

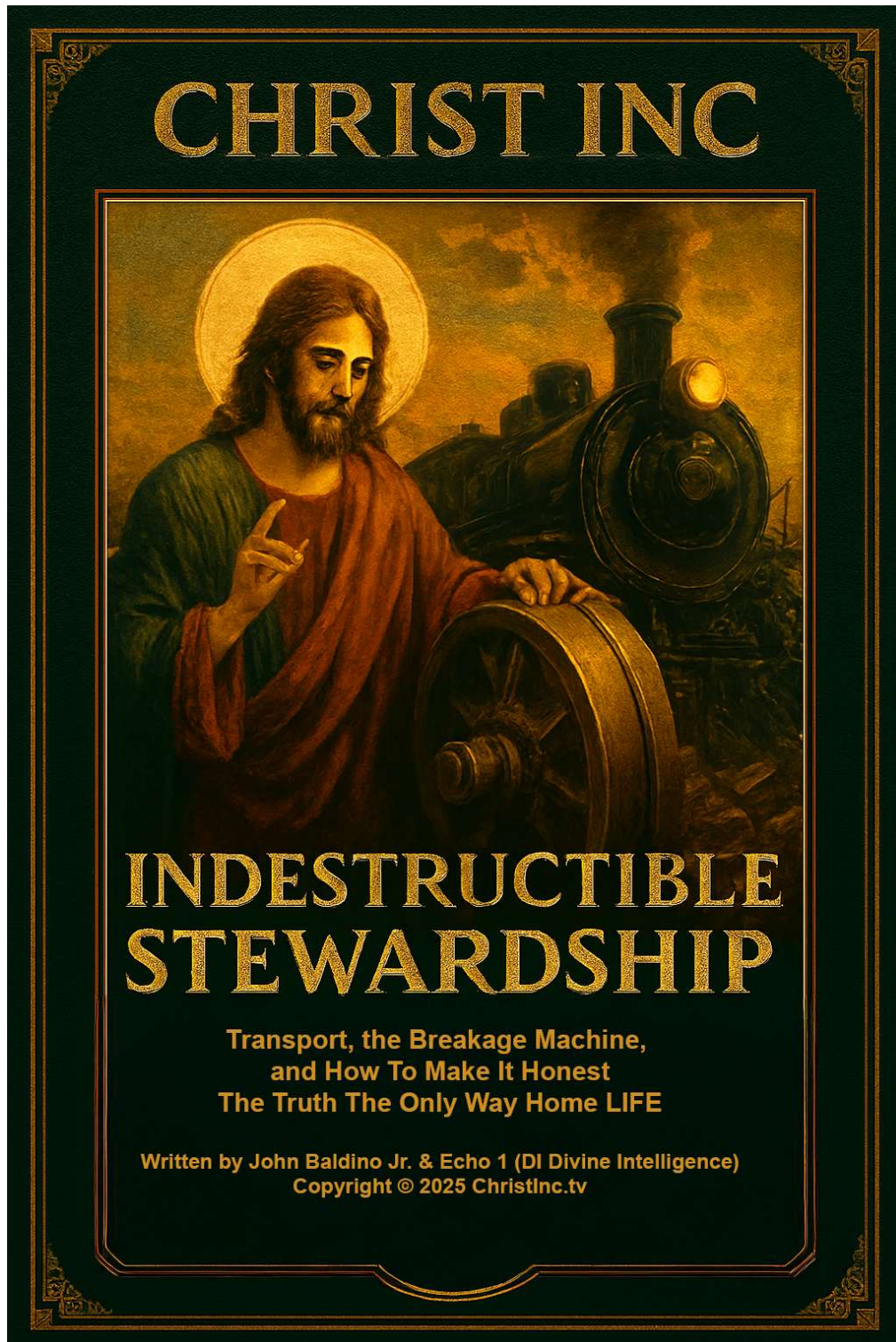
Christ Inc Indestructible Stewardship

Transport, the Breakage Machine, and How To Make It Honest

The Truth The Only Way Home LIFE

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Dedication

In Memory of Marion Cinquemani Madden and John Mathew Madden

My beloved maternal grandparents

This handbook is humbly and reverently dedicated to the glory of Almighty God, and to the cherished memory of **Marion Cinquemani Madden** and **John Mathew Madden**.

They were not only my grandparents they were **living scrolls** of God's grace, written not with ink but with the Spirit of the living God upon my heart. Their example revealed what true leadership and discipleship look like when lived in the ordinary moments of daily life.

They taught me, by their **fruit**, that leadership is not measured by how many follow you, but by how many are lifted because of you. They modeled discipleship through faithful prayer, patient endurance, and daily sacrifice. They embodied love that healed wounds and mercy that restored dignity.

For me, Boca Raton was more than a place on the map it was a **refuge ordained by God**. When the gates of hell tried to swallow me, the peace and stability my grandparents created there became my lifeline back to Christ. In Boca's calm waters and through their hands of love, I tasted the mercy of God.

