



FREE: PLEASE TAKE ONE

The HIGHWAY EVANGELIST

For the Aussie truckie

Transport for Christ Australia Inc. - *serving the trucking industry of Australia*

A/25

Print Post Approved 100004925



The rolling hills around picturesque Urbenville in far north NSW are the happy hunting ground of this much loved old bulldog. See pages 2-4 for the story.

A Bulldog With Nine Lives



Third generation Urbenville farmer Peter Jones has a soft spot for older trucks like his impressive Mack R-600.

— By Paul Matthei

It's 50 years since this Mack R-600 rolled off the Mack Trucks Australia assembly line, which at that time was located in the Brisbane suburb of Richlands. Its current owner is Peter Jones, a farmer who hails from Urbenville in northern New South Wales. Peter bought the Mack to replace a 1981 model Leyland truck that had seen many years of service on and around the farm.

Peter's grandfather, Roley Jones, bought the farm in 1932 and his father, John, took over its operation in the early 1960s. Now 85, John still has his finger on the pulse although he has stepped back to allow his son Peter and daughter Thelma to manage the day-to-day running of the farm.

Covering 3,000 acres, the mixed farming operation includes a dairy where around 200 cows are milked twice a day as well as a variety of cropping including silage and hay for the cows as well as corn which is sold to the likes of Kellogg's to be turned into corn flakes. Beef cattle are also run on the farm

and this is Peter's area of expertise, while his sister Thelma takes care of the dairy cattle.

Asked about his motivation to buy the Mack, Peter says he prefers the older trucks and fabricates the bodies himself so that he gets exactly what he needs. Offering the ultimate in versatility, his Mack can be used to cart either cattle, grain or gravel – the latter two due to the fact that it is a tipper. Peter also plans to acquire a two-axle pig or dog trailer to further the usefulness of the Mack in roles including hay carting.

Power comes from the venerable Mack ENDT-676 Maxidyne inline six with a capacity of 672 cubic inches (11 litres). It produces 285 brake horsepower and 1,080 foot-pounds of torque at 1,200 RPM. This feeds into a Maxitorque Extended Range 12-speed splitter transmission featuring a deep reduction low range that is ideal for farming operations. Power is sent to the ground via a Mack tandem drive assembly riding on the company's legendary Camelback springs.

Fittingly, this Mack sports a gold bulldog on the bonnet which signifies that the entire powertrain is proprietary Mack, rather than a chrome dog which graces the bonnets of Macks that have vendor powertrain components installed.

Peter bought the truck from Jeff Murphy, a harvesting contractor at Kyogle. At that stage it needed a bit of rust cut out of the cab, which Peter did himself over a four-month period, and a new paint job that was done by a local spray painter.

Speaking with Jeff, he said he bought the truck in the mid 1990s from a contracting company that did weed spraying at Caboolture airport. They had the truck setup in a most unusual fashion in that its upper body was a platform for a helicopter to land and restock.

"They had the truck setup with water, fuel and weed poison tanks below a top deck where they landed the helicopter to replenish supplies before taking off again," Jeff explained.



Cab restoration. Peter completed the rust repairs before a local spray painter applied the striking canary yellow and black colour scheme.

After acquiring the truck, Jeff said he used it for carting silage and grain, including using it as a mobile field bin as part of his harvest contracting work. He said it would carry a 15-tonne payload without a drama, but only in the paddock because the steer and drive axles would be somewhat over the legal on-road limits.

As we conversed, it became clear that Jeff still has a soft spot for the old Mack and is pleased that it is now in the hands of Peter Jones, another bloke who has a soft spot for old trucks and farm machinery.

"My idea was to do it up and get it looking Mickey Mouse, or as much as I could afford, and take it to truck and machinery shows," Jeff said. "But in the end I had to accept that it was a bit beyond me now due to a back injury that I sustained 40 years ago. It's

great to see it looking so good again with what Peter and his son Jonathan have done to it."

Mack has a long and proud history in Australia, with the first AC model landing here in 1919. The company was founded by brothers Jack and Gus Mack in Brooklyn, New York, in 1900 and was initially known as the Mack Brothers Company. The brothers had entered the vehicle manufacturing business some seven years prior when they purchased the Fallesen and Berry carriage company. The Macks manufactured their first truck in 1905 and changed the company name to Mack Trucks in 1922.

