

The **CAR WARS**® Magazine

Fall 2037

Vol. 5, No. 3

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Autoduel[®] Quarterly

THE JOURNAL OF THE AMERICAN AUTODUEL ASSOCIATION

Steel on Ice
Winter Autoduelling
Complete AADA
Tournament Report

Plus Our Regular
Features



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Autoduel Quarterly



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CONTENTS

Steel on Ice: Duelling on the Pale Horse Arena/Douglas E. Carey . . .	20
I'd Die for You/Douglas E. Carey	8
Excerpts from the North American Road Atlas and Survival Guide, 3rd Edition: LOS ANGELES, CALIFORNIA/W. Peter Miller and Scott Haring (Reprinted from <i>The AADA Road Atlas, Volume Two: The West Coast</i>)	14
Overloaded Vehicles/H. John Romero	18
Montgomery Wins Again: Texan Claims Second Title/Scott Haring	28
Mr. Fixit: Patching Some Holes/Scott Haring	38

DEPARTMENTS

The Driver's Seat/Scott Haring and David Ladyman	2
Newswatch/50 Years Ago Today	4
ADQ Classified	34
AADA News	41
Backfire/Letters	43
ADQ&A/Questions and Answers	47

ADVERTISERS

AADA	inside front mailer
Kane Industries	3
Origin Systems Inc.	inside back cover
Steve Jackson Games	inside front cover, 5, 19, 33
Modern Autoduel Research Systems	back cover
TSR, Inc	13, 36
Uncle Albert's Auto Stop and Gunnery Shop	6, 7
Warlords	19

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the Driver's Seat

Hello there! As this is written, issue 5/3 is, alas, two months late. The long convention season, combined with several high-priority projects and compounded by problems with the transfer of power, made us fall behind. It's a good issue, though, and I'm certainly proud to be in charge of it. 5/4 is already on the calendar, and should go out on schedule (in early December) if all goes well.

I Was a Teenage Ops

This issue's beauty comes direct from the back cover of *ADQ* 5/2, where we featured the



“Vindicator.” I got a number of letters congratulating us on publishing one of the most devastating stationary gun emplacements in the game — and those were the polite ones. The problem is that the description left out the four solid tires. Now, if you were to go back and add up the cost and weight of the components, you'd come up \$2000 and 300 lbs. short of the listed figures — exactly the cost and weight of four solid tires. So yes, the description was incorrect, but no, the vehicle is not incorrect — just remember that its tires are solid, and it has four of them, and you'll do all right. I'd promise this sort of thing would never happen again, if I weren't so certain it will

— Scott Haring

Changing Gears

A brief time out . . . This is David Ladyman, checking in as interim *ADQ* editor. Scott has been gone a week (see box below). We'll miss him. A lot. (I, in particular, will miss the rules arguments, but the doctors say both our ulcers will be improving now!)

Next week, Stephen Beeman takes over the wheel. He knows the rules, and seems a competent editor; that's what we're planning on. (Some of you have heard from him already as he cleared our backlog of letters and Illuminati BBS questions.) As always, let the good times roll!

—David Ladyman

CALL FOR EDITORS

Scott Haring is no longer with SJ Games, having accepted an offer from TSR. We'll miss him. We'll also miss his talents. We're reassigning his near-term projects to other staffers, but in the long run, we need a new *Car Wars*/*GURPS* expert in house. Or maybe two.

So, we're inviting applications for a couple of editorial positions. Job One is *Car Wars* guru. This person would have chief responsibility for many *Car Wars* products. This person needs to know everything about *Car Wars*, or at least be able and willing to learn everything very quickly.

Job Two is a *GURPS* editor — with special *Car Wars* interest, to take over the *Road Atlas* series and other *GURPS Autoduel* releases. Requires experience with both *GURPS* and

Car Wars. In a pinch, we can hire someone who knows only one of the systems well, if he is willing to learn the other one.

Other qualifications for both jobs: Not just literacy, but proven writing experience; preferably a work background in journalism. Ability to relocate to Austin. Computer literacy (IBM/Multimate preferred; if not, you'll have to learn). Adequate typing speed: at least 40 wpm. Goal-oriented, professional attitude; this IS a job, not a game convention where we pay you.

Pay is mediocre but improves if you're worth it. Benefits are good (fully-paid medical/dental plan, profit-sharing, convention travel if you're meeting your deadlines). Surroundings are informal until deadlines are missed.

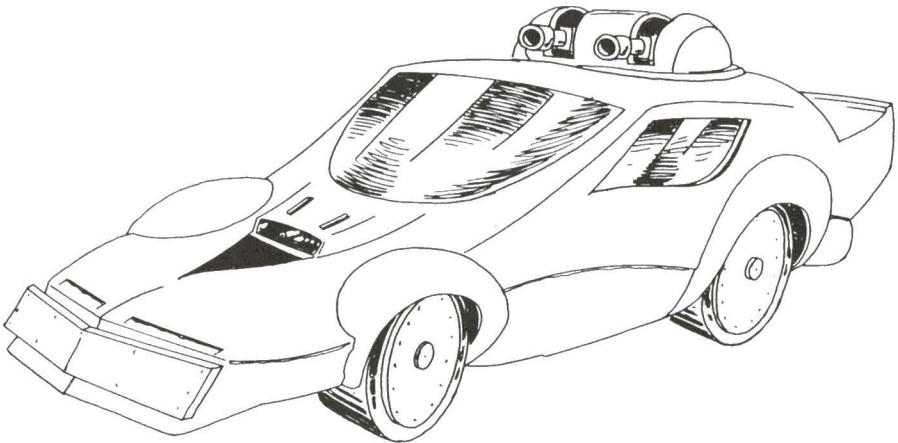
— Steve Jackson

KANE

INDUSTRIES

EXTERMINATOR

Street rabble getting you down? Are your local firefights looking more like a scene from *Zulu Dawn* than *Guns, Guts, and Glory*? If pesky pedestrians are your problem, then Kane Motors has the solution — the new Exterminator. Loaded with the latest anti-personnel technologies, the Exterminator is perfect for the duellist who doesn't like crowds, as well as law enforcement and vigilante groups that must deal with scavenger gangs and riots. Once again, Kane comes through!



Exterminator — Mid-sized, X-Hvy Chassis, Large power plant, Hvy suspension, 4 solid tires, driver and gunner. 2 linked Flechette Guns in a universal turret, 2 MGs (one F, one B), each loaded with Anti-Personnel ammo, 10 AP grenades, Spoiler, Airdam, Extra Driver Controls, Heavy Duty Brakes. Armor: 4 2-point wheelhubs, F41 (with ramplate), R22, L22, B24, T13, U10. Accel. 5, HC 3, 5,502 lbs., \$23,566.

KANE INDUSTRIES

Value in Duelling



NEWSWATCH

History of Autoduelling in Australia

- 2023:** Australian demolition derby driver Mal Chaney is a spectator at that famous Fresno demo derby where “Crazy Joe” Harshman invents autoduelling.
- 2024:** Chaney organizes a Charity Autoduelling Derby at Surfer’s Paradise in Queensland, the state which has hosted such spectacles as Dwarf Throwing and Beautiful Belly contests. Proceeds from the Derby go to the Wheelchair & Disabled Association of Australia. Two drivers are killed and 3 others are critically injured. This results in national TV coverage for the sport, and jail sentences for Chaney and his backers.
- 2025:** Despite other arrests, autoduelling gains an immediate following as a spectator sport. Events proliferate. The Queensland government declares autoduels to be “illegal demonstrations,” and grants the police extraordinary powers (including the use of deadly force) to combat enthusiasts.
- 2027:** Film producer Cameron Prost buys the rights to the long-defunct *Mad Max* movie series.
- 2028:** After years of intense public pressure, autoduelling is declared legal on country roads in three states: Victoria, New South Wales and Western Australia. It is also tolerated in the other states, though property damage and bystander casualties are treated as deliberate criminal offenses. Television coverage multiplies, and autoduelling becomes the #1 TV sport in every state except Victoria, where Australian Rules Football still reigns supreme.
- 2029:** Mal Chaney is released from prison, and hired as a consultant and stunt coordinator for Cameron Prost’s *Mad Max: Return of the Road Warrior*. Real autoduellists and bikers are given roles in the film, and there are 12 fatalities during the shooting of the climactic battle scene. Resulting bad publicity leads to the surprise defeat of a national referendum that would have legalized autoduelling throughout Australia.
- 2030:** In search of a compromise that would restore public confidence in autoduelling, the Autoduelling League of New South Wales proposes strict new duelling guidelines. With only minor modifications, they are adopted by autoduelling clubs throughout the “autobanned” states.
- 2032:** After receiving special permission from the state of South Australia, Adelaide hosts a “Duelprix” event in conjunction with the Adelaide Grand Prix to boost the latter’s sagging popularity. Both events are televised worldwide, but it is the autoduelling contest that generates the most interest and coverage. This is the death knell of traditional Grand Prix racing; it soon develops into a high speed/low armor version of autoduelling.
- 2033:** Autoduelling legalized throughout the Commonwealth of Australia. The various state-based leagues combine, forming the Royal Autoduelling Association of Australia. The first Australian Test Tour takes place in the United States, and Americans get their first live taste of eleven-a-side autoduelling.
- 2035:** The RADAA becomes the first official overseas AADA chapter. The National Championships are held at the Macquarie Unitrak in Sydney, and Andrew Buttery of Road Warriors Melbourne takes first place.

50 Years Ago Today

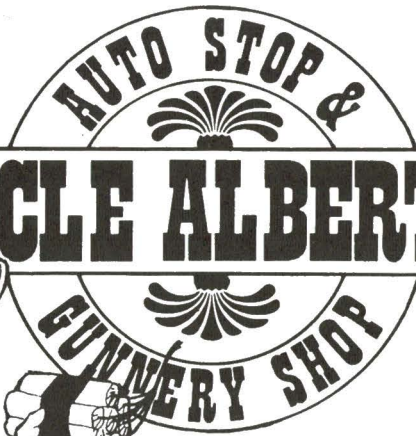
Meeting Life Head-On

A delightful new road game is gaining popularity, and it’s one trend that didn’t start in California. No, Spain can take credit for this one. But the rules are so simple, it can be played anywhere.

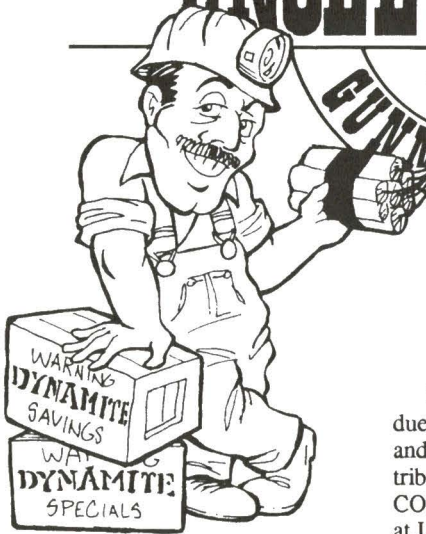
First, you become drug-crazed, then you drive into oncoming traffic at 110 mph. It’s called “Highway Russian Roulette.”

Police are investigating reports that the participants make highway death bets involving thousands of dollars, then head out into traffic in the early-morning hours. Speeding players who get scared and change lanes when they encounter oncoming traffic have to pay 10 times the death-bet stakes.

— *Philadelphia Inquirer*, Aug. 28, 1987



UNCLE ALBERT'S™



Uncle Albert's Has Explosive Values

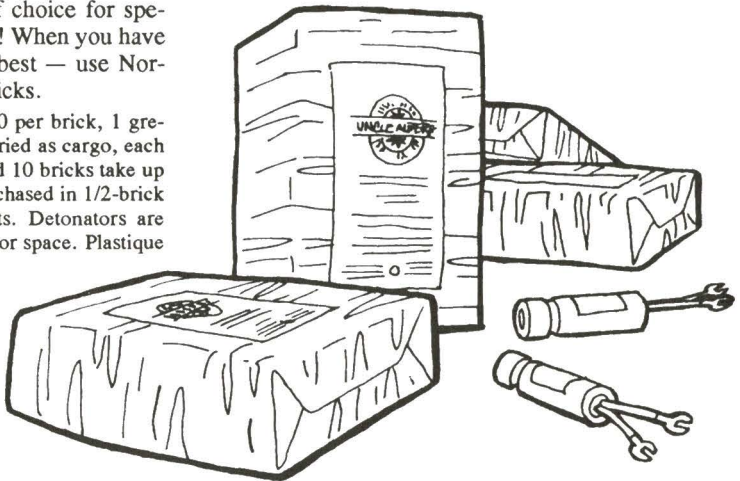
Uncle Albert knows that the needs and interests of duellists are always expanding. That's why the Auto Stop and Gunnery Shop is proud to announce an exclusive distributorship deal with Norman Demolitions of Gunnison, CO to bring their fine demolition products to you. And all at Uncle Albert's unbelievably low prices!

Plastique

The explosive of choice for specialized applications! When you have to be sure, use the best — use Norman Demo's C-4 bricks.

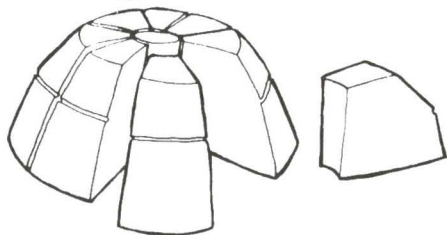
Plastique — \$3,000 per brick, 1 grenade-equivalent. If carried as cargo, each brick weighs 5 lbs. and 10 bricks take up one space. Can be purchased in 1/2-brick and 1/4-brick amounts. Detonators are \$50 apiece, no weight or space. *Plastique* will not explode unless electrically triggered by a detonator. Can be run over, dropped, stepped on, burned, or shot, and it will not explode. Each brick may be cut into eights, though

it cannot be bought this way. A full brick does 8 dice of damage in a 5" burst radius; 1/2 brick does 4 dice damage in a 3" burst radius; 1/4 brick does 2 dice damage in a 2" radius; and 1/8 brick does 1 die damage in a 1" radius; full damage to pedestrians, half damage to tires and vehicular components. A separate detonator is required for each separate charge; detonators may be set, when the charge is placed, to explode up to one hour later.



Shaped Charges

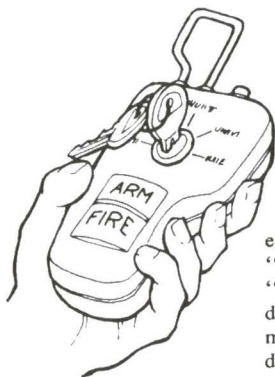
For those particularly tough jobs, Uncle Albert recommends the use of Shaped Charges. Concentrates your explosive power where you want it — and a bargain from Uncle Albert's!



Shaped Charges — Any explosive except nitroglycerine can be bought in this form — cost is doubled, and 1.5 times normal damage (round up) is done to the surface underneath the charge. The burst effect radius of the charge is cut in half (round up to the nearest inch). Does full damage to pedestrians, half damage to tires and vehicular components in the burst effect; if placed directly on a vehicle, does full damage to that vehicle, using the limpet mine rules. Explosives must be specifically bought in shaped charge form; they cannot be modified.

Radio Detonator

Want to keep your distance when setting off a big blast? Don't want tell-tale contact wires giving you away? Need perfect timing to get the most bang for your buck? Then Uncle Albert's Radio Detonator is for you! Fast, reliable, and oh-so-discreet. And specially shielded so random radio transmissions don't ruin your work!

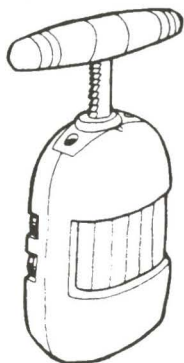
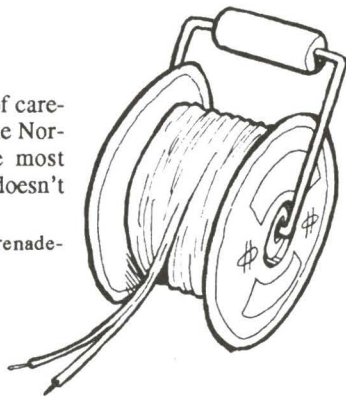


Radio Detonator — \$500 for the sending unit, 2 grenade-equivalents. Each modified detonator costs \$50 extra. Sending unit must "hit" detonator with a roll of 3 or better on two dice. Subtract 1 from the "to hit" roll for every full 20" of distance between sending unit and detonator. For example, if sending unit was 75" away, the roll would be made at a -3. If the roll is missed, the explosive does not go off. The detonator can be tried again every other turn.

Contact Wire

Wire's wire, right? Not to Uncle Albert! After months of careful testing and research, Uncle Albert has determined that the Norman Demolition's Sure-Fire brand contact wire is the most dependable available. Why save pennies on a wire that doesn't measure up? Go with Norman and Uncle Albert!

Contact Wire — Each 100-yd. coil costs \$25 and is 1 grenade-equivalent.



Plunger

For sure ignition every time, use Norman Demolition's Sure-Fire Plunger. When you have to be sure, use Norman — the #1 name in explosives.

Plunger — \$100, 1 grenade-equivalent. Will always set off an explosive, provided it has been properly hooked up (which depends on a successful Explosives skill roll).

I'd Die For You

by Douglas E. Carey



“Incoming!” a voice cried out.

I didn't know whose voice it was, nor did I really care. But that car was heading right for the “Grand Opening” banner strung over the picture window of the diner/charge station where I was grabbing something to eat, and I appreciated the warning.

