# The HIGHWAY EVANGELIST

*For the Aussie truckie*

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

C/26

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*Greg and Les Bird's six year restoration project on a now-immaculate 1967 Mercedes LPS 1418. See story on pages 2-3.*




*The two Mercedes trucks owned by Bird Bros. The 1418 on the left with Greg and the 1925 on the right with Les.*

The Power and the Glory

# BIRD BROS of Orange – 1418 Restoration

At a recent truck show I had the pleasure of meeting Les (above right) and Greg (above left) Bird from Orange NSW with a couple of Mercedes cabover truck and trailer combinations. One is named "The Power and the Glory," and is a 1967 LPS 205 hp Mercedes 1418 with closed bogie 35' spring flat top Freighter Roadstar trailer. Some operators opened up fuel pumps, and you get more horsepower and flames out the exhaust pipe! The other was a 1986 white 250hp Mercedes 1925 with orange horizontal stipe with a 9' 1" spring spread bogie 36' flat top Fruehauf trailer. What started out as friendly chat turned into a longer and informative lesson for me about their 6-year restoration of the brown and beige 1418 starting from the chassis rails up. I remember 1418's so well from my teenage years living close to Picton, NSW, on the original Hume Hwy and opposing trucks called the "Hole in the wall," on 27 meg CB radios to work out the order of driving under the narrow arch of the main southern railway line from Sydney to Melbourne. 1418's were both bonneted and cabover models with the slimline cabovers looking like they could flip onto their windscreens when driven bobtail if you hit the brakes hard enough! I particularly remember those in Marsden's colours, and various other owner/driver's liveries towing Cubico and Vaughan vans.

The brothers have been around trucks all their life, The younger Greg did his mechanical apprenticeship at West Orange Motors, a Mercedes truck dealership, and later he became the foreman. The older Les did his apprenticeship on motor and plant mechanics at the Electricity Commission. They both ended up owner/drivers mostly carrying live pigs. They did an 18-month TAFE course at Dubbo on body restoration at the time of starting this resto which involved travel from Orange weekly. Les could spray paint, but Greg was the truck repair expert.

With their connection to the Mercedes product and as their working life had slowed down, a truck resto was in order. Restoring old trucks is still work, although it strains the brain more than the body but would have a level of satisfaction. They chose a cabover 1418 and bought one out of a paddock at Narromine plus another cab. Later they heard of a good cab down at Forbes which they could have for a slab of beer! They brought it back to Orange in the back of a Holden Rodeo ute and after pulling it apart discovered it was just as bad as the other 2 cabs! What do you expect for a slab boys? They used the Forbes cab but made one cab from three. I never knew these small 1418's had a bunk. It is about 22 inches wide which for a bloke like me who is not too big, (although heavier than I'd like to be), would be a Godsend if tired. You could even get double bunks.

The 1418 gets 7.5 mpg, has a mph speedometer, a ZF 12-speed AK680plusGV80 gearbox from a MAN truck, twin 200 ltr fuel tanks, and the old-type adjustable PBR trailer brake control. Some

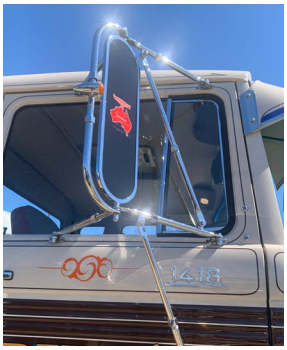
parts were scratch built due to unavailability; Greg made the roof lining himself. That may sound unremarkable until you learn it is a sheet of light grey painted composite board, and Greg drilled 29,760 small holes across the whole thing to make it look like a genuine roof lining. It looks great. Greg has a photo of a template used to drill holes in the proper places. Greg even made new rivets in various diametres and lengths for the chassis reconstruction and they used a professional riveter, since retired, from Goulburn to fit them.



*The cabin of the restored 1418 cab showing PBR adjustable trailer brake control and 29, 760 holes drilled in the roof lining.*

There's a couple of points of interest that showed me no matter how long you've been in our industry you can always learn something new. One interesting item were the "Trilex" truck rims. Their 1418 was fitted with these which require different hubs, and it was one of the reasons the boys purchased this truck, as the rims were time appropriate for European trucks. If you look closely at the rim, you will see one of three splits running across the rim. It has a V-shaped bend on the bead. These shapes hold the three separate sections of the rim inline and together. You can also see part of the Trilex name. The purpose of these rims was to easily remove the rim from the tyre, (as the three-part rim comes apart), particularly on the side of the road. The tyres need tubes. Also, Stirling Butchard mirrors from the 1950's, an expensive but much larger mirror than usual back then, worthy of their own *Highway Evangelist* story in future.





