

# A D Q

**"Car Warriors" Preview**  
**Official Tournament Rules**  
**Cruise Missiles**



**Autoduel  
Quarterly**  
The CAR WARS® Magazine

**\$3.50**  
**Vol. 9, No. 1**



# TABLE OF CONTENTS

Vol. 9 No. 1

Spring 2041

## Contents

Origins Awards Ballot .....	7
Rules and Regulations for AADA-Sanctioned Tournament Combat by Ken Scott .....	8
Lions and Vultures: Tournament Car Design, 2nd Edition by Tim Ray ..	11
A New Road for <i>Car Wars</i> : "Car Warriors" by Darwin McPherson ...	14
Cruisin': Cruise Missiles in <i>Car Wars</i> by John Schuncke and Norman McMullen .....	17
Meeting the Inlaws by Andrew Metzger .....	20

## Departments

The Driver's Seat by Chris W. McCubbin .....	2
AADA News .....	3
Excerpts from the <i>AADA Road Atlas and Survival Guide, 3rd Edition</i> : Overland Park, KS by Robert Bost .....	27
Arena Watch by Stephen Poor .....	28
<i>Car Wars</i> Classic by Charles Oines .....	29
Backfire .....	30
ADQ&A by Ken Scott .....	31
ADQ Classified .....	32

## Advertisers

Corinne Custom Autoworks .....	5, 10
Miller Industries .....	25
Origins '91 Game Fair .....	4
Steve Jackson Games .....	back cover
Uncle Albert's Auto Stop & Gunnery Shop .....	6

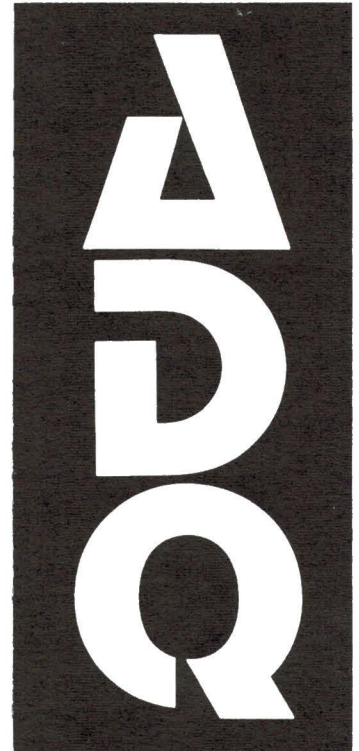
## Designs in This Issue

Uncle Albert's gadgets by Jake Collins .....	6
Bullseye II and Rapid Strike by John M. Hurtt .....	5, 10
Coupe de Kill by Evan Miller .....	25

*Car Wars*, *Dueltrack*, *Boat Wars*, *Car Warriors*, *Crash City*, *Truck Stop*, *Convoy*, *Uncle Albert's*, *AADA* and *Autoduel* are registered trademarks, and the AADA logo and *Aeroduel* are trademarks of Steve Jackson Games Incorporated or are used under license.

*Autoduel Quarterly* (ISSN 0740-3356) is published quarterly by Steve Jackson Games Incorporated, P.O. Box 18957, Austin, TX 78760-8957. "Spring 2041" issue published March, 1991. First class postage paid at Austin, TX. POSTMASTER: Send address changes to *Autoduel Quarterly*, P.O. Box 18957, Austin, TX 78760-8957. All material is copyright © 1991 by Steve Jackson Games Incorporated. All rights reserved.

Subscription rates as of March 1, 1991 — In the United States: 4 issues, \$12. Outside the U.S.: please add \$1 per issue for Canada, \$2 per issue for foreign surface mail. International rates are subject to change as postal rates change. NOTE: All payments must be in U.S. dollars, made by International Money Order or check drawn on a U.S. bank. Printed in the USA.



### Editor

Chris W. McCubbin

### Cover and *Car Warriors* Art

Steve Dillon

### Art in this Issue

Lawrence Allen Williams

Charles Oines

Michael Barrett

### Rules Consultant

Kenneth Scott

### Publisher

Steve Jackson

### Managing Editor

Loyd Blankenship

### Typographer

Monica Stephens

### Production Manager

Carl Anderson

### Circulation Manager

Michael Hurst

Call the Illuminati BBS:  
(512) 447-4449, 24 hours,  
300, 1200 or 2400 baud.



# THE DRIVER'S SEAT

Here it is, my first-anniversary issue as editor. I guess this means that you guys can stop writing "(or current editor)" after my name when you write in.

It's been an interesting year . . . "interesting" in the sense of the old Chinese curse, "May you live in interesting times."

Still, I come out of 1990 with a lot of optimism for *Car Wars* and Steve Jackson Games, and with a feeling of accomplishment. Thanks to a lot of hard work and a lot of help from our friends, we survived last year's financial crisis following the Secret Service debacle. And things are looking particularly bright for *Car Wars*, with last year's one-two punch of *Car Wars* in the small box, plus *Car Wars Tanks* and *Aeroduel*. "*Car Wars Classic*" re-opened the autoduelling hobby to newer, younger gamers who might have felt intimidated by the price tag of the *Deluxe Edition* and the multitudinous rules of the *Car Wars Compendium*, meanwhile *Tanks* and *Aeroduel* present all-new and exciting gaming possibilities to the experienced duellist. In short, *Car Wars* is now bigger and better, yet more accessible than ever before.

Candidly, the AADA was nearly a casualty of last year's Time of Troubles, as our skeleton staff had to put all its efforts into making enough money to keep us alive, and that took attention away from support efforts like the AADA. Now, however, due mostly to the superlative job our direct mail manager, Mike Hurst, is doing, these problems have been completely solved. Orders, subscriptions and charter applications are now being fulfilled with speed and efficiency far beyond the call of duty. If you've been waiting to subscribe or charter your AADA chapter, the time to wait is past. Go for it.

So I'm going to stick around for awhile. You stick around, too.

## Driving Tigers

The first issue (Winter, 1991) of *Driving Tigers Magazine* is out, and as promised, here's the lowdown.

The issue consists of four fine stories and some art. There are two *Car Wars* stories by *ADQ* veterans Christopher Burke and Robert Garitta, an off-beat horror piece by newcomer Ben Carter, and the first part of "The Year the Indy

Died," by professional writer P.M. Fergusson. The last story is reprinted from the venerable pages of *Analog* magazine. There's also a few pieces of spot art — Robert Garitta's cover and single interior piece stand out. Though plagued by the technical and proofreading glitches endemic to young fanzines, the quality of the fiction is excellent, and I have no reservations about recommending *DTM* to all duellists, everywhere.

To obtain your copy of *DTM*, send \$2.50 for one issue, or \$10 for a four-issue subscription to *Driving Tigers*, c/o Chris Burke, 127 Bay 23 St., Brooklyn, NY 11214. Make checks or money orders payable to *Driving Tigers*. Writer's guidelines are also available.

## Duelin' Troops

Last fall SJG donated hundreds of games to U.S. troops in the Persian Gulf, to help them pass the long wait until Desert Shield erupted into Desert Storm. Since then we've received several notes of thanks from U.S. soldiers, all of whom say that *Car Wars* games, particularly *Car Wars: The Card Game*, were favorites with the troops.

As I write this, Iraqi troops are moving out of Kuwait, and God willing, the troops will be doing their duelling back home soon. Great job, guys. Come back soon.

## This Issue

This issue's packed with more goodies than a Snickers bar. Start with the gorgeous cover illustration by *Car Warriors* artist Steve Dillon. Look for the first issue of *Car Warriors* to appear any minute from Marvel/Epic comics. For all the details, see the feature by ace comic-book journalist Darwin McPherson on p. 14.

All duellists will want to take a look at the new, *official* rules for jump jets in AADA News. Also new and official are the AADA tournament rules beginning on p. 8. In fact, this issue is sort of a tournament special, with the rules for the 2041 World Championships, and a piece by former world champion Tim Ray on his secrets of successful tournament vehicle design. You may remember that Tim did a similar piece a couple years ago, but that was before the *Car Wars Compendium, Second Edition*, which radically changed the dynamics of vehicle design.

The issue is rounded out by an article torn from today's headlines — "Cruisin': Cruise Missiles in *Car Wars*," and something completely different: "Meeting The In-Laws," hilarious, slam-bang fiction by Andrew Metzger (no relation, believe it or not, to Andreas Metzger, who wrote "The Return of the Bear" a couple of issues ago).

You might notice the absence of "Blasts from the Past." Why no chronology? *Because I don't have any!* (Actually, I have one good one from Tim Jacques, but it goes with a feature story and I didn't want to break up the set.) The moral is simple . . . Write more chronologies!

## What's New?

As this issue goes to print, *The Complete Uncle Al's* catalog remains the only *Car Wars* product firmly on the schedule. Look for it in late 1991.

However, we have numerous excellent proposals for new *Car Wars* products on the table, and it's only a matter of picking which ones get a spot on the schedule this year.

One really big change to an old friend: The old rulebook in *Deluxe Car Wars* has been replaced. The new rulebook is . . . the *Car Wars Compendium, Second Edition*. That's right, you now get a *Compendium* with every *Deluxe Car Wars* box — plus (in an effort to clear out our warehouse) we're including two additional *Car Wars* products — hard-to-find supplements, *Vehicle Design Sheets* and back issues of *ADQ*, worth at least \$10. All the other great stuff from *Deluxe Car Wars* is still there, of course. And the price has only gone up . . . not at all. It's still \$24.95. This is a limited-time offer, so if you've turned on to the small-box *Car Wars* and you're considering upgrading to *Deluxe Car Wars*, this is the time for it.

Roleplayers, meanwhile, can look forward to *GURPS Vehicles*. This book will be the long-needed, long-awaited comprehensive vehicle design system for the *Generic Universal RolePlaying System*, and the necessary first step leading to *GURPS Aeroduel, Second Edition*. *GURPS Vehicles* is written by *GURPS Ultra-Tech* and *GURPS Psionics* author David Pulver. Look for it this fall.



# AADA NEWS

Lots to get through this time, so let's get right to it.

**New Chapters:** First, welcome to our new chapters, G.O.N.A.D.S. (Gang of Neurotics and Duellists Society) of Peoria Heights, IL, Search and Destroy of Oaklyn, NJ and P.O.W. (Psychos on Wheels) of Ft. Worth, TX. And welcome back to M.A.D.D. of Missouri, who were left off the active list in the last issue, but actually never left. Also welcome back to I.L.L., who *did* go away for awhile.

And a special welcome to G.B.A.H. (Gesellschaft fur Bewaffnetes Autofahren, Hannover), our first *German* chapter.

Still waiting to hear from H.A.V.O.K. and D.R.E.A.D. Talk to us, guys.

**Club Championships:** The first annual P.O.W. club championship was a ram-heavy Division-30 contest held in the Amex Proving Grounds. Club president Steven James Poor took the championship against five other competitors, driving a modified Ravager (from VG2) that he called "the Outlaw." Joey Omberg took second and the P.O.W. vice-presidency.

The Vancouver City Autoduelling Association 2041 club champ is Randy Jung, who won the two-part race/duel event over five other competitors. Randy drove an extra-heavy trike with three rocket launchers and an HDFOJ.

In an exciting three-round event, Chris Haynie took the G.O.D.S. championship as the sole final-round (Div. 30) survivor. The first (Div. 10) round went to rookie duellist Robert Shattuk, and Shattuk and Haynie tied for first in the second (Div. 20) round.

Former AADA Administrator Dave Searle celebrated his return to active competition by taking this year's F.N.O.R.D. North club championship.

In non-championship tournament competition, Brent Williams won the U\*Con '90 "Road to Victory" tournament, with his extra-heavy trike sporting triple-RPs with AP ammo. Williams took both rounds of this event, dominating the road duel and pasting the target car in a single volley in the arena. Congratulations, Brent.

**Regional Championships:** Several regionals have been scheduled as this issue goes to print. If your region doesn't yet have a regional, call us if you're interested in running it.

W.A.S.T.E.D. is hosting the Atlantic Coast Regionals at Balticon 25. This is a short-notice competition, to be held March 29-31, at Baltimore's Hunt Valley Marriott, just off Interstate 83.

The Northeast Regional will be hosted by new club Search and Destroy. The championship will be held at the chapter clubhouse in Camden, NJ. For directions and details, call M. Keegan at (609) 858-5894. The championship will kick off with an at-large qualifier using a single Division-20 stock car, the "Joseph's Revenge:" mid-size, x-hvy chassis, sport pp, hvy. suspension, 4 SBPR radial tires, 4 10 pt. wheelguards, spoiler, driver, RR w/ HEAT ammo in turret, 2 APMNR linked front, 4 FCDs (B, U, BL & BR), 225 pts. sloped armor, \$18,985; 5,760 lbs, Accel. 10 mph, top speed 120 mph, HC 3 — 4 over 60 mph. The contest will be held in the New Boston Arena. The final four competitors will move on to a money-is-no-object Div. 80 (!) slugfest at Hammer Downs.

Another new chapter hosting regionals is P.O.W., who'll be taking on the high-power RCADA in Ft. Worth on April 20. The Free Oil States Regionals will be held at 1115 Warden St. For time and details call Steven James Poor at (817) 249-2973.

The Central Regional will once again be hosted by N.O.V.A. This year the event will be held on April 20, 1991 at the Holiday Inn Central, Omaha, NE (as part of the Impact .6 mini-con). For more information contact Norman McMullen, 701 S. 22 St. #73, Omaha, NE 68102.

G.O.D.S. will host the Southeast Regionals at OASIS 4, in Orlando, FL, May 17 through 19. For more information contact John M. Hurtt, 2410 N. Hastings St., Orlando, FL 32808.

F.N.O.R.D. North will host the Midwest Regionals, but time and place were unavailable as this issue went to press. Contact Alan Young, 651 Busse Hwy. #2D, Park Ridge, IL, 60068 for details.

