



INRI, THE WANDERER

Vehicles that were made part of **INRI CRISTO**'s
empirical learning along his wanderings upon Earth

Asusana Renard

12/07/2014 - © Copyright by:

SOUST

Suprema Ordem Universal
da
Santíssima Trindade

Production:

Asusana Renard

Editing and translation:

Adeí Schmidt

Revision:

Amaí Gabardo
Gislene Granich
Marlene West

Pictures:

Capa: Ivan Canabrava
Contracapa: João Campello

www.inricristo.org.br

INTRODUCTION

This book consists of a register of INRI CRISTO's histories and experiences with vehicles that he used since his youth and public life while an adult, until achieving the condition of Messiah. It is a book of memories which make part of his long path... INRI lived intensely each moment of his life, in struggle, in sorrow, in joy, in love... as if he were living many lives in only one existence.

Yet before the fast in 1979, when INRI had the revelation of his identity, we observe his living without free-will, obedient to the SINGLE VOICE which commands him since childhood. We realize in INRI CRISTO an unusual personality, a strong and determined nature, of unique courage and audacity, which allowed him to wander fearlessly throughout the remarkable paths destiny had reserved for him...

INRI passed by countless car accidents, some of them bordering on fatality, but it was all allowed by the Divine Providence in order to bestow him with power, authority and the full conscience that he cannot leave Earth while he has not fulfilled his mission.

SUMMARY

THE GERMAN FORD	7
THE MERCURY 49	9
THE AUSTIN A-10.....	11
THE DRIVER'S LICENCE	13
THE HUDSON.....	14
THE GORDINI	16
THE FIRST VOLKSWAGEN (FUSCA).....	18
THE SECOND VOLKSWAGEN	20
THE BLUE CORCEL	22
THE KARMANN GHIA TC	23
THE WHITE CORCEL	24
THE COLONIAL-BLUE CORCEL	27
THE DODGE DART	28
TWO ACCIDENTS IN ONE DAY.....	28
THE FIRST LANDAU.....	35
THE MAVERICK	35
THE CHARGE RT	37
THE LANDAU WITH CHAUFFEUR.....	39

LA CARAVANE 41

THE DIVINE REVOLUTION IN BELEM
AND THE POLICE TRUCK..... 43

THE FIRST SOUST KOMBI 46

THE LITER 47

THE SECOND KOMBI 49

THE MB - 180 D 50

THE MOTOR-HOME MERCEDES BENZ..... 52

THE MONTAIN AND THE TOYOTAS 54

THE SECOND MOTOR-HOME 60

THE SPRINTER..... 64

THE MODERN “DONKEY” 65

THE PUBLICIZING VEHICLES 66

HE WILL COME OVER THE CLOUDS... 70

THE GERMAN FORD

INRI was thirteen years old when he first drove a vehicle. At that time, he worked in a greengrocery, in Blumenau (Santa Catarina state - Brazil), whose owner was a Japanese, named Jutaro Irie. There was an occasion when Jutaro's son, Mario Kenji, took the young INRI aboard a truck; he used to purchase papaya fruits in the farmland to later sell them in the town. He drove a blue German Ford. During the trip, he suddenly stopped and said:

- Do you wanna drive?



Illustrative picture. Vehicle with the same features and fabrication year

It was a “dry box” truck; changing its gears was complicated. INRI drove part of the way and felt excited, since it was a

“dirt” road and there were no other vehicles coming from the opposite direction.

His second experience with vehicles happened when Jutaro Irie, the Japanese head of the family, died and they left INRI taking care of the greengrocery. By the end of the afternoon, Juiti Irie, one of the sons, came with a Jeep to collect the money from the sales of the day. On one of these occasions, he left the Jeep vehicle close to the greengrocery and went around...

The young INRI could not resist when he saw the key in the Jeep ignition. There was a black-coupe Mercury year 46 parked in front of Palmital restaurant. When accelerating the Jeep, for one moment INRI believed that he would collide with the Mercury.. and crashed! The owner of the car furiously appeared from inside the restaurant. The Japanese family had to afford the expense of repair. It was hard for INRI to see the widow Riono Irie, owner of the greengrocery, counting the money to pay for the damage. It's obvious that every month they deducted the loss from INRI's income.

THE MERCURY 49

At the age of sixteen, INRI started to work as a travelling cashier, going throughout the state Rio Grande do Sul. In the early 1966, yet before completing 18 years of age, hosted in Menegotto Hotel, at Rui Barbosa square, in Caxias do Sul, he had the inspiration to travel towards Gramado, where he met a military, sergeant police delegate who sold him a Mercury year 49, 105 HP. Since INRI had no driver's licence, the delegate gave him a permission to drive. INRI held the Mercury for approximately two months.



Illustrative picture. Vehicle with the same features and fabrication year

He parted with the car towards Taquara, in the backlands of state Rio Grande do Sul. INRI did not dominate the vehicle well, as its gear change was near the wheel. In a slope on the way

out of Gramado, a truck forced him to brake and the Mercury crossed the road; he then realized that the car had a brake on only one tyre and because of the sudden stop, one of the tyres was punctured. He went to find someone to manage the tyre change; after it was all repaired, INRI continued the trip. At those times, the gasoline price was very accessible, so he went from Gramado to Taquara using only the second gear, since he did not know how to change it to the third...

When he arrived at a hotel in Taquara, he looked at the entrance and thought: "I have to go inside". He aimed at both sides of the gate and went in! Parked in the yard and went to the reception to talk to the owner. This man had a DKW Vemag vehicle. INRI asked if the gentleman could manage the vehicle and carefully observed how that man changed the gear. When telling us about this moment, INRI remembered that there was a black and white TV at the hotel restaurant... It was the first time that he heard and saw Chico Buarque (Brazilian singer) playing the song "A Banda", whose melody he enjoyed...

From Taquara, INRI left to Sao Francisco de Paula, also in Rio Grande do Sul state. He lodged at Minuano hotel. The car started to show problems with the battery, alternator, etc., even so he was able to arrive at Canela. INRI says that in Canela the Mercury definitely collapsed. And to take it from the mechanic's garage, it was necessary to pay quite a lot of money. The garage owner realized that INRI had no means of affording the repair and offered him an Austin, whose owner, a tailor, was interested in the Mercury and wanted to negotiate. They made a deal. INRI then left the place with the Austin A 10, year 1947.

THE AUSTIN A-10



Illustrative picture. Vehicle with the same features and fabrication year

This car almost stopped when going up the hills. It had a weak motor, 25 HP. Arriving at Caxias do Sul, the Austin had a problem with the clutch, and there was only one garage able to fix an Austin. INRI obtained a clutch disk, but on arriving at Vacaria, in a steep climb, when trying to change the car into first gear, the clutch failed again... When braking, the brake oil tube burst... he looked back and a truck was coming! He had only one instant to decide between the truck and the bank... He chose the bank! The car had to be winched to the garage in Vacaria. It was despairing to know that the problem with the clutch disk continued and to purchase another one, it would be necessary to order it from Caxias do Sul.

