

the CAR WARS® magazine

Vol. 4, No. 2

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Autoduel[®] Quarterly

THE JOURNAL OF THE AMERICAN AUTODUEL ASSOCIATION

Dueltrack
Designer's Notes
by Scott D. Haring

Plus our regular
features



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the Driver's Seat

Summer is here, and with it convention season. I'm writing this in late April, but by the time you read this, the AADA Regional Tournaments will have all been held, and we'll be ready for the World Championships at Origins, in Los Angeles, July 3-6! Other conventions to look for the Steve Jackson Games crew at include: AtlantiCon, June 19-22 in Trenton, NJ; GenCon 19, August 14-17 in Milwaukee, WI; and PacifiCon, Labor Day weekend in San Mateo, CA. Hope to see some of you at these shows — be sure to come by and say "Hi!"

A back-issue update: We've finally stopped running out of old issues of *ADQ* as quickly as we used to. We currently have available all of Volume 3, and issue 4/1, too. We'll run out of these, too, eventually, but for now you can get them for \$3.50 each (that includes postage and handling) from us at Steve Jackson Games, Box 18957, Austin, TX 78760. Mark back issue requests "Attn: Direct Mail Dept." Texas residents please add 5% state sales tax.

On The Shelves

By the time you read this, *Dueltrack* should be out. We've worked long and hard on the biggest *Car Wars* supplement ever, and I want to take a moment to thank people who don't usually get very much credit. Production Artists Mara Lee and Kyle Miller worked extra hard to get everything out sort of on time and looking good. Lots of other folks worked hard on the project, but I don't want to make this sound like an Academy Awards speech. Just read the credits above the table of contents. But I did want to mention Mara and Kyle by name — they deserved it.

The playtest comments we got from the various AADA chapters that responded were very useful. While I didn't follow every single recommendation, a good number of the suggestions got into the final draft. Anyway, for more ramblings on how the *Dueltrack* project came out the way it did and why, check out my Designer's Notes on page 18.

I know there are a lot of you out there with insatiable appetites for *Car Wars* material, and you're already asking, "What's next?" Coming very soon will be *Car Wars Expansion Set 9: the Muskogee Fairgrounds and Family Emporium*, a racetrack arena and multi-purpose duelling center that will measure 42" x 64" — the biggest arena we've ever published! We hope to have it out by Origins in July. A scaled-down map of the Fairgrounds appears in *Dueltrack*, but this will be the full-scale, four-part map, with more detail than we could fit on the smaller version, plus scenarios and adventure ideas.

And coming up later this year will be *The AADA Vehicle Guide II*, featuring hundreds of designs submitted by you, the *Car Wars* players! Which reminds me — we're completely swamped with designs already. In fact, I figure we've got about three times as many as we could possibly use. So I must humbly ask you all to not send us any more — there's nothing more we can do with them.

Another thing to look out for this summer will be the *Car Wars* solo adventures to be published by TSR, Inc. The first, titled "Battle Road," will be out this summer, with more to follow. A simplified version of the *Car Wars* combat system is used to resolve sticky situations, but it's solo adventuring in the dangerous world of 2036. We'll have more news on this as it becomes available.

Postal Doings

We're still looking for a few contributors to past issues of *ADQ*. I have managed to lose their addresses in the black hole that masquerades as my desk, and I feel bad about that — since I owe them contributor's checks and complimentary copies of the issues they helped with. So if anyone can help me track down the following, I sure would appreciate it: Paul Harralson, David DeHay, Herb Helzer, and Dave Cornehl. Of course, if you *are* one of these people, please get in touch and collect your money.

While I'm talking about contributors, this seems as good a time as any to go over our submission policy. It's been awhile, and there are probably a bunch of new readers out there who have given thought to sending something in, so here goes:

Autoduel Quarterly accepts unsolicited manuscripts regularly. Now, if you plan something really big, you might want to send a

query letter first. All that is is a letter describing the project in terms of subject and length, and asking if we're interested. We promise to reply promptly.

Of course, if you just want to send something in, that's fine, too. It must be typed and double-spaced; please put your name and address on *each* page (this will help keep me from losing your address). I'm getting more and more manuscripts done on computers. That's fine, but please remember to double-space, just like you were typing it by hand. This doesn't mean I'll throw something away without looking at it if it doesn't come in this way, but if you're trying to sell me an article, it's in your own interest to make the presentation as friendly as possible — it will improve your chances of getting published.

What should you write about? Looking at back issues of *ADQ* should give you a good idea of what sort of things I like. Many of our regular features, though — new vehicle designs and the Road Atlas, for example — are not necessarily good choices, because I've got so many of them already. Another example: We don't print fiction in every single issue, so that means only 2 or 3 stories a year will be published. I receive one or more fiction submissions each *week*. So when it takes forever for an accepted article to see print, I hope you'll understand.

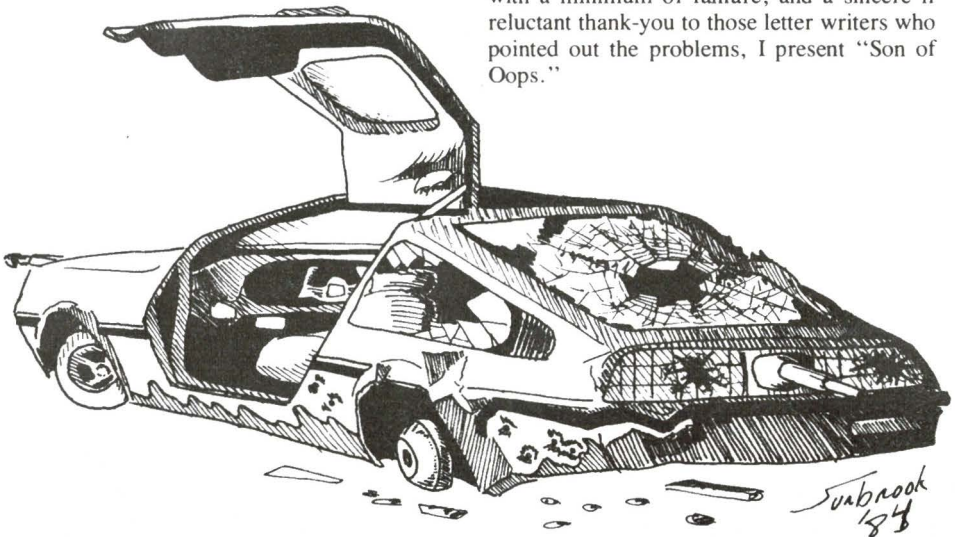
The last thing I need to emphasize is the now-famous SASE (self-addressed stamped envelope). Due to the volume of mail we get

around here, we *cannot* answer letters that do not include an SASE, and we cannot return a submission that does not include an SASE — and that means a big-enough envelope and enough postage to handle whatever size the submission is. We promise to answer every letter that includes an SASE. We may not get back to you the same day we get your letter, as that all depends on what else is going on around here. But be patient — we *will* answer all letters.

One last thing on the subject of stuff in the mail. We just got back the latest subscriber goody from the printer, an electrostatic vinyl sticker that will stick on any smooth surface — including the inside of a window! People whose subscriptions (or subscription renewal) started with issue 4/1 should have received your package by now, even though it's a little later than we had hoped. Sorry about the delay. As for this issue and the rest of Volume 4, the subscriber bonus should arrive within a couple of weeks of the magazine itself.

Son of Oops

Our "Oops Page" in issue 4/1 was very well-received; thanks for the kind words. It was sort of embarrassing to do (I mean, I want everything to be *perfect*, and it hurts to admit that sometimes it isn't), but I think helpful in the long run. Well, some sharp-eyed readers took the spirit of the "Oops Page" to new heights, and discovered some new boo-boos to try and set straight (grumble, grumble). So, with a minimum of fanfare, and a sincere if reluctant thank-you to those letter writers who pointed out the problems, I present "Son of Oops."



Tear Gas Smokescreen — *Deluxe Car Wars* and the *Uncle Albert's 2035 Catalog* disagree on the CPS and WPS for tear gas loaded in a smokescreen. Use the numbers in *Uncle Albert's*: CPS 20, WPS 5.

Thundercat Acceleration — When originally introduced in *ADQ 3/1*, we said the maximum acceleration the plant could produce is 10 mph/turn. That restriction was not mentioned in the *Deluxe Car Wars* rulebook, and some wondered if we had removed it, noting that the T-cat description in *DCW* mentions "tremendous acceleration." For the record, the 10 mph/turn acceleration limit still stands. "Tremendous acceleration" is a relative term; for a car weighing 7,000 lbs., the T-cat will give you 10 mph acceleration — and that is tremendous.

Laser — On the weapon list on the inside back cover of *Deluxe Car Wars*, the loaded cost of the laser is listed at \$800. This is, of course, a typo. It should be \$8,000.

Active Suspension — A wrong word slipped into the description of this item on page 29 of *Uncle Albert's 2035 Catalog* that changes things a bit. The last sentence reads, "If a vehicle loses a wheel, its HC drops to -2 instead of -3 with this item." That should be, "... its HC drops by 2 instead of 3 . . ." Big difference . . .

Shocker — The heavy-firepower 10-foot van trailer featured on the back cover of *ADQ 4/1* is wrong. Wrong, wrong, wrong. When figuring the total cost and weight, I used the *unloaded* cost and weight for the autocannon. Now the design as printed is legal, but only if none of the weapons are loaded. Simply adding ammo puts the trailer over its weight limit, though, so I had to come up with an alternate version. Keep the linked autocannons back (and remember to load them), but replace the two side autocannons with a Vulcan with HD ammo on one side and a rocket launcher on the other. The weight of the new Shocker stays the same — 4,700 lbs., but the cost drops to \$30,235.

I hope I don't have to do this again, but I said that last time. We'll see . . .

Tournament Time

As you read this, the 2035-36 AADA World Championship tournament is just weeks away. It will be held at Origins '86, the national gaming convention, July 3-6 at the LAX

Hilton in Los Angeles, CA. By now, the eight Regional champions have been determined, and as many as can are planning to trek west to vie for the Number One spot in autoduellings. But there's still room for *you* in this picture.

Early in the convention, we will run an "AADA At-Large Qualifier" tournament, to give those AADA members who don't belong to an official chapter a chance to participate in the championship process. Complete ground rules for the qualifier and the finals are in the "AADA News" section of this issue. Here, I want to talk about how you can get into the Qualifier.

Anyone may participate in the At-Large Qualifier if they meet two criteria: 1) They must be a current AADA member, and 2) They must not have participated already in this year's tournament.

Being a current AADA member, of course, means being a current subscriber to *Autoduel Quarterly*. Proof of membership will be demanded before you will be allowed to participate. We'll accept one of three things as proof: 1) The mailer cover from *this issue* (4/2) of *ADQ*, with your name on the address label; 2) A response postcard from us, indicating your subscription will start with issue 4/3 (we send these out regularly to new subscribers). If you subscribe a week before Origins, however, the postcard will probably not get to you in time, which brings us to . . . 3) A receipt from our dealer's table at Origins, certifying that you have subscribed to the magazine. Sob stories (such as, "The dog ate my mailer cover.") will be listened to sympathetically and appreciated for their creative content — but they won't get you in.

Qualification 2 is a little tougher to enforce. The At-Large Qualifier is supposed to be an opportunity for those AADA members who don't belong to official chapters, either by choice or because there aren't enough fellow duellists where they live to form one. If you played in some chapter's Club Championship (or even a Regional Championship) and lost, you are not eligible to play here. The At-Large Qualifier is not a second chance for people who already lost, but a first chance for people who didn't get a chance to play. I am counting on the honor of autoduellists everywhere to keep this rule in effect.

That's about it. See you at Origins, and Keep on Duellin'!

—Scott D. Haring



NEWSWATCH

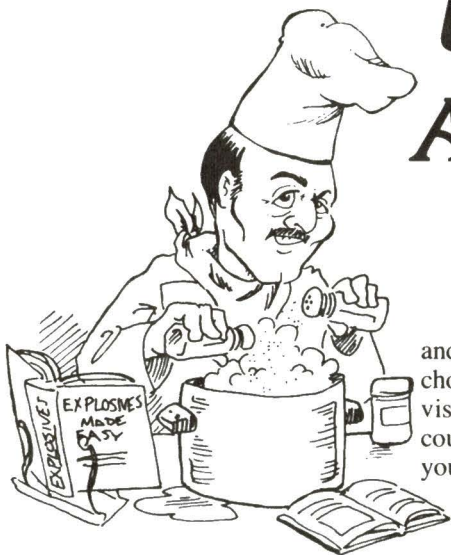
The History of The Boy Scout Commando Corps

- 2007: The National Offices of the Boy Scouts of America, Canada, Texas, Oklahoma, and Louisiana merge to form the Boy Scouts of North America.
- 2012: With the Grain Blights, the Boy Scouts are called on to assist with distribution of food. Many Boy Scout "Starvation Centers" open around the U.S. and Texas, attempting to distribute food to the starving and poor.
- 2015: In one of the first episodes of the food riots, a large cycle gang successfully attacks the "Starvation Center" in Madison, Wisconsin, killing 12 Scouts and 37 refugees. Other "Starvation Centers" hire guards and train Scouts in self defense.
- 2016: Guards hired to defend a Starvation Center in Flagstaff, Arizona kill 22 Scouts and 54 refugees, stealing all the food from the storage bins, then retreat to hide out in the desert. Scouts around the country replace guards with specially trained Scouts, and increase security measures.
- 2017: Scouts on a hunting trip in the Colorado Rockies, led by Scoutmaster Chris Thayer, a Scout Defense activist, are ambushed by a bandit gang called the Blackguards. Led by Thayer, the group of 12 Scouts routed the 17 attackers, losing four Scouts and killing 11 Blackguards. Thayer starts a campaign to train and arm Scouts for quasi-military defense techniques.
- 2018: 57% of all Scout Troops are on the "Thayer Plan." Combat Training centers are opened in several major fortress towns. Scouts are trained in martial arts and use of hand weapons, typically .38 cal. pistols and 12 gauge shotguns. Many gangs take this as a challenge, and attacks on Scout troops increase dramatically.
- 2019: "Thayer Plan" is officially accepted by the Boy Scouts of North America in response to the increase in attacks by bandits. Training centers are opened in most major fortress cities, and training expands to most hand weapons, including SMGs and grenades. Many people take to calling the specially trained Scouts "Commando Scouts." Scoutmaster Chris Thayer disappears under mysterious circumstances.
- 2020: Troop 204, based in Del Rio, Texas, assists a Texas Guard unit in the defense of the city against one of the last Mexican attacks into Texas. Working together, the Guard and the Scouts repel the attack but suffer heavy losses. Scout Lee Kelly is awarded the Texas Congressional Medal of Honor for valor "above and beyond the call of duty." Boy Scouts of North America begin to give the "Kelly Award" to Scouts showing exemplary skill and bravery in the all too frequent confrontations between Scouts and bandits. Minimum age for Scouts is increased to 13, and Handgunning and Martial Arts skill awards are added.
- 2021: Scouts begin to turn the tide against the bandits. Attacks begin to decrease. Handgunning merit badge replaces Rifle & Shotgun.
- 2022: With the growth of violence as recreation, membership in the Boy Scouts increases. Bandit attacks slow dramatically as the Scouts increase in numbers as well as training. The "Flaming Moose" patrol in Phoenix, Arizona initiates the Scout's first offensive operation by raiding the headquarters of a nearby bandit gang. The attack is a complete success, inflicting serious losses while sustaining only minimal casualties. Surprisingly, there are no repercussions from the continental office. The name "Boy Scout Commandos" is in widespread use by the media and the general public.
- 2023: Scout troops around the continent begin to take offensive action against bandit and outlaw gangs. Infiltration, Combat Medic, Demolitions, Scuba, and Strategy & Tactics merit badges are added.
- 2024: Scouts are called in to assist National Guard units in an attack on a large cycle gang in southern Illinois. Government begins to assist in funding for weapons for Scouts. Name "Boy Scout Commando Corps" becomes official. Rank requirements are altered to focus on combat duty.
- 2026: Scouts are called on fairly regularly for assistance in military operations. The "good deed for the day" often consists of providing covering fire for an old lady trying to cross the street. Uniform switches from green to camouflage.
- 2029: With the advent of "standard option" vehicular weaponry, Combat Driving, Combat Cyclist and Vehicular Weaponry merit badges are added, along with Vehicular Weaponry skill award. Previous rank "Life" is changed to "Death."
- 2031: *Car Wars* is released to the general public.
- 2033: Combat Trucker, Combat Pilot, and Combat Vehicle Mechanics merit badges are added. Standard uniform is camouflage body armor.

UNCLE ALBERT'S

UNCLE ALBERT SPICES UP THE DUELLING LIFE

Everyone knows variety is the spice of life, and Uncle Albert gives you plenty of variety to choose from! Whether you shop by courier or visit one of our showrooms in person, you can count on Uncle Albert to provide you with all your autoduellling needs!



ANTI-VEHICULAR AMMO

Pedestrians have always faced an uphill battle against armored vehicles, but now Uncle Albert gives them a fighting chance! VIKING Brand AV ammo allows even the lightest hand weapon to deliver a punch that will penetrate armor, thanks to a Solid Density™ core and a TefSlick™ jacket! No MONDO should be without it!

Anti-Vehicular Ammo — Available only for heavy pistol, light pistol, machine pistol, rifle, and SMG. Weapons equipped with this ammo do full damage to vehicular armor and components. AV Ammo costs 15 times as much as regular ammo.



ANTI-PERSONNEL AMMO

When merely suppressing a riot isn't enough, and the hordes are breathing down your neck, you need something that will do the job quickly without obliterating too much of the surrounding landscape. Sharper Corporation's Anti-Personnel Ammunition could be the difference for you between doing the job and getting done in yourself.

Anti-Personnel Ammo — Available for machine pistol, SMG, MG, VMG, heavy pistol, light pistol, and rifle. Does double damage to pedestrians. When used in an area effect weapon (like the MG), AP Ammo does full damage to all targets in the area of effect. Anti-Personnel Ammo costs five times as much as regular ammo, but weighs the same.

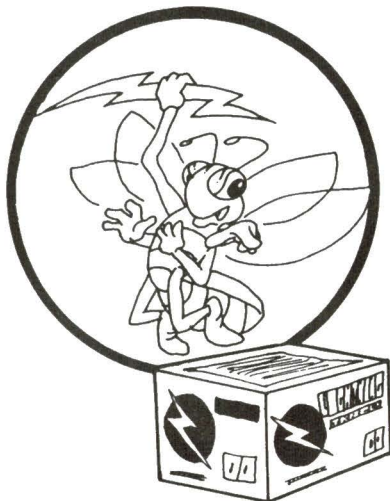


AUTO STOP & GUNNERY SHOP

SAFETY SEAT

For that extra measure of security while you're in your car or truck, Uncle Albert introduces the latest in safety technology for drivers and passengers alike! Utilizing the most modern shock-absorbing materials and the latest in physiological research, Uncle Albert's Safety Seat significantly increases your chance of surviving a crash or roll. Get one today!

Safety Seat — \$500, no space, 25 lbs. A safety seat may be installed in any vehicle except a motorcycle or a sidecar. It is a specially padded, contoured seat which, combined with special restraining belts and nets, cuts the damage taken in collisions and rolls in half. For example, after the front armor, weapons, and power plant have already been obliterated in a head-on collision, 12 points of damage remain to be divided between the driver and the gunner. The gunner has a regular seat; he takes his full 6 points of damage. The driver, equipped with a Safety Seat, takes half damage — only three points. (The other three points are absorbed by the seat.) The Safety Seat provides no protection from weapons fire. It takes five turns to get into a Safety Seat, and three turns to get out. If you don't engage the harnesses, it only takes one second to get in or out, but the protection is lost.



TRACER AMMO

Uncle Albert knows that when it's all on the line, you can never have weapons that are *too* accurate. Lightning Industries' new Tracer Ammo makes your machine guns even more accurate, no matter what kind of ammo you're packing. And at night, it'll feel like your bullets are *drawn* towards your target! You just can't miss with Uncle Albert!