I threw myself behind the counter, reaching under my arm for the Ladyman Viper holstered there, just as the screaming car crashed through the charge pumps and toward the armorglass window. The car's guns traced spiderwebs into the glass, spraying the interior with ricocheting bullets that ate through oil cans, car parts and ammo boxes. I braced myself for the inevitable.

The window shattered as the electric monster gnawed its way through, its MGs still pumping armor-piercers through the station as if it were a Fourth of July picnic. The car stopped, its tires still churning up pieces of floor tile and rubber.

I swallowed hard and peeked over the edge of the counter. The guns were hammering away at a poster of a half-clad girl holding a tire, tearing her apart. I swung around my submachine gun and gave the car a spray. My bullets scampered over the already chewed-up armor, making only a few new holes. I waited for his next move.

Nothing happened.

The guns kept firing at the poster and the tires kept polishing the floor with rubber. There was no other activity.

“Reckon 'e's dead?” the station owner asked, a questioning look crossing his heavy-lidded eyes.

“Maybe,” I replied. “Stay down while I take a look.”

“Anything you say,” the owner replied.

I stepped out into the wreckage of the front of the station. Armorglass was everywhere, as were empty shell casings and pieces of tire. The car, a lightly-armed compact, was hung up on the window frame. The machine-guns were now clicking on empty magazines — soon they would burn out. Through the tinted windshield I could see the driver, slumped over in his seat.

“Well?” the owner asked.

“I think it's safe. Come help me open this door.”

The owner stepped out, still holding his automatic, and came over by me. The door on

our side of the compact was shot up like a sieve and the electronic lock was frozen shut.

“Got a cutter?” I said as I turned to the owner.

“Shor. I keep it in th' garage. Lemme go git it,” he said, and with that, the owner rushed out into the rain.

A couple of times I tried the latch, yanking and pulling on it with all the strength my frame could muster. It didn't budge. It was times like these I wished they would make explosive bolts on doors standard equipment.

“Help,” came a voice from inside.

“We're trying to, just hold on. It'll be a second.”

“My daughter . . . he has her,” he coughed.

“Who has?” I yelled through the door.

“The car . . . following,” the driver said, collapsing into a coughing fit.

I thought back. I did remember another car passing through the rain just before ducking behind the counter. A sleek black vehicle. I leaned down to the door and yelled through the laser holes. “Just relax. I'll get your daughter back.”

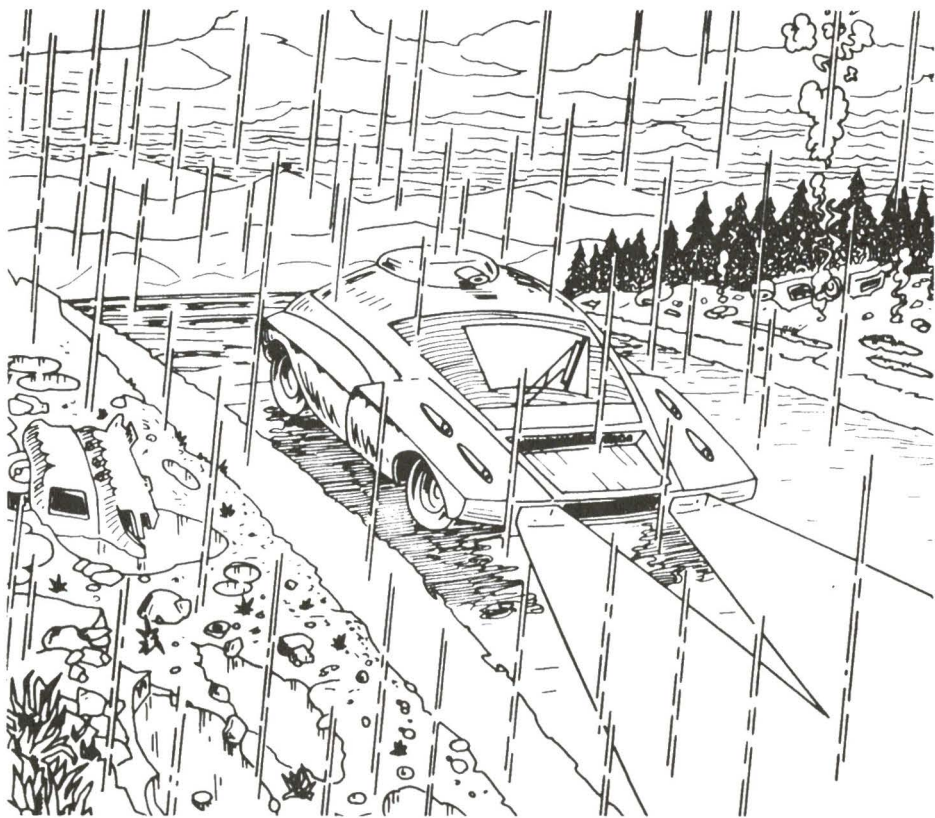
He looked at me, blood trickling from his forehead. His eyes seemed to lack focus for a second, then a puzzled, angry look flashed into them as he stared at me. His torn lips tried to form words, but only red foam dripped from them. But hate stabbed from his eyes.

I stepped through the glass jaws of the shattered window, leaving the stranger behind the wheel. The station owner was nowhere in sight. He was probably digging through his shop looking for the cutters. I hesitated from leaving for a second or two, but the compact driver's reaction haunted me. I wanted to find that other driver.

Though my car wasn't built for the arena, its Vulcan was a glistening reassurance that I would at least have a chance at getting this other car. The way I had it figured, the old man had enough to at least put a few rounds into the kidnapper's car before cubing himself into our station. And with my Sunchaser, I could probably end this kidnapper's career.

I pushed the thumb-lock on the side and the door swung open. The interior heater was already buzzing and as soon as I sat down, the motor whirred on and the instrument panels lit up. Everything read all set to go.

Carefully, I slid out of the station and out onto the highway. Colorado 85 is not one of



the better roads to travel on, and a cautious driver was better than a dead one. I adjusted my LI glasses and settled back in my seat.

The night rolled past my windows, as were the corpses of rusted cars and trucks. The rain danced over my windscreen, and the wipers batted them away as I waited and watched my computer for any signs up ahead. As hard as I tried to concentrate on the road, however, all I could see was the look in that dying man's eyes.

The minutes crawled by as I pressed my accelerator closer to the floor. Thunder rumbled in response to a flash of lightning. Then I saw it, in that brief flash. A black silhouette of a car. I took my weapons off safety and ran another systems check, something I have grown accustomed to during my days as a hired gun. I pressed on through the rain-sheeted night.

The targeting computer enhanced the image on the screen as I closed in, a little

faster than I had intended. The car was still, piled into a rusting wreck of another. My caution had been rewarded.

I lowered my speed and drew near. The car was a black Courier and both of its gull-wing doors were swung open. My computer also picked out the mines that littered the ground around the Courier. I stopped within Vulcan range and waited.

Lightning again scorched the glistening night, lighting up the scene with a harsh but eerie light. There was no movement, no movement at all. My *AADA Vehicle Guide* identified the car as a Courier 1 — the only armament it had was a turreted laser. Carefully, I lined up my Vulcan with the turret, taking my time. Patience was one of my better virtues, and it looked like I had all the time in the world.

When I had the turret sighted in, I fired. The Vulcan spit out round after round, and soon the turret was nothing but scrap.

Still there was no movement.

Curiosity is also one of my characteristics, and one of my bad ones at that. Sure, I could have sat there pounding away at that Courier until it was nothing but a pile of scrap, but it wouldn't have helped me find out what happened to the driver and the daughter of the man with the hating eyes. I snatched up my Uzi, clicked in a new magazine, and opened my door.

The rain outside sent a chill up my spine, and I felt my hands sweating on the grip of my gun. Another bolt of lightning streaked across the nighttime sky, outlining the silent vehicle before me. I slowly stepped through the mines toward the car.

The closer I came, the more I saw the old

man's eyes. They were staring at me, burning me, and I knew he was dead.

"Freeze!" said a voice to my right.

I stopped.

"Drop your weapon or Sheela here will set off all them mines around you."

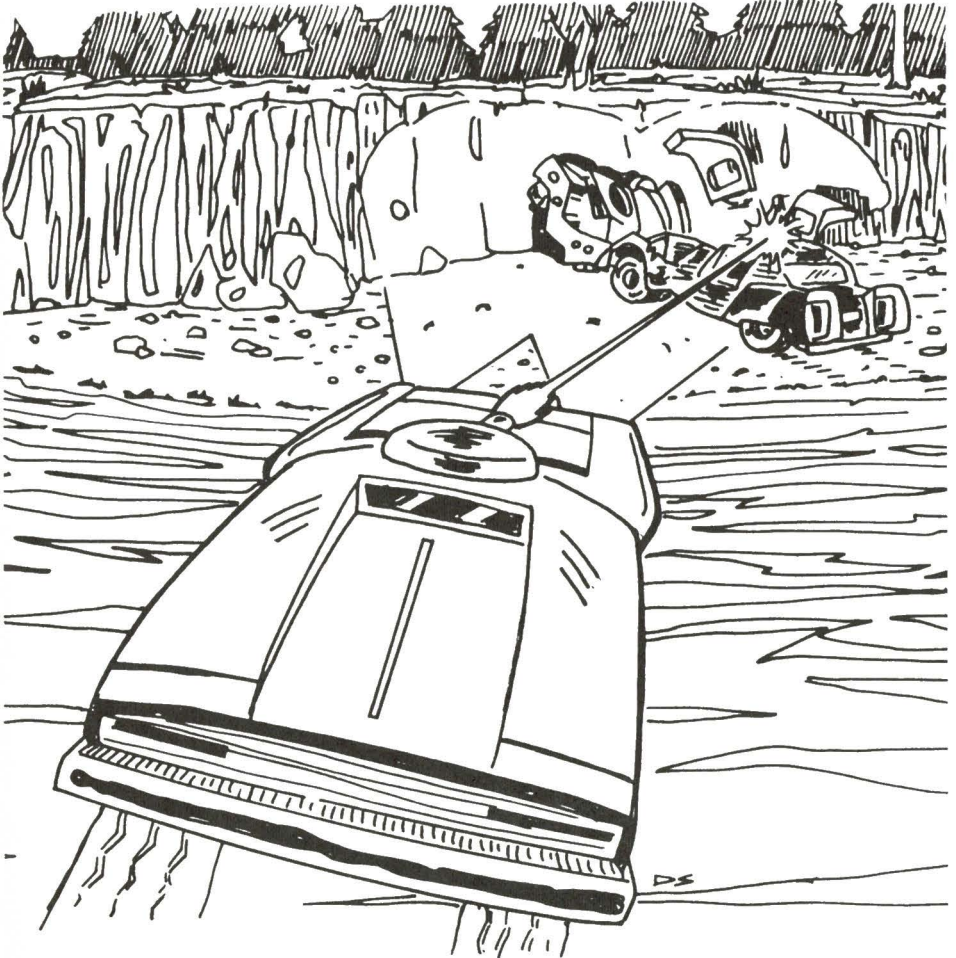
I looked down. Sure enough, they were RC mines camouflaged as regular ones. I dropped my gun.

"That's good, Mr. Garrison. I knew you would do it. And now, remove that .38 special from under the cuff of your pants," the voice said.

"But how . . . ?" I stammered.

"Just do it!"

I reached down and removed the gun, an old antique from the 1950s. Hard to get ammo for, but still as effective as when it was made.





"Throw it over here," the voice said.

I did.

"That's very good," the voice said. It was beginning to sound a little familiar.

"What now?" I asked, though I was afraid of the answer. I had just finished paying off the Sunchaser, and I didn't really want it to be ripped off.

There was no reply.

"How did you know me?" I asked again, hoping I would recognize the voice if I heard it again.

I heard footsteps coming across the pavement and a dark shadow of a man about my height.

"Who are you?" I asked.

Lightning shot across the sky and lit up the kidnapper's face. I fought down the scream in my throat.

"I am you, Lance Garrison," the man said.

I stood frozen across from my double as I felt myself melting away.

"A month ago, Sheela here got a tip from a lawyer friend that her father was planning to cut her out of his will and give it all to her brother. She couldn't stand for that, so she decided to do away with her father. The plan was good, but she needed an accomplice. A close friend at Gold Cross recommended you and, in fact, set you — I mean me — in motion.

"That Gold Cross man is now lying in the middle of an old wheat field with a bullet through his skull, and that took care of the first part. But there was a catch to the old man's will. If he was murdered, the entire estate goes to charity. But this isn't murder. I pretended to kidnap Sheela here, blew her father away about where the new station was, and, well, you know the rest."

I felt the blood drain from my hands and face. I asked, "But how did you know I was going to be there?"

"Easy. I know you, better than anyone. I know that you like to check out new stations along your routes, so I paid off a few cyclists to radio me when you got there. Everything timed out just right. And now, I must rescue Sheela from you and drive your, ah, my, car back to the station."

I screamed.

"Oh, and thanks for the .38. To be Lance Garrison, I had to have it."

Those were the last words I said as I emptied the old .38 into my other half.

BADLANDS[®] RUN

Saturday morning
in Nevada . . .

And you're escorting Mormon apostle Orson Whitney across the desert. Nothing much is happening, except for cycle gang parties, ambushes, scavengers, and the mysterious someone tracking Whitney across the desert.

But as you come over a hill, you see something truly amazing. You'd heard rumors about the Desert Ghost and how it runs cars off the road as if by magic, but now you're face to face with it.

With *Car Wars* adventure books, YOU create your driver, YOU improve your duelling machine and weaponry, YOU choose the many roads to adventure. Armed with your own 6-sided die, paper and pencil (not included), you're ready to "hit the road" even if you've never played the *Car Wars* game before!

Based on the best-selling *Car Wars* game by Steve Jackson. Look for *Badlands Run* and other *Car Wars* adventure gamebooks at a store near you.



by **W. Peter Miller
and Scott Haring**

Once a “promised land” for dreams of all kinds, Los Angeles emerged from the upheavals of the past 25 years a vastly changed — and much smaller — city. Current population estimates are just under 1.5 million, down from the all-time high (in 2010) of 8.8 million. Autoduelling fans will have no trouble finding plenty of action in L.A. — in the arenas, on the freeways, and in the streets.

History

Los Angeles County was devastated by the double punch of massive Food Riots and the Great Earthquake of 2015, and the city government collapsed completely after the Thanksgiving Massacre of 2017. Municipal buildings were burned, and virtually all city records were lost. Rioting and anarchy ruled the streets for three years. The studios, already walled, hired additional security forces and mounted aggressive defense plans. The studio employees and owners were safe here, but their homes in Beverly Hills could not be saved. Street gangs ruled huge sections of the city.

Finally, the area began to stabilize, with over 100 groups ruling small pockets of the city. The only way to reunite the city was to allow the groups in power to maintain control officially. During the historic Reasoner Studio Summit, representatives from all major groups signed the first truce. The Civic Senate was born in those meetings.

Los Angeles Today

There are currently more than one hundred regions ruled by independent bodies (street

gangs, citizens’ groups, the AADA, studios, police, labor unions, etc.). Each of these Civic Territories (CTs) sends a representative to the Civic Senate, which elects a Mayor every four years. Politics in L.A. are complex, with different factions fighting for control in individual CTs and groups of CT representatives hustling for control of the Senate. The Civic Senate proceedings are broadcast live, and make compelling, if confusing, television.

Laws vary widely between CTs and are determined by the current ruling body. Some CTs allow weapons to be displayed openly, but others forbid them entirely. The studio CTs generally fall into the latter group. In many Hispanic regions, the carrying of weapons is legal, but their concealment is a crime and a breach of honor. Travelers should contact the Los Angeles branch of the AADA immediately upon arrival for the free booklet, “Personal and Vehicular Weapons in Los Angeles.” This booklet is updated monthly in order to keep pace with the changes in CT rule.

The rich CTs, like Venice near the ocean, are walled or fenced off, and don’t allow weapons of any type without a permit. Venice has their own democratic government, and the local politicians are respected and popular leaders. The government is strict by local standards, but very much in line with constitutional law. Venice was named by its original developer, and after the additional canal construction during the 1990s, the name is still appropriate. The city is lined with canals, and many of its wealthy residents have private boats. The coastal city is fenced off, and armed security patrols motor through the “moat,” the canal that encircles the city. Three drawbridges connect the city to the rest of Los Angeles. Any duelling on city streets will be met with swift action from the well-equipped Venice Police Dept. There are many fine restaurants and shops located along the canals of Venice.

The film and television studios run Hollywood. The Hollywood Committee has representatives from each studio, makes all the civic laws and decisions, and sends a representative to the Civic Senate. There is a lot of political action at all levels of the government. There is infighting within each studio to decide who should be sent to the Hollywood Committee, and the machinations of the Committee would confuse the most active political observer. The Senator is chosen by a complex process that is never really clear to the outsider. It is known, however, that television ratings, box office, and a general committee vote are all elements of the process. The average Hollywood citizen is unaffected by the politics. The changes in leadership make

little difference to those living outside the studio walls.

Hollywood itself is quite open, with no walls, fences, or checkpoints of any kind to prevent travel into or out of the city. The studios themselves are another matter entirely; they are walled miniature cities. The walls are patrolled, and heavy firepower is prominently displayed. The studio bosses control nearly every aspect of life inside their studio; who gets what office, what the commissary serves, and who is allowed to bring personal and vehicular weaponry inside the walls. This last privilege is reserved only for the most important executives, stars and directors. These studio fortresses have never been breached, and probably never will be.





