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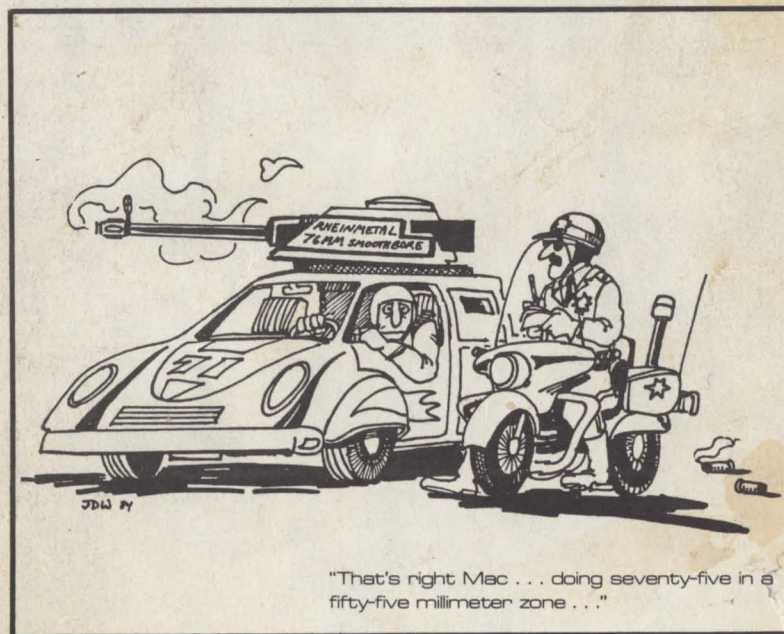
Autoduel Quarterly

THE JOURNAL OF THE AMERICAN AUTODUEL ASSOCIATION

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Autoduel Quarterly



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Another quarter has flown by, and now it's fall. The combat football season is well underway, and nothing adds excitement to these crisp, autumn afternoons like the smell of ionized air and the burst of a Vulcan.

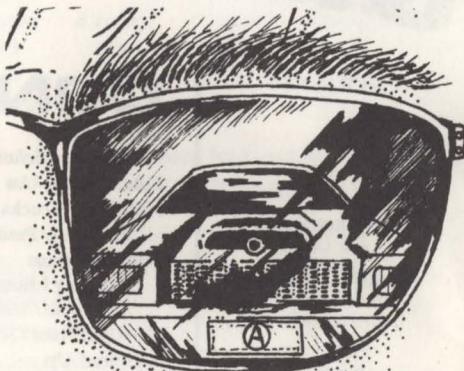
Welcome to another issue of *Autoduel Quarterly*. The leap to 48 pages was well-received, and we've managed to match that this issue. We've also done a number of other things that are in direct response to the suggestions of readers.

The main one is what we've done this issue with scenarios. In the past, *ADQ* has provided a monster game scenario — usually requiring the players to draw their own map, draw up vehicle record sheets, and invest a weekend to play it out. This issue, we're thinking small. We've got three mini-scenarios for you that all share some common virtues — they're quick to set up and easy to play. All use pre-printed maps and have simple set-ups. They play a lot faster, too. The only thing that's not skimped on is the action. If you like these minis, let us know and we'll do it again sometime. We're working on another elaborate slugfest for issue 2/4, but if the mini-scenario idea catches on, it's sure to return.

The AADA continues to grow — for details, check out the AADA News section elsewhere in this issue. Those of you who received this issue in the mail will notice something new inside the mailer cover — the opportunity to get some interesting "AADA Members Only" merchandise! Now, when you see your fellow *Car Wars* enthusiasts wearing these special items, you'll know they're AADA members! If you don't subscribe . . . well, right now you're missing out. Of course, there's a subscription form inside

the magazine for you to use should you wish to correct this deficiency.

Another article I wanted to bring to your attention is the piece on upscaling *Car Wars* by David Ptasnik and the rest of his autoduellung club, the Peoria Piledrivers. They've created an entirely new method for playing *Car Wars* that makes



PAS 84

the game as exciting to watch as it is to play (well, almost). Using mostly homemade materials, the Piledrivers have made enough equipment to play *Car Wars* on a triple-scale level; that is, instead of using the scale of 15' to 1", they use a scale of 5' to 1". Cars are 3" long — the perfect size for HotWheels and Matchbox models. The grid is $\frac{3}{4}$ " square with heavy lines every 3 inches, and railroad model accessories fit in just fine as buildings, trees, and other details. Of course, all this stuff has to be hand-made — but the article tells you how to do it, step by step. Now this isn't for everybody — but I saw the Piledrivers run the *Car Wars* tournament at GatewayCon in St. Louis, MO, using their upscaled equipment, and did it look good. Check it out.

There are some other goodies in this issue — including a dandy piece of fiction, some new vehicles, and some new rules for setting things on fire — but I'll let you find them for yourself. Enjoy yourselves, and see you this winter.

Keep on duellin'!

—Scott D. Haring

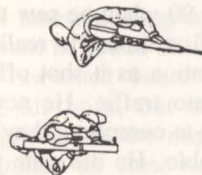
Autoduel Quarterly



NEWSWATCH

History of the US Army

- ca. 1995: Dwindling oil supplies cause military vehicles to switch to alcohol fuel.
- 1997: Anti-military sentiments reach their peak in the US. Military appropriations are cut drastically, forcing demobilization. Army manpower reduced to eight divisions.
- 2000: Texas, Louisiana, and Oklahoma secede to form the three independent Free Oil States. The Texarkana Accord of 2004 ends a bloody four-year war.
- 2013: Exhausted fuel alcohol supplies grind the Army to a complete halt; the first effective fuel-cell-driven tank is tested.
- 2016: The Food Riots. National Guard units attempt to keep the peace and fail. Lacking effective federal assistance, many disband, while others turn outlaw. Some are absorbed by the stronger state governments. Automotive industry suspends retooling for new military vehicles.
- 2019: Secret negotiations convince automotive industry to complete retooling. Congress votes huge appropriations for new Army.
- 2020: Pentagon decides on a mobile "Armored Infantry" mixed forces format, adapted from the organization used by the Texas Guard. Groundwork laid to expand to 12 fighting divisions.
- 2028: Army still small, but fully equipped and reorganized. First major test comes when Mexican forces invade Southern California; invading troops get as far north as Anaheim, but are met by US forces there and are pushed back to Mexico in only two weeks.
- 2031: Army is scattered around the country in small units, concentrating on anti-terrorist activities. Federal forces stay out of local disputes unless a situation is potentially catastrophic. All military units have excellent training and morale, and are supplied with the latest and deadliest equipment.
- 2032: Dempsey XM-6 tank stolen by Anarchist Relief Front terrorists; the crew's inexperience, along with a spirited defense by Midville, Ohio autoduellists, keep damage to a minimum. Army retaliatory raids capture 24 suspected ARF members; 33 more are killed.



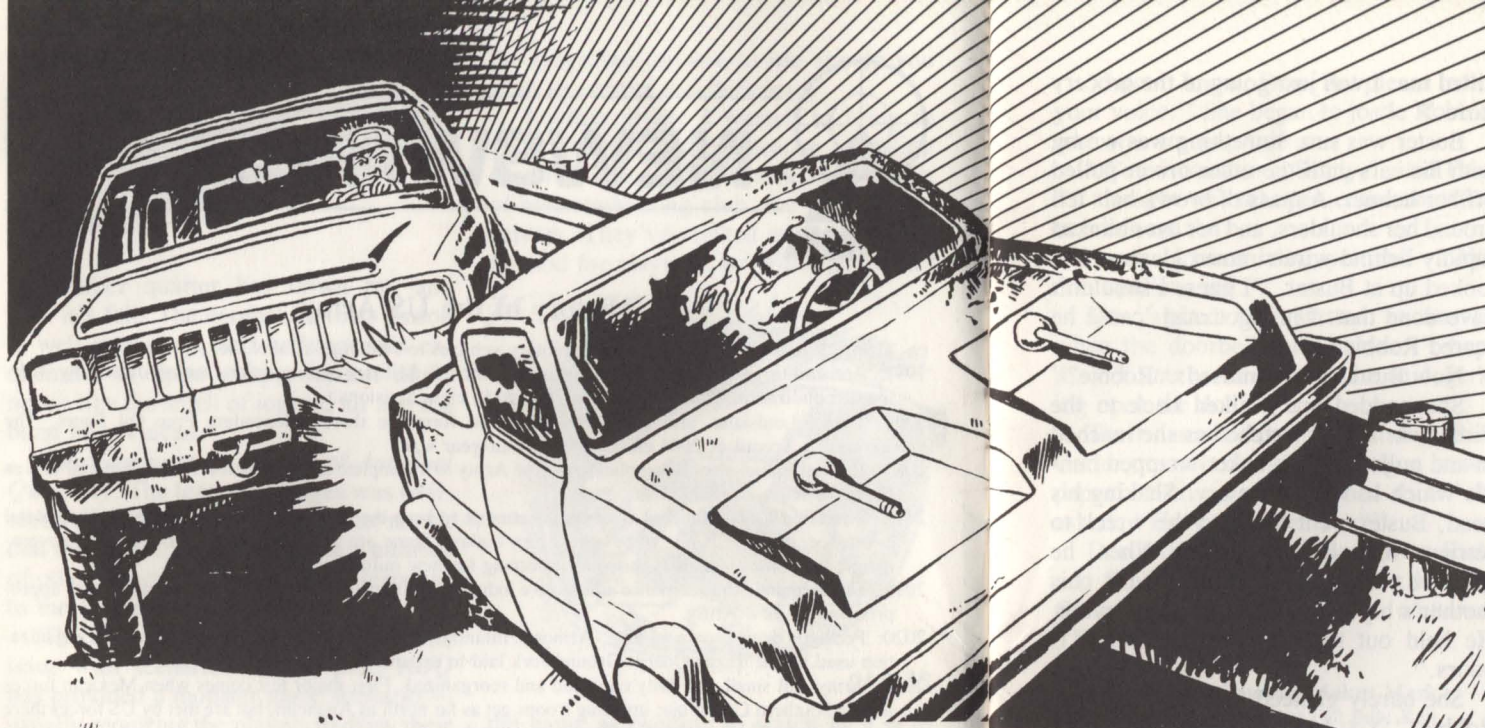
50 Years Ago Today

Fortress On Wheels

Safeguard Security Services Inc. is turning out custom cars for the rich and powerful all over the world that would make James Bond proud. The San Antonio-based company will fix up anything from a posh Mercedes sedan to a Chevy station wagon. Safeguard's Ron Marriott says eight of the company's cars have been attacked and they have all successfully protected their passengers from harm.

Features on the custom car include: Windows armored with special glass and plastics; fiberglass shielding in the body panels; battering-ram bumpers to move blockading cars out of the way; a five-gallon oil container that can dump the oil on the road at the touch of a button; special openings that can cover a half-block area around the car with tear gas; hidden gun ports allowing people inside the car to fire weapons at those outside; and a device in the rear that puts out a huge cloud of smoke to cover a getaway.

—Weekly World News, 8/7/84



SERENDIPITY

by Ramona Richards

The little red car weaved rapidly through the lanes of traffic without the jerks or sudden shifts of more reckless drivers. Another driver might have met more trouble, but few drivers challenged the progress of the red car, even though it was a compact. The Firehawk with the license CRAZY S had acquired a reputation along the Southern highways. It was said that this driver had collected more license plates than even Buster Coughlin — an ex-pro duellist who had over 250. It was also said that the little red Firehawk had once tackled an eighteen-wheeler and had come out victorious. Not many travellers believed *that* story, but few were willing to put it to the test. Yes, this red car had a reputation.

And it all began with a trip to the grocery store.

★ ★ ★

Buster Coughlin had been cruising along at about 90 when he saw the Firehawk for the first time. He really didn't pay much attention as it shot off the entrance ramp into traffic. He never paid much attention to compacts; they weren't worth the trouble. He did note that this one had no trouble with acceleration. It moved smoothly over into the left lane and was gradually pulling away from Buster's Magnum.

He forgot the Firehawk almost immediately as a yellow Pisces jerked in front of him, cutting him short. Buster braked hard and flipped the driver a bird. Ordinarily, Buster would have released a few rounds into the kid's taillights, but he was on his way to see Sarah, and he didn't want to get into anything. He could see the kid laughing as he jerked into the right lane, but Buster ignored him and picked up his lost speed.

Buster watched the kid jerk around between lanes, picking up distance and speed, until he found all the lanes blocked. He switched lanes several times, blowing his horn, but no one moved. Buster grinned at the impasse, until the Pisces pulled up close behind the Firehawk, constantly blowing his horn. After a few moments of inaction, Buster heard a burst of gunfire. The Firehawk jumped like a startled kitten, and swerved out onto the shoulder. The Pisces shot ahead.

Buster grimaced as he passed the wounded Firehawk. Some drivers — lack of nerve, lack of brains — just didn't belong on the road. Then the little red car was forgotten, his mind turning to his plans for the evening. Dinner — someplace kinda nice — then Sarah wanted to see the new film down at —

"What the —"

The red Firehawk shot past Buster,

and the ex-pro stared. *He must be doing 130.* Buster grinned and pressed harder on the accelerator. This was one challenge he wanted to see.

Unlike the Pisces, the Firehawk did not pull up close behind his opponent before launching the attack. It was still four lengths back when Buster heard the first gunfire. It was the Pisces' turn to lurch suddenly to the left. The Firehawk pulled up beside him, releasing a stream of fire across the passenger side. The Pisces swerved further onto the shoulder and threatened to spin out.

Buster chuckled. The kid in the Pisces was what he and his buddies called a child aggressor. Too young, too inexperienced, and too eager to pick a fight. A child aggressor thought so highly of himself that an attack from the rear was surprising and usually rattled him — for a few minutes anyway. The Firehawk had taken advantage of those few minutes. It now pulled ahead at a slower speed.

The Pisces recovered and pulled out after his attacker, skidding to the right. He closed rapidly on the little red car, which made no effort to outrun him. The Pisces pulled up behind the Firehawk and opened fire.

He hit very little. Just as he started shooting, the Firehawk swerved right, hit the brakes, and released another stream of fire. The Pisces shot past, through the fire. Now the right side of the yellow car was badly scorched and the rear wheel was smoking a little.

Buster grinned as the Firehawk pulled up close to the Pisces' rear right fender. It had been a long time since he had seen a compact take on a larger car, and he was glad the snotty kid was taking a beating. Kids just starting out sometimes harassed the little cars to show off, but the old pros left the compacts alone to fight among themselves. When one crashed, there wasn't much left to salvage, and most compact drivers wouldn't think of challenging a heavier car.

But this one was smart and gutsy. The



little red car hovered in the Pisces' blind spot a moment before turning the front gun on him. At that range, something had to give.

Something did. Smoke was streaming from around the right front wheel and the Firehawk braked just in time to avoid the Pisces as it swerved left, then right — directly into Buster's path.

Shit. Buster had been paying too much attention to the Firehawk. The Pisces braked as it swerved into his lane, and Buster couldn't stop. The big Magnum rammed the rear of the Pisces and Buster watched in surprise as the yellow car veered off, smashed through a guard rail and plunged into the ravine.

Buster swerved onto the right shoulder and stopped. He pulled off his helmet and got out as the Firehawk pulled up behind him. A short slender figure jumped out and ran to the edge of the ravine. Buster walked up and looked over at the smoldering wreckage.

"Nothing to salvage out of that." When the other driver didn't answer, Buster shifted uncomfortably and looked around at the Firehawk. "He barely touched you, too. Just that peppering across the back."

"I'm glad. My husband would have

killed me. I was just going to the grocery store."

Buster was sure something was wrong with his ears until the other driver pulled off her helmet. A mass of brown hair fell around her shoulders, and her eyes blinked rapidly behind wire-rimmed glasses. She looked up at Buster. "I guess I shouldn't have done that. I just got mad 'cause he scared Robbie."

Now Buster was confused. "Robbie?"

She nodded and walked back to the Firehawk. Buster watched as she reached in and pulled out a blanket-wrapped bundle which had begun to cry. Shaking his head, Buster went down to the wreck to retrieve the license plate. When he returned, Robbie, bouncing on his mother's hip, had almost stopped crying. He held out the plate. "Here. This is yours."

She barely glanced at it, then back to Robbie. "You keep it. I don't need it."

Buster backed away, feeling even more confused. He went back to the Magnum and dropped the plate on the floor as he got in. He had recovered, however, by the time he had started the car and pulled away. He had a lot of drinking buddies, and he couldn't wait to tell them about this.

Behind him, Sandy Brown jostled her son and wondered how she was going to explain the bullet marks to Don.

★ ★ ★

Don Brown shut the door in the second reporter's face and turned to his wife. "Just what the hell did you do?"

Sandy shifted Robbie from one hip to the other, and pushed a strand of hair behind one ear. "I told you," she protested. "Nothing. This guy fired a couple of rounds at me, and I swerved out of his way. That's all."

Don ran his hand through his hair. "So why do we have reporters at the door asking where you came from, why hasn't anyone heard of you, how many plates do you really have?"

"I don't know, Don. But please lower your voice." She began to jostle Robbie, who was starting to fuss.

"Communication, Sandy," said Don. "I thought we had open communication between us."

Sandy looked disappointed. "You don't believe me."

Don sighed and started to answer when the doorbell rang again. "I hope it's not another reporter," he said, jerking open the door.

