



# WHEELSPIN

May 2012

[www.hccc.org.nz](http://www.hccc.org.nz)

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WEBSITE: [www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO

Adam & Jilly in the newly acquired Starlet at Mangahao Dam (Photo MotorsportCentral)

## Harbour Capital Car Club Clubnight

First Wednesday of the month Fireman's Arms, 313 Jackson Street  
(North End of Jackson Street, just South of Cuba St intersection) Petone

Committee Meeting 3<sup>rd</sup> Wednesday of the month, Fireman's Arms, 313 Jackson St Petone, 7:30 pm. Note:— anyone is welcome to attend committee meetings.

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Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.

Opinions expressed are not necessarily those of the Club or Committee.

To other Car Club Editors: While we do not object to other magazines using articles or material from our Wheelspin, we do appreciate recognition of the source of said material. Originals are usually available on request.

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## DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# Clubnight

## The Fireman's Arms Jackson Street, Petone

Wednesday the 2nd May 2012 @7:30



Seems to be a busy season, like always!

I headed over to Whariti Peak to navigate for Brian in his Corolla, bit of a mad early start, plus I was in my club car to give it a bit of a run, and bed in the new brake pads. Was a pleasant drive in the morning as it was nice and cool, and not too many silly people out on the roads. Plus now that I've replaced the narrow driver's seat, long hauls in the race car are actually fairly comfy. The venue had clearly suffered from a bit of overnight rain, so I slightly turned my car brown just getting into the pit paddock, but at least I didn't completely sink the car! Quite a few people managed just that while I was watching.

The road also had suffered a bit, Brian did three runs, but flagged the fourth as the grooves had gotten quite seriously deep, and it was starting to feel like we were pulling the floor out of the car over some of the more pointy rocky bits. We had notes, but with so much of the hill being two's, I kept getting discombobulated and losing place. However since Brian had done a bunch of runs on the Saturday it really wasn't any big deal, as he was more confident in his memory of the road than I was in calling the notes. Definitely a bit of hill that could benefit from four wheel drive and a hairdryer hung on the side! Excellent event, quite low key, and a bit of everything during each run with a fast start, steep climb, then opening out a bit into some quickish downhill bits with \*huge\* drops off the side.

Neat view at the top too, with the wind turbines and suchlike in the distance, but I reckon maybe another two inches ride height in the Corolla probably would have been a good idea.





The drive back wasn't so much fun, as it was toastie warm, packed full of people on the roads, and I found the worst coffee I've drunk in a very long time! There was quite a bit of obscene language being used during my run back over the Rimutakas.

My next event was another passenger ride, but this time at Mangahao Dam in Shannon, which hasn't run in a very long time indeed. I hopped a ride up there with Brendon, although he had a bit of a bung leg, so actually I chauffeured him up there. We stopped at Otaki at Streetwise coffee (one of my favourite places), then found another competitor looking a bit sad at the roundabout. He'd been cut off by a caravan at the roundabout, and bugged his suspension driving into the footpath in evasive moves. Not a good start to any day.

There was only about 20 cars running at the event, which is a shame because it's an excellent venue, a good length and a really challenging bit of gravel. That it has a tarmac carpark with decent loo's right there is an excellent bonus.

I had my first go at writing pace notes that day, with a clipboard, pen, and an expression of deep concentration I was scribbling frantically all the way up the practice run with Brendon, and ended up with a page impressively full of what looked like something the energiser bunny would write when on a roller coaster during an earthquake. I hopped out of the car for the first run as Brendon was taking his dad for a run up the hill, and jumped over into a Legacy with Brian Underwood who was looking for some ballast in the passenger side.

It became rapidly obvious that there was absolutely no way I was going to be able to check the notes much on this run, because we were going what seemed like insanely fast all the time.

Definitely a very different kettle of fish from the little 1600 Corolla that was barely hitting 80kph at the fastest, this Legacy was pulling all the way through third gear.



We got really close to a whole bunch of stuff (like banks, fences and cliffs), and all in all it was excellent fun. Although at one stage as we had two wheels getting really close to a bloody big cliff, I admit that my elbow was creeping slightly further away from the cliff side of the car.

I jumped back into the car with Brendon for his final two runs. The first of the two runs Brendon was quite hesitant about the notes, but we pulled quite a bit of time out just by getting him to focus on corner speed and momentum. The last run was excellent, as he was much happier listening to the notes, and could take advantage of knowing that he could commit much harder to some of the corners towards the top end of the course. In the end he took a class win, which is a really pleasing outcome.