In those times, the telephones depended on telephonists; they were black big phones. While waiting for the phone call from the garage telephonist, the mechanic arrived with a surprise saying that it was no longer necessary, because he had found the new disk under the seat. He explained that the mechanic in Caxias had done a “monkey business”, a botch in the former disk and hid the new one perhaps aiming to filch it, but he forgot to take it...

Moving ahead, when getting closer to Warnow, in the surroundings of Blumenau, the Austin stopped and INRI had to stay the “Christmas” night sitting in that small car.

By the sunrise, he glanced at the landscape and realized that he was in front of an uncle Paulo’s house, he was Magdalena Theiss’ brother. This man did not have any affection for INRI, because he was considered excommunicated since breaking the bond with the roman church while confessing with the priest Roberto Hofmann.

INRI opened the car hood to try to discover the problem. Then a “Simca Chambord” parked behind him; at that time, the “Simca” was considered a noble car. A cousin, owner of a barbecue restaurant in Apiuna, went off with the car offering help. Examining the vehicle, he discovered that the dirty gasoline had choked the needle, and it was very simple problem to resolve. The car worked again.

INRI could finally arrive at Blumenau with the Austin A 10. Some days later, he decided to sell it, as he aimed to take the driver’s licence and needed money for this. The car had a property certificate together with many bills of sale from the previous owners; only then INRI realized how difficult it would be to sell the Austin. After offering it to many people, he was finally able to sell it to Antonio Domingos Alves, who knew him well and did not doubt the origin of the car. Antonio allegedly had a close relationship with a police delegate who could legalize the documentation. He paid 300 thousand cruzeiros, quite bellow the price it had cost to INRI.

THE DRIVER'S LICENCE

After reaching the age of 18, INRI went to Florianopolis to take his driver's licence test. At that time, in Santa Catarina state, the habilitation was filled only in the capital city. INRI had the exact amount of money to pay the taxes and rent a truck, as he wanted a professional licence. Had INRI not been approved in the tests, he would have had to return to Blumenau desolated. He had enough money only for the transportation, could not even afford a hotel expense. He wanted a professional licence in order to survive in any place, whether as a truck driver or as a taxi driver.

He rented a Ford F 600, vacuum brake, did all the theoretical tests and was approved. By the time of the practical test in Estreito, Florianopolis' surroundings, it was a place close to Detran (Brazilian traffic department office) and the inspector, who accompanied him in the truck stateroom, started to give orders. Right, left... INRI obeyed. There was a moment when the inspector told INRI to accelerate; he accelerated. They were getting closer to the corner, he continued saying to accelerate, but it was a trick... When INRI reached the corner, he used the brake to the full extent and the inspector almost hit his head. Dissimulated, frightened, he asked the reason of the sudden action. INRI explained that he could not move ahead; he had to stop due to the preferential street. The inspector then approved him in the practical test. INRI went back to Blumenau with the licence.

THE HUDSON

Some time later, following the inner voice that commands him, INRI returned to Florianopolis seeking a vehicle to accelerate his work as a peddler. Yet in 1967, in a garage, he purchased a blue Hudson year 1947. This car had an interesting system next to the clutch that allowed to use the foot to change the radio stations.



Illustrative picture. Vehicle with the same features and fabrication year

The car owner was called Nilton Coelho. He was also the garage owner and assured that the car was in excellent condition. INRI purchased the car under a previous fee and ten Cr\$100.000,00 installments, using promissory notes. Arriving at Camboriu, some kilometers after Florianopolis, the Hudson started to produce a strange noise, “toc, toc”... Getting closer to Itajai, the noise increased more and more and the vehicle did “toc, toc, toc, toc”, until coming to a halt. INRI slept inside the Hudson that night. By the morning he found a mechanic who helped him take the Hudson to Blumenau. At the garage, they found out that the

set of gears had been mended; graphite and raw banana had been put in the engine to muffle the noise, thus cheating the new owner.

After the repair, INRI used this car for some months in the surroundings of the Itajai Valley. He tells us that there was an occasion when he travelled from Gaspar to Blumenau, Wilhelm and Magdalena Theiss were with him in this car. It rained torrentially and the windshield wiper broke along the way. Even so INRI assumed the risk, put his face very close to the front panel, turned the lights on and continued the trip. They could hardly see the road.

When they finally got home, Wilhelm Theiss placed his hands to heaven and said:

“Thanks GOD, we arrived!”

Expressing the indignation of someone who did not recognize any divine intervention in the fact that they had safely arrived, INRI answered:

“I strove to bring you here and you say ‘thanks GOD!’”

This was a characteristic mark in INRI’s youth which he tells us until nowadays to exemplify the atheistic condition that he lived until the fast in Santiago of Chile.

Later INRI negotiated the Hudson with a well-known pharmacist at the city, Waldemar Felski. He stayed a long time with no vehicle until beginning the public life.

THE GORDINI

In 1969, when INRI finally began his public life speaking in the radios, he started to be regally remunerated. He moved from one city to another by taxi, since he was fed up with the problems caused by cars.



Illustrative picture. Vehicle with the same features and fabrication year

In Lages (Santa Catarina state), where he daily presented at *Diario da Manhã* (Morning Diary) Radio Station, he had a new opportunity to purchase a national car, which had parts easily obtained in any place. Then he bought the Gordini. Only later he knew that the previous owner, a priest, had already used it a lot and the motor was weak. Even so, INRI used the power that the Gordini could offer to the maximum.

Travelling from Santa Catarina to Curitiba, sometimes he gave a ride to a friend, Josebel Ribeiro Reis, who called him “Corisco do Asfalto” (the Smart at the Asphalt). INRI accelerated the vehicle to run over 100 km/h.

On the third trip from Lages to Curitiba, the Gordini motor smelt near Santa Cecilia. INRI stayed there for some days, joining the repairing work. INRI did not know that a repaired motor needs first to be run in, instead of quickly obtaining its whole power. Ignoring this need, INRI accelerated as if the motor had already been softened. Less than fifty kilometers ahead, the motor smelled again.

Indignant with the situation, INRI put the car at auction there in the asphalt; whoever gave more would take the Gordini. A truck driver took it away. INRI promised himself that he would not have another car in the near future. He remained without a car for quite some time. Then started travelling by plane. When his work in the Rural Radio in Concordia had finished, he decided to spend the 1970's carnival holiday in Curitiba. He travelled from Concordia to Curitiba aboard a commercial “Sadia” airplane, which later became the “Trans Brasil” air company.

THE FIRST VOLKSWAGEN (FUSCA)

Back to the work in the radios in the condition of metaphysical consultant, INRI moved from one city to another by taxi. His new secretary, a Japanese woman, Mutsumi Ogura, calculist in the monetary issues, considered it absurd to spend high amounts for a trip by taxi. She said that the right thing was to purchase a car, but INRI was disappointed with the previous experiences. She recommended a newer car, so they would be economic.



Illustrative picture. Vehicle with the same features and fabrication year

Finally, when they were at the Difusora Radio in Guarapuava, Parana state backlands, INRI changed his mind. Back to Curitiba in April 1970, he purchased the first car that would never

leave him stranded on the road. It was a wine-red, year 1967.

