

AERODUEL™

Full-Length Adventure: "Aerowarriors"
Aeroduel Designer's Notes
Collegiate Autoduel Fiction
Aeroduel Mini-Scenarios

A D Q

**Autoduel
Quarterly**
The CAR WARS® Magazine



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Fall 2040

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THE DRIVER'S SEAT

Wow, it's my second issue and I'm still here . . . first time that's happened in a while. I'm starting to feel a little bit more secure in this job. Some days I even unzip my flak jacket when I'm at the desk.

In all the excitement of my first issue, I forgot to mention that last issue was *ADQ's* 30th. So, happy belated birthday to us.

Good News on the Fed Front

Last issue we told you all about the raid on March, when the U.S. Secret Service, apparently as part of a nationwide crackdown on computer piracy, raided the SJG offices in Austin and confiscated a significant portion of our computer systems, bringing on a financial crisis that necessitated laying off half the staff and cutting back drastically on new projects.

Now, at last, there's some good news.

First of all, some of the equipment was returned on June 21. Though the Secret Service claimed, in a letter to U.S. Senator Lloyd Bentsen, that all the material was returned, they retained one set of papers, and assorted pieces of hardware are missing. Also, SJG data and files seized from the home of Managing Editor Loyd Blankenship have not been returned. Of the three systems taken, two were damaged, and one is probably irreparable. But at least most of the equipment and data made it home.

The really good news is that SJG has gained the support of the Electronic Frontier Foundation, an organization formed by computer pioneers Mitch Kapor (who developed *Lotus 1-2-3*, the country's best-selling software) and Steve Wozniak (co-founder of Apple Computers). The Foundation's goals are to increase public awareness of the opportunities and chal-

lenges presented by computer technology, and to raise public awareness about civil liberties issues raised by new computer communications media.

The foundation has retained one of the country's leading civil-liberties law firms — Silverglate and Good — to represent Steve Jackson Games. According to attorneys Harvey Silverglate and Sharon Beckman, the SJ Games case represents important Constitutional questions involving the First, Fourth and Fifth Amendments.

Our attorneys plan to continue to press for the return of *all* missing property and a full explanation of the raid. A suit for damages is not out of the question.

Welcome Competition

Christopher Burke (who wrote "Don't Kill the Messenger" in *ADQ* 6/4) has announced *Driving Tigers Magazine*, a new fanzine devoted *entirely* to *Car Wars* fiction. Christopher has already assembled some of the most talented *ADQ* alumni for the first issue, including Rob Garitta ("Repo Blues," *ADQ* 5/4) and Laura Tripoli (author of last issue's "Angel of Mercy," one of my own favorite autoduels stories) — Laura also tells me she's at work on a sequel to "Angel of Mercy," for *ADQ*.

Since *ADQ* always has more good fiction submissions than we can possibly publish, I welcome Christopher's effort and wish him the best of luck. And I strongly urge all you duellists out there to support this effort. If you're interested in contributing or subscribing to *Driving Tigers*, or just want more information, write Christopher Burke, 127 Bay 23 St., Brooklyn, NY 11214. Once the first issue is out, I'll review it in this space.

What's New

Lots of new *Car Wars* stuff coming up in the next few months. By now you already have your very own copy of *Aeroduel*, and should be all ready to dive into this issue's special *Aeroduel* section by the game's writer, Craig Sheeley.

That's a tough act to top, but we've managed it. September will see the dramatic return of . . . (wait for it) . . . *Car Wars!* No, *not Deluxe Car Wars*, and certainly not another edition of the *Car Wars Compendium*. Instead we're repackaging the classic *Car Wars* game in a smaller, more convenient box. But the really exciting news is the price. The new *Car Wars* will carry a price tag of *less than \$10.00!* *Car Wars* is a complete, stand-alone game. Fully compatible with all existing *Car Wars* products, it's the perfect introduction to the exciting world of Autoduelling, making this fall the best time in years to get your friends and relations turned on to *Car Wars*.

In October you'll get something really different . . . *Car Wars: The Card Game*. Designed by Creede Lambard (writer of *Muskogee Mayhem*) and Sharleen Lambard (President of Steve Jackson Games), "Card Wars" (as it's affectionately known around the office) packs all the excitement of autoduelling into a game so easy that even your kid sister can figure it out, and so much fun that everyone will enjoy it. Look for more on *Car Wars: The Card Game* later on in this issue.

The big news for November, of course, is *Car Wars Tanks*, by the *Aeroduel* team of Craig Sheeley and editor Mike Hurst, with literally tons of armored excitement in a boxed supplement.



AADA NEWS

If you'll look at the list on the next page, it's obvious that there's been a dramatic decline in the number of AADA chapters. Last time we did a national listing, in *ADQ 7-4*, there were almost 40 chapters listed. Now, less than a year later, there are 17.

It's OK . . . we don't blame *you* guys. Things have been more than a little crazy in the AADA for a few months, and we can see how you may not have thought it was the best time to start a new chapter.

But now things are back on track. If you send in your charter application now, your paperwork will be processed quickly and we'll make sure your club gets everything it's entitled to.

Free Stuff

And now your club is entitled to more than ever before, because SJG is going to prove its dedication to the AADA the old-fashioned way — with bribes!

In October, when *Car Wars: The Card Game* rolls off the presses, a copy will be sent directly to every active AADA chapter. A copy of "Card Wars" will also go out to every new chapter that applies in the next several months. From now on every new charter application and every renewal will get that club a free premium — a new *Car Wars*-related game or supplement to add to their club *Car Wars* library (the premiums will be changed regularly, to keep them timely and avoid sending a club multiple copies of the same premium).

Contests

We're also sponsoring an AADA membership drive contest. For non-sponsored chapters, the prize will go to the club with the most AADA members as of March 1, 1991. To be considered official, each member must have a subscription to *ADQ* in his own name, active through at least *ADQ 9/2*. In case of a tie, the prize will go to a club chosen randomly from among those tied for first place.

The prize is an amazing 3-D, molded plastic arena, complete with walls, bunkers, and ramps you can arrange however you like. This arena is *not* yet available to the general public — well send you one of our precious prototypes!

For our sponsored clubs the contest works a little differently. What you need

to do is prepare a poster, diorama or other display advertising your AADA activities. Then display your work in the sponsoring store for at least two weeks (no fewer than 10 working days). Then, send us a good color photo of your work, along with a note from the owner or manager of the sponsoring store, on company stationery, telling us when the work was on display. The entries will be judged by the SJG editorial staff based on originality, creativity and promotional effectiveness. Once again, the deadline is March 1, 1991, and the winning club gets its own 3-D arena.

And while we're talking about contests, don't forget the Winningest Club contest, announced last issue. You can't be the winningest club if you're not an official AADA chapter (and don't forget the Winningest Duellist contest, either).

Playtests

One final incentive to form your own AADA chapter. From now on, all new playtesters for *Car Wars* products *must* be members of a bona-fide AADA chapter. Our established playtesters will *not* be dropped from the list just because they're no longer part of an active chapter, but if you're not currently a playtester, and you want to be certain to be the first person in your urb-fort to see all the latest *Car Wars* rules, get that local AADA chapter organized!

2040 World Championships

The 2039 American Autoduel Association World Dueling Championships were held June 28 through July 1 in Atlanta, Georgia, at Origins.

The Championship was a four-round tournament, with club and regional champs seeded at higher rounds. The first round of the tournament, the at-large qualifier where any AADA member was eligible to compete, was fought in the Double Drum with pre-designed Division 15 cars. Of the five designs that were available (VMG/MD, ATG, HDFT, ram and OG) the anti-tank gun car was by far the most popular choice, with the flame-thrower cars and the ram mobiles making up the bulk of the other entrants. Obvi-

ously, since the arena was set up on points for kills, the entrants were going for vehicles capable of quick, decisive kills.

The second round was a Division 25 slug-fest with points awarded for fire-power and mobility kills, like the first round. In addition to the competitors advancing from the first round, the competition was heightened by the addition of several club champions from around the nation who were seeded to this round. The vehicles in this round displayed a wide range of strategies, including a gas-powered mid-size with a high-temperature heavy-duty flame thrower (an explosive combination), and an electric powered sedan with 3 linked, laser guided rocket launchers to the front (guess we know why he couldn't afford gas, eh?).

The third round was a Division 20 off-road duel played with miniatures on an arena built from Geo-Hex. This interesting round boasted very good visuals, and saw the tournament's one major rules dispute. Regional Champions and participants in the 2039 World Championship final round were seeded into this round, and the competition was intense. Rather than being a straight duelling arena, with points scored solely for kills, points were also awarded for driving around obstacles on the course, and making specific jumps. The controversy was centered around jumping, specifically jumping with jump jets. Much arguing and rules-lawyering ensued before the matter was settled, and because of this Jump Jets have been added to the list of AADA prohibited items. This Round also saw a wide variety of vehicles, and the only trikes seen in the competition. Indeed, the trikes seemed to dominate, sweeping the top three positions in the round.

The final round was a Division 30 fight in a small, 3-D arena. As with the third round, in the final round points were awarded for navigating specific courses in the arena and for making jumps, along with the points for kills. Vehicles ranged from sloped compacts to pickups, armed with everything from recoilless rifles to gauss guns and blast cannons. Speeds were high, and there were some spectacular accidents. In the end it was the now three-time World Champion, Mike Montgomery coming away with the victory, with 2037 World Champion Jeff Boe in second, and last year's World Champion

Tim Ray placing third. Montgomery has retired from tournament competition as the AADA's first Grand Master Duellist.

— Reported by Ken Scott

Other Championships

The 2040 AADA World Racing Championships are just a few days old as this issue goes to press, and an official report has not yet reached AADA headquarters. More next issue.

We've also received belated reports on several club and regional championships. 2940 Northeast Regional Champion is Mitchell Goldman, president of JADE. Mitchell won with a pickup design he

calls The Raging Elk, against Driving Tigers president Christopher Burke, and at-large competitors Sam Dellenbaugh, Addy Bassan and Donald Northness. Former regional champ Edward Tunis III hosted the event.

We've been told that the 2040 ARMADA Club Champion is Robert Dice, and this year's Mountain West Regional Champion is Brian Kelly of ARMADA, but that's all we were told.

The 2040 Southwest Regional Champ is ADQ's own Ken Scott. Congratulations Ken, and it's a shame about the final round of the Worlds . . .

Aeroduel Errata

Aeroduel writer Craig Sheeley spotted a significant erratum the day after the rule book went to the printer. Rules for Maneuver Foils (*Aeroduel* p. 18) need to conform to those in *Car Wars Compendium* p.73. That is: cost is $25 \times$ the armor cost and $10 \times$ the weight of one point of armor of the aircraft mounting them. They must match the armor type of the aircraft. If an aircraft mounts one set of maneuver foils, it gets a +1 to its HC when traveling above 60 mph. More than two sets of maneuver foils have no additional effect.

AADA REGIONAL CHAPTERS

Association For The Advancement Of Anarchy (A3)

President: Barry Branvold
306 N. 4th St.
Grand Forks, ND 58203
Charter Expires: November 3, 2040

C.A.R.D.S.

President: Scott Paquette
HHC 197th Inf. Bde.
Fort Benning, GA 31905
Charter Expires: February 20, 2041

Dakota Outback Corps

President: Ashley Thompson
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Charter Expires: November 2, 2040

Driving Tigers/Road Wolves

President: Christopher Burke
127 Bay 23 St.
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Charter Expires: February 2, 2041

F.N.O.R.D. (south)

President: David N. Searle
P.O. Box 18957
Austin, TX 78760
Charter Expires: December 2, 2040

G.E.A.R.S. (Gladiators, Eliminators, Autoduellists & Recreational Speedsters)

President: Jeff Rakow
1129 Lebanon
Aurora, IL 60505
Charter Expires: August 2, 2041

Greater Orlando Duellists Society (GODS)

President: John M. Hurtt
2410 N. Hastings St.
Orlando, FL 32808
Charter Expires: February 8, 2041

Maritime Organization Of Terminal Autoduellist Nerd Trashers (MOOTANTS)

President: Kolja Eppert
5 Heather Terrace
Fredericton, New Brunswick E3B 2S7
CANADA
Charter Expires: August 1, 2041

New Omaha Vehicular Association (NOVA)

President: Norman McMullen
2201 Joyce Circle
Bellevue, NE 68005
Charter Expires: August 1, 2041

River City Autoduel Association (RCADA)

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1403 S. Congress Ave.
Austin, TX 78704
Charter Expires: July 31, 2041

Road Kill Cafe

President: Marc Brown
7387 West Central
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Charter Expires: August 1, 2041

Southern California Civilian Armor Regiment (SCCAR)

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Charter Expires: August 1, 2041

S.P.A.D.E.

President: Mike Smith
9620 Graceland Way
San Diego, CA 92129
Charter Expires: August 1, 2041

Those Darn Fish

President: Rob Wyrwicz
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Willowdale, Ont.
CANADA M2N T9
Charter Expires: August 1, 2041

TRAACS (The Regional Autoduel Association of Colorado Springs)

President: Jason Burdillis
2710 Northridge Dr.
Colorado Springs, CO 80918
Charter Expires: August 1, 2041

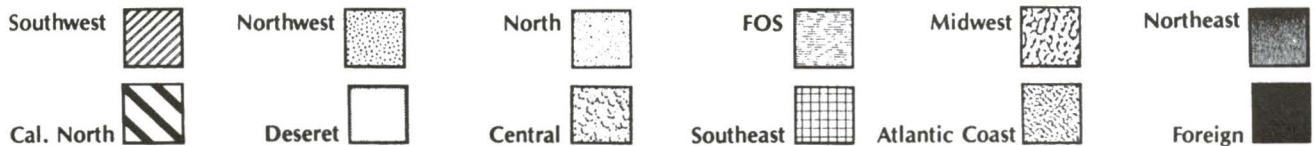
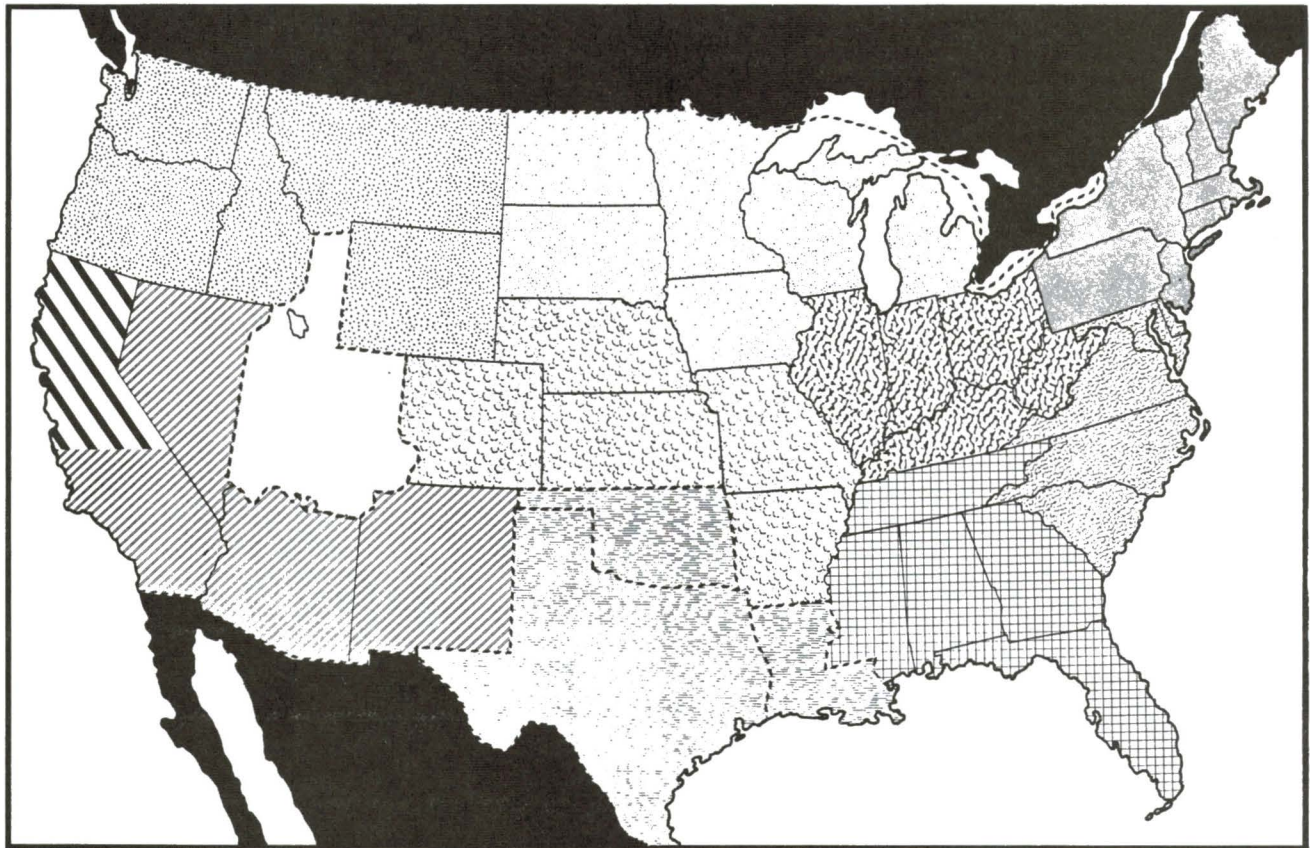
VINDICATION

President: Unknown
PLEASE CONTACT ADQ
Victoria, BC
CANADA
Charter Expires: August 1, 2041

Westminster Area Specialist Team of Executioner Duellists (WASTED)

President: Erik W. Leppo
2817 Hampstead-Mexico Road
Hampstead, MD 21074
Charter Expires: August 1, 2041





The following clubs are in our records as having allowed their charters to expire without renewal in 2039 and 2040.

Associated Autoduellists of the Inland Empire (AAIE)

Baile Atha Cliath Killer Kart Road Org. & AutoDuel Society (BACKROADS)

Baltimore League Of Autoduelling Elite (B.L.A.D.E.)

Berkeley Autoduelling Association
Big Red Death

Charlotte's Gunnery Elite (CHARGE)
Coalition Of Oregon Duelling Establishment (CODE)

F.L.A.G.G.S. (Flame, Laser and Gauss Gun Specialists)

Flaming Lakers, The
FNORD (North)

I.L.L., Illinois Legion Of The Lethal Jade East

Jersey Autoduelling Establishment (JADE)

Lex Talionis

London's Dark Knights Of Destiny

London, England Autoduel Association (LEADA)

LEADA Nubile Virgin Whipped Cream

LEADA Turbo Wicked Scary Nutter Bastards

Missouri Autoduel Division (MADD)
North American MONDO and Duellist Society (NOMADS)

Northern Outrageous Renegade Autoduellists (NORAD)

R.A.A.G.B. (Royal Autoduelling Association of Great Britain)

R.M.A.D.A. (Rocky Mountain Autoduel Association)

Ramblin' Wreck Auto Duel Association (RWADA)

Renton Autoduelling Association (RADA)

Riverside Organized Autoduelling Society (ROADS)

Royal Autoduel Association of Great Britain

S.C.R.A.M. (Southern California Racing & Autoduelling Membership)

S.L.U.G.S.

S.P.L.A.A.T.

SKULLs

Southern California Civilian Armor Regiment (SCCAR)

Southern HQ Autoduelling Organization (SHADO)

Southern Pacific Autoduel Elites (SPADE)

Tennessee River Autoduel Society in Huntsville (TRASH)

Unbalanced Force

War Mongers from Hell

Woodinville Auto Rangers (WAR)

If your active AADA chapter is unlisted, listed as inactive, or listed incorrectly, *don't panic!* The recent BLUD shoot-up of our office left problems with our records, and we're working to correct them.

If your chapter is left out, *calmly* sit down and write us a note explaining and correcting the error. An updated and corrected list will appear next issue.

The above information is current as of August 1. Corrections must be received prior to November 1, 2040. Thanks for your help and patience.

NEWSWATCH

SDI History

1958: The Advanced Research Projects Agency is set up for the development of ground-based missiles to intercept incoming nuclear warheads, a forerunner to the Anti-Ballistic Missile (ABM) Program.

1972: The US and the USSR signed the ABM treaty, which permits deployment of only limited ground-based systems and prohibits any missiles with multiple warheads.

1983: President Reagan delivers his "Star Wars" speech, promising to make nuclear weapons "impotent and obsolete."

1984: The 437 Program tests an ASAT (anti-satellite) weapon launched from an F-15.

1985: At White Sands Missile Range, a prototype laser destroys a rocket booster.

1986: A flight vehicle targets a 44" diameter sphere at 12,000 feet, achieving the accuracy required for SDI missiles.

1989: The Air Force installs a new radar system to detect enemy bombers and cruise missiles up to 2,000 miles distant.

1990: The railgun is secretly developed in the U.S.

1991: The first B-2 "Stealth" bomber becomes operational, with six being delivered to Offutt Air Force Base.

1993: Several SDI battlestations are launched into orbit. The U.S. denies all reports of the launches.

1995: SDI becomes fully operational in the U.S. and the USSR.

