

Place the end of the spike driver with the cut nipple over the sharp end of the spike and hammer it in until only three-inches or so (measure or count about 10 notches on the rebar) are protruding above-ground.

As metal pounding on metal tends to emit loud clanks, it will be in your best interest to muffle the sound by placing something between the hammer and the spike driver. A towel or a piece of old carpet (scavenged from a construction site) can be placed over the top reducer and stapled into place on the sides.

6. Other Considerations.

After placing the road spikes, you may want to cover them up with roadside vegetation like tree branches or place them in shadowy locations on the road where they will not be too easily seen.

Of course, the spikes should be placed somewhere within the existing tire-tracks, though you may want to place a few outside the tracks just in case the trucks start alternating their routes.

The spikes will not puncture through a shod-foot as there won't be enough weight on them, however they will tear into a heavy duty tire.

Finally, when placing the spikes balance maximum distance with consideration for the truck drivers: is the distance where the spikes were

placed short enough to traverse on foot back to the nearest gas station?

7. Additional Resources

This primer has been "adapted" from "Roads and Tires" in *Ecodefense: A Field Guide to Monkeywrenching*

[Available online:

<http://www.omnipresence.mahost.org/inttxt.htm>]

For more check out *Ozymandias' Sabotage & Direct Action Handbook* [<http://www.reachoutpub.com/osh/>] & *Road Raging: Top Tips for Wrecking Roadbuilding* [<http://www.eco-action.org/rr>]



a primer on
road spiking

Disclaimer

Road spiking is illegal under the “Anti-Drug Abuse Act of 1988” (long story...). And we certainly wouldn’t want to encourage any unlawful activity whatsoever ☺. As such, this guide is presented strictly for exhibitory educational purposes only. In other words (to cop old man Abbey’s lines): *Anyone who takes this seriously will be shot. Anyone who does not take it seriously will be buried alive by a Mitsubishi bulldozer.*

1. Required Tools:

- √ Hammer (standard metal hand hammer)
- √ Vise Grips (straight jawed)
- √ Hacksaw (get the most expensive blades with the smallest teeth)
- √ Ruler or Tape Measure
- √ Heavy Duty Work or Grip Gloves

All of the necessary tools and ingredients can be procured from your favourite hardware-supply conglomerate.

When purchasing rebar (the reinforced steel bars used in construction) you will likely have to buy it in lengths of 48” or 120” (so the shelf-tag at the store will say something like “#4 1/2” X 48” Rebar”). To avoid attention, do not ask to have it pre-cut at the store, do it yourself with a hacksaw at your convenience. As rebar is usually purchased by contractors in bulk, it is better to buy a lot of rebar at once than to make repeat trips to the store. Naturally, use only cash whenever purchasing anything. Rebar may also be obtained by looking around construction sites (don’t forget to check the dumpster!).

2. Ingredients:

- √ 1 (One) “#4 Rebar” – 1/2” X 12”
- √ 1 (One) 3/8” X 5” Pipe Nipple
- √ 1 (One) 1/4” Pipe Nipple
- √ 2 (Two) 3/8” X 1/4” Pipe Reducers
- √ Makeshift Noise Muffler (e.g. a piece of old carpeting)

The 3/8”-wide pipe nipple should be about 5” long, while the 1/4” nipple can be any size (the smaller the better, as you’ll only be using its ends).

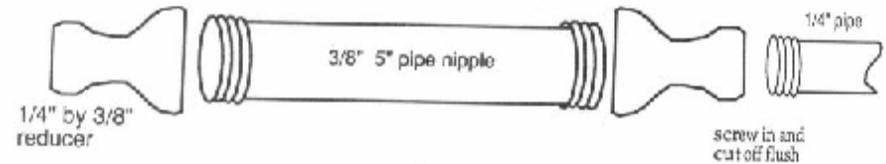
If the pipe reducers aren’t available in the desired sizes, you can either see if copper reducers are available in those sizes, or improvise by, say, obtaining a 3/8” to 1/2” reducer, and then a 1/2” to 1/4” reducer and screwing them all together with vise grips.

3. Making the Road Spike

Either weigh/clamp down one end of the rebar or ask an accomplice to hold it down for you over the edge of some hard surface while you cut across the bar at a 45-degree angle to form the sharp endpoint.

When cutting the rebar, first make a few slow cuts with the hacksaw to form a little ‘notch’ for the blade to fall into, then proceed to saw all the way through.

After the point has been cut, make a straight horizontal cut across the rebar 12” down from the point.



First, screw the two reducers onto the ends of the 3/8” pipe nipple and tighten them with the vise grips.

Next, screw the 1/4” pipe nipple into the other end of one of the reducers. Once again, tighten the nipple with the vise grips.

Hold down the spike driver and proceed to cut off the 1/4” nipple so that it’s flush with the reducer. That is,

You should now have a complete foot-long road spike.

4. Making the Spike Driver

In order to get the spike into the ground without damaging the end-tip you’ll need to make a special spike driver.

none of the 1/4” nipple should be sticking out of the reducer. Line the hacksaw up with the end of the reducer and cut off any portion of the nipple that’s sticking out.

5. Placing the Spikes

Place the spikes into the ground at 45-degree angles facing the direction of traffic with the end-point tip sticking up, and the shiny cut-side pointing down.

