

event of a tire blowout they are impossible to control, as for example, if the front tire blew out, the bike would flip end over end. Dad refers to them as "speed-demons rushing to their destruction. They have a fascination for death, 'them that love death'! They want to die as fast as they can, they get their kicks challenging danger & death, & the Devil gives it to them." A pretty strong case against motorcycles! Even sweet Tech at one-&-a-half years old will burst forth with, "Absolutely ridiculous!" when she hears a loud motorcycle go by!

SECURITY

NOT TOO LONG AGO WE HAD QUITE A RUDE AWAKENING WHICH HAS SINCE CAUSED US TO BE MUCH MORE SECURITY-MINDED WHEN OUT IN THE CAR. A nearby unit had their vehicle broken into & robbed in a parkinglot where the thieves were so bold as to smash the window to get in. Thank the Lord nothing of irreplaceable value was stolen, but Dad was quite upset that they had not followed some of the basic security rules outlined in the earlier letters.

HE WENT OVER THEM AGAIN FOR THE BENEFIT OF ALL OF US, REMINDING US NEVER TO PARK IN AN ISOLATED AREA, but to take the extra five to ten minutes necessary to find a place in front of a shop or restaurant, a spot clearly visible, so that any potential thief will not be sure that you are not going to pop out at any moment, or if you are actually keeping an eye on the car from inside the store!

DAD IMPRESSED ON US THE IMPORTANCE OF LEARNING TO BE SENSITIVE TO POTENTIALLY DANGEROUS SITUATIONS, & to put ourselves in the shoes of a thief & park in an area that would be the riskiest for him. He said that if we do something foolish to tempt a thief, that we are just as guilty as a thief, if not more so!

HE SHARED SOME OTHER GOOD POINTERS, SUCH AS BEING SURE THAT YOU LOCK ALL THE DOORS IF YOU ARE EVER SITTING IN A PARKED CAR ALONE. If you ever take a taxi home late at night always ask the driver to wait until you are in the door of your house or apartment, an especially important point to remember for girls who are alone.

IN GENERAL DAD PREFERS THAT WE PARK IN SUPERVISED LOTS WHERE THERE IS SOMEONE TO KEEP AN EYE ON THE CAR. He said it is not just good enough to park in a "nice" neighbourhood, as thieves come to "nice" neighbourhoods to steal "nice" cars!

DRIVING TIPS

WHEN WE ARE OUT DRIVING WITH DAD WE ALWAYS LEARN LOTS OF GOOD TIPS AS WE ENCOUNTER NEW SITUATIONS. We try to avoid small back & side roads, as so often cars come barreling around sharp corners, & there is very little room to pull over to avoid them. For this reason Dad mentioned that it is actually safer to drive in such areas at night with your high beams on, as this will give oncoming cars ample warning of your presence, & will hopefully cause them to slow down.

IF YOU EVER HAVE TO STOP ON THE ROAD BE SURE THAT YOU STOP ON A STRAIGHT STRETCH & NOT ON A CURVE, in a place where you can easily be seen at a distance from both directions.

WE HAVE MADE IT A PRACTICE NEVER TO DRIVE IN RAINY WEATHER IF AT ALL POSSIBLE. Dad told us that the most dangerous time to drive is actually when it has just started to rain, as there exists on all roads a fine layer of oil & exhaust residue which is actually transformed into an oil slick by the first drops of rain. As the rain continues it washes it away. THIS IS A RULE IN OUR HOUSE, THAT IF IT IS RAINING OR THE ROADS ARE WET WE DON'T DRIVE. There have been some very rare exceptions due to emergencies but Dad makes sure that they are very rare.

DAD ALWAYS ASKS US TO USE OUR GEARS AS MUCH AS POSSIBLE TO SLOW DOWN, thus avoiding wear on the brakes. When on a down grade he prefers we stay in a gear that does not require the use of the brakes, allowing the motor to act as the brake.

SOME CONSTRUCTION WORK NEAR OUR HOUSE GAVE DAD THE OPPORTUNITY TO SHOW US HOW TO DRIVE ACROSS SHALLOW DITCHES OR RIDGES IN THE ROAD. He had us approach the ditch slowly at an angle so that one tire at a time crossed it, preventing possible damage to the axle.

WE SINCERELY HOPE & PRAY that these little bits & pieces will be of a help to your Mobile Ministry, & that your time spent travelling will be a happy one. And we are sure that it will be, if you pray, trust & obey & read & reread the Mobile Ministry Magazine!