1997: World oil supplies begin to be depleted. Experts say the total supply will run out in the early 21st century.

2000: All U.S. and USSR missile treaties are nullified by widespread abuse and violations.

2003: The U.S. and USSR nuclear weapons arsenals proliferate without any limits.

2012: The grain blight strikes the U.S. and the USSR.

2016: The Food Riots break out. The U.S. and the USSR fight the "Short War," using nuclear weapons. 98% of all missiles launched are destroyed by SDI. SDI is depleted and shuts down.

2034: An SDI battlestation crashes in southern Missouri.

2040: The President flatly denies that SDI is anything but space junk. He also denies that it has been maintained for the last 20 years. Several radical pacifist groups are openly skeptical.

50 YEARS AGO TODAY

A team of inventors, headed by a Florida electrician, have developed a hybrid car that runs on both gas and electricity. The car derives part of its electrical power from the sun.

Doug Cobb and his team built the hybrid engine into a 1984 Honda Civic. The car has a special battery charger which allows it to recharge quickly when plugged in to a standard wall socket.

The gasoline engine — a tiny, eight-horsepower, one-cylinder unit, also by Honda — is used to power the car over long distances at relatively high speed, such as on interstate highways.

The gas engine can also run a generator to recharge the vehicle's batteries. Cobb's design includes what he calls a "two stage" brake pedal. On the first touch the driver hears a click, and the car begins to slow slightly. Then, before the brakes are actually engaged, the momentum from the car is used to drive a generator that puts back into the battery pack some of the energy originally used to accelerate the car.

The car's exterior is covered with solar cells that generate electricity, which is stored in a battery pack located where the gas tank used to be. The sun provides most of the car's energy.

Cobb and his associates created the car in just two months, for only \$20,000, using easily-acquired parts and technology. The car's acceleration compares favorably to four-cylinder gas burners, and has a projected cruising range of 100 miles — longer, if parked in the sun. The acceleration comes from an electric motor connected to the original Honda five-speed transmission.

Cobb has formed a company, Solar Car Corp., and once he's satisfied with the vehicle's performance he plans to start selling kits. Cobb estimates that he could build and sell hybrid cars for about \$15,000. A kit would cost just over half that.

☆☆☆

Texas artist Donna Hensley is America's first and only roadkill artist. Hensley's art makes use of the bones and skulls of animals killed on Texas highways in jewelry and elaborate wall hangings that sell for as much as \$2,000.

"Roadkill art touches the fear of death," Hensley told the Chicago Tribune. "Death really does, more than anything, get people's attention. The first thing people ask me is, 'Doesn't it really smell bad?' They're real fascinated by the gory details, by the dark side of it."

Hensley's first work, entitled "Initiation," was a bleached deer's skull, mounted on wooden and tin crosses and framed by black lace, glass shards and vulture bones. The vulture's shoulder blades hold candles at the bottom of the piece.

At first, she said, salvaging road kill was "kind of nasty." Now she compares it to changing a diaper. Hensley makes use of any animal she can find, except skunks.

Hensley prepares her finds by leaving them in a cage inside a bat cave. There the beetles that live in the bat guano efficiently clean the carcass over the course of a few days.

CAR WARS[®]

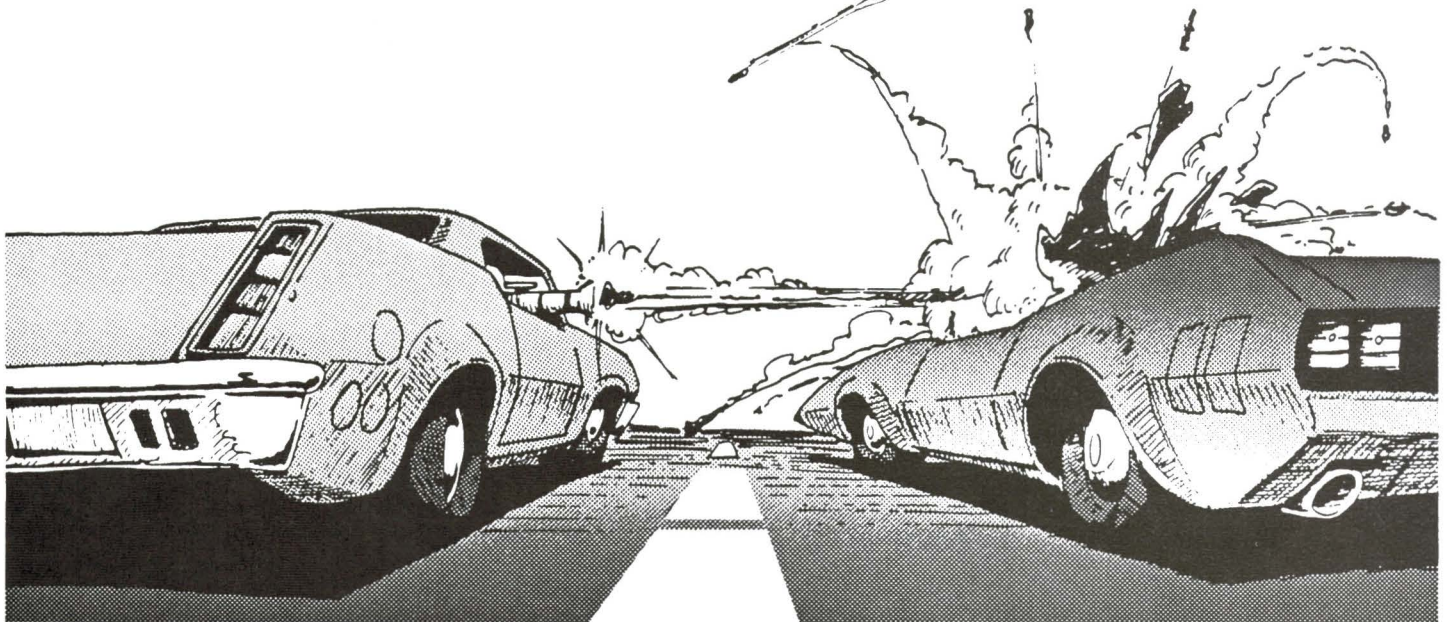
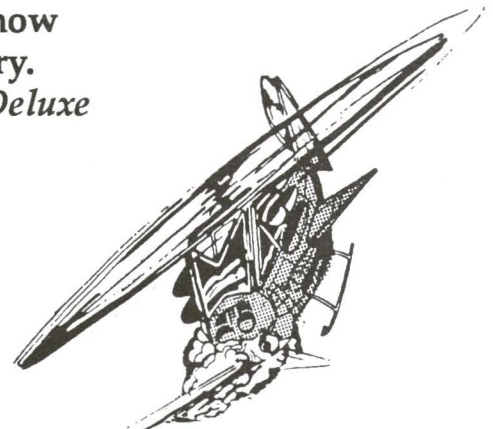
Compendium

This is it!

Second Edition

All the *Car Wars* rules in one volume. *Car Wars Compendium* gives you everything you need to know about vehicle-to-vehicle combat in the next century. Includes all the rules and extras from *Car Wars Deluxe Edition*, *Boat Wars*, *Dueltrack*, the *Uncle Albert's Catalogs*, and more, in the most consistent, convenient format ever!

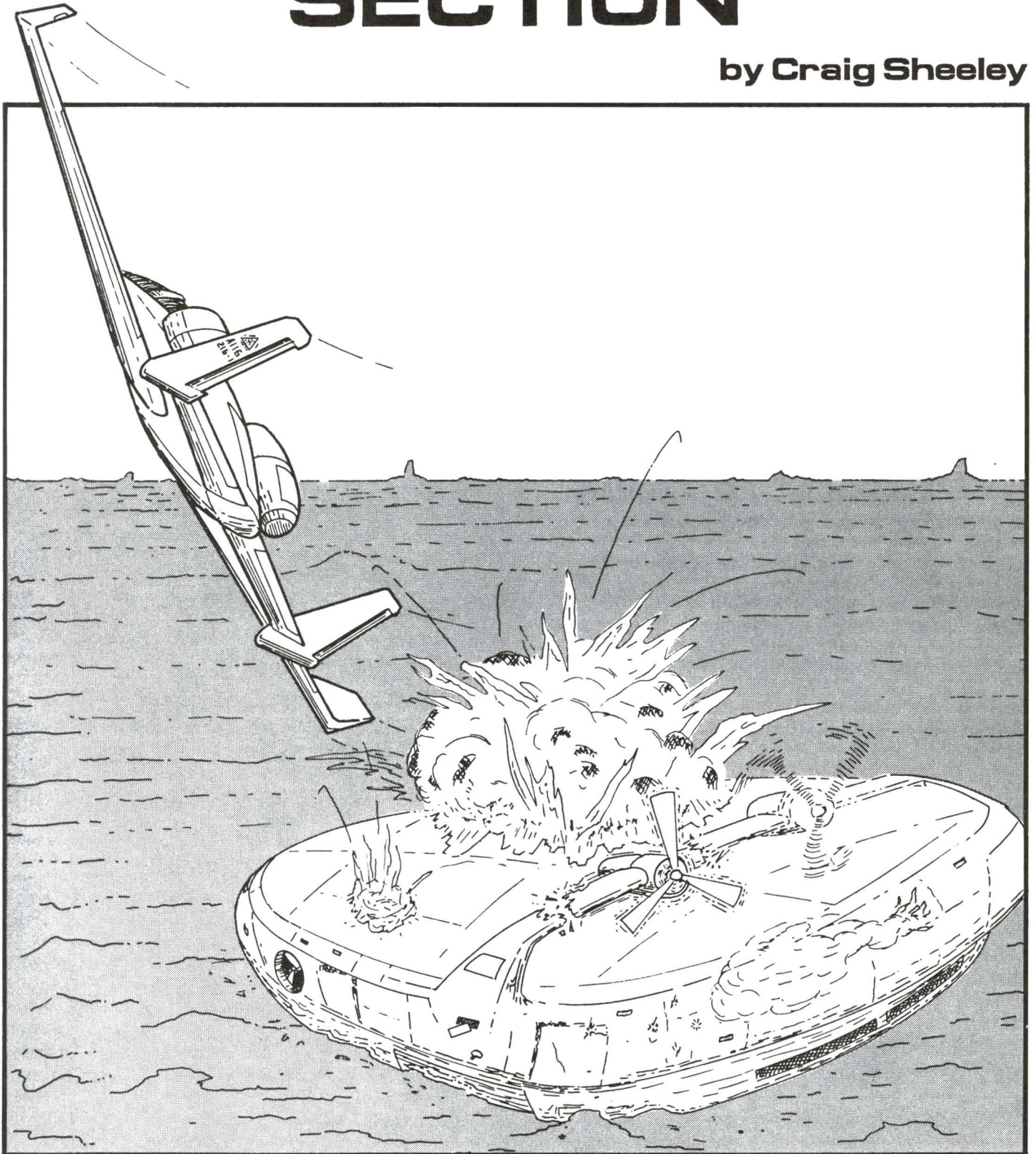
Car Wars Compendium, Second Edition is now on sale everywhere! Ask your local games retailer for *Car Wars Compendium, Second Edition*.



STEVE JACKSON GAMES

SPECIAL AERODUEL SECTION

by Craig Sheeley



DESIGNER'S NOTES

Car Wars first entered the air with the helicopter rules in *Autoduel Champions*, a cross-over product. While the superhero rules for *Car Wars* and *Autoduel cars* for *Champions* were largely forgotten, helicopters remained a staple vehicle in *Car Wars* and the rules were reprinted with every rules collection.

For a long time, helicopters were the only vehicles allowed in the air — or at least allowed to stay in the air (jumping vehicles notwithstanding). In *ADQ 5/1*, variant rules introduced airships, and in *ADQ 7/1* small airplanes got their day in the sun with Charles Oines' microplanes article.

Response to the Microplanes created the demand for *Aeroduel*. When I sat down to create rules encompassing ultralight airplanes — now known as microplanes — jets, helicopters, airships, autogyros and practically anything else that flies artificially (no bird rules), my first priority was to remain true to both the *Car Wars* system and scale, and to the already-printed material as well. In the end the rules I wrote read like regular *Car Wars* rules — vehicles are built the same way, the maneuvering is roughly the same, and combat is identical.

At the same time, the aircraft presented in the rules have a great many differences from their ground-bound brethren. The most obvious problem is three-dimensional movement: Aircraft move up and down as well as in other directions. This is solved by having players keep a record of their altitude on scratch paper.

Furthermore, due to the enormous speeds at which aircraft operate, the 1" = 15' scale of *Car Wars* could not handle an aircraft dogfight without a table the size of a gymnasium. In order to facilitate air-to-air combats, a special 1/4" = 15' scale (called air-to-air scale) is included. When aircraft interact with other vehicles, they switch to the familiar *Car Wars* scale.

Maneuvering is fairly standard. The differences are twofold: Aircraft operating far above ground level have less chance of control loss and aircraft can often make tighter turns than the humans that fly them. The centrifugal force built up by the sudden change of direction (measured in standard gravities, or Gs) can cause the pilot's blood to pool in his legs, depriving his brain of oxygen and causing him to black out. This is known as GLOC (Gravity-induced Loss Of Consciousness). I included GLOC rules as a way of restricting the astounding maneuverability of *Aeroduel* aircraft — few cars can hope to compete with an airplane that routinely does complete turnarounds at 200+ mph.

Combat now includes strafing and bombing rules, allowing aircraft to attack multiple ground targets in one pass. In the world of 2040 everyone looks out when something with wings flies over the battlefield, whether it's friendly or not — bombs and napalm don't really care which side you're on when you're in their blast radius.

Naturally, strafing and bombing are not nearly as accurate as regular direct fire — strafing does less than 1/5 of the weapon's damage if the strafing aircraft is moving faster than 100 mph.

Bombing has its own limitations. Bombs have to fall into their targets, a time-consuming process. Most of the time the targets have time to get out of the way before the bomb hits, particularly when the bombs are being dropped from a level aircraft. Gravity pulls the bomb to the ground unless the bomber dives to fling the bomb at the target, and gravity-dropped bombs take a long time to fall. Drop a bomb from a mile up and it takes over 30 seconds to reach the ground. Furthermore, the aircraft's momentum moves the bomb forward until it decelerates to a vertical drop —

a bomb dropped from a bomber moving 200 mph flies 450 yards forward before dropping straight down.

Finally, bombs tend to scatter when they hit — tables are provided for this. That's why bombs are burst effect weapons: They don't often hit the target square unless it's a building.

The aerial combat arena is even more deadly than the ground. If you lose a tire, the worst you can do is roll and burn. If you lose a wing, the fall won't kill you . . . that's the impact's job. And with the multitude of weapons available to the aeroduellist, knocking the opponent out of the sky is easier than it sounds.

Inspiration

The background to *Aeroduel* struck me as very familiar. With the fuel for today's massive jets in short supply, the monster hypersonic combat aircraft we know are grounded, waiting for a signal to scramble, their pilots keeping a sharp edge through simulators and trainer aircraft. When a jet uses a couple of thousand dollars of fuel *just to take off*, operating F-15s and the like is too expensive.

This left the environment open for armed prop aircraft — hi-tech versions of the combat fighters that ruled the skies during the middle of the 20th Century. Once again they cruise the airways, winged versions of the sleek destroyers that prowl the highways.

Of course, the jets still exist to make life miserable (and very short) for those who trifle with government militaries. If there's enough demand, a supplement covering military aircraft (and spacecraft — scramjets are the newest additions to military arsenals) might be published.

Playtesting

Aeroduel has been a quite complicated and very intricate project. This is hardly surprising, considering that it covers almost everything that flies and carries a man. In the process of writing it, I rediscovered the proof of the old saw that two heads are better than one. My editor, Mike Hurst, contributed his considerable knowledge of combat aircraft and did a heroic job of locating details that were wrong or neglected — thanks, Mike.

Equally gratifying were the playtest results. Seven separate groups contributed their questions on rules problems, often with suggested answers to those problems. This supplement would not have been nearly as clear or complete without their efforts.

Thanks to playtesters and editor, writing up the second draft of *Aeroduel* was actually an unexpected pleasure, and produced a better supplement.

In Conclusion

I wrote *Aeroduel* to cover nearly every contingency of aerial combat and construction. Every logical and feasible aerial vehicle was covered, from airplanes to jet packs. Complete rules for construction, movement, combat, and even weather (only a fool fights in a storm) fill the supplement, with scenarios and sample vehicles to round it out. Still, even as it was in playtest, ideas and concepts — mostly from left field — for new designs and expansions were being voiced. Unfortunately, there was no room left to cram any more into the supplement. If you have ideas for new equipment, designs and technology, send them to *ADQ — Aeroduel* has plenty of room for variants.

Escape the clutches of the ground and take to the skies!

AEROWARRIORS

In the 21st Century, aerial wars have devolved from the massive efforts of previous conflicts to small affairs, attended by relatively few aircraft. Such wars are fought over specific targets instead of large areas — entire “limited wars” are planned around a single objective, using swift raids that depend on speed and surprise rather than overwhelming firepower.

Around the world, this doctrine of limited force is necessary to preserve expensive and rare aircraft. In North America, where aircraft are relatively inexpensive and plentiful, this is done to avoid the attention of the Federal Government and its Canadian ally. These governments don’t approve of private and corporate wars; such things are literally bad for business, and when business is bad, that means tax revenues — something near and dear to any government — go down. Private warfare is supposed to be restricted to set-piece contests in the Commercial Combat Zones, under government supervision and taped for broadcast sale. Any other conflict is classified as covert warfare, which is defined as terrorism. Terrorism, whether corporate or political, is highly illegal in North America. The penalty for terrorism is death, although some terrorists are allowed to live, “reprogrammed” with extensive false memories and used to betray their fellows. Still, classifying warfare outside of CCZs as terrorism gives the Federals leave to meet any corporate thrusts with the overwhelming force the Army and Air Force can muster. And no corporation wants to have “terrorist” activities traced back to it, for fear of the damaging investigation that would follow.

Fortunately for the state of corporate warfare, there are always skilled warriors who are willing to undertake dangerous missions for high pay without asking embarrassing questions like *why* or *for whom*.

The characters are just such people, willing to work on short information for a big payoff. They’ve been contacted by faceless people to meet a representative who has a proposition for them.

If the players don’t have pilot-type characters already, they should make up some. The adventure requires at least two characters, and players are allowed to use up to 60 skill points to build them (no more than 40 points in any one skill).

The meeting is shrouded in secrecy. The characters aren’t given a name or even a good description; they’re just told to be at a certain truck stop restaurant. (The actual location of the truck stop is up to the referee. It can be in anywhere in North America.)

When all the characters arrive, they are approached by a nondescript man in plain body armor who greets them by name and introduces himself as “Mr. Smith.” He takes them to a back office and lays out the proposal.

The Mission

The job is a relatively simple one: His employers wish to hire the characters for a dual raid. The raids must be totally successful and accomplished simultaneously in order to achieve the desired goal. If the pilots don’t have appropriate aircraft or wish to have new aircraft, the employers will provide new aircraft tailored to the characters’ requests, so long as the value of the aircraft does not exceed \$300,000. The payoff for a successful mission is \$300,000. The characters may have up to \$30,000 of this in advance if they request it — the messenger has the funds on him. The cost of any aircraft provided is deducted from the payoff, but the characters may keep the aircraft after the mission is over.

Final payment is to be made at this same truck stop after the mission is completed.

If the pilots accept the offer, they’re told to rendezvous at a hotel in Paducah, Kentucky, in one week. Timing is very important, since the raid must be precisely executed when the order is given. They’ll receive further orders at the hotel.

As for any questions concerning the targets or aircraft orders, Mr. Smith tells them that one target is vehicular — probably a convoy, heavily defended — and the other is a fixed industrial target, which means a factory and guaranteed defenses. Both must be totally destroyed to complete the mission.

The Aircraft

Naturally, any aircraft provided are going to be conversions, not custom jobs — there isn’t enough time to construct custom aircraft.

If helicopters are requested, two types are provided for conversion, the Dark Angel and the lighter Evil Eye. As all pilots know, the Dark Angel needs no conversion, due to its universal weapons arrangement. The Evil Eye choppers have been stripped of weapons and await rearming. Armor can be shifted on both types of helicopters to character specifications.

Dark Angel — Std. helicopter, super power plant, pilot, gunner with extra driver controls, VFRP (with two extra magazines and magazine switch, two loads AP and one regular, all laser-guided) and ITRL with LGL in universal turret under, 2 spaces & 300 lbs. of bomb capacity, CACR, ITA, 2 pairs of jettisonable maneuver foils, IR, long-range radar. LR metal/FP armor: F20/15, R20/15, L20/15, B20/15, T15/10, U20/15, 7-point FP maneuver foil armor on each foil, 10-point normal armor on each main rotor. Acc 5, top speed 250 mph (240 with EWPs), HC 3; 17,881 lbs., \$141,068.

Standard Military Options — Add long-distance radio, radar jammer, tinted no-paint windows, 2 hi-res computers. \$154,168.

Tank-buster EWPs — 2 3-space EWPs, 2 linked ACs in pods. 10-point FP armor on each pod. 19,961 lbs., \$173,118.