This car offered much stability. INRI ran around with the wine-red Fusca for some months. When he went to make the revision at Voupar car lot in Curitiba, the manager considered INRI a good client. During the dialogue, he said that the Fusca would need a motor adjustment, thus suggesting to purchase a new vehicle, this time a leaf-green brand new Fusca year 1970.

THE SECOND VOLKSWAGEN (FUSCA)

The manager made the installments much easier, thus effecting the sale. For the first time INRI enjoyed a brand new vehicle. It was a unique sensation! On June 2nd 1970 at 5:30 p.m., the bureaucratic part was done.



Illustrative picture. Vehicle with the same features and fabrication year

On the following day, INRI had an appointment to start at 9:00 a.m. at Colmeia Radio, in Toledo, backlands of Parana state. He told the salesman that he needed to leave. The salesman, aware of the imminent trip, offered him an insurance, alleging that travelling at night could be dangerous and with the insurance it would be much better. INRI said that it was too late, however the

salesman insisted that it would be done in time. He immediately called Sul America Insurance Company and made the contract by telephone. INRI left satisfied with the green-leaf Fusca.

Arriving at Guarapuava, the Fusca began to reach 120km/h. INRI even commented to the secretary that the vehicle was running fine. Frightened with the speed, she alerted to the fact that this vehicle was not like the previous one, because it shook a lot on the curves. Detail: INRI was used to the “large splint” Fusca, however this new one was “slim splint”... When they got to the “Cavernoso Curve”, between Guarapuava and Laranjeiras do Sul, while the secretary hysterically screamed, the Fusca rolled and overturned many times. On the third turn, at the same time that Mutsumi Ogura was thrown outside the car and survived unharmed, the Divine Providence made INRI occupy the space where she was... he unconsciously laid down on the side seat when the Fusca had the last turn and the roof was flattened. Had the secretary stayed in, it would be a tragedy. The vehicle resembled a crab, and hardly moved. They had to raise the roof so that INRI could take it back to Voupar car lot, where it had been bought.

Due to the vehicle’s horrible condition, it was necessary to get an special authorization from the Police to move ahead until reaching Curitiba. When INRI arrived at Voupar, he exposed “the crab”. The manager was frightened; calling the insurance company, he was informed that the insurance was in vigor from June 8th on. At this moment, INRI furiously alleged that he did the insurance only because they assured him that he would make a safe trip. He sat on the manager’s table until he brought the solution. After a long period of waiting, an order came from Rio de Janeiro declaring that, since INRI acted in the media, they would study the case with care and he would receive a letter authorizing him to choose a new car.

Fifteen days later, INRI received the letter from the insurance company.

THE FIRST BLUE CORCEL

INRI then purchased a diplomat-blue Corcel year 1970 from Mario Kenji. The letter from the insurance company came in the value of Cr\$ 12 million and the Corcel cost Cr\$ 18 million. INRI paid the remaining part in six installments to the French and Italian Bank, in Curitiba.



Illustrative picture. Vehicle with the same features and fabrication year

Aboard a Corcel like this, INRI travelled over 300 thousand kilometers. He travelled many times from Curitiba to Campo Grande, whose distance was more than one thousand kilometers away. He also travelled many times to Rio de Janeiro. Finally, he enjoyed this Corcel immensely.

THE KARMANN GHIA TC

In 1972, INRI purchased a brand-new yellow Karmann Ghia TC, at Copava car lot, in Curitiba. INRI stayed little time with it. Aboard this vehicle INRI lived one of the most amazing moments when he vehemently heard the powerful voice that commands him since childhood. He was travelling towards Lages, in Santa Catarina state, and along the route, he fell asleep... Suddenly, he was awakened by that imperative voice saying: “Between the water and the post!” He just had time to turn the vehicle from the post and throw it to the water, thus avoiding a shock that could have cost him life.



Illustrative picture. Vehicle with the same features and fabrication year

Some time later, he substituted the Karmann Guia with a snow-white Corcel year 1972, brand new.

THE WHITE CORCEL

One day, in Curitiba, aboard the white Corcel, INRI was doing a favor for a cousin, Leonardo. Both ran along Taruma neighborhood, nearby Detran, on the corner of the road BR116. Just as the traffic light was green, Leonardo said:

“That woman will bother you, guy!”



Illustrative picture. Vehicle with the same features and fabrication year

Right on the corner, there was a woman raising her arms coming towards the vehicle... INRI immediately used the brake, but the woman threw herself against the car, breaking the glass and crushing the Corcel’s left column. Curious people started to approach, accusing INRI of being guilty for causing the accident.

INRI explained to the policeman that the woman was committing suicide. She was taken to Cajuru first-aid hospital. INRI saw her head severely injured, however her heart was still beating. The policeman took the vehicle off the scene and said that INRI would have to take an alcohol test. They went in the police

vehicle to do it. When they arrived at the examination place, the examiner on duty was drunk, smelling of alcohol. Then INRI told the policeman to observe the condition of the person who would do the test... With the policeman's help, they did the alcohol test, and it did not indicate that INRI had been drinking any alcohol.

Next, they drove to Cajuru hospital, since INRI would have to follow how the woman's situation would develop. The attendant said that INRI would need to sign down a term of responsibility. She alleged that the woman was still alive, but she attested brain death. INRI said that he would not sign. She insisted saying that, if INRI was the driver, he had to sign. INRI answered that he was the driver, but would not sign; he explained that the woman had thrown herself, he used the brake, but it did not work in time. She called the hospital director, a fat and arrogant man... he categorically said that INRI would have to sign. The guard kept only observing while INRI insisted that he would not sign. Finally, the director asked again, intimidating: "Will you not sign it?" INRI answered that he would not. The director answered: "No problem at all, no need to sign". He knew that the woman was dead. If INRI had been a misinformed person, he would have signed and the woman would have remained some days in a machine only to generate a payment to the hospital.

The police collected the car and INRI's license was apprehended. The policeman had said that the license would only be apprehended due to a legal procedure, but in the following week INRI could get it back. On the week next, INRI went to Dr. Gilmar Jose Turim, an attorney. He explained everything to Dr. Gilmar, who told INRI to go and get the license; in case they did not give it back, he would go there. INRI got to the traffic department office, related all what had happened and explained that he wanted his license back. He finally got it and went away.

The white Corcel went to a garage, but after the repair, there was a noise of glass. A piece of glass had remained amidst the ironware, so he decided to sell the car. In December 1972, INRI

changed the white Corcel to another modern one, colonial blue.
Soon he travelled to Rio de Janeiro.

THE COLONIAL BLUE CORCEL



Illustrative picture. Vehicle with the same features and fabrication year

In 1973, INRI changed this vehicle by a house placed at Brasil para Cristo Street, in Curitiba. Soon after, still at the end of that year, he purchased a white Dodge Dart year 1973, black hood, which had only five kilometers registered on the clock. The previous owner died inside the car, for this reason the widow had no courage to use it.