*The Trilex rims and homemade mirrors.*

The Fruehauf has imitation plastic timber on the deck which looks good. However, the screws that hold the plastic timber planks down often snap due to stress in the trailer frame so the boys say they wouldn't do this again. The skill of these men shows in the excellent presentation of these old trailers with Les even making the long walking beams for the spread bogie.

The pride and enthusiasm of these two 'gentlemen of the highway' is quite apparent in these combinations, and it is an absolute credit to them. Pride is not a Godly quality according to the Bible, but for all of us who used to get excited decades ago when exhaust butterflies or Jake Brakes echoed coming down through the cutting to the "Hole in the wall" at Picton (or any mountain), I'm sure we could cut the brothers a little slack. On this subject of God, Les had just been to church last time we spoke, and I asked what his favourite scripture was. His reply, "Luke 13:10-17." When Jesus cured the crippled woman in a synagogue on the sabbath. The synagogue ruler criticizes Jesus for working on the sabbath. Jesus rebukes him saying, *"You hypocrites! Don't you water your donkey on the sabbath?"* (v13-15). Les likes this as truckies work on the sabbath heading off for the week.

Great to meet you both, "Keep on truckin' for Jesus fellas," Murray Reedie.

***Author's note:*** *Thanks to Cliff for introducing me to his good mates Greg and Les at the show.*




# JAKE BRAKE

*— Rod Leigo*

In 1888 a brilliant inventor named Clessy Lyle Cummins was born. He went on to patent 33 important ideas including the Cummins engine and the Jacobs Engine Brake that uses the engine's own compression for retarding the vehicle speed on steep grades.

A near death experience involving brake fade and a train was enough for him to turn his inventive mind to the problem of overheated brakes not working.

In the days of early motoring logs were sometimes tied to the back of cars to slow them down. Some cars only had rear brakes.

In America in the 1950's it is estimated 2,500 people died from losing brakes. Highway U.S. 55 in Colorado, Toowoomba Range, Mount Victoria, Rivulet, Bulli and Horrocks Pass in South Australia and many famous places where the problem of retarding a truck was regularly a problem.

Clessy Cummins deduced that all that compression could be used down hill and up hill. In 1960 he patented and released his idea.

The part of the story that concerns us is that the people in the transport industry who had most to gain couldn't see any significant benefit.

European and Japanese truck manufacturers have tried exhaust brakes and hydraulic or electric retarders. We know a Swedish truck fleet user running twice daily over the Great Dividing Range with the factory retarder permanently disconnected. Any experienced operators know today how important a powerful, reliable retarder is.

In the writer's experience the Jake Brake should be standard equipment on all brands, as it is the most reliable of all.

The scepticism of the people who didn't understand the problem was a frustration to Clessy Cummins and many more were to die before the light came on, not unlike Doctor Ignaz Semmelwiess of Hungary who had the audacity to suggest that medical staff and students should wash their hands between the mortuary and the maternity wards.It wasn't that long ago. And another one – Professor Graham Clarke, the Australian ear specialist, who worked on, and succeeded with the cochlear ear device. People laughed, but he persisted. The last we heard he was working on a device for the human eye. Nobody is laughing now.

What's all this got to do with me? Well, God tells us in his book *"You shall search for me and find me when you search for me with all your heart."* So we observe throughout time that if a person humbles themselves, finds and obeys God, they would be a cause for amusement, even persecution.

A quick look at the Bible (Hebrews 1, Acts chapter 7 and Mark, Luke and John) reveals God's desire to commune with his human creation.

We might feel like Clessy Cummins. We found the living God but all we hear is laughter. Jesus said, *"They hated me and they will hate you."*

It is painful to witness nice people just going about making an honest living who can't see any benefit in the forgiveness of sins and peace with God. "Amazing grace, how sweet the sound that saved a wretch like me."

# Lights on the Hill 2026

*Chaplains Report*

After the heart wrenching decision of the LOTH committee earlier on in the year to not proceed with the truck convoy and entertainment at the Gatton Show Grounds on the Saturday, it was all hands-on deck for the Memorial Service to be held as per usual on the Sunday.




Sunday the 4th of October, 2026, finally arrived and greeted us with a beautiful cool morning and a magnificent sunrise. It was promising to be a beautiful day.

