



SERMONS ON SAFETY
OUTLINES FOR THE BUSY MINISTER



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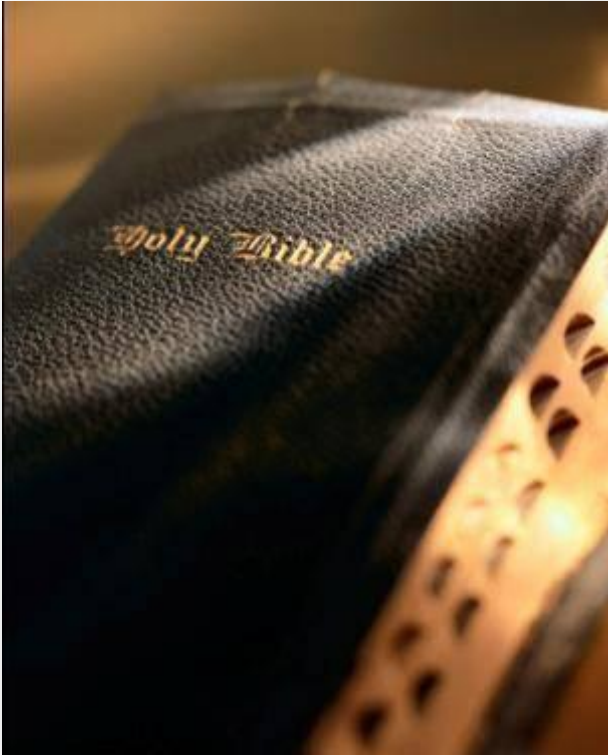
CONTENTS

Introduction	3
The method.....	4
About the author Mike Winnett	5
Teachers or Actors?.....	6
God’s policemen.....	7
A health risk	8
Blood on our hands	9
No regrets	10
Safety fences	11
My brother’s keeper.....	12
A furious driver.....	13
God’s cameras.....	14
Highway robbers	15
Payback time.....	15
The clock only runs forward.....	16
Ignorance is no excuse.....	17
The good Samaritan	18
The prayer for travelling mercies.....	19
Gravity rules.....	20
Breakdown maintenance.....	21
Who are you?.....	22
Know your limit.....	23
Learning a lesson.....	24
The wheel fell off.....	25
Brain dead.....	26
Construction sites? Destruction sites?	27
Guilty by association.....	28
Bad behaviour	29
Mockery	30
The humble man	31
Flashers.....	32
He who pays the piper calls the tune	33
Justice for all	34
Second class travel	36
Do gooders.....	37
Child safety	38
The castaway.....	38
Careless and don’t care motorists.....	40
Value for money.....	40
A future investment	41
Why does God...?	42

Watchfulness	43
Comforting the bereaved	44
Double standards	45
Survivor.....	46
Tunnel vision	47
Oh brother where art thou?	48
Leopards without spots?	50
You failed ME.	51
Twins.....	52
Leading by example.....	53

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Introduction



Road Safety is a human behavioural problem, associated with, among other things a lack of education, risk taking, environment and culture. Nearly 1.5 million people are killed on the roads of this world each year (280,000 in Africa), in what are often called “accidents” but there are always underlying contributory factors that indicate it was not really an accident. Something went wrong that could have been avoided. There was a system failure.

Accidents also generate international Conferences, Workshops, Committees and Training for the chosen few, who seldom if ever, make any attempt to apply the principles and practice to their own nations. These meetings also cause grand statements of intent to be issued, as if that itself will make the change.

For example, the African Road Safety conference held in Accra in 2007, had as the overall theme, “road safety and the millennium development goals (MDG); reducing road traffic fatalities by half by 2015”. It should not surprise us that this talk shop did not issue one practical commitment to undertake a specific road safety activity (e.g. seat belt wearing, child casualty reduction). Why should they? Road Safety is not however, a MDG and as 2015 approaches you will see that the numbers, far from halving, will be increasing. The annual increase in traffic fatalities in Africa is a monument to failed strategies and policies.

Road Safety does not always require expensive solutions. If we can change attitudes, then we can start to affect the numbers of casualties. Ministers of the Gospel are ideal road safety advocates, if not the very best. They have that special qualification, because, Ministers of the Gospel spend their lives changing people’s attitudes and behaviour. Here is another area where they can be very effective.

You may say to me, that the Bible doesn’t say anything about road safety but I hope to prove you wrong. In fact the Bible is full of practical advice to get us safely through life. Solomon was so imbued with the wisdom of God that he found a word for everything. *1Ki 4:32 Solomon wrote three thousand wise sayings and composed more than one thousand songs. He could talk about all kinds of plants, from large trees to small bushes, and he taught about animals, birds, reptiles, and fish (CEV).*

Ministers of the Gospel exercise a care for the soul’s of God’s people preparing them for service in this life and readiness for the life to come. They also have a duty of care for their flock’s welfare in this life.

How often are productive lives cut short because of carelessness and ignorance? Does the Bible have any remedies; does it have guidance on safety for our times? The answer is a resounding **YES!** This series of sermon outlines is designed to help the busy Minister and provide topics for Sermons and Bible Study groups. It aims to bring a focus on how we as Christians can improve our own safety and the quality of life of those around about us because if we do not, it is unlikely to happen.

The method

The Apostle James warns us that abstract faith is a worthless corpse unless it can be turned to action. *James 2:26 For as the body without the spirit is dead, so faith without works is dead also.*

As Christians, we rightly set our minds on things “above” *Col 3:2 Set your affection on things above, not on things on the earth.* Paul says that we should not focus our affection on daily life. That does not mean that we should neglect our neighbours. It is a question of where our priorities lie. Christianity does not encourage us to be neglectful of earthly duties, although it is easy to do so.

Perhaps this neglectful attitude led to the observation that many “Christians are so heavenly minded that they are of no earthly use”. It may also lead to the charge that we are hypocrites, because we preach the things that we do not do. Law breaking Christians, whether it is breaking God’s law or man’s law brings the faith into disrepute.

The Bible abounds in illustrations of our subject “Safety”. It is a duty that we often fail in, whether it is maintaining safety in the home, safety in the workplace or safety on the highway. The care of others is summed up in the Royal Law or Golden Rule. ***Mat 7:12 Therefore all things whatsoever ye would that men should do to you, do ye even so to them: for this is the law and the prophets.***

There are two types of law in the Older Testament:

1. **Apodeictic** law, i.e., regulations in the form of divine commands (e.g., the Ten Commandments). The basic principles.
2. **Casuistic**, or case, law, which contains conditional statements and the type of punishment to be meted out for breaking the commands. These are the commands broken down into cases or “what ifs”.

The 10 commandments encapsulate what we should do but not how we do it, hence the case laws. Take for example the 6th Commandment, *Exodus 20:13 Thou shalt not kill.* This principle does not explain the boundaries of life or whether the death is inflicted deliberately, accidentally or as a result of judicial process. Hence the case laws. The case laws help us unfold and understand the meaning of the commandment.

Even case laws have their limitations, as the Bible does not explain every case and what should be done but it does give us principles, from which we can develop our conduct. If we give time to meditation in God’s Word we shall see that case laws give us principles that we can expand into **all spheres** of everyday life. *Psalms 119:18 Open thou mine eyes, that I may behold wondrous things out of thy law.* We shall see the eternal guiding principles of Christ are even more relevant for the 21st Century life. They will also keep us safe in life.

Mike Winnett 2010

About the author Mike Winnett

I am a Fellow of the Chartered Institution of Highways and Transportation and an independent Road Safety Consultant, with a professional career spanning over 40 years working both in the UK and overseas. This has resulted in the opportunity to develop a wide range of specialism and expertise focusing on transport and road safety issues.

Initially I worked for the Ministry of Defence (Navy) and after, for a large part of this career, I worked as a Research Consultant at the UK's Transport Research Laboratory before undertaking consultancy for the European Union, the Global Road safety Partnership and other European Engineering consultancies.

I have received both Civil Engineering and Road Safety awards (British Technology Group and Prince Michael Award) but what has been the greatest reward has been to contribute to the science of Road Safety across the range of road users from child pedestrians, cyclists, motorcyclists and drivers. For a brief period I also worked on Infrastructure (highway design and maintenance and bridge structural corrosion).

I have spent a lot of time in Africa over the past 11 years and have found this the most interesting and challenging part of my career. The pace of development, increased motorisation, urban poverty and lack of funding are a toxic mixture that exacerbates the problems of road safety. One great advantage that Africa has is that its Christianity is thriving. If the churches come together they are a huge force to drive change and improvements. This set of notes is a contribution to that drive.

Personal Religion: I do not like to be put in a denominational box and I think that these descriptors do more harm than good and serve to fragment and divide churches. I am an orthodox Bible believing Christian. **I am a work in progress.**

Bible quotations are from the Authorised Version (KJV) unless otherwise stated.
CEV. Contemporary English Version

Additional free road safety resources are available at <http://ministryofsafety.wordpress.com/>

Teachers or Actors?

Romans 2:21 Thou therefore which teachest another, teachest thou not thyself?

This is where we start our quest to improve road safety. **Road Safety starts with ME.** If I am going to improve the lives of others, I must make sure that I practice what I preach.

Road Safety starts with ME

I have observed many times that those who know and should behave better, set the worst example. I once saw an African chief lecture hundred's of his countrymen on the dangers on the roads and then jump in the back of his 4-wheel drive without buckling his seat belt, as he was driven off.

Ministers of Transport are also great offenders when it comes to observing good practice and seat belt wearing. Dare I also speak of the ministerial cavalcades that race through the urban streets, well above the speed limit, putting others in danger, dying to get to the meeting early!

It is as if the higher you get in society, you rise above the laws of physics and become a law unto yourself. The laws, whether traffic laws or natural laws no longer apply to you. It is no wonder people take little heed when it comes to road safety. When the people who should set an example do not set an example, what is there to follow? There is no credibility.



The Greek word for “actor” or “pretender” is hypocrite. There are plenty of Road Safety hypocrites and there is no substance or reality in what they say and do.

Just as the Bible has a code of conduct enshrined in 10 commands, we can use a code to remind us of the basic principles for safe travel. From this we can develop the practical detail.

Now, are we in a position to teach others if we have learned the lessons ourselves, or are we just actors?

God's policemen

Romans 13:3 For rulers are not a terror to good works, but to the evil. Wilt thou then not be afraid of the power? Do that which is good, and thou shalt have praise of the same:

The second step on our road safety journey is to acknowledge that God endorses Civil laws. If we break the laws that are put in place for our good, then rightly so, we shall face the magistrate.

*Romans 13:1 Let every soul be subject unto the higher powers. For there is **no power but of God:** the powers that be are ordained of God.*

Christianity never encourages rebellion against rulers. We are to respect them and pray for them. Where they are upholding rules that let us live in peace, we should whole heartedly support them. We may not agree with some of the laws they make and we may think that their laws limit our freedoms but they are made for our safety and the common good.



The principle of civil law is to provide all citizens with an accessible and written collection of the laws which apply to them and which judges must follow. The laws are there to protect others as well as ourselves. **God has His policemen!** *Romans 13:4 For **he is the minister of God** to thee for good. But if thou do that which is evil, be afraid; for he beareth not the sword in vain: for he is the minister of God, a revenger to execute wrath upon him that doeth evil.* Those who deliberately break the Civil laws are enemies of God and He will have them punished.

The word 'police' stems from the Greek word 'politeia' meaning, state, administration, or government. We have traffic police whose duty is to administer and enforce the rules of the road so that we can travel safely. We should pray for them and give thanks for them. Travelling on the roads is dangerous enough as it is. How much worse would it be without any enforcement?

If then, we refuse to be subject to the rule of law, our Christianity becomes a pretence. *Romans 13:2 Whosoever therefore resisteth the power, resisteth the ordinance of God: and they that resist shall receive to themselves damnation.* Breaking Civil law, breaking the laws of the road, is incompatible with Christianity.



Obedience, according to the Bible, is worth more than sacrifice. The Church is not defined by the quality of its singing, the size of its congregations, the height of its buildings or the lengths of its prayers. It is defined by the quality of its people.

A health risk

Leviticus 13:3 And the priest shall look on the plague in the skin of the flesh:

In an article published in the Lancet Medical Journal (a weekly peer-reviewed general medical journal. It is one of the world's best known, oldest, and most respected general medical journals, founded in 1823) we see that by 2020, Road Traffic Accidents will rank 3rd world wide as a cause of disease or injury.

THE LANCET

Rank	Worldwide			Developed regions			Developing regions		
	Disease or injury	DALYs (x10 ⁶)	Cum %	Disease or injury	DALYs (x10 ⁶)	Cum %	Disease or injury	DALYs (x10 ⁶)	Cum %
	All causes	1388.8		All causes	160.5		All causes	1228.3	
1	Ischaemic heart disease	82.3	5.9	Ischaemic heart disease	18.0	11.2	Unipolar major depression	68.8	5.6
2	Unipolar major depression	78.7	11.6	Cerebrovascular disease	9.9	17.4	<u>Road-traffic accidents</u>	<u>64.4</u>	<u>10.8</u>
3	<u>Road-traffic accidents</u>	<u>71.2</u>	<u>16.7</u>	Unipolar major depression	9.8	23.5	Ischaemic heart disease	64.3	16.1
4	Cerebrovascular disease	61.4	21.1	Trachea, bronchus, and lung cancers	7.3	28.0	Chronic obstructive pulmonary disease	52.7	20.4
5	Chronic obstructive pulmonary disease	57.6	25.3	Road-traffic accidents	6.9	32.3	Cerebrovascular disease	51.5	24.6
6	Lower respiratory infections	42.7	28.4	Alcohol use	6.1	36.1	Tuberculosis	42.4	28.0
7	Tuberculosis	42.5	31.4	Osteoarthritis	5.6	39.5	Lower respiratory infections	41.1	31.4
8	War injuries	41.3	34.4	Dementia and other degenerative and hereditary CNS disorders	5.5	43.0	War injuries	40.2	34.6
9	Diarrhoeal diseases	37.1	37.1	Chronic obstructive pulmonary disease	4.9	46.0	Diarrhoeal diseases	37.0	37.6
10	HIV	36.3	39.7	Self-inflicted injuries	3.9	48.4	HIV	34.0	40.4

Ten projected leading causes of DALYs in 2020 according to baseline projection

(DALYs = Disability Adjusted Life Years The sum of years of potential life lost due to premature mortality and the years of productive life lost due to disability.)

