

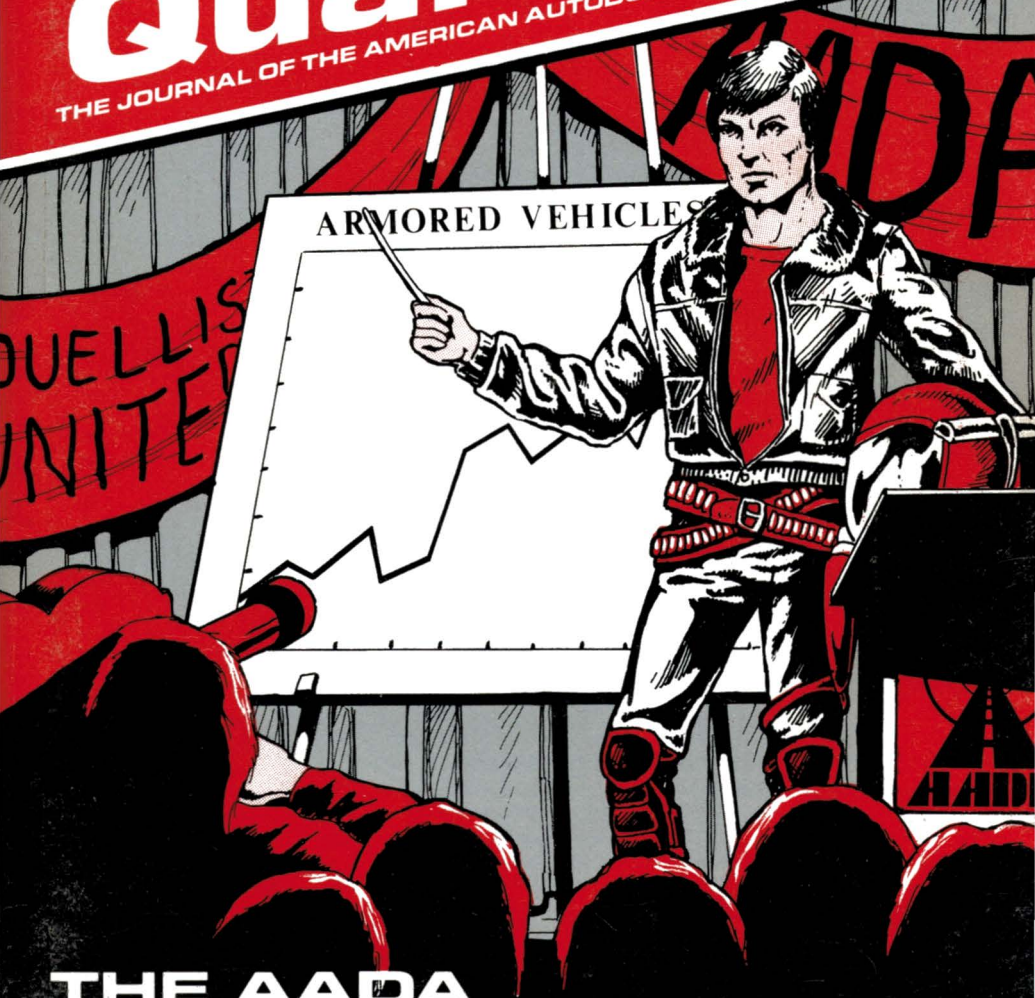
Spring 2034

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Autoduel Quarterly

THE JOURNAL OF THE AMERICAN AUTO DUEL ASSOCIATION



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the Driver's Seat

The march goes on. The reprint of *ADQ* 1 is now sold out, and issues 3 and 4 are almost gone. It's been a good year.

But we're not going to rest on our laurels. 2034 will be a year of continued growth and expansion, both for autoduellists and their world.

The first big step we're taking can be found elsewhere in this issue: the formation of the American Autoduel Association. Our goal was to create an organization that will allow a good deal of active participation for those who want it, without forcing a lot of unnecessary stuff on those who would rather not. I think we've succeeded — be sure to check out the details elsewhere in this issue.

Our first big event will be the AADA Championships at Origins '84 in Dallas. Any club champion who can make the trip will be eligible. To win a club championship, you must find a club. Now that we have the AADA established, a couple of pages of each *ADQ* will be devoted to AADA news. In issue 6, the first thing we'll publish will be a complete list of the established clubs. You can either join an existing club near you — or play it safe, find some friends, and start one yourself!

A couple of other changes you'll see in our second year stem directly from your responses to our Mini-Feedback in issue 2. One thing everybody seemed to want more of was new equipment and new vehicles. Starting with this issue, you've got 'em.

In addition to the regular two pages of Uncle Albert, we've added a page of new products from another manufacturer. The latest weaponry from Herlitz & Sons will keep you offense-minded duellists happy, I'm sure.

As for introducing new vehicles, we've got an idea I think you'll like. We've sent our reporters out to find interesting vehicles that are actually in use on the highways and in the arenas of 2034. Many of these are one-of-a-kind, custom jobs — so we decided to start the "ADQ Custom Feature." It not only contains information on the deadliest cars on the road today, but it takes a close look at the men (and women) who drive them. It's good reading that you'll find useful for your own campaign.

One other change that you subscribers will notice . . . we've decided to use mailing covers

for those copies of *ADQ* that the Postal Service handles. While it's not been an epidemic, we've received enough complaints about mangled copies and missing covers to go to this format. We hope it will solve any problems you may have had.

But as we enter our second year, most of the things we do won't change at all. That's because our readers seem to like *ADQ* pretty much as it is. Our only New Year's resolution is to keep delivering the magazine that you all (apparently) like.

Now it's time for your New Year's resolution. Just repeat after me:

I resolve to send art and articles to Autoduel Quarterly. We could always use more art, preferably black ink on white paper. And we are in particular need of longer articles, scenarios and variants in the 3,000-plus word range. Tell us about new places for autoduelling and new ways to play the game. Typed and double-spaced, please. And we could always use contributions to our regular features: ADQ&A, Backfire, Uncle Albert, The North American Road Atlas and Survival Guide, Newswatch and others. And don't forget a self-addressed, stamped envelope if you want your submission back.

What's New

A lot of people are wondering what new *Car Wars* products we're going to publish this year. We're wondering, too, but we have some ideas. They include:

The AADA Vehicle Identification Guide. A book containing descriptions, complete stats, and counters for lots and lots of cars, trucks, helicopters, cycles and other esoteric vehicles. We hope to have this out pretty soon (maybe even before *ADQ* 6). We may also release, then or a little later, a companion . . .

Uncle Albert's Catalog. Uncle Albert's greatest hits from the first few *ADQ*s, as well as dozens of new gadgets and ideas that your vehicle cannot live without. Both of these books will be the same size as *ADQ* (we think), but thicker.

Car Wars Expansion Set 5. Two double-sided 21" x 32" map sheets that fit together to form two different arenas — one on each side. Rules and counters will be included, too.

Convoy. We're going to take the scenario from *ADQ* 1, turn it into a "solo" adventure, add lots of new twists, and release it separately.

Of course, we can't make any definite promises right now about what these items will cost or when they'll be out, or even that they'll resemble these preliminary guesses. Stay tuned for further developments.

Mea Culpa, Mea Culpa

I'm not going to try to explain how it happened; I'm just going to try to fix it. The problem we have is a simple one. The current rules for tire wear on the open road are stupid.

The stupidity began in *ADQ* 1, when we included a tire wear rule in the "Convoy" scenario. When taken to its logical conclusion, the rules work out to this improbability: On good roads, and assuming that no driver will travel on tires that are more than half-worn-out, a Trucker 2 going 50 mph on solids will have to replace *every tire on his rig every 27 hours* of driving. That's every two days. Boy, do we feel stupid. [*This one was MY fault entirely. - SJ*]

To fix the stupidity in "Convoy," change the "Road Quality" paragraph just under the Road Wear Table on page 15. Consider the roads in "Convoy" to be *very bad* roads, and use no additional modifiers for other stretches on the map.

We could have held the damage to that. But no. In *ADQ* 4, we published a "Trucking Economics" article that used that stupid tire wear rule as a basis for some pretty wacky numbers.

All the changes we're going to give here fall under the section subtitled "Making Money." The other parts of the article ("History of the Brotherhood" and the "Cargo Contents Table") are fine. It's the money numbers that need fixing.

Based on a 240,000-mile year, a crewman will still cost about \$43,000, power plant charges will run \$120,000, and another \$30,000 will go to repairs and ammo. It seems

reasonable, however, to assume that a new set of tires is required more on the order of only once every two months. Eighteen solid tires cost \$27,000, and a year's supply would therefore run about \$162,000. Total expenses are now \$355,000 or so for a tractor-trailer rig.

This obviously changes the standard rates trucks charge to deliver cargo. The usual rates are (now) \$1 a mile if the tractor is pulling the shipper's trailer, and \$1.75 a mile if the trucker owns the whole rig. A bonus of 10 cents per mile is still added for every 10,000 pounds or fraction thereof of cargo weight, plus an additional hazard fee of 30 cents per mile, plus 10 cents per crew member per mile, for hazardous missions. Travel over tire-eating roads, like the one in "Convoy," is at much higher prices.

This makes our average tractor-trailer driver's income \$2.05 per mile, or \$492,000 a year. Deducting expenses, we see today's trucker takes in around \$137,000 a year, which must go toward tolls, bribes, fines, paying off the cost of the rig itself, and (we hope) some profit.

The next time we publish a major road-travel scenario, we'll try to come up with more realistic rules for tire wear. Until then, for most roads in 2034, ignore day-to-day wear and figure that, barring hazards and combat-related damage, a set of solid tires is good for two months of *constant* use. Extrapolate from there for other types of tires. And again, our apologies.

Now, let's end this on a happier note. We found our mysterious "Baron," the winner of the four-issue subscription from the Mini-Feedback in issue 2. He's David Wilson, and he lives in Irving, Texas. Congratulations, David. That's all for now. Keep on duellin'!

—Scott D. Haring



NEWSWATCH

History of Gold Cross

- 1991: Biologists at the University of California at Berkeley successfully clone a multi-celled organism — the planarian of high-school biology fame. The cloned planaria were identical to their "parents," right up to the ability to regenerate.
- 1994: Silicon Valley researchers, seeking new thrills for video game junkies, identify the spot in the brain where information from the five senses is compiled into one sensory "image" and stored. Crude games, tapped into this spot by surgery, are wildly successful.
- 1998: The latest fad among the rich is to have brain surgery to connect the brain's sensory compiler to an electronic plate placed behind the ear. With this device in place, the thrill-seeker can "plug into" a game, music, or random-stimulus tape at specially-equipped "sensory centers." It's not a hobby for the poor: Sessions at the sensory centers cost \$200 an hour. And the going rate for the implant surgery is \$8,500.
- 1999: Berkeley leads the way again, this time cloning the first "higher order" animal, a frog. With the eventual cloning of a human now apparently only a matter of time, theologians, philosophers and legal experts begin to debate the merits of the idea.

- 2003: Intrigued with the possible military and intelligence applications, Pentagon researchers develop a device that can read images from the brain's sensory compiler. It is a simple step to combine such a device with the now-common sensory input devices and let one person share his memories and experiences with another, brain to brain.
- 2004: Harvard Medical School successfully clones the first mammal – a white mouse. Within a year, techniques have been perfected to the point that any mammal can be accurately and efficiently cloned. Farmers are especially excited at the prospect of huge herds of cattle cloned from the best stock.
- 2005: A tragic lab accident leads to a startling discovery: A powerful enough sensory-transfer device can “read” the brain of a corpse! The implications for both law enforcement and government intelligence agencies – not to mention industrial espionage – are immense. Research continues, but is highly classified; it is learned that a brain can be read up to 24 hours after death, with the time limit extending to a week if the brain is frozen immediately after death. Espionage agents abandon cyanide capsules and turn to small shaped charges imbedded in the skull, as the only way to protect secrets in case of capture.
- 2007: Researchers at Texas A&M University develop a “forced-growth” method to accelerate maturity of an embryo. Now cloned cattle can be forced to maturity in less than half the normal time, with no apparent adverse effects.
- 2008: Several human clonings, some of which later turn out to be faked, are announced. In the historic *Ledsman* decision, the Supreme Court rules that a human clone is a “person,” with all the rights of a normally born individual. The individuals who arranged for the cloning (one of whom may or may not be the genetic donor) have all the rights and responsibilities of parents. Many childless individuals arrange for clones of themselves, to be raised as their own children.
- 2012: The Grain Blight and the Food Riots divert the scientific community's attention from research on humans. Cloning technology is vital in developing the algae industry that will eventually solve Earth's food crisis.
- 2015: Dr. Richard Sardusky of U. Cal. Berkeley cultures a clone embryo from his own cells and uses the TAMU techniques to force it to “adulthood” in 16 months. The clone body proves to be perfectly developed but mindless. Amid a storm of controversy, Sardusky is jailed for child abuse.
- 2017: After two years of loving care in a government child center, Sardusky's clone remains a vegetable. The Supreme Court rules that it was not a person at all, but “experimental material.” Sardusky is freed. Within days he is hired by Amalgamated Meditech, Ltd., to head their new “organ bank” division. AML stock soars.
- 2018: Secret AML experiments with human clones prove that the sensory-transfer apparatus of the entertainment industry can be used to give forced-growth clone bodies a set of permanent memories and even a personality. Amid much publicity, Gold Cross is formed.
- 2020: The Supreme Court rules that, following the death of a person, a clone programmed with the knowledge and memories of that individual legally *becomes* that individual. The Court does not reach the question of what to do if two clones, or a clone and an original, have the same sets of memories. All states pass strict laws to prevent that from occurring.
- Today: Gold Cross provides, for a steep fee, the closest thing to immortality that man has yet found. Businesses now offer cloning as a fringe benefit for important executives. Almost every government official has a taxpayer-paid-for clone hidden away in case of assassination. Its application in autoduelling and other death sports is widespread.

50 Years Ago Today

Driver Gets Thrill From Crushing Vehicles

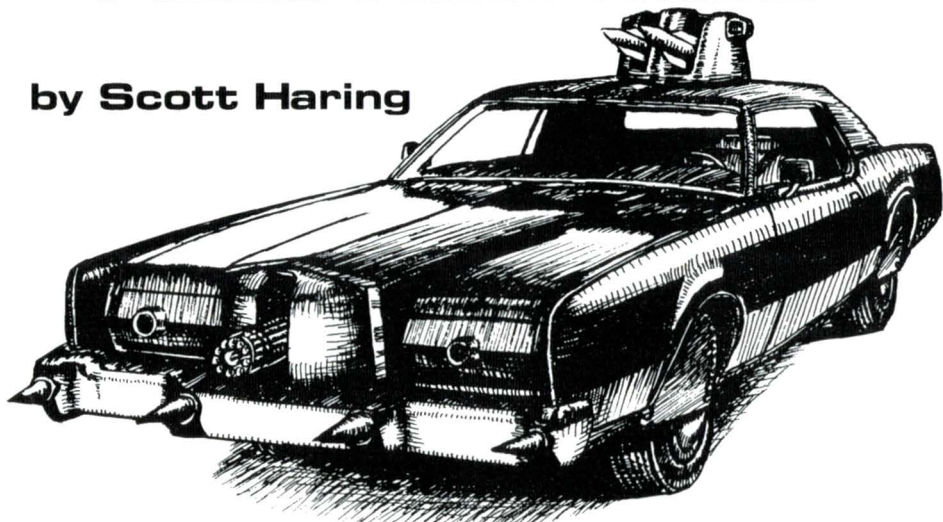
“Everybody has wanted to run over somebody in traffic, and that's the appeal of Bigfoot,” said Bigfoot II driver, Jim Kramer, in 1983.

Bigfoot II is a four-wheel-drive truck with wheels that measure 63 inches high and 44 inches wide. The wheels weigh 1,000 pounds each. Bigfoot II stands 10 feet 4 inches tall and weighs over seven tons. It has a 460-cubic-inch modified engine that uses special \$3-a-gallon fuel. Kramer says his mileage is between “zero and none.”

Bigfoot's specialty is crushing cars. Kramer estimates he crushed over 500 cars in 1983, “and each one still gives me a thrill.” Kramer and Bigfoot perform at car shows, destruction derbies, and fairs. Bigfoot has also appeared on television and in the movie “Cannonball Run,” where it demolished a \$44,000 Porsche.

ASSASSIN'S CAR FILLS NEW ROLE

by **Scott Haring**



*(Thanks to Aaron Allston, who provided the conversion data for **Autoduel Champions**.)*

John Abbott's car used to be the favorite weapon of a paid assassin — but that was before the hit man tried to eliminate Abbott, a popular California autoduellist who has earned a reputation as a “vigilante” in his home town of San Mateo.

Abbott still doesn't know who put out the contract on his life, but when his underworld contacts told him the hit was on, Abbott set his own trap. “It was easy, really,” he said. “The hardest part was deciding to sacrifice my 409.”