Tracer Ammo — This ammo is mixed with whatever type of ammo is already in the gun, and has the same cost and weight as the ammo it's mixed with. Tracer Ammo can be used in MGs and VMGs only. When Tracer Ammo is used, a third-turn sustained fire bonus of +3 is possible (normally, sustained fire bonuses peak at +2 after two turns). On the down side, subtract one from every die of damage rolled. Regular MG ammo, for example, does 1d-1 instead of 1 full die when Tracer Ammo is mixed in. High Density Vulcan ammo does 2 dice instead of 2d+2.

On My Honor

History of The Boy Scout Commando Corps

by Andrew Egan and David Emmert



Ever since our friends saw the first mention of "Boy Scout Commandos" in the *North American Road Atlas and Survival Guide*, they've been wondering what they really do. Both of us having been Scouts fifty years ago, we thought we were in a good position to reveal to our fellow duellists the true nature of the Boy Scout Commando Corps of North America.

The Boy Scouts have undergone some very significant changes in the past fifty years, most since the year 2007. These changes, brought about by the increasing hostility of the world we live in, have produced an organization that has repeatedly exhibited extraordinary skill and discipline in combat operations. This organization is a far cry from the Boy Scouts of circa 1985.

For the modern Boy Scout, cleaning up a wilderness area does not consist of picking up the garbage left by messy campers, but picking off the garbage that is the local bandit gang. Being a Boy Scout Commando is dangerous work. Most Scout Troops have a fairly high fatality rate, as they engage in extremely dangerous activities very frequently. However, being a Scout also has its advantages. The Troop will provide much of the equipment and training necessary to begin a combat career. A high rank as a Boy Scout Commando also looks very nice on the resume of any professional soldier, duellist, courier, or most any other profession dealing with combat.

Seven different ranks can be earned as a Boy Scout Commando. The lowest rank is simply Boy Scout Commando, and is one of the toughest phases, as combat skills are not well developed. Next is the rank of Tenderfoot. At this point the Scout is learning more of the skills necessary for survival on difficult missions. Next is Second Class. The Second Class Scout can hold his own in most combat

situations, and is a dependable team member for most missions. Following this is First Class. A First Class Scout is a formidable opponent, and can be trusted with a leadership position.

Then we reach the upper ranks. To hold these ranks the Scout must be accomplished as both a leader and a team member, able to give and follow orders effectively in combat. Few Scouts ever reach these ranks. The first of these is Star. To reach this rank, the Scout must have proven himself in numerous missions, and be skilled in many aspects of combat. The next rank is Death. Death Scouts must learn vehicular as well as pedestrian combat, and learn to work without a team beside them. Then is the revered rank of Eagle Scout. Reaching this rank is a truly remarkable accomplishment, and requires *exceptional* skill and dedication. Following are the requirements for the seven ranks:

Boy Scout Commando

- 1: Be between the ages of 13 and 18.
- 2: Understand and intend to live and die by the Scout Oath, Scout Law, Scout Motto, and the Outdoor Code.
- 3: Know Scout sign and Scout salute.

Tenderfoot

- 1: Be active as a Boy Scout Commando for at least two months.
- 2: During that time, live by and uphold the Scout Oath, Scout Law, and the Outdoor Code.
- 3: Earn Citizenship, Handgunning, and one other skill award.
- 4: Take part in at least one Boy Scout Commando raid, attack, or related activity.

Second Class

- 1: Be active as a Tenderfoot scout for at least two months.

2: During that time, live by and uphold the Scout Oath, Scout Law, and the Outdoor Code.

3: Earn Hiking, First Aid, Physical Fitness, and Martial Arts skill awards.

4: Take part in at least three Boy Scout Commando raids, attacks, or other approved activity.

First Class

1: Be active as a Second Class Scout for at least four months.

2: During that time, live by and uphold the Scout Law, Scout Oath, and the Outdoor Code.

3: Earn Camping, Cooking, Vehicular Weaponry, and one other skill award.

4: Earn Combat Medic and Handgunning merit badges.

5: Take part in at least six Boy Scout Commando raids, attacks, or other approved activity.

Star

1: Earn a Driver's License.

2: Be active as a First Class Scout for at least four months.

3: Earn the following merit badges: Vehicular Weaponry, Physical Fitness, Martial Arts, and two optional merit badges.

4: Take part in service projects totalling at least six hours of work. Service projects must be approved by your Scoutmaster.

5: While a First Class Scout, serve actively in one of the following positions for four months: Patrol Leader, Senior Patrol Leader, Assistant Senior Patrol Leader, Quartermaster, Bugler or Instructor.

6: Take part in at least two Boy Scout Commando raids, attacks, or other approved activity.

Death

1: Be active as a Star Scout for at least six months.

2: Earn the following merit badges: Combat Driver or Combat Cyclist, Camping, Infiltration, and three optional merit badges.

3: While a Star Scout, take part in service projects totalling at least ten hours of work. Projects must be approved by your Scoutmaster.

4: While a Star Scout, serve in one of the positions listed for Star Scout for at least six months.

5: Take part in ten Boy Scout Commando raids, attacks, or other approved activities.

6: Organize and lead five Boy Scout Commando raids, attacks, or other approved activities.

Eagle

1: Be active as a Death Scout for at least six months.

2: Earn the following merit badges: Combat Vehicle Mechanics, Combat Trucker or Combat Pilot, Communications, Emergency Preparedness, Wilderness Survival, Personal Management, Strategy & Tactics, Demolitions or Scuba, and three optional merit badges.

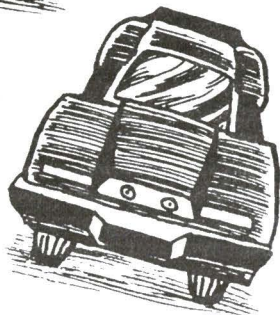
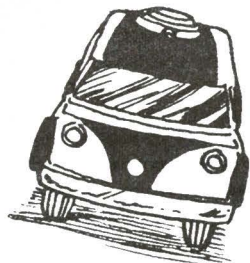
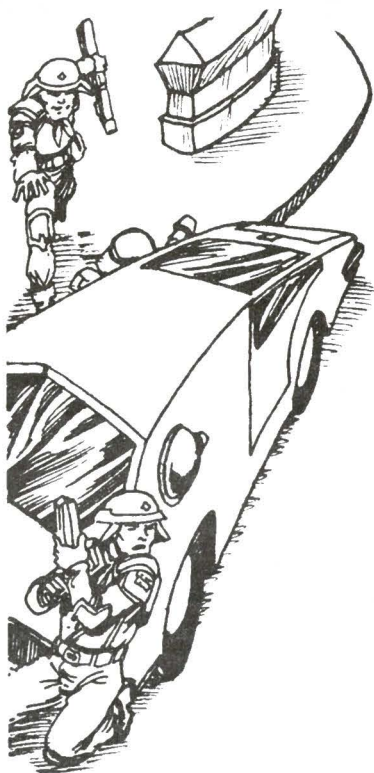
3: While a Death Scout, serve actively for six months in one of the positions listed in Star.

4: While a Death Scout, plan, develop, and lead a service project approved by your Scoutmaster and troop committee and reviewed by the council or district before beginning.

5: Plan and lead ten Boy Scout Commando raids, attacks, or other approved activities.

Skill Awards and Merit Badges

For requirements for most skill awards and merit badges, you can consult the *Boy Scout Requirements* book. Others are described here. Handgunning and Martial Arts skill awards require base level skill and two confirmed kills using the skill. Handgunning and martial arts merit badges require +1 skill and six confirmed kills. First Aid skill award is Paramedic skill and one successful treatment. Combat Medic merit badge is Paramedic +1 skill and eight successful treatments, two of which must be performed under combat conditions. Physical Fitness skill award is Running +1 skill, and the merit badge is Running +2. Combat Driver and Combat Cyclist merit badges are Driver or Cyclist +1 skill and five missions. Vehicular Weaponry skill award is Gunner base skill and two confirmed kills. The merit badge is Gunner +1 and five confirmed kills. Combat Trucker is Trucker base skill and three missions. Combat Pilot is Pilot base skill and three missions. Combat Vehicle Mechanics is Mechanic base skill. Infiltration requires successfully getting into and out of an enemy installation and accomplishing some objective. This is done alone, and preferably unnoticed. Strategy & Tactics requires study of military history, planning and leading combat activities, and using creativity in combat tactics.



Demolitions is blowing things up. The Scout must destroy at least five targets, to be selected by the Scoutmaster, using C4, limpet mines, TNT, etc. The Scout must also show a working knowledge of the functioning of explosives and various detonation devices (Explosives +1). Scuba is underwater operations and combat. It includes the use of a speargun, underwater demolitions, the uses of scuba equipment in infiltration and surveillance (Scuba +1).

The Scout Law

A Scout is: Trustworthy, Loyal, Helpful, Friendly, Courteous, Kind, Obedient, Cheerful, Thrifty, Brave, and a Good Shot.

The Scout Oath

On my honor, I will do my best to do my duty to my Troop and my Country to keep myself physically strong and mentally awake.
I will not endanger innocents in combat but I will not waver in eliminating the guilty.

The Outdoor Code

As a Boy Scout Commando, I will do my best to —

Be conservation minded — I will practice good conservation of soil, waters, forests, minerals, and wildlife, and I will ensure that others do the same. I will destroy as little as possible when executing a mission, and will hunt only on foot and with nothing heavier than a rifle. I will clean up the sites of combat to the best of my ability.

Be careful with fire — I will build my fires in a safe place. I will not use flamethrowers, napalm mines, lasers, or other weapons which are a fire hazard while in the outdoors. I will extinguish all fires set by combat in the outdoors.

Gaming Notes

As you can probably see by now, high-ranking Boy Scout Commandos are *extremely* nasty. However, they are also extremely rare. Most Scouts will never attain the higher ranks, whether it is due to death or crippling injury, quitting the Scouts to go into another career, or simply reaching the age of 18. The average rank that a Scout will reach before dying, quitting, or reaching 18 is First Class. You will notice that a character who has been in the Boy Scout Commando Corps is significantly more

competent than a standard 30-point starting character, and would have a great advantage in duelling against them. This is logical, as the Scouts have been in frequent military engagements since the age of 13, and have a proportionate amount of combat experience.

Obviously, due to the advantage that Boy Scout Commando characters have over others, players should not be permitted to simply say "I was a Death Scout in the Boy Scout Commando Corps" and then proceed to demolish all the other players due to his exceptional skills. Anyone who wants to have a Boy Scout Commando character should be required to actually *play out* the character's time in the Corps. This will obviously take some time, and have a relatively low chance of survival if the character is trying to advance very quickly and taking exceptional risks. I do not believe that the arenas of the world will suddenly be swarming with ex-Boy Scout Commando players to hopelessly mangle game balance. The time and risk required to advance a Scout to the ranks where he would have a significant advantage over other duellists would preclude this from happening. Playing a Boy Scout Commando would probably require simply playing a separate campaign from the player's autoduellist and/or bandit characters.

This brings up the problem of running a Boy Scout Commando Corps campaign. This will probably, but not necessarily, require a referee to set up the missions and play the enemy forces if not enough enemy players can be found. Playing Boy Scout Commandos would be a good opportunity to play a group. The standard Boy Scout Commando training given to all Scouts before their first mission would give them the standard Running, plus Handgunner and two more skill levels in anything except vehicle "driving" skills (Driver, Cyclist, Trucker, Pilot). Equipment and uniforms must be purchased by the Scout or his parents, though many weapon shops will offer significant discounts to Scouts, and a number of companies (Creighton Firearms and Medieval Motors, for example) donate weapons and equipment for use by Scout troops. In fact, several experimental weapons systems are being tested by a troop in Wisconsin. Generally, a Scout will have a budget of about \$400 to \$700 for equipment. Troops supported by a private company could have budgets of \$800 to \$1500 for a normal troop, or upwards of \$2500 for a large, well-funded

troop. Scouts can get new equipment by "liberating it from bandits, getting it as a birthday present from their parents, or the troop might purchase new equipment for a Scout who acquitted himself particularly well in a number of raids.

Certain requirements of Boy Scout Commandos are not covered by the standard *Car Wars* rules (i.e., planting explosives and the sneaking around required for the Infiltration merit badge, not to mention scuba diving) so we present these rules here. (I know some of you will write nasty letters to Mr. Haring for making the game more complex by adding more skills, but that's too bad. We're going to do it anyway.)

Explosives

The Explosives skill covers the planting and detonation of explosives that require more talent than pulling a pin or lighting a fuse. It includes the knowledge of how to store and take care of explosives so they don't blow up or become inert, and a general knowledge of explosives and detonators, both manual and remote. To successfully plant and detonate an explosive device, the character must roll 7+ on two dice, with the roller getting a +1 for every plus in skill level.

If an Explosives roll is failed, immediately roll 2 dice and consult the following:

2 — The explosive goes off as you are setting/placing it. Assess damage and scrape up what's left . . .

3-4 — the explosive goes off earlier than intended. How much earlier depends on how long a delay was intended and should be determined by the referee. Depending on the mission, this may not be too bad. But if timing is crucial, this could be disastrous . . .

5-6 — Improper packing. Explosion only does half the intended damage.

7-9 — The bomb doesn't go off. It's a dud.

10-11 — The explosive goes off later than intended. How much later depends on the length of the delay and should be determined by the referee. Again, in a crucial timing situation, this could be worse than the bomb not going off at all . . .

12 — Miscalculation. Explosion does twice the intended damage.

The following list of explosives is by no means complete, so referees with a knowledge of explosives should feel free to expand on this list. The explosives skill can be increased by

use of general skill points or by planting explosives successfully. Successful planting of explosives is worth two skill points.

Nitroglycerine

An extremely volatile, unstable liquid. One grenade-equivalent encumbrance would do five dice of damage in a 1½' burst radius and cost \$500. The problem with the stuff is that it tends to explode at rather inconvenient times. Severe jostling (like running, driving in combat, rolling and burning, etc.) has the nasty effect of making it blow up in your lap. In a vehicle, the 'detonation number' of the nitro is equal to the total of the difficulty levels of all hazards and maneuvers taken that turn. Also, a loss of control adds four and a roll causes automatic detonation. Example: Joe executes a drift (D1); this makes the detonation number one. As the lowest number you can roll on two dice is two, he isn't in any trouble yet. Then Joe makes a hard swerve (D3) and brings the detonation number up to four. Joe rolls a seven, so he is still okay. Next Joe is forced to execute a bend, bringing the number up to seven. But he rolls a nine and continues on his merry way. However, Joe is then shot for six points of damage (a D2 hazard), bringing the number up to nine. Joe rolls a six and the nitro explodes, blowing him to autoduellist heaven. While on foot, running will detonate it on a five or less, checked each turn. Other situations with pedestrians will doubtless occur, but we leave it to the referee to decide on the number to roll.

Trinitrotoluene (TNT)

One stick of dynamite will do two dice of damage in a 1' burst radius at a cost of \$50 per stick. Two sticks are one grenade equivalent when carried, and if thrown, it is to hit 10 (not as handy to throw as a grenade). As you can see, it is very good for blowing up buildings and such, but not as good for killing people, due to the relatively small burst radius.

One final note: Both of these substances can be ignited by heat, so we would strongly suggest that you try to stay away from flamethrowers, lasers, flaming oil slicks, napalm mines, and burning vehicles when you have them on your person. On direct exposure to fire, an explosion will occur on a 4 or better on two dice. If the fire is merely close by, let the referee determine the chance of explosion, depending on the fire's intensity and proximity.

Stealth

The skill used to avoid detection by unfriendly persons is called Stealth. The base number required for success is 8+ on two dice. This is affected normally by skills, and is also affected by the conditions under which it is attempted. This skill is *only* usable on foot, and cannot be attempted while under direct observation. Standard bonuses/penalties are:

- good lighting: -5
- average lighting: -3
- fair lighting: -1
- poor lighting: 0
- no lighting: +2
- forest, jungle, etc.: +2
- plains, desert, etc.: -3

Skill can be increased by the use of general skill points.

Scuba

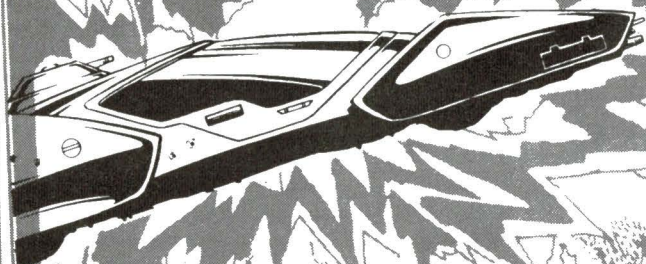
Skill in the use of scuba equipment is called, naturally enough, scuba. In scuba gear, a person moves on phases 3, 6 and 9, moving on one additional phase per level of skill above zero. Modern scuba tanks hold enough air for approximately four hours of underwater breathing (after that, you start trying to grow gills). Scuba gear costs \$400, or \$1000 for a suit that will also function as body armor. If a person in scuba gear is shot, stabbed, or otherwise mangled, there is a one in six chance that the tank will be ruptured. The air will leak out of the tank in twenty seconds, divided by the number of points of damage done to it.

Spearguns are made for underwater combat, and are rather effective in that capacity. The underwater statistics are as follows: to hit 8, damage 2 pts., 1 shot before reloading, 2 grenades encumbrance, \$200. The spears are one grenade equivalent for every 3, and cost \$20 with line, \$15 without. On land, it takes a 9 to hit, but does three points of damage due to increased velocity. Also, laser targeting scopes do not work underwater, due to the severe refraction of light. And I almost forgot — grenades going off underwater are not nice. Anyone within the burst radius of the grenade will take half damage, but will be affected as if it were a concussion grenade. If it is a concussion grenade, add two to the roll.

Now that you've waded through all that, you're ready to put on your Boy Scout Commando uniform and blow away some outlaws! Good hunting, and don't forget to do your good deed today!

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

by
Neil Tangri

Washington, capitol of the United States, lies on the Potomac River, close to the Chesapeake Bay. With a population estimated at close to a quarter of a million, Washington supports a large autoduelling contingent and is the political nerve center of the nation.

History

The Texas War for freedom, the Russo-American war, and finally the grain blight wreaked political havoc in Washington. This soon spread to other areas of life, as large segments of the population became victims of the political head-hunting. Prudent government officials fortified many government buildings and increased security, but this preparation was by no means sufficient protection against the rioting that exploded here in 2016. The political atmosphere of Washington had always been volatile, and the race problems of a primarily black city housing a primarily white government fueled the problem. The violence here was by far the worst in the country, with the rioting extending from downtown out even into distant suburbia. The government was forced to move to Camp David, formerly a presidential retreat, until the introduction of algae-based mass food production and the cessation of the riots. By that time, the entire city had been ravaged, and the population stood at a tenth of its 2010 census level. The government then began an ambitious project to rebuild Washington, not by re-locating it, but by new construction in the former heart of the city.

Today, most of Washington proper remains "urban wasteland." The rubble-filled streets, crumbling, burnt-out buildings, decaying roads and torn-up parks are all that remain of Old Washington. Not to imply that these are uninhabited: The rabble, eking out a short,

miserable life in these areas, are estimated to constitute a quarter of the city's current population. This city-wide slum comes to within a few hundred yards of the developed regions.

Points of Interest

1. *The Government Quarter*: This walled area houses not only all the agencies of the Federal Government, but also foreign embassies, and the city government. Non-authorized vehicles are prohibited from entering the grounds; there are well-guarded parking lots just outside the walls. There are no private residences, few private businesses, and no hotels here. The area is heavily policed by the President's Guard, on foot, in vehicles, and manning the many gun emplacements along the walls and on buildings. The guard shoots at suspicious vehicles on sight.