When I arrived at the Apex Park Memorial Wall at Gatton Queensland at 8am for the 10am starting time, there was already a large number of drivers, families, and stalls buzzing with an encouraging vibe of emotional anticipation and many more starting to pour in.

Many were catching up with old friends and colleagues, and family groups were gathering together. Trucks were parked in a horseshoe shape encompassing the crowd, all of whom were facing towards the Memorial Wall above them on the hill.

As I mingled with friends and colleagues old and new, I was given the opportunity to be able to sit and talk with a number of people and hear their stories, hug them when they cried and encourage them into the future. I am truly blessed to be given the opportunity to do this work for our Lord, and to show people the love of Christ in such a practical way.

When it came my time to share with the crowd, I was able to tell them I pray for them regularly, that as their Chaplain that is a job God gave me to do, and I will continue to do so on a regular basis. I let them know that I shed tears for those who have lost loved ones when I came to the memorial site alone and reflected on their losses and prayed for them at those times too.

I have always been open with my faith as I have nothing to be ashamed of and I have many a story to tell on how I would not be here on this earth today if it had not been by the protection of the hand of God on a daily basis.

This day was different; I had been wrestling spiritually all week with wanting the Holy Spirit to use me as his vessel and speak only his words and not mine... 'May his will be done', His words and not my own, I would pray.

And it was. I stood in front of a crowd of a couple of thousand people, the majority non-believers, and said that I was praying for them, and I would continue to do so! Wow!

I shared with the crowd about Joshua 1:8:

*Be Strong and Courageous!*
*Do Not Be Afraid*
*Do Not Be Discouraged*
*For the Lord your God with be with you were ever you go.*

I was led to encourage them to be strong and courageous and prayed for them.

The service finished with the emotionally stirring playing of the Piper and then the Trucks that encircled the crowd started their engines, turned on all their lights and sounded their airhorns in unison. What a spirit-stirring few minutes that is.

So came the end of the service for its 23rd year, the crowd didn't all rush off, many lingered, some walked around the memorial and searched for the plaque with their loved one's name on it on the wall. Many talked, hugged, and shed tears, feeling comforted and supported by like-minded 'family' anticipating the days, months and years ahead.

2027 LOTH will be once again a full weekend, being the convoy and entertainment on the Saturday and the Memorial Service on the Sunday morning at the Memorial in Apex Park. Look forward to seeing you next year, travel safe, share your faith openly and Be Blessed,

*Leanne Kelly, Chaplain*



*Theo Reichelt - 'Kulgoa' Bidden, circa 1938*

# *DENNIS TRUCK*

*1923 Commercial Model - Guildford England*

History - Owned by Nat Reichelt of "Kulgoa" Biddon NSW - 6 ton

Made in Guildford England. One of approximately 1000 ever made, research on this truck has shown that this model is the only one in running condition in the world. It was purchased by my grandfather Nat Reichelt off a major brewing company in Sydney in 1931 for£300. It was relatively cheap at the time as it was the transition from solid rubber wheels to pneumatic tyres.

Once purchased the truck was used to transport wool and wheat to the Gilgandra Rail Siding from Nat's 4000-acre property 'Kulgoa' Biddon – 20km north of Gilgandra on the Newell Highway (which at the time was a corrugated dirt road). Before this, for decades a German wagon and a team of draft horses were used, so purchasing this truck was a massive turning point in modernising the farm. It was bought as an incentive for his first-born son, Theo, 22 years old to stay and work the sheep, wheat farm with his father, (as Theo wanted to be a builder), he stayed. Nat had the solid wheels cut off in 1935 and pneumatic rims/tyres 40 x 8 inch Good-year welded on. So those front tyres are the original from 1935!

In doing so, Dad said this took the truck from a boy to a man and greatly improved the bumpy ride and "arm strong steering!" The city slicker that drove the truck from Sydney to Gilgandra some 300 miles at 13 miles per hour on corrugated dirt roads took three days and on arriving shaken stated to Nat and Theo "I'll never drive out here again – ever!" – they had a good laugh! The Dennis is fitted with a six-volt electric light generator and Eddison spark plugs.

Everything is original from the day it was retired in 1949 except for the new seat, canvas roof and 'leather link' fan belt. The rear axle is a worm drive which is the same as the current Mack trucks. There are no front brakes but back brakes and hand brake at the fly wheel. The gear-box is a three speed 'crash box' as synchro had not been invented yet and Dad said "You had to get the rev's just right and only change on downhill or forward motion"



*Hay carting - 'Kulgoa Bidden' circa 1938 L: Blue Carpenter R: -*

(you couldn't change up gear, only down).