Highways

Driving through Los Angeles can be a frightening proposition. There are more cars here than in any other city in America, and most of them are armed. Many have just defensive weapons, which allows them to pass through nearly all the CTs. The freeway system is exempt from all weapon laws. Duelling is illegal on the freeways, but common.

The freeway system is very extensive, however, and can take the typical visitor anywhere he or she would want to go. Road quality is surprisingly good, considering all the abuse and damage the streets and freeways here suffer.

Facilities

Orange County Stadium. This arena is quickly becoming L.A.'s most popular as continuing gang troubles make the trip to the Civic Arena more hazardous. Orange County has a full slate of autoduellings in the spring and summer, but shares the facility with the Rams combat football team in the fall.

Civic Arena. Still the biggest autoduellings

arena in the area, despite decreasing attendance. All the major Southern California championships are held here, as was the 2035-36 AADA World Championships.

Orange County Autoduel Race/Arena. Modeled after the famous Muskogee, OK, dueltrack, the RaceArena (as it is known) is a large racetrack with an arena in the center oval. The RaceArena frequently holds gas-powered racing events and more traditional autoduellings action on the same card, but so far, there have been no duels mixing the two vehicle types.

Anaheim Autoduel Arena. The last of the "Big Four" Los Angeles-area autoduel arenas, Anaheim is very popular with tourists but looked down on by the locals. It's proximity to Disneyland has earned it the nickname, "The Mickey Mouse Arena" — a two-edged name that is not always meant as a compliment.

Jet Track. Perhaps the most interesting of the many smaller arenas throughout the area, the Jet Track is little more than a drag strip, with two parallel half-mile straightaways. What sets the Jet Track apart is the use of experimental jet-cars powered by reconfigured

gas turbine engines. These vehicles are not AADA-sanctioned, but still fun to watch. One note: The track management requires spectators sitting in the first 10 rows to be wearing fireproof suits, due to the unstable nature of the equipment being used.

The Tar Pit. The Number One autoduelling bar in town, the Tar Pit is the favorite hangout of not only the top duellists on the Southern California circuit, but also the many movie actors, executives and technicians who are duelling fans. The networking goes both ways; many a movie star has put together a top-notch autoduelling team here, and plenty of autoduellists have found stunt work and acting jobs. There is no weapons code at this bar, but while fistfights are common, gunfire is not. Any patron firing a weapon on the premises is immediately shot by everyone else with a clear line of sight, with the expected fatal results. The motto above the door says it all — “An armed society is a polite society.”

Muscle Downs. There are hundreds of charge stations and repair shops in the metropolis, but none with the reputation of Muscle Downs. Located practically on the beach, Muscle Downs is the undisputed leader in autoduelling repair, upgrade, retrofit and customizing. The prices are top-of-the-line, but so is the quality and the service. Muscle Downs is so valued by the various segments of autoduelling society that an informal “neutral zone” has been declared on the premises. Bike gangs, drug runners, champion duellists, vigilantes, couriers and policemen all bring their business to Muscle Downs, and they all leave each other alone while there.

Los Angeles is a big place — just about anything you need, you can get. There are a number of minor arenas not described above (some in abandoned parking garages), hundreds of auto service and recharge stations and truck stops, six TV stations, numerous film studios, 20+ colleges, 200+ hospitals (with 15 Gold Cross facilities), one major and numerous minor airports, and a major seaport.

Autoduelling

Visitors to Los Angeles are advised to exercise extreme caution. Avoid side streets. Take the freeways whenever possible. While duels are not uncommon here, the chances of an ambush are slight. Any battles encountered

are likely to be either avoidable or one-on-one with you against your attacker.

Getting involved in arena duelling is easy. On any given night, at least seven arenas are holding amateur nights. While some of the more popular arenas have waiting lists, someone willing to start at one of the smaller arenas should have no trouble getting in.

Organizations

In the gang-ruled CTs, there is heavy gang activity. The CT borders are fluid, and gangs continue to wage border wars to expand their territory. *It is important to note that these acts of collective violence are often legal under the laws of the individual CTs.*

Watts, in south-central Los Angeles, is a good example. The CT is large, but much of the space is filled with the nearly abandoned shells of crumbling apartment complexes. Four major and numerous minor gangs vie for control of the region. Pypyl Haze currently has ruling power in the region and is in a constant battle to maintain control.

The average Watts resident is more interested in keeping food on his plate and a roof over his family's head than in keeping up with local politics. Jobs are few, and welfare doesn't go as far as it could. Many live in abandoned sectors that haven't been rebuilt since the Food Riots. Drug abuse is common in the CT, with Hype and EBF being the most common street drugs. Kids are pressured to join gangs when they are as young as six. These pee-wee gangs teach the kids everything they need to know to live on the streets. What they don't teach is how to get off the streets and into a better life.

Daryll Barnes is the ruler of the CT as well as that of the Haze. He attends the weekly meetings of the Civic Senate, and it is during these meetings that most of the attacks on his CT occur: in his absence, when the Haze is without a leader and at their weakest. Watts is currently at war with Inglewood over cruising rights to Central Avenue.

Vigilante activity is surprisingly low in Los Angeles. Those inclined to eliminate criminals in the name of justice have turned their energies toward protecting their CTs from outside forces. Except for the most expansionist of the gang-controlled CTs, the prevailing philosophy in Los Angeles is one of “live and let live” — a remarkable testimony to the effectiveness of the Civic Senate.

Overloaded Vehicles

by H. John Romero

*(Editor's Note: The following is a rules variant, and is **not** official.)*

Cars, cycles and trikes have two different limitations on the weight they can carry — the power factors of the plant, and the strength of the chassis. The variant below will allow loads to exceed the strength of the chassis for short periods of time. The power plant limit of three times the power factors in weight pulled is still in effect.

Overloading is usually done only in an emergency situation. For example:

Two escort vehicles, a station wagon and a luxury, are returning from a mission. Along the way, the luxury is disabled, but the driver and the gunner are unharmed. The station wagon has the capacity in spaces to carry the two unfortunates, as well as the excess power factors in his plant, but, except for a couple of machine gun bursts, his vehicle is at its maximum weight. Our wagon driver, being a merciful sort, allows his buddies to get on, anyway. At this point, the extra weight the vehicle is carrying is calculated and the following rules apply.

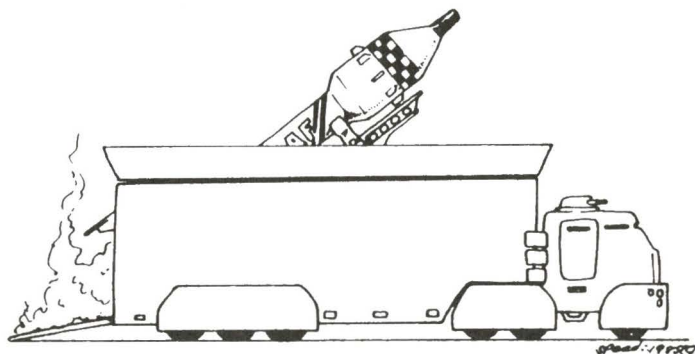
Tire damage: For every mile traveled, roll 1d6. On a 6, each tire takes one (1) point of damage for every 100 pounds or fraction that the vehicle is overloaded. This damage is produced by the tires scraping against the fender wells, debris, etc.

Chassis damage: For each mile traveled, roll a second d6. On a 6, the vehicle suffers

chassis damage. The vehicle *permanently* loses 1 to 3 points of handling, determined by die roll (divide result by 2, round up). This is permanent damage, which may only be repaired at an expense at least equal to the replacement cost of the car itself. (It is a Very Hard job for a mechanic, when attempted.) Each time a car takes chassis damage, add a +1 modifier to all subsequent overload checks (tires, chassis, and suspension). This damage is produced by structural stress.

Suspension damage: For each mile traveled, roll a third d6. On a 6, the vehicle takes suspension damage. Additionally, if an overloaded vehicle hits debris or an obstacle, it also takes suspension damage on a failed control roll. Each time suspension damage is indicated, the vehicle loses one point of handling until repairs can be made. This loss is cumulative with possible chassis damage. These repairs are much cheaper than chassis repairs would be, as suspension damage consists of bent shocks or stressed springs or some other easy-to-replace item (an Easy job for a mechanic). Suspension damage may be avoided if speed is reduced to 15 mph or less.

If a vehicle has Active Suspension, a roll of 6 when checking for chassis and suspension damage may not actually cause damage. Instead, roll again. Only if the second die roll is a 5 or a 6 is the chassis or suspension damage counted. Active Suspension is no help with tire damage.

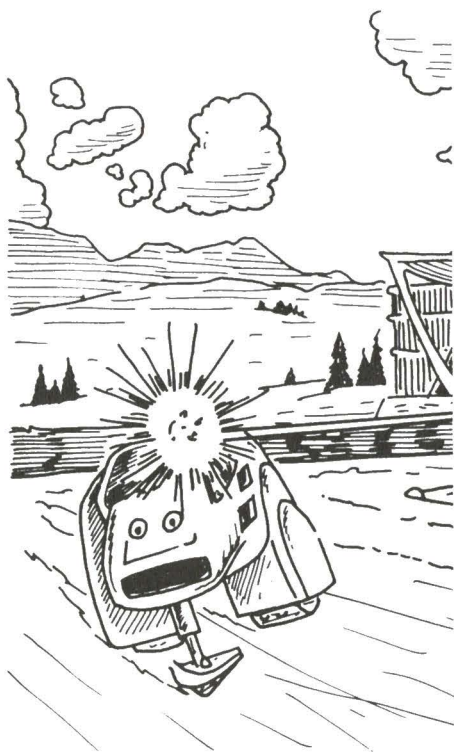


Steel On Ice

Duelling on the Pale Horse Arena

by Douglas E. Carey

The snow blew like ghost snakes across the polished ice, gleaming in the winter sun. Five cars, sparkling as brightly as the crisp snow around them, waited in line for the checkered flag to fall so they could test their steel on ice. Each car was armed, each driver was ready, and each gunner was itching to fire. Then the flag dropped . . .



This is duelling during Pale Horse Ice Arena's Winterduel. Hot steel on cold ice for five months in the spectacular Rocky Mountains of Colorado is the attraction, and duellists from around the world come to test themselves. Pale Horse offers the most dangerous

and exciting duelling anywhere, rivalling bigger and longer tracks and arenas. The Gold Cross Iceman Special is hosted in December by Pale Horse, and this year, Pale Horse will host a number of gas-powered events. In total, Pale Horse will offer over 2.5 million dollars in prizes.

As one can see from the map, Pale Horse is not a long course. In fact, it is quite small by most track standards. However, one must also keep in mind that all racing will be run on *ice*, and driving will be almost twice as difficult as in normal circumstances.

Racing On Ice

Racing on ice will add D4 to all maneuvers (except when using either chains, snow-tires or special ice-racing tires). The course is marked off by sand-filled 55-gallon drums. If a car strays from the course and hits the snow-banked shore of the lake, it is a D3 hazard. Hitting an ice-pothole is a D1 hazard.

The following special equipment is available for ice racers:

Ice-Racing Suspension: IR Suspension gives a vehicle an HC of 4 while it is on ice, HC 3 on snow, and HC 2 everywhere else. IR Suspension costs 300% of body cost for trikes, and 500% of body cost for cars. IR Suspension is not available for any other types of vehicles.

Chains: Chains reduce the hazard of maneuvering on ice from +D4 to +D1, and eliminate the additional penalty for maneuvers on snow. A vehicle using chains may not go over 50 mph and if a tire takes any damage, the chains are lost on that tire. If more than one tire chain is lost, the penalty for maneuvering on ice goes up to +D3.

Snowtires: Reduces the penalty for maneuvering on ice to +D2, but also reduces the HC of the vehicle by one. These are available in all types and sizes, and cost 150% as much as regular tires.

Ice tires: These special tires have been designed with ice-racing in mind. They have 1/2-inch steel spikes set in the tread to provide traction. These reduce the ice-driving penalty to +D1 and does not reduce a vehicle's handling class on ice. (However, these tires are no good on any other surface: -2 to HC on snow and -3 on dirt and pavement.) When a crash is rolled while using these tires, roll on the regular table but reduce all tire damage by 1 point per die roll. Ice tires are available in all types, but weigh two times as much and cost three times as much as regular ones. Ice tires also take less damage from debris and spikes (-1 point), and they have two extra DP.

Skates: These are used in place of the front tires on ice-racing vehicles. Handling Class is not affected, and a vehicle using skates suffers no additional penalty for maneuvering on ice. Skates come in three types: Light skates cost \$100, weigh 50 lbs. and have 10 DP; Medium skates cost \$150, weigh 70 lbs. and have 18 DP; and Heavy skates cost \$200, weigh 100 lbs. and have 24 DP. Skates take up no space, and are targeted at a -4. If either skate is lost in combat, the vehicle rolls immediately on Crash Table 2 and its HC drops by 4 permanently. A vehicle that loses both skates must decelerate 15 mph per turn and cannot maneuver. Motorcycles may not use skates and neither can any oversized vehicles.

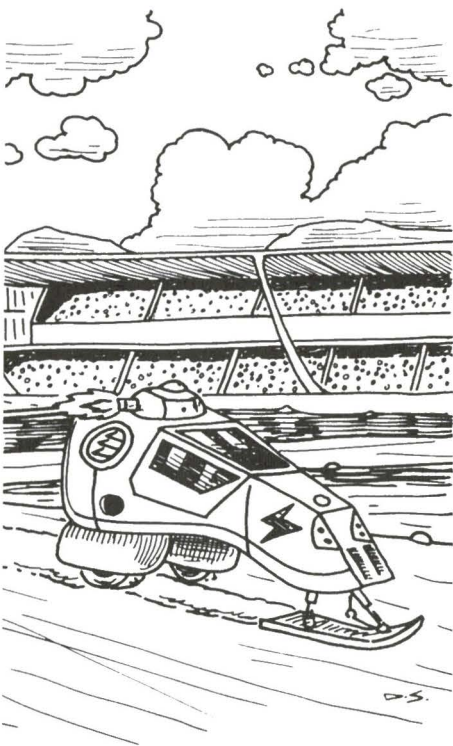
Retractable Skates: These work the same as regular skates, except that they are mounted with tires instead of replacing them. The mechanism which raises and lowers the skates costs \$1000, weighs 100 lbs. and takes up two spaces.

A number of other factors must be considered in ice racing, namely:

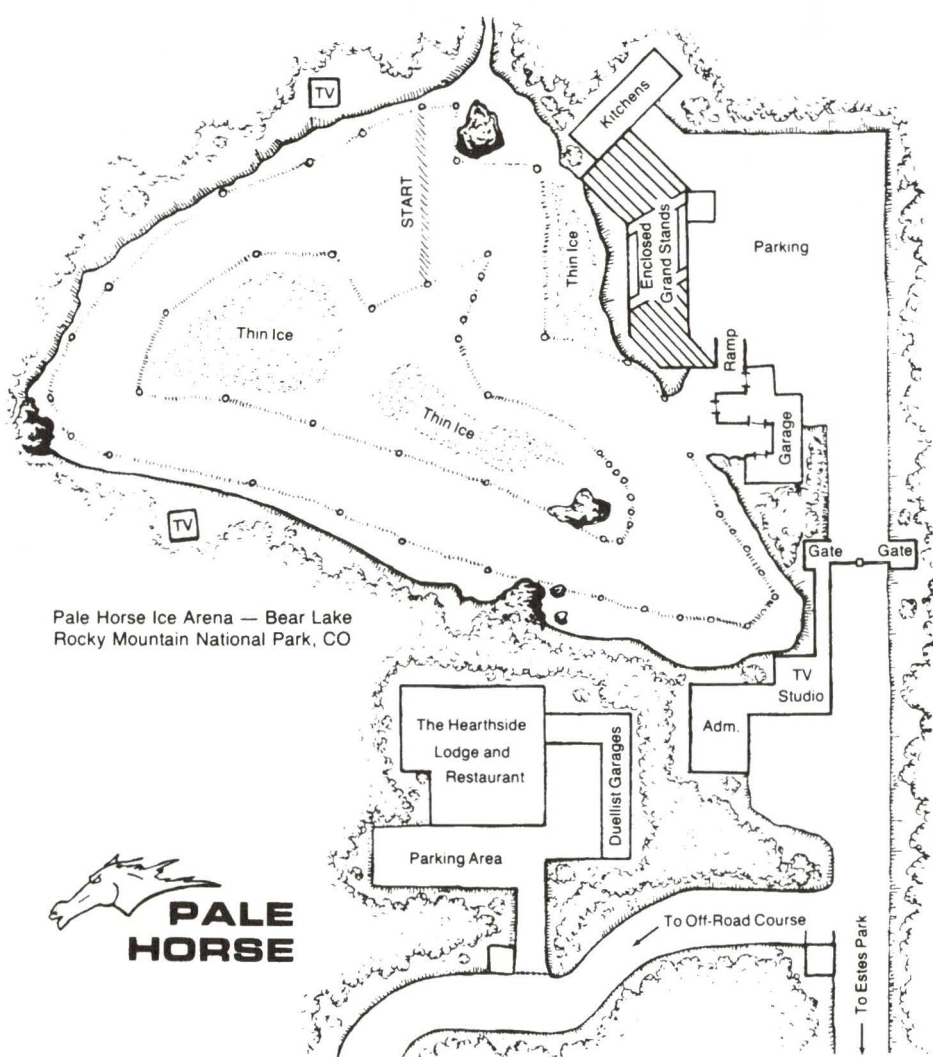
Thin Ice: Areas designated as Thin Ice may not bear the weight of a passing vehicle. The referee should pre-assign weight limitations to these areas. Any vehicle lighter than the ice's weight limitation can pass over without difficulty. A vehicle up to twice the ice's weight limitation will last on a patch of thin ice for only one turn. After that turn, the ice will break and the vehicle will sink. This should only be a problem for slow-moving or disabled vehicles. If a vehicle weighs more than twice the ice's limit, however, it will break through immediately, sinking like a rock. A vehicle that breaks through the ice will leave a hole the same size as the vehicle with an extra 1/4" all the way around.

