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the New York Times -bestselling Shop Class as Soulcraft, philosopher-mechanic Matthew B. Crawford—a University of Chicago PhD who owned his own motorcycle shop—made a revolutionary case for manual labor, one that ran headlong against the pretentions of white-collar office work.

Why We Drive: Toward a Philosophy of the Open Road ...

Traffic: Why We Drive the Way We Do (and What It Says About Us). Vintage Canada, 2009-08-11. Paperback. Used:Good....

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In Why We Drive, he recalls being clocked doing 86mph on his motorbike in a 55 zone and explaining to the traffic cop how the laws of physics should trump arbitrary speed limits. He is delighted ...

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Traffic: Why We Drive the Way We Do (and What It Says about Us). New York: Alfred A. Knopf, 2008. 4-5. ^ List of Visiting Scholars, NYU Wagner ^ Reardon, Patrick T. "Traffic expert/author tells us why we drive the way we do", Chicago Tribune, August 21, 2008

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The news lumps together "traffic and weather" as if they were both passive forces largely outside our control, even though whenever we complain about it, we do so because we're part of the traffic. (To be fair, I suppose we are now part of the weather as well, thanks to the atmospheric emissions of that same driving.)

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