Their next door neighbor, Rich Carter, marched in, thumping a newspaper. "Have you two *seen* this?" he asked. "Have you seen *this*?"

Don jerked the paper away from Rich, and Sandy disappeared into the kitchen. Glancing at the headline, Don muttered, "Damn."

Unknown Duellist Makes Mark Woman Driver Takes Out Billy Kell

"I've never seen anything like it," was the way ex-pro duellist Buster Coughlin referred to yesterday's duel on I-40 in which Billy Kell, son of pro duellist Davies Kell, was killed by an unknown female traveller. The woman, who told Coughlin that she took Kell out because "he scared my son" — an infant with whom she was travelling — left the scene without collecting the traditional license plate trophy. "I have enough," she told Coughlin. "I don't need another."

Davies Kell, last year's AADA regional champion, has sworn revenge on the duellist, who is identified only by her car — a red Kane Firehawk with the license CRAZY S.

"Sandy!"

Robbie screamed.

"Don, please." Sandy appeared in the kitchen door frantically bouncing her son. She took one look at Don's face and muttered, "Let me put him down." She disappeared down the hall.

"How quick can you get her out of the country?" asked Rich.

"Not quick enough," said Don through his teeth. "But Davies Kell may

never get a chance at her. I get her first."

Rich cleared his throat. "Uh, maybe I should come back later."

Don jerked his finger at his neighbor. "Stay put. I might not kill her if there is a witness around."



Before Rich could reply, Sandy stepped timidly into the living room. "Please don't shout, Don. He might go to sleep." She pushed a strand of hair behind her ear and adjusted her glasses.

"Don't shout —" The words choked in Don's throat, and he ran his hand across his mouth. He took a deep breath before speaking again. "What *exactly* happened yesterday?"

Sandy looked at the ground. "He did fire a couple of rounds at me, and I did swerve out of his way."

Don started to protest, but Sandy held up her hand. "But it scared Robbie, and he started to cry, and I guess I just got mad." She paused and pushed her glasses up. "You know, Don, that car really is fast. I must have hit 130 trying to catch him."

Don choked again. "I didn't buy that car for you to provoke duels." His voice was rising in pitch. "I only had it armed for you to protect yourself."

Sandy crossed her arms in front of her. "I know," she said quietly. "I'm sorry."

Don looked at Rich. "Sorry. She's sorry. She's provoked a challenge from one of the top duellists in the world, and she's sorry." He looked back at Sandy, who was looking puzzled.

"Don, what are you talking about? What duellist?"

Don looked back at Rich, who was inching toward the door. "What am I talking about, she wants to know." Looking at Sandy, he bit his lower lip and took a deep breath so he could speak calmly. "That boy you took out yesterday was the son of Davies Kell, last year's Division 25 champion." He tapped the paper. "It's all right here. Do you know what Davies Kell drives? Do you know how long he's been a top duellist? Do you know how long a lightly armed Firehawk is going to stand up to him? Do you?"

Sandy took a step back under Don's onslaught, and timidly shook her head.

"About 3 seconds!" Don screamed.

Sandy winced, then looked at him over her glasses. "Maybe I can outrun him."

"Maybe —?" Don's voice choked, and he turned on Rich. "My wife is an idiot."

"Now, wait a minute," protested Sandy. "I didn't know that kid was Kell's son. Maybe we can reason with him."

Don continued to look at Rich. "Her suggestions are getting worse. Do you have any ideas?"

"Buy her a tank?"

Don stared at his neighbor a moment, then spoke quietly. "I am surrounded by idiots."

"Oh, come on, Don," said Rich. "It can't be that bad. Davies Kell doesn't have the foggiest idea how to find Sandy. Junk the Firehawk and the license plate, and get her an old Indra. Something nondescript."

"The reporters found her. Buster Coughlin knows what she looks like. It won't be that hard for Kell to find her. Even in something 'nondescript,'" Don added sarcastically.

"I might win."



Don turned to stare at his wife. "Y'know, you never said anything about having a lobotomy. Why don't you tell me these things, Sandy?"

"Hey, look. One of the reasons you bought me the Firehawk was so Robbie and I could avoid the public transports. You even bought a flashy car and armed it because you always said that serendipity was my co-pilot. I don't fight like a pro. Kell is expecting a pro, not a crazy housewife. His game has rules, and I just don't know them. I just might luck out."

"And I have always relished the idea of raising Robbie alone."

Sandy took a deep breath and pushed her glasses up. "When you come up with some constructive ideas, I will listen. I'm finished with the insults, Don. I'm going to see about Robbie." She turned and disappeared down the hall.

"Off to a great start, Don."

Don dropped the paper on the coffee table and ran his hands through his hair. "I genuinely don't know what to do,



Rich. She can't take on Davies Kell. Neither she nor the Firehawk is up to it." He looked at his friend. "I'm really scared. I don't want to lose her."

"I'm sorry, Don. I just don't have any ideas."

Don nodded. "Neither do I."

★ ★ ★

Sandy bounced Robbie slightly on her left hip and tightened her grip on the pole next to her. She hated the public transports. Crowded, noisy, dirty — and they smelled like Robbie's soiled diapers on a hot day. If someone wanted to lift her wallet, she would have been hard put to stop them with Robbie on one hip and a diaper bag on the other.

It didn't help that she was nervous. Robbie, always sensitive to his mother's moods, had sensed her tenseness and was fussy, gnawing on his lower lip and whimpering. The bouncing wasn't helping, and she wanted to let go of the pole

and hold him closer. If she did, she would wind up in someone's lap.

She was still mad at Don and nervous about what she was about to do. It had been almost a week since the duel. She had stayed at home, hiding, but that morning she and Don had fought again about it. He had taken away her car keys and refused to give them back. He felt that if she wasn't able to drive, she couldn't be challenged. To Sandy, it meant that Don didn't trust her. That hurt, and it made her even more resolved about her course of action.

Sandy was the last passenger on the transport when she got off at the end of the line. Not many people used the transports this far out in the suburbs, even though Sandy still had a half mile to walk. The tree-lined street was quiet. She looked at the spacious homes of the *nouveau riche* and wondered what was happening inside them. Did they have maids? Were gardeners responsible for the smooth, neatly trimmed lawns? Did they have ten rooms? Twenty? Did they have pros who fought their fights for them?

Sandy sighed as she stopped in front of a Spanish-style home which was slightly smaller than the rest. She hesitated, then shifted Robbie to her right hip. She pressed the intercom button on the front gate.

"Yes."

Sandy started at the harshly metallic voice. She pressed the button again. "Uh — I would like to see Mr. Kell."

"Mr. Kell is busy."

Sandy's palms were sweating as she tried again. "Please. This is important."

There was a pause, then, "Please state the nature of your business with Mr. Kell."

"Certainly none of your business," Sandy thought indignantly. "It's private. Certainly not to be discussed over an intercom."

There was another pause, and the gate slid open. Sandy walked up the curving

drive. The house sat on top of a slight rise, and in the midst of a pine grove. The lawn and outside of the house were well cared for, and an air of tranquility surrounded the estate. "Certainly unlike the way he makes his living," thought Sandy, as she knocked lightly on the wooden front door.



The door jerked open, and a small woman stuck out her hand to Sandy. "Do come in. I'm Alice Kell. I'm sorry about Michael. He feels that it's his personal duty to protect Davies and me. Especially right now. It does no good to explain the meaning of the word 'rude' to him." Her red curls bounced as she talked. She took Sandy's hand and led her into the living room. "Is there anything I can do for you?"

Sandy liked this woman, and opened her mouth to explain her situation. Instead, she took a deep breath and shook her head. "I guess I really need to see Mr. Kell."

"Oh."

She seemed strangely defeated, then Sandy realized that her hostess was staring at Robbie. She looked from her son to the woman, then cleared her throat. The redhead jumped.

"Oh, I'm sorry. I didn't mean to

stare. He is such a charming child. And so blond."

Sandy grinned. "Thank you. My husband and I are very proud of him."

The woman grinned suddenly and seemed relieved. "Your husband. Oh, that's good."

Sandy's smile vanished. "Yes, my husband. Is something wrong, Mrs. Kell?"

Her hostess jumped again. "Oh! Oh, no. I'm sorry. Uh, Davies is in the workshop. I'll get him for you." She went through a side door, leaving Sandy alone.

Robbie whimpered, and Sandy held him closer. "I'm sorry. I'll try to relax." She bounced him a bit as she looked around the room.

The low ceiling and oak wood paneling made the room seem close and dark. The wooden floor was covered with a scattering of hand-made rugs which added the only sense of color. At one side, a well-used fireplace was cold and dark. The mantle held two or three small trophies and several pictures. As Sandy walked closer, she realized they were photos of a bright yellow Pisces and its owner. He looked to be about sixteen in the photographs, a large teenager with a bright grin. And he was very blond.

"He was only seventeen when he died."

Sandy whirled around, feeling like a child who had been caught snooping.

Davies Kell was an older version of his son, over six feet tall, well muscled but slender with blond hair that was beginning to fade to light brown. He had been an attractive man, but the years of produelling had left their scars, including burned tissue which completely covered his left arm.

Sandy swallowed heavily and stepped away from the mantle. Robbie whimpered.

"I'm sorry, Mr. Kell. Perhaps I should not have come here like this, but I needed to talk with you rather badly. I could come back some —"

"Nonsense. Please sit down." His voice had a sad but deeply soothing quality. "Please sit down," he repeated.

Sandy hesitated as Robbie whimpered, then shook her head. "I'd rather not, if you don't mind."

Kell shrugged. "No, but I thought it might help your son relax." He walked over to Sandy and gently stroked Robbie's head. Robbie looked up at him with wide eyes and cooed. "He's beautiful." He looked at Sandy with one eyebrow raised. "Is he the reason you're here?"

Sandy's jaw dropped, and she stepped away from Kell. "No. Well, yes, in a matter of speaking. But not really." *Why am I stuttering so!* "I mean, Mr. Kell —" She paused and took a deep breath. "I'm really sorry about your son."

Kell's face tightened, and he took a step towards her. "What are you talking about?"

Sandy felt all the color drain from her face. Robbie whimpered and clutched her shirt as she moved away from Kell. "I mean, well — I have a son, too, and he scared him! I didn't mean to — I mean, I just got mad — I was lucky! I mean if Mr. Coughlin hadn't hit him —"

"What are you saying?" Kell shouted.

"I'm not a pro! Sandy shouted back. "I didn't mean to kill him! It was an accident!"

Robbie wailed and buried his fists in his mother's neck.

Kell's face was white and he clenched his fists at his side. "My god," he said quietly as he stepped closer. "You're CRAZY S. And you're an amateur. A goddamn amateur."

Sandy knew she should move, but she couldn't. Her knees were locked and her feet were frozen to the floor. She nodded weakly. "My name is Sandy Brown," she said softly. "I was just going to the grocery store. I didn't mean to hurt anybody."

Kell towered over her, and Sandy shut her eyes. "Why did I come here?" she

asked herself. "Why did I bring my baby into this?"

Suddenly Robbie stopped wailing, and Sandy opened her eyes. Kell was holding one of Robbie's hands, and the boy was watching the man closely. Without a word, Kell lifted Robbie out of Sandy's arms and settled him into the crook of his own. Robbie gurgled.

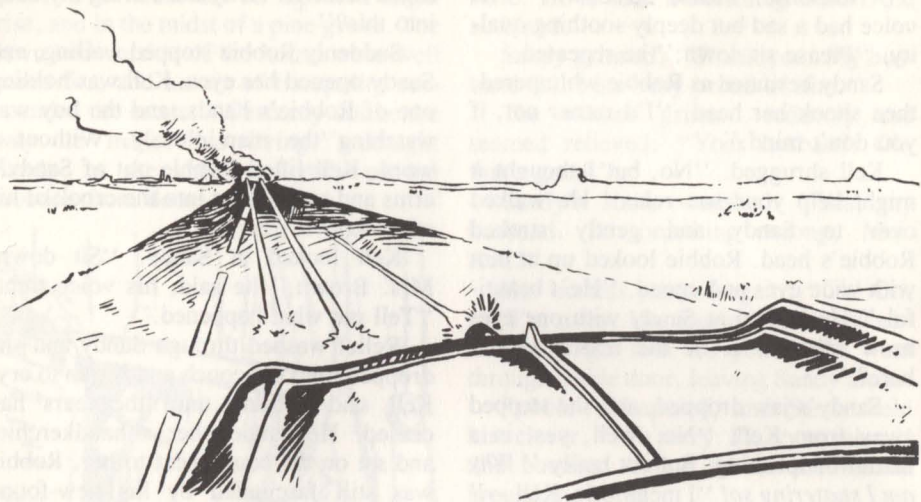
Kell looked at Sandy. "Sit down, Mrs. Brown," he said, his voice tight. "Tell me what happened."

Relief washed through Sandy and she dropped onto the couch and began to cry. Kell said nothing until the tears had ceased. He handed her a handkerchief and sat on the couch next to her. Robbie was still fascinated by his new-found friend and ran one hand clumsily over Kell's face.



Slowly, Sandy pulled herself together and related the story to Kell as carefully as she could. At first he showed no reaction, then he took Robbie's hand away from his mouth and spoke quietly.

"Billy was a talented driver, and I encouraged him to save his skills for the arena. He seldom listened. He liked hot-rodding the streets, and I suppose I couldn't blame him. The excitement, the thrill of unexpected duels is exhilarating. But he was too inexperienced for the street." He looked at Sandy. "Where accidents *do* happen. But it's hard to



believe that my son was killed by —” He looked away. “I wish you were a pro, Mrs. Brown.”

Sandy felt wretched, but she could think of nothing to say. “I’m sorry.”

Kell stood up, handing Robbie back to his mother. “So am I.” He paused and stuck his hands in his pockets. “Let me explain something. Whether you like it or not, you’re responsible for Billy’s death.”

Sandy nodded, and Kell continued. “And that damned reporter caught me when I was still hot. I swore revenge.”

Sandy understood what Kell was trying to tell her, and she stood up. “It’s a question of honor.”

Kell nodded. “Amateur or not, I still have to meet you in a duel. I have to take out the red Firehawk.”

Sandy took a deep breath and nodded again. “When and where?”

“If you were a pro, we could use an arena, but you’re not. Sandersville Road entrance to I-40. Around 7:00 tomorrow.”

Sandy nodded and Kell escorted her to the door. “I’m sorry,” he said. “I really don’t blame you anymore.”

Sandy smiled weakly. “I know. But everyone else does.” She shrugged.

“Anyway, it’ll all be over tomorrow.” As she turned to leave, Robbie reached out for Davies Kell. She stopped and Kell took Robbie for a few more moments.

He looked down at Robbie’s mother. “It’s too bad my original guess wasn’t right. It would have been a lot less trouble to take care of.” He tickled Robbie under the chin and handed him back to his mother. Sandy pushed up her glasses. “I’ll see you tomorrow, Mr. Kell.”

Kell nodded and shut the door behind her.

★ ★ ★

“You could hire a pro to do this for you.”

“I don’t think I could find one that would take on Davies Kell that I could afford. Especially on short notice. Besides, I don’t intend to risk anyone else. I got myself into this, and I will get myself out.”

“You’re gonna die.”

Sandy looked over the top of the Firehawk at Rich. “Your confidence in me is overwhelming, Mr. Carter.”

He shrugged. “Just being realistic.”

“Just finish checking the electrical system. I don’t have much time.”

“That’s an understatement.” Rich finished his last check under the dash and straightened up. He shut the passenger door of the Firehawk. “Y’know, I may be joining you when Don finds out I helped you with this.”

“Don is working late tonight. By the time he gets home it should be over with. I stole the keys. If you keep your mouth shut, he’ll never know how I found out where they were.”

Rich shook his head sadly. “He’ll know. He has a peculiar sense that way.” He watched silently as she loaded Robbie into the car. “Uh — you aren’t taking the kid, are you?”

Sandy gave Rich a disgusted look. “Right.” She shook her head. “I can’t leave him here or with you, or Don will know exactly where I’ve gone. I’m leaving him at my mother’s.”

Rich took one last look over the Firehawk and sighed as Sandy put on her helmet and got in. “Good luck, Sandy.”

She grinned. “Thanks, Rich. If I don’t come back, give Don my love.”

Rich nodded. Sandy started the car and backed out of the garage. She gave Rich a last wave before moving off down the street. He sighed again. “Now I know how an executioner feels.”

★ ★ ★

Sandy was already sweating as she pulled onto I-40 at Sandersville Road and eased the Firehawk onto the shoulder. Cautiously, she backed the car up under the bridge and put it into neutral.

Robbie stirred restlessly beside her, and Sandy bit her lower lip. She stroked his tummy. “What am I going to do with you?” she asked softly. Her mother had not been home. Sandy, who was running late, had driven onto the duel site, hoping to find someplace safe to leave her son. She glanced around, spotting the concrete ledge at the top of the reinforced bank under the overpass. “That should do,” she thought. She reached for her strap

release and glanced in her rearview mirror.

Her hand froze. The powerful dueller of Davies Kell was directly behind her. Kell paused, then pulled up beside her. She couldn’t see him behind the dark shield of his helmet, but he saluted her and pulled away before she could return the signal. Sandy took a deep breath and swallowed heavily. She chewed her lower lip. “He has a turret,” she said to Robbie. “A goddamn turret.” She ran a cursory check on the electrical system, pulled her driving gloves a little tighter and gripped the wheel. “This is it, kid,” she said. “I’m really sorry about this.” She slipped the car into gear.

