



FREE: PLEASE TAKE ONE

The HIGHWAY EVANGELIST

For the Aussie truckie

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

C/25

Print Post Approved 100004925



Ralph Hetherington's 1966 Atkinson with a 671 Detroit 2-stroke which produces 237 hp. The 1,000 hp engine on the rear is for exhibition purposes as he is a Detroit Diesel tragic. It is two 8V92 (V16) Detroit engines joined together with twin turbos – and it's noisy! It was used at Darwin Hospital for the emergency generator for many years. It's carried on his Freighter bogie float with mobile home towed by a 1967 Seattle Kenworth to shows. Ralph was an owner/driver for 30 years who comes from Bega.

Meeting Jesus at the Crossroads

By Paul Matthei

Matt French came to a major crossroad in his life at a relatively young age. At 16, unlicensed, and fleeing from a Highway Patrol XC Falcon at 160km/h on his brother's Honda 500 motorbike, he realised he had a critical decision to make. In that split second, he reasoned, he could power on and face the prospect of eternal separation from a loving God; or he could pull over and face the music.

He wisely chose the latter and subsequently committed his life to the Lord. It was a decision that dramatically changed his life and led him down a path that not only includes a strong and healthy involvement with the Trucking Industry that continues today, but also a lengthy stint as a Baptist Pastor at three different Queensland locations as well as a Police Chaplain in the Central West of the state.

"My father had trucks so I was getting paid to wash them when I was in high school and after leaving school and gaining my semi licence, I started driving the trucks and learned how to load and tarp," Matt recalls.

In 1984, at the age of 22, Matt decided to strike out on his own, purchasing an International Atkinson prime mover from an Aztec subbie in Queensland. He then started as an interstate tow operator pulling a powder tanker for Aztec.

"I spent quite a few years doing this and ended up buying a second truck which my brother drove," Matt says. "When Boral bought Aztec we were promised extra work but this ended up falling through so we had to look for other work."



Matt French's fully restored T600 earning its keep hauling a double roadtrain loaded with pipes.

Living in the Toowoomba region of Queensland where a lot of grain and produce is grown, Matt decided to buy convertible tippers, which were a very popular option back in the '80s and '90s. This enabled him to haul grain and bulk hard vegetables as well as oranges to southern markets and backload palletised freight.

Then in 1990 Matt purchased his first refrigerated T-Liner (curtain-sider) produced by Freightliner and from a depot at Gatton started carrying fresh produce to the southern markets of Sydney and Melbourne, returning with palletised and Bulka-Bag freight.

Matt has three brothers and all three ended up working for him, along with a number of drivers who were family friends. He describes them all as good operators who knew their trade well, a factor he believes is not as common amongst today's drivers. At the height of the operation Matt was running 10 trucks before circumstances conspired to bring the business to a close.

Around 1992 with the protracted Gulf war still raging and several flooding events in the Lockyer Valley where much of Matt's freight originated, financial difficulty set in, which Matt says really tested his faith.

"It was a harrowing time and we ended up losing our house and all of the vehicles were repossessed," Matt says. "But during

this time my wife and I sensed the Lord was calling us into ministry and we decided that I would attend Bible College. This direction was confirmed to us when an elder of our church approached us and said the church wanted to pay the Bible College fees."

After completing Bible College Matt became the Associate Pastor at Tenthill Baptist Church near Gatton, a role he held for a number of years. During this time their fourth child was born and soon after a call came from a Baptist church plant at Longreach seeking Matt as its new Pastor.

Matt recalls with a chuckle that his wife wasn't too keen on the idea and was adamant that she wouldn't go unless the manse had five bedrooms and was airconditioned.

"During a subsequent phone call with the calling committee we were informed that they had just built a new church with a manse that had five bedrooms and ducted A/C," Matt smirks. "My wife cried all the way out there and we were there for five years and she cried when we left. It was a great place to bring up children and a terrific church to pastor."

During this tenure, Matt also gained what he describes as a very rewarding side gig as Police Chaplain for the Central West Queensland district which covers an area around the size of Tasmania.



Piggyback duties. Hauling B-doubles up and down the eastern seaboard is all in a day's work for the trusty T600.