Abbott's “409” was the duelling vehicle in which he won several AADA Northern California championships. Faced with an assassin equipped to strike, unseen, from long range, Abbott used his own car, operated by remote control, as bait.

“I didn't know where he was until he

fired those missiles,” Abbott recalled. “And then it was too late. It caved in the right side of the 409, wrecked the plant and made a mess of the interior. But when he got out to inspect the wreck, the remote control bomb I'd planted finished him.”

So Abbott lost his 409. But he gained the hit man's car — an impressive piece of work Abbott calls the “Foxbat.” “This baby's got it all,” Abbott says. “Stealth mode and infrared make it virtually undetectable, and the sound enhancement and radar give me a tremendous surveillance advantage. And it's got plenty of firepower.”

The Foxbat has a radar-guided missile system in a universal turret, with a wire-guided missile system and a Vulcan machine gun to the front. There's also a high-resolution computer, a cyberlink to the wire-guided missiles, and heavy armor to all sides.

“I don't know who built it, but it

ADQ Custom Feature Vehicle Record Sheet

CHARACTER: John Abbott PLAYER: -

VEHICLE NAME: FOXBAT

Vehicle Style: Lux DCVM: -5 STR: 34 Load: 2800 BODY: 10

Chassis Strength: X-hvy STR: 36 Load: 3833 BODY: 12

Engine: Super Factors: 1300 Max. Speed: 100 mph / 23

Suspension: Hvy TURN: 5 ACC: L

Tires: 4xPR

Armor: Top 8
Bottom 8
Front 12
Rear 12
Right 12
Left 12

Weapon	OCV/Range	Damage	Shots	Placement	Cost + Ammo Cost	Wgt + Ammo Wgt.
missile	- / special	5d6KE	2	Turret	5000+2000=7000	100+100=200
missile	+1 / special	5d6KE	2	Front	2500+800=3300	100+15=115
Vulcan	+1 / -1/10"	4d6K	20	Front	2000+700=2700	175+50=225
					+ =	+ =
					+ =	+ =

Equipment Placement Notes

Stealth Elec. Bay

Sound Enh. Elec. Bay

Radar

IR Elec. Bay

Turret / Univ.

Crew and Passengers OCV Skill Levels Placement Notes

Driver Abbott 6 +2

Hi-res computer
Cyberlink Elec. Bay

TOTALS:

Item Price	Total Price	Item Weight	Total Weight	Item Spaces	Spaces Left
800	800	900	900		19
800	1600				
3000	4600	550	1450	6	13
1200	5800				
800	6600	100	1550		
338	6938	100	1650		
338	7276	100	1750		
1713	8989	267	2017		
1713	10702	267	2284		
1713	12415	267	2551		
1713	14128	267	2818		
7000	21128	200	3018	2	11
3300	24428	115	3133	2	9
2700	27128	225	3358	2	7
16,000	43,128	100	3458	2	5
6000	49,128	75	3533	1	4
2500	51,628	-	-	-	-
4000	55,628	50	3583	1	3
2500	58,128	100	3683	-	-
n/a		100	3783	2	1
n/a					
n/a					
n/a					
n/a					
n/a					

4000 62,128 -
16,000 78,128 40 3833 1 0

Vehicle Style Luxury

Number of Doors: 2

Weight: 3833 kg. TURN: 5

Notes:

Colors Flown (if any):

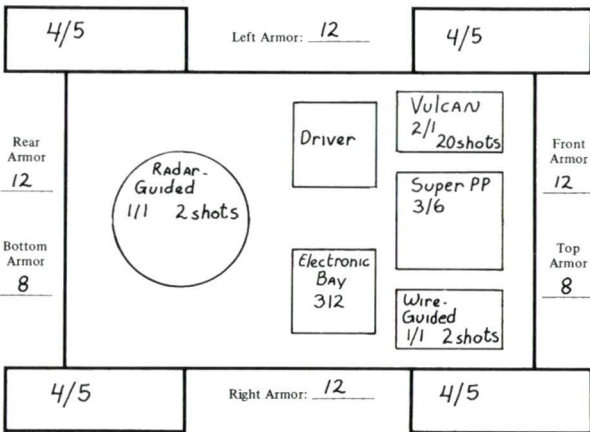
Obvious Weaponry / Equipment:

Front Vulcan

Front wire-guided missile

Turret radar-guided missile

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would cost \$70,000 or more to duplicate,” Abbott said. “It kind of makes me feel good to know it’s going to be used for a decent purpose.”

Abbott plans to continue his independent anti-crime activities, but using the Foxbat. “I’m no nut or do-gooder,” he explains. “But I grew up in San Mateo, and . . . hell, it’s a nice town, and I think if a man’s got the means to keep something that’s important to him, he should act and not sit around complaining.”

With John Abbott behind the wheel of the Foxbat, it’s more likely to be the criminals in San Mateo who’ll be complaining.

Gaming Notes

Here’s how to build the Foxbat:

Foxbat — Luxury car, extra-heavy chassis, heavy suspension, super power plant, four puncture-resistant radials, driver only. Stealth mode, sound enhancement, radar, infrared (see *Autoduel Champions*), two-space universal turret, radar-guided missile system in turret. Wire-guided missile system front, Vulcan MG front, hi-res computer, cyberlink for wire-guided missile system. Armor: T20, U20, F25, B25, L25, R25. HC 3, acceleration 5, weighs 6,565 lbs., costs \$74,800.

For those wishing to include John Abbott as an NPC in an ongoing campaign, he’s a Driver 3, Gunner 3 and a Double Ace. In arena settings, he participates in Unlimited Class competition (in a duelling vehicle, not the Foxbat) and fights with extreme courtesy and fairness. He will immediately attack anyone who commits a foul or other unsportsmanlike action, and continue to attack until the offending car is taken out. On the streets, Abbott is likely to be in his Foxbat, possibly staking out a spot where he thinks a crime will occur. If a crime does happen, Abbott will strike at long range from the darkness and move, setting up another ambush if the first one does not do the job.

If Abbott has a problem, it’s that he might have read too many comic books as a child. On a certain (low percentage) roll, say 5 or less on 2d6, Abbott will confront a criminal directly at the scene of the crime rather than striking from the shadows. While this tactic appeals to the “frontier justice” aspect of his personality, it’s a gambit his car is ill-equipped for. If player characters were, for example, out on patrol with Abbott some night in San Mateo, a fiendish referee could easily set up a scenario in which Abbott bites off more than he can chew and has to be rescued by the players. Despite this quirk, Abbott would make a feared adversary for criminal players and a tough opponent for arena duellists.

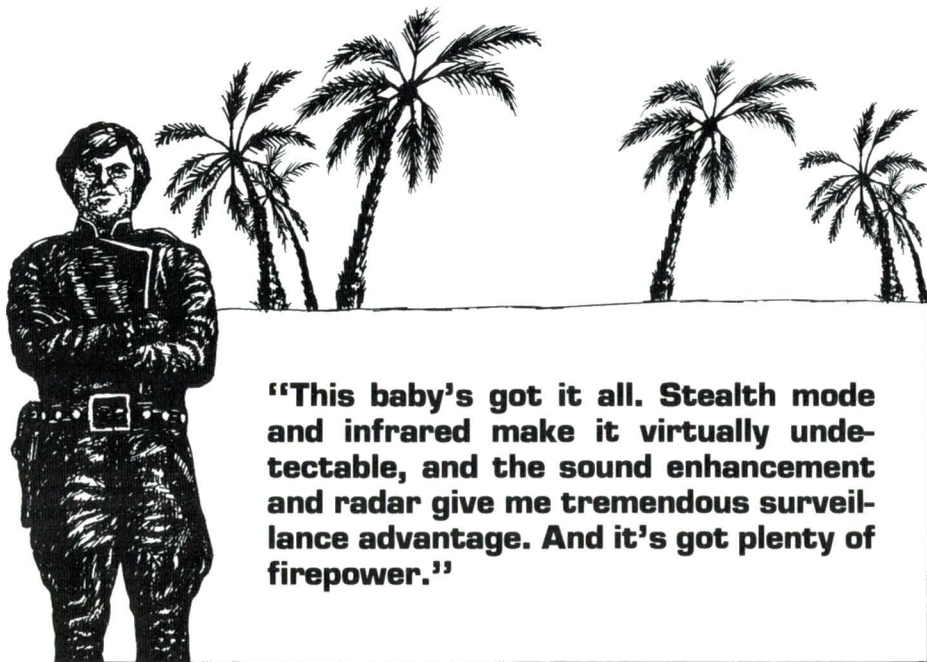
Autoduel Champions Statistics

John Abbott, in *Autoduel Champions* terms, is a 50-point “talented normal.” In addition, he has 38 points worth of disadvantages and 22 points worth of experience acquired fighting crime and working the California autoduellling circuit. The sum total is a fairly impressive 110-point character.

Abbott’s characteristics are as follows: STR 13, DEX 18, CON 13, BODY 13, INT 18, EGO 11, PRE 12, COM 16, PD 5, ED 5, SPD 3, REC 6, END 26, and STUN 27. He also has the following skills: 13 points’ worth of Combat Vehicle Operations (an 18- roll); 3 points’ worth of Paramedic (13- roll); 6 points in City Knowledge: San Mateo (15- roll); 2 points in Area Knowledge: California (11- roll); 9 points in Familiarity: Vehicle Weapons, Firearms and Melee Weapons; 10 points to gain a +2 with vehicular weapons; and 2 points for a +1” to his running speed.

To compensate, Abbott has the following disadvantages:

Hatred of Oathbreakers, Liars and Bad



“This baby’s got it all. Stealth mode and infrared make it virtually undetectable, and the sound enhancement and radar give me tremendous surveillance advantage. And it’s got plenty of firepower.”

Sports (psychological limitation, very common, irrational, 11 points); Chivalric (psychological limitation, very common, irrational, $x\frac{1}{2}$, 6 points); Hunted by a small group, agent level, appearing on a 14- (11 points); Reputation as a do-gooder and AADA member, 14- (5 points); and Unluck (5 points).

Other related stats: INT roll: 13; DEX roll: 13; EGO roll: 11; PER roll: 13; base OCV and DCV: 6; moves in phases 4, 8, and 12.

Abbott’s personal weapons and equipment include an SMG (2d6K damage, +0 OCV, -1 per 4” range modifier, weapon size 10, 30 shots, carries three clips); a heavy pistol (1d6+1K damage, +0 OCV, -1 per 3” range modifier, weapon size 4, 7 shots, carries two clips), a combat suit (equipment size 10, stops 8+8 damage), a helmet radio and a targeting scope (equipment size 1, mounted on the heavy pistol).

To get the *Autoduel Champions* statistics on the Foxbat, refer to the Vehicle Record Sheet on page 6. Two items, the radar-guided missile system and the

wire-guided missile system, are described for *Car Wars* in this issue (see back cover) and are not found in *ADC*. Those descriptions follow.

Radar-guided Missile System. +0 OCV, 5d6KE damage, no range modifier at long range; instead -1 to OCV for every 10” target is closer than 60”. (Thus, point-blank to 10” is -6 OCV, 11” to 20” is -5 OCV, etc.). Maximum range is 180”. Missile has flight speed of 50” per segment. Treat as having Heavy SAM radar lock-on from *Champions*, under “Ranged Weapons.”

Wire-guided Missile System. +1 OCV, 5d6KE damage, no range modifier at long range. Flies at 50” per segment; must fly at least one full segment to arm itself. Maximum range is 180”. Firing vehicle must be stationary for full flight of missile, with controller in charge of flight for full flight. Otherwise, control is lost and missile reverts to straight-line flight. Control cannot be regained.

Either missile can be targeted in flight at -10 to hit. Target vehicle may attempt to fire on incoming missile at -6.

The AADA — Here and Now

The American Autoduel Association, founded in 2025, is entering its ninth year of service to autoduellling and autoduellists. Today, that service includes sanctioning and administrating the most popular sport in North America, as well as providing services and benefits to those who drive the streets and highways of the American nations.

While the early officers of the AADA were autoduellists with little or no organizational experience, the tremendous growth of the AADA has forced it to look for people who are competent administrators first and autoduellists second. Our new president, Bill Wendland, was vice-president at Amex Combat Autoworks before coming over to take on the AADA presidency. Bill still takes time out on the weekends to participate in non-lethal practice duels.

Our other officers include vice-president Elmer "Hutch" Huggins, retired triple ace and sometime television commentator; treasurer Chris Samuels; and Scott Haring, secretary and editor of *Autoduel Quarterly*, the association's quarterly magazine.

The central AADA offices are located in Austin, Texas, but the AADA has national headquarters in the capitals of Canada, Quebec, the United States, Louisiana and Oklahoma, and branch offices in most cities.

The most visible activity of the AADA is the organization and operation of the sanctioned autoduellling circuit. The AADA inspects new arenas for spectator safety and fairness to duellists before approving them for tournament use. Arenas already approved are periodically checked to make sure standards are kept up. The AADA also enforces vehicle design limits and other rules to ensure the fair, competitive autoduellling that fans expect. Broadcast fees from the TV networks help pay for these services.

The "behind-the-scenes" activities of

the AADA actually take up more of the organization's time and money than running the autoduellling circuit. For example, the AADA employs full-time lobbyists in every national and state capital to work for the rights of all citizens to bear vehicular arms. In our quarterly magazine, we keep duellists abreast of the latest in technological developments, warn them of trouble spots across the continent, and keep them in touch with the trials and triumphs of their fellow duellists.

Membership Requirements

Joining the AADA is simple. If you subscribe to *Autoduel Quarterly*, congratulations! You're in. If you're reading this issue of *ADQ* after buying it at a hobby shop or newsstand, information on how to subscribe can be found elsewhere in this issue. For those of you who absolutely refuse to subscribe, we offer the following deal: Membership in the AADA will cost \$10 a year, and one of the benefits will include a free subscription to the AADA's journal, *Autoduel Quarterly*. Fair enough?

Those who buy lifetime subscriptions to *Autoduel Quarterly* will become, obviously enough, lifetime members of the AADA. Lifetime members will receive a letter of thanks and commendation from Bill Wendland personally, as well as all the benefits available to other members.

The only exception we'll make is in the case of families. If more than one member of a family wants to belong to the AADA, it seems unfair to make them buy more than one subscription. If additional family members want to have extra goodies (like membership cards), write us and we'll try and work something out.

Membership Benefits

Just what do you get with your AADA membership? First, you get a membership card that will identify you to your fellow duellists and get you in to AADA events at gaming conventions across the country. Some of you already have these cards, but we will be making a mailing soon to get cards to members who don't have them.

Members will also be periodically receiving some free gifts from the AADA. We're currently considering items like window stickers, patches, and key chains. Extra sheets of *Car Wars* counters and other play aids are also on the list. We'll be sending these freebies out approximately once a year – maybe a little more frequently, maybe a little less.

Another feature we plan to offer AADA members is a series of "members only" items that – as the name implies – only AADA members will be able to buy. Caps, t-shirts, jackets, sunglasses, mugs, and all sorts of car-related items (license plate holders, key chains, bumper stickers, window decals) are in the works. Each AADA member will receive an occasional catalog describing what's available.

Local Chapters

One of the greatest benefits of AADA membership, however, will be the chance to join (or even form) your own local chapter of the American Autoduel Association.

Every chartered local chapter of the AADA will have a unique name, usually based on the local area (i.e., "South Carolina Autoduel Association," "Milam County Autoduel Association," "Springfield Autoduel Association," "Sunshine State Autoduel Association," etc.). The first group to submit any given name will get to use it.

Any group wishing to become a chartered local chapter of the AADA must meet some requirements. First, they must submit an application, suggesting a name for the chapter and naming a president.

This president, whoever he or she is, is ultimately responsible for running the club. That includes taking care of what little paperwork we will need at the central office. The president must also be willing to have his or her name published in *Autoduel Quarterly* as the contact person for his or her local chapter, and to answer correspondence from the AADA office.

There is also a \$15 chartering fee. This covers the administrative costs necessary to set everything up and each club's charter certificate. This charter is good for one year. Each year a group will have to renew its charter, sending in another \$15 fee.

Our only other requirements are that each group meet at least once a month, have at least five members, and hold an annual club championship. All other questions – how many other officers, how they should be picked, how to raise the chartering fee, what other dues (if any) to charge, where to meet, when to meet, what to do, etc. – are left entirely to the discretion of each local chapter.

We'd also like to make a plug for local unity. While it is possible for any town, county or area to have as many clubs as can pay chartering fees, it would probably be a whole lot more fun if everybody got together and joined one large club. The quality of duelling would go up, people would make more friends instead of staying in little cliques, and everybody would save money, to boot. If you *really* want to have more than one local club, go ahead – but you really ought to get together occasionally to shoot at each other.

A couple of pages in each issue of *Autoduel Quarterly* will be devoted to AADA news. We'll list newly chartered clubs, as well as winners of club championships, details on exciting duels, reports on exceptional club activities, plus anything else you want to see in print. We reserve the right, of course, to edit any submissions to meet our requirements.