Davies Kell put a mile between them before turning. He started toward her, but Sandy did not accelerate much. Waiting to see his first move, she pushed the car only up to 45. Expecting a machine gun, she jumped when she saw the first flash of the front-mounted lasers. As they hit the road in front of the Firehawk, she jerked the wheel left, toward Kell, and released a shot of flame. The laser beams disappeared in the smoke as the two cars passed within two feet of each other, and Kell’s car jerked away from Sandy. She chewed her lower lip. Evidently he hadn’t expected her to use the flamethrower at such close range. Sandy slammed on the brakes, swung the car through a bootlegger turn, and accelerated at top speed.

Kell had not had time to complete his turn, and was across the road. Sandy opened fire with her front guns, aiming for his tires. She was still closing when his first return shot from the turreted machine gun hit the front of the Firehawk. The force jerked the little car to the right, and Sandy fought to regain control as the Firehawk shot onto the shoulder and out into the median. The back wheels spun as Sandy fought back onto the pavement.

When she had recovered, Kell was waiting. The laser hit the front of the

Firehawk as soon as the dust had begun to settle. Sandy accelerated toward Kell trying to jerk away from the beam, but it followed her, maintaining its place on the front of the compact. The inside of the car was beginning to heat up as Sandy headed straight for Kell.

His machine gun peppered the hood of her car, but Sandy held steady. He tried to move out of her path, as she adjusted and passed him within a few yards of his left, releasing another stream of fire. She aimed low, an attempt to damage his tires. She pulled away from him, checking her instruments for damage.

Her front gun was demolished; the armor almost useless. The front end of the Firehawk was no longer stable, and the wheel shook beneath her hands. Sandy said a little prayer as she hit the brakes and swung the car around.

The left side of Kell's car was still smoking, but he was waiting for his opponent less than a half-mile away. Sandy shuddered a bit as he began to accelerate, his turret turning in her direction.

You could still outrun him. The first shells hit the hood of the Firehawk, and Sandy cursed as several passed into the interior. Sparks shot around her as her instrument panel began to short-circuit. Shrapnel peppered her and Robbie, who began to scream. The wheel shook more violently under Sandy's hands. Kell's fire continued as she shot past him headed toward the bridge abutment of Sandersville Road.

The wheel under Sandy's hand was locked. She slammed on the brakes, watching the concrete pillars close in. The rear of the Firehawk began to fish-tail, then slid into a full spin. The car

slammed into the abutment sideways, crushing the right side of the car. The engine went dead.

Sandy shook her head to clear it, but that only increased the number of spots she saw. Her neck felt as if someone had tried to twist it off. Her head was splitting, and at first she thought she was deaf. Then she realized that Robbie's screaming was drowning out all other noise. She twisted her head to try to see Kell.

The duellist sat about a half-mile away, waiting. He and Sandy watched each other a few moments, then his back wheels began to spin. *My god, he's going to ram us.* Kell's car headed for the Firehawk at top speed.

"Damn," she said, glancing at Robbie. "I've got to get you out of here." Sandy twisted in her seat and tried to push her door open. It refused to budge, and she realized it would do her no good to try again. Her legs were trapped beneath the dash.

Sandy jerked off her helmet and swung it against her window. The glass, already cracked, shattered but did not come out of the frame. Two more swings of the helmet finally pushed it out. Kell was still accelerating and was less than 300 yards away. Sandy turned in her seat and pulled Robbie's carrier from its strap and tightened the carrier restraints on her son.

A brief vision of how fondly Kell had caressed Robbie flashed through her mind as Sandy pushed her screaming son out the window. Leaning out as far as she could, she swung the carrier in a low arc toward the back of the car. As she released it, it slid on the pavement for ten feet, then flipped and lay still. Robbie's

screaming increased. Sandy let her head fall forward against the door. It wasn't far enough away. "Please forgive me," Sandy whispered. She closed her eyes as Kell tried to swerve out of the way, wishing that she could also shut out the sounds of shredding metal.

★ ★ ★

Don Brown bounced Robbie gently on one hip as he walked Alice Kell to her car. She paused before getting in, and smiled weakly. "I'm really sorry about your wife. It had been a long time since he had fought on the open highway."

Don shook his head. "He was used to dealing with pros. He couldn't have known she would have Robbie in the car with her. I'm sure that came as a real surprise." Don paused and gently touched the bandage on Robbie's head. His son fussed and pushed his hand away. Don sighed. "At least Sandy may be able to walk again. Stop worrying about it. We're the ones who should be sorry."

Alice shrugged. "It doesn't really matter. He's already working on ideas for a car in which he can duel without using his feet. He'll be OK. He got a lot of press off this and he's going to expand his staff.

"But I *am* going to worry about your wife," Alice continued. "A lot of people are going to want to duel her even if she doesn't fully recover. There are already rumors going around that she *won* that duel — that she has now taken out both father *and* son."

Don scowled as he held the door for Alice. "They can't duel someone who has no car."

Alice smiled knowingly. "Well, we'll see," she said, getting in and shutting the door.

★ ★ ★

The door to Sandy's hospital room burst open, and Davies Kell wheeled

himself in. Sandy stared as he grinned broadly at her through the traction bars.

"Hey, kid," he said loudly. "I need a test driver for a new car I'm designing. Want a job?"

Gaming Notes

(Thanks to Pat Richards for the vehicle descriptions and help with story accuracy.)

Here's how to build Sandy Brown's "Crazy S" Firehawk:

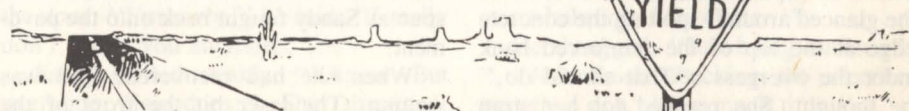
Firehawk — Compact, hvy. chassis, hvy. suspension, lg. power plant, 4 PR tires, MG front, FT left, driver only, targeting computer. Armor: F25, R22, L24, B25, T10, U10. HC 3, Acc. 10. 3,936 lbs., \$8,758. Note: There is enough room in the Firehawk for some small personal items (like some groceries and a baby son).

Sandy Brown might make a good legend for the duellists in your campaign to have heard about, but it would be difficult to run an actual combat with her, because she does unpredictable things and is usually *very* lucky. Brown is a Driver-1, Gunner-0.

Davies Kell, on the other hand, might be all the foe any player could handle. His car, custom-built and unnamed, should strike fear in the heart of any duelist spotting it in his or her rear scope. Here are the stats:

Kell's car — Luxury, x-hvy. chassis, hvy. suspension, super power plant, 4 solid tires, driver and gunner, 2 linked lasers front, VMG in turret, hi-res computer for driver, cyberlink for gunner and VMG, fire ext. Fireproof armor: F25, R20, L20, B22, T23, U10. HC 3, Acc. 5. 6,600 lbs, \$53,150.

Kell, a Driver-3, Gunner-1, Cyclist-0, Mech-1, did not bring his gunner along for the duel with Brown. If the players encounter Kell, his gunner will most likely (1-4 on a six-sided die) be with him. Brandon Kemp is a Driver-1, Cyclist-0, Trucker-0, Mech-0, Gunner-3.



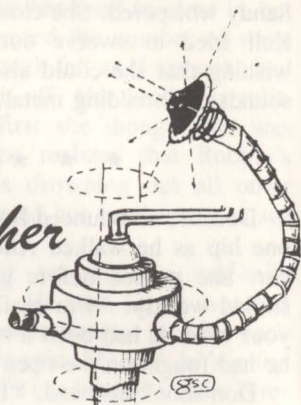


UNCLE ALBERT'S AUTO STOP & GUNNERY SHOP

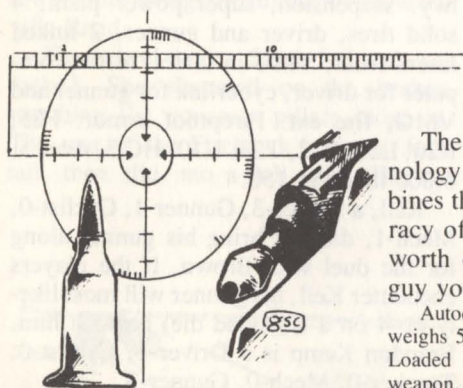
Improved Fire Extinguisher

Tired of going up in flames? Can't afford fire-proof armor? Don't want to risk having your favorite weapon blow up in your face (ouch!)? The improved fire extinguisher is for you. An improved nozzle design and a more powerful hydraulic pump make the difference — 33% more effective than a regular fire extinguisher! Hurry, these beauties will be going fast, fast, fast!

Improved Fire Extinguisher — Will put out a vehicular fire on a roll of 1-4 on a six-sided die. Costs \$500, weighs 200 lbs., takes 1 space. Otherwise identical to the normal fire extinguisher.



When the Going Gets Tough, Uncle Albert Gets Going!



Autocannon

The latest in high-powered machine-gun technology from Uncle Albert! The Autocannon combines the punch of an anti-tank gun with the accuracy of a Vulcan! Sure, it's expensive — but it's worth every penny. Get one today, because the guy you meet tomorrow may already have one!

Autocannon — To hit 6, damage 3, 4 DP. Costs \$6,500, weighs 500 lbs., takes 3 spaces. 10 shots. CPS 75, WPS 10. Loaded cost \$7,250, loaded weight 600 lbs. Burst effect weapon.

UNCLE ALBERT'S AUTO STOP & GUNNERY SHOP

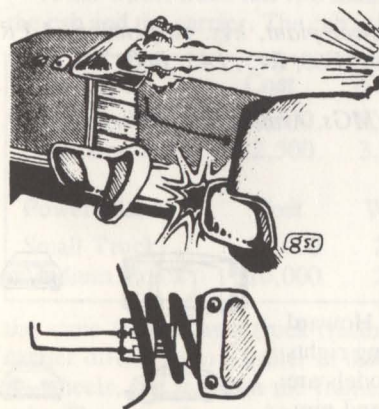
An oil slick's a great way to give an opponent the slip — but only if he's behind you. Uncle Albert's proud to introduce the Oil Gun, a dandy item that will put a 15-foot square oil slick wherever you want it. Special this month: Your first ammo load free with purchase and installation!

Oil Gun — Shoots a plastic bag of oil that bursts on impact, creating a 1' x 1' oil slick centered on the point of impact. If the weapon misses, it is assumed that the bag shredded before impact and the oil is too dispersed to have any effect. The "to hit" number applies when shooting at a specific road square; if the weapon is fired at a vehicle, add a -2 penalty in addition to any other bonuses/penalties that may apply. Oil on a vehicle has the same effect as paint, in addition to leaving a normal-sized (1' x 1/2') slick under the target. No range bonuses or penalties apply when shooting at the ground. To hit 5, no damage, 3 DP. Costs \$1,000, weighs 250 lbs., takes 3 spaces. CPS 25, WPS 5, 10 shots. Loaded cost \$1,250, loaded weight 300 lbs.

Oil Gun



Bumper Triggers



If your duels look more like demolition derbies than elegant shooting matches, Uncle Albert has just the item to discourage those ram-happy drivers from scratching your fenders! These bumper triggers can be linked to any group of weapons firing from any side of a vehicle — when that side is in a collision, you automatically deliver a point-blank surprise that's sure to give you the upper hand! You'll always give better than you get in a smash-up if you're outfitted with Uncle Albert's Bumper Triggers!

Bumper Triggers — \$50, no weight or space. The trigger may be mounted on any side of a vehicle (front or back only on cycles), and more than one trigger may be mounted per side, attached to different weapons. Whenever a side with a trigger is involved in a collision, all weapons linked to the trigger fire immediately. Weapons that have already fired in that turn cannot fire; all fire is resolved as if the firing weapons were on automatic. Triggers may be activated or deactivated at will — doing so is a firing action for each trigger. A bumper trigger is destroyed if all the armor on the trigger-equipped side is lost.

Powerful Products that Pack a Punch

The AADA Vehicle Guide

Late Arrivals

2034 Edition

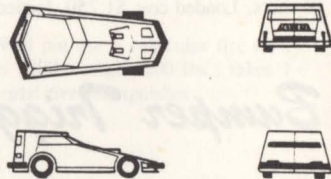
The AADA Vehicle Guide can never be a complete work. Space limitations, late reports from the field, and the ever-growing number of combat vehicles on the road make our task of identifying each make an impossible one. But here are some more vehicles that you should be on the lookout for:

Tomahawk

Republic Motors' Tomahawk is more often seen in its native Southwest than elsewhere. Its heavy front armament calls for a fighter-pilot style of combat; as long as the Tomahawk faces its foe, it's all right, but otherwise it's in trouble.

Tomahawk — Mid-size, x-hvy. chassis, large power plant, hvy. suspension, 4 PR tires, driver, 2 linked RLs front, oil jet to rear. Armor: F60, R45, L45, B60, T41, U40. Acceleration 5, HC-3; 5,753 lbs., \$12,806.

HF (high-firepower) option — replace RLs with VMGs. Armor: F50, R40, L40, B50, T31, U30. \$14,706.

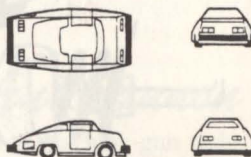


Bastille

Although AutoSplendide is no longer in business, Howard Samson has purchased North American manufacturing rights to its Bastille and Bastille CalTrop designs. Both models are good road vehicles — adequately-armored but fast and nimble, if a bit light for highway use — and the standard Bastille was designed as a Division 10 duel vehicle.

Bastille — Compact, hvy. chassis, lg. power plant, hvy. suspension, 4 PR tires, driver, RL front, MG rear, targeting computer. Armor: F35, R25, L25, B30, T25, U25. Acceleration 10, HC 3; 3,990 lbs., \$9,995.

Bastille CalTrop — As above, but replace rear MG with SD. Armor: F40, R30, L30, B40, T25, U22. 3,997 lbs.; \$9,081.



Mid-Sized Trucks

New Vehicles for Car Wars

by Philip and Paul Schwartzberg

While there is a great variety of vehicles and vehicle sizes in *Car Wars*, we feel that the list is not as extensive as it could be. We feel semis would definitely not be the only trucks on the road, nor should they be. And why not a smaller form of bus for a large family, or the touring rock band? With these ideas in mind we wrote these rules for some new vehicles in the *Car Wars* world.

Ten-Wheeled Trucks

For that intercity move or a cross-country haul with a small load, or any time you don't need a big rig, a new ten-wheeled truck will be perfect for the job.

A ten-wheel truck has two main parts: the cab and the carrier. The cab is built in

rating than tractors. A complete cab includes a body, armor, power plant, and ten tires. It may also have a reinforced chassis, wheelguards, and other truck accessories — including weapons (of course).

Maximum Load is the total amount of weight (cab and carrier combined) that the cab can support. The body price includes lights, standard CB, horns, and other basics. Improved chassis strength can be bought for cabs using the *Truck Stop* rules — a Heavy chassis adds 10% to the cab's maximum load and costs 50% of the cab's body cost, and an Extra-Heavy chassis adds 20% to maximum load for an additional 100% of the body cost.

The two new plants may only be used in the new medium-sized vehicles. Larger plants from *Truck Stop* may be put in

Cab Type	Cost	Weight	Max. Load	Spaces	Armor	Cost/Wt.
Std. Cab-Over	\$10,500	3,000	15,000	17		30/14
Std. Long-Nose	\$12,500	3,200	16,500	20		32/15
Power Plant	Cost	Weight	Spaces	DP	Max. Rig Weight	
Small Truck	\$8,000	2,500	8	16	15,000	
Medium Truck	\$10,000	2,800	9	18	20,000	

the same fashion as a truck tractor. The carrier differs from a trailer in that it has no wheels, but rides on the frame of the cab. There is also no kingpin arrangement between the cab and the carrier — the two parts are rigidly fixed.

Cabs, while basically the same as tractors, have fewer spaces and a lighter chassis than their larger counterparts. Because the carrier rides on the cab frame, cabs have a larger maximum load

these trucks, but the maximum weight would still be restricted by the chassis strength, so there's little point. Top speed for these plants is 100 mph and the acceleration is the same as regular truck plants, i.e., 2.5 mph per turn up to 25 mph, and 5 mph thereafter.

Improved suspension is not available for medium-sized trucks — they all have a HC of 1. Tires are the same as for larger trucks.

TEN-WHEELER RECORD SHEET

Carrier top armor _____ Cab left armor _____
Carrier left armor _____ Cab back armor _____

Carrier back armor			Cab top armor
Carrier under-body armor			Cab front armor

Carrier right armor _____ Cab right armor _____
Carrier front armor _____ Cab underbody armor _____

Cab _____ Driver _____
Weight _____ Cost _____ Chassis _____
Carrier _____
Extras _____
Notes _____

Truck handling class: 1

Note: You can photocopy these and put them over the tractor record sheet from the *Car Wars Reference Screen* to create new record sheets.

MINI-BUS RECORD SHEET

Bus _____ Driver _____
Weight _____ Cost _____ Chassis _____
Extras _____
Extras _____
Notes _____

Bus handling class: 1

Weapons for cabs can be mounted on three sides — front, left, and right. Because the carrier is usually taller than the cab, rear-firing weapons are not permitted, and turreted weapons may not fire to the rear. The only exception to this rule is when a cab has a flatbed carrier or no carrier at all. Armor is bought for the standard six positions, but if the truck has a carrier other than a flatbed, rear armor is not necessary. Cab underbody armor

It can hold up to six spaces of weaponry, and can be armored on the top, sides, front, and back. The armor costs \$11 per point, and weighs 5 lbs. per point.