2. *The New City*: This, the largest mall complex in the world, is the brainchild of the "New D.C." scheme. This multi-story, mile-long building is simply an overblown pedestrian mall. It incorporates theaters, apartment buildings, schools, office complexes, gymnasiums, hotels, a hospital, plus of course, scores of stores of immense variety. It is a complete city in microcosm; residents can conduct all their daily business without ever leaving its confines. It is constantly expanding, adding more facilities of every kind. Thus, there is always construction at the perimeter of the building. Linked to the airport and other areas by the Metro, it is also very convenient for non-residents. No vehicles are allowed inside except for the small, modified go-carts used by the police and emergency services, but there is ample parking in convenient, well-guarded lots. The New City is well fortified against vehicular and airborne attack, and is heavily patrolled by the D.C. police, who have two substations here.

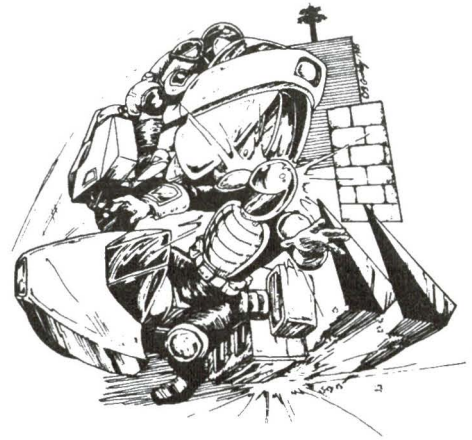
3. *The "Little Kingdom"*: Of the four developed enclaves in Washington, this is the

only one that predates the food riots. It is also the only section of Washington to come through the riots (relatively) intact. It was able to do so by virtue of its strong vigilante group and the powerful central authority. The self-appointed ruler, Nathan Ferrell, retains a strong grip on the community, and its guard, the Community Defense Coalition, is under his control. Ferrell's "Little Kingdom" has a poor to worse relationship with the Federal and city governments. The walled community is completely cut off from the outside world. It has its own algae plant and power generator and is almost completely self-sufficient. It trades only for high-tech products or car parts. The "Little Kingdom" is not served by the Metro, and there is no convenient access to it. This suits Ferrell fine, for he has single-mindedly pursued this isolationist policy, and there is no sign of change now. As he poses no threat and does not interfere with any of their plans, the government has decided to leave well enough alone. Police are unlikely to put on any show of force in the area, and visitors are explicitly not welcome.

4. *The Duellists' Quarter:* This, the largest of the four developed sections in Washington proper, serves as a sort of "catch-all" for homes and businesses that cannot afford, or do not fit into the New City. It earns its name from the Capital Centre Duelling Arena, and the concentration of duellists. There is a good deal more to it than that, however. In addition to substantial housing (both single and multiple unit), the Duellists' Quarter is home to the city's only private TV station, the McDavis University (both of which have close links with the duelling circuit), the Johnson Memorial Hospital, D.C. Police Headquarters, and, of course, a large number of stores catering to duellists' and truckers' needs. The city's algae plants are also located here; they are heavily guarded by the D.C. Police. In addition, it is the site of the city's only industry: Foster Motor Vehicles originally produced vehicles solely for the government, but has since become a private company, catering to the local autoduellists' needs and having a small line of city buses and trucks, while maintaining its links with the government. Like the New City, this quarter is constantly expanding, though not at as great a rate. A steady influx of ex-suburbanites ensures a constant rate of growth. Although in many ways more vulnerable to attack than other developed enclaves

because of its lack of a wall, the Duellists' Quarter is generally quite safe. The high concentration of duellists and police ensures the general security of the area, though the occasionally lawless tendencies of the former are sometimes in evidence.

5. *The Suburbs:* While the destruction of the city proper was the worst on the continent, the suburbs, paradoxically, came out better than many cities. Nonetheless, they were badly ravaged by armed gangs following the complete breakdown of civil law. These areas are under the jurisdiction of the Maryland and Virginia governments, and are of little interest to the city authorities. Recently, however, these areas have become havens for small bandit gangs operating on the Beltway, and occasionally striking into D.C. proper.



6. *The New Suburbs:* Several small walled towns have sprung up in the ruined suburbs. Numbering only a few hundred persons each, they are completely dependent on the Metro as a link to their white-collar jobs, which are in Washington. They have little or no garage facilities; their defenses are primarily immobile, and require little servicing.

7. *National Airport:* The only one of the three Washington area airports still in use, National is a fairly busy airport, with lines flying all over North America, and some overseas. It has substantial parking facilities, both long- and short-term, and has regular Metro service. It is heavily patrolled by the National Airport Security Force, who have some 30 heavily-armed cars and 50-odd foot-patrolmen within the buildings.

8. *The 14th Street Bridge*: The only bridge in downtown D.C. across the Potomac. The D.C. Police patrol it, and have armed bunkers at each end.

9. *National Guard Barracks*: This forbidding structure houses the Washington Area National Guard. Unauthorized vehicles are prohibited to enter the area, and will be shot on sight.

Facilities

There is only one full-fledged truck stop open to the public in Washington; it and four other well-equipped garages (plus the Cap Centre pits) are located in the Duellists' Quarter. The "Little Kingdom" operates some garage facilities, as does the President's Guard, but neither are open to the public. The Johnson Memorial Hospital is the larger of the two hospitals in Washington, and sports full Gold Cross facilities. Keble Hospital serves only the New City, and does not have Gold Cross facilities, though it will freeze a body for transfer.

Transportation

As part of its re-construction plan, the government has re-opened the city's subway system, called the Metro. It offers a fast, reliable, and safe alternative to driving. Metro stations are completely vehicle-proof and are guarded by a well-armed security force. Stations have been re-opened in the New City, the Government Quarter, the Duellists' Quarter, National Airport, and the New Suburbs. All other stations have been sealed off; they are being re-opened as the areas become developed.

Only two highways, (DC1 and DC2) go through Washington proper. Both of these are post-collapse developments, and do not have exits except in the developed areas. Both are heavily patrolled by the D.C. Police. Washington is connected to Baltimore, Philadelphia, New York, and New England by I-95 and Route 1. The former is a very good road, but the latter, being an unrestricted-access road, is very dangerous. All highways in the Washington area feed into I-495, the Beltway. I-495 is patrolled by the Maryland and Virginia State Police and occasionally by the D.C. Police. Route 1 is not patrolled at all, but 95 and 270 are, by the appropriate state police

departments. The Chesapeake Bus Company operates out of the Duellists' Quarter, with routes all along the East Coast.

Organizations

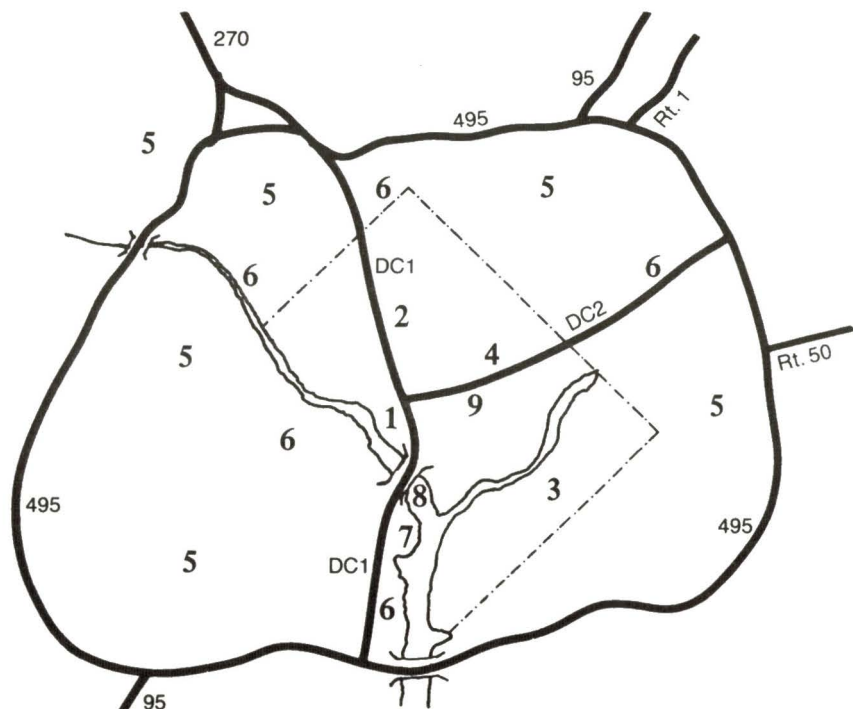
The D.C. Police are the uniformed service most in evidence. This no-nonsense police force numbers about 200 officers, and sports over 50 well-armed cars, 30 cycles, and an attack-surveillance copter. Their pedestrian officers are especially well-equipped. Their vehicles are blue, with blue flashers. The Maryland and Virginia State Police will only be encountered within their respective states. Both have large forces and choppers at their disposal. Maryland cars are black and white with red and blue flashers; Virginia's are green and white with similar flashers.

The elite President's Guard patrols the Government Quarter, and serves as a personal bodyguard for top-ranking government officials. They number about 100, and operate some 15 heavy road vehicles, and 2 choppers, all based within the government quarter. Vehicles and uniforms are black and gold, without flashers. The National Guard base at the edge of the Duellists' Quarter supports some 500 armored infantry, supported by four Roosevelt Tanks and six choppers. They often cooperate with the President's Guard, and area police departments. The C.I.A. and F.B.I. maintain a walled-off enclave within the Government Quarter. In addition to its more secretive activities, the F.B.I. acts as a sort of "big brother" to law enforcement agencies all along the East Coast, and is the guiding hand behind many "sting" operations. To this end, it maintains a small but extremely effective strike group within its enclave. Exact numbers and composition are not known, but include a variety of vehicles and choppers.

The Community Defense Coalition is the police/security force of the "Little Kingdom." It is a militia-type organization, and so quality, both of equipment and personnel, varies widely. They number about 60 cars and cycles, and well over 100 infantry. These are rarely seen outside of the Little Kingdom area, but clashes with various government forces are not unknown.

Various pedestrian/cycle gangs spring up among the "rabble," but frequent National Guard raids prevent these from developing into a serious threat. The 80-odd member Redskins (named after the city's long-defunct

Washington, D.C. Area

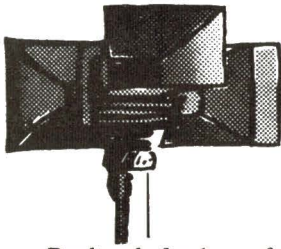


combat football team), are a serious threat to any traveller in the Washington area. They used to mount regular raids on Washington proper until last year when the D.C. Police, aided by local autoduellists, reacted in force, reducing their numbers from about 120 to their current level. They now concentrate mostly on the Beltway and outlying areas. Another cycle gang to be on the look-out for is the Coyotes, who range from New York to North Carolina. Their numbers vary between two and three hundred.

Autoduelling in D.C.

Duelling is illegal on all highways in the Washington area, but police rarely interfere except on D.C. 1 and 2. Duelling is also illegal in the Duellists' Quarter and the New Suburbs. Any fights will be swiftly and lethally ended. Washingtonians tend to be quick on the trigger when combat gets out of hand. Anyone trying to force their way into the "Little Kingdom" will receive a rather "hot" welcome — and

police will almost certainly not interfere. Unauthorized vehicles are prohibited in the New City and the Government Quarter, and even small arms duels are illegal in these areas. Undeveloped areas, of course, are of no concern to the authorities. The Cap Centre is the center of autoduelling activity for much of Maryland and Northern Virginia. It boasts such notable names as "Clutch" Higgins, David Kitchener, Jerry Kramer, and the brother-and-sister Devon team as regular contestants. The Cap Centre is home to two clubs: The Senators, who drive white vehicles with one or more stars on the hood and sides, and a smaller group, the Hogs, whose identifying logo is an extremely grotesque, helmeted boar's head. There is also an unusually large group of duellists without any club affiliation. These independents, or "indies," tend to support each other in combat in the same manner as a club, but without the organization or standardization of tactics typical of a club. This makes encounters with an indy extremely unpredictable.



Gas and Glory

DUELTRACK Designer's Notes

Dueltrack, for those of you just back from another planet who haven't seen the ads and plugs we've given it in this and other issues of *Autoduel Quarterly*, is our latest supplement for *Car Wars*. It deals with racing vehicles, gasoline engines, and metal armor, among other fun things.

I knew it was a good idea as soon as I read Chris Campbell's original manuscript in early 1984. One of the important keys to *Car Wars*' success has been what I call the "accessible fantasy." It's easy to imagine yourself behind the wheel, picking off the cycle gang or taking revenge on the idiot who cut in front of you. Giving the players real gasoline engines, and letting them roar around the track, tires squealing, makes the fantasy even more accessible.

The only problem with the original submission, in my mind, was that it was a little before its time. There were lots of other things still to do in the electric-powered world of 2034, and we had lots of ideas that we wanted to do first. *Dueltrack* got sort of pushed onto a back burner.

Also, we had problems with re-introducing gas to our "modern" world of 50 years in the future. We had already said that the oil, for all practical purposes, was *gone*. Sure, the military had some, and the rich might hoard a little, but the average citizen could go an entire lifetime without seeing a single drop, especially if he didn't live in the Free Oil States. We're very concerned about the plausibility and internal consistency of our game universe. But eventually, demand for racing and gas engines became overwhelming — both from outside the company and inside. *Dueltrack* was an idea whose time had come.

Infernal Combustion

The single hardest part of *Dueltrack* was setting up the stats for the various engines. I wanted enough detail and realism to intrigue the hot rod freaks, but not so much that those who couldn't care less would be intimidated by all the detail.

There are some out there, I know, that want to look at their vehicle record sheet and boast, "Yeah, this baby's running a Chevy 286 Short Block with a Holley four-barrel, manifold bored out to 2.1, and a Hurst four-speed on the floor." To most people (including me), that's Greek, and would only hamper their enjoyment of the game.

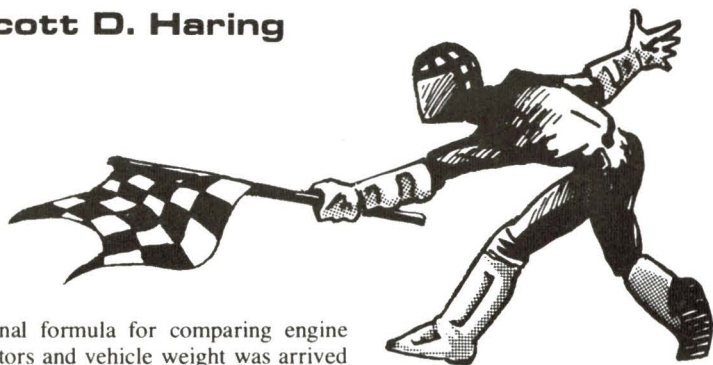
On the other hand (you wouldn't believe the number of "other hands" I found while working these problems out), one of the favorite pastimes of car aficionados is comparing the performance of various engines and accessories. And the variety of performances available is staggering — I knew it wouldn't do to just give them Small, Medium, Large, and Super engines.

The final result of all this debate was all the data that ended up on the Engine Table. Rather than going into detail on number of cylinders and make of engine, I chose cubic inch displacement as the important figure. There are 13 different sizes of engine in *Dueltrack*, from 10 cubic inches to 700! Each is rated in the standard way — cost, weight, spaces, DP, power factors — with "Base MPG" thrown in for figuring gas mileage.

One thing you'll notice right away is that gas engines are much more powerful than basic *Car Wars* electric plants when compared on a space or weight basis. The ratio is much closer when you compare to cost, but money's not much of an object to those that can afford gas . . .

The higher power factors allow for better acceleration. Since acceleration is figured in *Dueltrack* the same way as it is in *Car Wars*, it wasn't hard to figure out that acceleration would be increasing dramatically. This is good; that's exactly what I wanted to happen.

Top speed, however, was much trickier to come up with. It seemed logical to link the power of the engine (power factors) with the weight being pulled — that's how it really works. There had to be a wide variety of top speeds, because a race in which every car had an identical top speed would quickly be no fun at all.



The final formula for comparing engine power factors and vehicle weight was arrived at mostly by trial and error. I knew what sort of results I wanted to achieve, so I moved the numbers around until I got it to work. I wanted top speeds to approach 200 mph, and maybe even go over in some cases, while even super-loaded cars pulling trailers could still make 60 or 70 mph.

At first, I simply compared the power factors and the weight and compared the difference. Using 100 mph as a base, vehicles went 5 mph faster or slower for every 100 power factors over or under the weight. This first approximation had two problems: First, reasonably built cars with smaller engines were coming out with top speeds of 20. To fix that, I changed the ratio so that a vehicle would lose 5 mph for every 300 power factors under the weight. This seemed to work pretty well. My control design, a Light Cycle with a 10-cubic-inch engine, a small gas tank, a driver, and a little else — the rough equivalent of a 150cc dirt bike — had a top speed of 70, which is just about right.

Second, while the 5 mph per 100 power factors over ratio worked at the low end of the scale, things got very strange at the top end. By putting the biggest engine available in the smallest vehicle that would fit it, and adding a driver, 4 standard tires and a small gas tank, I got a calculated top speed of nearly 500 mph! Fun, but hardly realistic. The problem is that the relationship between weight and top speed for any given engine is not a straight line, but a curve. To properly describe that curve required a mathematical formula more complicated than should be allowed in any game. So I fudged.

Instead of trying to simulate a curve, I used one formula up to 170 mph top speed and then changed formulas. By drastically reducing the rate of increase (above 170 mph, it takes 1000 extra power factors, not 100, for each 5 mph

increase) at those higher speeds, I got results that make sense. Another one of my control vehicles was a typical "muscle car" — luxury or mid-sized with a 350-cubic-inch engine — and got a top speed in the 170 mph range. It was probably a little high, but not excessively. And our super van described above had its top speed cut to a little over 200 mph by the new rule.

When deciding what interesting performance accessories to include in *Dueltrack*, I deferred to the staff's resident racing and car freak, Warren Spector. Warren knows lots about cars, and lots about car racing. On weekends, he takes his Alfa Romeo to road rallies, and not to watch. We're talking fanatic here. So we got together, and I listened a lot while Warren told me what all these neat gadgets did in real life (stuff like multi-barrel carburetors, turbochargers, nitrous oxide, etc.). Then we decided how to best represent these items in game terms. The result is a group of a half-dozen or so modifications you can make to your engine to improve your top speed, increase acceleration, or up your gas mileage. They all have offsetting costs, of course. The turbocharger, for example, is very sensitive to proper lubrication; if the oil pressure drops, there is a much more serious chance of engine damage when the engine has a turbo than when it doesn't.

Metal Armor

At first, all we had decided about metal armor was that it should be more expensive than regular *Car Wars* armor, weigh a lot more, and be a lot tougher. The exact numbers as to cost and weight were chosen after a lot of experimentation with sample vehicle designs — what we ended up using gives a good range of protection for all vehicle types. Just like

with regular *Car Wars*, if you load up on weapons and accessories, you won't have much weight left for armor, and while you can load up on armor to the point of near invulnerability, you can do it only by skimping somewhere else.

Playtesting the rules revealed a nasty truth about metal armor: Having a little was no better than having none, and having a lot unbalanced combat. That's because we set up metal armor to be non-ablative — that is, it is not reduced in value when it takes damage. So a car with only two or three points of armor to a side takes significant internal damage from the very first turn, and one with 15 points of armor or so cannot be touched by anything but lucky rolls from the most powerful weapons.

We solved this problem with two changes. First, we reduced the comparative cost and weight of the metal armor a little bit — just enough that even the smallest vehicles could carry enough armor to provide reasonable protection. And we added a rule by which metal armor can be blown off a vehicle . . . very slowly.

The best amount of armor seems to be in the 6-8 point range. That'll stop all small weapons, and give you a reasonable amount of security against the larger, two-die damage weapons, while leaving enough weight to take care of the rest of your needs.

Racing

Putting these new, high-powered gasoline engines in standard *Car Wars* vehicles was all it took to simulate stock car racing, but I knew the racing fans out there would want more. Four new specialty racing vehicles were designed for *Dueltrack* — the Formula One/Indy, the Can-Am, the Sprint, and the Dragster. Counters for all these new vehicle types are, of course, provided in the set.