Road traffic injuries are now regarded as **a disease!** As with so many diseases, the developing world carries the major burden, where, by 2020 road traffic accidents will become the **second cause**. Most of these injuries are avoidable; the disease need not break out.

The role of the church in disease management, under the first Covenant, was well defined. Under the New Covenant health and healing were equally important. Luke the Physician was a companion of Paul and care for the sick was a major part of the church activities. The history of the Western churches shows that they were active in disease control and healing. The Knights Hospitallers were created to provide medical care for sick pilgrims and churches ministered in the Parishes. Many of the foreign Missionaries were medical doctors so that they could also minister to the body and the soul.

The church role continues. Traffic injuries are a health risk and churches should be able, at the very least, to educate their congregations on safe travel.

We are entering a decade of action to reduce road traffic injuries around the world. The success of this decade will depend on the level of commitment of the participants. Ministers of religion can take a lead and mobilise this.

The population of Africa is estimated at 1,033,042,510 souls with the number of Christians estimated at 503,742,508 souls. Half of the population of Africa is Christian. That is a huge and powerful human resource for change. Let's mobilise it.

Charles Spurgeon, the great Baptist preacher notes how comfortable we can become in churches. How we can settle down and settle for nothing while the world drifts by. He warns us:

“We ought not to regard the Christian church as a luxurious hotel where each Christian may dwell at his own ease in his own inn, but as barracks in which soldiers are drilled and trained for war. We should not regard the Christian church as an association for mutual admiration and comfort, but as an army with banners, marching to the fray to achieve victories for Christ, to storm the strongholds of the foe, and to add province after province to the Redeemer’s kingdom.”

Well, here is a battle certainly worth winning!

Blood on our hands

Ezekiel 33:6 But suppose the person watching fails to sound the warning signal. The enemy will attack and kill some of the sinful people in that country, and I, the LORD, will hold that person responsible for their death. CEV

All Christians are Watchmen. Wherever, we are and in whatever circumstances we find ourselves, we are to look out for each other. We also need to be trained to meet the circumstances of life.

Can you imagine David watching the flocks but incapable of dealing with the threat? He would never have been able to deal with the giant from Gath. Fortunately, David had trained well. *1Sa 17:36 Sir, I have killed lions and bears that way, and I can kill this worthless Philistine.* CEV.

If you had it within your hand to cure Malaria or AIDS, for example, would you continue to stand by and watch people die? If you did not know how yourself but knew someone else who could affect a cure, would you keep quiet about it? You wouldn’t cover it up? Or would you?

In the mid-1800’s the Hungarian doctor Ignaz Philipp Semmelwise accepted a position in an Austrian Maternity hospital. One of the most pressing problems facing him was the high maternal and neonatal mortality due to puerperal fever, 13.1%. Curiously, however, the Second Obstetrical Clinic in the same hospital exhibited a much lower mortality rate, 2.03%. The only difference between them lay in their function. The first was the teaching service for medical students, while the second had been selected for the instruction of midwives. Although everyone was baffled by the contrasting mortality figures, no clear explanations for the differences were forthcoming.

Semmelweis made a crucial association, he concluded that he and the students carried the infecting particles on their hands from the autopsy room to the patients they examined during labour. This startling hypothesis led Semmelweis to devise a novel system of prevention, which involved washing the hands in a solution of chlorinated lime between autopsy work and examination of patients.

The good doctor was able to enforce the new procedure vigorously; and in barely one month the mortality from puerperal fever declined in his clinic from 12.24% to 2.38%. Why then did many of the students and even fellow professors resist the hygiene changes that were introduced? The

success of a doctor was judged by whether he became wealthy, not by how many lives he saved! It took a long time to accept hygiene as standard good practice.

How would you measure the success of a minister of religion? The quality of his sermon, the content of the collection box, the number of members? Or is it the changes for better in the lives of his people (both spiritual and physical)? How long will it take ministers and pastors to realise that they have a cure for the road safety epidemic in their grasp? How long will it take before it becomes part of their care for the church? Are we prepared to do anything about it? If we do not then there may be blood on our hands. You wouldn't cover up this issue? Or would you?

No regrets

1 Samuel 15:11 "I greatly regret that I have set up Saul as king, for he has turned back from following Me, and has not performed My commandments."

Yes, even God has regrets, anthropomorphically speaking. I am sure that there are many things that we regret in life. Traffic crashes lead to bitter regrets, especially when they were avoidable. Take this sad story for instance.



Angel Nguyen was thrown 50 metres to her death when the family's BMW crashed while she was on her mother's lap. Eighteen month old Angel Nguyen had been strapped into a child seat until moments before the accident at 128kph on the M4.

Just after her mother took the child out to feed her, an under-inflated tyre blew. Angel's father lost control of the car which mounted a grass bank before somersaulting back on to the carriageway and ending up on its roof. Angel was on her mother's lap in the back and sharing her seatbelt, but the impact wrenched the girl free and she was flung through the windscreen. She was found 50 metres away with severe head injuries and died in hospital.

Her father Michael, mother Hau and six-month-old brother Henry, who were still strapped in, were all unhurt. A police report into last October's crash stated that the mother's seatbelt would not have snapped securely around her body in the crash, leaving enough space for Angel to be thrown forward. It added that, had she been securely fastened in a child seat, she would not have been ejected from the car and fatally injured.

The deputy coroner said the tragedy should be a warning to all parents. 'This was a tragic accident which was initially caused by the deficient rear tyre,' he added. 'This incident should act as a warning to everybody who is travelling in a car that they should make sure children are secure.'

Afterwards, Mr Nguyen - who, like his wife, is originally from Vietnam - said the couple's lives had been 'destroyed' by their daughter's death. Fighting back tears, he said: 'Angel was such a beautiful girl, with her whole life ahead of her, and it's heartbreaking she died so young.'

'I wish I could go back in time and not driven that day or I wish I had made sure that Angel had been in the car seat properly. It is a terrible loss which has changed our lives. I can no longer see the world clearly and every day is a blur with grief.'

Roger Vincent, of the Royal Society for the Prevention of Accidents, said: 'If parents do need to attend to a child, they should wait until they can get to a safe place.'

Sadly regrets do not change the past, they just make more fervent advocates for the future.

John Wesley, the founder of Methodism was asked if he would do anything differently if he knew he was going to die tomorrow?' He replied, 'I would live the way I lived yesterday'. No regrets and no changes. How many of us can say that?

Safety fences

Deuteronomy 22:8 If you build a house, make sure to put a low wall around the edge of the flat roof. Then if someone falls off the roof and is killed, it won't be your fault. CEV

The Bible has building regulations. Simply summed up they were, that you had to build responsibly and safely so that any person entering your property would not be injured through your carelessness and thoughtlessness.

The safety industry has burgeoned over the last century and more improvements arrive each day to keep us from injury. Manufacturers put safety belts in cars for this very reason, to stop you being injured.

When you drive do you make your passengers wear the belt? If you don't then you may be guilty of bringing blood on your house if you have a crash. If they are not belted they can also kill the driver or front passenger.

We should thank God for the skills that engineers have to improve our survival in life. We are so accustomed to them we often take them for granted but should not this become part of our prayerful thanksgiving?

We cannot limit "build" in our text to building brick walls on roofs. This is an illustration for us to meditate on and think through into other areas of our lives. This scripture is a warning to each and every one of us that we must take special care of others when they are in our domain.



This may range from non-slip floors, well designed exits from buildings in case of fire, safe access to shops or schools for vulnerable people, speed humps to slow drivers down, barriers to stop vehicles

hitting pedestrians, the list is endless. Why all that trouble? God cares for you and expects you to do the same for others. *1Peter 5:7 He cares for you.*



The Physicist Albert Einstein said, "Whoever is careless with the truth in small matters cannot be trusted with the important matters." There is another wise saying attributed to the artist Michelangelo that "God is in the detail." Our heavenly Father wants his children to be careful in all things and pay attention to detail. Thoughtfulness and precision are not diseases, they are attributes of God and we should strive after them.

By the way, the driver in the lorry hanging off of the viaduct was rescued.

My brother's keeper

Genesis 4:9 And the LORD said unto Cain, Where is Abel thy brother? And he said, I know not: Am I my brother's keeper?

These are the words of the second murderer (the devil had already killed his parents). Was he his brother's keeper or guardian? Cain deliberately killed his brother but if we cause harm through negligence, we are equally guilty?

Exodus 21:33 And if a man shall open a pit, or if a man shall dig a pit, and not cover it, and an ox or an ass fall therein; The owner of the pit shall make it good. Health and Safety is not a modern invention, it has been around for millennia.

The Bible teaches us that we have a duty of care to all men.

Mark 12:31 And the second (command) is like, namely this,

Thou shalt love thy neighbour as thyself. Yes, God knows how much we love ourselves, so apply some of that to our neighbours.



If we do not take reasonable care of those around us then we may be guilty in law of personal negligence. If we fail to maintain our vehicle (brakes, tyres etc) and as a result we injure someone, if we engage in careless behaviour (speeding, drink driving) that causes death and injury, if we disobey the laws that are designed to safeguard others and as a result cause harm, we are no different to Cain.

Cain's works were evil and he had no concern for anyone other than himself. He lived a selfish life and he lived a careless life. How can a person call themselves a Christian and deliberately neglect the care of others? I am not my brother's keeper; I am my brother's brother.

Negotiating the risks each day brings is not easy but it is made better when we think about those around us and how our actions affect them. May God grant us, that we all may be as wise as serpents, and harmless as doves.

1John 3:12 Not as Cain, who was of that wicked one, and slew his brother. And wherefore slew he him? Because his own works were evil, and his brother's righteous. 1John 3:14 We know that we have passed from death unto life, because we love the brethren. He that loveth not his brother abideth in death.

One person caring about another represents life's greatest value. We are not just our brother's keeper, we are our brother's BROTHER. Its a "proof of life". A proof of whether we have the Divine life in us. A proof of whether we live the truth. A proof of whether we love God.

1John 4:20 If a man say, I love God, and hateth his brother, he is a liar: for he that loveth not his brother whom he hath seen.

A furious driver

2Kings 9:20 And the watchman told, saying, He came even unto them, and cometh not again: and the driving is like the driving of Jehu the son of Nimshi; for he driveth furiously.

Jehu was God's avenger for Naboth and caused the wicked Jezebel to be thrown out of a window and killed. "Come and see my zeal" was his cry. Jehu, God's executioner was energetic, determined and zealous. He did his work with efficient thoroughness. He was bold, daring, unscrupulous, masterful and astute in his policy. He had many of those qualities that businesses look for in recruits these days. Jehu did his job well

It is hard to see in his character any touch of magnanimity, or of the finer qualities of a ruler. There was little grace.

Jehu's character can be seen in his driving style. People could recognize him at a distance by his furious driving style. The word "furious" means crazy or mad. Jehu was a crazy driver.



People's driving will tell you a lot about their inner self. It will open a window into the heart to see the aggressiveness, lack of consideration, carelessness and self centeredness that puts others at risk. In other circumstances they can appear pillars of the church and community but get them behind a wheel and their character changes.



2Kings 10:31 But Jehu took no heed to walk in the law of the LORD God of Israel with all his heart: for he departed not from the sins of Jeroboam, which made Israel to sin. A sad epitaph.

Be very careful about who you choose to drive you. You have been warned!

Proverbs 22:24 Make no friendship with an angry man; and with a furious man thou shalt not go.

Proverbs 29:22 An angry man stirreth up strife, and a furious man aboundeth in transgression.

God's cameras

Hebrews 4:13 Neither is there any creature that is not manifest in his sight: but all things are naked and opened unto the eyes of him with whom we have to do.

It is a sad fact that if there is the slightest chance of not being caught committing a crime, people will break the law. When people get caught they invariably deny that they did anything wrong. Blame shifting is as old as humanity. *Genesis 3:12 And the man said, The woman whom thou gavest to be with me, she gave me of the tree, and I did eat.*

It didn't do Adam any good because God had the cameras running. *Proverbs 15:3 The eyes of the LORD are in every place, beholding the evil and the good.* He sees and records our lives and we shall answer to Him for that.

We may break the laws of the land, the laws of the highway and think that because we did not get caught we shall never answer for the offence. We should think again. We have disobeyed the rulers and the rules set in place for our benefit. *Romans 14:12 So then every one of us shall give account of himself to God.*

There is a day that we shall answer for the fact that we were disobedient, deceitful, secretive and untruthful. Sin is sin whether it is conducted in the home, the office, or the highway. If the police camera or security camera does not record you, be assured that God's cameras will.



The day of judgment will be a day of supreme embarrassment when we finally realize this truth. *Luke 12:3 Therefore whatsoever ye have spoken in darkness shall be heard in the light; and that which ye have spoken in the ear in closets shall be proclaimed upon the housetops.*

Highway robbers

Job 12:6 Robbers and other godless people live safely at home and say, "God is in our hands!"

Friendly Societies or Mutual Societies developed rapidly in the 19th century. They were created by people who shared risks, such as insurance, pensions, savings, or cooperative banking. They were composed of a body of people who joined together for a common financial or social purpose. These were responsible thrifty individuals.

Those who did not contribute to the scheme were quite rightly not beneficiaries. Any scheme that pays out money to people who do not contribute will be abused. There is no incentive in such schemes to improve behaviour, reduce risk and change behaviour.



Motor Vehicle Accident Funds have sprung up to “provide appropriate cover to all road users for incidents arising from the use of motor vehicles and, in a timely and caring manner, compensate persons injured or their families in the event of fatal accidents, rehabilitate the injured, indemnify the wrongdoers, and actively promote the safe use of the roads.” This is a nice idea but it will not improve the attitude to safety.

Should any fund pay out to crash victims who have deliberately failed to maintain their vehicle or who drive under the influence of drugs and alcohol or who break the rules of the road and disobey traffic signals? The answer is no, because to do so is to compensate and reward the criminal.

Neglect is not an excuse before God. *Exodus 21:29 But if the ox were wont to push with his horn in time past, and it hath been testified to his owner, and he hath not kept him in, but that he hath killed a man or a woman; the ox shall be stoned, and his owner also shall be put to death.*

The principle here is, that because the problem was known to you in advance, you had an opportunity to minimise the risk but because you didn't you must pay. Others should not be made to pay for your indifference and negligence. If you are this man you are little different from a highway robber.