## CLARKSONISM'S

"This is the Renault Espace, probably the best of the people carriers. Not that that's much to shout about. That's like saying Oh good I've got syphilis, the BEST of the sexually transmitted diseases.





Poor Brian had a bit of a rough day though, as he nearly put it down a bank early in the day, and then on the last run of the day lost the back end and put a goodly sized dent in the back corner. Very unlike Brian!

Adam confirmed conclusively that his spare parts car is not set up for gravel, and burnt out the clutch utterly just trying to get the car out of all the low speed corners, whilst running a high speed diff. Plus the front guard was being caught by the tall rally rubber and was progressively changing shape as the day went on. By the second timed run the clutch was shot, and he put it back on the trailer. He went for a spin (two spins apparently) with Shane McKay in the bonkers little supercharged Starlet, which apparently is running a super flash sequential quafe gearbox. Mangahao is a brilliant bit of road, if really steep, and for all you gravel bashers out there, I reckon it is definitely one you should put on your 2013 calendar if they run it again.

My only drive for the month was at the Racetech Classic Rally held at Manfeild ... ooooooo, where to start! Poor old Brian was crook leading up to the event, so Jilly was being warmed up as fill in navigator from about Thursday before the event. So she got a text 6:30 Saturday morning to say "see you at the track, hope your helmet and overalls are in the car!"

Brent Sellens had managed to book the Toyota Pit lane garages for us, so we had a home to camp out in for the day, which was pretty good. Unfortunately my car was a bit determined to give me a challenging day out!

First corner, the bonnet popped open as far as the safety catch, so I dived into the infield and slammed that back in place. Belted back in again, through the esses, right onto the slip road, right back onto the front straight and into a MEAN chicane set out with big industrial tyres and cones. Jump on the brakes, and there's a slight resistance, then the pedal goes straight to the floor!



Service crew in action at Manfeild



Clearly this isn't an ideal situation to discover as you're coming into a 50k chicane, doing about 135. I chucked the car sideways at the chicane, cleaned out one of their big tyres, and spun remarkably undamaged into the infield.

We trickled quietly back to the pits, at the sort of speed you do when you've got absolutely zero brakes, and no idea what had just gone wrong to cause complete lack of brakes. So we dnf'd the first stage, which was really frustrating.

The car went up on the jack and the service crew of John Raptis, Adam Fisher, and Webster dived under the front of the car, to discover that both front brake lines had been rubbing, and the passenger side one had worn through to the point where it blew when I stood hard on the pedal. This showed us that the brake lines from a 101 Corolla are clearly a bit longer than those in an AE92, as my car has the struts and brake lines out of a 101 fitted to it.

So there was a Repco run, some surgery, and the car headed out practically as good as new for stage two. The rest of the day went pretty well, other than a fast re-fit of an alternator bolt just before the last stage of the day.

Despite my "interesting" day in the car, I can highly recommend this event. We had Brent and Julie up there in the mean green machine (third overall ... impressive out of a little 1600 Corolla), Andrew and Brendon in another Corolla, Iain Atkinson in the Porsche 944, and Adam Muldoon in his Lancia. Which made about 1/5 of the field HCCC entrants.



It is a great event, with the circuit being used ... but not as the conventional circuit layout is just hilarious fun. The touring distance is measured in meters not in tens of kilometres, and there is a good amount of time between runs.

Great social event, and run by a very laid back collection of organisers.

The next round is Taupo on August 4<sup>th</sup>, and it is looking like a good number of us are going to head up to either compete or watch up there, so give us a shout if you're keen to get involved (or need a hand with stuff).