Ground Attack EWPs — 2 3-space EWPs, 900 lbs., of bombs. 10-point FP armor on each pod. 19,661 lbs., cost varies with bomb load.

General-Purpose EWPs — 2 3-space EWPs, 2 linked GGs (each with extra magazine) in pods. 10-point FP armor on each pod. 19,971 lbs., \$180,718.

Rocket EWPs — 2 3-space EWPs, 2 laser-guided RLs Each with extra magazine and magazine switch, one load AP and one normal) in pods. 10-point FP armor on each pod. 19,391 lbs., \$170,968.

Evil Eye — Small helicopter, standard power plant, pilot, 2-space universal turret under, 2 2-space EWPs, targeting computer, long-range radar, long-distance radio, one pair of jettisonable maneuver foils. 1 extra space left. LR metal/FP armor: T12/22, U19/30, 16/30 elsewhere, 10-point armor for foils, main and stabilizing rotors, 10-point armor for each pod. Acc 10, HC 2; 12,550 lbs., \$77,055. Can be outfitted with up to an additional 780 lbs. of armament, armor and equipment at Acc 10. Can be outfitted with up to an additional 7,450 lbs. of armament, armor and equipment at Acc 5.

Fixed-wing aircraft provided are conversions of the popular *Hawk* series of aircraft, manufactured in St. Louis, Missouri. The three designs in the series are the *Microhawk*, the *Skyhawk*

and the *Maxihawk*. These aircraft may be fitted with EWPs and any weapons within the aerowarriors' budget, as long as they can bolt it on to the aircraft. The *Maxihawk* could conceivably mount a TG forward . . . The *Hawk* series is not known for blazing speed, but it is renowned for dependability and sturdiness under fire.

Microhawk — Large microplane, large power plant, pilot, heavy lift wings, 3 HD cycle tires, retractable landing gear in the fuselage, 2 ducted propellers in wings B, 2-space universal turret top, 2 maneuver foils, LR radio, ejection seat. LRF armor: 160 points. 5 points propeller armor each prop. 3 spaces in fuselage, 2 spaces each wing, empty turret, 1,500 lbs. for weapons and gear. Acc 5, HC 3, Top speed 170 mph (fully loaded), stall speed 24, 5,989 lbs. (fully loaded), \$24,850 (unarmed).

Skyhawk — Large airplane, mini helicopter power plant, pilot, gunner, heavy lift wings, 2 ducted airplane propellers wings B, 3 standard car tires, retractable gear in the wings, ITA, 2 maneuver foils, 2 3-space universal turrets (T, U), FE, ejection seats, LR radio, extra pilot controls. LR metal/plastic armor: 4/30 in all locations. LR metal/plastic wing armor: 4/20. 10 points propeller armor each prop. 9 spaces in fuselage, 3 spaces each wing, 2 empty turrets, 2,790 lbs. for weapons and gear. Acc 5, HC 1, Top speed 160 mph (fully loaded), stall speed 80, 16,000 lbs. (fully loaded), \$53,350 (unarmed).

Maxihawk — Cargo airplane, small helicopter power plant with PCs and SCs, pilot, 2 gunners, heavy lift STOL wings, 2 ducted propellers in wings F, 6 standard truck tires, retractable gear in the wings and body (1 space in each), ITA, 4 maneuver foils, 2 4-space universal turrets (1 TF, 1 UB), FE, ejection seats, LR radio, bomb bay UF, extra pilot controls. LR metal/plastic armor: 6/25 in all locations. LR metal wing armor: 5 on both wings. 10 points propeller armor on each prop. 20 spaces in fuselage, 27 spaces cargo, 7 spaces each wing, 2 empty turrets, 9,050 lbs. for weapons and gear. Acc 5, HC 0, Top speed 160 mph (fully loaded), stall speed 60, 30,000 lbs. (fully loaded), \$116,850 (unarmed).

Muster at Paducah

When the mercenaries arrive at Paducah, they find rooms at the hotel preregistered under an alias. There is a message waiting for them to the effect that their aircraft (if any were requested) are already at a small airport outside the town. In any event, they all receive maps of the area showing them the airport that will be their operating base. The only other orders are to wait until the word is given to attack.

One photograph is provided with the message: A dirty shot of a lone factory building, obviously taken with night gear from some distance. The characters may freely assume that this is one of their targets, since the caption "Objective #2" is written on the photo margin. This photograph is quite important, since it is the only piece of data the pilots and bombardiers will have on the factory target before they actually attack it.

The photograph depicts a three-or-four story square building with a blank facade broken by vehicle and personnel doors at ground level and a few windows near the top level. There is a chain-link and barbed-wire fence surrounding the building at some distance — the photo is too poor for an accurate measurement. Defenses consist of several turrets atop the building, mounted on the corners to traverse the grounds below. The size of the turrets and their weapons cannot be determined, but they are likely to be large.

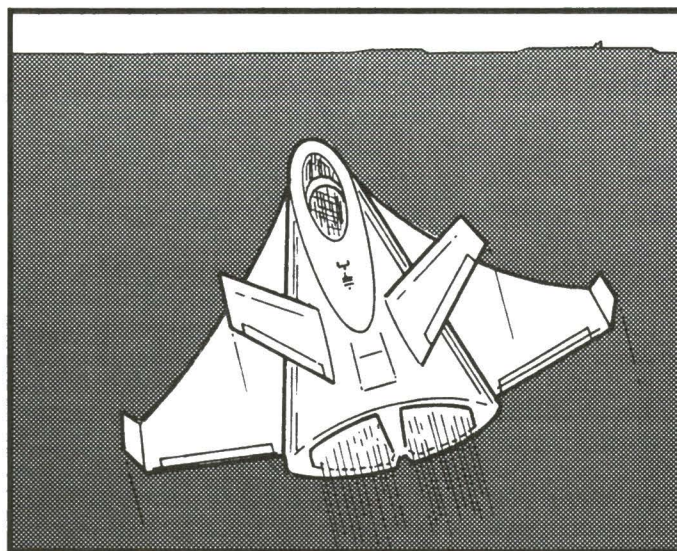
The characters spend two days waiting. They may formulate battle plans, test-fly their aircraft, and generally loaf during this time — the hotel is actually quite large and comfortable; a major-class hostelry in a minor-class town, with excellent cuisine (including real food at algae prices!). On the third day, they receive a message delivered to their rooms.

Attack Orders

The message reads: "Target #1 is a convoy taking Interstate 65 north past Bowling Green. The convoy is painted with Elec-Tech markings and consists of one rig and three smaller vehicles. It will reach Highway 62 at approximately 10:30 a.m. at present speed.

"Target #2 is a factory at the following coordinates. Commence attack immediately." Latitude and longitude figures are given, placing the target squarely in the middle of some heavily forested, mountainous terrain west of I-65 in Tennessee.

The mercenaries have more than enough information to find their quarry.



The Convoy

Setup: The convoy consists of one modified *Hive* detachment: The Queen tractor and *Hive* trailer, three Drone trikes, and a Robobee remote-controlled helicopter. They are proceeding down the narrow valleys of the Kentucky interstate at a sedate 55 mph, with two of the Drones trailing at 10'' range behind the rig and one Drone running point 10'' in front of the rig. The Robobee flits back and forth over the convoy.

The convoy is difficult to attack from the air due to the terrain — the high, wooded ground to either side of the interstate negates low-altitude approaches. Any aircraft flying more than 5'' away from the road off to the side must be at a minimum of 8'' altitude or it will crash into the trees and the steep inclines. Aircraft that lose altitude due to control loss are also in danger of crashing if they drop below 8'' of altitude.

If an aircraft drops below 8'' of altitude, roll 1d every movement phase that the aircraft is below 8'' altitude. On a 1-2, the aircraft crashes. If the pilot wishes to suddenly gain altitude in mid-turn and crash-climb away from the terrain, the aircraft does a D4 maneuver and goes into a 45 climb. It is counted as climbing as of the next acceleration phase, gains altitude and loses speed according to how many inches of movement were converted into vertical movement.

Aircraft that remain within 5'' of the road may drop lower than 8'' altitude. However, the road tends to twist . . . Roll 1d for each 12'' road section. On a 1, the road turns right or left (determine randomly).

The Hive vehicles are presented below. The Robobee is an addition, and is slightly modified from its statistics in *VG 1*. The trailer must be completely gutted and destroyed to complete the mission.

Hive Trailer — 40' van trailer, 8 solids, 4 drivers for remote-control units, 2 universally-turreted VFRPs (each laser-guided with an extra magazine) and IRTLs with LGL (TF, TB), 4 remote-control sender sets, wheelramps. Cargo: 64 spaces, 47955 lbs. when pulled by Queen. FP armor: 40 in all locations, 4 10-point wheelguards, 4 10-point wheel hubs. 15,650 lbs., \$94,750.

Queen — Sleeper longnose, x-hvy chassis, super truck power plant, 10 solid tires, driver, 3 gunners, VFRP (laser-guided with extra magazine) and IRTL with LGL in universal turret T, IR sighting system, 3 hi-res computers, long-range radio. FP armor: F50 (ram plate), R40, L40, B40, T40, U27, 6 10-point wheelguards, 6 10-point wheel hubs, 10-point fifth-wheel guard. 16,187 lbs., \$138,266.

Drone — Reversed medium trike, large cycle power plant, hvy. suspension, 3 PR tires, no cyclist, airdam, laser-guided VFRP and IRTL with LGL L, IR sighting system, HD shocks, FCE R, FE, remote-control receiver, SWC. Armor: F18, R12, L12, B10, T8, U8. Acc 5, HC 0, 2,098 lbs., \$22,416.

Robobee — One-man helicopter, mini copter power plant, no pilot, laser-guided VFRP with extra magazine and IRTL with LGL F, fire ext., SWC, remote control receiver unit. Armor: F30, R20, L20, B20, T20, U30. Acc 5, HC 0, 4,985 lbs., \$37,690.

The Factory

Setup: The approach to the factory is restricted by the terrain — the factory is nestled in a valley between wooded hills. Any low-level approaches to the factory must climb to avoid the hills, then dive on the factory, pulling up to avoid the hills on the other side. Map #1 shows the altitudes of the terrain and the factory.

The factory is DP 25(20), taking a total of 20 breaches to destroy. It has fire extinguisher systems that immediately douse any fires or incendiary shells/bombs. Turret and AA guns are manned by Gunner-2, cyberlinked gunners (total +5).

Active defenses consist of a tripod-mounted MG at the check-point (Handgunner +2), the four corner universal turrets (#1 mounts twin VMGs, #2 mounts a blast cannon, #3 mounts twin laser-guided RLs with HEAT ammo, and #4 mounts a long-barreled ATG with proximity and AP ammo — the long barrel gives it a range modifier of -1 per 20'', as long as the target is over 20'' away. If the target is 20'' or less away, the range modifier is -1 per 4'' as usual), and a pair of self-propelled anti-aircraft guns. The anti-aircraft guns are long-barreled, laser-based radar-guided TGs mounted on tracked chassis. They are rolled out into the parking lot at the first sign of aerial attack. Their guns are slow-traverse, long-range weapons firing proximity-fused ammo, and are only a threat to high-flying aircraft — they can't track an aircraft at low altitude, but with proximity ammo, laser-guidance to nullify a high-flyer's speed modifier and a range modifier of -1 per 50'', they are excellent at shooting high-flying aircraft. Treat the SP anti-aircraft guns as having 100 DP.

As soon as aircraft are detected on radar, the factory goes to defense mode, activating all turrets and deploying the anti-aircraft guns. If the attackers elect to fly their aircraft in low, under radar, or have stealthkote or radar-proof armor, they get one pass at the factory with no return fire.

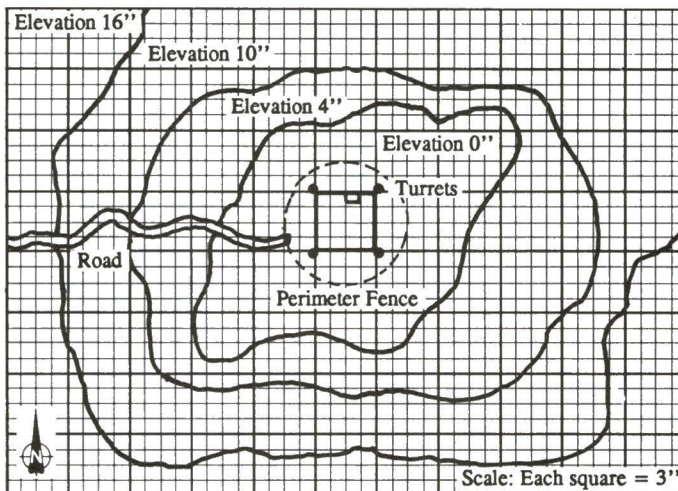
The factory must be completely destroyed to complete the mission.

The Double-Cross

Having successfully destroyed the convoy and the factory, the characters wing their way back to their airfield, anticipating payment. However, in the shady world of corporate war the payoff is not always what is promised. In this case, the "payoff" is an ambush over the airfield, as their erstwhile employers try to take care of loose ends . . . vaporized men don't talk.

Set-Up: The attack takes place as the characters rendezvous their aircraft to fly back to their airfield. If the characters do not rendezvous, then each force is attacked simultaneously and separately as they fly back.

The ambush force consists of four *Dragon* fighter aircraft flown by Pilot-2, Gunner-2 pilots. Their orders are to totally destroy the characters' aircraft. If the characters are split into two forces, two *Dragons* will go after each force.



Dragon — Medium airplane, small helicopter power plant, 3 HD car tires, 1 ducted prop F, pilot, universal turret with laser U, laser battery, LGL, 1 RL with laser-guided incendiary rockets F each wing, 1 2-space rocket EWP each wing (with 2 SAMs), fire ext., links for all SAMs and RLs, hi-res computer, ejection seat, retractable landing gear in wings. LR plastic armor: F44, L35, R35, B35, T30, U35. 5 points prop armor, 21 points LR wing armor per wing. Acc 10, top speed 345 mph, stall speed 100, HC 2; 9,982 lbs., \$58,130.

Wrapping Up

Should the mercs manage to defeat the *Dragons*, they can fly back to their little airfield and end the assignment by leaving post-haste, the way most missions end. Naturally, if they go back to the truck stop for the rest of their pay, they will be met by more assassins, trying to complete the job the *Dragon* pilots bungled.

Of course, if they took some or all of their money in aircraft, then they came out ahead. Otherwise, they're not going to get any more of the promised reward. Do the pilots think to change the markings, identification and paint on any aircraft they flew? If not, they're in for a bit of trouble with the corporation they just

raided and the Federal Government — you see, “black box” camera recorders got some good pictures of the aircraft while they were blowing up ElecTech’s newest power plant prototype and assembly line. ElecTech is going to scream “terrorism,” which brings the Feds into the picture. As a matter of fact, if any PC was foolish enough to leave his face uncovered in a cockpit, the pictures include some fair views of his features, and his face is going to be faxed to every city in North America, with a hefty reward attached to it. (And you always thought body armor had mirrored faceplates for that “hi-tech” look, never thinking about the benefits of anonymity.)

New Equipment

Anti-Air Radar — \$10,000, 150 lbs., 2 spaces, 0 DP. AA radar is hooked directly into the gunnery system, and directs one weapon or a set of identical linked weapons. AA radar negates the range penalties when the directed weapon(s) fires at any flying target in line-of-sight. AA radar can be detected, jammed, bollixed and fooled by stealthkote or radar-proof armor, like any other radar. AA radar is destroyed when the power plant is destroyed.

Anti-Air Ladar — \$30,000, 150 lbs., 2 spaces, 0 DP. This IR laser-based variant of AA Radar is typically restricted to military use. It works identically to AA Radar, but cannot be jammed, fooled or bollixed.

Delay Fuses — \$100 or \$500, no space or weight. Delay fuses are fitted to bombs to delay their explosion once dropped. The delay is set before dropping the bomb — setting the delay counts as a firing action, but may be done out of combat. Delay fuses can be set for any time delay from one second to up to ten hours. A delay-fused bomb can be disarmed by someone with Explosives skill on a 7 or better. A mechanic can also disarm a delay-fused bomb, counting it as a Medium job. Each defusing attempt takes ten minutes; attempts to defuse the bomb may be made until the timer runs out and the bomb explodes. The \$500 delay fuse is fitted with anti-tampering devices that subtract 4 from the dis-

arming roll and explode the bomb automatically if the defusing attempt is not successful. Napalm bombs cannot be delay-fused.

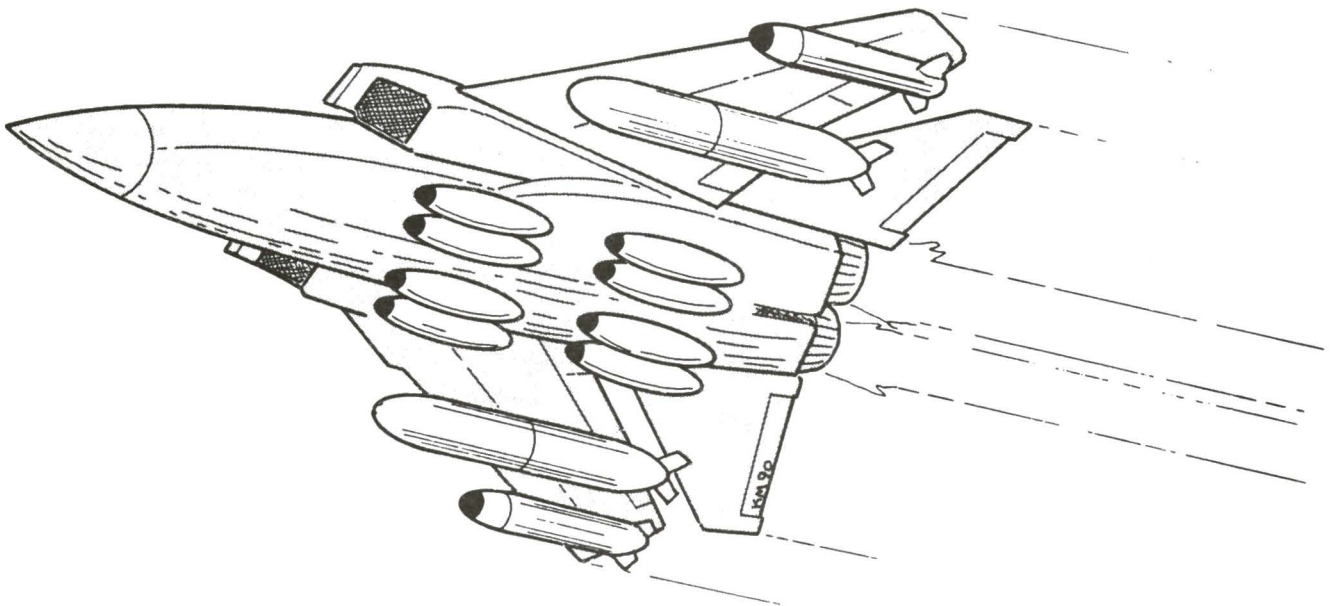
Hardened Bombs — Bomb casings can be hardened to penetrate armored targets. Normally bombs explode on impact or airburst — a hardened bomb with a delay fuse crashes through the target’s armor to explode inside. For an extra 50% of base cost, a bomb can be hardened to penetrate 25 DP of armor or obstacle. For an extra 100% of base cost and 25% of base weight, a bomb can be hardened to penetrate 100 DP of armor or obstacle. Hardening does not add DP to the bomb. Unhardened bombs can penetrate 6 DP. Bombs depend on speed for their penetration, going through 5 DP of armor for each 1” of speed the bomb moves. If a bomb hits something with more DP than it can penetrate, roll 1d. On a 1-4, the bomb is destroyed. On a 5-6, the bomb sticks in the target. Hardened bombs add +2 to the roll. Of course, if the bomb wasn’t delay-fused, it explodes on contact anyway. Napalm bombs cannot be hardened and always split open on contact, spreading the contents as per normal rules.

Proximity Fuses — +\$150 to CPS, no weight or space. Proximity fuses can only be applied to ammunition that has a burst effect. A burst effect weapon using proximity fused shots has its listed damage changed and its To Hit lowered to 3.

Proximity fused shots can only be used on aerial targets, and they do damage to all targets within the specified radius. The actual damage depends on the potency of the shot:

Normal Damage	Proximity Damage	Radius
1d	1d-3	1”
2d	1d-2	1”
3d	1d	1”
4d, 5d	2d	2”
6d, 8d	3d	2”
9d-14d	4d	3”
15d or more	5d	4”

Proximity fuses utilize multiple sensors to detect the proximity of the target (including magnetic, radar, visual and sonic), so they are immune to anti-radar measures and bollixes.



MINI-SCENARIOS

Gulf of Mexico, 2040: The fishing situation off the coast of Texas has reached a critical point. Fish provides a major source of protein and is one of the state's major exports. However, Texan fishing fleets have clashed in armed combat with Mexican fishermen over the right to fish. The conflict escalates, until the Mexican fishermen organize a task force of fighting boats, armed to destroy any Texan fishing vessel they can. News of this mini-armada reaches Texas, and a counter-strike is ordered.