THE DODGE DART TWO ACCIDENTS IN ONE DAY



Illustrative picture. Vehicle with the same features and fabrication year

In 1974, running around with the Dodge Dart, INRI suffered two accidents in one day. Hosted at Map Hotel, in Lages, state Santa Catarina, in the condition of metaphysical consultant, INRI was consulted by people who came seeking solution for their problems. INRI had an accord with the hotel, he was a monthly paying guest; due to his public activity in Princesa Radio Station in Lages, he would spread the hotel name and get a considerable discount at the lodging expenses.



Map Hotel in Lages – SC

On the weekends he went to Curitiba, where he stayed for two or three days, and went back to Map Hotel. Reassumed the work on the radio, where he had a daily program from 8 a.m. to 9 a.m., and the audiences with his consultants. He also recorded some programs so they would be put on air in case of his absence. INRI usually stayed from 15 days to 1 month in each backcountry city, however in Lages he stayed for two, three months, since it was the most populated city in the plateau of Santa Catarina state.

In one of these occasions, he was in Curitiba when an emergency happened, forcing him to return to Lages before the date he had planned; he even told the secretary Marcelo Sowinsky that he did not want to travel that day, he would go only because it was necessary. He even tried to postpone the trip, but the commitments compelled him to go ahead.

Going ahead on the highway BR 116, when climbing the mountain range in Santa Cecilia aboard the Dodge Dart, INRI

decided to stop by a large roadside with a water spring that existed on the top of the mountain range, on the left, and still exists until nowadays. Many truck drivers stopped there for resting, refreshing the car motor, since it was a steep climb, others stopped to resupply the radiator with water, as it was in INRI's case. He said to his secretary Marcelo:

- I'll verify if there is enough water in the radiator.

Marcelo still warned him:

- Be careful as it must be boiling hot and could explode.

INRI cautiously opened the radiator, as a matter of precaution he kept the face distant, turned the top once and nothing happened. Since he did not hear any noise, concluded that there would be no problem to continue the operation... In a gesture of carelessness, he approached the opening and when removing the top completely, a jet of boiling water vapor came directly on his face. It was so painful that he threw himself on the ground, contorting with pain. Soon a truck driver approached with toothpaste saying that it could help. INRI filled the face with toothpaste and felt temporary relief, but it did not work out... the situation got even worse. The Dodge Dart had air-conditioning, so as a last resort, Marcelo Sowinski left with INRI seeking for a hospital. The air conditioner inside the vehicle relieved the intensity of the pain a little.

They were some kilometers from Santa Cecilia. At that time, there was only one hospital in the city. INRI arrived in a hurry, disregarding any protocol... he went soon in search of help. There was only one physician, who performed a gynecologic examination in a patient. The pain was so lancinating that INRI brusquely removed the woman from the stretcher so that he would be treated sooner, considering the seriousness of the situation. First the physician removed all the toothpaste from his face, then he applied serum and only then the pain was relieved... Then he said:

- Since you have air-conditioning in the vehicle, you may continue your trip, but as soon as as you arrive at Lages you need to seek for a doctor, because just as soon as you have contact with non-cooled air again, it will sear.

Attentive to the doctor's guidance, INRI continued his trip to Lages. Air-conditioning on, it all ran smoothly. When they arrived at Map Hotel, while Marcelo Sowinski parked the car, INRI got the key and went up to the suite where he was lodged. In normal circumstances, Marcelo would have gone with him, but since INRI was alone, he got in the room and locked the door; Marcelo stayed on the beside room. In spite of being the most well-known hotel in the city, it did not have air-conditioning. When INRI got to the suite, he could only turn on the fan placed in the living-room. When ventilating the face, it started to sear even more than before. He looked towards the balcony, it was a cloudy day, and thought:

- Outside at least there is a breeze to refresh. I will stay there until Marcelo arrives.

He went to the balcony and realized that there was drizzle on the floor, they were red-ceramics, a slippery material. However, even on the balcony, in contact with outside air, the face continued searing, it was suffocating... The door to the balcony was made of glass. Returning to the living-room, when he was about to hold the door latch, he slipped, and instead of holding the latch, his hand penetrated the pane of glass and the whole weight of his body was sustained on the right wrist, causing a deep cut whose scar is visible until nowadays. Blood started to pour... INRI immediately withdrew his arm, went to the sofa to sit down and, intuitively, with the left hand he held just beneath the wrist to staunch the blood outflow, although it continued to leak. It was a lurid picture; the tendons, ruptured, were exposed and, together with the blood, INRI's strength was fading too...

But he did not let despair dominate; the instinct of sur-

vival spoke louder. At that crucial moment, INRI had in mind that he needed to ask for help... He looked to the telephone (at that time, direct dial did not exist; the calls were made through a telephonist), knowing that he would have to release the left hand to take the telephone from the hook when communicating, since the right hand was completely useless... He aimed well, concentrated and gathered all his forces to stand up... He could just take the telephone from the hook and could not stand anymore, falling on the floor... He immediately held the cut wrist again and just said:

“Help! Help!”

He kept waiting still, but started to ratiocinate... Since he was on the top floor of the hotel, if he did not unlock the door, they would have to seek for the chambermaid with the master-key, and this would take even more time for someone to help him... Again he concentrated, aimed at the door lock, gathered the remaining forces, stood up and lunged forward... With the left hand he unlocked the door, quickly held the right wrist again and fell... Then he started to hear the stamping of feet on the corridor, people coming towards him. Marcelo came in a hurry, he was in company of the doorman and some hotel clerks, he opened the door and stumbled upon INRI lying on the floor, surrounded by blood... He wanted to drag him straight to the corridor and take him to a first-aid hospital. A voice murmured:

“But the whole carpet will be smudged with blood...”, and he answered in resolute tone:

“This is not time to think about it, let’s take him quickly!”

He put INRI on the elevator, took him right away to the car and then to the hospital... INRI tells us that Marcelo was a peaceful man, but he had never seen him so strong, so authoritative as in that day... Arriving at the hospital, they soon arranged blood transfusion... Blood was put into one arm, and the other one left... Finally, the doctor Carlos Matiulli and his team were gathered, all of them behind the masks to begin the surgical procedure.

Before that, however, INRI rescued from his memory a scenario in which he asked another secretary, Jose Alves Junior, why he had limitation on the movement of a finger, and the secretary told him that it happened because there had been a failure when mending a tendon torn in an accident... Remembering this episode, INRI made a request to the doctor:

- Doctor, I want to see your face, take off the mask if possible, just one instant.

His request was answered, he gazed into the doctor's eyes and continued emphatically:

- Doctor, I need this hand very much, very, very much! Do as much as possible to unite my tendons again, I need this hand working, doctor! You promise me that you will make it work fine again?

INRI spoke with so much firmness, with so much vehemence, until the doctor answered him:

- Don't worry, I will do whatever is possible to restore your hand.

At this moment, when feeling security in the surgeon's promise, INRI fainted. When he woke up, Marcelo Sowinski stood by his side in the hospital room, soon the director and the presenter of Radio Princesa came to see how he was. From this episode, INRI started to nurture a sublime friendship with doctor Carlos Matioli; every time INRI returned to Lages, he went to visit the doctor in appreciation of the serious, meticulous and successful work he had done.