Mini-Buses

Mini-buses are basically the same as their larger counterparts from *Truck Stop* with a few exceptions. A complete mini-bus will have a body, power plant,

Carrier Type	Cost	Weight	Spaces	Armor Cost/Wt.	
15' Flatbed	\$1,100	750	20	30/14	
15' Van	\$2,300	1150	30	30/14	
15' Reefer	\$3,800	1350	30	30/14	
15' Tanker	\$6,150	1900	25	30/14	
Body Size	Cost	Weight	Max. Load	Spaces	Armor Cost/Wt.
20-foot bus	\$4,000	3,000	12,000	35	32/14

protects the cab only, not the carrier. Separate underbody armor is necessary to protect the carrier.

Carriers are the cargo area for ten-wheelers. They are mounted and attached to the cab of the ten-wheeler. Weapons, armor, and other truck accessories may be added to them, of course.

The spaces listed for a flatbed is the amount that can be carried safely. Greater loads can be attempted, but at a risk.

Maximum load is based on the cab used, so it is not listed here. Carriers do not use tires, as they are mounted on the cab.

Weapons may be mounted on a carrier to the left, right, or back. Carriers may also use the same turrets and special weaponry that trailers use. Carriers may only mount one turret, and they can mount a rocket platform, just like trailers. A flatbed may not mount a turret.

Armor is placed on a carrier in six locations — front, back, left, right, top, and under. The front armor of a carrier is not protected by the cab, as the carrier is taller than the cab. A flatbed carrier, of course, need only buy armor for the bottom. A flatbed carrier can use a small armored box carrying defensive weapons.

armor, and ten wheels. It may also have a strengthened chassis, weapons, wheelguards, and other accessories. As with larger buses, mini-buses are built primarily for passenger transport, not for duelling.

Chassis Strength and Power Plant are chosen the same way they are for ten-wheeler cabs. The power plant may be put in front or back. Mini-buses use regular bus tires, and have a HC of 1. Armor on mini-buses is placed in six positions — front, back, left, right, top, and under. Weapons can be mounted in any position, including turrets. A mini-bus can have only one turret, and it can also use the rocket platform.

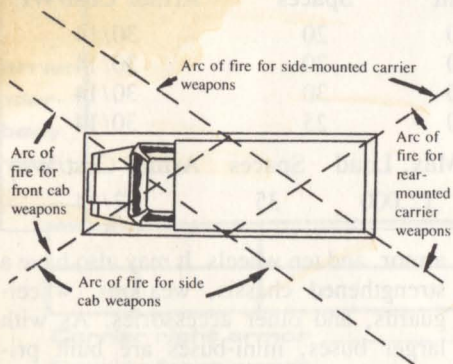
Combat

When targeting ten-wheeled trucks and mini-buses, use the following modifiers:

Target	Modifier
Front of a cab	none
Rear of a carrier	none
Front of a carrier	-2
Side of a cab or carrier	+1
Front or rear of a mini-bus	none

Side of a mini-bus +1
 Tire of a ten-wheeler or mini-bus -3

Turrets on a carrier or mini-bus follow the same restrictions as trailer turrets in *Truck Stop*. The arcs of fire for a mini-bus are determined in the same way as regular *Car Wars* vehicles: Draw two diagonal lines through the opposite corners of the counter, and the four arcs of fire are marked. Ten-wheelers have more complicated arcs of fire, and they are as follows:



Movement

Ten-wheeled trucks and mini-buses are represented by counters measuring 1/2" x 1 1/2". Some samples, which you can photocopy and mount on cardboard, are at the end of this article. Both types of vehicles move and maneuver the same way cars do. The handling class of ten-wheelers and mini-buses is 1; this may only be increased by good reflexes aided by the Trucker skill. A character must be at least a Trucker-0 to operate one of these vehicles.

Crashes and Collisions

Ten-wheelers and mini-buses use the regular *Car Wars* crash tables if they lose control. Debris and obstacles affect ten-wheeled trucks and mini-buses in the same way as they do other over-sized vehicles. Hazard rules are also the same as for the bigger rigs. Collisions with ten-wheelers and mini-buses may be resolved

using the Advanced Collision System or by the "drop the counter" method in the original rules. Ten-wheelers and mini-buses may only steamroller motorcycles.

New Equipment

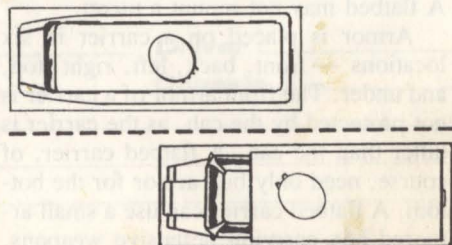
Side doors may be put on the side of a carrier or trailer, allowing easier access to the cargo. If put on a trailer, you must designate whether it's on the front or back end of a side. No space, no weight, \$200.

Cab doors may be installed on the back of a cab, allowing passage into a carrier from the cab. Obviously, this isn't such a good idea if the carrier is a tanker. No space, no weight, \$200.

Sample Vehicles

Great Northern Motors Corp. Viking ten-wheeled truck — Std. long-nose cab, x-hvy. chassis, medium truck power plant, 10 solid tires, Armor: F35, R35, L35, B0, T25, U20, driver and gunner, 3 RLs, one each front, right, and left, one cargo space. 15' van carrier, Armor: F20, R30, L30, B30, T30, U20, 2 RLs linked in a four-space turret, hvy. oil jet rear, 26 cargo spaces. Cargo capacity: 4,580 lbs. HC 1, 15,220 lbs., \$73,100.

Great Northern Motors Corp. Voyageur mini-bus — 20' bus, x-hvy. chassis, small truck power plant, 10 solid tires, Armor: F55, R55, L55, B55, T35, U35, six 10-point wheelguards, driver and gunner. 4 MGs linked in a four-space turret, heavy flaming oil jet rear. Room for 5 passengers, 10 cargo spaces, 170 lbs. cargo. HC 1, 13,230 lbs., \$52,380.



AADA News

The American Autoduel Association is on the move, adding five new local chapters and holding the first AADA World Championships. The final tournament of the 2033-34 season was held June 24 at the Origins game convention in Dallas, TX. Three club champions were able to make it to the final event: Dave Burnett, representing the Smith County Avengers of Tyler, TX; Preston Percy, representing the Arlington Autoduel Association of Arlington, TX; and Carl Neal, representing the Tulsa Overt Operators for the Betterment of Autoduellung (TOO-BAD) of Tulsa, OK.

The finals were an Unlimited Class duel held at the Dumbarton Slalom Arena in Oakland, California. The format was simple — all combatants entered from the same end of the arena, and the first to circle the pillars at the far end, come back and cross the starting line (in a car or on foot) would be the winner. As an added inducement to speed, no firing of weaponry was allowed until duellists crossed a line between the first and second choke points.

The first duellist was lost at the first choke point. Neal, running down the right side, cut Percy off, forcing him to slip behind or slam into the TV bunker. The stubborn Percy instead tried to ram Neal out of the way, but lost control as a result of the collision and smashed into the bunker anyway, disabling his car. The occupants got out and fought on valiantly, but Neal's turreted laser made quick work of them. A short firefight ensued when Neal and Burnett crossed the firing line, but Neal's luck held as Burnett lost control after a blistering hit and also smacked a TV bunker. Neal's laser made equally quick work of the second car's occupant, who was hoping to even the score with a LAW before going down. With the competition eliminated, Neal took it easy, completing the course unchallenged and claiming the World Championship title. In addition to the prestige and adulation, Neal received a lifetime subscription to *Autoduel Quarterly* from Steve Jackson Games as a prize.

With the 2034-35 season approaching, there are now 15 clubs eligible to hold championships as preludes to next summer's World Championships in Baltimore. The five new clubs are:

- Arlington Autoduel Association (Arlington, TX)
Larry Launders, President
1726 Park Hill Drive
Arlington, TX 76012

- South Salem Autoduel Association (Salem, OR)
Chuck Williamson, President
2545 Mountain Laurel Way South
Salem, OR 97302

- South Fulton Double Clutchers (Astoria, IL)
Mark L. Tippet, President
Box 247
Astoria, IL 61501

- Cornhusker State Autoduelling Association (Lincoln, NE)
Steve Tingley, President
6504 Aylesworth
Lincoln, NE 68505

- Macoupin County Autoduel Association (Brighton, IL)
C. Kevin Handling, President
202 South Maple
Brighton, IL 62012

For those of you who are new to autoduellung, joining the AADA is easy: Subscribe to *Autoduel Quarterly*, the Journal of the American Autoduel Association, and you're in! Benefits include a membership card, periodic mailings containing free goodies, the right to form local chapters, and the opportunity to get "AADA Members Only" merchandise. (See the inside of the mailer cover of this issue.)

To form a local chapter, assemble at least five persons who are all AADA members. Then select a president, who will be responsible for all the official paperwork. (Don't worry, there won't be much of that). The president must agree to allow his or her name to be published in *ADQ*. For subscribers, a charter application form can be found inside the mailing cover of this issue. If you're not a subscriber, first become one, then send us the proposed name of your club, the names of your members, the name and address of your president, and a \$15 chartering fee to the American Autoduel Association, Box 18957, Austin, TX 78760. You may be able to find a sponsor to put up the \$15 fee. Hobby shops are ideal for this sort of thing — they provide the chartering fee and a place for the club to play, and the club provides crowds of game players browsing through the store regularly.

We're always on the lookout for news from local chapters, including stories of exciting duels, challenges between clubs, odd occurrences, tournament winners, and anything else that seems interesting.

The Land of Lincoln Autoduel Association reported that they held their club championship recently, and the winner was Russell McKinney. Like all local club champions, McKinney got a prize certificate from Steve Jackson Games good for SJ Games merchandise. Keep that news coming!

That's all the news for now. Drive Offensively!

Flaming Idiots

by Jim Gould

Editor's note: If Jim wasn't "family," I'd have shot him (or, more appropriately, run him over) when he submitted this scenario. The entire premise of the adventure stems from an extremely embarrassing paste-up error that appeared in the last issue of *ADQ*. Some lines of copy got reversed in the introductory section of "Badlands Run," and instead of a nice, dramatic radio report about Mormon Apostle David Whitney believed dead when his airship exploded shortly after takeoff en route to San Francisco, we get some garbage about Mormon Apostle David Francisco exploding and burning shortly after takeoff.

Now, the staff here at *ADQ* believes nothing happens by accident — behind everything there is a plan, a sign from forces unknown. Jim took this innocent-looking error and saw in it the basis for another *Car Wars* scenario. Here it is.

The tragic self-immolation of Mormon Apostle David Francisco would have been but another odd-but-true tale for barflies, but for the intervention of KFIR, a Utah TV station coincidentally on the scene. Strangely enough, the Apostle David burst into flame as he leapt towards the ascending dirigible which was the subject of the newsmen's attention. The tape is unclear as to whether the Apostle actually flew, but there is no doubt that the subsequent explosion was caused by Francisco's spontaneous combustion. In the aftermath, a few witnesses of the incident formed a cult; the Church of the Incineration, or the so-called "Flaming Idiots." The publicity garnered by KFIR caused the more loosely-tuned members of society to flock to their banner.

The more militant Mormon hierarchs saw this splinter group as a threat; the Mormon affiliation of Francisco was drawing too many good Mormons astray, into the new cult. The direct approach was seen as best . . .

This two-player scenario pits the Flaming Idiots and their leaders, the Witnesses, against a group of hired mercenaries, Kurt's Kommandos, in a town that looks suspiciously like Midville. All the building names are for reference only, and don't indicate anything about the contents of the buildings. All building DPs are as printed on the map.

Set-up

The Flaming Idiots are holding a meeting in the Police Station. They have a Hotshot and a Vigilante (both from the stock car list) in the parking lot of the Station. The Vigilante has been modified to include a fire extinguisher, necessitating the removal of the smokescreen. Both vehicles are fully charged and armed. The Flaming Idiots group consists of four guards (G-1, D-1, Handgunner-1, SMG w/3 clips, body armor) and four Witnesses (G-0, Handgunner-0, light pistol, body armor). These may be placed anywhere in the Police Station or the Jail. All Witnesses must be set up within 1" of each other.

All FI vehicles are "warmed up," and won't need the standard 3-second delay for starting a vehicle.

To win, the FI player must get all four Witnesses off the north edge of the map in a vehicle, or off any side of the north half of the map on foot.

Kurt's Kommandos get a Security Six and two Mini Shermans (again, from the

stock list), placed anywhere on the north half of the map, traveling at up to 30 mph. The hi-res computers in the Security Six are old and erratic. If a character decides to use one to shoot with, roll on the following table:

Roll 1 die	
1 or 2	Computer works normally (+2)
3	Computer works slowly (+1)
4 or 5	Computer is no help at all (no modifier)
6	Computer confuses gunner (-2)

The character must choose whether he will use the computer whenever he fires a weapon; he can't change his mind after the die roll is made. The computer is *very* erratic; roll again each time the computer is used.

There are 7 Kommandos (G-2, D-1, C-1, Handgunner-2, SMG, 3 grenades, 1 VLAW, body armor) plus Kurt Goedecke himself (G-2, D-2, C-1, Handgunner-3, Heavy pistol, 1 grenade, 2 LAW, body armor). All Kommandos must be in vehicles, and all vehicles must have a Kommando in them.

The goal of the Kommando is to kill the Witnesses.

Winning

If the Kommandos kill all four Witnesses while losing less than 3 men, they win decisively.

If the Kommandos kill all the Witnesses but take heavier losses, they win a moderate victory.

If one or two Witnesses escape, the Flaming Idiot player wins a marginal victory.

If three or four Witnesses escape, the FI's win decisively.

If all the Kommandos are killed, a Kommando moderate victory becomes a

marginal Flaming Idiot win, and a Flaming Idiot victory of any flavor becomes an overwhelming win for the Church, since martyrs can be most useful if the opposition can't talk.

Other Stuff

The entire town is deserted and fair game. Both map sheets from *Sunday Drivers* are in play. The Kommando player won't be able to identify Witnesses from guards, so the Flaming Idiot player should write down which of his markers represent Witnesses on a piece of scratch paper to be revealed after the game is over.



Variant

If the game bogs down, or if you want additional mayhem, a couple of Police Cruisers (*Sunday Drivers*) can enter from the south end of Kazango. They will shoot at any vehicles that are in combat until the unruly combatants surrender, and they will attempt to arrest any pedestrians running around with weapons. They will shoot pedestrians who ignore their warnings. Once they have arrested two combatants, or if they are obviously getting the tar beat out of them, they will retreat. They may exit off any map edge. Note that having the Witnesses arrested and removed by the police counts as having the Witnesses escape.

The Wolf

by Scott Haring

The Wolf is a scenario for two teams of duellists and a referee. There should be at least three players per team, though four to six would be better. Anyone planning to play this scenario should read *no further*.

Refereeing *The Wolf* will be a tough job — not because the action will be complicated, because it won't — but because you will need the cooperation of two players who can keep a secret and are good roleplayers. And then at the end of the scenario, you're going to have to double-cross them.

Set-up

You will need *Car Wars Expansion Set 5* to play this scenario, both for the team counters and for the map of the site of the scenario, the Buffalo Municipal Coliseum, often called the "Murphy Memorial" for its shoddy construction and unreliable automatic security systems. Each team gets \$80,000 to build its vehicles, and should have one vehicle for each team member (no doubling up on crew). The players have been attracted by a big purse — \$50,000 for each surviving member of the winning team — but the real money to be made at Murphy is in the underground betting parlors all over upstate New York, where two criminal organizations are fighting it out for control of the illegal gambling profits.

This is where it gets tricky. You (the referee) must take one player from each team aside (at different times) and get that player's cooperation. The duellist (you tell him) has been approached by a rather unsavory gentleman associated with one of the two big crime organizations. He

explains, none too politely, that his bosses have put a lot of money on the other team, and they don't want anything to go wrong. The duellist is told to make sure that his team does *not* win. How the hood persuades the duellist is up to you — threaten physical violence, bribery, blackmail, a sweet old aunt tied up somewhere — just get the player to cooperate. How the duellist is supposed to throw the match is pretty much up to the duellist — he's just supposed not to be *too* blatant about it. Then go to the player you've selected from the other team, and tell him the exact same thing — except he's being contacted by the *other* big crime family.

What's Next

Not content to let their hopes (and money) ride on a bullied autoduellist, both crime families have brought a few of their troops in the afternoon of the big duel as further insurance. One family has disconnected the automatic security system and gotten four men to the top of four of the ten TV towers (determine which ones randomly). There's a pair of linked MGs at the top of each tower, all fully loaded. If that family's side is losing, the men will blaze away, hoping the knowledge of Murphy's faulty security system will make people think it was "all an accident." The other family (it really doesn't matter which family is on which side) has planted six powerful bombs under six of the eight foxhole covers on the arena floor (again, determine which ones randomly). These bombs will do 6d6 to the underbody of any car going directly over the cover, and 3d6 to the underbody of any car within ½" of the cover. The bombs are radio-controlled,

and the man with the switch is in the stands. His task is simple — if his team is losing, even the score by blasting any opposing cars that come near the foxhole. If an escaping pedestrian tries to jump into a foxhole that has a bomb in it, he will see the bomb. On a roll of 1-3 on 1d6, the man in the stands will immediately set off the bomb — the fewer witnesses, the better. On a roll of 4-6, he decides not to give himself away. The player discovering the bomb can try to alert people to the hazard (though he's likely to get cut down before anyone will understand what he's trying to say), or he can jump into the foxhole with the bomb. Once inside (assuming it doesn't get set off in the

interim), a player can disarm it in five seconds, if he tries. If he just cowers there, hoping it won't go off, well . . . he *might* get lucky.