## CARTROUBLE

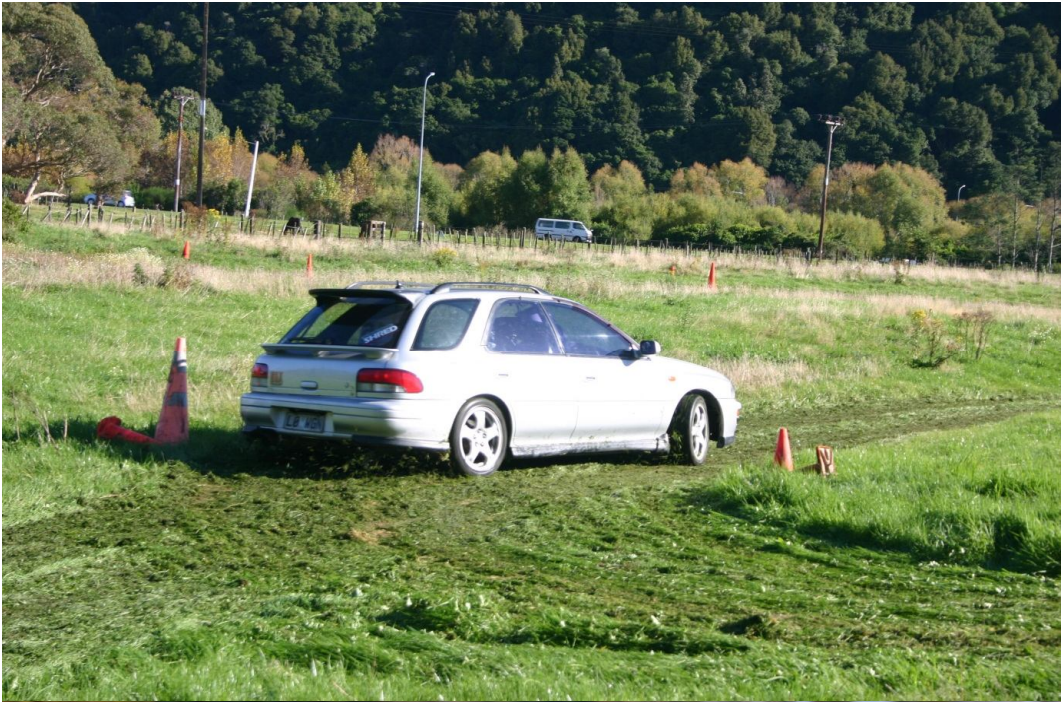
A blonde pushes her BMW into a gas station. She tells the Mechanic it died. After he works on it for a few minutes, it is idling smoothly.

She says, 'What's the story?'

He replies, 'Just crap in the carburettor'

She asks, 'How often do I have to do that?'

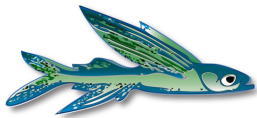












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**A police officer stops a blonde for speeding and asks her very nicely if he could see her license.**

**She replied in a huff, 'I wish you guys would get your act together.'**

**Just yesterday you take away my license and then today you expect me to show it to you!'**

## TRIALS

Hello folks

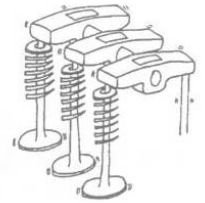
I can now confirm that this year's car trials series will go ahead as proposed earlier (though I would still be glad to hear from a volunteer to organise the July event).

I'll send out a more detailed message soon. In the meantime, here's a summary of the programme:

Round 1 - May 9, Titahi Bay & Porirua, organisers Wayne Gair & Dianne McDonald (Harbour Capital Car Club). **CANCELLED**

## Tappet chatter

Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!



Note: We trust our informants' 100% and would never question their reliability!

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A gorgeous young redhead goes into the doctor's office and said that her body hurt wherever she touched it.

'Impossible!' says the doctor. 'Show me.'

The redhead took her finger, pushed on her left shoulder and screamed, then she pushed her elbow and screamed even more. She pushed her knee and screamed; likewise she pushed her ankle and screamed. Everywhere she touched made her scream.

The doctor said, 'You're not really a redhead, are you?'

'Well, no' she said, 'I'm actually a blonde.'

'I thought so,' the doctor said, 'Your finger is broken.'



## **Mangahao Road Gravel Hillclimb - 1st April 2012**



The Levin Car Club held a gravel hillclimb at Mangahao Road (Mangahao Dam) Shannon on Sunday 1st April 2012. We have never been to Mangahao Dam before so we were keen to see what the road was like and how the drivers would adapt to the conditions. The event was 5km's in length and wound uphill on a hard based surface which did have some thick gravel in parts. The road was mainly windy with very little in the way of long straights and so was a real test of the driver as it switched from uphill to downhill and followed a hard based higher speed section with a tricky downhill corner littered with gravel. A great piece of N.Z. country road, so it was a pity that only seventeen drivers turned up to avail themselves of the wonderful opportunity to get some really good mileage under their belt and learn how to adapt to a road that (apart from long straights) had just about every situation that a rally driver would normally face. There were no double drivers and the event was divided into the usual classes - Class A 0-1300cc, Class B 1301-1600cc, Class C 1601-2000cc, Class D over 2001cc and Class E all 4WD cars. There was to be three official runs so after the practice the event proper was under way.