One way to improve a local club could be to find a sponsor, a business establishment that would pay the chartering fee,

do the paperwork and provide a place to meet. Many hobby shops across the continent would be perfect for this sort of thing. The shop would get for its trouble a large number of *Car Wars* fans packing the store every meeting, looking for new *Car Wars* material to buy as well as browsing through what the rest of the shop has to offer. Talk to your hobby shop!

A club like this would also bring in people who aren't familiar with *Car Wars* to learn about the game and become dedicated duellists. All these factors might make sponsoring an AADA chapter a good idea for a hobby shop.

And if any of you can convince a car dealership or auto repair shop with a sense of humor to sponsor you, we'd love to hear about it!

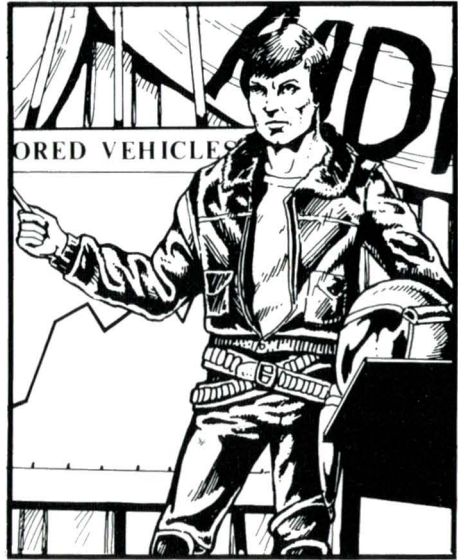
The National Tournament

Finally, the AADA will be the organization through which we will sponsor a national *Car Wars* tournament. We're planning the final round, the AADA World Championships, for Origins '84, the national gaming convention to be held June 21-24, 1984, in Dallas, Texas. We have not decided what the prizes will be, but one thing's for sure - they'll be big.

Because of the nearness in time of the first nationals, we'll have to move fast. Each chartered club should hold its club championship between now and Origins. Club members must participate in their home club's championship only. Members with no club affiliation may enter any club championship (but only one). Winners (or alternates, if winners cannot attend) will then meet in Dallas for the World Championship. We will set the ground rules for the finals. Each individual club may set its own rules for the club championship. Steve Jackson Games will provide prizes for the winners on the club level, in addition to the finals. A local club may also establish its own prize for its championship, if it likes.

In future years, we will have more time to prepare for the finals. Club champion-

ships will be held in the fall and early winter, regionals in late winter and spring, and the World Championship at Origins in the summer, wherever that may be. (Origins '85, for example, is scheduled for Baltimore, Maryland.)



Only AADA members may participate in the AADA tournament (of course). At other conventions SJ Games goes to, we will be holding other AADA events, such as special tournaments, workshops, or just plain social gatherings. These sorts of events will also be open only to AADA members. Remember, you can still be an AADA member if you don't belong to any local chapter. You may miss some of the fun, but you're still eligible for all of the benefits.

Getting Started

Becoming an individual AADA member is easy - subscribe to *Autoduel Quarterly*. Then you're in.

If you're already an AADA member, find some friends (at least four more), pick a name, pick a president, rustle up \$15 (or find a sponsor to do it for you), and send it in. We'll take it from there.

Welcome to the American Autoduel Association!



UNCLE ALBERT'S AUTO STOP & GUNNERY SHOP

E-Z *Ejection Seat*

Is your gunner getting on your nerves? Does he miss more than he hits? Is it time to end the partnership gracefully? Uncle Albert has just what you need: The E-Z Ejection Seat will let him depart on a high note. OR, attach it to your passenger seat, and invite your mother-in-law along on a Sunday drive. **EXTRA SPECIAL OPTION:** For only \$100 more you can outfit the seat with a hang glider or parachute. Handy if you run into a tight spot and have to leave in a hurry!

Ejection seat — Costs \$500, weighs 100 lbs., takes no spaces. Installation involves putting in a special seat and cutting breakaway roof panels. Must be designated for one particular seat (driver, gunner, passenger) at installation. Firing the seat is a firing action, but the seat does not eject until five phases after the action is declared. Once declared, the ejection cannot be aborted, even if the ejectee is knocked unconscious or killed in the intervening five phases. After use, it costs \$300 to replace the seat rocket and the roof panel (if the car survives to be so refitted). After ejection, the car is considered to have no top armor if it rolls or is attacked from above. However, if the vehicle has a turret, it will still be protected against attack from the side.

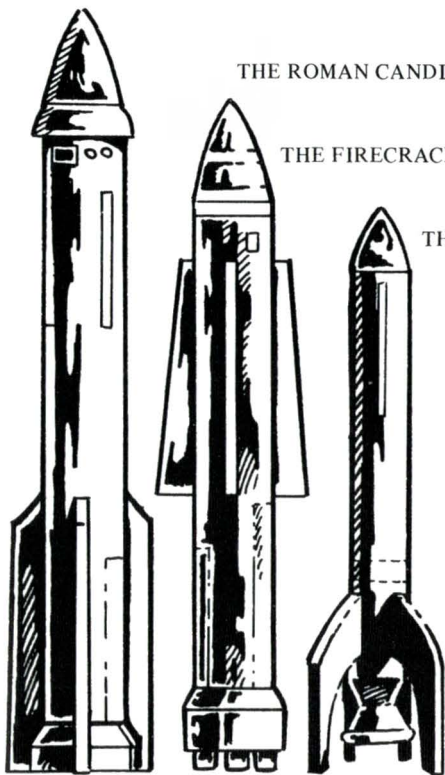
Once fired, the seat climbs at $\frac{1}{2}$ " per phase for 20 phases. It is -6 to hit at this time. After the 20 phases have passed, the seat becomes a hang glider moving at 20 mph in the direction the ejecting car was moving (see *Autoduel Champions* for flying rules for hang gliders). Option: save \$100 by leaving off the hang glider wing. Option Two: replace hang glider wing with parachute. The parachutist descends 1" per turn and is -2 to hit (in addition to any other penalties). Upon landing, the chutist takes 1d6-4 pts. damage, -1 for each successful previous landing. Needless to say, few will survive a ride in an ejection seat *without* a chute or glider; falling this far will do 3d6+3 damage. Remember that body armor does *not* protect against falls, and that a body that takes more than 10 hits of "extra" damage cannot be read by Gold Cross.



THE ROMAN CANDLE (Medium rocket): To hit 9, Damage 2d6, 2 DP, Costs \$140, Weight 50, 1 space.

THE FIRECRACKER (Light rocket): To hit 9, Damage 1d6, 1 DP, Costs \$75, Weight 25, 1/2 space.

THE SPARKLER (Mini rocket): To hit 9, Damage 1d6-1, 1 DP, Costs \$50, Weight 20, 1/3 space.



New Rockets

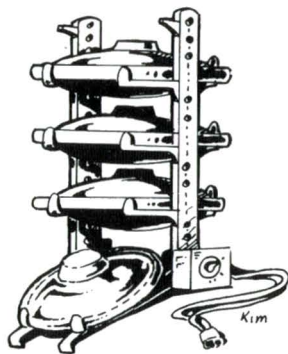
ROCKETS! ROCKETS! WE HAVE ROCKETS!
And we're hot to sell to YOU!

* All rockets must be replaced when fired, like heavy rockets.

Spear 1000 Mine

No more Mr. Nice Guy! When you mean SERIOUS business, use the Spear 1000 Mine, and watch your worries blow away!

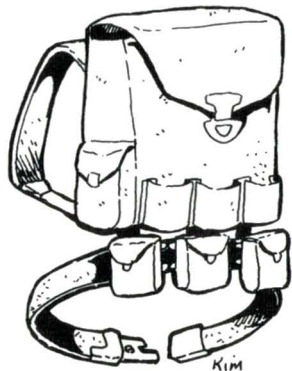
Spear 1000 Mine – This shaped-charge mine must be dropped from a custom minedropper (\$250 more than a standard MD, and it only carries five shots). When detonated, the Spear 1000 does 2d6+3 damage to the underbody armor, but only 1d6-3 to the tires of the triggering vehicle. WPS 10, CPS 100.



Back Pack

When you're on foot, DON'T go out without your Trustee™ Back Pack. Holds five grenades' worth of weapons without weighing you down. Ideal for quick runs down the block or long cross-country hauls. Available in a wide variety of colors.

Back Pack – The pack carries five grenades' worth of hand weapons that do not count toward the six-grenade limit. It takes a combat action to remove or put on a backpack, and items may be added to or removed from only a laid-down pack. It takes one second to add or remove something to the pack. The pack may be carried rather than worn, but in that case it counts as five grenade equivalents. Costs \$40.



GREEN CIRCLE BLUES

**a *Car Wars*
Solo Adventure**

**by David Richardson
and Scott Haring**



GSC'84

(Thanks to Steve Jackson, Jim Gould and David Ladyman for their invaluable help.)

Solitaire and Scenario Rules

Boise, Idaho, is a pretty out-of-the-way place. You wouldn't even be here except for the cash prizes announced by the Idaho Autoduel Association for an all-comers challenge match. The big event is still more than a week away, though, so the pit area is relatively quiet.

You look up to see five guys in business suits walk your way. They don't look very happy. You think back. Have you forgotten to pay off a debt? Has some old dispute caught up with you? It is with a mixture of relief and fear that you see the lead man flash a government ID.

"We need your help. A group of terrorists calling themselves Green Circle have taken over the largest algae factory in the Northwest. The terrorists were neutralized by our forces, but not before they left a bomb. The device is powerful enough to destroy the entire factory, as well as a good chunk of the surrounding neighborhood."

"Can't you disarm it?"

"Allow me to continue. The bomb is in the algae factory's safe. It's a new model, and any attempt to open it without complete instructions and experience would be a waste of time. There are only three people we know of on the West Coast with enough expertise to crack the safe so we can get at the bomb. Two were murdered yesterday. We've got the other, and we want you to take him to Seattle."

"Why don't you just take him there yourself?"

"We've got a leak somewhere in our office here, a leak we can't pin down. If we took him ourselves, Green Circle would be on us before we left the city. I'm hoping this little trick will confuse them long enough for you to get there. It probably won't, though."

"Great," you mutter. "Who is this fellow, and what's in it for me?"

"Our expert's name is Mitchell Havelock, an electronics wizard but sort of a queer duck. He doesn't drive, and he's useless in a fight. Driven a couple of our agents crazy with his whining. But he's the only chance we've got. We'll give you \$20,000 plus whatever damages you incur, plus ammunition, for Havelock intact and in Seattle in 16 hours."

"All right, I'll do it. Why did you guys choose me, anyway?"

"First, we knew your autodueling reputation. Second, you were the only possibility we could find on such short notice. We'll have Havelock here in 20 minutes. Be ready to go."

1. The map on page 17 shows the quickest passable route from Boise to Seattle. The distance between the slash marks is approximately 50 miles. In each section, there is a paragraph number. When you get to that section on the map, refer to that paragraph number to find out what happens. When a particular episode is concluded, the text will tell you to return to the map and go on.

2. You get \$20,000 to build your vehicle. You must include a passenger (*not* cargo) space for Havelock. Havelock cannot drive or operate a vehicular weapon, and will not pick up a hand weapon (he says that violence is barbaric). The federal agents give you a heavy pistol and \$500 for body armor and hand weapons, if you want it. Havelock is also given body armor. You also get enough of your \$20,000 in advance to take care of charges, minor repairs and the like.

3. You have six points to distribute to various character skills – Mechanic, Cyclist, Driver, and Gunner. Remember, taking a skill at Level 0 costs one point, Level 1 costs two points, and so on. You are allowed to salvage your kills. If your car becomes disabled, you may take any other drivable vehicle you encounter, provided Havelock can also fit in it and the vehicle's former owner doesn't object . . .

4. All road sections are clear. If a road combat begins that covers more than one road section, roll 2d6 for each new section – on a 2 or a 12, the section will be a curve. Roll randomly for what direction the curve is in.

5. You may set your own speed and choose any lane you wish. Assuming that you travel at a standard highway speed (between 55 and 70 mph), the encounters will come up about once an hour. This includes stops for charges, etc., which are considered to be routine and uneventful. Each time you stop to investigate something or loot a wreck, it takes five minutes plus whatever time you spend salvaging. If you don't have the *Truck Stop* rules, you can't disassemble or salvage anything, but you can still search bodies. If you have *Truck Stop*, you can salvage components, but keep track of time. It will take 12 hours if you never stop and you don't have any problems. You have 16 hours to get there. If you run out of time, keep going unless you see something that makes you doubt that Seattle is there any longer.

6. You leave Boise at 10 a.m. If you want to keep track of time so that some of the encounters will happen at night, that's fine, but you can ignore it if it's too much trouble. Night is defined as 7 p.m. to 6 a.m.

7. Encountered vehicles are to be taken directly from the stock vehicle shopping list in *Car Wars*, except where noted. These exceptions will be in the form of minor alterations (such as armor rearrangement) or references to a vehicle diagram. The individual paragraphs are clear on what vehicles to use. Where it is not specified, encountered characters have body armor on a 1-4 on 1d6.

Other Vehicle Placement

Other vehicles, when encountered, will be travelling in the same direction as your car unless otherwise specified. Roll randomly to determine whether the other vehicles are in front of or behind you (again, unless it's already specified). A *Car Wars* road section can be divided into six lanes; number them left to right, roll 1d6 and place the vehicle.

To determine range, roll 2d6 and add 12 to determine the number of inches the closest of the other vehicles is from yours upon first sighting. If there is more than one vehicle, roll 1d6 for each and put the additional vehicles that many inches further away than the first one. Use the above method to determine what lane the additional vehicles appear in. If this method results in vehicles overlapping, roll again.

To determine speed at time of sighting, roll 1d6. On a 1, the speed differential with your car is 5 mph; on a 2-5, it's 10 mph, and on a 6, it's 15 mph. If the other vehicles are coming up from behind, that's how much faster they are going; if they are ahead, that's how much slower they are going.

Other Vehicles' Movement

Other vehicles will continue to close until they reach whatever range they feel is best; roll 2d6 for each vehicle. Each vehicle will then try to close to that range in inches and maintain it. Vehicles will duplicate (with one-second time lag) any speed changes by your car in an attempt to continue to close (or keep pace).

Other vehicles will attempt to position themselves in such a way as to be able to fire their most powerful weapons. Try to maneuver the other vehicle as if you were the driver (i.e., make the best move), and obey the guidelines below.

Never perform a maneuver that will result in a control roll of 5 or greater. When choosing a maneuver to avoid mines, spikes or other obstacles, roll 1d6 and perform the following maneuver: 1 - Bend; 2-3 - Drift; 4 - Steep Drift;

5 - Swerve; 6 - Hard Swerve. If the maneuver rolled would cause a collision or control roll of 5 or greater, roll again. If the second roll results in a maneuver that causes one of those unfortunate consequences, let it stand.

Other Vehicles' Combat

A vehicle that decides to shoot at you will begin firing at one of three points - when it is within 3d6+4 inches of you; when it reaches its favorite range (as determined above), if that distance is greater than the first number; or when fired upon. You should write down at what range you plan to begin firing if you plan to open fire *before* you roll the dice to find out when your opponents will pull the trigger. Of course, you can start shooting earlier if fired upon.

To determine what phase another vehicle will fire in, roll 2d6 and subtract 2. A result of zero means the vehicle will fire immediately after speeds are set; any other result means it fires after the movement in that particular phase. A vehicle will always fire the most powerful weapon it can use in the phase picked for it to fire; if no weapon can be trained on you in the phase the dice indicated, the enemy vehicle will fire in the first phase following that it can. Don't forget to give sustained fire and gunner bonuses (where applicable) to the enemy vehicles.

On a 1 on 1d6, an enemy vehicle will target a tire (nearest one) or turret. Roll randomly to determine which. If there is no turret, then the tire will be targeted. Otherwise, a vehicle will target the closest side.

Once a combat begins, enemy vehicles will fight to the death unless otherwise noted.

Special Instructions

At the end of any combat, you should check this paragraph for any special circumstances and what to do if they occur:

If you are killed, the game is over. Seattle may or may not be saved, but what's it to you?

If Havelock is killed go to paragraph 84.

If your own vehicle is disabled and cannot drive, go to 27.

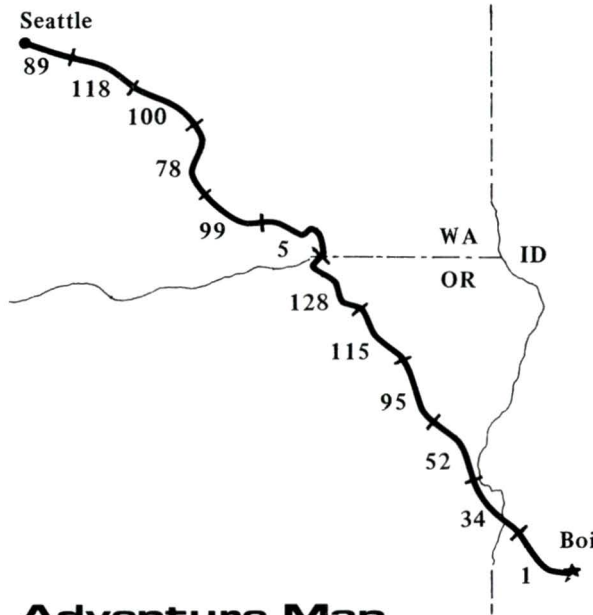
If a friendly vehicle is disabled and cannot drive, go to 88.