During World War II 1940 – 1945 all fuels were heavily rationed and near impossible to get so Nat and Theo retro fitted a 'gas producer' which was a huge tube bolted to the under side of the rear of the truck. The tube was then filled with charcoal and a live fire was lit and the gas from the charcoal was captured and cooled via a lot of gizmos then piped and sucked into the motor. The truck ran like this for four years. This gas producer can be seen today still on the back of this truck with the original charcoal still in place. The truck was started on what little petrol ration they had, then turned off once the gas was coming through. Dried timber in the district was plentiful and charcoal kiln stations so to have a good supply. There were many trucks, cars and tractors converted to gas producers during the war years. In fact, if you look behind you, you will see a grey tractor that two locals made their own 'gas producer' to bolt on to their tractor.



*Loading Wheat at 'Kulgoa' Biddon - circa 1940 L: Merv Reichelt, R: - Truck: Theo Reichelt*



*Firewood for winter 'Kulgoa' Bidden - circa 1938*

The Dennis was finally retired in 1949 and a newer truck bought, so rather than sell it, out of great respect for his father, Theo shedded it on chocks and it has been like this for 75 years. Theo did not take much notice of the plaque in the cabin that stated that "any load over six ton would void the warranty" as far as he was concerned 10 ton of wheat was the new normal. The truck could certainly take it as it is way over engineered which is typical of British manufacturing at the time.

*Stats:*

*Engine – White and Poppe*

*Engine stroke and bore – 110 x 150*

*Fuel tank – 30 gallons- eight miles per gallon*

*Importing Agents – Tozer Kemsley, Sydney*

My father since passed away in 1979 from prostate cancer and so the custodianship has been passed to me. You can see videos of this truck being driven on my Facebook page. NB: If you look at the really early photos and can help me get similar lights and horn for this truck plus a similar one to the ones currently mounted on the truck, please DM me or leave your contact details with the museum.

*Cheers, Brian Reichelt*



# WELCOME TO THE RACE




*Mount Panorama, Bathurst. Photo by Mat Sheard, pexels.com*

The motor car has a wonderful history in Australia with the earliest petrol driven car (The Tarrant) being produced here in the early 1900's. The Tarrant could travel at an impressive speed of just 40 km/h (24.85 mph) in those days and was first sold for £275 (approx. $515). In contrast, today's Australian V8 Supercars cost over $300,000 and the running costs of each Supercar can be between 3-5 million dollars annually.

In 1905, James Robert Crooke built the world's first purpose-built car racing track in Australia at Aspendale Park, Victoria and the Alpine Rally was staged in 1921 followed by the Australian Grand Prix held in 1928 on Phillip Island.

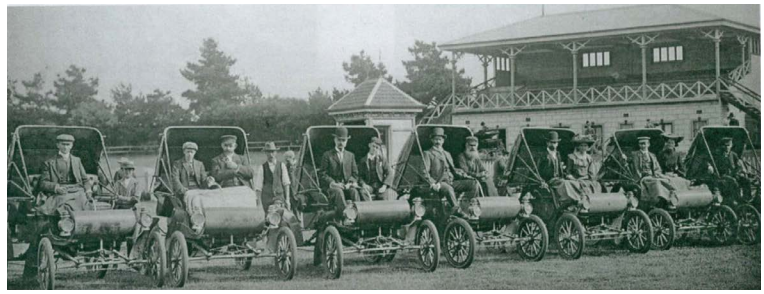
Car racing in Australia has come a long way since the early 1900's with speeds of 300 km/h having been achieved at the Mount Panorama Circuit in Bathurst NSW.

To be a successful racing car driver it takes years of preparation and training, as well as physical stamina, speed, concentration, and a determination to win. Every great race driver has the supreme goal of finishing well, whilst their spectators look on as they approach their final lap.

Motor racing is a team sport even though the competitors may drive their cars alone. There is not one champion race car driver anywhere in the world that can honestly say that they finished their race all because of their own efforts. Every winning driver knows that without others supporting them there would be no victory lap or prize at the end.

Life is a bit like a race because all of us one day will make our final lap on this earth before we cross the finishing line into eternity. Finishing well in this life is extremely important for all of us to consider.