All in the family. Matt with five of his 11 grandchildren - (L to R) Billie, Bowie, Evy, Jack and Lachlan.

The third and to this point final church Matt pastored was Southport Baptist on the Gold Coast. Another tenure of around five years, Matt says it was another satisfying experience, but that he and his wife sensed it would be the last Pastor role for Matt.

Moving back to his childhood home city of Toowoomba, Matt and his wife were able to purchase a home and re-enter the trucking realm, initially carting ice-cream from Toowoomba to Sydney twice a week and then adding Adelaide and Melbourne runs with other temperature-controlled work.

After building up to 18 B-doubles, a run of serious misfortune saw three B-double combinations written off within five weeks, the third of which being a replacement for the first and therefore just weeks old. The subsequent hike in insurance premiums combined with the inability to source the required number of suitable drivers forced Matt and his wife to reconsider their position

and the decision was made to wind up the business and sell all the equipment, a feat that was accomplished in just seven weeks.

The T600 connection

After finishing my evening meal at the Gin Gin truckstop, I walked back out to find an immaculate Kenworth T600 towing a white B-double curtainsider parked next to my Volvo FH16.

The driver introduced himself as Matt French and was happy to have a chat about his truck and when I mentioned that I write for The Highway Evangelist he quipped, "You're one of those, are you?" Before I had time to answer, with a broad grin he said, "So am I."

The ice was broken and Matt proceeded to tell me about the truck and its significance to him. In fact, this truck was his first new Kenworth he bought way back in 1988. While he had eventually sold it, through a series of events that could be described as Divine intervention, he was given the opportunity to buy it back and has given it a full restoration back to original factory specs. The end result is a stunning tribute to one of the game-changing models that have set Kenworth up as the number one heavy-duty truck brand in Australia.

Indeed, the T600 was a radical departure from the quintessential square-bonneted conventional truck realm when it was released in 1987. The slippery shape with a long, swooping bonnet that tapers significantly from windscreen to grille earned it the nickname "Anteater". Operators soon realised the benefits in fuel efficiency from the aerodynamic shape.

Matt's T600 has a 12.7-litre Detroit Series-60 engine rated at 425hp with 1,550lbft of torque. This drives through an 18-speed RoadRanger transmission to a torsion bar suspended tandem drive with SP40 diffs.

As part of the recent restoration, the old girl now sports a more load- and driver-friendly Kenworth Eight-Bag air suspension.

A recent highlight for Matt was when the couple's eldest son, who is also an owner-driver with a new Kenworth T909, asked him if he could utilise the T600 as one of his and his now wife's wedding vehicles.

Matt says it was an extremely proud moment seeing his son's first new Kenworth parked next to his own first new Kenworth on the wedding day.



Dynamic duo. Despite an age difference of some 35 years, the T909 and T600 made a formidable presence at Matt's son and daughter-in-law's wedding.



Eternity

There is coffee shop in Town Hall Square in Sydney called "Eternity". The name over the door is in the same font as the word written on the Sydney Harbour Bridge for the Y2K celebrations. Was it chosen because of its quintessential representation of Sydney?

We remember on the way to school on the bus seeing the word Eternity in perfect copperplate font. We had no idea what it meant but it was part of the pathway to eternal life for many then and now.

Eventually it was revealed that this pregnant word was written by Mister Eternity, a World War 1 soldier, damaged like many, named Arthur Stace (1885-1967). He was a hopeless alcoholic converted to Christianity through the outreach of another returned soldier, John C. Ridley.

Arthur Stace heard Mr Ridley say this – "I want to shout the word 'Eternity' through the streets of Sydney". The writing on the footpaths was a mystery to everyone for many years.

What's it mean?

Scripture refers to human life like a vapour or even grass. James 4:14 *"For what is your life? It is a vapour that appears for a little time and then vanishes away."* Just a reminder from the Lord's half-brother, James, that our time on earth is very brief and we ought to be thinking about our eternal home.

God sent His only Son, Jesus, to earth to reveal what He is like e.g, gentle, patient, forgiving. If there was any other way for us to be rescued from our sorry state He would have said so.