The water beneath the ice of the Pale Horse arena is 35 feet deep, and very cold. A character that spends more than 30 turns in the water will freeze to death. Rescue crews stand by to fish participants out of the water, because it is nearly impossible to climb out of icy water yourself (using the two dice and pray method, it would require a 11 or 12, and only one attempt can be made every 10 seconds). Certain grudge matches stipulate that the rescue crews not be available, but most of the time, characters in the drink will be rescued.

Acceleration: With regular tires, a vehicle may only accelerate at 2.5 per turn until they reach 25 mph, after which they accelerate at the normal rate. Snowtire-equipped vehicles accelerate at no greater than 5 mph, regardless of the power of the engine or power plant. Only Ice-tire-equipped vehicles accelerate at whatever rate their power plants will allow.



Weapons: The only weapons that have little or no effect on an ice-track are oil-jets and ice-droppers. Flaming oil-jets are not allowed on Pale Horse until the last race of the season. All other weapons may be used, but firing at the track is greatly discouraged (a fine of



\$1000 per shot is usually levied against the offender). Lasers, machine-guns and other non-burst-effect weapons have no effect on an ice track. Burst-effect weapons will create a pot-hole that is the equivalent of an obstacle. If a burst-effect weapon does more than 15 points of damage to a patch of thin ice, a 1/4"-square hole will appear. Hitting this hole is a D6 hazard, and all thin ice within 1" of the hole has its weight limit cut in half. Flaming oil, flame-throwers, flame clouds and other fire weapons will convert regular ice to thin ice (with a weight limit of 1000 to 6000 lbs. — roll one die and multiply by 1000) after 30 points of cumulative damage is done to it. Thin ice will

melt through (with the same effects as above) with 20 more points of fire damage.

Facilities: Pale Horse offers not only a gleaming all-ice racetrack, it also has an off-road track that is in use during both the winter and summer, a lodge and restaurant, enclosed grandstands, complete garage facilities and gas at \$75.00 a gallon (except during special events, when it is provided at no cost to the participants). See the map for the layout.

I hope you like racing on Pale Horse as much as I have. With the addition of gasoline events, it should be a very interesting and exciting season. Hope to see you there.

Scenario ---

Ice Cold BLUD

It is a sunny but bitterly cold December morning. You pull up your jacket's fur collar around your neck to take the cold edge off the wind blowing over the track. It is your first time on an ice track, and the thought of driving on solid, slippery ice sends chills up your spine.

The track manager has just told you that you have the run of the track for practice before the race Saturday, but he also says that you must not use live ammo in your guns if you are going to fire them. Maintenance of an ice track is very costly and he doesn't want it getting chewed up before the race. You look around, seeing the official tell the other duellists the same thing, and you know that they, like you, are anxious to get onto the ice and try it out.

Each player gets \$10,000 to spend on a vehicle, including any personal weapons and body armor. Special ice-racing items can be bought at the garage, as well as dummy ammunition (at 10% of the regular price) and gasoline.

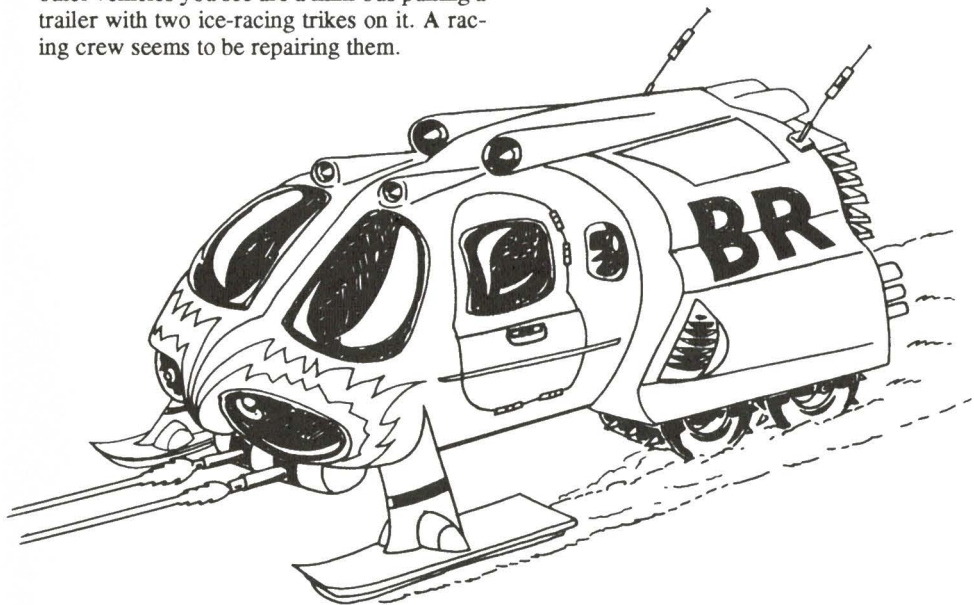
As you climb into your vehicle, the only other vehicles you see are a mini-bus pulling a trailer with two ice-racing trikes on it. A racing crew seems to be repairing them.

For Referees Only

On this morning, the local BLUD chapter in Estes Park, Colorado, has planned an attack on the Pale Horse track. They have a beef with several of the local ADAA ice-racing freaks that tend to thumb their noses at the local Blunder Bluds. "Bull" Harigan, the BLUD leader, has had enough of being called a barbarian and having to run from the locals' armed guncars.

"No more!" Bull roars, "We've taken being leaked on too much now. It's time for action and I have the vehicle to do it! Now here's the plan . . ."

The BLUD's plan is very simple. Since maintaining an ice track is costly in terms of both time and money, Bull figures he can put a damper on their ice racing season by blowing great chunks out of the track and damaging a great many of the facilities at Pale Horse. Their main vehicle is an Artech Stegosaurus mini-bus, with modifications which will serve their purpose. The Stegosaurus will be towing a 25-foot flat-bed trailer with two ice-racing



trikes on it. These Trikes are Alaskan Armed Vehicles Works' new Ice Skippers.

When the BLUD members arrive at the track, they will unload the trikes from the trailer onto the ramp and then the trikes will run interference for the mini-bus as it takes one lap around the track, laying mines and firing rockets at anything it can aim at (including other duellists). It will then exit the track at the ramp, pausing to gather up the two drivers of the small (stolen) Ice-Skippers, and make a run into Estes Park. The BLUD members will leave the trailer behind, exploding it when any chasing duellist gets near.

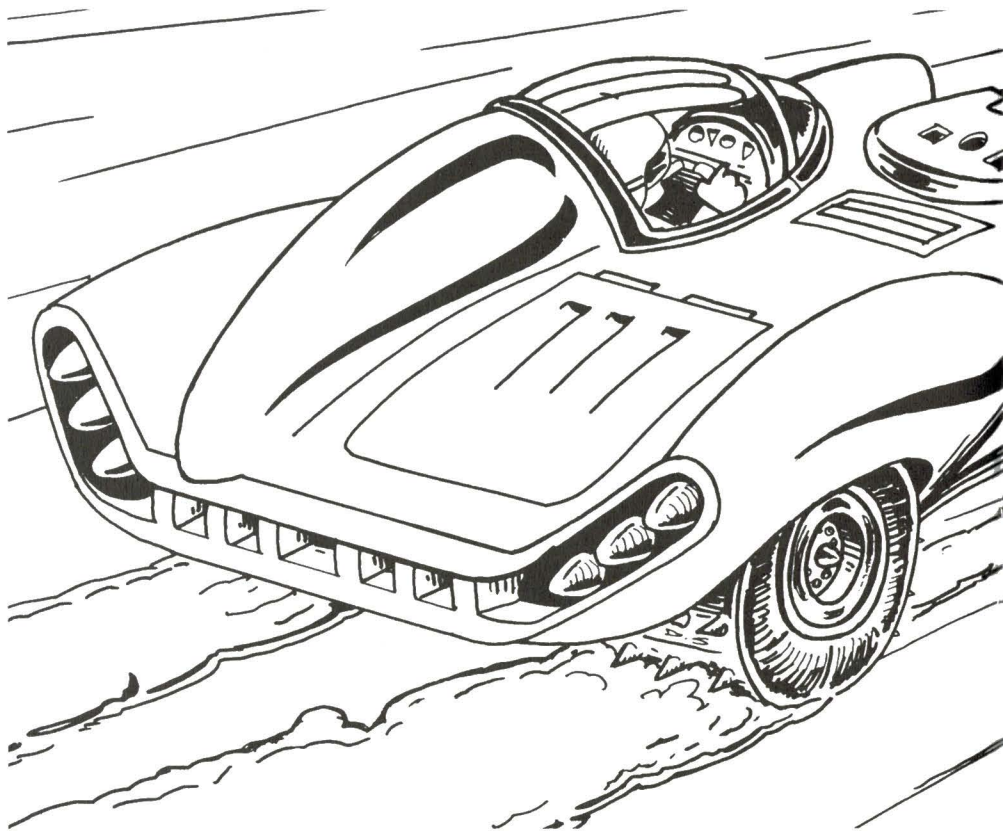
The players must try and stop the destruction of the track. Give the players a couple of laps around the track before sending in the BLUD bus. This will get them used to the idiosyncrasies of ice duelling and racing. This scenario is best played with 6-8 duellists.

The vehicles used by the BLUD members are listed below.

ARTECH 1100 Stegosaurus (Modified): 20-foot Bus, X-Hvy chassis, Regular truck power plant, 10 PR tires, driver, gunner, 4 passengers, 4-space turret w/4 linked laser-guided HRs and targeting laser, 2 3-space HR magazines loaded with laser guided HRs beneath turret, 2 Minedroppers, Assault Ramp, Single Weapon Computer (to HRs), 3 weapons links, Tire chains, X-Hvy explosive hitch Metal Armor: F12, L10, R10, B10, U6, T12. HC 1, 14,180 lbs., \$50,800.

Alaskan Armed Vehicles Works (AAVW) Ice-Skipper: Lt. Trike, Hvy. Suspension, Small Cycle power plant, 2 spiked PR Radials back, Lt. Skate front. 2 MGs (L, R). Armor: F15, L11, R11, B13, U5, T5. Acceleration 10, HC 2, 1,495 lbs., \$9,010.

Haul-All Trailers Model A442: 20' Flatbed, Std. chassis, 4 HD tires, 2 Ramps, Cargo Capacity: 24 spaces, 3,450 lbs. (loaded cargo for this scenario: 2 Ice-skippers), Armor: U10.



BLUD Brothers

Bob: Cyclist 2, Gunner 1; Body Armor, Hvy Pistol.

Billy: Cyclist 1, Gunner 1; Body Armor, LAW.

Bug: Gunner 2, Trucker 1; LAW.

Bull: Driver 2, Handgunner 1, Gunner 1; Body Armor, Anti-vehicular rifle.

Brent: Driver 1, Gunner 0, Handgunner 1; Body Armor, Portable Flamethrower.

Brad: Trucker 1, Driver 1, Gunner 1; Sub-machinegun.

Scenario

Frostbite

It's been a grueling day out on the ice, and all you care to do is strip out of your gear for a nice warm shower, get a six-pack of On Target beer, and enjoy some good company at the Hearthside Lodge. As you start to check your vehicle over before taking it to the garage, you hear a tremendous explosion on the ice and see that Hans Dryhart's Superskate is being attacked from the shore. The smoke

drifts away and Dryhart and his mechanic lie dead on the ice. Off in the distance, you hear a roar of rotor blades echoing off the mountains.

The players have up to \$25,000 to spend on an ice racing vehicle, gasoline-powered if desired, but the cost must also include the price of fuel (see top section) and personal items such as body armor.

For Referees Only

This assault has been an organized hit upon Hans Dryhart by the Telecard Corporation, for failure to pay off gambling debts he incurred playing the gambling network's Blackjack games.

Of course, the players will not know this as the helicopter circles the track and lines itself up for another volley at the Superskate.

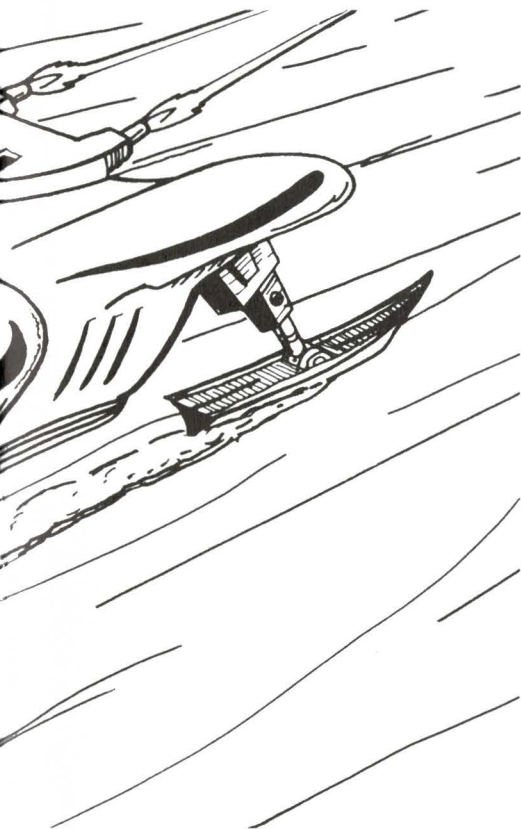
At the beginning of this scenario, the players either (a) are getting ready for a duel on the track or (b) have just finished one. Either way, all the players will be near the Garage area, checking over their vehicles. The Superskate is also there.

It is important to this scenario to let the players believe what they want to believe. Is this a BLUD attack? Are they shooting at us? Just say, "I don't know."

The initial attack from the helicopter comes from the south while the helicopter flies northward. The helicopter will then circle the track to line itself up again. The players may follow it around the track. If the helicopter is attacked by any of the players, it will, of course, defend itself.

The vehicles are described below:

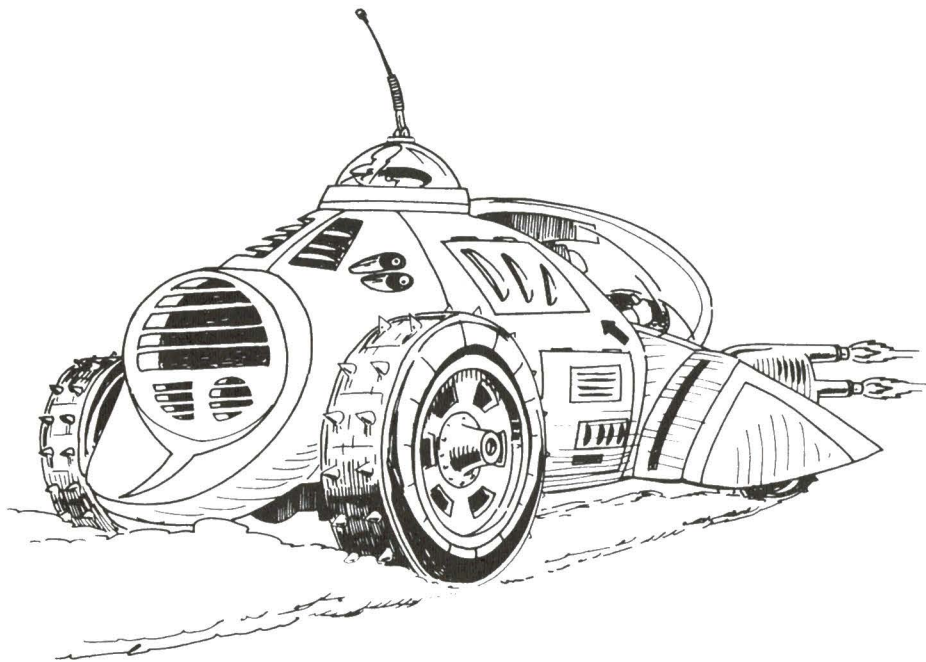
Trim Airship Design's Gryphon 290: Small Helicopter, Standard Helicopter power plant, Pilot, 2-space Universal Turret (U) with



Gauss gun, 2 MMLs (F) linked, 2 linked Rocket EWP's (R, L) with HRs, Hi-Res computer. Armor: F40, R40, L40, B40, T20, U60. Accel. 5, HC 2, 8,050 lbs., \$64,700.

Pilot: Pilot 3, Gunner 2; Improved body armor.

Hans Dryhart's Superskate: X-Hvy Trike, Hvy Suspension, 350 cu. in. gas engine, 15 gal. racing tank, Supercharger, Hvy Skate, 2 spiked PR tires, Driver, 2 Space Turret with Vulcan MG, MML (F), Targeting Computer. Armor: F15, R10, L10, B15, T5, U5. Accel 10, HC 2, 3,430 lbs., \$23,110.



Scenario

The Sixth Annual Gold Cross Iceman Special

This race is an "unlimited" event (which, by AADA rules, has a spending limit of \$100,000) with a grand prize for the survivor of \$120,000 and the Gold Cross Cup for that year. The rules are simple. The first one around the track 15 times or the last moving vehicle wins. Firing at the ice is an automatic disqualification, and gasoline-powered vehicles may not stop to refuel.