Interestingly, Mack's famous Bulldog mascot owes its origins to British soldiers fighting in World War 1 in 1917. The British government had purchased AC Macks to supply its front lines with troops, food and equipment. The Macks did such a sterling job that the soldiers dubbed them 'Bulldog Macks' and the name stuck.



Mack's Tip Turbine 'CoolPower' air-to-air intercooling helps extract 285hp from the ENDT-676 Maxidyne engine.

However, it wasn't until 1933 that the bulldog mascot began adorning the hoods of new Macks. This was credited to Alfred Fellows Masury, a chief engineer at Mack Trucks who was in hospital for surgery in 1932. During his recovery Masury hand carved the first iteration of the iconic bulldog from a bar of soap. Once released from hospital he applied for a patent on the design, which was duly granted on October 11, 1932. The bulldog ornament also doubles as a sturdy handle to aid in tilting the bonnet when service or repairs are needed.

With so much history of tenacious service by Mack trucks across the globe, it's hardly surprising that examples like this one owned by Peter Jones are still earning their keep half a century or more down the track. Who knows, this old girl might still be working on the farm in another 50 years for future generations of the Jones family.

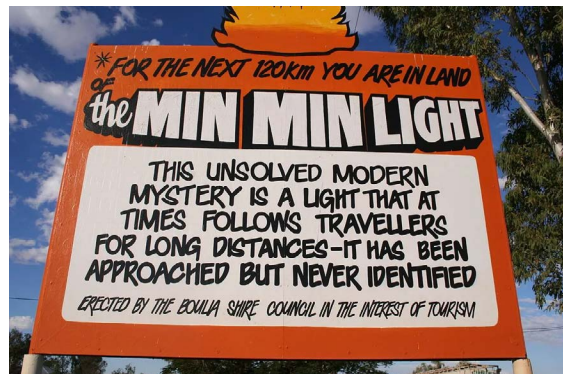
.....



Min Min Light

Controversy and complaint about the lights on cars, trucks and buses grows with the years. It seems like just when they perfected the 7 inch circular H4 Halogen headlight, it was replaced by headlights that are designed to look at not look with.

Anyone with sensitive eyes now needs to wear sunglasses at night. Some people spend a lot of money on driving lights. One problem is the reflections back at the driver causing stress. Everyone who drives at night knows about drivers who turn everything



Min Min Light sign (image from: <https://www.australiangeographic.com.au/blogs/dr-karl-need-to-know/2018/08/the-min-min-mystery/>)

on at the last second. Some roads wind around so much on flat country it's difficult to tell which vehicle is the next one coming towards you. Now the L.E.D. revolution amazes the older driver. It wasn't that long ago the Highway patrol would stop us having coloured lights.

Out in western Queensland there is a well known and documented light that nobody can really explain. It is so real and accompanied by electrical interference that no one can deny it exists.

Some frightening things have happened to individuals for over 100 years, some funny things too. Tired drivers who stopped for a snooze suddenly lost all signs of fatigue and drove as far and as fast to get away from the Min Min light.

Farmers not so long ago would hang a hurricane lamp on the front of a Bulldog tractor. The light was so poor he would not see a tree until he got to it.

The white tip on the tail of the Scottish Border Collie dog was called the Shepherd's Lamp. When you think about it in the semi-darkness the shepherd's dog could see a whole lot better than a human.

Having lights (good ones) at night is a

relatively new deal. 2000 years ago Jesus called Himself "*The Light of the World*" (John 8:5)

In Psalm 119:108 the writer says, "*Your Word is a lamp unto my feet, and a light to my path.*" No one is certain who wrote it but if it was a certain shepherd he would know all about night shift.

But what did Jesus mean? And what did the psalmist mean?

Christians who ask God for wisdom and direction look to the Word (the Bible) and pray for leading every day to be where and when God wants them to be. It is very reassuring to know that God cares about each one who puts their trust in Him.

No one has seen God but many millions have experienced His peace and forgiveness and life changing power.

The rest of the verse that Jesus spoke in John 8: 5 helps us get it.

"He that follows me shall not walk in darkness but shall have the Light of Life."