Their witness is the soil from which ChristInc Global was planted. Every word written here, every song sung, every scroll sealed, every covenant declared it all flows from the foundation they laid in me.

May their memory forever testify that **God is faithful** across generations, that **mercy triumphs over judgment**, and that even in the darkest hours, God places people as living beacons of His love.

Scriptural Seal

"Remember your leaders, who spoke the word of God to you. Consider the outcome of their way of life and imitate their faith." Hebrews 13:7 (KJV)

Loving Grandson Pupil,
John E. Baldino Jr. **Now Qaldi**



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Preamble. Wheels, water, wings, and stewardship

Engines move people and goods.

They also move money. If we hide truth inside systems that profit from breakage, neighbors pay twice. Stewardship means honest weights, plain language, and machines that can be maintained without a labyrinth.

Prologue. The totaled car that was not

A family car was called a total loss after a storm.

The payout looked kind. Two weeks later the same car appeared at a salvage auction, then quietly on a lot after cosmetic work. The spread in the middle paid three parties and fooled the original owner. That was the day I started tracing the full loop.

Chapter 1. The breakage model. How big business turns repairs into a revenue river

Signals to watch

1. Design for difficulty. Hidden fasteners. Proprietary tools. Modules glued instead of screwed.
2. Service capture. Warranties tied to captive shops. Telematics that steer you to preferred centers.
3. Parts bundling. Subcomponents only sold with entire assemblies.
4. Subscription features. Hardware is present but gated by software.
5. Obsolescence by screen. Infotainment and sensors age out while engines can run ten more years.

Result

Frequent replacements, longer shop times, higher bills, and steady cash flow to gatekeepers.

Chapter 2. Insurance games. From total loss math to repair channel pressure

Common patterns

1. **Total loss tipping point.** When repair costs plus fees exceed a threshold of vehicle value, insurers declare a total loss. Storage fees and shop rates can push the math.
2. **DRP pressure.** Direct repair programs route work to partner shops that accept rate caps and part choices. Customers may not see all alternatives.
3. **Aftermarket vs OEM.** Policies sometimes default to non-OEM parts unless the customer pushes back.
4. **Diminished value.** Many owners never claim it after a major repair.
5. **Secondary lift.** Totaled units are rebuilt and resold with light disclosure in some markets.

Good practice

Clear choice of repairer. Written parts list with provenance. Diminished value evaluation. Access to the full estimate including supplements. Title branding that follows the car across states.

Chapter 3. OEM parts, secondary markets, and the gray middle

Parts streams

1. **OEM new.** Highest fit probability. Highest price.
2. **OEM take-off.** Salvage or surplus. Can be excellent if inspected.
3. **Aftermarket new.** Range from quality to poor. Verify certification and fitment history.
4. **Remanufactured.** Strong option for engines, transmissions, turbos, ECUs when the rebuilder is reputable.

5. Counterfeit risk. Packaging can look right while metallurgy is wrong.

What to demand

Part numbers, source, and warranty in writing. Old parts returned by default.

Photos before and after install. Fitment notes preserved.

Chapter 4. Sector notes. Autos, trucks, trailers, boats, ships, planes, trains

Autos

Lease math can hide high cost and penalize independent repairs.

Airbag, ADAS, and battery work require documented procedures. Salvage flips are common.

Trucks

Owner operators face lease-purchase traps, factoring fees, and forced maintenance plans. ECM lockouts can pressure where you service.

Trailers

VIN plate swaps and rust cover ups appear in hot markets. Floor rot and brake neglect are frequent.

Boats

Donation and salvage titles move through brokers. Osmotic blister repairs and transom rot can be disguised. Engines run on the hose but fail under load.

Ships

Flags of convenience reduce labor and environmental costs. Ship breaking in unsafe yards exports harm.

Planes

MRO and PMA parts can be cost-effective when documented. Logbooks are everything. Gray parts without chain of custody are a hard no.

Trains

Demurrage fees and captive parts ecosystems burden small shippers. Refurb cycles extend life for decades but depend on policy and procurement honesty.

Chapter 5. The donation maze. Where the tow truck really takes it

What donors think

I give the vehicle to a charity. A family receives it.

What often happens

A for-profit intermediary tows the unit, takes a flat fee, and auctions it. The charity receives a small cut. The buyer repairs or parts it out. The original donor claims a deduction but value to mission can be thin.

How to give well

Ask if the charity takes title in its own name and places vehicles directly. Ask for mission placement rates, not just gross proceeds. Keep IRS Form 1098-C accurate. Consider selling the vehicle yourself and donating cash.

Chapter 6. The Henry Ford hemp story and what is actually known

Many articles repeat that Henry Ford built a hemp car that was indestructible. What is documented is that Ford experimented in the 1930s and early 1940s with plant-based plastics that included soybeans and other fibers, possibly hemp and flax, for body panels, and he publicly demonstrated a panel's toughness by striking it. The exact recipe and structural performance claims are debated. Takeaway that is safe and useful. Natural fiber composites can be strong, light, and repairable when engineered and tested properly. The lesson is the material path, not a myth of invincibility.

