HEATHER WINTERER

from ART'S GARAGE

Art when it came	embodied	bodied as the sole proprietor		
of Art's	s Garage			
Running the shop alone	with to	ols and talents		
	ey take now	into battle		
Sealed hermetically	against a world	his world now		
Gluing seams exposir		here safety spilled angement		
Armor's u	nmanned	brittleness		
Reduced brutality into his hands Alchemy's hidden costs	the	nercy of experts ey were commending elled them out		
"Good as gold"	he told them climbing in	"Safe as houses"		
Efficiently returning	chinoing in	to the roads ahead.		

Lubrication

Philip H. Smith, Mech., from Tuning for Speed and Tuning for Economy (Robert Bentley Inc., 1962)

Initially the oil is fed through the hollow rocker-shaft which it reaches either by way of an external pipe, or oil-ways in the engine castings, or both.

It is a simple matter to watch that oil flows freely from the holes with the engine running at normal idling speed.

It should be noted that the flow is quite liberal, in other words, a steady stream, and any marked difference in flow between oil holes in similar locations must be suspect.

If the flow from one or more of the oil-feeds is intermittent or deficient in quality, the fault must be found.



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3

And by their cars	you'll know them		
	Art declares		
Regard you him	the Hummer	his the whole world	

Tending to his wide supremacy

	the whole world
Sinking to his tread	his whole world

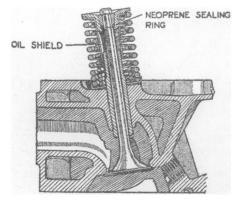
Gotten	over	his deserving happiness
	well worth	the price of gas
A war	well worth	the price

Restoring freedom to restoring freedom says the Hummer head "at last" "at least I am a Hummer"

Going round and round the city very safely indicating no direction Everyone will rearrange accordingly.

Oil Tightness

It may be thought that a lot of space has been given to the question of oiltightness but there is little doubt that the rocker-box flange is one of the most frequent "leakers" and the evidence provided by many suburban drive-ways indicates that there is still far too much unwanted oil coming from somewhere.



SECTION THROUGH A TYPICAL VALVE.

A thing of beauty prior to and po Rid of all utility	ost invention	
True to its unnecessity its mereness	alone	
Shaken down	forsaken	off, off, you lendings
Graveyard ghost arbiters Abandonments	museum of our invisibili	, ,
Reiterations of and back Absence as an all	a line from li a reading in it beyond encomp	
Giving of itself <i>Come, unbutton</i> Erasure beauty	here!	orked no longer onger in forever

Italics from Shakespeare

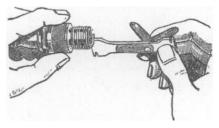
Spark Plugs

Many instruction books are somewhat vague in describing dismantling operations, while others are commendably complete.

It is no use attacking every nut and bolt in sight and hoping that eventually the item which is the object of attack will emerge into the light of day.

A preliminary survey, and the use of normal reasoning powers will save a lot of time.

On the other hand, the use of brute force such as in the matter of bending things out of the way instead of releasing a further attachment point or two, is also to be ruled out of order, whatever the temptation.



A SPECIAL TOOL-CUM-GAUGE CAN BE OBTAINED FOR " CAPPING " THE PLUGS.

Art was looking at surprising	his hands	their em	ptiness
Rolling over wrists		his lifelines	
Thirty years of signing a kind of signature		had achieved	
Some scrambled de	0	filled with grease	e'
Gnarl over callous how can th A subtlety	ney read a soft	how can he read t thing now	them
Remember how he	_		
A boy beginning		to hide in Styrof t mobility	Oam
Goes running in a s		grew a life prque resistanc	ce
Engines emptying i	U	-	and from

The Contact-Breaker Mechanism

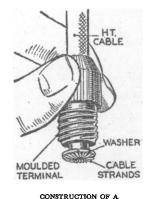
It is usually possible to see signs of corrosion, if such are present, and if corrosion is suspected, the terminal should be detached for thorough examination.

Moisture finds its way down between the lead and moulded terminal at the distributor end and once inside, cannot escape, but remains to attack the internal copper contacts.

A mysterious misfire is sometimes directly traceable to this cause, but rectification is simple.

Definition cable should be cut off, and a new end formed by cutting back the insulation, leaving clean, bare wires to contact the terminal at the bottom of the recess.

The latter should also be cleaned.



CONSTRUCTION OF A TYPICAL H.T. TERMINAL.

Another child runs freely some miles from the coking coal mine Routing lizards from their sun-spots Tons of coal as black as coal buckle the Euclids and train tracks Swaying towards the coast Gallahs fly up from mulgas pink clouds grey Appear and disappear Rearranging landscape everything is certainly the dragline is for some future Arranging accident Going deeply down parting the earth the girl some miles away Erasing anthills unaware

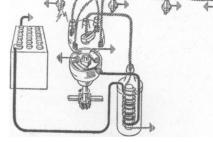
Modern Wiring

After removing and cleaning the rotor, the brass wiper arm should be examined.

Its edge may be somewhat burned, but if not excessively pitted, can be trimmed with a fine file to a smooth contour.

There is no harm in removing two or three thousandths of an inch of metal, but if this does not suffice, a new rotor should be obtained, as the jump of the current to the distributor contacts will be excessive.

A final finish with metal polish is not wasted; clean and bright metal goes very well with the passage of electric current.