God's Word, the Bible, shows us that it is impossible for anyone to cross the line into a victorious eternity by our own self-efforts (Ephesians 2:8-10). All of us here on earth, need our Creator God in order to have a successful finish.



*A line up of early Oldsmobiles at a rally at Aspendale, 1905. Photo from: https://chelseadistricthistorical.org.au/aspendale-racecourse/*

Some 2,000 years ago, Jesus Christ, who is God, visited this earth and completed the race of life with perfection. On His final day on earth, Jesus was placed on a cross at Calvary, shedding His blood as a payment for all our sins, then rising again from the grave.

*"Christ died for our sins according to the Scriptures; And that He was buried, and that He rose again the third day according to the Scriptures" (1 Corinthians 15:3-5).*

The Bible shows us that just one sin is enough to keep us from finishing the race of life in Heaven. Fortunately, Jesus Christ came to pay the penalty for all our sins, past, present and future so those that trust in Him for salvation can finish well.

Crossing the finishing line from Earth to Heaven is simpler than most people think!

First of all, it is God's desire for every human being to have eternal life with Him (John 3:16-17, 2 Peter 3:9).

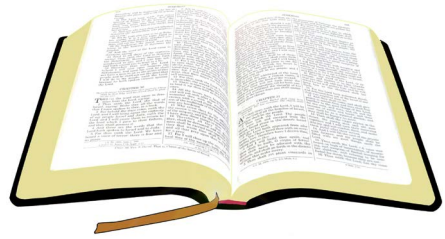
Secondly, Heaven is never attained by living a good life or by doing good works or performing religious practices (Titus 3: 5-7, Ephesians 2:8-10, Mattthew 7:21-23).

Thirdly, you can know for sure, right now, that you will finish life victoriously in Heaven by acknowledging that you have sinned against God and then trusting in Jesus Christ alone, for forgiveness and eternal life (John 5:24, 10:28, 1 John 5:11-13).

*"Let us run with patience the race that is set before us, looking unto Jesus the author and finisher of our faith ..." (Hebrews 12:1-2).*

*Heraldofhope.org.au*

# 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

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# I Just Don't Get It!

I've never been the sharpest tool in the shed. However, I have immense pleasure in reading the Bible every morning, I even carry one in my truck as it has a calming effect on me on a rough day. Unfortunately, I often read a passage that I struggle to understand. My scripture article this edition is an example. I could never get this! So I researched it.



*The Syrophoenician Woman. Photo courtesy of Lumo Project Fims, www.lumoproject.com*

***Jesus Honors a Syrophoenician Woman's Faith (NIV), Mark 7:24-30***

*Jesus left that place and went to the vicinity of Tyre. He entered a house and did not want anyone to know it; yet he could not keep his presence secret. In fact, as soon as she heard about him, a woman whose little daughter was possessed by an impure spirit came and fell at his feet. The woman was a Greek, born in Syrian Phoenicia. She begged Jesus to drive the demon out of her daughter.*

*"First let the children eat all they want," he told her, "for it is not right to take the children's bread and toss it to the dogs."*

*"Lord," she replied, "even the dogs under the table eat the children's crumbs."*

*Then he told her, "For such a reply, you may go; the demon has left your daughter."*

*She went home and found her child lying on the bed, and the demon gone.*

The woman, and we don't know her or her daughter's name, is from Phoenicia in the Roman province of Syria. She was Greek and this was Gentile territory. Gentiles being those that are not Jews. This passage is in the Gospel of Mark. This chapter starts with the topic of sin. Pharisees (members of an ancient Jewish sect and observers of traditional and written law) were still criticising Jesus and his disciples; this time about ritual hand washing before eating, but Jesus said that filth came out of people's mouths, originating from their hearts, filth couldn't be taken from outside. Moses certainly never spoke about ritual washings (v2-5). Jesus called Pharisees hypocrites like Isaiah did (Mark 7:6) The Pharisees hearts were hardened; they just didn't get it.

All the people (particularly the Jews) around Jesus knew he was the Son of God from his miracles, but His disciples who additionally saw nature miracles like the calming of the sea (Mark 4:35-41), they just didn't get it. It was a couple of chapters later in Mark that the disciple Peter finally got who Jesus was, *"You are the Christ,"* meaning the anointed or chosen one, (Mark 8:29). Peter got it!