This was one of the deep marks destiny stuck on him, consolidating the mystical conscience that INRI cannot leave Earth while he has not fulfilled his mission.

In 1976, another curious event happened while INRI had this Dodge Dart. On a certain occasion, in the restaurant La Fiorentina, in Rio de Janeiro, INRI was in the company of the secre-

tary Luiz Fernando Tedeschi, when he suddenly said:

“I will never again eat flesh”.

Then he became vegetarian, an extremely unusual habit at that time, when it was very rare to find vegetarians. At the end of 1976, INRI got rid of the Dodge Dart; it was also a way to get rid of the past in order to begin a new phase in his life.

THE FIRST LANDAU

At the beginning of year 1977, INRI purchased the first vehicle Landau, year 1974, white colored, but he had to sell it due to an emergency.

THE MAVERICK

More ahead, yet in year 1977, hosted at Hotel Erixim, in state Rio Grande do Sul, he ordered from his friend's Sidalgo car agency in Curitiba, a white Maverick year 74. The secretary Luiz Fernando Tedeschi brought it to the place where INRI was.

INRI tells us that, at this time, he frequently spoke on the Radio Caxias, in Caxias do Sul; each time he left the radio, he saw a brown Charge RT parked far away, and was warned by the voice that commands him that in the future he would purchase a vehicle like that. Effectively, this was the vehicle that INRI used right after the Maverick.

In Santo Ângelo - RS, INRI lived a remarkable experience that culminated in the complete and definitive abstinence of cigar. Even after becoming vegetarian, like many young people at his time, INRI smoked. In SOUST files there is a picture of this time, registered by the newspaper *O Estado do Paraná*, which he uses from time to time to teach the young to get rid of the addiction.

After a debate in the Radio Sepé-Tiaraju, the presenter, attorney Carlos Pinto Yung, approached INRI and said:

“How can a person like you, a prophet, vegetarian, smoke!”

INRI tells us that the sentence kept echoing in his head, and for such reason he started to evolve the idea of stopping smoking... When he finally decided to abandon the cigarettes, aboard the Maverick he went to bucolic hotel, like a retreat, called Paraíso dos Pôneis (Pony's Paradise), in Blumenau, and there, from the third day on, he definitely abandoned the tobacco.



Illustrative picture. Vehicle with the same features and fabrication year

INRI felt a great difference in the sense perception, the smell became sharper, the taste more refined... he felt again the true taste of food, besides a subtle pleasure, but much greater and rewarding than the ephemeral sensations coming from the vice: that was the pleasure of overcoming the vice through consciousness. Instead of being the slave of vice, he eliminated it himself.

Just for having smoked, INRI knows from personal experience what passes in the head of a smoker when he decides to stop smoking, the temptations that lead many to relapse and the huge strength of will to rebuke the insistent attacks of the evil until achieving the full, definitive and irreversible conscience... And so, after this experience, many people crossed INRI's path and he could help them be free themselves from tobacco not for one week or two, but for the rest of their whole life on...

THE CHARGE RT

At the end of 1977, INRI travelled to Curitiba with the white Maverik and went away to talk to Sidalgo, the friend who used to sell him cars. At the car store, he stumbled upon a white Charge RT, year 1974, equipped with air-conditioning. He immediately did the change. INRI tells us that the car seemed like an aircraft, and almost lifted off the ground... It floated on the asphalt, sometimes reaching 170 km/h on the highway.



Illustrative picture. Vehicle with the same features and fabrication year

Aboard this car, INRI suffered one of the most enigmatic car accidents in his whole life... The secretary Marcia Barreto was driving and INRI stayed on the front passenger seat. They travelled

from Blumenau to Chapecó at high speed. When they passed Rio do Sul, suddenly, in the middle of the talk, the secretary looked at INRI and said in an amazed expression: “Iuri!” (name that INRI used until the fast, before knowing that the second letter of his name was upside down - read *The Enigma of the New Name* in the website www.inricristo.org.br). When she looked ahead again, the vehicle was already out of control. Only for miracle they survived. Even the Police were puzzled when proceeding with the investigation at the place of the crash, since everything indicated that the vehicle would crash against a stone quarry, however placid and inexplicably it went down a huge 40m precipice and landed on the ground, without overturning. Until nowadays it remains a mystery as to how that all happened.

The car was winched to Blumenau for the necessary repair. The under carriage was almost completely damaged.

THE LANDAU WITH CHAUFFEUR

At this epoch, in the beginning of 1978, the friend and counselor Althair Corrêa de Oliveira, a visionary, hotel executive officer, a mason, who also participated on the SOUST foundation in 1982, said that it was time INRI stopped travelling in the front seat of a car, beside the driver, and instead sat on the back seat. So INRI changed the Charge RT to the second Landau year 74, impeccably white. The friend Althair trained the chauffeur, explaining how he should henceforth proceed.



Illustrative picture. Vehicle with the same features and fabrication year

On August 29th 1978, INRI left Brazil and travelled towards Bolivia. He was on the eve of the fast in Santiago of Chile, where he had the revelation of his identity in September 1979. Since he had received the command from his FATHER to depart

from Brazil without leaving anything behind, he got rid of all his belongings; donated the Landau to the secretary José Alves Junior, whom he cherished and held in great esteem. On the departure day at Campo Grande, he asked the secretary to park the Landau in front of the station where the train would pass. So he would glance at the vehicle for the last time... how difficult it was to shake off the chains...

LA CARAVANE

Concluding the fast in Santiago of Chile, barred from earthly goods, INRI continued his peregrination through Latin America and Europe. When INRI was in France in 1980, some French people who recognized him offered a trailer to serve him as a lodging place.



On the left, the caravan improvised by the French people

By virtue of the rigorous French winter, they improvised a system of gas heating, so INRI could rest more comfortably. In the trailer, which in France is called “caravane”, an amazing episode happened. INRI tells us this until nowadays to exemplify how the powerful voice of the ALMIGHTY manifests inside his head. One night while INRI slept, he suddenly heard:

“Fire in the caravan!”

Still sleepy, INRI looked around and did not see anything alarming, so he went back to sleep. Then he heard again, this time stronger:

“Fire in the caravan!”

This time, INRI got a small lantern that stayed on the headboard at his disposal. When checking more thoroughly, he discovered that the blanket placed on the cover that protected him from the cold had fallen onto the metal part of the floor. Beneath the floor there was the improvised heating system, and the blanket had already burnt approximately one span. The caravan was made of flammable material. Had INRI ignored the LORD’s imperative voice, he would fatally have suffered a tragic accident.

After remaining nine months in France, INRI came back to Brazil in March 1981 and went through all the capitals and main Brazilian cities until the foundation of SOUST.



When INRI first went to Belem of Para, in May 1981, he met Abeverê (Guiomar Lopes de Sousa), his first disciple, who later eye-witnessed the Divine Revolution in the historical Feb 28th 1982 and remained in SOUST until her 86 years of age. She passed away on Sep 1st 2014.