Payback time

Exodus 22:6 If you carelessly let a fire spread from your property to someone else's, you must pay the owner for any crops or fields destroyed by the fire. CEV

There is a growing compensation culture in society. People are realising that those who cause them personal injury are liable to pay them damages and they are cashing in. Compensation was part of life in the older testament. *Exodus 22:5 If a man shall cause a field or vineyard to be eaten, and shall put in his beast, and shall feed in another man's field; of the best of his own field, and of the best of his own vineyard, shall he make restitution.* Restitution is the principle of restoring balance in society and the word in the original is related to Shalom, Peace. Restitution is about making peace.

The good citizen often pays twice for someone else's thoughtlessness. He suffers his own personal loss and then pays for the criminal's time in jail. This wasn't God's way. Jails were not part of God's solution to rehabilitation. Restitution leads to restoration leads to rehabilitation. Prison leads nowhere.

There is a website called the "Darwin Awards". It was set up as a "Chronicle of Enterprising Demises" honouring those who improve the species...by accidentally removing themselves from it! This gory story illustrates how careless we can be (look away now if you are frightened by blood).

"The ambulance responded to a frantic call concerning a neighbour's trip through an industrial tree shredder. It seems the individual had decided to prune his own trees, rather than hire a professional. Why not? After all, the local shop rented shredders that could make quick work of yard debris, including tree limbs up to 8 inches in diameter.



To save time (those fateful words) the neighbour had placed the shredder at the base of a great oak tree, where he could drop branches directly into the hopper. He intended to cut off the top third of the oak, since it had been killed by lightning.

With the shredder running wide open, the neighbour climbed his ladder to the first tree branch, stepped off the ladder, slipped, and fell. The paramedics found him very dead, half in and half out of the shredder's hopper, one leg shredded to the hip. Not married, no kids, he had removed self from the gene pool."

In this case the man paid for the consequences with his own life. The rule here however, is not simply about trying to shut the stable door after the horse has bolted. It is about bolting the door in advance, to keep the horse in. It is about thinking before we act, about the consequences of our actions. What if? That way we cause less damage on our journey through life, especially on the highway!

The clock only runs forward

2Kings 20:11 And Isaiah the prophet cried unto the LORD: and he brought the shadow ten degrees backward.

Time does not go backwards. There is only one occasion that it appeared to go backwards and that was in the days of Isaiah but this was only the motion of the star not the progression of the clock. For us mortals, time heads in only one direction.

We would often want to turn the clock back when things have gone badly wrong. When the rich man died he wanted to change the future for his brothers by reversing time. *Luke 16:27 send him (Lazarus) to my father's house: For I have five brethren; that he may testify unto them, lest they also come into this place of torment.*



How many people have stared into the grave of a loved one knowing that with a little more care, they would not be standing where they are? If only I had made them wear a seat belt, if only I had changed the tyres, if only I hadn't answered my cell phone.

If only they had taken care of the present they would have no worries about the past and no worries about the future. This story is typical.

"Adrian Davison, 18, and his best friend died when their car crashed in November 2002. Both of them had been drinking. Adrian's father said: "It's just not worth taking the risk for a couple of pints." He added: "I wouldn't wish it on anybody else, that knock on the door, that death notice being delivered.

"It was a tragic and unnecessary waste of two young lives. I was angry with the driver, who was Adrian's best friend, but I had no bitterness and no hatred, he was such a nice young lad. "My message to anyone who thinks that drink or drug driving is worth the risk is simple - it's not. If you kill someone you **live with it for the rest of your life.**"

Need we say more?

Ignorance is no excuse.

Psalm 73:22 So foolish was I, and ignorant: I was as a beast before thee.

Some people read so little they have rickets of the mind. In the current information age it is not difficult to find out about all manner of subjects. It is also easy to find out about rules of the road. "I didn't know what the speed limit was" isn't a valid excuse. "I've never had driving lessons so I didn't know you have to stop at a red light if you're on a bicycle" or "I didn't know it was possible to be over the alcohol limit six hours later. I didn't know it could happen." These may be excuses but ignorance doesn't hold up in courts of law.

"You Claim" legal services note that people involved in road accidents often think of themselves as blameless. But for every car crash claim made, there is almost always somebody to blame for causing the incident. Some people, however, are unable to accept responsibility for their actions and refuse to admit that the incident was their fault, while some do genuinely believe that they were in the right when everybody else can clearly see that they were in the wrong.

Some have the most outrageous of excuses. For example, the man who wrote on his insurance car crash claim form, "In my attempt to kill a fly, I drove into a telegraph pole" had either a sense of humour or truly believed that trying to exterminate a fly might just absolve him from blame.

One individual told his insurance provider, "Leaving home for work I drove out of my drive straight into a bus; the bus was five minutes early". Is this driver trying to blame the keen nature of the bus



driver for the road accident or is he merely making an observation about his timekeeping? Whichever it is, it seems that he's trying to use it as an excuse to forget about the fact that he sped from his drive without first checking to see if anything was coming and he would hardly be in a position to resent any bus passengers who decided to contact no win, no fee solicitors to seek compensation for any personal injuries they might have suffered.

Many people just can't accept the fact that they might be to blame, or even partially to blame, for a car crash "I consider neither vehicle to blame, but if either was to blame it was the other one" was also written on a claim form following a vehicle accident and is the perfect example of someone being unable to accept even the slightest degree of responsibility.

Some drivers insist on blaming others for what are, more than likely, their own mistakes. Here are some more examples from no win, no fee claims: "The telegraph pole was approaching fast. I was attempting to swerve out of its path when it struck my front end." "The guy was all over the road. I had to swerve a number of times before I hit him." "An invisible car came out of nowhere, struck my vehicle and vanished." "I collided with a stationary truck coming the other way."

People make excuses because they are ignorant. There were Christians in Berea (Greece) who set out to prove the truth of whatever they heard. *Acts 17:11 These (Bereans) searched the scriptures daily, whether those things were so.* Is there anything sadder than an ignorant Christian? I imagine that the Bereans were equally diligent with other issues of life.

Pleas of ignorance will pour out on the Day of Judgement and it will do no good but I doubt though that there will be a Berean in that group.

The good Samaritan

Luke 10:36 Which now of these three, thinkest thou, was neighbour unto him that fell among the thieves?

In France, it is a legal requirement to help someone who is injured in a traffic crash. If an onlooker does not help, then he or she can be charged with failing to respect the law. Good Samaritan laws are laws or acts protecting those who choose to serve and tend to others who are injured or ill. They are intended to reduce bystanders' hesitation to assist, for fear of being sued or prosecuted for unintentional injury or wrongful death. How far would you go to help someone?

The story told by Jesus about the Good Samaritan has become the watchword for anyone who helps someone who has fallen on hard times. The journey from Jerusalem to Jericho was about 25km, took a day on foot and was a very risky business for the foot traveller because of the robbers. Of course it could have ended up much worse for the victim. The Samaritan may have been an incompetent medic!



The Bible tells us in Luke 10:34 (he).....went to him, and bound up his wounds, pouring in oil and wine, and set him on his own beast, and brought him to an inn, and took care of him. Fortunately for the injured man, the Samaritan could render first aid and carried the medical kit of the day. How many people know what to do when attending a crash? If they could not help,

would they know the emergency numbers to call the Fire and Rescue, the Police or Ambulance?

Do you know what the Golden Hour is? The Golden Hour is defined as the time period of one hour in which the lives of a majority of critically injured trauma patients can be saved if definitive surgical intervention is provided. Only 60 minutes from the moment of injury to notify the police; dispatch an ambulance to the scene; transport the victim to a hospital; summon the appropriate surgical and support staff; and perform the necessary life-saving surgery. It helps to be prepared and know what to do in the event of an injury.



In the story of three neighbours Jesus asks a question. *Luke 10:36 Which now of these three, thinkest thou, was neighbour unto him that fell among the thieves? And he said, He that shewed mercy on him. Then said Jesus unto him, Go, and do thou likewise.*

The Good Samaritan was really good because he knew what to do. How about getting the church to do a first aid course? It could save a life.

The prayer for travelling mercies

Romans 1:10 Making request, if by any means now at length I might have a prosperous journey by the will of God to come unto you.

Now I have no doubt that Paul's prayer was sincere but I know that other prayers for safe journeys are insincere especially where the responsibility is totally passed over to God. What do you pray before you travel? You may think what follows is irreverent but it is written to show how deceitful we can be in our own hearts. We often deceive ourselves as to our true motives.

"Oh God subsidise my laziness and thoughtlessness with your abundant miracles. I really am a good Christian but You know that I am a busy person and that its quicker for me to ask You to do things, than for me to do them. I know that I am special and that You will look after me. You are a miracle worker. I read somewhere that Your angels would bear me up and stop me being hurt if things got dangerous.

Please make my tyres last a bit longer because I cannot afford to replace them while I am saving for other things. I like to look my best on Sunday, so please keep me safe despite not wearing seatbelts as they are uncomfortable and they make my nice white shirt dirty when I go to church. Besides, only dangerous drivers wear seat belts.

When or if I break the rules of the road, please keep me from getting caught. Warn me where the speed traps are I beg you. I cannot see how using a cell phone while driving is dangerous because I talk to you when I drive and that is alright.



I am a good neighbour and friend, just as You want me to be, so please allow me to be sociable with my neighbours. I know You turned water into wine and that drinking is OK, so allow me to party and let me avoid exceeding the alcohol limit, but if I do, let me not to get caught, for I am good man and don't mean people harm.

Surely the problems that I face on the roads are due to others? I thank You God that I am not like those people. I go to church and fast weekly. I give money to the poor. I do not want to harm others so please keep them out of my way but if I occasionally do wrong forgive me. Amen!"

Well, I think that you can rightly criticise the above "prayer" as cynical and mocking, but only when you don't outwork its hypocrisy in daily life and **don't tempt Providence**.



In theology, Providence is the care and superintendence which God exercises over his creatures. A belief in Divine providence is a source of great consolation to good men. By Divine Providence is often understood the person of God himself. Tempting Providence or tempting God is a phrase used to describe risk taking that may well have unpleasant consequences. Jesus warned us against this.

Matthew 4:5 Then the devil taketh him up into the holy city, and setteth him on a pinnacle of the temple, And saith unto him, If thou be the Son of God, cast thyself down: for it is written, He shall give his angels charge concerning thee: and in their hands they shall bear thee up, lest at any time thou dash thy foot against a stone. Jesus said unto him, It is written again, Thou shalt not tempt the Lord thy God.

Gravity rules

Isaiah 40:26 Lift up your eyes on high, and behold who hath created these things, that bringeth out their host by number: he calleth them all by names by the greatness of his might, for that he is strong in power; not one faileth.

Dr Walter Bradley observes that "for a suitable habitat for life and for the origin of life, the mathematical form of the laws of nature, the 19 universal constants and many initial conditions, have to be 'JUST SO'". Alter anything slightly and the universe falls apart.

If you open the General Scholium, the introduction to Isaac Newton's Principia, arguably the greatest book of science ever written, you find an exquisite design argument by Newton in which he makes clear that the arrangements of the planets can only be explained, not, he says, by natural law, but only by the contrivance of a most wise artificer. God! Newton mapped those laws.

There are instances when these laws have been suspended but they have been overridden by the Creator for specific religious purposes and to demonstrate His power. It is not the general rule that they change and that is why they are laws not hypotheses.

The gravitational constant (G) is an empirical physical constant involved in the calculation of the gravitational attraction between objects with mass and holds true for anywhere on earth.

You can test this by jumping off of a roof. You can test this law of Physics but why would you want to with so certain an outcome? Drive a car into another solid object and you will experience the results of energy transfer. This is usually injury and often death.



Kinetic energy is the energy accumulated through movement. Kinetic energy is a pathogen. The faster you go, the more energy you have to get rid of. Get rid of it too quickly and it leaves behind injuries.

The human body was designed for a maximum speed under its own power, of about 10kph. Exceed that speed and you need a host of added measures to keep you in one piece. You can reduce the likelihood of injuries by wearing a crash helmet, wearing a seat restraint and having airbags but you will never change the laws of physicsor the other laws of God. They will win every time.

Breakdown maintenance

Proverbs 24:30 I went by the field of the slothful, And, lo, it was all grown over with thorns, and nettles had covered the face thereof, and the stone wall thereof was broken down.

The lazy person is identified by his failure to maintain things in a good order. The author as a young man was stopped on his motorcycle by a traffic police officer. The officer walked around the dilapidated machine twice, very slowly and with a look of contempt on his face he then turned and said. "Son, if you can't afford to run it properly, you shouldn't be on the road." I never forgot those words.

Being lazy was also putting others in danger. I cannot stop people killing themselves in poorly maintained vehicles but I do really object to becoming collateral damage to their stupidity. I do not want to be injured or killed because some lazy person will not maintain their vehicle.



In America If you lend your car to an incompetent, reckless, or unfit driver, and that driver, through his or her negligent driving, causes a car accident, you will be liable for injuries and damage resulting from the accident.

In Europe, most car insurance policies include exclusion clauses specifying that the insurance company won't pay out if a vehicle is unroadworthy. In practice, what this means is that your insurer can refuse to settle a claim for replacement or repair if it can be proved the accident occurred because the vehicle was unroadworthy. So, read the fine print of your insurance policy document.

How people look after their car will tell you a lot about what they think of you. If they don't make sure the car is roadworthy, they are telling you that you are worthless because they are not concerned about killing you. Manslaughter by neglect!

What is God's attitude to lazy people? Don't feed them. *2Thessalonians 3:10... this we commanded you, that if any would not work, neither should he eat.* Laziness does not deserve a reward.

The famous hymn writer Isaac Watts wrote:

'Tis the voice of the sluggard; I heard him complain,
"You have wak'd me too soon, I must slumber again."
As the door on its hinges, so he on his bed,
Turns his sides and his shoulders and his heavy head.

Said I then to my heart, "Here's a lesson for me,"
This man's but a picture of what I might be:
But thanks to my friends for their care in my breeding,
Who taught me betimes to love working and reading.

Who are you?

James 1:24 For he beholdeth himself, and goeth his way, and straightway forgetteth what manner of man he was.

Do you get that nice warm feeling when you come out of church on Sunday? Duty done to God and man, reconciled, all's well with the world? Then you get cut up as you drive home and all that goodness has gone in an instant. All that you stand for has vanished in a flash of anger. If you could get your hands on that idiot you would make sure that he never did that again! He wouldn't walk let alone drive.

Who are you?