Run one saw Peter Trotter (Mitsubishi Lancer EVO IV) take the lead in a time of 5.15.00. He was well ahead of the next driver Marty Smith (Rothmans Subaru Legacy) 5.30.58 with Brian Underwood (Subaru Legacy) close behind in a time of 5.30.99. The fastest two wheel drive car was Shane MacKay (Toyota Starlet Supercharged), who was also in fourth place, 5.38.34 but he was being closely challenged by Daniel Feck (Mitsubishi FTO) who was fifth in a time of 5.38.67. Other drivers who had a good start to the event included Phil Beale (Subaru Legacy) and Aaron Cook (Honda Civic).



Run 2 saw Peter Trotter maintain his lead with a time of 5.11.74. Marty Smith also continued to hold second place with a time of 5.17.99 and third was still Brian Underwood 5.21.18. In the two wheel drive category it was also still Shane MacKay and Daniel Feck who held the first two places and fourth and fifth overall. Brendon Norling (Toyota Corolla) had to withdraw from this run about a third of the way through due to a problem which made the car almost uncontrollable but he was able to do a "fix it" and return for the final run. Aaron Cook (third two wheel drive) was closing in on Daniel Feck with a difference of only .16 of a second so the final run looked as though it was going to be very interesting.

Adam Fisher (Toyota Starlet) did not start the final run and Brian Craig (Toyota Corolla) got less than a km in when near disaster struck. In one of the very short straights Brian got up a good head of steam but approached the corner too quickly. He tried to throw it into opposite lock but the car spun and hit a wooden safety fence and ended up nose facing the bank. He was very lucky to hit the fence because otherwise he would have left the road and it was a long way down to the creek. The fence was only a couple of metres long and that was the only fence along that part of the road! The car took a small amount of panel damage on the back driver's side but nothing too bad. All other drivers managed to get through the final run. And there were some changes to the placings that had been in evidence to this point. Peter Trotter had a very bad final run (a minute slower than his first time) which seemed to develop on the first corner at the bottom of the hill. Marty Smith decided this was his chance and pounced with a time of 5.10.14 which was the fastest time of the day. Peter Trotter had to settle for second (on the basis of his time in Run 2) and third was taken from the very fast finishing Daniel Feck who blasted his way through the course in a time of 5.17.99. Daniel was also the first two wheel drive car. Fourth was Brian Underwood who also had to rely on his Legacy's time in run 2 and fifth, and second two wheel drive car, was Shane Mackay's Starlet. The rest of the top 10 were the consistent Phil Beale in 6th, Aaron Cook in 7th, Graham Heath (Nissan Pulsar) 8th, Blair Murray in his very good-looking Honda Civic in 9th and Brendon Glendinning (Toyota Corolla) in 10th. In the classes it was Adam Fisher who won Class A, Brendon Glendinning who won Class B from Dave Wilce (Daihatsu Charade) and Norm Anthony (Toyota Starlet), Aaron Cook who won Class C from Graham Heath and Blair Murray, Daniel Feck who won Class D from Shane MacKay and of course Marty Smith who won Class E from Peter Trotter and Brian Underwood.



Another great event from the Levin Car Club! Thanks to everyone who helped and especially the marshal about half way up the hill who backed his 4WD Toyota HiLux so the tray at the back was over a stream and allowed Andy to get on to the back and get some great photos that would otherwise have been impossible.



A boy went to war in 1914 and left his bike chained to a small tree. He never made it home, and his family left the bike by the tree in his memory. This is that tree today.