"How firm a Foundation ye saints of the Lord

Is laid for your Faith in His Excellent Word

What more Can He say than to you He hath said

To you who for refuge to Jesus have fled?"

anything for that matter that might have dropped out of trucks on the highway. They'll give you a real jolt or a flat tire if you hit one hard enough. One time a sign about four feet square fell right off a truck that was going at a high speed on a freeway & landed right in front of us, right in the middle of the lane. I didn't have time to swerve or go around it so I just had to pray & say "Lord help me!" & I straddled it!

"TRAFFIC IS A DANGEROUS THING SO THE SAFEST THING TO DO IS TO AVOID TRAFFIC ALL YOU CAN. It's crazy to ride a bicycle on a busy highway without a light or at least a tail reflector."

DAD ALWAYS SHARES WITH US LESSONS LEARNED DURING HIS MANY YEARS OF CARAVAN LIVING. "I doubt if the wind screens that you put on top of your car to lower the air resistance of your trailer do much good. And if you drive with them without a trailer it just sucks you back."

(WHILE PASSING THROUGH ANOTHER TOWN HE COMMENTED) "IF YOU'RE PULLING A TRAILER IT'S BETTER TO GO TEN MILES OUT OF YOUR WAY THAN TO GO THROUGH A TOWN. When driving a trailer I didn't like cities or towns at all, crowded streets, lights, traffic & a lot of narrow turns. You have over-hanging signs & all sorts of things to watch out for, so I did everything I could to avoid a town if I could."

DRIVING IN ICY CONDITIONS

"ON A DIRT ROAD THE MORE ROCKS & DIRT THE BETTER because it keeps your traction & keeps you from sliding. In snow or ice the rocks prevent you from sliding as they stick right through like corrugation, like bumps or chains & they give you traction, whereas on a perfectly slick road, why you can really slide."

"ON AN ICY ROAD ONE OF THE WORST THINGS YOU CAN DO IS PUT ON YOUR BRAKES. The best thing you can do if you have a chance is to down shift, but whatever you do, take your foot off of the gas & just sort of coast if you can. But if you do have to apply your brakes at all, just sort of touch them off & on a little bit. (Alfred: Pump them you mean?)

"NO, JUST SORT OF TOUCH THEM, TOUCH & TOUCH LIKE THAT, BUT DON'T PUMP."

In other words so that you just apply them very very slightly, momentarily, as otherwise your wheels can stop completely & do nothing but slide. Now if you start skidding, believe it or not you should turn your front wheels in the direction of the skid & hope that there is nobody

there. Turn your front in the direction of the skid as this keeps your equilibrium, & your car facing the right direction. Otherwise it is the back end which usually starts swinging around this way or that way.

"IF YOUR BACK END STARTS SWINGING AROUND TO THE RIGHT THEN KEEP YOUR WHEEL TO THE RIGHT, & if your back end starts swinging around to the left then you gently nudge your wheels to the left & hope that there is no car on the other lane. When the car starts skidding to the left like this, people have a tendency to turn their wheels to the right, thinking that they are going to get them back this way. Instead that makes your car whirl right around. I've seen cars just turn completely & spin around right in the middle of the road."

"THE BEST THING TO DO THOUGH IS DON'T EVER DRIVE ON A ICY DAY, don't ever drive on ice if you can help it. If it has been wet weather, either rain or snow & then it goes down below freezing during the night, the roads are going to be icy the next morning, unless the highway department has salted them, or it is a very well-travelled road where there is a lot of traffic & the friction of the tires wears the ice away."

"IT IS BETTER TO WAIT & PLAY IT SAFE TILL IT IS A SUNNY DAY, or take your trip in the afternoon when the roads are warmed up & the ice is melted."

BLOWOUTS

"STEERING WITH A FRONT WHEEL BLOW-OUT IS A GREAT DEAL THE SAME AS DRIVING IN ICY CONDITIONS. Usually a rear tire blow-out doesn't affect your steering any & there is no problem in slowing down & pulling off to the side of the road."

"BUT A FRONT WHEEL BLOW-OUT WILL GRAB YOUR STEERING IN THE DIRECTION OF THE BLOW-OUT TIRE. This is why you should always have your best tire on the left front, so that if you have a left blow-out it doesn't suddenly pull you over into the opposite lane, in front of oncoming cars. The right front is not so bad, but it will pull you clear off if you don't have a firm grip on the wheel. If you have a very firm grip on the steering wheel it will affect it very little."