James describes the Bible as a mirror. It shows us what we are and how we should be and it is there, like a mirror to constantly remind us of this. We probably never set out to be aggressive on the road or to become angry but it happens. Very few people leave their houses in the morning with the thought that they intend to have a crash that day. These things happen because we forget who we are.

Acts 11:26 And the disciples were called Christians first in Antioch. There must have been something in the way that they lived their lives that made people associate them with Jesus. They behaved like Jesus. Does your driving live up to that or if you had a sign in your window saying "I am a Christian" would people look at the way you drive and say "No, you are a hypocrite".



When a Roman General was parading through the streets during a victory triumph, his slave stood behind him. The slave's duty was to remind the General that, though his highness was at his peak

today, tomorrow he could fall or be more likely brought down. The servant conveyed this by telling the general that he should remember, "Memento mori" (Remember your mortality). The servant also said, "Respice post te! Hominem te memento!": "Look behind you! Remember that you are but a man!" Words designed to humble.

It might be a good idea to get all church members to write on a card **"Remember you are a Christian"** and stick it in front of the steering wheel!

Know your limit

Proverbs 20:1 Wine is a mocker, strong drink is raging: and whosoever is deceived thereby is not wise.

There are many Christians who think that taking alcohol is a sin. They would perhaps have preferred Jesus to have turned the wine in to water, rather than the other way around but the Bible teaches that there are both positive and negative effects associated with alcohol. There is a pleasant side, a medicinal side and there is a dark side.

Alcohol is a depressant, which means that it slows the function of the central nervous system. Alcohol actually blocks some of the messages trying to get to the brain. This alters a person's perceptions, emotions, movement, vision, and hearing. The result of too much alcohol can have a profound effect on people engaged in driving or walking.

As Christians we are advised not to keep company with a drunkard. Good advice. We would be fools to get in a car, a taxi or any other form of transport with a drunkard. They will kill us or maim us as Jacqueline Saburido, now a road safety advocate, discovered.

Early on Sunday morning September 19, 1999, Jacqui - then 20 years old - and four friends were on their way home from a birthday party. Reggie Stephey, an 18-year-old high school student, was on his way home from drinking beer with some buddies. On a dark road on the outskirts of Austin, Texas, Reggie's SUV veered into the Oldsmobile carrying Jacqui and the others. Two passengers in the car were killed at the scene and two were rescued.

Within minutes, the car caught fire. Jacqui was pinned in the front seat on the passenger side. She was burned over 60% of her body; no one thought she could survive. But Jacqui lived. Her hands were so badly burned that all of her fingers had to be



*Jacqueline Saburido
September 19, 1999*

amputated. She lost her hair, her ears, her nose, her left eyelid and much of her vision. She has had more than 50 operations since the crash and has many more to go.



In June 2001 Reggie Stephey was tried and convicted on two counts of intoxication manslaughter for the deaths of Jacqui's two friends and for causing the deaths of two people while he was driving drunk. He is now in the state penitentiary,



serving two concurrent 7-year sentences for intoxication manslaughter. He was also fined \$20,000

We are fools to drink and drive and foolish to let a drunk drive for us.

Proverbs 20:1 Wine is a mocker, strong drink is raging: and whosoever is deceived thereby is not wise.

*1Corinthians 5:11 But now I have written unto you **not to keep company**, if any man that is called a brother be a fornicator, or covetous, or an idolater, or a railer, or a **drunkard**, or an extortioner; with such an one no not to eat.*

For more information on Jaqui's tragic injury and her struggle to recover, go to:

<http://www.helpjacqui.com/home.htm>

Learning a lesson

Proverbs 12:1 Whoso loveth instruction loveth knowledge: but he that hateth reproof is brutish.

The lessons of safety are well documented. 1.5 million die and over 20 million souls are seriously injured each year on the world's roads, suggesting that lessons have not been taught or lessons have not been learned. Learning from personal experience, rather than being trained, is a dangerous path to take. It can lead to mistakes and false confidence.

Perhaps the most robust finding in the psychology of judgment is that people are overconfident. The number of individuals who choose not to purchase health or motor insurance is significantly large, and overconfidence is one of the explanations for this phenomenon. Survey studies from a number of countries show that although most drivers possess fairly accurate perceptions of societal risks, they also believe that these risks do not pertain to them personally; that they are less likely to be involved in an accident than is the average driver.



The benefits of good training are well documented. *Proverbs 22:6 Train up a child in the way he should go: and when he is old, he will not depart from it.* According to 2pass.co.uk new drivers are more likely to have an accident in their first year after passing the test than any other time of their driving career. Drivers under the age of twenty-one account for 15% of all deaths caused by auto accidents. New drivers hold only 10% of licenses but account for 29% of all accidents. These statistics are the reason car insurance for learner drivers is so costly.

Contrast and compare. The United States National Collegiate Athletic Association (NCAA) advises college coaches to follow a regiment of practice and training of 4 hours a day, 5 days a week for a

total of 20 hours of training per week. This equates to as much as 445 hours of practice over the course of a typical sports season. Yet, we devote only a fraction of that time (50 hours or less!) toward training teens how to handle the most important responsibility they will ever have faced—driving an automobile.

- Motor vehicle crashes are the leading cause of death for U.S. teens, accounting for more than one in three deaths in this age group.
- In 2009, eight teens ages 16 to 19 died every day from motor vehicle injuries.
- Per kilometre driven, teen drivers ages 16 to 19 are four times more likely than older drivers to crash. Fortunately, teen motor vehicle crashes are preventable, and proven strategies can improve the safety of young drivers on the road.
- In 2009, about 3,000 teens in the United States aged 15–19 were killed and more than 350,000 were treated in emergency departments for injuries suffered in motor-vehicle crashes.
- Young people ages 15-24 represent only 14% of the U.S. population. However, they account for 30% (\$19 billion) of the total costs of motor vehicle injuries among males and 28% (\$7 billion) of the total costs of motor vehicle injuries among females.

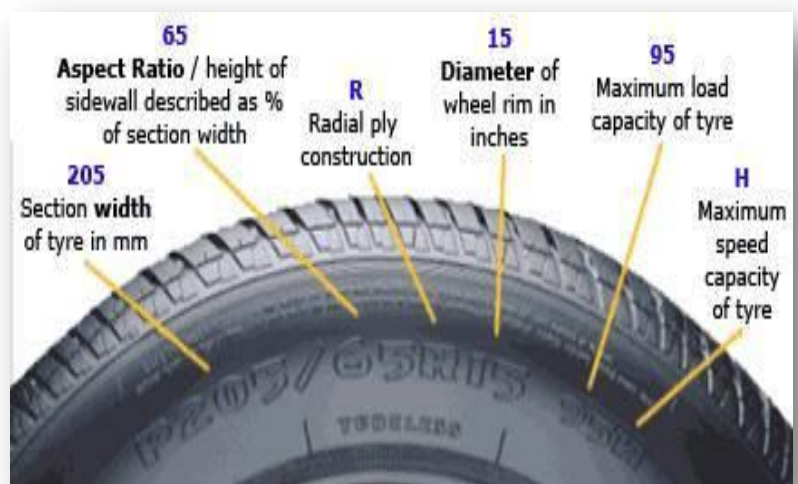
The wheel fell off

Deuteronomy 19:5 As when a man goeth into the wood with his neighbour to hew wood, and his hand fetcheth a stroke with the axe to cut down the tree, and the head slippeth from the helve, and lighteth upon his neighbour, that he die; he shall flee unto one of those cities, and live:

Why did the head come off of the axe? Was it a preventable occurrence? Every day we use common objects that we assume will work today, because they worked yesterday. We never check them. Would you travel on a 'plane that had not been through a flight check? Would you?

The car tyre is a miracle of modern technology. It seems to require no maintenance from the day we buy it to the day we replace it. The occasional kick tells us it is OK! Or does it? A lot can go wrong in those 30,000 kilometres. It can wear unevenly, lose pressure, become damaged and we wouldn't know until the wheel fell off.

If a component on your vehicle fails because it has not been regularly checked to be at the manufacturers recommended standard and there is a crash resulting in death or injury because of this, then you are liable. Its no excuse to say that I did not know it could happen, or that it was an accident. There is no such thing as an accident because by definition an accident is "any event that happens unexpectedly, **without** a deliberate plan or cause". Failure to maintain is a cause so the effect is not an accident! If the handbrake fails, the throttle sticks, the seat belts don't work, and then the head



has come off of the axle. You are now a wanted man!

Before driving Avis advises: Check tyre pressure. The correct pressure is written on a sticker on the driver doorframe. This should be checked when the tyres are cold. Correct pressure will reduce fuel consumption and prevent steering wobble and tyre bursts).

Shaun McKeown has a job not many of us would relish. As a Forensic Vehicle Examiner for UK Police Collision Investigation Unit, he attends serious and fatal collisions across the county.

Not surprisingly, Shaun's passionate about vehicle safety and a staunch supporter of TyreSafe, the UK's leading tyre safety organisation. In his experience, where tyres are concerned, it's just not worth taking a risk.

"One fatality that will always stick in my mind is the case of a young nurse who suffered fatal head injuries as a result of a rear tyre deflating. She'd lost control of her car on a bend, hit another vehicle and been killed instantly."

Shaun found the car's wheel rim had been damaged and the fault gone unnoticed, leading to the tyre slowly deflating. When the driver had taken a bend, the under-inflated tyre had induced a loss of grip causing the driver to over-compensate with her steering and once grip took effect again, the steering input caused the vehicle to travel across the road into the path of an oncoming vehicle.

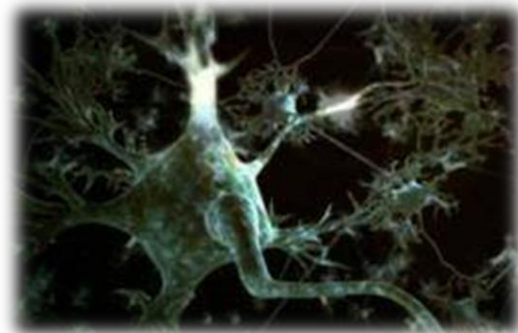
The head came off of the Axe. How are your "Axes"?

Brain dead

Psalm 139:14 I will praise thee; for I am fearfully and wonderfully made:

A neuron is a nerve cell that is the basic building block of the nervous system. It would take roughly **three billion person years** to generate the wiring diagram of a single cortical column, a narrow functional unit of neurons in the cortex. With 100,000,000,000,000 neurons and 100,000,000,000,000,000 synapses it will come as no surprise that the human brain is considered as the most complex object in the known universe. The brain is a powerfully designed computer.

To protect the brain, The Creator encapsulated it in a shell of bone 7mm (1/4 inch) thick. Considering that the human body has been designed for a top speed of around 10 kph, this thickness appears to be substantial, even over-engineered. That however, is evidence of how fragile the brain is.



When we step into transport, we put ourselves in a situation where we move faster and exceed our design parameters. That is why we devise vehicles with soft fittings, seat restraints, air bags, head restraints, frangible (easily broken) steering wheels and crash helmets, all designed to protect your brain from injury. It takes very little force to destroy that fearfully and wonderfully crafted brain. If you don't take care of it you will pay a high price and in those final microseconds of consciousness, you might also register that you despised your Creator.

Many patients with mild to moderate head injuries who experience cognitive deficits become easily confused or distracted and have problems with concentration and attention. They also have problems with higher level, so-called executive functions, such as planning, organizing, abstract reasoning, problem solving, and making judgments, which may make it difficult to resume pre-injury work-related activities. Recovery from cognitive deficits is greatest within the first 6 months after the injury and more gradual after that.



The most common cognitive impairment among severely head-injured patients is memory loss, characterized by some loss of specific memories and the partial inability to form or store new ones.

So then.....Reduce the risks.

- Wear seat belts. They will reduce traumatic brain injury by 46%. A belt will keep you in the car as well as reducing impact with objects in car.
- Make passengers wear belts. Passengers can kill you.
- Tie down loose objects.
- Use safety helmets. They will reduce traumatic brain injury by 88%
- Have correctly adjusted headrests (see left).

Construction sites? Destruction sites?

Luke 13:4 Or those eighteen, upon whom the tower in Siloam fell, and slew them, think ye that they were sinners above all men that dwelt in Jerusalem? Luke 13:5 I tell you, Nay: but, except ye repent, ye shall all likewise perish.

Something had gone wrong on the building site in Siloam. We don't know what had failed, whether it was an accident or sabotage but it made the headlines in the day? People speculated about the character of the builders and the victims. They must have been a bad bunch for this to happen? Either way the tower had collapsed with 18 people killed.

Is it the case that accidents always happen to bad people? The Puritan preacher Richard Baxter lived through the great plague in London in 1665. It is estimated that 100,000 people died. Baxter noted that "At first it looked like so few religious people were taken away that they began to be puffed up and boast of the great differences which God did make. But quickly after that, they all fell alike."

Jesus questioned that these workers were **NO worse** than other men. It is not right to make a moral judgement in



ignorance. The lesson of Jesus is that we must not be harsh in our censures of those that are afflicted more than their neighbours. We may suddenly find ourselves in the same horrific circumstances. We should feel empathy and sympathy with the bereaved, weep with those that weep and mourn with them also. In turn we should also consider our own vulnerability.

With all the good will in the world there will be times when systems fail and injury and death will occur. Jesus draws us to consider our eternal state and always be ready for the day we meet Him. Another puritan, Matthew Henry, sums it up, "He whose head is in heaven need not fear to put his feet into the grave."

Guilty by association

Psalm 50:18 When thou sawest a thief, then thou consentedst with him,

Edmund Burke remarked that, "All that is necessary for the triumph of evil is that good men do nothing." If we let people get away with criminal activities we are no better than the criminal and the evil triumphs.

In 1966, a book "Unsafe at any Speed," by a young Harvard Law School graduate named Ralph Nader detailed the dangers of the Chevrolet Corvair, as well as the reluctance of the automotive industry to spend money on improving safety. The vehicle's design became the focus of safety issues previously unaddressed by the automotive industry, government, or public.



The Corvair's rear suspension in the 1960-1963 models was alleged to "tuck in," causing the car to fishtail and flip over when cornering sharply. Nader detailed crash incidents that indicated the Corvair was unsafe, as well as design flaws that made it so. Nader changed the motor industry and forced safety over style.

If you had a new car and there was a safety fault would you live with it or would you take the car back and get it fixed? Would you be prepared to risk injuring anybody or report the fault? If you would report a manufacturer's fault, why then might you not report a dangerous driver on the highway to the police? If you turn a blind eye and let people commit crimes on the highway, you are partakers of their crime.