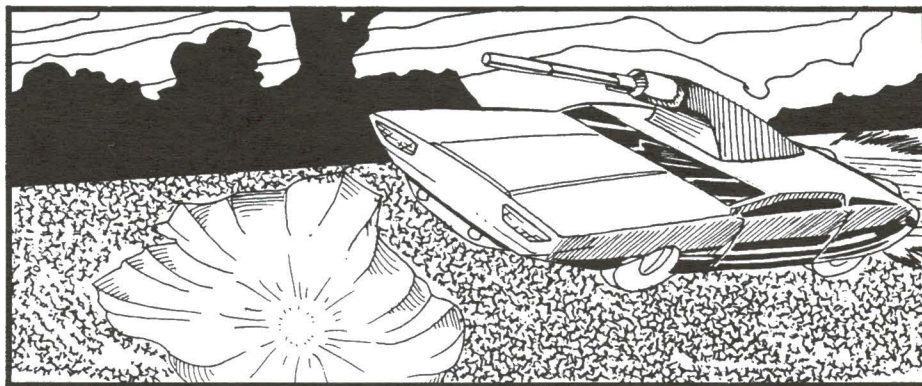
Finally, the Vancouver City Autoduelling Association has expressed interest in hosting the Foreign Regionals at the University of British Columbia, but no details were available at press time. For more information contact Bruce Lam, 1270 W. 51st Ave., Vancouver, BC, CANADA V6P 1C5.

## Jump Jets

*The big controversy at last year's worlds was, "Exactly how do jump jets work, and exactly what do they do?" So we asked Ken Scott, ADQ rules guru and a participant in last year's finals, to take a hard second look at jump jets. This is what Ken came up with, with help from the duellists on the Illuminati BBS.*

**Jump Jets:** \$150 per 20 lbs., 1 DP and 1 space per 100 lbs. or fraction thereof. Volatile. 20 lbs. of jump jet will lift 1,000 lbs. of vehicle ¼ inch (3.5 feet) off the ground. 50-lb. jump jets are available, costing \$375, taking up 1 space and having 1 DP. A 100-lb. jump jet would cost \$750, take up 1 space, have 1 DP and lift the car to ½" altitude. A 200-lb. jump jet would cost \$1,500, take 2 spaces, have 2 DP and lift the vehicle to a full inch (15') of altitude.

When a jump jet is ignited, the car lifts from the surface at ¼" per phase until the maximum altitude is reached, and then descend at ¼" per phase until it reaches the ground. The vehicle is not considered to reach the altitude it is heading for until the end of the movement phase. Thus a





vehicle at 1/4" altitude at the beginning of a phase, ascending to 1/2" altitude, is considered to be at 1/4" until the end of all movement for that phase, at which time it is considered to be at 1/2" altitude. Conversely, a vehicle at 1/2" altitude, descending to 1/4" altitude, is considered to be 1/2" off the ground until the end of all movement for that phase.

Once the jump jet is ignited, the car may not maneuver until the phase after it reaches the ground. The hazard for landing is calculated as per the flying rules (*Car Wars Compendium, Second Edition*, p. 9). Any D hazards collected while in flight are added directly to the D for landing, and the sum is treated as a single hazard for the purpose of modification by accessories such as HD shocks.

Jump jets must be set for maximum altitude when the car is constructed. Thus the car above, with a 200-lb. jump jet, could have 2 100-lb. jump jets which would lift the car to 1/2" on two separate jumps, rather than the full 1-inch altitude jump of the single 200-lb. jump jet. However, this distinction must be noted at the time the vehicle is built and may not be changed once the car is engaged.

If a vehicle is airborne when a jump jet is ignited, simply add the effect of the jump jet to the jump already in progress. Firing jump jets (or rocket boosters) is considered to be aimed weapons fire, thus a car may not fire jump jets (or rocket boosters) while seriously out of control (see *CWC2*, p. 10). The altitude a vehicle has reached is considered to be the height of its wheels off the surface, thus a vehicle 1/4" off the ground will pass over a compact of 1/4" tall vehicle. Jump jets (and rocket boosters) are . . . repeat, *are* . . . restricted by the 1/3 space per side rule.

*Example:* A 5,000-lb. mid-size wants to be able to make 2 1/4" altitude jumps. It must buy 2 50-lb. jump jets, each costing \$375, weighing 50 lbs. and each having 1 DP, and each taking 1 space, for a total of \$750, 2 spaces and 1 DP each (rocket boosters are bought the same way).


**Vehicle Heights:** Motorcycles, trikes, sub-compacts and compacts are considered to be 1/4 inch tall. Mid-size, sedans, luxuries and station wagons are 3/8" inch tall. Pickups, campers and vans are 1/2" tall. Ten wheelers are 3/4" tall, and 18-wheelers are a full inch tall.

Ramplates on all cars (i.e., vehicles found in Chapter 5 of the *Car Wars Compendium, Second Edition*) and reversed trikes are considered to be 1/4 inch tall. Ramplates on all oversized vehicles are


considered to be 1/2" tall. Note that in some cases it will be possible for a ramplate-equipped vehicle to collide with an airborne vehicle and not gain the benefits of the ramplate because the airborne vehicle, while not high enough to clear the vehicle, is high enough to clear the ramplate.

If a taller vehicle wishes to shoot over a shorter vehicle, it may do so only with turreted weapons at a target that is also taller than the intermediate target and at a -2 penalty to-hit.

— Ken Scott



The National Gaming  
Convention, and Exposition  
July 4-7, 1991  
Baltimore Convention Center  
Hyatt Regency & Sheraton Inner Harbor



PO Box 609, Randallstown, MD 21133

## 2041 World Championships

**Rule 1:** You must be a current member of the AADA, and present a copy of *ADQ* 9/1 or 9/2 with your address label attached. Competitors from sponsored AADA chapters may present a signed note from the manager of the sponsoring store, preferably on store stationary, indicating that the bearer is an active member of the AADA Chapter.

**Rule 2:** Vehicle designs must be turned in the *day before* the event you wish to participate in, at the Steve Jackson Games booth. You may submit up to three designs for the referee to check; please indicate order of preference. No exceptions!

**Rule 3:** All rules in the *Car Wars Compendium, Second Edition* and any official errata printed since its publication will be in effect. No rule or rule changes published after this issue of *Autoduel Quarterly* will be used.

**Rule 4:** Any car found to be illegal

may be altered by the referee to make it legal. If the referee determines that none of the submitted designs can be made legal, a substitute car will be issued.

**Rule 5:** Foul language, harassment of another player, coaching by a non-player or any other non-sportsmanlike activity (as determined by the referee or a Steve Jackson Games employee) are grounds for disqualification. There are no appeals.

**Rule 6:** Have fun.

The 2041 World Championships will be a four-round, five-event tournament. The at-large qualifier will consist of two events, one Thursday and one Friday. Competitors in the first event who do not advance will be allowed to compete again in the second event, to keep record keeping simple and to reward those who attend the full con. Rounds two and three will be held Saturday, and the finals will be held Sunday.

Round 1 will be a Div. 15 contest, using stock vehicles designed by grand master duellist and three-time world champion Mike Montgomery. Round 1 vehicles will be available for viewing at the Steve Jackson Games booth before each round 1 event.

The qualifiers will be held in the Double Drum, with 6-8 cars per arena. Advancement in this and subsequent rounds is dependent on the number of competitors — a similar percentage of competitors will advance each round until there are 8 duellists left for the finals.

In the qualifiers, 1 point will be awarded for each mobility kill, and 1 point for each firepower kill. Competitors will lose comparable points for having their own vehicle killed. First vehicle to score 4 points wins. If no vehicle in the arena scores 4 points, last surviving vehicle wins.

Round 2 is Div. 20, held in the New Boston Arena. Six vehicles will compete in each heat. Points will be awarded as in the first round, plus 1 point for each ring successfully circumnavigated. Winner is the first to collect 6 points, or sole survivor. Tire shredders will be retracted for this event.

*No dropped weapons!* Smoke and paint may be used. Gas engines may be used.

Club champions and regional tournament referees will be seeded to this round.

The semifinals will be Division 25 at the St. Paul Duellodrome. Eight vehicles will compete in each heat. This will be a timed, 15 second event with the best scores advancing to the finals. Eight cars



will compete in each arena. Two points will be scored for each mobility kill and for each firepower kill, and lose equivalent points for being killed. The variable-position ramps in this arena will be set to their highest position to begin the event. Each time a car passes over the center squares of the ramp, the ramp will be lowered one increment. First pass will lower the ramp to arena floor level, second will fully recess the ramp. Any car causing the ramp to attain its *fully recessed* position will score 1 point.

No weapons restrictions, gas engines are allowed. Regional champions and last year's world championships finalists will be seeded to this round.

The 2041 World Championships will be held in Hammer Downs. Eight vehicles will compete in the arena (2 additional gates will be added on the lower level of the arena, under the ramps on the long sides). The upper level will be set only 1' (15") over the floor of the lower level.

Competitors will score two points for a firepower kill, two points for a mobility

kill and one point for each checkpoint. Checkpoints will consist of four targets, which must be hit with aimed weapon fire doing vehicular damage, and five floor checkpoints which must be driven over. Successfully completing a ramp jump will double all subsequent points. Successfully completing a second jump on the other level will double subsequent points again. Only one upper-level jump and one lower-level jump per vehicle will multiply points. Each checkpoint may only be scored once. Exception: if a competitor scores a checkpoint, then successfully makes a jump, multiplying his points, he may return to that checkpoint to score the *difference* between the target's former and current value. Example: a competitor scores a checkpoint for one point, then successfully makes his two jumps. If he returns to that checkpoint he will score three points, bringing his total points from that checkpoint to four. No more than four points may ever be scored off a single checkpoint by any given vehicle.

Jumps between upper and lower ramps

will *not* count for multiples, and vehicles attempting these jumps will be assessed an additional D3 hazard on landing. Jumps from lower to upper ramps are not possible. Minimum speed required to "safely" make an upper-to-lower jump is 60 mph.

A competitor will lose 4 points each if he is firepower or mobility killed. No positive points may be collected on the phase on which your vehicle is killed.

The arena will end at the end of the second in which the 200th cumulative point is scored. The competitor with the best score will be declared the 2041 World Champion. There are no weapons restrictions, and gas engines are allowable. Due to the retirement of last year's champion, Grand Master Duellist Mike Montgomery, no competitors will be seeded directly to the finals.

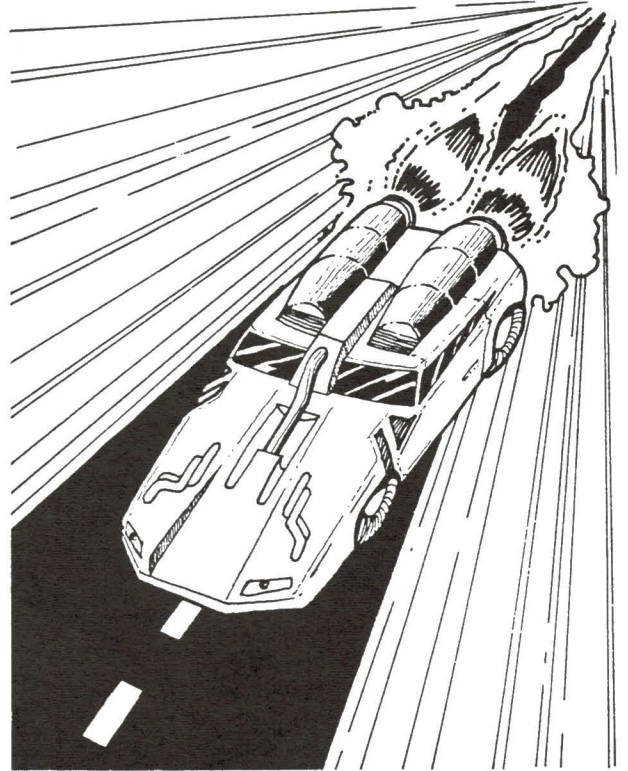
**Characters:** In all rounds, a vehicle may carry a maximum of two characters. No passengers allowed. Characters should be built on 50 points, with a maximum of 30 in any one skill. Reflex rolls will be set at 4 for all characters.

## Rapid Strike



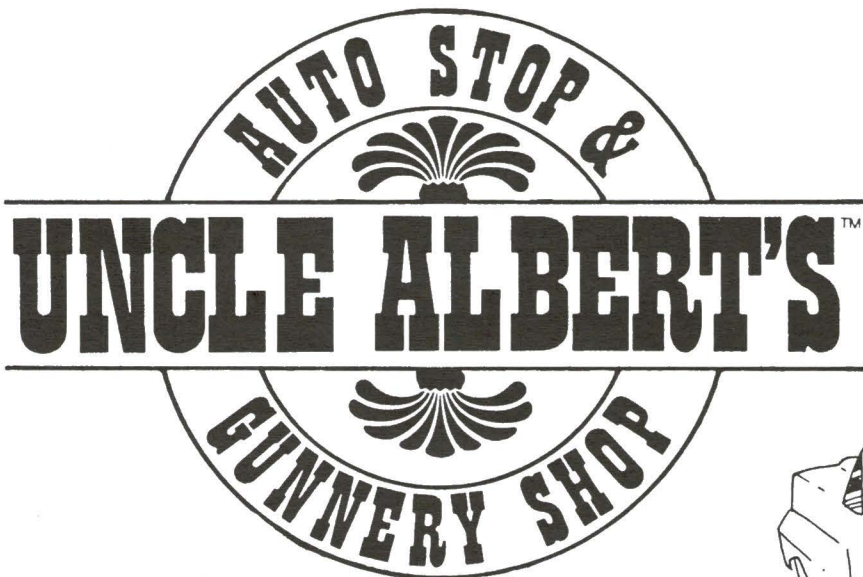
### Corrine Custom Autoworks

Speed, acceleration, handling, performance, powerful and accurate weapons, and a good defense — these, plus your own skill and daring, are the keys to survival and victory. Now you have them, in Rapid Strike. A turbo/supercharged 250 boosts you from 0 to 75 mph in *three seconds*. Sophisticated braking systems plus good handling and aerodynamic high-speed performance let you be where you want, *when* you want. A 140-mph top speed makes Rapid Strike a powerful contender in race-and-duel events. It mounts twin recoilless rifles, with your choice of ammo when you pull the trigger. And its armor, including a heavy ramplate, will see you through the duel, even when you have to go *through* your opponents.



