

Winter 2034

Vol. 2, No. 4

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Autoduel Quarterly

THE JOURNAL OF THE AMERICAN AUTODUEL ASSOCIATION

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Autoduel Quarterly

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Vol. 2, No. 4

Autoduel Quarterly



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It's been an eventful fall, so I'll jump right to the news. We have now officially sold out of Vol. 1, No. 3, Vol. 1, No. 4 and Vol. 2, No. 1 of *Autoduel Quarterly*. They join issues 1/1 and 1/2 in the category of "no longer available." So if you see one at your local hobby shop, snap it up. Issue 2/2 is getting close to sold out as well, though we still have a couple hundred or so in our warehouse.

Sales of *The AADA Vehicle Guide* have been very gratifying — in fact, we're going to have to reprint it a few months ahead of schedule because of the demand! Thank you very much — we certainly hope our future *Car Wars* products will do as well.

Speaking of future products (isn't that a terrible way to get in a cheap plug?), by the time you read this, two new *Car Wars* items will be on the market. One will be *Car Wars Expansion Set 6*, counters for every vehicle in *The AADA Vehicle Guide*. The counters will be black-and-white (color your own!), and backprinted with wrecked versions of each vehicle on the back side. And *Convoy* will be out — a programmed solo adventure for *Car Wars*! You can play it alone, or in a group, or you can use a referee. It's based on the original *Convoy* adventure from the very first *ADQ* by Steve Jackson and David Ladyman — but don't go looking to the old *Convoy* for hints. Just enough things have been changed to make that very unhealthy for your character.

We've got two other pieces in this issue I want to bring to your attention. One is "Nightword," an excellent story by John Nowak, and the other is "Telethon," the scenario for this issue. What connects these two pieces is that they both deal with some of the ramifications of Gold Cross and cloning that I hadn't considered before.

For those who can afford it, cloning is tantamount not only to immortality, but immortality at your physical prime. In a terrible accident? Transfer your brain into a new clone and leave that crippled body behind. Got cancer? Going senile? Transfer your personality and memories into a new, vigorous "you," and do something humane — and permanent — to the old "you." Effectively, disease is a thing of the past for those who can afford it. While it's unlikely a person would order up a new clone and transfer into it just because his old body caught a cold — he could.

There's only one type of disease that cloning can't beat — genetic diseases. Genetic diseases would not only be unchecked, but they would be even more feared, because they are the only kind

left that can't be beaten. The push to unlock the key to genetic diseases like cerebral palsy and muscular dystrophy would become even more frantic — that's one of the points behind "Telethon."

Also consider what cloning would mean in the entertainment industry. Singers who could no longer hit the high notes; dancers who couldn't make the same moves they used to; actors and actresses who had lost their youthful good looks; all could be restored to the prime of their careers with a simple cloning. That's another of the premises of "Telethon" — that any wealthy entertainer who was still alive when cloning was perfected — 2018, according to the "History of Gold Cross," *News-watch*, *ADQ* 2/1 — could prolong his (or her) life indefinitely. Jerry Lewis was born in 1926. In 2018, he will be 92 — and the scenario in this issue assumes he lived long enough to be cloned.

The existence of cloning also completely changes the severity and ramifications of many crimes. Political assassination is no longer an effective tool, because anyone important enough to assassinate is important enough to have a clone stashed away somewhere under awesome security. Because gunning down political leaders is no longer effective, everyone except the true crazies will stop trying. The elaborate security procedures of today — bulletproof podiums, bodyguards everywhere — will not be absolutely necessary.

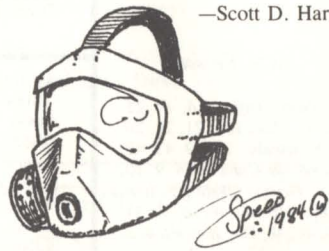
In order to get rid of someone permanently, their clones must be found and destroyed, too. Since most prudent folks will update their clone memories every month, thus making a body to "read" into the clone unnecessary, even total destruction of a target will not be effective.

Kidnapping is another crime that will become obsolete. Anyone important enough to kidnap will have a preprogrammed, ready-to-go clone that will take the kidnap victim's place. Of course, one of the premises of "Telethon" is that things don't always work out that simply . . .

Waking up as a clone is probably very unsettling, too. The time between when the clone was programmed and when it was activated will be a blank. This leads to some interesting and thought-provoking ramifications in "Nightword." I recommend it highly.

That's about it from here. See you next spring (are we starting our third year already?) — and Keep On Duellin'!

—Scott D. Haring



History of Canadian Autoduelling

- 2010: Learning a lesson from the United States' failure to keep the Free Oil States in the Union, Canadian officials begin bargaining with comparatively oil-rich Alberta and the Northwest Territories. In exchange for a guarantee that what oil remains will keep flowing, Alberta is given a larger voice in national policy, and the Territories are given Province status. Upset at its loss of political clout, Quebec announces it is seceding to form a separate nation. A brief, but bloody, civil war ends with the signing of the Treaty of St. Lawrence.
- 2012: Grain blight hits Nebraska, and spreads to the Canadian prairies late in the year. Like America, Canada is spared immediate disaster because of stockpiles of food.
- 2017: Food Riots reach Canada. The national government, unable to maintain order, turns Ottawa-Hull into the country's first fortress town; only government employees are allowed in or out.
- 2018: American cycle gangs move freely into Canada, joining a number of Canadian-based gangs. More fortress towns develop.
- 2019: Montreal overrun and looted by loose confederation of 14 cycle gangs. Before they reach their stated goal of burning the town to the ground, however, inter-gang squabbling cuts short the attack. Other cities tighten their defenses.
- 2021: The national authorities regain control, but the provinces have more power than in the past. US and Canada negotiate a Free Trade Agreement, eliminating many tariffs.
- 2023: Following a US Supreme Court ruling, "death sports" are also legalized in Canada.
- 2026: Autoduelling reaches Canada. Several provinces push for legalization, while others — notably Newfoundland, Nova Scotia, and New Brunswick — are opposed.
- 2028: Alberta "preference poll" election results in a landslide for autoduelling supporters. Added pressure from that powerful province tips the balance, and autoduelling is legalized in Canada. Individual provinces may outlaw duelling, but the expense of enforcement is also that province's responsibility.
- 2029: Canadian Broadcasting Corporation reaches agreement with major American networks, providing tapes and occasional live feeds of Canadian autoduelling in exchange for broadcast rights to American action.
- 2030: Autoduelling second in Canadian TV ratings to hack hockey. Nova Scotia abandons attempts to enforce anti-autoduelling statutes and repeals them across the board; duelling now illegal only in Newfoundland and Prince Edward Island.
- 2031: Canadian manufacturers begin to offer weapons, armor, and other duelling equipment as factory options.
- 2033: Crime statistics show cycle gang activity much reduced. Highway mortality rates are also down — experts claim that drivers are now more cautious and polite than in the "good old days."

50 Years Ago Today

The Computerized Car Is Here!

The Space Age is coming to the auto industry very fast. The use of computers has skyrocketed in the past two years, and there's much more to come.

An advanced Buick model called the "Quester" has 14 microcomputers that do everything from adjusting the car's suspension to setting the seat, pedals, and steering wheel for each individual driver.

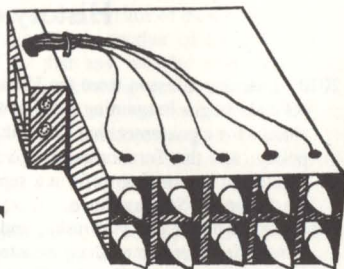
The General Motors "Aero 2000" dashboard readings are projected onto the lower portion of the windshield so that the driver need not take his eyes off the road. Other features include a rear-view television monitor, replacing the mirrors; and a navigation system based on a system used by the US Coast Guard.

—Tucson Citizen, 6/26/84



UNCLE ALBERT'S

Micro Missile Launcher



Not enough room for a rocket launcher, but want that explosive punch? Then Uncle Albert's Micromissile Launcher is the weapon for you. Tell 'em you heard about it in *Autoduel Quarterly*, and we'll give you 10% off! Offer good this month only.

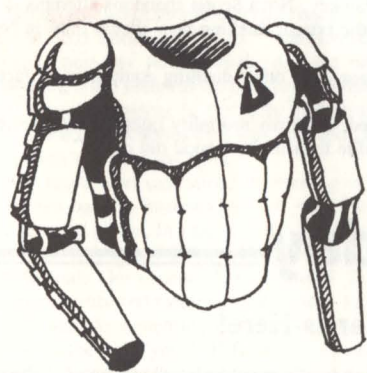
Micromissile Launcher — 1 space, 100 lbs., \$750, To hit 8, 1d6 damage, burst effect, 2DP. 10 shots, CPS 20, WPS 2.5. Loaded cost: \$950. Loaded weight: 125 lbs. Can be linked in groups of 3 or 4 in larger turrets.

Uncle Albert knows that no matter how tough your vehicle is, no matter how deadly the weapons, no matter how thick the armor, sometimes the only thing between you and Highway One is your trusty body armor. Now, through exclusive arrangement with a prestigious European manufacturer, Uncle Albert's is proud to introduce Improved Body Armor to the North American duelling public! This improved version offers twice the protection of normal body armor — plus additional protection from vehicular fires! It costs more than regular body armor — but it will be the best investment you ever make.

Improved Body Armor — Works like regular body armor, except it has 6 DP instead of 3. If the wearer is in a vehicle that is on fire, roll 1 die each turn. On a 1-3, the wearer takes no damage. On a 4-6, the wearer takes one point of damage. Anyone wearing IBA must subtract one from his or her

reflex roll due to the bulk, and pedestrians wearing IBA move in even-numbered phases only. IBA includes a built-in gas mask and reduces the amount a person can carry to five grenade equivalents. IBA costs \$1,500.

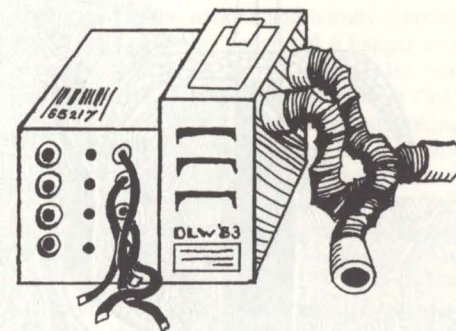
Note: A recent ruling from the AADA Fairness and Competition Committee stipulates that the cost of body armor must be taken into account when determining total vehicle cost and eligibility in the various AADA divisions (Division 5, Division 10, etc.).



AUTO STOP & GUNNERY SHOP

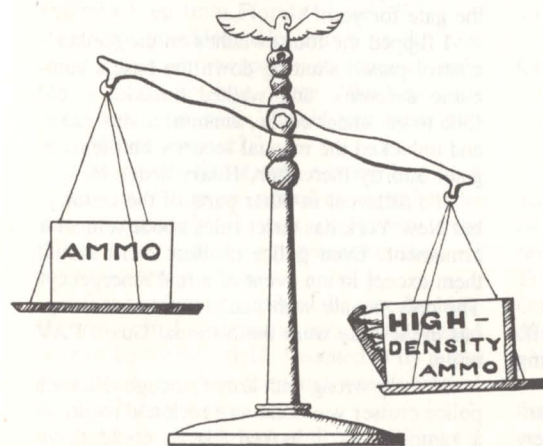
Supercharger Capacitors

Sometimes, the difference between life and death can be the time it takes you to get your vehicle out of trouble. Uncle Albert's technicians have been working long and hard to bring you the latest in fuel cell technology — the Supercharger Capacitor. These little babies will give your acceleration that needed kick when things are on the line. Note: Some power plant damage will result from the use of this item.



Supercharger Capacitor — Each Supercharger Capacitor will raise a vehicle's acceleration by 5 mph for one turn. Triggering the SC is a firing action and is done in the Acceleration/Deceleration Phase. Once triggered, it cannot be used again until it is recharged (which takes 2 minutes and costs \$10 at any recharge station). Triggering a SC causes considerable damage to the power plant; divide the number of DP the plant originally had by 3, rounding down, and give the plant that amount of damage. This damage will not cause a fire. Each SC costs \$300, weighs 50 lbs., takes 1 space and adds 1 DP to the power plant. Supercharger Capacitors may be linked, and are destroyed when the power plant is destroyed.

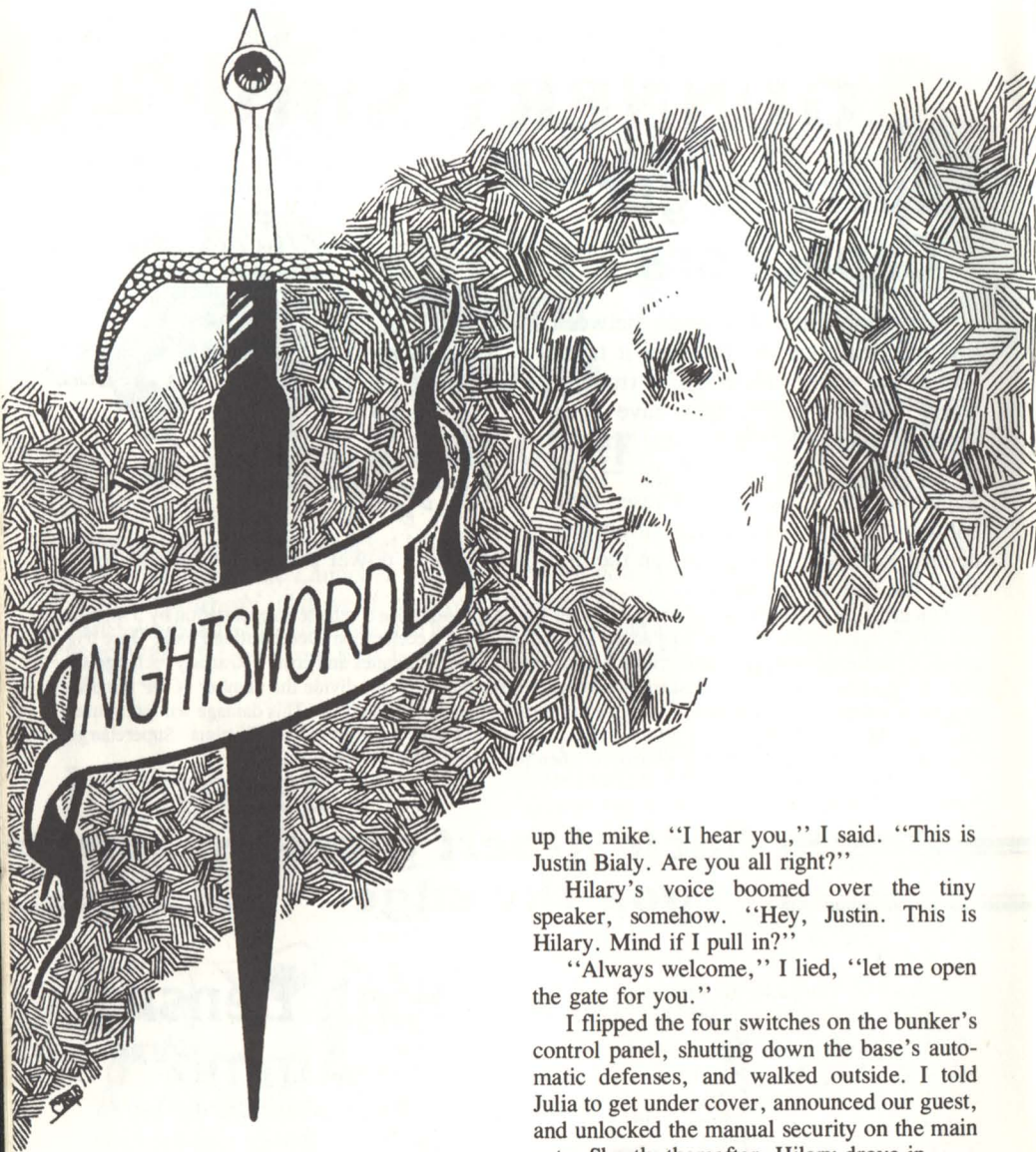
Uncle Albert gives you the edge



High Density Ammo

Special alloys are the key to the High-Density ammunition for machine guns and Vulcans. Put a little extra zip in your firepower today!

High-Density Ammo — This ammo is available only for MGs and VMGs. HD ammo costs and weighs twice as much as regular ammo, and damage is increased by one point for each die of damage the weapon would ordinarily do (MGs would do 1d6 + 1 damage, VMGs would do 2d6 + 2). High-Density ammunition is not available for hand weapons.



by John Nowak

I was still groggy when the alarm went off. Oliver's computer chugged away, identifying the car which was coming down Route 82.

The computer clicked, was satisfied. Standard police cruiser, New York State Trooper. I relaxed. Probably Hilary.

The CB's light switched on, and I picked

up the mike. "I hear you," I said. "This is Justin Bialy. Are you all right?"

Hilary's voice boomed over the tiny speaker, somehow. "Hey, Justin. This is Hilary. Mind if I pull in?"

"Always welcome," I lied, "let me open the gate for you."

I flipped the four switches on the bunker's control panel, shutting down the base's automatic defenses, and walked outside. I told Julia to get under cover, announced our guest, and unlocked the manual security on the main gate. Shortly thereafter, Hilary drove in.

It's different in other parts of the country, but New York has strict rules about vehicular armament. Even police cruisers can't mount them except in the event of a real emergency. The only people with vehicle-mounted weapons in the state were the National Guard FAV units.

Nothing wrong with armor, though. Hilary's police cruiser was solid as a rock and mounted a ramplate — it looked like it could drive through the brick wall surrounding our property. He walked out of the car with a grin.

Hilary stood about six-nine and had one of those grins that made small children scream. He looked tougher than his car, and probably was. He was wearing his .45 but left his Uzi in the car. Things are kind of peaceful here in Dutchess County.

He gave me a clap on the shoulder which probably would shatter vehicular armor and a genuine smile. "Nice to have you back in town, Justin," he said. "When did you come back?"

"Just last night. A friend was running up to Buffalo and he had an empty seat."

"Were you on 55 at about 11?"

"I was dozing at the time. I guess so."

"There was a fire. Eight people killed."

I looked shocked. "That's terrible!"

He shrugged. "Just punks running a toll booth." He took the coffee Hope gave him with a thank-you. "Damn messy."

"Sorry, this is the first I've heard about it," I said truthfully. "Sounds like something that would happen in Texas or Illinois, but not here."

"Maybe your friend heard about it."

