost. It does not make sense for me to spend another roughly $2,000 transporting the motorcycle to California and back after already spending that amount one-way getting it home following the restoration. That would push my total cost beyond $35,000; into the range of a Duchess restoration… without my having received that level of restoration, while still leaving me with a damaged sidecar and other unresolved mechanical issues, including the speedometer.

I understand your concern that if you came to Salt Lake City, you might unexpectedly need a specialized tool, part, or piece of shop equipment. That is reasonable. But rather than assuming that will happen, I think the better first step is to determine precisely what needs to be corrected.

My preferred resolution is more straightforward:

I keep the motorcycle here and have a qualified local mechanic inspect it and document its condition as found, including the front brake, sidecar mounting and alignment, oil leaks, and any other restoration-related mechanical issues. If you don't like the guy I found, you can suggest another alternative in SLC.

I provide you with the findings and an estimate.

From there, you can either come to Utah and perform the corrective work yourself, or pay the reasonable cost of having the documented restoration-related problems corrected locally.

I remain willing to pay for your airfare if you decide to come here.

I also have a fairly comprehensive Tekton tool setup available:

https://www.tekton.com/248-piece-tool-set-in-modular-stacking-tool-cart-olb99007

In addition, I have comprehensive pedal-bicycle tools, an assortment of rotary and hand tools, an air compressor, and other equipment.

If there are particular tools or pieces of equipment you believe would be necessary based on the issues I have documented, tell me specifically what you anticipate needing. We can determine in advance whether those can reasonably be accommodated here, whether through what I already own, checked luggage, rental, purchase, or some other practical solution.

I also want to be clear about something else. I'm not looking for a fight, and I'm not looking to spend the next year or two litigating a vintage motorcycle restoration. That would be expensive, unpleasant, publicly ugly, and a waste of energy for both of us.

But I also do not believe I should bear financial responsibility for correcting problems that were present essentially immediately after delivery of a job that was supposed to result in a mechanically sorted motorcycle.

I paid every invoice in good faith. I was frustrated by the timeline, but I chose not to make that a further issue because well, shit happens, and frankly, when the bike arrived I thought it had been properly sorted. It wouldn't take much for a giant-ass grin to develop as I rode that thing to a dinner date with my wife. I wasn't particularly discerning. I hopped on and loved it.

I brought you my father's motorcycle because I wanted it brought back to a baseline where I could safely ride and enjoy it and gradually learn to maintain it myself. I never represented myself as someone performing his own restoration or as an experienced vintage BMW mechanic (of which a large number of your clientele seem to be).

I recognize that vintage motorcycles require maintenance and that old stuff breaks. If I had ridden the motorcycle hundreds or thousands of miles and something subsequently required adjustment or repair, I would view that very differently.

I think we can agree that is not what happened here.

I also still have unresolved questions regarding the agreed-upon speedometer and odometer work. I have strong interests in representing only the truth about what happened with the bike, and have interest in fairly and truthfully reporting what happened.

I genuinely appreciate that your latest proposal represents an effort to resolve this, and I'm not dismissing that. I also take ownership of the spicy emails I sent. I was super, super angry: My wife made me agree that I couldn't buy a motorcycle because of what we've both seen in the ER, and we joke that by inheriting one, a loophole in the agreement had been found. (I'm not allowed to BASE jump, or climb Mount Everest either, my wife loves me too much). To be riding with her, without a functioning brake, exposed her to exactly the type of danger she sought to avoid.

Mostly I putz around on the bike and find ridiculous reasons to go the hardware store, because I love the thing so much. It barely fits in my garage with two cars.

I think my proposal is a generous and practical way to solve what has become a very unusual situation. My true belief is that most of your customers are happy. It may be somewhat unconventional, but it would likely cost both of us less than transporting the motorcycle back and forth again, and with agreed-upon dates it could probably be resolved more quickly as well.

And frankly, if you came here and fixed the problems, I think it would be an extraordinary way to put this entire episode behind us. It would demonstrate ownership of the issues in a way that people would respect, -myself foremost-.