When race cars take curves at 180+ mph, it's pretty obvious that they'd have to have handling classes higher than 3. All four types of racing vehicles start with HC 5, and with the addition of special racing tires and driver skill bonuses, a vehicle could get up as far as HC 9. To accommodate these higher handling classes and speeds, the control table had to be expanded, too. In the course of doing this project, I became very impressed with how interdependent everything in the *Car Wars* game system is. You change one thing, and the effects reach throughout the rules.

Warren Spector, the racing fan, had one goal for the racing section: He wanted to be able to play *Dueltrack* as a racing game *only* — no guns, no armor, no combat, no ramming, just good ol', All-American, full-throttle *racing*. I think we've succeeded. Spector has one of the most complete collections of auto racing games I've ever seen — he's got them all. Last time we were in L.A. for a game convention, he picked up some European-made games that aren't even in print anymore. And after playing *Dueltrack*, he thinks it's the best racing simulation of them all. My experience is not quite so vast, but I won't argue.

I don't want to give anyone the impression that you have to know how to rebuild a carburetor or drive like Mario Andretti to enjoy *Dueltrack*. I can't do either of those things, and I wrote the silly thing. I tried to draw on the experience of other people on the staff and our playtesters, and I did a fair amount of research, but I never forgot that *Dueltrack* is, first and foremost, a game. A lot of details were built into the rules without being specifically named, and a lot of very precise data was rounded off to make the game more playable.

Take a turbocharger, for example. In the game, a turbo adds 10 mph to the top speed of your vehicle, and increases your acceleration by 5, but only at speeds of 40 mph or better. Less than 40, and no acceleration bonus. This is an extremely rough approximation. There are hundreds of kinds of turbos out there even in 1986, and each has different performance characteristics. The turbo's performance is further affected by what kind of engine it's put on, where it's installed, how it's installed, what kind of oil is used to lubricate it . . . just to name a few. At some point I had to decide where technical accuracy stopped and mind-numbing detail began. I hope I chose well.

The last thing I want to mention is fire and explosion. In *Dueltrack*, things tend to blow up. A lot. It has been pointed out to me that US Government statistics indicate that only about one in every 200 automobile accidents result in any of the crashed cars catching fire. And that's well and good. However, *Car Wars* is based on "TV statistics," which indicate that well over half of all cars that so much as brush fenders with a lamppost will explode in a huge fireball within five seconds. The *Dueltrack* rules for exploding engines and gas tanks reflect the "A-Team" version of reality more than any other. So, carry a fire extinguisher, and drive offensively!

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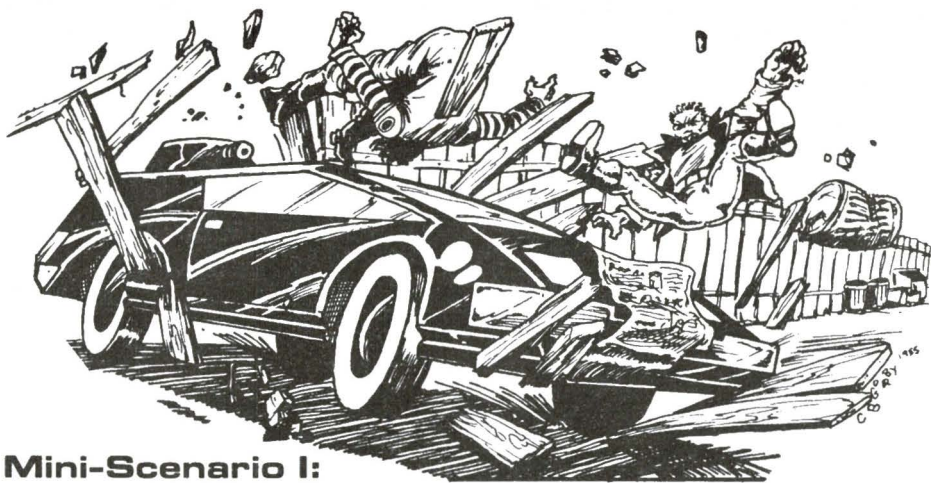
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Mini-Scenario I:

The Gasman Cometh

by Scott D. Haring

"The Gasman Cometh" is a mini-scenario featuring gasoline engines and metal armor. Therefore, in addition to *Car Wars*, you will need *Dueltrack* to play. This scenario is for two teams of players and a referee. If you want to play this scenario, please read no further.

Ed Vargas is known around town as "The Gasman." That's because he is the only local dealer in that commodity. Nobody's sure where he gets it — some say he's got connections back in the Free Oil States that let him buy into an occasional shipment, others say he's got his own oil well in his backyard — and nobody's sure how much he's got at any given time, or where he keeps it. A couple of small-time operators for the Henderson organization tried to find out once. Two days later, three cars sped past the Henderson headquarters about sunset. The first tossed out one would-be infiltrator, and the second tossed out his partner. They were bound and gagged, soaked in gasoline, and alive. That is, they were until the third car sped by and dropped the match. No one's nosed around Vargas' business since.

Vargas

The first group of players has been hired by Vargas to make a delivery. A man like Vargas uses up a lot of favors to stay in business — now it's time to pay one off. The Vargas players have to deliver a 55-gallon

drum of premium gas to a deserted warehouse, meet the employees of the recipient, and after checking their identities by means of a password (which today happens to be "cucumber"), hand over the drum. Simple, no?

An empty 55-gallon drum weighs 30 lbs., costs \$50 and takes up 5 spaces when empty. It has 2 DP, and should be treated like an Economy gas tank for purposes of taking damage and determining how much gas is lost and the chances of fire and explosion (as explained in *Dueltrack*).

Vargas will also provide a delivery van called the Payoff for the players:

Payoff — Van, x-hvy. chassis, hvy. suspension, 6 PR radials, 500 cubic inch gasoline engine, 30-gallon duelling tank, turbocharger, driver, gunner, RL in turret, MFR front, improved fire ext., 2 targeting computers, Laser Reflective metal armor: F8, R6, L6, B6, T3, U1. Cargo capacity: 6 spaces, 360 lbs. Accel. 15 (20 at 40 mph+), Top speed 175, Base MPG 12, HC 3, 6,840 lbs., \$30,825. Note: a filled 55-gallon drum of gasoline (6 lbs. per gallon) weighs 360 lbs. and takes up 5 spaces. When loaded in the van, weight goes up to 7,200 lbs., and acceleration and top speed are unchanged.

The Vargas players get to run four characters. Each starts with Running skill at base level for free. The four then split up 200 skill points, with no more than 60 going to any one character, and no more than 30 going to any

one skill for any one character. Two of the characters must man the Payoff. The Vargas players also get \$25,000 to spend on one or two escort vehicles (gas- or electric-powered), plus all body armor and hand weapons.

Henderson

The other players are mercenaries hired by Henderson to get revenge on Vargas. Henderson knows that the delivery team are outsiders — not Vargas people — so he's not particularly interested in seeing them dead. He wouldn't mind, either, but it's not his main goal. His main goal is to steal the drum of gasoline, thus embarrassing Vargas and getting him in trouble with the person who was supposed to get the gas.

The Henderson players get six characters, each of which get Running skill at base level for free. The six then split up 270 skill points, with no more than 50 going to any one character, and no more than 30 going to any one skill for any one character. The Henderson players also get \$50,000 to buy whatever they want — escort vehicles, body armor, hand weapons, anything. The vehicles can be gas-or electric-powered, metal- or plastic-armored. It doesn't matter.

Henderson tells his mercenaries that there are two ways to get at the Vargas convoy — hit them on the open road, or meet them at the warehouse. An attack on the road may give the Vargas players an opportunity to escape, but an attack in the warehouse has the added complication of whoever it is coming to pick up the gas (Henderson doesn't know who it might be). Let the Henderson players choose which one they want to try. If they want to split their forces and attack in both places, that's OK, too — but they can't attack in full force in both places.

If they decide on the road attack, have the Vargas team write down (or tell you in private) what sort of speed and formation they plan to use en route to the warehouse. Then set up some straight road sections, and have the Henderson team set up their ambush. They will not be able to get anything like a giant log to block the road, but mines, spikes, oil, parked vehicles, etc. — anything else they decided to spend their money on that the referee says they could obtain in a medium-sized town with 24-hours' notice — is OK. Then run the combat.

If they decide to attack at the warehouse, use an 8" x 12" sheet of blank grid paper to

represent the deserted building. Two 1'-wide doorways are in the middle of the 8" sides, directly opposite each other. Scatter debris and obstacles liberally to represent empty crates, abandoned pieces of rusting equipment, and other great things to hide behind.

Waiting for the Vargas delivery are two men, each in improved body armor. They wear no uniform or insignia, but the body armor is the color the local police force uses. They are both Runner +1, Handgunner +1, and have SMGs with laser targeting scopes (one man's SMG has anti-vehicular ammo, the other has anti-personnel ammo), and one each smoke, tear gas, concussion, and regular grenades. Their vehicle is an unarmed pickup painted in police colors and with the police insignia on the door. It's a municipal utility vehicle, with HD tires and minimal armor: F10, L10, R10, B5, T5, U5. It also has a LD radio. That's it.

The person Vargas owes the favor to is a high-ranking police officer. The two men taking delivery are off-duty cops. The policeman didn't expect any trouble — Vargas doesn't double-cross people, whatever his other faults — so he sent something inconspicuous. After loading the drum, the cops will cover the pickup bed with a tarp and drive away.

If the Henderson players attacked on the road, and the Vargas players survived, the transfer comes off without a hitch. If the Henderson players attack the warehouse, the cops will scramble for their pickup, fighting out in the open only if necessary. Then they'll radio for help — players on both sides now have three minutes before most of the local police force will be down on top of them. The cops will not be asking too many questions — they'll simply haul in all survivors and sort it out later.

If the Henderson players decide to get to the warehouse first, eliminate the cops and then impersonate them, it may work. Of course, they don't know the password (or even that there was supposed to be one). Have the players roleplay this exchange out — it could be good for a few laughs.

If the Henderson players just sweep in while the exchange is taking place, it could be good and bloody. Go ahead and fight it out.

If either side thinks of something not covered here, good luck. Encourage roleplaying whenever possible, and try to do the logical thing.

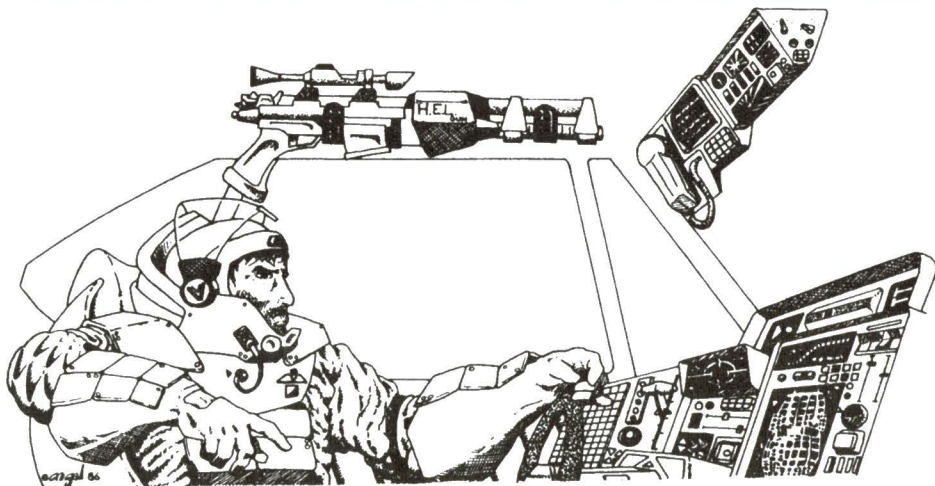
The Payoff

If the Vargas players successfully deliver the drum, it's \$5,000 for each survivor. There's an additional \$5,000 bonus for returning the Payoff and wiping out the Henderson team. (\$2,000 per man bonus for doing one but not the other.)

If the Henderson players successfully steal the drum and get it back to Henderson, that's

worth \$7,500 per survivor. If they also destroy Vargas' Payoff, that's worth a \$2,500 per man bonus.

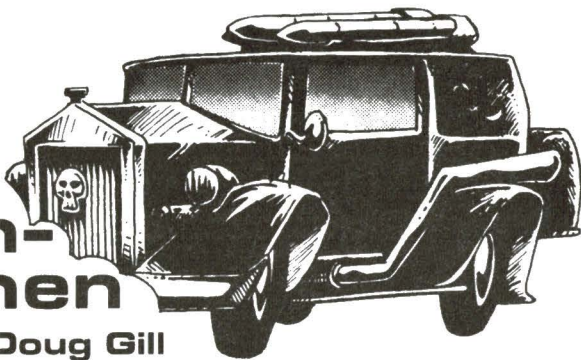
No matter how this turns out, either Henderson or Vargas will be upset. And that high-ranking police officer may be out for some blood, too. This should give the players plenty to think about (and watch out for) in the days ahead . . .



Mini-Scenario II:

Richmen-Poormen

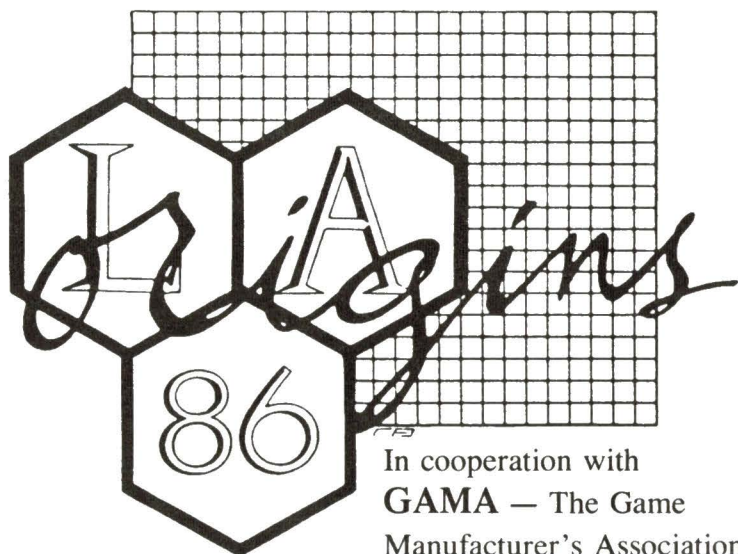
by Doug Gill



Occasionally in the wide, wide world of Autoduelling, a big bunch of duellists will get together to have one large shootin' match. But this brings up several problems, such as a game-board filled with twenty-five counters, and a sweaty, panting referee who is trying desperately to remember whether red moves before blue. "Richmen-Poormen" is a scenario intended to solve problems ordinarily en-

counted in large-group play. In short, this is a scenario that can be played in several situations: As a first round in very large tournaments, in order to cut the field to a more manageable size; as an extended play event in a club; or as a continuing character roleplaying adventure for a campaign game. It adds a special feature in the latter case, because, as will be shown later, it gives the beginning

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duellist, or "little guy," a chance to fight an accomplished character and have a fair chance of survival.

This scenario will require some setup: A few road sections, about ten players (seven should be considered the minimum — the more the merrier) and several hours. Each player should work up a vehicle design of any type, excluding helicopters, costing up to \$100,000. That doesn't mean that they should start loading a semi-trailer with all the heavy lasers, cyberlinks and auto-cannons it can carry. This game is a little more complex than that. After design, players should submit the costs of their vehicles to the referee. At this point, designs are final and cannot be altered, except in the case of an illegal design. It is very important that players have no idea as to the cost of other players' vehicles. The referee should then rank the vehicles from highest to lowest in cost. Now the game can begin.

Play of this scenario begins with the most expensive vehicle going one-on-one with the next most expensive on a clear section of highway. Start the vehicles at a speed agreed to by both players (if the players differ on speed then the referee should choose a median between the two), 10" apart, with the more expensive behind the less. The players fight it out, with the winner going on to fight the next-lower cost vehicle. The order of setup remains the same throughout play: The more expensive vehicle always starts behind the less expensive one. Between each combat, however, the players will be allowed *no repairs of any kind, and no more ammunition*. The only things that can be fixed are a completely destroyed power plant, or a completely destroyed tire, so that the vehicle may continue to fight. Nothing may be added, and opponents' wrecks cannot be salvaged.

Power plants are considered fully recharged between combats, but a player that runs out of power or has his power plant destroyed during combat is automatically the loser if his opponent can

drive on out of range. The mobile player of course needs to drive *forward*, in the original direction of travel. A player couldn't turn around and go the other way in order to avoid one last shot from his powerless adversary. After the players have gone through the list of cars, the one remaining is the winner. If both vehicles manage to destroy each other, they are both eliminated and the next two vehicles on the list take to the highway. If a double kill leaves only the last person on the list, he wins.

Possible strategies in this game are many and varied. One could go for the maximum expense and hope his vehicle outlasts everyone else's, or a player could play the lower end of the spectrum and hope that the big boys are on their last legs when they get to him/her. A duellist could build a car with all of the armor on the front, along with all the weapons that will fit frontwards, or he or she could try to keep the cost down by mounting lots of rockets in the rear. Whatever the strategy, don't get too nervous; it's bad for your health.

This scenario can be run several times without becoming boring if one of the following options is employed:

1. A game could be played with multiple vehicles per player, with the total cost determining the ranking in the field. Destroyed vehicles, of course, cannot be replaced.

2. If, after thirty (game time) seconds or so, the combat continues to rage on, the referee could introduce the next vehicle on the list into the combat, making it a three-way struggle. Another vehicle could be introduced every thirty seconds.

3. The vehicles could be ranked by weight rather than cost, with the heaviest (up to a limit of 50,000 to 80,000 pounds) first and the lightest last.

4. This scenario could also easily be played in an arena.

Upon trying, combining and changing these variations, the referee will find ample material to fill many game sessions.

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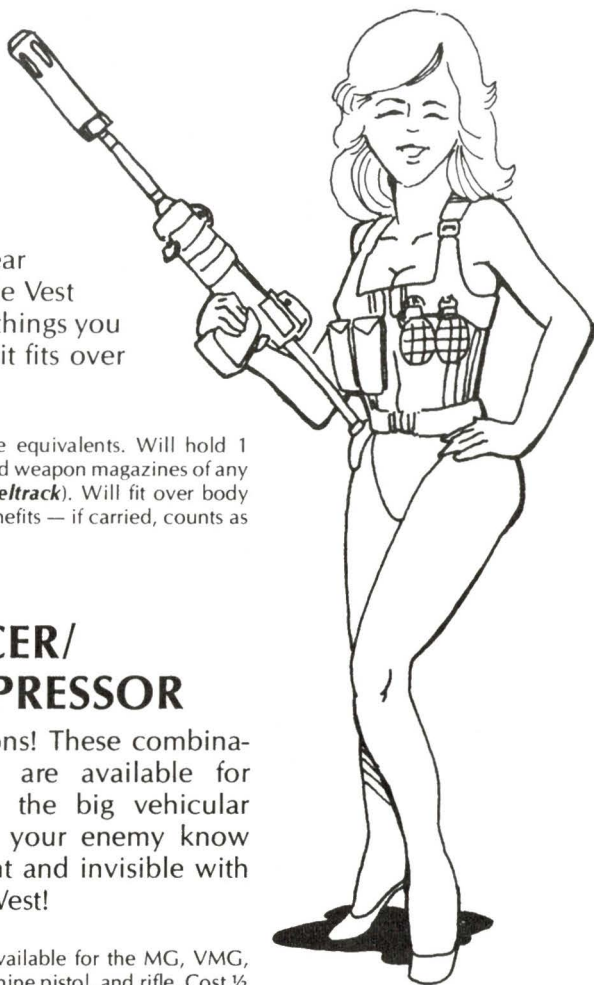
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A Man With A Purpose

by Andrew Metzger

There are many reasons for taking up life along the open highway. Truckers must get their cargo from place to place. Bandits and gangs try to make a living, if not a profit. Random duellists practice their skills. And tow trucks and medic squads clean up after everybody, at a price. But for Peter Calligan, there is another reason.