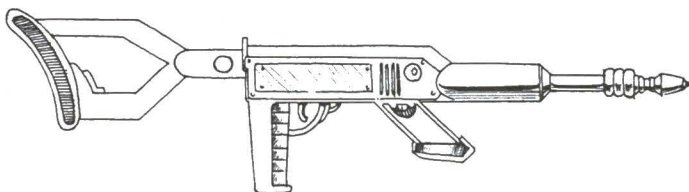
**Rapid Strike:** Mid-size, hvy. chassis, hvy. suspension, 250 cid I.C. engine with VP turbo-supercharger, 6 gallon duelling tank (full), 4 SBPRFP radial tires, driver, 2 recoilless rifles front with rotary magazines loaded with five shots HEAT and 5 HESH each, link (RRs), HRSWC, 2 bumper triggers (one per RR), no-paint windshield, heavy duty brakes, anti-lock brakes, overdrive, spoiler, 16 lbs. cargo capacity. FP armor: F40 (ramplate), R30, L30, B30, T10, U15. Accel. 25 (20 with overdrive). Top speed 120 (140 with overdrive). HC4 (5 at 60+ mph). 5,264 lbs., \$39,650.





## Stun Gun

This little beauty can be the bounty hunter's best friend. Why risk killing your target, when a little jolt can put them peacefully to sleep?

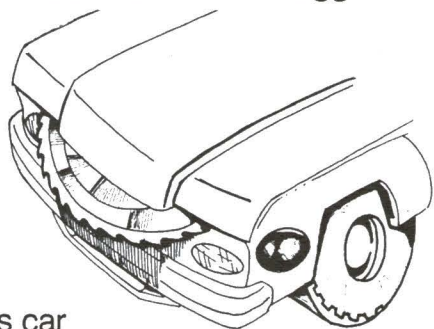


Stun Gun — To Hit 7, no damage (see below), price \$750.00. Weight 9 lbs./2 grenade equivalents.

On a successful hit, roll 1d. On a 1-2, the target is stunned for 1 minute. On 3-4, he's unconscious 1 minute, stunned for 1 additional minute. On a 5 he's unconscious for 5 minutes, and on a 6 unconsciousness lasts 10 minutes.

## Retractable Brushcutter

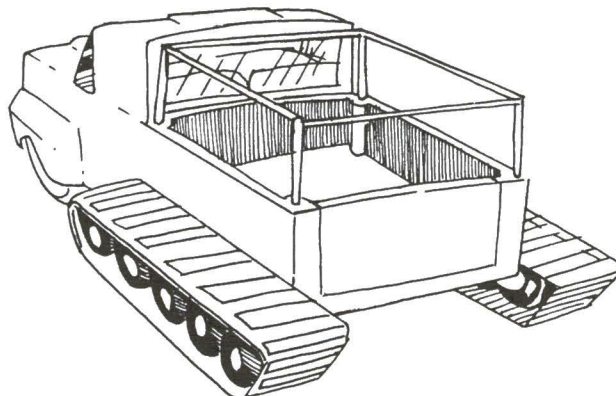
For the style-conscious duellist: this rugged brushcutter is always there for you in the wilderness, but tucks neatly out of sight in the city or on the highway. Who says off-road versatility and sports car style have to be mutually exclusive?



Retractable Brushcutter — 1 space, 30 lbs, \$250. Extends or retracts in one second. Once extended, it acts as a normal brushcutter.

## Pickup Racks

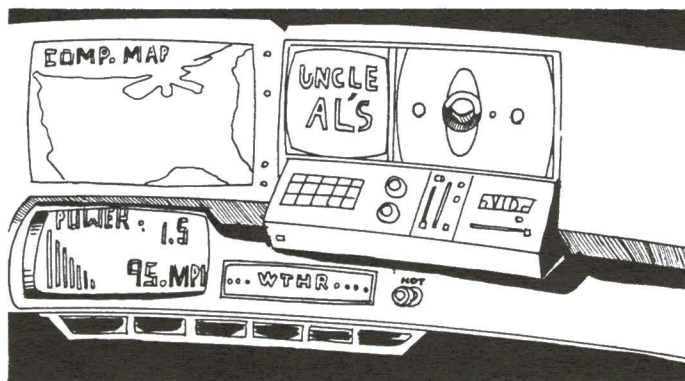
For simple utility you just can't beat these sturdy steel racks. Infinite uses include hauling pipe or lumber, extra support for tall boxes or furniture, or covering the rack with chicken wire for an instant livestock pen. What working truck can do without them?



Pickup Racks — 0 spaces, 25 lbs., \$150.00. Add 8 cargo spaces to a pickup (cargo must be shaped and configured so that it's supported by the rack).

## Compact Television

Why miss the latest televised duels just because you're on the road? This full-color unit brings video action right to your driver seat. And if bikers or other road hazards require your full attention, don't worry — just pop a chip into your video recorder, and replay what you missed at your leisure.



Television — 1 space, 25 lbs, \$700.00. Destroyed when engine or driver is destroyed. Includes internal satellite uplink, commercial radio receiver and video and audio disk players.



# Origins Awards 1990

Presented by the Academy of Adventure Gaming Arts and Design

(The final ballot is open to the gaming public. If you're reading this, you can vote.)

- 1. **Best Historical Figure Series, 1990**
  - 15mm Chariot Ancient, Stone Mountain Miniatures, Inc.
  - 25mm Ancients, Ral Partha Historicals, Ral Partha Enterprises, Inc.
  - 25mm Bretonnians, Games Workshop/Citadel Miniatures
  - American Civil War, 15 mm, Stone Mountain Miniatures, Inc.
  - Jacobite 15mm Ancients, SIMTAC, Inc.
- 2. **Best Fantasy or Science Fiction Figure Series, 1990**
  - AD&D Adventurers, Ral Partha Enterprises, Inc.
  - AD&D Monsters, Ral Partha Enterprises, Inc.
  - Bridge of Sorrows, Denis Beaubais Vignettes, Ral Partha Enterprises, Inc.
  - Star Wars Line, Grenadier Models, Inc.
  - TSR Battlesystem Brigades, Ral Partha Enterprises, Inc.
- 3. **Best Vehicular Miniatures Series, 1990**
  - 1/1200 Russo-Japanese Ships, Houston's Ships
  - 20mm World War II, RAFM Company, Inc.
  - Silent Death Miniatures, Iron Crown Enterprises, Inc.
  - Space Ork Battle Wagon, 25mm, Games Workshop/Citadel Miniatures
  - Swan Ship, Thunderbolt Mountain Miniatures
- 4. **Best Accessory Figure Series, 1990**
  - 1/300th Hovels, European & Russian Villages, Stone Mountain Miniatures, Inc.
  - 25mm Hovels Spanish Villages, Stone Mountain Miniatures, Inc.
  - Castles Boxed Set, TSR, Inc.
  - Jacobite 25mm Accessory Packs, SIMTAC, Inc.
  - Plains Indian Village Set, Hovels Plains War Lines, Stone Mountain Miniatures, Inc.
- 5. **Best Miniatures Rules, 1990**
  - BattleTech Compendium, BattleTech, FASA Corp.
  - Captain's Edition Harpoon, Harpoon, Game Designers' Workshop, Inc.
  - De Bellis Antiquitas, WRG
  - Fire and Fury Civil War Rules, Quantum Printing
  - Ironclads & Ether Flyers, Space 1889, Game Designers' Workshop, Inc.
  - Over the Top, Command Decision, Game Designers' Workshop, Inc.
- 6. **Best Role-Playing Rules, 1990**
  - Buck Rodgers, The 25th Century Role-Playing Game, TSR, Inc.
  - Chill, Mayfair Games, Inc.
  - Hero System Rulesbook, Iron Crown Enterprises, Inc.
  - King Arthur Pendragon, 3rd Ed., Chaosium, Inc.
  - TORG Roleplaying the Possibility Wars, West End Games
- 7. **Best Role-Playing Adventure, 1990**
  - At Your Door, Call of Cthulhu, Chaosium, Inc.
  - Feast of Goblins, A D & D, TSR, Inc.
  - Gorgoroth, Middle-earth Role Playing, Iron Crown Enterprises, Inc.
  - Harlequin, Shadowrun, FASA Corp.
  - Vecna Lives, A D & D, TSR, Inc.
- 8. **Best Role-Playing Supplement, 1990**
  - Arkham Unveiled, Call of Cthulhu, Chaosium, Inc.
  - Angus McBride's Characters of Middle Earth, Middle-earth Role Playing, Iron Crown Enterprises, Inc.
  - The Aysle Sourcebook, TORG, West End Games
  - Forgotten Realms Adventure Book, TSR, Inc.
  - GURPS Cyberpunk, GURPS, Steve Jackson Games
- 9. **Best Graphic Presentation of a Role-Playing Game, Adventure or Supplement, 1990**
  - Angus McBride's Characters of Middle Earth, Middle-earth Role Playing, Iron Crown Enterprises, Inc.
  - Castles Boxed Set, TSR, Inc.
  - Feast of Goblins, A D & D, TSR, Inc.
  - Ravenloft Box Set, A D & D, TSR, Inc.
  - Seattle Source Book, Shadowrun, FASA
- 10. **Best Pre-20th Century Boardgame, 1990**
  - Doomed Victory, 3W, Inc.
  - Kadesh, Command, XTR Inc
  - Men-At-Arms, S & T, 3W, Inc.
  - New World, The Avalon Hill Game Co.
  - Republic of Rome, The Avalon Hill Game Co.
- 11. **Best Modern Day Boardgame, 1990**
  - Battle of Britain, TSR, Inc.
  - Code of Bushido, The Avalon Hill Game Co.
  - Days of Decision, Australian Design Group
  - Eurorails, Mayfair Games, Inc
  - World War II, TSR, Inc.
- 12. **Best Fantasy or Science Fiction Boardgame, 1990**
  - DMZ, FASA Corp.
  - Genestealers, Space Hulk, Games Workshop
  - Organized Crime, Iron Crown Enterprises, Inc.
  - Overkill, Silent Death, Iron Crown Enterprises, Inc.
  - Silent Death, Iron Crown Enterprises, Inc.
- 13. **Best Graphic Presentation of a Boardgame, 1990**
  - Battle of Britain, TSR, Inc.
  - Car Wars Card Game, Steve Jackson Games
  - DMZ, FASA Corp.
  - Genestealers, Space Hulk, Games Workshop
  - Silent Death, Iron Crown Enterprises, Inc.
- 14. **Best Play-By-Mail Game, 1990**
  - BattlePlan, Flying Buffalo, Inc.
  - Duelmasters, Reality Simulations, Inc.
  - Feudal Lords, Graaf Simulations/ Flying Buffalo, Inc.
  - Illuminati, Flying Buffalo Inc.
  - Mobius I, Flying Buffalo, Inc.
  - Starweb, Flying Buffalo Inc.
- 15. **Best New Play-By-Mail Game, 1990**
  - 1939 World Wide Battle Plan, Flying Buffalo Inc.
  - Monster Island, Adventures by Mail, Inc.
  - Legends, Midnight Games
- 16. **Best Fantasy or Science Fiction Computer Game, 1990**
  - Buck Rodger's Countdown to Doomsday, Strategic Simulations Inc.
  - Champions of Krynn, Strategic Simulations, Inc.
  - Dragonstrike, Strategic Simulations, Inc.
  - Tunnels & Trolls, New World Computing
  - Wing Commander, Origin Systems
- 17. **Best Military or Strategy Computer Game, 1990**
  - Harpoon, Three-Sixty
  - Populous, Electronic Arts
  - Railroad Tycoon, Microprose
  - Second Front, Strategic Simulations Inc.
  - SimEarth, Maxis
- 18. **Best Professional Adventure Gaming Magazine, 1990**
  - Challenge, Game Designers' Workshop, Inc.
  - Dungeon Magazine, TSR, Inc.
  - Polyhedron, TSR, Inc.
  - Strategy & Tactics, 3W, Inc
  - White Wolf, White Wolf Publishing
- 19. **Best Amateur Adventure Gaming Magazine, 1990**
  - The Canadian Wargamer's Journal, The Canadian Wargamer's Group
  - ETO A.E. Goodwin
  - Savage & Soldier, Lynn Bodin
  - Volunteers, The Newsletter of Civil War Gaming
  - Wargamers Information, Rick Loomis
  - Wild Hunt, Mark Swanson

The Award Committee has authorized a re-vote in both of last year's Play-By-Mail categories.

**Best Play-By-Mail Game, 1989**

- Family Wars, Andon Games
- Illuminati, Flying Buffalo, Inc.
- It's A Crime, Adventures by Mail
- Kings & Things, Andon Games
- Mobius I, Flying Buffalo, Inc.

**Best New Play-By-Mail Game, 1989**

- Beyond the Stellar Empire-The New System, Adventures by Mail
- Orion Nebula, Orpheus Publishing Corp
- Space Combat, Twin Engine Gaming
- Supremacy, Andon Games

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

These are the final nominees for the Origins Awards for 1990. If you're reading this ballot-You can vote. Vote for only one nominee per category by marking the line preceding your choice. **You do not need to vote in every category. Please, only vote for products with which you are familiar.** Fill in your address, phone number and sign your ballot. Mail the completed ballot to: Origins Awards Final Ballot, PO Box 3727, Hayward, CA 94544. The deadline for return of the ballot is June 7, 1991. Ballots post-marked after the deadline will not be counted. The Origins Awards will be presented at Origins '91 in Baltimore, July 5, 1991.



# Rules and Regulations

## For AADA-Sanctioned Tournament Combat

by Ken Scott

These guidelines should be used to define the parameters of sanctioned AADA Tournaments. Areas covered by these rules include vehicles acceptable and prohibited in the arena, number and quality of crewmen, acceptable types of arenas, and scoring of the arenas. These regulations will be used for all events related to the AADA World Championships, and the AADA World Racing Championships; specifically all club and regional championships, as well as all qualifying and final rounds of the championships themselves.

These regulations are the official tournament policy of the American Autoduel Association and Steve Jackson Games.

### Rules

All AADA-sanctioned competitions will be run using the rules found in the *Car Wars Compendium, Second Edition* (including the errata sheet), and any official rule changes or errata published in *ADQ* or the *AADA Newsletter*.

Rules and equipment unique to *Car Wars Tanks*, *Aeroduel* and similar *Car Wars* supplements, and not found in the *Car Wars Compendium* are not suitable for the arena, and will not be used. Rules published in *Autoduel Quarterly* articles are considered optional, unless specifically identified as official rules. Optional rules will not be used in the arena.