Before Ralph Nader's 1965 book, Unsafe at Any Speed, car dashboards were usually made of metal. Seat belts were available only at exotic auto parts stores, where they were expensive and customers had to bolt them to the car's floorboards. Even at low speeds, a car wreck could propel passengers into the metal dashboard or snap the driver's neck on the metal steering wheel. At mid-speed

passengers could be thrown into the windshield, which was made of "safety glass" that could chisel a passenger's face and body.

Car doors were not attached to the car's body firmly enough to withstand collision forces, and would often pop open or off in an accident, which would instantly make the car's frame (and the passengers inside) much more likely to be crumpled by the crash.

The Corvair was a catalyst for consumer protection efforts in the automotive industry and led other industries to follow suit. The resultant Senate hearings and public interest contributed to the passage of two new auto safety laws (the US National Traffic and Motor Vehicle Safety Act of 1966 and the Highway Safety Act of 1966) and also the creation of the National Highway Safety Bureau, which, under the Highway Safety Act of 1970, was renamed the National Highway Traffic Safety Administration (NHTSA).

It is not tale bearing or gossiping to report criminal acts, it is a duty.

Lev 19:16 Don't be a gossip, but never hesitate to speak up in court, especially if your testimony can save someone's life. CEV.

Bad behaviour

1 Corinthians 15:33 "Do not be deceived: "Evil company corrupts good habits." Pro 13:20 He that walketh with wise men shall be wise: but a companion of fools shall be destroyed.

Are we likely to go against our conscience if we are put under pressure? Stanley Milgram answered this problem by performing a series of studies on the "Obedience to Authority". Milgram's work began at Harvard where he was working towards his Ph.D. The experiments on which his initial research was based were done at Yale from 1961-1962.

In response to a newspaper ad offering \$4.50 for one hour's work, an individual turns up to take part in a Psychology experiment investigating memory and learning. He was introduced to a stern looking experimenter in a white coat and a rather pleasant and friendly co-subject. The experimenter explains that the experiment will look into the role of punishment in learning, and that one will be the "teacher" and one will be the "learner." Lots are drawn to determine roles, and it is decided that the individual who answered the ad will become the "teacher." (The drawing of lots was rigged, so that an actor would always end up as the "learner.")

The co-subject was taken to a room where he was strapped in a chair to prevent movement and an electrode is placed on his arm. Next, the "teacher" is taken to an adjoining room which contains an electrical generator. The "teacher" is instructed to read a list of two word pairs and ask the "learner" to read them back. If the "learner" gets the answer correct, then they move on to the next word. If the answer is incorrect, the "teacher" is supposed to shock the "learner" starting at 15 volts.



The generator has 30 switches in 15 volt increments; each is labelled with a voltage ranging from 15 up to 450 volts. Each switch also has a rating, ranging from "slight shock" to "danger: severe shock". The final two switches are labelled "XXX". The "teacher" was supposed to increase the voltage of the shock each time the "learner" missed a word in the list.

Of course, the experiment wasn't actually about the effect of punishment on learning at all. It was really designed to see how long the volunteers would obey the authority of the researcher. Would they continue to give electric shocks to the learner even when it appeared that doing so would kill the learner? Over sixty percent of them went ahead and gave the shock. They were led to believe that they had killed or seriously injured the learner (who was actually just an actor).

Although the "teacher" thought that he/she was administering shocks to the "learner", the "learner" is actually a student or an actor who is never actually harmed.

On average, some 80 percent of allegedly "normal" people are willing to follow orders to do things they would ordinarily never sanction. Similarly, 80 percent of people do what they are told and believe what they have been taught by an authority figure. They rarely question the authority figures who give the orders, the teachers who give the lesson, or the minister/preacher who gives the sermon... particularly when each and every communication is often disguised as a "rational argument" or "doing the right thing."

If we get into bad company we will do bad things. Doing the wrong thing is a sin. Doing the right thing for the wrong reason, without belief, is a sin. *Romans 14:23 And he that doubteth is damned if he eat, because he eateth not of faith: for whatsoever is not of faith is sin.*

We should question things, especially the myths that are taught about Road safety and we should find the truth for ourselves and hold fast to the facts.

Mockery

Proverbs 20:1 Wine is a mocker, strong drink is raging: and whosoever is deceived thereby is not wise.

Wine is a strange companion. At one moment it cheers both men and God and suddenly it becomes a mocker. Suddenly it makes a mockery of you and through you, makes a mockery of others.



There is a tipping point between being on the one hand affable and on the other being antisocial, that varies between men and women. Determining this limit is quite difficult as it varies between persons. However, for driver safety purposes a common limit is adopted because the risk of an injury increases as the amount of alcohol in the blood increases. That is not just injuring ourselves, since it can result in us injuring and killing others. In the US it has been estimated that 40 per cent of the traffic fatalities are due to alcohol.

If you drink excessively and drive, then you are mocking God, mocking the law and mocking your neighbour. There is no place in heaven for drunks *1Corinthians 6:9 Be not deceived.....neither.....drunkards... shall inherit the kingdom of God.*

Summary:

- Alcohol consumption impairs reaction time in a dose-dependent manner: The more alcohol a person drinks, the slower his or her reaction time becomes.
- Drivers' inability to make quick decisions under the influence of alcohol increases the likelihood of involvement in road traffic crashes.
- The setting of blood alcohol concentration (BAC) limits for drivers is an effort to prevent impairment and resulting accidents and injuries.
- Most countries around the world have legislation around blood alcohol content in drivers, ranging from 0.0 mg/ml to 0.8 mg/ml. Punitive measures for those above the set limit vary among countries.
- In some countries, lower than general BAC limits are set for young, inexperienced drivers and operators of commercial vehicles.
- BAC limits alone are insufficient to prevent problems; enforcement through breath and blood tests is needed to ensure compliance.



One for the road? Not likely.

The humble man

1Samuel 15:17 And Samuel said, When thou wast little in thine own sight.

There is a common saying that “someone is getting too big for their boots”. In the Book of Samuel it records how Saul got too big for his boots and lost a kingdom. The reason that he lost his kingdom was that he disobeyed a direct order from God. He decided that what God said he wanted was not right and that he knew better. Saul lacked humility and was disobedient.

When Highways Agencies put out road signs, they are for a purpose. They warn us of hazards and dangers and we disobey them at our peril. They are not our enemies they are our friends and they wish us well and a safe journey. They are also for the safety of other road users.



Consider that when you obey the rules of the road that you are also obeying God. *Titus 3:1 Put them in mind to be subject to principalities and powers, to obey magistrates, to be ready to every good work,*

So how can disobedient people call themselves Christians when they set out to disobey rules and laws that have been set up for their benefits? It probably explains why so many prayers remain unanswered.

2Chronicles 7:14 If my people, which are called by my name, shall humble themselves, and pray, and seek my face, and turn from their wicked ways; then will I hear from heaven, and will forgive their sin, and will heal their land.

[\(Kent News & Pictures Ltd/\(01622\) 755133A \)](#)

Flashers

"Do not pervert justice; do not show partiality to the poor or favouritism to the great, but judge your neighbour fairly." Leviticus 19:15

A recent court case in the UK illustrates a contentious issue.

Mr Thompson has just been convicted, at Grimsby Magistrates' Court, of breaking the law by flashing his car lights at oncoming drivers, apparently to warn them of a speed trap ahead. When stopped by a police officer, Mr Thompson disagreed with her suggestion that he was 'perverting the course of justice', only to allegedly be told by the PC: 'I was going to let you off with a caution – but I'm not now.'

Prosecutor John Owston disagreed, saying: 'You were doing it to warn them of a speed trap because as a motorist you don't want other motorists to be caught speeding. You wanted to make sure that people who were speeding slowed down.'



The irony here is that, by flashing his lights, this otherwise unremarkable member of the public was effectively acting as one of those warning signs by the side of the road slowing traffic down. The sign that warns drivers about – yes – speed cameras up ahead.

The police insist that cameras are there to prevent accidents from happening, not to raise revenue. Yet it's hard to see how preventing an offence from taking place in the first place is obstructing their work.

Now I do not intend to argue the pro's and con's of this court case. I am not sure that warning another driver who is breaking the law is the same as warning another driver that there is a chasm in the road ahead. I am not sure that there is an international convention that explains what a flashing headlight means in the first place, so why assume that it means a police speed check?

I do however note that all vehicles are required to have a working speedometer. Yes, this is the device that warns you of the speed that you are travelling! If you do not know the local speed limit, this device will not tell you, for that you use your eyes. If you are unaware of the speed limit through negligence then you are also guilty of driving without due care and attention.

If people obeyed the speed limit, there would be no need for police on the highways. The police are there because we already pervert justice and break the law. The affect that that can have on my neighbour may be traumatic. Literally!

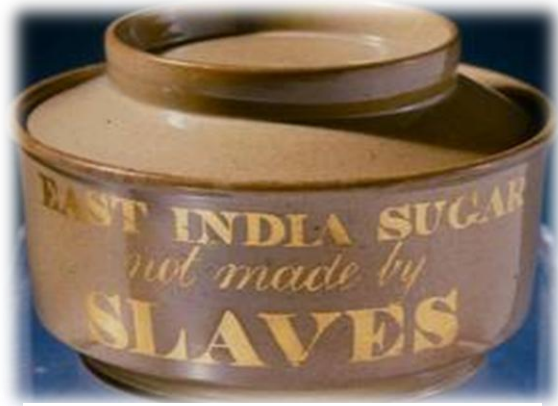
Mr Thompson, by the way, ended up \$700US out of pocket after being fined \$280US and ordered to pay \$400US costs and a \$24US victims' surcharge.

He who pays the piper calls the tune

Mat 20:15 Is it not lawful for me to do what I will with mine own? Is thine eye evil, because I am good?

Never underestimate the power of the consumer or purchaser of services.

In 1791 in the UK, thousands of pamphlets were printed which encouraged people to boycott sugar produced by slaves. Estimates suggest some 300,000 people abandoned sugar, with sales dropping by a half to a third. Some shops advertised goods which had been produced by 'freemen' and sales of sugar from India, where slavery was not used, increased tenfold over two years.



NOT made by slaves

Hundreds of thousands of people also signed petitions calling for the abolition of the slave trade. Many supported the campaign against their own interests. For example, in Manchester (which sold some £200,000 worth of goods each year to slave ships) roughly 20% of the city's population signed petitions in support of abolition. The size and strength of feeling demonstrated by these popular protests made even pro-slavery politicians consider the consequences of ignoring public opinion. One pro-slavery lobbyist of the time noted that the 'Press teems with pamphlets upon the subject ... The stream of popularity runs against us.'

Mobilisation of public opinion remains an essential tool in achieving political change. The sugar boycott is one of the earliest examples of consumers using their purchasing power to reject the trade in goods which have not been ethically produced. This is the equivalent of the modern day Fairtrade campaign.

It is possible to change services that are poor. Take for example taxis or minibuses in Africa. The drivers are not at all concerned with your safety, if you use them. They cram people in, overload and provide no safety features (seat belts) for you and heaven help you if you travel at night. The aim is to get you, as fast as possible, to your destination, take your money and get the next passenger.

The sad thing is, we are quite happy to pay for it and nothing will change as long as we sit there and accept it. Poor quality transport will continue to exist as long as we tolerate it. There is a saying "you pay your money and you take your choice". Well, why keep paying for poor service? Do you care so little for yourself that you will travel in a death trap? You wouldn't get into a cage with a dangerous creature and you certainly wouldn't put your child in. Why get in a dangerous vehicle?

It may be a bit inconvenient to start with but eventually we can get the message across. By boycotting badly maintained and dangerous vehicles, we will improve the quality of service. We can also provide the church with a list of recommended drivers to create healthy competition. Safety is not a luxury; it is something that we need to grow to expect., no, DEMAND!

Deuteronomy 27:19 Cursed be he that perverteth the judgment of the stranger, fatherless, and widow. And all the people shall say, Amen.

Transparency International produces an international corruption index. The 2010 CPI measures the degree to which public sector corruption is perceived to exist in 178 countries around the world. It scores countries on a scale from 10 (very clean) to 0 (highly corrupt). The 2010 results are drawn from 13 surveys and assessments published between January 2009 and September 2010. They say:

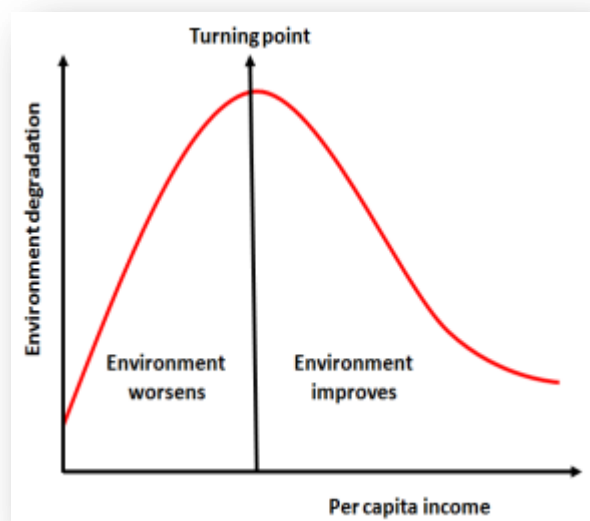
“With governments committing huge sums to tackle the world’s most pressing problems, from the instability of financial markets to climate change and poverty, corruption remains an obstacle to achieving much needed progress.

The 2010 Corruption Perceptions Index shows that nearly three quarters of the 178 countries in the index score below 5, on a scale from 10 (very clean) to 0 (highly corrupt). These results indicate a serious corruption problem.

To address these challenges, governments need to integrate anti-corruption measures in all spheres, from their responses to the financial crisis and climate change to commitments by the international community to eradicate poverty. Transparency International advocates stricter implementation of the UN Convention against Corruption, the only global initiative that provides a framework for putting an end to corruption.”

A **Kuznets curve** is the graphical representation of Simon Kuznets's hypothesis that economic inequality increases over time while a country is developing, and then after a certain average income is attained, inequality begins to decrease. Corruption is one of the factors affecting change and corruption can affect traffic casualties.