In each case, do not go to the listed instruction until after all combat is over!

Getting Started

Havelock is a big, beefy man, with almost no hair and a scraggly black beard. Surprisingly, his voice is high and scratchy. He cannot drive and will not touch a weapon of any sort. He complains constantly; you soon suspect that the agents hired you just so they wouldn't have to put up with him. He gets in, carrying a heavy brown leather briefcase. He straps himself in tightly, then puts the briefcase in his lap. You offer to put the case in the cargo area, but he refuses. He tells you he's none too happy about being a "sitting duck" in a duelling vehicle, with a 500-mile trip through hostile territory ahead. The only beneficial bit of information he has is that he knows Green Circle's colors – they always travel in black vehicles with green trim.

That's better than nothing, you think, as you engage the motors and head out of the arena pits. You've got a long drive ahead of you. You can start by going to paragraph 1.



Adventure Map

1 Two cycles, a Shogun 100 and an Outlander, are catching up from behind. Determine range, speed and placement. They are black with green trim. Surprisingly, Havelock is calmer now that action is imminent; before the cycles appeared, he had been jittering around, checking your odometer every few miles, and whining constantly. You can fire on the cycles (113) or hold your fire (33).

2 The bike moves to the far right lane (his perspective). It's an Outlander, all black with no other identifying marks. If you decide to fire now, go to 94. If you don't fire, go to 71.

3 You get out to look it over. Havelock is right on your heels. If the car is burning, there's nothing to see – return to the road map. Otherwise, go to 73.

4 He hails you back. "I tell you, it's good to hear a friendly voice on this talk-box. My name's Zeke, and I'm headin' back home to Seattle. But I'm getting to be sorry I took this road. There's a lot of spooky folks hangin' around out here. What's your name and destination?" If you decide to tell him about Green Circle and your mission, go to 38. If you make up some other story, go to 54.

5 You see a black-and-green cycle in the middle of the road, wrecked and smoking. A figure is slowly crawling away; he looks hurt. If you stop to investigate, go to 22. If you drive past, go to 39.

6 As soon as he is hit by any gunfire whatsoever, the Hotshot will decelerate to 35 and perform a bootlegger, running the way he came. You can chase him or continue to shoot at him. If he dies, you can drive on or stop and loot. If you stop, go to 23; if you drive on, return to the road map.

7 The ones that are left have a heavy pistol apiece, \$620 and a lot of political leaflets. Havelock says, "We should get out of here before their friends show up." Return to the road map.

8 The cyclist's loot includes a light pistol and a bunch of political leaflets. Havelock seems quite satisfied with the progress of events. Return to the road map.

9 Return to the road map.

10 Havelock's gone. When you return to the roadway, all is as you left it. There is a wounded terrorist, a wrecked cycle and Havelock's briefcase. You can open the briefcase (44), take it with you without opening it (132) or leave it behind (147).

11 Go to 44.

12 You need the Mechanic skill as per *Truck Stop*, or lots of luck. (If you don't have the *Truck Stop* rules, or if the car is unreparable according to those rules, return to 27.) Do your best, keeping track of the time. Havelock whines constantly, but pitches in and helps at a Mech-0 level (if you don't have at least this much ability, he sneers at you for driving a machine you don't understand). If the car is running within two hours, hop in and return to the road map. Otherwise, go to 142.

13 If your action – whatever it was – involved staying with the car(s), go to 123. If it involved leaving the car(s), go to 135.

14 Unfortunately, you have no alternative. Promising to send help when you can, you take off down the road, leaving him in his vehicle. Go back to the road map.

15 If it has to do with Havelock, go to 48. If it has to do with Zeke, go to 126. If it has to do with the pink Hotshot, go to 90. If it has to do with salvage rights, go to 110. You can ask about two of these, but no more than two. If you have two questions, return here to 15 after checking out the first one.

16 Roll 1d6 – on a 1-3, go to 32; on a 4-6, go to 112.

17 Unaccountably, they sheer off and flee, going the way they came. If you knock down one or both as they run, go to 93. Otherwise, continue down the road.

18 You find two shotguns, a box of six grenades, \$625, plus whatever you can salvage from the wrecks, if you want to take the time. Havelock whines impatiently, "I really don't think we have the time to satisfy your mercenary desires on this trip." Return to the road map.

19 Havelock is back under control – sort of. The radio crackles again. "What about it, buddy? Last chance." If you call them back and agree to stop, go to 127. If

you ignore them, go to 72. If you call back to discuss Green Circle's ancestry and habits, go to 36.

20 You notice a large green circle has been painted on the road around the wreck. The occupants are beyond saving, and the van is beyond salvaging. Return to the road map.

21 He makes no attempt to slow down and close the gap. Eventually, he speeds up and you lose sight of him. Return to the road map.

22 You get out to investigate. The bike is a smoking ruin. The former driver looks like Green Circle, and he's definitely hurt. As you walk toward him, he looks up at you and passes out. He has one body point left. You search his body, and find a smashed SMG – nothing more. If Havelock is dead at this point in the adventure, go to 55. Otherwise, go to 139.

23 He has no loot except what you can salvage from his car. This time, Havelock has nothing to say – he just looks disgusted.

24 He gets the first shot. Go to 79 to finish the battle, ignoring the first sentence.

25 He looks defiantly at you and curiously at Havelock. Roll 1d6 – on a 1-3, go to 102; on a 4-6, go to 59.

26 Havelock throws his briefcase at you and runs, disappearing in the brush. If you chase him, go to 10. If you don't, you can look in the briefcase (44), take it with you without opening it (132), or leave it behind (147).

27 You have several choices. If you can get yourself, and any friends you may have with you, into the other vehicles available (including captured enemy vehicles!), do so and hit the road, losing five minutes for the changeover. If the drivable vehicles you have left do not offer enough spaces for your whole crew, and you have a "friendly" vehicle with you, go to 105. You could also choose to give up the mission (62), get on the radio and call the government agents for help (85), try to fix one of the damaged vehicles enough to make it drivable (12), or watch the road to see if help comes along (142).

28 Lose 30 minutes and get back to work on the car. Even if the deadline passes, you've got a job to finish. When the car will roll again, hit the road and return to the road map.

29 If Havelock is with you, go to 106. If not, the driver (who seems quite clean-cut) walks up to you and asks if there's a problem. You gesture to the damage. "Need help with it?" he asks. If you accept his help, go to 143. If you decline, go to 149.

30 The big agent takes Havelock in tow and hurries him inside; you follow. When you get there, Havelock is the center of attention, but the big man soon disengages himself from the crowd and returns to you. "Good job!" he says. "If you ever want to take up something a little quieter than duelling, give me a call." He hands you a card. "Havelock is going to save a lot of lives now – but he couldn't have done it without you." If there's anything you'd like to say to the agent now, write it down and go to 15. Otherwise, go to 150.

31 Go to 111.

32 You try to explain what happened to a skeptical-looking agent. "That's an interesting story," he says. "But I wish you had brought that briefcase with you, or Havelock, or *something* we could go on. We've got a lot of sorting out to do. Technically, you didn't fulfill your mission. I believe your story, but it doesn't help us figure out what happened." Go to 150, but cut money and prestige in half.

33 They attack; they get the first shot, but you may return fire immediately. Go to 113, but ignore the first sentence; you were too cautious and gave away your advantage.

34 Three Shogun 200 cycles are closing. The cycles are orange. Roll for reflexes, determine range, placement and speed, and fight it out. One rider is a Cyclist 1, Gunner 0; the other two are Cyclist 0, Gunner 1. If two of the bikes are downed, the third will turn and run. If you win, you can drive on or stop and loot. If you stop, go to 18. If you drive on, return to the road map.

35 You find a heavy pistol, \$42, and two satchel bags containing what appear to be business records. "Great," Havelock mutters, "We're trying to save a city and

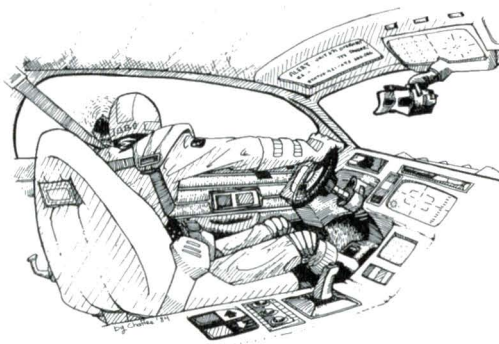
you're shooting business couriers. Could we get going, *please*?" Return to the road map.

36 Your caller responds with a stream of curses. Havelock shakes his head. He's frightened to death, but he seems confused as well – almost hurt! You don't have time to wonder about his behavior; something is approaching from behind. Go to 72.

37 As you drive past, you notice that a large green circle has been painted on the road around the wreck. Return to the map.

38 You tell him that the "spooky folks" are Green Circle terrorists, and they're after you. You also tell him about the bomb in Seattle. Havelock whispers, "No, you fool!" Go to 75.

39 Return to the road map.



40 He makes a number of obscene gestures at you. If you shoot, go to 77; if you ignore him, go to 56.

41 They turn and run for no obvious reason. If any vehicles are left behind, you can stop and loot or drive on. If you stop, go to 7; if you drive on, return to the road map.

42 Havelock is extremely jumpy. "Something's wrong. I know it. Can we hurry, *please*?" He's pleading with you. "Take my word for it . . . we don't need to hang around here." You can check the bodies anyway (80) or believe him and hit the road again.

43 He looks at you defiantly. Roll 1d6 – on a 1–2, go to 119; on a 3–6, go to 59.

44 You find two interesting things. One is obviously a bomb – it looks like a mini-nuke. The other is a set of instructions on how to wire it to the electronic safe in Seattle. You can take the briefcase with you or ditch it. Decide which you're going to do, and write it down. Then to go 132.

45 "Hard lines, good buddy. I'll send help back from Seattle." Zeke pulls away. Return to 27.

46 A green-and-black Piranha comes around a curve in the road. You're in plain sight. But the car continues on its way, the driver giving you a casual glance and then going on. Was it a harmless vehicle? Did some Green Circle driver not get the right description of his target? What's going on? Go to 28.

47 Prudently, you decide to ignore the rumblings in your stomach and lay low for a while. You can watch the road and try to pick a safe vehicle to hitchhike with (87) or try to walk cross-country to Seattle (65).

48 If you tell him Havelock is not to be trusted, go to 125. If you tell him Havelock is dangerously unstable, go to 111. If you tell him anything else, go to 68.

49 No wonder it was so heavy. There's a bomb in it – not just an ordinary bomb, but a mini-nuke – and instructions for wiring it to the algae plant's electronic security system. The big agent shudders, claps you on the back, and heads for a telephone. Go to 150 but double the prestige you receive there.

50 If you know what was in the briefcase, you can tell the agents (136). If you ditched it without looking in it, go to 16.

51 The downed cyclist hits hard – he's done for. If you're leaving the scene at over 35 mph, the surviving cyclist sheers away and brakes. If you want to continue the fight (or loot the one you downed) you'll have to finish off the survivor, who is now stopping by his comrade. On the other hand, if you're not moving away from the wreck at more than 35 mph, the survivor runs away, and a gibbering Havelock persuades you not to waste time or ammo on him. In either event, go to 93.

52 A dark-colored cycle tops the hill ahead and heads toward you in the left lane. His speed is 65 mph. Range is 4d6+16 inches. You can see no other features. If you decide to open fire at any range greater than

12", go to 94. If you let the cycle close to within 12" without firing, go to 2.

53 You pull over. The radio comes to life again. "Very good. Now do just as I say, or you're dead meat. Open your doors and get out, both of you." You can comply (114), or stay in the car (137).

54 Roll 1d6 – on a 1-3, go to 98; on a 4-6, go to 129.

55 If you want to wait for him to come to, go to 76 and mark off 15 minutes. If you kill him or leave him, do so and return to the road map.

56 He fires the MG again. Roll to see if it hits and assess damage. If you shoot, go to 77; if you continue to ignore him, go to 40.

57 Once two vehicles are down, the third will turn and run. You can continue shooting at it, of course. Once the fighting's over, you can drive on or stop and loot. If you stop, go to 7; if you drive on, return to the road map.

58 The cycle turns around and runs for it. If you shoot him down, you can stop and loot or drive on. If you stop, go to 8. If you drive on, return to the road map. If the cycle gets away, return to the road map.

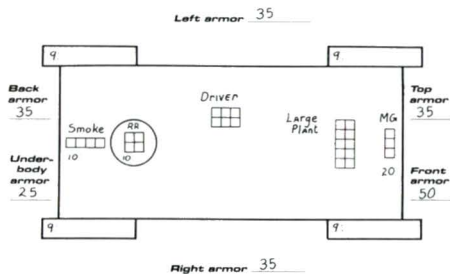
59 He refuses to talk. If you want to slap him around a bit, go to 82; if not, you'll find out nothing from him – go to 9.

60 "Look," he says, "Green Circle killed my wife. They're scum. I hate them. No lie would be too low for their purposes. I'm the only one left that can get into that safe. Now let's forget this and get going." If you agree, go to 9. You still have the gun; if you continue to question Havelock, go to 83.

61 Go to 9.

62 If Havelock is with you, go to 106; if not, go to 133.

63 Havelock shouts a warning – he hears motors coming. This is the tenth or eleventh time it's happened, but you have a decision to make anyway: continue working, or get in the car. If you keep working, go to 46. If you get into the car, go to 107.



Vehicle *Forester* Driver *Zeke Maxwell*
 Size *mid* Weight *5095* Chassis *Hvy* Suspension *Hvy*
 Acceleration *5* Handling *Class 3* Cost *\$13,595*
 Extras *Driver has body armor and is Driver-1, Gunner-1*
 Notes *Room for gunner - 2 spaces, 185 lbs*

remove salvage from the cycle(s) if you want to take the time, but Havelock will emphasize the need for haste. Return to the road map.

71 He speeds past, and quickly disappears in your rear-view mirror. Return to the road map.

72 A red luxury car approaches from behind. If you've stopped, he approaches at 30 mph; if you're still moving, determine speed the standard way. Check the vehicle diagram on page 26 for the design of the car. Determine range and placement, roll for reflexes, and fight. Havelock is white as a sheet. If you win, you can stop and loot or drive on. If you stop, go to 3; if you drive on, return to the road map.

64 Strange. That driver didn't act as though he expected trouble. Hit the road, suspiciously. The fact that you have changed cars does not affect any further encounters. Return to the road map.

65 It's rough territory. You don't make it. The game is over.

66 You introduce Zeke. The agent shakes his hand and thanks him. Go to 30.

67 If your friend is back on the road waiting for help, the agent assures you he'll be taken care of – and in any event, the government will take care of the damage to his car and pay him some extra money. Give yourself one extra prestige point for having your friend on your mind. Go to 150.

68 The agent nods. "Yes – he's quite a character." Go to 150.

69 You try to explain what happened. "An interesting story," the agent says. "But how do I know you didn't just make it all up to cover the fact that you blew it? We're going to investigate this thing *real* close. Don't leave town for the next couple of days." They never charge you with anything, but they can't prove your version of what happened, either. Forget the reward. You leave Seattle wiser, but no richer.

70 Depending on the outcome of the combat, you may be looting one or both cycles. The Shogun rider had an SMG, \$100 in cash, and a pocket full of political leaflets. The Outlander rider had a light pistol and no cash (he carried credit cards). You may also

73 The driver has an SMG and \$2,000 in cash – new bills. He also has a good description of your car, and of yourself and Havelock, in his shirt pocket. The gunner has an equally crisp \$2,000 in his pocket. Return to the road map. Havelock is looking at you very suspiciously.

74 A flashing light indicates you are being hailed on the universal frequency. The automatic override cuts in. "This is Zeke Maxwell. Please identify." If you decide to talk to him, go to 4. If you stay silent, go to 116.

75 "Seattle's my home town, and I'd hate to see it get blown up," Zeke says. "I'd like to help. I'd be glad to convoy with you and help you fight off whoever's after you." Havelock looks worried. "How do we know we can trust him? And he might just attract more attention than we need." If you decide to accept his offer, go to 138; if not, go to 129.

76 "So Havelock's dead," the man says with an amused smile. "Well, I guess it doesn't matter anymore. Good luck." He says nothing more of importance and will not stop you from leaving. Return to the road map.

77 It's a standard Hotshot; the driver is a Driver 0, Gunner 1. Set speed, range and placement, roll for reflexes and fight it out. If you decide to run, he will continue to shoot until you are 16" and pulling away. As soon as one of your shots hits him, go to 6.