When the woman asked Jesus to drive the impure spirit out of her daughter, Jesus said, *"First let the children eat all they want,"* he told her, *"for it is not right to take the children's bread and toss it to the dogs"* (v27). She replied, *"even the dogs under the table eat the children's crumbs."* I couldn't understand why Jesus, the man who we never saw upset apart from him trashing the temple courts as Jesus was upset trading was taking place there (Mk Ch11:15), could be so callous or rude. If your child was possessed by a demon, something that was common in the Gospels. How would you feel if Jesus was not interested? I just didn't get it!

However, Jesus' agenda when he came to earth to die on the cross to pay the price for all our sins past, present, and future, so we could get to the Kingdom on our earthly death, was to first show the Jews he was the Messiah, with His miracles and teachings like The Sermon on the Mount. (Mk Ch 4-5). In time God wanted all people of the world to know Jesus and have faith in Him. However, this mostly happened from the Bible's book of Acts onwards. At the end of the Gospel, we get the first real inkling of this when Jesus tells His disciples, *"Therefore go and make disciples of all nations, baptising them in the name of the Father and of the Son and of the Holy Spirit,"* (Matthew 28:19). This is known as The Great Commission. It involves teaching (including us teaching), everyone about the Gospel. You may recall Saul who persecuted Jews had his "Road to Damascus" moment with the LORD and thereon spread the Good News of the Gospel as St Paul (Acts 9:3-8). Likewise, the disciple Peter who was a Jew, was racist but given a lesson by the LORD about racism and loving everyone, not just Jews, (Acts Ch10:9-16). All Christians know that Jesus loves all people regardless of race and offers us all eternal life in his Kingdom if we have faith in Him. This is evident in the book of Acts which is straight after the 4 Gospels in the Bible.

The woman had great faith in Jesus. She knew what He had been doing with miracles helping people. When Jesus said, "First let the children have all they want," He wanted to make sure all the Jews found out about the Gospel; the Jews were all His Father's children and Jesus wanted to concentrate on them first, but He signals that the Gentiles will get their share of Him in future. The woman felt they didn't need a feed (i.e. Jesus' care and mercy), just a mere morsal which they could have if they had a place under the Jew's metaphorical table like dogs. So, the woman came back to Jesus straight away with; *"even the dogs under the table eat the children's crumbs."* To her Jesus' love was great enough to share a few crumbs leftover from the Jews.

Jesus' reply to her is now the Jesus we recognise, *"For such a reply, you may go; the demon has left your daughter."* When the woman got home, her daughter was cured, the demon was gone because the woman showed faith in Jesus. Another example of Jesus' long-distance cures.

Now I get it! Everything in the Christian Bible is there for a reason. The New Testament is close to 2,000 years old. Parts of the Old Testament are much older. If you struggle to understand a Bible passage, ask a Christian, read an online commentary, or go to a church and ask a stranger. They will happily get you the answer.

*Blessings, Murray Reedie.*

*Some ideas are from "Matthew Henry's Commentary on the Whole Bible," and "New Bible Commentary."*

*What did they give the person that invented the door knocker? A Nobel prize!*

*Why do space rocks taste better than Earth rocks? They're a little meteor.*

*What do you get when 9 ants move in with their mate? Tenants.*

*I love to tell dad jokes. Sometimes he laughs.*

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# *Enough Food For Everyone: The Abundant Surplus of God's Kingdom*

*Rev. Kelly Ladd Bishop*

In the gospel of Mark, in chapter 7, we see two stories that talk about food.

First, in 7:1-5, the Pharisees call out Jesus because his disciples are eating food without first ceremonially cleansing their hands.

Jesus fires back in 7:6 about the hypocrisy of the Pharisees, quoting Isaiah saying that the people honor him with their lips but not their hearts, and their worship and teachings are "merely human rules."

He goes on to say that nothing that goes into the body defiles, only what comes out. When his disciples later ask him about this, he calls them dull for not understanding his parable about food. Jesus explains that food does not go into the heart, but into the stomach and out of the body. But it is immorality, greed, envy, slander, etc. that come out of a person and make them unclean. Mark notes that by saying this, Jesus declares all foods clean.

This is an important backdrop for the next story of a Syrophoenician woman.

Declaring all food clean has major implications for the Pharisaical understanding of salvation through following the Torah, and for Jesus' mission to the Gentiles, which is who he visits next.

In Mark 7:24 Jesus travels to Tyre and encounters a Syrophoenician woman. In his previous encounter he spars verbally with Jewish men, and their lack of understanding leaves him frustrated. This time he spars verbally with a Gentile woman to quite the opposite result.