THE DIVINE REVOLUTION IN BELEM AND THE POLICE TRUCK

On the occasion of the Libertarian Act performed on the historical Feb 28th 1982, which culminated with the institution of GOD's Kingdom on Earth, officialized as SOUST, INRI tells us that on that day, he lived the most sublime moment of his life, as he was once again exposing himself to mankind to show that he is alive, in bone and flesh, and is not a dummy eternally nailed on a cross. INRI returned with the mission to guide the human beings on the path of conscientious freedom, that means, to teach them to seek GOD and the understanding of GOD's laws independently of religions, dogmas, beliefs or superstitions. INRI did not order anyone to attend temples or churches; he continues coherent with what he said two thousand years ago and his words are worth forever: *"But whenever you pray, go into your room, shut the door and pray to your Heavenly FATHER in secret. In secret He sees what happens and rewards you"* (Matthew c.6 v.6). What is beyond this is invention, mens' blackmailing tool for manipulating and dominating the very men.

Before entering Belem's cathedral, the LORD had warned him that there would be a truck at his disposal and that INRI should use it to parade together with his people.

When INRI was taken outside the cathedral by the policemen, the LORD said:

"... Because of the iniquity that reigns in all churches, in them there is no more space for Me or for you. For this reason I command you: institute my Kingdom on Earth, announce to the world that this command came from Me. I am the GOD of Abraham, of Isaac and of

Jacob, the only LORD of heaven and earth”.

At this exact moment He revealed the name of the New Mystical Order: SOUST – Supreme Universal Order of the Holy Trinity, which constitutes itself as the officialization of GOD’s Kingdom on Earth, in the fulfillment of the two-thousand year promise: “*Come your kingdom...*” (Matthew c.6 v.10).



Next, when he saw the Police truck, INRI realized the fulfillment of the LORD’s promise. Crowning that moment of divine glory, INRI went up onto the truck and ordered the policemen to run at 10 km/h, so that he could bless the people. At first they were reluctant to obey, but INRI, declaring it was an order from the FATHER, imposed himself, exerting the authority of who knows what he does and why he does. The same people who witnessed the Libertarian Act came excitedly towards him.



Aboard this truck, INRI was taken to the Police Central Station and thereon to Prison Sao Jose, where he remained during 15 days, was subjected to analysis of a psychiatric junta and left without depending on attorneys (see the complete history of the *Libertarian Act* in the website www.inricristo.org.br).

After this event, INRI was hosted in the house of a follower, Severino Ivo da Silva. One day, Severino insisted that INRI see where SOUST's first premises in Belem would be and rented a Kombi to perform the run. INRI was followed by the disciples Abeverê and Apillar. It was a brown Kombi. INRI had been warned by his FATHER, LORD and GOD that he would have a Kombi, so it was providential that INRI went into that Kombi to see the position of the bench seats, being the main reason of that ride.

THE FIRST SOUST KOMBI

Later, when the first SOUST Kombi was purchased in Rio de Janeiro in 1982, tag VR-4588, INRI ordered that the bench seats be turned backwards, transforming the inner space in a small room, where he even gave interviews. Journalists came to write that INRI CRISTO was enthroned in the Kombi.



Only the motor of this Kombi passed by five reforms (without mentioning the painting and mechanical reforms), due to the impossibility of purchasing another vehicle. Along the 13 years that this Kombi served SOUST, it also served as a house. In Copacabana, Rio de Janeiro, the disciples Abeverê and Apillar brought water, shut the curtains and INRI had his bath inside the Kombi, when for sake of hostility (the reproach foreseen in Luke c.17 v.25-35), there was no other proper place for this purpose.

THE LITER

In 1993, obedient to the command of his FATHER, LORD and GOD, INRI designated a meritorious member, the woodworker Fernando Jung, to build a litter, which would be used to parade in Curitiba streets, withstanding the rigorous boycott imposed by organized misinformation orchestrated by the media since the memorable Feb 28th 1982



*INRI CRISTO's parade in Flowers Street,
Curitiba downtown, 1993*

While in the “religious” processions and retinues images and icons built by perishable human hands are carried on shoulders, INRI, in bone and flesh, was carried alive by his people, the fearless “poor in spirit”.

In the time of reproach foreseen in Luke c.17 v.25 a 35 (*“But first must he endure much suffering and be rejected by this generation. Just as it was in the times of Noah, so too it will be in the days of the Son of Man. They were eating and drinking, marrying and being given in marriage, until the day Noah entered the ark, and the flood came, and destroyed all of them. So too it will be in the days of the Son of Man...”*), INRI CRISTO broke into the field of unbelief in the century of hardened hearts, imposing his presence and his message, confused with madness.



Different from earthly kings, who assume a mandate as an hereditary right, INRI manifests the divine royalty in his legitimacy, authority, conviction and unshakeable mystical conscience. The French disciple Jean de Patmos, scientific consultant in SOUST for 12 years, once said:

“Everything that in a man would be ridiculous, in INRI CRISTO is sublime”.

THE SECOND KOMBI

Realizing the impracticability of proceeding to constantly reform the Kombi 1979 and the need to perform many trips to accomplish INRI's mission, in 1994 a meritorious member purchased a brand-new Kombi at Servopa consortium in Curitiba, and donated it to SOUST. Only after this, in 1995, the first Kombi was sold.



THE MB - 180 D

In year 1996, with the resources provided from the transfer of SOUST Ecclesiastic Retreat in Antonina (seacoast of Parana state), together with the help of meritorious members, SOUST purchased a vehicle MB 180-D at Savana car lot, in Curitiba.



Aboard this vehicle INRI CRISTO went around all the North and Northeast Brazil speaking in the media, always followed by his disciples.

In Vitoria, state of Espirito Santo, a citizen suggested that INRI CRISTO should wander throughout Brazil in a motor-home, which is a house on tyres, with living-room, kitchen, toilets, lodgings... And indicated a specialized place in order to make it feasible, the motor-home company Trailemar, in Curitiba. INRI

CRISTO's consultant contacted the owner of Trailemar, Mario Ziani, who oriented about the whole procedure for the acquisition of a vehicle on which he would design the house on wheels.



Frontage of SOUST provisional headquarters in Curitiba - PR

THE MOTOR-HOME MERCEDES BENZ

In the second semester of year 1997, SOUST negotiated the Kombi 1994 at Savana car lot, in Curitiba, for obtaining the body of the bus where the motor-home would be built. Mario Ziani volunteered to personally help choose the vehicle, since he already had many years of experience.

The model chosen (considering what was possible for SOUST) was an urban bus, Mercedes-Benz 1113, tag AFA-3298, 11 meters long. Owning the bus body, many meritorious members mobilized to help in the confection of the motor-home inner parts.



Mario Ziani, Trailemar director, with INRI CRISTO and disciples, observing the urban bus being transformed into a motor-home



Motor-home Mercedes-Benz already concluded at Curitiba downtown

THE MOUNTAIN AND THE TOYOTAS

In 1997, the meritorious member Manoel Alves da Silva, a retired Lieutenant of Military Police Force, decided to donate to SOUST a land placed high on a mountain, in Paranagua, Parana state, which INRI lovingly called Alps of Paranagua. The first time INRI CRISTO visited this place, he was aboard the MB 180-D. However, since it was a road in a steep land and the MB motor did not have enough horsepower to face the climb, INRI gave up and stopped half way.

