

snowflake, what is it you want?

i want a solution....

least of all I'm waiting for something to materialise. something that'll let me move beyond that thing, that horizon whose hand has been dealt... the one which's set the criteria for dealing with this...

a solution? what should that do/be?

i dunno, i want to rid this shit of some of its routines, its {imperatives}. i want to slide out from under even the comforting shade cast by some of the most revered of protagonists... they're tired and i'm agitated.

and your dissatisfaction is enough to ?

...every time they're revived anew by the maybe unknowing, maybe by me, their dead blood runs fresh...

but only until they've been recognised and re-enter a common death!

the hope is then, that the impulse will make some blood flow? that that flow will possibly [_____] ? because you have the feeling what is in common is deathly?

sure. why not? why shouldn't i be angry? isn't that better than some kind of nostalgia? a ruthless sentimentality? when right now the air is so thick with either (bruta/hopeless) rationale or collective introspection? i'm suffocating in a circulation of an acrid (beissend) air that only gets thicker with the death we're feeding on ,...

how long are you willing to wait?

The pace has been set. Influences outside of ourselves are driving—excuse the manipulative use of the verb here—the rhythms we've been using.

For a long time it was presumed the air supported {every whim};
{cradled} every movement,
every monument that'd been erected under whichever {regime},
each afternoon walk by the lake.

It was as though the air simply caressed their every moment,
and for a long time that was true.

Conditions, due to the geography of the mountains; the plain abruptly terminated,
and this position on the continent,
had protected them,
that they were NESTLÉd behind a fortuitous isolation.

No greater fiction could have befallen them.

)_(strictly real events or facts, if we want, autofiction, of having entrusted the adventure of language with
the language of an adven- ture, outside the wisdom of the traditional_)

* after weeks of [intimate contact](#) initiated many months before

** the remains/consequences of a given set of circumstances, presumed to have previously con-
tained life:

* *we're at an {impasse} and we're taking pause so as to ascertain*
* *what, if anything,*
* *is to emerge from setting the re-animation in process.*

G_>> It might seem ridiculous, reviving this particular scandal... but its not the scandal itself that we're {interrogating}, impunities are riding high, and this is just be one story where some have been held accountable...

instead,

i get the feeling, the more i try to think beyond the constraints set, the further afield i ...

maybe it's ludicrous, this pioneering of other frontiers...other... searching for cracks or openings in the material, for forces that have been denied.

_G>> If yr going to revive* a corpse*, levitate it first.... levitate the fucker...

don't bring it immediately to the point of re-animation, we wanna suspend whatever is dead...

or at the very least, the NOT living too much life... is too much

we wanna examine the fucker from a distance first.

REDACTION TECHNIQUE 1: WITH-HOLD

Behind the boxers showers We removed the parts where they touched the surface. There was missing at least one layer and the texture was very raw. Too raw. Then we primed the whole expanse to have the equal preconditions to then cover it again and again to build up a consistency. After one layer of the volume looked as required

The rule of thumb says that for a medium-size volume, you'll need approximately 20 gallons of base coat or primer and 60 gallons of topcoat. Professionals will use less than this, but factor in a few practice runs. So from time to time we used less and less color. Now, after 27 coating jobs in 2 years (= 1060 hours), we only use 2 and 3 gallons. But the amount of time stays the same, we have to grantee that the coat is consistent and tight which takes its time and continuity.

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your question actually seems basic but I think in the case of our structure or history it is very hard for me to answer without getting to emotional somehow. Or it needs a bit of an excursion to find out how

example hated

It was weird for me in the beginning because I for

a lot of troubles

arguing and fighting but all the drama was very passionate .
it was an intense experience under the circumstances
finding my position/ spot in the whole thing was very hard during this time be-
cause I was so overwhelmed in a way.

Then we all fell in love with each other.

all of us do have a completely different role in the structure, but I think I don't like phrasing
these roles precisely

What's also striking to me is that

we form a very specific interest

I think there shouldn't be a/ there is no general
perspective the goal is to remain as flexible and elastic as possible

GB: I'm just not equipped with the right skills for this...
or even the power to do anything about it.
Hundreds of thousands of hours spent receiving
the products of other {endeavours},
predominantly passively consumed,
just doesn't prepare you for the
character of this...
this continual state of rehearsal.

...of trying to deal with Days.

MG: I'm not a Journalist.
These experiments attempt to scrutinise
forces that don't easily translate...

Their material occasions might help
'cause they somehow approach what Sp__ called
'The Apocalypse of the Practical Moment'...
where the difficulty in attaching words to actions,
and vice-versa, is a valuable...

knitting words together through practical action.

GB>> That sounds a lot like H_A_ndt.

XPORT XCURSIONS

the Defeat Devices have been exposed.

The Particulars are, in this case, restricted to actual Devices

:although they'd been employed by millions of machines whose PARENT COMPANIES had endowed them with different names, were {born} under different banners whose shapes and colours were in some way divergent, their Lineages could be traced back to one PARENT COMPANY.

Like the machines themselves, the PARENTS could not be considered able to *empathise* with [_____the conglomerates of blood and fleshy tissue_____], their systems/{lives} too, were written in numbers and forged behind steel and glass...

Unlike the machines though_____

[_____SYMPATHY for the MACHINES_____]

[_____US SYMPATHY FOR ENTHUSIASM_____]

i shoot all of them.

and touch after.

to deal to keep alive.