### Vehicles and Equipment

AADA-sanctioned events should be limited to those vehicle types found in the chapters on "Cars," "Cycles and Trikes" and "Racing Bodies" in the *Car Wars Compendium, Second Edition*. For most duelling (as opposed to racing) arenas, body types should be limited to Cycles, Trikes, and all body types found in the chapter on Cars. In general, vehicles should be of a standard, non-oversized, wheeled vehicle type without the capability for extended self-propelled flight, or the ability to operate on water. Unless otherwise specified, vehicles shall be limited to electric power plants. If the arena is to be open to gasoline-powered vehicles this must be specified.

All vehicles shall have a range of at least 150 miles at cruising speed, as per Vehicle Range in the *Car Wars Compendium, Second Edition*.

The total amount of money that each competitor may spend building and equipping his vehicle (division) should be specified before the event, with enough lead time for each competitor to build and outfit an acceptable vehicle. The acceptable Divisions, and the amount of money that each competitor will be allowed to spend in each, for AADA-sanctioned events shall be: Division 5 (\$5,000), Division 10 (\$10,000), Division 15 (\$15,000), Division 20 (\$20,000), Division 25 (\$25,000), and Division 30 (\$30,000). It is suggested that, in a multiple-round tournament setting, earlier or preliminary rounds be of a lower division than the later rounds. Each Competitor should be limited to one vehicle of an acceptable type, according to the restrictions included here, any specific equipment restrictions of the arena, and the division restriction of the arena.

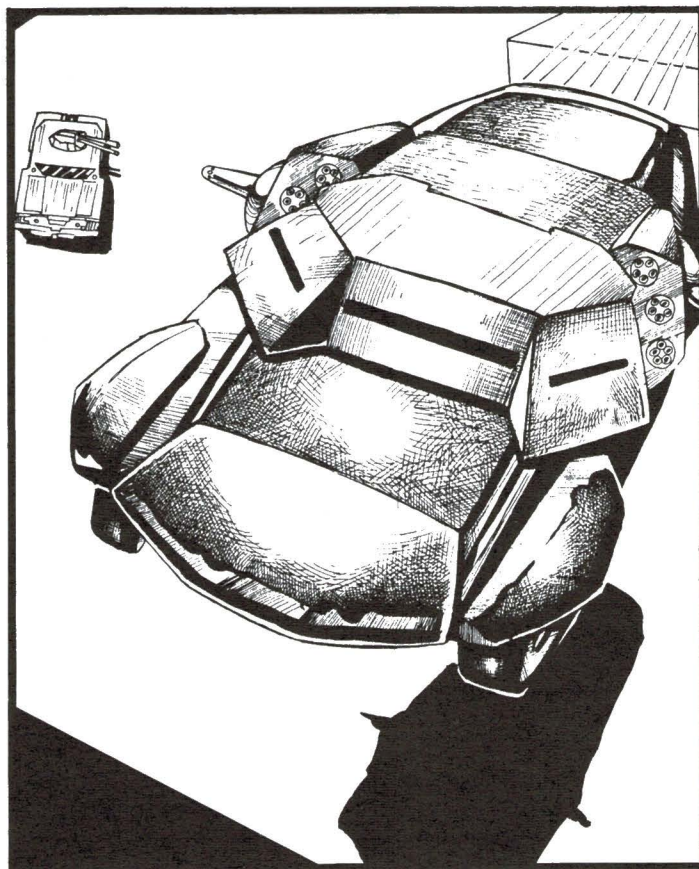
Additional prohibitions may be made for specific arenas at the discretion of the tournament officials, provided that the competitors are given adequate notice of the prohibitions. It is suggested that Racing Events prohibit or severely limit the use of dropped weapons of any type, as these tend to destroy the expensive track surface. Also, any regular duelling event which has critical check points that vehicles must cross, either because of arena design, or to satisfy victory conditions, should consider restricting the use or availability of dropped weapons.

### Arena-Illegal Accessories

Not every item that's useful on the road will be acceptable in tournament competition. In the interest of fair play and sportsmanship, the AADA has declared several devices illegal in the arena.

The following devices and accessories from *Car Wars Compendium, Second Edition* are prohibited from use in official AADA-sanctioned competition, or have their use restricted in some way. Page numbers and reason for the prohibition or restriction are cited for each item.

*Armored Beer Refrigerator (ABR)* (p. 85), *Armored Mini-fridge (AMF)* (p. 85), *Cargo Safe* (p. 85), *Mini-Safe* (p. 86), *Bulk Ammo Boxes* (p. 88) — These items represent "damage sinks." That is, their sole purpose in a duelling vehicle would be to soak up damage that would otherwise destroy more necessary systems.





Any item which possesses DP and is not directly useful in an arena combat (spare tires, searchlights in an illuminated arena, weapons or accessories carried as cargo, etc.) will be considered illegal in AADA-sanctioned events.

*Component Armor (CA)* (p. 85) — component armor may be used normally, as specified in *CWC2*, unless it is used as a damage sink (see above). Armoring an empty cargo space, or a cargo space containing another damage sink, is not allowable.

*Automatic Targeting and Acquisition Device (ATAD)* (p. 87), *Bollix* (p. 87), *Computer Gunner/Autopilot Software* (p. 88), *Computer Gunner* (p. 88), *Computer Navigator* (p. 88), *Identify Friend or Foe (IFF)* (p. 89), *Remote Control Guidance System* (p. 91) — The American Autoduel Association promotes and glorifies the skill, cunning, daring and resourcefulness of its drivers and gunners in the arena, not the skill of their team programmers. Therefore, these items are prohibited from use in AADA-sanctioned competition.

*Plastique* (p. 47), *Kamibombs* (p. 89) — These items are prohibited from use in AADA-sanctioned events because of the potential for abuse.

*Gas Tanks* (p. 52) — No more than one gas tank may be installed in a gas-powered vehicle. Using more than one gas tank would create a damage sink situation as described above. Electrically-powered vehicles may not mount gas tanks, for the same reason. A gas tank may, however, be component armored normally.

## Crew

Vehicle crews for AADA-sanctioned events will be limited to a maximum of two crew members per vehicle. No vehicle in a sanctioned event may carry passengers. Therefore, vehicles in a sanctioned event will be either driver only, or driver and gunner. All equipment supplied to crewmen will count toward the Division limit, and against the weight limit of the vehicle, as per the alternate encumbrance rules in the *Car Wars Compendium, Second Edition*.

The number of skill points available to each crewman, as per "Continuing Characters," *Car Wars Compendium, Second Edition*, shall be specified before the event. It is suggested that no crewman in any event be allowed more than 50 skill points, with no more than 30 skill points to be spent on any one skill. Skill points for each crewman must be allotted and recorded on the vehicle record sheet before the beginning of the event. It is also suggested that Reflex Rolls be fixed at 4 for each driver. This is to reduce the possibility of some drivers being irreparably advantaged or disadvantaged in an event by a single random die roll.

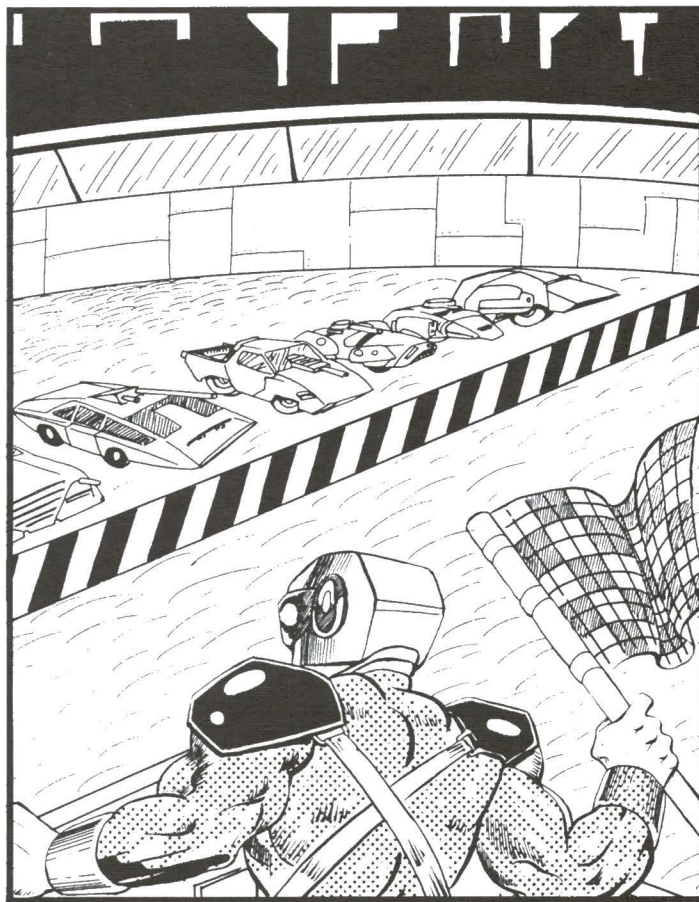
## Arenas

Arenas in sanctioned events will fall into one of two general categories, Duelling or Racing. Duelling arenas are the most common and can be further divided into two subdivisions, Survivor and Points arenas.

Survivor arenas are those where the last operational vehicle wins. The physical layout of these arenas should be kept simple. Armadillo (if there are a large number of competitors), and Double Drum (or even half of the drum if there are a small number of competitors) are examples of arenas which are good for such events. In general, arenas for survivor events should be kept on the small side for the number of competitors involved, with few, if any, obstacles, to encourage participants to engage in combat

and limit the ability of drivers to avoid combat and thereby survive through inaction.

Points arenas are those where points are scored by each vehicle for completing specific objectives (driving specific circuits, making jumps, shooting targets, crossing checkpoints, mobility and/or firepower killing opponents, etc.). These arenas may be larger, especially if there are checkpoints which drivers must cross to score points, as this will tend to draw vehicles together, and be more complex, since the complexity will provide the officials with more challenges to put the competitors through and award points for. Hammer Downs and New Boston are good arenas for points events. Duelling events should be limited to the standard body types, with racing body types being prohibited.



Racing Events can also be broken down into two general categories, Simple Races and Duelltracks. Simple races are somewhat equivalent to the survivor events, above, in that the first one to cross the finish line wins. Race tracks should, however, be complex, providing the competitors with driving challenges. Weapons should be prohibited in simple races.

Duelltracks are those races where, though the object of the race is still to cross the finish line first, there is also combat involved. Duelltracks should be simpler in layout, since the attrition due to weapon fire should make up for the attrition due to loss of control found in simple races. Dropped weapons should be heavily restricted in any duelltrack, and it is suggested that intentional tire shots be prohibited entirely. Body type may be limited to Racing Bodies only, or left open to all body types allowed in other AADA-sanctioned events. All restrictions shall be announced to competitors before the beginning of the event, with sufficient lead time to allow competitors to design an appropriate, legal vehicle.



Any of the events above may be fought off-road. If an event is to be fought off-road, this must be announced to competitors before the beginning of the event with sufficient lead time.

All restrictions on any event, above and beyond those required by these guidelines, must be announced to competitors before the beginning of the event. The type of event should be announced (survivor, point, race or dueltrack) and which arena or track (if a previously published arena is to be used).

### Scoring

Scoring, awarding points or determining kills, is necessarily largely at the discretion of the referee. These regulations will define how points should be awarded or kills determined to a large degree, but situations will arise which must be adjudicated by the referee.

In points arenas the specific tasks and the number of points to be awarded for the completion of each task must be specified and announced before the beginning of the arena, but may be announced after vehicles have been designed and approved. Awarding points for completion of these tasks should, in most cases, be self-evident and not require adjudication by the referee. Points gained through completion of these tasks should not be great enough to discourage competitors from trying to gain vehicular kills (i.e., vehicular kills should be worth enough points to encourage combat).

Points should be awarded separately for mobility and firepower kills. A vehicle is declared a mobility kill when it has lost the ability to move or maneuver under its own power — a vehicle on its roof is a mobility kill. A vehicle on its roof with unfired rocket boosters with sufficient thrust to slide it along the arena floor is still a mobility kill, since that vehicle cannot maneuver.

Firepower kills are more at the discretion of the referee. Any vehicle which cannot significantly effect the outcome of an arena with its weaponry, or a vehicle which has no weapons, shall be declared a firepower kill. A mobility-killed vehicle with its weapons against a wall or other obstacle is a firepower kill, even though its weapons may still be functional. A vehicle which has been mobility killed, and has no direct fire weapons (ram car, vehicle with dropped weapons only, etc.) will usually be a firepower kill. An abandoned vehicle is both a mobility and firepower kill.

There should always be a point penalty for having your own vehicle killed, either mobility or firepower, and the penalty should be great enough to discourage competitors from killing their own vehicles to gain points.

Under no circumstances are points to be awarded specifically for killing the crew of other vehicles. If a driver dies, and thus becomes a mobility and firepower kill (assuming a driver-only vehicle), those are the fortunes of an autoduellist. However, no points above and beyond those given for the vehicular kill will be awarded for casualties in any sanctioned event. Surviving crew of a vehicle that has been firepower- and mobility-killed are not to be fired upon, and shall take no action against any vehicle still active in the arena. Once a crew has abandoned the vehicle, that vehicle is considered killed, and the crew may *not* remount their vehicle and resume combat, even if the vehicle is still operational.

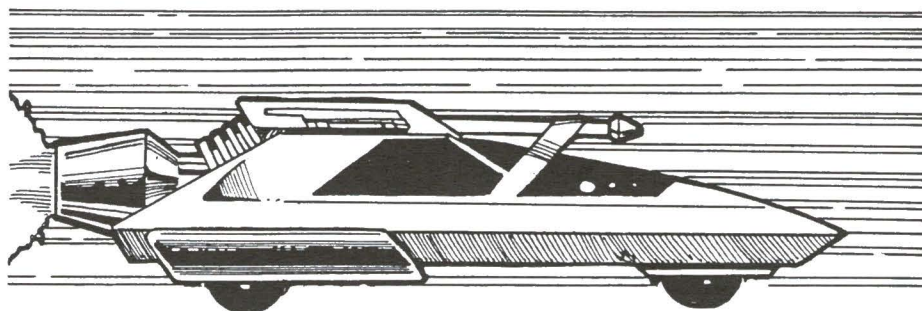
Points for kills scored after the vehicle has been eliminated (for example, a mobility kill scored by a mine dropped by the eliminated vehicle) should be awarded to that vehicle.

