

The **CAR WARS**® Magazine

Summer 2037

Vol 5, No. 2

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Autoduel Quarterly®

THE JOURNAL OF THE AMERICAN AUTODUEL ASSOCIATION

Ahoy, There!

Boats in Car Wars

Daddy's Girl

— Autoduelling Fiction

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Summer 2037

Autoduel Quarterly



STAFF

Editor

Scott D. Haring

Publisher

Steve Jackson

Editor-in-Chief

W. G. Armintrout

Production Staff

Kyle Miller

Melissa Snell

Business Manager

Mark Chandler

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Art in this issue:

Dan Carroll: 38. C. Bradford Gorbz: 10, 12, 13, 15, 16. Kyle Miller: mailer cartoon, front cover, 4, 5, 8, 22, 31, back cover, inside back mailer. John Waltrip: 2, 3, 19, 24-29, 32, 34, 36. George "Speed" Webber: 45.

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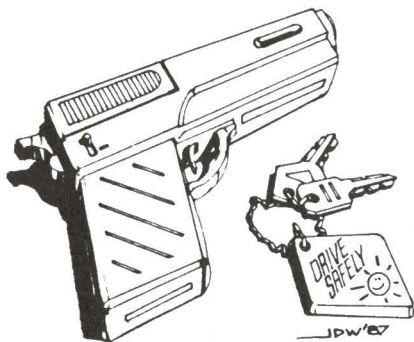
the Driver's Seat

Welcome to another issue of *Autoduel Quarterly*! If you were with us last time, you'll recall that issue 5/1 was a little late, and I promised that this issue would be a little early. Well, as I write this, it looks like we're going to pull it off and get this one out by the first week of June or so. Of course, disaster could still strike, so I'm not exactly gloating, but things look good so far.

The main reason I wanted to get this issue out a little early was so that everyone would have a copy in time for *Origins 87*, in Baltimore, MD. Complete rules for the 2036-37 AADA World Championship Tournament can be found in the "AADA News" section of this magazine. For more information on *Origins*, contact them at Box 15405, Baltimore, MD 21230.

Manhunt

The *Combat Showcase* has been out for nearly six months, now, and the response has been pretty good. A lot of people really like the "schematics" used to describe the cars, and even the people that aren't as enthusiastic don't actively hate them or anything. But as you may have noticed, a *lot* of people contributed designs and ideas to the book, and we came up missing some addresses on some of them. This may be because the contributor didn't put his name and address on every piece of paper he sent us, or it could be because we



stupidly lost the information. Either way, we need the following people to contact us, because we'd like to send you a free copy of *Combat Showcase* and a modest contributor's check:

Laurence Mee, Adrian Quah, Javier Ramirez, Jeff Roberts, Russell Timmerman, James Wilson. Where are you?

In another related matter, it's time for the great autoduellling public to vote. We've had some requests to start using the "schematic" method of presentation in all *Car Wars* products — in the scenarios in *ADQ*, the new car ads, the Custom Feature, solo adventures, expansion sets — anywhere we give a complete vehicle design. What do you think? Would you like us to switch to this format, or do you like the simple text descriptions we use now? Let us know how you feel on this.

Night of The Living Oops

Only one thing to clear up this time. In "ADQ&A" of issue 5/1, I gave contradictory answers to two different letters. I don't pretend to know how this happened. It just did.

First, I told Jerry D'Antonio of Aurora, CO, that Overdrive and Nitrous Oxide could be used together. Later, I told Ryan Watkins of Glendale, CA, that Overdrive cannot be mounted on a gas-powered vehicle. Obviously, they can't both be right.

At first, I figured that some gas-engine accessories (like Nitrous) and some electric-engine accessories (like Overdrive) could be mixed. But as I thought about all the possible combinations, I quickly realized that the whole thing was a complete mess. The two types of engines use completely different power trains to transfer the engine's power to the wheels, so any accessories that deal with the power train (like Overdrive, and Heavy-Duty Transmission) just won't work with both types of plants.

So, sorry about the misleading answer, Jerry. What I said to Ryan Watkins is how I think it should be. For now, gadgets designed for electric power plants can work only on electric-powered vehicles, and gadgets designed for internal combustion power plants can work only on gas-powered vehicles.

Out of room for this issue. Keep On Duellin'!

— Scott D. Haring



NEWSWATCH

History of the Soviet Union

2000–2011: Soviet policies and society stay the same as they have for the past 90 years. Standard of living drops slightly. Central government increases pressure on Soviet satellites around the world. Afghanistan is completely controlled by Soviet forces. Soviet and Chinese forces engage in sporadic border clashes.

2012: The Grain Blight hits the Ukraine. Nuclear exchange that follows results in relatively minor damage, as satellite defenses neutralize most inbound missiles.

2013: Russian equivalent of Food Riots spread throughout country; government loses all semblance of control.

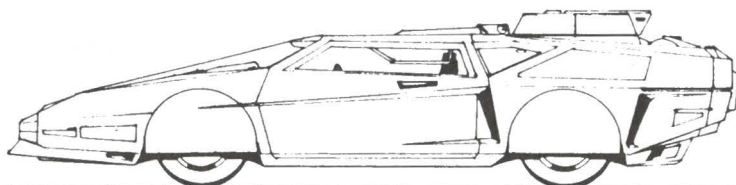
2014: Socialist Politburo falls in a bloody rebellion started by the KGB and Red Army.

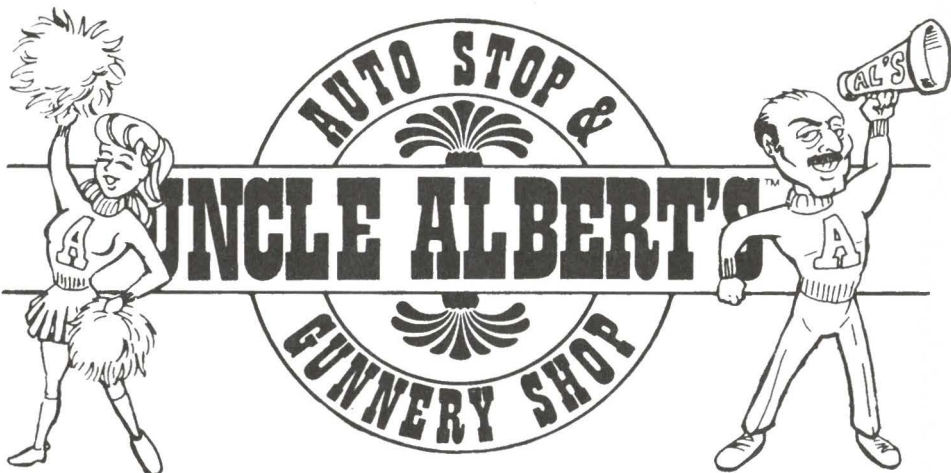
2015–2023: Anarchy throughout Russia. Several small factions made up of Party and KGB leaders try to take control, but fail. Small empires rise and fall in central Russia. Death toll from famine and violence over past 11 years estimated at over 35 million.

2024: A small group of scientists, philosophers, religious leaders, and other educated men who survived the Black Years (as they became known) come out of hiding and form a small society in south central Russia based on work programs and strict rationing of protein-enriched algae. (This Russian-developed algae is much like the algae foods developed in the U.S., but it is not quite as nutritionally efficient and even less palatable than the American type. It is, however, food.)

2025–2032: The New Peoples Party extends its programs and power, slowly reuniting Russia. Government is based on Socialist economic principles, but a large amount of personal freedom and free enterprise is allowed on the local level. The United States government starts sending small amounts of aid to the new government. Living conditions improve. The Russian military starts to rebuild, but is mostly organized in small local militias with members serving on a reserve basis. New Peoples Party invites former Eastern Bloc countries to formally be absorbed by the Second Union of Soviet Socialist Republics. Only Poland and Afghanistan refuse.

2033–2036: Russian citizens enjoy a higher standard of living than anytime in past 200 years. S.U.S.S.R. is formally recognized by most other nations in world. Autoduelling telecasts from the U.S. gain in popularity, but autoduelling is officially a “public menace,” not a sport, and illegal.





Metal Tires



Those new high-accuracy weapons have made tires an endangered species again in some areas. Duellists tired of seeing their cars turned to trikes by a well-aimed rocket salvo have put the call out to Uncle Albert — and Uncle Albert responds! His new metal tire has a rubber exterior that makes it look and perform like any other tire.

Tougher than solids! And only from Uncle Albert's!

Metal Tires — \$1000, 150 lbs., 20 DP. No effect (initially) on vehicle's HC. After tire takes 4 points of damage, rubber exterior strips off, revealing metal beneath. As soon as any one tire on a vehicle is reduced to bare metal, vehicle's HC drops by 1. HC drops no further, no matter how many tires are reduced to bare metal. Once a tire is completely destroyed, of course, additional penalties to HC will follow.

Metal Tires are not available in Off-Road versions, but are available in motorcycle versions (same cost and DP, half the weight). Truck Metal Tires are also available — \$3000, 300 lbs., 30 DP.

Fire Retardant Insulators

Blast and fire weapons are some of autoduellings' most efficient buys — but all that damage can backfire in a serious way if the weapon explodes in your lap during an innocent little vehicular fire! These dandy new Fire Retardant Insulators will protect a single component from fire damage — and if it can't burn, it can't explode! Another hot idea from Uncle Albert!

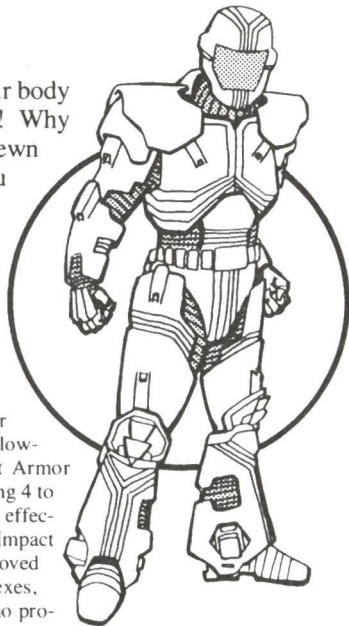
Fire Retardant Insulators — \$250 and 50 lbs. per space, takes up 1 space for every 2 spaces the component being protected takes up. For example, protecting a 2-space RL would require an Insulator of 1 space, \$250 and 50 lbs.; protecting a 3-space AC would take 2 spaces, \$500 and 100 lbs. Armor, tires, etc. cannot be protected by this item — only internal vehicular components. This item adds no DP or other protection against normal damage.

Components protected by Fire Retardant Insulators take no damage from vehicular fires, and only half damage from flame weapons (flamethrower, flaming oil jet, flame cloud ejector, napalm mine, etc.). Crew members cannot be protected by this item, as they would suffocate.

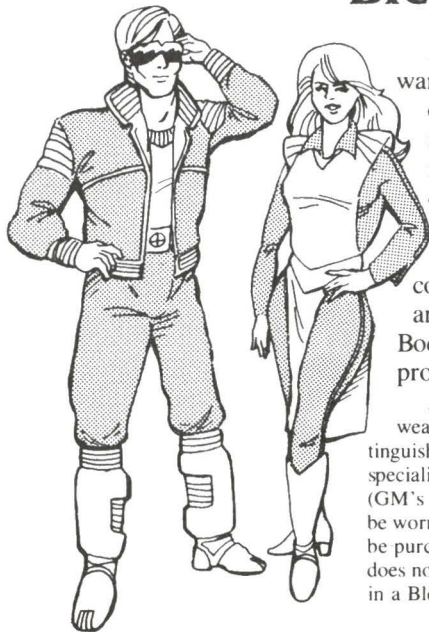
Impact Armor

Dumping your cycle can be a real pain when your body armor doesn't protect against falls or collisions! Why leave useless armor and miscellaneous body parts strewn across the asphalt, when for a few dollars more you can get some *real* protections against terminal road rash? Our new Impact Armor is great for bikers, hang-gliders, and anyone else who occasionally hits the deck a little harder than usual.

Impact Armor — \$2000. Impact armor gives the wearer 6 additional DP and is fully effective against falls and collisions. In addition, any damage sustained in a fall or collision that penetrates the armor is halved. Of course, once the armor's DP have been used up — either by fall or by gunfire — it no longer works. (Example: A duellist wearing Impact Armor is hit by a slow-moving bus, which inflicts 10 points of damage. The Impact Armor absorbs 6 of the 10 points, and reduces the effect of the remaining 4 to 2 points, thus saving the duellist's life. The armor is no longer effective now, so if the bus comes back, the duellist is in trouble.) Impact Armor cannot be worn in combination with Body Armor or Improved Body Armor. Impact Armor has the same effects on speed, reflexes, and carrying capacity as Improved Body Armor, but provides no protection from fire or gas.



Blended Body Armor



Are you the type of person who doesn't want to stand out in a crowd? You're not the only one. Body Armor tends to make you stick out like a sore thumb, especially in more "civilized" settings. But now you don't have to give up the protection of body armor to wear the latest styles!

Uncle Albert has coordinated a unique cooperative effort between Atlas Bodyworks and Monique's of Paris to produce Blended Body Armor. Looks like street clothes, yet protects like the finest duellist's livery!

Blended Body Armor — \$750 and up. Gives the wearer 3 extra DP (just like Body Armor), but is indistinguishable from street clothes. Custom tailoring, or specialized formal wear such as a tuxedo, will cost more (GM's discretion). Regular body armor of any type cannot be worn over this material. Improved Body Armor can also be purchased in a Blended version for \$5,000 and up, and does not include a gas mask. Impact Armor is not available in a Blended version.

by James Cambias

A land of swamps and bayous, long the industrial center of Louisiana and port for the entire central United States, Southeast Louisiana has survived troubles and retains prosperity. Still heavily dependent on foreign trade and offshore oil drilling, this region still looks to the river and the sea for travel and transport, so driving can be an adventure.

History

After Texas, Louisiana was the second of the Free Oil States, and much of the political force behind the secession came from the Southeastern part of the state. Disputes with the Federal Government over drilling rights, oil pricing, and strong resentment of the lack of Federal aid to combat rising ocean levels led to a powerful Secessionist movement.

Louisiana suffered greatly as erosion, subsidence, and rising sea levels from melting polar ice combined to work dramatic changes in the first decade of the 21st Century. Much of the coastal swamps disappeared, and thousands of displaced refugees fled to the cities along the river, which had their own problems. The loss of agricultural land was partly alleviated by the state's large fishing industry, reducing the severity of the Food Riots to come.

When the city of New Orleans was threatened by the rising waters, the state threw its entire resources into the effort to save the city, but with only partial success. Most of the city's inhabitants fled to upriver suburbs, and when Hurricane George demolished the floodwall protecting the city in 2009, the water rolled in. Baton Rouge, the state capitol, became the biggest city in Louisiana, and took over much of the port business. But a surprising number

of people remained in the flooded region, creating an unusual amphibious lifestyle.

S.E. Louisiana Today

The economy of Southeast Louisiana is based on two things: oil and the Mississippi. Oil and gas from offshore rigs are piped to refineries along the river between Baton Rouge and New Orleans, processed, and then exported. Most goes upriver on barges, although a fair amount still goes overseas to the East Coast. A small amount of agricultural produce comes down the river from the few farming regions that remain in the Midwest, as do industrial products from the Ohio River Valley.

Most of the region today is water. Everything south of New Orleans was swallowed by the oceans, and much former dry land has reverted to swamp. Outlaws occasionally find refuge in the wetlands. Boats now outnumber cars in the area, with helicopters a strong third place, due to their use in servicing offshore oil platforms.

Highways

Because of the flooding, only the major elevated highways survive. They are maintained as well as can be, but nobody would call them good roads. Because they are so few and so important, they are heavily patrolled. State Police cars travel in pairs, often with a helicopter for support. Their primary concern is keeping the roads open. Duels are not interfered with as long as the victors are considerate enough to push any wrecks off the road, and to clean up any dropped weapons. Mines, however, are strictly prohibited as they tend to damage the road surface.

The roads are thus relatively safe, as cycle gangs or other organized raiders soon run into one of the patrols. But there is a kind of highway bandit the police are virtually helpless against: Boat gangs. Using fast boats, armed and armored much like cars, these criminals can speed alongside the highway, firing at a lone car or even truck, until the victim can be

forced to a stop. The bandits then loot the vehicle and speed off into the swamp, safe from any pursuit. Even helicopters are not much use as the thick tree cover in the swamp areas makes it impossible to follow a boat for very long. The state Coast Guard has a few small boats patrolling the swamp, but their main purpose is to protect oil pipelines from saboteurs and "juice thieves."

Facilities

Supplies for travelers are available in most larger towns and the cities. Auto parts may be expensive due to import duties on US goods, but oil and recharges are very cheap. Guns are readily available, as even the smallest towns have a hunting supply store — usually with a modest selection of duellist equipment.

Truck stops exist on the outskirts of Baton Rouge, Metairie, and Hammond, but the largest is in downtown Slidell on Interstate 12. All have major repair facilities and towing in the immediate vicinity, as well as food and recreation. In addition, the Welcome Center fortresses near the borders have food and power available — but only for Louisiana citizens.

Towing and rescue services are spotty in most areas, with the exception of Interstate 10 between Baton Rouge and Metairie, where

service is more dependable. The major towns all have hospitals, and rescue helicopters are very common. There is one operator, Jim Scramuzza of Metairie, who offers towing and repair anywhere on the Interstate. He only has six trucks, though, so long delays are common.

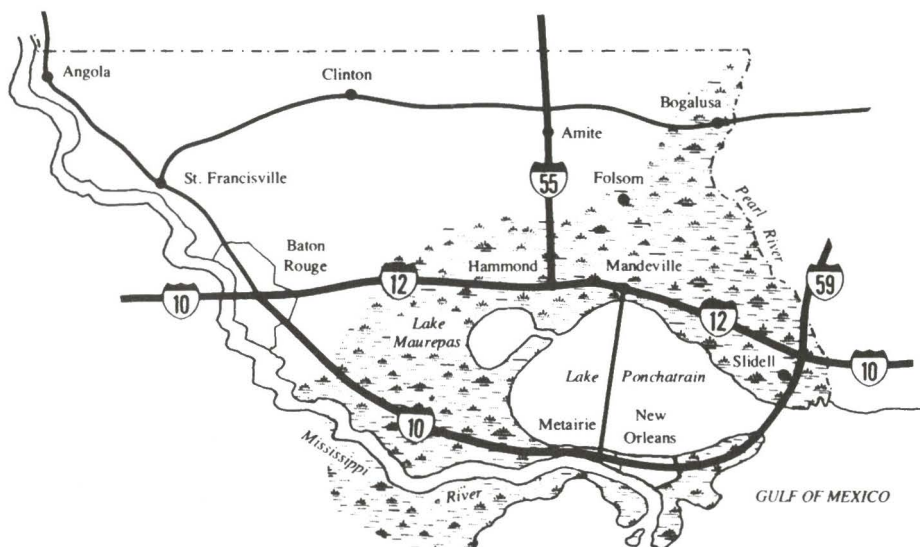
Gold Cross has facilities in Baton Rouge and New Orleans, open to all card-holders. A local company, Lazarus Associates, also honors the Gold Cross card. The Lazarus rescue teams fly in two armed helicopters, and have been known to fire on Gold Cross crews in the hopes of stealing the patients.