"Probably not," I said. "He would have mentioned it this morning."

"Well, maybe I should ask him."

That was nothing but a politely-posed command. "He's not here."

"What's his name?" he asked, taking out his pad.

I hesitated. "To tell you the truth," I lied, "he's a duellist going to the AADA meet in Buffalo. He couldn't afford to have his car transported, so he had to run his Division 25 Tigershark up from Florida himself."

Hilary chuckled. He didn't really care about vehicular-weapons violations; only armed gangs got him angry. "So much for that, then," he said. "Could you write him and ask him about it?"

I promised, and started walking him back to his car. "Lots of ripped-up asphalt," he said meditatively. I took the empty cup. "There's some heavy equipment out there. If anything happens, give me a call."

I thanked him and opened the gate for him. He drove off. I shrugged to myself and walked over to the football field: I wanted to fly a few model rockets while the wind was down and the weather so warm.

Jeremiah fell into step with me. "What did he say?" he asked.

I considered. "He says that your bomb

warheads work beautifully. Thunderhawk is fully operational?" He nodded. "Good. Let's get to cases. Who killed me?"

There are times I believe that Jeremiah is the least-dispensable member of our group. He brews up the ammo for our flamethrowers, keeps the lasers in operation, and makes the warheads for the rockets and bombs Osmund and I build. He also converted a hangar to a hothouse where he grows coffee. He and Alexandra run our own little version of Gold Cross. The last thing I remembered was joking with Julia before getting plugged into the computer Jeremiah repaired and Miles programmed.

Jeremiah shrugged. "We don't know. You went on a trip somewhere and we hadn't heard from you for a month. So we activated — so we brought you back."

I sighed. "Do you think those greedy gentlemen with the log and no anti-aircraft had anything to do with it?"

"We have no reason to," he said, as carefully precise as if he was talking to a computer.

"What day is this?"

"Fourteen April 2034."

"The last thing I remember is 26 February. And I left about 13 March?"

"Right after dinner."

"Hmm. I know that I wanted to take a trip down to the Museum of Natural History —"

"You did," he said gently. "With Elijah and Julia on the eighth."

"With Elijah and Julia? Damned good idea." I paused, looked at his confused face. "They're the only two of us with any real military experience."

Jeremiah smiled wryly. "An Air National Guard helicopter pilot who thinks that anything without rotor blades is effeminate, and a deserter from Commonwealth Squadron's Off-Road service."

"At least she brought her wheels with her." I had met her in Toronto during the Doctor Who 70th Anniversary Con. When the revolution in Britain broke out, she stole her Tribune trike and fled the Brit garrison in Ottawa. I was the only person she knew south of the 48th parallel. "Which reminds me. Did you remove those Vulcans?"

He nodded. "She wasn't thrilled about that, but there's no way we can keep them in ammo."

Jeremiah had a curious view of science and sciences: He saw little distinction between

biology and chemistry and chemistry and physics. He was a special mind who could mix a batch of high explosive as easily as he could keep our clones alive. Or animate them. That gave me a strange feeling.

"Has much happened while I was away?" I asked.

He flinched. "Not really. We sort of pulled in our horns, tried to relax . . . the news media's onto us. They found out there's one group behind all the vigilante vehicle assaults in a five-county area. They're calling us Nightword."

"Nightword. Well, it beat Dutchess County Autoduel, Clam Chowder, Monty Python, and Vigilante Club." I picked up a grenade-sized rock and threw it; it bounced off one of the remote flamethrower and rocket launcher bunkers.

"Good throw," he congratulated.

I pointed. "I was aiming at that one."

"Doesn't matter much with grenades." He hesitated. "There's something I want to tell you."

I waited.

"You may not like it," he said.

"In that case, I insist that you tell me."

He looked at me again, looked at the recently-planted potato field. "The data recordings used by Gold Cross are twenty percent larger than the ones we're using." He looked away. "I don't know if you're legally Justin Bialy."

"Shoddy product. You'll have to start calling yourself Brass Cross." I laughed. "Maybe Justin was more fun to be with."

"Stop it."

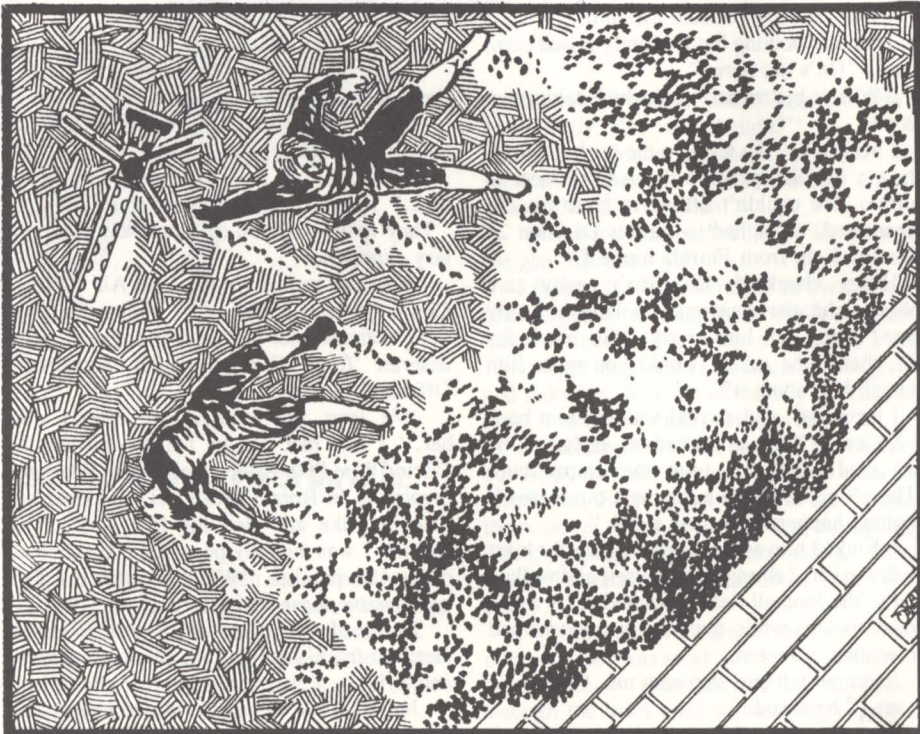
"No. I've had a very nasty shock and I want to be indulged. The last thing I remember is lying down to get my brains sucked. Maybe you didn't suck quite enough. But I think I'm Justin."

"Do you have doubts?"

"Who doesn't?"

He signed. "Look, Justin was a good friend of mine. You act the way he does. Or did. I think you're him. I'm about as certain of that as I can be certain about anybody's identity. But there is that twenty percent. Probably redundancy or a less efficient storage. I'm sorry I mentioned it."

I threw another rock, missed again. The



wind was starting to kick up — not a good day to fly a rocket.

"How's the hardware?"

"Thunderhawk is ready for anything you want her to do. Julia's Tribune has been refitted with rocket launchers. If this were an army, I'd give you a snappy salute and say 'All systems go, Captain Kirk!'"

"Any major cycle gangs move in recently? Aside from the toll-booth jobbers in scum heaven?"

To my astonishment he said, "Yes. The Steal Machine from Pennsylvania. About fifty strong. They were burned roughly a year ago by a duellist group —"

"In Allentown. I remember. What about the Guard?"

Jeremiah shrugged. "They've run through their equipment budget for this year. The emergency bond's being filibustered in the state legislature."

"Those sons-of —" I started before I realized that I didn't know who I should be swearing at. Like most people living in upstate New York, I decided to blame the Big Apple. "Plenty of money for the City's aid to unwed

roaches." Jeremiah was silent, a sure sign that I was making a fool of myself.

After lunch, I stood up. It isn't often that all ten of us eat at the same time. It only happens when everyone decides to have a meeting afterwards. I never will figure out why I'm always the first to talk — I'm not "commander" of our group. We don't even have a president. But for some reason, I behave like one, and for some other reason, nobody's knocked me out for it yet.

"It's nice to be back," I said. "For the next few days I'll be trying to figure out what has or hasn't been done since February. First of all, I want to check out the Steal Machine. Scout the county with Thunderhawk tonight, gather intelligence so we can try to pacify them to death."

There was a slight stir.

"I know that we've never tried anything that big before. But we might be able to catch them with their pants down, especially if O'Sea isn't expecting anyone with our keen toys."

Smiles and giggles all around.

"Try to bear with me, and accept my apologies for any offense I might give." A little stiff; lighten it up. "For all I know, anything could have happened —"

I think I was the only one surprised when Julia burst into tears and ran out of the room.

Nobody moved after her. They watched me expectantly. If I had said something pompous like, "Dismissed," they would resent me. But that was exactly what they expected.

"Any suggestions?" I asked, more brusquely than I intended. There were none. "Elijah? I'd like to go over Thunderhawk with you."

I barely looked at the damned helicopter. It was a mint-condition HK-17 Hunter/Killer Rotary Aircraft. I knew all about them.

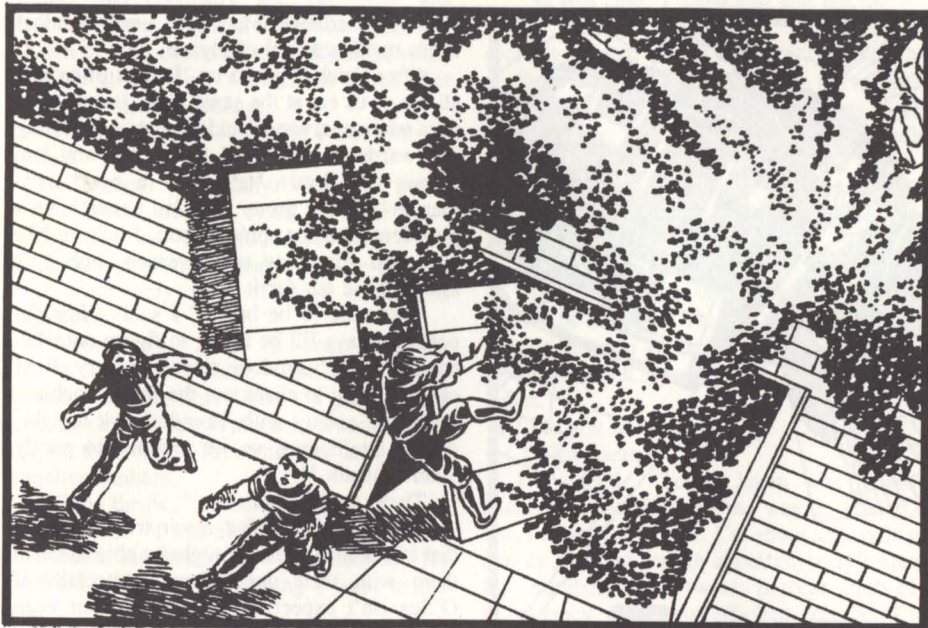
"Well, Elijah, old flyboy," I said, strained, "what the hell happened to Julia?"

He looked at me, his glasses making him look hostile. At least, I hoped it was his glasses. "You married her on March eighth."

Married? My reaction was pure incredulity. I felt more genuine warmth for Jeremiah than for Julia. Then I remembered that I was missing a lot of days.

"At the wedding you told her that you had always loved her," he said, almost to himself and pretending to inspect the starboard MFR.

That was a damned lie, Elijah. Unless I had



lost something with that 20 percent. But I said, "I did. I'm surprised I got up enough nerve to ask her."

He laughed. "She asked you." "In that case, I believe it." The hell I did. Married.

"I want Miles to come with us as electronics operator," he said, changing the subject. "You'll be gunner, I hope."

"Wild horses couldn't keep me away from that cyberlink. You tell Miles, okay? I have to talk to my— Julia."

He nodded sympathetically as I left. If only you knew what was bothering me. You'd break my neck, you good, decent man.

She was lying down on my bed. Our bed. This was our room, now. I picked up something on the nightstand. It was a small disk containing a hologram of the projector at the Hayden Planetarium. One of us had bought it at the Museum on our trip with Elijah. I wondered if we had enjoyed ourselves as much as I had hoped.

"Julia," I said. "I'm sorry. I never wanted to hurt you like that. Please forgive me."

I wasn't sorry for anything I had done, but I was sorry that she was unhappy. Pity there was no way to say that.

She got up and hugged me. "It's so good to have you back," she said.

"Let's get married again."

"When?"

"Soon. After O'Sea bites the big one."

We talked for an hour, she told me that Oliver and Hope were an Item and that Elijah felt that Thunderhawk would render everyone else useless. I told her that everyone would go on tonight's probe mission in case things got nasty. I didn't mention that with stealth mode and a black paint job that Thunderhawk would not be spotted. I just wanted everyone out and driving and sweating. I wanted Elijah to give a thankful prayer for the four cars, the van, and the trike which would be under us tonight. We talked for an hour and I never lied to her. I never told her that I loved her or wanted to marry her. It was only *giri* to me.

Julia's Tribune was quietly humming, ready to go. The other five vehicles were all painted black and were waiting, silent. Each was flying new colors put on this afternoon: a bastard sword, point down, over which was a scroll that read NIGHTSWORD.

Thunderhawk's rotors kicked up and we left her pad. The other vehicles silently followed her, like cats with rubber-crepe feet. No headlights — not when each vehicle carried full infrared. The Tribune peeled off from the pack and took to the open fields.

Nobody knows why the satellite defense system slipped and let the Soviets hit Pough-

keepsie with a twenty-K airburst. Only a few spots in the whole country were hit — Hudson Valley was a target for megatons. Like Hiroshima, the bomb did comparatively little damage but did encourage mass emigration. Poughkeepsie was a ghost town that glowed a little. O'Sea would be somewhere in the area.

We were about two miles from the Marist campus, stealth mode on, violating the FAA rules about navigation lights, when Miles spoke up.

"Radar has just hit us," he said. "It's locked on. We're spotted."

"Guard radar?" I asked.

"Negative. Coming from Marist."

"Steal Machine?"

"Most likely."

Make a decision fast, worry later about its being correct. "All units," I said over the comm center. "We're attacking Marist College. Now. I know this is unexpected, but they've got radar." Thunderhawk's engine exploded with noise: we jerked forward. Elijah smelled blood.

The McCann Recreation Center was under us when Miles spoke again. "Radar-guided missile launched," he said flatly. "Coming in."

The dual belly lasers in the turret swiveled forward. I could see the launch site, inside a cloud of smoke. I activated the cyberlink and saw static.

"There's a Wild Weasel down there," I said, trying to keep calm. Miles nodded and broke the jam with Thunderhawk's EW gear. The missile filled my sights. I think both lasers hit it.

There was a flare deep in the IR spectrum from the top of Champagnat Hall. The starshell turned night to day. With a mumbled curse, Elijah fired the left-hand MFR — I think one rocket hit the launcher and the others' blast sent five Steal Machiners down. A tripod-mount M-60 flipped off the side of the roof and fell ten stories.

Another missile was launched. It was from the Champagnat parking lot, in our path. "Bombing run," I said.

Five heavy vehicles smashed through a log covering the South Entry. Jeremiah set off the AP grenades which dotted the sides of the van he was in. Machinists carrying shotguns and grenades crashed to the floor and never got up.

The missile veered off; Miles had scrambled it. I dropped two pairs of bombs — at 300 feet and 50 mph, they'd hit the general area of

the smokescreen shortly. We veered off and a laser scored our flank, but the beams made their own smokescreen and the hit was barely noticed.

Alexandra in her modified Katana had found a long line of bikes. She was chugging past them at 20 mph, Heavy Flaming Oil Jet pumping away. She sent a few rockets through the smoke to impact on Champagnat Hall; suddenly people started swarming out and it collapsed like a sick balloon.

The bombs struck around the smokescreen in the Champagnat parking lot. Bikes with universal rockets and lasers and their crews were chopped to pieces.

The Tribune bounced out of the brush and headed towards a barricade. The dual rocket launchers opened up. The barricade didn't fall, but Machinists trying to ready LAWs did. As the buggy bounced over the barricade, two grenades arced from its sides. As Julia went under the railroad bridge, they went off.

Osmund flipped a cigar butt out the window of his National Guard Special and punched it. The mid-size responded sluggishly as he pointed its nose at the smokescreen in the parking lot. He salvaged a few rockets at it to soften the side armor of whatever was inside. He hit the van slightly off-center and drove off with several thousand dollars of electronics on his ramplate; the van would not move again.

"The Wild Weasel's shut down," said Miles as Lorenzo's Interceptor sent Donnelly Hall crashing on someone with a tripod RR. I decided to give Miles the "Understatement of the Year" award. That anti-aircraft van was totaled.

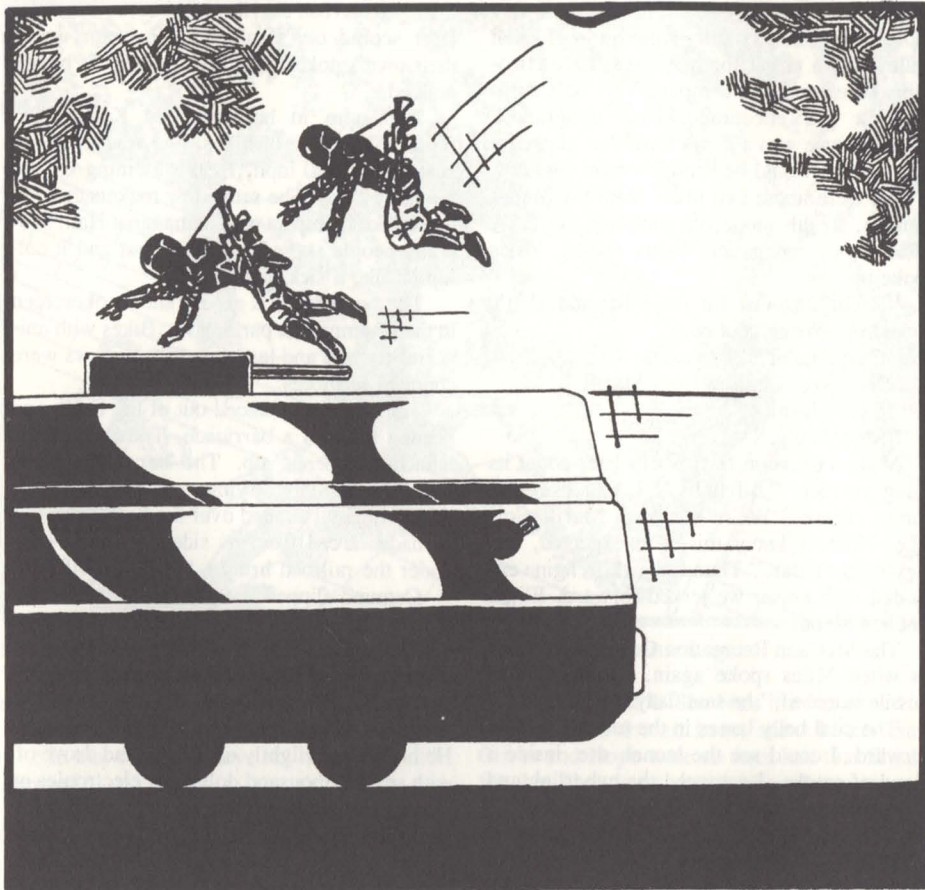
The status board indicated that none of our people had reported contact with the enemy for a few seconds. I saw no hostiles mobile, no—

A bus exploded through the chapel and roared towards the North Exit. Oliver and Jeremiah were in its way. I watched, stunned, as the bus hit them and thundered out to Route 9.