The work of Arthur Stace is amazing. Words are all we have, and this word is one to remember.

— Rod Leigo



New Years Eve fireworks on the Sydney Harbour Bridge and Eternity, 1999 (31/12/1999), [A-00007003]. City of Sydney Archives, accessed 12 Nov 2025, <https://archives.cityofsydney.nsw.gov.au/nodes/view/567648>

*When does a joke become a "dad" joke?
When it becomes apparent.*

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*Where will you find Friday before
Thursday? A dictionary.*

.....

Phil walks into his boss's office one day and says, "Sir, I'll be honest with you. I know the economy isn't great, but I've got three companies after me, and I'd like to ask for a raise, respectfully." After a few minutes of haggling, the boss finally agrees to give him a 5 percent raise, and he happily gets up to leave. "By the way," the boss asks as Phil leaves his office, "which three companies are after you?" Phil replies, "The electric company, water company, and phone company."



So You Missed Footy Training Again!

"The Prodigal Son"

Have you ever missed footy training or another regular event for three weeks, and then turn up and your friends say, "Ah, the return of the prodigal son!" Non-Christians will often use Bible sayings but not know their meaning. The prodigal son parable is one of the most well-known scriptures in the Bible. A parable is a story told by Jesus with a spiritual or moral significance. Prodigal means spending money or resources freely, recklessly, or wastefully.

This parable is found in the gospel of Luke and is the third of three "lost" scriptures. The first is about a shepherd that loses one of his 100 sheep and searches until he finds it (Luke 15:4-7). The second about a woman who loses one of ten silver coins and eventually finds it, rejoices and tells her neighbours (Luke 15:8-10). The third is below.

Luke 15:11-32. The Parable of the Lost Son

Jesus continued: "There was a man who had two sons. The younger one said to his father, 'Father, give me my share of the estate.' So he divided his property between them.

"Not long after that, the younger son got together all he had, set off for a distant country and there squandered his wealth in wild living. After he had spent everything, there was a severe famine in that whole country, and he began to be in need. So he went and hired himself out to a citizen of that country, who sent him to his fields to feed pigs. He longed to fill his stomach with the pods that the pigs were eating, but no one gave him anything.

"When he came to his senses, he said, 'How many of my father's hired servants have food to spare, and here I am starving to death! I will set out and go back to my father and say to him: Father, I have sinned against heaven and against you. I am no longer worthy to be called your son; make me like one of your hired servants.' So he got up and went to his father.

"But while he was still a long way off, his father saw him and was filled with compassion for him; he ran to his son, threw his arms around him and kissed him.

"The son said to him, 'Father, I have sinned against heaven and against you. I am no longer worthy to be called your son.'

"But the father said to his servants, 'Quick! Bring the best robe and put it on him. Put a ring on his finger and sandals on his feet. Bring the fattened calf and kill it. Let's have a feast and celebrate. For this son of mine was dead and is alive again; he was lost and is found.' So they began to celebrate.

"Meanwhile, the older son was in the field. When he came near the house, he heard music and dancing. So he called one of the servants and asked him what was going on. 'Your brother has come,' he replied, 'and your father has killed the fattened calf because he has him back safe and sound.'

"The older brother became angry and refused to go in. So his father went out and pleaded with him. But he answered his father, 'Look! All these years I've been slaving for you and never disobeyed your orders. Yet you never gave me

even a young goat so I could celebrate with my friends. But when this son of yours who has squandered your property with prostitutes comes home, you kill the fattened calf for him!

"My son," the father said, "you are always with me, and everything I have is yours. But we had to celebrate and be glad, because this brother of yours was dead and is alive again; he was lost and is found."

The Story



This parable is not a true story, but the participants represent characters that were real 2,000 years ago and still now. The Father represents God, the prodigal son a sinner, and the loyal son a Pharisee, (a church elder). Or a Christian today who is too proud of their faith and judgemental of people that don't meet their standards.

The prodigal son selfishly requests his inheritance and lives a short period drinking wine, using prostitutes and partying, until his inheritance is gone and he takes a lowly job feeding pigs to survive. Even going to a faraway land was frowned upon by people for not staying where your family and religious centres were.