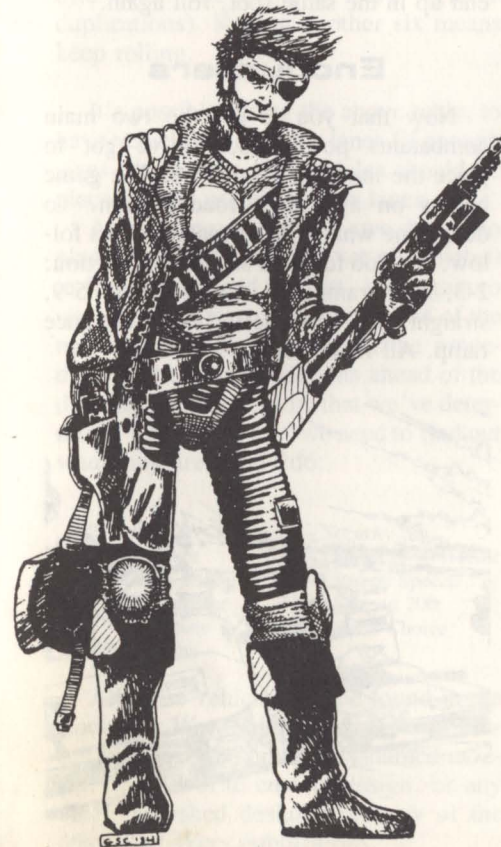
No matter how the duel ends, one of the two crime families is going to be looking for revenge. If the player who was supposed to throw the duel but failed is still alive, whichever family he dealt with will try to kill him immediately, either with the machine guns or with the bombs, depending on what firepower that particular family has available. Of course, the attacked player's teammates are also fair game, especially if they get in the way. And the turncoat on the losing team (if he's alive) will also be attacked by the people who hired *him* — to eliminate witnesses, of course.

A Way Out

There's a decent chance (1-4 on 1d6) that either of the two players who have been told to throw the duel (the "wolves" of this scenario) will spot some of the other preparations being made before the duel (people climbing TV towers, guys snooping around security systems, people toying with the foxholes, missing security guards, whatever). If they do spot some of the other activity and realize that the double-cross is on, then a number of courses of action are open. The player could confide in his teammates, and get their help out of the mess. And if both teams ever figure out that they've *both* been set up, their combined forces would wipe out the hoodlums pretty easily — earning them all fame, adulation, extra prestige, and some powerful enemies for future campaigns.

Victory

The duellists are in a tough situation, almost a no-win one. Like many roleplaying scenarios, there is no "winning" this adventure — just surviving it.



Rush Hour

by Scott Haring

“... Things should be clearing up by the time you northbound drivers reach the Rothberg exit, but the main stretch of highway from downtown to the Elmbrook Pedestrian Mall is as crowded as we've seen it in many an afternoon. Stay tuned to WREK for the up-to-the-minute traffic conditions, as well as live helicopter reports on any interesting combat action that should develop.”

“I wouldn't expect much more than the usual snipings out there today, Brian. With traffic this heavy, everyone's just trying to get home alive. If anyone takes offense out there now, they'll probably just get a positive ID and issue a challenge later.”

“You're probably right, Mark. I'm glad to report that that major pile-up we warned you about at the 275 interchange has been cleared, and traffic is moving much... Holy Cow! Would you look at that! Take us in close, Brian... There you see it, ladies and gentleman — you've got as good a view of it as we do — it's a high-powered duel, right here in the middle of rush hour!”

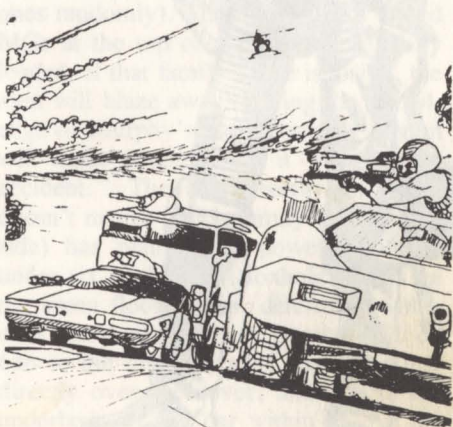
Rush Hour is a two-player scenario for *Car Wars* that can be played either with or without a referee. You will also need the road sections from *Car Wars Expansion Set 1* — although you could use the straight road sections from the original *Car Wars* game in a pinch.

The premise of *Rush Hour* is simple — two players duke it out on the freeway, with the added complication of a few dozen fellow travelers. Both players get \$25,000 to design their vehicles. Once the vehicles are designed, place them on a straight road section. Have each player roll one die — high roll will be in front. If

the roll is a tie, then the vehicles start side-by-side. Have each player write down a starting speed — any multiple of 10 mph between 40 and 90. After both players reveal what they've written, take the average of the two numbers and start both players at that speed. Roll one die again for each player — on a 1-2, the vehicle starts in the left lane; on a 3-5, start in the middle; and on a 5-6, start in the right lane. If one vehicle is in the lead, roll 1d6 for the number of inches ahead the lead vehicle is. If both vehicles end up in the same spot, roll again.

Encounters

Now that you've got the two main combatants positioned, you've got to place the innocent by-drivers. The game begins on a straight road section. To determine what type of road sections follow, roll 2d6 for each subsequent section: 2-3, exit ramp; 4, curve right; 5-9, straight; 10, curve left; 11-12, entrance ramp. All road sections are clear.



To determine the amount of traffic ahead, roll 1d6:

- 1 — next vehicle is 1" ahead
- 2 — next vehicle is 1 1/2" ahead
- 3-4 — next vehicle is 2" ahead
- 5 — next vehicle is 3" ahead
- 6 — no vehicle in the next 3"; roll again to see how much further down the road the next vehicle is.

To determine what lane each vehicle is in, roll 1d6:

- 1 — left lane
- 2-3 — center lane
- 4-5 — right lane
- 6 — roll twice more; rolling the same lane more than once means there's only one car there (that is, ignore duplications). Rolling another six means keep rolling.

It's possible, using the above table, to have vehicles in all three lanes (if enough sixes are rolled). All vehicles should be placed in the center of their lanes.

After using the above two tables to place the first vehicle (or set of vehicles) in front of the lead duellist, start again to see where the next vehicle is ahead of the new lead vehicle, and repeat the procedure until two road sections ahead of the duellists are filled. Now that we've determined *where* they are, we need to find out *what* they are. Roll 2d6:

- | | |
|------------------|-------------------------|
| 2 — Stinger | 8 — Security Six |
| 3 — Hotshot | 9 — Outlander w/sidecar |
| 4 — Mini Sherman | 10 — Joseph Special |
| 5 — Intimidator | 11 — Shogun 200 |
| 6 — Vigilante | 12 — Ref's Choice |
| 7 — Piranha | |

All these vehicles can be found in the stock *Car Wars* vehicle list. *Ref's Choice* can be any of the previously-named models, or a favorite custom design, or any other published design from any of the other *Car Wars* publications.

To determine the vehicle's speed, roll 1d6 and add 2 — that's the speed in tens of miles per hour. Add another 10 mph if the car is in the center lane, and add 20 mph if the vehicle is in the left lane.

If a design calls for a driver and a gunner, then both people are in the vehicle. To determine skills, assume everyone is a basic Driver-0, Gunner-0, Cyclist-0 (these aren't duellists, just folks trying to get home). The last roll the ref has to make for each non-player vehicle involves the occupants' disposition when all this mayhem breaks out on the freeway. Roll 2d6:

- 2 — Petrified
- 3 — Scared
- 4-5 — Rattled
- 6-8 — Cool
- 9-10 — Annoyed
- 11 — Irate
- 12 — Berserk

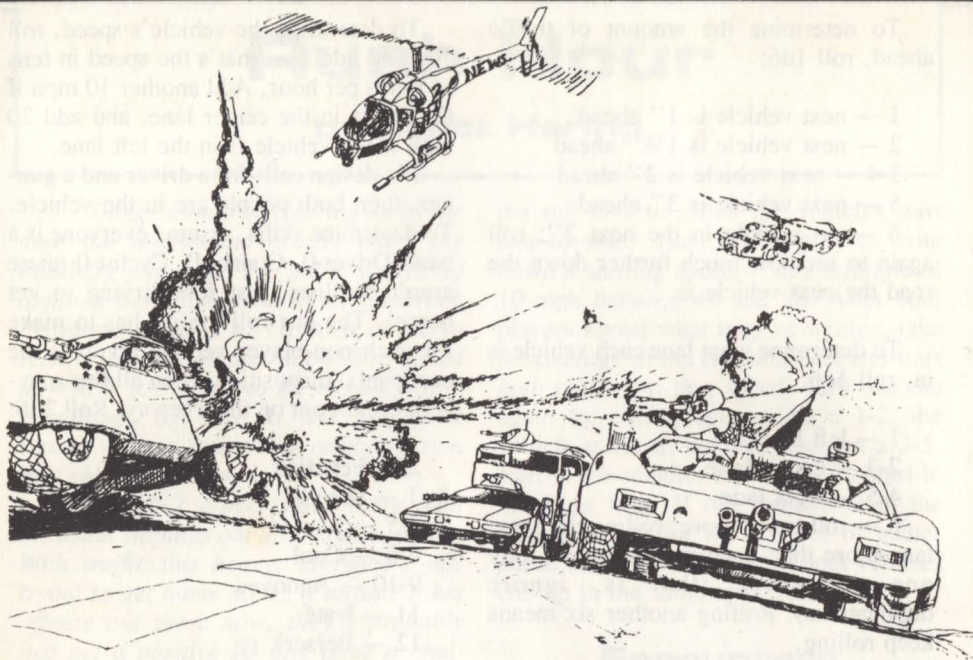
Petrified characters will make no maneuver to get out of the way — they're too shocked. *Petrified* characters will also not fire their vehicular weapons. They just basically hope everything will go away.

Scared characters will try to pull over on to the shoulder (or exit, if that's a possibility) to get away from the commotion, and may cause an accident in their haste (-2 to the vehicle's HC). *Scared* gunners will fire if directly threatened, but at a -2.

Rattled characters will try to do the smart thing (move carefully out of the way, fire only if fired upon or directly threatened), but may not have the experience to pull it off; drop the HC of the vehicle by 1, and vehicular fire is at -1.

Cool characters are in control; they know exactly what to do. A cool driver will stay out of the way, and a gunner will fire only if necessary.

Annoyed characters are likely to stay in the path of an oncoming duellist just to be ornery; however, they won't stand up



to a direct challenge, preferring to take a couple of parting long shots to express their disgust with "duellist hooligans."

Irate characters are incensed that anyone would endanger lives and property in such a crowded situation; an *Irate* character, while knowing it's "none of his business," will shoot at whichever duellist vehicle is closer as soon as one comes within 10" and there is a clear line-of-sight, and will continue to fire until neither duellist vehicle is within 10". The *Irate* character will maneuver his vehicle so as to get a line-of-sight. If the duellist vehicle he's been shooting at becomes disabled or is no longer the closer of the two, the *Irate* character will switch targets to the other one. He doesn't really care who wins; he just wants to see the combat end.

The *Berserk* character snaps. He joins the duel, matching speeds with the duellist vehicles and maneuvering to stay with them, firing at either duellist indiscriminately (roll randomly to see which vehicle the *Berserk* character goes for each turn,

if he has a shot at both) and chasing them down until either they or he is disabled. When determining the actions of traffic encountered down the line, the *Berserk* character is an equal target along with the duellists for other *Annoyed*, *Irate* or *Berserk* characters.

This could get fairly complicated, as there are likely to be a fair number of vehicles on the road at any one time. Fortunately, most of them are likely to be non-combatants, on the road solely to be maneuvered around. If things still get too complicated, one simplification would be to have all the non-duellist vehicles moving at the same speed. Of course, that wouldn't be as much fun . . .

Victory

If one duellist eliminates the other and then survives all of the other drivers out to get him, he wins. If the duellists eliminate each other, or are eliminated by the angry traffic, it's a draw.

Autoduel Quarterly

This Christmas You've Got A Long Trip Ahead of You

- The cargo:** Food for a starving city.
- The mission:** A dangerous drive from Lexington to Memphis — and somebody doesn't want you to make it.
- The vehicle:** An almost-new Magnum Motors 22-wheeler with rockets, machine guns, flechette grenades, and twenty tons of algae.
- The leader:** You.

CONVOY
BY STEVE JACKSON

A programmed adventure for solo play or 2-6 players

An early version of **CONVOY** appeared in the first issue of **AUTODUEL QUARTERLY** (now out of print) . . . but if you think that will give you all the answers, . . . you're in serious trouble

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All Fired Up

by Kevin Stein

Note: The following rules should be considered optional for any Car Wars campaign. Like any rules that add more realism, these are much more complicated than the current rules. If your group of players wants to use them, please do. But the old rules are still perfectly good. Decide which set is best for you, and have fun. —SDH

My friends and I have been playing *Car Wars* now since it was first available on the market, and have found it one of the most enjoyable, innovative, and downright fun games we have ever played. But now for the real purpose of this article. I would like to do something about the absolute uselessness of that infamous weapon, the flamethrower. The flamethrower is big, heavy, has no real combat range, and is just plain dangerous to have around. For every reason that you could give to use a flamethrower, about a dozen more could be given on why *not* to use it. The machine gun, overall, is a

much more effective and efficient weapon. The main use that comes to mind for using a flamethrower is to set your opponent on fire. However, it is stated in the rules that ten points of damage is required to set a vehicle on fire, which on average would require three flamethrowers. It is generally more efficient to buy an equivalent number of RRs or RLs and simply blow the guy up. However, since I disagree more with the ten-point rule than with the actual flamethrower itself, I have devised a method, though more complicated, that is more realistic for setting things aflame. These rules have been playtested and proven effective.

Check the table on page 33. *Weapon Type* is, obviously, the type of weapon being used. The *Fire Modifier* is the number that must be rolled on two six-sided dice or less to set a vehicle on fire. The *Burn Duration* is the number of one-second turns after the turn in which the vehicle is hit that the vehicle driver must

keep rolling two dice to see if the vehicle has been set aflame. All fire modifiers are cumulative.

Example: On turn one, Billy's Intimidator gets hit by a single flamethrower shot. A FT has a fire modifier of 4, so Billy must roll above a 4 on 2d6 to avoid frying. He rolls an 11, making it easily. On the second turn (after some nifty maneuvering to avoid getting hit by that flamethrower again), Billy is hit from behind by a laser. The laser has a fire modifier of 1, but this is also the first turn of the flamethrower's three-turn burn duration — that's 4 more for a total of 5. Billy rolls a 6, and thanks his lucky stars.

Things are getting a little hot now, so Billy decides to take off. Unfortunately, he eats another laser shot as he's fleeing, and a pedestrian steps out of a doorway and lets him have it with a portable flamethrower. The laser counts for 1, the portable flamethrower is good for 3, and the first flamethrower hit is still burning bright for 4 more, giving a total fire modifier of 8. Billy rolls a 3 — bad news. If

he has a fire extinguisher, it will get its chance to work at the end of the turn. If not . . .

The bookkeeping may become a little complicated, but these rules are a good substitute for those players who want a little more realism for their game. Total up all the fire modifiers that apply in one turn and make one roll at the end of the turn. Fireproof armor has no chance of being set on fire, but if the armor is breached and internal components are affected, these rules would apply. Power plants struck by FT or laser fire still catch on fire automatically, as per the 3rd Edition rules.

This system could also be used as an option for determining whether or not a building has been set on fire. Some building materials (steel and concrete, for example) would have a negative modifier on the fire modifiers of all weapons that hit it (like -2 per weapon, maybe). Wood, on the other hand, would be about a +6. Pedestrians burn fairly easily — give them a +5.

VEHICULAR FIRE TABLE

Weapon Type	Fire Modifier	Burn Duration
Flamethrower	4	3
Heavy-duty Flamethrower	5	3
Laser	1	0
Heavy Laser	2	0
Flaming Oil Jet	3	2
Heavy-duty Flaming Oil Jet	4	2
Portable Flamethrower	3	2



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

by
Steve Worley

Boston, the largest city in New England and the capital of Massachusetts, is the center of business for the entire area. With a population of about 2,000,000 permanent residents, it has many facilities for all aspects of auto-duelling. With the nation's third largest AADA chapter in the New Downtown section, autoduelling, both in the arena and out, abounds.

History

Boston was hit hard by the Food Riots of 2016. Because it had to depend on farms in the Midwest, there were few stockpiles of food when the riots started. Boston was one of the pioneers in algae research for food. Once algae farms were developed, the rioting stopped, but not until much of downtown Boston had been destroyed.

Today, Boston is one of the most modern cities in existence. The old downtown was abandoned, and the town rebuilt to the west, across the Charles River. Its algae farms, coupled with a growing weapons and computer industry, helped Boston to recover from the riots and enjoy the security and prosperity it has today.