"We're okay," Oliver said before the van stopped rolling. Thunderhawk whipped towards its new target. The starboard MFR lanced out and missed.

"Don't fire on it!" Miles yelled. And then, calmly, "There's six people aboard; three look like they're tied up." I didn't know Thunderhawk carried a thermograph. Live and learn.

Our side boiled towards the north entrance.



The bus was picking up speed. I made an unpopular decision.

“Ground units. Follow at a discreet range, about a quarter of a mile.” Tribune could close easily by taking an off-road shortcut, but I didn’t think it would be much help.

A laser on the top front traversed and fired at us. Our armor barely felt the occasional hits. We were about 350 feet up, 200 feet behind them. “Jam their computers,” I said, barely thinking. They stopped hitting us.

There was no way they could get away from us. The driver was wasting his time, risking himself stupidly by going 100. I suppose he thought that we needed to use the cars to smash him. The bus loomed in my sights — thirty or forty patient shots would rip him apart. It was the smart thing to do, and besides, we had no real proof that the three in the back were prisoners.

So I’m stupid. “Elijah, we’re going to

board him.” I started firing the lasers on minimum power, hoping to blow out any theoretical AP grenades on the bus.

Thunderhawk drew closer to the bus, reluctantly. I continued to fire. Their laser was starting to hit us, and I noticed that the bus had a bigger turret mounted in back. It tracked us but didn’t fire. Elijah expressed his opinion that they were recoilless rifles. I expressed mine that he should shut up, but I suppose I should have been grateful that he didn’t activate my ejection seat and fly off.

We were getting very close to the bus now. And Elijah was bringing us in fast. Incredible how the trees were gone before you noticed them. Incredible that Thunderhawk could fly twice as fast as this. Incredible how the thought of power lines came to us all at the same time.

The bus was starting to shoot at our main rotor. “When Miles and I jump off, get the

hell out of here,” I said. “Pull back to a quarter mile. If we buy it, use your best judgment.” Which meant blitzkrieg, I thought.

I had an Uzi, my .357, and two grenades. Miles had no pistol but an extra grenade. We both wore armor and masks and radios with our helmets. Nobody could have been better equipped than us. Thunderhawk shook like a mad thing when the door was opened, and I suddenly realized there was no way we were going to close it at 100 mph. We dropped down, grabbed at the laser-burned ruts in the roof. Thunderhawk swerved to the right, making it impossible to fire through its open door.

The laser turret traversed, following the helicopter. I was damn near on it, so I stuffed the barrel of my Uzi into the slot and rattled off shots long after I realized the thing was dead. Flat on our stomachs, we waited. Hoped that O’Sea wouldn’t decide to roll his toy.

A hatch was being opened behind us. We both snapped around faster than I believed possible. I sent a bullet through his neck, and Miles, always more subtle than me, rolled the grenade. It bounced down the length of the bus, picking up speed. It vanished inside the hatch.

There was a soft puff as the teargas went off. We crawled towards the hatch. I went down the ladder head first.

“Thunderhawk to Night sword Leader,” came Elijah’s strained voice in my earplugs. “You’re about to go off the road —”

Someone grabbed me from behind; I stomped down hard, armored boot on open-toed sandals. I stepped to the side, and rammed the butt of my Uzi deep into a yielding abdomen. She fell backwards, and must have been gasping although I couldn’t see her face under her gasmask. Miles opened up with his sub-machine gun and she stopped moving. I ran forward, to try to get control of the bus, when it abruptly lurched and I knew I was too late.

The bus flipped sideways and rolled into the forest, cushioned by saplings. A fire broke out and chemical foam covered the floor.

O’Sea had no gasmask; tears ran from his eyes to the top of his scalp. He was strapped into the driver’s chair, and the bus was on its side. I raised the magnum and put a round through the back of his head.

Miles was back with the three prisoners. “Justin,” he said, too quietly. “Come here.” I went back, knowing.

Why does God do these things? Justin Bialy was one of the prisoners. Alive and well.

The girl who attacked me was still alive, intestines torn by Miles’ 9 mm. She was gasping air, in too much pain to see me as I put the .357 to her head. And put it away, unfired.

Times like this I really think I should have picked some other line of work.

★ ★ ★

The other two prisoners were dropped off in Millbrook and knew only that they had been saved by a group calling itself Night sword. An armed and dangerous group. It was a really beautiful day. I’m only talking about the weather, you understand.

“I’ll leave tonight,” I said.

Justin shook his head. “We need you. There’s no reason we can’t work together.”

The wind shifted, and seeds from a distant Weeping Willow drifted around. I shook my head in exactly the same way as Justin.

“I don’t think so,” I said. “I don’t want to be known as Justin Junior or Justin Mark II. I can’t be myself around you. You know you’d make the same decision.”

He was silent. “Why are you volunteering to go?” he asked.

“Julia married you, not me.” I didn’t love her, I told myself. Why did spitting it out hurt so bad?

“The Interceptor is very discreetly armed,” I continued. “I’ll take it, a few personal things, and go.”

“Florida?”

“Yeah. I’ve never been there.” I got up, walked over to the parking lot. “Really no reason to draw this out. I’ll write you. Don’t tell them I said goodbye. It’s not as though they’ll be without me. I’ll be without them.”

“I promise,” he lied. I think he lied; I know I would have. I didn’t care. I just wanted to leave without seeing Julia.

“Justin,” he said as I opened the Interceptor’s door. I paused. “Julia married me,” he said. “But Elijah called you ‘Night sword Leader.’”

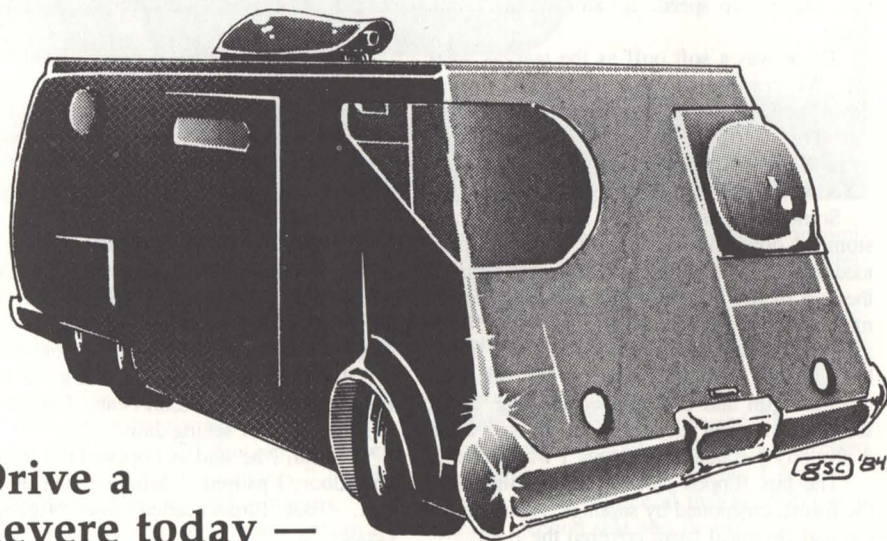
I couldn’t talk — I just smiled. I floored the accelerator and the Interceptor thudded to the opening gate. One of the hangars behind me opened up. The others were running to try to catch up with me. They really did love me. I tore my eyes from the rear-view — Julia was coming out and I knew that 20 percent didn’t count for much.

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Revere — Van, x-hvy. chassis, hvy. suspension, super power plant, 6 solid tires, driver and 4 passengers, autocannon in turret, roll cage, fire ext., armor: F20, L20, R20, B15, T20, U15. HC 2, Accel. 5, 7,190 lbs., \$23,850.

RAW

Autoduel Quarterly

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 is another vehicle that you should be on the lookout for:

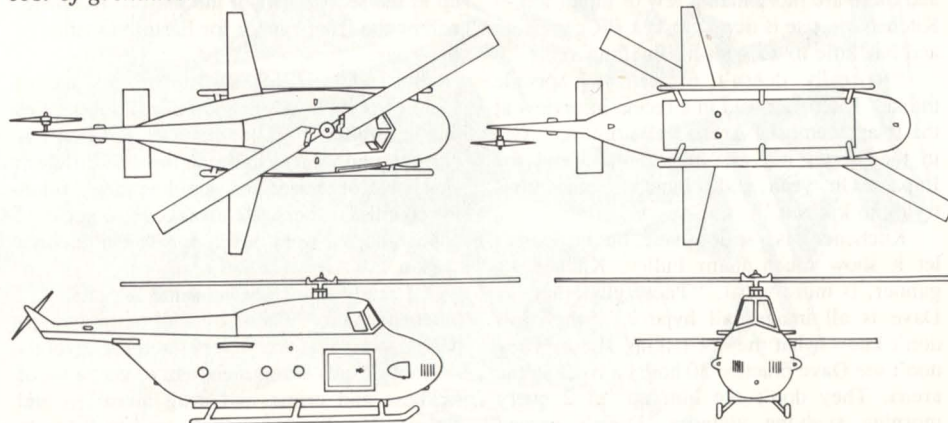
2034

Due to its short range, the Airtech 2034 is seen most often in densely-populated areas. It is a practical luxury transport vehicle except in locales with air-piracy problems; its armor is heavy everywhere except the top, making it vulnerable to threats from above. The gunship version, featuring 8 grenade launchers, promises to become a staple riot-suppression unit.

2034 — Transport helicopter, std. copter power plant, pilot, gunner, 18 passengers, 4 MGs (F, R, L, B), HSS underneath. Armor: F80, R100, L100, B80, U100, T40. Acceleration 5, HC 0; 18,050 lbs., \$124,400.

Laser option — Replace front MG and 4 passengers with HL front. 18,250 lbs., \$134,500.

2034-G (gunship) — As basic 2033, but add one gunner, 2 GLs linked F, 4 GLs linked (in two pairs) under, 2 GLs linked B. No passenger capacity. 17,740 lbs., \$136,600 plus cost of grenades.



David Kitchener

Duellist's Impact Not Just Inside The Arena

by Scott Haring

David Kitchener and his custom-made Impact are well known on the East Coast duelling circuit — and this is the season the Baltimore native hopes to become a household word across the continent.

To his supporters — and there are many — Kitchener's regional celebrity status and projected national success are the much-deserved rewards for one of the few "genuine nice guys" in duelling. But to his detractors — and there are more than a few of them, too — Kitchener's rise is due to a slick PR campaign and has little to do with his duelling skills.

"It really doesn't matter what people think," Kitchener said in a recent interview at the Irsay Memorial Arena in Baltimore. "Out in the arena, it's me, my gunner, and the Impact. Oh, yeah, and a bunch of other guys trying to kill me."

Kitchener has a serious side, but he doesn't let it show much. Sam Fuller, Kitchener's gunner, is more vocal. "Those guys that say Dave is all image, all hype . . . they just don't know what they're talking about. They don't see Dave practice 30 hours a week in the arena. They don't see him up 'til 2 every morning studying vidtapes. Dave's earned

everything he's gotten with hard work and determination."

Kitchener is currently the defending AADA Eastern Region Division 25 Champion. An injury suffered in practice kept him from competing in last year's national championship, but Kitchener has already earned enough points to qualify for this year's Eastern Regional — even though the season's only half over. It's a record pace, and if he can keep it up in the second half of the season, Kitchener will be the front-runner for Eastern Duellist of the Year.

But while Kitchener's duelling record speaks for itself, it's his non-duelling activities that stir up the most controversy. Kitchener is currently honorary chairman for nine different charitable organizations, and has raised funds for countless others. He averages two personal appearances a week, even during the duelling season.

"I really don't see what the big deal is," Kitchener said. "There are a lot of things happening today that aren't very good for anybody — a lot of kids without enough to eat, a lot of sickness and crime and drug abuse — and because I'm famous, people tend to listen to



what I have to say. So why shouldn't I take advantage of that to try and make things better? A lot of fans support me and the sport of auto-duelling. I can do more with that support than just endorse auto parts."

While that attitude seems admirable, many duellists find it annoying. One local duellist who asked not to be identified said, "That goody-goody stuff gets a lot of the drivers mad. He never goes anywhere without a flock of reporters, and he never does anything without a press release going out to make sure everyone knows about it. The guy's a ham, plain and simple."

Kitchener takes his "nice guy" image with him to the arena, but he combines it with precision driving, excellent tactics, and a good sense of timing. "He knows when the bold stroke will pay off, and he knows when to play it safe. And he can smell a trap a mile off," Fuller said. The typically modest Kitchener gives most of the credit to his crew, especially Fuller. "Sam's what I call a 'clutch gunner.' There are a lot of gunners out there as good as Sam most of the time, but when the duel's on the line — when I have to have that tire shot, or when one more hit will win the fight — he never misses. It's uncanny. It's also saved our necks more than once," Kitchener said.

The car Kitchener and Fuller rode to the 2033-34 Eastern Regional Championship in Division 25 is a custom design that Kitchener calls the "Impact." Kitchener explains how it came together: "I knew what I wanted it to do, but I'm no designer. So I took my ideas to Bennie Arnold — he's one of the best on the East Coast — and he came up with the Impact. Fortunately, my corporate sponsors were kind enough to come up with the development money necessary to get the project moving. I'm very pleased with the results."

The Impact has two versions, a standard arena version and a racetrack-arena version that features better handling at the expense of some armor. In either venue, Kitchener's favorite tactic is the ram, and the Impact is designed to take full advantage. Not only does the Impact sport tough front armor and a ramplate, but it also has a pair of rocket launchers linked to a bumper trigger. The spectacular results make Kitchener's rams a crowd favorite — and one of the most popular instant replays on television highlight shows. Many foes have been obliterated in a single attack by the Impact's one-two punch of ram and rockets.

But for all his effectiveness, Kitchener is not a ruthless or unprincipled duellist. He does not fire on fleeing pedestrians (although those that stand and fight are fair game) and will always accept a surrender from an opponent. As a result, Kitchener has one of the lowest Combatants Killed Averages in pro autoduellling — only .423. No one in AADA history before Kitchener had won a major regional title with a CKA below .780.

Even though Kitchener is enjoying more success than he's ever known before, he doesn't plan to change his lifestyle. "I imagine I'll be the same as always . . . except more people will want me to help them out with this cause and that cause. I have a tough time telling anyone, 'no,' and I'm going to have to do it more and more now. That won't be much fun. I'll sure enjoy the rest of it, though."

Gaming Notes

David Kitchener sees autoduellling as a sport, not a way of life. He's very good at what he does, but he leaves the fight in the arena. He does not take to the highways or even the city streets looking for "action" — he's had his fill under the bright lights. Players will have heard of Kitchener (especially those from the East), but the only opportunity players will have to fight him will be in the arena.

Kitchener will be a tough foe for any duellist. He's a Driver-3, Gunner-1, Cyclist-1, Mech-1. He wears body armor and carries an SMG, a heavy pistol, and 3 grenades. His gunner, Sam Fuller, is a Driver-1, Gunner-3. He also wears body armor and carries a heavy pistol and 5 grenades (3 regular and 2 tear gas).

The Impact comes in two versions — a standard arena version and a "Racetrack" version.

Standard Impact — Luxury, x-hvy. chassis, hvy. suspension, super power plant, 4 PR tires, driver and gunner, 2 linked RLs front, bumper trigger front, 2 linked Micromissile Launchers in turret, targeting computer for driver, hi-res computer for gunner, improved fire extinguisher, ramplate. Armor: F60, L30, R30, B20, T25, U10. HC 3, Accel. 5, 6,600 lbs., \$23,650.

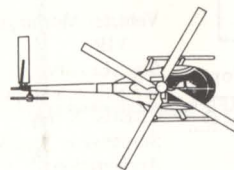
Racetrack Impact — As above, but add spoiler and airdam. Armor: F60, L25, R25, B15, T20, U10. 6,600 lbs., \$24,250.

Show Your Colors! CAR WARS Expansion

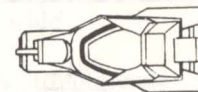
Set # 6

The AADA Vehicle Guide Counters

Pick your fleet and choose your colors with this newest expansion set from SJ Games. Over 150 black-and-white counters with wrecks on the back for that look of realism autoduellists crave. A complement to **The AADA Vehicle Guide** and a terrific addition to your **CAR WARS** collection.



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TELETHON

"All right, if I don't start getting a little attention up here, I'm gonna have to start bustin' some heads."

The group huddled around two small tables in the back of Max's Bar, Grille, and Divorce Parlor looked like the type you wouldn't want to run into in an unsafe place — like the back of Max's. But they seemed none too interested in having the wiry, muscular speaker carry out his threat, and quieted down immediately. The wiry one then looked at each one briefly, locking his eyes with theirs, searching for a sign of wavering determination. He found none, and nodded in silent satisfaction. Yes, he thought, if the team back in Hollywood did their job, and these guys did theirs, we could all be very, very rich in a couple of days . . .

"You've all come recommended," the wiry man began. "Everybody I've talked to said you could be trusted. You wouldn't have gotten this close to the payoff if I didn't think you could do the job. But mark this: If you double-cross us, make sure you kill me in the process. 'Cause if you don't, I'll sure as hell find you and kill you. Slowly." The group shifted uncomfortably.

"Here's the scam. An airship is landing Friday morning from L.A. with most of the celebrities for this weekend's Labor Day Telethon. They'll proceed by motorcade to the Sherwood Excalibur Hotel, where the telethon will be broadcast. Your job is to intercept the motorcade and grab as many stuffed shirts as you can. Then we beat it back to our safe house and make our ransom demands."