Autoduelling

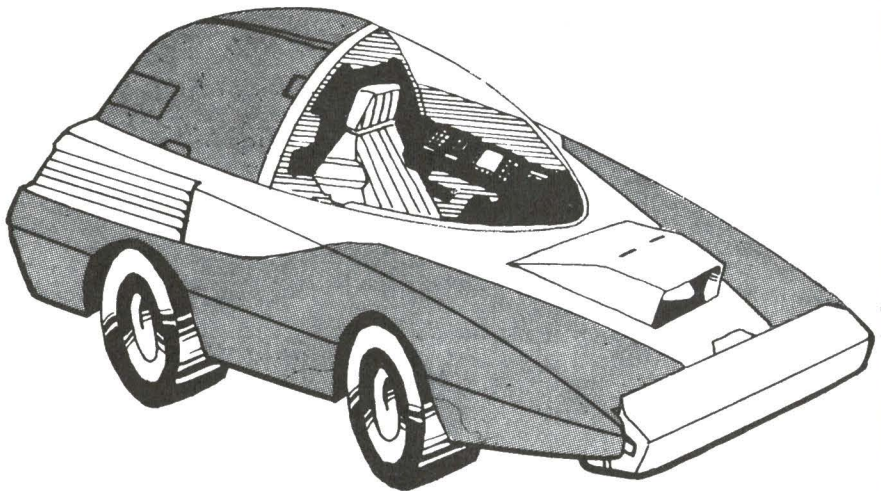
Local tradition holds that the sport was invented in Louisiana, not California, and certainly the driving habits of Louisiana natives gives credence to that claim. Organized arenas exist in every town, and Baton Rouge has four. Even in flooded New Orleans, duels are held in the Superdome, using cars floated in for the purpose. Impromptu road duels are common, since most drivers reach for the trigger as readily as the horn. Duelling is prohibited by law in all towns, but enforcement is lax, and usually a duellist will not be in trouble as long as no bystanders are hurt.

Off-road duelling, as it is known in the rest of the country, does not exist, since "off-road" is water over much of the area. But many boat

Southeast Louisiana



HOKIE SPECIAL



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You've seen it on TV, tearing through NCADA team matches. Now, college autoduellings' hottest design can be yours! The product of the finest young combat engineers around, Virginia Tech's Hokie Special is one of the deadliest Div. 5 designs ever seen. And now it's available to the general public through special arrangement with Amex Combat Autoworks. Amex — The Home of Champions.

Hokie Special — Subcompact, X-Hvy. Chassis, Hvy. Suspension, Medium power plant, 4 PR tires, driver only, MML front. Armor: F20 with Ramplate, R10, L10, B19, T10, U10. Accel. 10, HC 3, 2,620 lbs., \$4,999.

Road Option — Add Armor: F34 with Ramplate, R15, L15, B20, T12, U12. 2,800 lbs., \$5,549.

==== **Amex** ====

Combat Autoworks



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— FOR SICK MINDS EVERYWHERE —

owners have armed their boats, and boat duels are a frequent occurrence on Lake Ponchartrain. The Superdome in New Orleans is also the scene of occasional arena-style boat duels, with the stadium flooded for the event. Only in the Mississippi is boat duelling prohibited, due to the danger to commerce. The Coast Guard does not hesitate to sink first and ask questions later.

However lax they may be toward simple recreational duelling, both local and state police forces are very firm against crime. The restricted road network makes roadblocks singularly effective, so hit-and-run tactics often lead to stop-and-die conclusions. The high proportion of armed cars and experienced combat drivers also means that the police have a large cadre of willing, eager allies with respectable firepower.

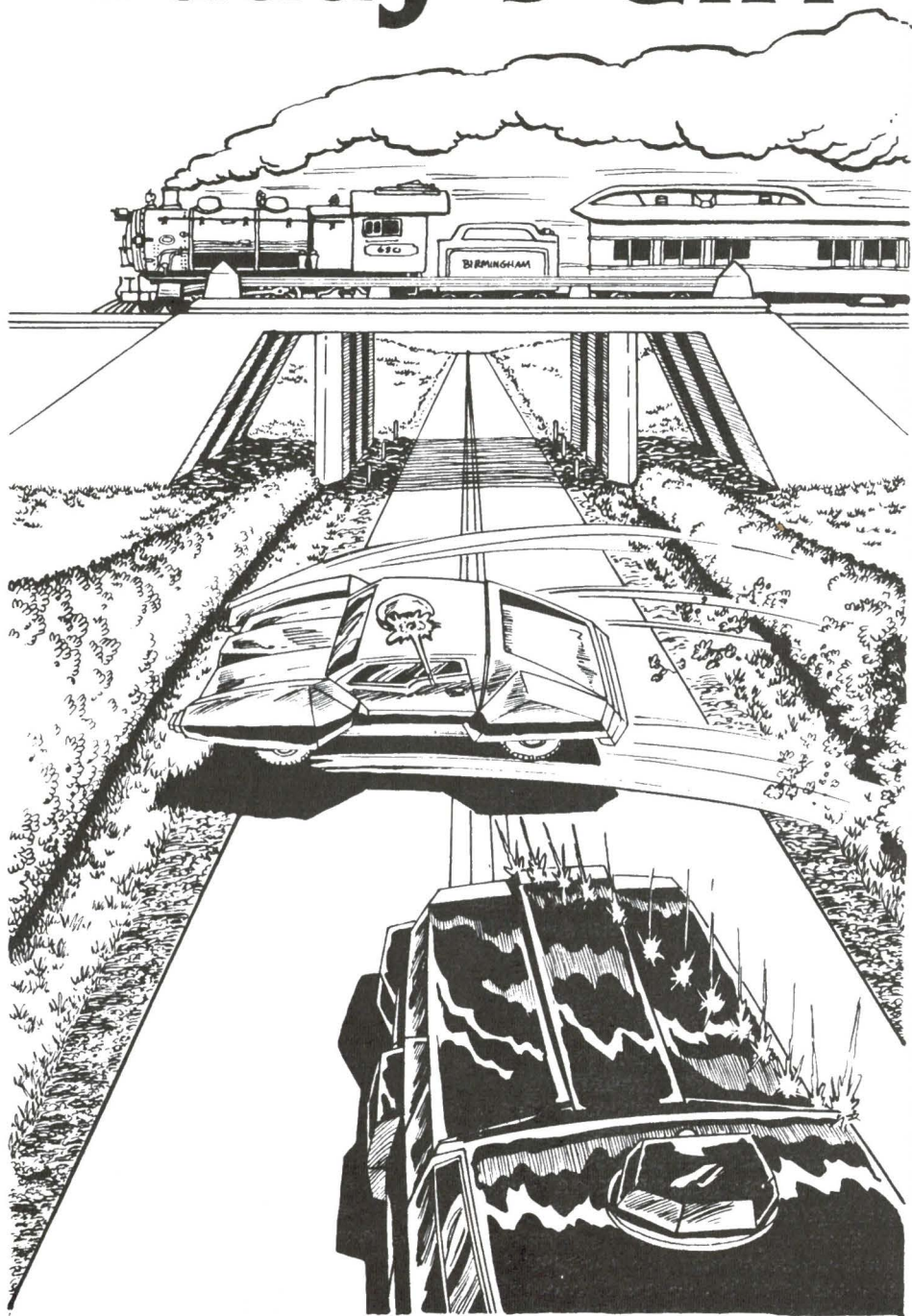
Smuggling is difficult on the highways, and most South Louisiana operators prefer to leave that to boats, both from tradition and practicality.

Organizations

Besides the State Police and local police forces, Southeast Louisiana is also host to chapters of all major driving organizations,

including the AADA, the Brotherhood, BLUD, and EDSEL. These tend to take a back seat to local organizations, though, particularly the Carnival Krewes. Originally, the sole purpose of these clubs was to put on the elaborate parades of the Mardi Gras season. But during the Carnival of 2025, the Krewe of Elks and the Krewe of Crescent City were assigned the same parade route at the same time. A spectacular battle resulted, and the following year both organizations began arming their floats. In subsequent years, battles between parades became common, until banned in 2031. Stymied by the ban, the Krewes turned to autoduelling. Today, several Krewes exist which no longer even hold a parade, being solely dedicated to autoduelling. The Krewes mostly consist of middle-aged, often wealthy people, and are in no way 'gangs.' Krewe members are always ready to lend assistance to people on the highway, usually helping the underdog in a battle. Their cars are heavily ornamented, often with flashing lights, animated figures, and elaborate paintings. Armament can be quite expensive, as these people have the money to spend. The largest Krewes are Elks and Crescent City in Metairie, and St. Tammany in Slidell.

Daddy's Girl



by Ramona Richards

Hunter Madison grinned as the Firecat shot by his hiding place under the railroad trestle. He pulled out after the black car, pulling full power from the Bowie's heavy plant. The engine hummed beautifully as he began to close in on the Firecat, and he ran a quick check on his weapons system before aiming the Vulcan machine gun in his turret at the rear of his opponent.

The Firecat made no evasive moves. *This is going to be easier than I had planned*, thought Madison. Roberts had been full of warnings about this one: dropped mines, weird maneuvers, a car that could outrun most pros. *I haven't even been spotted*, though Madison. *Roberts must be getting paranoid in his old age*. Madison closed in on the Firecat and released a burst of fire.

He missed. Just as he fired, the Firecat swerved right, left the road and crashed through a hedge. Madison shot by the opening in the hedge and slammed on the brakes, swinging the Bowie around. He drove slowly back by the hole. There was no sign of the Firecat. There appeared to be a deep ravine on the other side of the hedge. Madison stopped and peered closer, trying to see any signs of a crash.

The Bowie jumped and sparks showered Madison as sixty-caliber rounds from the Firecat pierced the rear armor of the Bowie. Madison cursed and stomped on the accelerator. The Bowie lunged forward, and Madison swerved left, trying to avoid any more fire. He cursed again as a thin red beam singed the paint on his right side. He slammed on the brakes and swung around again, determined to meet the Firecat head on. This seemed to agree with his opponent, who sat quietly waiting on Madison's next move.

The Firecat and the Bowie faced each other without moving. *What is this*, thought Madison, *High Noon?* He had not finished the thought when a thin red light shot from the front of the black car. Madison cursed and released a stream of fire from his flamethrower. He was still too far away to hit the Firecat, but the smoke dissipated the laser beam and blocked the views of

the two duellers. Madison cut the flames and stepped on the accelerator again. The Bowie lurched forward and burst out on the other side of Madison's cloud, ready for full battle.

The Firecat was gone. "Damn it," said Madison as he slowed, looking at the hedgerows lining both sides of the road with suspicion. *It's time to leave*, he thought. His opponent obviously knew the terrain better and was damned unpredictable. If he chickened out of this one, Roberts would kill him. *Got to stick this one out*.

Madison moved slowly down the hedgerows, searching all directions for any sign of the Firecat. The hedges ended on the right at a sparse grove of trees, and Madison approached it cautiously, waiting for an ambush. The nose of the Bowie edged beyond the hedge, but drew no fire. The left hedge ended at an open field a bit further up the road, and Madison approached the landmark just as cautiously.

Nothing. *Where the hell did he go?* Madison picked up a bit of speed and swung the Bowie into a U-turn. No choice but to run the hedge gambit again. If nothing else, it was the way back home.

The Bowie was just pulling straight in the road when the sixty-caliber rounds from his opponent hit again, showering Madison with glass shards and metal splinters. The Firecat had fired from behind the hedges, and it spun out into the road only twenty meters away, ready to continue the attack. "Shit!" Madison screamed as he reached toward his weapons panel. The Vulcan was just about to fire when the Firecat's lasers found their target, and Madison's weapons panel began to spit sparks as the heat from the melting Vulcan caused an overload. *No*, Madison thought angrily. *You are not getting away with this, you son of a bitch*. The Bowie lurched forward as he gunned the engine.

The Firecat's rear wheels threw up showers of dust and gravel as they spun in reverse. The black car sped backwards, then swung into a reversed bootlegger as the driver slammed on the brakes.



Madison grinned. "Sorry, guy," he said. "You don't have enough time to pull it off. This old bounty hunter's a little faster than you expected."

The Bowie rammed the Firecat in the rear, locking the two cars together. Madison could see his opponent struggling with his seat straps when the first cracking sound came from the Bowie's power plant. "You lose," he said, as the two cars disappeared behind the flames of the first explosion.

★ ★ ★

Gillian James tightened the last strap on her left boot, zipped her jacket and pulled on her gloves. She grabbed her helmet and left her bedroom, passed silently by her mother in the kitchen and went out the back door. The screen door slammed behind her, masking her mother's quiet, "Goodbye, Jill."

Guy lounged against the front fender of Jill's orange Firecat, waiting on her. He was using a polishing cloth to remove an imaginary smudge on the blue "Daddy's Girl" which was scrawled along the fender, and he refused to look up at his sister. "I double-checked all your systems," he said softly. "Since you are determined to go through with this, I thought I could do that much."

"You *could* do a lot more," Jill said sharply. "He was your father, too."

Guy shook his head. "I can't be your gunner for this, JJ."

"You could if you'd stop thinking of just yourself."

Guy looked up. "Stop it, Jill," he said angrily. "We've been through this too many times already. I want to carry on the James name in the arena, not running bootleg tobacco. And certainly not in this kind of crazy ambush. I know you were Dad's favorite, but I doubt seriously he would have approved of this kind of obsessive behavior."

Jill jerked open the door of the Firecat. "You have no idea of what he would have approved of. You never knew him at all."

Guy stepped toward her. "Dammit, Jill —" he broke off and inhaled deeply. "No. I refuse to fight with you about this any more. You're determined to get yourself killed in Giles James' name, and I am not going to have our final goodbye be an angry one. O.K.?"

Brother and sister stared at each other. Physically, they were younger copies of Giles

James, but they had very different ideas of living out their heritage. Guy wanted to revive the James' family reputation as pro-duellers; Gillian wanted to carry on her father's illegal tobacco trade. They had been close, but their father's death six months earlier had shattered their affection. Now Guy wanted to forgive and forget. Gillian was not sure she ever could, at least not until she had avenged her father's murder.

"O.K.?" Guy repeated.

Jill shook her head. "Our final goodbye will not be an angry one, Guy, but this is not our final goodbye. I'll be back, if only to get my clothes." She turned and started to get in the car.

Guy grabbed her arm and she froze, staring down at his hand. "Let go," she said evenly.

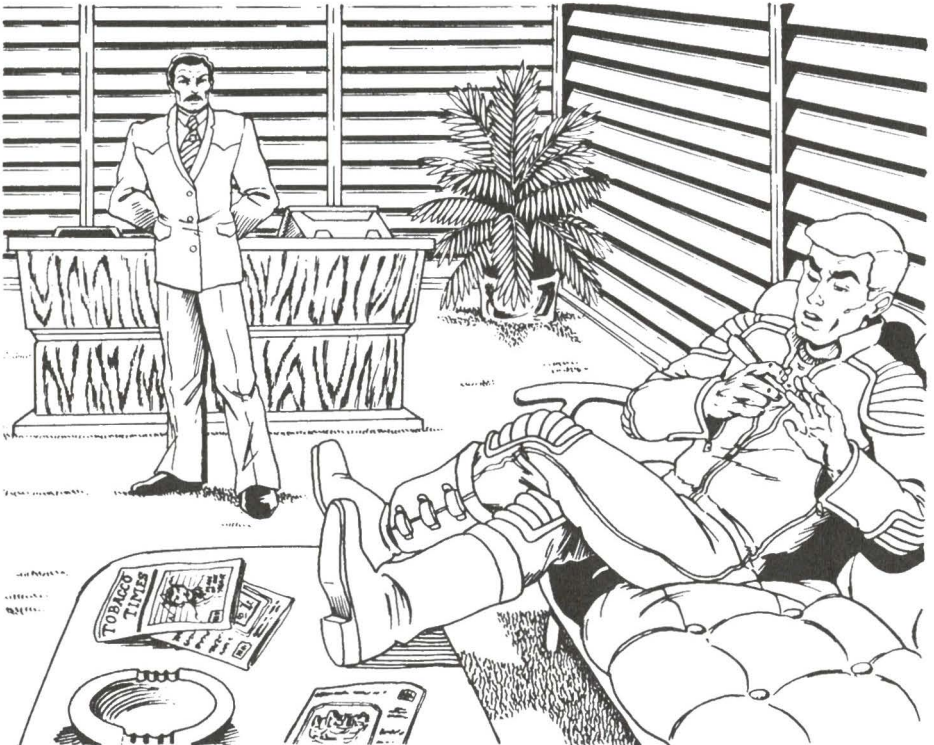
He released her. "Make him proud, JJ," he said.

Jill paused. "We always do," she said as she slid under the wheel. "I will be back." She shut the door, and the Firecat's engine hummed quietly as it backed out of the drive.

★ ★ ★

Roberts looked over the spread sheet again and grinned. Business was good. No, the market for tobacco had always been good, ever since the Crop Loss of '25. Of course, the feds taking over the trade in '27 had been good for business, too, even though The Tobacco Regulation Act had made tobacco a bigger bootleg crop than liquor had ever been. Since Roberts' position allowed him to control the legal trade for the government and the illegal side of the trade for his own profit, his spread sheet was a businessman's delight. No, business was not just good; it was excellent, better than ever.

Roberts' grin widened. Business had started improving six months ago, just after he had gotten rid of Giles James. There were a lot of bac-runners, but James was the best. Roberts had been smart to get rid of him instead of fooling with all the others. James' death had frightened the rest of them. If Roberts dared enough to hire one of the most expensive bounty hunters to tackle James, a lesser bootlegger didn't stand a chance. Most of them had fled the area; the rest had gone into hiding. Yes, hiring that stupid Madison had been a very smart move. All of Roberts' assistants said so.



With a chuckle, Roberts snapped off the terminal and stood up. He felt better than he had in years. He had finally been able to afford that private gym. He had also managed to dump Lillian and ensconce the little blonde from accounting — hm, Jeanine, yeah, that was her name — in one of his condos. “Regular exercise and lots of money,” he said aloud. “That’s the secret to happiness.”

“Secrets,” said Davenport.

Roberts glowered at his best driver, who was lounging on the office couch. “What did you say?”

“Secrets,” repeated Davenport. “Regular exercise *and* lots of money.”

“You read too much,” growled Roberts.

Davenport shrugged. “Not much else to do around here lately.” He sighed. “I really miss James. At least he kept life interesting.”

“He made life hell.”

Roberts’ best friend hesitated. “I do have to admit you’ve been a hell of a lot easier to get along with in the past six months.”

Roberts’ scowl darkened. “I think we should leave now.”

Davenport stood slowly and stretched. “Bout time. Y’know, Carl, I think a weekend alone with Jeanine would do wonders for your mood.”

“Mind your own business.” Roberts strode to the door and yanked it open. He paused, waiting for Davenport. “Let’s get going.” He suddenly grinned. “Though you’re probably right.”

His driver returned the grin. “Of course, I’m right. Remember who recommended Jeanine? Which car will you ride in today?”

“Guess,” said Roberts as he followed Davenport toward the garage.

★ ★ ★

Gillian James waited. She slumped a little lower in the seat of the sleek Firecat, slid her finger under the strap of her helmet and gave it a loosening tug. Jill hated waiting and was a bit surprised at her patience. *I suppose, she thought, I’ve earned this patience. I’ve certainly worked hard enough for it.* She had been preparing for this moment for six months, driving everyone crazy with her hectic obsession.

Obsession. Jill gripped the steering wheel and took a deep breath. God, how she hated that word. That’s what Guy had called it when

he had refused to be her gunner, saying he wanted no part of the obsession which was alienating all their friends and was going to get her killed. Jill smacked the dash with her hand. Dammit, why didn’t he understand?