Flight Leader Roy Noboru of the Texas Air Rangers leads the attack, catching the Mexican boats still in their harbor. He sees the boats in motion, already alerted to the low-flying aircraft, and gives the signal for the attack:

TIGER, TIGER, TIGER!!

A Mini-Scenario for Boat Wars and Aeroduell

Setup: The battle takes place on the *Boat Wars* map. Boats cannot go off the map-edges, since the harbor is a small one and the water too shallow to maneuver off-map. Any boat that runs off the map runs aground. They can't maneuver out of the harbor, either — the Texans attacked at low tide, when the entrance is not deep enough. Ignore the depths on the map and treat the water as being 2" deep. Aircraft, of course, have no trouble maneuvering off the map.

The attacking Texas Air Rangers have \$150,000 to purchase their aircraft — they must have at least four aircraft. They get a total of eight crewmembers, and each crewman has 80 points of skills (no more than 40 points in any one skill).

The defending Mexicans have been alerted to the attackers. They have \$200,000 to build a fleet of at least five boats. They have no limit on crewmembers except what the boats will hold. Mexican crewmen have 40 points of skills (no more than 20 points in any one skill).

The Texans must all enter from one side of the map. The Mexicans start on the map. Both sides have had plenty of time to accelerate, so all vehicles may be at whatever speed desired, up to maximum speed.

Victory Conditions: The Texans win by destroying over half

of the Mexican boats. The Mexicans win by preventing this from happening, either by shooting down the Texans or having more boats than the Texans have ammo.

Suggested Tactics: Texan Air Rangers — Arm your aircraft with weapons that punch — forget MGs, use RRs, rockets and heavier weaponry instead. This is not a dogfight, this is a ground-attack mission. Don't circle around the map. Go straight in for high-speed attack runs and turn around safely out of Mexican range. Torpedo-bombing is suggested, as one torpedo can sink most small ships and put a lot of damage on the bigger ones.

Mexicans — Aircraft pack a lot of armor, so you'll need heavy weapons to hurt them. Remember that a low-flying aircraft is vulnerable to control loss — hit 'em hard! Keep your boats out of each other's way, so you can put out maximum firepower at all times.

A LIE FOR A LIE

A Mini-Scenario for Aeroduel and Midville

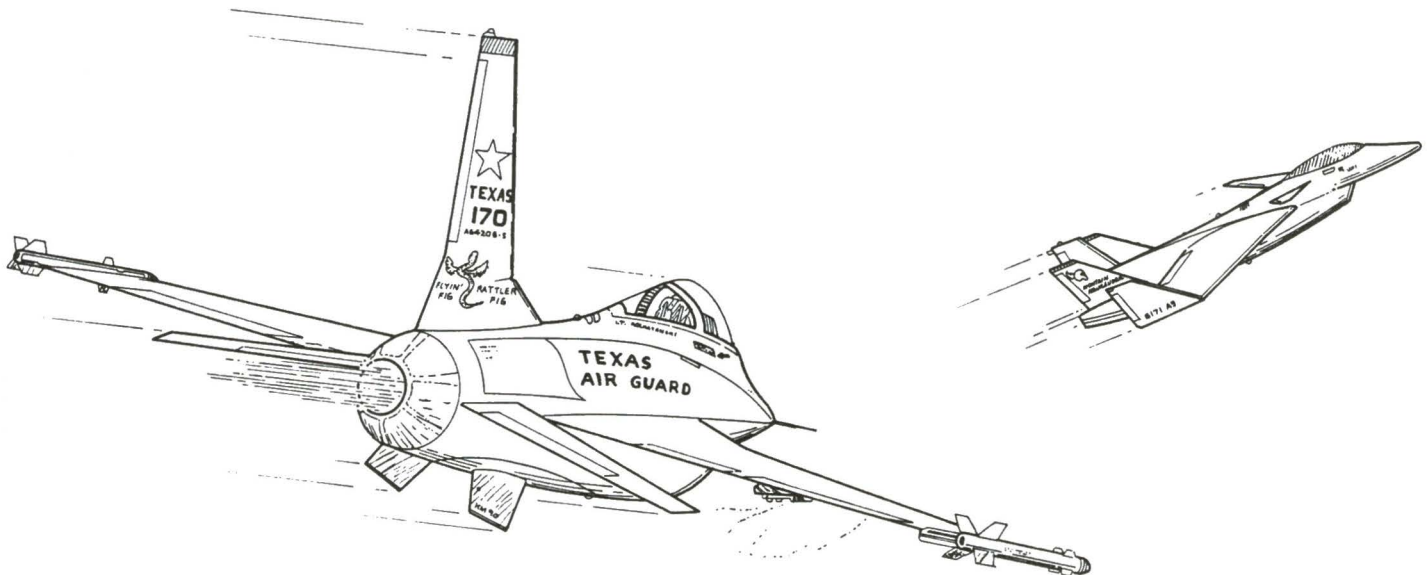
Somewhere in a hidden headquarters building, the leader of A.S.P. (Assassination, Sabotage and Protectionism) receives news from his COBRA (Co-Ordinator of BROADCAST Activities).

"Mighty Black Asp, POISON (Propaganda Output/Information Source Online Network) has isolated an unsubstantiated claim of ASP activities." He handed the print-out to the masked terrorist commander. "A Nebraskan source states that a 'superhero' duellist destroyed one of our bases in Missouri, single-handedly."

The Black Asp shifted from his bored posture, examining the message with interest. "That's preposterous! We don't even have any bases in Missouri!"

"Which is why the claim was brought to your attention, exalted leader."

"You did well to do so, COBRA. As you know, it is my policy that no one can be allowed to have more false or effective propaganda than ASP! This calls for a retaliatory act of totally wanton and random terrorism! Rodric!" he shouted at the singularly dull-looking individual standing next to the ASP throne. "Summon my air commanders! Tell them to attack Nebraska!"



“Yes, m’lord. Should we attack the whole state at once, or a bit at a time?”

“Not the whole thing, Rodric. Just destroy *something* in Nebraska, and make sure to get lots of film in the process!”

So it was that four rocket-laden Mamba fighters were dispatched to “destroy something in Nebraska,” a great and senseless propaganda victory for ASP.

Setup: The battle takes place on the *Midville* map. Before the setup, the ASP player secretly decides which building he intends to destroy and notes it where the defender can’t see it. After this is done, the defender sets up his forces.

The ASP player enters from one map-edge of his choice with four Mamba fighters (see below). They enter at any speed up to maximum and any desired altitude. The Mamba pilots are all Pilot-2, Gunner-1, except for one pilot (the flight leader) who is Pilot-4, Gunner-3. The flight leader’s microplane must be designated before the start of the scenario.

The defender gets \$75,000 and as many defenders as he wishes, setting up anywhere on the map. All defending pedestrians have 30 skill points. Any defending aircraft crewmen get 60 skill points (no more than 30 may be spent on any one skill).

Victory Conditions: The ASP player must put 100 or more points of damage into the chosen target building and have at least one Mamba escape (by flying off the map and outrunning any pursuit) to win. The Nebraskan defenders win by shooting down all four Mambas, preventing them from putting 100 points of damage into the chosen building, or both.

Mamba — Large microplane, super car PP with PC, 2 ducted props wing-mounted B, 3 standard cycle tires, swept wings, pilot

with body armor, 2 linked medium lasers F smart-linked to universally-turreted medium laser T, LGL on turret laser, laser battery for turret laser, wing-mounted retractable landing gear, 2 laser-guided AP HRs wing-mounted F (1 per wing), 2 2-space rocket EWPS wing-mounted F, with 2 AP HRs per EWP, all EWP rockets linked, Hi-res computer, LR radio, radar jammer, ejection seat. LR Armor: F30, L20, R20, B20, T20, U30. 10 points propeller armor for each prop. Acc 5, HC 3, maximum speed 370 mph; 5,989 lbs., \$47,622.

Tactics:

ASP — Concentrate your fire on your target building. You’re not there to engage Nebraskans, you’re there to blow up something. Since buildings are easy to hit, +10 to be exact, hit it with your unguided rockets from range. Follow up with diving attack passes to concentrate all your laser-fire on the target. Keep your speed up; it’s your best defense. Make your attack passes where the enemy’s ground defenses are weak.

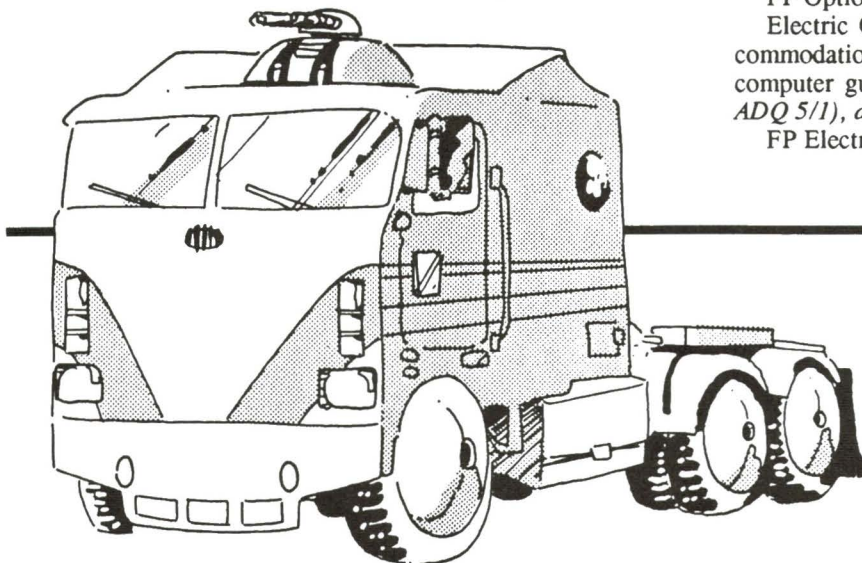
Defender — Ground-mounted anti-aircraft weapons are all right . . . if the ASP target is close to them. Otherwise they’ll be unable to get into position to shoot at the Mambas. The best anti-aircraft weapons are SAMs, WGMs and RGMs (remember that the Mambas have radar jammers!).

You’ll need something in the air, something with real speed. Otherwise you’ll rarely be able to hit the Mambas as they fly by. A small dogfighting microplane is a good idea; Mambas have more weaponry than they have armor. A SAM-armed microplane can do a lot of damage to a Mamba.

CRANE INDUSTRIES

Cruisemaster

So you’ve got a tractor built like a tank with firepower to match. But do you really want to drive cross-country in a tank? You want a truck you’ll appreciate even when the biker gangs aren’t chipping at the Kelvar. Introducing the first trucker-friendly truck, with both comfort and offensive capability. Ride in secure comfort in the Cruisemaster.



Cruisemaster: Sleeper cabover, X-Hvy chassis, large PP, 10 solid tires, Drive, passenger (in passenger accommodation, 2 linked VMGs in universal turret, 2 Oversized Vehicle Airdams, HD Shocks, FE, Vehicular Computer, Galley, LD Radio, Mobile TV (from *ADQ 5/1*), surge protector, computer navigator, armored minifridge, Armor: F35, R35, B20, U25, T30, 6 10-point wheelguards, 15 point 5th wheelguard, 10 points armor each OVA, 14,440 lbs., \$98,435.

FP Option — Upgrade all armor to FP, \$105,120.

Electric Cruisemaster: remove passenger and passenger accommodation, TV, minifridge. Add Autopilot smart-linked to computer gunner for VMGs, IR, Entertainment Combo (from *ADQ 5/1*), downgrade 5th wheelguard to 10 points, \$126,335.

FP Electric Cruisemaster: \$132,945.



IT'S THE SIZE THAT COUNTS!

by Trent Hardin

Good evening, and hello, from Northlands arena in Edmonton! This is Wowie Freaker and Harvey Meale, bringing to you live duelling action from the booth high above the artificial dirt of western Canada's newest duelling ground. The first action this evening will be a Division 20 tag-team match between two local boys and Johnny Dee and Robert the Brute, two-time California champs. Harvey . . .

Yes, folks, looks like it's going to be a classic match tonight; the press don't give much of a chance to local boys Willie Winkie and Big Joe Muckeraw, but the hometown crowd is good to its duellers, and chances are the surfers are going to get more than they bargained for tonight . . .

Harvey, what will be the keys to a hometown victory?

Well, Wowie, this crowd can really inspire a team if the conditions are right; if Willie and Joe come up strong in the first five seconds, the crowd will carry the momentum, they will furnish the fight, if you will; the din will dominate, the noise will numb the opposition, the mob will motivate, the rowdies will rouse!

Are you finished?

Um, yes . . . it's a bit of a give and take situation, really.

Well, Harvey — what if they don't come up big early?

The fans will yawn a bit and go to sleep.

I see.

The locals will lose, the yanks won't yield, the . . .

And now, down to dirt level, where Chris Cutthroat is assessing the vehicles of both sides — I notice you're wearing the new *Duel Night Alberta* flak jacket, Chris.

☆☆☆

That's right, Wowie. Nobody's taking any chances since some fans took exception to Don Sorry's "Crashes Corner" editorial last week. There has been talk lately of banning hand weapons from the stands, but I think they should get right to the root and stop serving beer to the fans.

I heard that, you pinko. Hello, sports fans, Don Sorry here; I don't know about all of you out there, but it really burns my butt when the Association starts pandering to the namby-pamby, left-wing do-gooders by instituting wimp rules that take all the "do" out of duelling. Take the beer and weapons out of the stands? Who's kidding who? How else are the fans supposed to relate to the action going on around them? By nursing a sling shot and a baby bottle? One lousy grenade attack and the producers are demanding we wear candy-pants flak jackets. Boy, I tell ya, you won't catch me wearing any of that pacifist stuff!

Say, Don, isn't that the plaid, blended body armor you ordered from Uncle Al's last week?

You make me sick.

What about the cars tonight, Don?

Well, I'll tell ya, Chris, those hot-shot yanks got up here yesterday, calm as can be, spouting off about their cars. Have you seen them? A '38 Agincourt and a '34 Vigilante. Talk about imagination! Ha! You know . . .

What about their weapons?

Just listen for a second, okay? Sheesh. I watched Wee Willie and Big Joe in Vancouver in March, and what a show they put on! Willie went straight at his opponent, popping away with his paint gun, the other guy kept hammering at him with not one, but two RRs. Willie just kept at him until, at the last second, Splat!

with the paint. Then the guy panics and turns, taking Willie's ramplate and a broadside from three MG's! What a move!

Three MGs and a paint gun, all on one side of a mid-size? And Willie has great acceleration — how did he get all that in there, Don?

Imagination, Chris — paint gun and MG out the front, and one MG in each corner — that sucker did exactly what Willie wanted him to . . . broadside, pow!

What about space limitations?

What about 'em? Did you ever wonder why they call him Wee Willie, Chris? Four foot nothing, a mere 75 pounds; is it any wonder he can get all that stuff in there? I'm telling you, these guys are the hottest thing in duelling today! Wee Willie, and Big Joe, who is a giant! Any of you who saw them in Vancouver know what a great force they make.

Didn't they lose that match, Don?

Yeah, right. Wee Willie takes out his man in ten seconds, then the next guy finishes Willie's power plant with a sucker shot over the safety line . . .

You always hated the safety line rule.

Didn't your mother teach you any manners? And then he flukes out with a rocket through Big Joe's air conditioning. Big deal. My grandmother could have done that. The only reason the Joe-man survived is that he is so big. And when they saw him climb out of that camper, the fans all knew who really won that match; I didn't see anyone mobbing the other team afterwards, let me tell ya. These guys have it all — imagination, guts . . . and size! And that's what it's all about, folks . . .

Thanks, Don. Now, let's ask the man in the stands just what he thinks about tonight's match-up. Excuse me sir, what chances do Wee Willie and Big Joe have tonight?

Buuuuuuuuuuuurp! Gooo Willie Weenie!

Yet another example of six-pack genius, eh, Don?

You pinhead — hey! What's that?

Grenade!

Don't worry; I think it's only a concussion, this time . . .

☆☆☆

Well, uh, back to us again, I guess. Wowie Freaker and Harvey Meale in the booth here, folks. Can you see what's going on down there, Harvey?

Everything seems to be okay, Wowie. I think it was a dummy grenade . . . oops, maybe not.

Um, we hope Chris and Don are okay down there, and . . . oh! We'd like to take the opportunity to welcome viewers from Washington, Idaho, Montana and Alaska to *Duel Night Alberta*. Don made a good point about size down there. Harvey, how much do you weigh, if you don't mind my asking?

About 150 pounds. How about yourself?

About 150. How about the rest of us? Bill? 150 too, eh? Bill's our camera man. What's that? Fred Tedium, our producer, weighs 150 . . .

That's quite a trend, Wowie. Kind of makes you wonder who the real clones are . . .

You know, Harvey, these two freaks may be the biggest news to hit sports since the Calgary Flukes had the Edmonton Toilers ambushed on the way to the finals two years ago.

A sad day for hockey fans, Wowie; the end of the league.

You know, I heard they were going to move the Flukes to the Philippines that year, and change their name to the Manila Folders — nyuk, nyuk, nyuk.

Ha, ha, Wowie, great. I'd just like to remind everyone that this program is copyright . . .

☆☆☆

OK, so it took a lot of gab to get my main point across. I'm supposed to entertain you, too, right?

The most enjoyable aspect of *Car Wars*, I've always found, has been the variety and selection available to every duellist; let's face it, it wouldn't be a whole lot of fun if everyone was driving nothing but Killer Karts around all the time, would it? Though there are plenty of variations on the vehicles, the characters are all pretty much the same — like they've all stepped out of the same Gold Cross fee schedule. I've come up with a system, ludicrously simple though it may be, to add yet more variation to vehicle design, and make roleplaying your characters a little more interesting.

If you want a Little Sprout or a Jolly Giant driving on your Green team, just add or subtract weight, within the following limitations:

For every 50 lbs. (or fraction) less than 150 your character weighs, he loses 1 DP and 1 GE, but takes up half a space less.*

For every 50 lbs. over 150 he weighs, he gains 1 DP and 1 GE, but takes up half a space more.

Variations: For every 50 lbs. more or less than 150 a character weighs, he gets +/- 1 to hand to hand combat damage.

For every 50 lbs. more than 250 he weighs, lose 1/4 inch movement per turn.

Note that a character with 1 DP is not perpetually unconscious, he just has a bigger clone budget.

Examples: Wee Willie weighs 75 lbs. He has only 1 DP, carries 4 GE or personal equipment, but he takes up only 1 space (1/2 space as a passenger). Willie has one more space of weaponry in his mid-size, or he could opt for 9 more armor (72 lbs.).

Big Joe, on the other hand, weighs 250 lbs. He has 5 DP, carries 2 HAVRs (!) and takes up 3 spaces in his camper. As a passenger, he would take up 2 spaces. He could also, conceivably, punch out 1 point of vehicular armor, but I'd give his fist 1 point of damage back for its collision with the vehicle.

Tag-Team Duelling: Each player has two vehicles. One fights in the arena, the other waits behind a safety line. When the vehicle in the arena crosses back over the safety line, his partner may proceed out in his place. If a vehicle in the arena is "killed," his partner may enter combat immediately.

There is no prestige penalty for "tagging" your partner by crossing the line, but there is a -1 for not entering combat when your partner is "killed." The usual penalties apply for firing across a safety line.

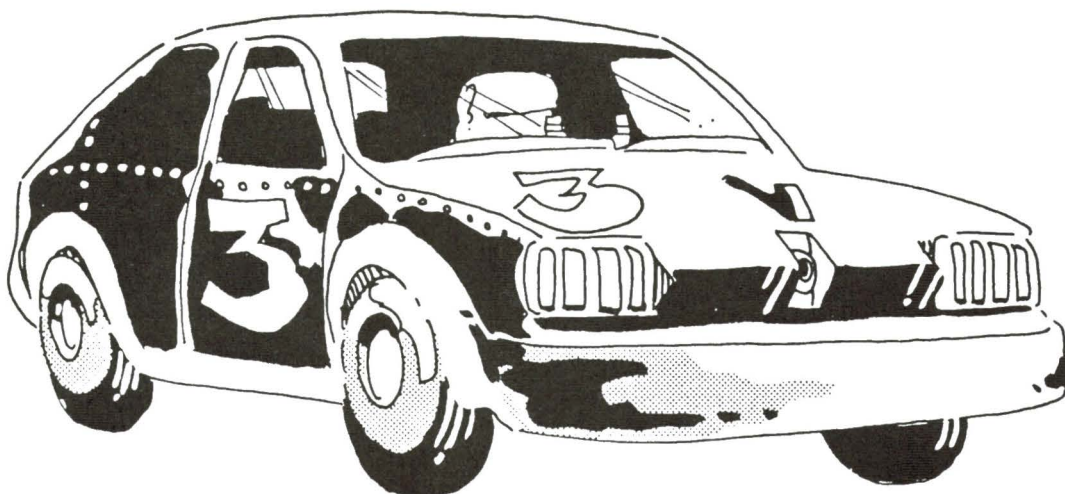
* This includes the extra space any driver or gunner needs for consoles, heads-up display, etc. . . . No character may ever take up less than 1 space as crew, or half a space as a passenger.