When this son returns to his father to beg for any job on the family farm to survive his father accepts him with open arms, kisses him

and puts on a banquet to celebrate. The father gives him a ring, a sign of love and trust. This confirmed the son's place in the family.

The other brother is indignant as he has stood by his father and worked hard on the farm. He sees his brother as impatient for his inheritance, not contributing, looking for better times, and having the gall to return asking for help. The father counsels his loyal son for his thoughts and says, " ... be glad because this brother of yours was dead and is alive again; he was lost and is found." (verse 32). Puzzlingly, we don't know how the loyal brother responds to this or if he attended the celebration.

The Meaning

God loves us and is always willing to accept sinners. He is a forgiving God who wants us to know Him. However, Christians like the loyal son, should never display a faith pride and judge peoples' previous or current behaviour. We should banish these thoughts, be amazed and thank God that people have found Him before it was too late. They didn't perish on earth without knowing God and miss out on eternal life in His kingdom with Him. If you're a Christian and are in this situation, be humble. Being humble is not about thinking less of yourself but rather thinking of yourself less (quote by CS Lewis).

The fleeting joy of selfish excessive living vanishes like a mist (James 4:14) and can leave you wanting a bigger hit. What life is that? Jesus calms us and takes our worries away (Matthew 6:25-34).

Jesus told the Pharisees in Luke 5:31-32, *"It is not the healthy who need a doctor, but the sick. I have not come to call the righteous, but sinners to repentance."* Luke's lost sheep, coin and son scripture, tells us God is always ready to save the lost or take us back, and Jesus is our shepherd.

— God Bless, Murray Reddie.



Forest Fire!

On September 1, 1894, in the deep woods of Minnesota, a huge forest fire came raging into a little lumber town named Hinckley. As walls of flame roared towards them, the terrified inhabitants raced in panic toward the railroad tracks, the only clear pathway through the forest.

As they ran wildly away from the town and its igniting buildings, they saw a passenger steam train heading down the tracks toward the town, bound for the city of St. Paul. Jim Root, the engineer at the throttle, saw the fire and thought that he could race past the inferno, but as he neared Hinckley he realized that it was too late. The trestle ahead had collapsed in flame.

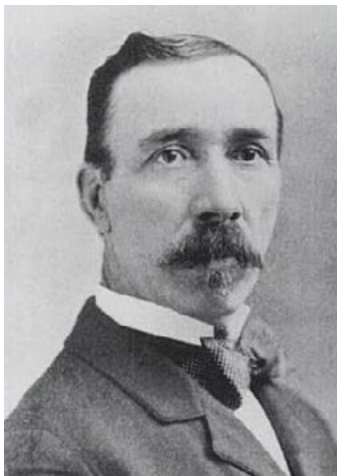
Reversing his engine, Jim held his train there long enough to let the fleeing crowd of people clamber aboard. By the time the last person had climbed on, the flames were surrounding his train. Then it was full speed backward toward the nearest deep water, Skunk Lake, six miles back down the line.

Through a furnace of fiery flames they plunged. Overheated air exploded against the locomotive, and glass flew everywhere as the windows shattered. The baggage car caught fire, and their path led over burning railroad sleepers.

Flying pieces of debris tore into Jim's face and shoulders; flame scorched his hair, face and hands. Faint from the smoke, he slumped into unconsciousness until Jack McGowan, the fire tender, threw a bucket of cold water on him. Gritting his teeth, he shifted the throttle back open, and the train continued through the inferno with its load of screaming, crying, praying people.

At last, Jim could tell through his swollen eyes that they were at the lake. He slammed on the brakes and collapsed. The passengers tumbled off and broke down the fencing around the water and dived into its cool wetness as the fire roared over them. McGowan and two other men pulled Jim Root from the cab. They dragged him, badly burned, into the lake.

The fire passed, leaving the train looking like a skeleton of twisted metal. Jim Root survived, but he was scarred for life. His bravery and courage had saved many lives, but at a terrible cost to himself.