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**IDIOT SIGHTING No 6**

The traffic light on the corner buzzes when the lights turn red and it is safe to cross the road. I was crossing with an intellectually challenged friend of mine. She asked if I knew what the buzzer was for. I explained that it signals blind people when the light is red. Appalled, she responded, 'What on earth are blind people doing driving?!' She is a Local County Council employee in Harrow , Middlesex. (And she's NOT blonde)

## Wellington Motorsport Association Calendar 2012

<b>May</b>	5	Autocross?	Harbour Capital	Tauherenikau?	KN
	6	GG Gravel Sprint	Wairarapa	Tea Creek	GS
	9	<del>Night Trial</del> Canceled	<del>Harbour Capital</del>	<del>Titahi Bay and Porirua</del>	
	13	Autocross (Gravel)	Kapiti	Otaihanga	KN
	19	MSNZ Conference		Auckland	
	20	AW Competitor Coaching/Autocross	Hutt Valley	Silverstream	
	21	WMSA Meeting		HVMC Clubrooms, Petone	
	26	Rally Otago (NZRC Rd 2)	Otago SCC	Otago	Nat
	27	WG Rally Otago (NZRC Rd 2)	Otago SCC	Otago	Nat
		Intermarque Sprint	IM	Manfeild	IM
		Gravel Sprint	Dannevirke	Pahaheke / Waituna Road	
<b>June</b>	3	Race (Winter Series)	Manawatu	Manfeild	
	9	Rally Hawkes Bay	Hawkes Bay	Hawkes Bay	CRRS
	10	Targa Rotorua	Targa		
	10	Targa Rotorua	Targa		
	13	Night Trial			
	17	Autocross / Motorkhana	Hutt Valley	Silverstream	KN/ST
	23	Rally NZ (NZRC Rd 4)	Rally NZ	Auckland	Int
	24	Rally NZ (NZRC Rd 4)	Rally NZ	Auckland	Int
<b>July</b>	1	Race (Winter Series)	Manawatu	Manfeild	
		Autocross	Kapiti	Otaihanga	
	11	Night Trial			
	12	All Stewards Meeting			
	14	Rally (Daybreaker)		Manawatu	CRRS
	15	AW Intermarque Sprint	IM	Manfeild	IM
	22	Sprint	Levin	Kaihinau Road, Shannon	DM
	29	Autocross	Hutt Valley	Silverstream	KN
<b>August</b>	4	Rally (Taupo 2WD Tarmac)	Taupo Classic R	Taupo Motorsport Park	Nat
	5	Race (Winter Series)	Manawatu	Manfeild	
	8	Night Trial			
	12	Autocross (Gravel)	Kapiti	Otaihanga	KN
	19	Autocross	Hutt Valley	Silverstream	KN
	20	WMSA Meeting (AGM)		HVMC Clubrooms, Petone	
	25	Rally Gisborne (NZRC Rd 5)	Rally NZ	Gisborne	Nat
	26	Rally Gisborne (NZRC Rd 5)	Rally NZ	Gisborne	Nat
		Intermarque Sprint	IM(?)	Manfeild	IM
<b>September</b>	2	Race (Winter Series)			
	12	Night Trial			
	16	Motorkhana	Harbour Capital	Silverstream	ST/VB
	23	Intermarque Sprint	IM(?)	Manfeild	IM
<b>October</b>	7	Gravel Sprint	Levin	Waiorongomai Road, Otaki	GS
	14	Autocross (Gravel)	Kapiti	Otaihanga	
	21	Gravel Sprint	Wairarapa	Puketiro Road	GS
		Sealed Sprint (Triathlon)	Hutt Valley	Port Road	DM?
	22	Autocross/Motorkhana (Triathlon)	Hutt Valley	Silverstream	KN/ST
<b>November</b>	21-28	Targa Rally	Targa		
	4	Hillclimb	Wairarapa	Admiral Road	DM
	10	Race (Classic)	MG	Manfeild	
	11	Race (Classic)	MG	Manfeild	
	10-18	Silver Fern Rally	Marathon RC	North Island	Nat
	18	Autocross (Gravel)	Kapiti	Otaihanga	
	19	WMSA Meeting		HVMC Clubrooms, Petone	
	22	All Stewards Meeting			
	25	Gravel Sprint	Wairarapa	Dorsets Road	GS
<b>December</b>	2	Sealed Sprint	Dannevirke	Blairgowrie Road	
		Autocross	Hutt Valley	Silverstream	KN
	9	Intermarque Sprint	IM(?)	Manfeild	IM

### IDIOT SIGHTING No3

I live in a semi-rural area. We recently had a new neighbour call the Highways Department to request the removal of the 'DEER CROSSING' sign from our road.

The reason: 'Too many deer are being hit by cars on this stretch of road! I don't think this is a good place for them to be crossing, any-more.'