78 Havelock has started paying more attention to the map and the progress of the trip the past few miles; he's perhaps

a little more nervous than usual, if that's possible. Then three black-and-green vehicles come over a hill behind you and open fire. Set range, speed and placement in the standard way. The vehicles are two Outlander cycles with no armor (riders are Cyclist 0, Gunner 0) and a Stinger with all armor moved to front and back (divided evenly). The driver is a Driver 1, Gunner 0. Roll for reflexes and fight. If you knock out two of their vehicles, go to 57. If they get a tire or do more than eight points (total) damage to any armor side, go to 41.

79 You get the first shot, but he returns fire. It's a Shogun 100, with a Cyclist 0, Gunner 2 aboard. If you beat him, you can drive on or stop and loot. If you want to stop, go to 8. If you drive on, return to the road map. If he gets a tire or does more than six points of total damage to any armor side, go to 58.

80 Only one of the attackers was a "typical" Green Circle type – the others were short-haired cycle punks. Their jacket patches make them Seattle locals. You find an assortment of hand weapons including two SMGs and three heavy pistols. Each man has \$1,000 in new money in his pocket; in addition, there is another \$475 total in personal cash among them. You also find a piece of electronic mail with the address ripped off. It says: "First hit unsuccessful. Assemble strike team and set ambush as planned." The time code indicates it was sent less than eight hours ago, but to whom (and *from* whom) you can't tell. It's all you can do to get the semi-hysterical Havelock back in the car and on the road. Return to the road map.

81 He looks scared. Roll 1d6 – on a 1-4, go to 59; on a 5-6, go to 131.

82 If he's not tied up or covered, go to 102. If he is, roll 1d6 – on a 1, go to 119; on a 2-3, go to 131. On a 4-6, he still won't talk, and it appears nothing will work. Go to 9.

83 Roll 1d6 – on a 1-4, go to 103; on a 5-6, go to 26.

84 Havelock's dead. Some bodyguard you turned out to be. You can search Havelock's body and briefcase (go to 11), or you can leave things as they are and hope the authorities in Seattle can figure it out (go to 104).

85 If Havelock is with you, go to 106; if not, go to 148.



86 A big truck slows down and stops. The gunner covers you from the cab while you confer with the driver – who turns out to be a Mechanic-3 who always makes his rolls! Therefore, in the minimum time possible, you're on the road again. The truck is going the other way and won't convoy with you. Return to the road map.

87 Eventually, you flag down a truck. Dirty, tired, and very late, you walk into a police checkpoint outside Seattle. The troopers ask your business. Go to 109.

88 Zeke no longer has a drivable car. If you have space, you can let him ride with you; if the incident that disabled his vehicle left you with a drivable enemy vehicle, you can take it over. In either case, do so and hit the road, losing five minutes for the change-over, and return to the road map. If you don't have extra space or a drivable enemy vehicle to commandeer, you can try to fix his car (12) or wish him luck and leave him (14). Zeke warns you that he has no mechanical talents at all.

89 Following the instructions you had been given, you pull into a state police checkpoint on the outskirts of Seattle. Troopers spring to alertness; the gate closes behind you, and a bulky man in civilian clothes walks towards you. If you are alone, go to 92. If you have Havelock with you, go to 30. If you have Havelock and another person with you, go to 66. If you have another person (not Havelock) with you, go to 124.

90 He has no idea what you're talking about. Go to 150.

91 The agent calls a couple of his men over for consultation. They look at him – and you – strangely, but obey. Within a

few minutes Havelock has been ushered away from the crowd. You follow at a respectful distance. Suddenly there's a scream. Havelock is flailing about with his briefcase. He breaks for the door. You put out a foot, and he goes sprawling. Two burly troopers sit on him. The agent in charge looks at you, shakes his head, and opens the briefcase. Go to 49.

92 If you have Havelock's briefcase, go to 109; if you don't, go to 50.

93 You can continue down the road, ignoring the downed cycle(s), or you can stop and loot. If you stop, go to 70. Otherwise, return to the road map.

94 He returns fire. It's an Outlander cycle. The rider is a Cyclist 1, Gunner 1. Roll for reflexes. He will continue to return fire as long as you are in front of him; he then speeds past, neither slowing down nor stopping. You can continue to fire. If you kill him, you can drive on or stop and loot. If you stop, go to 35. Otherwise, return to the road map.

95 A voice crackles over the radio. "This is Green Circle. You've had it. Let us have Havelock, and you can live." You notice the radio is set on a frequency that the feds gave you, one that's *supposed* to be a secret. But you don't have a lot of time to ponder that mystery, because Havelock freaks out. "You're with them, aren't you? Who are you?" he shrieks. Funny . . . he was calm during the first Green Circle attack, and now he's panicking! But you don't have a lot of time to ponder that mystery, either, because in the course of his hysteria, Havelock grabs for the wheel! His thrashing causes a D4 hazard; if this forces you to make a control roll, make it. If you crash, go to 96. If you keep control, go to 19.

96 If the car is not drivable and you decide to scramble out, go to 114. If you stay in the car or it's still drivable, go to 72.

97 He shoots back. Check page 21 for a diagram of the car. The driver is a Driver 1, Gunner 1. He will continue to fight until his car is disabled, your car is disabled, or you are 20" distant and pulling away. If you win, you can drive on or stop and loot. If you stop, go to 145. If you drive on, return to the road map.

98 "Well, I don't like the looks of these parts, and I figure we'd be

safer together than apart. What do you say we convoy together?" Havelock advises against it. "I'm not sure we can trust him, and he might attract too much attention toward us." If you decide to accept, go to 146; if not, go to 129.

99 A pink Hotshot approaches from behind. The radio blinks, and the override cuts in. "You're on my highway, turkey. Get off or die." If you open fire, go to 77; if you ignore him, go to 117.

100 Havelock seems to think that was Green Circle's big attack; he seems more relaxed. But just as you begin to share his relief, you notice a single black-and-green cycle closing in. Determine range, speed and placement. If you want to shoot at it, go to 79. If you want to wait and see what happens, go to 24.

101 He looks at you with a mixture of defiance and fear. Roll 1d6 – on a 1, go to 119; on a 2-5, go to 59; on a 6, go to 131.

102 He lunges for you and tries to grab your gun. On a roll of 1 on 1d6, he gets it and starts firing at you. Good luck. Each turn, you can try to regain control with the same roll. On a 2-6, you keep control. If he kills you, you lose. If you kill him, go to 9. Havelock jitters around uselessly throughout the scuffle.

103 Havelock continues to protest. He threatens to report you to the Seattle authorities if you don't stop threatening him and get back on the road, quickly. You can drop it and get back on the road, or . . . well, you could leave Havelock behind (or kill him). Since he is steadfast in his claims of innocence, those seem to be your only options. If you get back on the road, go to 9; if you leave Havelock and his briefcase behind, go to 132; if you leave Havelock but take his briefcase, go to 141.

104 Continue the journey, ignoring any comments from the now-dead Havelock. Return to the road map.

105 If you told Zeke the truth about your mission, go to 121. If you made up a story and he came along anyhow, go to 45.

106 You feel a shooting pain in your head, as though a strong

man had hit you from behind with something very heavy. When you awake, the stiffness in your muscles tells you that hours have passed. There is no one in sight. Your car is a burned-out wreck; your pockets are empty. You've failed in your mission.

107 A green-and-black Piranha slows down and stops. You're in your own car. The driver is looking you over — then he gets out! He has a heavy pistol in one hand. There doesn't seem to be a gunner. You can sit still and wait for him (29), or you can attack (122).

108 The driver looks clean-cut, but his car is full of Green Circle propaganda. It's a stock Piranha, magazines fully loaded; the driver has a heavy pistol and \$82 in cash. You can keep working on the damaged vehicle (28) or take the Piranha and continue on your mission (64).

109 You explain your situation and hand them Havelock's briefcase. The agent opens it and shakes his head in amazement at its contents. "Well, you did the job all right," he says. You go inside with him; the briefcase is soon the center of a storm of attention, and you sit quietly to the side, your reward money inside your jacket. If you never looked in the briefcase, read paragraph 49 for a description of the contents. Then go to 150 and collect your reward (without the multiplier discussed in 49).

110 The government won't help you pick up your kills, but if you get back there you can have anything you can collect. Go to 150.

111 The agent nods. "Yes, we know he's nuts. But he's the only man who can help us. We're treating him with kid gloves — that trip must have been quite a strain on him." Go to 150.

112 You try to explain what happened. If Zeke is around to corroborate your story, go to 32; if not, go to 69.

113 You attack; you get the first shot, though they return fire immediately. Both foes are Cyclist 1, Gunner 0. Don't forget to roll for reflexes. The Outlander has no armor at all. If you knock one cycle over, go to 51. If they get a tire, or do more than six points damage (total) to any part of your armor, go to 17.

114 Unfortunately, you're in a very vulnerable position. You don't even get a good look at the car that screams around a slight curve in the road and sprays you with fire. You're quite dead.

115 You see a white van on its side in the middle of the road ahead, wrecked and burning. If you stop to investigate, go to 20. If you drive past ("It could be a trap," Havelock whispers), go to 37.

116 He cuts in his smokescreen and floors it, and will continue to accelerate until he is 60" away, at which point he is effectively out of sight. You may shoot at him; he will not return fire. See diagram on page 21 for layout of the car. If you kill him, you can drive on or stop and loot. If you stop, go to 145. If you go on, return to the road map.

117 He fires an MG burst at you, deliberately wide. (It's a stock Hotshot; he's a Gunner 1.) If you continue to ignore him, go to 56; if you shoot, go to 77.

118 Seattle's close now, and Havelock looks as relaxed as he's been all trip. You think you even noticed him taking a short nap. You start to think about Havelock's weird behavior during the trip, but you're cut short by gunfire. Two cars and two cycles, all bright green, have jumped on the road behind you and have opened fire. Range is 2d6 inches. Determine speed and placement the usual way, and roll for reflexes. They have a Shogun 100 (Cyclist 1, Gunner 0 aboard), an Outlander (Cyclist 0, Gunner 0 aboard) and two Killer Karts (Driver 0, Gunner 1 in each). Havelock is now petrified. They will fight to the death. If you win, you can drive on or stop and loot. If you stop, go to 42; if you drive on, return to the road map.

119 He taunts you. "You'll get nothing out of me. And we'll stop you yet. The Green Circle will triumph." He says no more. You can kill him, leave him or let him loose, but you'll find out nothing else. Go to 9.

120 Havelock hits his accuser over the head with his briefcase, knocking him unconscious. "Lies!" he screams. "Lies to ruin our mission. Ignore the fool. Let's get out of here." If you believe Havelock, go to 61; if you doubt Havelock and question him, go to 60.

121 “You’re the pro, buddy – your odds are better than mine.” Zeke hands you his keys. You can take his car and go. Flipping him a respectful salute, you hit the road, Havelock sitting in the gunner position. If Havelock isn’t with you, you can drive and Zeke will sit gunner, or vice versa – your choice. Return to the road map.

122 Fine. He is 3½” from his car, and 5” from yours. He is carrying a heavy pistol, but it will be a turn before he can use it. If you get him (and you should), go to 108.

123 Minutes later, your friend in the Piranha comes buzzing back – with reinforcements. You fight valiantly, but with your crippled car, you’re no match for Green Circle. You’re dead.

124 You introduce Zeke. The agent shakes his hand and thanks him. Go to 92.

125 You explain your suspicions to the agent. He nods slowly. “How sure are you?” he asks. “After what you’ve been through, I’m inclined to trust your judgment – but if I detain him and open that briefcase of his, and there’s nothing out of order, his company will be all over us for embarrassing a hero and revealing trade secrets about their safes. You’ll get some bad press, maybe lose part of your reward, and I’ll probably be reassigned to Alaska.” If you’re positive Havelock is a bad egg, go to 91. If you decide that he’s just a little flaky, go to 31.

126 If you suspect that Zeke is Green Circle, go to 144. If you think he’s all right and want to see that he’s taken care of, go to 67.

127 Havelock grabs for the wheel again. You were ready this time, but he’s *really* scared now. This is another D4 hazard (but on a different turn). If you crash, go to 96. Otherwise, you get your pistol aimed in Havelock’s direction and he subsides, whimpering. Now: If you agreed just to buy some time, go to 72. If you pull over, go to 53.

128 A mid-sized car is ahead, but you are catching up. Roll 3d6 +12 for range in inches; speed is 10 mph less than yours. Roll for placement and reflexes. Its colors are red and blue. If you try to hail him on the radio, go to 4. If you want to shoot at him, write down what range you will start

shooting at and go to 97. If you do nothing, go to 74. And if you decide to slow down to keep him from getting any closer, go to 21.

129 “Well, best of luck to you,” Zeke says. “Maybe we can have a beer in Seattle. Take care of yourself.” He speeds off. Return to the road map.

130 If you have him tied up, go to 43; if you’re holding a gun on him, go to 101; if neither, go to 25; if both, go to 81.

131 He says, “OK, you win. I’ve hated this scheme, anyway, ever since that loony got involved.” He points at Havelock. “He’s one of us.” Go to 140.

132 Continue the journey, ignoring any comments from the now-missing Havelock. Return to the road map.

133 All right, start walking. You’ve failed your mission; there are a number of things you could do now, but none of them will affect the situation in Seattle. The adventure is over.

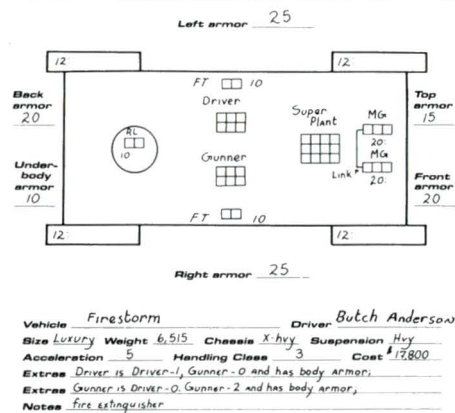
134 Pick what you want to do now. Write it down – whatever it is – and go to 13.

135 Less than five minutes later, with typical GC carelessness, the Piranha returns with reinforcements and demolishes your car and anyone else in it – never realizing *you’re* not in it. You’re now alive, but lost in the middle of nowhere with no wheels. If you have Havelock’s briefcase with you (and you DON’T, unless you wrote down that you were bringing it when you left the car), go to 47. If you don’t have the briefcase, you’ve failed in your mission, lost your car, and generally had a bad day . . . but you’re alive. The game is over.



136 You explain what was in the briefcase and that you left it on the road. "Yeah, that sounds like a mini-nuke, all right," the agent says. "I can't blame you for not wanting to cart that thing around, but we sure would've liked to see it — and talk to Havelock. Well, you did your job. Now I've got some work to do." Go to 150.

137 Your car is standing still at the side of the road. Go to 72.



138 See page 21 for a diagram of Zeke's car. You can place it anywhere within 6" of your car. He will be loyal, and will even sacrifice himself for you (or for his home town, which is the same thing at the moment). Therefore, he is completely under your control until this mission is over or he dies. Return to the road map.

139 Havelock's not happy — again. "We're wasting time. Let's ignore this scum, or kill him. Then let's go." If you kill him or leave him while he's still unconscious, go to 9; if you stick around until he comes to, go to 130.

140 Roll 1d6 — on a 1-4, go to 120; on a 5-6, go to 26.

141 If you open the briefcase, go to 44; if you leave it for the Seattle authorities to figure out, go to 132.

142 Roll 1d6 — on a 1-2, go to 86; on a 3-4, go to 28; on a 5-6, go to 63.

143 You work on the car for ten minutes or so. He says he's an

insurance man. His briefcase contains an assortment of papers, but there are also tools there — and not surprisingly, another heavy pistol. "I think that's got it," he says. "Get in and try it." You turn to comply. Go to 106.

144 He's quickly bundled into a holding cell. You'll later find out that your suspicions were entirely wrong, and you'll be quite embarrassed. Go to 150 but earn two fewer prestige points.

145 Havelock is upset. "Must you attack everything on the roads? We're running behind." The car contains an SMG, \$420, and whatever you can salvage. Return to the road map.