"THE FIRST THING YOU DO THE MINUTE THAT YOU HEAR THE BLOW-OUT IS TO TAKE YOUR FOOT OFF THE GAS. Don't immediately slam on your brakes either, as that can cause problems, but take your foot off the gas & take a very firm grip on the

DAD THE BACKSEAT DRIVER! --Part 3--By James Penn.

RFN

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AS MENTIONED PREVIOUSLY, DAD LIKES TO EXPLORE THE REGION HE LIVES IN, GETTING TO KNOW ALL THE ALTERNATE ROUTES, so that we are familiar with the area in the event that we would have to flee. And as we are constantly moving that means there are always new faces & places to see & visit,--one of the benefits of being a Gospel Gypsy!

DAD & MARIA ARE SUCH GOOD EXAMPLES TO ALL OF US OF PUTTING GOD'S WORK FIRST, working long hard hours mining & refining the Words & tending to the Family's Worldwide needs, not to mention the monumental task of organising & compiling the FN. Virtually their only recreation is their daily "constitutional" & the occasional outing in the car which, as mentioned above, is not strictly pleasure but a sort of "busman's holiday". So we are always very happy when we hear that they would like to go out in the car, even if just for a few hours, & do our best to ensure that the trip is a safe & pleasant one.

HOW WOULD YOU LIKE TO GO OUT ON ONE OF THEIR DRIVES? It's always a special treat for whoever is asked to go, & we are sure to spruce up & look our best. As soon as we hear word of a planned outing those of us involved in preparing the car, snacks etc. leap into action, doing all that we can to ensure that it will be a pleasant time for our King & Queen. Sue prepares their favourite snacks, & James gets out his bucket of bits & pieces and cleaning material & goes to work on the car. As well as going over the daily check-list he visually checks the brake fluid & fanbelt, dusts off the car, & if necessary wets it down & goes over it with a chamolix.

A COMPROMISE BETWEEN JUST RINSING THE CAR WITH WATER & A FULL WASH is to put a little car soap in the water & then wash the car off with the chamolix as no rinse is necessary. He then cleans out the inside, dusting & vacuuming if needed & making sure that it is tidy. Lastly he visually checks the tires & looks under the car to be sure there are no dangerous objects in the way. He also verifies that the hood is properly latched, as one time it wasn't, & it could have easily flown up causing a serious accident if Dad hadn't noticed it in time & had us stop--LHU!!

ONCE THOSE GOING ARE ALL SETTLED IN THE CAR, DAD HAS UNITED PRAYER while it is warming up & then we slowly pull out. Dad always asks that those staying at home

pray for the ones going out, that they will accomplish their mission.

WHILE ON THE ROAD DAD IS CONSTANTLY SHARING LESSONS & EXPERIENCES about driving, so much so that we bring along a tape-recorder to catch all these precious jewels, as they are such a help to us. We are constantly amazed at the great storehouse of information he has & his desire to share it all with us. Because of this we learn so much each time we go out and hope that the following lessons shared during these outings will be a help & blessing to you.

"50 KILOMETERS AN HOUR WAS THE FASTEST SPEED EVERYBODY USED TO DRIVE at when I was young. About 40 miles an hour that was top speed, at 40 you were really speedy! I drove very slow when I was young, crossing the country from Oklahoma to Texas. 25 miles per hour or 40 kilometers per hour was high speed, top speed just like this. Imagine going thousands of miles like this, why you can really see the sights!"

(WHILE PASSING A SHEPHERD.) "SHEPHERDS HAVE TO BE VERY PATIENT MEN STANDING AROUND WATCHING THEIR SHEEP ALL DAY. I presume they're there just to make sure that the sheep all get enough to eat & behave themselves & keep them from getting into trouble. Do you know that sheep are almost the most helpless animals on Earth & that they can't survive without man?"

(GOING THROUGH A SMALL TOWN) "THEIR MINDS ARE PROBABLY AS NARROW AS THEIR STREETS. Watch out when you see kids horsing around, I saw one right out on the road in front of us. Whenever you see a bunch of kids standing around near the road watch out & be ready to slam on your brakes."

"IT PAYS TO KNOW YOUR COUNTRY & explore it in advance, all the various routes & alternate routes especially if you're in flight. Just like when we saw the police checkpoint I already knew there was another way to go, so we by-passed them & we found an even better way!"

(DAD SEES A BIG LONG BUS ABOUT TO PULL OUT AT AN INTERSECTION IN FRONT OF US & tells us about a car accident he was involved in several years ago in a borrowed car!) "Just to see that gives me a funny feeling in my stomach, the same kind of feeling I had when I slammed on the brakes & found out that I didn't have any & went sailing right on into that bus broadside."