Points of Interest

1) *The Reading Strip.* Just north of Boston is the large open-air "arena" called the Reading Strip. It was once a high school campus; the paved driveways, destroyed buildings, and unusual terrain made it perfect for outdoor autoduelling.

Strip combat resembles a demolition derby more than real autoduelling. If a driver manages to incapacitate any other vehicle, the remains are tagged, and he may pick it up for salvage that night. Packs of cycles or teams of cars are not allowed. Many Amateur Night winners who want to increase their bankroll before entering pro duelling have found "the strip" to be a profitable but risky alternative. The arena is also rented by autoduelling groups who use target ammo to practice in safety.

2) *Route 128.* This is the heavily fortified highway surrounding Boston. Municipal patrols — occasionally reinforced by state troopers — cruise the highway enforcing the "no combat" ordinance in effect. Although it is not patrolled as heavily as the famous Los Angeles-San Francisco tollway, it is not a place to start a fight.

3) *Uncle Albert's Catalog Showroom.* The showroom adjoins UAI's Boston plant. They have the latest in weaponry and gadgets, including some that have not been released to the public yet. Because buying direct saves the cost of shipping, packing, transporting, etc., walk-in customers get a 10% discount on all merchandise. Even though any sane AADA member already knows better, it should be mentioned that no one should even think of attacking this building. Their numerous, well-trained, and incredibly well-equipped guards will blast the most powerful vehicle into confetti.

4) *Boston Hospital.* The main hospital of Boston. Gold Cross has a complete cloning facility here. This is also the medical facility preferred by most duellists, chiefly because of the short distance to the Yelow Duelling Arena.

5) *Yelow Duelling Arena.* The largest duelling arena on the Eastern Coast. This arena boasts such big-name regular participants as "Warmonger" Ahearn, "Vice Squad" Vibber, "Hit Man" Hamm, and the New England triple-ace champion, Chris "Destroyer" Woods. There are usually two or three duels here a night, except on Sunday.

6) *The Old Downtown.* Destroyed in the Food Riots, there is not much left in the old downtown except for the numerous cycle gangs. This is extremely dangerous territory — AADA members are advised to avoid it unless they are specifically looking for trouble.

7) *The New Downtown.* Relocated west of Old Downtown, this is the center of business and government for all of

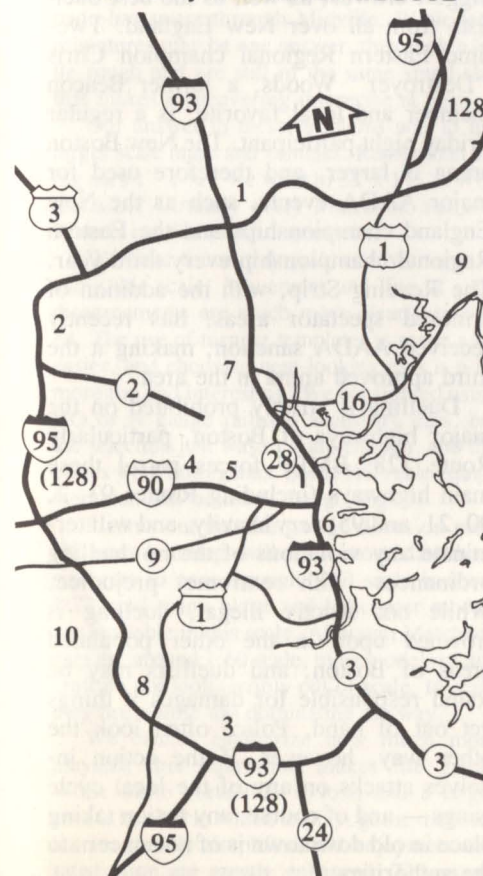
New England. As in most large Eastern cities, armed vehicles are not permitted, although most hand weapons are tolerated. Municipal police patrol the area on foot and light cycles to break up any fights. There are also frequent "surprise" searches to prevent any large-scale attacks on any government buildings or large businesses.

8) *The Boston College of Learning.* The curriculum includes such courses as Gunnery, Combat Driving, Highway Knowledge, and other duelling-related skills.

9) *The New Boston Duelling Arena.* Although the NBDA is not as popular as the Yelow arena, the AADA holds its premier events here because of the larger spectator capacity (52,000 people).

10) *The DeBeck Medical Center.* DeBeck is the main medical facility for the rural areas of Eastern Massachusetts. Gold Cross does not have full cloning facilities here, but can prepare a body for transfer to Boston Hospital.

Boston, Massachusetts



Facilities

Boston has a wide range of duelling and trucking facilities. There are 5 truck stops surrounding Boston, all with garages, complete shops with tools and lifts, and power rechargers. There is also a multitude of private mechanics, weapon suppliers, and charging stations.

There is only one TV station currently operating in Boston; the other (WMAS) was destroyed last year when an angry duellist attacked it because of the station's failure to cover his duels. The duellist was immediately hunted down and had his arena permit posthumously revoked, but the remaining station took the lesson to heart. It always has two copters in the air during the day, looking for road duels to broadcast.

WBOS claims to cover 50% of all road actions taking place within the county; its score approaches 100% of those duels the station has been warned about in advance.

Organizations

The Boston Municipal Police Force is the main law-enforcement agency duellists are likely to encounter in Boston proper. The BMPF employs over 550 officers and sports nearly 400 patrol cars, 50 of which are heavily-armored and armed with multiple lasers; they also have 75 cycles, 5 helicopters (used primarily for spotting purposes), and 3 heavily-armed patrol boats to work Boston Harbor. These boats are only used when necessary — most waterfront security is handled by the Boston Harbor Port Authority forces, numbering about 75.

The only other official force duellists may encounter are the Massachusetts State Police, who are occasionally found on the main highways, helping enforce the “no duelling” ordinances. State troopers drive a variety of vehicles, all in simple black-and-white colors. The Port Authority forces sport green-and-white vehicles and uniforms, while the BMPF colors are black and orange. The Boston College of Learning has no police force and depends on the BMPF for protection. There is a Boston College Student Defense League organized on campus, but its size and organization vary widely from semester to semester as key personnel fail to return to school for a variety of reasons.

There are several rival cycle gangs in Boston, most notably the Pulsers and the Hellriders. Both are constantly fighting over their “turf” in the old downtown section. They are both extremely aggressive, and attack any unescorted vehicles. A recent punitive raid by combined BMPF and state trooper forces has cooled both gangs’ desire to make trouble in the populated areas of town. The Pulsers fly red colors, and the Hellriders feature a “winged H” logo on their machines.

The Boston Beacons dominate the area autoduelling scene — there are other duelling clubs, but none with even a fraction of the membership or prestige of the Beacons. Preferring sky-blue colors, the

Beacons are a model of what a local AADA chapter should be. While not afraid to use their guns in defense, Beacon members do not pick fights and obey the area “no duelling” ordinances strictly. The Beacons save it all for the arena, where they are noted for both ferocity and technical excellence. They have one of the best duellist-training programs in the AADA, and a surprising number of regional and national champions have risen from the Beacon ranks.

Autoduelling in Boston

The three autoduelling arenas located in Boston guarantee a variety of action on any given night for both the duellist and the fan. The Yellow arena attracts the biggest crowds, as well as the best duellists from all over New England. Two-time Eastern Regional champion Chris “Destroyer” Woods, a former Beacon member and local favorite, is a regular Friday night participant. The New Boston arena is larger, and therefore used for major AADA events, such as the New England championships and the Eastern Regional championship every third year. The Reading Strip, with the addition of armored spectator areas, has recently received AADA sanction, making it the third approved arena in the area.

Duelling is strictly prohibited on the major highways of Boston, particularly Route 128. BMPF forces patrol these main highways (including Routes 93, 2, 90, 21, and 95) very heavily, and will terminate any violations of the no-duelling ordinances with extreme prejudice. While not strictly illegal, duelling is frowned upon in the other populated areas of Boston, and duellists may be found responsible for damages if things get out of hand. Police often look the other way, however, if the action involves attacks on any of the local cycle gangs — and of course, any action taking place in old downtown is of no concern to the authorities.

UPSCALING CAR WARS

or

You’ve Got to Think Big

by The Peoria Piledrivers

Car Wars is currently one of the most playable roleplaying games. Nevertheless, we felt that a certain amount of playability had been sacrificed in the interest of portability and affordability. Maneuvering over map wrinkles can be a real problem, and even if you really flattened yours out, one good sneeze and a tornado has swept through Midville. While lead miniatures may be one answer, they look a little rough and are still of the same small size that makes maneuvering imprecise at best.

Our answer to these problems was to use larger scale maps and vehicles. Rather than using cars 1” x ½” we went to 3” x 1 ½”. Why that size? Virtually every Matchbox and Hot Wheels car fits these dimensions.

We have found tremendous advantages to using this scale. Movement and line of sight disagreements are much more clearly resolved. The use of turning templates is made a lot easier, and choosing neat-looking cars is a lot more fun and interesting. We considered using HO or N gauge railroad accessory cars, but the selection just wasn’t wide enough, and the prices were outrageous. Some HO scale equipment can still be used, though (fig. 3).

It turns out that the garage doors on most HO scale buildings will allow most Matchbox-size cars to pass through. HO scale is about 1:72, and many plane and helicopter models are available in this scale. Although Matchbox cars are around 1:60 scale, most models of aircraft do not look terribly out of scale. In scale they are a little too dominating anyway.

We cannot emphasize how much more playable this innovation makes the game. While some portability is lost, and a larger area is needed in which to play, game mechanics are greatly simplified and enjoyment and satisfaction are greatly enhanced. This is not

an empty claim based on theory. In addition to extensive playtesting by our regular gaming group of 9 players, the upscaled version has been taken to three different conventions for playtesting by experienced and inexperienced autoduellists. The reactions at all three conventions (WinterWar and Chambacon at the University of Illinois; Gamefair in Peoria) were unbelievably favorable. Experienced autoduellists often changed their convention plans in order to enter more than one of our events. Many people who owned the game but did not play it regularly said that upscaling made all of the difference in the world. New playtesters and the many spectators said that they found the use of HotWheels and Matchbox cars made playing and watching very exciting, particularly when compared to the dryness of the other games they watched or played.

What follows is a technical description of how we upscaled the game. Our experiences should help anyone wanting to follow in our footsteps. Several of the individual innovations that we made do not rely on upscaling, especially the speed and handling boards. Even if you don’t plan to upscale there is material here that you may be interested in.

Basic Upscaling Techniques

Upscaling Method #1

We have found several effective upscaling methods. Regardless of your autoduelling needs, we are sure that at least one will be right for you.

For those of you who want an arena of fixed dimensions on a solid surface, this first method is best. We went to several lumber and home improvement stores in an effort to find a backing material upon which we could fix the arena. We tried to find a compromise material that was inexpensive, strong, *very* flat and regular, as well as fairly light. We finally selected a 4' x 8' x 1/8" sheet of *tempered* masonite (also known as hardboard). The cost varied from \$8 to \$12 per sheet. The quality varied as well, so shop around a little. We discovered that the masonite found at lumber stores was tougher and more dense than that found at K-Mart. This size sheet is not particularly portable, and while it can be cut to any size, you really need a station wagon, pickup, or large hatchback to carry around a satisfactorily large playing surface.

You now need a grid to put on the masonite. The *Car Wars* maps have a heavy line every inch with a light line every quarter inch. For the upscaled version, we naturally needed a grid with a heavy line every three inches and light lines every three-quarters of an inch. We were completely unable to find pre-printed graph paper using these dimensions, so we drew the lines on paper ourselves.

At first we tried drawing our grid on a 8 1/2" x 15" piece of typing paper, photocopying it a bunch of times, trimming the odd edges with a paper cutter, and taping the trimmed copies to the masonite. This wall papering method was not particularly successful. Due to the nature of photocopies, the image is passed through a lens and the lines are distorted a little. Thus two photocopied grid sheets don't line up exactly when placed side by side. This left us with the unaesthetic dilemma of either having the lines be off a little bit every time we put two sheets together or lining them up as closely as possible each time. The cumulative errors produced by this second method really screwed things up three or four sheets down the road. The only alternative we were able to come up with was to get a big roll of white paper (we found a 48' x 15 yd. roll for \$15 at an art store), a long *straight* edge (we used a 5' metal architect's T-Square), and draw in the lines ourselves. This involves a lot of very precise measuring, but the results can be spectacular. The best results were achieved with a heavy black felt tip (we used a Schwan STABILAYOUT 38/46) for the 3" lines, and a thin red felt tip (we used a Sharpie) for the 3/4"

lines. The red/black contrast is quite eye-catching, and it makes straight line movements, drifts, and line of sight questions all the more obvious.

We recommend that you make all of your measurements at once and draw the 3" lines in first, to reduce the errors in drawing from wrong mark to wrong mark. Depending on what you feel more comfortable with, it doesn't really make any difference whether you attach the paper to the masonite and then draw on it, or whether you draw the lines on the paper and then attach it to the masonite. If you put the paper on the masonite, first be sure not to attach it too permanently at this stage. You may want to rip it off and start again. Double stick cellophane tape is quite sufficient for fixing the grid to the masonite. Be generous with the tape, but be extremely careful when you put the grid-covered paper on the board. If you draw the lines on the paper first, be careful of the black felt tip. It can easily soak through the paper and mark whatever is underneath. We put a plastic drop cloth on top of the table that we marked on. When you do screw up, most errors can be remedied by the use of typing correction fluid.



Figure 1

At this point you have to decide whether you want a fixed arena with unchangeable curves, or a playing surface entirely covered with the grid that needs special layovers (to be discussed later) for curves and barriers. If you want a fixed arena or track, you should cut out the sections that you don't want the drivers driving on — like the infield(s) — with an X-acto knife or razor blade. It is tough to make the curves come out looking good if you don't plan ahead. Making the curves in 90-degree sections seems to be the most effective. Making curves will be discussed in more detail later.

With this type of arena, you might not want the grid to go all of the way to the edge of the masonite. This will give you a clearly defined shoulder or wall along the outer edge of the arena. A 4' wide sheet of masonite can contain

a maximum of 16 3" car lengths. If you make it 15 you then have a 1 1/2" border.

We would like to comment for a moment about range. With a 8' long piece of masonite, it is easy for cars to maneuver around without being in each other's range. Twenty inches in standard *Car Wars* scale is only five feet in our upscaled version. We were originally concerned that upscaling might require an unrealistically large playing area, in order to get a decent amount of fire at interesting ranges. This concern was largely unjustified. There is really plenty of room to drive around on a 4' x 5' board (our first upscaling effort). A few interestingly placed walls help even more. As we found out in more flexible later editions, larger areas are more fun but not at all necessary. If you feel that you are doing too much turning with low handling classes, you might want to consider designating some of the curves as banked curves. Any maneuver made into the turn is D1 easier, any made up the bank are D1 more difficult. Thus a 15-degree turn either does not affect handling classes (downhill), or is a D2 maneuver (uphill).

Regardless of whether you have covered your masonite with a solid grid or an arena, you should now cover the grid-covered paper and the masonite with clear contact paper. The advantages of covering these boards with clear contact paper are enormous. It protects your playing surface from spills and other messes, it gives the board a nice glossy look, and it lets you write on the board with watercolor felt tips. You can draw walls, smokescreens, minefields, or any special area right on the board, and remove them all with a damp paper towel. This illustrates another playability advantage to upscaling.

We used Contact brand contact paper, purchased at K-Mart for \$2.12 a roll. While it is available on really large rolls from hardware stores, they invariably charge more per foot than you get with the 4 yd. x 18" roll from K-Mart. This stuff was surprisingly easy to work with, in that you could gently put it down and pull it back up if you weren't satisfied with how it was situated. Once you feel that you have it where you want it, work from one end smoothing it down with your hands (fig. 2). This is the point of no return. We have never been able to get the contact paper up neatly after it was firmly smoothed down. Careful smoothing will eliminate small bubbles or wrinkles that may form.



Figure 2

Overlap the contact paper by at least 1/2" over each edge of the board. As it does not stick too well to the rough side of the masonite, get clear packing tape from an office supply store, and tape the overlap of the contact paper to the rough side of the masonite. Be sure to stretch the contact paper around the edge of the masonite to get a nice smooth playing surface. The packing tape gives a good secure seal, and it sticks very well to the masonite. The contact paper will not cover the whole board in one strip, so be sure to have your sheets of contact paper overlap by at least 1/2".

Laying the contact paper is *at least* a two-person job. One person can't handle a piece much larger than a foot. Even with two people it takes a little practice to get perfect results. We are covering just about all of our *Car Wars* materials with the waterproof, tear-resistant plastic. We highly recommend this process to people using regular *Car Wars* maps and materials, too.