Tyre had long been in tension with Israel, and had been known for its pagan worship. The woman he meets here is a Greek born in Syrophoenicia. Her credentials put her squarely in opposition to Israel, the Torah, and everything the Jewish leaders believe is necessary for salvation. But while Jesus was opposed by the Jewish religious leaders in Israel, here in this pagan land, this woman throws herself at his feet.

And, in contrast to his encounter with the Pharisees who could not hear and understand his words, this woman matches his wit and demonstrates deep spiritual understanding.

Her little daughter is possessed by an unclean spirit and she begs Jesus to drive the demon out of her daughter. His response, at first glance, seems harsh, even offensive:

*"First let the children eat all they want," he told her, "for it is not right to take the children's bread and toss it to the dogs" (7:27).*

Undeterred she continues:

*"Lord,"* she replied, *"even the dogs under the table eat the children's crumbs."*

Then he told her, *"For such a reply, you may go; the demon has left your daughter" (7:28-29).*

The term "dog" was a pejorative in the ancient world, and in the rabbinic tradition it was a term of reproach. Applying it harshly to Gentiles would have seemed appropriate to many in Israel.

But there are some elements of the story that get lost in English.

First, the Greek term for a street dog was *kyōn.* Jesus uses the word *kynarion,* which would be a small dog kept as part of the household. The implication here is quite different.

Jesus is acknowledging the cultural divide between Israel and the Gentiles, and noting that the Messiah's first mission is to Israel. He doesn't tell her no, he simply challenges her request with a clever question.

If the Messiah is to come first to Israel, how can you, an outsider, ask for healing from the Messiah?

Without missing a beat, she picks up on his parable, and answers succinctly.

This is the second thing we miss in English. Jesus refers to Israel as *teknōn,* which means biological children. The woman refers to Israel as *paidiōn,* which is an inclusive term, including all members of a household all the way down to children and servants in the home.

With this one word change, this woman suggests that she knows God's mercy will extend beyond Israel, and that more than just the biological or ethnic children will be considered part of the family.

Jesus' own words agree with her. He never excludes those who are not biological children, he only states an order of events - the Messiah will go first to the children, ethnic Israel. She says, yes, but your mission is to the entire household, not just the biological children. Even the pets in the household benefit from the provisions of the good master.

Jesus' mission was never meant to exclude Gentiles, and she knows this. In fact, she appears to understand the mission of the Messiah better than Israel does. She accepts the priority of Israel in the mission, but reminds Jesus that the household pets are also part of the household. Surely the master of the house (Jesus) will care for all creatures under his roof!

She understands the abundance of God's provision, and that, even though the mission is first to Israel, there is sufficient surplus for the rest of God's household - even for one such as herself.

With Jesus, when we receive we are never robbing others. The surplus of God's grace overflows to all. Jesus rewards her faith and understanding with healing her daughter.

The previous story ended with Jesus calling his disciples dull. This one ends with his pleasure at this woman's recognition of both his mission, and his abundant grace for all who believe. In God's Kingdom, there is enough food for everyone.



## *Golden Oldies Truck Club, Dubbo*

The Golden Oldies Truck Club (that is how it commenced) of Dubbo held their bi-annual display at the Showground recently. Now the event includes buses and tractors together with a Quilt display in a pavilion.

One Victorian exhibitor with a truck travelled via South Australia to attend. Over 200 trucks were on display. Trucks and buses were lined up on the oval; other trucks were under a big shed as well as other areas. During the afternoon everyone was requested to leave the oval so a grand parade of trucks and buses could do a lap around the trotting track.

Transport for Christ were able to set up a stand in a pavilion, giving away Highway Evangelist papers and new Matchbox cars for children. There was a steady flow of visitors during the day.

*— Neil Hawke*



# Under the Bonnet ...

*answering the questions you always wanted to ask a truckie!*

***Q. Can you take a dog with you? — Mark B.***

*A. Yes, and some drivers do. It would be up to the truck owner. I don't as I lived in my truck and wanted it clean, but not all dogs would make a mess. The advantage is company, also security when sleeping in the bunk in the middle of nowhere or leaving your truck unattended. Some truck customers and truck stops wouldn't let you have the dog wandering around. An advantage would be a dog won't give cheek like a human!*