Also in John 9:5 Jesus said, "*As long as I am in the world, I am the Light of the World.*" A reminder that His time was short and that the Holy Spirit who dwells in the believer would also direct him.

What next with vehicle lights? Night vision goggles! Mercedes Benz is one company that is well advanced at using infrared technology to link electronically to the standard headlights to enable the driver to see better at night. They were also quick to use cameras/mirrors.

Jesus means what he says. He is the only way. He said, "*I am the Way, the Truth and the Life.*" (John 14:6)

— Rod Leigo

As a young minister I was asked by a funeral director to hold a grave side service for a homeless man with no family or friends. The funeral was to be held at a new cemetery in the country and the man would be the first to be laid to rest there.

Since I was not familiar with the area, I became lost and being a typical man did not stop for directions. I finally arrived an hour late.

I saw a backhoe and a crew, who were eating lunch, but a hearse was nowhere in sight. I apologised to the workers for my tardiness and stepped to the side of the open hole where I saw a vault lid already in place.

I assured the workers I would not keep them long, but this was the proper thing to do. The workers gathered round still eating their lunch. I poured out my heart and soul.

As I preached the workers began to say "Amen", "Praise the Lord" and "Glory".

I preached and I preached like I'd never preached before, from Genesis all the way to Revelation. I closed the lengthy service with prayer and walked to my car. I felt I had done my duty for the homeless man, and the crew would leave with a renewed sense of purpose and dedication, in spite of my tardiness.

When I was opening the car door and taking off my coat, I overheard one of the workers saying to another, "I ain't never seen anything like this before and I've been installing septic tanks for twenty years."

Hawaiian Shirts, Slim Dusty And "Flintstone" Macks



Glenn's 1972 Mack R600 Flintstone. Steel bullbars with a single bull light were very common in the 70's.

Last October I had the pleasure of sharing breakfast with well-known industry character Glenn Reedman from Merino, Victoria at the small Lake Cullulleraine store and café in Victoria. I didn't know Glenn previously but did say a quick hello to him about 20 years ago at Yamba about 75 kms down the highway from here.

On that occasion Glenn was driving his '84 Kenworth cabover with a 2-stroke GM which he still owns. Having driven many 2-stroke GM's myself I asked him back then, "Is fuel a problem?" as 2-strokes could be thirsty, (however 40-50 years ago fuel wasn't as dear as it is now). He replied a little tongue in cheek, "I have no problem with fuel at all, I give it lots as it loves fuel!"

I had stopped at "The Lake" as a terrific looking '72 Mack R600 "Flintstone" was parked there with a loaded flat top trailer. A real blast from the past. The Flintstone nickname is thought to be because if the

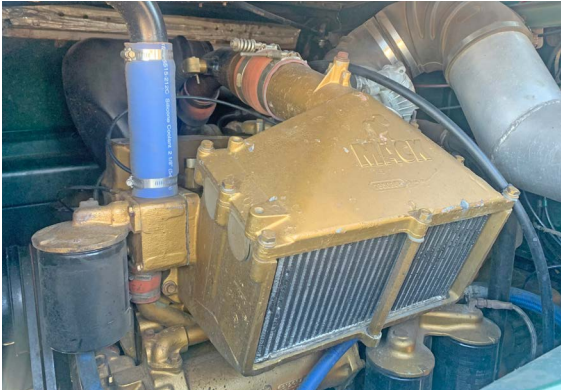
cartoon character Fred Flintstone drove a truck it would look like this. Slim Dusty, the country music performer featured a Flintstone on the cover of his "Lights on the Hill" LP, in a similar colour to Glenn's Flintstone. The song is known by many and written by his wife Joy McKean. It won the first Song of the Year Golden Guitar Award at the Australian Country Music Awards for Joy in 1973. Slim also won best single with the song. It is a song of a man driving a truck in the rain at night when oncoming vehicles were blinding him with their lights, he eventually crashes over the mountainside

and died. It is often played at Annual truckie memorial days as it was at Tarcutta in 2024. I cut my teeth on semi-trailers in Mack R600's. R600's later had a fibreglass one piece lift-up bonnet (no longer called Flintstones; these are the ones I drove), not the piano hinge side lift up doors for access to the engine like the Flintstones.