Jill inhaled deeply. *Calm down, she told herself. You can’t afford to get mad now. Too much is at stake. Calm is better. Especially when you’re ambushing three heavily-armed limos.* She might not be obsessed, but she was stark raving crazy. Certifiable.

I don’t care. That son of a bitch had my father killed.

Carl Roberts, Tobacco King. When tobacco had become scarce, then federally controlled, Roberts, a small-time bootlegger of alcohol and marijuana, had convinced the government that he was the perfect man to be in charge of the region’s largest cash crop. He maintained a tight control on rationing which encouraged bootleggers. Later, he began to secretly gain control of the black market trade by extortion — trading protection from the government in return for 75% of the profits. Behind his government title, Roberts had a close network of bac-runners, and he made it unprofitable for any runner who didn’t work for him by destroying sources or hiring bounty duellers to take care of the delinquent runners.

Giles James had defied Roberts for a long time, and his reputation had given rise to a new crop of independent bac-runners. His status had made him a prime target, but he destroyed four bounty duellers before Madison. Giles had been a top name pro-dueller who had found tobacco running more profitable, and he had trained his children in the family business. Jill had been his best student, even before Guy had returned to the arena. She was not the best dueller around, but she handled the tricky bac routes with a skill that threatened to surpass her father’s. It was her duelling skills, however, that she had been working on during the past six months, preparing for this day.

Jill glanced at the slight mounds in the road. This kind of gravel road was full of irregularities; she hoped a few more wouldn’t be noticed, even by Roberts’ drivers. If she hoped to succeed with this, she had to take out at least one limo immediately, hopefully damaging one of the others simultaneously. Roberts always travelled the same route home, but he wasn’t completely stupid. He rode in a caravan of three limos, picking his ride car at random. Jill wasn’t the only enemy Roberts had, and he

wanted to make it difficult to take him out on the road. Few people were willing to take on three limos when all three had to be destroyed for a sure kill. The three limos were heavily armored and their drivers and gunners were trained to fight in tandem. Separation was Jill's first strategy. *Divide and conquer.*

Jill grinned. This was going to be fun. She checked her watch, then her sideview mirror. Dust from the road was stirring less than a mile back. *Here's to you, Hunter Madison,* she thought wryly, *for providing me with the perfect ambush spot.* She tightened her chin strap and gripped the steering wheel tightly. *Show time, folks.* She checked the aim on the Vulcan machine gun in her turret one last time.

The three limos shot under the railroad trestle, and hit the stretch between the hedges at 65 mph. The first one erupted in flame as the buried mines destroyed the bottom armor and lifted the car off the road. It careened to the right and disappeared through the bushes, exploding again when it hit the bottom of the ravine on the other side.

Strike one for Daddy's Girl, thought Jill as she pulled out from under the trestle.

The middle limo had hit the brakes when the mines went, sending the rear end into a fishtail and leaving the car sideways in the road. The third car slammed into the driver's side. Both cars slid nine meters before stopping.

Damn, thought Jill, *they may take each other out if I don't get in there.* She gunned the engine, aimed the Vulcan, and Daddy's Girl Firecat went into action. She peppered both cars with Vulcan fire as she swerved around them.

Roberts' gunners were quick and not easily confused. Several rounds of sixty-caliber shells dotted the top and side armor of the Firecat before Jill could crash through the hedge on the right. There were less than seven meters between the hedge and the ravine, and a skillful and practiced combination of the right speed, brakes, and down shifting was necessary to slide the car to the right and to stay out of the ravine. Too slow and the slide wouldn't work; too fast and the ravine took the car. Jill had practiced a lot in the last week to get used to the extra weight of the ambush weapons. The Firecat had been designed to run, not fight. She bit her lip, then grinned as she completed the slide smoothly.

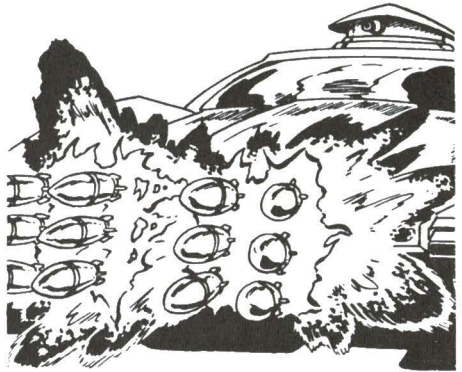
Daddy's favorite.

Jill gunned the engine again, chewing up the grass of the narrow boulevard between the hedge and the ditch. She burst through the hedge a hundred feet away from the limos and swung the Firecat into a bootlegger turn to face them.

They were waiting, side by side, facing the smaller car with two turreted Vulcans aimed directly at Jill.

Shit.

She pushed the car through the left hedge, and raced toward the limos. Fire from the limos hit her continuously, tracking her as she closed in, shredding her father's carefully cultivated hedge. Several of the shots penetrated the armor of the Firecat, and sparks flew around Jill. She cursed constantly, and wondered why the hedges had not blocked their radar as she checked her systems. Yes, they were still operative. Slamming on the brakes, Jill swung the car sideways and emerged from the hedge within three meters of the middle limo. The Firecat's grill dropped, and Jill braced for the recoil. The Firecat's front end seemed to explode as the twin Six-Shooters released all twelve rockets.



Jill grinned as she shoved the car in reverse and sped away from the satisfying devastation. In the flash second before the middle limo disappeared behind a wall of flame, she had seen its driver's face. His expression of amazed terror was gratifying in the memory of her father's death.

Strike two for Daddy's Girl.

The last limo driver left a shower of gravel as he deserted his destroyed partner and swung into position further down the road.

Gotta get him quick, thought Jill, as each car waited for the other to move. His ability to track the Firecat annoyed Jill. It couldn't be



radar or the hedges would have blocked it. Must be a sound tracker. It made the hedge gambit almost useless, and she had planned on the last one giving chase. His reluctance to move was frustrating. *Like a toad that sulls up at every sound.*

Every sound. Jill glanced at her watch, and took what might be her last gamble. She cut her engine.

The two cars waited. The last limo of Roberts' caravan waited for Jill James to move so that his sound tracker could aim the Vulcan. The Firecat waited for the 6:15 Birmingham Express.

The South is a region steeped in tradition. No matter how bad conditions became, some traditions were kept alive out of a sense of novelty or just old-fashioned obstinance. When a Birmingham millionaire restored an old steam engine for pleasure, dozens of train

lovers joined him. Three years later, that millionaire had four engines running the deserted tracks, pulling armored passenger cars. The 6:15 Express out of Birmingham arrived right on time.

Jill chewed her lip and held her patience until the Express was at its peak roar over the trestle before starting her engine. She raced down behind the left hedge and burst through just in front of the limo, releasing more than a dozen rounds of Vulcan fire as she crossed the road and dived toward the right hedge.

The limo returned fire, destroying the armor around her Vulcan and seizing up the barrel. Jill completed the complicated hedge swing and turned back toward the road, trying to get behind the limo.

The damage to her opponent was minimal. His sound tracker was confused, and he took advantage of the vulnerability of the wounded Firecat and gave chase. Gravel and dust scattered as he pushed the big engine into full power and swung left. He crashed through the hedges at almost 40 mph, just as Jill pushed back through onto the road.

The more maneuverable Firecat took the 180 degree turn with ease, and rammed the rear of the limo with a satisfying crunch. The front end of the limo slid out over the ravine, and it took another shove from the Firecat before it toppled out of sight. There was no fire or explosion, and Jill waited a long time before releasing her seat straps and stepping from the Firecat.

Her sleek bac-runner was smoldering from its wounds. She patted the hood affectionately as she walked toward the ravine. Looking over, she could see the remains of the luxury vehicle resting on its roof. All doors were open, but the occupants had not been able to move far. The driver and gunner were draped over their doors, obviously dead. Their passenger was a few feet away. He lay on his back, conscious, but fatally injured. His last business was to look up at the young bac-runer he had forgotten about as soon as her father had died. She held up three fingers, and her voice echoed eerily down the ravine.

"Strike three for Daddy's girl, you son of a bitch."

★ ★ ★

Guy James stepped away from his primary dueller as the orange Firecat limped into the drive. He opened the door for his sister. "Looks like we've got a lot of work to do, JJ."

Jill stepped out of the car and took off her helmet. "Yeah. I think Johnson will have a run for me Tuesday if we can get her fixed in time."

Guy shook his head. "Forget it." He glanced up at the turret. "Two weeks, at least. I'll have to win a couple of duels just to get the money."

Jill shook her head. "We can do better than that. We're James' kids. We can always do better."

Guy looked his sister over, then nodded. "We'll always make him proud."

Gaming Notes

Here are the stats on all the principals in "Daddy's Girl" —

Giles James' *Firecat*: Mid-sized, X-Hvy chassis, Hvy suspension, Large power plant, 4 Solid tires, driver only. VMG in turret, Laser front, Hi-res computer. Fireproof Armor: F30, R30, L30, B30, T35, U25. Cargo capacity: 2 spaces, 220 lbs. Accel. 5, HC 3, 5,540 lbs. (with no cargo), \$28,060.

Giles James is a resourceful fighter with lots of arena and highway experience. He is a Driver +3, Gunner +2, Cyclist, Mechanic +1.

Hunter Madison's *Bowie*: Mid-sized, X-Hvy chassis, Hvy suspension, Super power plant, 4 Solid tires, driver only. VMG in turret, FT corner-mounted front left, Hi-res computer. Fireproof Armor: F30, L30, R30, B30, T35, U25. Cargo capacity: 1 space, 20 lbs. Accel. 5, HC 3, 5,740 lbs., \$21,810.

Hunter Madison is a Driver +2, Gunner +3. Regular payments to Gold Cross gives him an added edge — the freedom to engage in suicide tactics, if necessary.

Gillian James' *Firecat*: Mid-sized, X-Hvy chassis, Hvy suspension, Large power plant, 4 Solid tires, driver only. VMG in turret, 2 Six Shooters linked front, Hi-res computer. Fireproof Armor: F30 (with ramplate), R30, L30, B30, T35, U25. Accel. 5, HC 3, 5,460 lbs., \$22,450.

Bac-Runner Option: Remove one Six Shooter and link. Cargo capacity: 2 spaces, 450 lbs. Vehicle is 5,310 lbs., \$21,950.

Gillian James may someday surpass her father's accomplishments in bootlegging, but right now she's a little short on experience. She is a Driver +2, Gunner +1.

Lead Limo: Luxury, X-Hvy chassis, Hvy

suspension, Super power plant, 4 solid tires, driver, gunner, 2 passengers. VMG in turret, 2 Gauss guns linked front, 2 Hi-res computers, Improved fire extinguisher, Sound Tracking System. Laser Reflective Fireproof Armor: F25, R22, L22, B10, T15, U10. Accel. 5, HC 3, 6,594 lbs., \$49,750.

Middle Limo: Luxury, X-Hvy Chassis, Hvy suspension, Super power plant, 4 solid tires, driver, gunner, 2 passengers. VMG in turret, 2 Gauss guns (one each L, R), 2 Hi-res computers, Improved Fire Extinguisher, Sound Tracking System. Laser Reflective Fireproof Armor: F15, R27, L27, B10, T15, U10. Accel.5, HC 3, 6,594 lbs., \$49,700.

Rear Limo: Luxury, X-Hvy Chassis, Hvy Suspension, Super power plant, 4 solid tires, driver, gunner, 2 passengers. VMG in turret, Gauss gun back, Spear 1000 MD back, 2 Hi-res computers, Improved Fire Extinguisher, Sound Tracking System. Laser Reflective Fireproof Armor: F15, R25, L25, B32, T15, U10. Accel. 5, HC 3, 6,592 lbs., \$41,350.

Carl Roberts has no appreciable duelling skills. His regular driver, Davenport, is a Driver +2, Gunner +2, and drives whichever limo Roberts takes. The other two drivers are Driver +2, Gunner +1. The three gunners in Roberts employ are all Gunner +2.

The Sound Tracking System (STS) costs \$3,000, and takes up no weight or space. A vehicle with STS can spot other vehicles within 2 miles (under optimum conditions, like deserted countryside — considerably less for noisy conditions). The STS will be confused by a nearby loud sound (like a passing train), and will not function. STS does not identify objects but can amplify sound so driver can attempt to identify them. STS will operate as long as the power plant functions, and is destroyed when the plant is destroyed.

The Birmingham Express is a curiosity and tourist attraction owned by a train-loving millionaire. It does not carry freight or anything of value — even joy-riding tourists are required to leave valuables in vaults at the depot. Track security is monitored electronically for breaks, and security patrols cover the short route (one team every five miles or so) with instructions to bring in saboteurs dead or alive. These measures, combined with the lack of monetary incentive, make attacks on the train and the tracks more trouble that it's worth — which is exactly what good security is all about.

As you read this, the 2036-37 AADA World Championship Tournament is only weeks away! Complete information of the final weekend will follow, as well as lots of results already turned in. But first, we want to welcome a new club to the AADA:

G.U.T.S.

Northwest Region

Steve Mriowec, President

32 McRae Rd. ME

Arlington, WA 98223

Sponsor: Gary's Books and Collectibles
1904½ Hewitt Ave.

Everett, WA 98201

This new club joined too late to participate in this year's tournament, but they're already in for next year!

Tournament Results

Here are the latest results of this year's tournament, as of presstime. There may very well be more winners than those listed here already, but these are the ones that have been reported:

ATLANTIC COAST — **BLADE** champion: Rob Owens. **Lex Talionis** champion: Pete Hallenberg. Regional held April 17-19 at Balticon 21, hosted by **BLADE**.

CALIFORNIA NORTH — **Marin Marauders** champion: Steven Huntsberry. Regional to be held May 22-25 at Games Caucus, San Mateo, CA, hosted by NorCal Transit Authority.

CANADA — No champion reported yet.

CENTRAL — **NOVA** champion: Jim Martin. Regional to be held April 24-26 at Contretemps 6, Omaha, NE, hosted by **NOVA**. Slanders no longer eligible; did not renew.

MID-AMERICA — **DADD** champion: Mike Pritchard. **Land Of Lincoln ADA** champion: Russell McKinney. Regional to be hosted by Dayton Autoduel Division, at sponsoring Black Forest Hobby Shop.

NORTH — No champions reported, no regional set. Let's go, guys!

NORTHEAST — **FHAADA** champion: Steve Peters. **Lexington Death Raiders** champion: John Duncan. **SADD** champion: Val Cassotta. **JADE** champion: Ed Tunis III. Regional to be hosted by Lexington Death Raiders, May 2 at Excalibur Hobby Shop.

NORTHWEST — **WATO** champion: Nathan Wells. Regional held at VikingCon 8, April 16-18 in Bellingham, WA, hosted by Northwest Autoduellists. **CHAOS** and **GONADS** no longer eligible; did not renew.

OVERSEAS — London ADA champion: Phil Radley.

SOUTHEAST — No champions reported yet. Regional to be held at PhoenixCon 2, May 29-31, Atlanta, GA, hosted by DAGR.

SOUTHWEST — **NOMADS** champion: Joe Rudynski. Regional hosted by CARDS in private home. **Regional Champion**: Joe Rudynski.

TEXAS — **River City ADA** champion: Mike Montgomery. Regional to be hosted by River City ADA, June 6, at Hexworld Game Center. **DEATH** no longer eligible; did not renew.

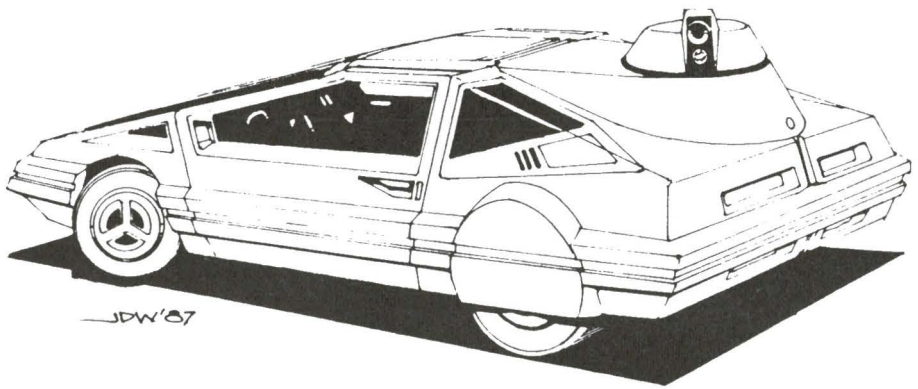
Next issue of course, will include even more results, as well as a recap of the World Championship duel at Origins.

At-Large Qualifier

Here's the low-down on the At-Large Qualifier:

The AADA At-Large Qualifier is tentatively set for Friday, July 3, as part of Origins 87 in Baltimore, MD. *Please* check your Origins schedules immediately upon arrival to confirm date, time, and place.

Who can enter? Any current AADA member who has not had an opportunity to participate in Club and Regional Championships. Proof of current AADA membership is required. Acceptable proof consists of one of two things: One, a copy of the mailer cover from *this issue* (Vol. 5, No. 2) of *Autoduel Quarterly* with your name on the mailing label, plus some other proof that the name on the mailing label is yours. Two, a receipt (either a postcard from our circulation department or a hand-written receipt from a SJG staffer at the Origins convention table) of an *ADQ* subscription that begins with issue 5/3, again with proof that the name on the subscrip-



tion is yours. Requests to enter not accompanied by one of the above proofs will most likely be ignored. Creative stories will be listened to, and appreciated for their originality, but don't expect them to work unless they're really good.

AADA members who have already participated in a Club Championship or a Regional Championship are *not* eligible. The At-Large Qualifier is for people who don't live in large towns or belong to an official chapter. It is not a second chance for someone who has already lost.

We will take as many eligible members as show up, spilling over into hallways and parking lots if necessary. Last year, 50 people played in the At-Large Qualifier in Los Angeles. The participants are placed at tables randomly, and will play on the AADA map of the group's choice. All designs will be checked by a player at another table for legality before the duel starts. Single winners will advance to a second round. The number of tables, and the number of players per table, will depend on how many show up.

Everyone should arrive at the At-Large Qualifier with their vehicle already designed. Design limits are as follows: \$20,000 price limit, *including* all personal equipment; all official gadgets and equipment published by Steve Jackson Games up to and including this issue of *ADQ* are allowed, including equipment from *Combat Showcase*, both *Uncle Albert* catalogs, and *Dueltrack*. Rules will be 2nd Edition *Deluxe Car Wars*, with all official rules changes and clarifications published in subsequent issues of *ADQ* also in effect. For simplicity's sake, cars, trikes, and motorcycles, *only* — no helicopters, no trucks, no trailers, no multiple vehicles — just a single land vehicle for \$20,000 or less. Characters

are limited as follows: A single character worth 60 points, no more than 30 points spent on any one skill; or two characters, worth 80 points combined, no more than 50 points spent on any one character, no more than 30 points spent on any one skill per character, each character must have at least two skills (other than Running). All characters get Running skill at base level free.

The format of the first round is simple: Be the last survivor in the arena, and you win. The sole survivors from the first round will all meet at a single table for the second round, map to be selected by the referee. Second-round players must use the same design they used in the first round. All ammo is replenished, and all damage repaired. Anywhere from 1 to 4 winners will get to advance to the World Championship Tournament; the exact number will be announced at the beginning of the second round. As players are knocked out, the number of survivors will shrink; when there are as many survivors as slots in the final, the second round will be over, and the survivors will advance.

The World Championship

The 2036–37 AADA World Championship will be held Saturday, July 4, at Origins 87 in Baltimore. Again, *please* check your Origins schedule immediately upon arrival to confirm the time, date, and site of the event.