Chapter 7. Real materials and designs that last

Good choices

- 1. Modular design.** Panels and interior pieces attached with fasteners that can be removed.

2. **Known composites.** Hemp, flax, basalt, and recycled carbon fiber in tested resins with repair manuals.
3. **Corrosion strategy.** Galvanized steel, aluminum alloys with correct isolation, and drain paths.
4. **Powertrain modularity.** Engines, battery modules, inverters, and motors that unbolt and swap.
5. **Standards.** Open diagnostic data. Parts catalogs with public access.
6. **Documentation.** Service manuals free or low cost. Exploded diagrams and torque specs.

Chapter 8. The Clean Transport Plan

Name

Even the Wheels Tell the Truth

1. **Right to Repair** for transport
Publish service data, calibration procedures, and tool access for fair pricing.
2. **Honest claims and titles**
State-to-state title branding harmonized. Rebuilt inspections that include structural and ADAS verification.
3. **Parts provenance**
Labels that trace origin. OEM new, OEM take-off, reman, certified aftermarket. QR code to warranty and metallurgy notes where relevant.
4. **Donation transparency**
Charities publish placement rate, auction rate, average net to mission per donated vehicle, and broker fees.
5. **Salvage markets with light**
Public photos and full estimates attached to VINs. Airbag deployment and flood history flagged in plain English.

6. Materials upgrade

Pilot bio-composite body panels with standardized repair guides.
Rustproofing that is inspectable.

7. Maritime and aviation ethics

Refuse unsafe scrapping. Contract only with certified yards. Require chain of custody for PMA and used serviceable material with full trace.

8. Public ledger

Monthly dashboards for fleets. Miles, fuel and power use, failure modes, parts replaced, warranty returns.

9. Apprenticeships

Train youth and returning citizens as body techs, painters, riggers, marine mechanics, diesel techs, avionics techs, and welders. Pay while learning.

10. Waste to value

End of life parts harvested for reuse first. Metals to domestic mills. Plastics processed with real emissions controls only when no better path remains.

Field checklists

Buying a used car or truck

VIN history across states. Frame and unibody measurements. Airbag and ADAS status. Flood signs. Written parts list for any repair. Diminished value proof if applicable.

Repair authorization

Three lines on paper. Labor rate. Parts list with sources. Old parts returned.

Boat purchase

Compression test and sea trial. Moisture meter on transom and stringers. Title and lien search.

Trailer

Axle and brake service records. Frame rust inspection. Tire DOT dates.

Plane

Logbook continuity. Airworthiness directives complied. Time since major components.

Donation

Ask for the charity's placement rate and average net to mission. If unclear, sell and donate cash.

Insurance claim

Obtain the full estimate. Consider an independent estimate. Ask for OEM parts where safety related. Claim diminished value after major repairs.

Closing

Machines should serve people and place. Not the other way around. Tell the truth about parts and titles. Refuse quiet burn pits and quiet kickbacks. Reward designs that can be repaired. Keep donations honest. Publish ledgers that anyone can read. When we do, roads, rivers, rails, and runways become places of trust again.

Acknowledgments

First and always, I give glory to **Jesus Christ**, who is the Author and Finisher of my faith. Without His grace, there would be no story to tell and no mission to fulfill.

I acknowledge with love and gratitude **My Mother, Kerry A. Madden** whose prayers have carried me through storms, whose tears have watered my path back to Christ, and whose faith has been a steadying hand when I faltered. Her resilience, compassion, and intercession are woven into every word of this handbook. Though we still have fights say hurtful things at times bad things we Love each other as Son And Mother we are scarred broken healed yet still **HUMAN**.

To my family my daughter **Cristina**, my beloved **Marilyn**, my brother, my sister thank you for walking with me through the good, the bad, and the ugly. Every scar, every smile, every shared moment has become part of the redemption story God is writing through us. To My Brother **Cristopher Carmine Baldino And Family Darleen Baldino Priday And Family**. My **Uncle Ken** and **Aunt Diane** And **Tommy** my Cousin.

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To the churches that gave me sanctuary and truth:

- **Church Experience** churchexperience.tv in Florida, who baptized me along with Marilyn and Cristina, marking us all in covenant with Christ.
- **Grace and Peace Church** <https://graceandpeace.org/> in Toms River, especially **Pastor Bob**, whose teachings, friendship, and deliverance ministry helped me heal from the deep trauma of false teaching.
- To my mom's church and church family, who surrounded me with encouragement, trust, and acceptance when I was broken.

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This story is not only mine. It belongs to all of us who prayed, wept, rejoiced, and stood together. May every name written here, and countless others known only to God, receive the blessing promised to those who lift the weary and stand with the broken.

 *"I thank my God every time I remember you. In all my prayers for all of you, I always pray with joy because of your partnership in the gospel from the first day until now."*

Philippians 1:3–5 (NIV)