As we have stated, this first method of upscaling gives you a choice of having a fixed track or arena, or just covering a large area with a grid and making temporary modifications later. The easiest way of making modifications to such a board is to draw on walls and obstacles with a watercolor marker. You should try the marker out on a scrap of contact paper before marking your boards. Some markers that claimed to be non-permanent could not be completely removed with a moist paper towel. Thus, a grid-covered board is more versatile than a board with a pre-defined

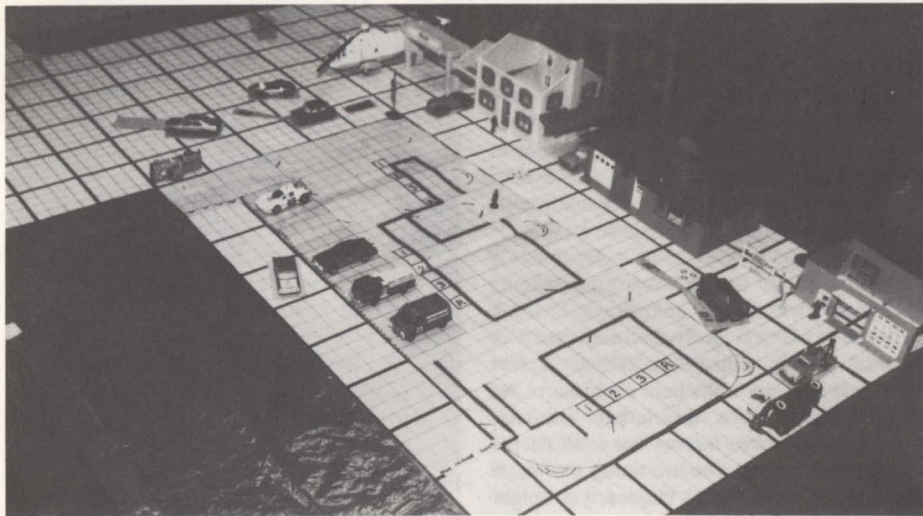


Figure 3

track. After all, one could merely draw walls onto the grid-style board and duplicate the track. While it might seem that creating a set arena track is inferior to a more versatile solid grid, we seem to spend more time playing on the ready-to-go arena than on the grid. Having a ready, familiar track is a bonus that should not be too quickly dismissed.

While creating walls, buildings, obstacles and the like can be done with watercolor markers, we have extended our upscaling techniques to these areas for some rather striking results. Take colored paper, draw the grid on it, and cut and tape pieces of the paper together to make buildings, parks, sidewalks, etc. Color-coding the different areas is recommended with different colors for grass, 4-point walled buildings, sidewalks, overhead crosswalks, or whatever your imagination allows. Once you have cut, taped, and trimmed the buildings, cover both sides with contact paper. You now have completely mobile walls, bunkers, or mine tokens to rearrange with complete freedom.

Do not stick your buildings to your grid with cellophane tape. This sticks to the contact paper far too well, and is difficult to remove later. We recommend taking a small (say 1" x 1") piece of masking tape and reverse rolling it so that the sticky side is out. Though more expensive, double stick masking tape is available at some stores. Place a few of these in the center and at the corners of your building or obstacle, and place the building on the board.

This keeps it from sliding around, and the masking tape comes right off later.

Upscaling Method #2

A more versatile arrangement that we have used very successfully is to use 2' x 2' squares of masonite, as opposed to a larger sheet. These blocks are then covered with a solid grid from edge to edge, or specialty highway grids. We have found 2' x 2' (eight 3" car lengths by eight 3" car lengths) squares are a nice compromise of size and portability vs. minimal set-up requirements. While larger squares would be less of a problem to put together, you start running into the portability problems inherent in larger playing surfaces. Anything smaller, and it would take a long time and a lot of fuss to get them all together into a playing surface.

This arrangement of squares gives you incredible versatility, and lets you do road combats easily. Just as in regular *Car Wars*, you can line up the upscaled 2' x 2' blocks in a row, and drive down the length of the row. As the cars approach the end of the row, just remove the last block from the beginning of the row, slide what remains of the row down, and place the removed block at the front of the row in the path of the oncoming vehicles. We have designed special highway squares just for road combat. As with the arena, they are less versatile than blocks completely covered with the grid, but they look a lot snazzier for highway combat.

As might be expected, we have also made several grid-covered 2' x 2' blocks. They are particularly nice for city combat or specialized arenas. You can lay the squares out in any desired pattern, and as the vehicles pass between the tacked-on buildings you can extend the blocks in any direction, scavenging blocks from any area already passed.

This also makes the movable buildings particularly useful. Careful city planning insures that you never have a building bridging two of the blocks. This could make scavenging passed blocks more difficult.

It is necessary to have the boards secured together so that they won't get out of alignment if jostled, and so that groups of them can be slid around as the cars move into different areas. After trying some incredibly elaborate methods, we found that a little masking tape connecting the undersides of the boards works fine.

Not only do the 2' x 2' squares give the drivers an effectively infinite area in which to move around, the boards are quite portable. While a bunch of them can be rather weighty, we made a denim bag that holds up to thirty of them. A nice wide shoulder strap makes the load quite bearable. This is the method we used to transport our upscaled version to both Champanacon and WinterWar.

One word of warning: Cutting the masonite sheets exactly square is rather difficult, and variations of 1/8 inch or more are noticeable. As a rule, lumber stores will not be sufficiently precise. Lumber store personnel can also get quite testy if you have them make a cut, and then don't accept it because of inaccuracies. Either make the cuts yourself, or explain in painful detail the incredible need for precision that you have. Don't take anything second-rate or you will regret it.

The advantages of using a hard-backed surface are fairly obvious. Minor variations in the surface upon which you lay the board(s) are eliminated or greatly reduced, so you always have a firm, consistent playing surface.

Upscaling Method #3

For those of you with a smooth, large, consistent surface on which to play, we offer this final, and perhaps best, method of board construction. Eliminate the masonite altogether, and cover both sides of the grid paper with

clear contact paper. We have made several 2' x 2' sheets as well as 2' x 4' sheets. They are tough, flexible, easy to roll and carry, and easy to put together. While they should not be folded (wrinkles tend to be permanent), they are the best thing yet for upscaled autoduelling. Laying the plastic on both sides of a sheet is a little more difficult than on just one side of a board, but the results are worth it. This is what we took to GameFair, and they were generous enough to provide us with an adequate number of equally tall tables. The sheets went together easily, and were much less cumbersome than the masonite boards. We were also able to make some speciality highway curve sheets that came out great.

Curves

As promised, we would now like to discuss the making of curves and other specialty grids. First, we have found that interstate-type highway fits nicely onto a 2' wide grid (eight 3' car lengths across). The first 3"-block is shoulder, the second and third are highway, the fourth and fifth are center median, the sixth and seventh are the other lanes of the highway, and the eighth is shoulder. We actually extended the width of the highways by 1/4 inch on each side to represent a blacktop shoulder just before the grass. Going onto the blacktop shoulder is a D1, going onto the grass is an additional D1, making it a standard (if slightly wide) curb. We got some brown paper, and then placed *very* precisely cut sheets of white paper onto the brown paper. We then drew the grid over both pieces of paper. Double stick cellophane tape was quite adequate for the job. The same basic technique was used for cutting out the curves. The curves were carefully measured onto white paper, then they were placed onto brown paper that had pencil markings for the drawing of the red and black grid lines. With a bit of care in designing and marking both the brown and white paper, there will be no significant problems getting everything to line up.

We have designed our curved sheets to interface with these highway sheets. The same basic curve design instructions will, of course, apply to special arena designs. When making the curves, it is easiest to make them as though they were part of a perfect circle. Determine the mid-point of this circle. Take two pencils and attach a string to them so that the distance

between the two pencils can be easily varied, but that the pencils are not likely to slip apart. Place one pencil on the mid-point, and the other on either end of your turn. Be sure you have marked where you want the pencil to start and finish. Keeping the string taut, gently draw a line between the two points. This may take several tries. The first time you try, make sure that the string is attached to the pencils at the bottom of the pencils. This gives greater stability. Be sure to keep the pencils straight up and down, or you will get an imperfect curve. This last suggestion should not be taken too rigidly. We occasionally tilted the top of the pencil towards or away from the midpoint of the circle. This allowed the line to end exactly on the desired point. If done in moderation, the curves still look very precise.

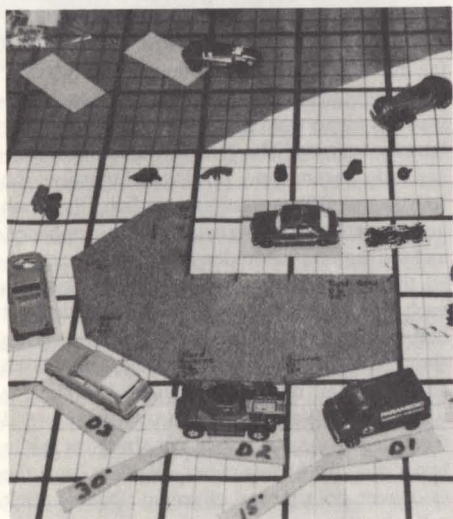


Figure 4

We've come up with an alternative to this method of fudging the curves. Although we have not yet tried it, it should be a little easier. As before, mark the mid-point of the circle, the beginning point of the curve, and the end point. Then draw a line from the beginning point to just a little more than half way around the curve. Now draw a line from the end point to where it intersects with the first line. With any luck at all, the two lines will intersect, or nearly intersect, with less fudging.

When making any of these sheets or buildings, we recommend that you trim the edge of the grid paper first, apply the contact paper, then trim the edge of the contact paper about 1/4" away from the edge of the trimmed grid

paper. Thus you will end up with a 1/4" margin of contact paper all the way around your construction. This little bit of overlap waterproofs the construction. You can make it look a little neater by trimming the edges of the grid paper and the contact paper at the same time (not leaving any margin), but this will allow water that comes in contact with the edge of the construction to seep in and discolor the grid sheet between the sheets of contact paper. We learned this the hard way.

Upscaling Refinements

Contact paper can be used to protect a variety of useful items. We have used it to cover the usual mine, spike, and debris counters as well as an assortment of movement templates (fig. 4). While you can draw your own spike (mine, smoke, etc.) counters, the counters found in the middle of *Autoduel Champions* are almost large enough. If run through a photocopy enlarger, they are quite suitable. Cover the photocopied sheet on both sides with contact paper and cut out the markers. Stick them to the grids as you would a building, with a tiny piece of rolled masking tape (with the sticky side out, as we said). Or you can always just draw on the board with watercolor markers.

We have had a lot of fun by creating pieces of debris out of old or disliked cars, bits of plastic and wire, or the remains of old plastic models. Using a vise was particularly enjoyable. This type of debris is a little hard to maneuver over, but is much more realistic and fun. Pulling out the debris bag has become a highlight of the game (Debris! Debris!).

Next we come to preparing the cars for play and maneuvering. Due to the irregularity of the size and shape of Matchbox cars, we have found that movement is simplified if the cars are attached to a 3" x 1 1/2" piece of thin cardboard. The kind of material that makes up shoe boxes or department store clothing boxes is just right. We cover the rectangles with contact paper, and attach the cars to the rectangles by using an inverted roll of masking tape, as we did with the buildings. Naturally, the roll must be somewhat bulkier to connect the underside of the car to the rectangle (fig. 1).

We use movement templates similar to the one provided in Expansion Set #2 for all movements not immediately obvious (like moving straight or drifting while perfectly

centered in a grid). We made the templates out of the same material we used for the car rectangles. We have found these useful in the extreme. While templates for individual types of turns (such as 15- or 45-degree turns) might be a little hard to manage on the original scale, even original scale enthusiasts should consider making them.

Another innovation that we have made is not dependent on upscaling. We made speed and handling boards for every player (fig. 5). These have proven very helpful in improving playability. Instead of having to worry about little speed and handling die-cut tokens sliding around on a Vehicle Design Sheet, we use wooden blocks with golf tees. We took an old board and cut it up into 1' x 3' x 3/4" pieces. We painted the individual boards, then drilled holes that were snug for the golf tees. Obviously a few practice holes are recommended. Also, golf tees vary in width from brand to brand, so buy a bag of them (they are very inexpensive) to insure consistent size. This is one case where scrounging supplies from around the house is not recommended. In our experience, golfers tend to have a nice variety of golf tee styles in their bags.

While a drill press would have made things a lot simpler, we just put the blocks in a vise and drilled them as straight as we could. The golf tees don't always stand up perfectly straight, but that hasn't managed to affect playability.

As can be seen, we also created a Roadmaster board. This board has the incremental movement chart drawn on it, with holes at the top for each phase. To the left of the chart there are several holes for each mph increment. Thus the Roadmaster can assign numbers to each car (perhaps based on the daily reaction roll), write the numbers on the heads of golf tees, and more easily keep track of each car. Using appropriately numbered cars also helps. You always know which car moves in what phase.

There are two things that you might want to include that we did not. Try writing the ram damage dice for each speed on the Roadmaster board. Also, a turn counter of some sort (turns elapsed to be noted by golf tees) could be easily drilled into the board.

It is impossible to overstate how much easier these boards make things. They really free player and Roadmaster alike from the mechanics of the game. We highly recommend

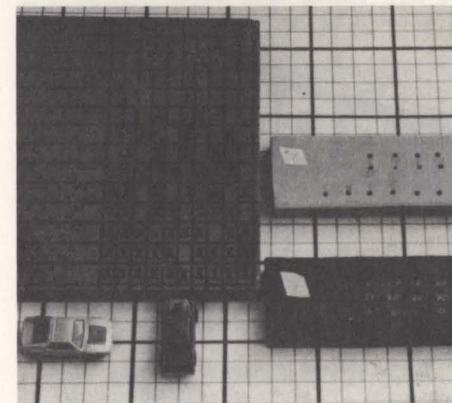


Figure 5

these boards to all players, regardless of whether they choose to upscale.

Final Comments

It is and was quite a project. While upscaling is obviously not for everyone, and though it does entail a lot of work and motivation, we really hope you give it a try. Putting it all together was fun, satisfying, and the resulting play was out of this world.

We have recently purchased some 1/72 scale helicopter models, and soon plan to introduce these to our duellists. Many model manufacturers make them, and most come with lots of neat weapons.

Re-reading the article, we are afraid that all of the technical directions we gave might seem too intimidating. It is really not as hard to do as it sounds. Just take things one step at a time, and think before you step. If you decide to upscale and have any questions, or if you just want to challenge the Piledrivers to a team competition, feel free to write David B. Ptasnik, c/o Autoduel Quarterly, Box 18957, Austin, TX 78760.

One final note: While we have suggested many materials and techniques that we found useful, don't feel bound by them. Just use whatever you've got around the house as much as possible. While we tried to keep expenses down, we spent over \$50.00 on materials (not including a rather embarrassing buying binge of new Matchbox-size cars). Still, if you can scrape the wherewithal together, DO IT. You'll be very glad you did.

DRIVE OFFENSIVELY!

ADQ&A

1) If you have an assault ramp, can you mount rear weapons? If so, can they be used while the ramp is down?

2) Can you use a cyberlink on two weapons if they are linked?

3) Can you tell if a vehicle has armor? If so, is there a way to disguise it (as in hiding armor on Q-trucks)?

4) How about some HC modifiers for off-road conditions?

5) When driving in ice and snow, how much do chains help HC?

—David A. Brambora

1) *Rear weapons may be mounted with an assault ramp, and they can fire while it is down, but the weapons will not be protected by the rear armor while the ramp is down.*

2) *A cyberlink may be connected to two linked weapons.*

3) *In 2034, it is very rare for a car not to have at least one or two points of armor. The presence of armor is obvious; the amount or thickness is very difficult to discern without poking around the vehicle at close range.*

4) *Check out the AADA Vehicle Guide (which should be out by the time you read this) for complete off-road duelling rules.*

5) *Chains will reduce the base HC of a vehicle by one, but it cuts the penalty for driving on ice from +D4 to +D1 and eliminates the penalty for driving on snow. Chains cost \$20 and take up no weight or space.*

—JG and SDH

My brother and I have a disagreement over a passage of your *Car Wars* rulebook. The passage on page 18 entitled "Kills" states that "a kill is scored when an enemy vehicle can no longer move or fire, either because of a direct attack or a crash during combat . . ." I believe that if an enemy car can move or it can fire a kill is *not* scored. Both movement and firing must be stopped for a kill to be scored. My brother believes that if either movement or firing is stopped, a kill is scored. If my brother is right, you can score a kill by simply shooting out a tire, which doesn't seem to be a very good way to score a kill. Please send us the answer so our argument can be settled.

—Kirk Towner
Ft. Riley, AR

You're right. A car that can't fire but can still move is still a threat. Ditto for a vehicle that can't move but still has working weapons. A kill is scored when an enemy vehicle can no longer move and no longer fire.

—SDH

1) Is it possible to mount weapons outside the armor of a vehicle?

2) Is it possible to fit any vehicle inside a Van Trailer and use an assault ramp?

—Bill Blais
Edmonton, Alberta

1) *With the exception of the rocket platform, which allows you to mount heavy rockets (and their smaller cousins) on the outside of a van or oversized vehicle, no. But Uncle Albert's working on the problem . . .*

2) *You can fit any car or motorcycle inside a Van Trailer.*

—SDH

Where can a bomb dropped from a helicopter land? Anywhere in the bottom arc of fire? Along the path of flight for the helicopter? How long does it take a bomb to fall 10'?

—Marvin Lamb
W. Lafayette, IN

A bomb lands anywhere under the helicopter, instantly. For a more complex approach, take a look at the Forward Motion of Bombs Table in the game Air War, published by SPI/TSR.

—JG

When a car rolls:

1) If the speed is not a multiple of 10, does the rolling car move on the half-move? How much?

2) If the car lands on its side, can the occupants push the car onto its wheels? If so, do the wheels take damage?