James (Jim) Root
Photo from: <https://hinckleyfiremuseum.com/heroes/>

There is another one who went through fire. It was the Lord Jesus Christ, the Son of God, who suffered more on the cross than we can ever know or understand — and He did it to save others. *"He saved others, but he can't save himself"* (Mark 15:31), taunted the watching crowd at the crucifixion.

He too was wounded and scarred to bring us salvation: *He was pierced because of our rebellions and crushed because of our crimes. He bore the punishment that made us whole; by his wounds we are healed.* (Isaiah 53:5).

The fleeing villagers near Hinckley climbed aboard Jim Root's train and were deeply grateful for his sacrifice in saving them from the fire. Those who accept Jesus' sacrifice are saved as well. The passengers were saved — are you?

"Believe in the Lord Jesus, and you will be saved" (Acts 16:31).

— Bible Truth Publishers



The following day: More than four hundred people had been killed and the town had been leveled; a barely recognizable heap of charred rubble and twisted railroad tracks, melted out of shape by the heat. Photo and caption from: <https://hinckleyfiremuseum.com/fire/>

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: _____

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C/25

"That's a Furphy!"

Many of you would have heard the phrase, "That's a bit of a Furphy!" Do you know where this phrase came from? We'll talk about this later and a Christian connection to this story but first let's look at the man John Furphy (1842-1920).



John Furphy

He was born to Irish parents at Moonee Ponds Vic and started a blacksmith business in Kyneton Vic in 1864 after serving an apprenticeship there at Hutcheson and Walker. In 1873 he moved his business to Shepparton Vic as he heard the agriculture industry was promising there from a relative who lived at Kialla. The Furphy company is still family owned today after five generations and has a strong historical, commercial, and even religious connection with the Shepparton area.

John developed machinery to suit local requirements and was successful in no small part to him being considered a fair trader. He had no formal education, but his mother taught him the Bible and Shakespeare. John was a lay preacher and moralistic man who travelled the area preaching and helped establish the United Free Methodists in Shepparton, donating the land for the church building.

John and wife Sarah had nine children, two who died early as was often the case in those times and three of his sons William,

George and Charles joined the business hence the addition of "and Sons" to the company name.

The Furphy Water Cart

The most recognisable of the company's products is the Furphy water cart. The cart was designed by John and built in the 1880's. Communities often had to cart their own water needs and it was produced in 180 and 350 gallon sizes. Being well balanced on two wheels the smaller was able to be hauled by one horse being about one ton when loaded.

The reason the cart is such a well-known Australian product is that it has cast iron circular ends with advertising for the company and its products and various moralistic sayings in the casting. The most well know saying being, "Good - Better - Best. Never let it rest until your good is better and your better - Best" The carts are still used, often restored for garden ornaments, or the cast iron ends mounted on walls. One end was mounted in the journalist's bar in Old Parliament House in Canberra.

Like his father William was teetotal and added a Pitmans Shorthand inscription (a style of writing) which translated says, "Water is the gift of God but beer and whisky concoctions of the devil. Come and have a

drink of water." A stork and baby were also added with a Pitmans inscription saying "Produce, populate or perish." At the turn of the 20th century the prospect of an Australian republic was questioned on the tank casting.

Other products produced by the company are agricultural implements, cast iron manhole



Cocky Robinson

covers for a period in conjunction with another company for Telecom, and cast iron fencing parts and fence additions for around Sydney Harbour's waterline for the 1988 bicentenary. Also, toilets that took removable sanitary pans.

Saint Jerome

Circa 347-419/420 AD is credited with the full "Good, Better, Best ..." saying. He was a well to do learned Christian Latin Father being a hermit at one stage of life, Catholic priest, Bible translator, scholar, and secretary to Pope Damasus I. He is known particularly for his Latin translation of the Bible known as the Vulgate and starting a monastery later in life.



"What a Furphy!"

Now for that saying. Furphy water carts were used by the Australian Army overseas in WW1 but also at the staging camps at Broadmeadows Vic at the start of that war. Most of the water carts used by the Army were made by H.V. McKay of Sunshine Harvester fame, but all water carts were called Furphy carts regardless.

As soldiers came to the carts for water to fill their canteens, they stood around yarning.