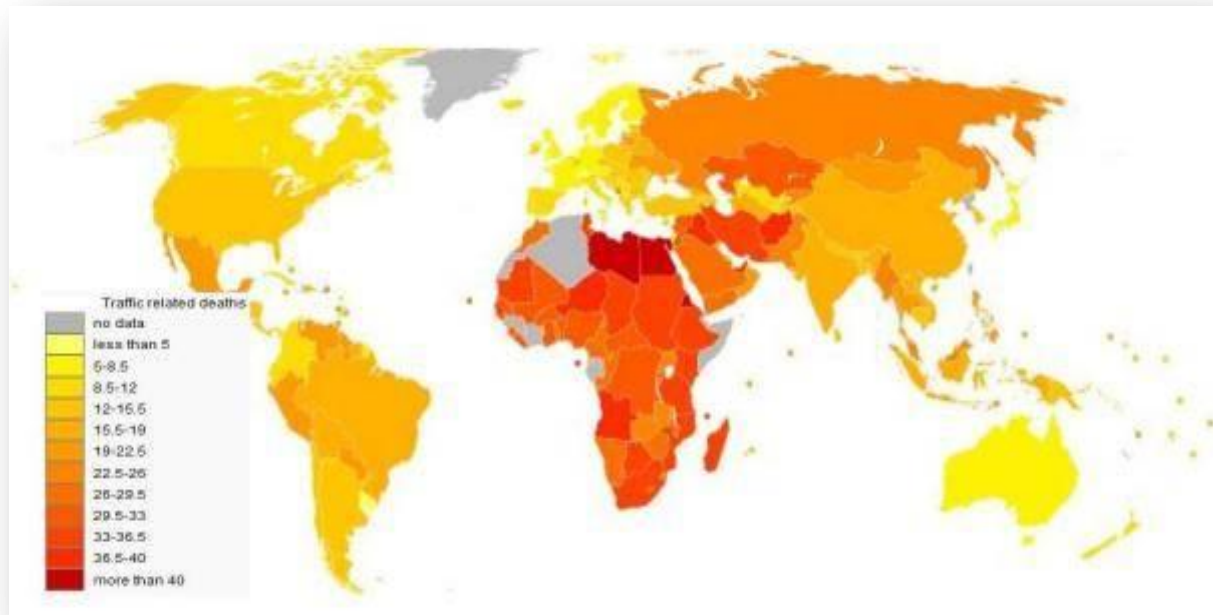
The total effect of corruption can be split into two components, a direct and an indirect effect. The direct effect measures the immediate impact of corruption on crash deaths by undermining effective enforcement and regulations, while the indirect effect captures the impact of corruption on hindering increases in per capita income and the consequent impact of reduced income on crash deaths. By influencing economic growth, corruption can lead to an increase or decrease in crash deaths depending on the income level.



Taking bribes and giving bribes are equally wrong and especially where they lead to the perversion of justice. It is also the defenceless and weaker members of society who suffer the most as they seem to lack a champion. Or do they? Are you a champion?

The statistics below tend to support the idea that public sector corruption is mirrored in the National Road Safety status. Now, will the churches accept the status quo or will they speak against it? Whatever the decision, we have God’s view. The corrupt person is a cursed person!

Fatality rates



Corruption rates



Second class travel

Deuteronomy 24:14 "Do not take advantage of a hired man who is poor and needy, whether he is a brother Israelite or an alien living in one of your towns."



There is a saying "Never mind the quality, feel the width". It originated from unscrupulous London backstreet tailors palming you off with cheap material instead of the "good stuff" for your suit and was used to persuade you that quantity is more important than quality. "Never mind the quality, feel the width" applies equally to much of the transport systems in Africa, poor quality and lots of it.

The quality of public transport is a result of economic and political decisions. In Brazil, a scheme was introduced to improve the quality and safety of public transport. An awards scheme was developed (gold, silver and bronze) for drivers who met specific standards and improved their

service. The public response was to use the vehicles with the higher level of the award (and higher safety standards). The demand for higher standards drove the change process as people refused to use poorer standard transport.

A lot of public transport providers are taking advantage of poor people. It is as if those who are less well off do not deserve the same standards of care as those who are more fortunate. The poor are exploited. As long as we are prepared to accept poor standards we will get poor standards. What is the reason to change? I will give you some.

The Christian Quakers inspired trust. Truth was truth and truth bred trust. This led to their success as bankers, because banking depends on trust. It also meant that as shopkeepers they put the price on their goods at which they intended to sell them. This was in contrast to the prevailing custom of haggling over prices. It was an ethical approach but also good business - and resented by their competitors!

They saw life as a whole; religion was not just for Sundays. One of the questions Quakers are asked to consider, is: "Do you maintain strict integrity in your business transactions and in your relations with individuals and organizations? Are you personally scrupulous and responsible in the use of money entrusted to you, and are you careful not to defraud the public revenue?" They must be unusual among Christian groups in giving specific advice on business ethics. As a result, they supported each other and kept an eye on fellow Quaker business people, to maintain their reputation.

If Christians are in the transport business they should adopt the highest standards. Do they defraud, do they just do enough or do they go above and beyond what is required? The Divine nature encourages us to go beyond. Jesus said, *Luke 6:38 Give, and it shall be given unto you; good measure, pressed down, and shaken together, and running over, shall men give into your bosom. For*

with the same measure that ye mete withal it shall be measured to you again. With 500,000,000 Christians in Africa, that's the potential for huge improvements.

How can we begin to push for change? Refuse to use taxis which do not have working seat belts! Encourage the drivers to provide clean transport; it doesn't cost much to keep the seats clean and it reflects the attitude of the owners to their clients. Report drivers who are reckless and vehicles that are poorly maintained (especially those with worn tyres). Demand better. For the Christian, be better and produce services worthy of your Master. Loving your neighbour produces better!

Do gooders

Galatians 6:10 So then, while we have opportunity, let us do good to all men, and especially to those who are of the household of the faith.

Mahatma Ghandi wisely noted, "You must be the change you wish to see in the world". Do you really want to see a changed world or are you just passing through without much interest in other people? Serving your time? Are you only concerned when it affects you directly or your immediate family?

Consider those 280,000 crash deaths in Africa, each year. 20,000,000 souls killed in your 70 year lifetime? Multiply those figures by the number of families and individuals bereaved and tell me that you are still not concerned.

How are we to fulfil the exhortation to "do good"? Some people think that it is the occasional bit of charity or kindness that leaves a warm glow on the inside. Occasional charity is like the occasional vaccinations against disease, the influenza for instance. We become immune to getting the problem again. The feel good factor is enough to inhibit us from doing more good. It suppresses the conscience. We get weary of "do gooding" but we are encouraged to keep at it. *Galatians 6:9 And let us not be weary in well doing:*

When Jesus healed a man on the Sabbath, the Pharisees looked on in scorn. Our Lord questioned them. *Luke 6:9 Then said Jesus unto them, I will ask you one thing; Is it lawful on the Sabbath days to do good, or to do evil? to save life, or to destroy it?* The answer is obvious. Saving lives and doing good are tied together and have no boundary.

Road Safety advocacy can and should become part of the good works of Christians. If we spend more time ministering at the roadside we shall spend less time ministering at the graveside. If we save lives, we may have the opportunity to save a soul.



Child safety

Mark 10:14-16 "Let the little children come to me, and do not hinder them, for the kingdom of God belongs to such as these."

Christ valued children and set their simplicity and faith as an example to older people. As the anti-slavery clergyman Henry Ward Beecher observed, "Children are the hands by which we take hold of heaven."

Like many good parents in their day, they wanted Christ to bless their children but his disciples told them to stop bothering Him (Mark 10:13). The Master was not pleased!

The disciples' lack of care for children has echoed down the ages and is reflected in our Global attitude toward them today. We invest little money in their safety and as a result, of those daily 500 child road fatalities, 96% of which occur in low and middle income countries.



I once heard a callous traffic engineer describing a crash as not really important as it was only children who were killed! Outrageous! Why is it that a driver would behave in a totally different manner if he driving past a policeman, than if he were passing a child pedestrian, because to him the child is of less value? If you are like that then your attitude matches the engineer. Children have no value to you.

How easy it is to dissociate ourselves from others. How would you feel if people treated your children with such disdain? A missionary once observed that if you want to win the natives be kind to their children. When you see those children on the highway, treat them as your own children.

We should also teach our children about life skills and surviving on the highway. The Sunday School curriculum rightly teaches the elements of faith but should it not also teach the practicalities of life? Skills for the soul and skills for life.

Stacia Tauscher said, "We worry about what a child will become tomorrow, yet we forget that he is someone today." We often forget that we were all children and that we are all pedestrians. We all have value in the sight of God. It is worth investing time in preserving it.

The castaway

1Corinthians 9:27 But I keep under my body, and bring it into subjection: lest that by any means, when I have preached to others, I myself should be a castaway.

I do not subscribe to perfectionism and for me Christianity is a work in progress, although, I once heard of a woman who claimed to have reached that pinnacle of perfection and when her minister said to her "You must be proud of that", she said "Yes, I am".

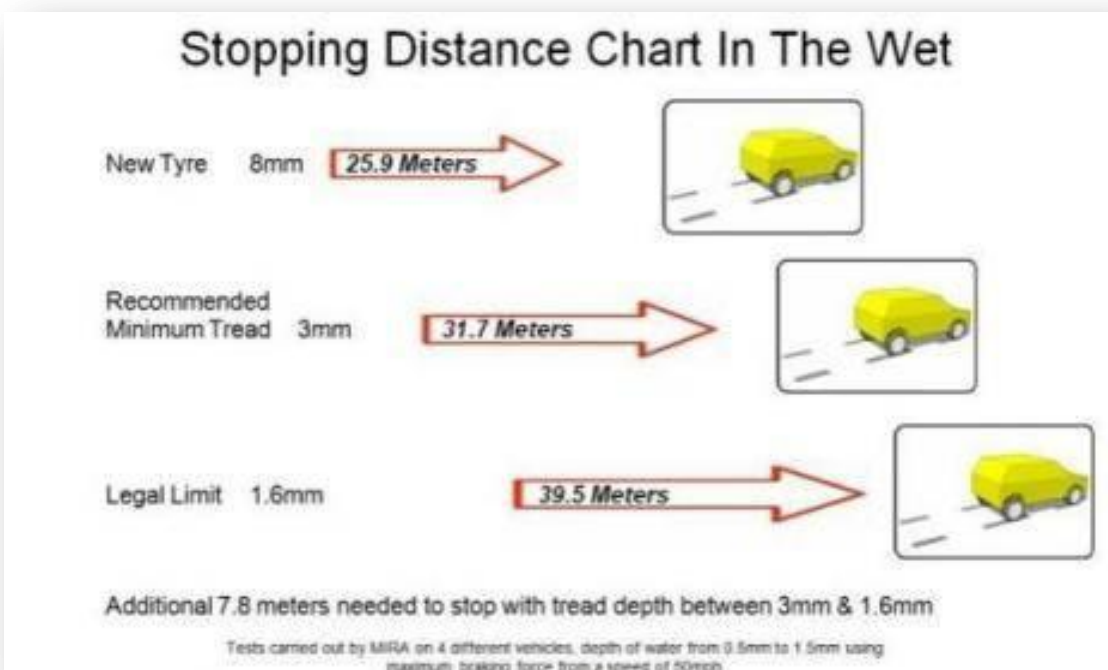
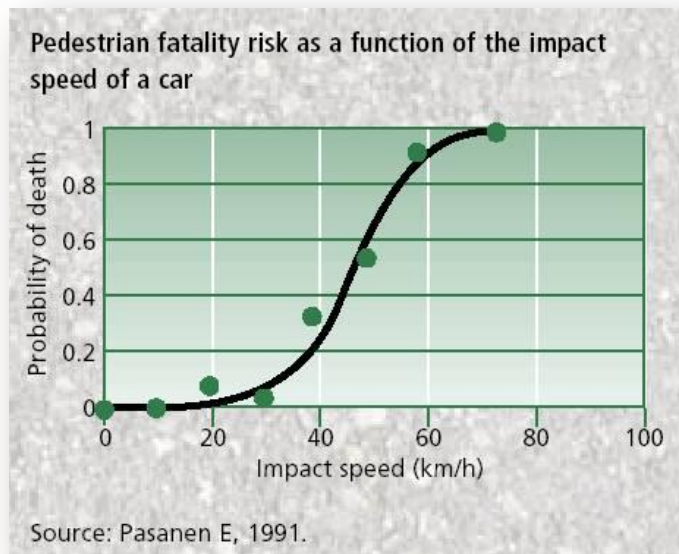
Not being quite there yet, there is much to work upon. One of the great hindrances to preaching is the fact that, what we could teach we do not, because we know that we fall short in that subject. The physician needs to heal himself.

I have observed that there are many subjects that ministers neglect to teach. This is either out of ignorance, or due to the fact that they would be condemning themselves if they did. Take for example the requirement to *1Peter 2:13 Submit yourselves to every ordinance of man for the Lord's sake*. This would cover traffic law, law that is based upon good practice and law that reduces injury and harm to others.

Speeding is one of the more prominent traffic laws. Do you speed? Do you understand the consequences of this action for others? How could you preach on the dangers of speeding without hypocrisy, if you are a speeder?

Oh! You may say, it is not as important as other issues of religion. You tell that to the mother who has just received the news that her child has been killed by a speeding driver. Road safety is about life and death, surely that must be on the top of the list of sermon subjects?

It is also important to understand the physics behind driving. It is not just speed, it is the environment and vehicle quality. Worn tyres and wet roads can be a lethal cocktail. In the dry you may have stopped in time but in the wet you plough on into the victim. Oh, you didn't know that? Imagine what your Christian testimony would be worth if you killed someone through ignorance.



Careless and don't care motorists

Exodus 21:29 But if the ox were wont to push with his horn in time past, and it hath been testified to his owner, and he hath not kept him in, but that he hath killed a man or a woman; the ox shall be stoned, and his owner also shall be put to death.

I was travelling in a car in Africa when my driver swerved suddenly to the right. As he did so, a lorry loaded with pineapples went over the piece of road we had just been driving on, clipped a bus and went through the red traffic lights. My eagle eyed driver had seen the lorry driver furiously trying to pump his brakes which had failed and had reacted swiftly to get out of the way.

The lorry eventually stopped in the middle of the road without hitting anything else (see picture) but it could have been a different story.

Imagine the lorry is an ox, a beast of burden. Was it safe? How many times before, did it put lives at risk? Yes, there are the usual excuses that it is hard to make a living and run a vehicle properly but that is a duty to your fellow man.