It's just logical because my

relationships in the space, with all we did and do

Subconsciously

I can't really name it not function.

maybe

REDACTION TECHNIQUE 2: INFORMATION

"2016 was a very challenging year for us. We made strides in resolving and overcoming the crisis and at the same time initiated a fundamental change process,"

[Julia Kollewe](#)

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The Volkswagen diesel emissions scandal broke on a Friday in mid-September and continues to deepen. Here is how it unfolded.

18 September

VW is told to recall 482,000 cars in the US after it is caught deploying sophisticated software [to cheat emissions tests](#) and let its cars produce up to 40 times more pollution than allowed.

20 September

VW starts showing some contrition and orders an [external investigation](#). The then chief executive, Martin Winterkorn, says he is “deeply sorry”.

21 September

Within minutes of the Frankfurt stock exchange opening on Monday morning, €15bn (£11bn) is wiped off VW’s share price. The German government warns that the [scandal jeopardises](#) the reputation of the country’s entire car industry.

22 September
VW now admits there are 11 million cars worldwide fitted with its defeat devices. Winterkorn says he is “[endlessly sorry](#)” but insists he will not resign. The US chief, Michael Horn, says the company “[totally screwed up](#)”.

23 September

[Winterkorn quits](#) but insists he is “not aware of any wrongdoing on [his] part” – and walks away with a [€28m pension pot](#). Class-action lawsuits are filed in the US and Canada and criminal investigations are launched by the US Justice Department.



Volkswagen emissions scandal: Switzerland bans sale of some models

[Read more](#)

24 September

Germany confirms that VW vehicles with software installed to cheat emissions tests were sold across Europe. The UK's Department for Transport says it will start its own inquiry into car emissions, as VW faces a [barrage of legal claims](#) from British car owners.

25 September

VW appoints [Porsche chief Matthias Müller](#) as group chief executive. The carmaker blames the scandal on a ["small group" of people](#) and says a small number have been suspended.

26 September

[Switzerland](#) bans sales of VW diesel cars.

28 September

German prosecutors launch an [investigation of Winterkorn](#).

30 September

[Almost 1.2 million VW diesel vehicles](#) in the UK are affected by the scandal – more than one in 10 diesel cars on Britain's roads. 1 October

The former UK science minister, Lord Drayson, admits that the Labour government's support for diesel cars was a mistake, saying they are ["literally killing people"](#).

2 October

Authorities in [France and Italy](#) launch investigations into the scandal.

3 October

VW halts sales of some models in [Australia](#).

6 October

[Müller](#) says the recall of affected diesel vehicles will start in January and [cars will be repaired](#) by the end of 2016.

8 October

[Police raid VW's headquarters](#) in Wolfsburg, Germany. [VW's US boss](#), Michael Horn, says he feels personally deceived by the scandal and finds it hard to believe that just two rogue engineers were at the root of the furore.

9 October

[VW Australia](#) recalls 90,000 cars. The German transport ministry says [3.6 million cars in Europe](#) require major hardware changes such as a new fuel tank.

11 October

The [European Investment Bank](#) says it will examine whether VW used any EU loans to cheat on emissions tests and could demand money back.

12 October

[China's quality watchdog](#) says it is "highly concerned" about the cheat device in VW's diesel cars.

13 October

VW announces [£750m of spending cuts](#) to help pay for a product revamp to focus on electric and hybrid vehicles. [Leonardo DiCaprio's production company](#) wants to make a film on the emissions scandal.

15 October

VW says it will [recall 8.5 million diesel cars](#) across Europe. Its UK head claims the company's cars have not emitted any more [toxic nitrogen oxides](#) than expected, leaving MPs shaking their heads in confusion.

20 October

A poll shows nearly [two-thirds of Germans](#) still trust VW, saying the scandal had been exaggerated and that it would be forgotten within a year.

21 October

The German state of [Lower Saxony](#) files a criminal complaint after a VW file disappears.

23 October

Doubts grow over [Winterkorn's involvement](#) in the scandal.

28 October

The emissions-rigging scandal pushes [VW €3.5bn into the red](#), its first quarterly loss in 15 years. [Müller accompanies Angela Merkel](#) on a visit to China to limit the damage caused by the scandal.

29 October

The [UK transport secretary](#) says VW must consider offering compensation to motorists whose VW vehicle has lost some of its resale value.

2 November

US authorities accuse the carmaker of installing [defeat devices into luxury sports cars](#) including Porsches. VW and Audi are hit with two class action lawsuits from [Australian car owners](#).

6 November

VW says it will foot the bill for [extra taxes incurred by drivers](#) after it admitted understating carbon dioxide emissions.

9 November

VW offers [\\$1,000 gift cards](#) as goodwill package to US drivers. Its repair bill rises as [Germany's transport ministry](#) says 540,000 recalled cars will need hardware changes.

10 November

[Profits at Porsche](#) more than halve as a result of the scandal.

11 November

German car regulators [expand their investigation](#) into suspected diesel emissions manipulation to more than 50 models from brands including BMW, Mercedes, Ford, Volvo, Nissan and Jaguar Land Rover.

24 November

Müller says [German regulators](#) signed off on a software update to fix affected two-litre diesel motors and that most of the affected vehicles will not need major work.

26 November

[South Korea](#) orders a recall of 125,522 VW cars, the first country after the US to announce measures based on its testing.

2 December

VW takes out a [€20bn loan](#) to help it survive [the diesel emissions scandal](#) and vows to protect jobs.

4 December

Industry figures show that [VW sales in the UK fell 20%](#) year on year in November. In the US, [sales tumbled 25%](#), according to separate figures.

9 December

VW says the number of cars with [irregular carbon dioxide levels](#) is far lower than originally feared (36,000 rather than 800,000).