This is a 10- to 12-vehicle event, beginning at the starting line. There is no shooting until one lap is made around the track.

Any ground vehicle with fewer than 10 wheels can be used, including modified formulas, sprints, and Can-Ams.

Scenario

End-of-Season All-Out Blow-Out

The season is May and spring is in the air, even high in the Colorado Rockies. With the coming of better weather comes the end of another season at Pale Horse, for the track will soon be melting. It is time for the End-of-Season All-Out Blow-Out.

There are no course markers; the entire field is open to play. The object is to be the last moving survivor on the ice. This race is a Division 25 Ice Race, and as with all races, the spending limit includes fuel and personal items.

The only rule is that the vehicles must be

ground vehicles (no helicopters, grasshoppers or boats). Any dirty trick is allowed, including blowing the ice out from under the other guy's car.

For Referees Only

Since it is the end of the season, the thin spots have spread throughout the track. It is up to the ref to assign a variety of weight limits to the thin patches. A fiendish referee may also want to consider reducing the damage necessary to blow through thin ice, or to turn regular ice to thin.



Montgomery Wins Again

Texan Claims Second Title

by Scott D. Haring

The most successful AADA World Championship tournament yet came to a thrilling conclusion in the early morning hours of July 5, when defending champion Mike Montgomery outmaneuvered a crowded field to claim his second consecutive AADA World Championship. The victory was the culmination of a months-long elimination tournament held across the United States, Free Oil States, Canada, England, and Australia.

At-Large Qualifier

The 1987 At-Large Qualifier was bigger than the inaugural Qualifier held at Los Angeles in '86 in every way. Fifty-nine eligible AADA members showed up that Friday night, beating the old record of 50. Many said they had come to Origins just to participate in the Qualifier and get a shot at the World Championship. Participants included a father-and-son pair, as well as former World Champion Duilio Ramallo. The participants were divided into eight tables, and after designs were checked and an arena chosen, preliminary battles began. Only one survivor from each table would move on to the Qualifier finals.

The At-Large Qualifier began to run into time problems when the last first-round table did not conclude until 1:30 a.m. Defensive play, and three-way situations where each duellist waited for the other two to shoot at each other, prolonged the first round. Finally, eight semi-finalists emerged: James Alan of Olmstead, OH; Matt Holz of North Plainfield, NJ; Kevin Clune of Pleasant Hill, CA; Tsuyoshi Kawahito of Los Angeles, CA; Tim Ray of Austin, TX; Bert Roberts of Annapolis, MD; Jon Walton of Greenville, SC; and John Schilling of Annapolis, MD.

These eight participants sat down around a single table and began slugging it out im-

mediately, set up in an arena where everyone was in decent firing range of each other from the very beginning. As the clock headed toward the really early hours, more defensive play strained the duellists' nerves and the referee's health. Since the last three survivors would get into the next night's championship, most players were content to wait for the other duellists to take the offensive. Some even went as far as to hide in large smoke clouds, trying to discourage attack. But a smoke cloud is no deterrent to a ramplate at 80 mph, and as the dawn began to break over the beautiful Baltimore Inner Harbor, three duellists emerged to qualify for the world championships, now just 13 hours away — Jon Walton, Tim Ray and Tsuyoshi Kawahito.

Finals Line-Up

In addition to the three survivors from the previous night's At-Large Qualifier, 11 more Regional Champions arrived Saturday night for the big event. Only two regions were unrepresented — the Central and Southeast regions. Through an administrative mistake, two North Regionals were held, and both champions were in attendance. The Regional Champions in attendance were:



Atlantic Coast — Pete Hallenberg
California North — Steven Huntsberry
Canada — Alexander Brown
Mid-America — Mike Stonitsch
North — Andy Egan and Tim Basham
Northeast — Ed Tunis III
Northwest — Mark Miller
Overseas — Phil Radley, London, England
Southwest — Joe Rudynski

The number of participants in the final round — 14 — and the natural desire on the part of everyone to not usher in another dawn, resulted in a change in format for the finals. A modified version of the Armadillo Autoduel Arena map was used, and a point system was used. The passageways inside the central building were widened so that a car could travel them more easily, and the pedestrian passageways were blocked so that duellists on foot could not hide in the building. The passages inside the central building were marked with six “Red” checkpoints, and the duelling grounds around the building were marked with 12 “Blue” checkpoints. The blue spots were much easier to cross than the red ones, but the blue ones were worth fewer points.

The rest of the point schedule was set up so that duellists could take a number of different paths to victory. A pure speed-and-handling vehicle could cover a lot of checkpoints, while a heavy-duty killing machine could knock out a lot of opponents. Points were awarded like this:

Each “Red” checkpoint covered — 5 for the first one, increasing by 5 for each subsequent one (so the 2nd is worth 10, the 3rd worth 15, and so on).

Each “Blue” checkpoint covered — 5 for each of the first four, 10 each for the 5th through 8th, and 15 each for the 9th through 12th.

Each vehicular kill — 25.

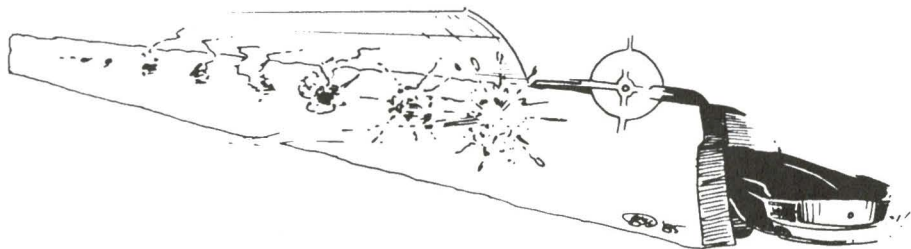
Each occupant of an opposing car killed — 10.
Each fighting pedestrian killed — 10.
Each fleeing pedestrian killed — -50.
Your own vehicle killed — -25.
Your own character killed — -25 each.
Leaving the arena — -25.

Participants lined up at each gate (gates had to be added to accommodate the large number of duellists) and started at 0 mph. No firing was allowed by a particular vehicle until it cleared its starting gate.

After a thrilling ceremony in which the regional champions were honored and awarded their plaques, and after all the participants’ vehicle designs were checked (with a \$30,000 total money limit for vehicle *and* personal equipment), it was finally time to start the fun. The referee announced that the tournament would end at 1:30 a.m. — whatever turn the group was on at that time would be the last one, and then points would be added up.

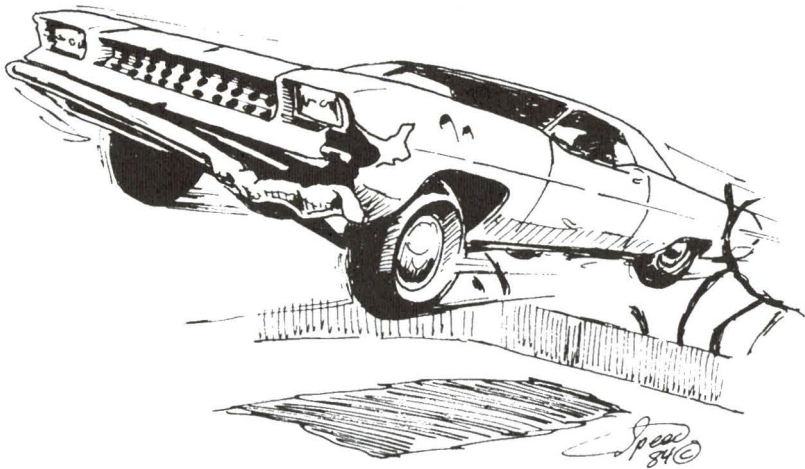
Fast Action

With 14 vehicles crowding the arena, it wasn’t long before the mayhem started. England’s Phil Radley decided to test defending champion Mike Montgomery right away, but came out second-best in a ram attack and became the first duellist eliminated. The early kill gave Montgomery a quick lead, and he never looked back. Through smart use of component armor around his plant and his driver, Montgomery was able to take the best shots of a number of duellists who were gunning for him. Along the way, Montgomery



managed two more kills (no one else got more than one) and pulled away with the title. The final standings:

First: Mike Montgomery, 105 points (3 vehicular kills and 5 blue checkpoints).



Second: Tim Ray, 45 points (1 vehicular kill and 4 blue checkpoints).

Tied for Third: Jon Walton, 40 points (6 blue checkpoints), and Joe Rudynski, 40 points (6 blue checkpoints).

Pete Hallenberg, 35 points (1 vehicular kill, 1 blue checkpoint, 1 red checkpoint).

Alexander Brown, 15 points (3 blue checkpoints).

Mark Miller, 15 points (3 blue checkpoints).

Steven Huntsberry, 5 points (1 red checkpoint).

Tim Basham, 0 points (1 vehicular kill, own vehicle killed).

Andy Egan, -10 points (3 blue checkpoints, own vehicle killed).

Tsuyoshi Kawahito, -15 points (1 blue checkpoint, 1 red checkpoint, own vehicle killed).

Ed Tunis III, -15 points (1 blue checkpoint, 1 red checkpoint, own vehicle killed).

Mike Stonitsch, -20 points (1 blue checkpoint, own vehicle killed).

Phil Radley, -25 points (own vehicle killed).

Winning Designs

One of the things we wanted to do in this report was present the designs of all the finalists in this year's AADA World Championship Tournament. Given the late hour and the hecticness of the finish, unfortunately, some designs were lost. Some participants were also

reluctant to disclose their design secrets to the general autoduelling public. However, we still have a number of the winning designs, and here they are.

Steven Huntsberry was the California North regional champion, and finished in the middle of the pack in the finals. He calls his design (for obvious reasons) the *Loophole Lover*.

Loophole Lover — Mid-sized, X-Hvy chassis, Hvy suspension, Large power plant, 4 metal tires, driver only. 2 linked Spear 1000 MDs (one R, one L) loaded with TDX mines, 6-space cartop carrier with 6 MD magazines (3 for each MD), also with TDX mines. All mines have proximity fuses and radio/contact dual control. 2 metal mini-safes (one F, one B), spoiler, airdam, anti-lock brakes, heavy-duty brakes, heavy-duty shocks, overdrive, 4 tire chains, 6 smoke dischargers, 6 AP grenades. Armor: 4 10-point wheelguards, 4 10-point wheelhubs, 7 stealthcoats (1 point in each location, plus cartop carrier), F2/0 w/ramplate, R6/16, L6/16, B1/0, T1/0, U1/0 (metal/plastic). Accel. 5, top speed 90, HC 2, 5,760 lbs., \$28,562.

Personal equipment — Body armor, rifle w/17 AV shots, 3 normal shots, hand grenade launcher w/5 smoke grenades, extra magazine w/5 smoke grenades, extra magazine w/5 explosive grenades, limpet mine, grenade. \$1,438.

Obviously, there are a few illegalities here, ones I didn't pick up on until looking at this design closely back at the office. The first is

that a Mid-size can only mount a 4-space Car Top Carrier, and the second is that a carrier cannot carry vehicular components (like MD magazines). Also, he carried seven grenade-equivalents of personal equipment. So, no letters telling me this is an illegal design; I know.

Tim Basham was one of the two representatives of the North region, and was one of Montgomery's three victims in the final. His vehicle is called the Survivor.

Survivor — Pickup, X-Hvy chassis, Hvy suspension, Super power plant, 6 PR tires, driver only. Rocket launcher in turret w/extra magazine, all shots incendiary, targeting laser in turret, laser guidance link for first 19 rockets, Paint spray back, 6 smoke dischargers (2L, 2R, F, T), Fiber optic web connected to smoke dischargers and paint spray, spoiler, airdam, targeting computer. Armor: 2 1-point wheelguards on the back wheels, 2 10-point wheelhubs on the front, 10 points component armor around the driver, F65, R51, L51, B61, T40, U10. Accel. 5, top speed 100, HC 2, 7,796 lbs., \$27,886.

Personal equipment — Body armor, Fireproof suit, portable fire extinguisher, 3 limpet beacons. \$1,650.

Tsuyoshi Kawahito (we all called him T.K.) performed well in the At-Large Quali-

fier, but was killed by Pete Hallenberg in the final. He did not name his design.

T.K.'s car — Luxury, X-hvy chassis, Hvy suspension, Active suspension, 350 cu. in. IC engine, carburetor, turbocharger, 4 solid tires, driver only. 2 linked MDs (one each L, R), each with extra magazine, HDOJ w/ extra magazine B linked to MDs, 1-gallon duelling tank, spoiler, airdam, HD shock absorbers. Armor: 4 6-point wheelhubs, 4 10-point wheelguards, F10/10 w/ramplate, R7/12, L7/12, B6/10, T0/5, U0/6 (metal/plastic). Accel. 10 (15 @ 40 mph+), top speed 80, HC 3, 6,597 lbs., \$29,025.

Personal equipment — Body armor, rifle w/AV ammo. \$670.

Jon Walton was another At-Large Qualifier who did well. He concentrated on covering checkpoints, and finished tied for third. He calls his design the Gay Deceiver.

Gay Deceiver — Formula One, Large power plant, 4 solid tires, driver only. VMG in turret with HD ammo, Ice dropper back, Oil jet back, Smokescreen w/ extra magazine back loaded with tear gas, spoiler, airdam, Anti-lock brakes, Heavy-duty shocks, links for all possible combinations of rear weapons, single weapon computer for VMG, 10 smoke dischargers. Armor: 4 10-point wheelhubs, F7/16, R7/16, L7/16, B7/16, T7/16, U0/5 (laser-reflective metal/fireproof plastic). Accel. 5, Top speed 100, HC 5, 5,995 lbs., \$29,108.

Personal equipment — Body armor, rifle w/AV ammo, portable fire extinguisher. \$820.

Alexander Brown came all the way from Canada with the only design to utilize a trailer, and finished in a tie for sixth. His design is also unnamed.

Mad Al Loud's car — Luxury, X-Hvy chassis, Hvy suspension, 4 solid tires, Medium power plant, driver only. 2 linked RLs front, with incendiary ammo. 2 linked corner-mounted PSs (one FL, one FR), extra link connecting PSs to RLs, Heavy-duty shocks, Heavy-duty transmission, No-paint windshield, Single weapon computer for RLs, 6 smoke dischargers, Light explosive hitch. Armor: 10 points component armor each around linked RLs, power plant and driver, 2 3-point fireproof wheel hubs on front, 2 2-point fireproof wheel hubs on back, 2 10-point fireproof wheelguards back, 2 8-point metal/2-point fireproof plastic wheelguards front,



F7/40, R0/41, L0/41, B0/28, T0/2, U0/2 (metal/fireproof plastic). Accel. 2.5 (5 @ 25 mph+), Top speed 100, HC 2, 6,600 lbs., \$22,805.

Trailer — 6' Van trailer, Light chassis, 2 PR tires, gunner. Flame cloud ejector back, 2 SS (one each R, L), 3 links to fire any pair of the three weapons, No-paint windshield. Armor: 10-point component armor for gunner and each weapon, 2 10-point wheelguards, F0, R1, L6, B6, T0, U1. 1,798 lbs., \$4,910.

Personal equipment — Body armor for driver and gunner, portable grenade launcher w/paint grenades for gunner, scoped rifle w/10 shots AV ammo for gunner, 2 smoke grenades for gunner. \$1,710.

Ed Tunis III represented the Northeast region with an interesting design that unfortunately ran across Mike Montgomery's path. Tunis calls it the Jersey Devil.

Jersey Devil — Indy car, X-Hvy chassis, Super power plant, 4 PR tires, driver only. 3 linked MMLs front, each with extra magazine loaded with AP rockets and a magazine switch, Single weapon computer for MMLs. Armor: F23/0, 23/0, L23/0, B23/0, T0/1, U0/4 (laser-reflective metal/plastic). Accel. 5, Top speed 100, HC 5, 7,195 lbs., \$27,776.

Personal equipment — Body armor, rifle w/AV ammo, Laser VLAW, 2 smoke grenades. \$2,210.

Next Year

Obviously, we're hoping for an even bigger and better AADA World Championship at Origins 88 in Milwaukee, WI. Check the "AADA News" elsewhere in this issue for some changes in the Club and Regional tournament structure for next year.

For the World Championships themselves, we may go to a three-night format, where the first round of the At-Large Qualifier is held on Thursday night, the Qualifier finals on Friday night, and the Championships on Saturday night. This would keep the At-Large from running until 6 a.m., but many players don't get to Origins before Friday, and I would hate to leave them out.

We'd also like to find a way to check vehicle designs before the night of the finals. David Ladyman and I checked as quickly as we can (and we still let a few mistakes get by), and the finals still started later than I had hoped. I'm open to suggestion on how to solve these problems. There's still a lot of time before next August, so there's no hurry, but I would like everyone who's interested to start thinking things over now, and send suggestions in. I want the tournament to be as popular as possible, and for that to happen, it has to be set up the way you like it.

I also want to take a line or two to extend special thanks to David Ladyman for volunteering to help out my late-night refereeing. I'd have gone totally crazy without his help. And congratulations to all the players — under great pressure and trying circumstances, they showed (for the most part) good gamesmanship and a spirit of fair play that made the tournament smooth, competitive — and yes — fun.



UNCLE ALBERT'S 2038 CALENDAR



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Uncle Albert's 2038 Calendar (historically correct for 1988) is available from fine retail outlets everywhere. You can also order by mail — send \$5.50 (Texas residents please add 44c sales tax) to:

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ADQ Classified

FOR SALE: *ADQs* 2/1 TO 5/1. MAPS and rules from pocket-box *Car Wars*, *Sunday Drivers*, and *Truck Stop*. Expansion Sets 1, 6 and 9 plus a *Car Wars* Reference Screen and *AADA Vehicle Guide*. All in good (or better) condition and sold as a set for best offer over \$75. Please contact Peter Darley at 19321 Linden Ave. N., Seattle, WA 98133.