"There are a lot of lost souls out there. We live in a time of strife and despair. It is easy to assume that Our Lord has forsaken us. This is not the case. He is just testing our faith and it is important that we keep it."

Peter Calligan is a priest who takes his ministry wherever it might be needed, rather than settling down in a safe, community church. He and his gunner, Hank Reynolds, travel all over the country, offering help in whatever form it is needed.

We asked Calligan how he came to do what he's doing. "I came from a rich family and they gave me all I really needed. Money, security, a good education. They put me through medical school and had a practice all lined up for me. But I wasn't ready to become a doctor. Quite to the disappointment of my family, I decided to join the ministry. Money and fame have never seemed all that important to me. Once I became ordained, I did a little work at our local church, helping the priest there, but I felt there was something more that I should be doing. Well, one morning while reading about some highway incident over breakfast, it occurred to me that I could do better by going out to help people, rather than sitting inside town walls, helping people with more than enough money to help themselves."

So Calligan took to the highways in his Naginata "Flare," a graduation gift from his father. After three months on the road, helping people both physically with his knowledge of medicine, and spiritually, Calligan ran into a stripping gang that didn't care overmuch about the "Word of God," only about the current price for a recoilless. He was left for dead on the highway, the now-stripped shell of his Naginata nearby. It was in this condition that Hank Reynolds found him.

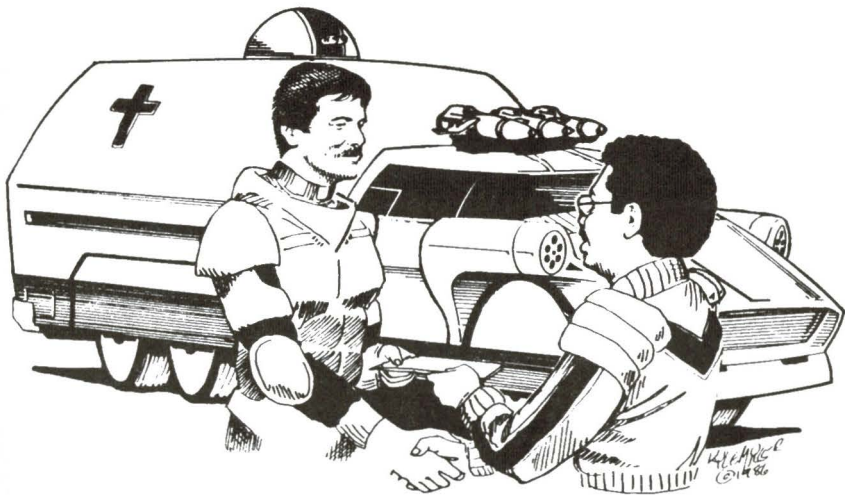
"I was running some documents from Nashville to Paducah when I came across this

wreck," Reynolds recalls. "Well, I saw this body lying nearby in a pool of blood, so I checked my scanner to see if there were any other people around. You know, like those sucker traps. After drawing a negative on the scanner, I got out to see if I could help. Since he was obviously in bad shape, barely alive, I brought him into Paducah and got him fixed up. I've been with him ever since."

Calligan sent word to his father that he needed money, "the first and only time I've asked him for anything," and after selling Reynolds' car, they had a local designer put together the plans for their truck, the "Enlightenment." The Enlightenment is a heavily armed and armored ten-wheeler, designed for continual exposure to the hazards of the highway while providing space for medical and mechanical equipment, and sleeping room for Calligan and Reynolds. "After that close call with death and with Reynolds' persuasive arguments, I was convinced that I needed something a little heavier than a car." The Enlightenment is definitely that.

We asked Calligan how he would describe Reynolds. "Hank is great," Calligan says. "He is always there when I need him. His skill with a weapon is incredible, and so is his skill with a wrench. Every now and then he goes astray from the Word, but he always regrets it later. He has saved our lives more than once and I don't think I could last without him. The best thing about him is that he has a proper perspective on life. More than once he has had to talk me out of biting off more than either of us could chew."

And Reynolds' view of Calligan? "There is something, well, almost mystical about Peter," he says. "He just wants to help people. He doesn't want payment, or glory, or any of that fancy 'Father Calligan' stuff. I mean when some idiot attacks us, and we blast him, Peter always gets out to help any injured survivors. The same people that were shootin' at him just seconds before! He has me fix their vehicle to driving condition if I can! Well, I always make sure that all of their weapons are unloaded and the ammo piled near our truck, 'just in case,' you know. He is truly an amazing person."



One thing is for sure, these two men have no intention of giving up their lifestyle. As Calligan says, "There is good in everybody; it is just a little deeper in some. Everybody needs help at some time."

Gaming Notes

Peter Calligan and Hank Reynolds are not your typical highway travellers. They just drive around, doing good whenever it is needed. They don't keep a whole lot in the way of money, preferring to keep just enough to sustain them, giving the rest away. Even the money that they keep they often don't need, for as word precedes them to truck stops and towns, food and repairs are often free, or at least extremely inexpensive. Most of their funds are used to replenish their medical supplies.

Their truck is a heavily armed ten-wheeler, for as Reynolds puts it, "Not all of the scum out there believes in God." The cargo space is often used for food, although ammo or even a passenger has been carried there.

Enlightenment: 10-wheel longnose cab, extra heavy chassis, medium truck power plant, 10 solid tires, driver and gunner. 3 HRs in rocket platform, top, with laser guidance link to targeting laser, front; two-space external weapon pods (facing front, one each side), with 10 points FP armor, carrying one MFR each, both MFRs also laser guidance linked to the targeting laser; 2 RRs (one R, one L); 4 A.P. grenades (one R, L, T, and F). Two Hi-Res computers, Anti-theft system, LD radio,

radar, laser guidance link, tinted/No-Paint windows, sound system, improved fire extinguisher, cab door. Fireproof armor: 6 5-point FP wheelguards, 6 5-pt. FP wheelhubs, F35, R35, L35, B0, T15, U15. Cargo Capacity: 1 space, 185 lbs.

15-foot van carrier, 2 linked VMGs in 4-space universal turret; 2 linked MDs (one R, one L) with Napalm mines; HDFT back, bumper trigger linked; HDFOJ back, linked to the MDs and MD/HDFOJ combination bumper trigger linked; 2 linked flechette guns (one R, one L); 2 linked GLs (one R, one L); R GL linked to R flechette gun, L GL linked to L flechette gun, all four linked, 7 A.P. grenades (2 each R, L, and T; 1 back). Carries medical equipment, Portable Shop, Portable Fire Extinguisher (carried in a sleeping area), two sleeping areas. Fireproof armor: F10, R35, L35, B30, T25, U15.

Total truck: Accel. 2.5 (5 after 25 mph), HC 1, \$122,790 (without grenades), 19,615 lbs. (with grenades).

Note: The cost will increase depending on the grenades used in the GLs.

Peter Calligan is a Trucker +2, Driver, Gunner +1, Handgunner +1, and Paramedic +3. He usually wears a FP suit under IBA and carries a scoped SMG and two tear gas grenades.

Hank Reynolds is a Driver +1, Gunner +3, Mechanic +2, Handgunner, and Martial Arts +1. He normally wears a FP suit under IBA and carries a scoped Anti-Vehicular Rifle, and a Hand-Held Grenade Launcher loaded with 5 concussion grenades.

ADQ Classified

Here's edition number two of the *ADQ Classifieds*. Response has really picked up, and I had to give it more pages. Just by reading these, I'm sure you get the idea of what sort of things these ads are good for. So if you want to get in touch with your fellow duellists, just send us a brief ad, and mark it for "ADQ Classified." It's even free! We run each ad once, so if you want to run your ad more than once, you'll have to send it in again (this makes sure you're still interested). This issue's ads:

LOOKING FOR ABLE DUELLISTS IN San Antonio area to form a chapter. Write me at: Pat Brownlow, 8500 Timber Briar, San Antonio, TX 78250.

WANTED: DUELLISTS IN THE Boulder-Longmont area to form a chartered group. Contact: The Thundercat, 8050 Niwot Rd. #54, Longmont, CO 80501.

LONE DUELLIST SEEKS COMPANIONSHIP. If you live in the northern Va. area (Reston-Herndon, etc.), please contact one heck of an autoduelling fan at (703) 689-4033. If you have a club, or wish to, ask for Drew Gifford.

WANTED: HEARTY DUELLISTS TO form a chapter in the Springfield, OH area. Also looking for duellists to correspond with. Write David Kling, 1124 Olive St., Springfield, OH 45503.

WANTED: MANY AUTODUELLISTS to form an official club. Write immediately: Wade Hamel, 3403-A Apple Tree Ln., Erlanger, KY 41018.

ARE YOU AN ABLE AUTODUELLIST with an awesome array of automotive aggression? Then why isn't there a Ft. Campbell —

Clarksville, TN — Hopkinsville, KY area AADA chapter yet? Phone (502) 798-8114, ask for Blane Rexford.

EXPERT DUELLISTS WOULD LIKE to carry on correspondence by mail with one other duellist to share exploits and ideas. You may write to David Cole (aka Killer Carrie) at 210 Timothy Trail, Duncanville, TX 75137.

HELP! ME AND A COUPLE OF BUDDIES of mine are desperately seeking a group of blasters in the Philadelphia suburb area. If interested, write to Matthew Kershaw — aka The Rat, 521 Summerhill Lane, Harleysville, PA 19438.

WANTED: SANDY, UT AUTODUELLISTS to form an AADA chapter. Contact Jeff Baker, 8872 Oak Valley Dr., Sandy, UT 84092. (801) 942-5047.

WANTED: DUELLISTS TO FORM A club in the Phoenix area. Contact Brent Eubanks, 4805 E. Calle Redonda, Phoenix, AZ 85018.

LOOKING FOR SOME GOOD AUTODUELLISTS who would like to expand the Los Angeles Autoduel Association (L.A.A.D.A.). If you're in the area, please call me. Jeff Barco, 11408 Dona Dorteia, Studio City, CA 91604. (213) 650-5366.

WANTED: AUTODUELLISTS TO form AADA chapter in Blacksburg — Christiansburg — Roanoke (VA) area. Meetings will be held in Virginia Tech, courtesy of the VT Science Fiction & Fantasy Club. Contact James. R. Dunson, 3090 EAJ, Virginia Tech, Blacksburg, VA 24061. (703) 951-3137.

I'M LOOKING FOR CAR WARS FANS to form a club or do some duelling within the St. Cloud, MN area. Please contact Matt Carlson, Rt. 5, St. Cloud, MN 56301.

I'M LOOKING TO START A CHAPTER in San Juan Capistrano (where the swallows go . . .). Contact Mark Cook, 33021 Driftwood Ct., San Juan Capistrano, CA 92675.

I AM LOOKING FOR AADA MEMBERS who want to form a chapter in the Miami (Dade) area. Matt Hurtgen, 15620 SW 74th Ave., Miami, FL 33157.

CAR WARS TOURNAMENT TO BE held Dec. 20-24, 1986 in Southern California. One two- to six-wheeled vehicle, \$50,000 or less. May use foot soldiers; may use any "official" *Car Wars* equipment published prior to tournament. For information, contact: Jason Robert, 11318 Chimineas Ave., Northridge, CA 91326. (818) 363-9127.

LOOKING FOR AADA MEMBERS IN Los Angeles area to form local chapter. San Fernando Valley residents most convenient. Anyone interested please contact Jason Robert, 11318 Chimineas Ave., Northridge, CA 91326. (818) 363-9127.

I AM LOOKING FOR A FEW GOOD people to form a club in the Dallas — Ft. Worth area. I also want a pen pal. Write to A.D., Box 320, Joshua, TX 76058.

I AM LOOKING FOR THE RECENTLY discontinued *Autoduel Champions*. I'll take it in almost any condition — all I ask is that nothing be missing. Cash, guys . . . contact Doug McKenzie, 13307 Westport, Houston, TX 77079. (713) 467-5605.

WANTED: AADA MEMBERS OR NON-members willing to become members in Columbus, Ohio area for purpose of formation of an AADA club. Contact: Central Ohio Duellists Association (CODA), care of Jeff Henry, 5519 Bluegrass Way, Hilliard, OH 43206. (614) 876-1385.

WESTFIELD, NEW JERSEY ADULT strangely motivated to offer aid in club formation. Opponents most welcome. Call Dave Boor, evening (201) 233-1402.

FAIRLY NEW DUELLIST LOOKING for others in my area. Contact David McIntyre, 319 Petunia, Lake Jackson, TX 77566. (409) 297-5842.

SEARCHING FOR FELLOW DUEL-list in SLO county area to form local chapter. Call John at 544-5385, or write to 1740 DeAnza, San Luis Obispo, CA 93401.

WANTED: DUELLISTS IN THE SAN Jose area for general fun or even forming a chapter. Contact Eric Shoup, 7124 Golden Gate Dr., San Jose, CA 95129.

WANTED: CAR WARS PLAYERS TO form a *Car Wars* club in Henderson County. Call Darrell Parnass, (214) 469-3339. Or write: Rt. 3, Box 3529, Athens, TX 75751.

WANTED: AADA MEMBERS IN THE area of Portland, OR interested in starting a local chapter. If interested, call 654-7424 and ask for Craig, evenings and weekends.

WANTED: MEMBERS FOR JACKSON-ville, FL autoduellling chapter. Interested people contact Keith Gordon at (904) 743-1183.

ANYONE IN SOUTH KING COUNTY in for some good duelling, write to me at Bill Jég, 42605 228th SE, Enumclaw, WA 98022.

I'M LOOKING FOR ANY NUMBER OF players in the San Francisco Peninsula Area who would like to form a local chapter. If you're interested, please write: Andy Kane, 2209 Cipriani Blvd., Belmont, CA 94002.

OPPONENTS WANTED: POSSIBLE formation of AADA chapter based in Midland, TX. Write to Barry Salmon, 2303 Camarie, Midland, TX 79705.

WANTED: ALL DUELLISTS IN THE Troy, MI area, or any other *Car Wars* fans who are willing, write. I'd like to start or join an AADA chapter. David Searle, 5116 Prentiss, Troy, MI 48098.

I AM LOOKING FOR AUTODUEL *Quarterly* issue 2/1. If you have a copy you are willing to sell, I will pay well for it. Write: Joe Rutte, 2002 Davison Ave., Richland, WA 99352.

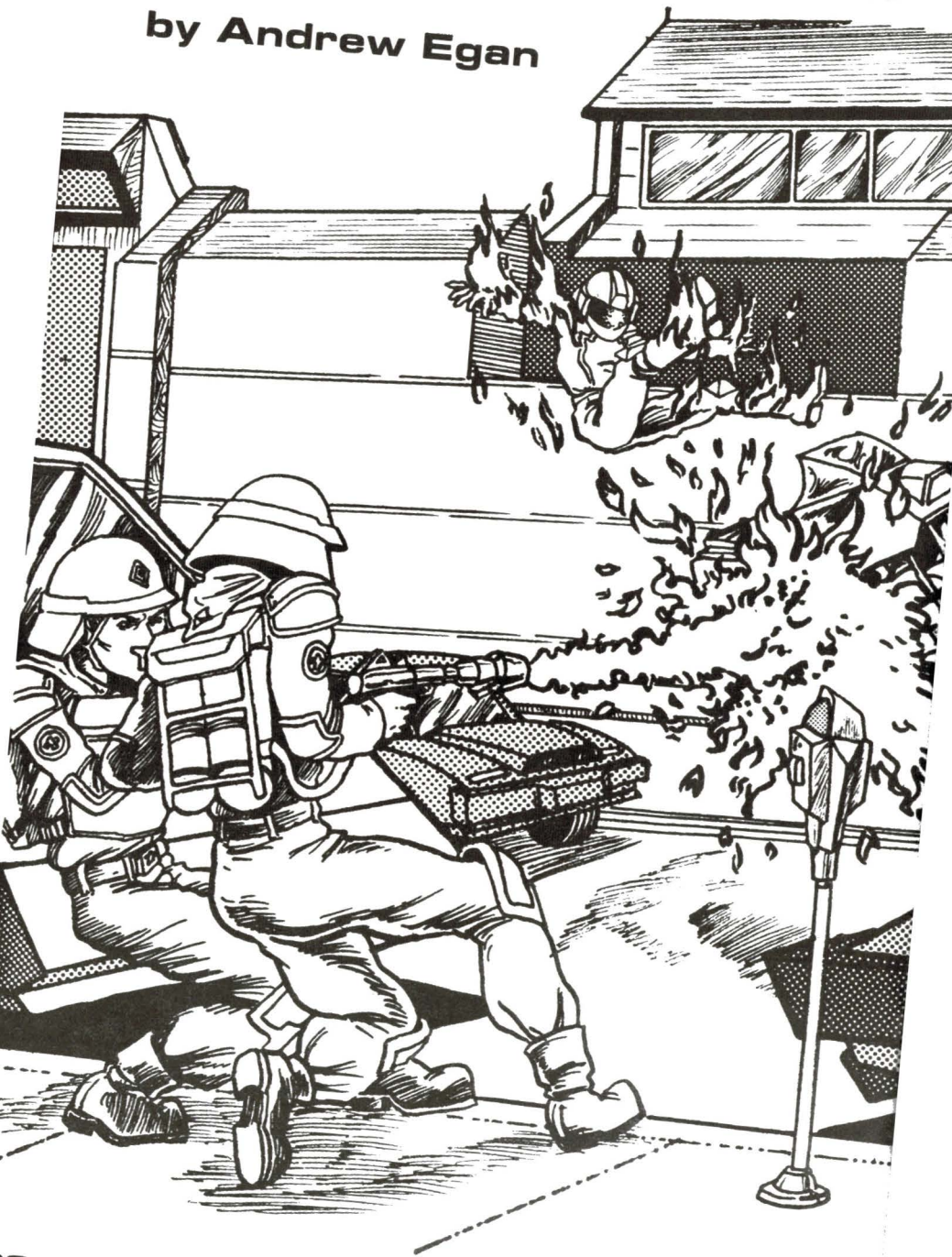
SEEKING FORMATION OF AADA chapter. Require dedicated duellists. Contact: Michael E. Smyth, 2385 Reva Circle, Pensacola, FL 32506. Or call evenings: (904) 944-1227.

LOOKING FOR AUTODUELLISTS IN the West Bend, WI area to form an AADA chapter. Please call 338-2288 and ask for Dan.

WANTED: PLAYERS FOR SERIOUS campaign, and/or AADA chapter. Write: Brandon Bedair, 16041 Meadow Oak Dr., Chesterfield, MO 63017.

BLUD and Guts

by Andrew Egan



My name is Pat Kelly. I am a Death Scout, and the senior patrol leader of my troop in Madison, Wisconsin. I am a sophomore at West High School, and work part time as an assistant mechanic at the Camp Randall Auto-duel Arena.

It's a good job. I get to see the duels on Friday and Saturday nights, and I get closer to some pretty famous faces than most people.

I once helped work on David Kitchener's "Impact" when his regular assistant mechanic was sick. (All I really did was pass the chief mechanic his tools, but I got to sit in the Impact's driver's seat, and there probably aren't many people who can say they've done that!)

Usually, I just reload the MGs on the Killer Karts they use for amateur nights, and once in a while I patch some armor or fix some minor electronics. I'm qualified to do more, but they don't trust a sixteen-year-old kid with a whole lot, even if he is a high-ranking Boy Scout Commando.

Still, I keep in practice fixing the family cars, as well as the Troop's vehicles. The Troop's vehicles don't get damaged much, though, because the Madison area is pretty safe. But once in a while, something unusual happens . . .

A Funny Thing Happened on the Way To School Today . . .

— by Andy Egan

I was half asleep and determined to stay that way, but somewhere a bell was ringing and it just wouldn't quit. I opened my eyes and tried to focus on the clock. For a while I didn't accomplish much, but then I saw the numbers lit up on the clock's face.