When he reported this to Ledir, Mario Ziani's wife, so she told him:

“Why don't you go until the end of the mountain to see what your FATHER has to show you?”





Surprised with those words, INRI realized that she was inspired and being used for instigating him to discover what existed in that place. Finally one day, followed by his disciples, INRI went up the mountain on foot and, there at the top, he saw in that wonderful landscape of Serra do Mar, in the middle of the Atlantic Forest, in the bosom of exuberating nature, the beautiful place that the FATHER had reserved for him to live and make transcendental revelations.





*INRI CRISTO climbing the mountain in company
of the Lieutenant Manoel Alves da Silva*

Soon after visiting the mountain, INRI was warned about the need to purchase a vehicle with powerful motor to firmly bear the climb. Passing by Marechal Floriano Peixoto Street, in Curitiba, the disciples saw a Toyota Bandeirante van style, year 1990, beige color, holding an announcement of sale directly with the owner and the phone number.

They immediately took note, got in touch with the owner and discovered that her husband had died inside the vehicle, for such reason the Toyota was at sale for a reasonable price. After this prime contact, INRI had to attend an appointment in Brasilia, where he would meet again the friend Joao Ribeiro Paz, whom he had met in 1980 when first visited the Brazilian federal capital.



INRI CRISTO for the first time visiting the place that would be the Ecclesiastic Retreat of SOUST in Paranagua

Following the trip aboard the motor-home Mercedes-Benz, passing through the backlands of Sao Paulo state, INRI was wondering about the Toyota when he received order from the LORD:

“Go back, as in such condition there is only that one”.

Obedient to the FATHER’s command, INRI returned and, by the end of year 1997, negotiated a car donated by a meri-





torious member to get the Toyota, without paying anything back.

One year later, SOUST purchased a smaller Toyota year 1972, which became well-known in the Brazilian media back in year 2003, when an industry of fines was provisionally installed in Curitiba's transit.

Many times, when it rained, the dirt road leading to the SOUST retreat became a slough, and even with the help of chains around the wheels, it was difficult to conclude the climb.

So it was until year 2004, when the meritorious member Luides Leopoldo arrived at INRI CRISTO's presence and asked:

“What can I do for you?”

INRI answered:

“Come with me to the mountain, there you will have the answer”.

When he saw the condition of the road, immediately understood that he could order to arrange reconstruction, as he effectively did on the sequence of visits. Hired an enterprise in order to perform the necessary work so that INRI CRISTO could

enjoy the power of these vehicles during the many comings and goings from Curitiba to Paranagua until SOUST was transferred to Brasilia in May 2006, occasion when both the mountain and the two Toyotas provided the resources for obtaining the current SOUST headquarters.



*INRI CRISTO and the meritorious member
Luides Leopoldo by the conclusion of the work on the street*



THE SECOND MOTOR-HOME

Since the confection of the first motor-home, the intention was to build it on a interstate line bus, more indicated and appropriated for long trips, however at that time SOUST did not find a model at a reasonable price. In the beginning of year 1999, having the vehicle MB 180-D for dealing, INRI CRISTO's consultant proceeded an investigation in many stores specialized in selling secondhand buses, until finding Ana Maia Vehicles, in Curitiba. They had a model of interstate bus year 1982, which filled the necessary requirements: model Scania, 13 meters long for the arrangement of two toilets, larger inner space for the lodgings. As it may be observed in the picture, for being a tourism bus, the tag LYL-6310 was still red, showing that it belonged to an enterprise of collective transportation. The bus was evaluated in R\$20.000,00. Ana Maia Vehicles accepted the deal to trade it for the MB 180-D, year 1996.

The Trailemar owner, Mário Ziani, joined on the day, exa-



mined the bus and asserted that, making a general reformation, it would be perfectly viable to make the motor-home. Once the deal with Ana Maia Vehicles was concluded, all the legal requirements for the change of the MB 180-D by the Scania bus were attended. The transit department office inspected the vehicle and liberated the documentation. At the time, SOUST did not have resources to take ahead the project of the motor-home inner reconstruction, so Mario Ziani provided a space in Trailemar parking lot to keep the bus until it was possible.



Motor-home before the reform

In year 2002, INRI CRISTO's consultantship asked a budget for the reconstruction of the motor-home Scania. Considering the total impracticability to afford the stipulated value, Mario Ziani was proposed to receive the motor-home Mercedes-Benz as the payment for the inner confection of the Scania motor-home. All the other mechanic expenses, like tyre change, electric part, etc. were concluded with help of meritorious members willing to participate. Mario accepted the proposal and in four-months time, he liberated the Scania motor-home, already interiorly built, for the

procedure of the mechanical reforms, since the vehicle year 1982 needed to pass through many stages in garage before running any trip.



SOUST motor-home before receiving features

One meritorious member donated the tyres and softeners, others united to afford the necessary costs of mechanical repairs in the motor and engine box, another one afforded the changes in the gear mechanism, others helped purchasing two alternator and batteries, others helped into ordering new posterior axles, which were about to break at any moment, another one helped in the acquisition of a new fuel tank, this time in stainless steel, since the previous one was replete of rust, etc.

And so, little by little, along three years of garage and reformations, all the stages that propitiated the perfect working of this motor-home were concluded. For INRI CRISTO and his disciples, it was a vehicle of work, necessary for the fulfillment of his mission throughout the roads of Brazil and South America.



Since SOUST foundation in 1982, it was foreseen in the 14th article of the primitive statute that the definitive headquarters would be placed in Brasilia. After 24 years living in Curitiba, finally in May 2006 the transfer of SOUST to the federal capital was provided, and the motor-home was very useful in this process of change.

THE SPRINTER

As the regularization of the motor-home was concluded, due to the need to speed up the trips in order to attend to the increase of appointments, long ranges and fuel expenses, it was negotiated with a retired state official, and from the resources a Sprinter van was purchased, through which INRI CRISTO and disciples currently move on the Brazilian roads, also attending media invitations.



INRI CRISTO and disciples attending an invitation of UnB Journalism college

THE DONKEY

A meritorious member from Paraguay, Javier Fornells, donated to INRI CRISTO a motorized scooter, which he tenderly calls “a modern donkey”, alluding to the one he used to parade in Jerusalem.



*INRI CRISTO with the “donkey”
in SOUST garden*

After all, if two thousand years ago he walked on a bone and flesh donkey, now that he is in Brasilia, the New Jerusalem of Revelation c.21, coherent with the evolution of technology, it is natural that he moves around aboard a steel donkey.

PUBLICIZING VEHICLES

In 2011, when INRI CRISTO joined the Youpix event in Sao Paulo, the journalist Rafinha Bastos manifested the intention of participating in the next videoclip of mystical versions and asked to be informed. At the time, the disciples had received a version from an internaut, including scenes with an open vehicle. In this occasion, with help of meritorious members, SOUST purchased the vehicle Mercedes C-180, whose main purpose was recording the videoclip INRI É A DIREÇÃO (INRI is the direction).