### Abbreviations

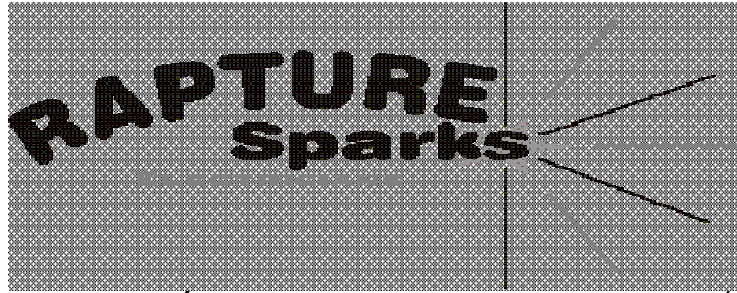
KN	Kim Naylor Autocross Series
DM	Duncan McKenzie Sealed Sprint Series
ST	Stewards Trophy Motorkhana Series
VB	Vesta Battery round of ST series
GS	Gravel Sprint Series
RT	Road and Track Sprint Series
RS	Rallysprint Series
IM	The Surgery Intermarque Sprint Series
Nat	National meeting
NT	Night Trial Series

### Club Contacts

Levin	027 442 1639 (Chris)
Hutt Valley	021 515 642 (Geoff)
Wellington	021 717 676 (Jody)
Harbour Capital	027 6996 838 (Leon)
Kapiti	027 446 9986 (Bryan)
Wairarapa	027 627 8005 (Mort)
MG	04 970 8644 (Terry)
Intermarque	027 232 2523 (Alan)
MOWOG	

### Stewards

AW	Alan Wright
BS	Barry Swanerton
GG	Gordon Gandy
GM	Gus McMillan
JR	John Rapley
IS	Ian Snellgrove
PT	Paul Te Punga
SM	Stephen Marks
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## Off the clock

By Rebecca Dudley  
News-Tribune Editor/Publisher



My ex-husband had this annoying habit of bringing greasy old carburetors and things into the house to work on. So, last week, when my friend called to tell me this story, my first response was, "Where did this guy live?"

Now reassured that I was never related to him by marriage, this really is too hilarious not to share.

The way my friend told it, this guy pushed his motorcycle from the patio into his living room, where he began to clean the engine with some rags and a bowl of gasoline. When he finished, he sat on the motorcycle and decided to start it to make sure everything was still OK. Unfortunately, the bike started in gear, and crashed through the glass patio door with him still clinging to the handlebars.

His wife had been working in the kitchen. She came running at the noise, and found him crumpled on the patio, badly cut from the shards of broken glass. She called 911, and the paramedics transported the guy to the emergency room.

So far, the story is humorous — in a "that is what you get for being a big enough lout to bring your motorcycle into the house" kind of way.

But here is where I really split a gut.

Later that afternoon, after many stitches had pulled her husband back together, the wife brought him home and put him to bed. She cleaned up the mess in the living room, and dumped the bowl of gasoline in the toilet.

Shortly thereafter, her husband woke up, lit a cigarette, and went into the bathroom. He sat down and tossed the cigarette into the toilet, which promptly exploded because the wife had not flushed the gasoline away. The explosion blew the man through the bathroom door.

The wife heard the explosion and her husband's screams. She ran into the hall and found him lying on the floor with his trousers blown away and burns on his buttocks. The wife again ran to the phone and called for an ambulance.

The same two paramedics were dispatched to the scene. They loaded the husband on the stretcher and began carrying him to the street. One of them asked the wife how the injury had occurred. When she told them, they began laughing so hard that they dropped the stretcher, and broke the guy's collarbone.

Talk about instant karma.

Four friends, who hadn't seen each other in 30 years, reunited at a party...

After several drinks, one of the men had to use the men's room.

Those who remained talked about their kids.

The first guy said, 'My son is my pride and joy.

He started working at a successful company at the bottom of the ladder.

He studied Economics and Business Administration and soon began to climb the corporate ladder and now he's the president of the company.

He became so rich that he gave his best friend a top of the line Mercedes for his birthday.'

The second guy said, 'Darn, that's terrific! My son is also my pride and joy.

He started working for a big airline, then went to flight school to become a pilot.

Eventually he became a partner in the company, where he owns the majority of its assets.

He's so rich that he gave his best friend a brand new jet for his birthday.'

The third man said: 'Well, that's terrific! My son studied in the best universities and became an engineer. Then he started his own construction company and is now a multimillionaire...

