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From "art's Garage"

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from ART'S GARAGE

Art when it came embodied as the sole proprietor of Art's Garage
Running the shop alone with tools and talents
Troubles the inner workings of the broken force field
what they take now into battle
Sealed hermetically against a world his world now
Gluing seams where safety spilled
exposing the arrangement
Armor's unmanned brittleness
Reduced brutality to the mercy of experts
into his hands they were commending
Alchemy's hidden costs they shelled them out
“Good as gold” he told them “Safe as houses”
Efficiently returning climbing 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.
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 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.
A thing of beauty was unmanned forever
prior to and post invention uninhabitable
Rid of all utility an element or ruin

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

Graveyard ghost museum junkyard
arbiter 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

*Italics from Shakespeare*

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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.
Art was looking at his hands their emptiness surprising
Rolling over wrists his lifelines
Thirty years of signing had achieved a kind of signature
Some scrambled definitions filled with grease'
Gnarl over callous how can he read them how can they read a soft thing now
A subtlety
Remember how he shot his arrows up and ran to hide in Styrofoam
A boy beginning to affect mobility
Goes running in a game that grew a life a signature of torque resistance
Engines emptying into his hands 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.
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

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.
Aware of some alluvial design all day
we dug we dug 2 million years
Removing overburden from the seam

Taking out the green our flints, our greenstones
dynamite
Struck to towards the 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 me a key a scraper microlith
a wheel a pen a horseshoe
Every voice as one a car a key

*Italics from Milton*

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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.
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

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

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.

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