LOOKING FOR A FEW DUELLISTS IN the Sterling Heights, Michigan area to form a chapter. Send references to Jason Ash, 42266 MacRae, Sterling Heights, MI 48078.

NEBRASKA . . . LAND OF DANGER and of great rewards. The Lincoln Avengers are looking for a few good people to join their ranks. Do you have what it takes? Contact Timothy D. Jacques, 7222 Selleck, 600 N. 5th, Lincoln, NE 68508.

ATTENTION ALL LONE, ROGUE duellists: The "Aardvark" wants pen pals from anywhere and wants a few good duellists in the Oklahoma City area to start a chapter. Please write Shane "Aardvark" Smith, 5944 N.W. 40, Apt. 105, Oklahoma City, OK 73122.

LEADA IS DEDICATED TO SPREADING autoduellings throughout the UK. We'd like you to accept this friendly challenge: If you can put up a team of five duellists, we'll match your team and come to you for an historic duel of your team's devise. This offer applies to mainland Britain only. Contact Phil Radley, 12 Wordsworth Close, Romford, Essex, RM3 7PD, England.

DUELLIST AND COMPUTER ENTHUSIAST wishes to correspond with anyone interested in sharing *Car Wars* ideas, or any owner of a C-64. Please write Fletcher Erickson, 4926 Leighton, Lincoln, NE 68504.

NEW DESIGNS? I'M STARTING A database of *Car Wars* vehicles. Send your designs to me and I'll send back to you an equivalent number of any type of vehicle. Note: Please send on design sheets for checking. Contact Steve Wyatt, 60 St. Andrews Road, Shoeburyness, Essex, SS3 9JJ, England.

WANTED: DUELLISTS TO FORM A club or participate in some duelling on the weekends in the Charlotte, NC area. Please contact Michael Black, Rt. 1, Box 58, Gold Hill, NC 28071.

WANTED: MEAN, UGLY, NASTY AND rude duellists in the Kent/Renton area to form a chapter of the great AADA. Please send your name, address, phone number, and a pint of blood to Dave Gregory, 19026 140th Ave. SE, Renton, WA, 98058.

MINIATURES! COMPLETE SET OF Grenadier *Car Wars* lead miniatures for sale or trade. Several of each car type, including pickups and vans, plus cycles, trikes, assorted wrecks, turrets, even a truck with 2 interchangeable trailers! All to *Car Wars* scale, over 40 pieces in all. All figures are in mint condition and unpainted. I'd like to trade for *ADQs* 1/1 through 4/1, and will accept offers for these before considering cash or other transactions. Contact Dan "Facetious" Duvall, 29629 Schwartz Dr., Westlake, OH 44145.

THE CLEVELAND LEAGUE OF DUELLISTS now has a full roster, but we challenge other local duellists to form a rival club. Dan Duvall, President.

WILL KEN WHEELER PLEASE WRITE to Jason Geider, 46 Bedford Avenue, Mastic, NY 11950? Sorry I didn't write back, Ken, but I'll tell you why if you write to me (I don't have your address!).

WANTED: MIKE TRUETT, ROBERT McNamee, David Scott, Tom Berrigan, Tim Jacques and a Brad (from 2870 N. LaCienega, Tucson, AZ 85715). If the above duellists are still interested in correspondence with Rick Heney, please write soon. This is necessary because my base was attacked and most of my files were lost to a disastrous fire. All I have left is a few names that I know I had active

communication with. Please send your full name and address so I can redo my files. Also, inform me of your current situation and anything else you deem important. Contact Rick Heney, 1307 Cold Harbor Ct., Herndon, VA 22070.

DUELLIST LOOKING TO JOIN AADA club or chapter in Southern California area. Must not like the Nomads (I was wasted by one at Games '87 in Pasadena). Also looking for a pen pal. Please contact Jim Kelly, 3018 Piedmont Ave., LaCrescenta, CA 91214.

WANTED: ENGLISH OR AUSTRALIAN pen pal to exchange ideas for car design and duelling. Write to Heath Smith, 641 S. Spruce, Wichita, KS 67211.

A MAN WITHOUT AN AADA CHAPTER. Are there any AADA chapters in Wichita, KS? If so, please write to Heath Smith, 641 S. Spruce, Wichita, KS 67211.

SAN ANTONIO AREA DUELLISTS wanted to form an AADA chapter. We are now forming one at the Toss of the Die Club by the Builders Square at Marbach. For more information, please contact Shawn McHorse, 6310 Dove Hill, San Antonio, TX 78238.

DESPERATELY NEED ADQ 1/1, 1/2, 1/3. Will pay any reasonable price. Please contact David Harborne, 48 McAdam Ave., Winnipeg, Manitoba, Canada, R2W OAI.

WANTED: DESIGNS FOR CAR WARS! Send SASE with your designs to Casey Chester, 16734 E. Campbell, Gilbert, AZ 85234. I will send back to you as many as you send me. Also looking for a pen pal.

HELP! THE BOULDER CITIZENS' Militia's roster is at an all-time low, and the gangs are threatening to move in and take control of our city. We're doing what we can, but we're desperate for more members. Contact Major Ian Healy at the Recruiting Offices at 1015 Pine Street, Boulder, CO, 80302. Sign up today and protect your city!

ATTENTION: FORMER MEMBERS OF Death on Wheels and other Nutley area duellists. I am trying to re-form this club. Please contact Peter Dell'Orto, 9 Brian Lane, Nutley, NJ 07110.

HEY! IS THERE ANYBODY STILL in the Winnipeg area that wants to form a chapter? If so, contact Jason Tuam, 68 Yale Ave., Winnipeg, Manitoba, Canada, R3M-0L6.

WANTED: DUELLISTS THAT LIVE IN Hayward, CA to form an AADA Chapter. Contact Christ Katsuda, 27997 High Country Dr., Hayward, CA 94542.

SOS! I AM LOOKING FOR A PEN PAL interested in *Car Wars* and other roleplaying games. Also, all duellists in Singapore are welcome to become members of the unofficial "Auntie Jallie Club"! Write to Kenneth Yap, 74 Grove Drive, Singapore 1027, Republic of Singapore.

N.Y.C. AREA DUELLIST (BRONX County based) wants to hear from other duellists from the Big Apple. Would like to form a club. Please contact N. David Aiken, G.P.O. Box 952, Bronx, NY 10451-0952.

WANTED: DUELLISTS TO FORM chapter in Central Southern England from Bristol to West London and Oxford to Southampton. Also looking for opponents in the same area. Contact Chris Lloyd, "Rivermaid," West Shefford, Berkshire, RG16 7EA, England.

FOR BARTER ONLY: MEMBERSHIP IN Pedal Stompers, Inc. — the Cook County autoduellung chapter. Forming soon. Write to Ray Algol, 8550 Ferris, Morton Grove, IL 60053.

INTREPID DUELLIST DESPERATELY seeking ADQs 1 and 2. I will pay *almost* any price to get my hands on these issues. Please contact Todd Treadway at 2345 S. Ode St., Arlington, VA 22202.

ATTENTION: STREET SQUIRRELS, racers, and road warriors in the Livermore, Dublin, Pleasanton area of California. I would like to organize a chapter in this area. If interested, contact Mike "Nimelian" Brown, 676 Catalina Dr., Livermore, CA 94550.

LOOKING FOR DUELLISTS AND A meeting place in Middlesex, U.K. Also wanted: U.S. pen pal (duellists, please). Contact Timothy Garza, 20 Hale End Close, Ruislip, Middlesex, HA4 8EQ, England.

ATTENTION FELLOW DUELLISTS: I am looking for back issues of *ADQs* 1 and 2. Contact me if you have any of these issues. Chris Merritt, 1982 Columbine Court, Golden, CO 80401.

ATTENTION: DUELLISTS IN THE Baltimore area! An AADA-sanctioned club is looking for you! The Baltimore League of the AutoDuelling Elite (BLADE) meets on the first and third Sundays of each month in the Baltimore area. We play all Steve Jackson Games products. Contact Joseph Lightman, 6131 Car-diff, Baltimore, MD 21224.

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WANTED: MAILER COVERS FROM *ADQ* 2/4, 3/1 and 5/2; *ADQ* 1/1 first edition (will take 2nd edition); *Car Wars* miniatures; and *Car Wars* articles from sources other than *ADQ* (*Space Gamer* 50, 51, 55(?), 58, 69; *VIP of Gaming* 2; and *Dragon* 117) — reprints are fine. Also wanted: unassembled model parts to build *Car Wars* vehicles (can only pay postage; write first). Russ Perry, Jr., 5970 Scott St., Omro, WI 54963.

CALLING ALL DUELLISTS IN MIDDLETON, Wisconsin to form an AADA Chapter. Ages 12-15 preferred, but not required. Also seeking *ADQ* 1/1-2/4 in mint condition. Contact Bo Bracey, 1607 Elderwood Circle, Middleton, WI 53562.

WANTED: DUELLISTS IN GLENDALE/Burbank area to form AADA chapter. Any age, sex or experience, but prefer duellists 14-21 years. Contact Jeff Smith, 1310 Linden Ave., Glendale, CA 91201.

WANTED: DUELLISTS TO FORM AN AADA Chapter in southwestern Connecticut. Contact Robert Scheef, 111 Highfield Rd., Wilton, CT, 06897. Duellists should be, or be willing to become, AADA members.

WANTED: 3, 4 OR MORE PERSONS specializing in the art of "vehicular punishment" to help us form the first San Francisco chapter of AADA. High school age or older preferred. With your help, the world championship trophy will rest in (guarded) magnificence in the city where it belongs! Please contact "Gearjammer," 266 Brighton Rd., Pacifica, CA 94044.

EXPERIENCED SOUTH FLORIDA duellists: step forward! Anyone in the Hollywood, Ft. Lauderdale area welcomed. Please contact Aaron Sorin, 2009 N. Park Rd., Hollywood, FL 33021.

THE LINCOLN AVENGERS ARE looking for a few good men (and women) to form a new AADA chapter in Lincoln, Nebraska. Are you tired of the *D&D* "rat race," want something new? The Avengers have what you're looking for! Interested? Contact Tim Jacques, 7222 Selleck, 600 N. 15th, Lincoln, NE 68508.

I'M A HUMBLE HISTORIAN WHO wishes to know the various histories of the AADA chapters and the history from groups in Canada and Europe. I'm quite knowledgeable in certain historic fields that chapters might be interested in. Are you interested in exchanging information? Contact Tim Jacques, 7222 Selleck, 600 N. 15th, Lincoln, NE 68508.

DUELLISTS WANTED IN TAMPA area! Contact Jesse Norton at 3604 Ridge Ave., Tampa, FL 33603.

NEED INFORMATION ON HOW TO become an AADA chapter. Also looking for other autoduellists. Can possibly enter regionals. Contact Joe at 5977 N. Kent Ave., Milwaukee, WI 53217.

DUELLIST IN GREEN BAY AREA looking for adventure and excitement. Write Todd Anderson, 1301 Crooks, Apt. A, Green Bay, WI 54301.

MAJESTIC MOTORS WILL DESIGN vehicles for you at no cost. Specify the purpose, cost, size, and special equipment you prefer for your car, and we will send you a top vehicle on an easy-to-read record sheet. Return time will be two weeks or less. (Not responsible for loss in mail system.) Will redesign vehicle if not satisfied. Contact Wiley "The Coyote" Cox, 182 St. Paul St., Brookline, MA 02146.

WANTED: BACK ISSUES OF *ADQ* 1/1 through 2/4 in near mint condition. Will pay top dollar. Contact Michael A. Watson at 412 Drake Ave., Upland, CA 91786.

PLEASE SEND ME YOUR NEW VEHICLE, weapons and accessory designs. Send SASE and I will send you as much as I can stuff into the envelope. Please keep them legal. Contact Patrick A. Green, 4756 W. Curtice Rd., Maso, MI 48854.

WANTED: DUELLISTS IN THE OLYMPIA, Lacey, Tumwater area. We want to flesh out the Overdrive Circuit. No experience necessary. Contact Scott Smith at 3743 Goldcrest Hts., Olympia, WA 98502.

WANTED: DUELLISTS IN NORTHERN Michigan, Big Rapids area. Pen pals also welcome. Also, will pay cash for *ADQ* 1/1-2/1, 2/3, 3/2-3/4. Contact Justin Chapman, 18074 Lake Drive, MI 49307.

WANTED: COMPETENT DUELLISTS or "new blood" in Canby, Oregon area who wish to learn. Also, does anyone know Alan Peters' new address? Please contact Jeff Shaw, 3330 N. Holly, Canby, OR 97013.

LOOKING FOR *SERIOUS* DUELLISTS in the Stamford, Connecticut area to form a club. Need people to help improve my/their duelling skills. Days/nights negotiable. All welcome. Please contact Baby Pink, 47 Ledgebrook Rd., Stamford, CT 06903.

FOR SALE: MINT CONDITION *ADQ* 2/4 through 5/2, *Best of ADQ*, *Deluxe Car Wars*, *Dueltrack*, both *Uncle Albert Catalogs*, *AADA Vehicle Guide*, *Combat Showcase*, Expansion Sets 3-10, *Deluxe Road Sections 1-3*, *Convoy*, Modules: *Turbofire*, *Hell on Wheels*, *Ultraforce*, *Street Fighter*

and *The Gauntlet*. Sold only as set. Best offer over \$150 takes all. Eugene Dempsey, 932 Robert St., Edgerton, WI 53534.

ANY TYPE OF VEHICLE DESIGNED absolutely free. For more information, write to Scott Marthers, President, Marthers Machinery, Inc., 25 Faulkner Dr., Quaker Hill, CT 06375.

FOR SALE: POCKET BOX EDITIONS of the original *Car Wars* and *Truck Stop*. All parts included, nothing missing. Items go to the highest bidder. Please bid separately on each item. They are not being sold as a set. Send bids to Jason Mann, 1336 Winona Ave., Morgantown, WV 26505.

CALLING ALL DUELLISTS IN THE ST. Petersburg/Clearwater area. Looking for a serious *Car Wars*/Autoduel Club? We already have a sponsor! High school age and above, please. Contact James or Bill at 1232 3rd St. N., Apt. 1, St. Petersburg, FL 33701.

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I FLY THE ITALIAN TRI-COLOR AND I'm looking for a good fight! I am a mature 16-year-old and I'm very interested in campaigning or duelling. I would also like to join or help form an AADA chapter. Pen Pals welcome. It seems I am the only duellist in my area and the cycle gangs are growing. Help! Please contact Ronnie Ruggiero, "The Italian," 8937 Lake Elsinore Court, Elk Grove, CA 95624.

Mr. Fixit

Patching Some Holes

by Scott D. Haring

The time has come to correct some of the more blatant rules abuses currently in vogue out in the autoduellling world. I saw a couple of these at the AADA World Championship tournament; others were brought to my attention through letters. But they all need fixing.

How does a job for Mr. Fixit differ from a plain old "Oops"? The "Oops Page" was designed to correct typographical errors and silly little mistakes. The things we're going to discuss below were not mistakes — at least not originally. No, we meant every word. But after the tens of thousands of *Car Wars* players across the world got through with them, problems, loopholes and downright abuses were discovered and duly reported. Now, I've got to try and fix them. These rules are official.

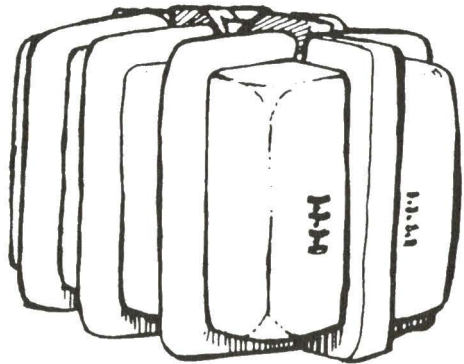
Mini-Safes

These were originally designed as a role-playing gadget, useful for people who actually cared about cargo and fulfilling difficult missions and things like that. But it didn't take long for it to find its way into the hands (and cargo spaces) of the rules lawyers, who quickly discovered that when placed in cargo space — preferably empty — it was cheaper and lighter than armor.

This won't do. I could lecture about having fun with the game, and not taking advantage of loopholes that are obviously against the spirit of the game, but it's apparent that many of you *like* loopholes. So we'll try and close this one:

First, reduce the armor value of both sizes of Mini-Safes to 35 *total*, not 35 a side. Consider this armor universal. It doesn't matter where the safe is hit, the damage is taken out of the 35 total. And no Cargo Safe of any size may use metal armor.

What's more, when a Mini-Safe is put in cargo space (or any other kind of space, for that matter) and would normally take damage, instead roll one die. On a 6, the Mini-Safe is hit



and takes damage normally. On any other roll, the safe is bypassed and the next component takes damage. If there is more than one safe, roll separately for each. (This rule should also apply to the slimy tactic of loading cargo areas with spare tires and other cargoes and components for their damage-absorption value.)

Gas Tanks

In the current *Dueltrack* rules, gas tanks are treated like buildings — a single attack that does less than the tank's DP has no effect. And even after the tank is breached, it continues to have full DP. This won't do.