More recently, in 2013, INRI CRISTO received from the ALMIGHTY the order to make a parade along the Ministeries Esplanade in Brasilia, the New Jerusalem of Revelation c.21, supplied with a manifesto for the Full Democracy, in which he exposed the need to banish the obligatory vote in Brazil in order

to enjoy true democracy in the country. Meritorious members mobilized for purchasing this Kombi, specially adapted for this aim.



Behold the sayings of the manifesto:

FULL DEMOCRACY

In genuine democracy, vote is facultative

So said **INRI CRISTO**:

“In the full, genuine democracy, power emanates from the people. Therefore, if people are on power, nobody can oblige them to vote. People will vote because they have chosen a candidate at the level of their expectation, who convinced them positively, who announced a plausible proposal, who did something concrete for the good of the whole nation.

However, in the false democracy, the human being is forced to leave his home and move pinched in a bus crowded with victims of the system to go voting even without choosing a candi-

date, only because voting is obligatory. This is not democracy; this is disguised dictatorship! Full democracy is the greatest terror of the corrupt politicians, as the vote is facultative and the candidate knows that if he promises and disobeys, he will be rejected in the next election.

In full democracy there is no need of electronic vote, since only those who want and know why will go voting. In the most civilized countries of the world, like France, for example, vote is facultative, the citizen votes only because he has effectively chosen a candidate. In a country where genuine democracy has been implemented and performed, the candidates would no more speak “mumbo jumbo” on TV; they would present viable projects through a clear and sincere speech, understood by the whole society.

Imagine the citizen leaving his house, his home comfort, most of times having to face a queue, being coerced to vote... In full democracy people are not coerced to vote; they vote because they want to, because they feel civic satisfaction into participating on the choice of the governor, of the legislator. This one, by his turn, will promote and keep the political and administrative organization of the country. This is real, genuine democracy.

In full democracy, the governors, the politicians are motivated to be honest, virtuous, to expose and fulfill viable projects, since they know that if they do not proceed this way, will not be reelected. In the genuine democracy, it would be possible to see honesty impressed on the face of the candidates, their endeavor into presenting true proposals and put them in practice during the mandate, in a way to benefit people. It is also necessary to point out that, in full democracy, any voter would never sell his vote and any kind of coercion would stop existing.

Finally, forcing the citizen to vote and yet asserting that there is democracy in the Brazilian governmental system is a fallacy! The erect beings, free-thinkers, seekers of the truth and justice, share the thought that there is no democracy with obligatory

vote. Back in 1998 I was expelled from the National Congress for speaking these things, but I'm here for the truth, whoever it may hurt to.

Therefore, I'm in favor of a **PLEBISCITE for IMPLEMENTATION of FACULTATIVE VOTING NOW**".

INRI CRISTO – Philosopher, Educator, Regent of SOUST



INRI CRISTO is apolitical, he continues giving to Ceasar what is Ceasar's (Matthew c.22 v.21). It has been four decades since he exherts a divine mandate; he will never be candidate to any public function.

HE WILL COME OVER THE CLOUDS...

It is foreseen about the coming of the Messiah: *“Behold that he comes over the clouds and every eye shall see him... His head and his hair were white like the white wool, white as snow”* (Revelation c.1 v.7 and 14). These excerpts of Revelation, as much as those in which is foreseen the sign of the Son of Man over the clouds of heaven, allude to Daniel’s prophecy: *“And an Ancient of Days took his throne, his clothing was white as snow and the hair of his head like pure wool; his throne was fiery flames... I saw one like a Son of Man coming with the clouds of heaven...”* (Daniel c.7 v.9-14).

Deciphering the biblical enigma under the cabalistic view, these prophecies mean that, on the LORD’s day, the Son of Man will have his hair white (therefore he will be aged), and will be seen



by the whole humanity in a worldwide television net.



It didn't happen by chance that, right in the century of INRI CRISTO's reincarnation, GOD inspired the scientists to invent television, internet and aircrafts. Two thousand years ago the ALMIGHTY had given him the metaphysical vision of the future, of his return to Earth:

*"The days are coming when you will long to see one of the days of the Son of Man, and you will not see it. They will say to you, 'Look there!' or 'Look here!' Do not go, do not set off in pursuit. For as the lightning flashes and lights up the sky from one side to the other, so will the Son of Man be **in his day**" (Luke c.17 v.22 to 24).*

This biblical excerpt shows how will be the days when INRI CRISTO will go through the nations aboard an airship (when observing an airplane moving at night with its lights blinking, its speedy trajectory resembles the lightening flash). For this reason, when they say: "He is in Mexico", then he will already

be in Germany, and when they say: “He is in Germany”, he will already be in Japan, and so on.

Nevertheless, it is necessary to pay attention to a relevant detail that, amidst all the Evangelists, **only one had the care of registering: the Son of Man’s reproof in the occasion of his return**, in which despise and disapproval from Earth inhabitants would be repeated, just like it happened in the days previous to the Flood:

“But first must he endure much suffering and be rejected by this generation. Just as it was in the times of Noah, so too it will be in the days of the Son of Man. They were eating and drinking, marrying and being given in marriage, until Noah entered the ark, and the flood came, and destroyed all of them...” (Luke c.17 v.25-35).

Reproof is inevitable since INRI CRISTO contradicts interests, ideas and established values; after all, not even two thousand years ago could he please everyone. He came back to this world only to fulfill the will of his FATHER, LORD and GOD. INRI perseveres strong in his march towards the victorious and inexorable destiny that was reserved for him.

In the brief accounts in this book it is possible to realize that there is an abysmal contrast between the real, authentic Christ, whose steps left and will leave indelible marks in humanity’s history, and the folkloric, fanciful Christ that religions impregnated in the heads of the incautious and naive Christians.

The gift of discernment comes from GOD, and only He can reveal the truth in the inner of each human being, because as INRI CRISTO teaches us: GOD and the Truth are one and the same thing.

“You will know the truth and the truth will set you free.”

(John c.8 v.32)

“LIVE EACH DAY AS IF YOU WERE CLIMBING A MOUNTAIN.

A GLANCE TO THE TOP ONCE IN A WHILE WILL KEEP THE TARGET PRESENT IN THE MIND.

BUT AT EACH NEW STAGE YOU SHALL ADMIRE THE BEAUTIFUL LANDSCAPES WHICH STAYED BEHIND.

CLIMB SLOWLY, UNIFORMLY, ENJOYING EACH MOMENT THAT PASSES.

THEN, YOUR ARRIVAL AT THE SUMMIT WILL BE A SUITABLE CLIMAX FOR THE WHOLE TRIP”.

Asusana Renard

SOUST
Suprema Ordem Universal
da
Santíssima Trindade

(Supreme Universal Order of the Holy Trinity)

*New Mystical Order
instituted by INRI CRISTO on Feb 28th 1982.
The officialization of GOD's Kingdom on Earth.*

Núcleo Rural Casa Grande
8 MA Street, farm 18 / Setor Oeste - Gama
Brasilia – DF – Brazil
CEP 72428-010
Phones: +(55) (61) 3404-0134 / 3404-3000

www.inricristo.org.br
www.inricristo.tv