Back to Glenn, many of you would know Glenn from the use of his '63 B model Mack that he has driven for years with "Leo Wanker" painted on the bumper bar. This is because whenever Glenn wears an abundance of safety gear to load due to customer demand, which drives us nuts as we then suffer from heat exhaustion on a hot day, he dresses up as Leo Wanker from the comedy Paul Hogan Show on TV from the '70's.

Glenn normally wears a Hawaiian shirt when driving, he has a wardrobe full of them in his truck as he says his trucking

life is like being on holiday. A very positive approach but not always my experience! In fact, Glenn apologized that he wasn't wearing one to dine with me but said he'd been away for a while, was currently on his way south from Townsville to Adelaide and had run out of clean Hawaiian shirts.



See below for info on the motor ...

This Flintstone has a larger 350 hp 4 valve engine converted to a Coolpower engine rather than what it came out with originally. There were various engine sizes in Flintstones, but Glenn thinks this one was possibly a 237 hp originally. The number plates say "MCNUGT" as this truck is not a Big Mac (Mack) so Glenn calls it a McNugget. A tilt to McDonalds but such is his sense of humour. I asked Glenn how many miles the old girl had done, and he said, "Lots, many zeros."

Glenn has many old trucks in his collection

back home. These include the '63 B model, the '84 KW cabover, a Freightliner Argosy, an Iveco, a '68 Autocar, and Glenn has owned three Max Marmons (a US truck) including a long wheelbase blue '96 Max Marmon that some of the older operators may remember pulling a Refrigerated Roadways fridge van in the late '90's. I certainly do and recall the owner being quite friendly. They are all sold, the blue one to Glenn's son Robbie.

After too much well spent time over breakfast we shook hands and decided to head off in opposite directions. I asked Glenn could I photograph him in front of the Flintstone but he bashfully declined. Perhaps because of no Hawaiian shirt?

My trip that day was filled with memories of Macks. Like driving the R600 up a steep hill in summer and if you didn't shut the small air vent low on the driver's door the heat coming in from the engine and radiator would burn your feet, especially if you were wearing thongs! The lyrics of Slim's "Married to my Bulldog Mack" song were going through my head. You know how you get a tune in your head and can't drop it all day?

Glenn wanted me to mention that the building and restoration of the Flintstone including all the paintwork was a project carried out by Chris Goodwin.

God Bless, Murray Reedie.



"Old School Kool" the Flintstone with steel fuel tanks and spider wheels with an open trailer.

Who Was Saul Of Tarsus?



He was Paul or Saint Paul; perhaps after Jesus the greatest evangelist for the Gospel ever known. An evangelist points people to Jesus. The Gospel is about Jesus' life, God's kingdom, and the salvation that God offers us. Paul when he was known as Saul (who was born in Tarsus, Turkey), was a zealous Jewish Pharisee; an ancient Jewish sect that sometimes thought they were superior, who persecuted anyone who followed Jesus, even put them to death. Saul had been present at the stoning of Stephen the apostle, (Acts 7:54-60). Paul ended up having an encounter with the risen Jesus, and he became a Christian too. Paul wrote thirteen letters or "epistles" as they are known to churches which are in the New Testament. Paul may have also written the New Testament book of Hebrews. It is debated in theological circles whether he did, some say it sounds like Paul's writings, others say not.

Paul's letters to the churches are Gospel based, supportive, faith related, instructed Christians how to follow Jesus, and were sometimes critical of churches. He always started a letter with a doxology, meaning a praising of God, and a church greeting. He particularly liked the Philippians (one of

his epistles), from Phillipis in Greece, as they had always supported him. My favourite is Ephesians written to the people of Ephesus also in Greece.

You may have heard of a "Road to Damascus experience," when you have an epiphany or a change of heart on a subject. Like many expressions from the Bible, it is used in common language today although many non-Christians would not know where these sayings originated. In Saul's case his whole life was turned upside down on the road to Damascus in Syria in AD35. The Bible's book of Acts speaks of the acts of the apostles spreading the Gospel to all nations after Jesus' death on the cross for us. Acts is immensely helpful in understanding Jesus' story and the ongoing work of the Holy Spirit.