NAKACHI MOTORS CORP.

Pocket Rocket

A car like this for under \$5,000? What a steal! And that's what this Nakachi Motors Corporation Div. 5 banger does best: steal. It steals your heart as you get behind the wheel of one of the best armored cars in its class. It steals the show as you slam round after round of armor-shredding rocket into your opponent (with the help of your Phoenix single-weapon computer). And the ultimate steal? A victory, thanks to the help of your new Pocket Rocket. Come steal one today!

Pocket Rocket: Subcompact, x-hvy. chassis, light suspension, small PP with PC and SC, 4 HD tires, RL with AP ammo (f), SWC. F24, R22, L22, B22, T5, U5. HC 2, acc. 5. Weight 2,760 lbs., top speed 87.5 mph. Cost, \$4,975.



EMERGENCY VEHICLES IN CAR WARS

by Gregory K. Mount

Have you ever been in one of those messy road duels where you almost get trashed, and you call for a tow truck, and before they show up every cycle gang in the county has been by to salvage whatever they want? Or have you ever been in an Ambunought caught in an ambush and you think that you'd probably be safer walking through Watts? Or maybe you're being picked on by EDSEL or Airtech killer choppers and you only have ten points of top armor to begin with?

Well, now there's a solution.

With these new vehicles by Mt. Brew-Cole motors and Combat Craft, Inc. and new equipment from General Electronics, Fundamental Relief and Hospitalization Services, Inc. can now offer everyone complete coverage for towing, car rental, hospitalization, area security (for those lawless areas), property repossession and even a private army.

☆☆☆

With the recent upswing in highway duelling, the towing industry is in greater demand than ever, and newer designs are needed to survive today's roads.

Road Hoss — 10-wheel longnose with flatbed, x-hvy Chassis, hvy. suspension, large truck PP with PC and SC, 10 PRSB truck tires, driver, 2 passengers, 3 safety seats, RR and magazine (AP) front, 3-axle drive, 3 differential locks, 10 auto batteries, 5 dayglo jackets, derrick, 4 righting portashops, 4 flashing lights, super winch, 2 extra winch cables, 22 traffic cones, HRSWC, no paint and tinted windshield, 2 searchlights (front, back), portashop, towbar, 2 portable FE. F 145 (ramplate), L 75, R 75, B 84, T 30, U 40, flatbed-50. 19,800 lbs. \$142,245.

Standard personal equipment for each truck includes 3 suits of body armor, 3 gas masks, 2 mini-mechs, 2 repo kits, 2 personal medkits, 3 hvy. pistols and 3 rifles with AV shot to insure maximum safety.



Road Hustler — pick-up, x-hvy. chassis, hvy. suspension, T-cat PP, 6 solids with 10 point hubs, driver, passenger, 10 point CA around crew, RR (AP) front., FE, 4 auto batteries, 3 dayglo coats, derrick, 3 differential locks, 3-axle drive, 2 righting portashops, medium winch, 2 flashing lights, passenger in bed, towbar, HD and AL brakes, toolkit, tire chains, heavy hitch with 10 points armor, 6 traffic cones, HRSWC. F35, L22, R22, B30, T5, U15. Acceleration 10, HC 2: 8,400 lbs., \$33,653.

A mini-mech, a repo-kit, a personal medkit, 3 suits of body armor, 3 flak jackets, 3 gas masks and 3 rifles with AV shot are carried in each Road Hustler.

☆☆☆

For the latest in medical technology and assistance, these beauties are the best on the market.

Road Hero — mini bus, x-hvy chassis, medium truck PP with SC, 10 solid tires, 6 10 point wheelguards, driver, gunner, 2 passengers (medics), VFRP and magazine (AP) with IRTL and LGL front, 2 HRSWC, FOJ back, 3 stretchers and passengers, medkit, towbar, x-hvy., quick-release hitch with 10 point guard. FP armor: F60, L52, B60, T25, U34. 14,391 lbs. \$88,059.

Personal equipment includes 2 portable medkits, an MP radio, an assault rifle with bayonet, an SMG, 4 suits of body armor and 2 heavy pistols per unit.

Crusader — small helicopter, small helicopter PP, pilot, passenger, VMG with HD ammo in 2-space universal turret, side door, winch, IR system, radar, armored searchlight under, radar detector, radar jammer, LD radio, 2 skid stretchers, fire extinguisher, HRSWC. F50, L35, R35, B30, T17, U50. Acceleration 5, HC: 2, 8,000 lbs., \$62,740.

With 2 suits of body armor, 2 parachutes, 2 heavy pistols and a portable medkit, you'll be ready to go.

☆☆☆

There are countless criminals still on the streets, and everyone needs protection, even fortified cities. So, whenever cyclists are getting you down, just call 1-800-555-HELP. *Any one of these can be yours*, to rent, lease or even rent-to-own.

Heavy Cruiser —luxury, x-hvy chassis, hvy. suspension, super PP, 4 SB, PR tires, 2 10 point hubs front, 2 10 point guards back, driver, gunner, 10 points CA around crew, 3 passengers and 10 points CA, 2 SD(X) (1 R, 1 corner BL), 2 RL and 2 magazines (AP) front, SWC, spoiler, airdam, HD shocks, HD and AL brakes, radar, radar detector, radar jammer, LD radio, portable FE. F30, L25, R25, B35, T15, U25. Acceleration 5, HC: 3; 7,195 lbs., \$39,260.

Light Cruiser — mid-size, x-hvy chassis, hvy. suspension, large PP, 4 PRSB tires, 2 10 point guards back, driver, gunner, passenger, RR (AP) front, SS back, SWC, HD shocks and brakes. F60, L40, R40, B60, T20, U28. Acceleration 5, HC: 3; 5,755 lbs., \$14,343.

Paddy Wagon — Van with CA frame, x-hvy. chassis, hvy. suspension, super PP, 6 PRSB tires,

2 5-point guards back, 2 5-point hubs back, 2 10-point hubs front, driver, RR (AP) front, HDFOJ, 2 bumper triggers, radar, radar detector, radar jammer, LD radio, HRSWC, 2 safety seats. Sloped plastic armor: F33, L27, R27, B33, T10, U20. Acceleration 5, HC: 2; 7,196 lbs., \$41,950.

Interceptor — funny car, x-hvy. chassis, 450 cubic inches with blueprinting and tubular headers, 4 FPSB radial solids, 2 10-point guards back, 2 10-point hubs front, driver, RR (AP) front smart linked to RR (AP) in 2-space universal turret, turbo supercharger, 5-gallon duelling tank, safety/ejection seat, IFE, roll cage, 1 nitrous oxide, HD & AL brakes, HD shocks, overdrive, radar, radar detector, radar jammer, LD radio, hi-res computer, spoiler, airdam. FP plastic armor; F60 (ramplate), L35, R35, B40, T25, U30. Top speed — 147.5 (167.5 with over drive, 220 with nitrous, 240 with both), acceleration 20 (25 at 40 mph +; 30/35 with nitrous. HC: 6; 7,790 lbs., \$90,440.

☆☆☆

Have you ever loaned money for a car, or even loaned your own duelling machine to an up-and-coming duellist, only to have the guy flop, or even skip out of town? Well, now your worries are over, with then newest in repossession technology and techniques.

Sneaker — luxury, x-hvy. chassis, hvy. suspension, large PP with SC, 4 radial solids, 2 10-point guards back, driver with safety seat, 2 passengers and sunroof, RR (AP) front, 2 SD (X) (1 back-left corner, 1 right), FOJ back, HD, anti-lock brakes, radar, radar detector, radar jammer, active suspension, LD radio, overdrive, spoiler, airdam, HRSWC, bumper trigger for RR, bumper trigger for dropped weapons. Sloped armor: F50, L35, R35, B50, T15, U25. Acceleration 5, HC: 3 (+2); 6,600 lbs., \$38,200.

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And when those Bozos run over your dog and take your girl, and you need some *serious* firepower, call 1-RENT-AN-ARMY. For 2% plus damages, you can have your own private army for that weekend of fun.

Rumbler — 10-wheel longnose with van carrier, x-hvy. chassis, regular truck PP, 10 truck solids, 6 10-point guards, driver, 2 gunners, BC and magazine in 4-space universal turret on cab, smart linked to carrier turret. Tinted, no-paint windows, HD brakes and shocks, radar, radar detector, radar jammer, LD radio, quick-release, x-hvy. hitch, IFE, IR system, 10-point hitch armor, towbar, toolbox, 3 safety seats, 2 hi-res computers. Sloped plastic cab armor: F50, L40, R40, B7, T25, U25. Sloped plastic carrier armor: F12, L40, R40, B50, T22, U23. 19,793 lbs., \$143,329.

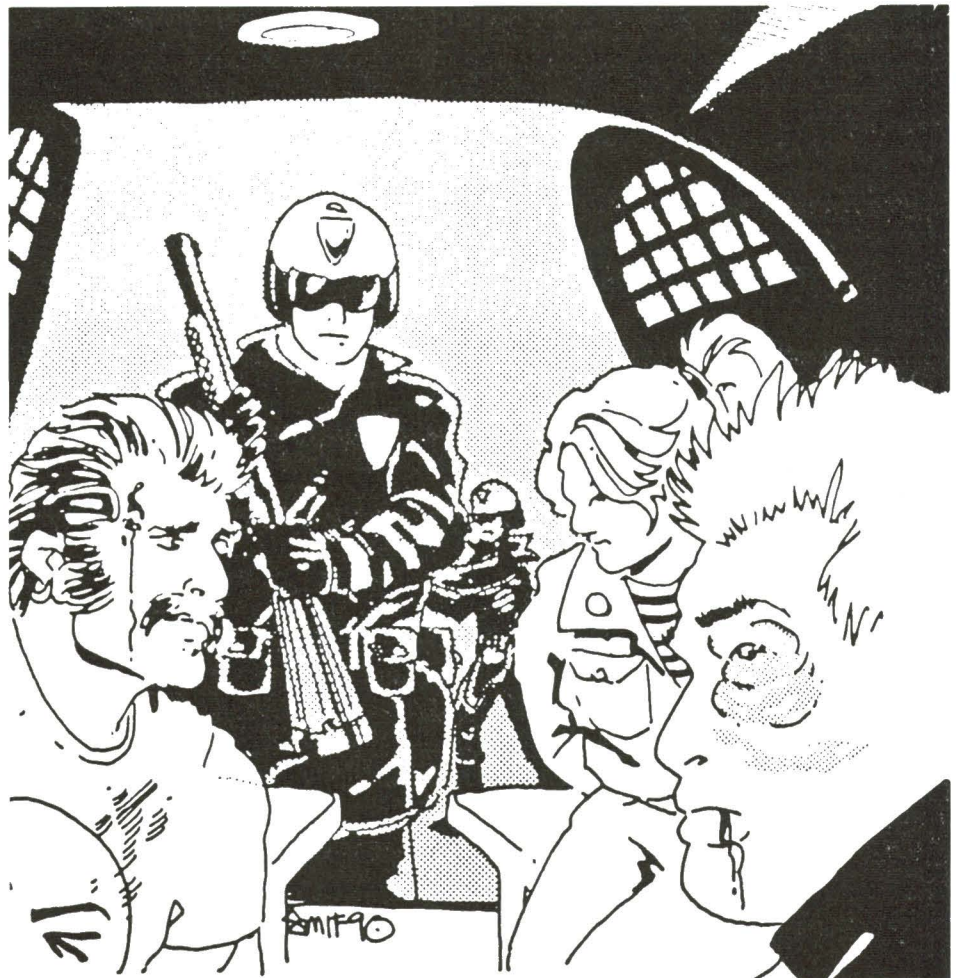
Rambler — 30' van trailer, x-hvy chassis, 8 SB solids, with 4 10-point FP

guards, 2 gunners with 2 ejecting safety seats, 2 HDFOJ and 2 magazines (1 right, 1 left), FOJ back, IR system, radar, radar detector, radar jammer, LD radio, 10-point CA around crew, tinted, no-paint windows, VFRP and 2 magazines with IRTL in 3-space universal turret (1 front, 1 back), 2 VFRP back, VFRP front-left, VFRP front-right, 2 MFRP back-left, 2 MFRP back-right, 2 MFRP back, LGL for all rockets, bumper trigger. FP sloped plastic armor: F16, FL46, FT22, FU23, BL46, BR46, BT22, BU23, B50. 16,920 lbs. \$138,200.

Seventh Wave — transport helicopter, super PP with PC and SC, pilot, gunner, 2 HI IR lasers in 4-space universal turret under, VFRP and magazine in 4 space ejecting EWP with 10-points armor left and right, LGL, CACR, improved tail assembly, extra driver controls, 4 extra blades, 80 points rotor armor, 2 maneuver foils, with 10 points armor, 10 passengers, 10-point component armor passengers (FP), radar, radar detector, radar jammer, LD radio, 2 hi-res computers, retractable landing gear, sound system, armored searchlight back, GL with fragmentation grenades back. LR metal/normal plastic: F10/43, L9/40, R9/40, B8/29, T6/20, U10/43. Acceleration 5, HC: 2; 22,990 lbs., \$272,550.

☆☆☆

Fundamental Relief and Hospitalization Services: if we can't provide enough firepower to stop your troubles, then you're in too much trouble.



THE RETURN OF THE BEAR

by Andreas Metzger

“Damn the Cardinal!”

“Damn the Cardinal!” We echoed the toast and drank . . . again. It was a month before the Big Game — combat football between the University of Northern California, Berkeley and our archrival, the Stanford Cardinal. Things were not looking good. Our mascot, a seven-foot tall stuffed grizzly named Oski, had been kidnapped in a beautifully executed lightning raid a year ago, and hadn’t been heard from since. School spirit (and several campus buildings) were still in shambles. On top of that, two of our star players were injured and out of the Big Game. At first, it appeared that they might die in time for their clones to be used, but now it seemed that they were going to pull through. Eventually. The bastards.

“Damn. We should at least get the bear back this year,” I muttered, mostly to myself.

“Well, Andreas, why the hell don’t we?” Mike yelled from across the couch. He tried to slam his Cal mug down on the table, missed, and settled for swinging his beer through the air. It splashed all over Jim, but neither seemed to notice or care.

A half-hearted chorus of “yeahs” rang out, then quickly faded into a morose silence.

“Look, you guys all know Jenny, right?” Andy piped up suddenly. Jenny — his girlfriend. So what?

“Jenny’s on the spirit committee, and she was over there yesterday to coordinate half-time activities.” Andy paused dramatically. “She thinks she saw Oski.”

“What!” No way!” “Where?!” He had us now.

“In a closet in the trophy room of Newell Hall. She only got a glimpse — the girl who was showing her around slammed the door and hustled her out of there as soon as she caught her looking. It was all covered up, but Jenny’s sure that she recognized the bear.”

Silence reigned for a few moments, as we muddily tried to digest this information. I looked over at Andy and realized that he’d been drinking more than usual. He had a strange gleam in his eye. I glanced over to Steve, who now had a similar look about him. The last time those two had that look, we had ambushed the UCLA cheerleaders with paint guns after a game. Suddenly, everything started to click into place in my mind.

Click. “I was talking to these alumni the other day,” the words rushed out, “. . . the two old guys who own that bar, Raleigh’s . . . and they were talking about how they’d go after Oski themselves, only they’re too old. Then they said they’d bankroll a rescue mission, if they knew the right people.” Click. “Professor Kusnetz — my aerial warfare prof — was telling me about some of the department’s latest research projects. He’s cool. He might be willing to allow some, ah, ‘field tests,’ if it was for a good cause.” Click. Snap. “Okay, who’s in?”

The walls shook as a cheer rang out. Another case or six of Armored Bear disappeared, amidst plans to consolidate our support and execute the mission.

The next day Andy reported that he’d have the plans to the hall where the bear was kept by the end of the week. I hoped my hangover would be gone by then. Steve Kobayashi, a biowarfare major, had talked his cute TA, Janet, into giving him a canister of knockout gas and enough gas masks for our group. By Friday we had accumulated most of our ground assault hardware; now

all we needed were vehicles. Over the weekend we arranged to borrow one of the team’s duelling cars during Big Game Week — long enough for us to exchange the paint ammo for the real stuff. But most importantly, our alumni friends supplied us with a bus, a surplus chopper and — incredibly — a gasoline-powered camper. Everything needed work, but our main problem was that nobody knew how to drive a bus. Steve was our best driver, so he was elected to learn. Quickly.

Big Game Week came with all the rituals associated with college rivalries. We had our work cut out from us, getting used to the vehicles and going over every step of our plan. We hoped to time our raid to coincide with the Stanford rally; then they’d all be too busy to pay any attention to us.

At dusk I climbed into the Knight Hawk helicopter with Jim, my gunner; I had recently completed my pilot’s license, and was the only pilot in the group. Fortunately, the test included a low-level urban assault pattern.

“Comm check. Sky Bear ready to go.” I started.

“Papa Bear ready to roll.” Steve answered from the driver’s seat of the bus.

“Baby Bear set.” That was Jung, my roommate and the best duellist in the group. He was driving the borrowed car.

“Mama Bear ready.” Andy was in the camper, currently being towed by the bus. Towing the camper there would save gas; besides, none of us could figure out how to stealth a gas motor.

“Roger. Time to go. Papa, your lead.” I finished as I lifted the helicopter off the ground. I had to go by my flight pattern until we left Berkeley, otherwise the city’s SAM batteries would end my part of tonight’s adventure before I had a chance to have any fun.

It was fully dark as I shut off my lights, went to Stealth and IR modes and dropped to wavetop to follow the ferry carrying my friends across the San Francisco Bay. The ferry landed at Coyote Point and we headed South on what used to be highway 101. The road was still good, though it was starting to decay from neglect. Had anybody seen us, we would have been a pretty interesting sight: a car, bus towing a truck, and a helicopter flying on the deck, all dark and quiet. We were in a column, doing about 50 in order to utilize everybody’s Stealth. Twenty minutes later we turned off, heading West to our target.

Five minutes, two miles. “Baby bear break to target alpha.” Jim said from the gunner’s seat behind me.

“Good luck,” I whispered to Jung as the lone car headed towards the South end of the Stanford campus.

“Ah, GM, I’m picking up low-level radar.” Jim warned, calling me by the callsigns we had chosen earlier that day.

“Any sign we’re registering? If not, don’t jam it ’til you’re sure they’ve got us.” I replied. I started looking for tall buildings I could hide behind in a hurry, just in case.

Kusnetz was working on a radar-absorbing paint; not as good as radarproof armor, but so far it was holding up. I hoped.

“One minute to target. Dwarf, tell the boys to start charging their weapons.”

“Roger, Ranger.” Steve replied to Jim.

“Thirty seconds to target,” as we passed through the campus gates.

“Okay boys, it’s time to rock and roll. Hit hard and fast.”

“Find me some targets, Ranger.” I activated by HUD, augmented by the Cybertron Mark 8000 cyberlink that my parents had given me last Christmas.

“Roger. Got a grounded chopper on top of the dorm at 11 o’clock.”

I aimed the turret and let loose with the tri-barrel machine guns. After tracking the first couple of bursts, I linked the forward tri-barrel. That was one copter we wouldn’t have to worry about tonight.

Suddenly I saw the bus rock to one side, a wall of fire flaring briefly alongside. Just as I was about to key the mike and ask if they were okay, the bus rocked again and I realized that the cause was the four portside AT guns firing simultaneously. Some couple out on a date had just had their evening ruined; too bad, but we couldn’t risk them radioing ahead or bringing up reinforcements to cut off our retreat.

“15 seconds to target.” Ranger reported.

I accelerated and took us up to 200 feet as the opening strains of the *1812 Overture* carried across the campus.

“Baby’s waking ’em up,” I broadcast unnecessarily, considering the whole campus had certainly heard the music.

“Tower around the bend. Five seconds to target.”

“Roger. Look for that laser port and light it up,” I told Jim. He started tracking with the IR laser mounted in the nose. “Got it.”

“Pop him two APs.” I instructed as I brought both sets of tri-barrels to bear. Between rockets and the six machine guns loaded with HD ammo, the tower and its x-ray laser quickly turned into an expensive rubble heap. I was real glad that we had caught them napping; armor wouldn’t last too long against that powerful a laser. They would probably upgrade security after we left, but then, hopefully, we wouldn’t be coming back again.

“Target entrance in sight, Claw team report status,” Steve said over the general frequency.

“Beanpole ready,” Andy reported.

“Druid ready,” Kwei-Cee announced.

“Elf ready,” James acknowledged as the rear crew door opened up.

“Cat ready.” That was Gordon.

“Entering the courtyard now. Wait for the ATs and go on my signal,” Steve ordered. Two of the starboard ATs roared as Steve brought the bus within feet of the building we hoped Oski was hidden in. “Go, go, go!”

James, Kwei-Cee and Gordon jumped out of the slow-moving bus and ran to the breach in the building. Andy rolled out of the camper to see the others toss the canister of gas into the building. He drew his ’scoped, twin-barrel gyroslugger and donned his gas mask before leading the way into the building. Steve jettisoned the pick-up by blowing the explosive bolts holding the tow bar on. Then the sounds of the cannons from the *1812 Overture* boomed over the campus, along with a succession of real explosions.