Awarding points for kills is entirely at the discretion of the referee. Normally, it should be clear who the points should be awarded to — the car that shot the tire off, the car that laid the mine, the car that rammed. In some cases, however, the determination may be unclear — two vehicles fire simultaneously at the same vehicle and that vehicle loses control and rolls. In such cases awarding points is at the referee's discretion. In the specific case above, points should be split between each attacker.

### Referee

The referee is the final and only arbiter of any dispute that arises at a sanctioned event. Excessive arguing of any rules point, especially after the referee has made his ruling, is grounds for disqualification.

These regulations are intended to bring some parity to the AADA events held at cons and by clubs across the country. The use of these regulations will allow participants be able to know what to expect when they show up at a con or a regional championship, or the World Championships. These Rules and Regulations are official AADA policy unless altered or amended in *Autoduel Quarterly* or *The AADA Newsletter*.



## Bullseye II

Corrine Custom Autoworks

Atlantic Industries has licensed their award-winning Bullseye design to us, and now Corrine Custom Autoworks is proud to bring you the new, upgraded *Bullseye II*. What's new? More

rockets, more electronics, more defensive systems, a bigger frame and more mass to back up your ramplate for a duelling experience your opponents will never forget (if they survive . . .).

*Bullseye II*: Luxury, X-hvy. chassis, hvy. suspension, large PP with superconductors, improved supercharger capacitors, 4 steelbelted solid tires, driver, 2 laser-guided heavy rockets (linked) in 2-space turret, 6 more heavy rockets (laser guided) in two 3-space rocket magazines, targeting laser in turret, laser guidance link, link (LGL to linked HRs), 5 flame cloud dischargers (2r, 2l, 1b), 2 smoke dischargers (1f, 1t), 5 laser-reactive webs (F, R, L, B, T), 7 links (laser reactive webs to dischargers), overdrive, heavy duty shock absorbers, heavy duty brakes, HRSWC, no-paint windshield, portable fire extinguisher, 15 lbs. cargo capacity, 10 pts. component armor around driver. Sloped armor: F45 (ramplate), R30, L30, B30, T23, U15. Accel. 5 (10 with ISC, 2.5 with overdrive). Top speed 90 (110 with ISC or overdrive), HC3. 6,585 lbs., \$29,041.



# LIONS AND VULTURES: Tournament Car Design, 2nd Edition

by Tim Ray

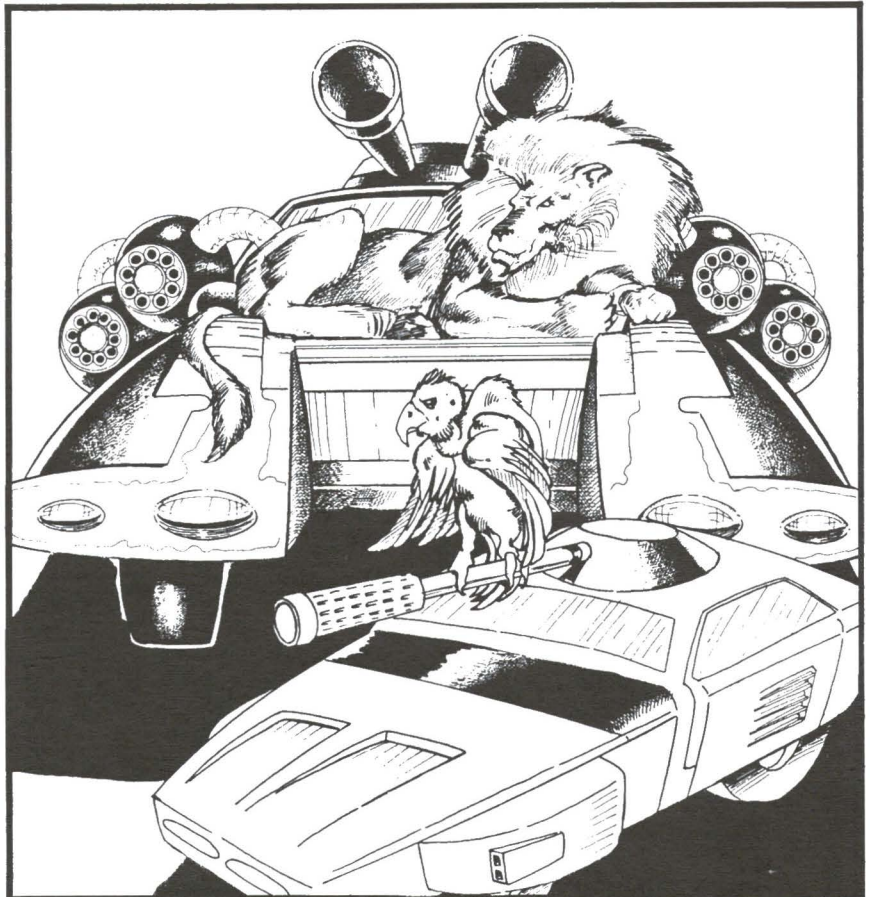
The art of car design for the arena has changed quite a bit in the last year or so, for a number of reasons. Chief among these is the release of the *Car Wars Compendium, Second Edition*. Despite my initial misgivings about the five-phase movement chart, I now believe it's a good rules change. In addition, the new rulebook organizes the numerous interesting gadgets published in the Uncle Albert's catalogs and *ADQ*, making it easier for the duellist to find the right tool for the job in any arena. For many of us Alpha Gamers, *Car Wars* is first and foremost a boardgame with a nearly infinite number of tactical options. Some options are more effective than others in the arena, and those are the options I want to discuss. I'll try to cover the tactical implications of *CWC2*, without rehashing old ideas, but a few general pointers on basic tactics are in order first.

When you walk into a *Car Wars* tournament, you need to do certain things in order to win, and to make the game fun for everybody involved. First, don't pester the referee. Some of you who have played me before won't believe I wrote that, but seriously, if you get under the ref's skin, the game won't be much fun. You may win a stressful, Pyrrhic victory, but try to have fun instead. We had a rules debate over jump jets at the last World Championships that went on for hours. Perhaps "debate" is too weak a term; "shouting match" describes the scene best. Jump jets are now outlawed in AADA events as a direct result of that dispute (*they're no longer outlawed, as of the new jump jet rules on pp. 3-4 of this issue — Ed.*). Second, find out as much as you legally can about the rules and layout of the arena, before the event (as long as you don't violate the first principle). Thankfully, "blind" arenas where the competitors don't see the board before the event are on the way out. Third, design your car for *that* arena and no other. Three-time world champion Mike Montgomery mastered this concept, and look where it got him (retired, ha ha). It is easier to come away from a loss in the arena knowing your car was the best it could be, rather than lamenting a loss because you overlooked something you should have fixed in the design.

So you are on good terms with the ref, you saw the arena, and it's start engines minus 30 minutes and counting. Which car do you use? In my club, several players use pre-designed cars — designs that worked well for them in other arenas. Many are still viable under the new rules, but some aren't. Such "stock" vehicles can usually be optimized to fit the current arena.

## Tactics and Weapons

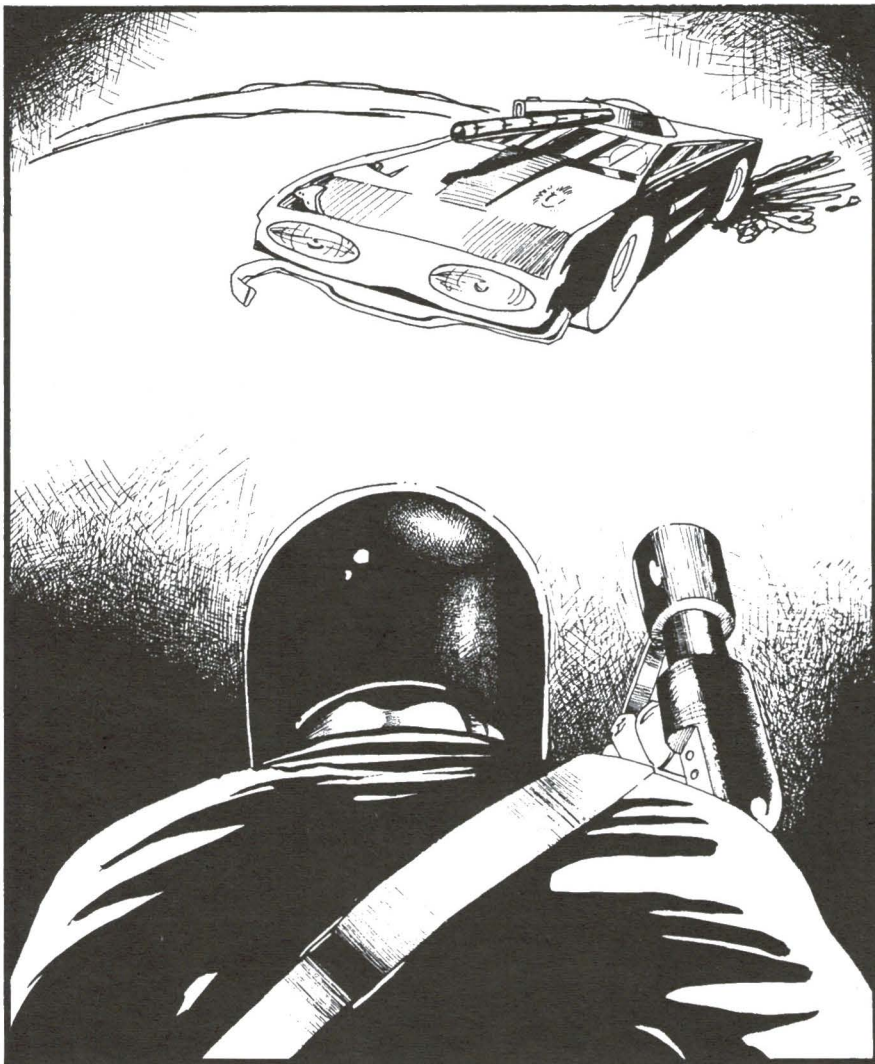
In arenas that allow them, gas engines are becoming the norm. Their top speed is inferior to electric plants while acceleration is



better, and they cost more, but the weight and space they save is worth it. The top speed problem is cured with nitrous oxide and overdrive. You need the extra weight to carry the heavier armor required in today's arena. Don't be daunted by the vast array of engines and accessories. The 100 cid and its "big brother," the 150, are usually the only ones you need for arena duels. The advantages of electric power are cost, fire safety and top speed. If you desperately need those advantages, go electric. If not, spool up that turbo and burn rubber!

Tactics and weapon choice are closely related. You need to make a basic tactical choice before you pick your design; will you be a lion, a vulture or a rabbit? The lion makes kills; he mounts heavy weapons (ATGs, BCs, big lasers, ACs, HDFTs) and medium armor, possibly a ramplate. The lion's best defense is blowing away his enemy fast. Speed is a secondary concern for the king of the jungle, unless you build a dedicated ram car. The vulture waits around for the lion to wound some poor unfortunate (even another vulture — survival of the fittest!) and then swoops in for the kill. Since lions strenuously object to anyone stealing their meat, the vulture should mount heavy armor, lighter weapons (VMGs, RLs, OGs, lasers, spike guns, turreted weapons)





and have enough speed (and/or dropped weapons) to get away from the lions. The vulture *can* get kills with tire shots, but with a low-damage weapon that can be a long, nerve-wracking process. The rabbit is speed, speed and more speed. Weapons are mostly defensive; dropped or hand weapons. Armor is usually heavy. If the arena is a race, or if checkpoints are worth as much as kills, consider the rabbit as a viable design strategy. Of course, some rabbits mount ramplates, making them vorpal bunnies . . . At the higher divisions, the lines between design "species" begin to blur; a lion with a heavy x-ray laser is a fine scavenger. Enough. Let's lay a little rubber.

Everything I said before about tires still holds true. The new standard tire for me is the steel-belted solid (16 DP), or the plasticore, in really tough arenas. In the upper divisions, where high-damage weapons with low to-hit rolls are common, plasticore tires are really the only options. The racing slick is now official, and is a viable choice as long as there are no dropped weapons out there. Make them steel-belted slicks if you have the money. Fireproofing your tires is a good option in some divisions, but a tire fire isn't nearly as serious as a vehicular fire.

### Weapon Choice and Placement

Once you have the basic design in mind, and if you didn't pick a flat-out, uncompromising ram car, give a little thought to weapons and weapon placement. Time and time again I play in arenas

with guys who front-mount weapons. Front mounts are not intrinsically bad, and are perfect for some linear arenas, but in general side-mounted weapons are a better choice. The main reason for this is buried in the history of naval warfare. Arrrr, matesy; a free historical tactic! The old sailors used to try like mad to "cross the tee" on their adversaries. Crossing the tee means giving them a shot on your side with their front or rear guns, while you unleash the broadside. It worked on the old wooden ships because their guns didn't bear forward very well, but it works in *Car Wars* because of speed modifiers. With a side mount, firing at the front of another vehicle, you get the full benefit of your speed mods. Of course, turret weapons can bear in any direction, but usually don't have enough punch to kill a healthy vehicle.

As I said, weapons determine tactics and vice versa. Several weapons have been the subject of rules changes since my last article. The VFRP has mutated drastically, as it now fires 6 1d rockets instead of 3 2d rockets. This rules change relegates the weapon to the role of expensive, laser-guided tire destroyer. It's good in that capacity, but it's no longer the weapon it once was. If you choose not to laser guide it, you have a decent short-range weapon, but beware of metal armor. Metal in any useful amount will render the VFRP ineffective. The ATG, on the other hand, has come into its own because of APFSDS ammunition. I like this weapon, because the prodigious damage (3d+6) is balanced by the high to-hit roll. It punches through most metal armor very well. A pair of these backed up by a SWC is a popular combination. The spike gun now fires only a half-inch counter, another good change. This is still a good weapon in divisions 5 and 10. With the addition of new ammo types and the rotary magazine, the RL and the oil

gun have become the most versatile weapons in the game. Note that any single-shot rocket can be made armor piercing or incendiary now. The line between personal and vehicular weapons has blurred. The time when vehicles could ignore dismounted drivers is over; the gyroslugger, bazooka, laser LAW and even the lowly pistol (with the right ammo) can do significant damage in the arena. A serious loophole in the flame cloud gas streamer rules has been plugged before I had the chance to truly exploit it. Oh well. Since the hang time rules were adopted, and the burst radius was reduced, frag grenades are not really viable in the arena anymore. Plastique is not legal in the arena, thank goodness. IR lasers do full damage now, and x-ray lasers are sure to get popular in the higher divisions, since laser-reflective armor doesn't reduce the damage. In the lower divisions, the HD flamethrower is hard to beat, especially with high-temperature ammo. The low to-hit roll means you don't need a computer, but if you do get a SWC tire shots are easy and fun. Fire and explosion remain two of the major causes of death in the arena, with the proliferation of gas engines and explosive, high-damage weapons.