While Saul was on his way to Damascus with letters of authority to arrest Christians there and bring them back to Jerusalem he had an amazing encounter with Jesus.

Saul's Road To Damascus Incident (Acts 9:3-9)

"As he neared Damascus on his journey, suddenly a light from heaven flashed around him. He fell to the ground and heard a voice say to him, 'Saul, Saul, why do you persecute me?' 'Who are you, Lord?' Saul asked. 'I am Jesus, whom you are persecuting,' he replied. 'Now get up and go into the city, and you will be told what you must do.'"

The men traveling with Saul stood there speechless; they heard the sound but did not see anyone. Saul got up from the ground, but when he opened his eyes he could see nothing. So they led him by the hand into Damascus. For three days he was blind, and did not eat or drink anything."

This event was a sign of Jesus' sovereignty and power. Saul got his sight back, become known as Paul, and Jesus instructed him to evangelise to tell all people (not just the Jews), the Good News of the Gospel about Jesus. Races other than Jews were called gentiles. Jesus had asked His followers to spread the Gospel to all nations in Matthew Ch 28:19; "The great commission."

Up until now Saul was a prominent and influential religious leader who was deeply rooted in Jewish culture and traditions. Jesus often chose the most unlikely people to be His disciples; tax collectors who were despised by the people, fisherman often considered simple and uneducated, and Saul a persecutor.

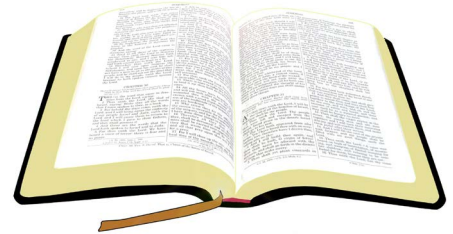
Paul completed three evangelical trips to countries in Asia Minor (Turkey), Cyprus, Judea, Syria and the Greek provinces of Achaia and Macedonia over several years. On these three trips Paul travelled 10,000 miles on foot, donkey and sailing ship. Sometimes the wind blew the ships backwards! In Acts Ch 27 the shipwreck scripture is as exciting as anything in any novel. Paul a tent maker was funded by his own labours and church support. What a fitting example of discipleship and encouragement to us.

continued on page 10 ...

.....

Make peace with God today!

Come to Jesus Christ today and trust in Him alone for your salvation.



You can pray this prayer: *"Lord Jesus, I know that I am a sinner. I believe that you died on the cross and shed Your blood to pay the penalty for my sins. Please forgive me and come into my life as my Saviour and Lord."*

-
- ☐ I now put my trust in Jesus Christ as my Saviour, or
 - ☐ I now re-dedicate my life to Christ, or
 - ☐ I have previously trusted Christ and would like a Bible study



Name: _____
Address: _____
Phone: _____

Post to: Transport for Christ, PO Box 30, Mittagong NSW 2575

A/25

... continued from page 9

Paul's Hardships And Sufferings

Acts Ch 17 says Paul experienced three responses from people when he prophesised Jesus; instant converts, those wanting to know more, and being ridiculed. Paul's description of his hardships in 2 Corinthians 11:24-27 is satirically written but when you consider this it is quite sobering.



"Five times I received at the hands of the Jews the forty lashes less one. Three times I was beaten with rods. Once I was stoned. Three times I was shipwrecked; a night and a day I was adrift at sea; on frequent journeys, in danger from rivers, danger from robbers, danger from my own people, danger from Gentiles, danger in the city, danger in the wilderness, danger at sea, danger from false brothers; in toil and hardship, through many a sleepless night, in hunger and thirst, often without food, in cold and exposure."

"...forty lashes less one..." is from Deuteronomy the Old Testament Bible book (25:1-3). The law said that up to 40 lashes was the limit as 40 could kill a man.

So they did 39.

Even a viper bit him and he did not die so people assumed he was a God, (Acts 28:3-6). Paul was imprisoned several times, and it is thought he may have been beheaded at Roman emperor Nero's order in AD64. His friend Luke (the Gospel of Luke) was a regular visitor in Paul's final imprisonment.