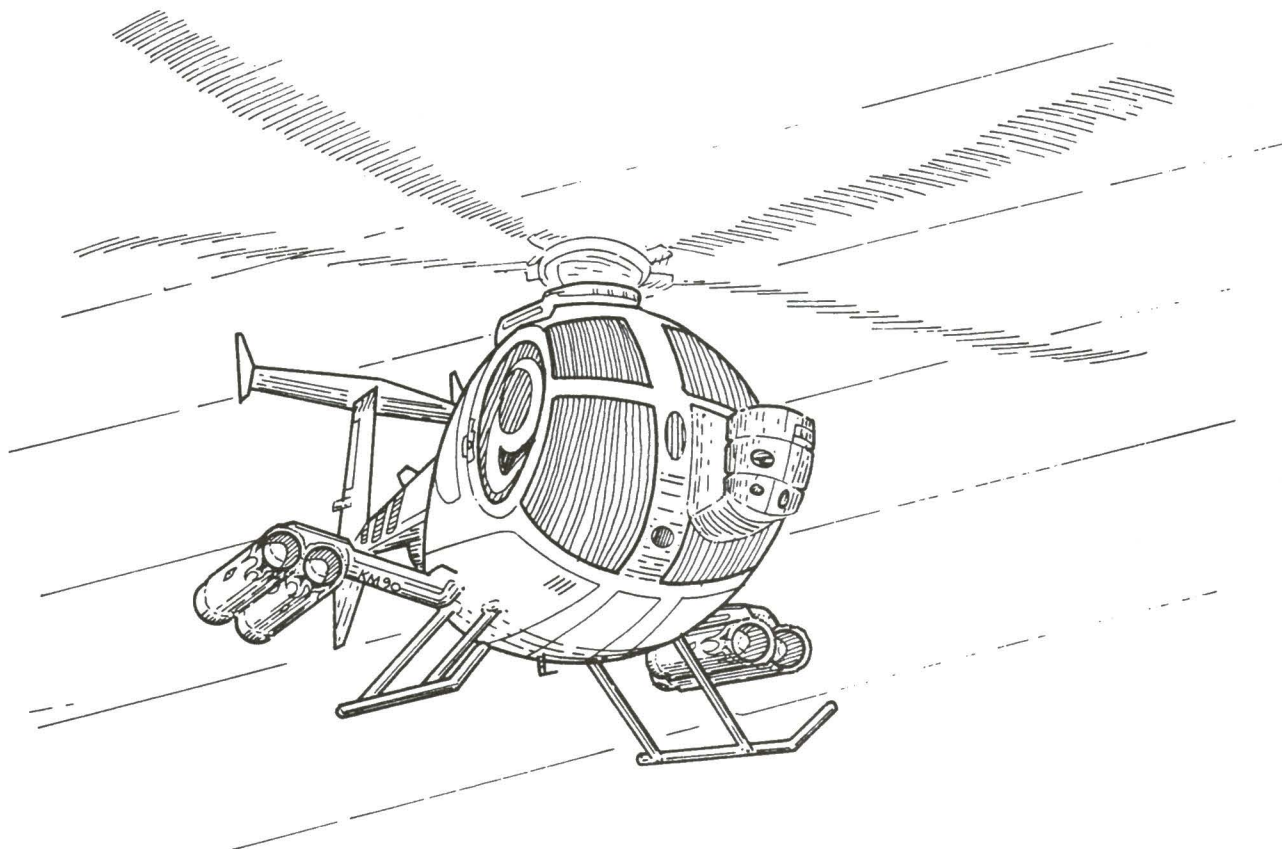
“Sky, this is Goblin. I’m in the stadium parking lot. No trouble yet. Just blew a few cars and the laser tower. How much longer do I have to be here? Over.”

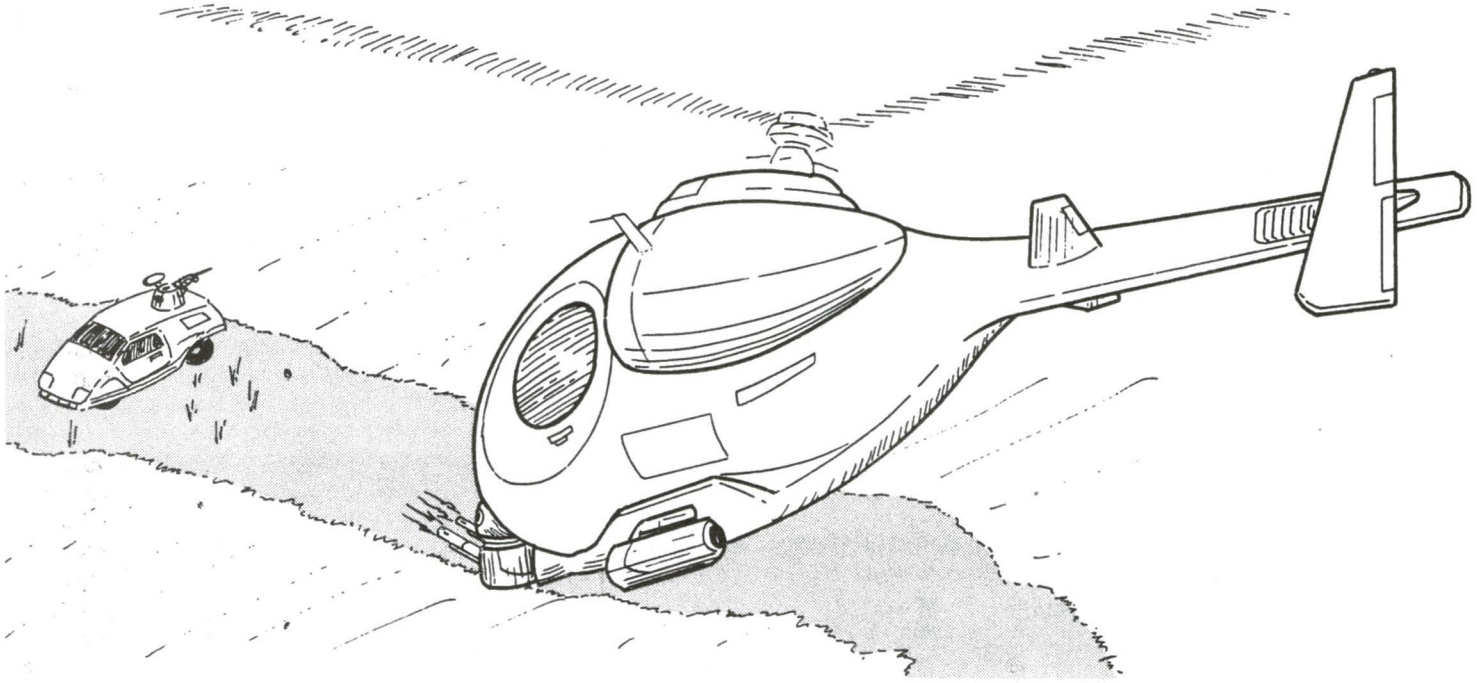
“Goblin, Skybear. Claw team just initiated entrance. Expect two-zero to four-zero seconds more. Ranger out.”

“Bloody hell. Goblin out.”

“Dwarf, Ranger. Vehicle headed your way at 095. Looks like Stanford security.”

Steve acknowledged as I brought the chopper around to assist. Steve pointed the bus at the courtyard exit road that the hostile vehicle was using for its approach as I flew ahead and peppered the Stanford car with some hot lead from the linked tri-barrels. Papa Bear came into range as I banked for another run. The bus’ blast cannon tore away the front armor of the wildly-jinking security sedan. In an attempt to keep his front side away from us he drove right alongside Papa Bear. He realized his mistake too





late as the first shot of the portside ATs shredded his armor and the second pair ended any threat he posed to us, as the car plowed into a tree and exploded. "That's a kill for us, thanks for the assist!" Mike "Tree" Madden yelled jubilantly.

"Yeah, but how's your armor?" I asked.

"Kinda thrashed; took a couple of AC hits. We'll hold it together," Steve replied as he began to swing the bus around in a u-turn. The hedges would never be the same again.

"Claw team status report: we've leapfrogged our way to the target's location. Only minor resistance so far; my gyroslugger took them out. Druid and Cat are about to blow the door . . ." Andy reported. A series of explosions crackled over the opened channel, and I continued to fly lazy figure eights in a covering pattern.

"Look out for that tripod gun! Damn! Druid's down."

"I got it. Blast, I hit the armor. Take it out man, take it out!"

"Good shot, good shot. Got 'em on the run. Move in."

"Claw team report. Lots of torn-up body armor, and Druid's wounded but conscious. Our objective is here. We're blowing the security systems . . ." Andy reported, panting heavily.

"Hostile radar . . . damn, they've got us, GM." Ranger broke in. I debated between gaining altitude or speed, and decided to keep clearance height and get as much speed as possible.

"Hey Papa Bear, company's coming. If your friend SAMmy decides to say hello, make sure it's to a stranger, okay?" A chuckle was the only response Ranger got.

"You got range and bearing yet?" I asked impatiently.

Just another second . . . yeah, bearing 170 at 850 yards, course 350, altitude 500, speed 75 knots," Ranger reported.

"When he gets within 250, pop the RGMs; he won't be able to dodge them, I hope." I ordered as I set the intercept course.

"Second bogey, 260 at 1,500 yards, course 195, altitude 500, speed 150. He hasn't got us on radar yet."

"Can you tell which is the bigger target?" I asked.

"Bogey 2."

Great. The bigger threat hadn't acquired us, which meant that he was probably going after Jung. To take the heat off of him,

we'd have to make ourselves the target. Well, that would happen soon enough. I beat on the throttles to get all the speed I could out of the chopper, as I didn't have any altitude to spare. "Start trying to light him up with the laser, maybe we can scare him a little."

"Yeah, right." Jim sounded disgusted. I grinned. "Five seconds to RGM launch, GM. Bogey 2 is changing course to 180 and diving."

"Claw team report. We've got the bear . . . I mean objective . . . and we're headed out. Elf out," James reported over the general frequency.

Although I couldn't hear it, I knew Steve was starting the pick-up by remote control. The roar of the supercharged gas engine was sure to make this an even more popular spot for Stanford security.

"Dwarf, three vehicles coming your way. One from our entrance, two from the West road. Look for lights." At least they didn't have IR systems.

"Roger, got 'em sighted."

"Tree, give us some cover." The turreted RLs belched and smoke engulfed the area for yards behind the huge bus.

"We've got flies." Steve reported, detonating a few of his flechette dischargers to deal with those people foolish enough to attack the bus on foot.

"In range, firing RGMs now." That brought me back to our opponents in a hurry as the helicopter lurched from the release of the missiles. Then the targeting laser started firing; Jim probably wouldn't hit anything, but was preparing to release more guided rockets as opportunities arose.

"He's banking away . . . not going to make it. Uh oh, bogey 2 has us and is coming to join the party." Ranger reported as our missiles impacted on the helicopter's tail. The damage might not have been enough to penetrate armor, but shook him up enough to lose control. It was extreme range, but I switched to incendiary ammo and started firing the turret guns.

"Call Goblin, tell him to get his butt out of there."

“Goblin, Ranger. You can come in out of the cold now, over.”

“Aw, just when I was starting to have fun. Goblin out.”

As we closed on the damaged helicopter, Jim let loose with a pair of AP rockets and I linked in the front guns with the turret. There was a series of sharp cracks on the windshield, and I realized we’d been hit. But our fire had been enough to make the other pilot lose control again and settle heavily through the trees to land in a student parking lot.

“Incoming RGMs at 245!” Jim yelled.

“Jam them,” I snapped, banking away from the downed helicopter.

“Trying . . . got ’em.” Jim sighed with relief. I started zig-zagging to confuse the other gunner’s aim. I hoped it would help, since we were rapidly being overhauled by a helicopter that had the edge on us in speed, size and altitude. We wound up flying close enough to the stadium parking lot to see at least 20 cars damaged and on fire — the result of Jung’s plastique and FOJ. I fired the turret; the two guns loaded with incendiary ammo should add to the fun they were having down there.

“Go to MF mode and see if you can find our friend,” I ordered, craning my neck around to try and spot the other helicopter.

With the radar jammer on, everybody’s radar was useless — in theory. We had an edge, a multiple frequency radar . . . a device my friend, Alec, had been building for his electronic warfare project. He wasn’t about to part with his prototypes until I swore him to secrecy and revealed our plans. Then he jumped at the chance to equip all our vehicles.

“Damn, he’s going to fly right over us! Coming 270.”

There was a roar as he passed about 30 feet over our heads on a perpendicular path, hammering our right side with Gauss shells. Then a bright flame blossomed from his backside and our helicopter shook as though swatted by a giant.

“Hell, that’s a tank gun!” Ranger yelled. I was too busy trying to regain control to make the reply the popped into my mind.

“Take the turret! Return fire!” I yelled, still trying to regain some semblance of control. I managed to straighten out at treetop level just as the other ’copter came in for another pass. “Argh!” I yelled as the searchlight hit me in the face. The windows polarized as I shook my head to clear my dazzled retinas and I banked to keep our left side out of his fire arcs. This time their gunners were more selective — they blew off a maneuvering foil. I swore and ejected what was left.

“GM, this is Tree. Can you give us some support here?”

“Ah, sorry guys. No top cover — repeat — you have no top cover for a little while.” It hurt me too admit it, but we were outclassed and might not be much help to anyone very soon.

“Hey, GM. Take the road at 340,” Ranger suggested while firing the turret. As my eyes cleared, I saw a road covered by an arch of branches. I grinned and dove for it, which caught the other gunners by surprise. It would take a couple of seconds for the other pilot to turn around and follow us. Fortunately, most pilots are a little crazy, so I was reasonably sure that he would pursue us despite the obvious lack of maneuvering room. Another surge of adrenalin hit me as I began to fully realize that I was flying down a narrow tunnel at 120 mile per hour on a path designed for, maybe, a third of that. For cars.

“He’s following us.” Ranger noted. I hoped Jim would not look forward — if he did, he might ask if I knew what I was doing. I heard an exclamation, then . . .

“Ah, Andreas . . .”

“Don’t ask. It was your idea.”

The helicopter shook as we took another hit. I fought to retain control, with no margin for error.

“We just lost a stabilizer blade,” Jim reported. So that was what was causing the extra vibration.

“What’s the range?” I snapped.

“Fifty yards and closing fast.” I still had one trick up my sleeve. I could feel a cruel smile form on my lips.

“Hit the streamer.”

Seventy-five feet of paint streamed out behind us and then burst into flame.

“If he makes it through, hit it again, Ranger.”

Even if his armor survived, his rotors wouldn’t last through two streams, and there was no place for him to go except straight ahead.

“How’s he doing?”

“Can’t tell. Fire’s screwing up the IR.” Ranger answered.

“Pop the second stream just to be sure.” My weapons status board noted the firing by lighting the red “empty mag” indicator. Three seconds later came a loud crashing, ear-piercing screech of tortured metal, as the pursuing helicopter plowed into the ground at over 100 miles per hour. We flew on; I couldn’t worry about anything else, as we were still travelling under the trees and I didn’t intend to slow down unless I had to. Jim busied himself by trying to find out how everyone else was doing, probably so that he wouldn’t have to watch the branches reaching for us as I banked us through a turn.

“Yo, Baby B. Ranger calling. How’s it going?”

“Almost out of ammo and armor. Been having a hell of a lot of fun, though. Headed home, out.”

“Papa Bear, you there? Ranger calling Papa Bear . . .”

“Ranger, we’ll call back. Kinda busy at the moment,” Mike sent back, then warned, “Claw team, stay put. It’s not safe outside yet.”

“Yeah, yeah. We’re loading the cargo. Try not to shoot us, okay?” Andy replied.

“Yo, Beanpole! What’s happening?” Jim asked.

“We’re loading now. It’s a hot firefight out here. Papa’s sides have taken a beating. Right rear quarter’s been breached. He’s got two — no, make that one more car to deal with.

We roared by some rather startled pedestrians who jumped for the safety of the trees. “GM, we should be back in the action in a few seconds.”

“This is Beanpole. I’m loaded and ready to roll. See you guys at home.”

“Good luck; take good care of our friend.”

“You bet.” Andy accelerated; in three seconds the camper was doing 60. “Oops. Couple of silly pedestrians just tried to stop me and couldn’t get out of the way in time. Oh well.” Andy informed us. Of course, it is kind of hard to dodge something that is swerving towards you.

“Claw team, prepare for pick-up,” Steve announced.

The pick-up plan for the recovery team was as crazy as the rest of the operation. Under smoke cover, the team would line up along the street and jump in the open passenger door while the bus drove by at 20 miles per hour. I was glad I wasn’t doing it. Of course, flying under the trees at high speed at night might not be the sanest or smartest thing I had done today.

“Stand by. Ready on my mark . . .” Mike told the team while Steve drove as close as he dared.

“Go!”

“Go!”

“Damn, Elf’s hit! I’ll get him.” Gordon yelled. “We’re okay, ready for pick-up.”

“Go!” Mike screamed as he fired the RLs.

“We’re in. Get us out of here!” Gordon yelled as he slammed the door shut.

We finally came out of the trees in time to see the back of the bus turn the corner. Now any gunners still in the buildings would be shooting at us. Great. Just what I needed right now.

“Hose ’em down,” I shouted as sparks flew from an instrument panel, the result of a shot that had entered our breached left side. The turret spat bullets, taking out the few windows across the street that had lasted this long. I accelerated, trying to reach the relative security of the bay. Or at least make it off campus in something resembling a flying vehicle. I was glad that we wouldn’t have to worry about the gate defenses. I didn’t know how, but a deal had been struck and the gates were unmanned tonight.

“GM, target at 090, course 078, range 5,000, speed 100 . . .

“Oh no! Beanpole! Come in, Beanpole. You’ve got company coming fast!” Roger warned frantically.

“Keep your pants on. I’m on the freeway. He won’t catch me.”

“Keep track of them,” I told Jim.

As we passed the campus boundary, I eased off the throttle to get into stealth mode again and to keep the bus from falling too far behind. Apparently Steve and Mike had taken out the ready northern security forces, and Jung had confused the southern forces well enough that we were all able to make it to the freeway without incident.

“That helicopter is still hounding Beanpole. Wait, Beanpole’s pulling away. The chopper just popped two RGMs. Wow! Beanpole must have hit the nitrous, he’s outracing the missiles.”

“Great. What’s the ’copter doing now?”

“He gave up. Headed west.”

“Hey Dwarf, how are things down there?”

“Trashed, but we’ll make it home.”

“Glad to hear it. Looks like smooth sailing from here on out. GM out.”

We continued along Route 101 for another ten minutes without seeing another vehicle. I wasn’t too worried about gang activity; few people were actually stupid enough to make an unplanned attack on a bus escorted by a helicopter.

“Nine o’clock! Bandit at nine o’clock,” the radio suddenly came to life.

“Wha . . .” Jim sputtered.

I veered left to get my breached side away. Too late. The helicopter shuddered as it absorbed the recoilless shell. The power plant whined in protest as shell fragments tore their way through the compartment. I ignored the warning my engine gauges were trying to give me, concentrating instead on keeping my guns tracked for a head-on pass. “Eat lead! Damn! Missed!” I cried. I jinked wildly and his return shots missed to port. Now it became a race to see who could turn faster. We lost. The other pilot blew off another of our stabilizer blades, but had forgotten about the bus beneath him. It proved a costly error, as a volley of SAMs and rockets pounded the bottom armor. The Stanford pilot struggled to regain control as smoke poured out of the holes that Mike and Steve had created. More rockets poured into the copter’s underbody as the pilot decided to get rid of some excess weight. The bus’ turret was tossing up smoke; I realized that Mike was out of regular ammunition, as the pair of bombs arced gracefully down and turned the turret into scrap metal. I finally got back into a decent firing position and brought the other pilot’s attention back to us by blowing out his windshield. He veered away and headed for the bay as my hammers clicked on empty chambers. Being completely out of ammunition, I decided to be generous and let the other pilot continue his escape.

A half hour later I climbed up to Berkeley approach altitude and watched the bus stagger into the city. Fortunately, we hadn’t had to do any more fighting — we’d have had a hard time fighting off a Girl Scout troop. As we entered the city, the opening strains to the Cal fight song came over the radio. I sagged back in weariness and relief. The signal meant that our mission had been successful. The next day the bear was back where he belonged for the Big Game.

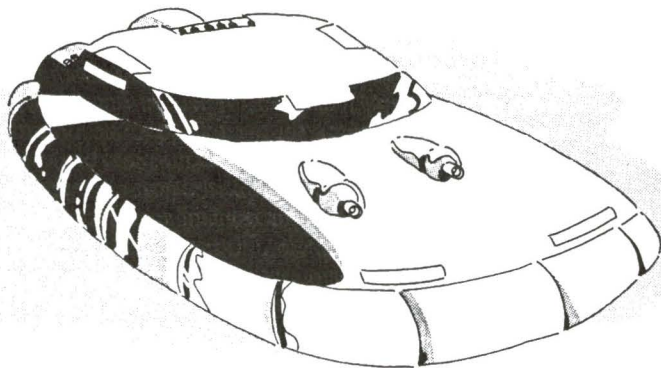
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Surfer: Standard Hovercraft, large PP, 4 standard skirts, pilot, passengers, 2 linked RRs w/duel weapon magazine F, RR B, all shots HEAT ammo, FE, armored minifridge, Turbofans, Pontoons, Armor: F35, U25, 30 all other locations, 10 points armor on all thrust fans, acc. 10, top speed 170, HC 3, 7,600 lbs., \$21,750.