### Armor

Because average weapon damage is higher under the new rules, you need to carry heavy armor to survive in the arena. The ATG with sabot armor does 17 points on the average. You need 34



armor to stop two shots from this weapon. A 10/10 metal/plastic armor composite, proof against 2d weapons, is easily penetrated by the ATG or the HD flamethrower with HT ammo. The days of symmetrical armor protection, with equal or nearly equal armor on all four sides, are over. Nowadays the side with the weapon on it should carry 40+ points of plastic, or better yet, 15-18 points of metal. The other sides should carry enough defense to stop one shot from the nastiest weapon you expect to see in the arena, and have a few points left over to stop the vultures. The major reason to use metal armor is cost. Metal is fireproof and can be made laser reflective for a song. LRFP armor is about *five times* more expensive than the same weight of LR metal. I'd rather spend my money on noisy things that hurt my opponent than on defense. Most arenas are won on kills, not survival.

In the higher divisions, where the x-ray lasers live, plastic is better than metal. In fact, in the upper divisions plain old plastic armor can be great, since laser-reflective armor is ineffective vs. x-ray lasers. Furthermore, FP armor is only cost effective vs. flame weapons, and if all prospective pyromaniacs know the money is available for complete fireproofing, the primary advantage of the flame weapons is lost. Double thinking is common in the higher divisions, as is gibbering mania in big-money car designers. In divisions 5 and 10, where money and weight capacity are both tight, you may not be able to mount sufficient armor to stop heavy hitters like the ATG. I guess that explains why the low divisions get good TV ratings. Top and underbody armor should probably not exceed 10 or 15 points per position, unless the arena is very short on maneuvering room. You can generally drive around dropped weapons, and the odd flame cloud is just a nuisance to the properly-built car.

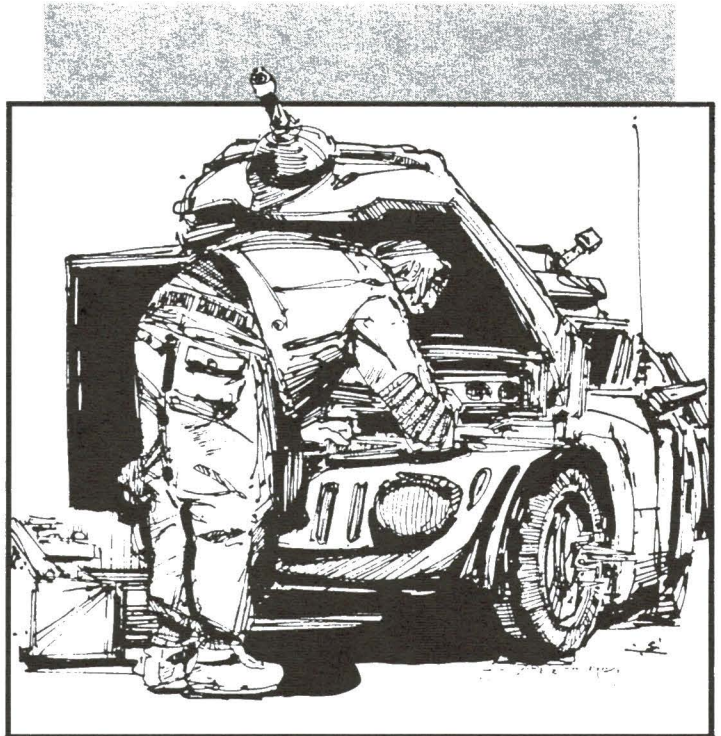
### Accessories

I've said it before, but now more than ever, accessories make the car. A car without a spoiler and airdam is at a real disadvantage under the new rules. I used to get by with just a spoiler, but under the new rules the pair is basically standard equipment. The weight and cost of these items is now proportional to the armor weight and cost of the vehicle, so sedans and smaller cars don't get stuck with spoilers built for luxs anymore. CA frames are a good buy if you plan on driving a vehicle that will die on the first ram anyway. Crushed or confettied, dead is dead after all. The roll cage/safety seat combination is a viable option if you lean the other way, and want to survive the first ram. My car from the last Worlds could take a 150 mph t-bone (or more, head on) and drive away with no damage to the internal stuff, due to a roll cage and extensive component armor. A roll cage and safety seat are also useful if you plan on ramming anyone, because of the ram concussion rules. Nothing is worse than making confetti of your target and then driving through it unconscious. The rotary magazine lends new flexibility to many weapons with lots of ammo types. The possible combinations are too numerous to mention here, but look carefully at this gadget to see if it would help your car.

I never realized before CWC came out how many "fake" items are available. Fake weapons, ramplates, wheelguards, turrets, pop-up turrets; the list is finite, but the potential for deception is nearly limitless. If you have the money, you can make a dedicated vulture look just like a lion. Weapon concealment further complicates the situation. At the low end cost wise, a fake weapon mounted on the side opposite the real one will keep your opponents guessing until you fire. At the extreme, you could design two or more cars to look exactly the same, yet have totally

different weapons rigs. Every time you roll into the arena your foes will wonder, "What's he up to this time?" Because the ramplate is a potent psychological weapon, the fake ramplate is particularly effective. Fake wheelguards and hubs on every tire can be a serious deterrent to tire shots.

I could do an exhaustive breakdown of the most effective car concepts by division, but it's easier and more concise to define design strategies into three categories: Low budget (Div. 5 and 10), middle class (Div. 15-25) and "It's only money" (Div. 30+). The low-budget cars are usually subcompacts, compacts, bikes or trikes. Flame weapons are popular, as are ram cars, spike guns, ATGs, APRLs and other cheap, high-damage weapons. Everybody is a lion in the low-budget arenas. The middle-class divisions are the hardest to design for, because so many designs are effective. Just about any body type can be found, except the van, bike and subcompact. Good vultures are found here, as are ram cars, pyros (flame weapon cars), ATGs, BCs and laser-guided rockets. These are the most challenging divisions. The high divisions are not exactly anything goes. Most cars will be luxs or bigger. Vans are still rare. Armor will be fairly heavy to extreme, and the pure ram car is not seen as much. Flame weapons decline in popularity as cars get more fireproof. Laser-guided rockets are common, but are a vulture's weapon up here. Normal lasers are a gamble, since LR armor is cheap and common. The x-ray laser is the weapon of choice. Extensive use of fake accessories is common, and often the cars are not at all what they appear to be.





# A New Road for Car Wars

By Darwin McPherson

For years, Steve Jackson Games has been looking at proposals to turn the popular *Car Wars* game into a comic book series. At long last, *Car Warriors* will become a part of Marvel's Epic Comics line in April.

## Who's Who in the Crew

*Car Warriors* is written by Chuck Dixon, whose extensive credits include *Airboy* for Eclipse Comics, *Alien Legion* and *Marc Specter: Moon Knight* for Marvel, and the immensely popular *Robin* mini-series for DC, featuring the first solo adventure of Batman's young partner.

Dixon is best known for writing comics with slam-bang action. *Car Warriors* series editor Marie Javins thought Dixon was "perfect for the project," and Epic Comics Executive Editor Carl Potts agreed.

"For me," Dixon said, "*Car Wars* was a perfect set-up — cars and guns. Sort of a *Road Warrior* thing, but with a little more humor attached. It's more intrinsically American."



But ironically, a motivating factor for Dixon's acceptance of the project was the opportunity to work with an English artist. For British comics, Steve Dillon has illustrated *Laser Eraser* and *Pressbutton*, various stories for *2000 AD*, including *The New Harlem's Heroes* and *Judge Dredd*, and numerous other projects.

His American credits include inking DC's futuristic gangster thriller *Skreemer* and, most recently, drawing *Animal Man*, also for DC. "When they told me Steve Dillon was going to be involved," Dixon said, "I jumped at it."

The artist had been in contact with Carl Potts for some time after the two met at a convention. The editor was looking for something to assign Dillon, Javins recalled, when Potts "showed (Dillon's work) to me and I said, 'Yeah, that's great. Let's use him'" for *Car Warriors*.

Rounding off the art team as inker is another British artist, Phil Winslade. According to Javins, he was recommended by Dillon. "His work is really spectacular so far," she said.

Winslade's work hasn't been widely seen in the U.S. yet, but in addition to *Car Warriors*, he's tentatively scheduled to illustrate *Goddess*, by Irish writer Garth Ennis, for DC.

## Roll Call

*Car Warriors* introduces original characters who interact in situations derived from the *Car Wars* game. The star of the series is Chevy Vasquez, a young duellist with a tragic past.

As a child, Chevy witnessed the slaughter of his family by a biker gang called the Vikings. He grew up to become an autoduellist in a traveling circus. In this savage environment, which Dixon described as "a sort of low-rent version of the Roman Games," Chevy honed his skills and became one of the best.

Another featured character is a woman called Diamond, who Dixon called "this really wild blonde." She used to race, Javins explained, but gave up life on the circuit to help her family on their farm. With the hard economic times, things aren't going too well for them. To save the farm, Diamond comes out of retirement in an attempt to raise some money.

Riding in with less clear motivations is Mecha-Shan. He's a "cyber-character," Dixon said. "He's built into his car; he can never get out of it." Loaded with high-tech machinery and weaponry, Mecha-Shan is purposely mysterious.

Also featured is the vacationing Wysocki family — Curt, Agnes and their kids, Sissy and Junior. They travel in a heavily-armored van with a variety of machine guns.



When asked to describe the family, Javins called them the “Simpsons of the future.” Keeping with that analogy, Dixon recalled that Carl Potts called them “the Simpsons on acid.” The Wysockis will have humor riding with them constantly, and Javins called them the “dark horse” of the series.

### The Lay of the Land

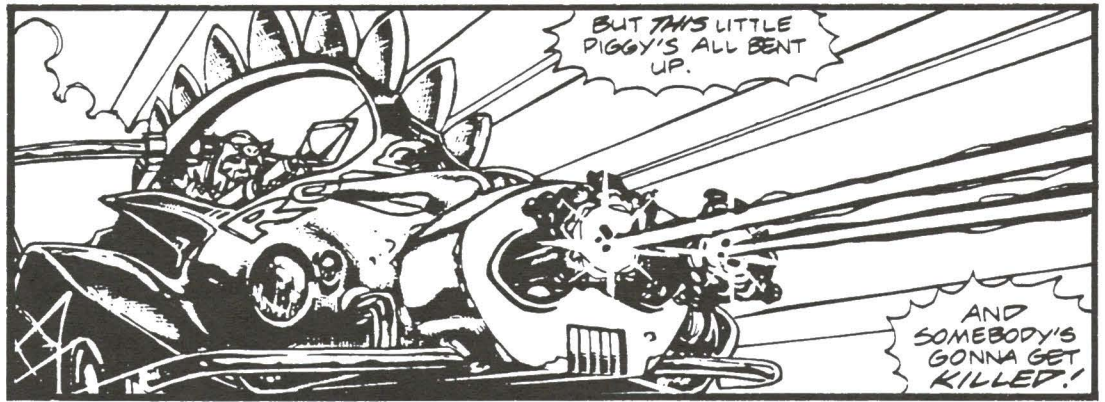
These four competitors are brought together on a road race called the DeLorean Run. The race is sponsored by Fort DeLorean, which has developed a new super grain called virunella.

“This grain,” Dixon explained, “is going to re-seed the Midwest and turn it back into the bread basket it was before the grain blight.” The grain is so virulent that “20 pounds of it could seed a few hundred acres.” That’s why it’s called virunella. As *Car Wars* historians know, food production problems caused by the blight have had a tremendous impact on the world’s development.

To implement this plan, the grain (or actually its seed) has to be delivered from the upper peninsula of Michigan to Lansing. Each racer, including Chevy, Diamond, Mecha-Shan and the Wysockis, among others, is given a supply of the seed with the hope that at least one of them will make it to the distribution center. Standing in their way are a number of impediments.

First, there are numerous food co-op interests that have a financial stake in keeping virunella off the market (i.e., if grain becomes plentiful, people stop eating — and paying for — algae). These megacorporations are hiding in the shadows. Even if they don’t get involved directly, they’re hiring opposition to go out and protect their profit margin.

This opposition takes the form of “every bad motorcycle,



skate and every other kind of gang in the upper peninsula of Michigan,” Dixon noted. This is, after all, the world of *Car Wars*, where pot holes and speeding tickets are the least of a motorist’s troubles.

The gangs include, Dixon said, “The Road Rats and the Road Hogs. There’s a group called the Custer Busters — they’re a bunch of Indians up in the upper peninsula — and the Harpies, an all-female biker gang.”

But the primary bad guys are the Vikings, who killed Chevy’s parents so long ago. They’re led now, as they were then, by a man named Erik. “He’s really the lead psycho,” Dixon said.

Chevy is backed and bankrolled for the DeLorean Run by Billy Bob Hartoon, who Dixon described as “a Burt Reynolds type, who once starred in car crash movies.”

But it’s Chevy’s desire for revenge on the biker gang that serves as his “motivation for joining the race,” Javins stated. “Once he hears there are Vikings on the road, he’s totally into going out there.”