"We are winning the war" or "This will be over soon" or "We lost so many men at that battle," but the information was no more than gossip, so the stories all became known as "Furphies." Now you'll have an answer to this question on trivia night!

A quote from Albert Coates a young soldier, who told his parents from the Mena camp in 1915; "We have no word as to when we are likely to leave or where we are bound for. There are a lot of "Furphies" or "dinkum oil" about, but we cannot believe them. We don't get a great deal of news." Dinkum oil, meaning the same as the term "Fair Dinkum."

Uriah "Cocky" Robinson

In the 1880's former Furphy employee "Cocky Robinson" had a firewood and water carting business in Shepparton. He pumped water by hand from the river into a barrel on a horse drawn wagon. It's unknown if this gave John Furphy the idea of the water cart. However, Robinson has been used in advertising of the Furphy product ever since.

Whilst John Furphy was teetotal Robinson was a lag who loved beer and when the rail came to Shepparton, he delivered beer from the railway to hotels. This didn't end well for him, and he lost his business. Perhaps he imbibed too much of the product? He changed his ways, abstained, joined the Salvation Army, and returned to John Furphy's employ.

Blessings, Murray Reedie.

Author's note; some of the information and photos for this story were taken with permission from an exhibit at the Museum of Vehicle Evolution (MOVE) at Shepparton Vic. A wonderful museum with everything from radios, telephones, women's fashion, bicycles, motorcycles, cars, trucks, and buses. It is open every day 10am-4pm except Good Friday and Christmas day. Thank you MOVE.

32nd Truck Drivers' Memorial Service at Tarcutta



The 2025 Memorial Services was held on a warm October afternoon by the Memorial Wall in Paddy Osborne Park, Tarcutta, NSW. Thanks to Doug and Pam McMillan and the Committee for organising the service again this year.

A large crowd attended the moving service, and participated in the placing of flowers on the wall. Sadly, over fifty new names were added to the hundreds already on the wall.

The service included recorded songs by Slim Dusty and Ian Castles; and songs by Sharon Middleton AM, Scottish pipes, Last Post and Reveille. Kathy Williams AM gave an address, and prayers were led by Chaplain Ruth Oakden. An afternoon tea was provided by the people of Tarcutta.



Transport for Christ attended the day, providing *Highway Evangelists*, telephone note pads and pens, small cars for the children, and encouraging Christian booklets such as *"Living with Loss"* and *"Daily Strength"*.

Please pray for all those working on the highways and byways of Australia, for their safety, good working conditions and safe arrivals.

"Praise be to the God and Father of our Lord Jesus Christ, the Father of compassion and the God of all comfort, who comforts us in all our troubles." 2 Corinthians 1:3-4a



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A Day As A Patrolman (RACQ)

(Sent by Rod Leigo)

I wonder where I'm going today is always the first thought when you wake at 4.30 am to start your 10-hour shift.

Up and at 'em, have breakfast, turn on your tablet and log on for a 5.30 am start.

Yes, you start from home. Finally, a job comes on screen, down to your patrol van and off we go. Sometime later you're at your destination and after grievances and

a discussion you're diagnosing the issue. Usually at that time of day it's a flat battery due to leaving the interior light on.

Next job, a vehicle towed off the highway to somewhere safe to change a tyre that blew out.

This goes on all day, different jobs, different locations all over the Gold Coast. Jobs range from flat batteries to lock outs. We even repair tyres on mobility scooters as a free service.

I always found unlocking cars a great challenge – 12 seconds being my fastest lock out. The greatest stress for a patrolman was trying to get to a child or animal locked

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in a car, especially in summertime. Always successful one way or another.

By the end of the shift, you've done around 20 jobs and covered about 160 kilometres. It's always enjoyable being a service to members.

A word of advice to all of you, if it doesn't start check that it's in Park – saves a lot of time.

Happy Travels, Wayne

*A bear walks into a restaurant and says,
"I want a grilled... cheese."
The waiter says "Why the big pause?"
The bear replies,
"I don't know. I was born with them."*



Spotted at Wimpy's Roadhouse Wodonga Vic. is this 1977 ex-Greyhound Silver Eagle express coach. Owner John said it has been retro-fitted with a 6V92T 2-stroke Detroit Diesel engine with a HT740 Allison Automatic. He plans to drive it all over Australia in the near future and recently fitted alloy wheels.