THE HISTORY OF CAR WARS: THE CARD GAME

by Creede Lambard

2031: Summer: *Car Wars* is released to the general public.

2033: Summer: Creede and Sharleen Lambard come to work for Steve Jackson Games. Creede has played *Car Wars* before; Sharleen has heard of the game.

2038: September: Thinking about card games, entry into the mass market and ways to support the *Car Wars* line, the Lambards come up with an idea for a card game based on *Car Wars*. The game is to be designed around two parameters: it needs concise, clear, easy-to-understand rules (unlike hobbyist gamers, mass-market purchasers don't want books full of intricate rules) and it must have either 54 or 108 cards (that's how playing cards are printed; any other number would be wasteful or expensive). The goal is to come up with a "beer-and-pretzels" game.

October: The prototype version of the game is ready. Each player has a car with front, back, left, right and top locations. Attack cards allow players to fire at each other with machine guns, missiles, autocannons, flamethrowers, lasers and mines. Armor cards let players to avoid some of the damage. Once a side of a car has been breached, his driver is exposed to weapon fire; three points of damage kills the driver. There are also several "special" cards such as Fireproof Armor, Reflec Armor, Body Armor (to increase a driver's "hit points" from three to six) and Smoke Screen (which makes a player lose a turn). Some other *Car Wars* terminology and concepts, such as swerves and skids, carry over into the card game; others, like speed, maneuvering, distance and weapon placement, are ignored entirely. This results in a few apparent anomalies — such as each car having all six weapons available and gunners being able to fire at any side of any car — which do not affect play at all.

November: The first *Card Wars* playtest takes place at Steve Jackson Games World Headquarters, with Anne (SJ Games' saleswoman), Brenda (the bookkeeper), Tina (Creede and Sharleen's daughter) and Creede playing the first game. Brenda's driver is killed before she plays her third card; her logical, coherent arguments (read, incessant grouching) convince the designers that drivers should have five hit points instead of three. This change makes each hand last a bit longer without being boring.

Two other observations came out of this playtest as well; first, top armor did not affect the game in the least and could be taken out to make room for something more interesting; and second, the game *worked*. It needed more refinement, but it was playable.

December: Creede and Sharleen refine the card mix, replacing the "top" cards with more machine gun and armor cards. They give a playtest set to their sons, ages 12 and 10, who immediately teach the game to their friends.

2039: February: The first playtest outside the SJ Games group is held at Orcon. Due to inadequate publicity, only two people show up to play. They like it.

Spring: Playtest sets go out to local chapters of the AADA; several are returned with comments. Only one person didn't like

the game, but he didn't think the design was bad — he just didn't care for "beer-and-pretzels" games.

One of the playtesters comes up with a brilliant idea; if the vehicle record cards (used to keep track of how much damage each side of the car takes) are taken out of the deck and made into *Nuclear War* — style mats, there is room in the deck for six more cards! This is done immediately, and the card mix is re-adjusted.

Summer: "Card Wars," as it is now commonly called, is playtested at Origins and Gencon. The turnouts are quite gratifying, and everyone who plays says they enjoy the game. Fred Dobratz and David Searle in particular are helpful and enthusiastic, and provide several welcome ideas.

As a result of playtest comments, the "Mine Damage" cards are replaced by "Tire Shot" cards to forestall (for instance) arguments about whether reflec armor protects against a laser shot that was played along with a Mine Damage card.

Fall: Playtesting and development continue. SJ Games is *very* interested in publishing the game, but playing cards are expensive. Either the game would have to sell at a prohibitive price, or the cards would have to be *Trivial Pursuit* — style cardboard cards.

Playtesting continues at various conventions around the country while the print buyer searches for an affordable way to print the game.

2040: February: During a particularly boring stretch of a weekly creative staff meeting, Creede comes up with an idea for making the cards cost less by changing the card mix to two identical 54-card decks (which will mean, among other things, that there will be a deeper quantity discount and only one setup charge instead of two). Tests with the new deck show that the "flavor" of the game has not been affected.

March 1: Black Thursday. The Secret Service raid puts all non-essential projects on hold; within the month, half of SJ Games' staff will be laid off.

June: Kerry Havas, SJ Games' print buyer finds an affordable source for good-quality playing cards. *Card Wars* is scheduled for an October release.

Playtests at Origins go over well; the highlight of Sunday afternoon is an eight-player duel to see who would get to take the playtest set home with them.

August: Playtesting is completed at Gencon.

October: *Car Wars: The Card Game* is released to the general public.

2041: A 54-card expansion set for *Card Wars* is released (this item and the next were only rumors in mid-2040, when this timeline was being written). This expansion set contains several of the cards which had to be removed from the deck due to the economies of double-deck printing (such as lasers, body armor and smoke screens), as well as suggestions which never made their way into the original game (including handguns, shotguns and metal armor).

2043: *Card Wars* sells its millionth copy. The designers retire to Alaska on their royalties.

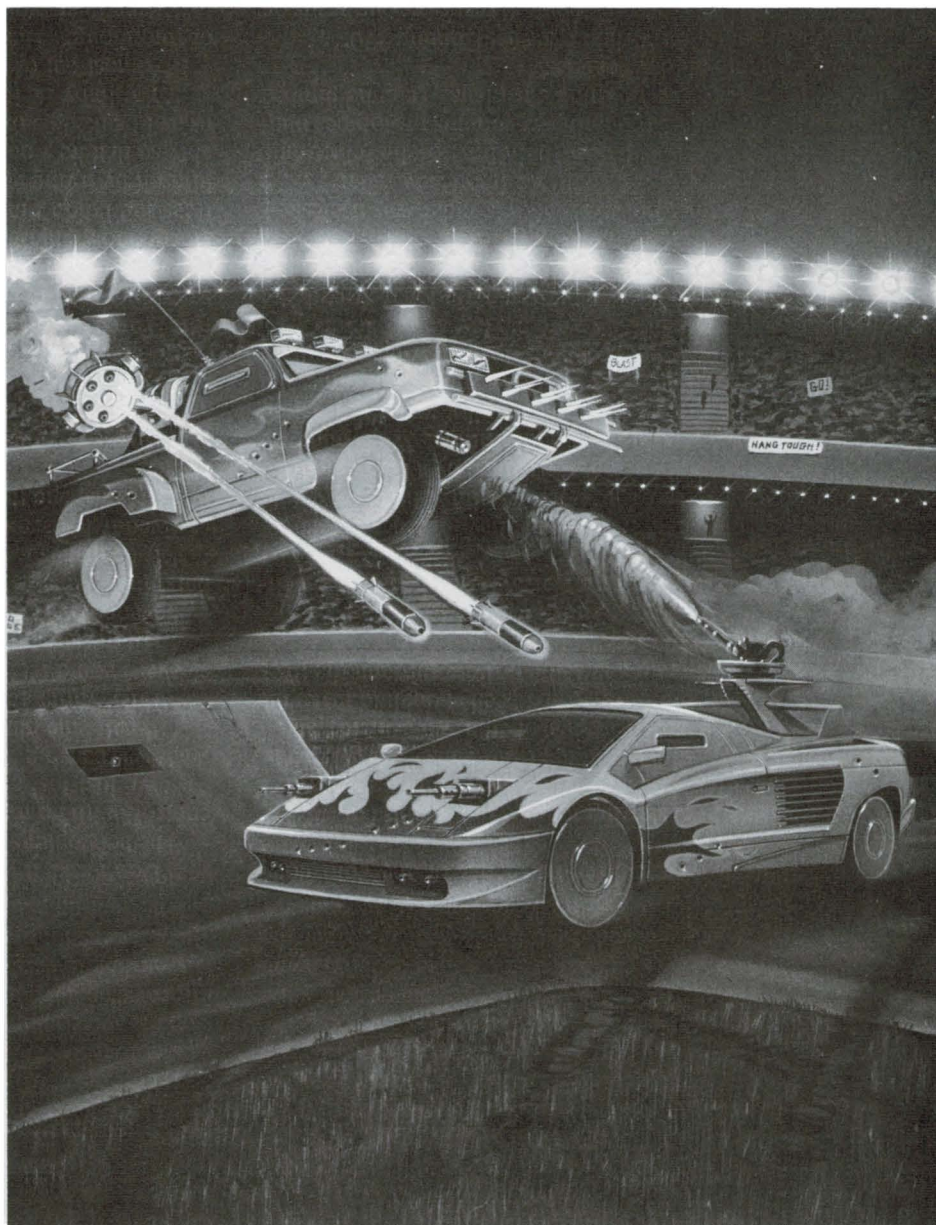
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Available in September.

STEVE JACKSON GAMES

THE NATIVE AMERICAN ALLIANCE

by Timothy Jacques

The Bad Years were hard on everyone. Rich, poor, homeless, middle class, whites, blacks and many others suffered through these dark days. One of the hardest-hit groups was the American Indian.

Even before the oil shortages, or the grain blight, many American Indian communities were in sad shape. In 2010, 80% of all Native Americans were still on reservations, and most reservations were dismal places, with alcoholism, unemployment, drop-outs and poverty being only a few of the major problems. There were a few shining exceptions of prosperity and progress, but most reservations remained inferior places to live.

Things got even worse in 2012, at the climax of the Russo-American war, as each side “pushed the button.” Orbital defenses managed to intercept most incoming warheads, but a few got through. Unfortunately, some of the reservations were too close to sensitive military targets (like airfields and silos). Several whole towns vanished overnight, consumed in an instant by the nuclear fireballs.

Then came the Food Riots. Starvation ran rampant in the reservations. The old ways had to be relearned . . . and quickly! The winter of 2012-13 was harsh and unforgiving. More communities disappeared, others disbanded into the wilderness, while still others united into a formidable force.

In 2016, a new threat emerged, as cycle gangs roamed the plains like wolves on the hunt. This was the last straw for the Native Americans. On reservations all over the country, Indians began forming their own MONDO and warrior societies. They were fighting back! In that year chief Andrew Little Wolf of the Omaha tribe began the intertribal conferences that would eventually result in the formation of the Native American Alliance (NAA) in 2019.

The NAA is a semi-militaristic society whose function is to preserve the Indian way of life and reclaim ancestral lands. The NAA is most active and numerous in the midwest, but there are groups in Florida (Seminoles), Maine (Iroquois), Northwest (Crow, Blackfoot), and Southwest (Apache, Comanche, Utes). The most powerful Midwestern tribes are the Sioux, Cheyenne and Omaha. Total NAA membership is about 50,000, but many more Native Americans remain sympathetic and supportive of NAA goals.

The NAA governing body is a Council of Elders; the Elders act as liaisons and messengers between the various tribal governments. The council has no official political power, but their views are respected and their decisions generally obeyed. The council serves as an advocate for the Indians among the white governments, and an impartial moderator in intertribal disputes.

In many ways the NAA is like the Brotherhood — there is an unspoken but unbreakable code of honor, which requires that members help their brothers in time of need. Perhaps because of this similar moral code, the NAA and the Brotherhood have become close political allies.

The NAA goals are simple and ambitious. They seek to reclaim the land that was theirs before the white man came, and to perpetuate the ancient traditions. The official methods of the NAA are legislation, communication and peaceful demonstra-

tion. Violence is only used as a response to violence, and then only as a last resort. Currently, the NAA’s best publicized operation is a campaign to gain control of the Black Hills region, which several tribes consider to be holy land.

☆☆☆

Areas of Operation: The NAA is active on all Indian reservations. The NAA is also extremely active in Oklahoma, a state which has never had a reservation system, as such, but which has a large and active Native American population. NAA headquarters are located in Ponca City, Oklahoma. The current corporate government of Oklahoma welcomes the NAA, in return for which the NAA discourages labor disputes among the republic’s many Native American workers, and moderates those disputes which do occur. The Oklahoma NAA also enjoys the support of several powerful Native American captains of industry.

Much recent attention on the NAA has focused around the small town of Dupree, South Dakota, on the Pine Ridge reservation — the headquarters of the Black Hills campaign.

Most reservations are protected by NAA patrols. Reservations vary widely in their tolerance of outsiders. Reservations can be broadly placed in five “tolerance categories.”

1. No outsiders allowed. Anyone except members of the local tribe or the NAA must have a special pass. Anyone without a pass is committing criminal trespass, and force may be used to eliminate them or drive them out.

2. Outsiders may pass through the territory, but must pay a toll and proceed directly through without stopping. Roads are heavily patrolled and visitors are often escorted through the reservation. They may not leave officially-designated roads, except to go to a pre-registered destination by the most direct route.

3. Outsiders must pay a toll, and may stop for 6 to 18 hours. Visitors will be watched, and may be followed.

4. Outsiders pay a toll, and may stop for up to 24 hours.

5. Outsiders are welcomed (more or less), but still must pay a toll. They can stay for up to three days. Extensions are available for additional fees.

Outsiders may or may not be allowed hand weapons on Indian lands. In most cases only small arms and hunting weapons may be carried by outsiders. Travelers are advised to radio ahead to check local policies when approaching a reservation, as they are subject to frequent change.

Tolls usually run from \$50 to \$250. This can double arbitrarily if the car is heavily armed or the toll taker considers the driver suspicious. Truckers, on the other hand, are customarily given a 50% discount. Reservations that allow travelers to stop usually provide tribal-owned rest areas with cafes and garages. Most tribal garages provide good service at prices up to 15% below outside prices. Ammo, however, is limited and rather expensive. Expect to pay up to 25% more than off-reservation. Most exotic munitions will not be available. Note that while ammo is sometimes available, actually driving with a loaded vehicular weapon is often grounds for arrest and expulsion!

Reservations that encourage visitors provide modest but comfortable motels and a thriving tourism industry. Sight seeing, camping, fishing and hunting are typically available. Organized

tours are often offered, otherwise hiring a guide is encouraged. A tribal permit is required for hunting or fishing, however state permits are usually not required on Indian lands. Expect to pay \$50 to \$150 for a fishing license, and \$100 to \$250 for a hunting permit.

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General Advice

1. Be polite! Be respectful! The quickest way to get into serious trouble on a reservation is to enter with an attitude of, "you savage, me superior!"

2. It is generally advisable to take care of your business, then leave. The natives are suspicious of outsiders who stay too long. When a long stay is necessary, or when visiting on vacation, hiring a guide or liaison is recommended. Such individuals provide valuable service, and their fees are reasonable (usually less than \$100 per day).

3. If you ever find yourself involved in a fight on a reservation, particularly with a local, you're best advised to get out as quickly as possible. Even if you feel you were justified in defending yourself, it's best to leave. The tribes are slow to forgive, and they *never* forget.

4. Be aware of the practice of "counting coup," an ancient tradition which has been revived among younger members of the NAA. The practice involves touching enemies or outsiders with a blunt "coup stick," or with the hand. Successfully counting coup enhances the young warrior's status among his peers.

Today young men sometimes seek to count coup on passing vehicles on the highways. Such an attempt is easily recognizable . . . the "attacking" vehicle approaches without weapons fire, typically with the driver brandishing the coup stick from the window, accompanied by traditional war cries.

If you become the target of such an attempt, do not, by any means, respond with force! Neither you nor your vehicle will be harmed. Relax and go along with it; you might have fun! Reacting with good grace in such situations can lead to an outsider acquiring a good reputation among the locals.

5. Most reservations frown upon heavily-armed vehicles and will keep such vehicles under observation, charge extra toll, require that the driver deactivate certain weapons, or flatly deny them entry. Most reservations will not allow bikers wearing club colors to enter under any circumstances.

6. Know the law. Don't assume that the rules are the same on the reservations or off. The reservations are legally autonomous, and many US or state laws are different, or don't apply at all.

Reservations are generally remarkably safe areas. Though the security forces are relatively lightly armed, they are extremely well trained and know their way around the area blindfolded (literally!). Troublemakers are hunted down and expelled or destroyed with whatever force is deemed necessary.

☆☆☆

Security Forces: The Allied Native American Security Forces (ANASF) are the paramilitary arm of the NAA. Their primary mission is to police Indian lands against intrusive outsiders — they act as game wardens, constables, highway patrolmen and, at great need, militia. The NAA trains ANASF officers, then returns them to their home tribe, which equips them (usually with weapons and vehicles purchased under NAA defense-industry contracts) and pays their salaries.

The return to traditional values advocated by the NAA is obvious in the training of ANASF officers. An officer is trained

in deadly commando tactics, both in and out of vehicles. A graduate of ANASF training will have the base-level skills Blade, Climbing, Driver, Gunner, Handgunner, Law, Running and Survival, Area Knowledge 1, and 20 extra points to spend as they wish. ANASF Drivers are usually more experienced individuals, with Driver 1 and Area Knowledge 2, and frequently other skills. The skills Archery and Stealth are very common among ANASF officers.

ANASF Officers wear a uniform consisting of a brown denim shirt with badge and name tag, blue jeans and a red bandanna worn as a headband (some local tribes will change or modify this uniform). On patrol they wear brown body armor and carry a heavy pistol, a Bowie knife and a walkie talkie.

ANASF vehicles are typically lightly armed and armored, but designed to go anywhere, with extremely powerful electric power plants (gasoline is almost never available on reservations, except in very small quantities to passing travelers).

ANASF officers will avoid direct confrontations with serious duelling vehicles. Instead they often go off-road, relying on secret tracks and trails to get them ahead of the troublemakers and into concealed positions where they can fire from ambush. Like their fighting ancestors, the ANASF has a reputation for being smart, fast and elusive in combat.

☆☆☆

Bruin: The ANASF "work horse," the Bruin is a lightly armed and armored pickup designed for off-road power. The cab includes a gun rack, usually stocked with a double-barrelled shotgun and an HAVR. A 1-space, under-seat cargo compartment holds two pair of light-intensifier goggles, four gas masks and a portable searchlight. The small truckbed holds an unarmored, 2-space equipment box containing a portable fire extinguisher, a toolkit, a mini medkit, a stretcher and two backpacks. The bed can also hold up to four passengers (or prisoners, the bed is fitted with iron mounts to secure handcuffs or manacles to).

Pickup, X-Hvy Chassis, Super PP with Platinum Catalysts and Superconductors, OR suspension, 6 ORFP plasticore tires, 2 × rocket launchers with AP ammo, 2 × rocket EWP (side mounted, forward pointing), targeting laser, laser guidance link, machine gun (rear), Searchlight, LD Radio, brushcutter, HD shocks, IFE, antilock braking system, extra driver controls, HD Brakes, overdrive, radar. FP armor F20, R20, L20, B20, U20, T20. 10 points FP armor on each pod. Acc. 5 (2.5 with overdrive), HC 2, top speed 105 (125 w/ overdrive). 7,110 lbs. (before passengers and cargo), \$51,530.

☆☆☆

Scout: The Scout is the ANASF off-road interceptor. It's a lightly armed, one-man mid-sized with enough legs to catch anything off the road, and most highway vehicles as well. The Scout is the most often seen highway patrol vehicle on Indian lands.

Midsized, X-Hvy Chassis, Sport PP with Platinum Catalysts and Superconductors, OR suspension, 4 ORFP plasticore tires, VMG with HD ammo in universal turret, Heavy Rocket front. Targeting computer, searchlight, LD Radio, brushcutter, HD shocks, IFE, antilock braking system, HD brakes, overdrive, radar. FP armor F25, B25, R25, L25, T23, U23. Acc. 10 (5 with overdrive), HC 2, top speed 132 (152 with overdrive), 5,658 lbs., \$33,072.



ARENA WATCH

Pandora's Box: Zebulon, NC

Until 2038, Zebulon was a sleepy little town supporting clothing and tool-manufacturing industries that remained, for the most part, unscathed, due to its proximity to Raleigh, NC. Last year a group of investors built a mall and an average-sized arena. The arena is not yet a huge success, but it gets high marks from the dueling press and combat analysts.

Arena Notes:

Walls: All of the walls in this arena have 100 DP and are 15' high. The small walls extending into the center of the arena have 125 DP.

Gates: The gates have 40 DP, and take four turns to open. They are usually opened after 30 turns, except in the case of a grudge match, when they remain shut until there's a clear victor.

Obstacles: The five large obstacles are considered indestructible for game purposes. The four obstacles with gun turrets are 8' high, the center obstacle is 4' high. The center obstacle has a foxhole in the center for pedestrians, and is considered a safe zone.

Turrets: These turrets are mounted high enough from the obstacles to fire at any target that does not have LOS blocked by a wall. Each of these turrets has 35 points of FP armor, is 15' high, and will fire on any vehicle that is travelling 30 mph or less. They will not fire on driverless vehicles, "dead" vehicles or pedestrians. If there is more than one vehicle travelling less than 30 mph, the turret will fire on the closest vehicle. Conversely, if a vehicle travelling less than 30 mph is equidistant from two turrets, both turrets fire on the vehicle.