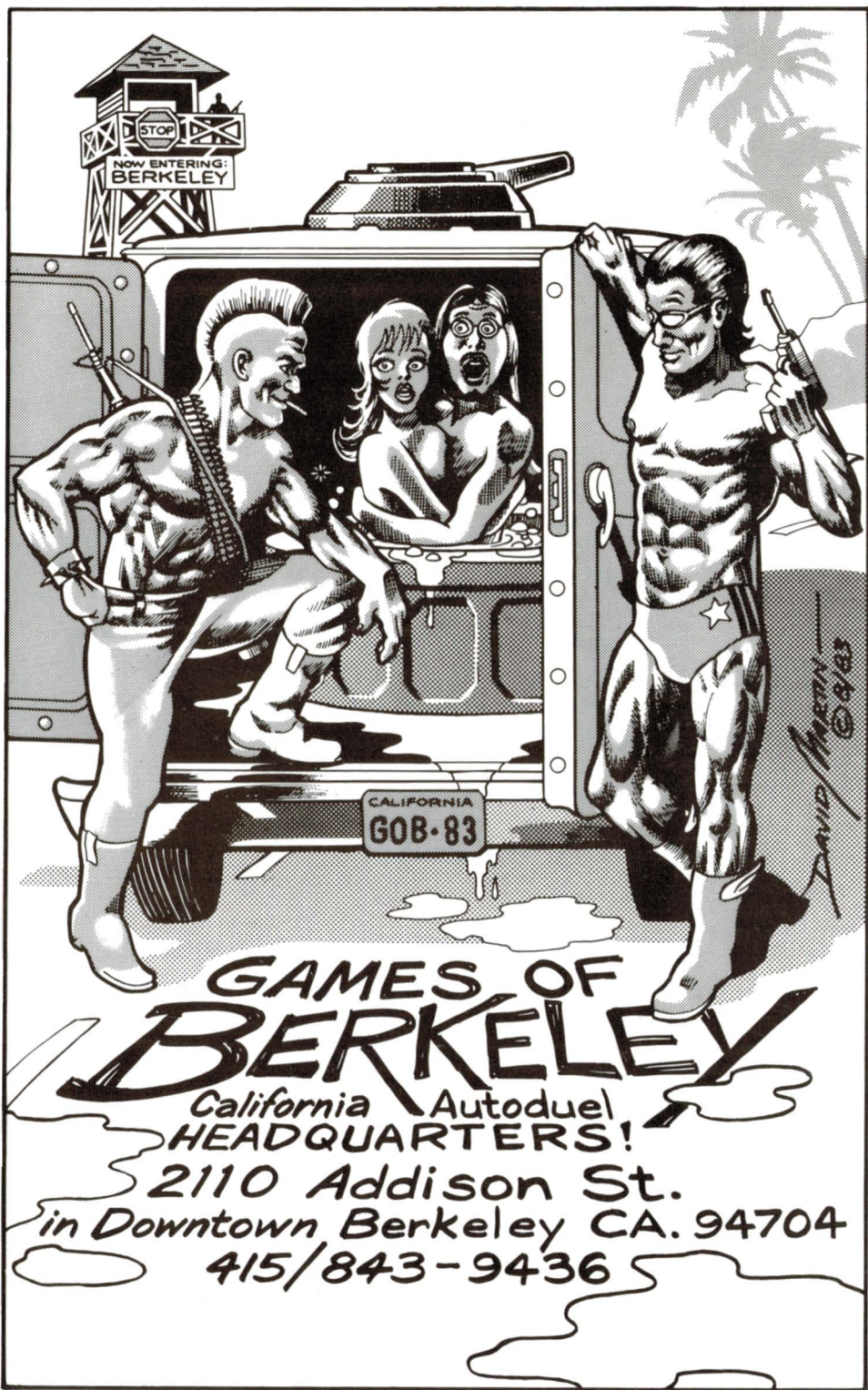
146 See page 21 for a diagram of Zeke's car. You can place it anywhere within 6" of your car. Zeke will attack any vehicle that attacks you, following the same maneuver and fire rules given at the beginning. He will also attack anything you attack first, match your speed, and stop when you stop. He will not sacrifice himself for you, but he is otherwise under your control. Return to the road map.

147 Go to 132 without the briefcase.

148 Using the band the government gave you, you call — and get a crisp reply. You report your situation and give your position. Within five minutes, several heavily-armed black-and-green cars come skidding up and blast you into hamburger. You *knew* that radio frequency was compromised; you deserved what you got.

149 He shrugs and heads back to his car. You can attack him (122) or let him alone as he returns to the Piranha (134).

150 Time to count up your reward. You get \$20,000, plus whatever cash and loot you picked up along the way. If you rode in in a captured vehicle, it's yours, but your own is lost — Green Circle destroyed it. If an ally rode in in a captured vehicle after leaving his own on the road, his own vehicle is lost, so you magnanimously give him the "new" one. Any necessary repair work will be done in a government garage for free. Score normal ability increases for the combat you had on the road; you also score prestige as though all combats had been in the arena. On to more triumphs . . . you're a hero now.



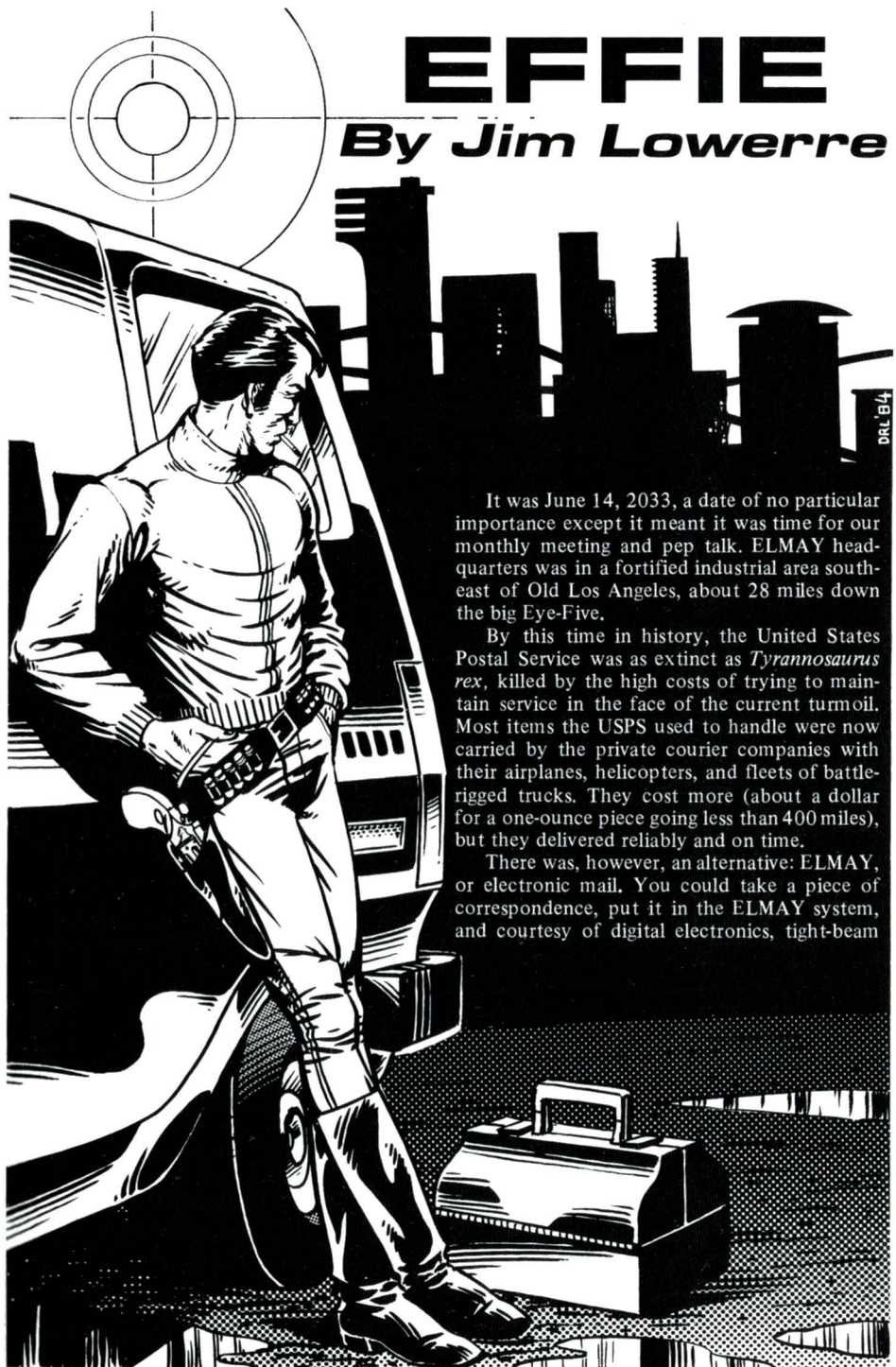
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By Jim Lowerre



DR. B4

It was June 14, 2033, a date of no particular importance except it meant it was time for our monthly meeting and pep talk. ELMAY headquarters was in a fortified industrial area southeast of Old Los Angeles, about 28 miles down the big Eye-Five.

By this time in history, the United States Postal Service was as extinct as *Tyrannosaurus rex*, killed by the high costs of trying to maintain service in the face of the current turmoil. Most items the USPS used to handle were now carried by the private courier companies with their airplanes, helicopters, and fleets of battle-rigged trucks. They cost more (about a dollar for a one-ounce piece going less than 400 miles), but they delivered reliably and on time.

There was, however, an alternative: ELMAY, or electronic mail. You could take a piece of correspondence, put it in the ELMAY system, and courtesy of digital electronics, tight-beam

lasers, and a satellite or two, a duplicate of your document would emerge from another machine only thirty seconds later.

But these systems aren't foolproof, and that's why I'm on the payroll of the ELMAY Corporation. I carry a toolbox.

My name is Jack Blackthorn; my colleagues call me the Juiceman. I'm an "effie." The word comes from the initials "F.E." – Field Engineer.

Jake Brennan, our manager, was addressing us. He had been an "effie" for ten years before his promotion, and his body bore evidence of the dues he'd paid. A tantalum plate covered a hole in the back of his skull, and his left arm still showed the scars of severe burns.

"The good news, guys, is that your allowance for ammunition is now \$200 a day. And for every two hundred miles you drive on business, the Corporation will pay for a full recharge."

He paused, then dropped the bomb.

"The bad news is that the Corporation is not going to give us another chopper. The helicopter we have will still be used only for calls more than one hundred miles from here."

There were no disappointed groans. We had all been expecting this. But none of us had to like it. Jake went on.

"I know it stinks, but the brass is paying good money for you guys to move on the roads."

"I wonder what Leonard would have thought of that. Or George."

The comment caused an uncomfortable silence. Leonard had burned to death in his Piranha after rolling it in a desperate attempt at a high-speed bootlegger. George had been attacked by a cycle gang that was after his tools and parts. He succeeded in driving them off with heavy casualties and got back to the branch, only to succumb to his wounds.

"I miss them more than you know, guys. But the main concern is getting the customers up and running any way possible. Any questions?"

No one spoke.

"Meeting's over, now hit the streets!"

We finished our various drinks and rummaged through the parts shelves and cabinets. Picking up what we needed, we carried it out and stowed it in our vehicles. The slam of armored doors echoed off the concrete walls.

After a fast check of my parts stocks, I closed and locked the rear doors of my S-35 Liberado (Commercial Variant). It was a six-wheeled van with plenty of room for tools, parts and passengers. It was deep blue in color and highly polished – for a good reason. I had owned it for two years now. I'd paid it off with the money I won from betting on national pro autoduelling.

I zipped up my body armor (made to personal specs, and *not* issued by the Corporation), pulled on my helmet and climbed into the driver's seat. After locking the door and strapping in, I pulled a jug of homemade cranberry juice from my easy-reach icebox, put it in a special rack, and started systems check.

It wasn't often that our entire crew left the branch at the same time, so the guard in the armored booth on the roof was treated to the sight of nine armed vehicles bearing down on the gate in true convoy style. Impressed, he rolled back the heavy steel to turn us loose.

I fell into formation in the rearguard spot. Down the street we rolled, an impressive, formidable *kampfgruppe*: fast, powerful and dangerous. No two vehicles were alike – but every one was sleek and deadly. Even the heavily-armed 18-wheelers that came and went from the facility down the road pulled over and watched us roll by.

Up ahead loomed the Valley View intersection; here the formation broke up as the Colonel and Dead-Eye turned left while the rest of us hooked right. Half a mile to the next junction, and Ronnie and William went straight while us others turned right again. Up ahead was the entrance for the northbound Eye-Five, and everybody got in line to hop on.

Everyone, that is, except me. My assignment was in Bay City West, so I went up and over Five, past the La Mirada Duel Arena, heading for the nearest entrance to Beltway Ninety-One. In just minutes I was on the long Artesia on-ramp, where I accelerated to 75 and merged onto the old freeway, heading west.

The only other vehicle in sight was a cycle a couple of lanes over and about 150 yards ahead. The cyclist turned to look at me through his shaded visor. He must have decided I was a definite threat; he hit his speed control and pulled away quickly. He was certainly no threat to me, so I let him go, watching his progress on my Plan Position Indicator scope mounted in the dash.

I crossed the Six-Oh-Five and was taking a swig of juice when I saw a new paint on the scope about a mile behind. It held position for a minute or so . . . then started to close on me. It picked up to 80 and was accelerating slowly. As I crossed the Seven Freeway, it was only half a mile back and doing 90. It was definitely a threat now.

Making no overt maneuvers that might tip my hand, I continued down the roadway, but I powered up my weapons systems and smoke generator. The range was 500 yards and closing as we entered the Compton-Carson stretch.

At 50 yards, the bogey slowed to match me

at 75, and I glanced in my side mirror to get a look at my shadower. It was a dumb thing to do — a lance of green light leaped from the car's turret and missed my mirror by a foot! Had the mirror been hit, the energy bolt could have reflected right through the viewport and into my face, and I would have been removed from ELMAY's payroll but good.

I snapped back in my seat and slammed the phototropic shield over the port. Then I cut in the smokelayer and began weaving back and forth across the roadway, laying down a screen that would stop any further zapgunning. I heard the crackle of ionized air again, but it sounded farther away.

For a quarter-mile I laid smoke, then I shut off the generator and braked hard. When the speed was right, I spun the wheel hard left and touched the left-side brakes, for a bootlegger that would have made Burt Reynolds proud of me. I ended up rolling backwards slowly, facing my attacker.

The PPI showed the other vehicle slowed to 50, picking its way through the black curtain on the lookout for mines, spikes or oil. Any moment now . . .

Exploding out of the billowing blackness was a brown Hotshot with a non-stock turret on top. Instantly, the energy weapon in the turret spat another bolt of green, hitting my S-35 squarely on the front.

The beam ricocheted into the sky. Anti-laser finishes weren't cheap, but I figured it was worth the money. It saved me a lot of grief, unless the other guy had other systems that scrubbed off the special polishes.

I had the initiative now while my opponent was trying to drift hard to use a back-firing weapon. I watched his progress on my targeting computer and waited for just the right moment to hit the fire button. Flame and smoke gushed from my left front fender, and a rocket shot free. It pranged the brown car right on its grillwork and tore open the front end with a loud BLAM!

Gleefully I watched the Hotshot skid sideways, still going about 50, and slide up onto the embankment. It rolled over and over, down off the slope, and stopped on the roadway. It was right-side-up, facing the way it had come. Smoke crept from underneath, and sparks shot from the wrecked power plant and laser.

I saw a figure scramble from the Hotshot with a rifle in hand. As far as I was concerned, the fight was over, and I began to turn around. Even when the rifle was pointed at me I showed no concern; I was sitting behind two inches of rigid armor backed with a quarter-inch Kevlar lining. Go ahead, whoever you are, waste your ammo, I thought. Then the rifle fired.

A thin smoke trail arced from the barrel. I heard a clank from somewhere behind me — then an explosion. A grenade launcher! I was running on solids, but a few more of those — or just *one* underneath — could leave me a sitting duck, or force me to limp home and miss the day's calls. No way!

I brought the turreted MGs around with a snap, leveled and hit the trigger. The impudent rifleman went down like a blade of grass under a mower, with a last shot going off into nowhere.

I was curious about a weapon like that, so I rolled up next to my supine adversary and got out with my Colt Python in hand. Nudging the rifle away with my foot, I examined the jump-suited figure, checking for signs of life. Finding none, I undid the chinstrap and pulled off the helmet.

My assailant had been about 23, Hispanic . . . and a very pretty woman. Her face did not reflect her violent death; she looked asleep despite having taken a dozen machine-gun slugs across the waist, despite the fact she was lying in a spreading pool of blood.

I had no sympathy and no regrets. She had tried a low-percentage shot that could have crippled my car. Had she made the shot, I would have been the one in trouble. She deserved what she'd gotten.

I picked up the rifle. It was a World War II-vintage M-1 rifle with a grenade launcher attachment. It had definite value as a collector's item, and the lady no longer needed it. The brown car was now fully aflame and the smokescreen was dispersing. It was time I got away from here before any of her friends came by. I laid the rifle on the backseat floor, hopped in, engaged the motors, and was again on my way to Bay City West.

"All right, sir, if you'll just sign right here, we'll be all set."

"Thank you, Jack. You know how much we rely on ELMAY."

I picked up my toolbox in my left hand, to keep my right hand free in case I needed the Python out of its holster. There was no incident, though; the dock areas were patrolled heavily.

Dispatch informed me that my next call was in Bay City East. I had a choice — either go around Terminal Island, or cross the Thomas Bridge, drive the length of the island, cross the Desmond Bridge and save time and miles. The old Naval Shipyard on the island had been abandoned for years, and it had become a hang-out for bikers and escapees from the wrecked prison on the west end. It made for interesting but dangerous driving.

I swung the S-35 onto the bridge approach, stopped briefly at the checkpoint (they tried to dissuade me from running the gauntlet, but my mind was made up), and started up the incline accelerating to about 60. Once I hit the down-slope, I floored it. The abandoned tollbooths bustled with activity as my approach was noted by the locals. By the time I was in gun range, I was going about 100. I put the twin-50s on auto, laying down pinning fire as the range shrank at a nerve-wracking rate. I chose my gate, concentrating on threading the needle just right. If I missed, I was dead.