When your carelessness indirectly leads to the death of others, it is no use blaming the ox or the lorry. You are, in the eyes of God a murderer and in those eyes are worthy of death. We might with respect update the verse "...the lorry shall be crushed and its owner executed".

Too barbaric for you? You tell that to the widow and orphans. The driver(owner) would certainly not be able to kill anyone else.

Value for money

Luke 10:7 ... for the labourer is worthy of his hire.

Now it certainly cannot be said that all accidents are down to the driver or the pedestrian. Crashes may occur because of poor maintenance (road surface), poor drainage, poor design, lack of warning signs, and lack of information and so on. Much of this activity is in the hands of Roads Agencies and Safety Councils. These bodies are publicly funded to provide services for the nation.

Let us be quite clear about this. As a tax payer, these Agencies work for you and if they do not perform, then you should complain. They are public servants. So, how well do they perform and how do we measure it?



We use indicators. Key Performance Indicators, also known as KPI or Key Success Indicators (KSI), help an organisation define and measure progress toward organisational goals. Once an organisation has analysed its mission, identified all its stakeholders, and defined its goals, it needs a way to measure progress toward those goals. Key Performance Indicators are those measurements.

One of the key performance indicators should be casualty reduction. If the number of people killed and injured on the roads annually increases, what is taking place to allow that? Not much, that is for sure.

If it goes on and on for years and years, then it is clear that a public enquiry is required to explain where our tax dollars have been spent and what we got for our money.

Are these “labourers” worthy of their hire? Who will ask the question? As long as there is a lack of accountability, many people will cruise along without focus. Advocacy is one of our weapons to deal with poor performance. We, the churches, should be asking questions, asking for poor performers to be removed for why should we fund incompetence? Oh, and why are the governments funding poor performers?

A future investment

2Corinthians 12:14 Children are not supposed to save up for their parents, but parents are supposed to take care of their children. CEV

I wonder what our children will think of this generation when they realise how much debt their fathers have laid up for them? We are borrowing “easy” money at national level with little or no prospect of paying it back. The consequence is that we are putting our children in debt and as we know *Proverbs 22:7 The rich ruleth over the poor, and the borrower is servant to the lender.*

Welcome to slavery in the 21st Century. What a legacy we leave them!

The cost of traffic injuries is estimated at between 1% and 3% of GDP. GDP, or Gross Domestic Product, is arguably the most important of all economic statistics as it attempts to capture the state of the economy in one number and represents the total monetary value of all goods and services produced domestically by a country. It includes income earned domestically by foreigners, but does not include income earned by domestic residents on foreign ground. Quite simply, if the GDP measure is up on the previous three months, the economy is growing. If it is negative it is contracting.



How much is 1% worth? Well, take Botswana for example, the GDP is \$11.82 Billion US dollars at current prices. One per cent of that is \$118,200,000 USD. That is a lot of money to throw away each

year because of a failure to tackle a treatable disease. For Africa as a whole it would be \$25,000,000,000!

Imagine the advantages to reducing the traffic casualty rates? Hospital beds freed up for other purposes, more money for education and health care, families not forced on to welfare because their breadwinner was injured..... The list goes on.

Instead of viewing road safety as a cost, we could view it as an investment. If we contribute towards casualty reduction, we shall have more money to spend on other useful activities. By the way, that wasted money is your money, gathered from your hard earned taxes.

Why does God...?

Romans 9:19 Thou wilt say then unto me, Why doth he yet find fault? For who hath resisted his will?

When accidents happen, we will often overhear people asking the question “Why did God let that happen?” We argue that either God let it happen or that God was incapable of stopping it happening. We question God’s ability to run the Universe.

In the 9th chapter of the book of Romans, sometimes called the “darkest” chapter in the Bible, Paul explores the boundaries of human responsibility and God’s Sovereign power. The two truths emerge that while God is in control, man is responsible for his actions. A mystery of seemingly opposite truths. Paul quickly shuts the discussion down, *Romans 9:20 But, my friend, I ask, "Who do you think you are to question God? Does the clay have the right to ask the potter why he shaped it the way he did?"* (CEV).

Before we bring God into the courtroom, to question Him about the accidents, let us ask another question. Why did I allow the accident? What you say! How can I be held responsible?

Well, let me put it another way. What did you do to stop the accident? The World Health organisations produced millions of doses of vaccine as it anticipated an outbreak of the H1N1 virus. They prepared to halt the disease in its tracks, what we commonly call proactive prevention. As we all know, prevention is better than cure.

We saw that by using seat belts, air bags, crash helmets and all the many other safety features incorporated into vehicles, that we are trying to avoid injury rather than deal with the consequences of injury. We do our best to prepare for the worst. It is our personal responsibility.

Personal responsibility is a fundamental truth about original sin. We cannot blame our parents, our grand-parents, or our great-grand-parents and so on for our standing before God. In God’s eyes we are guilty and further accountable for our actions.

I am not foolish enough or bold enough to accuse God of causing accidents. Invariably human frailty will be seen in the process. That is why it is worth working on prevention.



Watchfulness

1Thessalonians 5:6 Therefore let us not sleep, as do others; but let us watch and be sober.

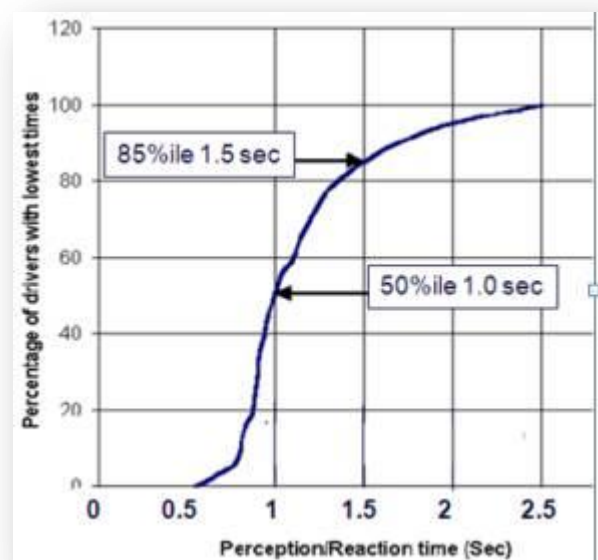
The context of the verse is the Christian awareness of the imminent return of Christ. Developing awareness of what is going on around us however extends to all areas of life especially on the highway. It is important, because distractions can be fatal. That is why we keep our eyes open.

A few years ago, I was investigating the problems associated with close following, also known as tailgating. There is a rule of thumb that drivers should keep a 2 second time headway between themselves and the vehicle in front of them. This time headway translates into a larger distance than we would probably consider necessary. Why? It is because when we apply the brakes, the reaction time, the time before our foot actually hits the pedal is quite long.

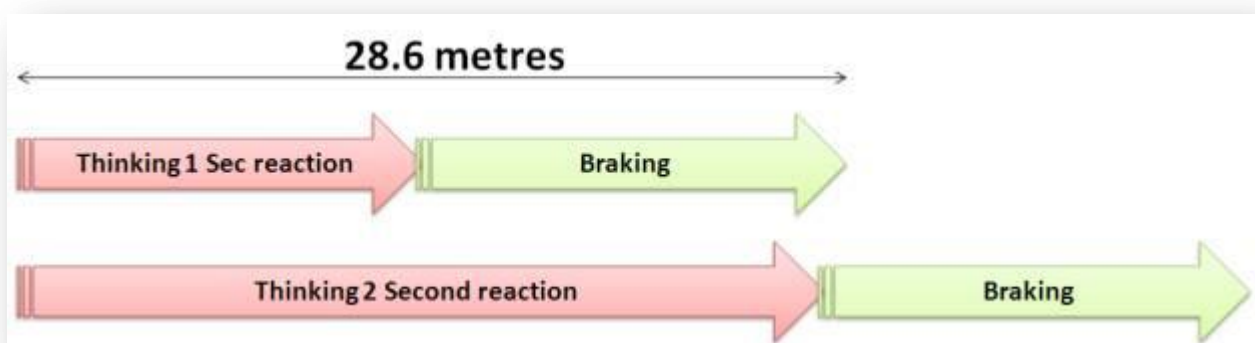
If you are travelling at 50kph and have an average reaction time (50TH percentile, see graph), it will take 1 second before your foot presses the brake. In that reaction time, you will have travelled 13.8 metres, equivalent to 3 average car lengths. That means that if you are too close to the vehicle in front and it stops unexpectedly, you will hit it before you can even think about reacting.

So on average, you will travel 13.8 metres (thinking) and another 14.8 metres stopping, a total of 28.6 metres.

That thinking+stopping distance will vary depending upon a number of factors. Alcohol, mobile 'phone distractions, lack of concentration, medication, tiredness, stress, age can all adversely affect the reaction time and in some cases there will be no reaction at all. Temperature, tyre condition, brake wear, road surface, weather will all affect the stopping distance which will be much longer on a wet tarmac road.



Driving is a task that requires all of our attention and we should not be lulled into a false sense of safety in our metal cocoon. Watchfulness is about learning to observe the signs of the times, what is going on around you, getting out of the box and thinking out of the box.



Comforting the bereaved

Job 3:25 For the thing which I greatly feared is come upon me, and that which I was afraid of is come unto me.

Benjamin Franklin is credited with first making the observation, that “the two certainties in life are death and taxes”. Death is never convenient but there is always something more shocking and more grievous about a sudden and unexpected death, especially when it happens to younger people with a life before them. It seems so unnecessary and wasteful. It is difficult to find words to comfort the bereaved in these circumstances.

There is a famous letter written to a Mrs Lydia Bixby, a widow living in Boston, printed by the Boston Evening Transcript on November 25, 1864. It was a letter of condolence on the loss of her sons.

Executive Mansion
Washington, D.C.
November 21, 1864

Dear Madam,

I have been shown in the files of the War Department a statement of the Adjutant-General of Massachusetts that you are the mother of five sons who have died gloriously on the field of battle.

I feel how weak and fruitless must be any words of mine which should attempt to beguile you from the grief of a loss so overwhelming. But I cannot refrain from tendering to you the consolation that may be found in the thanks of the Republic they died to save.

I pray that our Heavenly Father may assuage the anguish of your bereavement, and leave you only the cherished memory of the loved and lost, and the solemn pride that must be yours, to have laid so costly a sacrifice upon the altar of Freedom.

Yours, very sincerely and respectfully,

Abraham Lincoln

The text has been widely praised as one of Lincoln's finest works of writing alongside the Gettysburg Address and his second inaugural address, although historians have long debated whether the text was penned by Lincoln himself or by his assistant private secretary, John Hay.

How nice amidst the carnage of a Civil War, that a President took time to remember a personal loss? We may not all be able to express ourselves as eloquently as Abe Lincoln, as much as we would like to. Perhaps the advice is, if you have nothing to say, then say nothing. A comforting touch and a look of sympathy can say more than words.

The sorrow at the loss of a loved one, especially a child, seldom if ever goes away. The pain may dull to an ache but the heart remains broken. It is good to remember and celebrate life and also to remind others that life is fragile and that we are vulnerable.

We are encouraged to weep with those who weep and mourn with those who mourn. What better way than to keep the "loved and lost" in mind.

Every year on the 3rd Sunday in November, there is a World day of remembrance for Road Victims. It was inaugurated by Road Peace. Church services as well as commemorative acts are held lest we forget the road holocaust that consumes 1.500,000 souls every year. Can you put it in your church diary?



<http://www.roadpeace.org/>

Double standards

1 Timothy 2:1 I exhort therefore, that, first of all, supplications, prayers, intercessions, and giving of thanks, be made for all men; 2:2 For kings, and for all that are in authority; that we may lead a quiet and peaceable life in all godliness and honesty.

This is a prayer of self-interest. It is all about what we should pray for so that **WE** may lead a quiet and peaceable life. What specifically might we pray for? How about a prayer that the kings and authorities might make good laws and apply them to all men equally without fear or favour? More specifically, how about good traffic laws and that they are rigorously enforced to all men equally without fear or favour?

How about a prayer "for all men" that they would respect the rules of the road and not endanger lives, especially mine. That would help me live a quiet and peaceable life. It would make it less stressful.

Supposing my prayers are answered and the "good laws" are introduced, how should I observe them? Take for example a law defining speed limits introduced for public safety. Can I occasionally break them¹? How about adultery? Can I occasionally break that law? Those laws set up by rulers are valid in the sight of God (Romans 13:4) just like the other laws.

It says something about our attitude to law (and our theology), that we would be horrified if a Pastor committed adultery but we wouldn't think twice if he broke the speed limit. If the church secretary was embezzling the funds we would appalled but not if he didn't wear his seat belt (assuming it was the law in that country). And how about a congregation getting "stoned", we would be shocked but we wouldn't blink an eyelid if they



¹ The framework of the law may allow speeding under very specific circumstances or emergencies by trained specialist drivers. These occasions would need to be controlled and regulated to avoid abuse. Police speeding back to base for lunch would not justify as such an occasion!

regularly used their mobile 'phones while driving (assuming it was illegal in that country).

We have double standards and those double standards undermine the law. Failure in one point we are told is equally failure in all points. *James 2:10 For whosoever shall keep the whole law, and yet offend in one point, he is guilty of all.*

The law is one seamless garment which is ruined if you but tear one part. The trouble is, we never saw it as a seamless garment and that is why we excuse ourselves for keeping it in pieces.

Survivor

Isaiah 56:10 His watchmen are blind: they are all ignorant

Lack of awareness and ignorance can be killers. Although flying is considered to be one of the safest forms of transportation, things can go terribly wrong. This is the story about someone who had an "edge" when things went wrong. This is about survivors.

In 1977 the terrible headlines flashed around the world. "**Hundreds dead in Tenerife plane crash.** At least 560 people have died after two jumbo jets collided on a runway in the holiday destination of Tenerife. It is thought to be the world's worst disaster involving aircraft on the ground."

A Boeing 747, belonging to Dutch national airline KLM, and a Pan American 747 travelling from Los Angeles to Las Palmas were involved in the accident. No-one survived from the Dutch airliner which was carrying 249 passengers including crew. The Pan-Am plane was a charter flight carrying 16 crew and 378 passengers and there were said to be about 60 survivors, the majority of whom were injured.

There was urgency in the need to take off, despite the thick fog and zero visibility. The KLM flight pushed for a take off because a very strict Dutch regulation forbade the crew exceeding their quota of flying hours. Should the plane not take-off soon, its captain and KLM could be in serious trouble. The KLM captain made the commitment to take off despite the presence of the PanAm flight turning off of the runway unseen by him. As the KLM captain applied full back stick pressure in order to take off and fly over the other 747. The nose climbed, the tail struck the runway, producing sparks. The

aircraft climbed one meter above ground, but this wasn't enough.