—David B. Marron
Yorba Linda, CA

1) *For simplicity's sake, ignore the half-move on the first turn of the roll, then decelerate the vehicle 25 mph at the start of the next turn to eliminate the odd move. The vehicle will continue to decelerate at 20 mph as usual every turn thereafter.*

2) *It would take three people ten seconds to push a car from its side to its wheels. Four people could do the job in eight seconds, and five or more could do it in five. The wheels would not take damage as the shock would not be as violent as when the car was rolling. Vans and oversized vehicles cannot be righted by any number of people.*

—SDH

1) In the *Car Wars* booklet it says one- and two-space turrets take up no spaces, but the *Reference Screen* says it takes one and two spaces, respectively. What gives?

2) Do bombs do 4d6 damage on what they hit, and 2d6 damage to anything within a 2'' radius? If a bomb misses its target, does it automatically hit within 2'', or is another roll needed first?

3) Are you going to come out with metal miniatures of trucks, trailers, buses, and helicopters? If you are, when and how much?

4) What are some of the things that cargo spaces are used for?

5) What is a SASE?

6) Can you get a loan from a bank to buy a car for autoduelling? If so, what would the limit be, and the interest?

—Mike Medhurst
San Diego, CA

1) *The booklet says that the turrets add no space. The space the turret provides for the weapons is balanced by the space the turret takes from the vehicle. A two-space turret takes up two spaces from a car, but you can put two spaces' worth of weapons in it at no additional cost.*

2) *The bomb in Autoduel Champions does, indeed, do 4d6 to whatever it hits and 2d6 to anything else in its 2'' blast radius. In the case of a miss, designate the four directions along the grid as one through four and roll one die (ignoring 5s and 6s) to determine the direction of the miss. Then roll 1d6 to determine the number of inches it missed by. If anything else is in the new blast radius, it's their tough luck . . .*

3) *Grenadier Models has some trucks and trailers available now, as well as all the cars and motorcycles. As for helicopters and buses, you could always ask them . . .*

4) *Well, mostly cargo. The players might be hired to carry an important (and perhaps illegal) shipment of just about anything — cigarettes, books, liquor, medical supplies, food, money, whatever you can come up with — in order to start them off on an adventure.*

5) *Self-Addressed Stamped Envelope.*

6) *Anybody that would get in a car and let people shoot at him is not a very good credit risk. Banks won't touch individual loans for duelling vehicles, unless you offer so much collateral that it would be cheaper to sell whatever you had for collateral and buy the car yourself.*

—SDH

1) Is "fireproof armor" immune to flamethrowers and/or lasers? Or do they just do half damage?

2) On a six-wheeled van or pickup, are the extra wheels next to the third and fourth wheels or can they be beside them, or can it be either way?

3) In an RV, can you put gunners in the middle of the vehicles?

—Tod Casasent
Katy, TX

1) *Fireproof armor takes damage from all weapons just like regular armor. Its advantage is that it cannot be set on fire.*

2) *The additional wheels can either be parallel to the first set of back wheels (on the same "axle," as it were, even though the cars of 2034 don't have axles) or one in front of the other — it's your choice.*

3) *You can put gunners anywhere in a vehicle except for cargo areas.*

—SDH

1) How hard is it to distinguish the E-Z Ejection Seat from a normal seat? How much extra would it cost to conceal the difference if it is noticeable? I want to be sure in case I wind up with a paranoid passenger.

2) If the teargas is released into the passenger compartment of the Galleria Taxi, and the wall between driver and passenger is subsequently penetrated, how long would it take for the gas to affect the driver, assuming he wasn't wearing his gas mask? Is there a plus to hit said partition from the passenger seat? Am I correct in assuming that the driver has a way of conveniently keeping track of his passengers despite the partition (i.e., a hidden camera with a viewscreen)?

—Mike Ehli
Springfield, OR

1) *The E-Z Ejection Seat is indistinguishable from a normal, safe passenger seat (heh, heh . . .).*

2) *If the partition in the taxi was breached (and hitting the partition would be automatic from the passenger seat), the driver would have about two seconds to either put on a gas mask, get out of the cab, or be affected by the gas. Your assumption about viewscreen surveillance is correct.*

—SDH

1) Does a roll cage cover the cargo area on a pickup?

2) Can a roll cage be installed in a bus? in a trailer? Does it take up extra space and weight?

3) Can PR Radials be put on oversized vehicles? What is the weight, the DP?

4) Can a turreted weapon be linked with another weapon of the same type elsewhere in the vehicle? (Example: a turreted laser and a front-firing laser.)

5) Do the wire-guided and radar-guided missile systems fire both shots at once?

—Clark Breslin
Albuquerque, NM

1) *No.*

2) *Roll cages can only be installed in cars.*

3) *PR Radials are not available for oversized vehicles (not yet . . .).*

4) *No.*

5) *No, the shots are not fired simultaneously.*

—SDH

Backfire

I've played *Car Wars* for nearly one year and it's the best roleplaying game I've played. But, in all this time, I've wondered . . . where are the boats and tanks? I think stats on these forms of transport will make *Car Wars* an unbeatable game system. I also thought I'd mention to all those players who are annoyed by not being able to see what goes on under helicopter counters that you can cut the choppers out with a razor and glue them to acetate.

—Mike Davis
Lincoln, NE

I just received my new *ADQ* today and I stand in awe of the brilliant ideas behind "Badlands Run." This truly fine scenario will silence those duellists who seem to think they own power second only to the Lord Almighty.

I am also writing this letter to reply to a question (and to correct the answer) asked by one Benjamin S. Hay, who so insolently said, ". . . I defy you to give me an example of an explosive that would not be set off by extreme heat (e.g., flaming oil, flamethrower, lasers)." This question was answered by *ADQ*'s editor, who said that mines could be set off by flame. Well, dear sirs, modern-day practical plastic explosive will not detonate when set aflame — it merely burns in a fashion similar to black gunpowder. This form of plastic explosive will detonate only when hit by an electrical shock, which can be supplied by a small battery inside the mine . . .

Mr. Haring, I am shocked to find out that, as editor of *ADQ*, you didn't know this! For shame! I thank you for the opportunity to correct the misguided ways

of both the editor of this fine magazine, and the peon from Virginia, who obviously needs to learn more about explosives.

—Clark Breslin
Albuquerque, NM

This is the place where I could mention that even though plastic explosive is indeed not set off by fire, that doesn't mean that Car Wars mines use that material. I could also mention that all the weapons in the game are generic-type weapons and not based on any specific piece of military hardware, past, present, or future. But it probably won't help.

—SDH

I just finished "Green Circle Blues" in *ADQ* Volume 2, #1, and was moved to comment.

It was a lot of fun, and allowed roleplaying. I never trusted his shifty little eyes anyway. The only complaint I have is more of a suggestion: You should have started off with a list of vehicles so the player could have prepared them beforehand and avoid the break in play caused by having to sketch out a Shogun 200 every few minutes. A simple list of every vehicle appearing would have saved a bit of tedium during the game. Since I was using a laser in a turret and a skill level of Gunner-3, each individual fight tended to be rather brief. I only took significant damage from the luxury car with linked MGs and the rocket launcher (until it blew up).



Autoduel Quarterly

I'll bet Zeke was surprised when he found out what I was actually doing; and when I find myself thinking about NPCs after the game's over, it usually means I really enjoyed myself. Congratulations to everyone involved with "Green Circle Blues" and I am looking forward to *Convoy* with better tire rules and solitaire style.

—John Nowak
LaGrangeville, NY

I feel so left out! I just subscribed to *ADQ*, and was looking at the "Backfire" in the back of issue 2/1, and was dismayed at all the letters about issues that I don't have! For this reason, I would like to know if you have any back issues. If so, I would like to request their prices.

Secondly, a double Boo! Hiss! Replying to a letter about *Autoduel Champions* by saying it "spruces up a campaign game" is pretty sad. Speaking for myself, I'm getting tired of deep Roleplaying Games, such as *D&D*, *Star Frontiers*, *Morrow Project*, etc., and like to sit down to a nice, morbid game of *Car Wars*, but now, with this supplement, we're getting into another FRPG (Fantasy Roleplaying Game)! I am forced to buy this expensive disappointment



Fall 2034

because of your articles printed just for it, i.e., the Foxbat.

Also, I would like to ask you two questions that are kind of puzzling me. The first is, how many weapons can be mounted firing in one direction? That sounds pretty stupid, but in *Truck Stop* they have 2 oil jets, 2 minedroppers, and a surplus tank gun all mounted to the rear! The second question is, how many weapons can be linked? One? Two? One hundred? One thousand?

Lastly, I love everything else in your magazine with the exceptions above. Overall, keep up the good work!

—Peter Hedegor
Goose Creek, SC

The following back issues are still available: Vol. 1, Nos. 3 and 4; and Vol. 2, Nos. 1 and 2. Send \$3.00 for each issue (the price includes all postage and handling) to us; the address can be found elsewhere in this issue.

There are a number of different opinions on Autoduel Champions, and you're certainly entitled to yours. But articles like the Foxbat (more accurately called the "ADQ Custom Feature") are not printed just for AD Champs; AD Champs stats are included for those who play — and complete regular Car Wars stats are given first.

As for your two questions, any vehicle may allocate up to one-third of its total spaces to weaponry firing from any one side; obviously, that's quite a bit of space when you're talking about trailers. And each link will link any number of weapons of the same type firing in the same direction (dropped weapons, since they're not aimed, may be linked even if they're different weapons and not facing the same side). You can also link weapons that aren't the same type or facing the same side, but then the fire must be considered as "automatic fire."

—SDH

I'm sick and tired of people knocking *Autoduel Champions*. I happen to like

the game, and if I read one more bozo's complaint, I'll come looking for him with the members of my local AADA chapter and half-a-dozen superheroes as a clean-up crew!

Seriously, though, I like the idea of companies working with each other. It makes twice as many supplements available and I usually overlap my campaigns anyway. Supplements like *Autoduel Champions* show that gaming companies are capable of working together for the benefit of the players and are concerned with more than just profit.

Okay, enough Snow White idealism; Steve Jackson Games is good enough to survive on its own, and so is Hero Games — why don't you guys keep on collaborating and take over the world? I'll be looking for new supplements.

—Richard Suzuki
Saratoga, CA

You know, Rich, we never thought of that.

—SDH

In your issues of *ADQ* "Backfire," I have found it very distressing that you don't put the address of the writer at the end of the note as I would just love to challenge David M. Hoover of issue #4 to a fight any day of the week (prepare to feel the full wrath of the Blue Marauder, scumball!). And I would also be interested in joining Ron Matheson in his *Car Wars* marathon, as I have a neat little cycle gang (led by the Blue Marauder, of course) just itching to stomp your faces into the ground.

I have excluded this from my previous letters as I thought it was irrelevant, but as the complaints keep mounting I thought I should add mine to it. Your *Autoduel Champions* stinks. The part about the helicopters and superheroes is very good and I congratulate you on it, but the *Champions* bit was a little off-hand. I had a lightly-armed car with a tur-reted laser go up against 3 superheroes, and he shot them all down in 5 rounds. I

agree with Paul Huckabee's theory, let SJ Games stick to their own material and Hero Games stick to theirs. (Not that I object to Hero Games, as I own the game *Champions* and think it's wonderful). Note: I think you should publish this in *ADQ* as I think many people agree with me in both accounts. Please?

—Scott Madison
Albuquerque, NM

Okay, Scott. But see above and below for differing opinions.

—SDH

I recently received the AADA membership card and electrostatic patch — thank you very much for them. The card is in my wallet, laminated and next to my Bavarian Illuminati membership card, which was very useful for weirding out one of my physics teachers.

This bit about targeting cyclists at a -4 should really be a part of the 4th Edition Rules. As a matter of fact, a few experiments with a dark night, an interstate highway, and a shotgun have convinced me that hitting cyclists is quite easy. (To think people believe that roleplaying games instill violent behavior when they actually encourage clear, scientific modes of thought.)

... I've seen a lot of letters sneering at the idea of *Autoduel Champions*. I just want to sneer back at them for being stuffy. The last part of those rules makes human beings out of *Car Wars* characters instead of their being Driver-2, Gunner-3, Trucker-0. It covers a lot of things which, up to now, have been relegated to "two dice and pray." I like that supplement.

—John Nowak
LaGrangeville, NY

It's nice to be controversial, I guess, 'cause that means people are paying attention. But this is getting a little silly. Oh, well, perhaps it's the price we have to pay for success...

—SDH

Autoduel Quarterly

The AADA Vehicle Guide

- ★ 129 **CAR WARS** vehicle designs, each completely described, illustrated, and analyzed
- ★ 262 vehicle options
- ★ Motorcycle, compact, subcompact, mid-sized, luxury, station wagon, pickup, van, bus, tractor, trailer, and helicopter designs
- ★ An index of weapons and gadgets
- ★ New rules for **off-road** combat
- ★ Complete design and combat rules for a new kind of **CAR WARS** vehicle: the killer **three-wheeler!**

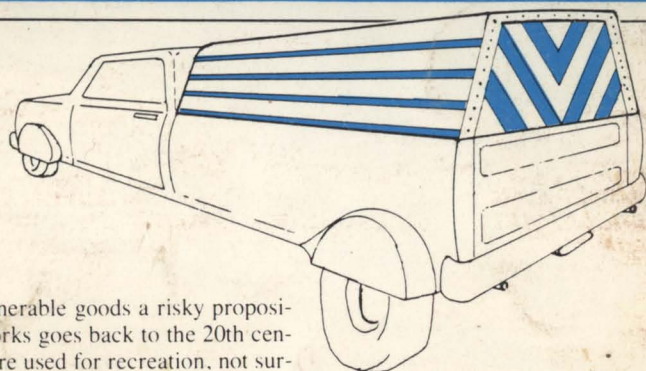
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Atlas Bodyworks

The pickup truck has been an automotive favorite for nearly a century, but the exposed cargo area has made



the carrying of vulnerable goods a risky proposition. Atlas Bodyworks goes back to the 20th century, when cars were used for recreation, not survival, and resurrects an old idea — the camper shell. This shell, however, is crafted of the same tough armor all our automotive bodies use, and offers the same protection. Make that pickup an even more fearsome vehicle by adding an Atlas Camper Shell.

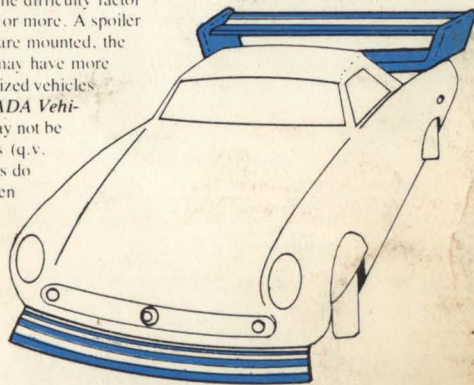
Camper Shell — Costs \$500, weighs 200 lbs. When a pickup is outfitted with a camper shell, the cost of armor in all locations increases to \$30 per point and 14 lbs. per point. A pickup with a shell has 17 regular spaces and 7 cargo spaces, and the cargo spaces are fully protected by the vehicular armor. Camper shells can be made fireproof, laser reflective, or both, at the standard weight and cost penalties.

Camper Shell

Spoilers & Airdams

Borrowing a good idea from the racetracks, the aerodynamic experts at Atlas have crafted these beautiful body additions that not only make your car look sleeker, but make it a demon on the road. No matter how well your car handled before, it'll handle better with Atlas spoilers and airdams.

Spoilers and airdams — These items reduce the difficulty factor of any maneuver performed at a speed of 60 mph or more. A spoiler or airdam reduces the difficulty by one; if both are mounted, the difficulty factor is reduced by two. No vehicle may have more than one of each, and they have no effect on oversized vehicles or cycles. They will work on tricycles (see *The AADA Vehicle Guide* for information on trikes). Airdams may not be mounted on vehicles with Off-Road Suspensions (q.v. *AADA Vehicle Guide*). Maneuvers of D0 or less do not force control rolls. Spoilers are destroyed when the rear armor is destroyed, and airdams are destroyed when the front armor is destroyed. Spoilers and airdams cost \$500 each and weigh 100 lbs. each. They take no space. If a car's armor is fireproof, laser reflective, or both, the spoilers and airdams must match, at the appropriate penalties in cost and weight.



Keeping your car's body in top shape.

AADA Charter Application

Proposed name of club _____

Second choice _____

(The second choice is provided in case two clubs choose the same name. In the event that happens, it's first come, first served, and late clubs will have to settle for second choice.)

Name of President _____ Subscription # _____

Address _____

City _____ State _____ Zip _____

Phone number (optional) _____

NAMES OF OTHER CLUB MEMBERS (there must be at least four others)

1. _____ Subscription # _____

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3. _____ Subscription # _____

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Address _____

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The undersigned, on behalf of the applying club, agrees that

- (a) his or her name may be included in a listing of AADA clubs and presidents, to be published from time to time by the AADA;
- (b) that the club will abide by the rules and regulations published in *ADQ 5*, and those that may be added later in the best interests of all duellists;
- (c) the club will not use the AADA logo, or permit others to use it, except on its official club announcements, newsletters, shirts or hats, or in such other fashion as may be approved by SJ Games;
- (d) that every club is an independent organization, governed by its members within the rules and regulations mentioned above, and not an agent or subsidiary of SJ Games.

Signature of Club President _____

Date _____

Don't forget the \$15.00 charter fee, payable (U.S. or Texas dollars only, please) to the AADA, Box 18957, Austin, TX 78760.