The van squeezed through Gate Four with inches to spare on one side . . . and hit some debris. Fighting for control, I hit the curve at the bridge entry road. It wasn't a sharp curve, and I was able to tinkle the S-35 back in line. The Desmond Bridge was about a mile away.

I took the machine guns off auto and trained them at 10 o'clock position as I roared by the old container yard on my left. The scum were emerging, grabbing debris to throw at me, but I was past them before they could even wind up. Ahead, though, several cycles poked their noses out of the shipyard gates and trained their weapons across my path.

I locked the 50-calibers on auto again, then started the smokescreen as I came up. Chaos broke out in the ranked cycles as a couple of riders were blown away and a domino effect knocked down most of the bikes. I got by without being hit, but up ahead was another batch of cycles with frontal armor facing me and ready to fire.

Instinctively, I fired my other rocket at the pack center. The bikers ran for cover, each thinking he was the target. Their fire was quite inaccurate, doing only superficial damage. The missile hit one of the center bikes and scrapped it.

I shut off the guns as I hit the bridge upgrade. The radar showed company on my tail; no doubt some of the bikes had stayed back as a chaser group.

I still had smoke billowing from my generator as I topped the bridge crest at about 70 and looked down into Bay City East. Now to deal with the chasers. I hit the minelayer control and dropped a dozen surprise packages in my wake.

The results were fantastic. One bike hit a mine, lost a wheel and went over the guardrail toward the water far below. Another tried to drift around, lost control, hit the rail and was tossed into the suspension cables before taking the long fall.

The other two dodged and were coming up fast. I hit the brakes, skidding to a slow crawl right in the road center, forcing them to go around or hit my big rear bumper. As they

went by, one on each side, I touched a button.

The cyclist coming by on the left was nearly cut in half by the twin machine-gun fire from the turret. He flipped over the concrete divider and came to rest in the westbound lanes of the approach. The other went by and quickly stopped as I began to gather speed. He knew that many heavy guns waited at the bottom and that he was trapped.

He was trying to turn around, either to run or shoot at me, when I simply steamrolled him and his bike. Crunching sounds and a truncated scream . . . nothing else.

I coasted down to the checkpoint after shutting off the smoke. The folks in civilian defense uniforms kept a respectful distance as I stopped. After a brief question-and-answer session, I was ready to get moving again when two men came huffing and puffing into range. One was carrying a minicam and remote equipment, while the other carried a microphone and wore a sports network blazer. I knew what they were after, so I came to a halt and rolled down the shutters as they approached.

"Sir, just a minute of your time, please . . . Okay, Roger, give me air."

"Tape rolling . . . speed . . . three, two, one, mark."

The sportscaster stepped over to my window and began:

"We are now talking to the victor in the battle you have just seen. Your name, sir?"

I decided to play it coy, so I kept my visor down. Newsmen make me nervous, but the camera also seems to bring out the ham in me.

"Call me the Juiceman. That's how I'm known in these parts."

"Why, sir, did you make that run on the Island? You must have known it would be dangerous, that you would be risking your life, your truck and all."

"It's my job to provide service to ELMAY customers in the shortest possible time, and I couldn't do that going around the island. It wasn't such a hard decision to make."

"That was a really inspiring shot with the rocket, and your timing on that machine-gun-burst was perfect, Juice. But why did you run over that last cycle? Were you out of ammunition?"

To answer him, I swung the machine guns so that they pointed at the half-sunken hulk of the old Queen and fired a few rounds. Once the newsmen picked himself off the concrete, I answered verbally.

"Out of ammunition? I, sir, am an "effie," and an "effie" never runs out of ammunition. Out of luck, maybe, but never out of ammo. I just wanted his friends to see what happens when you get in the Company's way."

"Well, sir, what is your score with those cyclists added?"

"I don't know . . . I kind of lost count at one hundred."

Actually, I remembered every combat I had ever been in, and the results. My total was nowhere near 100, but I wasn't under oath, for Fangio's sake.

"Thank you, Mister Juiceman, for talking to our audience. From Bay City East, this is Buck Larsson reporting for the Road Sports Network."

He froze for about five seconds, then the cameraman said, "CUT! . . . Got it all, Mister Larsson."

As the news team made ready to return to their chopper, I remarked out loud, "That was the most fun I've had since February."

Larsson put his foot into the trap.

"What happened in February?"

"That six-car running fight under the Arco Towers . . . shot my way out just as the gas mains blew."

That had been a big news item. A massive evacuation of the downtown triangle had resulted out of fear that one or both towers would collapse, knocking down other buildings in the densely-packed area.

I kicked in the flywheels and shot ahead, ignoring the cries behind me: "Wait! . . . Stop! . . . Please . . ."

I had a customer waiting for me, and I was getting hungry.

Gaming Notes

Here's the data on Jack Blackthorn's S-35 Liberado:

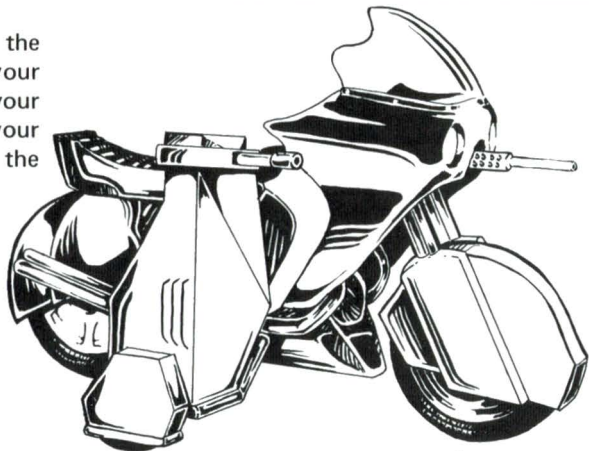
Van, extra-heavy chassis, heavy suspension, super power plant, 6 PR radials, driver, space for gunner, two-space turret, 2 machine guns in turret, 2 extra MG magazines, 2 heavy rockets front, smokescreen back, extra SS magazine, minedropper back, link for MGs, 135 points armor (T15, U10, F30, B30, L25, R25), +2 computer in driver's position, radar, capacity for 10 spaces (2 in back seat, 8 in back of van), 430 pounds cargo. HC 3, acceleration 5, weight 6,770, costs \$27,575.

An "effie" is a good possibility for a continuing character. He has good training, good equipment, a good income (and his company behind him) . . . and a good reason to be on the road every day. An effie has to be tough, or he won't last.

Windstalker

Feel the freedom of the open road, the wind in your face and the sun at your back! Be master of your own destiny as you ride the Windstalker.

And for that extra special kick, a rocket-launching Maverick CTS is a standard option on the Windstalker!



Cycle — Heavy cycle, hvy suspension, large cycle power plant, two PR radials, armor F20, B15. Driver and gunner. Mounts one MG (F). HC 3. Acceleration 10 mph. 1,295 lbs., \$5,620.

Sidecar — Two-space CTS, light suspension, PR radial, armor T10, 1 elsewhere. Mounts one RL in turret. Space for 30 pounds, one space cargo. 820 lbs., \$4,425.

Cycle and Sidecar — HC 3, acceleration 5, 2,105 lbs., \$10,045.

**Excerpts from the
NORTH AMERICAN ROAD ATLAS
AND SURVIVAL GUIDE, 3rd Edition**

**by Philip
Schwartzberg**

Minneapolis, the largest city in Minnesota, and St. Paul, the second largest city and capital of the state, make up the Twin Cities. Minneapolis and St. Paul are located in the east central part of the state on Interstates 35 and 94. Both cities have large populations; Minneapolis has about 480,000 residents and St. Paul, with some 410,000 citizens, is the center of most of the state's administrative facilities.

The Twin Cities today are a center of duelling activity, both in the arena and on the roads, with several rival auto clubs fighting for dominance. The metro area is well-policed – some say overpoliced – with three heavily-armed law enforcement agencies in unfriendly competition. These factors combine to make casual lawlessness very rare in the Twin Cities – but road encounters are a way of life.

History

When the Free Oil States seceded, Minnesota, along with the other corn-producing states, was called on to help fuel the ailing nation with methanol. All was fine for the Corn Belt until the Grain Blight broke out in 2012. The entire North Central region was hit hard; unemployment shot up, and the Minnesota economy hovered on the brink of collapse.

When the Food Riots began in 2016, the pressure on the farming community became unbearable. Although many parts of the country were falling apart, Minnesota's National Guard preserved order. That order broke down only once, when food riots broke out in the Twin Cities. Many suburban areas were destroyed. The state's citizens, led by the farming community, demanded action. The popular Governor Robert Swenson decided to secede.

The state fortified as its populace, joined by common fears, banded together. The U.S. Army responded in force. The suburbs east of St. Paul, shelled by both sides, were particularly hard hit. The fighting ended the following year, as a battered but defiant Minnesota re-entered the union through the Hudson Treaty. Swenson's government was allowed to remain in power in exchange for Minnesota's help in

quelling other uprisings. That same year Minnesota passed a new state constitution, turning its government into a near-monarchy, with the governor ruling for life.

Points Of Interest

The map shows the cities as they appear today, with street names replaced by their street and highway numbers.

(1) *Downtown Minneapolis.* This is the central business district, and is highly fortified. The area is patrolled by the Twin Cities Municipal Police Force, which prevents privately-owned armed vehicles from entering the downtown area. Plenty of parking is available on the edge of downtown for those who must leave their cars behind. There is also a bus service to bring shoppers to the downtown area. These buses are fairly well-armed – powerful enough to discourage most attacks. There are cases on record, however, of well-planned attacks by large gangs successfully looting such buses.

(2) *Downtown St. Paul.* Similar in all respects to Minneapolis, except that armed vehicles are permitted on certain roads, namely Interstate 94 and US 52. Occasional duelling takes place on these roads, but police try to prevent it.

(3) *St. Paul Capitol Center.* The capitol buildings of the State of Minnesota are next to downtown St. Paul and are *very* heavily fortified. Almost all state governmental functions are located here. The area is tightly patrolled by the National Guard, which allows only authorized vehicles and personnel to enter. Combat of any sort is strictly prohibited. The Guard shoots first and asks questions later.

(4) *University of Minnesota.* This is the state's main center of higher education. The U of M is one of the best in the nation, with a wide range of courses and a very large cadet program. However, U of M is one of the few large universities in North America that does *not* field a combat football team. No combat is permitted on campus, though small arms duels do occur. The area is not fortified, but is patrolled by the Twin Cities Municipal Police.

(5) *Apartment City.* About half the Twin Cities' population lives in the "apartment city" areas. These dwellings are walk-up apartments of five or six stories. Most are overcrowded and in bad repair. As bad as conditions are,

though, they are better than those in many large cities, and the state works constantly to improve conditions. Vehicular combat is illegal in all apartment areas. Small arms combat is also illegal, but is often overlooked by the police.

(6) *Wold Chamberlin International Airport and Fort Snelling Military Reserve and Airfield.* This is the center for most of the area's air traffic. Both military and civilian planes use the airport. Seven jet fighters, three light bombers, four personnel carriers and ten combat choppers operate from here, as well as many smaller civilian craft. There is also a force of 500 to 800 National Guard or Minnesota State Militia stationed here at all times.

(7) *Robert Swenson Memorial Hospital.* This is the smallest of the Twin Cities' three main hospitals, but provides very adequate care. Most duellists are treated here, as the AADA has a medical contract with Swenson Memorial. Gold Cross also has a full facility here.

(8) *Veterans' Hospital.* This is open to all who serve or have served in Minnesota's armed forces, as well as their families; it is open to others as space allows and need dictates. Care here is relatively inexpensive, and very good.

(9) *Metro Hospital.* This is the biggest and best hospital in the area, with the most modern facilities. Gold Cross has offices and a taping terminal here, but no clone bank.

(10) *Civic Center.* The abandoned St. Paul Civic Center, just outside downtown, is now the private property of the Civic Center Kids, the area's largest autoduellling club. Any armed vehicle approaching the Center is advised to call on CB Channel 15 and request permission to approach, or risk being fired upon. The Kids use the Civic Center as a home base and garage.

(11) *Ruined Suburbs.* These are the areas that fared the worst in the Food Riots and the battles of 2016–17. Those buildings that survived are in very poor condition. The area is home for many local vagrants, and some small bandit gangs hide out there. For the most part, these gangs pose no great threat, as they are lightly armed at best and have a very low level of organization. At present, the Twin Cities are beginning a reclamation project in the ruins, and a state program helps to finance private rebuilding and settlement.

(12) *St. Paul Duelling Arena.* This is the region's most prominent duelling establishment. Events are held weekly, with a wide variety of contests. This is also an important gathering center for the Midwestern Autoduellling Circuit and local duellists. Minnesota's AADA offices are located at the arena, and the surrounding streets house many dealers specializing in duelling vehicles and equipment.

(13) *Central Police Headquarters.* This heavily fortified complex is home to the Twin

Cities Municipal Police Force. Twelve smaller police stations are scattered throughout the area. The Central Police Complex is also headquarters for the Fire Department, which has 12 armored fire vehicles stationed there.

Facilities

Complete trucking and autoduellling facilities are found in the Twin Cities. There are many power stations and over a dozen fully-equipped garages. There are also four truck stops on the rim of the Twin Cities area: I-94 east, I-94 west, I-35E north of St. Paul, and I-35W south of Minneapolis. (A fifth truck stop, on US 212 west of Minneapolis, was looted and destroyed last year.) Two armored bus companies, the Hiawatha Line and North Central Tours, operate out of the cities; there are also many trucking firms and independent truckers.

The Twin Cities also have three TV stations, two of which fly helicopters 24 hours a day. A monthly auction sale is held by the National Guard at its impound lot, where the Guard sells anything it can get its hands on.

Organizations

Minneapolis and St. Paul have *three* uniformed law enforcement agencies. However, the three do not cooperate; in fact, shootouts between their vehicles or foot patrolmen, over jurisdictional questions or just through "mistaken identity," are not unknown.

The *Twin Cities Municipal Police* can be recognized by their white-over-green patrol cars with green flashers; their uniforms are also green and white. The TCMP is over 1,200 strong, with 600 men in the central HQ and the rest scattered among the substations. Authorized force level as of January 2034 is 80 patrol cars (most moderately powered and armed; a few with heavy weapons and/or interceptor capability) and 35 cycles. There are also a number of special police vehicles, including four armored buses, three riot trucks, and a Roosevelt VII tank. Training is good and morale high; TCMP units have a better than 80% victory rate in one-on-one road combat.

The *Minnesota National Guard* is under the direct command of the Governor, and is termed a "private army" by critics. Most of its duties are ceremonial; the Guard escorts the Governor, guards the Capitol and airfield, and occasionally raids locations suspected of harboring "political criminals." In addition to its military arm, the Guard fields a road force of around 20 heavily-armed, modern vehicles (currently the Guard drives Hotshots with excellent electronics). Guard vehicles are forest green with red flashers; Guard uniforms are green whipcord.

The *State Militia* is funded largely by private contributions, especially from resecessionist

ADQ&A

Can you put a motorcycle in a van or in the back of a pickup? If so, how would you compute the spaces that it takes up?

The rule for putting vehicles in other vehicles is this: Take the number of spaces (including cargo spaces) a vehicle has. Then add 10 for cars, 4 for cycles, and 2 for sidecars. That's how many spaces the vehicle takes up.

1) If damage passes through an area where the location is determined randomly (between the driver and gunner and cargo, for example) and destroys that location, where does the remaining damage go if there is nothing to hit in the side which would normally take the remaining damage? This comes up a lot on a cycle or civilian-type car.

2) In a collision, if there is an area where the location is determined randomly to figure damage, would all components in that area have to be destroyed before any damage would go through to another area?

— Dave Ferrara, Cincinnati, OH

1) *After taking out a random component from the interior of the vehicle, the damage continues to the other side (or to the back, or front, or whatever). If there is no component there, the armor takes damage from the inside (the effects are the same as damage from the outside). If the armor is gone, the remaining damage simply passes through the vehicle without effect.*

2) *Yes. Damage is applied evenly to all components; after they're all destroyed, any remaining damage passes through. See page 13 of the Car Wars third edition rules.*

How much damage does an Artful Dodger (ADQ 1) do? Is it 6 dice minus 2, 1 die minus 2, or 2 dice?

In standard RPG fanatic shorthand, "1d6-2" means "one six-sided die minus two."

1) Something I have always wondered about — what are subcompacts good for? Even if they have 15 mph acceleration, they still cannot get away; they are too busy being dead. (This is a serious question. I wonder if I have been overlooking something. Every time I drive a cycle, splat.)

2) How many fire extinguishers does one need to effectively put out a fire in a trailer or RV? Are fire extinguisher chances cumulative (i.e., one = 50%, 2 = 100%, and so on)?

3) Can a Hi-Res be put into a cupola? If so, are cupola and computer modifiers cumulative?