The weapon each turret contains depends on the division of the duel:

Turreted Weapon

Div. 5	MG
Div. 10	LL
Div. 15	RR
Div. 20	VMG
Div. 25	Laser
Div. 30	AC
Unlimited	HL

Turrets are at -2 to hit, due to their size, and have a +1 to-hit bonus from the computer controlling them.

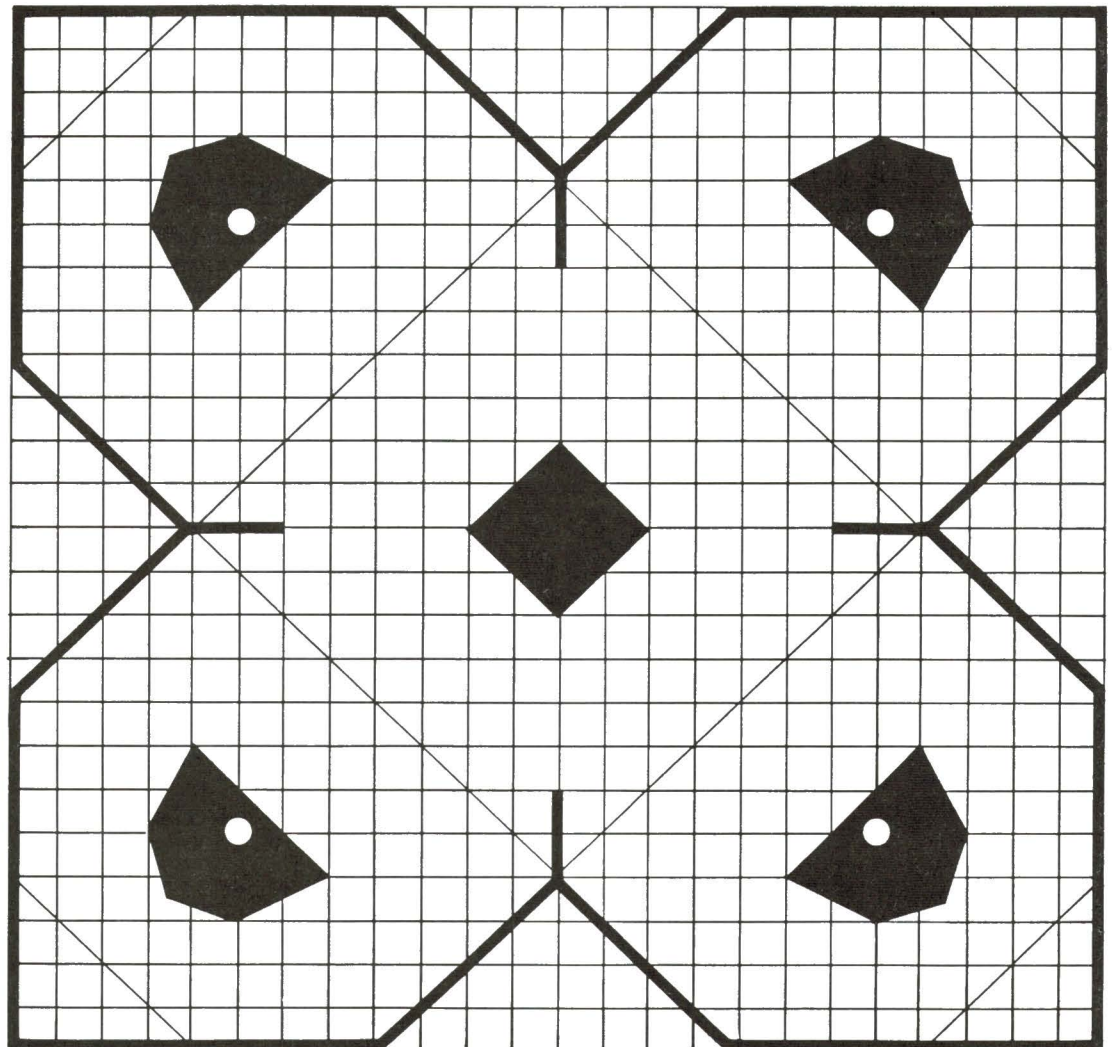
Targets: There are four targets, one in each outer corner of the arena. They are used in special events only, and are at a -1 to hit.

Shaded Areas: Both types of shaded floor are explained below.

Special Events:

Tag: The object of this event is to shoot the targets in each corner, excluding the one that is beside your entry gate, then exit through your entry gate. Driving over the shaded region surrounding the target results in a five-second penalty. A vehicle kill is worth three seconds off your time. The vehicle with the lowest time wins.

Team Tag: This event is played as above, but with two to four teams of up to four vehicles each. One vehicle may stay in the shaded region nearest his target, to protect it. For this event only, the guard car may travel as slow as 15 mph, but only in his shaded area. When all surviving vehicles are out of their respective gates, the team with the lowest time wins. For this event, if a team's vehicle is killed, add 10 seconds to the time of that team.



BACKFIRE

First of all, I would like to express the feeling of disgust I have towards Steve Jackson Games. A few months ago, I bought the *Car Wars Compendium*, when it was first released. I spent over \$15 on it, and now I find that there is a second edition. Needless to say, I am angry that I spent my money on a book that was immediately revised.

Secondly, I would like to know why you rip off all of the autoduellists in the country by putting outrageous prices on all of your supplements. Some of us aren't billionaires.

Last, but not least, I would appreciate it if you would send me any information that I might need to start my own AADA chapter. There are none in my area.

Oh, and one more thing. Get rid of Uncle Albert. It was a great idea to have advanced weapons and accessories in the beginning, but now everything is so powerful. The game isn't fun any more when you can blow away (or be blown away by) somebody with one shot.

And another thing, my friends and I are having an argument over some of the rules. Can a car attack once per phase, or once per turn?

We play that cars attack once per phase, which is very convenient for leaving long lines of smoke or mines, but it also makes the games a lot shorter. Unfortunately, now with the five-phase speed chart it disrupts our system. Playing by attacking once per turn takes too long, especially at high speeds. How is it supposed to be?

—Jason Erb
Bethlehem, PA

For any other distraught owners of the first edition Compendium out there, last issue we published an article by Ken Scott giving a complete run-down of all the rules changes between the two editions. This article is everything you need to bring your first edition Compendium completely up to date. For anybody who might have missed the last issue, the article is available free, on request. Please enclose a legal-sized, self-addressed, stamped envelope.

Believe it or not, Jason, we really do sell our games for the lowest price we can and still make a profit. Unfortunately, it's becoming more and more expensive for us to print the games. We do try to hold the

*line on prices, though. For instance, when our super-smart print buyer, Kerry Havas, figured out a way to dramatically cut our packaging costs, we passed the savings along to our customers, by starting a new line of complete boxed games for less than \$10! Our first release in the new format will be Car Wars (see "What's New," on page 2), and we'll be following that up with the classic SJG board games *Ogre & GEV*, together at last in one box.*

Sorry, but in Car Wars you fire once every turn, not once every phase. Dropped weapons on automatic lay one counter every inch.

— CWM

ADQ is a very enjoyable magazine, and I look forward to it. Thus, if there are any plans to make it bigger, or more regular, please go ahead. The more I read about Car Wars the better.

As for specific articles, I always enjoy the fiction, which is invariably of top quality ("Challenge Night" was just a wonderful story, I wish people would stop asking dumb questions about it, though), and things that specifically flesh out the *Car Wars* world. I am thinking specifically of "State of the Art" (although in my mind's eye weapon's will still be fired using a gun grip, i.e. as in the original *Car Wars* cover. Actually, do you realize that what you said about eye-contact firing means that computer hardware decides the accuracy of the shot, and that any Gunner skill is made practically irrelevant? A skilled gunner would be faster, not more accurate), and also of the tactics articles "On the Road" (7/1) and "Convoy Tactics" (6/4).

I like rambling articles, that are easy to read, with nice tips and a "real" feel to them. For a while it's nice to lose yourself in the 2040s.

"Mutant Zone" was a very good R.P. adventure (more of these, please!). However; where can I get the "Chassis and Crossbow" rules? It says they come from *Dueltrack*, but I've never seen that supplement available in this country (besides, I'm not

interested in the racing bits). The *CWC* claimed to include the rules from *Dueltrack*, but these were distinctly missing. I really like the "Chassis and Crossbow" idea, and would love to play a lot of it (and for you to publish articles on it), but I need the rules! Ordering direct sounds expensive, I'm quite a long way away, you know.

Please bring back Uncle Albert. I like gadgets and new weaponry, and am missing him being about. Also, I used to very much like the small, tucked away car ads, especially when they were very stylized and well drawn (which reminds me, where has Speed gone?). My favorite was probably Vengeance (6/4), that really is one hell of a good ad. So please, more small ads if possible.

"ADQ&A" is usually very informative (I like the witty answers); "Backfire" is sometimes a little predictable (X-Ray lasers — the solution: if you don't like them say they don't exist. It's your game, and nobody's forcing you); and a very welcome return of Murphy's Rules. This was always a winner, so more please. And try having a go at some of the other games too. Oh, and do you know you've been sent up in *Renegade Nuns on Wheels*, by B.T.R.C.? It's very funny though, and great fun to play.

— Warlock (AKA James Thirtle)
Norwich, Norfolk, ENGLAND

Dueltrack is out of print, but Chassis and Crossbow will return in 1991, as a boxed supplement in the Boat Wars and Aeroduel tradition, with no "racing bits" this time.

— CWM



ADQ&A

1. If a spotlight hits me in daylight, or a lighted arena, what happens?

2. What is the effect of a metal ramplate? How much damage does it take?

3. Does "sabot" rhyme with robot or dodo?

— Dustin Andrews
Pueblo, CO

1. *You take a bow. No, seriously, nothing happens.*

2. *1 point of metal counts as 3 points of plastic in a ram. 3 points of damage will destroy 1 point of metal. No more than 1/2 of the metal on a side (round up!) may be destroyed in a single collision.*

3. *Actually, it rhymes with Bab-O.*
— KS

1. Is there any practical use for an Armored Beer Refrigerator?

2. What are the rules for jet-skis?

— Jason Erb
Bethlehem, PA

1. *Yes. It keeps your beer safe and cold.*

2. *A Boat Wars aquabike is the same thing as a jet-ski.*
— KS

1. What happens in a head-on collision between two ramplated vehicles? Do they both take double damage? Half damage? Normal damage?

2. Are cyclists not protected by component armor or a windshell affected by burst effect weapons?

3. Can oversized vehicles still fire over cars and down on their tops?

4. If I fire a handweapon with AV ammo at a car with metal armor, do I still roll to see if I knock a point off?

5. Is a Plasticore tire immune to normal handweapons?

6. A grenade goes off next to a pickup carrying cargo. What armor, if any, protects the cargo?

7. How much damage does a brick of plastique do if used instead of a Kamibomb?

8. Can trucks still steamroll vehicles?

9. Is a discarded LAW debris or an obstacle?

10. How long does it take to clear mines or spikes off the road?

— Jeff Suzuki
Fullerton, CA

1. *Normal damage.*

2. *Yes.*

3. *Yes.*

4. *Yes.*

5. *No.*

6. *The cargo gets full protection from all sides except above.*

7. *Who says you can use plastique instead of a Kamibomb?*

8. *Yes. This rule is back in CWCII.*

9. *Neither. A LAW is a light plastic shell a little smaller than a baseball bat. It can be broken over your knee . . . it's no obstacle to a three-ton car.*

10. *There are no official rules for this, but the system you suggested of 1/2 man hour per counter (so, for example, 10 persons could clear five counters in 15 minutes) sounds good to us. Modifiers for oil, ice, etc. are up to the referee.*
— KS

1. If a boat with metal armor is hit by a weapon which penetrates the metal but doesn't destroy it, does that side leak?

2. How much damage do the guns in the truck stop do now that tank guns do 8d?

3. Can field carriages, AA mounts, EWP, tripods and car-top carriers be made with CA frames?

4. What happens when a ped gets hit by a weapon? Do they just keep running?

5. Do you guys know it takes a nuclear reaction to produce an X-ray laser?

— Aaron Jenkins
Anchorage, AK

1. *No. The side stays watertight until the armor is destroyed.*

2. *8d.*

3. *No.*

4. *They can keep running as long as they have two or more DP left. At one they're unconscious and at 0 they're dead.*

5. *Yes, but we don't care.*
— KS

1. Does the space taken up by an Extra Magazine count against the 1/3 spaces of weapons per side rule?

2. Can limpet mines be made armor piercing (to avoid shredding the ped who places one)?

3. Can a pulse laser use high-intensity optics? Are high-intensity optics still official?

4. Does an extra magazine need to be component armored with the weapon? How about two weapons sharing a duel weapon mag?

5. Can a hand weapon use a rotary magazine?

6. Can you mount two mine droppers in the same location, so that anyone hitting the overlapping counters must roll twice to see if they detonate?

7. Do rocket boosters or jump jets count towards the 1/3 spaces of weapons per side rule?

8. How about mounting a tube of rocket boosters in the top of a car in a way that they could push the vehicle back onto its wheels in case of a roll?

9. Can a vehicle use two fire extinguishers?

10. Does the space taken up by crew members or passengers count against the 1/3 spaces per side rule?

11. Can a gas streamer be put in a turret? If so, shouldn't there be a "to hit" to put it where you want it?

— Matt Jansen
Wichita, KS

1. *Yes.*

2. *No.*

3. *No. Pulse lasers are the latest (and only official) version of high-intensity optics. They're the same thing.*

4. *Yes. In the second case both weapons and the mag are armored together.*

5. *No. Vehicular weapons only.*

6. *Yes, but this only works for dropped solids (mines, spikes, junk), not liquids or gasses.*

7. *Yes.*

8. *No, not officially. In a roleplaying campaign the referee might want to allow this.*

9. *Not two vehicular extinguishers, but a vehicular and personal FE can be used together. Don't combine effects, use two separate rolls.*

10. *No.*

11. *Yes and no.*
— KS

Near Misses

Corrections from last issue: paint was listed as lasting for 2 seconds. It actually lasts for 1 second. Flaming Oil or Flame Cloud will detonate Napalm in their area. Power factors are 5 for a dollar, not 4 for a dollar.
— KS

CLASSIFIED

DESERET STATE DUELLISTS: Stand up and be counted. Join M.A.D.D. (Mondo AutoDuellists Deseret area). Contact: Everett Vinzant, 3136 W. 1050W, West Point, UT 84015. (801) 776-6234.

ADQ BACK ISSUES for sale: 1/1 to 5/4, extra copies of some issues. Most in protective covers. \$5 each, postage included. David Levy, 32 Barn Rise, Wembley Park, Middx, HA9 9NJ, ENGLAND.

"MAVERICK" AND "THUNDER" seek more duellists (preferably AADA members) to join the hierarchs of GEARS. If you live in Kane or nearby counties, contact Todd White at 320 Maple Ln., Batavia, IL 60510.

P.S.: "Fireball," your fellow cogs await immolation.

CANADIANS!: Looking for duellists to form a chapter, or just play in the Ottawa area. Contact Jamie Jackson, 9 Ratan Crt., Ottawa, On. K1V 0B2.

P.S. Any age welcome.

EGYPTIAN CAMPAIGN '91 gaming convention will be held at the Student Center of Southern Illinois University at Carbondale March 1, 2, 3. Events include *Car Wars*, *GURPS Fantasy*, *GURPS The Prisoner*, miniature judging and a game auction. Pre-registration \$8, one and two day passes \$5 and \$10 at the door. Friday is free for all. Send business-sized SASE to: SIU Strategic Games Society, Office of Student Development, Southern Illinois University, Carbondale, IL 62901-4425, or call Castle Perilous games at (618) 529-5317.

ROCK-CON XVIII Game Fair. November 3 & 4, 1990. Rockford Lutheran High School, Rockford, IL. Admission \$5. No game fees! Special guests: Jim Ward, Tom Wham, Lou Zocchi. For more information contact Rock-Con XVIII Game Fair, 14225 Hansberry Rd., Rockton, IL 61072.

STAR CON '90. October 26-28, Americano's Centre, Menasha, Wisconsin. For more information, contact Star Con '90, 1112 N. Lake St., Neemah, WI, 54956, or call (414) 725-2555.

QUAD CON '90, October 12-14. Roleplaying games, historical and computer games, silent auction, miniatures painting competition and on-site food. Pre-registration July 15 to September 30, \$4 per day or \$7 for the weekend. On-site registration is \$5 per day or \$10 for the weekend. For more information send SASE to: Quad Con, The Game Emporium, 3213 23rd Ave., Moline, IL 61265. Or call (309) 762-5577.

WANTED: Any duellists or want-to-be duellists in the Horseheads-Elmira-Corning area. I would also like to start a chapter sometime. Am looking for the protective mailing covers to *ADQ* 2/4, 3/1-3/4, 4/1, 5/2-6/4 and 8/1. Write to John Hollenbeck, 631 W. Broad St., Horseheads, NY 14845.

ATTENTION DUELLISTS in the Alhambra, Pasadena or El Sereno areas who want to form a chapter, call Paul Garza at (213) 227-6274. Please don't call before 3 p.m. or after 9 p.m.

LOOKING TO FORM AN AADA CHAPTER in Fredericksburg, VA. Carl, call me and tell me how many RAGA members are AADA members. All others contact "Howlin' Madd" Matt Sullins, 11210 Prince Ct., Fredericksburg, VA, 22401. Or call (703) 898-6228.

WANTED: Any duellist in Monmouth County to play and form southern Jersey's first club. Call or write Joe Magnotti at (201) 706-0136, or 357 Harmony Rd., Middletown, NJ 07748. Q-link users send E-mail to "JoeM70".

LONE DUELLIST looking for fellow duellists in Palos Verdes area. If interested: contact Ed Jones, 28752 Plainfield DR., Rancho Palos Verdes, CA. 90274.

I'M 6' 3", wear silver and green body armor, and drive an Agincourt. I'm looking for any duellist in Tampa Bay. Please contact Phil Bowen at 2111 Lithia-Pinecrest, Valrico, FL 33594.

P.S. If anybody out there knows the current hideout of one Noah Ramon, drop me a line.

HEY YOU! Wanna join forces in Boston and rescue Charlie from the MBTA! Send mail to Bruce "Rapier" Kane, 100 Prospects ST., #3, Canton, MA 02021. If Boston's too far away, or 25 cents is too much, please send E-Mail on InterNet in care of "bkane@lynx.northeastern.edu".

WANTED: Any duellists (or aspiring duellists) willing to start a chapter in the Baltimore, MD area. Call Philip Meyer at (301) 243-9013.

P.S. — Really, anyone over the age of 12. We really need more duellists.

WANTED: OREGON AUTO-DUELLISTS to form an AADA chapter (also interested in joining an already formed chapter) in the Cave Junction/Grants Pass Area. If interested contact: Dusty "MUD" DiFuria, 126 Hogue Dr., Selma, OR 97538.

LOOKING FOR DUELLISTS in Central PA area or pen pals from out of state or abroad. All C64 owners! Rick Hambright, 2411 Old Gettysburg Rd, Camp Hill, PA 1711.

WANTED: Overseas correspondents. I would be more than glad to exchange ideas, vehicles, gadgets or just talk about the duelling world out there. I would also like to get back in touch with LEADA. Please send all letters to: Timothy D. Jacques, 118 Hillside Dr., Bellevue, NE 68005 or call (402) 292-0805.

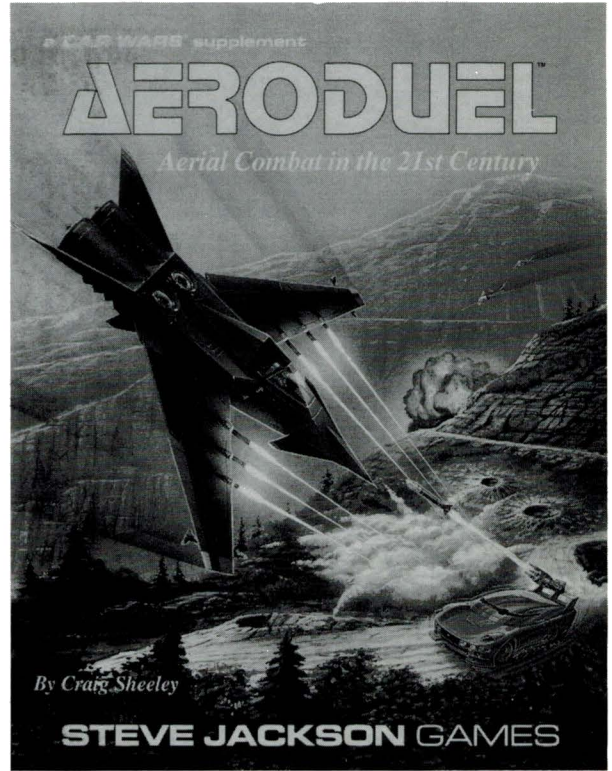


HIGH TIMES!

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