Instead, use the following rule. The four grades of gas tanks still have the DP listed, but now treat the tanks like any other vehicular component. When a tank with 8 DP (for example) takes 5 points of damage, it has 3 DP left. After the tank is breached, determine the amount of gasoline lost in the usual way. If the tank has lost all its gas, it is destroyed. If it still is holding fuel, it has half the original tank's DP. If the breached tank takes damage in excess of its (new) DP again, it is automatically destroyed and all gas is lost.

Speed Modifiers

The current rules in *Deluxe Car Wars* for a targeting modifier based on the speed of the target is based solely on that speed, and no other factors. It has been pointed out more than once that in certain situations, the system is not very realistic. I agree, but I was afraid that a more realistic system would be too complicated. Instead, a paragraph about referees using their best judgment followed the listing of speed modifiers. As I discovered at the World Championships, "best judgment" is often not good enough to keep everybody happy. So let's try this:

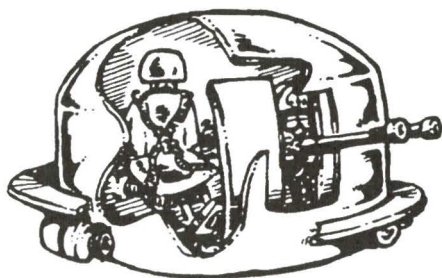
This new targeting modifier system depends on four things: the target's speed, the firer's speed, the position of the target in the firer's arcs of fire, and the position of the firer in the target's arcs of fire.

To determine the proper speed modifier, refer to the chart below. Cross-index the target's position across the top with the firer's position down the side to find the modifier to the target's speed. Then simply get the appropriate modifier (from the original system) based on this *new* speed. Since no situation *increases* the target's speed for purposes of the speed modifier, don't bother with the table if the target is moving 30 mph or less.

When there is doubt about which arc of fire a vehicle is in, the firer gets his choice. Also, for purposes of this rule only, trikes do not include their front arc in their side arcs, and oversized vehicles have only one arc of fire per side. This system is still not mathematically precise, but it is more accurate than the old one, and still easy to use.

Turrets

In a recent *ADQ* article, "The Truth About Turrets," we published a table listing exactly what sizes and types of turrets and other exter-



nal goodies could be mounted on what sizes of vehicles. Perceptive readers noted that compact cars appeared under the "one-space turrets only" column and asked, "Is this a mistake? Or a change?"

It was intended as a rules change, and the rule reads that way (if you look carefully) in the 2nd edition of the *Deluxe Car Wars* rulebook. The reasoning is as follows. Every other vehicle type — trikes, car trailers, helicopters, etc. — has an orderly, logical progression of allowed turret sizes. The smallest vehicle size cannot mount any turret, then there is a size that can mount one-space only, then larger sizes that can mount up to two-spacers, and so on.

The only exception was cars. It seemed illogical to me that subcompacts not be allowed to mount any size turret (except the zero-space, of course), and the next size up car be allowed a two-spacer. And with the new sedan vehicle size (coming soon in *The AADA Vehicle Guide, Volume Two*) due, design options should not be reduced too severely.

Firer is in Target's	Target is in Firer's		
	F	B	S
F	1/2 Target Speed	1/2 (T Speed — F Speed)	1/2 Target Speed
B	1/2 (T Speed — F Speed)	1/2 Target Speed	1/2 Target Speed
S	Target Speed	Target Speed	T Speed — F Speed

But, the critics argue, lots of already-published designs in *The AADA Vehicle Guide*, *Combat Showcase* and *ADQ* become illegal. Well, that's true. And I don't know any way around it. The mail I've gotten in support of the rule is of the general opinion that it's too bad about the designs that have to be scrapped, but the rule makes sense. The mail in protest doesn't say anything about whether it's a good rule or a bad rule, just that it makes some designs obsolete (four in the *Vehicle Guide*, two in *Combat Showcase*.) So, for the record, while everybody is listening — Compact cars may mount only 1-space turrets. Already-published vehicle designs in violation of this rule will be changed as soon as those products are reprinted.

Limpet Beacons

At the AADA World Championships, somebody tried to put a half-dozen or so limpet beacons in a car-top carrier, hoping that if anyone fired laser- or radar-guided weapons at him, the beacons would draw them to the car-top carrier, blowing it to smithereens and leaving his car untouched. It doesn't work that way.

A limpet beacon attracts laser- and radar-guided weapons to the vehicle it is in or attached to. The set-up described above would only have served to make his vehicle more susceptible to the missiles! If the beacons had been in a separate vehicle — a car trailer, for example — the ruse would have worked.

Etc., Etc.

Links. Some of the difficulties we've been having in checking vehicle designs stems from the way links are counted. As far as I'm concerned, one link is required for every desired firing combination, and that's it. It is not

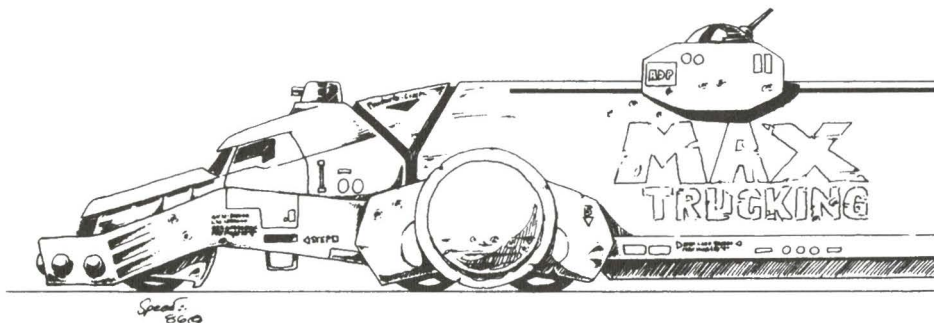
necessary to build "pyramids" of links, with each link only connecting two items.

For example, imagine a van with six heavy rockets front, which we will call A through F. One way to interpret the link rule is to say that if you want to fire all six rockets at once, you'd need a minimum of five links (link A to B; link C to D; link E to F; link A-B to C-D; and link A-B-C-D to E-F). That's not the way it should be. If the only odd firing combination you want is to fire all six, that should take only one link (firing each individual weapon is always possible). Now, if you want more firing combinations, like A-B, A-C-F, B-C-D-E-F, or whatever, each one of those will take another link.

Links to turrets. Many vehicles in *Combat Showcase* feature vehicles that have front-firing weapons linked to similar weapons in the turret. Many, many folks have written claiming this is illegal. Well, almost.

In the sense that the driver wants to aim and fire the two weapons together, it is illegal. However, remember that any two weapons can be linked under any circumstances as long as one fires on automatic. So in the vehicles in *Combat Showcase*, one of the weapons (usually the turreted one) is aimed, while the other just goes off, using the automatic fire rules. This seems to me to be a colossal waste of ammunition, but it's only \$50, and no one *has* to use a link — it's just an option available for special circumstances.

I hope this wraps up some of the more pressing questions out there. I hope this is the last time this is necessary, but I'm not holding my breath. The simple truth is that two or three staff members here at SJG — even well-trained, hard-working staff members — are no match for tens of thousands of players searching for that next loophole. Stuff's bound to get through. Thanks for helping us catch it.



AADA News

Welcome to another edition of "AADA News." There's a lot of stuff to squeeze into this issue, so the latest update on new clubs and such will have to be skipped. Next issue will feature the complete roster, organized by regions. If your charter is about to expire, be sure to rejoin now, so you can be listed in the directory.

Following the suggestion of an anonymous duellist (see the letter in this issue's "Backfire" column), we're going to start an ongoing *Car Wars* tournament for the AADA chapters. The current World Championships are for individual duellists, but this will be a team event. The inaugural season, the 2037-38 duelling year, runs from now until June 30, 1988.

The rules are very straightforward. Teams should be of an equal number of players, with a minimum of three per side. Duels can take place anywhere, at any time — in game stores, at members' homes, at conventions, or anywhere else. "Official" *Car Wars* rules will be in effect. The exact parameters of the event are to be mutually agreed on, but we recommend using pre-published arena maps and simple cost limitations — say, Div. 20 or so. Two clubs could establish a "home-and-home" series, where each club would take a turn being the "home team" and designating the format to be used. Variants, rules changes, and rules exclusions are OK, as long as both sides agree on them beforehand. No gas engines or metal armor, for example, could be an agreed-upon ground rule, as could no lasers, or motorcycles only, or any number of other ideas.

At the conclusion of the duel, the winning team is responsible for preparing a report of the duel results. The report can simply name the winner, or go into great detail — it's up to you. The president of both clubs must sign the report. Please send in reports in a timely manner. A club can hold duels as often as they can drum up competition, but a group can fight any other given club only once every month.

This will encourage clubs to seek out new competition. Calendar months will be used — if two clubs meet sometime in March (anytime from the 1st to the 31st), they cannot fight again until April (again, any date from the 1st to the 30th). If the clubs fight in March and do not get together in April, they cannot fight twice in May — no "saving up" months.

Standings, as well as reports of the most interesting action, will appear in this "AADA News" column. The "AADA Newsletter," which goes out to chapters slightly more frequently than ADQ, will also have standings updates. The 2037-38 season ends June 30th, 1988. Duels must be held on or before that date to count in the standings, and the reports must be in the SJ Games offices by July 20th, 1988 — late reports will not be counted, and we cannot be responsible for reports lost in the mail. The club with the most victories will win a plaque or trophy, as well as a one-year charter renewal. Losses don't count, except as a missed opportunity against a club you cannot fight again until next month. So the more you duel, the better chance you have of winning!

If there are any questions or loopholes in these rules (and if there are, I'm sure you'll find them . . .), please send your questions and comments in right away. If any adjustments or additions to the rules need to be made, they will appear in the next issue of "AADA News" — along with the first set of standings. Good luck!

The Winners

Here is the up-to-the-minute list of winners from the 2036-37 AADA World Championship Tournament. If a club listed as "No report" actually has reported their champion, please send it in again, as I must have lost it.

Atlantic Coast — **BLADE**: Rob Owens; **CARS**: No report; **Lex Talionis**: Pete Hallenberg; **New River Autoduellists**: No report; **WRECKS**: Patrick Ladd. **Regional Champion**: Pete Hallenberg.

California North — **ASPHALT**: No report; **C.I.B.**: Brian Kelly; **CRASH**: David Crowe; **Marin Marauders**: Steven Huntsberry; **NorCal Transit Authority**: No report; **PARADOX**: Clive Henrick; **WAVE**: No report. **Regional Champion**: Steven Huntsberry.

Canada — **Canadian Autoduelling Association**: Alexander Brown. **Regional Champion**: Alexander Brown.

Central — CARS: No report; MADD: No report; NOVA: Jim Martin. Regional Champion: Jim Martin.

Mid-America — CLOD: Jim Alan; DADD: Mike Pritchard; DOOM: Mike Stonitsch; IBAD: No report; Land of Lincoln Autoduel Association: Russell McKinney. Regional Champion: Mike Stonitsch.

North — Iron Rangers: Chris Yue; Madison Autoduelling Association: Andy Egan; MAULERS: No report; Motorcity Warriors: Tim Basham. Regional Co-Champions: Andy Egan and Tim Basham.



Northeast — Driving Tigers/Road Wolves: Christopher Burke; Four Horsemen of the Apocalypse Autoduel Association: Steve Peters; Lexington Death Raiders: John Duncan; ROAD: No report; SADD: Val Casotta; JADE: Ed Tunis III. Regional Champion: Ed Tunis III.

Northwest — CLAW: No report; Northwestern Autoduellists: Mark Miller; WATO: Nathan Wells. Regional Champion: Mark Miller.

Overseas — Royal Autoduelling Association of Great Britain: Mike Wyvill; Aussie Impact: Andrew Buttery; London, England, Autoduelling Association: Phil Radley; Royal Autoduelling Association of Australia: No

report. All winners were eligible for the World Championships, so there is no Regional Champion. Only Phil Radley attended.

Southeast — DAGR: No report; MAAD: No report. Regional Champion: No report.

Southwest — Agoura-Westlake Autoduelling Association: No report; Carmel Autoduelling Association: Curt Graham; CARDS: Scott Bailey; NOMADS: Joe Rudynski; SANDTRAP: No report. Regional Champion: Joe Rudynski.

Texas — DEATH: Fred Stovall; River City Autoduel Association: Mike Montgomery; Smith County Avengers: No report; Houston Free Oilers: Jeff Ferris. Regional Champion: Mike Montgomery.

Congratulations to all the winners across the globe, and thanks for making this year's tournament the best ever.

Tourney Guidelines

For the most part, this year's Club and Regional Championships went very well. However, there were a few problems that need to be addressed to make sure next year's event is even better. Please follow these guidelines on both the Club and Regional level:

No roleplaying events. **Car Wars** has a number of strong roleplaying elements, but all AADA events should be straight arena events.

Use standard rules. No curveballs. Please use **Deluxe Car Wars** as the main source of material. Use standard cars, trikes and motorcycles, and stay away from helicopters, buses and racing vehicles. Announce a reasonable spending limit — Div. 15, 20 and 25 are best — well in advance. Also, use a pre-published arena map. If you must use an arena of your own design, make sure it is simple, fair and straightforward. AADA tournament events are supposed to test players' skills against each other, not against the referee's fiendishness.

No coaching. While a player is obviously free to consult with friends before an event about vehicle design or general strategy, once the tournament begins, the entered players must actually be in control, moving the counters, announcing firing actions, and setting strategy. Players who are puppets directed from the outside should be disqualified.

If anyone has any comments, questions or suggestions, please send them in. Let's make sure next year's tournament is the best yet!

Backfire

There are a few comments I would like to make about the letter written by Gary Canterbury in *ADQ 5/2*.

His basic assumptions seemed to be logical enough. Two turbos produce twice as much power (his example was the Callaway Corvette twin-turbo). First, the cost of the twin-turbo option is around \$20,000 (two-thirds the price of the basic car). The engine must be strengthened to handle the extra power produced by the turbos. It would seem logical to use two turbos to get twice the power. This is untrue. I suppose they could have done it with one big turbo. The problem with one turbo, however, is that when you step on the accelerator, the engine revs up but the big turbo takes a while to get spinning fast enough and it takes a while for the turbo to “catch up” to the engine. This is called turbo-lag. The perfect example of this is the Porsche 911 Turbo; you floor the gas pedal and there is a lot less power than you would expect from such an expensive car, until the turbo catches up and you are thrown back into your seat (violently). So the reason they used two turbos is that the turbos can then be smaller and it doesn't take as much force to get them going and turbo-lag disappears. This is obviously not necessary in *Car Wars* because of the variable pitch turbos.

My information comes from reading *Road & Track* cover-to-cover every month and especially reading the article on the Callaway Corvette. What I would like to see is multiple-valve engines.

I have no comment about the dragsters because I don't follow drag racing (I'm a Grand Prix person, myself). I hope this shines light on the subject (and hopefully closes it for good).

— David Whitacre, Basel, Switzerland

Vehicle weight has a direct effect on a vehicle's lap speed (in connection with the internal combustion engine in *Dueltrack*), but a vehicle's speed can only be based on multiples of 5 mph. One of the prominent *Dueltrack* examples had a calculated top speed of 177 mph, which was rounded down to 175 mph. This wasted 2 mph worth of weight.

Hence, I have written a formula by which a vehicle's maximum weight can be calculated by using the power factors available and the speed you wish to obtain:

$$W = P - (200 \times S) + 32,600 + (20 \times V)$$

where W = maximum weight (lbs.)

P = Power Factors

S = Speed (mph)

V = Variable to speed (e.g., +20 mph for a Turbo and Supercharger, -10 mph for a carburetor)

For example, if we are using a 400 cu. in. IC engine (with no extras, 6,300 power factors) and want a top speed of 175 mph, we can calculate the maximum weight:

$$\begin{aligned} W &= 6,300 - (200 \times 175) + 32,600 + (20 \times 0) \\ &= 6,300 - 35,000 + 32,600 + 0 \\ &= 3,900 \end{aligned}$$

Therefore, the maximum weight of the car with a 400 cu. in. engine that wants a top speed of 175 mph is 3,900 lbs.

Hopefully, this will be of some use to your duellist readers in building more weight efficient cars. Keep on Drivin' 'n Duellin'.

—Chris Lloyd, West Shefford, Berks, England

Re: Charlie Oines' letter in *ADQ 5/1*:

Do you really trust the government, Cholby?

Quite true, the real Anarchists have nothing to do (except shoot) with the ARF. In fact, if you've really wiped out 17 of those ARF-holes, then we owe you 17 beers, at least, for Pest Extermination. Thanks for the help.

As for those smart-cards found on the bodies, the ones with the eye-in-a-triangle marked on them, for one of those we'll buy you a whole keg.

Actually, it's an eye-in-a-pyramid, which has *never* been an Anarchist symbol. Try reading some of L. Neil Smith's books before you Probability Broach the subject! The fact that the ARF-holes are carrying cards now means that their campaign has just shifted into high gear, which bodes no good for anybody. By all means, keep collecting camo-green kills. And keep trying to find somebody who can translate those smart-cards. We're trying, too.

Now, if you don't want to believe the government is behind the ARF — or that government itself is both good and necessary — well, that's your privilege. You can believe the earth is flat, too, if you like. But do ask yourself this: Who, besides the government, has

anything to gain by discrediting Anarchists, of all people? Who else do our ideas threaten?

Proving that the government is behind covert dirty deeds is not easy, as any investigative reporter can tell you. The people who keep all the records and hire all the cops are in a great position to hide evidence and silence witnesses, after all. Who would have known about Watergate if it hadn't been for "Deep Throat"? Or the Iran-Contra deal, if the Iranians themselves hadn't talked? Governments love secrets, remember.