"A kidnapping?" asked a bearded man with burn marks on his arm. "Those guys are all fat cats. You know they've got clones stashed away somewhere. They'll just fire up the clones and tell us to eat our hostages."

"You think I haven't thought of that?" The wiry man spoke slowly, biting off each word. The effect was fairly menacing. "You think we're a bunch of amateurs? This is the big time, buddy — in three days we're either going to be rich or dead. Just about the time we hit the motorcade, the folks at the Hollywood Gold Cross facility are going to discover some 'technical problems' with some of their more famous slabs of meat. It doesn't take much to ruin a clone, you know." A sly grin crossed his face, and soon the whole group was laughing.

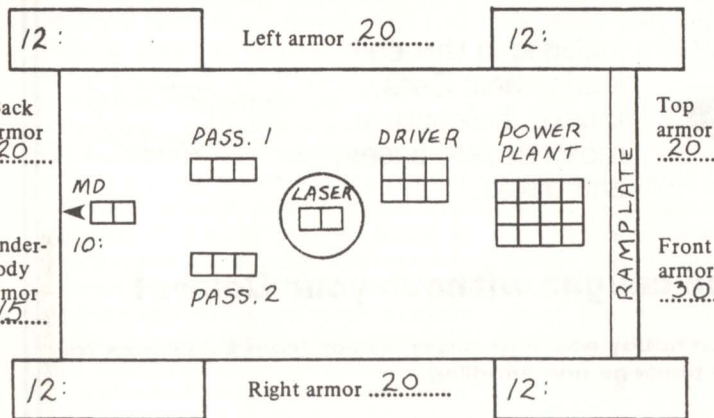
Max glanced at the group from his spot behind the bar, gave a slight shudder, and turned his back. He'd heard that kind of laugh before.

★ ★ ★

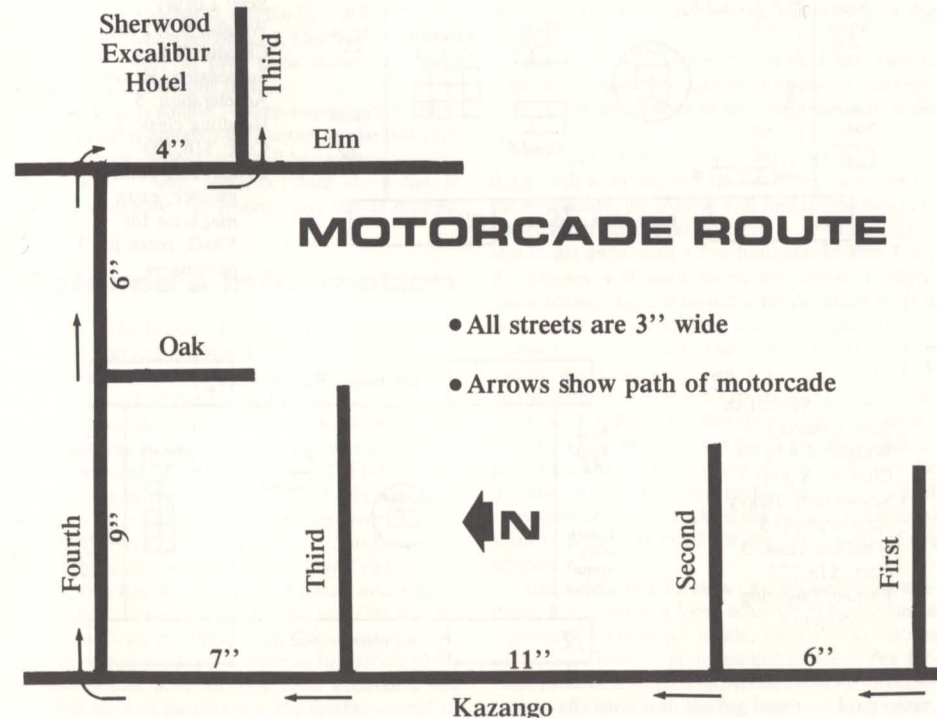
Labor Day, 2034, marks the 69th year for the Muscular Dystrophy Telethon. The cloning technology of Gold Cross had reduced the fear of disease among those that could afford its services, but genetic diseases like MD were, if anything, more dangerous. Cloning has also prolonged the careers of many entertainment figures of the late 20th Century. Many will be appearing at this telethon, as they have for the past five or six decades . . .

In "Telethon," the players have been hired as a security team to help out with the arrangements for this year's telethon. The organizers don't expect any trouble, but Las Vegas is a rough town, and these are dangerous times. The security team is a precautionary measure only, a measure it turns out the organizers are going to need . . .

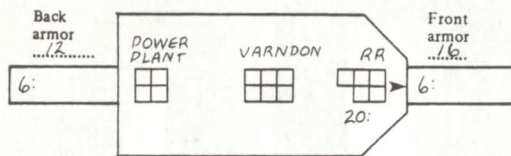
The players are allowed eight characters (more if there are more than eight players) and \$120,000 to build their vehicles. The players may not build a truck, bus, helicopter (as described in *Autoduel Champions*), or a ten-wheeler (as described in *ADQ 2/3*). They may build any type of car or motorcycle, including trailers (as described elsewhere in this issue), and they may build trikes (as described in *The AADA Vehicle Guide*). Each character starts



Vehicle: Morningstar VIP
 Size: Luxury
 Weight: 6,590 lbs.
 Chassis: X-hvy.
 Suspension: Heavy
 Acceleration: 5
 Handling class: 3
 Cost: \$42,300
 Extras: hi-res computer, improved fire ext., rollcage, "Velvet Glove" extras, armor is fire-proof and reflective

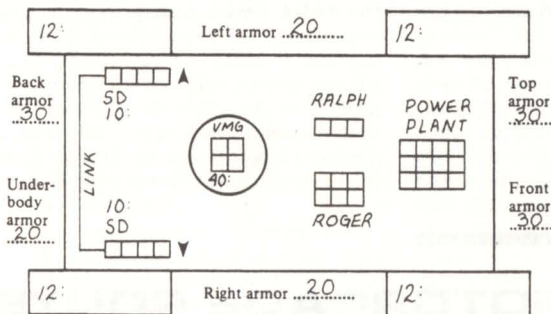
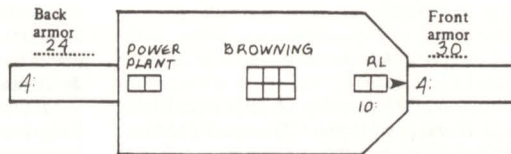


- All streets are 3" wide
- Arrows show path of motorcade



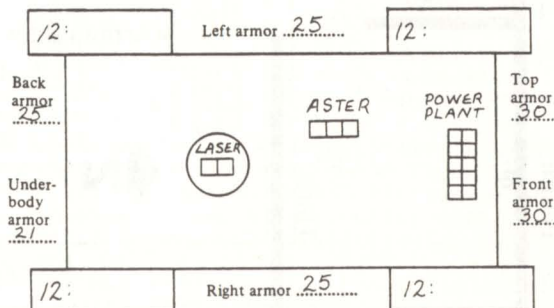
Vehicle: Spider
 Size: Heavy
 Weight: 1,298 lbs.
 Suspension: Heavy
 Acceleration: 10
 Handling class: 2
 Cost: \$5,486
 Extras: Extra magazine on RR

Vehicle: Popper
 Size: Medium
 Weight: 1,100 lbs.
 Suspension: Heavy
 Acceleration: 5
 Handling class: 2
 Cost: \$3,444

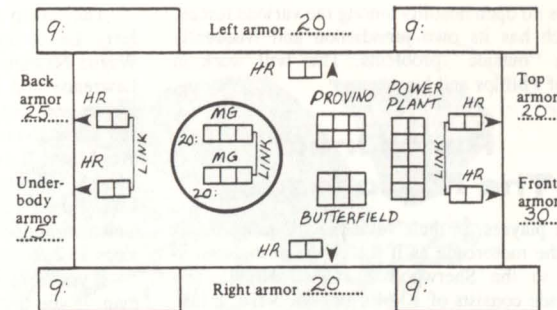


Vehicle: Timeshifter
 Size: Luxury
 Weight: 6,515 lbs.
 Chassis: X-hvy.
 Suspension: Heavy
 Acceleration: 5
 Handling class: 3
 Cost: \$16,700
 Extras: Fire extinguisher, extra magazine for VMG, room for 3 passengers

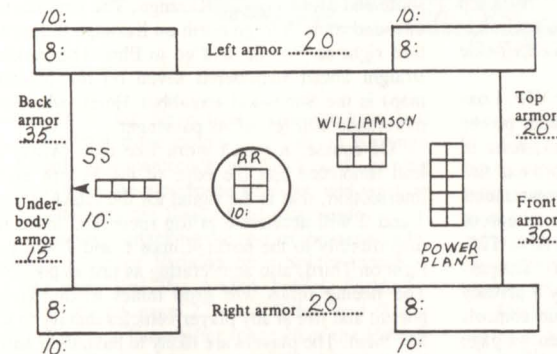
Vehicle: Swordfish
 Size: Compact
 Weight: 4,436 lbs.
 Chassis: X-hvy.
 Suspension: Heavy
 Acceleration: 5
 Handling class: 3
 Cost: \$18,228
 Extras: Targeting computer



Vehicle: Hussar
 Size: Luxury
 Weight: 6,000 lbs.
 Chassis: Heavy
 Suspension: Light
 Acceleration: 5
 Handling class: 1
 Cost: \$12,450
 Extras: Room for 2 passengers



Vehicle: Decade
 Size: Station Wagon
 Weight: 5,875 lbs.
 Chassis: X-hvy.
 Suspension: Heavy
 Acceleration: 5
 Handling class: 3
 Cost: \$18,000
 Extras: PR radial tires, hi-res computer, fire ext., sleeping area, 4 10-pt. wheelguards, room for 3 passengers



as a Driver-0, Gunner-0, Cyclist-0, and gets 2 more points to add wherever desired. One word of warning: Don't forget to save some money for hand weapons — you'll need them.

Your goal is simple — keep anything from happening to the telethon or the famous people who will appear. If you succeed, you will be amply rewarded. If you fail . . . well, better not think about that. If you intend to play "Telethon," you should read no further.

Referee's Information

Carl "The Roach" Phillips first thought of this raid two years ago. It was 4 a.m., and all his fellow partiers had already passed out. A failed satellite link had knocked out his favorite stations; all that was left was the telethon. Slowly, a diabolical plan formed in his sleepy mind. Phillips was a medium-time hood and biker in southern California with connections in Nevada and Arizona. He continued many of his other criminal activities over the next two years, but he spent a large part of his time planning the raid on the 2034 Labor Day Telethon.

Phillips has used up a lot of favors and a lot of connections in preparation for this job. One big one was to infiltrate the Hollywood Gold Cross facility. A well-bribed weekend technician has arranged for an unfortunate accident — a fluid imbalance that will kill most of the clones at the facility — includ-

ing the celebrities who will be performing at the telethon.

The other big connection Phillips has used is with the Vegas Continental Limousine Service. Four of the ten drivers in the motorcade are in on the plot.

This adventure comes in three parts. Ideally, things will work like this: In Part One, the attack on the motorcade, the players will find themselves outmaneuvered and overmatched — Phillips' gang should get away with a few hostages. In Part Two, the players will have found out where Phillips' "safe house" is, and launch a rescue mission. If it fails, the scenario ends in defeat for the players. If it succeeds, it will lead to Part Three, where Phillips and his surviving gang launch a desperation attack on the telethon — while it's on the air. If the players do so well in Part One that no hostages are taken, then the adventure will skip Part Two and go directly to Part Three. If too many player characters die in either of the first two parts, the referee could allow players to get back in the game as additional security personnel hired for the latter parts of the adventure.

Las Vegas is a fortress city without a government. It is ruled by a loose coalition of businessmen representing the major hotels, resorts, and casinos of the city. There is no municipal police or fire service. Instead, a number of private security forces — mostly affiliated with the big hotels — keep order.

There is no open hostility among the various forces, but each has its own jurisdiction and frequently ignores "outside" problems. This will work in favor of Phillips and his plan.

Part One: The Motorcade

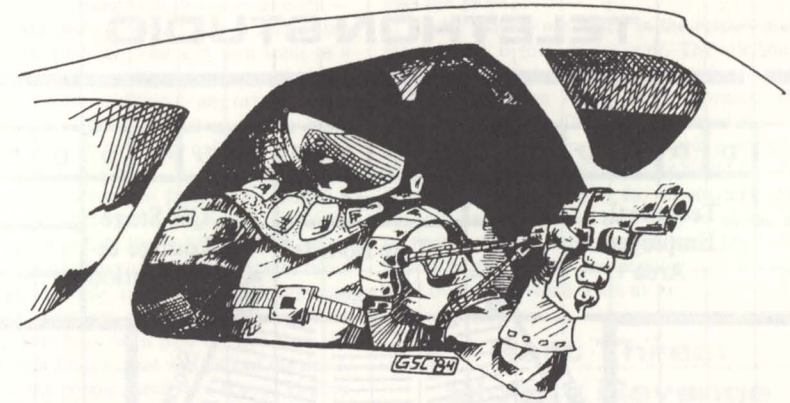
The players, in their vehicles, are supposed to guard the motorcade as it travels from the airship station to the Sherwood Excalibur Hotel. The motorcade consists of 10 Morningstar VIPs, a luxury limo variant of the Morningstar. They will travel in single file at 40 mph, with 1" of space between each car. The players may position their vehicles anywhere in front, behind, or to either side of the line of limos.

Here are the stats on the Morningstar VIP: Luxury, X-hvy. chassis, hvy. suspension, super power plant, 4 solid tires, driver, 2 passengers, laser in turret, MD rear, hi-res computer, improved fire ext., roll cage, Velvet Glove luxury appointments (\$10,000, no weight or space), Reflective Fireproof Armor: F30 (with ramplate), R20, L20, B20, T20, U15. HC 3, Accel. 5, 6,590 lbs., \$42,300. The passengers are separated from the driver by a privacy screen. The driver has complete override controls on the doors and the screen. See diagram on page 20.

The lineup of limos is as follows: Limo 1 — Jerry Lewis and Sammy Davis, Jr.; Limo 2 — Wayne Newton and Ben Vereen; Limo 3 — Steve Lawrence and Eydie Gorme; Limo 4 — Robert Goulet and Joey Heatherton; Limo 5 — Roy Clark and Chad Everett; Limo 6 — David Hartman and Wes Manor; Limo 7 — Anne Randle and Rich Little; Limo 8 — Sonny Bono and Alice Cooper; Limo 9 — Lola Falana and Mick Jagger; Limo 10 — Gary Coleman and Rod Milburn. The drivers of limousines 1, 2, 6, and 7 are in on the plot.

If you have *Sunday Drivers*, set up the Midville map. If you don't, see the diagram on page 21 and use road sections. The motorcade will enter the south end of the map on Kazango. The motorcade's intended route is to go north on Kazango to Fourth, turn right on Fourth, and go to Elm. The building straight ahead (numbered seven on the Midville map) is the Sherwood Excalibur Hotel, where the motorcade will let off its passengers.

Of course, it won't work like that. When the lead limousine hits the edge of the Fourth Street intersection, that is the signal for the attack. Limos 1 and 2 will accelerate at top speed and leave the map directly to the north. Limos 6 and 7 will turn right on Third, also accelerating as fast as possible. The fleeing limos will drop mines to discourage pursuit and fire at any player vehicles that try to follow them. The players are likely to have their hands full, however, because Phillips' gang will attack the



motorcade at the same time. The attackers will move in from three points — north on Kazango from behind the motorcade; west on Fourth, turning south to meet the motorcade head-on; and west on Third, attacking the flank of the motorcade.

Group One, attacking the rear of the motorcade, consists of Junior Varndon on a Spider motorcycle (see page 4 of *The AADA Vehicle Guide*, or the diagram on page 22) and Ralph and Roger Hempstead in a Timeshifter (page 26 of the *Vehicle Guide*, or the diagram on page 22). Varndon is a Cyclist-1, Gunner-1, and has body armor, a heavy pistol, and 3 grenades. Ralph is the driver of the Timeshifter, and is a Driver-0, Cyclist-0, Gunner-0, and has a SMG. Roger is the Timeshifter's gunner, is a Driver-0, Gunner-2, and has body armor and 2 grenades.

Group Two, attacking the front of the motorcade, consists of Jake Browning on a Popper (page 4 of the *Vehicle Guide*, or the diagram on page 22) and Bill Aster in a Swordfish (page 14 of the *Vehicle Guide*, or the diagram on page 22). Browning is a Cyclist-0, Gunner-1, and has body armor, a shotgun, and a light pistol. Aster is a Driver-1, Gunner-1, Mech-1, and has a SMG and 3 grenades.

Group Three, attacking the flank of the motorcade, consists of Artie Williamson in a Decade (page 28 of the *Vehicle Guide*, or the diagram on page 23) and Mike Provino and Amanda Butterfield in a Hussar (page 22 of the *Vehicle Guide*, or the diagram on page 23). Williamson is a Driver-1, Gunner-1, and has body armor. Provino drives the Hussar, is a Driver-2, Gunner-0, and has body armor, a heavy pistol, and a grenade. Butterfield is the Hussar's gunner, is a Driver-0, Gunner-2, and has body armor, a SMG, and 4 grenades.

The limousine drivers are all Driver-1, Gunner-0, wear body armor, and have a heavy pistol. The celebrities are unarmed and wear no body armor.