Who can compete? The winners of the previous day's At-Large Qualifier, of course, as well as all Regional Champions and Overseas Region club champions who can make the trip. Alternates are *not* allowed; if your Regional Champion can't make the trip, the Region goes unrepresented. Any and all

Car Wars fans are welcome, of course, to come watch and cheer for your favorites.

The ground rules for the finals are very straightforward:

Everyone should arrive at the World Championship Tournament with their vehicle already designed. Design limits are as follows: \$30,000 price limit, including all personal equipment; all official gadgets and equipment published by Steve Jackson Games up to and including this issue of *ADQ* are allowed, including equipment from *Combat Showcase*, both *Uncle Albert* catalogs, and *Dueltrack*. Rules will be 2nd Edition *Deluxe Car Wars*, with all official rules changes and clarifications published in subsequent issues of *ADQ* also in effect. Only one vehicle may be brought into the arena, and helicopters and grasshoppers are not allowed. All other legal vehicle types may be used. Note that a car-trailer or tractor-trailer combination is considered a single vehicle. Two cars is not. Characters are limited as follows: A single character worth 80 points, no more than 40 points spent on any one skill; or two characters, worth 110 points combined, no more than 70 points spent on any one character, no more than 40 points spent on any

one skill per character, each character must have at least two skills (other than Running). All characters get Running skill at base level free.

All vehicle designs must be approved by the referee before the event, so a worksheet showing all your calculations would be extremely helpful, and will keep things moving. In addition, please bring a second copy of your vehicle design and worksheet for us to keep; we'd like to publish all the designs in a future *Car Wars* product. The arena and exact format of the event will not be announced until game time, so you should design a multi-purpose vehicle.

Prizes

All Club Champions will receive a \$15 Prize Certificate from Steve Jackson Games, which can be redeemed through the mail for SJG Products. Regional Champions and Overseas Region club champions will receive an additional merchandise prize of some sort from SJG. The exact nature of this prize has not been determined yet, but they will be awarded to Regional champions at Origins, with the rest mailed out to those who cannot attend shortly thereafter. At-Large Qualifiers receive no prize other than the opportunity to participate in the World Championship.

In addition, Regional Champions and Overseas Region club champions who make the trip to Origins will receive a \$50 travel reimbursement from the AADA to help cover expenses. I know this won't cover air fare from California, but it'll help. Just let us know you're coming, and we'll have the check waiting for you at Origins.

The World Champion will receive a Lifetime Membership to the AADA, and the accompanying Lifetime Subscription to *Autoduel Quarterly*, as well as a trophy. The second-place finisher will receive a two-year subscription extension, and a plaque. The third-place finisher will receive a one-year subscription extension and a plaque. This marks an increase in prizes from last year.

I hope this covers everything. If there are any questions, talk to us at our dealer's table at Origins 87, or attend our seminars or other events. Hope to see lots of autoduellists in Baltimore. It'll be tough to top the excitement of last year's event, but we'll try. Here's to a great tournament!

Convention Organizers

GAMA, the Game Manufacturer's Association, would like to see *your bid* for a smaller, regional Origins convention in your area. For a bid application form contact: Site Selection Chairman Martin Wexted, c/o West End Games, 251 W. 30th Street, New York, NY 10001.

GAMA

The Game Manufacturer's Association

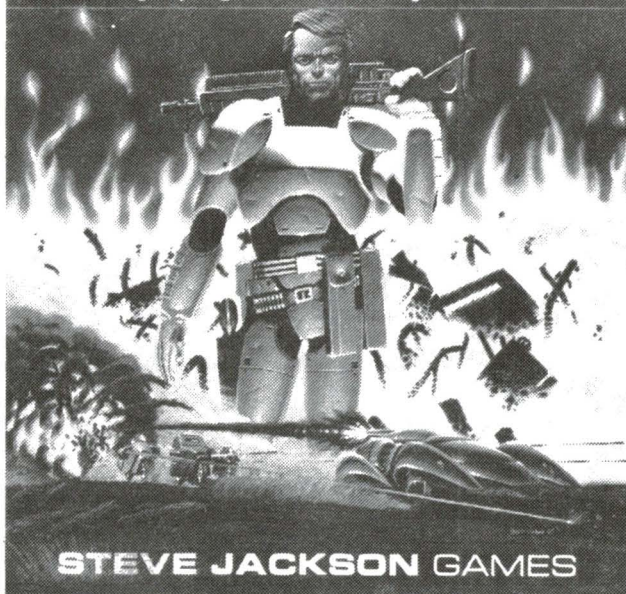
The trade organization for game companies as well as the distributors and retailers of fine Adventure Gaming products and sponsors of *Origins*.

If you'd like more information, contact **GAMA** at: 3304 Crater Lane, Plano, TX 75023 or call (214) 242-1516.

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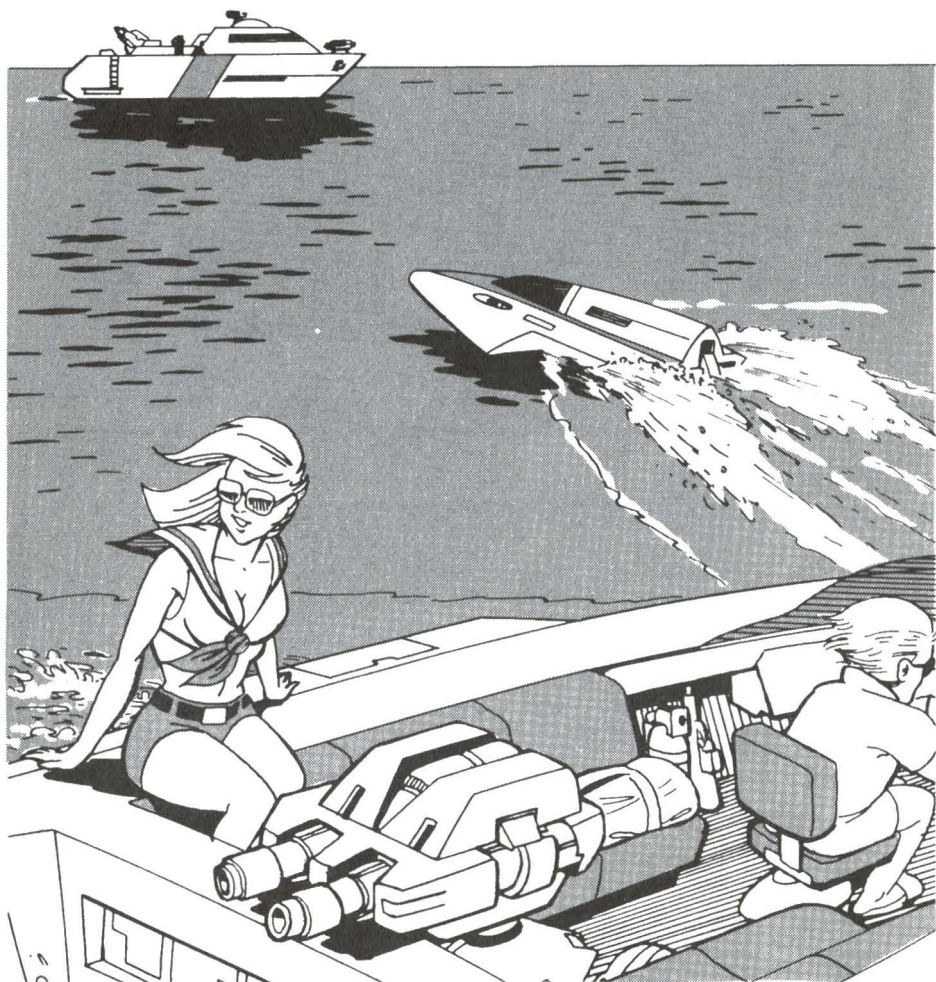
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Boats in *CAR WARS*

by Gary L. Canterbury,
David W. Dyche and
Michael Lee Merritt



Editor's Note: It's been nearly a year since I first mentioned *Boat Wars*, rules for small-unit naval combat using the *Car Wars* rules system. We've sent manuscripts to playtesters for comment. We've hashed over just how we were going to approach the subject, over and over again.

We almost published the boat rules last issue, with the other variants. But after looking at the manuscripts, I realized that if I ran it, there would be no room for anything else in the issue. So "Boats in *Car Wars*" was pushed back one more time — to this issue . . .

The three authors named above all sent in complete sets of boat rules, and each treated major sections of the rules in completely different ways. It was a new, unique challenge for me as editor to take the three pieces, select the best parts from each, and somehow come up with one set of rules. I hope you like it.

The following rules are a variant. While fun, they are not part of the "official" Car Wars rules.

Body Types

Boats are built just like other vehicles in *Car Wars*. They tend to be more expensive than cars, because there is less mass-production to keep prices down.

The column headings used above should be familiar to all *Car Wars* players. The four smaller boats are armored in five locations: Front, Left, Right, Back, and Bottom. The Yacht is armored in eight locations: Front, Front Left, Back Left, Front Right, Back

Right, Back, Front Bottom, and Back Bottom. Armor may be made Fireproof, Laser Reflective, Laser Reflective/Fireproof, or even Metal, at the regular cost and weight penalties. As with land vehicles, armor types may not be mixed.

The Rowboat is represented by a 1/2" x 1/2" counter. The Dinghy and Speeder use a 1" x 1/2" counter. The Cruiser uses a 1 1/2" x 3/4" counter, and the Yacht uses a 2 1/2" x 1" counter.

Boats cannot have their HC altered except with certain accessories (see below), and the maximum load cannot be modified in any way.

The cargo space listed in the larger boats is not necessarily in any one place, like a dank cargo hold; it also includes open space on deck and other places. The point of cargo space is that vehicular components cannot be put in it — only passengers and cargo may.

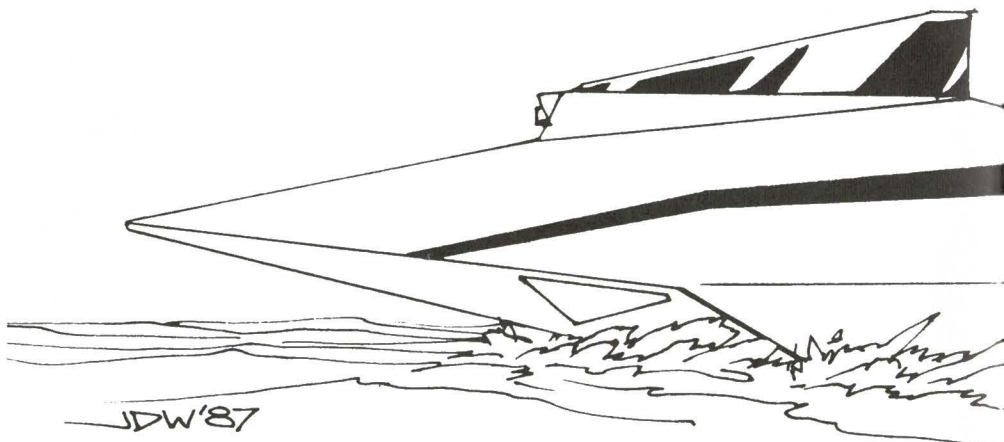
Power Plants

Boats use special electric power plants that are lighter than car plants — since propellers cutting through water offer much less resistance than a wheel pushing against the road, boat power plants are designed to produce very high RPMs in the propeller motor, but not much torque. For this reason, boat power plants cannot be used in land vehicles, and land vehicle power plants cannot be used in boats. The only exception is the amphibious car, which is discussed later in this article.

Again, the abbreviations used above should be familiar to everybody.

Boat size	Cost	Weight	Max. load	Spaces	Armor cost/wt.	HC
Rowboat	200	100	800	6	\$5/3 lbs.	3
Dinghy	4000	1300	3000	10	\$13/6 lbs.	2
Speeder	8000	2700	7000	17(+3)	\$20/10 lbs.	2
Cruiser	20000	5400	15000	25(+12)	\$30/15 lbs.	1
Yacht	45000	10000	40000	40(+18)	\$36/18 lbs.	1

Power Plant	Price	Weight	Spaces	DP	Power Factors
Mini	300	100	2	2	500
Small	1000	300	3	3	1000
Medium	3000	500	4	4	2500
Large	6500	800	6	6	5000
Super	10000	1200	8	8	8000
Heavy-Duty	20000	4000	12	16	13000



Top speed and acceleration are both calculated by comparing a power plant's

power factors to the weight of the boat being moved:

Power Factors/Weight

2 or greater
 1 to 1.999
 .50 to .999
 .333 to .499
 .100 to .332
 .050 to .099
 less than .050

Acceleration

20 mph/turn
 15 mph/turn
 10 mph/turn
 5 mph/turn
 2.5 mph/turn
 2.5 mph/turn
 0

Top Speed

100 mph
 80 mph
 60 mph
 40 mph
 20 mph
 2.5 mph
 0

For example, if a Speeder weighing 4980 lbs. carried a Medium power plant (with 2500 power factors), it would fall in the “.50 to .999” category (2500 divided by 4980 equals .502) — the boat would have an acceleration of 10 mph/turn and a top speed of 60 mph. The same boat with a Mini power plant (500 power factors) would still move, but just barely — go ahead and figure it out.

Recharging a boat power plant costs \$50 and takes 10 minutes, just like most other power plants. A boat can go 200 miles on a charge, based on a constant speed of 20 mph. For every 10 mph of extra speed the number of “power units” consumed per 10 miles traveled goes up by 2; at 30 mph, it costs 12 units to go 10 miles, at 50 mph it costs 16 units, etc. There is no power savings for going slower than 20 mph.

Boat power plants may exceed their maximum speed for short periods of time by

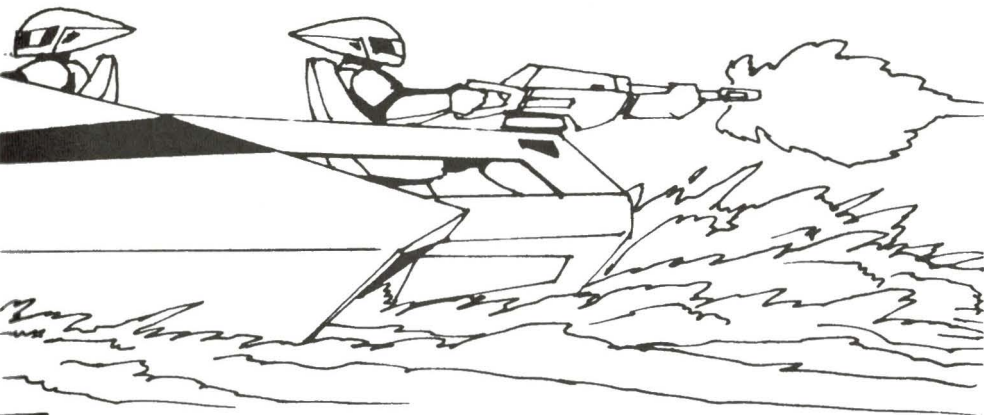
“pushing” the plant. The rules are the same as for car power plants.

Boat power plants are always placed in the rear of the boat, and if the boat is equipped with a Deck (see below), in the rear of the below-deck area.

Propellers

Propellers are what drive the boat through the water. Boats with Mini power plants may have only one propeller; Boats with Heavy-Duty plants must have two; the four in-between sizes may have one or two. Two propellers do not make a boat any faster or more stable, but it does offer a measure of protection in case one is lost.

A damaged propeller does not affect a boat's performance in any way. If the propeller is destroyed, the boat decelerates 2.5 mph/turn



until it comes to a stop. Propeller armor may be bought — it costs \$10 and weighs 4 lbs. per point (just like wheelguards) and protects just like wheelguards; on a 1-4 on one die, the armor takes any damage directed at the propel-

ler, and on a 5 or 6 the damage skips the armor and goes directly to the propeller. No more than 10 points of armor may be bought for a propeller.

Power Plant Size	Propeller Cost	Weight	DP
Mini	\$ 20	10	2
Small	\$ 50	15	4
Medium	\$ 75	25	5
Large	\$100	40	8
Super	\$200	75	12
Heavy-Duty	\$500	150	18

Weapons

All weapons available in *Car Wars* may be used on boats, though there are some changes in the way some weapons perform on water. In addition, some new, boat-only weapons are also available. Here is a list of those new weapons, along with the changes in old weapons that are made necessary by naval warfare:

Anti-Tank Gun: May not be mounted on a Rowboat; can only be mounted to front or back of Dinghy.

Tank Gun: May not be mounted on a Rowboat or Dinghy; can only be mounted to front or back of Speeder or Cruiser. (Actually, because of the 1/3-spaces rule, a 10-space Tank Gun can only fit on a Yacht, anyway . . .)

Wire-Guided Missile: Cannot be fired at another surface target at a range of over 6'', because the trailing wire will dip into the water, shorting the system. After the missile travels 6'', it automatically goes to straight-line movement. May be fired normally at airborne targets.

Spikedropper: Has no effect on boats, as the spikes sink immediately upon release.

Oil Jet: Oil has no effect on boats or anything else in the water, including swimmers.

Flaming Oil: Not a hazard to a boat's handling, but does normal damage to the Bottom armor. Will also affect swimmers.

Smoke Weapons: Normal effect above the surface, no effect underwater (the smoke bubbles to the surface, then disperses harmlessly).

Paint Weapons: Normal effect above the surface. A paint cloud will also work normally

below the surface, except it will last 10 seconds before the currents disperse it.

Minedropper: Regular mines have no effect; they sink immediately, and will not detonate if they hit anything while sinking. Special amphibious mines are available at double the cost (regular mines only; not Spear 1000 or napalm or any other) and are fired from an unmodified minedropper. Amphibious mines float on the surface and are treated just like regular mines.

Torpedo: To hit special, 3 dice damage, 3 DP. \$300, 100 lbs., 1 space. Burst effect. Very similar to a Heavy Rocket, except it travels at 50 mph. (This is regardless of the speed or orientation of the firing boat — the moment it leaves the boat, it begins to travel at 50 mph in the direction fired. If fired forward by a boat traveling faster than 50 mph, the boat runs into the back of the torpedo, setting it off.) The torpedo travels ¼" below the surface of the water, and will pass over objects deeper than that. Use a missile counter (or other ¼" x ½" counter) to represent the torpedo, and move it in a straight line. The torpedo cannot be detected visually by anything more than 4" away from it. If the torpedo counter collides with any other solid object of reasonable size (not a beach ball, but a rock, or a boat . . .), it hits automatically — roll for damage. When a boat is hit by a torpedo, the Bottom armor is affected.