### The Pace of the Race

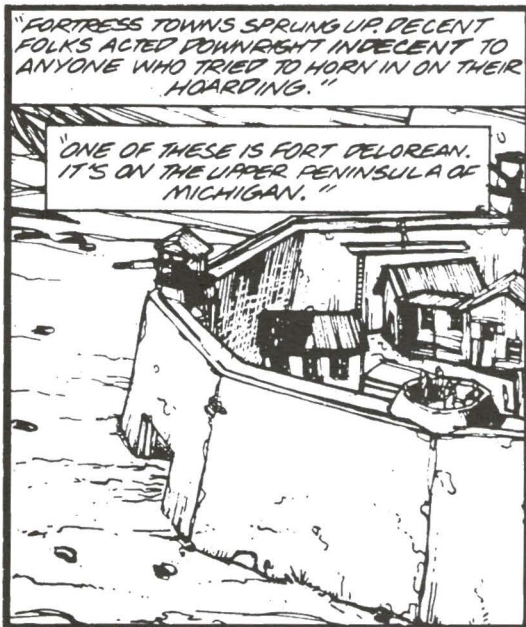
Unfortunately, Dixon pointed out, “The important thing is to get the grain to Lansing, not to have a great autoduels, so they’re not allowed to shoot at each other. Of course, they’re allowed to shoot, or rocket, or mortar anything that’s in the way.”

And they can count on having obstacles to overcome, since, after all, the race takes place throughout Michigan. Dixon said, “According to the game, Michigan is supposed to be one of the most volatile states.” The writer also liked the setting because of the state’s status as the center of the American automobile industry.

The first racer to complete the DeLorean Run intact will receive \$50,000 in prize money. How-







ever, that amount is “peanuts,” compared with how much the racers can receive from betting, Javins said.

She said the characters actually comment that “It’s the betting money which is the big deal.” For example, Diamond is counting on the betting proceeds to help her family, more than the actual winnings.

Though the primary focus will be on Chevy, Diamond and the others mentioned earlier, there are “several hundred people involved in the run,” Dixon noted. “There are lots of other characters you see for a few minutes before they explode or crash or drive off bridges or whatever.”

When such misfortunes occur, they’re always the fault of renegades on the road. Javins said an important rule is to avoid hurting fellow racers on the way to Lansing. To ensure compliance, there are monitors from Fort DeLorean watching the race.

“(The racers will) be in trouble if they try to stop others,” Javins said. “They’re just to get there as fast as possible and not get killed in the meantime.” Other than that, there are no set rules or even specific routes racers have to follow.

### The Name of the Game

“*Car Wars: The Comic Book*” is called *Car Warriors* “because the intention is to focus more on the racers and less on the actual machinery,” Javins said. “The characters themselves are, in this case, more important than the actual equipment they’re using, because of the nature of the medium.”

Though comic books tend

to be more character-driven, Dixon insisted that the series stays within “the rules laid down for the *Car Wars* version of the future.” The series is set in 2038 of *Car Wars* history, and the characters utilize “The *Car Wars* version of the hardware.”

Javins noted that the Steve Jackson Games staff goes over everything and reminds the creative team when they make occasional continuity errors, or forget details like armoring weapons.

Nevertheless, Javins points out that the Epic series wouldn’t be “precise” with the hardware. “There isn’t a long explanation of exactly what the equipment is.” Readers should understand everything “through the context” of the story.

“The intent is to please not just the people who play the game,” Dixon said, “but people who read comics, that (*Car Wars*) is new to. I think it succeeds on both levels. Of course, the gamers will be a little more picky about it (laughs), but that’s to be expected.”

In comparison, Dixon said, “I think that the comic version is a little more hard-edged than the game is.” Still, the writer tries to “maintain some of the gallows humor that shows up in the game.”

Gamers shouldn’t feel left out, however. Steve Jackson Games is including a page of new gaming information in each issue, covering the vehicles, gadgets and characters of the series.

### The End of the Road?

For now, *Car Warriors* is a four-issue limited series, but more could follow if the series proves popular. “I have a gut feeling this is going to be pretty successful,” Dixon admitted, “because I had a good time doing it. Usually, whenever I have a real good time, the reader will, too.”

Beginning in April, the story will unfold in four monthly, 32-page issues. For \$2.25 an issue, gaming fans can judge for themselves how well the game translates into colorful comic-book form. And a whole new audience — comics fans — can get exposed to the exciting, fast-paced world of *Car Wars*.

Look for *Car Warriors* for sale at comic book specialty shops everywhere.





# Cruisin': Cruise Missiles in *Car Wars*

By John Schuncke and  
Norman McMullen

A cruise missile is really a small, computer-guided, unmanned airplane which accurately and stealthily carries a payload to a target. Cruise missiles are jet-powered missiles with ranges measured in hundreds of miles. They are directed by intelligent, self-contained guidance systems which use terrain-following radar, visual terrain-image matching and inertial navigation to fly a programmed course from launch point to target. A cruise missile flies low-level — “on the deck” — to avoid detection.



Cruise missiles are seldom if ever seen in civilian hands. They are the ultimate high-tech missile; governments and the very largest corporations are the only organizations which can afford to make them, keep them and use them. As military equipment, civilian possession of these weapons is strictly forbidden. Cruise missiles are designed to deliver chemical, biological and even nuclear payloads from extreme range. So the average duellist will probably never run into one. And count himself lucky for it.

## *How to Build a Cruise Missile*

A cruise missile consists of an airframe, flight surfaces (usually wings), a jet engine, jet fuel, a launch propellant to get the

missile up to a speed where the wings can provide lift, a guidance system and a warhead.

The airframe is the skeleton and skin of the missile. It holds everything together. It can also be armored, to provide some protection from any defensive weapons that may be used against it, and the skin is usually radar-absorptive and fireproof (i.e., flameproof stealth armor).

The wings and control surfaces provide lift and flight control to the missile over its long trip. The wings are needed because the flight of a cruise missile is too long and too low to be ballistic, like a conventional vehicular rocket's is. Control surfaces allow the missile to maneuver. The flight surfaces usually stow within the airframe before launch, to conserve space, and pop out of their stowage position into flight position at launch. They, like the airframe, are usually radar-absorptive and fireproof.

The jet is a small marvel. It is compact and fuel-efficient in the extreme. It is also cool-running (for a jet) and leaves remarkably little detectable emissions, or “signature,” consisting mostly of smoke, heat and noise for a jet engine. It burns jet fuel, of course, the storage of which takes up the bulk of the airframe. Jet fuel is highly flammable, so a missile destroyed in mid-air would make spectacular fireworks. For this reason, the fuel tank is self-sealing and fire retardant.

Because the jet engine is designed for compactness and efficiency, the missile's acceleration is somewhat less than blazing. In fact, the missile needs assistance at launch to get to flight speed. The launch propellant is a rocket engine which burns for about 10 seconds, getting the jet to around 100 mph. At this point the wings can provide adequate lift, and the jet has decent thrust.

Making this miniature airplane go where it needs to be is the guidance system's chore. The guidance system consists of several different types of sensors, an inertial tracking system and an extremely fast and sophisticated computer. The sensors provide information on the radar and infrared visual profiles of the ground the missile is flying over and towards, the state of ground targets and threats to the missile, and flight information like altitude and airspeed. The inertial tracker allows the computer to determine its precise location relative to launch point, and by extension to the target. The computer puts it all together at phenomenal speeds, to command the controls and the engine to carry out the maneuvers needed to avoid the terrain and follow the course to target. In other words, the computer is the pilot.

The warhead, of course, is the reason for this whole system. It can be a (very) large conventional explosive, a chemical or biological weapon, a submunition deployment system designed to scatter bomblets or smart micromissiles, a fuel-air incendiary weapon, a nuclear warhead, or even propaganda leaflets (though the last is hardly cost-effective). The possibilities are limited only by weight, volume and the imagination.

## *Blowing Up*

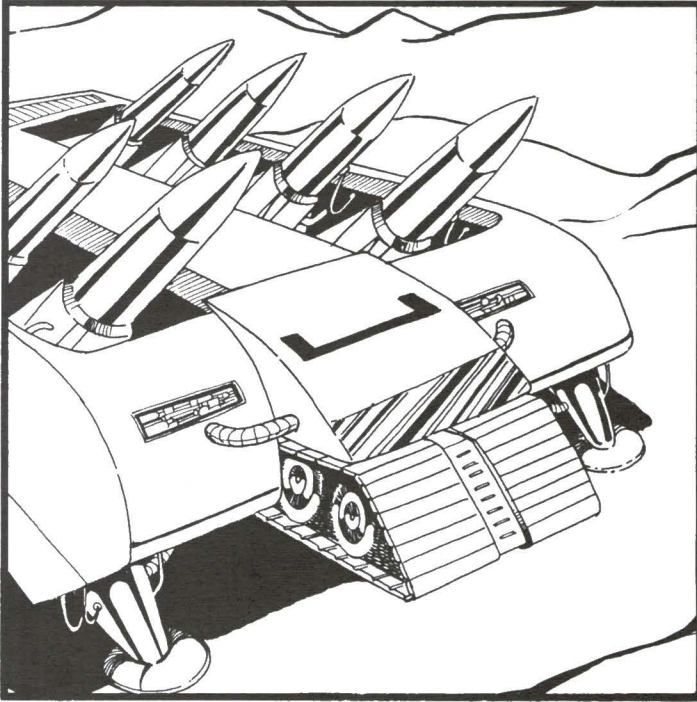
If a cruise missile survives its trip to target, it has to “deploy the payload.” This means the missile must be programmed for an attack mode. This programming, as with all other programming (like flight course and target), must be done before launch.



There's no taking back or reprogramming a cruise missile once it's launched.

Cruise Missiles have three basic attack modes:

**Coordinate Airburst:** The missile goes off in mid air when it reaches its target coordinates. In other words, the target isn't a *thing*, it's a *place* — a point in space over a certain spot on the ground. This mode is ideal for deploying submunitions, gasses and large-area airburst nukes.



**Coordinate Ground Impact:** This is similar to coordinate airburst, except that the missile dives to hit the ground when it reaches its target coordinates. This is good for ground-impact nukes and area coverage for napalm, as well as hitting completely immobile targets at precisely-known coordinates.

**Target Attack:** In this mode the missile is assigned a specific target object, as well as target coordinates. When the missile arrives at the vicinity of the coordinates, it uses its sensors (imaging and radar, usually) to locate an object which matches its target profile, and then flies into the target object and sets off its warhead. If it fails to find the object within about a quarter-mile radius of the target coordinates, the missile reverts to coordinate ground impact mode.

### Launching

Cruise missiles are usually launched from large, armored, tracked vehicles. In a sense, they are the ammunition for a special type of self-propelled artillery piece. In addition, they can be mounted on and launched from large air or watercraft and oversized land vehicles — including (theoretically) standard vans.

Each launch vehicle requires a launch-director console. This is a special 2-space "gunner's" position which is exclusively dedicated to monitoring, programming and launching cruise missiles. One launch console controls all the missiles on the vehicle, and virtually any number of cruise missiles which can be remotely linked to it (for instance, on a launch trailer towed behind the launch crawler). If used, the remote linkage is usually a fiber-optic cable, although radio or laser linkage can be used for

greater dispersion of launchers. The launch director console is 2 spaces, 200 lbs. (including the crewperson's weight). The sophisticated electronics involved make the console terrifically expensive — \$1,500,000. The remote linkage gear is 0 space and weight, and has a range of 5 miles for radio and line-of-sight for laser linkages. The console has no DP. Linkage gear is included in the price of a launch cradle — \$50,000 each.

Cruise missiles can be carried on a launch vehicle several ways. The easiest way is externally. Each missile sits on a launch cradle in the roof or bed of the vehicle. Each cradle requires 1 space and 100 lbs. inside the vehicle for aiming mechanisms, electronics and shielding from launch blast; the cradle itself has no DP. A vehicle can have one external launch cradle on its roof per 25 spaces of total capacity (if 13 or more spaces are left over, round up). The missiles are unprotected by the vehicle's armor, and take damage from the top before top armor. From the side, front or back they can be targeted like turrets. Note that this mode of missile carriage completely precludes any turret or top-mounted weapon on the launch vehicle.

A second carriage method is external tube mountings. Missile tubes are armored boxes mounted on the sides of the vehicle, surrounding the missiles. They need one space and 500 lbs. per missile (armor weight not included). They're each armored with tank armor, and are damaged before the vehicle's armor. They are mounted in pairs, left and right, and a vehicle can carry one pair, except superheavy tanks, which can carry two pairs, and non-oversized vehicles, which can't mount them at all. External tube mountings make it impossible to put any weapon on the side facing the vehicle.

A more secure way of carrying cruise missiles is internally. This method requires 4 spaces and 350 lbs per missile, *in addition to the spaces and weight used by the missile itself*. These 4 spaces hold mechanisms to open hatches and extend the missile for launch, and more electronics and shielding, costing an additional \$5,000. The missiles can be mounted on both sides, the back or top. Any facing which has an internally-carried cruise missile cannot have any other weapon; the cruise missiles, in effect, are the weapons in that facing. Also, cradle mounted missiles preclude internally top-mounted missiles, and external tube mounts preclude internal side-facing missiles. Also note that the  $\frac{1}{3}$  spaces per side rule *does* apply to internal cruise missile launchers.

## Missiles

There are two basic sorts of cruise missiles: standard and heavy. Each sort can be fitted with any one of a number of warheads.

### Cruise Missile

**Maximum Strike Range:** 200 miles (70,400'').

**Minimum Strike Range:** 3 miles (1,056'').

**Airspeed:** 550 mph.

**Spaces:** 10, excluding launch systems.

**Weight:** 1,000 lbs., excluding launch systems.

**DP:** 10 DP, plus 8 DP of fireproof stealth armor.

**Cost:** \$900,000.

### Heavy Cruise Missile

**Maximum Strike Range:** 600 miles (70,400'').

**Minimum Strike Range:** 5 miles (1,760'').

**Airspeed:** 470 mph.



*Spaces:* 15, excluding launch systems.  
*DP:* 14 DP, plus 10 DP of fireproof, stealth armor.  
*Cost:* \$1,250,000.

If either sort of missile is internally damaged in flight, loss of 8 internal DP will cause loss of control and a crash into the ground. Due to the flammability of its fuel, the missile has the same chance as a heavy rocket of catching fire and exploding when internally hit, unless it's carrying an incendiary payload; in that case, treat it as a flamethrower for catching fire and exploding. Of course, this applies only to internal damage, because of the missile's fireproof armor.

### Warheads

Both sizes of missile can mount any of the following warheads.

#### High Explosive (Airburst)

*Cruise Missile:* 10d damage in a 5'' radius, 5d at up to 10'', and 1d at up to 15''. 1d damage to pedestrians out to 20''. Cost: \$1,200.