The attackers' primary goal is to cover the getaway of the fleeing limousines. They will fire

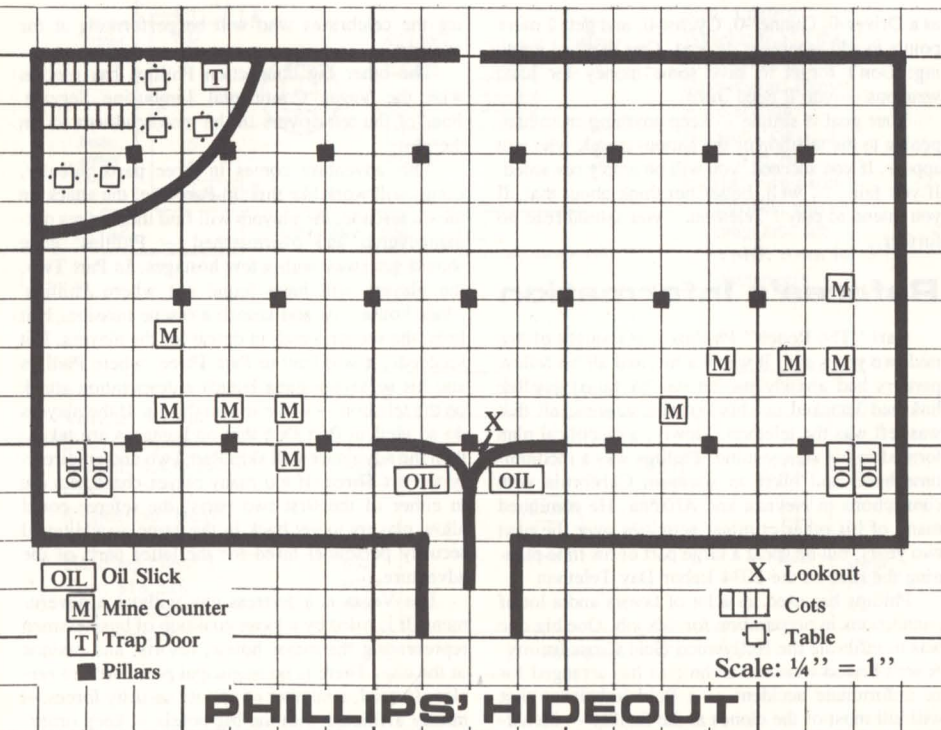
on any player vehicles that fire on them, but their first target is the remaining limousines. Not wishing to harm the valuable celebrities inside, the attackers will target tires and turrets. If a limousine loses two tires and its laser, the celebrities inside will surrender to the kidnappers. There is enough passenger space in the attackers' vehicles for 8 passengers total.

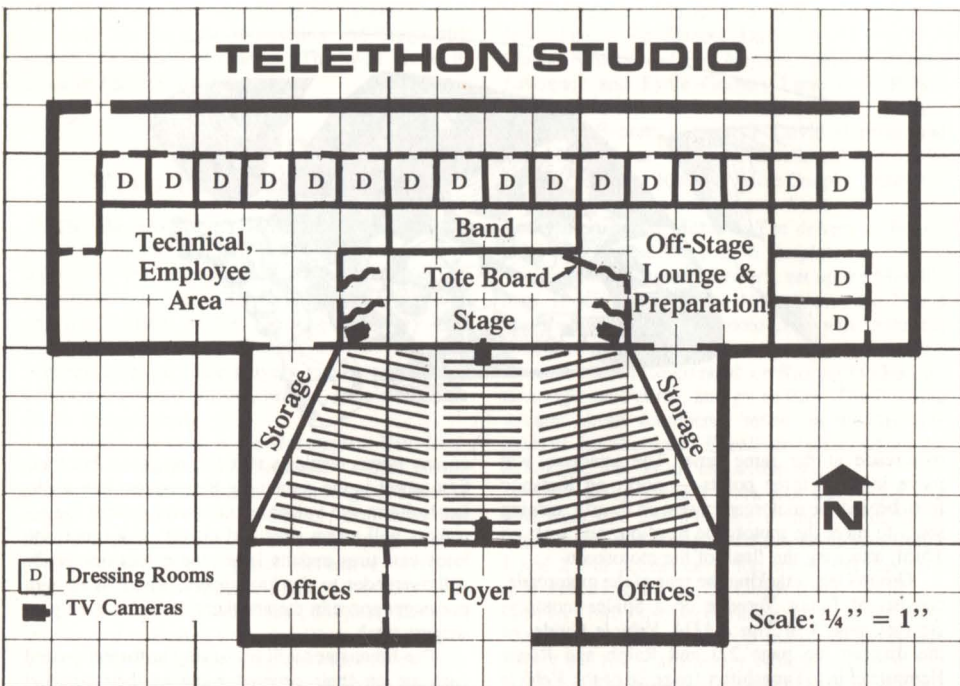
The limousines will try to stay in formation and continue on their original route at their original speed. The limo drivers will not hesitate to use their lasers if attacked, but they feel (quite rightly) that fighting is the job of the escort vehicles.

If the players follow the fleeing limos, the limos will make as many turns as possible, hoping to lose their pursuers. The limo drivers will not drive recklessly — they will avoid any maneuvers that force a control roll higher than 2, unless absolutely necessary.

The attackers will not fight to the death, or anywhere even close. If a vehicle is disabled, one of the vehicles with passenger capability will drive over to pick up stranded gang members. If the fleeing limos are safely away (and if no players chased them, that'll be pretty quickly), and the attackers start to take significant damage, they'll turn and run. The eight celebrities in the fleeing limos are their intended prize; any additional victims they can grab are gravy.

The players should be encouraged to follow certain common-sense security procedures. One is not to fire on the limousines or any celebrities that are pedestrians. At best, the players should have to shoot for tires and hope to cripple any enemy vehicles containing celebrities. And when the attackers run, the players' first responsibility is to stay with the motorcade, which is by no means out of danger. If the players do abandon the motorcade, something suitably disastrous should happen, like an unrelated cycle gang attack. The motorcade should survive, but just barely . . . and the players should get in a lot of trouble.





Part Two: The Rescue

If there's a weak point to Phillips' plot, it's his choice of a hideout — the underground parking garage of a wrecked hotel on the outskirts of town. If no one finds out about it, it's perfectly safe. But if the location becomes known . . .

There are a number of ways the players could discover the location of Phillips' hideout. The best is if one of the attacking gang members from Part One is captured or abandoned by his fellows. Under those conditions, the captured gang member will sing like a bird. If no attackers are captured, the players could get an "anonymous tip" as to the location of the hideout. If any of the player-characters have underworld or criminal connections, this would be even easier to accomplish.

For a diagram of the underground parking garage in one-quarter scale, see page 24. The entrance ramp is 2" wide, divided down the middle by a concrete wall three feet high. The wall was used to channel entering and exiting traffic when the garage was in operation. The wall has 30 DP. Just behind the wall (marked by an "X") is a lookout position. A tripod-mounted recoilless rifle with two extra clips of ammunition is there. One member of the gang will be at that spot at all times. The wall acts as cover for the lookout — treat it like a doorway in *Sunday Drivers*.

The areas to either side of the entrance are liberally sprinkled with mines and oil (marked on the map). It's dark and dingy in this underground garage — the mines and oil are effectively invisible.

The pillars (marked by the dark squares) are 7½' square and have 60 DP. They were designed not only to hold up the roof of the garage, but the entire hotel above it (now long since ruined). Running into one of these should be a fairly painful experience. There is only one other visible exit — a standard door in the middle of the back wall. Anyone trying to use that exit, though, will quickly discover that rubble on the other side of the door has thoroughly blocked it — it will not open more than two inches. The walls of the garage are also impenetrable.

Phillips has his gang and the hostages stashed in the back corner of the garage, behind a makeshift wall of boards, debris, and chunks of concrete. The wall has a DP of 6, and provides cover just like the concrete divider at the entrance. (For those without *Sunday Drivers*, the rule works like this — when firing at a pedestrian behind cover, roll to hit normally. If you roll the exact number you need or one more, the covering object takes the damage, and only any excess damage will affect the target. If you roll two more than you need or better, the cover has been bypassed, and the target takes full damage.)

Behind the wall, there are five tables and a number of chairs for playing cards, eating, and

otherwise whiling away the time. In the very back corner are 16 cots arranged in two rows of eight — the hostages are tied up here. There is also a trap door leading to a tunnel, which in turn leads to a back alley where the gang's vehicles are hidden. The trap door is a new addition — any briefing players receive on the layout of the garage (if they think to look up the plans of the garage before they attack) will not include its existence.

The players will have to fight with caution — they don't know where the hostages are, and definitely don't want to hurt them. Use of burst-effect weapons should be discouraged. All hostages taken in Part One will be here, as well as Carl Phillips and every attacker that got away. The four turncoat limousine drivers have been paid off and have left the area (in their limo — that was part of the deal). In addition to the people mentioned above, Phillips has a few additional folks here at the hideout. Here are the stats:

Carl Phillips — Driver-1, Cyclist-2, Gunner-1. He has body armor, a SMG and 4 grenades. He will fire a tripod-mounted machine gun from behind the makeshift wall at the players.

Marty Ludwig — Driver-0, Gunner-0, Mech-0. He has body armor, a rifle, a heavy pistol, and 2 grenades.

Bart "Lawman" Conners — Gunner-1, Mech-0. He has body armor and 3 LAWs.

Mary Kasinsky — Driver-1, Gunner-0. She has a SMG and 4 grenades.

Bill Richter — Driver-0, Mech-1. He has body armor, 2 LAWs and 2 VLAWs. Richter is usually the lookout man at the entrance.

In addition to their personal weapons and the tripod MG Philips uses, there are two more tripod-mounted MGs behind the wall, usually fired by Kasinsky and Ludwig.

The players should not be able to tell which one of the outlaws is Phillips. Phillips and his MG will be near the trap door — if things start to go badly for the gang, he'll go down the trap door and escape. Give every other gang member a 1 in 3 chance of noticing Phillips' defection in the heat of battle, then for those that noticed, roll 1d6: On a 6, they will shout a general warning, and everybody will make a break for it. On a 2-5, they will try to slip out unnoticed, following Phillips' example. On a 1, they will stand and fight to the glorious end.

Some time — as much as two days — will have elapsed between the attack on the motorcade and this rescue attempt. During that time, the players will be allowed to repair their vehicles and restock their ammo supplies — all paid for by the telethon staff. Wounded players can be healed of one hit point of damage. Dead characters may be replaced in the form of "newly hired" personnel for the rescue. Destroyed cars *cannot* be replaced, and new characters can only bring their carrying capacity in hand weapons with them — no new vehicles! The only exception is if any of the outlaws' vehicles are

captured in Part One and are repairable, the players may use those.

If the players are killed in the rescue attempt, the scenario is (obviously) over. The telethon will pay the ransom, having little choice in the matter. Phillips will even return the celebrities. If the players are driven off and retreat from the underground garage, Phillips will evacuate everyone to a new hideout that the players *don't* find out about. The telethon ends up paying the ransom, and the players still lose — but at least they're alive. If the players rescue the hostages, they're in line for a big payoff in both money and prestige . . . but the job isn't over yet. Which leads us to . . .

Part Three: Bloody Revenge

Phillips realizes that it's practically over. Since a leak revealed the location of his hideout, he also figures (correctly) that his identity is no longer a secret, either. And with every bounty hunter, policeman, and Jerry Lewis fan in 200 miles out looking for him, escape is impossible. So he decides to go down in a blaze of glory, and the survivors of his gang will join him . . .

A diagram of the main stage of the Sherwood Excalibur Ballroom, converted to a television studio for the telethon, is on page 26. The stage itself is 90' wide and 45' deep. In the back is a bandstand and the famous tote board. Offstage to stage right is the technicians' area — the director's booth, sound mixers, videotape machines, camera control, transmitter, videotape editors, etc. To stage left is the "green room," a combination lounge/warm-up area for performers who are about to go on. Both of these areas are cluttered and full of furniture and machines — too cluttered to accurately represent on the map. Just go wild and draw in furniture and electronics gear any way you want when you reproduce this map for play.

The rooms marked "D" are dressing rooms for the various celebrities. For any given room, roll 1d6: On a 1 or a 2, there is somebody in that room. He or she will not have body armor (in fact, none of the celebrities, technicians, employees, or audience will have body armor). The four squares marked "TV" are the cameras. The audience section has a capacity of 250. It will not be necessary to put pedestrian counters on the map for every technician, staff member, or member of the audience.

The doorway leading to the area marked "Foyer" is 30' wide and open. There are administrative offices to the right and left of the foyer — during the telethon, these are locked and empty. The areas marked "Storage" are used to store sets, broken equipment, props, and the like — they, too, are locked and unoccupied during the show.

The ballroom is inside the Sherwood Excalibur Hotel. Only the back (north) wall is common with

the outside wall of the hotel — it faces a parking lot and has 25 DP. All interior walls have 6 DP. There are two metal detectors in front of the doors from the foyer to the audience seating area. Weapons are prohibited inside the studio.

The surviving players will make up the security team at the studio. The players get all the hand weapons they purchased at the beginning of the adventure and did not already use. Looting replacement weapons from dead bodies is allowed. Have the players set up wherever and however they want. Two players should set up at the metal detectors, and there should be at least one player at each door (employee entrance) in the north wall, but if that's not the way they do it, they get what they deserve.

Once the players are in place, let the telethon begin. If you can find an old Steve & Eydie record in your parents' record collection, put it on for atmosphere. Just as the players decide they've had enough of the Las Vegas shtick, spring the attack.

Divide Phillips and the remaining survivors into two groups. If Phillips died in Part Two, appoint another survivor as the new leader. One group will masquerade as audience members, and will try to shoot their way past the metal detectors and foyer guards, if necessary. The other group will get in the biggest surviving vehicle (the Hussar would be ideal, especially if the front HRs have not been fired) and ram the center of the back wall at 70 mph. Assuming the occupants then survive the crash, they will get out of the vehicle (now that it's through the wall) and shoot anything that moves. The group of attackers in the foyer will wait for the car to make its appearance through the back wall before launching their attack. If the players manning the foyer entrance rush to the back to help out (and it's a tempting thing to do), then the group in the foyer will have a clear entry into the audience area. From there, they will commit as much mayhem as possible, concentrating on any celebrities caught on stage when the action begins. The referee can place the celebrities where he wants for best dramatic effect, or he can roll randomly for placement.

The attackers will not try to escape. The players' goal is to terminate the outlaws before they can inflict too much damage.

Victory Conditions

Any surviving players at the end of the scenario will be paid \$50,000 and receive prestige points as if all combats were in the arena — triple prestige for all kills in Part Three, because much of the action will be on live television! For every celebrity that was killed at any point in the adventure, deduct 5% from the reward — both money and prestige. If Jerry Lewis himself should be killed, deduct 25%. Treat any results less than zero as zero. The telethon people will also repair any vehicles damaged in the fighting for free — but they will not replace totally destroyed vehicles.

Variant

Another way to run this adventure would be to split the players into two groups — let one group run the security team, and the other run the kidnapers. This will require some work on the part of the referee, because if the security team wins, each member gets his \$50,000 payoff — but if the kidnapers win, the payoff could reach into the millions. Give the kidnapers eight characters with the same bonuses as the security team (two additional points) — but only give them \$80,000 to build their strike force. The kidnapers also have no provision for repairing their vehicles between parts of the adventure. The referee should encourage the kidnapper players to attack the motorcade in the same fashion Phillips' crew did (complete with turnout limousine drivers) and to use the same hideout — but if the kidnapper players come up with a better way to defend the hideout, let them use it.

Should the kidnapers defeat the security players, a good ransom demand might be \$100,000 per celebrity plus \$500,000 for Jerry Lewis. If it's made clear that the telethon will pay no more than that, the players will settle for it — it's still a lot of money. The kidnapers should also be forced to work out a way to pull off the exchange, and then play it out. Make them work for their money.

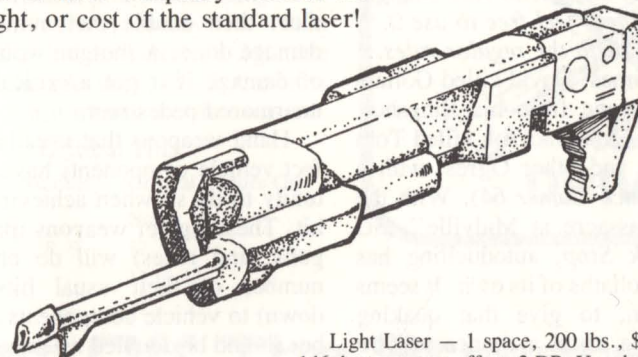
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Laser Guidance Link — The conversion kit links any number of rockets (Heavy, Medium, Light, or Mini) to one laser (Heavy, Regular, or Light). The cost is \$500 to tune the laser frequency, plus \$200 per rocket. Replaced rockets also require the \$200 modification. When a tuned laser and a modified rocket are linked and fired at the same target, the rocket gains the laser's "to hit" roll of 6. Any number of rockets can be linked to one laser, but only one rocket may be guided at a time, and all linked weapons must be in the same facing (front, side, whatever) in the vehicle. If the modified rocket is fired without laser guidance, it has a "to hit" of 11. There is no penalty on the laser. The system takes no weight and no space.



Critical Hits IN CAR WARS

by Jeffrey Field

Editor's note: This is a Car Wars rule variant, and not an official rule change. If you like the idea, feel free to use it. If you don't, stick with the regular rules.

In Biblical times, David killed Goliath with a single stone from his slingshot. More recently, Steve Jackson killed Tom Solis' Goliath, and other Ogres, with a golden BB (*Space Gamer* 64). With the advent of "Massacre at Midville" (*SG* 58) and *Truck Stop*, autoduellings has gained a few Goliaths of its own. It seems only fair, then, to give that quaking MONDO with a pistol a chance to save the town's blasted neck. So, critical hits in *Car Wars*.

Critical hits represent lucky shots at or through weak points of a defense. Perhaps a shot penetrates a spot that had been chewed away by previous gunfire, destroys the belt feeding mechanism of a machine-gun, or hits a vulnerable body armor shoulder joint.

The types of damage a critical hit does depends upon the target. If the target has armor (including body armor), then a critical hit simply ignores the armor. All damage done by the weapon is applied to internal components. An armor critical hit will not, however, skip both a vehicle's armor and the body armor of the driver. People in vehicles are considered components unless specifically targeted, such as a cycle rider.

If a target lacks armor (shot away vehicle sides, lampposts, buildings, the unprotected portion of a wheelguard-equipped tire) then the weapon does twice

the damage it normally would. If a recoilless rifle scores a critical hit, roll two dice, then double that number for the damage done. A shotgun would do 4 hits of damage if it got a critical hit on an unarmored pedestrian.

Hand weapons that usually do not affect vehicle components have the opportunity to do so when achieving a critical hit. These lighter weapons (pistols, shotguns, and rifles) will do one half the number of their usual hits (rounded down) to vehicle components. This number should be doubled when getting a critical hit on an unarmored vehicle weapon. Thus, if a shotgun hits an exposed power plant with a critical hit roll, it would do 2 hits. Because the hits are rounded down, a light pistol is still useless against armored vehicles unless it is used hand-to-hand as per *Sunday Drivers*.