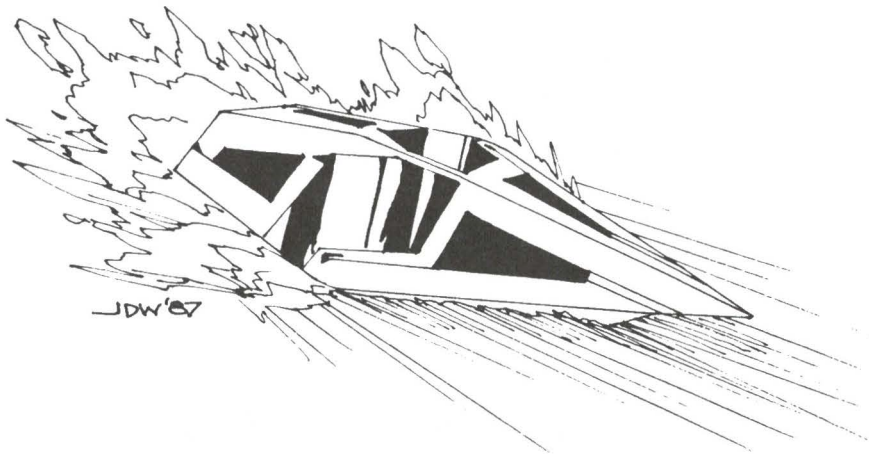
Homing Torpedo: To hit special, 3 dice damage, 3 DP. \$750, 120 lbs., 1 space. Burst

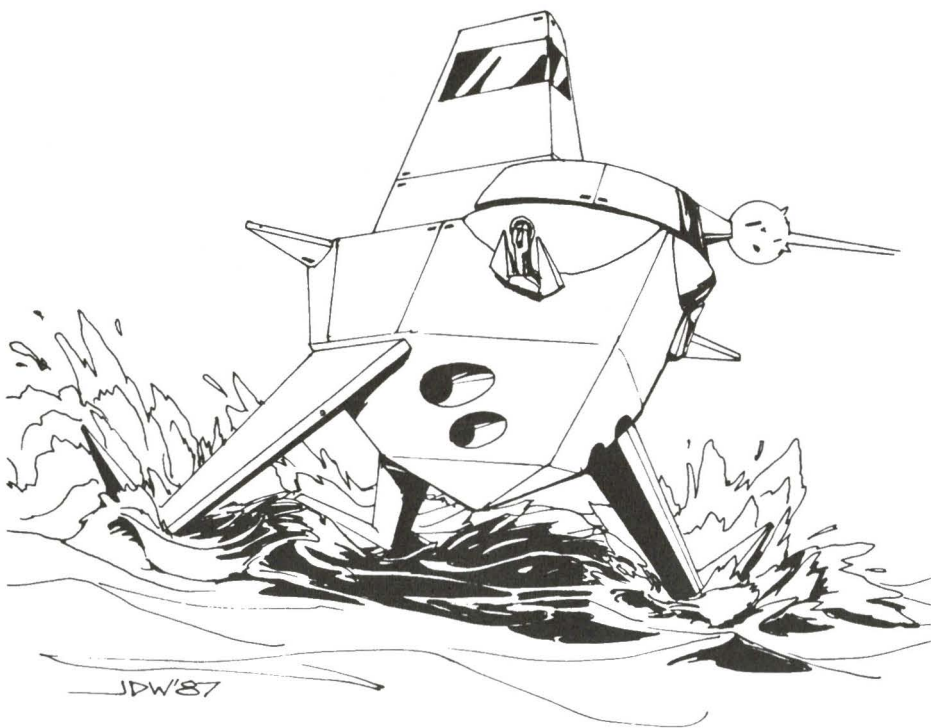
effect. As above, but the torpedo travels in a straight line only until a boat-sized object is detected in the torpedo's front arc of fire within a 24" range. If more than one object present comes in range simultaneously, the torpedo picks the closer one; if at equal distances, it picks the larger one; if sizes are also equal, roll randomly.

Once a target has been selected, the torpedo will "home in" on the target, turning up to 15 degrees (a Swerve on the turning key) every phase it moves, with no possible loss of control. If the locked-on target manages to escape the torpedo's front arc of fire, or gets further than 24" away, the lock-on is lost, and the torpedo resumes straight-line movement until it finds another target. When the torpedo counter reaches the target, it hits automatically — roll for damage. A Homing Torpedo will not "lock on" to the beach, or a rock, or even a large fish, but only a boat-like object.

After traveling 120", target locked on or not, the torpedo will decelerate 2.5 mph per turn, still turning to chase a locked-on target. If it gets to 0 mph without hitting anything, it will sink to the ocean floor; on a roll of 1 on one die, the torpedo will explode when it hits the bottom. Otherwise, it settles on the bottom, and can be recovered, refitted (for ¼ the original cost), and reused.

Depth Charge: To Hit special, 2 dice damage, 2 DP. Cost \$250, weight 75 lbs., 2 spaces. 3 shots, CPS 500, WPS 100. Loaded cost: \$1750; loaded weight 375 lbs. Loaded magazine costs \$1550, weighs 315 lbs. Each





charge must be set to go off at a particular depth. This setting can be changed, but only before the charges are loaded into the weapon. When fired, the charge drops off the back (or side) of the boat, and immediately sinks at a rate of 1" per turn. When the charge reaches its preset depth, it goes off, doing its damage in a 2" radius. In addition, it acts like a concussion grenade within a 4" radius.

Accessories

All accessories available in *Car Wars* may be used on boats, though there are some changes in the way some accessories work on water. In addition, some new, boats-only accessories are also available. Here is a list of those new items, along with the changes in old items that are made necessary by life on the seas:

Obviously, accessories that improve a land vehicle's handling or maneuverability, like anti-lock brakes, active suspension, etc., cannot be used on boats. The only exception is the Spoiler, which will reduce the difficulty of any maneuver performed at 40 mph or over by 1.

A Spoiler can only be mounted on Speeders and smaller.

Deck: Not all boats have a Deck, therefore, it's listed here as an accessory. A Deck is a floor that is above the keel of the boat. A Deck divides a boat into two sections, Below Deck and Above Deck, and has a hatch or stairway opening so crew, cargo, and equipment can be moved between the two. The player may decide how many spaces out of a boat's total are allocated to the two sections, but neither section can have less than $\frac{1}{3}$ of the total. There is no restriction on cargo and non-cargo spaces; you can make all the below-deck spaces cargo and all the above-deck spaces non-cargo, or any other combination. The deck itself takes up no weight or space, and is armored at the same cost as the rest of the boat. (A Deck on a Yacht is armored in two locations: Front Deck and Back Deck.) A Rowboat cannot have a Deck; Cruisers and Yachts *must* have this item.

Boat Top: A roof on a boat, completely enclosing the interior. A Boat Top costs and weighs 10% of the cost and weight of the basic

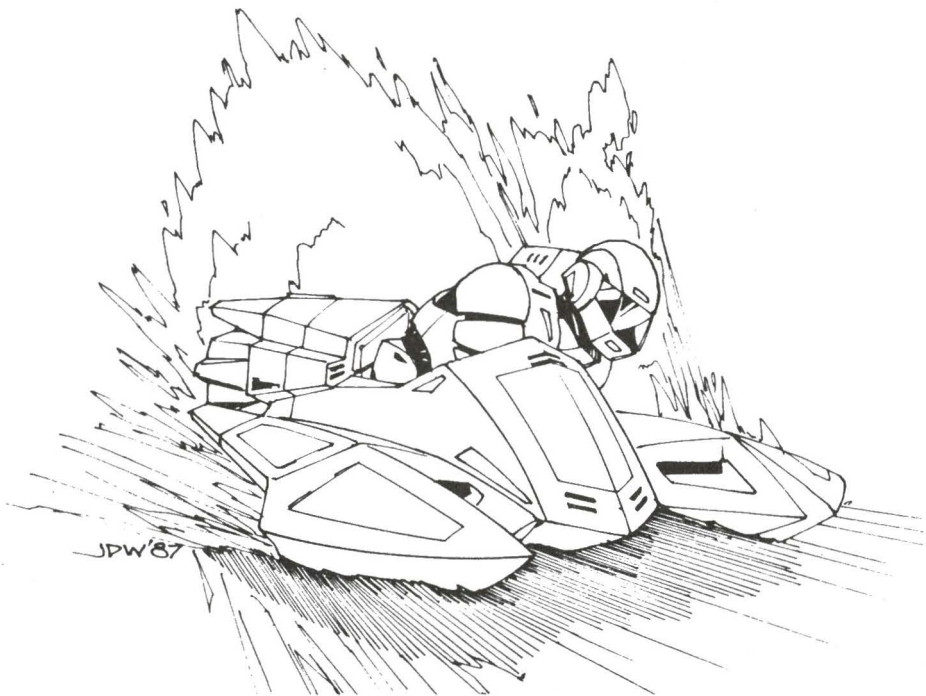
boat body. A Boat Top may be armored (at the same cost as the rest of the boat), and may also mount a turret. A Rowboat may mount only the Zero-Space Turret; a Dinghy may mount a 1-space turret; a Speeder can mount up to a 2-space turret; the Cruiser may mount up to a 3-space turret; and the Yacht can mount any size turret. In addition, the Yacht may also mount more than one turret, one in the Front Top location, and one in the Back Top location. The Yacht Boat Top is armored in two locations, too.

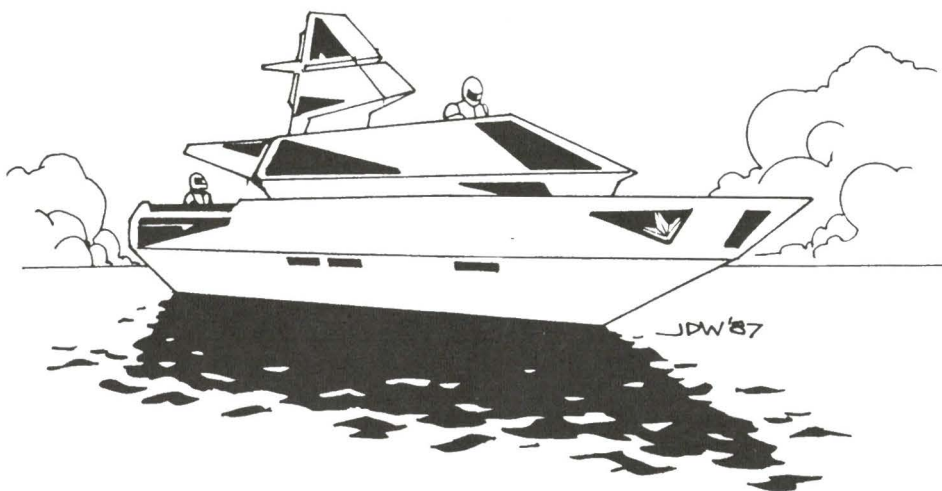
Half Top: Similar to the Boat Top, except it only covers the front half of the boat, leaving the rear deck open to the sky. The Half Top costs and weighs half as much as a full top for the same boat. A Half Top may be armored at the regular cost, and may mount a turret (with the same restrictions as above, except a Yacht boat with a Half Top may only mount a single turret). When attacked from above, determine which arc of fire the attack is coming from; If the attack is coming from the rear quadrant, the Half Top is bypassed completely; from the side, the Half Top is bypassed on a roll of 7 or more on 2 dice; and from the front quadrant, the Half Top is bypassed only on a roll of 11 or 12 on 2 dice. Remember, this is for attacks from *above* only.

Oars: Oars can be used by Rowboats and Dinghies for emergency movement. They weigh 10 lbs., take up 1 space, and cost \$25 for a pair. Additional rowers will make the boat go faster; Top speed is 2.5 mph per rower, up to a maximum of 15 mph. Acceleration is always 2.5 mph/turn, no matter how many rowers are used.

Sonar: \$4,000, 100 lbs., 1 space. Operates like radar, except it shows objects in and under the water, rather than above it. Sonar will detect boats, swimmers, underwater objects, and anything the size of a torpedo or larger. Sonar will also reveal the depth of the sea bottom to within 1" (roll one die: on a 1-2, reading is 1" shallower than real depth; on a 3-4, reading is correct; on a 5-6, reading is 1" deeper than actual depth.) directly under the boat. Sonar has a maximum range of 1000", but only Yachts can be spotted at that range. Cruisers can be spotted within 500", Speeders within 200", and smaller boats within 100".

Hydrofoils: Cost 100% of body cost, weight 50% of body weight, 1 space. When a boat reaches 35 mph, the hydrofoils automatically lift the boat out of the water. (This is automatic — a boat equipped with this item *must* rise at this speed). Once out of the





water, the boat has its top speed increased by 20 mph, though acceleration is unaffected. A boat on hydrofoils has its HC increased by 1, and the Bottom of the boat can be targeted (at a -3) by weapons on other boats. The hydrofoils themselves can be targeted at -6 and have 15 DP; if they are destroyed, the boat falls back into the water and immediately rolls on the Boat Crash Table (see below) with a +2 modifier, in addition to any modifiers for the boat's speed.

Weighted Keel: Cost 50% of body cost, weight 10% of maximum load, no space. If a boat capsizes and has a weighted keel, it stays capsized for only 5 turns. On the sixth, the boat rights itself and may function normally. The weighted keel increases the draft of the boat by 1/2" (draft will be explained below). A Weighted Keel may not be placed on a Rowboat or Dinghy.

Bilge Pump: \$500, 200 lbs., 1 space. On a roll of 1-4 on one die, a bilge pump will pump out 1 space of water, once per turn at the end of the turn. Turning on a bilge pump is a firing action, and they cannot be left on continually — if they run more than 5 total turns with nothing to pump, they burn out and must be replaced. Multiple bilge pumps may be installed for added safety.

Jet Drives: \$5000, 500 lbs., 2 spaces. Jet drives replace propellers, and increase

calculated acceleration by 5 mph/turn and top speed by 20 mph. A boat's power plant must have at least half as many power factors as the weight of the boat before a Jet Drive will operate at all.

Life Raft: \$500, 25 lbs., no space. A four-man inflatable raft. Triggering the inflation device is a firing action. Raft inflates in 3 turns, and contains a radio transponder so searchers can find the raft. There are compartments for storing other emergency items (food, water, first aid kit, etc.), but these must be bought separately. The Life Raft is treated the same as a Rowboat for weather conditions, etc., and uses the same size counter.

Passenger Accommodations: \$500, 100 lbs., 2 spaces. Comfortable bunks which convert to daytime couch/lounging areas. Passenger Accommodations may be placed in cargo space.

Galley: \$750, 150 lbs., 1 space. Small counter area, with cooking stove and mini-refrigerator — enough to cook reasonably small and simple meals. One week's rations for four can be stored here. Larger or more complex kitchen set-ups will be bulkier and more expensive.

Marine Radio: \$1000, no weight or space. This radio has a range of hundreds of miles on the marine frequencies, and also performs the same functions as a LD Radio for the land-based frequencies.

Sample Vehicles

Stinger: Rowboat, Mini power plant, Propeller, Pilot only. 2 torpedoes front. Armor: F20, R15, L15, B10, U20. Accel. 10, Top Speed 60, HC 2, 800 lbs., \$1,520.

Darter: Rowboat, Medium power plant, Propeller, Pilot only. No weapons. Armor: F2, R1, L1, B1, U3. Accel. 20, Top Speed 100, HC 3, 799 lbs., \$3,315.

Piranha: Dinghy, Small power plant, Propeller, Pilot only. VMG front, 2 linked torpedoes back, Fire extinguisher. Armor: F15, R15, L15, B12, U15. Accel. 5, Top Speed 40, HC 2, 2,997 lbs., \$9,636.

Minnow: Dinghy, Medium power plant, 2 Propellers, Pilot, 2 Passengers. MML with AP rockets front, MG with HD ammo back, Targeting computer, Marine Radio. Fireproof Armor: F12, R10, L10, B10, U10. Accel. 10, Top Speed 60, HC 2, 3,000 lbs., \$13,552.

Moray: Speeder, Large power plant, 2 Propellers, Half Top, Pilot, Gunner. Laser front, 2 Homing torpedoes (one each R, L), Sonar, Bilge pump, Improved fire extinguisher, Life raft, Marine radio. Armor: F20, R20, L20, B15, T15, U24, 2 10-point Propeller guards. Cargo capacity: 3 spaces, 500 lbs. Accel. 10, Top Speed 60, HC 2, 6,500 lbs., \$33,580.

This is a smuggler's boat, good for small, valuable cargoes. It's fast, and fairly well-armed.

Flying Fish: Speeder with Deck. Below Deck: Super power plant, Jet drives, Hydrofoils. Above Deck: Pilot, Homing torpedo back, 2 Bilge pumps, Improved fire extinguisher, Radar, Marine radio, cargo spaces. No armor. Cargo capacity: 3 spaces, 380 lbs. Accel. 20, Top Speed 120, HC 2 (3 on foils), 6,620 lbs., \$36,750.

Speed is the key to this one-man smuggling operation. Without armor, this boat will never fight, preferring to get out of range in a hurry.

Guppy: Cruiser with Boat Top. Below Deck: Super power plant, 2 Propellers, cargo space. Above Deck: Pilot, 3 linked APHRs and targeting laser in turret, 3 3-space rocket magazines feeding into turret, 9 APHRs in magazines, Bilge pump, Improved fire extinguisher, Sleeping accommodations for 1,

Marine radio. Armor: F40, R40, L40, B40, T40, U46. Cargo capacity: 12 spaces, 1,005 lbs. Accel. 10, Top Speed 60, HC 1, 13,995 lbs., \$50,130.

Another one-man boat, this baby not only hauls a lot of cargo, but can deliver devastating firepower in a battle. It's only weakness is a severe ammo limitation — it can't handle a prolonged battle.

Lucky Catch: Cruiser with Half Top. Below Deck: Large power plant, 2 Propellers, Sleeping accommodations for 6 in cargo space. Above Deck: Pilot, Gunner, MG front, Sleeping accommodations for 2, Galley, Sonar, Bilge pump, Improved fire extinguisher, Marine radio. Armor: F10, R7, L7, B3, T3, U10. Accel. 10, Top Speed 60, HC 1, 10,000 lbs., \$41,150.

Heavy Armor Option: Armor: F65, R60, L60, B60, T50, U78. Accel. 5, Top Speed 40, 14,995 lbs., \$51,140.

This is a charter fishing boat, designed to take a group of people out for a day of relaxation and fun. The MG and armor is more window dressing than serious defense. The Heavy Armor Option provides more effective security.

Refuge: Yacht with Half Top. Below Deck: Heavy-Duty power plant, Jet drives, Sleeping accommodations for 4 in cargo space, Deluxe stateroom for 1 (\$5,000, 500 lbs, 10 spaces) in cargo space. Above Deck: Pilot, 5 Passengers, Deluxe Galley (\$5,000, 1,000 lbs., 4 spaces), Sonar, Radar, Marine radio, Infrared, 3 Bilge pumps, Improved fire extinguisher, Weighted keel, Life raft, 2 Homing torpedoes front, Portable earth station, 2 solar panels. Laser-Reflective Fireproof Armor: F90, FR85, BR85, FL85, BL85, B80, T70, FU100, BU100. Accel. 10, Top Speed 60, HC 1, 38,589 lbs., \$195,150.

This is an off-shore base used by a crime lord. The other four passengers are usually advisers and bodyguards. Since someone is on watch at all times, there are only 4 crew sleeping spaces. The *Refuge* has minimal weaponry — it is strictly a defensive installation, and is usually accompanied by escort boats with more firepower. The solar panels mean the boat can run essentially as long as the food supplies hold out, while the portable earth station keeps the crime lord in touch with his operations.

Orca: Yacht with Boat Top. Below Deck: Large power plant, 2 Propellers, Sleeping accommodations for 4 in cargo space, 6 Homing torpedoes (2 F, 1 R, 1 L, 2 B). Above Deck: Pilot, 3 Gunners. 2 RRs linked in back universal turret, 2 lasers linked in front universal turret, Tank gun with extra magazine front. Galley, Marine radio, 2 Bilge pumps, Improved fire extinguisher, Sonar, Radar, 4 Hi-res targeting computers. Armor: F100, FR100, BR100, FL100, BL100, B100, FT100, BT100 FD50, BD50, FU143, BU143. Accel. 2.5, Top Speed 20, HC 1, 39,993 lbs., \$172,196.

A battlewagon, no more, no less. The "FD" and "BD" armor designations indicate the deck is also armored, in Front Deck and Back Deck positions.