He also gave away something very nice and expensive to his best friend for his birthday: A 30,000 square foot mansion.'

The three friends congratulated each other just as the fourth returned from the restroom and asked:

'What are all the congratulations for?'

One of the three said: 'We were talking about the pride we feel for the successes of our sons...

What about your son?'

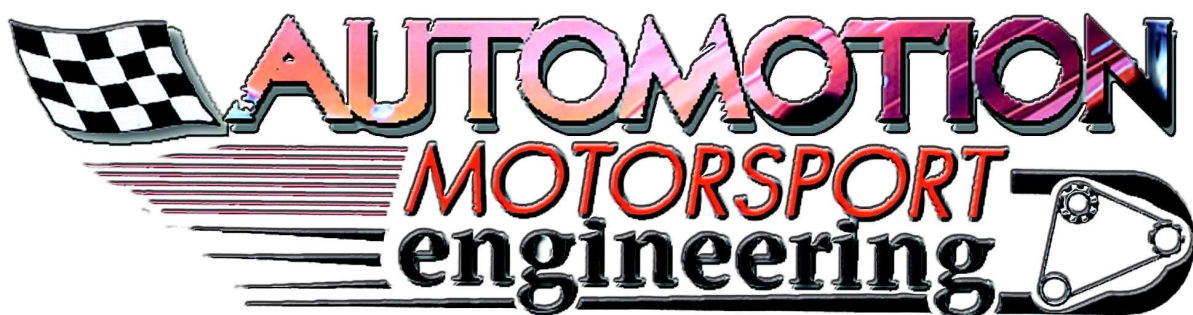
The fourth man replied: 'My son is gay and makes a living dancing as a stripper at a nightclub.'

The three friends said: 'What a shame... What a disappointment.'

The fourth man replied: 'No, I'm not ashamed. He's my son and I love him. And he hasn't done too badly either.

His birthday was two weeks ago, and he received a beautiful 30,000 square foot mansion, a brand new jet and a top of the line Mercedes from his three boyfriends.'





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At the 1994 annual awards dinner given for Forensic Science, (AAFS) President Dr. Don Harper Mills astounded his audience with the legal Complications of a bizarre death. On March 23, 1994 the medical examiner viewed the body of Ronald Opus and Concluded that he died from a shotgun wound to the head.

Mr. Opus had jumped from the top of a 10-story building intending to Commit suicide.

He left a note to the effect indicating his despondency.

As he fell past the ninth floor, his life was interrupted by a shotgun Blast passing through a window, which killed him instantly.

Neither the shooter nor the deceased was aware that a safety net had been Installed just below the eighth floor level to protect some building Workers and that Ronald Opus would not have been able to complete his suicide the Way he had planned.

The room on the ninth floor, where the shotgun blast emanated, was Occupied by an elderly man and his wife.

They were arguing vigorously and he was threatening her with a shotgun! The man was so upset that when he pulled the trigger, he completely missed His wife and the pellets went through the window, striking Mr. Opus.

When one intends to kill subject 'A' but kills subject 'B' in the attempt, One is guilty of the murder of subject 'B.'

When confronted with the murder charge, the old man and his wife were both Adamant, and both said that they thought the shotgun was not loaded.

The old man said it was a long-standing habit to threaten his wife with The unloaded shotgun. He had no intention to murder her. Therefore, the killing of Mr. Opus appeared to be an accident; that is, Assuming the gun had been accidentally loaded.

The continuing investigation turned up a witness who saw the old couple's Son loading the shotgun about 6 weeks prior to the fatal accident.

It transpired that the old lady had cut off her son's financial support And the son, knowing the propensity of his father to use the shotgun Threateningly, loaded the gun with the expectation that his father would shoot his Mother.

Since the loader of the gun was aware of this, he was guilty of the murder Even though he didn't actually pull the trigger.

The case now becomes one of murder on the part of the son for the death of Ronald Opus.

Now for the exquisite twist...

Further investigation revealed that the son was, in fact, Ronald Opus. He had become increasingly despondent over the failure of his attempt to Engineer his mother's murder. This led him to jump off the 10 story building on March 23rd, only to be Killed by a shotgun blast passing through the ninth story window.

The son, Ronald Opus, had actually murdered himself.

So the medical examiner closed the case as a suicide.

A true story from Associated Press.



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