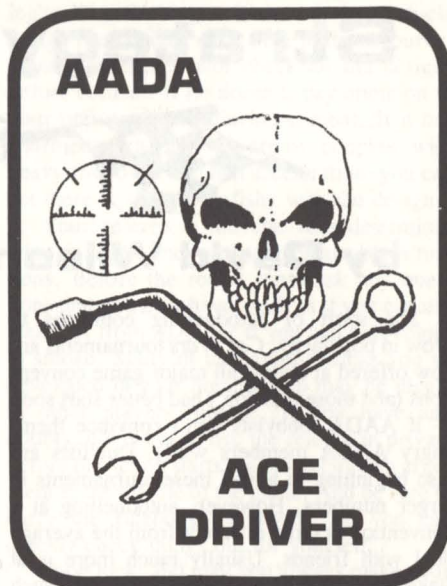
Determining if a hit is critical depends on the original chance to hit. Defensive weapons, such as oil, and those that hit automatically, like grenades, do not get critical hits. Only those weapons that must roll a "to hit" number may have criticals.

If a weapon needs, after all modifiers are calculated, a 10, 11, or 12 or better to hit, there is no chance of a critical. If the weapon requires any "to hit" number of 9 or less, and a 12 is actually rolled on the "to hit" dice, the hit is critical. If the hit is "automatic" — i.e., if the weapon wouldn't have had to roll except for the "2 is a miss" rule — and an 11 or 12 is rolled on the dice, it is a critical hit.

Example: Mad Gunner Jack has to roll an 11 or better to hit with his laser; there is no chance of a critical hit. The next turn, however, his driver stops and he has been tracking, so his chance is 9 or better on two dice. If Mad Gunner rolls a 12 when rolling to see if he hit, it is a critical hit. The laser skips the semi's 50 points of armor to do 3d6 damage to the internal components. Or it'll do 3d6x2 hits damage to that innocent, unarmored lamppost. If Mad Gunner were to fire his hi-res targeting-equipped laser at the side of a semi-trailer at point-blank range and both vehicles were stationary, he would have to roll a -4 or better on 2d6. He rolls, and if he gets an 11 or 12, the hit is critical. A 2 still means the shot missed.

Critical Hits

"To Hit" Number	Critical Occurs On
10, 11, 12	None
3, 4, 5, 6, 7, 8, 9	12
2 or less	11 or 12



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Tournament Duelling

Strategy



by David Wilson

The sport of autoduelling continues to grow in popularity. *Car Wars* tournaments are now offered at almost all major game conventions (and those that don't had better start soon — if AADA lobbyists don't convince them, angry AADA members will!). Duellists are also beginning to attend these tournaments in larger numbers. However, autoduelling at a convention is quite different from the average duel with friends. Usually much more is at stake than bragging rights after the game, such as your entry fee, trophies, awards, and prizes. At a tournament you have no idea who you will be fighting, what you will be fighting, where you will be fighting, or often what you will be fighting in.

Design Strategy

Be prepared! Don't just show up for your round with a pencil and some dice (although it is a pretty good idea to have these). Have your vehicle design ready to go. You ask, "What kind of vehicles and what price range should they be in?" Therein lies the adventure of a *Car Wars* tournament. You never know exactly what kind of vehicle you will need, or what price limit (if any). It is very rare that the combat will be something other than an arena or road combat (at least in the preliminary rounds), so your designs should be van-sized or smaller. The price range you select for your designs should be based on the AADA Division system. Division 5 (the cheapest) vehicles cost \$5,000 or less. Division 10 vehicles cost \$5,001-\$10,000, and so on through Division 30. Above Division 30 is Unlimited Class, which means you have as much money as you want to spend.

"But which Division should my designs be for?" you ask. Again, you don't know. You

should have at least one design in each division, and a few extra in Division 15. Division 15 is a price limit where you can build a decent car, but it still presents a challenge. If you are *really* serious about your duelling, you should have several designs in *each* division. Have a variety of cars to choose from, such as a fast car with good HC for a racetrack arena, or a car with extra ammunition for scenarios with many participants, etc. Playtest your designs before the con to find their strengths and weaknesses. This may sound like a lot of work and bother, but to those who really want to win it won't be that hard. And it will be worth it when you watch your adversaries scramble to work up a design a few minutes before the round.

When you are designing your vehicles, be sure to make them ready for anything. Often when you only play with certain friends, your vehicle designs will be styled to fit how they play. For example, if your friends never shoot at turrets, you put very little armor on top. At the con, though, your friends aren't the only ones who will be there, and you may run across some character who *only* shoots at turrets. You should always carry a fire extinguisher or fireproof armor, because you never know if someone might be using flamethrowers or lasers until combat starts, and by then it is too late. Bring enough vehicle design material and sheets in order to be ready for *any* scenario that may be thrust upon you, especially in the later rounds.

Combat Strategy

You all know your favorite maneuvers and tactics, so I won't tell you how to drive. What I will say is that some duellists tend to drive a little haphazardly when they are just duelling

with friends, because if you crash, it's no big deal. You must remember not to carry this over to a tournament. When tournament duelling remember: "There are old duellists, and there are bold duellists, but there are very few old, bold duellists." This doesn't mean to be too conservative — if you have to bootlegger, do it.

If you are carrying hand weapons, don't forget about them. A well-aimed blast from an SMG, grenade, or even a light pistol can save the day when your vehicle weapons are out, or can't hit.

If you are driving a compact or sub-compact, don't forget the additional -1 for firing at the body of the car. This modifier is often forgotten, but it can save a lot of wear and tear on a smaller duellist.

Dealing with Opponents and the Referee

How one talks to and deals with his opponents and referees at tournaments can be just as important as how one shoots and maneuvers. Don't give away information about your vehicle before or during combat. Statements like, "One more hit on my right side and I'll be dead!" or, "I can't get near that car with the flamethrowers because I don't have an extinguisher" can lose a fight faster than a roll of 6 on Crash Table 1. On the other hand, such statements can be used to trick an opponent. A sentence like, "I can't take any more damage on my left!" can cause someone to blast away at your strongest side. "I can't let anyone get behind me!" can influence an adversary to politely maneuver himself into your rear weapon's arc. Just remember that similar statements by your opponents may be tricks, too . . .

Making deals or agreements with other players may or may not be allowed. Ask the referee if you can make any deals before you do. Also remember that there is no guarantee that your "partner" won't plug a shot into you when given the chance, and vice versa.

Unfortunately, there are a few dishonest duellists out there, and/or some who don't design correctly or keep proper records. During combat, keep track of everyone's shots and damage sustained. If you suspect someone of

cheating, ask the referee to check it out, and don't get prematurely angry at anyone. Cheating and/or making mistakes during vehicle design is especially easy. At a well-run tournament, the referee will check all the designs before combat. If he doesn't, pay attention to your opponent's car during combat. If it has enormous amounts of armor coupled with heavy firepower and fast acceleration, you can bet there is something fishy with the design.

Your referee is the one who determines what is right and settles questionable situations. Before the round starts ask any questions that you may have, such as if you can use weapons from *ADQ*, or if you can hide mines in smoke. Many of the favorite tricks you've developed in your home group may be illegal in other players' groups. If you have any doubts, it's better to ask the referee in private before the action starts than to get into an argument in the middle of the game. And be sure to carry the rulebooks with you, so you can quickly check things out for yourself.

Good luck, and may you always make your control roll!

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

By
Scott Haring
and **John R. MacMillan**

Canada, America's neighbor to the north, has long had a culture that paralleled the United States'. In autoduelling, things are no different. Canadians discovered autoduelling shortly after the sport swept America, and now there is a strong duelling following north of the border, too.

History

Canada, like the US, suffered from civil disorder after the grain blight. The first Food Riots hit in 2017 (see chronology in News-watch), and did not end until the full development of algae technology in 2019. Between the riots and the influx of American cycle gangs, many Canadian cities were damaged and numerous smaller towns destroyed outright. The towns that survived the violence fortified and became stronger.

Today, the governments of Canada and Quebec are back in control of most of the country, though some remote areas remain free from government control — not to mention government services and law enforcement. The economy is weak but stable, propped up considerably by remaining oil reserves in Alberta and the Northwest Provinces. Life is much like that in the United States, but with a slightly different flavor that is unmistakably Canadian.

Driving Notes

Driving (and duelling) in Canada is not like the average American joyride. The Canadian style is slightly more genteel: Non-lethal duels are more common, as is the practice of accepting an opponent's "honorable surrender." This unwritten code doesn't mean Canadians are soft, however — a violation of "honor" usually carries a penalty that is swift and sure,

courtesy of whatever group of duellists happen to be in the area. The vigilante group (or, as they prefer to be called, "informal defense coalitions") is one of the cornerstones of Canadian society today.

Paradoxically, Canadians are less likely to get into road duels with complete strangers than their American counterparts. Minor traffic violations, such as passing on the wrong side, blocking the fast lane, or cutting off another driver — any of which would precipitate a deadly combat in the US — are often tolerated north of the border.

Movement between Canada and the US is fairly simple: Most major highways have stops at the border to check for contraband items, but traffic moves through quickly as most vehicles are only given a cursory inspection. Vehicles selected at random and those deemed suspicious are examined more thoroughly. The Free Trade Agreement prohibits only a few items, and most of them can still cross the border with the proper permits or tax stamps. The most frequently smuggled items include cigarettes, liquor, pharmaceuticals, certain "entertainment" magazines, weapons and ammunition (armament for personal use, of course, is allowed), and various recreational drugs. The penalties for smuggling are rather severe, usually entailing confiscation of contraband, vehicle, and legitimate cargo traveling with the illegal merchandise, and a hefty fine and/or jail term for anyone involved.

Facilities

The Canadian government has gone to great lengths to keep Canada One, the major east-west route across the country, open. The highway begins in Quebec (where it is called Quebec One), and travels across Canada, connecting Montreal, Winnipeg, Regina, Calgary, and Vancouver. Two other major highways can be counted on to be open: Canada 401, connecting Montreal and Toronto, and Alberta 2, connecting Calgary and Edmonton. Canada 401 can be taken past Toronto toward

the deserted city of Windsor, but the government authorities cannot guarantee a motorist's safety there.

All the major cities mentioned above have complete charging, repair, and salvage facilities. In addition, the Canadian government owns and maintains numerous trucks stops along Canada One. These are spaced approximately 150 miles apart on the long stretches between cities, and also serve as bases for the Mounties who patrol the road.

Gold Cross is not as well-established in Canada as it is in the United States — this may be why the Canadian driver is less trigger-happy than his American counterpart. Currently, only four cities have Gold Cross facilities: Calgary, Edmonton, Toronto, and Montreal. Hospitals in other cities are willing to freeze a body to prepare it for Gold Cross, but transporting the body to a Gold Cross facility is the responsibility of those who want the body cloned.

Organizations

The American Autoduel Association has a number of chapters in Canada. The Canadian

government is currently organizing the Canadian Autoduel Association as a regional authority under the AADA. Once the groundwork is complete, all Canadian AADA members will belong to both the CADA and the AADA.

The strongest local chapters are, not surprisingly, located where the major Canadian duelling arenas are — Calgary, Vancouver, Edmonton, Toronto, Ottawa/Hull, and Montreal. Winnipeg also has a strong chapter despite the fact that there is no duelling arena within hundreds of miles. Most Canadian duellists have the red maple leaf of Canada somewhere on their vehicle — the maple leaf is less prevalent, of course, in Quebec.

Canada also has its share of cycle gangs. Two are powerful enough to merit discussion here. The Libertines base themselves in western Quebec, and number somewhere between 750 and 1000 members, with nearly 600 cycles. The Libertines are very well organized, and are particularly hard to combat because they are rarely all in the same place at the same time. The Libertines fought a very effective guerrilla war against Canadian troops in Quebec's war for independence, and they continue to enjoy folk hero status among the

Driving Rules for Ice and Snow

The severity and length of the Canadian winter also has its impact on the Canadian autoduelling scene. Roads are covered with snow and ice from late November to early May, with the effects depending on the severity of conditions. Light snow adds D2 to all maneuvers, heavy snow adds D3, and ice or packed snow adds D4.

Due to these conditions, many Canadians use snow tires during the winter months. Snow tires reduce the modifiers listed above by 2, but the Handling Class of the vehicle using them drops by one. Snow tires are available in all types and sizes, but cost 150% as much.

In addition to adding D4 to any maneuver performed on it, driving on ice is a D2 hazard automatically. Hitting a snow bank is a D3 hazard. Snow tires do not help in these cases.

Despite these obvious disadvantages, duelling on snowy or icy roads has its good points. Instead of rolling, a vehicle on snow or ice will spin. When a vehicle goes into a spin, it turns ¼" (roll randomly to see if the spin is clockwise or counter-clockwise) and moves forward one inch every phase the car is supposed to move (based on its speed). It continues to move in a straight line, decelerating at 10 mph per turn. A spinning vehicle cannot be maneuvered or fired from until it comes to a complete stop. If a spinning car hits dry pavement, reroll on Crash Table One at the vehicle's current speed with a +1 modifier. A spinning car will not burn as a result of a blown control roll. Also, a severe skid on snow or ice does only one point of damage to each tire.

general populace. This has made them particularly difficult to eradicate. The Libertine colors are blue and gold.

The Jets, based somewhere in southwest Manitoba, are harassed by the local authorities only when they strike a Canadian target. As a result, the 400-member gang frequently crosses the border into Minnesota and North Dakota to waylay motorists, truck stops, and the occasional small town. The Manitoba Provincial Police's reluctance to deal with the Jets is a sore point with the state police forces south of the border, and American vigilante groups (sometimes aided by state police) have crossed the border on punitive expeditions. The Jets fly a variety of colors, but they all feature the picture of a biker riding a rocket ship, cowboy-style.

There are a number of different local and provincial police forces, ranging from the non-confrontational Manitoba Provincial Police to the no-nonsense Ottawa City Guard, a close-knit group with one of the highest "Suspect Killed" rates in modern law enforcement. Visiting duellists, however, are most likely to encounter the largest non-military armed force in the Western Hemisphere: The Royal Canadian Mounted Police.

The RCMP still like to be called "Mounties," and still wear the traditional red overcoat and brown ranger hat. Today's Mounties, however, ride high-powered vehicles armed with the latest technology.

The RCMP has bases in every major city in Canada, provincial headquarters in every provincial capital, and a national headquarters at Edmonton. The RCMP is "on call" to aid any provincial or municipal investigations beyond the capabilities of local authorities. The Mounties' major duty, though, is to keep the highways of Canada safe and passable. Toward that end, the Mounties operate a number of outposts along Canada One and 401, evenly spaced every 100 or 150 miles. Each outpost is staffed by approximately 40 Mounties with 15 well-equipped cars, 2 helicopters, and 10 trikes for off-road pursuit. The Mounties' choice in armament leans toward Vulcans and recoilless rifles. Each outpost also has a government-run truck stop, complete with repair facilities, charging stations, restaurant, and rooms to rent for the night. RCMP vehicles are black-and-whites, with the maple leaf on each door.

The Quebec National Police serve the same

function in the Republic of Quebec that the RCMP does in the rest of Canada. The QNP is not quite as well-equipped as the Mounties, but they are otherwise very similar. QNP vehicles are black and gold, and they have an elite corps of motorcycle officers that ride gold-colored cycles.

Autoduelling in Canada

Autoduelling is legal in most of Canada, the only exceptions being Prince Edward Island and Newfoundland. RCMP forces in those provinces aid local authorities in enforcing the ban, with additional help from EDSEL. Most large cities have no-duelling zones around government and industrial installations, and vehicular combat is strictly prohibited in Montreal. Many Canadian towns also have liability ordinances that may make duellists responsible for any damage caused by their activities.

Arenas can be found throughout Canada, with the exception of the two provinces that have banned the sport and the strange case of Winnipeg. For a variety of reasons, six previous efforts to build an autoduelling arena — two of them backed by the municipal government — have collapsed financially. Plans were recently announced to try again, but even if all goes well this time, the arena will not be completed until 2038.

The Canadian Autoduel Circuit (CAC) runs events year-round, each season culminating with the CAC Golden Bullet Championship held each September. Calgary, Edmonton, Toronto, and Montreal are also stops on the AADA circuit, and occasionally one night's card will include events sanctioned by both organizations. Some Canadian arenas are domed for protection from the weather — like the ones in Toronto and Edmonton — but most are set up to let nature take its course. The result is many wild duels on the ice, with the combatants slipping and sliding all over the arena floor. Only the most severe of blizzards will cancel a duel, and even then the safety of the participants is not the reason — if the snow is too heavy, the TV cameras cannot get a good picture of the action.

Off-road duelling is also popular in Canada. Of particular interest to those seeking some novelty are the many snowmobile duels and races held in the Northwest Provinces. Until further data is obtained, snowmobile duelling remains unsanctioned by the AADA.

AADA News

The 2034-35 American Autoduel Association championship season has begun, and various member clubs are lining up to hold not only club championships, but also to host the regional contests that will lead up to the AADA World Championship next summer in Baltimore, MD.

The Tulsa Overt Operators for the Betterment of Autoduelling (TOO-BAD), despite having one of the more, uh . . . interesting . . . names in the AADA, has been designated the site of one regional event. The duel will take place at Con-Juration II, May 10-12, 1985, in Tulsa, OK. AADA Secretary Scott Haring will be the referee.

If any other groups want to host regional events in the late spring of 1985, they should contact the World Headquarters of the AADA here at Box 18957, Austin, TX 78760.

We have added a 16th club to the ranks of chartered local chapters of the American Autoduel Association. The new club is:

Idaho Autoduel Association
(Boise, ID)
J.D. Burdick, President
2916 Tattenham Ave.
Boise, ID 83704
Sponsored by Dark Horse Designs
Box 633
Boise, ID 83701

For those of you who are new to autoduelling, 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 mailer 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.

And we're always on the lookout for news from local chapters, including exciting duels, challenges between chapters, odd occurrences, tournament winners, club standings, and anything else that you think your fellow AADA members would want to read about.

Don't forget to start making plans for your club championships — each winner will receive a prize from Steve Jackson Games, as well as be eligible for regional competition and the eventual AADA World Championship!

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



TRAILERS



IN

CAR WARS

by Jeffrey Field

There are times when an autoduellist just can't seem to squeeze everything he'd like to carry into a particular vehicle. For times like those, a trailer is the perfect solution. By sacrificing just a little weight for a trailer, one can drastically increase working space capacity. Useful for hauling furniture, wood, or a temporary home, trailers come in many styles and sizes.