WIRING DIAGRAM OF 4-CYLINDER ENGINE

Aware of some alluvial	design	all day
we dug	we dug 2 million y	ears
Removing overburden	from the s	eam

Taking out the greenour flints, our greenstonesshovelsdynamiteStruck totowardsthe usual Eureka

Give me the key all history seemed to say "Give me"

Awake, arise or be forever fallen

Relapsing to the pages of a book where hell and heaven languish Art's Garage arisen in their place

Give n	ne a key	a scraper		microlith
	a wheel	a pen	a horseshoe	
Every	voice as one		a car	a key

Italics from Milton

Climactic Conditions

Most, if not all, of the foregoing misfortunes are due to the climate; it really is as simple as that.

What puzzles many drivers is the ill-effects which even a few degrees drop in temperature can have; they could understand it better if troubles started with the snow, when it is really cold.

However, facts have to be faced, and although it is easy to reproach the unfortunates with lack of proper maintenance, it must be agreed that during summer and early autumn, when all is well, there seems little point in doing seemingly unnecessary jobs and perhaps running into extra expense.

Having thus acknowledged the frailty of human nature, we can now consider just what causes these immobilized vehicles.

After th				was stripped
	a speecl	hless	clearing	
Rubble	rose		around	
The ind	ustry subsum	ed by	of indus	stry
C '1		•	1 · · 1	
Silences	5	occasio	nal cicad	as
Give me	2	moved	to anoth	er cleat
	dipping	east		
Anothe	r	oivino v	vav	of earth
moune		51,1112,	vuy	or curth
Replete	again	with fai	ntasies	
Repiete	-	with fai	itabies	
	of steel			
A vehic	le	of loss		the earth
Giving i	t all awa	377	for ever	y now a
Giving		ıy		•
	then		for ever	y here an
Elsewhe	ere			promising
				. 0

9

About the Battery

First there is the question of battery life. Short of waiting until that cold morning when the battery simply jibs at turning the engine, or gives up the ghost after a few turns, how can one tell just how much life is left? The stock answer usually given is that, in the event of a slowing down of battery power such as this, the battery should be charged at a garage, and tested with various instruments.

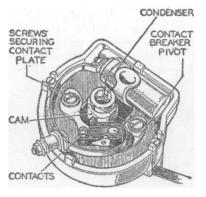
After all, the first query should be—why is the battery suddenly jibbing at doing what is its normal task? Assuming that it has been kept properly topped up; properly charged, and the terminals and connections clean, the only reason for a sudden lack of power must be internal trouble.

The usual form of internal trouble is an accumulation of sludgy matter which comes off the battery plates; this eventually collecting in sufficient depth at the bottom of the plates themselves reduces their charge capacity.

An ambulance alerting	g the aler		raffic	to the right
Responding			e wreck	
Together now have m	et	a car ar	nd truck	
Succumbed son	newhat t	o physic	S	
Give me getting cutting	g in the v each oth	-	of give	me
Ajar a door			someon	e
Recklessly som a door	eone	comes	spilling o	out
Ajar comes	spilling		from a	skin is
Giving way the open air is reddening the blue is				
Excavating		nd blood		is now

The Make-and-Break

The low-tension wire can be removed from its terminal on the outside of the distributor head, after taking off the nut. If the second nut is then slackened, it will be possible to push in the terminal bolt so as to release the flat spring of the contactarm. If the spring is slotted at the end, it can easily be slipped clear. If it is of an earlier type, it will have a hole at the end, which means that the bolt has to be taken right out.



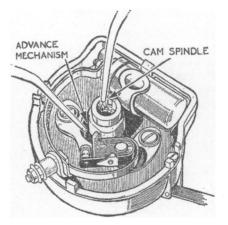
COMPONENTS OF CONTACT-BREAKER AS SEEN WITH COVER AND ROTOR REMOVED.

10

Assessi	ng damages becomes anothe	a day gone bad er's bread and b	utter
Relegat	ions of	the totaled vehi	cles
To lots	-	aled passengers	
Suctoin	to plots ers of economy	in spite	of
Sustam	lers of economy	in spite	01
Gore	because of they were behir	what they thoug	ght
A god	another god of		traveling
Realizi	ng here is also		too late
	for realizing her		
And no	w the tro	uble with attention	on
Going	going is always reachi	somewhere else	2
Escapir	•	~	until

The Automatic Advance Mechanism

The automatic timing control is of the centrifugally-governed type, the contactbreaker cam being mounted on a sleeve which is a free fit on the drive shaft and can be rotated in relation thereto, by the action of the governor bobweights. The action depends for its accuracy on the correct grading of the restraint springs, which are quite light, so that obviously any undue friction in the mechanism can upset the precision of timing.



PERIODIC LUBRICATION IS APPLIED AT THE POINTS SHOWN HERE.

HEATHER WINTERER

A living is no longer shelved in frames the victims smile Return in two dimensions

To their homes a haunting carried out where they were going Suddenly no longer here they are

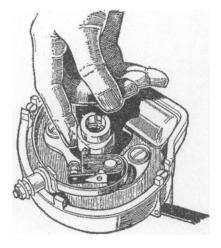
Ghosts to the ones who missed them here they are At last they are alive to the ones who love them

Recognizable they stay will stay at last no longer going Are they finally at last

Ghosts to the road their ownership foreclosed Entitled now to the being of who they could have been

Gap Setting

It should be emphasized that no force must be used, and this will not be necessary so long as the screws are not tightened too much. After arriving at the correct setting, and before testing it, the screws should be fully tightened, otherwise the spring pressure of the rocker contact will move the adjustable point and widen the gap.



THE CAM IS LUBRICATED VERY SPARINGLY IN THIS MANNER.