Movement

A new skill is required to handle a boat — Boat Pilot. It is in all respects identical to Driver skill, except (obviously) it applies to boats, not cars.

Movement for boats is handled almost exactly the same way as for cars, with a couple of exceptions. First, the larger a boat is, the fewer difficult maneuvers it can perform.

A Yacht may only perform D1 or D2 maneuvers normally; D3 maneuvers may be performed, but they are at +2 difficulty; and more difficult maneuvers cannot be performed.

A Cruiser may perform D1 or D2 maneuvers normally; D3 maneuvers are performed at a +1 difficulty; and D4 through D6 maneuvers are performed at a +2 difficulty.

A Speeder may perform D1 through D5 maneuvers normally, and a D6 maneuver is performed at a +1 difficulty.

Dinghies and Rowboats may perform all maneuvers through D6 normally.

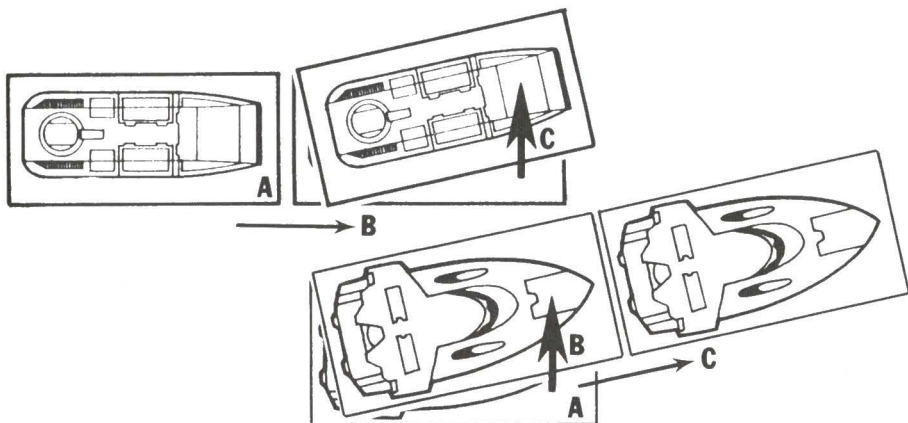
No boat may perform a bootlegger turn.

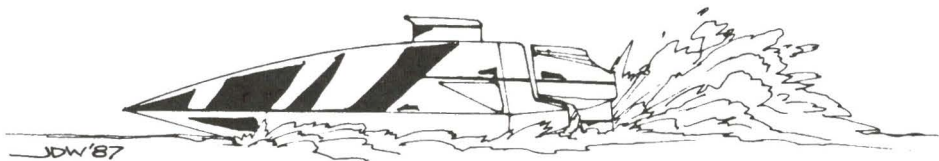
The other difference in the way boats move is a subtle but important one. When changing direction with a swerve or bend, a land vehicle will move forward one inch, and then pivot on a back corner to change direction. This is because the steering mechanism is in the front of the vehicle. Boats are steered from the *back* — so when a boat changes direction, the pivot must be done *first*, and then the boat is moved forward one inch (see diagram below).

These turns can still be accomplished using a turning key, but it is a little trickier. To accomplish a D3 Hard Swerve (for example), place the *back corner* of the boat counter on the marked point on the key, making sure the counter is parallel to the first half of the turn. Then pivot the counter into the key until it touches the edge — that's the turn. Then, move the counter straight ahead one inch, and the maneuver is completed (see diagram below).

Acceleration and Deceleration

Acceleration has already been covered above. Boats naturally decelerate at 5 mph/turn. In addition, the propellers can be run in reverse to create an additional deceleration equal to the boat's acceleration (boats with Jet Drive cannot do this, and must count on natural deceleration to slow down). For example, a boat with an acceleration of 10 can





decelerate up to 15 mph/turn; a boat with an acceleration of 5 can decelerate up to 10 mph/turn; and so on.

There is one other option that all boats (including those with Jet Drive) have — dropping anchor. Anchors are standard equipment on all boats, included in the initial cost and weight, and permanently attached by a 10" cable or chain. (If the anchor cannot reach the bottom because the water is too deep, then the anchor cannot help with deceleration.) When an anchor is dropped, it descends at the rate of 2" per turn; when it hits the bottom, there is an extra deceleration of 15 mph/turn. For every turn the boat continues to move, roll two dice; on a 2 or 12, the cable or chain breaks, and the anchor (and its deceleration) is lost. Replacing an anchor costs 2% of the body cost of the boat it is attached to.

All boats can move in reverse, at 2.5 mph/turn acceleration and a top speed of 5 mph (unless the engine's top speed is less — then use the smaller top speed). This is because the back of a boat doesn't cut through the water the way the front of a boat does.

Hazards

Many of the hazards listed in *Car Wars* for land vehicles also apply to boats — especially the ones for taking damage. Some modifiers, however, are changed in water:

- Hitting Debris: No hazard.
- Hitting Obstacle or Swimmer: D1.
- Colliding with Smaller Boat: D2.
- Colliding with Boat Same Size or Larger: D4.
- Colliding with Fixed Object: D4.
- Scraping Soft Bottom: D2.
- Scraping Hard Bottom: D4.

Running Aground

In many instances, it's very important to keep track of just how deep the water is, so as to avoid running aground. Water depth is usually measured in game inches, as is the "draft" of all boats. "Draft" is the distance

below the surface of the water that the bottom of the boat extends to. A boat cannot enter waters shallower than its draft.

Rowboats have no appreciable draft, and can operate in any depth of water.

Dinghies have a draft of ¼", which lets them operate in all but the shallowest waters.

Speeders have a draft of ½".

Cruisers have a draft of 1".

Yachts have a draft of 1½".

If a boat enters water of a depth equal to its draft, it scrapes bottom. This is a hazard (see above), and the hazard's D value is assessed every turn. If a Hard bottom is scraped (concrete, coral, rocks, etc.), also roll one die: On a 1, the Bottom armor of the boat takes 1 point of damage. This damage roll is also made every turn. There is no possibility of damage when a Soft bottom (mud, sand) is scraped.

When a boat hits water of a depth less than its draft, it runs aground. When a boat runs aground, assess regular collision damage to the Bottom of the boat, based on the speed the boat was going. (Subtract 2 points per die of damage rolled when a boat grounds on a soft bottom.) The boat is also stuck.

If the Bottom armor takes damage from either scraping or hitting bottom, roll another die: On a 1-3, the propeller(s) also take damage — assess the same number of dice of damage the Bottom armor took.

If the referee is kind enough to consider tides or other factors, getting unstuck may simply be a case of "waiting it out." If you attempt to get the boat out on its own power, it requires a roll of 8 or better on two dice. In addition, the roll to get unstuck is modified as follows:

For each full 10 mph the boat was going when it got stuck: -1

Rowboat: +2

Dinghy: +1

Yacht: -1

Two Propellers: +1

Propellers damaged (one or both): -2

A boat may make an attempt to get unstuck on its own power once an hour. If a modified 2 is rolled, quit trying — the boat will never come free without outside help, and everyone knows it.

Example: Chasing a Dinghy full of tobacco-smugglers, Capt. LeGrande of the Louisiana Coast Guard bears down in his high-powered Cruiser at 30 mph. The smugglers know this particular bay very well, however, and dart up an inlet where the water is only ½" deep. LeGrande follows, and before his sonar man can shout a warning, plows into the muddy bottom. The Bottom armor of the Cruiser takes collision damage at 50 mph — 5 dice. LeGrande rolls an 18, but because the bay bottom is soft, subtracts 2 per die, and the Bottom armor takes 8 points of damage. Then LeGrande rolls to see if his propellers are damaged, and gets a 3 — bad news! The Cruiser boat has two propellers, each of which has 8 DP, but are protected by 10-point propeller guards. For the first propeller, LeGrande rolls 5 dice, gets 14, subtracts 10 for the soft bottom, then rolls a 4 on one die (to see if the propeller guard takes the damage) — so the remaining 4 points of damage are absorbed by the propeller guard. For the second propeller, LeGrande rolls a 19, subtracts 10, then rolls a 2 — so the remaining 9 points of damage are also absorbed by the propeller guard.

LeGrande now tries to get his Cruiser unstuck. It takes a roll of 8 or better on two dice, but he has to subtract 3 from the roll for hitting the bottom at 30 mph, and add 1 for having two propellers. The total modifier is -2. LeGrande takes dice in hand, and rolls a 7, which is modified to a 5 — not very good. An hour later, he can try again . . .

If outside help is required to unground a boat, the operation will take 1 hour and cost \$1,000 for every 5,000 lbs. of boat weight (round up). The equipment needed to do the job is very specialized and expensive, and they will not enter an active battle area, no matter how much money they are offered. Fiendish referees may also want to consider the possibility that such specialized services are just not available in the vicinity of the wreck, and that it may take a day (or two, or three . . .) for the equipment to arrive, with a commensurately higher price.

Losing Control

Boats use the same Control Table as land vehicles do, with the same modifiers for speed. When a boat loses control, whether from a maneuver or a hazard, roll one die, add the appropriate speed modifier *and* the appropriate weather modifier (see below), and consult the table below:

BOAT CRASH TABLE

-1, 0, 1 — Fishtail. Executed just like the result on Crash Table 2; back corner of boat moves 2 squares.

2, 3 — Minor Swamping. Boat takes on 1 space of water, and the boat's speed is reduced 10 mph immediately. In addition, the engine stops on a roll of 1 on one die; takes 3 turns to restart.*

4, 5 — Major Swamping. Boat takes on 1-6 spaces of water (roll one die), and the boat's speed is reduced 10 mph for every space of water taken on. In addition, the engine stops; it takes a roll of 1 on one die to restart (you can try every turn).**

6 — Fishtail (as above) *and* Major Swamping (also as above).**

7, 8 — Capsized. Boat flips over, all occupants and components taking 1-3 points of damage which armor does not protect against. Boat continues in straight line, decelerating at 10 mph/turn until it comes to a stop. Boat can no longer

navigate or fight, but simply drifts. Any material in the open and not tied down and in the open is lost. A capsized boat may be righted with the same equipment that gets one unstuck (see above), at the same cost.***

9+ — Disaster. Boat breaks apart and sinks. People below deck have 10 turns to get to an open part of the boat in order to jump out — otherwise, they automatically drown. If this occurs at a high speed, referee is free to include picturesque descriptions of the doomed boat flipping end-over-end, skipping over the wave tops, before finally breaking up like a balsa model.***

* Any further aimed weapons fire this turn is at -3.

** Any further aimed weapons fire this turn is at -6.

*** No further aimed weapons fire is allowed this (or subsequent) turns.

Weather

Rough seas can make water travel very difficult. Bad enough weather can even endanger the boat itself. The roughness of the environment is rated as follows:

Calm Seas — Either no waves, or gentle, rhythmic ones. No modifiers.

Choppy Seas — All weapons fire — hand and vehicular — are at a -1. No other modifiers.

Rough Seas — All weapons fire at a -1. All maneuvers and hazards are a +D1.

Stormy Seas — All weapons fire at -2. All maneuvers and hazards are a +D1. Also, add 1 to all rolls on the Boat Crash Table (Rowboats add 2).

Major Storm — A lake squall, or perhaps a ocean thunderstorm. All weapons fire at -4. All maneuvers and hazards are a +D2. Add 2 to all rolls on the Boat Crash Table (Rowboats and Dinghies add 3).

Hurricane — No one in their right minds would be out in this voluntarily. All weapons fire at -6. All maneuvers and hazards are a +D4. Add 3 to all rolls on the Boat Crash Table (Rowboats add 6; Dinghies add 5; Speeders add 4).

It is up to the referee to determine the weather for a particular area and time. Changes should be slow (by *Car Wars* standards, at least) in developing — at least 10 minutes in each phase before advancing to the next one. And weather must move through the phases in the order listed; conditions cannot go from Choppy Seas (for example) to Major Storm in one instant.

Combat

Because of their pointed bows, boats resemble trikes more than any other *Car Wars* vehicle. Therefore, they have the same arcs of fire as a trike: Side-mounted weapons may also fire into the front arc of fire. Otherwise, combat is very straightforward and handled just like regular *Car Wars* combats.

Crew and passengers abovedeck can be targeted, assuming the boat does not also have a Top. If the boat does have a top, of course, the crew cannot be targeted. If a boat has a

Half Top, the crew can always be targeted by an attack from the boat's rear arc of fire; the crew can be targeted on a roll of 7 or better on two dice on any attack from the side; and on an attack from the front, the crew can be targeted on a roll of 11 or 12 on two dice. Of course, if a particular passenger or crew member is below deck, he or she cannot be targeted.

The Bottom armor location of a boat wraps around somewhat to include a couple of feet of each side of the boat below the waterline. This is why a torpedo affects Bottom armor, and why the Bottom can be targeted on a hydrofoil that is out of the water. Unfortunately, the Bottom cannot be regularly targeted by other boats; what the surface of the water doesn't deflect, the water simply absorbs. Even laser fire will not penetrate, as most natural bodies of water have enough algae, dirt, bacteria, etc., suspended in it to block laser fire as effectively as any smokescreen. Infrared lasers will not be effective underwater, either.

Targeting Modifiers

All modifiers are cumulative

Rowboat: sides -2, back -3, front -4

Dinghy: back -1, front -3

Speeder: sides +1, front -1

Cruiser: sides +2, back +1

Yacht: sides +3, back +1

Passengers or Crew (when exposed): -3

Person in Water (head and shoulders only above surface): -5

Person Swimming: -4

Damage Allocation

As with *Car Wars*, the location of damage is controlled by the part of the boat that was hit. Use the following lists, depending on which part of the boat is hit:

FRONT: Front armor; Front-firing weapons; Cargo, Accessories, or Crew; Power plant; Rear-firing weapons; Back armor.

BACK: As above, but in reverse order.

LEFT: Left armor; Left-firing weapons; Cargo, Crew, Accessories, or Power plant; Right-firing weapons; Right armor.

RIGHT: As above, but in reverse order.

TOP: Top armor (or Half Top if hit); Turreted weapons; Above deck Cargo, Accessories, or Crew; Deck armor; Below deck



JDW'87



Cargo, Crew, Accessories, or Power plant; Bottom armor.

BOTTOM: Roll 2 dice: On a 11 or 12, Propellers, then as above, but in reverse order. On a 2-10, as above, but in reverse order.

Sinking

Sinking is easy. When the number of spaces of water taken on equals or exceeds the capacity of the boat, it's time to head for Davy Jones' Locker. Every time armor other than Top or Deck armor is breached, there is a chance that water will come in. If a side of a boat is unarmored, a breach will occur the first time the side is struck with weapons fire of any kind.

When the Bottom armor is breached, at least 1 space of water will be taken on per turn. Roll one die: On a 1-4, 1 space of water comes in; on a 5-6, 2 spaces' worth of water comes in.

When the Side armor is breached, 1 space of water is taken on every time a maneuver is made to the side *opposite* the breach. For example, if a boat makes a swerve to the left, the right side of the boat will allow 1 space of water in, assuming the right side armor is breached. This will happen every time a swerve or bend is performed; if a boat swerves four times in a turn, four spaces of water will come in.

When the Front armor is breached, 1 space of water is taken on every time the boat moves forward one inch. This can sink a boat *fast*. If the boat is stationary or traveling in reverse, no water will come in a front breach.

When the Back armor is breached, no water will come in, unless the boat is moving in reverse. Then, 1 space of water will be taken on every time the boat moves backward one inch.

Each space of water adds 500 lbs. of weight to the boat; this is important for computing acceleration. For game purposes the water fills no spaces, but fills in the room between components.

When a boat has taken on $\frac{1}{4}$ of its total spaces in water, all maneuvers are at a +D2, and the power plant will short out on a roll of 1-2 on one die (rolled once). When the boat has taken on $\frac{1}{2}$ its total spaces in water, maneuvers are at +D3, and the plant will short out on a 1-4 on one die. When the boat is $\frac{3}{4}$ filled with water, the plant shorts out and no more maneuvers are possible. When the boat

is completely filled with water, it immediately sinks. Anyone still below deck must roll a 1 or 2 on one die to escape; otherwise, they go down with the ship. Anyone above deck must roll a 3 or better on two dice; on the unlucky 2, your foot was caught in the railing, or something else equally unfortunate. Of course, simply escaping the sinking boat does not guarantee survival — see below.

Pedestrians

Or, more accurately, Swimmers. Swimmers move at 5 mph, with an acceleration of 2.5 mph/turn. Swimmers may only carry 3 grenade-equivalents of equipment in any fashion, including Battle Vests and Backpacks. Anyone carrying more is no longer a Swimmer, but a Sinker. Body armor may be worn in the water, but only 1 g.e. of equipment may be carried in addition. Improved Body Armor is also allowed, but no additional equipment may be carried. Swimmers may change direction up to 90 degrees each time they move.

Swimming is a skill. Anyone with Swimming at base skill will move as described above. Anyone with additional levels of Swimming move an extra 2.5 mph per turn for every two levels; someone with Swimming +2 would swim at 7.5 mph, and someone with Swimming +4 would swim at 10 mph. 10 mph is the fastest anyone can swim, no matter what their skill.

If someone ends up in water above their head without the Swimming skill, expect trouble. Such a person can try to move in a general direction, but the fastest they can go is 2.5 mph. Also, roll 2 dice every turn; on a 2, the poor unfortunate goes down for the last time. In Stormy Seas, the roll is a 2 or 3; In a Major Storm, a non-swimmer will drown on a 2-4; And in a Hurricane, the roll is 2-6.

Swimmers may swim underwater for up to 30 seconds, plus 10 seconds for every Swimming skill level above base level. Swimmers underwater can only be damaged by underwater explosions (torpedoes or grenades), or hand weapons fired at $\frac{1}{4}$ " range or closer, or by hand-to-hand combat. Underwater swimmers may not attack anything except other underwater swimmers, either hand-to-hand or with a hand weapon fired at $\frac{1}{4}$ " range or less. Underwater swimmers may also not notice important above-surface events, at the referee's discretion. Swimmers running out of time *must* come up for air, or drown immediately. Underwater swimmers should keep

track of their depth — they can climb or dive at the same rate they can swim. Non-swimmers cannot swim underwater for any distance or any length of time.

Swimmers on the surface or underwater swimmers at a depth above the draft depth of a boat may be run over. The swimmer takes collision damage just like a pedestrian hit by a car, but subtract 10 mph from the boat's speed.

Hand weapons may be taken underwater and used, but every time one is fired, roll one die; on a 1 or 2, the weapon stops working, and will not work again until it is thoroughly cleaned. Weapons can be sealed for underwater use, at cost equal to 50% of the original cost of the weapon. Remember, hand weapons only have a range of $\frac{1}{4}$ " underwater.

Water is very good at cushioning falls. When a person jumps out of a moving boat, or jumps off a bridge, or whatever, the water does damage as if it were a collision with solid ground at 40 mph less than the actual speed.

If a swimmer wants to board a boat from the water, consult this table, and roll 2 dice equal to or better than the number shown. A swimmer cannot board a Yacht unless someone throws him a rope or extends a ladder. Boarding a Cruiser is at a -2 to the numbers shown below:

- Boat stopped: Automatic success.
- 5 mph or less: 5+
- 7.5 — 10 mph: 7+
- 12.5 — 15 mph: 9+
- 17.5 — 20 mph: 11+
- 22.5 mph and higher: Not possible.