For those interested in picking up a trailer at the local rental outlet or building your own, a description of trailer construction and use is presented below. These guidelines can also be used for a second trailer attached to a tractor-trailer rig. To distinguish between trailers pulled by tractor trucks and those pulled by cars and cycles, the latter are designated *car trailers*.

Designing Trailers

Standard trailers are really just vans of varying sizes without the power plants and wheel motors. Construction, then, follows that of any other vehicle. Thus, each trailer begins with a chassis. See the chart on page 40.

There are two basic types of car trailer, the van (V) and the flatbed (FL). The van trailer

has four sides, a top, and an underbody. Flatbeds are exposed; only underbody armor and wheelguards are allowed. A small armored box of up to 4 spaces may be mounted on the back of a flatbed with its own armor (except underbody, which is shared) which costs/weights \$9/5.

Tongue DP refers to the Damage Points the trailer's tongue can take before breaking. Targeting a tongue is at -5, -7 if the trailer is attached to a vehicle.

Chassis Strength — A trailer's chassis, like a car's, can be strengthened to increase the maximum load capacity. Costs and effects are as per cars. In addition, improving the chassis strength will increase the strength of the trailer's tongue. A trailer equipped with an extra-heavy chassis has its tongue DP doubled. Light and heavy chassis decrease or increase tongue DP by 50%, rounded down.

Handling — Trailers can subtract from the towing vehicle's handling class. Any vehicle towing a trailer weighing more than half its own weight suffers a -1 modifier to its handling class. This includes motorcycles and tractor rigs with a second trailer. If a trailer weighs half as much or less than the towing vehicle, there is no penalty.

Tires — Car trailers use car-sized tires.

Any type may be used, but all tires on a trailer should match. A trailer with unmatched tires subtracts an additional -1 from the towing vehicle's handling class. The exception is the Mini trailer, which uses motorcycle tires, though again, all must be of the same type.

The size of a trailer will also dictate the minimum number of tires it requires. Minis, 6', and 10' foot trailers require a single pair; 15' and 20' trailers use 4 tires; all longer trailers, 8.

Tractor Trailers — Second trailers for a tractor-trailer rig must be true trailers, which require 10 or 12 truck tires. Instead of a kingpin, they will be equipped with tongues, each with 8 DP. Otherwise, they are constructed like any other tractor trailer.

Refrigerated Trailers — Any car van trailer may be made into a "reefer" for an additional 80% of body cost. "Reefers" lose 10% of their space and weight capacity (drop fractions), and add 15% to the chassis weight.

Type	Cost	Load Weight	Hitch Weight	DP
Lt	\$250	2,000	10	1
Std	\$350	6,000	20	1
Hvy	\$500	10,000	30	2
X-hvy	\$650	15,000	40	3

Load Weight is the maximum trailer weight a hitch can pull without breaking. **Hitch Weight** is what the hitch itself and its bracing system weighs. The price of a hitch includes the connections and wiring necessary for trailer lights and brakes.

Hitches can be rented and temporarily added to vehicles. Such hitches have a +1 chance of snapping in a jackknife situation, but only cost 10% of the purchase price, with a deposit equal to the purchase price usually required.

Tractor Rig Hitches — For tractor-trailer rigs, the hitch is mounted on the back of the first trailer. These hitches weigh 100 lbs., have 6 DP, and cost \$1200.

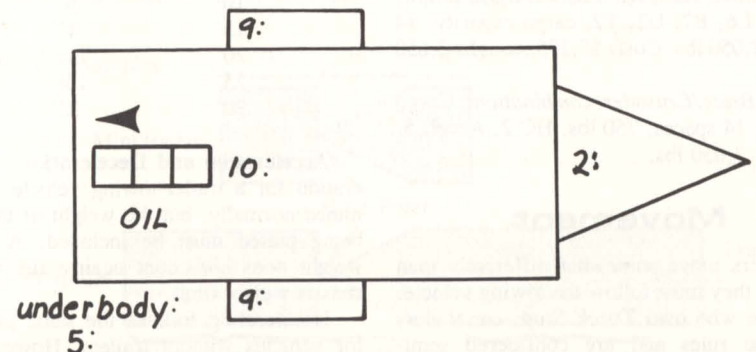
Special Hitches — For an additional cost, hitches may be purchased to be explosive or quick-release. These hitches allow for instantaneous release of the trailer, triggered from the towing vehicle or, if specified, from the trailer as well. Doing so is a firing action, and if released while moving, the trailer becomes loose.

Explosive hitches blow the trailer free in an emergency. They are one-time systems, and must be replaced with a new hitch after each use. They increase the standard hitch cost by \$400.

Hitches

To tow a trailer, a vehicle must have a hitch. Hitches are categorized by the amount of weight they can pull. Hitches are mounted externally and are not protected by armor, thus they can be hit in combat with a -5 "to hit" modifier. Hitches require brace systems which are not covered by the trailer tongue, so even with a trailer attached they can be fired upon, but at -7 "to hit."

Fig. 1, Record Diagram of Wood Hauler



Trailer Construction Chart

Length	Cost		Weight		Max Load		Spaces		Armor	Tongue DP
	V	FL	V	FL	V	FL	V	FL*	V&FL	V&FL
Mini	\$ 200		400		900		3		\$9/5	1
6'	450	300	100	700	2800	3700	12	8	\$15/7	2
10'	700	475	1600	1100	4700	6200	20	13	\$19/10	2
15'	1000	675	2300	1500	7200	9500	30	19	\$25/13	3
20'	1300	875	2800	1900	9400	12400	38	24	\$30/16**	3
25'	1600	1075	3300	2200	11900	15700	46	29	\$35/17**	4
30'	1900	1250	3500	2300	14100	18600	54	35	\$40/18**	4

* The *spaces* listing for a flatbed is the suggested safe carrying limit. Flatbeds actually have little space limitation; up to twice the listed amount of cargo can be piled on.

** These are oversized trailers and require armor in ten locations. See the "Oversized Trailers" section for a complete explanation.

Quick-release hitches are like explosive ones, except they can be reused. Quick-release hitches cost an additional \$900.

Examples

Wood Hauler: 6' flatbed car trailer; std. chassis; 2 PR tires. Armor U5. Rear-mounted oil jet. 910 lbs., 6 spaces, 2,790 lbs. for wood or other cargo. \$1,275. (See Fig. 1 for diagram).

Mini-Brute: Mid-size car, std. chassis, hvy. suspension, super power plant, 4 PR tires, driver and gunner, RR in turret, fire ext., std. quick-release hitch, armor: F12, R15, L15, B5, T8, U5. 4,400 lbs., \$11,160, HC 3, accel. 10.

Crusader: 10' van trailer, std. chassis, 2 PR tires, MD rear, RL left, RL right, armor: F2, R6, L6, B7, U2, T2, cargo capacity: 14 spaces, 2,050 lbs. Costs \$5,275, weighs 2,650 lbs.

Mini-Brute/Crusader combination: Cargo capacity: 14 spaces, 750 lbs. HC 2, Accel. 5. \$16,435, 7,050 lbs.

Movement

Trailers move somewhat differently than cars, for they must follow the towing vehicle. For those who own *Truck Stop*, car trailers use those rules and are considered semi-trailers for crash results. What follows is a

summary of the *Truck Stop* movement rules.

The Counters — Trailers are represented, like any vehicle, by rectangular counters. The counters vary in length, depending upon the trailer length, and have an additional triangular area simulating the trailer tongue. See Fig. 2. Below is a listing of counter lengths for each trailer size. All counters are ½" wide. The tongue triangle has a base and height of ½".

Each trailer is attached to a vehicle by a hitch. The hitch point is marked by a dot in the center of the towing vehicle counter's back edge. Again, see Fig. 2.

Trailer Type Counter Length

Mini	¼"
6'	½"
10'	¾"
15'	1"
20'	1½"
25'	1¾"
30'	2"

Acceleration and Deceleration — Acceleration for a trailer-towing vehicle is determined normally, but the weight of the trailer being pulled must be included. A trailer's weight does *not* count against the vehicle's chassis weight limit.

Decelerating follows the same pattern as for vehicles without trailers. However, any towing vehicle decelerating more than 30 mph

in one turn goes immediately to Crash Table 3 as well as each tire taking 2 dice damage, including the trailer's (trailers usually have brakes of their own).

Moving and Maneuvers — The trailer counter is placed with the tip of its tongue triangle touching the hitch point of the towing car. During movement of the combination, the counters will separate, but by the time their movement is finished, the tongue triangle must always be at the hitch point.

Begin movement by maneuvering the towing car normally, as per *Car Wars* rules. Then move the trailer straight ahead, along its long axis, the same distance the car moved. Next, while holding down one rear corner of the trailer, pivot the counter until the tip of the tongue comes as close as possible to the hitch point. Finally, adjust the trailer forward or backward until the tongue tip rests in its proper position. The car-trailer pair is now finished with its move.

Reverse movement is carried out identically to forward. Move the car in reverse, then move the trailer straight back the same distance and pivot and adjust it.

Maneuvering with a trailer in tight spots can be tricky. To help, *ultra-slow movement* is introduced. This speed allows a car to move ¼" during Phase 5 of the turn. The car may move ¼" straight and pivot, or simply pivot without moving at all. The trailer will then follow normally.

Jackknifing — A trailer is in a jackknife position whenever the *side* of the tongue hits the towing car's rear. That is, whenever the side of the tongue triangle makes parallel contact with the towing counter's back edge, the trailer has jackknifed.

When a trailer jackknifes due to a fishtail, roll one die. On a result of 1, 2, or 3 the

tongue or hitch (whichever has fewer DP) breaks and the trailer is *loose*. If the jackknifing occurred due to a maneuver, the roll is not made *until* this jackknifed position is held for more than one consecutive movement phase. See Fig. 3.

Second Trailers — Movement for a second trailer in a tractor-trailer rig occurs normally, but instead of following the tractor, the second trailer follows the trailer it is hitched to.

Crashes and Collisions — A *loose* trailer has absolutely no control. The tongue hits the ground, taking one die of damage per 10 mph the trailer is traveling, excess damage passes to the trailer's underbody armor. The trailer then makes a control roll at HC -1, and goes to Crash Table 2 if it fails. If it does not "lose control" then, it continues moving in a straight line, decelerating 15 mph per turn and taking damage at its new speed at the end of every turn. The trailer must roll any time it hits a hazard or obstacle. There is no further fire possible from gunners inside the trailer until it stops, and then only if it is right-side-up.

When a towing vehicle loses control with the trailer still attached, it must roll on Crash Table 3, below, taken from *Truck Stop* and used like Crash Tables 1 or 2. Interpret any reference to cars in this table as "towing vehicle."

Crash Table 3 — Trailer Rigs

- 1 — Trivial skid. The car moves ¼" in a "trivial skid" as per Crash Table 1. The trailer follows as for a normal maneuver.*
- 0 — Minor fishtail. The car does not move; the trailer fishtails ½". Treat as a regular fishtail; roll randomly for direction and move the rear of the trailer ¼" in that direction, keeping the tongue tip at the hitch point.*

Fig. 2, Counter Examples

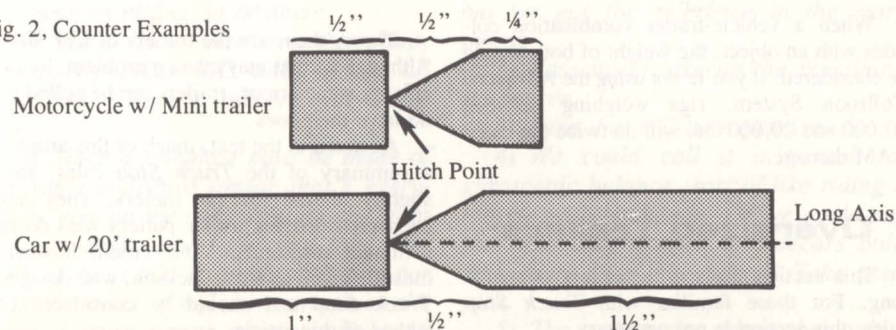


Fig. 3, A Jackknifing Trailer

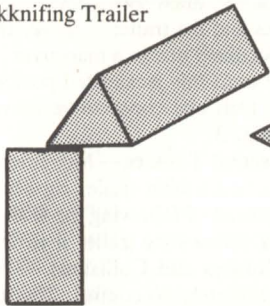
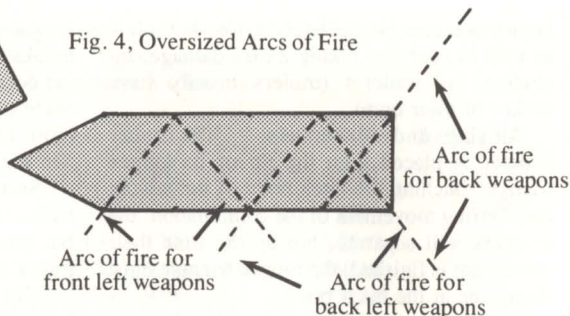


Fig. 4, Oversized Arcs of Fire



- 1 — Minor skid. The car skids ½"; the trailer follows normally.**
- 2 — Major fishtail. The car does not move; the trailer fishtails as for result 0, above, but moving ½" (two squares).**
- 3 — Minor skid and fishtail. As result 1, above, followed by result 2.**
- 4 — Major skid and fishtail. As result 3, above, except the car skids ¾" and then the trailer fishtails ¾".***
- 5 — Extreme fishtail. The car stays still; the trailer fishtails ¾".***
- 6 — Major skid and fishtail. The car skids 1"; the trailer follows normally then fishtails ¾".***
- 7 — Hitch or tongue breaks. Whichever has fewer DP snaps and the trailer comes loose. A further D2 hazard!***
- 8 — As 7, above, but the trailer goes into a roll.***
- 9 — As result 7, but the car rolls. There is a 50% chance that it will catch fire.***

* Any further fire from that vehicle will be at -2 to hit this turn.

** Any further fire from that vehicle will be at -6 to hit this turn.

*** No further fire permitted from that vehicle on this turn.

When a vehicle-trailer combination collides with an object, the weight of both should be considered. If you're not using the Advanced Collision System, rigs weighing between 10,000 and 20,000 lbs. will do twice the listed RAM damage.

Oversized Trailers

This section deals with trailers over 15' long. For those familiar with *Truck Stop* rules, this section is not necessary.

As stated before, a trailer (or any vehicle) over 15' (or 1" game scale) is considered oversized. Such trailers are larger than *Car Wars* norm and acquire advantages and disadvantages because of this.

Locations — These long trailers are split into a front half and rear half. Thus, they have ten armor locations; front, front right, front left, front top, front underbody, back right, back left, back top, back underbody, and back. Armor must be bought for each location separately.

Weapons — Side weapons must be specified as front or back as well as right or left. This does allow for, say, two turrets on top.

The weapons' arcs of fire are determined by dots placed on the counter and are shown in Fig. 4.

Oversized trailers are taller than normal, which gives their turrets an unusual field of fire. Such a turret cannot fire on a vehicle within 1½" of the turret's center (unless it is another oversized trailer). It may, however, fire at the top of, or even over, a smaller vehicle within 6".

As Targets — Because of their increased size, oversized trailers are +2 to hit from the side. Firing at the front or back gains no bonus.

These, then, are the trailers of *Car Wars*. Although weight may cause a problem, by sacrificing some armor, trailers can be pulled and do have their uses.

As noted in the text, much of this article is a summary of the *Truck Stop* rules, some slightly altered for car trailers. They have been provided for trailer pullers who do not own that supplement. Due credit, however, must be given to Steve Jackson, who designed *Truck Stop* and should be considered co-author of this article.

ADQ&A

1) Do cyberlinks for a cupola gunner go in the cupola with him? Can cupola gunners fire other vehicular weapons?

2) Do extra magazines on weapons count against the 1/3 limit of spaces for weapons per side?

3) Would several pedestrians crossing a mine counter at one time set it off? Would it go off if they jumped up and down on it?

4) Can oversized vehicles steamroller pedestrians? If so, at what difficulty?

5) In "Badlands Run" (*ADQ 2/2*) how much armor is there on the right side of the luxury car in Encounter IV?

6) How is weight for a ramplate figured if the vehicle has reflective armor?

—David Autzen
Peoria, IL

1) *The bulky part of a cyberlink does not have to be in the cupola with the gunner, so it does not count against the cupola space limit (though it still counts, of course, against the vehicle's space limit). Cupola gunners can only fire the weapon(s) in that cupola.*

2) Yes.

3) No, no, a thousand times no.

4) *Hitting a pedestrian is considered the same as hitting an obstacle.*

5) *None. How else are the plant, driver, right-side MD and gunner all destroyed? There's armor everywhere else.*

6) *Since a ramplate must be made of the same reflective armor that's everywhere else on the car, you take the front armor weight, add 10%, and then take 50% of the result. Example: A luxury car puts 50 points of reflective armor on the front. Luxury armor usually weighs 10*

lbs. per point, which adds up to 500 lbs. for 50 pts. of regular armor. Reflective armor adds 10% to the weight, so now we're up to 550 lbs. Fifty percent of that is 275 lbs. — that's how much weight the ramplate adds.

—SDH

1) In *ADQ 2/2*'s "Custom Feature," it says that the cyclist was a courier, and when the policeman found the cigars in the sidecar, she later fired off all three rockets. This is impossible, since the 3-space sidecar was filled with three one-space HRs, making it full, unable to hold cigars. Please explain.

2) In *ADQ 1/1*, according to the design of the Morningstar, the luxury body does not use 6 of its spaces. What's in these spaces? Gunners? Cargo?

3) Can there be a fireproof, reflective ramplate?

4) In the ad for the "Jettison Joinkings" (*ADQ 2/2*), it says that the sidecar will continue going, decelerating at 5 mph/turn, just like an engineless car. How can a one-wheeled, detached sidecar do this?

5) Why can a sidecar have a turret, while a subcompact can't?

6) Wouldn't the occupant of an ejector seat black out?

—Patrick Bunt
Bellevue, WA

1) *Oops. It says in the gaming notes that Sherry Bailey carries small, valuable cargoes (like cigars) in her backpack — but we got the reference in the story wrong.*

2) *Passengers take up the remaining six spaces.*

3) *Sure, but it'll be expensive.*

4) *We could call it a miracle of gyroscopic balance, sort of like riding a bicycle with no hands. Or we could say that this only applies to sidecars built with more than one wheel. Take your pick.*

5) *The cycle-turret sidecar has only a*

180-degree arc of fire, and besides, the turning mechanism for a turret in a sub-compact would have to go in the same place as the driver (a problem larger cars don't have).