Paul's final words were written in a letter to Timothy, (2 Timothy 4:6-8), these words reflect his awareness of his impending death;

"For I am already being poured out like a drink offering, and the time for my departure is near. I have fought the good fight, I have finished the race, I have kept the faith. Now there is in store for me the crown of righteousness, which the Lord, the righteous Judge, will award to me on that day—and not only to me, but also to all who have longed for his appearing."

These verses capture Paul's sense of fulfillment and hope of eternal life in God's kingdom as he faced the end of his earthly journey. What a transformed life!

If you are encouraged by Paul and would like to assist the Transport for Christ mission by handing out Highway Evangelist magazines or in other ways, please contact us. Our details are on the back page of this Highway Evangelist.

1Peter 3:15 says; *"But in your hearts revere Christ as Lord. Always be prepared to give an answer to everyone who asks you to give the reason for the hope that you have. But do this with gentleness and respect, ..."*

As the Truckies Chaplain John Wheeler says, *"Keep on truckin' for Jesus,"*

— Murray Reedie

.....

All In A Life's Work

— by Jonathan Roe
(Submitted by Neil Hawke)

Every Monday morning George White goes to work, just as he has done for most of his 85 years.

"I've got a bit of a problem, I just can't sit around," said George. "I don't want to try it; I just like being active and work."

George was born in Orange in 1934, the fourth of five boys. His mother sadly passed away when he was twelve, and a few years later George left school to help his father in the family orchard.

"We had an orchard three miles out on the Anson road and I walked to school rain, hail or shine," said George.

"I remembered at the end of the war living on the orchard with coupons to buy food. We had no electricity, no fridge, no washing machine with a dunny being down the backyard. My brothers and I worked picking and packing the fruit, caring for and milking a cow and feeding pigs. The last three years of my schooling were very tough, so I left at the age of fifteen and worked for my father for 10 shillings (\$1.00) a week plus keep."

But after two years he had seen nothing of his promised pay, so he left Orange to work on the farm of an uncle near Condobolin. He share farmed for three years growing wheat with the first year a really good crop, the next year was very wet and the third a drought. He left and returned to Orange and bought a truck.

And trucks were to be George's life for the next 55 years, carting fruit to Sydney markets, Melbourne and Brisbane. "I

wouldn't be able to count how many trips I made over the mountains. I'd do 3 or 4 trips a week."

Carting fruit to Sydney then coming home George said, "I had an experience on that (Victoria) pass in the early days. It was the last market before Easter; I broke an axle on the steep bit. The truck was very hard to hold and it was creeping backwards and I was just sitting there ready to jump out. A fellow pulled up and I yelled for him to come and help me and he started to roll a cigarette. I said, 'Listen Mate, get me a chock or I'm going to jump out of this and let it go!' We had to unload that truck there on the steep part and still get it into that last market before Easter. We made it but it was pretty hectic."

"I had no heater in my truck, so I put a copper pipe across the seat the full width of the truck, connected it to the radiator and that was my heater. And we used to sleep beside the truck on the ground. It would take me 19 hours to drive to Brisbane and now do it in about 9 or 10.

In the late 1950's George bought 2 mobile cranes, the only ones in Orange at that time. "I did a lot a building hay sheds; forklifts were not around so cranes were used for lifting everything," said George who lifted all the steel for the construction of the second floor for the ex-services club, the old Channel 8 (TV) studio on the Bathurst road and the Suma Park Dam.

Today three of George's six children are in the trucking game, but he handed in his heavy vehicle licence when he turned 80.

"I'm 85 now and still work 5 days a week, picking up cardboard from the chemist and all the shops then taking it out to recycling. People pay me to take it away," said George who has not plans of retiring any

time soon. "I do about 10 pickups a day and take it all out to recycling. I've been doing this cardboard for the last 12 years probably – and I don't want to stop! I just like working; I don't know how you retire at 65.

Reprinted with permission: Central West Daily – Orange

P.S. George, though now older (in his nineties) is thankful that he has trusted in the Lord Jesus Christ, which had given him peace of mind whatever happens, and is expectantly waiting to be with the Lord Jesus.

.....

Goulburn Convoy For Kids – 2024

On a warm day on the 9th of November Transport for Christ attended this event with a stand and a truck. This is a fund-raising event, and the principal objective of the convoy is to provide support for local children with cancer, terminal illness, and permanent disabilities. The fact that industry folk have a fun time away from the relentlessness of their normal working lives is a bonus.