If you think the government wouldn't wipe out its own citizens, what was the Kent State massacre? What were the Resident Japanese Internment Camps of WWII? What were the Un-American witch-hunts of the 1950s?

If a proper government wouldn't kill people who happen to annoy it, then who blew up the *Rainbow Warrior*? And what are Contras? Nobody had heard of Richard Nixon until he got on the House Un-American Activities Committee — and he got to the White House.

Proof? You'll get proof when someone high up spills the beans, and not before. Politicians are unlikely to do that for love of honesty, or Anarchists. Pray for another Deep Throat.

Funny you should mention those three government targets that the ARF supposedly hit. Those eight SISC members had consistently voted against Wesley before they were snuffed; their replacements were all his supporters. The stolen XM-6 is now roaming around the country (still painted camo-green!) with no official record of its actions or whereabouts — just like earlier "stolen" weaponry that wound up in Contra hands — but strangely enough has never been used against U.S. government targets. It's managed to keep well hidden, too. This is rather odd performance for a terrorist gang, but par-for-the-course for, say, the CIA. Likewise, the attack on the B/B-rig and theft of its cargo is the sort of game government "security" agencies have played before; remember how the CIA used to work the heroin trade? \$5 million is peanuts to the federal government, but big money to the ARF's hirelings. How do you think the Contras used to be paid? In checks?! Gold is even less traceable than dollar bills, and accepted everywhere. As for the lives lost, governments have always used soldiers like Kleenex — "acceptable losses" in pursuit of "policy," as they said in the days of Vietnam. What do you think war is?

So, Wesley only rants about the ARF, not the Anarchy Party itself? Sure. He just says the ARF is our "striking arm." Now, if you knife somebody, it isn't just your blade that gets gunned down by witnesses or thrown in the clink. It isn't just the ARF that's blamed, and shot down, in his crusade.

It's hardly paranoid, if you're openly opposed to all governments, to expect that all governments are damn-well opposed to you — especially if you make noticeable gains, as we did. Why should "Anarchy Party" be a contradiction in terms? There was an Anarchist Party in Australia as long ago as the 1970s, whose candidates ran on the promise of abolishing the offices they were elected to, just like us. If it works, it works — and winning elections is a damn sight cheaper than bloody revolution, in money and lives. You know, we're probably the only people ever elected who kept their campaign promises!

Tell me this: if people are competent to elect a government to rule them, why shouldn't they save money and effort by short-circuiting the whole process — doing away with the middleman and ruling themselves, by themselves, for themselves?

But a government is a monopoly on power, and power corrupts.

Chew on that one, Cholly.

And while you're at it, off an ARF for me.

— Leslie Fish, Berkeley, CA

I would like to present a few suggestions for *ADQ* and the AADA. First of all, how about changing "ADQ&A" to only include official rules, and leave the rules forum (i.e., My cycle gang has this little problem . . .) to "Backfire," a column dominated by roleplayers anyway. There are many duellists in the AADA who can't spare the extra player to play referee to make all the "judgment calls." Please try to give official rule answers to all printed questions.

Also, how about a little more recognition for all the AADA chapters around the country? (Seeing your club's name in print more than just once a year on the official club list feels pretty good.)

How about some more recognition for winners at convention tournaments sponsored by Steve Jackson Games? I suggest that when one of the certificates is sent in and redeemed, *ADQ* should keep track of all 1st, 2nd, and 3rd place finishes, awarding points as follows: 4

for 1st, 2 for 2nd, 1 for 3rd, plus a prize such as a year's subscription to the top three finishers of the season.

If only AADA members would be eligible, this would probably encourage membership in AADA and boost participation.

AADA chapters should also be encouraged to play other chapters and send the results to *ADQ* with both club presidents signing the bottom of the letter to verify the outcome.

Possibly the best club (win/loss ratio or kill ratio) at the end of the season would have their charter renewed free! These events should be team events with at least four people from each club participating.

Hope you can use the suggestions and that there will be better competition in the future.

— Anonymous Duellist

Anonymous, huh? That's OK . . . I know who you are.

Actually, except for it being a fair amount of extra work, it sounds like a great idea. Of course, we've always been ready to accept reports on club activities for "AADA News" — we just don't receive many. And it wouldn't be too hard to keep track of the reports and run standings — and even reward the top club with a free charter renewal. This issue's "AADA News" contains all the details.

As for the national standings idea — would this reward the best duellists, or just the ones that can afford to go to the most conventions? I know that games are by their nature competitive events, but would a system like this encourage even more loophole-searching, rule-bending, and perhaps even out-and-out cheating? I'd rather we all played a friendly game; there's enough mayhem and bloodletting on the arena floor for it to carry over to the game tables.

But that's just one possibility. The positive points listed in the letter are all good ones: more duellists attending cons, more Car Wars players joining the AADA, and everybody generally having more fun. Please send in your opinions on this subject. We'll run some of the letters here in "Backfire" next issue, and make a decision.

— SDH

After reading the article about electromagnetic guns in *Popular Science*, Aug. 87, I have come to one conclusion about the so-called

"Gauss Gun." It is as realistic as the tank rules are, and this isn't saying much for the supplement, either. From what I understand, the Gauss Gun is supposed to be a wimpy form of a rail gun, but let's get real! Even with superconductors, if they even exist in 2037, there is no way an electric power plant designed to move a car will produce 4.5 million amperes at 6,300 volts without some negative side effects . . . such as having to replace a burnt-out power plant after one shot! I also have trouble understanding why Andrew thought that it would "operate silently — firing will not give away the firer's location." Since the projectile travels at speeds close to 2 miles per second and the speed of sound in air is only 1,087 feet per second . . . doesn't "sonic boom" mean anything to you? As Floyd Graham, Vice President of Maxwell Laboratories, said, "The gun's roar sets off burglar alarms in cars parked nearby." And, regarding the part about the firer's location not being given away, a *Popular Science* reporter who witnessed a firing noted that "the firing produced a short but intense burst of light that blasted from the muzzle." So, if the noise doesn't give away the firer's location the muzzle flash will.

My suggestion is as follows: Whenever a GG is fired, draw power factors from the power plant as if a heavy laser had been fired, and a GG is not silent and does give away the firer's location. While this may not be completely accurate, it will give a bit of realism to this weapon. I also suggest that you (SDH), Andy M., and anyone else interested in electromagnetic guns read the article.

Question: How many spaces would a passenger in a topless boat take up if he were to fire a tripod-mounted weapon?

— Shawn Gill, Allentown, PA

The idea has always been to base Car Wars weapons loosely on existing hardware (or stuff it could be reasonably assumed will exist in the near future). How loosely? Good question. I don't think it's too big a leap of faith to assume that 50 years in the future, the muzzle flash and power problems have been solved. And why not assume subsonic muzzle velocity? (It would certainly help explain the power requirements . . .) I've always cautioned against stat-by-stat comparisons of our equipment with real-life military specs — and I still do.

The passenger in the boat takes up one space.

— SDH

I would appreciate it if you could clear the air on what exactly a joustduel arena looks like. The one described in *Dueltrack* specifies tight end loops, players on alternate sides, wide roadways, and no central barrier. A car for this would need armor on one side, heavy tires (they can be shot at) and good handling for those loops. The Joustduel track in the *AAA Road Atlas and Survival Guide, Volume One: The East Coast* has narrow sides, is shorter, and has that wall in the middle. A car for that would be totally different — cheap tires, both sides armored, no need for good handling. Which is the real event? And for extended campaign purposes, which one is really in Baltimore?

Also, a sample dragster has a listing of 30-0 armor on the sides — the 30 on the side next to the competitor. Is there any way to switch sides if you are put in the other lane, or do you have to get two dragsters?

— Otto Kitsinger, Rockville, MD

Why not two different arenas? Joustdueling is certainly popular enough in Maryland to warrant it. But you're right — while both arenas can be in Baltimore, only one can be the Baltimore Joustduelling Arena. Use the one in the Road Atlas, and consider the other to be in the same area and nearly as popular.

Once a dragster learns its lane assignment, putting the armor on the appropriate side is a fairly easy task for a racing pit crew. Teams are always given enough time to make the necessary changes before each run.

— SDH

I would just like to say how much I like your magazine. It's FANTASTIC! Your articles are terrific and I enjoy reading about new weapons and accessories that I can use to slaughter my opponents with!

I think your *Uncle Albert's* catalogs and rules in general are some of the best I have ever seen, and vehicle designs are (mostly) beyond appraisal. Terrific! But, I think I would like to see more gas car designs and some more "ADQ Custom Features." If you feel "if you want 'em, write 'em," I will, as soon as I finish my History project . . .

Well, enough grovelling. If you'd like to

know, I am 15 and have been enjoying *Car Wars* for two years now. The joy of watching my friend jump up and down in a rage when I blow away his left armor cannot be expressed. I am sure many players know what I mean. Keep up the great work, keep up the great supplements, and keep up the new and destructive weapons!

Just one more thing — I'd like to say how handy by Dad's MasterCard was when choosing from your Mail Order List.

— Martin Hills, Liverpool, Australia

In answer to Leslie Fish's letter, I believe that it is unlikely that the government is in control of the ARF. I believe that it is possible, however, that some anarchists that were getting bored with just sitting around, decided to destroy the government through force. Unfortunately, they did not think of the effect this would have on the Anarchy Party. Apparently, "stupid" Anarchists live longer than Leslie thought.

Here's a solution to the "to kill or not to kill" question. If you can't kill in cold blood, then give him a gun, some food, point out to him how nice you're being, and let him go. Then go after him. This provides lots of fun, and is great target practice.

However, if your problem is with the killing itself, then make him do the killing. Tear gas him, then leave him in a trap, like the one below.

Frank is out for a Sunday drive when the local scum of a biker gang starts following him. Remembering how this gang let a friend of his go when he surrendered, he pulls over. The leader gets off his bike and walks over. He sticks his head in the window. When Franks sees that he has a gas mask on, he thinks, oh, no.

Frank wakes up in a weird contraption. There are strings all around. He then sees four things. A large blade about to chop off his head, that he's tied up with string, that in his free hand there is a pair of scissors with two strings within cutting distance, and a sign saying, "Welcome to our trap! One of the strings will set you free, and the other will cut your head off. Sweet guessing!"

— Shaw Isenhardt, Anoka, MN

I'm not sure that solves the basic moral dilemma, Shaw. But it could be amusing . . .

— SDH

ADQ&A

1. Can a WGM be guided upward to high-altitude targets?

2. When you list “AP ammo” in your vehicle designs, do you mean “anti-personnel ammo” or “armor piercing ammo”?

3. When a pedestrian targets another pedestrian with a hand weapon, does he still get a -3 to-hit modifier? It seems unrealistic for a guy to plug another with a machine-pistol at 16' away with a 1 in 6 chance of hitting.

4. Does the bomb do 4 or 2 dice damage? DCW confusingly lists one or the other in different places.

5. Can a twin laser be used in an LGL? Can a rocket gain the benefits of an LGL and a targeting computer at the same time?

— Jeff Cavano, Benicia, CA

1. *Sure. But it has a 72" range limit — after it runs out of fuel, it will fall back to earth (you can either assume it just went away, or you can use your physics textbook to help you figure out exactly where).*

2. *Actually, it depends on the weapon. MGs, VMGs and hand weapons have anti-personnel ammo, but not armor-piercing; therefore, AP stands for anti-personnel. For weapons like RLs, MMLs, and various rockets, which have armor-piercing loads but not anti-personnel ones, AP stands for armor-piercing. At this point, no weapon has both anti-personnel and armor-piercing ammo available. We'll try to make this less confusing in the future.*

3. *Well, I'm not going to reality test this one . . . but it doesn't seem that unlikely to me. Remember, that's a 1 in 6 chance every turn, which is only one second long — if you fire for five seconds, odds are real good he'll go down.*

4. *Oops. Congratulations — you found a mistake no one's ever found before. The 4 dice figure is correct.*

5. *Yes, and yes. Hook the targeting computer to the targeting laser — whatever the*

final “to hit” number of the laser is, that's the “to hit” number of the rockets. So it pays to make that laser as accurate as possible.

— SDH

1. Can StealthKote Shield be used on a boat?

2. If so, will it protect you from Homing Torpedoes?

— Scott Starkey, Torrance, CA

Yes, and yes.

— SDH

1. In *Dueltrack*, a turret on a dragster is pre-set so it can't fire to the rear, so could you put an FT in a turret on a normal vehicle and pre-set it so it can't fire forward?

2. How long does it take for a Paramedic to treat someone?

3. If cycles can't have solid tires, what happens when a cycle with OR solid goes from off-road onto the highway?

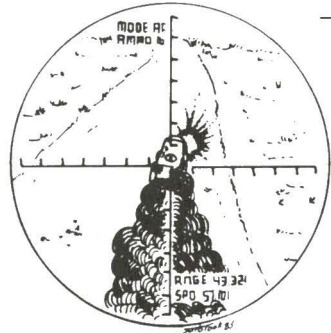
— Jeff Smith, Glendale, CA

1. *Sure, but I still don't see why you'd want to.*

2. *I assume you're not using the optional hospitalization rules given a few issues back (ADQ 4/4). Just assume that a paramedic can treat one casualty every 5 minutes.*

3. *-3 to HC.*

— SDH



1. Can AP rockets explode if your car is on fire? (While the warhead can't, the propellant might.)

2. Can a VFRP use incendiary rockets? (If so, what are the stats?)

3. Can HRs, MRs, LRs, MRs, or MFRs be incendiary?

— Brent Eubanks, Phoenix, AZ

1. *Yes, armor-piercing rockets are still an explosion hazard.*

2, 3. No. Only RLs and MMLs may carry incendiary ammo.

— SDH

One question: Is fireproof armor immune to damage caused by the Flame Cloud Ejector?

— James Rexford, Oak Grove, KY

No, it takes damage just like it does against all other fire attacks. But it cannot be set on fire.

— SDH

On p. 47, Peter Reed, Tyne & Wear, England, asked a couple questions I don't think you really thought about. His question #1 was if copters could be put into van trailers and you said no, the rotors would get in the way. Yes, this is true, but if you have rotors that fold to the rear position you could easily put your copter in a trailer van. On question #2, he asks if a copter can land or take off from a flatbed or van trailer top. You said yes to the flatbed and no to the van trailer. I agree with you there, but if he's traveling with that copter in the back of that flatbed, he better have those rotors folded up or taken off. Otherwise, the first pole, underpass or van trailer to pass is going to damage both of them. I think it's now time for Uncle Albert to put some foldable rotors in his inventory so Peter Reed can fix his travable copter up.

Also, in the ADQ&A, I would like to see the guy's whole address other than his name and city. For example, when Tim Basham asked about getting miniatures, I could have written and told him Imaginative Mail Order

still has *Car Wars* miniatures by Grenadier or he might also look at Train hobby shops, since they have all different sizes of cars for their modeling fans. If someone doesn't want his address printed, he can say so.

— Bob Becker, Auburn, WA

On some of the letters I get, I'm lucky to decipher a name. But your idea has merit; starting next issue, if anyone wants their entire address printed at the bottom of their letter (for both "ADQ&A" and "Backfire"), just say so — and make sure we can read your handwriting!

— SDH

On the subject of turrets, I remember reading that the reason why subcompacts cannot have turrets is that the turning mechanism would have to occupy the space where the driver is supposed to be. I have interpreted this to mean that if you put a remote-control receiver and have no room for a driver, a subcompact will fit a one-space turret. Is my interpretation correct?

— Daniel Schultz, Jefferson Boro, PA

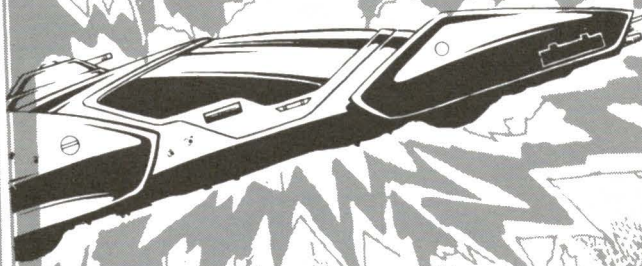
Well, it would be if our pseudo-scientific explanations for why rules are the way they are was as important as the rules themselves. But the simple fact is that explanations like "the driver's head is in the way" is a rationalization. Subcompacts can't mount turrets (other than the Zero-Space Turret, of course) because we think they're too small, period. So, even when the vehicle is remote-controlled, it still cannot mount a turret.

— SDH



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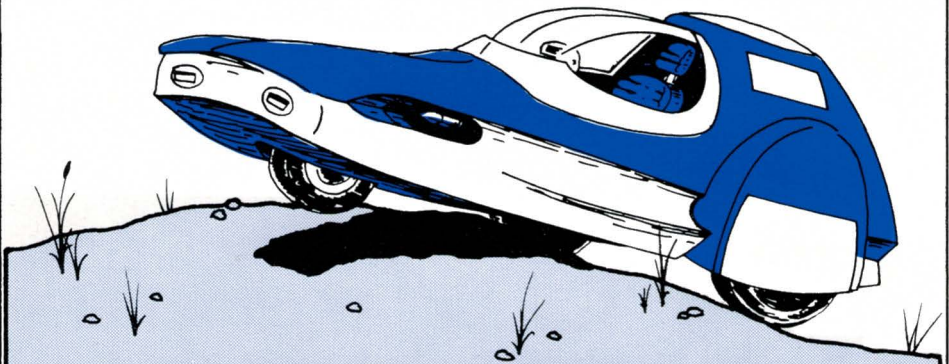


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