1) Subcompacts are good for not costing much money. In many role-playing campaigns, you've got to start at the bottom. Single cycles are no match for a car due to the unarmored sides. Cycles are meant to be operated in packs.

2) You only need one fire extinguisher to do most jobs. Separate systems will be needed for the cab and the trailer of a big rig. If a trailer becomes disconnected from the cab, the fire extinguisher will no longer operate unless the trailer has its own power plant. The chances of putting out a fire are not cumulative.

3) Yes, and the bonuses are cumulative.

Would a car's headlights reduce or eliminate the -3 penalty for firing at night for front guns? At short range only? Could you buy a searchlight to install in a turret so that the light would point where the guns are pointing and reduce or eliminate the -3 penalty? Perhaps Uncle Albert would be interested in this.

— Matthew Nordhaus

*Even though searchlights appear in **Autoduel Champions** as a means of spotting things at night, it's not likely a searchlight (or a car's headlights) could keep up with a moving car consistently enough to eliminate the night targeting penalty. The contrasting areas of bright light and darkness might actually make something **harder** to hit. To eliminate the night penalty, it would take a general illumination source, such as stadium lights, a starshell launcher ("Nightstrike," ADQ 2) or an infrared system (**Autoduel Champions**).*

1) When you are firing two linked weapons, do you need to roll to hit for each weapon, or is only one roll necessary?

2) Can you put six wheels on any vehicle?

3) Do cycle kills caused by larger vehicles count as full kills?

4) Are you planning on making rules for ejection seats for characters? They would save a lot of characters in bad situations.

– Jeff Krogh, San Lorenzo, CA

1) Roll for each weapon; 2) No, only vans and pickups may have six wheels; 3) Yes; 4) See "Uncle Albert" in this issue.

Could a person jump from a helicopter travelling at the same speed onto a flat-bed trailer?

*Sure. Use the boarding vehicle rules from **Truck Stop**, figuring relative speeds and other factors in.*

1) Are dropped weapons visible if dropped in a smoke or paint cloud? Are they visible if dropped at night?

2) Do anti-personnel flechette grenades affect tires?

3) Are paint and smoke clouds cumulative (i.e., does firing through two smoke clouds and one paint spray give you a -6 to hit)?

4) What happens to a cycle that is rammed? Does it automatically crash and roll or do you handle it like a normal vehicle vs. vehicle collision (as per the **Car Wars Reference Screen**)? It seems like a cycle in a collision would probably tip over at least . . .

1) Dropped weapons are invisible in smoke or paint. If you don't have a referee, though, it avoids arguments to put them on the map when dropped. Car headlights reach far enough that dropped weapons can be seen pretty easily. In an unlighted situation, they would be effectively invisible.

2) Flechette grenades do not harm tires.

3) Paint and smoke penalties are cumulative. In a long duel, things can get pretty strange. A referee at Dallcon had to invoke a "divine wind" after a multi-turn flamethrower duel left so much smoke the duellists were faced with -8 and -10 penalties!

4) Use the Advanced Collision System and the HC penalties therein. The HC loss should be sufficient. Remember, that cyclist is not really sitting there waiting to be hit; he's probably trying strenuously to avoid it and stay upright. As a matter of game balance, cycles have a hard enough time already without falling over at the first bump.

1) Is there a limit to the prestige a character can have? For instance, I have a character who has a prestige of 30. He is good, but is he too good?

2) When concealing a turret, are you concealing the weapon, the turret, or both?

– Mark Dykstra, Bozeman, MT

1) We don't have any limits on prestige. The very notoriety of a character should work against him, but that's the referee's decision. High enough prestige, and the character won't be able to travel without

being mobbed by fans, challenged by every kid who thinks he's hot stuff, or surrounded by con men after his money.

2) You are concealing the very fact that the car has a turret. Roof racks are a common way to add storage space for disposable items. The turret fits under the rack, making it useless for carrying cargo, but making the car look just like the average underarmed family car.

Do some guns, like machine gun and recoilless rifle, get less effective at a greater range? I mean not just the "to hit" roll, but the damage.

The weapons in *Car Wars* are more limited by accuracy than effective range. Consider that a modern machine gun is effective for hundreds of yards, and a *Car Wars* encounter is usually within 50 yards.

What happens when two mines are dropped in the same spot?

Any vehicle that crosses the counters later must roll for each counter separately.

1) Is it possible to have a three-wheeled cycle? What would be the cost? How many spaces would it have?

2) If you target the side of a cycle and still have damage left over, and there is a van on the other side, would the damage go to the van?

3) Can a truck have two trailers? If so, what would be the speed modifier?

4) Is there enough space to crawl under a barrel that is sticking out of a turret?

1) We're saving three-wheeled vehicles for a *Car Wars* supplement coming soon. All good things come to him who waits.

2) This is a judgment call I'd leave to the referee. What was the angle of fire? How close was the cycle to the van? Figure up a hefty minus and then roll the dice.

3) If the total weight didn't exceed the weight capacity of the truck's power plant, I don't see why not. It's done today. But maneuvering would become tricky (and don't even try to back up!).

4) No.

Can several people use the vehicular computer (*Autoduel Champions*, page 20) as a +2 targeting computer?

The computer is set up in one position so that only one designated crew member (driver, gunner, or passenger) can use it.

1) Is it possible to mount a weapon enabling it to fire to two sides?

2) Can a vehicle fire when it is upside down?

3) When a vehicle is stationary, does a right- or left-firing paint spray or smoke screen go straight to the right or left instead of behind the vehicle?

4) When a vehicle explodes, do you remove the counter?

— Tom Trimmer, Detroit, MI

1) Only weapons in a turret may fire to more than one side.

2) If the weapons are still operable after a roll that ends with the car on its roof, the vehicle may still fire. There should be a hefty minus, though, because either the gunner is strapped into his seat, hanging upside down, or he's sitting on the roof trying to manipulate upside-down (to him) controls. Make it a -3.

3) Yes.

4) You bet. Put down a bunch of debris counters in its place.



Backfire

In the first issue of *Autoduel Quarterly*, I noticed that you could order posters. Is it possible for me to order a poster of the box cover of *Car Wars*? If so, what other novelties (shirts, posters, etc.) are available?

— Todd McGowan
Tallahassee, FL

The only autoduelling poster we have available right now is a blown-up version of the Autoduel Champions cover. See the order form in this issue for details. I won't rule out a Car Wars poster; we'd like to do one, someday. That and other items will probably be released through the AADA (see the feature article in this issue).

— SDH

I have just bought *Sunday Drivers*, your supplement for *Car Wars* (which I enjoyed very much), and was about to play when I was overwhelmed by your set-up requirements. The first scenario asks for at least 36 ground force counters (guards, police, hospital guards and mechanics), and that doesn't even include the dozens of bargoers I have to lay on the board! The second scenario actually asks for at least 74 men (in the police station and city hall)! How am I supposed to set up all of these men? I've already looked through *Car Wars*, and there are only six pedestrians in the whole counter mix. I just don't have enough counters.

Also, is it necessary to have a separate vehicle or cycle record sheet for each one in play? Does that mean that the player who controls Jesse's Crusaders has to handle dozens of sheets? Help!

— David Cheng
Downers Grove, IL

A lot of the additional men (the hospital guards, the city hall guards, the bargoers and the mechanics, to name a few) stay inside their respective buildings — there's no real need to come up with counters for them. There are occasional exceptions (like when a building collapses, or a hospital guard has to man a breach), but for the most part you don't have to come up with a counter for each of them. It is necessary, however, to draw up and use a separate vehicle record sheet for each vehicle in an attack. To make things easier, you could

split the Crusader force between two (or even more) players. Have fun, and good luck.

— SDH

Your magazine looks good so far! Couple of questions, though — what are the regular departments in *ADQ*? It's a little cryptic when you only have one issue! How about some hints on starting a campaign, some guidelines. We found all of our campaigns, except Saturday night at the races, losing everyone's interest rather quickly.

Lastly, Boo! Hiss! *Autoduel Champions*?! Why not put the helicopters and air vehicles in a boxed format? Several of us here were shocked that you would stoop so low as to put out a \$9.95 book that we all only want part of! *Champions II* rules more than cover vehicles for their system. None of us want to spend that kind of money for something we will use a quarter of only very seldom. Suggest you stick with your games and Hero Games will stick with theirs!

— Paul A. Huckabee

Hopefully, the regular features of ADQ are, by now, obvious. You may not like this answer, but one of my suggestions for sprucing up a campaign game is to get Autoduel Champions. The expanded character generation rules are very useful, especially if you borrow heavily from the first part of the book. Admittedly, role-playing a Gunner 1, Driver 0 is difficult — there's not much to go on. But give him lock-picking, stealth and electronic systems skills, martial arts and breakfall, and a couple of dandy disadvantages (afraid of fire? bounty hunter on his tail?), and you've got a character you can sink your teeth into — and a character an inventive referee will have no trouble working into all kinds of trouble.

— SDH

I have been "autoduelling" for about 1½ years. It is one of the best games for four times the money. Still, I would like to see rules on building structures (i.e., wood, brick, concrete, reinforced concrete, steel) — cost per square foot; damage points per breach; and number of breaches to collapse. Being a Southern boy, I would like to see South Carolina in "North American Road Atlas and Survival Guide, 3rd Edition." In the time I have played I have noticed that you have no rules on Jeeps, Blazers, Scouts, Broncos and other four-wheel drives for off-road. These are rule additions I would like to see in the future. Also, I would like information on the possibility of buying a back copy of *Space Gamer* issue 58. Maybe

some day you could print a scenario with an Ogre Mark V against The Brotherhood.

– Matthew Tedder
Florence, SC

That building stuff sounds awfully complicated; I think I'll pass the assignment on to some bright-eyed reader. Same with the South Carolina edition of the "Road Atlas" – if you want to see it, write it! Same with four-wheel drives. But an Ogre vs. the Brotherhood? Come on, now, you forget that a) the Ogre can withstand direct hits from nuclear weapons – what's a recoilless rifle going to do? and b) the Ogre fires nuclear weapons – roughly a 2,000,000d6 weapon with a half-mile burst radius. The "confetti" rule would definitely apply.

About back issues: We are not selling back issues of any of our magazines any more, with the exception of ADQ. To get back issues of Space Gamer, Fantasy Gamer, or Fire & Movement, contact your local hobby shop (there's still a lot of them floating around out there) or try to catch us at a convention.

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First off let me say that issue no. 3 was great! I was especially impressed with the cover artwork by Speed Webber. It had a nice, menacing effect. Among other things I liked was the article on speeding. I can't wait to try it out on the open road! The design guide is very helpful, and it's made me rethink the way I design vehicles. Some nice work and good comments went into that article.

The funny thing about the new products section is that I was going to submit some ideas about a roll cage and fireproof armor (I hadn't worked out the stats, but the ones you printed looked fine!). Don't worry, you haven't thwarted me completely. I'm submitting a couple more new products with this letter . . .

I like the random arena idea, but I think I'd make my table a little more complicated. Still, it's a nice idea.

I haven't had a chance to play a scenario using the "Chassis & Crossbow" rules, but I think I already see about a half-dozen questions and clarifications I need to ask you about. But I'll save 'em until I look over the rules more closely.

One of the things I'd like to see in your magazine is more small scenarios (i.e., those with only a few, like two or three, vehicles or people on the battleground at a time). You well know as you increase the number of playing pieces on the board, the playing time goes up dramatically. Most of my spare time goes into studying, and when I do play I like to squeeze

in an hour here, maybe an hour and a half there, not 4–5 hours in one sitting. Also, most of your scenario maps are huge! We've got these small desks cluttered with books and homework and unfinished pizzas and it's hard to push all that aside to put a map down. A map that would fit on a regular 22" x 16" desk pad would be great! The "Convoy" scenario in issue #1 is my idea of a perfect scenario: small playing board (just a few road sections); few playing pieces; and it's a series of encounters (so you can play a few, put it up, then come back and play the rest). So I guess what I'd really like to see is some more scenarios of the "Convoy" variety . . .

One thing that's sort of annoying is the tiny "Handling" and "Speed" markers. We're always losing, dropping, misplacing, etc., etc., them; and invariably it happens during a critical point in our games. One thing you might be interested in making is this:

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– Mike Emrick

My friends and I are planning to set out on a marathon *Car Wars* game. Our goal would be in the field of 50 to 100 hours playing time. We come to you for any advice or help you could give us. Our group of asphalt gladiators would graciously accept any guidance you could give us. As I have said before, we are still in the planning stages. We also want to set a record for continuous play of *Car Wars*.

– Ron Mathewson
Wharton, NJ

Why not? A good format to use might be a multi-elimination tournament, with lots of preliminary rounds, winner's rounds, survivor's rounds, and finals. Or for the truly strong of heart: a cross-country road race, starting in New York and ending in Los Angeles. All you need is an atlas, and someone to devise lots of encounters. And don't forget the No-Doz. Good luck.

– SDH

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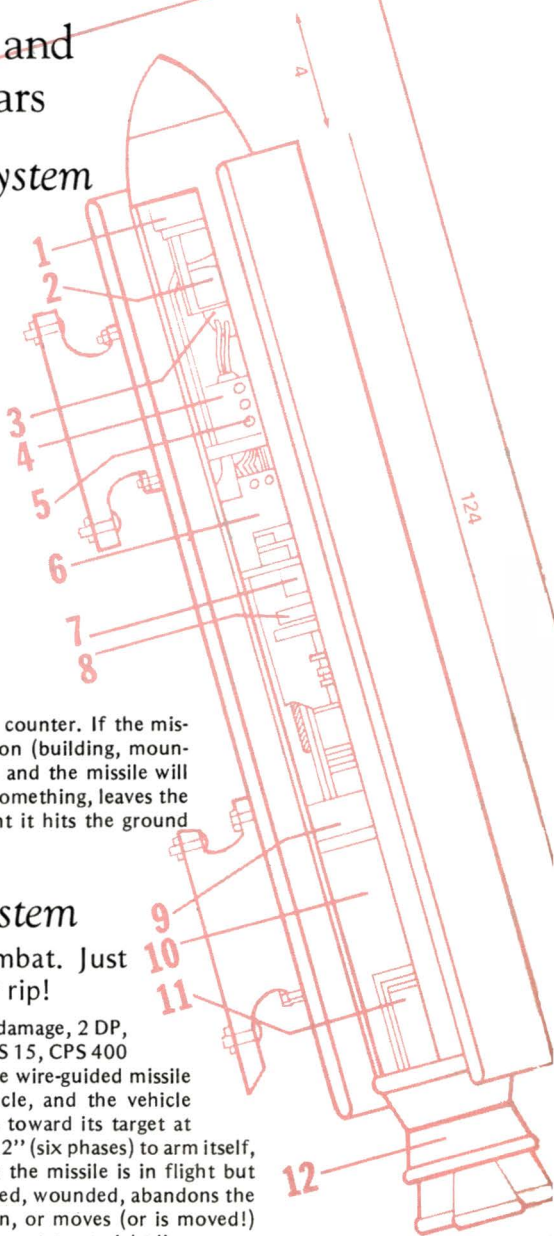
Radar-guided missile system — To hit 7, 3d6 damage, 1 DP, costs \$5000, weighs 200, 2 spaces. 2 shots, WPS 100, CPS 1000 (loaded cost: \$7000; loaded weight: 400). The system gets no "point blank" bonus, and the normal range penalties do not apply. Instead, there is a -1 penalty for every full 4" the target is closer to the firer than 24". There are no range penalties or bonuses beyond 24". The missile's maximum range is 72". The missile suffers no penalties for night, fog, rain, paint, or smoke. The firer must have a line-of-sight on the target at the time of firing; the missile will track the target thereafter as long as the *missile* (not necessarily the firer) continues to have line-of-sight to the target. The missile moves at 2" per phase and should be represented on the map by a pedestrian-sized counter. If the missile loses line-of-sight due to a solid obstruction (building, mountain, wall, tunnel) at any time, control is lost and the missile will move in a straight line thereafter until it hits something, leaves the map, or reaches its 72" range, at which point it hits the ground and explodes.

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Wire-guided missile system — To hit 6, 3d6 damage, 2 DP, costs \$2500, weight 200, 2 spaces. 2 shots, WPS 15, CPS 400 (Loaded cost: \$3300; loaded weight: 230). The wire-guided missile system *must* be fired from a *stationary* vehicle, and the vehicle *must remain stationary* while the missile flies toward its target at 2" per phase. The missile must travel at least 12" (six phases) to arm itself, and the firer can do nothing during the time the missile is in flight but guide the missile at its target. If the firer is killed, wounded, abandons the missile, has line-of-sight to the missile broken, or moves (or is moved!) the missile will stop tracking its target and revert to straight-line movement, continuing until it hits something, leaves the map, or travels its full range of 72" and hits the ground and explodes. Control, once lost, can never be regained. The WGM has no other range penalties or bonuses whatsoever. Either type of missile can be targeted while in flight, at a -6 for the target vehicle and a -10 for everybody else.

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