"Oh, no! Five minutes to eight!"

School started at eight twenty, and I had an exam first period today! I scrambled out of bed, realizing in mid-air that I had moved to the top bunk so Fang could sleep on the bottom. This was not my day.

I hit the ground with a thud, and Fang charged over to me to see what was going on.

Fang, by the way, is our family dog. He's an Irish wolfhound/German shepherd mutt, and one nasty son of a bitch (literally) when he gets mad. Some guy broke into the house once, and I never got a chance to shoot him because Fang had already removed his windpipe. Fang's a good dog. I take him along on Scout raids, because he's a good backup and he enjoys it.

I told Fang that I was just being a clod, and everything was okay. He wandered out of the room, apparently satisfied with the situation. Then, the doorbell rang. I quickly pulled on a pair of pants and a shirt, and ran to the door.

As I expected, John, Barney, and Dave were at the door waiting for me. We walk to school together in the mornings. We're all in the same Boy Scout Commando Troop. They're patrol leaders, directly under me in the chain of command.

Needless to say, we always go to school fully suited up for combat — it tends to cut down on robbery and kidnapping attempts, and the heavy artillery is great for impressing people.

I opened the door and let them in. John entered the house first. He's big, partly because he works out a lot and partly because he's just made that way. He's an Instructor for Martial Arts and Physical Fitness merit badges. He carried a grenade launcher and two limpet mines, and wore a battle vest, a holstered .45, and a two clips of grenades.

John said they'd been waiting and asked what took me so long. I told him I had stayed up to watch Johnny Carson and David Letterman (Johnny's gone through two clones, and Letterman is still on his first). I tend to be rather slow in the morning after staying up till one o'clock, and that was why I didn't get up in time this morning.

Dave came in next, flipping the safety on his flamethrower. (It wouldn't do to burn down the house.) Dave was a year older than me, and a better driver. He usually drove the attack vehicles when we went out bandit hunting. We do a bit of the other kind of hunting, too, but only for food and then with bows or rifles. Vehicular hunters we run into usually end up getting a free limpet mine demonstration.

Dave is the best outdoorsman of all of us, and had earned his infiltration merit badge very early. He's an Instructor for Wilderness Survival and Infiltration merit badges. He also happens to be something of a pyromaniac, but doesn't show it outdoors much. At least he puts out the fires he starts.

Of course, combat in nonflammable areas (or areas we want to burn) are his favorites. Dave has a habit of holding his flamethrower on a target until it's lit, regardless of whether it's still a threat . . . or whether its occupants are still alive . . . or other inconsequentials like that.



The only weapon Dave carries is a flamethrower, and he's never without his improved body armor and fireproof suit. I once saw him stand in a flaming oil slick for nearly a minute, just standing there, watching the flames. As I said, something of a pyromaniac.

Last through the door was Barney. As the Troop's quartermaster, Barney allocates equipment and has some say in what new stuff the Troop buys. He allocated himself a tripod-mounted recoilless plus a heavy pistol with anti-vehicular ammo (just in case he ran out of ammo for his heavy artillery!). We usually have to carry his books for him, because his weapons and ammunition are so bulky.

Barney likes to blow things up — not as much as Dave likes to set things on fire, but close. If he had a choice between blowing something up and something more subtle, he'd probably blow it up. I don't mind. I've always liked fireworks, and when Barney and Dave get together the pyrotechnics are pretty impressive (as long as you're not the target!).

I share Dave's pyromania and Barney's fascination with explosives, at least to some extent. But my real loves are mechanics and electronics and my main service to the troop (aside from fixing whatever breaks) is plan-

ning and leading missions. I'm an Instructor for Combat Vehicle Mechanics, Handgunning, and Strategy & Tactics merit badges.

I told the guys to wait a minute while I ran to my equipment closet and scrambled into my armor. Looking quickly at my watch as I did so, I saw it was eight o'clock. I pulled on my battle vest, grabbed my SMG from the shelf, and checked the clip — it was half spent, so I replaced it with a clip of anti-personnel ammo. I took a clip of standard ammo and another of anti-vehicular, one of five I had acquired during a raid on a large outlaw camp two weeks earlier.

I stuffed my .38 into my battle vest's holster, put my knife into the vest's sheath, and finally hooked two paint grenades to the vest and three fragmentation grenades to my belt.

One more thing before I left the house: I unlocked Fang's doggie door, allowing him to leave the house to frighten away or cause serious bodily harm to any unwelcome visitors.

"Okay, let's roll!" I said, heading for the door and swinging my backpack full of schoolbooks over my shoulder.

We headed out the door at a half jog, and were almost halfway to school when we heard the sirens and the screeching of tires, followed by gunfire. Dave saw the approaching vehicles first. They were about three blocks away, moving around fifty miles an hour as they screeched around the corner.

The first one was a cycle, painted in orange and black — BLUD colors! Then a subcompact, flat black. Trailing these two was a van with a turret . . . maybe machine guns — and an orange and black pickup with a bunch of people in the back firing SMGs and anti-vehicular rifles. They were firing at the three police cruisers following them.

"Take cover," I shouted, "It's time for our good deed of the day! Dave, Barney, take the left. John, follow me to the right. Hit the cyclist as he passes that station wagon!"

I pointed to a green station wagon about fifteen feet away from our position. I leaped over a Hussar parked on the side of the road, put an anti-vehicular clip in the SMG, and caught the cycle in my targeting scope. When he passed the station wagon, I opened up. So did John, Barney, and Dave.

We were firing into his side, where he was unprotected by armor. One of us scored on the driver — maybe more than one of us, from the way he flew off the cycle. Dave's flamethrower hit, too, and the cycle went down in flames.

The subcompact swerved, and Barney put a blast from the recoilless into its side. The car's rear end swung around and it skidded into a parked car, crumpling as it hit.

Then the van got into the action. Before I knew it, the turret had swung in my direction, and I was staring down the barrel of a machine gun. Bullets rained into the car I was crouching behind. I turned the SMG on the turret, hoping the armor would be light. I was right — I scored and the armor began to weaken.

While I was taking care of the turret, Barney was blasting away at the van's side. I watched as half the side armor got blasted away in a spray of shrapnel that left some of the parked cars in the area a little worse for wear. Then Dave's flamethrower spit fire on the van's side, reducing the remaining armor to molten slag.

Meanwhile, John was crouching between two cars, waiting for just the right moment to put a limpet mine to good use. As the van came between us, John leaped out and stuck the limpet mine on the side facing us, barely avoiding the nasty injuries which result when someone tries to plant a limpet mine on a vehicle moving fifty miles an hour.

Miraculously, the van didn't lose control through all this. And the turret kept firing! I

took some hits, but my body armor held up. It wasn't in the greatest condition, but it kept me alive.

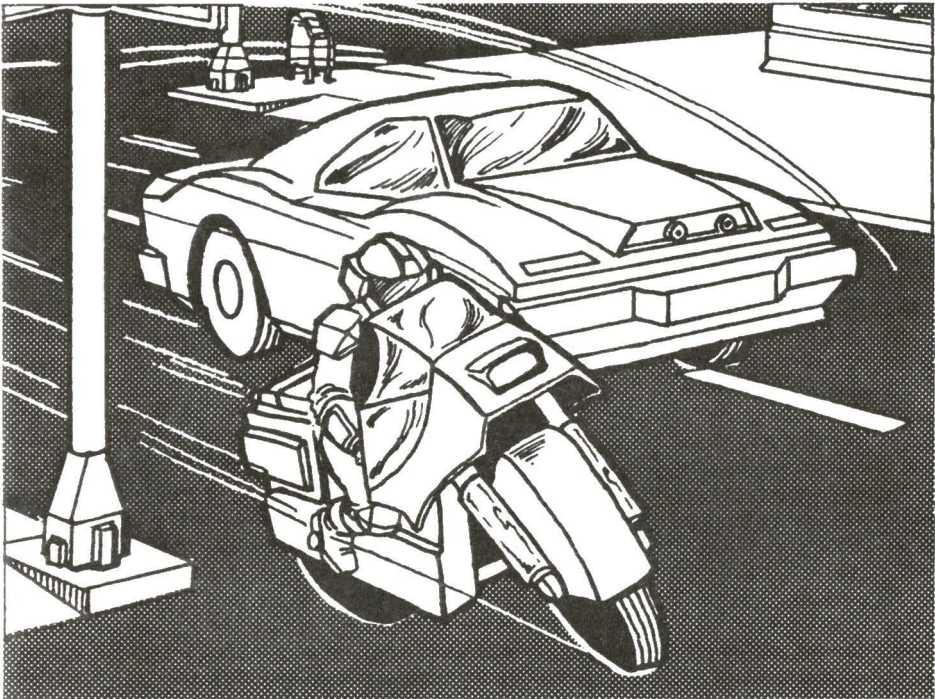
Then the limpet mine went off.

The van fishtailed to the right, its back end jumping up onto the curb. The driver tried to straighten out again, but he couldn't quite manage it and the van plowed into a parked car. Three down. This was almost too easy.

The BLUD pickup was still coming, though, and I noticed that one of the police cruisers had been taken out. A second cruiser went down as the pickup neared our ambush point, and the remaining cruiser seemed to be firing very inaccurately.

I swapped the anti-vehicular ammo in my SMG for some that would be more effective against the people firing hand weapons from the pickup bed. Barney had a fresh clip in the recoilless. John had his grenade launcher. Dave was waiting with his flamethrower. The Scouts were ready.

We all opened fire about the same time. Barney put a round into the side of the pickup, rocking it to one side. Dave's flamethrower specked flame over the windshield, blocking the driver's view of the road. I estimated there were eight people in the pickup bed, and my first burst caught two of them. Neither was



wearing body armor, and one went down. The other went right out of the truck.

John fired a grenade into the pickup bed, causing something of an uproar among the people there. One of them had the presence of mind to try to grab the grenade and throw it out. He managed to pick it up, but the next thing he knew, one of his "pals," not wanting to trust his throwing speed, pushed him right out of the bed!

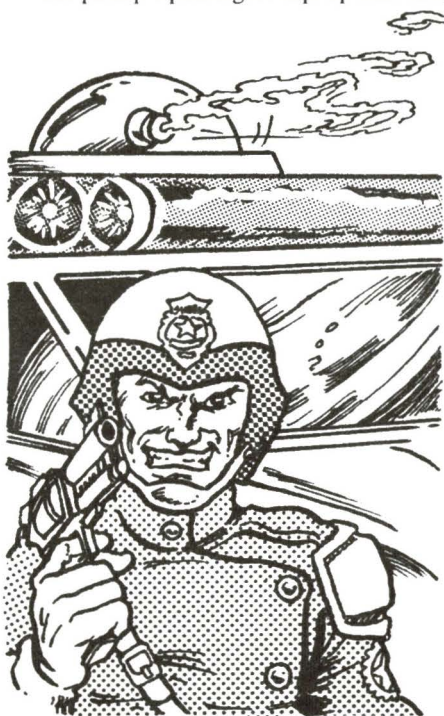
He landed with a bang, and left quite a mess — what with the combination of hitting the ground at fifty miles an hour and the exploding grenade. That sort of thing tends to do bad things to one's health.

I kept up my fire, and another BLUD crumpled to the floor of the pickup. Dave fired the last blast from his flamethrower, sizzling the windshield again. Barney put another round into the side, and the armor began to buckle under the assault.

John fired another grenade, but missed the pickup bed, and the grenade exploded in the street behind the fleeing pickup.

I noticed that the remaining police cruiser was not firing. Maybe they had run out of ammo, and that's why they'd been lagging behind. I didn't have time to worry about it.

The pickup's passengers kept up their fire,



and finally, they scored. A slug hit the fuel tank of Dave's flamethrower. The tank didn't have enough fuel for another shot, but there was still enough to catch fire. Dave burst into flames, looking like a human bonfire. His fire-proof suit would keep him safe for thirty seconds, at most. I hoped it would be enough.

I yelled to John and Barney to finish off the pickup, and ran toward Dave. There were several cars between me and him and I cursed every one I had to get past, but then I saw the Scorcher . . . a vehicle with flamethrowers. I figured it would have a portable fire extinguisher inside, so I jammed the anti-vehicular clip back into the SMG and opened fire on the door. Not the most civic minded thing I've done, I know, but my buddy was in trouble.

It was five seconds before the door fell open, hanging by one battered hinge. Sure enough, there was an extinguisher inside. I pulled it out of the car and headed for Dave.

Out of the corner of my eye, I caught a glimpse of the pickup rolling onto its side. John and Barney had done their bit. But I didn't have time to feel any pride. I'd reached Dave. He was rolling around on the ground in a futile attempt to put out the flames. I doused him with the foam from the extinguisher.

John and Barney arrived about this time, and we helped a somewhat shaky but otherwise unharmed Dave to his feet — even a pyromaniac gets scared when he's covered with burning flamethrower fuel!

"Good work, boys!" came a voice from the street. "You can come out. All clear."

We were still behind a car, instinctively taking cover, but now we relaxed and stood up. The scene wasn't pretty: Two wrecked police cruisers; a mangled and burning cycle; a shattered compact; a shot-up and crumpled van; and a severely damaged pickup sitting on its left side, bodies sprawled in and around the bed. Barney's recoilless lay on its side, abandoned after he ran out of ammunition.

We walked toward the police cruiser, with its Vulcan still smoking in its turret. "Smoking Vulcan," I thought? All the police cruisers in Madison mount recoilless rifles! Now I knew why the last cruiser hadn't fired much . . .

"Take cover," I yelled, as I leaped back behind the car again. The "officer" standing in the street raised his weapon as I yelled, and the Vulcan swiveled to face us. I made it to cover in time, because I had acted and shouted my warning simultaneously. Barney, Dave, and John were a little slower to respond.

John managed to avoid being hit, diving under the car I was behind. The fake cop gunned for Barney, and hit, but Barney's armor soaked up the damage (barely) and he managed to scurry over a nearby car.

Dave wasn't so lucky. He caught a Vulcan blast in the back before he could reach cover. The bullets shattered his armor and hurled him over a car into a hedgerow. He just lay there, not moving. He wasn't too far away, but he might as well have been in another state. Barney had ended up closest to him, but none of us could reach him without being exposed to enemy fire.

Peeking over the top of the car John and I were using as cover, I saw the BLUD "cop" had taken cover behind his car. He tried to blow my head off. Ducking back down, I motioned Barney to get as close to me and John as he could. I had a plan.

Barney moved into position, crouching behind a car near Dave's body. John stayed behind the car he and I had used for cover originally. I maneuvered myself down the street about four cars, and was waiting between the fourth and fifth. When I was in position, I signalled to John and Barney.

John popped up and opened fire. Barney went for Dave. In fact, Barney managed to get Dave about halfway back to cover, which was pretty good under the circumstances. John nearly got his head blown off by Vulcan fire, but the "cops" couldn't draw an accurate bead on him.

We wanted them to think we were only after Dave, but the real purpose of the action was to allow me to sneak across the street unnoticed. I stopped behind the first vehicle I reached on the other side of the street, checking to see if the "police" had noticed me: From all appearances, they hadn't, but I could see the one in the car talking on the radio. Damn! The last thing we needed was for them to call in reinforcements.

I signalled again and moved up along the line of cars. John popped up again, this time from behind a different car. Again, Barney zig-zagged out to grab Dave. This time, however, one of the fake cops was on the radio and couldn't get to the Vulcan. Barney got Dave all the way to cover this time. Good. Now there'd be time for some first aid work.

Meanwhile, I reached the Scorcher whose door I'd shot open, clamored into the drivers seat, and powered up. Barney and John fired occasional shots to keep the "cops" distracted,

but they were running out of ammo, so I had to move fast. I pulled out into the street and charged the BLUD police cruiser, but I was picking up speed with agonizing slowness.

The fake cops noticed me and the Vulcan swiveled toward me, sending a hail of bullets toward the front of the Scorcher. I hoped the owner of the car had seen fit to mount front weaponry, but alas, there was none. Fortunately, I hit them before they totally destroyed the front armor, and the Scorcher's ram plate did its job.

The collision was impressive.

I was only doing about thirty-five when I hit, but I still managed to do some nasty things to the back end of the cruiser. I didn't total it, but I hadn't expected to. Then, the apparent leader of the BLUDs, the man outside the cruiser, made a mistake: He moved around to my side, trying to get an open shot. Silly man. I triggered the flamethrower on that side and watched him fry.

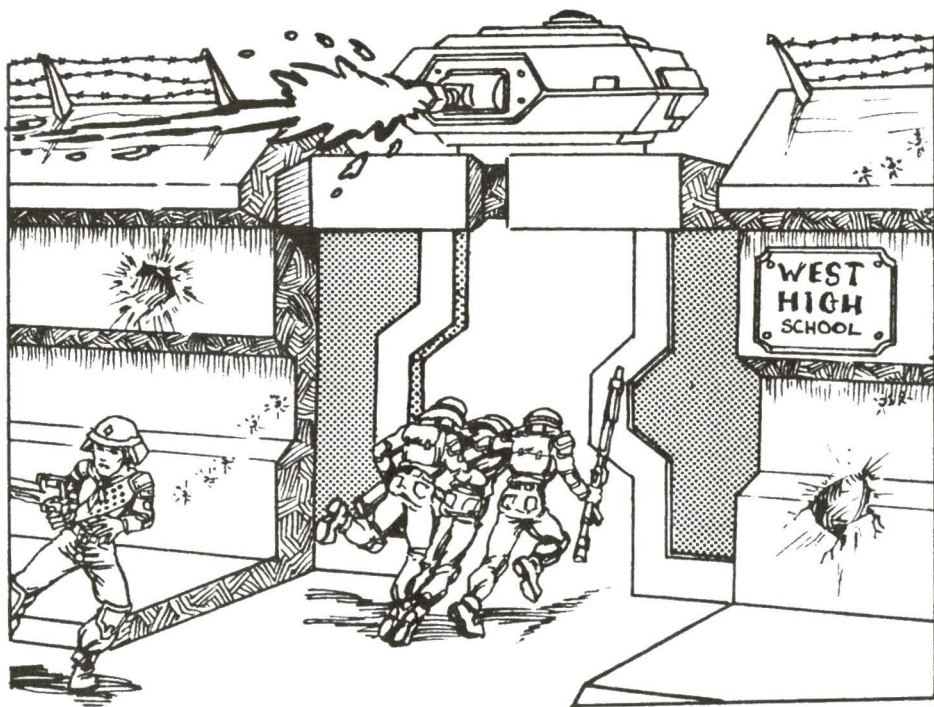
There wasn't any time to feel satisfied, though. In the heat of the action, I had failed to notice that bullets were raining down on me. They were making mincemeat of the Scorcher's roof, the only part of the car the turret could target, since the front end of the Scorcher was merged with the back end of the cruiser. I jumped clear of the car before the roof collapsed. Just in time. The Scorcher exploded as the Vulcan shattered the plant and ignited the flamethrowers. The force of the explosion threw me to the ground, but I figured I was better off bruised than dead.

The buckled rear end of the cruiser was unable to withstand the additional damage caused by the explosion, and a large hole opened in the rear armor. John ran out from cover, dodging fire from the Vulcan, and fired a grenade into the hole. A second grenade followed, just to be sure.

The street grew quiet. Creeping up to the cruiser, we found the driver spread over the windshield and both front seats. He wouldn't be giving us any more trouble.

"I think I saw the guy in the car calling for reinforcements. Let's get the hell out of here," I said, as Barney and I lifted Dave to carry him to school. The school nurse would be able to get him to a doctor. We were just four blocks away from school, but we were more than a little tense, expecting more BLUD vehicles to arrive at any moment.

Three blocks. John said he thought he heard powerplants nearby.



Two blocks. We could all hear them now. Probably cycles.

One block. We could see them. Five cycles in orange and black, coming toward us at high speed. The school gates were just ahead, and the turret by the doors was turning in our direction. Mr. Brumm, my history teacher, was on turret duty this morning, manning the heavy laser over the gate. He was a good shot.