Swimmer Equipment

Here are a few more items that swimmers may find handy:

Life Jacket: \$75, 2 grenade-equivalents. A person wearing this item who also has the

Swimming skill has no chance of drowning, except in a Major Storm (on a roll of 2 on 2 dice, rolled once every minute) or a Hurricane (on a roll of 2-4 on 2 dice, rolled once every minute). A non-swimmer wearing this item is also safe from drowning, more or less. Instead of rolling once per turn (as above), roll once per hour.

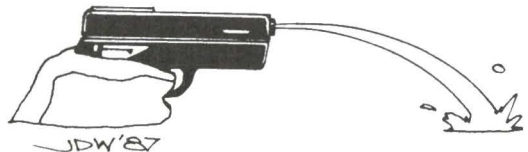
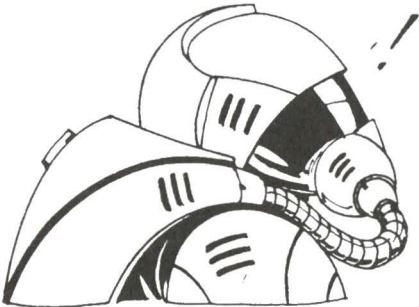
Scuba gear: \$400, \$1000 for a suit that will also act as body armor, 3 grenade-equivalents. Complete scuba rules are given in *ADQ 4/2*. Tanks hold enough air for four hours of underwater swimming.

Speargun: \$200, 2 grenade-equivalents, to hit 8, 2 pts. damage. The spears are \$15 (\$20 with line), and one grenade-equivalent per 3. The speargun fires a single shot; reloading takes two turns.

Peculiar Equipment

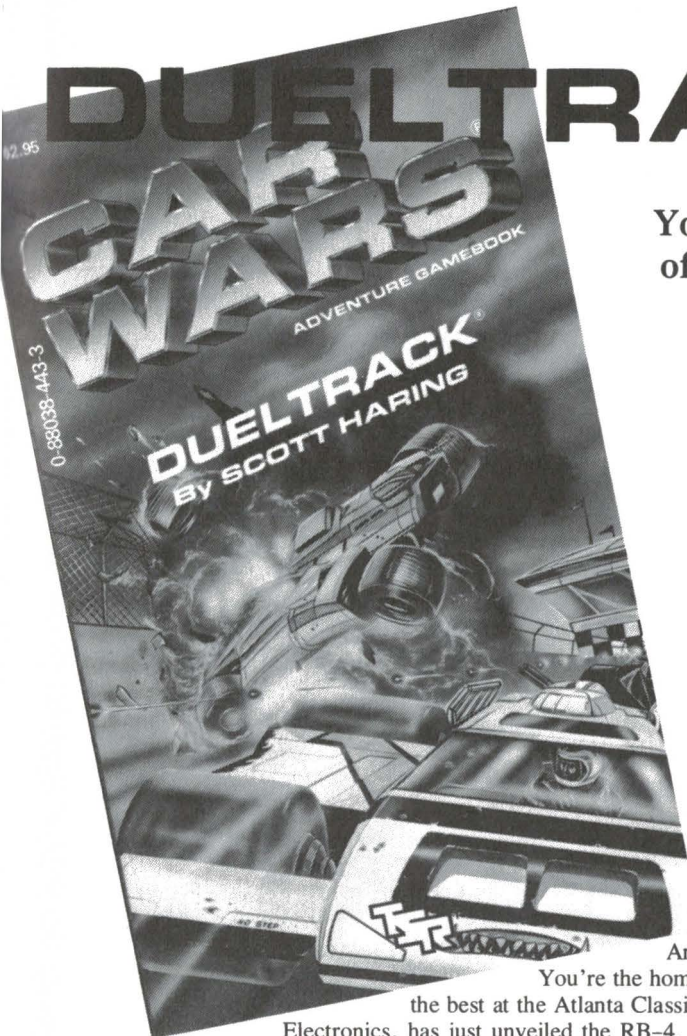
A car can be made *amphibious*, that is, able to travel on the water. What is required is a rudder/propeller arrangement that folds out of the trunk (2 spaces, 4 DP), and a watertight seal around all the doors and wheel wells. The entire package costs \$10,000. An amphibious car is treated like a Dinghy, except its HC is only 1. An amphibious car uses a regular car power plant, and acceleration and top speed in the water are calculated by comparing the regular power factors of the plant to the vehicle's weight, and using the table presented at the beginning of the rules. An amphibious car may use a boat power plant, but the car will not move on dry land. This could be quite a drawback, so it is not recommended.

A grasshopper may also be made amphibious, at the same additional costs listed above. Grasshoppers may only use mini or small helicopter power plants; when calculating their acceleration and top speed on water, use the listed power factors.



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Writing a Solo Adventure

by
Steve Jackson



I enjoy writing and playing solo game adventures (or “interactive novels,” as the book trade calls them). A solo is sort of a cross between a novel and a computer program. It’s a fictional adventure in which you, the reader, take the part of the hero. Your decisions control the course of the adventure. Most solos written for game fans also contain “game mechanics” and rules for character creation, allowing a greater variety of adventures from the same book.

The first solo adventures, as far as I know, were published by Flying Buffalo for their *Tunnels & Trolls* game. My own introduction to solo writing came with *Death Test*, a *Fantasy Trip* adventure written in 1978.

Interactive fiction has come a long way since then. An average *T&T* or *TFT* adventure would have less than 200 entries (*Death Test* had 167) and required relatively complex game mechanics. Modern interactives, like the *Car Wars* gamebooks or the hugely successful *Fighting Fantasy* series, have very simple rules, short enough that they can be included in each book.

Where will interactive fiction go next? Good question. The genre seems here to stay. Solo adventures won’t replace books — or regular games, for that matter — but they present an amusing change of pace from “heavier” pastimes. And they’re a great introduction to gaming.

Would you like to write a solo? It’s not easy — but there aren’t any big secrets, and

I’m about to reveal the little ones. The thing to remember about a solo is — keep plugging; keep writing, keep *checking*. Essentially, when you write a solo, you are writing a computer program . . . in English instead of any computer language. If you leave a possibility unaccounted for, or a number refers to the wrong paragraph . . . well, you’ve got a problem. And so do your readers.

Don’t Start Yet!

Before you write a word, there are several things you really ought to have:

(a) Familiarity with the game system you’re going to use. Don’t try to write a *Fighting Fantasy* unless you’ve played several of their books already; don’t try to write a *Car Wars* until you’ve been through all the ones now published. Of course, if you want to create a system from scratch, you can — but that will make your job harder if you are trying to get it published professionally.

(b) Friends to playtest the game. As you will see, this is a must.

(c) A computer with good word-processing software, and a fast, clean printer. This is not a *must*; you can get along with a typewriter. People (including me) were writing solos for years before home computers became popular. *But* . . . writing a solo requires at least two drafts, and generally three. It requires massive rearrangement of paragraphs within the document. It requires accurate renumbering of the paragraphs after you rearrange them. And it may require you to copy paragraphs from one section to another, to avoid massive retyping.

All these things *can* be done without a computer. But take it from me . . . they are much, much easier *with* a computer.

(d) Patience . . .

Initial Outlines

The first step in creating a solo adventure is the outline — just as though you were writing an ordinary book. This outline gives the *main* plot line, which your hero will follow if he is successful. It also defines the length. A book-length interactive will have 200 to 400 paragraphs, depending on complexity (and how much descriptive material you shovel into the paragraphs between decision points). An adventure written for magazine publication can be as short as 75 to 150 paragraphs without being trivial.

Now make notes about subsidiary plotlines — other “paths” your hero can take. Some writers use the One True Path system, where *any* false decision can injure or doom the hero. Others prefer to have several possible paths to success. Personally, I prefer the latter system; my *Scorpion Swamp*, part of the *Fighting Fantasy* series, includes an early choice-point that affects the whole rest of the adventure — but any of the three choices you make there can be “right.”

Now you have an outline with *branches* — some ending in literal dead ends, others looping back to join the main trunk. Break this outline into encounters. A 400-entry adventure will have between 20 and 30 encounters. You need at least 20, and a good idea of their order, before you start to write. Note that, in an average play session, only perhaps 15 of these encounters will take place.

Next you should draft the introduction and the conclusion. The introduction will be paragraph 1 in the final version. (If there is to be a separate introduction, you will, in effect, split off the last part of the introduction and let it be paragraph #1.) If there is a single best ending, plan in advance for that to be the last numbered paragraph. Otherwise, don't worry about it.

Now you're ready to begin writing. Assign each encounter a number — the first encounter is #1, and so on. Each paragraph within the encounter has a letter. The first one is 1A; the second one is 1B, and so on. If an encounter has more than 26 entries, go to 1AA, and so

on. But any encounter that long should quite possibly be broken into two encounters.

When I write, I give each encounter a simple heading, such as:

6. Everyone is Eaten by Newts 9 entries

This lets you create a table of contents and keep track of the number of entries you have written. The “9” at the far right represents the current number of entries in the encounter; you'll update this as necessary.

Playtest

When most or all of the entries are written, it is time for the first stage of playtesting. Don't try to do this all by yourself. You *know* what is supposed to happen, so you'll miss errors that would be obvious to others. You shouldn't have to twist your friends' arms very hard to get them to play your adventure. (If you have a problem here, your solo may be *boring*, which is an entirely different problem.) If you're writing professionally, this is the stage at which your editor will want to get a look at the draft, too.

Keep playtesting until the adventure is fun and makes sense, and all errors seem to be out.

Somewhere in here, you'll want to draw up a *flowchart*, showing which paragraphs lead where, and why. This takes time, but it's a valuable tool. It can graphically show you such problems as:

Isolated paragraphs that you can't reach from the rest of the adventure, because a reference was omitted;

Dead ends that don't go anywhere;

Loops that allow the player to read the same paragraph over and over again (some loops are intentional, but accidental ones can cause problems).

Renumbering

When your playtesters are happy with the adventure, it's time to *renumber* — changing the alphanumeric paragraph designations to straight numbers. The first step in renumbering is to prepare two sheets. One is just a list of numbers from 1 to 400 (or whatever). The other one is a list of all the alphanumeric paragraph numbers in your final draft. When you assign new numbers, you will note the new number on *each* sheet, to aid in double-checking. For instance, if you decide that 3F is

to be 211, you write "3F" beside #211 on the number sheet, and "211" beside #3F on the alphanumeric sheet. This can save a lot of effort later when you are tracking down errors.

Start by recording any paragraphs with pre-assigned numbers. This will include the first and last paragraphs. It will also include any paragraphs that have had their numbers preassigned as clues — e.g., "To call Cthulhu, add the digits of the phone number together and go to that paragraph."

The next step is only important if you're writing for publication. Artwork! You don't have to draw the pictures, but you *can* help decide what should be illustrated. Choose all the paragraphs that need full-page art and assign their numbers. Spread them evenly throughout the book. Thus, if there are 20 illustrations for a 400-paragraph adventure, the first should be around #20, the second 40, and so on. This does not account for any illustration specifically designed for the introduction or conclusion. Those will be, respectively, before the first page and after the last page.

Now renumber the remaining paragraphs. Start with the first encounter. Suppose it has 15 paragraphs left in it (allowing for any that have already been assigned). 400 divided by 15 is about 27. So this encounter gets to use #27, #54, and so on.

However, it is better not to just take the paragraphs in order. That is, do NOT make 1A #27, 1B #54, and so on. Instead, go down to the middle of the encounter and assign 1G to #27; then skip down to the end and assign 1N

to #54, then go back to the beginning and assign 1B to #81 — and so on. This makes the book less predictable.

If the number you need has already been taken, just skip forward or back until you come to one that has not been taken. No big problem. The formula is intended to achieve wide spacing between connected paragraphs, *not* to insure arcane mathematical perfection.

Now double-check the two number lists against each other, to make sure they both agree and no numbers have been used twice or left over.

When the lists finally agree, go back to the text and renumber the paragraphs. This can be done by hand if necessary. Or you can mark all corrections on a printout and then go through and make them. But some word-processing programs will let you write a "key procedure" to do a long series of search-and-replace functions. Writing the key procedure will be time-consuming, but when you are through, you can go away and let the computer do the work.

When you are through, you will have a lot of numbered paragraphs, out of order. Put them in order. If you have a computer, just settle down to a few hours of Block Move commands. Otherwise, you probably have to retype the whole manuscript.

Read through and make sure that you have no missing or duplicate numbers. If you find problems, track them down and correct them. Your earlier drafts and sheets of replacement numbers will be helpful here.

Now print out the renumbered version and playtest again. Try to get some new playtesters. In addition to other sorts of errors, you are looking for the inevitable places where connecting paragraphs from *different* encounters will have come too close together. When such a bad connection is found, change the number on one of the paragraphs to move it far away. Do this by switching with another number. Care is needed here, so you don't create more problems than you solve.

Now you're through. The adventure is ready for typesetting and pasteup (if you are doing it professionally) or to boggle your friends' minds (if you've done it for yourself). But if you've taken it this far and you *don't* have a publisher, write us for a release form. We just might be interested . . .

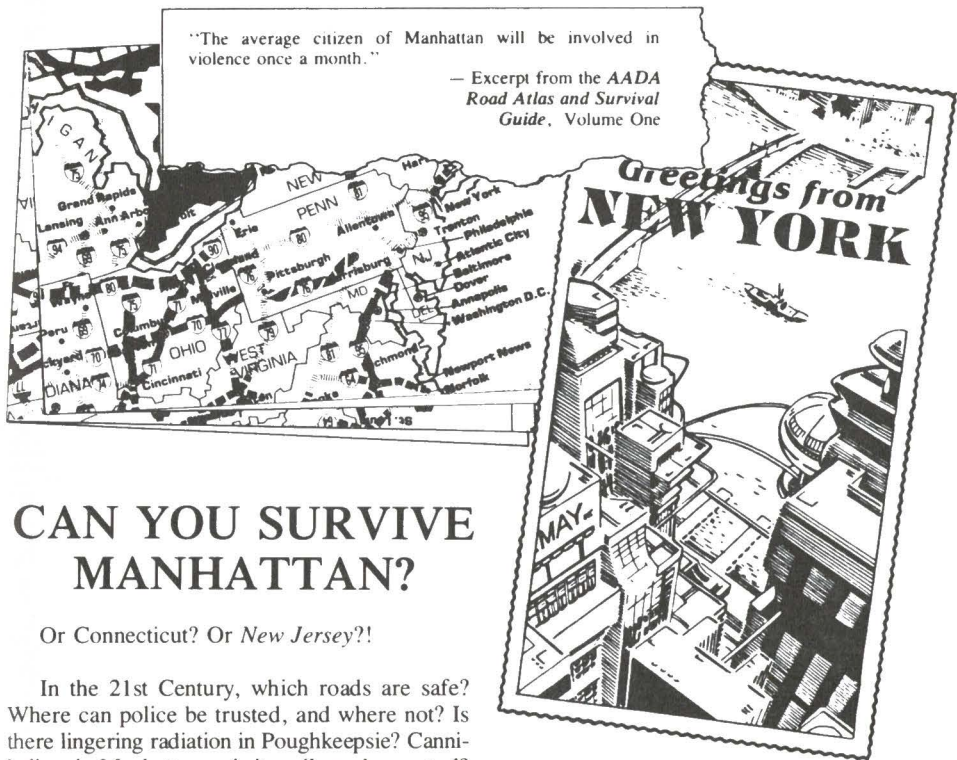
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ADQ Classified

ADQ 1/1, 1/2, 1/4, 2/1, 2/3 ISSUES wanted for my personal collection. Doug Bramlett, 213 Belvin St., Darlington, SC 29532.

WANTED: ADQ 2/1, 2/2, 2/3 IN reasonably good condition. Will trade a good condition *Autoduel Champions* with all counters, and some cash. Make a bid. Write Aaron Coleman, #3-32143 Marshall Rd., Abbotsford, B.C., Canada V2T 1A3.

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WANTED: DUELLISTS IN COLUMBUS area to form COTA. We only need a few more members. Contact Ralph Garringer at 3298 Thornway Dr., Columbus, OH 43229.

I HAVE ADQs 1-14 AND WILL SELL OR trade for newly released CW material (it takes 6 months to get here!) I also would like pen pals! Write Paul Sculpher, Little Brookside, Scamblesby, N. Louth, Lincs, LN11 9XN, England.

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AADA — ENGLAND. DUELLISTS IN London area wanted to swell the ranks of Europ's premiere AADA chapter. Contact Phil Radley, 12 Wordsworth Close, Romford, Essex, RM3 7PD, England.

WANTED: DUELLISTS IN THE Wichita, KS, area to duel with. Would like players to be around 13 years old. Contact Ryan Corr, 2417 Walden #102, Wichita, KS 67226.

DO YOU NEED TO INCREASE YOUR ADQ collection? I have issues 2/1, 2/2, 2/4, 3/1-3/4, and 4/1-4/3. I also have *The AADA Vehicle Guide*. All are in good to mint condition. No reasonable offer refused. Write to Joe Morgan, Jr., 1214 Berkeley, Wichita, KS 67216.

SURFERS — SOME UNDERCOVER Radical Fanatics Eliminating Right-Wing Savages is looking for a few good men (and women). High-school age preferred. Contact Quinn Brooks, 701 Debron Rd., West Milton, OH 45383.

HELP! I NEED TO MAKE A CHAPTER in the Rogue Valley area. If you can come, contact Matthew Olson, 3048 Elk Lane, Grants Pass, OR 97527.

WHERE ARE YOU?!? LONE AUTO-duellist seeks opponents/possible friends on the island of Oahu. Hopefully will be able to create Hawaiian chapter of AADA. Contact Steven "Torch 'Em" Eggerking, 145 Omao St., Kailua, HI 96734.

LAS VEGAS AREA AUTODUELLIST needs to start a serious duelling club. Contact Jerry Schaefer, 1018 Norman Ave., Las Vegas, NV 89104.

LOOKING FOR A FEW DUELLISTS IN the Big Rapids area, to start a charter club. Pen pals also welcome. Also will pay cash for ADQ issues 1/1 — 2/1, 2/3, 3/2, 3/4. Contact Justin Chapman, 18079 Lake Drive, Big Rapids, MI 49307.

APPLE COMPUTERS — ANYBODY who has one and would like to trade ideas, write to Robby Morehead, 1503 Trinity, Trinidad, CO 81082.