Truckstop Ministries



Victorian Anthony "Wheels" Whelan, historic truck owner and good bloke, recently had a trip to the USA to see trucking friends, have a drive of some trucks, and attend the "4 State Trucks" Joplin Missouri annual truck show named "Guilty By Association" held in September 2025 at Joplin Missouri. He knew it would be of interest to his mate TFC volunteer Murray Reddie so he grabbed these photos of the Truck Driving Preacher's truck at the show.

Truckstop Ministries, Inc. is a Bible-based ministry founded by Joe and Jan Hunter and directed by an Executive Board of "born-again" Christians, led by the Holy Spirit, and dedicated to fulfilling the God-given vision of reaching the Truckers of the world with the Gospel of Jesus Christ. The ministry is supported by a small paid staff and a multitude of volunteers across the country. The truck driving preacher is Chaplain Bill Blackmon who is the president of Truckstop Ministries, and has a radio show called Victory N Trucking. Check Bill's sleeper!



Golden Oldies ... from the back page:

With a capacity of 264.33 cubic inches and a compression ratio of 7.5:1, the BD-264 produces 153.5hp at 3,800rpm and 248lb-ft of torque at 2,400rpm.

The Diamond T was assembled in Australia by Sydney dealer H.W. Crouch from CKD (complete knock-down) kits shipped in from the United States.

It features a five-speed Fuller transmission and Number 4 Eaton two-speed differential – quintessential components that were fitted to a broad range of trucks in that era.

Denis explains that this truck has particular appeal to him because his Dad worked as a painted subcontractor (owned a truck painted in company livery) for Bill Cousins.

"I well remember Bill's beautiful fleet of International and Diamond T units," Denis recalls, adding that he spent a lot of time in his youth travelling with his Dad on truck runs.

Denis purchased this truck, fully restored, from the late George Gould who restored a number of Diamond T trucks, a brand he had driven extensively in his working years.

"I would like to acknowledge the skills and hard work of George and so many others who have done so much to preserve these great old trucks for us to enjoy," Denis says.





TAILGATE

The Gospel According To You

The story is told of a Christian preacher who got on a bus to go to a public place where he wanted to preach the gospel. He paid for his ticket as he got on the bus, then went to his seat. But when he sat down and counted the change he had been given he found there were 40 cents too much! He arrived at his destination and, as he was getting off the bus, he handed the 40 cents back to the driver saying, "You gave me too much change."

The driver looked at him and smiled, "Are you the new pastor who's come to this neighbourhood."

"Yes."

"Well," said the driver, "for some time I've been thinking about going to church and I just wanted to see how you would react if I gave you too much change! I'll see you next Sunday."

And, true to his word, the bus driver was in church the following Sunday – and he continued going regularly.

Christians are often being watched by

those around. We are called to be honest – in small details as in what is most important. (Romans 12:17)

The gospels of Matthew, Mark, Luke and John

*Are read by more than a few
But the one that's most read and commented on*

*Is the gospel according to you.
You are writing a gospel, a chapter a day
By the things you do and the words you say.*



*Some race horses were staying in a stable.
One of them starts to boast about his track record.*

"In the last 15 races, I've won 8 of them!"

Another horse breaks in,

"Well in the last 27 races, I've won 19!!"

*"Oh that's good, but in the last 36 races, I've won 28!" says another, flicking his tail.
At this point, they notice that a greyhound dog has been sitting there listening.*

"I don't mean to boast," Says the greyhound, "but in my last 90 races, I've won 88 of them!"

*The horses are clearly amazed.
"Wow!" says one, after a hushed silence.
"A talking dog."*



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Golden Oldies

Denis Robertson, founder of Roadmaster Haulage, owns this 1956 model 532 Diamond T truck. It is powered by a six-cylinder American Black Diamond (BD-264) petrol engine that was produced by International Harvester and was also fitted to other American trucks of the era including International R180 and Federal.

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