Mercifully, the whole thing is starting to fade, to become an episode. When I do still catch the odd glimpse, it's peripheral; mere fragments of mad-doctor chrome, confining themselves to the corner of the eye. There was that flying-wing liner over San Francisco last week, but it was almost translucent. And the shark-fin roadsters have gotten scarcer, and freeways discreetly avoid unfolding themselves into the gleaming eighty-lane monsters I was forced to drive last month in my rented Toyota. And I know that none of it will follow me to New York; my vision is narrowing to a single wavelength of probability. I've worked hard for that. Television helped a lot.

I suppose it started in London, in that bogus Greek taverna in Battersea Park Road, with lunch on Cohen's corporate tab. Dead steam-table food and it took them thirty minutes to find an ice bucket for the retsina. Cohen works for Barris-Watford, who publish big, trendy "trade" paperbacks: illustrated histories of the neon sign, the pinball machine, the windup toys of Occupied Japan. I'd gone over to shoot a series of shoe ads; California girls with tanned legs and frisky Day-Glo jogging shoes had capered for me down the escalators of St. John's Wood and across the platforms of Tooting Bec. A lean and hungry young agency had decided that the mystery of London Transport would