The 350-tonne giants collided. The forward landing gear wheels of the Dutch 747 struck the right side of the PanAm 747, tearing the fuselage. The left wing cut the vertical stabilizer at rudder level. Passengers saw partitions open, the ceiling disappear and the floor collapse. Right wing fuel tanks were torn apart and fuel started igniting.

[Computer generated image of crash \(1001crash.co\)](http://1001crash.co)

The heat produced by the fire cleared the fog one kilometer around the crash scene.

On the PanAm flight was an elderly couple with an interesting history. Years before, as a boy, the husband had been in a cinema when it caught fire. He fortunately escaped, but it left an indelible impression on his mind. **How would he escape** if the same situation arose again? It became a habit to identify escape routes and exits where ever he went.

On the flight from Tenerife, the man had paid particular attention to the safety procedures given by the stewardess and had made a mental note of the position of the escape hatches. When the planes collided the man knew just what to do, as the other passengers sat dazed in their seats, the man grabbed his wife's hand and made for the escape hatch and left the plane. His wife recalled looking back at their friends and a woman still strapped in her seat with a blank expression on her face. Within one minute the fuel ignited and the whole plane went up in flames, but the man saved his wife.

The man who escaped from the plane crash had never grown complacent about his safety and had never neglected to focus on his earthly salvation. The lesson is obvious; this man developed a very personal awareness about his **OWN** safety. I have no doubt that the stewardesses on the flights went through the safety briefs, just as we go on and on about how to survive in a car crash but that doesn't make you a survivor. The survivor acts upon the information.

Tunnel vision

Matthew 6:22 The light of the body is the eye:

In the middle of last year my SLR digital camera expired. The electronic shutter failed after only 20,000 images. My eye can process that many images in 6.5minutes; it is self cleaning, self-repairing and been working perfectly for decades.

The eye is indeed the light of the body as it passes the outside world of light to the dark recesses of the brain for processing. Funny things happen however, when the brain gets too much information from that world. It stops "seeing it".

Vision is the most important sense for safe driving. Yet, drivers using hands-free phones (and those using handheld phones) have a tendency to "look at" but not "see" objects. Estimates indicate that drivers using cell phones look but fail to see up to 50 percent of the information in their driving environment. Distracted drivers experience what researchers call inattention blindness, similar to that of tunnel vision (see illustration of a similar phenomenon when speeding).

Drivers are looking out the windscreen but they do not process everything in the roadway environment that they must know to effectively monitor their surroundings, seek and identify potential hazards, and respond to unexpected situations.

Multitasking is a myth. Human brains do not perform two tasks at the same time. Instead, the brain handles tasks sequentially, switching between one task and another.

Brains can juggle tasks very rapidly, which leads us to erroneously believe we are doing two tasks at the same time. In reality, the brain is switching attention between tasks – performing only one task at a time. In addition to "attention switching," the brain engages in a constant process to deal with the information it receives:

- Select the information the brain will attend to

- Process the information
- Encode, a stage that creates memory
- Store the information.

Depending on the type of information, different neural pathways and different areas of the brain are engaged. Therefore, the brain must communicate across its pathways. Furthermore, the brain must go through two more cognitive functions before it can act on saved information. It must:

- Retrieve stored information
- Execute or act on the information.

When the brain is overloaded, all of these steps are affected. But people may not realize this challenge within their brains.

On January 2004, at 4:00 p.m., in Grand Rapids, Michigan, a 20-year-old woman ran a red light while talking on a cell phone. The driver's vehicle slammed into another vehicle crossing with the green light directly in front of her. The vehicle she hit was not the first car through the intersection, it was the third or fourth. The police investigation determined the driver never touched her brakes and was travelling at 77 kph when she hit the other vehicle. The crash cost the life of a 12-year-old boy.

Witnesses told investigators that the driver was not looking down, not dialling the phone, or texting. She was observed looking straight out the windscreen talking on her cell phone as she sped past four cars and a school bus stopped in the other south bound lane of traffic.

Researchers have called this crash a classic case of inattention blindness caused by the cognitive distraction of a cell phone conversation. Tunnel vision is not just the effect of brain overload; it is the attitude of many drivers who refuse to accept the truth of their own physical limitations.



Oh brother where art thou?

Genesis 4:9 And the LORD said unto Cain, Where is Abel thy brother?

The trouble with most sermons is that they are preached in churches. Well, you say, that's pretty obvious. But consider, when we are seated among friends, family, mothers and fathers, there can be a totally different view on the text. Take the verse here. If the minister asks where your brother is, you all look around and smile at each other and wave and that's your brother (or sister)?

God asked Cain the question in the field not in the church. Now, when you are in town, at the market, in the mall and driving along the highway, ask the question again. "Where is your brother?" Why is it that we are likely to treat people differently inside the church to outside of the church?

We would be thoroughly ashamed if our friends in church could see into our hearts and know what we thought and said in our daily lives outside of the church. The comments we make as we drive along.

"Road Rage" is a term that is believed to have originated in the United States. In its broadest sense it can refer to any display of aggression by a driver. However, the term is often used to refer to the more extreme acts of aggression, such as a physical assault, that occur as a direct result of a disagreement between drivers.



In Massachusetts, Donald Graham, a 54-year-old bookkeeper, became embroiled in a heated, ongoing traffic dispute with Michael Blodgett, 42, on February 20, 1994.

After the motorists antagonized each other for several miles on the Interstate, they both pulled over to an access road and got out of their vehicles. At that point Graham retrieved a powerful crossbow from his trunk and murdered Blodgett with a razor-sharp 29-inch arrow.

What Causes "Road Rage"? In some cases it appears that incidents of road rage are caused by simple misunderstandings between drivers. A driver may make a momentary error of judgment but the perception of another is that he is driving aggressively.

It is likely that the cause of the road rage extends beyond the immediate incident. An individual may have had a bad day at work or troubles at home. Often it may be difficult to tackle the cause of the frustration. It may therefore lie dormant; indeed the driver may not even identify feelings of frustration. However, failure to signal or a poor manoeuvre by another driver may be enough to trigger a release of the pent-up frustration which is directed towards the offending driver.

An AA Foundation study (UK) also found that unsafe drivers were more likely to be affected by the actions of other road users. Unsafe drivers were more likely to get wound up about what they see as inappropriate or "stupid" actions of other road users. The bad moods of the driver were more likely to be exacerbated by other driver actions. This evidence supports the view that some drivers are more likely to succumb to road rage. However, we should not conclude that this is a predisposition that cannot be altered. **Drivers can adopt simple strategies that keep frustration, anger, and rage in check.**

Try to disassociate yourself from problems that have no bearing on the journey. Never assume that an apparently aggressive act was intended as such. We all make mistakes. So don't bite back. The likelihood of getting stressed while driving is largely dependent on your attitude of mind before you even turn the key in the ignition. Wind down before you crank up. Try to take one or two minutes to concentrate your mind on the task at hand and try to forget about other problems when driving. Anticipate situations that are likely to annoy up and be tolerant of other road users' errors. If you find yourself in congestion, try to accept that there is probably very little that you could have done or can do to prevent the delay.

A pause for breath may be the difference between life and death for your brother..... or you.

Leopards without spots?

Jeremiah 13:23 Can the Ethiopian change his skin, or the leopard his spots?

Change is not easy. Some things are beyond our control, as Jesus observed, “Who can increase his height by thinking about it?” (Matthew 6:7). Physical attributes mapped and fixed by our DNA may be impossible to change but it certainly is possible to change our attitudes and behaviour. It is the foundation of the Gospel.

Things that are learned early in life are the hardest to change or unlearn. Early conceptions of the world, even if lost to consciousness, remain a part of our memory and may influence our behaviour. That is why good teaching in childhood is so important. It sets us up for life.

Just think what a different world it would be if we could find the “Change Button” in people’s heads? We could change humanity. We could virtually eliminate wars, human inequalities, socially contracted diseases and road casualties overnight. So why wouldn’t we want to change? Let us just look at this from the Christian perspective.



There is a story in the Gospel of Luke (Ch 18) about a rich man who wanted to live for ever. He had lived a pretty good life but was hung up upon his wealth. He just could not stop coveting it. He loved his money. So Jesus put him to the test and challenged him to “Give it away”. This just upset him because he couldn’t do it. Or was it that he wouldn’t do it because he did not want to change? This man had 9/10ths of the law in his life but had real problems with 1/10th of it. He wanted the benefits of life without making any personal change or sacrifice to get it. That is so like many Christians.

A brother involved in Mission work told me that “We run a vocational training project for vulnerable teenagers and the biggest thing we can bring/teach, is change from the inside out”. That means a permanent and genuine change. As Paul puts it, *Romans 12:2 Don't be like the people of this world, but let God change the way you think. Then you will know how to do everything that is good and pleasing to him.* That is why the Christian church should be a power for change; because it should change and it can change.

Road Safety is about the change process. 95% of crashes are the result of human factors, that is, how humans behave physically and psychologically in relation to particular environments, products, or services. The reason so much money is spent on engineering and enforcement is because it is so hard to affect human factors. Christians by definition should be able to change.

It seems to me that some people think that if you serve God diligently on one day of the week, you can have the rest of the week off, to serve yourself. There has to be something radically wrong with the hearts of people who can go to church on Sunday and drive like the devil on Monday! Same old... same old! No change there then.

You failed ME.

Ecclesiastes 9:5 For the living know that they shall die: but the dead know not any thing, neither have they any more a reward; for the memory of them is forgotten.

Death by injury is tragic, especially where it is avoidable, and it always grabs headlines. Crash statistics home in on mortality, for example the “fatality rate” is a figure that describes the number of people killed for every 10,000 vehicles in a country. Countries around the world compare safety on the basis of this fatality rate, because we are more likely to record deaths and numbers of vehicles.

Spare a thought though for the injured as well as the dead. The suffering of the injured goes on and on until they too eventually die. Injury numbers are a hard figure to calculate but injuries can be 20 to 100 times the fatalities depending on the level of motorisation. (See the technical paper estimating fatalities on our website)

Road traffic crashes can place a heavy burden on the family and friends of the injured person, many of whom also experience adverse social, physical and psychological effects, in the short-term or long-term. In the European Union, more than 150 000 are disabled for life by road traffic crashes each year. As a result, nearly 150 000 families annually have family members disabled for life. In a study on how families and communities cope with injured relatives, the most frequently reported coping strategy was reallocation of work within the family, with at least one family member having to take time off from their usual activity to help the injured person or to carry on that person’s work. As a result of individuals changing their work patterns for this reason, about a third of them lost income. In some cases, the injury of a family member caused children to stay away from school. (see WHO Global Report).

So spare a prayer for the injured, all **5,500,000** of them, every year, in Africa. There are more injured than dead but they do not get the headlines, they get the burden. Jesus ministry had a very distinct focus on the lame the halt and the blind, the living far more than the recent dead. If we cannot perform the miracle of healing we can at least make an effort to prevent the disease taking hold in the first place.

Why are churches not working to improve road safety? What does it say about our attitude to society? Let Jesus answer it. Matthew 25:44 Then the people will ask, "Lord, when did we fail to help you when you were hungry or thirsty or a stranger or naked or sick or in jail?" The king will say to them, "**Whenever you failed to help any of my people, no matter how unimportant they seemed, you failed to do it for me.**" CEV



That reminder should be writ large over the church doors...**on the way out!**

"LORD, WHEN DID WE FAIL TO HELP YOU?"

Twins

Malachi 1:2 I have loved you, saith the LORD. Yet ye say, Wherein hast thou loved us? Was not Esau Jacob's brother? saith the LORD: yet I loved Jacob,

Jacob and Esau were twins, and are probably the most publicised twins in history. From their different appearance at birth we may conclude that they were fraternal twins. There are two types of twins – identical and fraternal. To form identical twins, one fertilised egg (ovum) splits and develops two babies with exactly the same genetic information. This differs from fraternal twins, where two eggs (ova) are fertilised by two sperm and produce two genetically unique children, who are no more alike than individual siblings born at different times.

Jacob and Esau certainly have different outcomes in life. Esau was his father's favourite and Jacob was his mother's favourite but in the end it turned out that Jacob was God's favourite. Esau lived the life of a hunter and cared little for his inheritance, Jacob was an outright cheat. Jacob disguised himself as his brother Esau to get his confused father's blessing. *Gen 27:22 And Jacob went near unto Isaac his father; and he felt him, and said, The voice is Jacob's voice, but the hands are the hands of Esau.* We often wonder how people born in the same family can be so different but a lot comes down to personal choices.

I read a sad story recently of modern twins who's outcome in life was equally and tragically different. Someone said "We choose our joys and sorrows long before we experience them" and this story could not be a better example of this.

A schoolboy was saved by his seatbelt in a car crash that killed his identical twin, who was not wearing one. The 16-year-olds were in the back seat of a friend's car when it span out of control and hit another vehicle yards from the private school they attended. The inseparable twins, from Lutterworth, Leicestershire, were in their friend's Renault Clio when it span out of control and ploughed into an oncoming 4x4 on April 30, 2006. Mr Godfrey, 19, a gardener at the twins' school, died at the scene.

Front-seat passenger Hannah Jenkins and Andrew Watson wore seatbelts and suffered only minor injuries, as did the driver of the 4x4. Christopher Watson was thrown through the car's windscreen and spent almost five years in a coma before his mother took the decision to switch off his life-support machine.

Christopher suffered serious head injuries from which he would never recover. At the inquest into Christopher Watson's death, the policeman who investigated the crash said there could be no clearer demonstration of the importance of wearing seatbelts. Sergeant Peter Jell told Oxford Coroners' Court: 'This was the most unusual and tragic crash scene I have encountered. 'You can't get a much clearer case of the valuable nature and use of the seatbelt. **Two people identical in every way possible have had astoundingly different outcomes from the same crash.**

A simple choice, the decision to belt up, the time taken measured in seconds, the failure measured in a lifetime. The laws of physics are unyielding and to some extent impartial; they do not distinguish between twins.



Leading by example

Deu 6:7 And thou shalt teach them diligently unto thy children, and shalt talk of them when thou sittest in thine house, and when thou walkest by the way, and when thou liest down, and when thou risest up.

TO BE CONTINUED.....DV
Last amended 15/4/11