My wife can cook you a steak and scallops (or whatever you like), we can split a good bottle of bourbon (or I can make you the fanciest gin and tonic you've ever drank), get the motorcycle properly sorted, take some pictures of what we accomplished, accurately update all of the internet bullshit to show how this ended, shake hands, and move on.

That is genuinely the outcome I would prefer. Hell, I'd pay your shop rate for a 2 hr intro course on what people say I should've known before I ever threw a leg over the bike.

If you have another proposed structure that keeps the motorcycle here and reasonably protects both of us, I'm willing to consider it. But I want to be transparent that returning the motorcycle to California is no longer an option I am comfortable with.

If you correct the problems by coming here and I ultimately receive the service I believed I was purchasing when I hired you, I will accurately update everything I have posted to reflect both that outcome and the effort you made to resolve it. Likewise, if we agree on a local repair and the motorcycle is properly corrected, I will document that resolution accurately as well.

Ultimately, I'm not asking for anything more complicated than the motorcycle I contracted and paid for: safe, mechanically sorted, and properly assembled.

And I'd genuinely like to get back to the relationship we had early on. I remember calling you with a couple of dumb questions about the bike, and after we got off the phone both my wife and I basically said, "Yeah, it's all OK. Scottie took care of us. He's a good dude."

I would much rather have that be the ending to this story.

I think there is still a reasonable path to getting there, and I hope we can take it.

John

Your message:
Hi John,

Thank you so much for reaching out with a kind and considered offer. I really appreciate you wanting to find a way forward and put this behind us. That means a lot to me personally, as well as my team at the workshop.
I've been thinking about the idea of a quick trip to Salt Lake City, and while this is a good idea at first, here's my honest concern: on-site service like that can run into unforeseen needs, which I would naturally want to address.
I might require a specific tool, a part, a larger piece of shop equipment/machinery etc… that I just can't carry in a bag. If we hit a snag like that mid-job, I wouldn't be able to finish it properly, and neither of us would get what we're really after: your bike running right at a level we're both happy with.

So with some care and consideration, I'd like to propose the following:
Bring the bike to back to me. Let's see if Sean is up for making the round trip with it. I'm happy to split the travel costs with you 50/50. Or if you'd rather haul it yourself, you're welcome to drive out and haul it in a U-Haul trailer and we still share the cost.
Stay with us for a couple of days. I'll hold the guest house on my ranch for you, and you can see first hand how we work at the workshop, also on the property. Your family is welcome naturally, there's room. I'd love to have you.
See the shop and fix the bike together. Come meet the crew, see how Scottie's Workshop runs, check out some of the other projects we've got going, and we'll put your bike up on the lift and work through everything, side by side, until it's right.
Learn the bike, not just get it fixed. I'll spend as much time as it takes walking you through routine maintenance, adjustments, and the little things that come with living with these machines. You'll go home with an original owner's manual (if you don't already have one) and a Clymer/factory manual too, so you've got everything you need for the long haul. Naturally, I'll always be a phone call away if you need.
Test ride together. Once it's done, we'll take it out on the road and ride until you're completely satisfied, no rush, no guessing.
And when you're ready to head back to Salt Lake City, bike sorted and we're both happy, we'll shake hands, and share photos/videos about your time here, and let everyone know we are really just two BMW enthusiasts who found their way to a good outcome, together.

For me, this was never just about the transaction, it's about the relationship. In this world for

me, this was never just about the transaction, it’s about the relationship. In this world of vintage motorcycles, the people matter more than any single job, and I’d genuinely like for us to end up as friends on the other side of this, not just two people who settled a dispute. —SS

My message:

I think a great resolution and killer way to prove your business is amazing is to fly out here, and we fix this together.

Take a couple pictures. Film it. You'll look like a god damn hero. I'll change every post, and you'll have the loudest cheerleader for your business you ever had! -me-

We shake hands. You went out of your way to help a customer. I'll pay for the flight.

Positive for the community. Good for your business.

If the fixes are simple, it'll be quick work. And then you won't be drug through the mud further. Obviously you can't repaint the sidecar. I'm cool with that.

Thoughts?