

primer's guide to trucking

There are basically four body movements, blending into one, which constitute the art of trucking.

The first step (double entendre) in the "trucker's traipse" must consist of the forward flex of the leg in the forward position. Hands must be stiffly at the trucker's side, dangling little by little as the "traipse" advances.

The second phase of the "traipse" is distinguished by the straightening of the leg and the happy-go-lucky sway of the arms. The characteristic flick of the bootlace is the hall mark of the erudite trucker.

The zenith of the trucking motion is reached when the trucking boot (more on the trucking boot will follow) has reached the high point in its climb. At this point, the arms should be dangling loosely at the sides while the head should be extended backward over the neck in an ecstatic position.

The "trucker's traipse" closes with the strident

"clomp" of the boot striking the surface on which the trucker is trucking. Full body-weight must be placed on the "trucking" leg to achieve full effect. The process is repeated for as long as the trucker wishes to extend each traipse.

Essential to the trucker whilst performing the "traipse" are the celebrated "trucking boots" without which the characteristic "clomp, clomp" of the trucker would not be possible, nor would the solid rythm of the "traipse" without this most important piece of equipment.

The "trucker's traipse" is physically taxing and can only be performed adequately by a true-blue trucker.

The "trucking boots" may be obtained through International Trucking Ltd., Spokane, Washington, or by sending three boxes of ritz crackers and a mouldy sock to Ebediah Gallately, Bogside, Republic of Pango, Pango. Keep on a trucking mother truckers!



truckin' works well in groups especially in mass formations for charges.

trucking: learned or instinctive

The fundamental question asked by most psychologists of trucking is: Is trucking a learned or instinctive response? Experimental results in this area have been largely contradictory. Harlot observed that baby monkeys, raided in isolation, exhibited a behavior which closely resembled trucking (Harlot, 1958).

The young animals frequently emitted a locomotion response involving backward extension of the trunk and a forward protrusion of the neck and head. Harlot concluded that the results of his study strongly supported the instinctive theory of trucking.

B.F. Skinner replicated the experiment using as subjects, the Norwegian rat. The result of this study showed that the animals emitted no trucking behavior. However, critics of Skinner's learning theory of trucking state that the experimental apparatus used by Skinner hampered trucking in tall rats since the boxes had a very low ceiling.

Comparative psychology has not ignored the trucking response. T.A. Smith claims that he has isolated a trucking response in planaria (Smith, 1963). Smith said that the response can be elicited by a particular stimulus condition—the smell of garbage.

Social psychology has also been concerned with trucking. Allpert has investigated the effect of trucking style on naive observers. The results of this study provided evidence that individuals are very conscious of the mode of trucking of others and that this greatly influences their attitudes.

When talking of trucking, it is impossible to

forget the huge contribution made by Freud's theory of psycho-sexual trucking development. Freud maintained that children go through psycho-trucking stage at 13 to 14.65 years.

At this time it is particularly important that children be able to identify with a trucker—preferably a third cousin of the opposite sex and at least 15 years older than the child. If this identification does not take place, it is likely that the child will fixate at this stage and be truckingly retarded and unable to obtain trucking satisfaction with a member of the opposite sex in adulthood.

Psychopathology is turning its attention to manic-depressive trucking. Increasing numbers of truckers are finding their way into our mental institutions suffering from this particular syndrome. They alternate between manic trucking and a depressive condition where they have insufficient energy to truck, a fatal disturbance (as we truckers know). Therapists advise that patients be required to undergo trucking therapy where they are positively reinforced for proper trucking.

Trucking hallucinations and compulsive trucking are two more areas of concern of the psychopathologist. No one who has ever witnessed a compulsive trucker will ever forget the phenomenon—the exhausted man lying, pale and wan, on his bed trucking away. So far there is no effective therapy for these conditions.

And there our knowledge of trucking psychology ends. Research is continually analysing the behavior and our only hope is that we discover the stimulus conditions which control trucking.



Sometimes truckers are not appreciated...



Paul Roper

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