I told Barney and John to carry Dave the rest of the way while I covered them. My anti-vehicular ammo clip was almost empty, so I inserted the standard clip. I slung the SMG over my shoulder and readied paint grenades. When the cycles were just outside accurate weapon range, I threw the grenades in their path and readied the submachine gun.

Most of them avoided the paint clouds, but two of them got involuntary fluorescent pink paint jobs. I started firing, backpedaling as I did so. The sizzling crack of the school laser swept past me toward the cyclists. It brushed the lead cycle, cutting windshield and driver in half. The air smelled of ozone and burning flesh.

The cyclists began firing, but they didn't stand much chance of hitting a pedestrian at this range. I kept up the fire against one of the

cycles with the new pink paint job, and laced his windshield with cracks. How pathetic, I thought. They didn't even have decent bikes.

I had to remind myself not to get too cocky, though. There were seven of them on cycles, and one of me on Adidas. Well, make that six — the paint and my SMG proved too much for one driver, and he fishtailed into the curb, into a three-foot fence, and then through one of the school's armored windows. Ouch. He looked like a human porcupine with Spalltex spines. Like I said — Ouch.

The remaining six cyclists continued firing. Luckily they didn't have burst-effect weapons. I switched targets to the other pink bike rider, but his armor was doing its job, and my SMG couldn't do much. Mr. Brumm did somewhat better, severing the front wheel from one cycle's frame. This had a negative impact on the bike's steering capability, and the rider did a fair imitation of jello being scraped across the ground.

I was almost to Regent Street now. All I had to do was get across Regent and I'd be in school and home free. I glanced over my shoulder to check traffic. There was none, of course, since Regent is closed during school hours — too many fatalities when students

crossing the street and motorists driving to work got into disputes over right of way. In this case, instinctive checking for traffic was a bad idea.

A machine gun burst caught me full in the chest as I turned to check for oncoming cars. I stumbled back into the street, feeling a bullet rip through my right arm. I almost fell, but managed to keep my feet moving fast enough to regain my balance.

Mr. Brumm aced another cyclist, and I heard gunfire from various school windows. The BLUD cyclists had plenty to keep them occupied. I turned and zig-zagged across the street toward school. I was halfway to the curb.

Bullets kicked up pieces of debris from the street. I could feel them lacerating my face. I could hear them bouncing off the ragged, hanging plates that were the remains of my body armor. It seemed as though the barrage had thrown up a cloud of asphalt — and I was right in the center of the cloud.

I reached the curb and almost tripped, but stumbled on. I saw the laser above the gate, deadly energy pulsing from the turret. Students were still firing hand weapons from the windows.

Seven yards. I seemed to be moving in slow motion as bullets cascaded around me.

Five yards. A wave of searing pain cut through my side. The flesh tore as I stumbled forward, groping for the door.

Three yards. The world blurred.

It was like this morning, when I was half-asleep in bed. Why was that bell ringing? A little voice in the back of my head told me I wasn't in my bed this time. I tried to focus my eyes on the clock, but it didn't work. All I could see was the school gates. Very close.

Someone was telling me to get up. I grabbed for the door with my right hand and hardly felt the pain stabbing through it. I was vaguely aware of a ripping sensation in my biceps as I pulled myself up. I half stood by the door and winced when something brushed my cheek. That brought me back to my senses — someone was shooting at me! Why were they doing that? (I wasn't all the way back to my senses.) Next thing I knew, an impossible number of hands were grabbing me, as I fell into the school building.

John and Barney carried me between them as we made our way to the nurse's office. Some other kids were carrying Dave. I felt sticky . . . blood. Mine.

Mr. Brumm walked purposefully down the hall towards us. He stopped in front of our motley crew and asked, "Do you kids have a hall pass?"

I hurt too much to laugh.

Gaming Notes

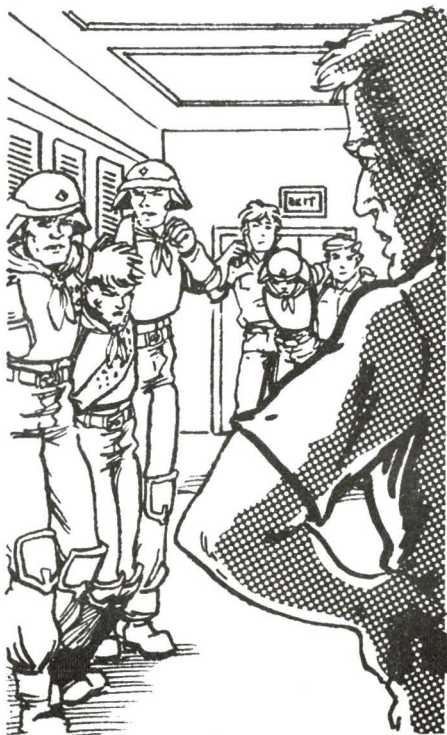
Pat Kelly is very talented. You have to be to get up to the higher ranks in the Boy Scout Commando Corps. (See related article, page 8.) Pat is Driver +1, Gunner +1, Handgunner +2, Martial Arts +1, Running +2, Stealth +1, Explosives, Paramedic +1, and Mechanic +2.

Dave is Driver +2, Gunner +1, Handgunner +1, Martial Arts +1, Running +2, Stealth +2, Paramedic +1, and Scuba.

Barney is Driver, Gunner, Handgunner +1, Martial Arts, Paramedic +1, Stealth, Running +2, and Explosives +3.

John is Driver, Gunner, Handgunner +1, Martial Arts +3, Running +4, and Paramedic +1.

Descriptions of the new equipment the Scouts used in "Blud and Guts" can be found in the Uncle Albert's ad (pages 6 and 7), and the PedTech West ad (page 42).



AADA News

The official count of AADA chapters hits 31 as of late April, 2036, and six of the chapters are brand new. Here's the additions to the official roster:

Ridgewood Organization of Autoduelling
(ROAD)

East Region
Matt Patterson, President
207 McKinley Place
Ridgewood, NH 07450

Greatly Offensive North American Duellist
Society (GONADS)

Northwest Region
Brian A. Eliason, President
Box 114
White Sulphur Springs, MT 59645

Lexington Death Raiders
East Region

John Duncan, President
21 Washington St.
Lexington, MA 02173

Minneapolis Autoduellists Unmercifully
Liquidating Egotistical Radical Sadists
(MAULERS)

North Region
Chris Yue, President
3319 Humboldt Ave. S.
Minneapolis, MN 55408

Agoura-Westlake Autoduellist Society
California South Region

Geoffrey Talvola, President
5533 Rainbow Crest Dr.
Agoura Hills, CA 91301

California Racing and Autoduelling Society of
Hell-Raisers

California North Region
David Crowe, President
6221 Balderstone Dr.
San Jose, CA 95120

Some good news on the "Good taste in chapter names" front. ABSCAM (Autoduel Brotherhood of Southern California Axe Murderers) president Bryan Fear writes that, inspired by the exploits of Senator Wesley in *ADQ* 4/1's "Midwest Passage," and moved by my exhortation to clean up chapter names, his group has petitioned to change their name. The new name is SANDTRAP — San Diego Terrorist Resistance Autoduel Patrol. Of course, there's some bad news, too — scanning the latest batch of names, it's obvious not everybody's gotten the message. I guess that's what passes for humor up in Montana . . .

Sponsors

I have been delinquent in giving credit for those wonderful sponsoring groups that have helped many of our AADA chapters get organized and enjoy the benefits of AADA membership. Some sponsors provide just the \$15 chartering fee; others give the club a place to meet and play, sometimes right in the store. What the sponsor gets in return is a faithful group of *Car Wars* players who use the sponsor's store as their gaming headquarters, providing lots of publicity and extra sales. It's a good relationship for those clubs that have tried it. Now here's a salute to our AADA chapter sponsors:

San Diego Terrorist Resistance Autoduel
Patrol

Sponsored by Rigel Games & Books
9872 Hibert St. #D-1
San Diego, CA 92131

Manhattan Organization of Autoduellists

Sponsored by The Master Gamer
Laramie Plaza
Manhattan, KS 66502

Lubbock United National Autoduellists,
Truckers, and Insane Cyclists

Sponsored by Star Books & Comics
2014 34th
Lubbock, TX 79411

Duellists, Experts, Aces, and Terminators
for Hire

Sponsored by the Society of Adventure
Gaming Enthusiasts
37 Yorkshire
Bedford, TX 76021

The Houston Free Oilers
Sponsored by Silver Creek Software
Development
12727 Bellaire #101
Houston, TX 77072

New Jersey Foundation for Death on Wheels
Sponsored by Fat Moose Comics and Games
235 Ridgedale Ave.
Cedar Knolls, NJ 07927

River City Autoduel Association
Sponsored by Hexworld
8910 Research #C-2
Austin, TX 78758

Club Championships

Of the 28 AADA chapters participating in the 2035-36 AADA World Championships, nine have reported results of Club Championships to the national headquarters. Here are some details:

Andrew Buttery of Melbourne, Australia, claimed the Royal Autoduelling Association of Australia championship over five other duellists in the final round in which the goal was to

get into a car parked in the middle of the arena and get out with it. There were certain problems, like the turreted laser attached to an active ATAD in the target vehicle which the arena management had neglected to warn the players about . . . Buttery automatically qualifies for the World Championships at Origins, and has indicated he will be in attendance.

James "Freeway Holocaust" Tucker took the SANDTRAP championship with an amazing feat of derring-do. Left on his roof after a nasty roll, Tucker fired his last available weapon — a LAW — at the other remaining vehicle, which had foolishly cruised by for a "victory" drive. The rocket ripped open the side of the car and killed the driver, leaving Tucker to climb out of his disabled vehicle and walk away with the championship.

The Marin Marauders report that Steven Huntsberry won an eight-event marathon for their Club Championship. Points were awarded for first, second, and third in each event, which ranged from a Division 5 Cycle Race to a Division 1000 Road Battle — a \$1 million multi-vehicle battle which featured heavily-armored buses and a sky full of helicopters.

The Houston Free Oilers Club Championship was shared between Jeff Ferris and Rich Dyck when, after both their cars had been disabled, they both sprinted toward a drivable vehicle that had been taken out earlier when the driver had been killed. Ferris got to the vehicle first, but there was not enough time to move the dead driver and take control of the vehicle. Picking up a spare concussion grenade off the dead driver, Ferris threw hastily, and the resulting explosion knocked both competitors out cold. The judges declared the duel over as no one could continue, and named Ferris and Dyck co-champions. In a friendly meeting at a local tavern later, it was decided that Dyck would receive the prizes for winning the club championship, and Ferris would represent the club at the Regional tournament.

Other Club Champions:
Missouri Autoduel Division —
David La Mothe
New Omaha Vehicular Association —
Tim Moffitt
Minneapolis Autoduel Association —
Jim Bratt
NorCal Transit Authority —
John Sullins
River City Autoduel Association —
Mike Montgomery



Congratulations to all these winners! I hope to hear from the rest of the clubs soon. Many of the club champions listed above have already been sent their prizes from Steve Jackson Games — the rest are on their way. Club Champions receive certificates good for \$15 merchandise from SJ Games, and can redeem them through the mail.

Regional Championships

The sites of the Regional Championships have been set as of this writing, but by the time you read this, they'll all be over. Complete results will appear in next issue's "AADA News." Regional Champions will receive AADA jackets this year, in addition to being eligible for the World Championships at Origins. Any Regional Champion who attends Origins will also receive a \$50 travel reimbursement from SJ Games (except for the home region champion, because he hardly has to travel at all). Simply let us know here at AADA Headquarters that you plan to attend, and we will bring your check with us and give it to you at Origins. If you decide to go at the last minute, you'll still be eligible for the money, but we won't be able to get it to you until after the convention.

One regional representative has already been determined — Australia's Andrew Buttery.

World Championships

The AADA World Championship will be held Sunday, July 6, at Origins '86, the national gaming convention in Los Angeles, CA. The World Champion will receive a trophy from Steve Jackson Games, and a lifetime membership to the AADA (and the accompanying lifetime subscription to *Autoduel Quarterly!*). The eight Regional Champions are automatically eligible to participate, of course. We will also hold an AADA At-Large Qualifier on Friday, July 4. Anyone who is an AADA member but didn't already participate in this year's tournament is eligible. (For more details on how to get in to the Qualifier, see "Driver's Seat," page 2.)

We will take at least the top two finishers in the At-Large Qualifier and enter them in the World Championship. We may take more, but that depends on a number of things: The number of Regional Champs who actually attend,

and the number of people who show up for the At-Large Qualifier. No preregistration is necessary for the Qualifier — just show up. Qualifier winners get no prize other than the shot at the World Championship.

The format for the Qualifier and the World Championship will be the same — same ground rules, same arena, same vehicle and character construction limits. YOU MUST have your vehicle constructed and your characters designed before the event — we will not wait for people to design "on-the-spot." Things are likely to be hectic enough as it is . . .

Vehicle design limitations are as follows: Cars, trikes, and cycles *only*; A cycle may pull one sidecar, but other vehicles (car trailers, oversized vehicles, helicopters) are not allowed; You may build one vehicle only, up to \$30,000 value; All personal equipment (body armor *and* hand weapons) counts against this \$30,000 limit; Any weapon or accessory published in *Deluxe Car Wars*, *Uncle Albert's 2035 Catalog*, or any issue of *Autoduel Quarterly* may be used, with exceptions noted below.

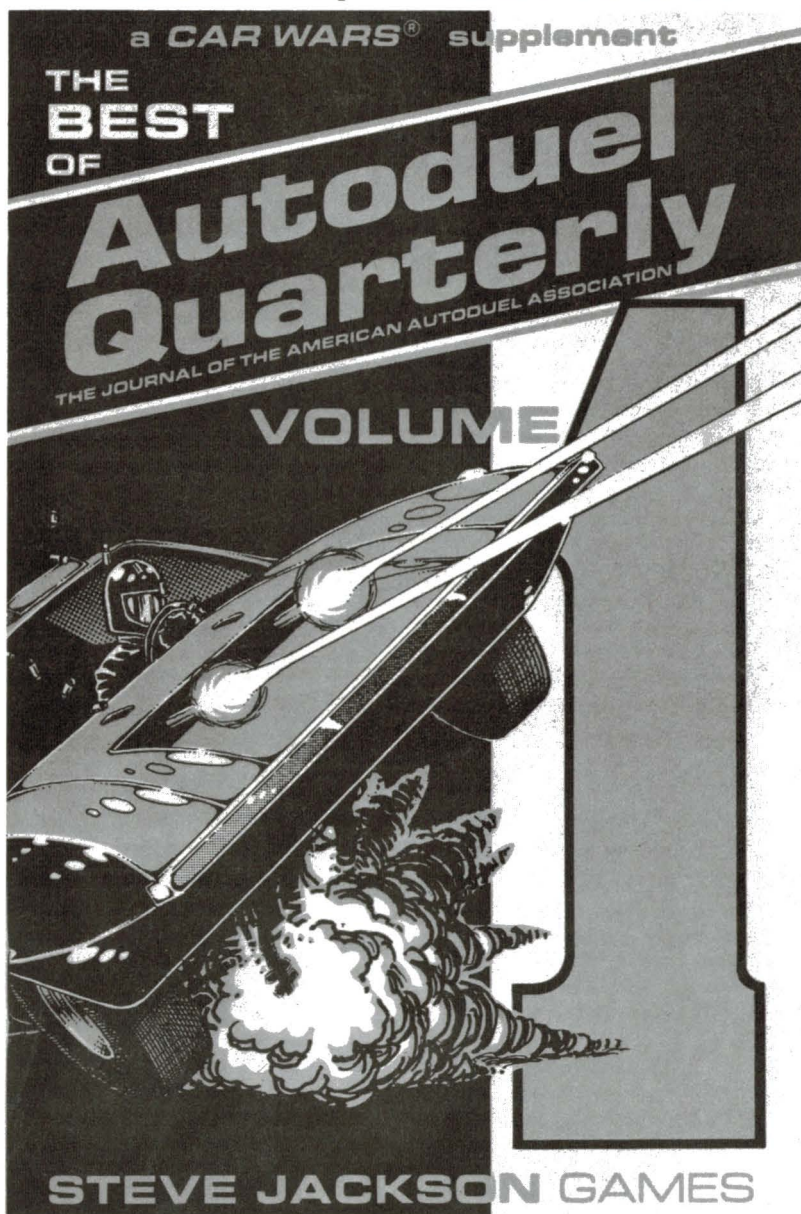
Character limitations are as follows: One or two characters only; If you take one character, you may use 60 skill points to build him — If you take two, you get 80 points total, and no more than 50 may be used on any one of them; In either case, no more than 30 points may be spent on any one skill for any one character; Running is given all characters at base level for free — no skill points need be spent on the Running skill at base level (improvements to the skill, of course, cost the usual amount); New skills described in this issue (Boy Scout Commandos, page 8) may be used.

Ground rules are as follows: *Deluxe Car Wars* rules will be in effect; *Dueltrack* material will *not* be allowed (it's too new); the variant fire rule (using "Fire Modifiers" and "Burn Duration") will be used; the "critical hit" system (described in *ADQ* 2/4) will *not* be used; the modification on the effect of concussion grenades (*ADQ* 4/1, page 11) will be used; in addition, no grenade may be set with time delay 0 — one second will be the minimum delay allowed.

General recommendations: The tournament will be designed to reward not only good shooting, but good driving. A successful vehicle must not only have good armor and firepower, but have good handling and speed.

Good luck to everybody.

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ADQ&A

1) Can an ATAD (Advanced Target Acquisition Device) be turned on or off so as to avoid shooting people by accident during rush hour, and would this be considered a firing action?

2) Can an ATAD be connected to a targeting computer?

3) What would happen if an arena wall, TV tower, or tree caught in the firing range of an ATAD?

4) Could a device be thought up to recognize "friendly" duellists that would be hooked up to an ATAD, possibly by personal heat waves (thermal recognition) or pre-placed identifier beacons?

5) Can you put an EWP on the underneath of a grasshopper?

6) With a tripod-mounted weapon (RR, MG, laser), do you use the Gunner or Handgunner skill?

7) In two different places I've seen two different formulas for recovering handling class: 1) Car's base HC + driver's reflex roll + the driver's Driver skill plusses; 2) The latter two only. Which is right?

8) If you shoot a paint gun at the road, when it hits does it turn into a cloud or what?

—Jeff Wessling
Juneau, AK

1) *Of course you can turn it off — it would be pretty impractical otherwise. And yes, it would be a firing action.*

2) *No.*

3) *The ATAD would instruct the weapon it controlled to fire at that wall, tower, or tree.*

4) *I think you just did. Add a few more details, and send it in to Uncle Albert.*

5) *Only if the grasshopper never lands.*

6) *The Gunner skill relates to the ability to read a vehicular gun control display and to manipulate the electronic firing controls. The Handgunner skill relates to the ability to sight a weapon with your own eyes, point it with your own hands, and fire it. Operating a tripod-mounted weapon is a manual activity; therefore, Handgunner skill applies.*

7) *Sorry about the confusion. Recovery is based on the base HC of the vehicle + the driver's Driver skill plusses. For example, let's say a Driver +3 gets in a car with a base HC of 3, and when he makes his reflex roll at the beginning of the combat, the die comes up a 2. His +3 skill bonus is added to the die roll, yielding a 5, so he gets a +1 bonus to the HC of his vehicle for the battle. So at the beginning of the combat, his car starts at HC 4. In later turns, when it's time to recover HC, his handling status will go up by the base HC of the vehicle (which is 3, not 4), plus his Driver skill plusses (also 3), for a total of 6. The maximum HC his car can have this battle is still 4. In another battle on another day, his reflex roll may be different, and the beginning HC (and the maximum the HC can reach in the course of the battle) will change, but the amount of HC that will be recovered each turn will still be 6.*

8) *You get a nice patch of paint on the road. Colorful, but not very effective.*

—SDH

1) Is it possible to mount a one-space External Weapons Pod opposite a sidecar on a cycle?