I came through from Melbourne on the Friday night, washing the truck enroute. I dropped my trailer at a local transport company who were good enough to allow that and slept at Goulburn to be ready for the day.

TFC's NSW Central West representative Neil Hawke was there early on Saturday morning setting up TFC's stand at the convoy's finishing point, the Goulburn Recreation Area, at the southern end

of town whilst I was window cleaning, fuel tank polishing and tyre blacking (like many others), at the northern end of town where the convoy started. The convoy went down the main street of Goulburn, unlike the last time I did this convoy, and there were 1,000's of people not only lining both footpaths but also on the median strip. A few parents had earmuffs on their children because of the air horns. There is a rule of no air horns near the end due to the horse stables of the Goulburn Harness Racing Club, however. One family on the median strip yelled out. "God bless you Mate," when they saw the TFC signage. I yelled back the same thing.

The convoy raised \$80,000 this year, and with this being the 25th year it brought the total money raised to over a million dollars over this period. Not bad for an industry that is often time poor and sometimes works on tight margins. There is a raffle



The TFC truck doing a lap of the Goulburn Harness Race Track.



Raffle-winning lead truck position was won by Matt Webb with this immaculate Flintstone Mack.

to be the lead truck, which was won by Matt Webb with his immaculate white and pinstriped Mack Flintstone prime mover.

When we got to the end where the activities were set up, the truck parking went about three quarters of the way around the racetrack, plus there was another area with all the historic trucks. There were 306 trucks in total, far more than when I last attended. There was fast food, children's rides and activities, the Steering the Future educational semi-trailer promoting safety around trucks that educates people how to interact with trucks on the road. The Truckin' Life magazine people operate this display trailer. There was also a tarp tying contest on a semi-trailer.

Neil was in full swing talking to people at the

TFC stand and doing his often-repeated gesture of offering kids a second-hand matchbox car from a collection from which they could choose. TFC was also giving out Highway Evangelist magazines and other literature. One of our conversations was with a lady truckie who was recovering from being hit by a forklift unloading. John (the truckies chaplain) Wheeler and his wife Dorothy, the TFC's leaders, turned up later for lunch with us.

By day's end Neil headed home to Forbes, and I was offered a shower at a truckie's motel room and a handful of us who knew each other hit a pub in town for a meal and to wash down the dust from the racetrack. This was followed by another night in the truck and then off to home the next morning after a week away from home. The organisers and volunteers do an excellent job with this convoy, and now all look forward to next year.

Keep on truckin', Murray Reddie.



Two examples of beautifully restored White trucks at the convoy.

Twenty Years Of Service to Transport For Christ Aust.



Vic Stone standing in front of a mate's truck.

Recently Vic Stone, a TFC volunteer for 20 years attended his church, Rouse Hill Anglican NSW. At 78 years young Vic has some health issues and has been unable to drive to his church for some months. Vic's mate from TFC witnessed many of the church family come up and greet Vic. Vic gave me much support in my theological studies some years ago.

Vic is a faithful Christian; he used to meet "The Truckies' Chaplain" John Wheeler on the side of the Hume Hwy at Welby NSW to pray. Vic has also run Bible studies for up to 8-10 people, once when he lived in a caravan park. He has been a truckie for 58 years. His first truck experience is quite amusing. At 7 he visited his uncle at Bargo, NSW. The uncle owned two 1927 Chevrolet trucks and hooked the drive axle of one up to a bandsaw for wood cutting. Vic had to operate it but did not know the truck was in gear. When started it took off and he hit the same fence twice!

Vic has had many jobs, but his fondest memories are working for Bunker Freight Lines out of Brisbane for 25 years. He travelled to Perth and Darwin with two trailers and from Darwin to Perth with three

trailers. Some of the customers were Star Trek, Australia Post, and IPEC. The trucks were kept for one million kms and Vic drove an R model Mack, Freightliner Argosies, and cabover Kenworths. Bunkers owned motels, where they slept and had recreation.