***Q. Do you eat all your meals in restaurants? — Wes B.***

*A. Usually the night meals. We often just have a sandwich for lunch on the move. Breakfast can be a bowl of cereal in the truck, or a cooked breakfast in a truckstop. Some drivers have small ovens, food warmers, or microwaves in their cabs. Almost every driver has a fridge in the cab. Some drivers even have a gas BBQ or stove to make a night meal in a parking bay. The cost of food in restaurants, roadhouses and cafes can be expensive, so we look to find ways to save money, however meal money is tax deductable or paid by many truck companies once you are a certain distance from home.*

***If you have a question you'd like to ask a truckie, please email it to jndwheeler@hotmail.com***

# Golden Oldies

*... continued from the back page:*

A third generation trucking family, the Cummins family were originally from Douglas Park, NSW, but now the business is based at Taralga near Goulburn. "Bull" Cummins – his nickname Bull was all anyone used – started the business and his son Ken took over from him. Today it is owned by Ken's sons Kraig and Kris.

Ken Cummins purchased this beautifully presented 1985 model yellow SuperLiner in the early 1990s.

The truck was bought new in '85 by a sub-contractor to Blue Circle Cement and was put to work pulling a dry powder tanker. He kept it for a few years then traded it on a new Trident. So it sat on the lot at Mack Trucks Chipping Norton for some time before catching the eye of Ken who was looking for another truck for the fleet. In the meantime Mack had rebuilt the engine so it was ready for work.

The revered E9 V8 engine is rated at 500hp and feeds into a 12-speed overdrive Mack transmission and 38,000 pound diffs with a tall 4.17 ratio. This enables relaxed cruising of 1,500rpm at 100km/h. It also has a good spread of ratios for lower speed work when pulling a float.

The truck was recently revamped with a new fifth wheel and the chassis repainted, along with a new taillight bar and cab and bullbar polish.

According to Kris Cummins, one of Ken's sons, the SuperLiner is ultra reliable. "You can jump in it and go anywhere you want," he says.

The Cummins family owns a range of Macks including two other SuperLiners, an '84 and an '86, as well as older NR, B Model and Flintstone variants.

The family is proud to still be working these iconic trucks that played a pivotal role in the Australian road transport scene in the latter part of the 20th century.

*— Paul Matthei*




# TAILGATE



## An Answer To Prayer

Captain Johnson was a Christian serving on an island in the South Pacific during the second World War. While some soldiers were returning to their base after a successful mission, their army plane began to lose altitude. As the engines seemed to fade out, the crew found themselves over an island on which they were able to make a safe landing.

Later the men learned that the enemy was just half a mile in each direction, yet their landing had not been discovered. The staff sergeant approached Captain Johnson and said, "Captain, you have been telling us for months of the need of praying and believing that God will answer our prayers. Now is your chance to prove what you have been saying."

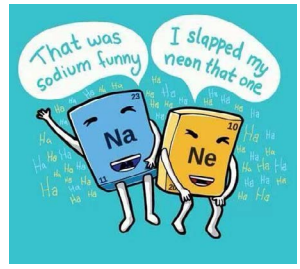
All afternoon Captain Johnson was on his knees, and as he prayed, he was assured God would work a miracle – send them gas and get them free from enemy territory. Night came and the crew slept, but Johnson continued to pray.

About two o'clock in the morning the staff sergeant was strangely awakened. He got up and walked to the edge of the water. There on the beach he discovered a barge which had drifted into shore. On it were fifty barrels containing high octane gasoline that they could use to fill up their tanks!

A few hours later the crew reached their base safely.

Later the crew found out that some time before, the skipper of a U.S. tanker, finding his ship in submarine-infested seas, had his gasoline cargo removed so as to minimise the danger in case his ship was hit by a torpedo. The barrels of gasoline were put adrift 600 miles from where Captain Johnson and the plane crew were forced down. God had navigated one of the barges through wind and current for 600 miles and beached it fifty steps from the stranded men! What a miracle!

*"Stand still and consider the wondrous works of God." Job 37:14*




### GET YOUR SCIENCE HAT ON!

*Why did the fossilised wood walk out of the scary movie?*
*— It was petrified!*

*Eight sodium atoms walked into a bar, followed by Batman.*

*I watched a documentary about Oxygen and potassium.*
*— It was OK.*

*— from the CSIRO instagram page*

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***Send a text or leave a message. We have representatives across the country who are available to talk.***

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




## Golden Oldies

*There's something really special about the Mack SuperLiner that captures the imagination. Anyone who has driven and appreciated the Mack product could envisage driving down the highway looking out over the big square bonnet with the bulldog mascot at the leading edge.*

*Continued on page 14 ....*

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