

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

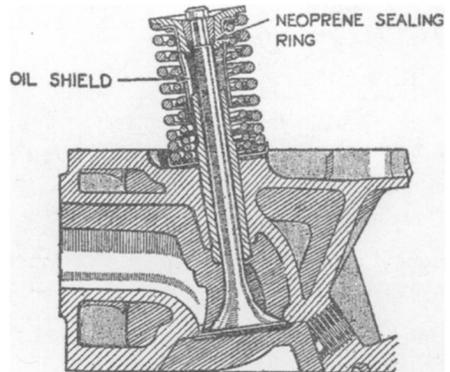
Restoring freedom to restoring freedom
 says the Hummer head
"at last" "at least I am a Hummer"

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

4

Oil Tightness

It may be thought that a lot of space has been given to the question of oil-tightness 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 was unmanned forever
 prior to and post invention uninhabitable
Rid of all utility an element or ruin

True to its unnecessary alone
 its mereness
Shaken down forsaken *off, off, you lendings*

Graveyard ghost museum junkyard
 arbiters of our invisibilities
Abandonments

Reiterations of a line from life to after life
 and back a reading in it
Absence as an all beyond encompassing

Giving of itself and *poor, bare, forked* no longer
 Come, unbutton here!
Erasure beauty in no longer in forever

5

Italics from Shakespeare

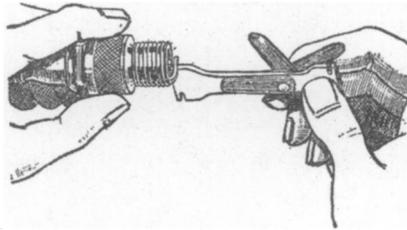
Spark Plugs

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 "GAPPING" THE PLUGS.

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 grey clouds
Appear and disappear

Rearranging landscape everything is
certainly the dragline is
Arranging for some future accident

Going deeply down parting the earth
the girl some miles away
Erasing anthills unaware

7

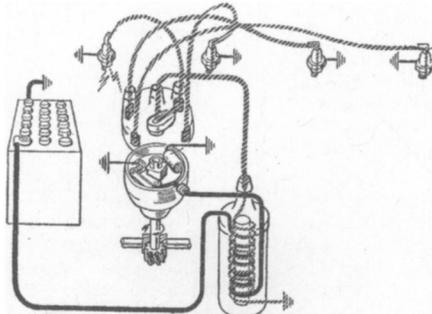
Modern Wiring

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.

After the seam was stripped
 a speechless clearing
Rubble rose around

The industry of industry
 subsumed by
Silences occasional cicadas

Give me moved to another cleat
 dipping east
Another giving way of earth

Replete again with fantasies
 of steel
A vehicle of loss the earth

Giving it all away for every now a
 then for every here an
Elsewhere promising

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 shifts traffic to the right
alerting the alert
Responding reels toward the wreck

Together now a car and truck
have met
Succumbed somewhat to physics

Give me getting in the way of give me
cutting each other off
Ajar a door is spilling someone

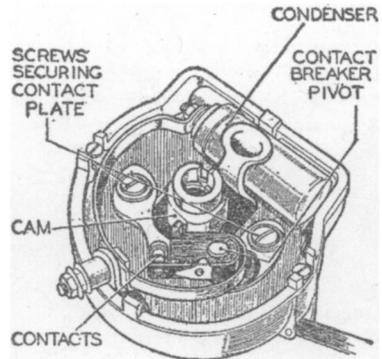
Recklessly someone comes spilling out
a door
Ajar comes spilling from a skin is

Giving way the open air is reddening
the blue is
Excavating bone and blood is now

10

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 contact-arm. 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.

Assessing damages a day gone bad
becomes another's bread and butter
Relegations of the totaled vehicles

To lots the totaled passengers
to plots
Sustainers of economy in spite of

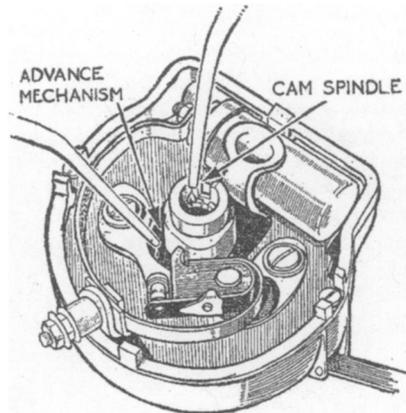
Gore because of what they thought
they were behind a wheel
A god another god of elsewhere traveling

Realizing here is also happening too late
for realizing here
And now the trouble with attention

Going going somewhere else
is always reaching for
Escaping from until

The Automatic Advance Mechanism

The automatic timing control is of the centrifugally-governed type, the contact-breaker 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.

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

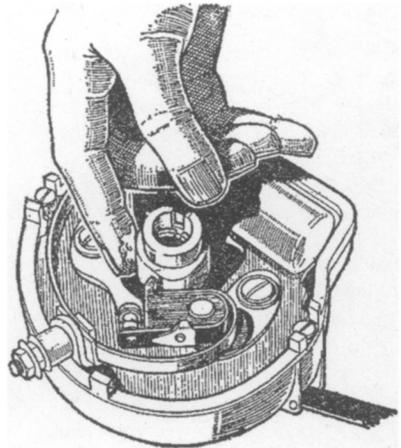
Recognizable they stay will stay
at last no longer going
Are they finally at last

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

12

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.