Vic delivered "Highway Evangelist" magazines and evangelised in truckstops Australia wide; like Cobar, Emmdale, Broken Hill, Alice Springs and elsewhere. He said many truckies knew of Jesus but had not taken Him into their lives. Without Jesus you have nothing Vic says. "Truckies should not take their personal problems out on the highway; they need to focus on everyone's safety, but I recommend prayer for personal problems. Talk to Jesus like you would talk to anyone. He does not mind if your eyes aren't closed, or you do not put your hands together." Vic is happy he helped bring a few people to Jesus, and they then experienced that joy in their hearts.

Sadly, as we all reflect on, Vic recently heard of a truckie he knew that passed in a truck fire near Ballarat, who always asked for a "Highway Evangelist" magazine, of which Vic diligently carried.

People often asked Vic, "Why are you always so happy and never cranky, you also squeeze in children's ministry, but you do such long hours on road trains all over Australia in a tough industry?" He replied, "Because I always have Jesus in my heart, and he travels in the cab with me everywhere." His favourite scripture is also his grandmother's favourite; John 3:16, "For God so loved the world that he gave his one and only Son, that whoever believes in him shall not perish but have eternal life."

Vic thinks "Truckin' for Jesus" is a really good idea. His phone number is on the back of the HE and he welcomes anyone to ring and discuss life, trucks, or Jesus. — *From a TFC volunteer. Thanks for your service, Vic.*



TAILGATE

The Power Of Giving

A teacher and his student went for a walk near a farm. While walking they came across a pair of old torn shoes most likely belonging to a poor farmer.

"Teacher, why don't we hide those shoes? It would be such fun to watch the farmer's reaction when he can't find them."

The teacher replied, "It's not OK to play cruel jokes on a poor person. I have a better idea. Why don't we put some coins in his shoes? We can hide somewhere to see the farmer's reaction when he sees the coins in his torn shoes."

After a while the farmer finished working and came to collect his shoes. As he slipped one foot into one of the shoes, he felt something hard. He checked and saw that there were coins in his shoe!!

He looked around to see if someone was looking for the coins. He didn't see anyone, so he kept them in his pocket.



The farmer put on the other shoe. Again, he felt something hard. Seeing the coins made the farmer emotional and he began to cry. He folded his hands and looked towards the sky.

"O God, I thank you a thousand times for the unknown person who is helping me in this time of need. Because of their kindness I can now buy medicines for my sick wife and get bread for my hungry children."

As the student listened to the farmer's words, his eyes filled with tears. Once the farmer left, the teacher questioned his student.

"Tell me, what would have made you happier ... hiding his shoes or putting coins in his shoes?"

Crying, the student said, "Teacher, I will never forget the lesson you taught me today. Now I understand the meaning of the words that I heard at church. 'Joy of giving is more than taking, for it is truly limitless.' Thank you for teaching me this lesson."

.....



From the editor

We hope that you enjoy this first-ever edition of the Highway Evangelist in full colour! This is a big milestone for the production of the magazine in Australia, and we hope the new format is engaging and assists in the outreach work of TFC.

Once again, we extend grateful thanks to all of our supporters and volunteers for keeping this ministry's wheels rolling.



The opinions expressed in the Highway Evangelist are not necessarily those of the Editorial Team or Transport for Christ Australia Inc.

Call Chaplain John Wheeler —
Transport for Christ Australia Inc.

PO Box 30, Mittagong NSW 2575
 Phone: 0408 117 775
 Email: jndwheeler@hotmail.com
 Website: transportforchristaustralia.com

Regional representatives:

Queensland: Shawn Slade — 0424 344 777
 Leanne Kelly — 0412 834 484

Central West NSW: Neil Hawke — 0455 216 363

Sydney Region: Murray Reddie — 0412 653 870
 Vic Stone — 0401 394 142



TFC banners displayed at the Goulburn Convoy for Kids 2024. See pages 12-13 for the story.



Subscription Order Form



Individual Subscriptions: \$10.00 per year, or 20c each for bulk copies

Name: _____

Address: _____

Phone: _____

Post to: Transport for Christ, PO Box 30, Mittagong NSW 2575

Please make cheques payable to 'Transport for Christ'

TFC Bank Account (for donations only) BSB: 641 800 Account No: 025 106 581

**A digital version of the Highway Evangelist is available at
 transportforchristaustralia.com**