"WATCH OUT FOR SACKS OF CEMENT, or

wheel. You should always drive with both hands on the wheel if you can, & if you are too tired you shouldn't be driving.

"KEEP A VERY FIRM GRIP ON THE WHEEL, & TAKE YOUR FOOT OFF THE GAS, & THEN GENTLY APPLY YOUR BRAKES. Don't slam on your brakes suddenly, as it could have an effect of jerking the wheel one way or the other toward the blow-out tire."

"I HAVE HAD A FRONT WHEEL BLOW-OUT AT 70 MILES AN HOUR & THE CAR HARDLY EVEN SWERVED because when I'm going that fast I hang onto the wheel with both hands just like I have them right now. Racing track test drivers have proven that a front wheel tire blow-out does not need to cause an accident at all if you are prepared for it, have a firm grip on the wheel & just slow down to a stop, & of course try to pull off out of the lane of traffic if you can."

"THEY HAVE TESTED TEST DRIVERS, PUTTING DYNAMITE CAPS ON BOTH FRONT TIRES so that the driver didn't know when they were going to blow. Then they'd drive at a high speed of 80 or 90 miles an hour & when the caps blew they didn't even swerve because they had such a good grip on the wheel. If you don't have a good grip, the blow tire has a tendency to yank the wheel in that direction; if the left front blows it yanks your wheel over to the left, & the right yanks your wheel over to the right."

"THE BEST THING IS TO NEVER HAVE A TIRE ON THE FRONT THAT IS GOING TO BLOW. Put your very best tire on the left front & your next best tire on the right front so that you make sure that you don't have any front tire blow-outs. Then put your next best tire on your right rear as those are the pushers & on the down side of the highway where most of the weight is, the right side. Then put your poorest tire on the left rear, well actually put your poorest tire on your spare!"

HEADLIGHTS

"SEE HOW YOUR HEADLIGHTS ARE DOING? YOUR HEADLIGHTS ARE SUPPOSED TO BE FOCUSED SO THAT THEY DON'T SHINE ABOVE THE WINDOW LEVELS OF THE ONCOMING CARS or the passing cars. They should be focused, or aimed just below the window level so that they don't shine in the eyes of the drivers."

"YOUR BRIGHTS ARE SUPPOSED TO BE CROSS-EYED. Your right hand brights are supposed to be focused to the left & they should be focused so that at any distance your lights will not strike a car ahead

of you, coming or going, above the window level. Your left highbeam should be pointed & focused quite high to the right hand ditch, & the signs & things that are on the right."

"THEN YOU FOCUS YOUR RIGHT HAND HIGHBEAM WHICH IS USUALLY A SPREAD BEAM. Your left hand beam is almost made like a spotlight, & your right hand one is a spread beam which spreads out over the pavement & shoots almost straight ahead, & yet it lights up things a little bit to the left as well. With the low beams one has got to be pointed to the ditch on the right, not straight over to the ditch but way up ahead to the ditch so that you can see the ditch & the signs etc."

"YOU CAN SOMETIMES GET THESE THINGS FOCUSED PRETTY GOOD UP AGAINST A WALL OR A GARAGE if you know how high they are supposed to be. In that case you have to measure from the ground to the top of the headlight & then, to be safe be sure that when you turn the light on, the area of your low beam doesn't shine any higher than the light of your headlight above the ground when you turn the lights on against the wall. Savvy? Your highbeam then can be a little higher."

"THESE EUROPEAN CARS WITH OUTSIDE HEADLIGHTS ARE A LOT EASIER TO FOCUS than the fender-set inset headlights of the States which you have to take apart with a screwdriver & all that stuff. The other night Alfred just stepped out of the car & I told him just how to do it."

"THAT IS THE BEST WAY, AN ACTUAL NIGHT ROAD TEST WITH THE CAR OUT ON A NICE LONESOME ROAD where you don't bother anybody & where you can focus the headlights just the way you want them. See how they really pick out those signs now? In most States of the U.S. the high beam must be dimmed on an oncoming car or an oncoming passing car, & you are not supposed to put your brights on till a car is 200 meters from you, going or coming."

"SOMETIMES ON THE CREST OF A HILL EVEN YOUR DIMS WILL GET A GUY IN HIS EYE & you will find him blinking at you because the front end is tilted up as they are coming over the hill. There's nothing you can do about it because of the curvature of the road, but sometimes if your dims are on & they blink at you, if you throw your brights on it will throw them high enough that they will shoot over. But if it doesn't do anything else, it just