2) Can you mount an EWP on top of a cycle, behind the rider, facing forward or backward?

3) Do EWPs have to have armor?

4) How come (I know you people love that one) if a cycle is not allowed to use solid tires, they are allowed to use off-road solids? What's the difference?

5) Is it possible to put things that are not weapons in an EWP (searchlights, IR sensors, etc.)?

—Colin Smith
New York, NY

1) *No; the balance is all wrong.*

2) *No.*

3) *No, but it's highly recommended.*

4) *An important factor in the "ride" of a motorcycle is the "give" of the tires (more so than with cars), and solid tires have no "give" at all. Off-road, however, this isn't as important because of the softer-than-concrete riding surfaces. A cyclist on the highway with solids would bounce all over the road; in the wilderness, he can hang on OK.*

5) *Absolutely.*

—SDH

1) Can you aim a weapon without firing it so as to receive sustained fire bonuses? Can you fire a targeting laser before you fire your laser-guided rockets so as to receive sustained fire bonuses?

2) Are laser-guided missiles more or less likely to hit a car with laser-reflective armor?

3) Could you repeat the maximum height that a helicopter can be and still be able to use a dropped weapon?

4) Can a helicopter have two power plants in operation at the same time?

5) How tall is a cloud (smoke, tear gas, paint)? Heavy Duty?

6) Could you give me a list of vehicles that can safely travel under a trailer?

7) Can an ATAD fire to hit multiple people with an area effect weapon?

—Colin Crehan
Darnstown, MD

1) *No. You have to pull the trigger and see where the shot goes to learn anything that will help you on the next shot. Your targeting laser suggestions, however, is perfectly legal and plenty sneaky.*

2) *Laser-reflective armor reduces the damage taken from lasers; it does not affect the laser's accuracy in any way. So laser-guided missiles and rockets would hit it just fine.*

3) *One-half inch.*

4) *No vehicle may have two plants in operation at the same time. While some vehicles carry two plants, the second one is used as either a backup in case the first is destroyed, to power auxiliary weapons, or to provide greater range.*

5) *One-half inch (7½ feet) for both types.*

6) *Here it is:*

7) *No. The first pedestrian to enter the ATAD-controlled weapon's arc of fire within the specified range will be targeted and blasted. The ATAD is not smart enough to wait for a crowd. If more than one pedestrian (or other targetable object) enters the ATAD's field of fire at the same time, the ATAD will direct the weapon to shoot at the closest one. If there is more than one choice at the same range, choose randomly.*

—SDH

1) Can incendiary and high-density ammo be mixed?

2) Can incendiary and high-density ammo be used in a Gauss Gun?

3) Has Uncle Albert considered making radar cloaking? Stealth mode wouldn't be too useful if the opponent has radar.

—Nick Baker
Alamo, CA

1) *If you mean like every other burst of bullets was high-density, alternating with incendiary, sure. Average the costs and weights to get the cost and weight of a mixed load. And you'd have to keep track of which type had just fired, and which type was "next in line." Sounds complicated, but if you want to keep track, have fun.*

2) *No.*

3) *He's considered it, but hasn't licked all the technical problems yet. Anyone with recommendations is encouraged to send them in.*

—SDH

1) My friend and I have an argument about the ram plate. He said it is separate from the front armor and it is ½ the weight of normal armor, and the cost is 50% more. I say it is the front armor, it costs 2½ times of normal armor and weighs 50% more. Uncle Albert's catalog says that the cost and weight are in addition to the front armor. I say it means the cost and weight are in addition to the cost and weight of the front armor. Even my English teacher is against me! Please clear up this problem as soon as possible!

2) Can a kamikaze sidecar full of explosives be triggered by a bumper trigger after it is released by a cycle using Jettison Joinings? If it fails a control roll on the way to its target, will the bumper trigger go off if the sidecar rolls?

3) Can a bumper trigger be combined with a ram plate? Can it be mounted on a cycle sidecar?

—Stephen Wan
Concord, CA

1) *You showed Uncle Albert's 2035 Catalog to your English teacher? You're braver than me . . . anyway, let me try to clear up this problem once and for all. A ram plate is added to the front armor of a vehicle, and while its cost and weight are dependent on the cost and weight of the front armor, they are figured separately and added to the cost and weight of the armor. For example: Luxury car armor costs \$20 and weighs 10 lbs. per point. Let's say there's 50 points of front armor*

(which costs \$1,000 and weighs 500 lbs. — right?). A ram plate on the front of this would cost 1.5 times the cost of the front armor (that's \$1,500) and would weigh .5 times the weight of the front armor (that's 250 lbs.). When figuring the final cost and weight of the vehicle, count the costs of **both** the front armor **and** the ram plate (a total of \$2,500) and **both** weights (a total of 750 lbs.) against the final cost and weight of the vehicle. Is that clear enough?

2) This is perfectly legal, and a pretty nasty tactic. If the sidecar rolls, however, there should be a chance that a random bounce would set off the bumper trigger and the bomb it's attached to — say, 2 in 6.

3) A bumper trigger can be combined with a ram plate, but only on vehicles that can mount ram plates — cars, trucks, and reversed trikes.

—SDH

When Heavy Duty dropped weapons (HDFOJ, HDSS, HDPS) are placed on automatic, do they fire on every other move in

order to avoid wasteful counter overlap, or on every move like their smaller counterparts?

—Charles Oines
Deerfield, IL

Every other move. The idea is to create a continuous, non-overlapping stream of whatever it is you're dropping.

—AV

1) Do AP grenades do damage to tires?
2) How can Canadians send an SASE to you?

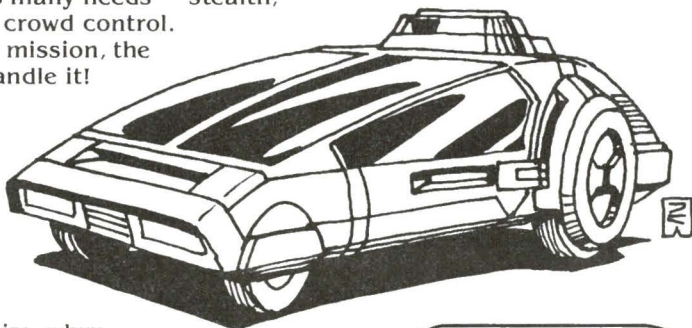
—Simon Gautrey
Beaconsfield, Quebec

1) No, just people.
2) Don't send envelopes with Canadian postage; the stamps are beautiful, but the U.S. Post Office doesn't recognize them. Send us an envelope with your address on it, and an International Postal Reply Coupon; your local post office can tell you what that is and how to get it. This goes for correspondents in all other foreign countries as well.

—SDH

GATLING

Specialized vehicles are nice, no doubt about it — but what if you've got more than one type of job to do? You can't carry a fleet of cars in your back pocket, so you need one car that can do many different things well. Such a car is Virginia Craft's new Gatling, a car that meets many needs — stealth, accuracy, and crowd control. Whatever your mission, the Gatling can handle it!



Gatling — Mid-size, x-hvy. chassis, hvy. suspension, large power plant, 4 solid tires, driver only, VMG with HD ammo and silencer/flash suppressor in turret, 2 linked MGs with HD/tracer ammo front, 2 MGs with AP ammo (one right, one left), targeting computer. Fireproof armor: F35, R30, L30, B20, T20, U10. Accel. 5, HC 3, 5,760 lbs., \$28,690.

Virginia
Craft

Backfire

About a month ago, that collection of bloody barbarians known as BLUD started up a chapter in Sturgeon Bay, and has been harassing AADA members since then. There is no AADA chapter here (yet), so I was wondering if it's advisable for one to infiltrate. I'm fairly sure the BLUDsters don't know the identities of any AADA members around here (such as me). They're attacking colors. If not, could some AADA chapter near here please take a drive on up so we can debris-ify these Neanderthals?

—John McDonnell
Sturgeon Bay, WI

Be advised that AADA policy does not recommend your intended plan of action. You're no good to us dead. Please lay low and gather what information you can without recklessly endangering yourself; when the strike team is assembled, you will be contacted using Code Bravo. Good luck.

—SDH

I have been debating for some time about writing and giving some "backfire" about tires. First, the weight of a tire should not count against the total load of a vehicle. After all, the chassis and the suspension weight down on the tires, not the other way around! Why should the duellist population have to redesign their previous vehicles just because some people can't handle a little more math!

Sorry, I just had to get that out. Second case of disagreement is the penalty for losing a tire and/or wheel-tire combination. I think an immediate "-6" Handling Class is a little much. At speeds over 30 mph, it means almost certain death (no wonder duellists I play against rarely go over 35 or 40!). But this is not in the spirit of autoduelling. You might as well sit still and just shoot at each other until you run out of ammo! (It's just as much fun . . .) I think reasonable rules are necessary to enhance the play of the game, even if they are

not totally realistic. Did I say realistic? Cars with armor and lasers . . . Realism? I didn't say that . . .

Seriously, here is what I suggest —

- Rear wheel and tire destroyed by weapon fire, mines, grenades — Immediate handling status drop -4, permanent HC drop -3.
- Rear tire only destroyed by maneuver, debris, obstacle, spikes, flaming oil — Immediate handling status drop -2, permanent HC drop -2.
- Front wheel and tire destroyed by weapon fire, mines, grenades — Immediate handling status drop -6, permanent HC drop -4.
- Front tire only destroyed by maneuver, debris, obstacle, spikes, flaming oil — Immediate handling status drop -3, permanent HC drop -3.

NOTE: Immediate handling status drop is subtracted from the vehicle's current HC. It is *not* the "New" HC.

These rules are for a single wheel/tire combination on 4-wheel vehicles. If a vehicle has a six-wheel x-hvy. chassis, use the following for the four rear wheels:

- First wheel and tire of pair destroyed by weapon fire, mines, grenades — Immediate handling status drop -2, permanent HC drop -1.
- Second wheel and tire of pair destroyed by weapon fire, mines, grenades — Immediate handling status drop -4, permanent HC drop -3.
- First tire of pair destroyed by maneuver, debris, obstacle, spikes, flaming oil — Immediate handling status drop -1, permanent HC drop -1.
- Second tire of pair destroyed by maneuver, debris, obstacle, spikes, flaming oil — Immediate handling status drop -2, permanent HC drop -2.

I hope these charts help everyone's enjoyment of this great game, once published.

May your ammo never run low, and your aim never stray.

—Bob "The Eliminator" DePino
Enfield, CT

On your first point, Bob, just remember that one person's "a little more math" is another

person's "unnecessary complication." You've got to draw the line somewhere, and no matter where you do, somebody's going to think it should be somewhere else. So it goes . . .

Your tables are undoubtedly more complex, but I'm not sure that having your rear tire blown out by spikes should be less of a threat to your handling than a simple D3 swerve. Anyway, I encourage duellists everywhere to try these rules out. If enough of you like them and don't find them too complicated, let me know, and we'll do something about making the rules official.

—SDH

I have a question for you and it's the type you hate. It needs a long answer. It's not a question about a car, a weapon, or a rule — it's about the philosophy of the *Car Wars* world and the AADA. And the question is — to kill or not to kill?

I really started to think about this when I started a small cycle gang. So let's say we take on a compact and take him out. The driver opens up with hand weapons. I'm in a good mood, so I merely tear gas him and he's out cold. Then we take what we want. And now we have the driver — what to do with him? I can kill him and never see his face again or any of his friends, because they don't know who did it, or leave him alive, and in twelve hours, have him and everyone he knows looking for me.

Now this is a major problem as you can see. I don't think you can take someone's car out and expect him to forget about it. I sure know if one of my bikes goes down, the person who did it will pay sooner or later.

The *Car Wars* world is a brutal one at best, and rightfully so. Any place where you get shot at for poor driving is bad news. But I think you should publish this letter in *ADQ* so we can have some discussion on the problem. Maybe I'm in left field and don't know it.

—Bill Jeg
Enumclaw, WA

Your distaste for murder is commendable, Bill. Now if we can only get you to work on that stealing problem . . .

Seriously, in a world where the death penalty is handed out — officially or on the spur of the moment — for everything from murder to improper lane changes, there are no "petty" crimes. In medieval times, many serfs

who committed a minor crime — stealing a pie, say, or talking back to the sheriff — would go crazy, murdering, pillaging, and doing all sorts of other nasty things until caught. Figuring they were going to be hung for that first, minor crime anyway, they decided to have a little fun, settle some old grudges and go out with a bang. Perhaps to be a successful outlaw in 2036, you have to have a little of the same attitude. Eventually, the wastefulness of the situation led to the institution of lesser punishments for lesser crimes, and medieval life became less harsh. Whether that will happen in our future is not known. Any other comments out there?

—SDH

It is really getting kind of tiring to read all these articles in *Backfire*, complaining about how such-and-such a thing is impossible, unlikely, or improbable. If you don't like the rules, change them to suit your tastes. But please stop wasting space in the magazine by complaining. Mr. Helzer's complaint is a good example of the kind that I am tired with (nothing personal, you understand). His suggestions that the world of autoduelling is improbable, though they may be valid, are not helpful. If he really feels so strongly about the future economics of the US, he might consider running for the presidency. I think that most autoduellists out there aren't really as concerned with G forces and the likely future of the US as with enjoying their game. I know that I enjoy *Car Wars*, regardless of whether it will ever happen.

—John Walker
Ann Arbor, MI

Greetings from Southern California! Our new duelling group is called SCAB: Southern California Against Banditry. We are opposed to gangs of bandits and marauders (especially those vermin from Mexico), and are constantly out patrolling for these reavers. While we are not AADA-affiliated, we are true to the autoduelling cause, and a few of us are, in fact, members of the AADA. Our colors are silver and black; we wear white body armor. Be on the lookout if you happen to be driving down here in SC, and if you see us, don't shoot. We're watching out for ya!

—Paul Toney
Corona del Mar, CA

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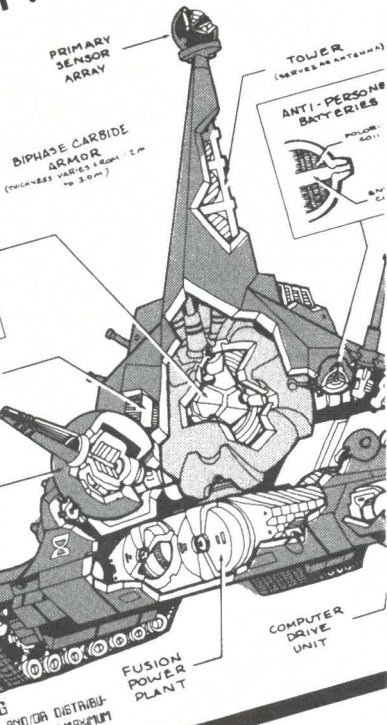
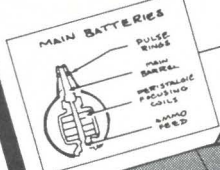
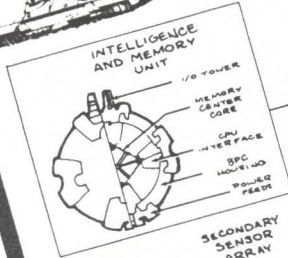
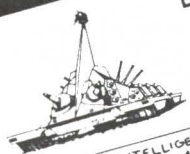
APPROVED

SPECIFICATIONS:
 LENGTH 25.5 METERS
 WIDTH 13.5 METERS
 HULL HEIGHT 9.5 METERS
 TOWER HEIGHT 15 METERS
 MAXIMUM COMBAT SPEED 90 MPH
 WEIGHT 380,000 KG

INTELLIGENCE:
 SERIES 14 AI CYBERNETIC UNIT.
 1024 GIGABYTE MEMORY WITH
 EVALUATIONS PER SECOND SPEED
 OF 1.2 MILLION.

POWER:
 60 INDEPENDENT TREAD DRIVES,
 POWERED BY CENTRAL FUSION
 PLANT WITH 3,040 HP EACH.

ARMAMENT:
 MAIN BATTERY
 (2) 560MM NUCLEAR CANNON
 SECONDARY BATTERY
 (5) 450MM NUCLEAR CANNON
 MISSILES
 (5) DEATH SCREAMER SEMI-
 ATOMIC-POWERED, CYBERNETIC TANK
 PROGRAMMED TO ANNIHILATE ANYTHING IN ITS PATH. IT'S THE OGRE.
 INTELLIGENT TACTICAL NUCLEAR
 MISSILES
 ANTI-PERSONNEL
 (12) 280MM ENERGY PROJECTORS



WARNING
 UNAUTHORIZED POSSESSION AND/OR DISTRIBUTION OF THESE DOCUMENTS CARRIES THE MAXIMUM PENALTY.

THE ULTIMATE CHALLENGE

In the 21st century the face of war has changed. Footsoldiers in powered armor take to the battlefield with tactical nukes. Swift hover tanks skim across desolate, crater-strewn combat zones. And the most deadly foe of all is no longer man — it's the 25-meter, atomic-powered, cybernetic tank programmed to annihilate anything in its path. It's the OGRE.

Ogre is a fast-paced computer game from the people who brought you *Autoduel*. One player defends a command post with a large force of conventional weapons and troops. A second player — his mission to destroy the command post — controls a single OGRE. It's an even match.

A one-player version lets the computer play the OGRE. Sophisticated artificial intelligence routines make the computer-controlled OGRE a challenging opponent, even for expert players. Both the one- and two-player versions allow you to customize the game — altering the battlefield, the makeup of defending forces, and even the intelligence of the OGRE.

In 2085, the OGRE is the ultimate challenge. That challenge is waiting for you today. If you're ready . . .

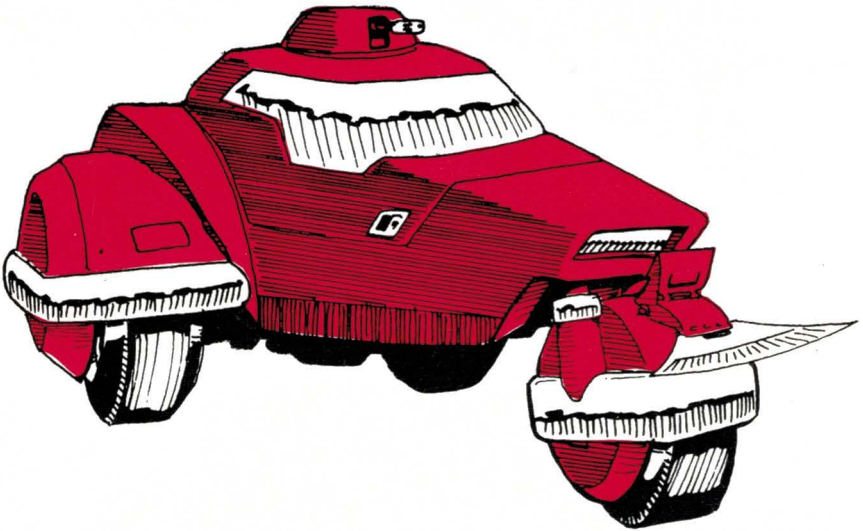


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Nightcrawler

Indra Motors is proud to announce the arrival of an off-road trike that will strike terror in the hearts of your opponents — that is, if they know you're there! Our new Nightcrawler can move and fire unseen, while protecting its driver with some of the most sophisticated defense systems available. They'll never see you coming — but wish they had — when you're stalking them in a Nightcrawler.



Nightcrawler — x-hvy. trike, off-road suspension, super trike power plant, 3 off-road solids, driver only, VMG in turret with silencer/flash suppressor, infrared, single weapon computer, improved fire extinguisher, safety seat, brushcutter, SS back. Armor: 10 pts. component armor around power plant, 10 pts. component armor around driver, 10-pt. cycle wheelguard on front wheel, 2 10-pt. wheelguards on back wheels, F15, R20, L20, B10, T15, U15. Accel. 5, HC 2 (3 off-road), 3,500 lbs., \$20,220.

INDRA MOTORS