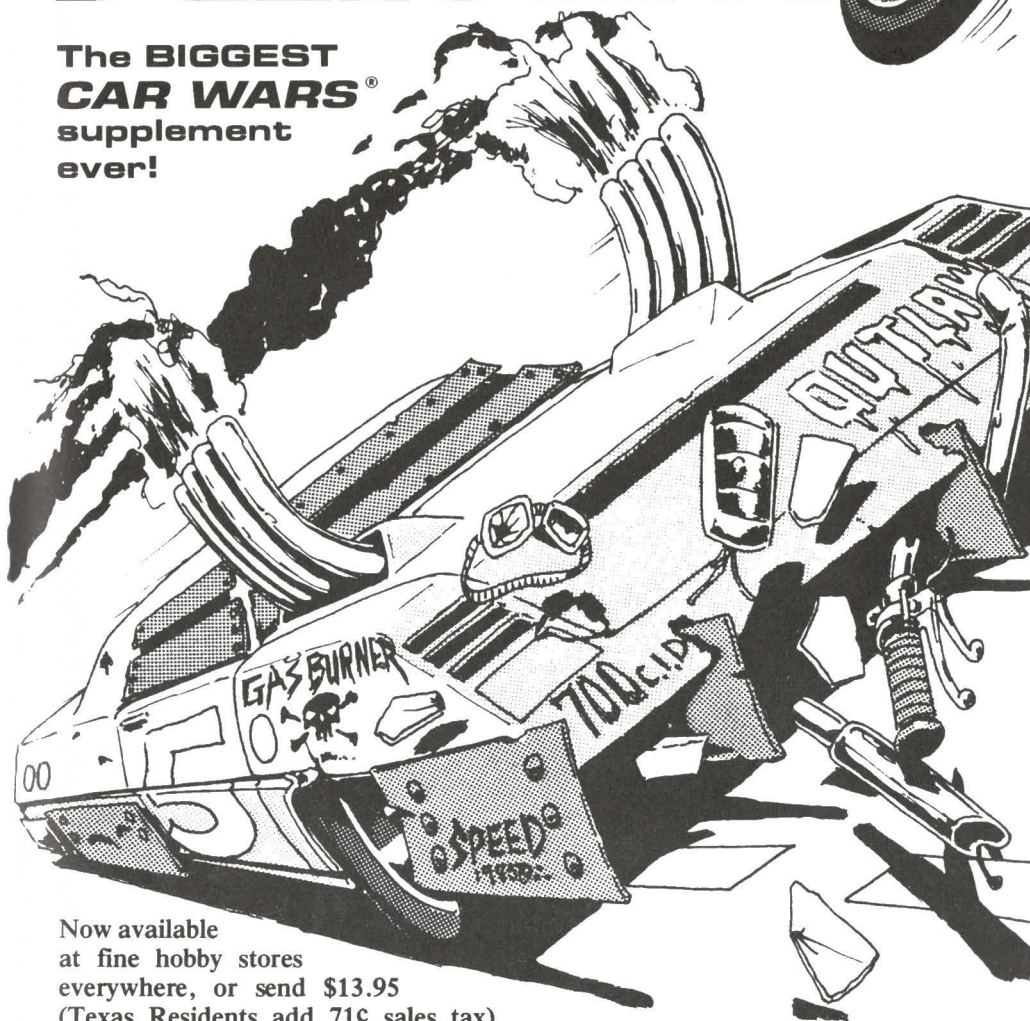
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Backfire

I was just reading over my Fall 2036 issue of *Autoduel Quarterly*, and I came across the “Texan wins AADA Championship.” I think I have found an oversight.

Fabian Stretton’s defense against laser-guided rockets is not viable; the description of the laser limpet beacon in the Uncle Albert’s catalog update says that the laser limpet beacon must be placed like a limpet mine. It will not work if thrown, or dropped out a window for that matter. I also disagree that one may drop two or three out a window at a time. You surely couldn’t do that with grenades!

My other complaint about the World Championship is that when Ramallo used his sneak attack trick against Stretton, he immediately got to turn right back and kill Ramallo. The referee used the “two dice and pray” technique to determine the outcome of the charade, and it worked. The trouble is Stretton wasn’t surprised, and he reacted in a fraction of a second. He (Stretton) should have at least been delayed while Ramallo could have got a couple of “free” shots off at him. This almost reminds me of the trouble someone had way back in *ADQ 4/1* when a cyclist turned around in one-tenth of a second to blow away a MONDO who just attacked him. I hope you can solve this problem.

— Stephen Teixeira, St. Albans, VT

Where to start . . . First, the rule in Unc Al’s update says, “The Limpet Beacon must be placed on a vehicle by hand, just like a limpet mine.” This rule refers to how the Limpet Beacon is attached to a vehicle — it has nothing to do with the conditions under which it works. The Limpet Beacon will attract radar- and laser-guided rockets (after it has been activated, of course) when on a car, or in your hand, or at the bottom of the ocean. Most of the cases we get here are people bending the rules too far — it’s a strange sort of pleasure to find someone reading them too literally.

In cases like this, it’s important to use common sense (I’m trying not pick on Stephen, here, because he’s contributed to the magazine before and I like his stuff. I am now speaking in general terms.) There’s nothing about being glued to the side of a vehicle that makes the Limpet Beacon any more effective — where and how it’s mounted has nothing to do with how it works! As for bundling two or three together — it was set up as a pre-duel preparation that the beacons were put in little fishnet bags. If someone did that with regular grenades, I’d let him get away with that, too.

As for the second problem, I think duellists on the edge, fighting in the World Championship tournament, just might have reflexes of less than a second. The actual ruling at the time was based on the common sense of the referee (do you sense a common theme here?).

— SDH

I was somewhat upset to see your answer to a duellist concerning the use of dual turbochargers in a vehicle. You passed on to this person, and then made it an official ruling, that twin turbos produce no further effect on an engine and its operation. This upset me, and I’m sure a few other duellists, because as soon as I saw that turbos were available for my hard-earned and hard-won petrol-sucker, I went right out and slapped a pair on to my 350.

This caused a slight ruffling of the feathers amongst the fellows with which I duel regularly, as several of them also have gasoline engines, and had to bolt on one of those obnoxious supercharger/blower combinations to their engines in order to achieve the results that I had with two “no weight, no space” turbos. Our referee deemed it a legal modification, however, when I showed him several articles on turbos and their workings, and then showed him several automobiles (including quite a few twin-turbo diesels) with the same set-up. My sample vehicle was, in fact, a Corvette with a twin-turbo 350.

. . . Twin turbos do, indeed, work. By installing a pair of these wonderful beauties (with the variable-pitch option) on your car, you can have the power of a blower/supercharger without the loss of weight! This in itself does pose a problem. There must be a place for superchargers in *Car Wars!* Turbos will never make this system obsolete, because turbos will never put out the amount of power that a supercharger can. I know that I wasn’t

the only person to scarf up on the twin turbo idea nor was I the only one to be upset when the idea was squashed without so much as a "what do you think out there, fellow duellists?" from your staff.

I showed your catalog (Uncle Albert's) to my father and explained the game to him. He browsed through the catalog and told me that your supercharger is a wimp. He used as an example today's professional dragsters. In a little over five seconds, one of these monsters accelerates to speeds over 250 mph. That's right, about 50 mph acceleration per second! Of course, street supercharger systems aren't *that* mean, but even a mere one-fourth (a low estimation of supercharger street systems available today) the power, a street system can still rocket its driver and auto into the winner's circle with 10 mph/turn acceleration! And that's a *wimp* system! A supercharger should be able to provide 10 mph/turn acceleration bonuses. The cost and weight of a supercharger should not change; however, the cost of a twin-turbo system should be right around \$5000 and should weigh about 50-100 points due to the increased ducting required through the use of intercoolers and waste-gases which tie the system together and keep it running cool and smooth. I, of course, favor the 50-pound penalty for the twin system. The punch in the pocketbook hurts enough to warrant this.

... Oh, by the way — as of this time, I am undefeated in arena and road combats and am looking for worthy opponents (with clones) who like a rousing challenge. I've been playing *Car Wars* forever and have the pocket game in first printing to prove it, therefore,

my characters (who have *never* died . . . yes, it gets boring) are bona fide killers and are all but retired due to the lack of competitors with real duellist cojones! Keep duelling and drive EXTREMELY offensively. Remember — if they don't like the way you drive, tell 'em to stay off the porch!

— Gary Canterbury, Sheffield Village, OH

Always glad to hear from an expert, Gary, or someone who has access to one. We've got a new form letter that we use to answer rules questions, and I'd like to share a few of the stock answers that appear there:

12. *Please don't try to compare the performance statistics of game equipment to modern-day hardware. While many of the names are the same (to increase players' enjoyment of the game), the Car Wars stats were written with an eye toward playability and game balance. Please allow us this compromise.*

15. *Almost every rule decision we made in Car Wars was one of Playability vs. Complexity. We had to draw the line somewhere, and there's always going to be somebody who thinks it should be drawn somewhere else. Feel free to change the rule if you're more comfortable that way.*

20. *Lighten up. After all, it's only a game . . .*

I'd say all three apply here.

— SDH



I have one question I would like to ask you, but I don't have an SASE. I don't even know what one is; Winter's issue is only my second. In the *Dragon* magazine #117 for January, there was an article on tanks for Car Wars. Can tanks be used in the AADA World Championships? Please answer in the Spring issue. Also, are helicopters allowed in the Championships?

—David Fowler,
Allendale, NJ

That's more than one question, David. First, an SASE is a Self-Addressed Stamped Envelope. When you write, take an extra envelope, address it to yourself, put a stamp on it (enough postage to cover whatever's coming back), then fold it up and include it with your letter or submission.

*The tanks article in *Dragon* #117 was interesting enough, but it is not official. There are still no tanks in the day-to-day Car Wars universe — but things could change by the end of the year. . . . As for the rest of the details on this year's World Championship Tournament, please see the "AADA News" article elsewhere in this issue for the complete rundown.*

— SDH

1. Can you make Component Armor fire-proof?

2. Does AP ammo do extra damage to tires?

3. Can you get a flame cloud load in a Gas Streamer, Smoking Jenny, or Puff Dragon?

4. Can you have flame cloud, tear gas, or paint loads in a smoke discharger?

5. Can you make a laser-based ATAD infrared? If so, what's the cost of the laser?

6. Can you use the laser in the laser-based ATAD to guide laser-guided rockets?

7. Do you have to have a No-paint Windshield on a trailer (where there is no windshield) to have protection against paint?

8. Let's just say Mr. Radar-Guided Missile targets you and makes the to-hit roll. Then, Mr. Joe Duellist lets out some chaff to "shield" himself, but the to-hit roll has already been made, so what good is the -2 to hit, what gives?

— Joel Margolis and Philip Adler,
Los Angeles, CA

1. Yes, but it only reduces the chance of being set on fire (if a FT shot pours through breached armor untouched and hits FP component armor, there's no chance the FP armor will be set on fire. Now, if The FT damages anything else, there's a chance of fire using the usual rules). Once a car is burning, it takes damage like anything else.

2. No.

3. Not currently — the chemicals are too dangerous to handle just any old way. But Uncle Albert's working on it. . . .

4. Another good idea for Uncle Al. Stay tuned.

5. Yes — the logic unit still costs \$4000, but the laser cost is doubled (to \$2000).

6. No.

7. Yes — the No-Paint Windshield also protects remote camera lenses, sensors, peep-holes, etc.

8. Don't make the to-hit roll until the missile gets to the target vehicle. That gives the defender every opportunity to take evasive action, and also builds up the suspense.

— SDH

1. At recent tournaments, I've had players create 1" x 1" smoke counters with smoke grenades, then take the two 1" x ½" counters and orient them so they are perpendicular to enemy fire and argue that there is a -4 to fire through this. You want to settle this one?

2. Is it possible to mount a pair of front-facing EWPs on a trailer and target around the towing vehicle? If so, how would you suggest figuring firing arc? My thoughts on this were to allow any shot in the front arc of the trailer that did not pass through the towing vehicle's counter to be fair game.

— Randy Harrington,
San Pedro, CA

1. Not really. First, the cloud created by a smoke grenade must be a 1" by 1" square, not some weird mathematical shaped based on two regular smoke counters. Second, there's a

very long answer to a similar question in "ADQ&A" of issue 3/4. Rather than repeat it here, I'll just suggest you look it up.

2. Your suggestion is a very good one. The only trick is deciding where the EWP is so that you can trace your line of fire and see if it crosses the towing vehicle or not. I suggest marking the spot where the EWP is on the trailer counter to avoid arguments; make two marks, one along each edge and between 1/3 and 1/2 the way back from the front of the counter.

— SDH

Using the "Bullseye" vehicle as an example (ADQ 3/4), would the cost of the laser-guidance link be \$1300 (Link, plus all rockets to be fired — not to mention the \$1200 worth of rockets), or would it be \$900 (Link, plus the maximum number of rockets that can be fired in one volley), or something else?

— Matt Frisbee

You had the idea right with the first option, but got the math wrong. The "Bullseye" contains six heavy rockets, two in the turret and four more in two two-space turrets. The laser-guidance link would cost \$500 plus \$200 per rocket, for a total of \$1700.

— SDH

What exactly can you put in cargo space?

— Too Many People To Mention By Name

I'm not sure what the deal is here, but this question has been asked so many times, there must be some confusion out there. Sorry about that . . .

The general rule is that vehicular components cannot be mounted in cargo space. Vehicular components are equipment that operate in the vehicle — weapons, accessories, electronics, armor, crew, etc. As always, though, there are exceptions.

A second power plant may be mounted in cargo space, at considerable penalty — \$500 dollars, 200 lbs., and 4 spaces above and beyond the cost of the plant. A vehicle's first or only power plant may not go in cargo space.

In "ADQ&A" of ADQ 4/4, I said that gas tanks (for *Dueltrack* vehicles) can be placed in cargo space at no penalty as an unofficial variant. This one's up to each individual referee to decide whether or not he'll allow it.

Passengers may ride in cargo space, and may fire hand weapons from cargo positions. If they are to operate a vehicular weapon, however, that would make them a Gunner, which would require 2 non-cargo spaces.

In helicopters, side- and bottom-mounted weapons may be placed in cargo space. And rear-mounted weapons **must** be placed in cargo space, if a helicopter has any to begin with.

And in the boats article elsewhere in this issue, there are a few special accessories that can be carried in boat cargo spaces. But that whole thing's unofficial, anyway, and not important here.

Beyond that, the only things that can be carried in cargo space is cargo — and a list of that is as varied as the referee's imagination.

— SDH

In *Car Wars — Deluxe Edition* it was stated that weapons can "technically" have a top or bottom facing. If so, what are the arcs of fire for these facings?

— John Decker,
Costa Mesa, CA

"Technically" was a perhaps a bad word choice — what I meant was that it was legal, but not very practical. A top-mounted weapon fires straight up above the counter when on automatic, and can be aimed in all directions, so long as the gun barrel does not drop below 45-degree elevation. That means that a target must be higher (in inches) than its map distance from the firing vehicle. Example: A helicopter is at an elevation of 8', and the chopper counter is 6" away from a car with a top-mounted weapon. The car can hit the chopper. When the chopper moves more than 8" away (assuming it keeps its altitude constant), the top-mounted weapon can no longer make the shot. Bottom-mounted weapons work the same way, but are placed in helicopters to shoot at ground targets.

— SDH

1) Can component armor protect a cycle driver?

2) Are pop-down turrets legal on grasshoppers?

—Craig Hanemann
Milford, OR

Yes on both counts.

—SDH

1) Does a targeting laser have to be tuned for laser linking?

2) How many points of armor does a normal CargoSafe have? It says 100 per side in *Uncle Albert's 2035 Catalog*, while it says 50 on the Behemoth trailer in *The AADA Vehicle Guide*.

—R.M. Maytum
Devon, England

1) Yes.

2) *Oops! Uncle Albert's is right — 100 points of fireproof armor per side.*

—AV

1) If a vehicle decelerates over 30 mph in a turn due to a collision, do the tires take damage?

2) Mines do one die of damage to tires within one inch. Does this include tires of another vehicle or is it meant just for vehicles longer than one inch?

3) Do corner-mounted weapons cost against the maximum number of weapons per side?

—Peter Dosik
Vestal, NY

1) *No, because the tires are still rolling. It's only a screeching, rubber-burning stop from excessive braking that can damage your tires.*

2) *The shrapnel doesn't bother to ask who owns the tire it's shredding. All tires within an inch of the counter — no matter which vehicle they're on — take the damage.*

3) *They count against the space limit for weapons on both sides they share.*

—SDH

Do you lose your sustained fire bonus if you switch magazines with a Magazine Switch? If you have a +3 sustained fire bonus from using Tracer Ammo, and then you switch to normal ammo, does your sustained fire bonus drop to +2, stay the same, drop to 0, or what?

— Aaron Chavez,
San Leandro, CA

Since switching magazines is not a firing action and takes no time, it does not disrupt sustained fire. And once you've used Tracer Ammo to get a sustained fire bonus to +3, you can switch to other ammo and keep that +3 bonus. As soon as you miss a turn, of course, you'll have to start over.

— SDH

1) How much does it cost to repair (or replace) a helicopter skid?

2) How much does it cost to repair (or replace) a main or stabilizing rotor?

— Jonathan Berkey,
Albany, NY

1) *In the event one is shot off, each skid costs \$250 to replace.*

2) *A main rotor cost \$1,000 to replace; a stabilizing rotor costs \$500.*

— SDH

I was zooming down the highway the other day in my Can-Am (*Dueltrack* was very good) when I fired my turreted Radar-Guided Missile at a car in front of me. I was traveling at 235 mph; therefore, does the missile travel at 435 mph? Then I passed the car and fired at it behind me. Does the missile now travel at -35 mph, or 200 mph? How would this be represented on the board? These questions have caused great arguments between me and my opposition.

Also, how can I become a subscriber to *Autoduel Quarterly* while living in England?

— Miles Tudor,
Cambridgeshire, England

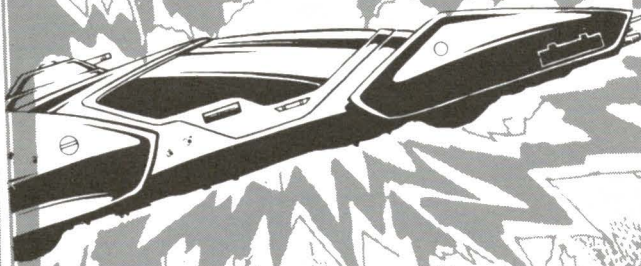
Good question, Miles. I've consulted various physics texts, asked various smart friends, and even talked to a few U.S. Air Force types, and all I've gotten out of it is a big headache. The consensus seems to be that no matter what speed or direction the launching vehicle is traveling, a self-powered missile will revert to its own natural speed very quickly. How quickly? I guess we could develop some sort of mathematical formula to determine that, but I don't want a calculator to become standard equipment to play this game. So, let's do the following: When a radar-guided missile is launched, it immediately begins moving at 200 mph in the direction launched, completely independent of the speed or direction of the firing vehicle. If your vehicle is exceeding 200 mph and you fire the missile straight forward, you will run into the back of your own missile, setting it off.

A subscription to ADQ in England costs \$16 (U.S.) a year. Issues are sent surface mail, which is not particularly fast, I'm afraid. But we are currently looking into ways to speed up delivery without raising the cost — stay tuned.

— SDH

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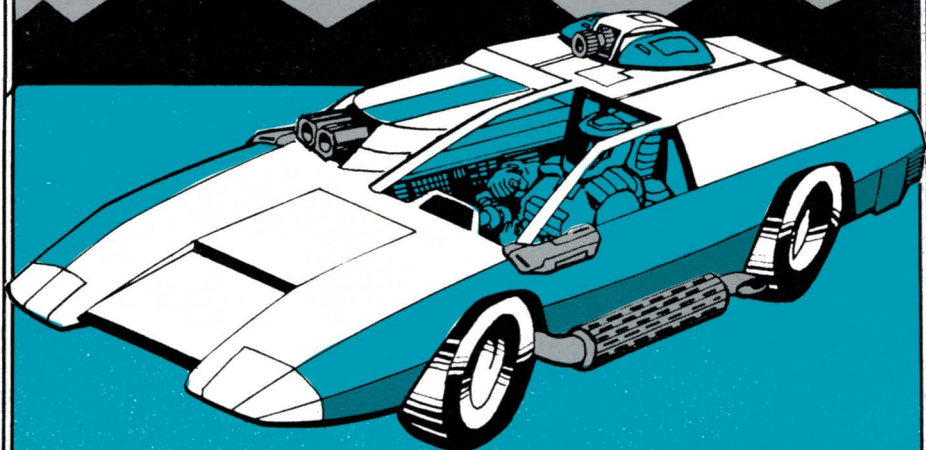


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