6) I don't think so. The rule that says the seat rises 1/2" per phase for 20 phases is obviously an approximation of the actual physics involved — does someone out there want to tell me how the G-forces would work?

—SDH

1) In ADQ 1/4, you said past issues were sold out, and in ADQ 2/1, you said you were selling back issues. Do they exist or not?

2) Like other games, will you have scenarios sold separately like D&D, or will you keep them in ADQ?

3) What are the specs on the flaming oil jet from ADQ 1/1? I couldn't get it and I can't use the heavy duty one without it.

4) Is there any gas left?

—Jared Lawton
Cambridge, MA

1) Here's the latest on back issues: ADQ 1/1, 1/2, 1/3, 1/4, and 2/1 are gone. Finito. ADQ 2/2 and 2/3 are still available. You can get them at your local hobby store if they stock back issues, or you can get them from us for \$3.00 each (that includes postage and handling). The address is Steve Jackson Games, Box 18957, Austin, TX 78760.

2) Glad you asked. Be on the lookout for *Convoy*, a programmed solo adventure for *Car Wars*. It should be out about the same time this magazine is, maybe a little sooner.

3) This is one of our most popular questions. Since ADQ 1/1 is (apparently) so rare, here are the stats: *The Artful*

Dodger (aka *Flaming Oil Jet*) costs \$300, weighs 30 lbs., and takes up 2 spaces. It has 10 shots, A WPS of 2 and a CPS of 35. Loaded cost is \$650, and loaded weight is 50 lbs. When fired, it leaves a standard oil slick — which ignites two phases later! The flames are a D3 hazard to drive through, and the underbody and tires of any vehicle going through take 1d6-2 damage.

4) There is a little petroleum left, but it is diverted to more important uses (medicines, plastics, the military), and it would be very expensive for an average citizen to get a hold of any true gasoline.

—SDH

What is the purpose of a roll cage? According to Crash Table I, during a roll internal systems don't take damage until all the armor is gone (unless it's burning, of course). Does this mean that the only protection a roll cage offers is after the armor is history? Maybe I'm a little off, but I don't want to spend \$1,000 and 300 lbs. to be left a sitting duck in the middle of the road with no armor.

Back to the old controversy of blast effects . . . as far as I understand, a blast effect does damage to tires and half-damage to armor within the given blast radius. Does the vehicle hit by the weapon also take damage from the burst? What about its underbody? What are the blast radii of the new light, medium, and mini-rockets? Do the missiles described in ADQ 2/1 have a blast radius? If the MFR (Six Shooter) hits with all six rockets, does that mean that all tires within one inch take six dice of damage? That is devastating!

I know what you're thinking — "Gee, this guy asks an awful lot of questions for somebody from Buffalo." I've babbled on long enough. Keep up the good work.

—Paul G. Lasch
Buffalo, NY

You're making one bad assumption, Paul — that all your armor will be strip-

ped equally in a roll. The luck of the die may cause excess damage to one side, or one side may be already shot up before you go into the roll — either way, internal components can take damage when there's still plenty of armor on three sides of the vehicle. It's this unfortunate circumstance that a roll cage prevents.

The medium and light rockets have a blast radius of 1" (1d6 damage), and the mini has a blast radius of 1/2" (1/2d6 damage). A vehicle hit by a rocket is not affected by that same rocket's blast effect (it's in enough trouble already). Nearby vehicles are fair game, however. The wire- and radar-guided missiles in ADQ 2/1 have a blast radius of 2", doing 1d6 damage. And yes, the burst effect of a MFR is pretty awesome.

—SDH

If a cycle is hit from the front or rear, does the corresponding tire take damage from the ram?

—Alex Hollingsworth
Asheville, NC

The tire takes damage first, then the armor on that end of the bike. If there's any damage left over, distribute it evenly among the power plant, driver, and any weapons on the bike.

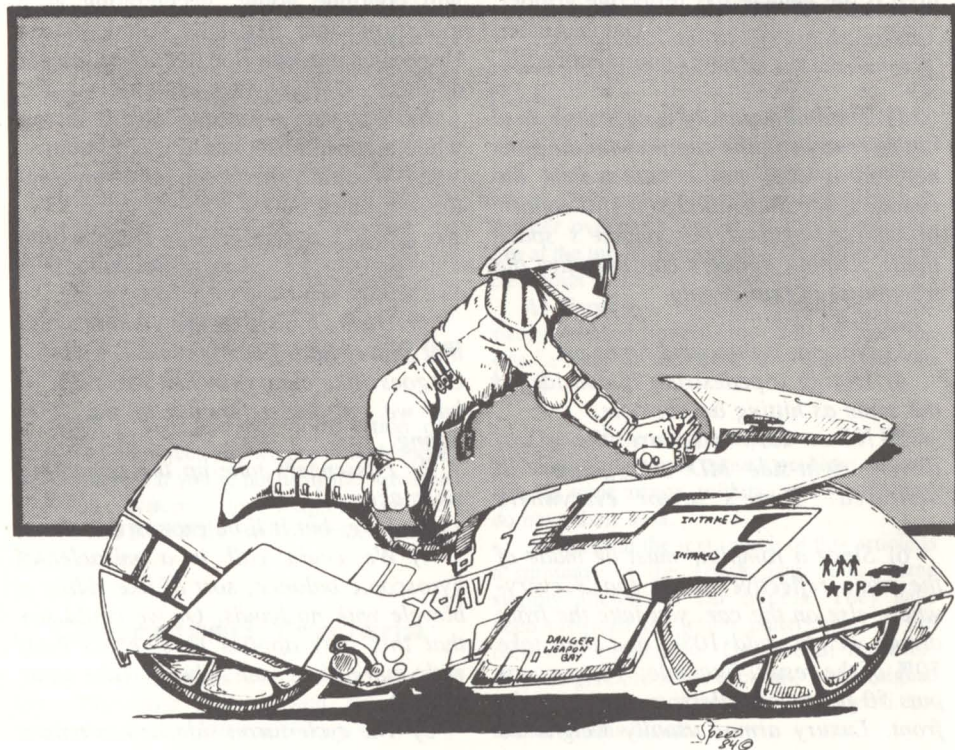
—SDH

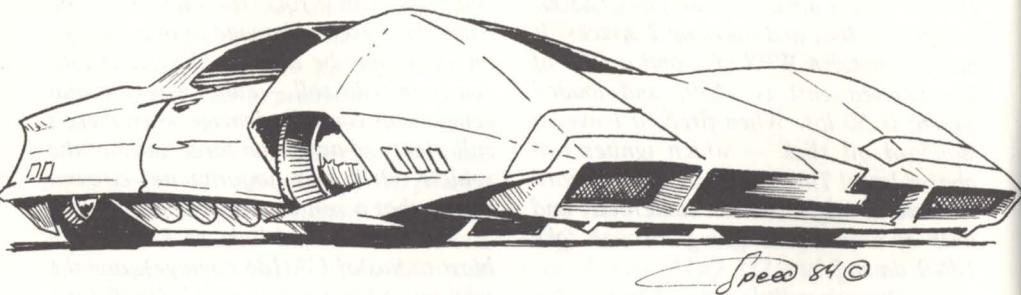
In ADQ 2/2, the Robespierre has four wheelguards, so it suffers a minus to its HC (because it's under twenty feet long), but the description says a HC of 3. Somebody messed up!

—Scott Mahon
Carmel, ME

We mess up a lot, Scott, but not this time. The Robespierre also has PR Radial tires (introduced in ADQ 1/3), which increase the handling class of a vehicle by 1. That's one of the great advantages of the PR Radial — it allows wheelguards on a regular car without loss of HC.

—SDH





If you mount a flamethrower next to a paint spray and fire them together, would the paint cloud turn into a flame cloud? If so, what would the damage be? If not, why?

—Neil Walker
Victoria, BC, Canada

Some paint is flammable. This kind isn't. It won't work. Sorry about that.

—SDH

1) Can a front-mounted radar-guided missile fire at a target behind the firing vehicle?

2) Could you fire a radar-guided missile at a person?

3) How big must an object be to cause a radar-guided missile to lose its tracking? A lamppost? A person? A hand grenade?

—Scott Stanford
Denver, CO

1) *No. A radar-guided missile can only target those things in the weapon mount's arc of fire.*

2) *Sure. It'll probably hurt, though (talk about overkill!).*

3) *If the object causes the missile to lose line-of-sight — like a building, or a wall, or an intervening semi — then the missile will lose its tracking. The three examples you provided would not be big enough.*

—SDH

1) If a cycle drives through a paint cloud, does the -2 "to hit" apply for the rest of the game, or should it be ruled the same as a car?

2) Do E-Z Ejection Seats (ADQ 2/1) cause any damage to the interior of the car when it takes off?

3) Can an ejection seat be mounted on a cycle?

—Mike D'Zurilla
La Canada, CA

1) *The cycles of 2034 have the same anti-paint wipers cars do. And a smart cyclist carries a rag to wipe paint, blood, etc. off his faceplate.*

2) *Yes. It can cause a real mess. Half the time, the damage will be so extensive that the vehicle will be undrivable until it's repaired.*

3) *Sure, why not? It could be fun.*

—SDH

Can you use nitrous oxide on your car in *Car Wars*? If you can, what are the adjustments on your speed and what are the hazards, if any?

—Derek Carlson
Orchard Park, NY

Nitrous oxide is added to internal combustion engines to improve their performance for brief bursts. Since the power plants of 2034 are electric fuel cells, not internal combustion engines, it wouldn't work.

—SDH

Backfire

The game *Car Wars* and all its related supplements are an excellent system I enjoy playing.

Only one rule really seems to unbalance the game. An innocent little section called "Fire and Explosion" on page 13 of the 3rd Edition of *Car Wars* states "50% chance of catching fire on any turn that 10 or more hits are taken from flamethrowers and/or lasers" (Eeek!). This makes the odds of surviving a duel with a laser or flamethrower-armed vehicle more than 5 to 1 against you.

What's worse, you can't count on your fire extinguisher more than 50% of the time when you need it! (Double Eeek!) And it costs you a space to have one of those degenerate fire extinguishers that doesn't always work.

You made a couple of attempts to cover this up by Uncle Albert creating fireproof and reflective armor. But the prices for these are so high, especially in Amateur Night where one laser-armed car can wreak awesome havoc among cars without fire extinguishers (Help!). What about better fire extinguishers, cheaper armor, or less chance of flaming?

I also feel you put too much useful *Car Wars* information into *Autoduel Champions*. Almost all *Champions* players ignore this supplement and those *Car Wars* players who have bought it only use maybe 1/3 of the book. You really should use portions of *Autoduel Champions* to create a *Car Wars* only supplement. I wish you good gaming.

—Erik Malador
Rahway, NJ

There has been considerable arguing between my friends and I about the rate of fire of the machine gun. If a machine gun in WWI could fire 600 rounds per minute — which is 10 shots per second — I'm sure a machine gun in 2034 could do the same, if not better, although one shot per phase is a good speed. Although I agree that your reaction time isn't fast enough to decide to pull the trigger and actually do it before the first 1/4 of a second has elapsed,

couldn't a machine gun on automatic fire once per phase? Also, any Joe Blow with an AK47 can use automatic fire and still aim, because he can move the gun around with his finger on the trigger. Another thing is the limited firepower of machine guns. Couldn't you get a 50-round drum for a car-mounted or even hand-held machine gun? Even if you can't, your average SMG magazine can carry more than 12 shots! Although I can't expect you to change the rules drastically, I would like to know how you lost the purpose of the machine gun. It would also be interesting to see the gatling gun enter *Car Wars*.

—Neil Walker
Victoria, B.C., Canada

When a MG, VMG, SMG, or tripod-MG is fired, it does not eject one bullet per second. The damage all these weapons do assumes a volley of bullets. Even though the weapon is probably being fired continuously, the "to hit" roll is made and damage assessed only once a turn to make it easier to play.

—SDH

Re: The letter from Mr. B.S. Hay, concerning the mines/flamethrowers/flaming oil question. I completely disagree with your ruling. The main problem that would be encountered would be preventing the detonator from firing with the heat, and this problem has already been solved.

Imagine a 20 mm high-velocity automatic weapon. A variety of ordnance can be fired by this rifle, high-explosive shells included. When the gun is fired for long bursts, the barrel heats destructively. Now, imagine the heat generated by the grooves cutting into the shell as it rushes down the barrel (generated, of course, by friction and the heat of the original propellant). This heat is much hotter than the middling temperature produced by a flamethrower or flaming oil. Also, the shell has considerably less mass to disperse heat than a mine would. Yet, the impact fuse of the shell does not fire, nor does the high-explosive filling; if either one went off, the gun would be destroyed by multiple explosions in the barrel!

A mine consists of a casing, the pressure plate, the spring, a fuse, and the explosive charge. The way it is fired is thus: When a few hundred pounds of pressure is applied to the plate, it releases the very strong, one-use spring, which drives an impact plunger into

the fuse. The fuse is made of a stable chemical which can be made to explode disproportionately upon high impact (probably much less stable in larger quantities); the explosion from the fuse causes the plastique explosive to fire, and the mine blows up.

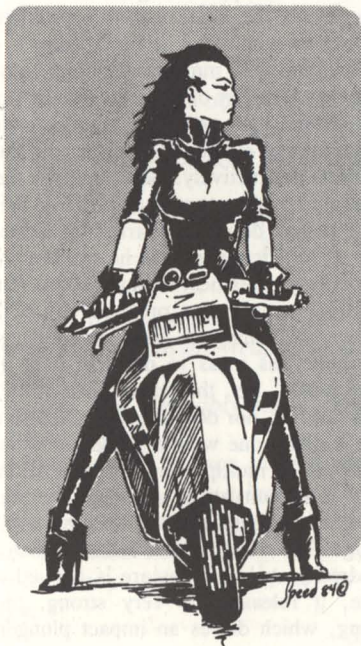
A fire hot enough to cause the mine to blow would melt it first. The plate, spring, and casing are all mechanical and foolproof; the fuse charge is heat-resistant and insulated by the main charge, and plastique, if you manage to set the stuff aflame, will burn to ashes, not explode! So, you see, your entire ruling is fallacious.

Included is a design for Uncle Albert to sell, a long-needed bit of weaponry, the Mine Thrower. The Army Corps of Engineers already has a similar device, not as sophisticated as this, but, after all, it is fifty years in the future.

—Craig Sheeley
Springfield, MO

All right, I give up. In the face of two knowledgeable letters (one ran last issue), I take back what I said at the end of the aforementioned Mr. Hay's letter. Mines will not be set off by flaming oil, flamethrowers, or lasers. I appreciate all the input on the subject by everyone who wrote in.

—SDH



This is a letter of protest and disgust. While I was glad that *ADQ* had gained eight pages, I was unhappy that those eight pages were wasted, along with nine other pages, on *Badlands Run*.

It is my opinion, along with my players' opinions, that *Badlands Run* was a poor adventure, not suitable for publishing in a fine magazine such as *Autoduel Quarterly*. *Badlands Run* was so bad that I actually enjoyed *Junkyard Hogs*, the *Car Wars* adventure in the *Space Gamer*, more than *Badlands Run*, and if that hurts, it should.

Autoduel Quarterly is a fine magazine, but every once in a while a skunk gets into the laundry. In *Badlands Run*, the players are hopelessly outclassed and, as a referee, I find that leads to boredom and impotence on the players' part; why should we bother playing a game where no one is going to enjoy themselves because they can't do anything? The party that I refereed spent all their money on building vehicles, so when they encountered the *Desert Ghost(s)* they had virtually no chance at all, considering that there was no chance to bypass these powerful monsters. They did survive and did manage to kill the monsters, but, due to the money limit, they had no money to repair themselves, and so, when the helicopter from *Encounter XII-A* came roaring by, they succumbed quickly and miserably.

Which leads me to my next point — my players were penalized because I, the referee, had the supplement *Autoduel Champions*. When they read the adventure they came to a consensus that they would have much rather faced two cars that were worth a total of about \$27,000 than a helicopter that cost over \$112,000.

I realize the problem and I realize the solution. In the future, I will send *ADQ* manuscripts so that when decision time rolls (and burns) around, you will have the freedom to choose the best from many, not a few articles and adventures.

In the future, when you hear from me I hope that I have nothing bad to say about your magazine. A magazine such as yours doesn't deserve a bad reputation — and a little more analysis of what is put in it would insure a long and happy life.

—Bruce Cummins
Oakland, CA

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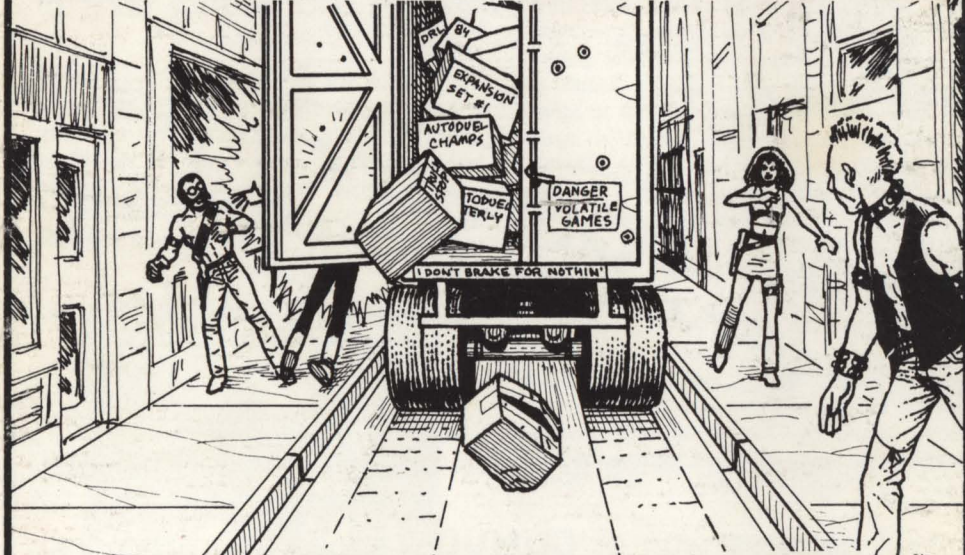
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