*Heavy Missile:* 13d damage in a 6'' radius, 6d at up to 12'', and 2d at up to 18''. 1d damage to pedestrians out to 25''. Cost: \$1,500.

#### High Explosive (Impact)

*Cruise Missile:* 15d damage to target, 5d at up to 10'', 1d to 15''. 1d damage to pedestrians out to 20''. Cost \$1,200.

*Heavy Missile:* 20d damage to target, 8d at up to 12'', and 1d at up to 15''. 1d damage to pedestrians out to 20''. \$1,500.

#### Airburst Gas

*Cruise Missile:* Gas covers an area  $\frac{3}{4}$  miles wide, 5 miles downwind from burst point. Effect is dependent on the nature of the gas. Cost: \$1,500 (possibly more for exotic or experimental gasses).

*Heavy Missile:* Gas covers  $2\frac{1}{8}$  mile wide strip, 7 miles downwind from burst point. Effect is dependent on the nature of the gas. Cost: \$1,750 (possibly more, as above).

#### Fuel-Air Incendiary

*Cruise Missile:* All targets within 20'' radius take 4d fire damage. Pedestrians stunned in 40'' radius. Cost \$1,500.

*Heavy Missile:* All targets within 30'' radius take 4d fire damage. Pedestrians stunned at 50'' radius. Cost: \$1,750.

#### Napalm Incendiary

*Cruise Missile:* All targets within 20'' radius take 3d damage for 2 turns. Cost \$1,500.

*Heavy Missile:* All targets within 30'' radius take 3d damage for 3 turns. Cost: \$1,750.

#### Submunitions

*Cruise Missile:* For each possible target within 15'' radius of burst, follow this procedure: roll 1d-1 for each 4 squares or fraction thereof occupied by the vehicle counter. This is the number of *dice* damage that the target will take as damage on it's top armor. (0d damage is possible. Lucky you.) Cost: \$1,500.

*Heavy Missile:* As above, but radius is 20''. Cost: \$1,750.

**Nuclear:** Cost and damage as per *Car Wars Tanks*, p. 43. Standard missiles can carry up to a 5 kt warhead, heavy missiles up to 20 kt.

### Propaganda

*Cruise Missile:* Little leaflets printed with a propaganda message scatter around a 30'' radius, subject to wind. Cost: \$1,000.

*Heavy Missile:* As above, but radius is doubled. Cost: \$1,200.

### Other Notes

Cruise missiles have a to-hit of 8. If the missile is attacking in either airburst coordinate or ground-impact coordinate modes, the to-hit is completely unmodified, and if you miss you determine the point of missile detonation as though the missile were a grenade.

If the missile makes its attack in the target attack mode, the to-hit is modified by the target's size modifier (but if it's a large target, only to a maximum of +2), target speed modifiers and visibility modifications.

A cruise missile can have its guidance systems jammed. A Bollix-type high-power jammer can make terrain-avoidance radar in the missile fail. For each phase the missile passes through a broadcast zone for a Bollix or Wild Weasel EW rig, roll 2d. On a 2 the missile momentarily loses terrain-following and executes a maximum-G pullup for the rest of the turn to avoid possible "terrain." This maneuver has a 1 in 6 chance of destroying the missile by ripping its wings off. (Roll 1d; if it comes up 1, the missile buys it.) If the missile survives the pullup, it can have terrain-following restored next turn, by making the 2d roll and succeeding.

A cruise missile programmed for target attack mode will lock on to its target when it comes into line-of-sight. It will target the ground object which matches its radar and visual profile, and which is nearest to its target coordinates.

A target profile is an imaging description of the target. It describes dimensions (accurate to a couple of feet), radar image, thermal profile and shape. It can differentiate a truck from a tank, or a pickup from a station wagon, or a shopping center from a munitions plant. In general, a short description like, "A super-heavy tank, 35' long by 20' wide", or "a pentagonal building a half mile across," is as detailed as it gets. The profile isn't sufficiently detailed to discriminate between, say, a green van and a red, or between a friendly tank or a hostile one, or between a tank factory and a toy factory. So it's quite possible for the missile to target the wrong object.

In any event, a lock-on can be prevented by simultaneous jamming of the missile's radar by a high-power jammer like a Bollix (a personal radar jammer will *not* do the job) and complete obstruction of visual and infrared line-of-sight. In this case, the missile fails to notice the target and will target another item that matches its profile, or, failing to find a suitable target within 80'' of its target coordinates, will switch to ground-impact coordinate mode.

A cruise missile on its run-in to the target is no longer in terrain-following mode, and behaves like a standard RGM. If its radar is jammed while in attack mode, apply a modifier of -4 to the to-hit roll, to reflect the loss of a targeting system (radar imaging). The missile can still guide itself with its other sensors, and therefore doesn't go into straight-line flight when jammed. Other forms of jamming don't work against a cruise missile.

A cruise missile *can* be targeted while in flight.



# Meeting the Inlaws

By Andrew Metzger

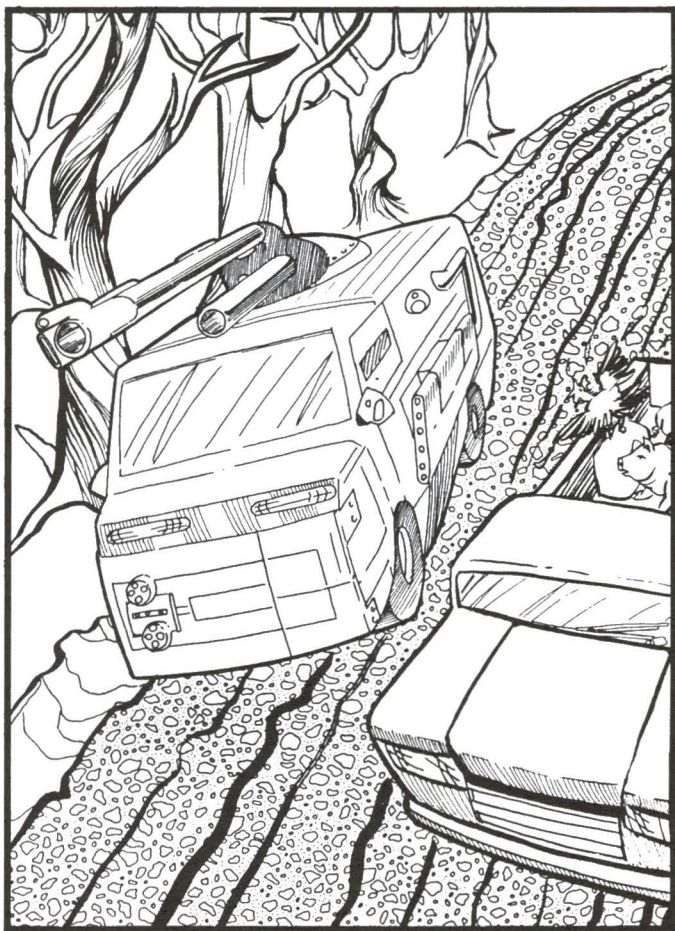
I knew it had to happen someday.

It's just that these things have a way of sneaking up on you when you least expect them. I certainly wasn't expecting it now, in the middle of February during a snowstorm, on the road and in the heart of nowhere. It all came to roost when we got laid over in Hartford for a few days.

We had been making a run from Richmond to Hartford, and were expecting to pick up cargo there bound for Cincinnati. But the crates were tied up in red tape of some sort, so we were paid to sit for a few days. I should have known I was in trouble when Jack called Amy and me up to his room the first night.

"Listen you two, seeing as we have a few days off, and seeing as how you two are getting married in a month, why don't you two take off on your own for a couple? Look at it as a little vacation from the rest of the crew. Besides, your family lives up in Massachusetts, don't they, Amy?"

She shot a glance at me. "Uh . . . yeah, they do."



"Well, then I think they ought to meet their future son-in-law, right?" Jack looked at me with that "say 'no' and you're walking dead" stare.

Amy also turned to me, with a different message in her eyes. "It sounds like a good idea to me, Ben." She definitely wanted this.

I glanced at both of them and smiled my best smile. "Fantas-

tic! There's nothing I'd like to do better!" Except maybe suck on a firing Vulcan.

"Then that's settled. I don't want to see either of you for the next three days."

We thanked him and left. Amy snuggled up under my arm and grinned. "Don't worry, my family won't eat you."

"I hope not. Was this your idea?"

"Not at all! Jack is just being thoughtful." The twinkle in her eye suggested otherwise, but she'd never lied before . . .

We ate breakfast early the next morning, and went out to the garage to check on our truck. I call it Justice, and Amy and I have put a lot into it. I got the basic truck a few years back, before I met Amy. But that's a long story I don't like to tell.

And soon enough I found myself in God-knows-where in western Massachusetts, with snow coming down. The trip up had been uneventful. Few bandits like to operate in the snow, and even fewer during a storm. An EDSEL chopper buzzed us once, and we passed a couple of couriers, but that's about it.

"Hey, Aim?"

"Umm?"

"Is there anything I should know about your parents? You told me they were poor, and you haven't seen them in a few years," like since before she met me, "but is that all?"

She giggled. "Would you relax? O.K., they can be a bit gruff, but when you get to know them, you'll love them. And they'll love you, too."

Relax. Right. I'd feel more at ease riding into a stripping gang without ammo. Which, in a way, I was. "Just so long as my first view of your father isn't from the business end of a 12-gauge."

We had left the highway about a half hour earlier, and the roads were getting rougher and rougher. Amy's parents had lived in the hills of western Massachusetts for well over two centuries, primarily as farmers and ranchers. I knew that they lived in the country, but I wasn't quite ready for this.

"Take that road up there on your left."

I looked at her and then back to where she was pointing. "What road? That's barely a path!"

"Just take it," she grinned.

I activated the off-road systems, and growled my way down the path, pushing my way through the snow and the laden branches that hung down over it.

As we rounded a bend, three trikes came tearing down the path, along with a couple of pick-ups and a few bikes. I slammed on the brakes and pulled over hard. There were pigs and chickens squealing and squawking in the back of the trucks, which were gas-burners by the way they were spouting smoke.

Each vehicle had a large red oak leaf painted on it, and flew a black flag. They tore around us without pausing, and took off down the "road."

I turned towards Amy. "What th' . . . ?"

She was staring back down the path, her eyes wide and her knuckles white where she was gripping her dash. "Go! We've got to hurry!"

I hesitated for a second, but then punched it in the direction we were originally headed. I hadn't a clue about what was happening, but then again, I'm used to that feeling. Besides, I had never seen the look I saw on Amy's face before.

In just about a half-mile the path opened up into a clearing



which held a large house, a barn and a few sheds. One of the sheds had a huge hole in the side, and some fences had been crushed. There was a wrecked cycle lying in the middle of the yard. I pulled up, and got out to the sound of a dog barking somewhere. By the looks of the destruction and the ripped-up dirt and snow, I knew where the vehicles we passed had come from.

I heard the unmistakable “kachunk” of a shotgun cocking behind me. I spun with my Uzi in hand. Before I had completely turned around, I heard two things: Amy screaming “No!” and the roar of a shotgun going off.

I was knocked off my feet and ended up five feet back, sitting against the side of the truck. I could feel the bruise spreading across my chest under my armor. I shook the stars from my vision as Amy pulled me into her arms. “Paw! This is Ben! The one I wrote about.”

Paw? I wondered what she’d said in that letter . . . I focused on an old man with a bushy white beard cradling a double barrel. It was one of the old wood and steel ones, too.

He squinted back at me for a moment, then turned, spat and said, “Ayuh,” and walked slowly back to the house. “Well, I reckon you oughta get warshed up for supper then.”

Amy helped me up and whispered, “See? He likes you.” I still didn’t see much beyond a few spots floating just outside my vision.

We walked around back to where there was a tub of water and a pump. While cleaning, my head cleared to the point that I could start asking some of the questions that were backlogging my brain. “Who the hell was drivin’ those oak-leaf crates? Why did they attack here? Why didn’t anyone follow ’em? And what in the blazes is your father doing shooting at me? I thought you said he wouldn’t *do* that!”

I was beginning to get steamed. Getting shot does that to me.

“Slow down, will you Ben. First of all, that was the Campbells we passed. They just raided the farm. The Walkers and the Campbells have been feuding off and on for almost 200 years. Back in . . . 1867, I think, Jim Campbell shot a great-great-uncle of mine, Sam Walker, for trespassing. Anyway, that’s how I heard the story . . . I hear the Campbells have a different version. Anyway, things have been like this ever since. They raid us, we raid them. It goes back and forth, and probably works out about even in the long run. Besides, it gives all of us clan folk something to do in the winter months. No one followed because that’s just not how it’s done. There’ll be a counter raid. Probably tomorrow, if the weather’s decent. Paw must have figured you for a Campbell that arrived late for the party. He did apologize.”

I must’ve blacked out for a spell. “He what? When?”

“He invited you in for dinner, didn’t he? Around these parts that’s about as much apology as you’re gonna get. Come on.” She led me into the large wooden farmhouse.

The inside was as rustic as the outside. I’ve never seen so much wood furniture in one place. And they had a wood stove . . . and it really worked! Amy and I took our seats at one end of a long table that held about a dozen people. Amy introduced me to her two parents, four grandparents, great-grandfather, aunt, two brothers, three sisters and the family dog. Then we heard about Mary, who married some Larry Snow and moved in with his family, Tim who got killed in a hunting accident, and Scott and James who, like Amy, decided to check out the rest of the world. It occurred to me that it was a good thing Amy and I weren’t having a big production over our wedding, seeing as my family consisted of my father in Cleveland and one sister somewhere in Kansas.

Talk pretty much centered around Amy, which suited me fine. She talked about meeting me, working as point for Jack, and other such stuff. I concentrated on eating what must’ve been the best meal I ever had, adding a word or two when appropriate.

Supper finished with a discussion about how to deal with the Campbells. The two grandmothers, aunt and two of the sisters cleaned up. Amy’s mother and youngest sister seemed to be accepted as full members in the battle council, however. So was Amy.

As we finished our apple pie, it became apparent that they were going to engage in a retaliatory raid at sunrise. It also became apparent that Amy was going to participate. I was about to open my mouth to offer my opinion as to her joining, when great-grandpappy Walker spoke.

“Amy, can that young feller of yours handle hisself in the woods?” He looked like he must have been 150 years old, but sounded like he’s win two falls out of three against Jack.

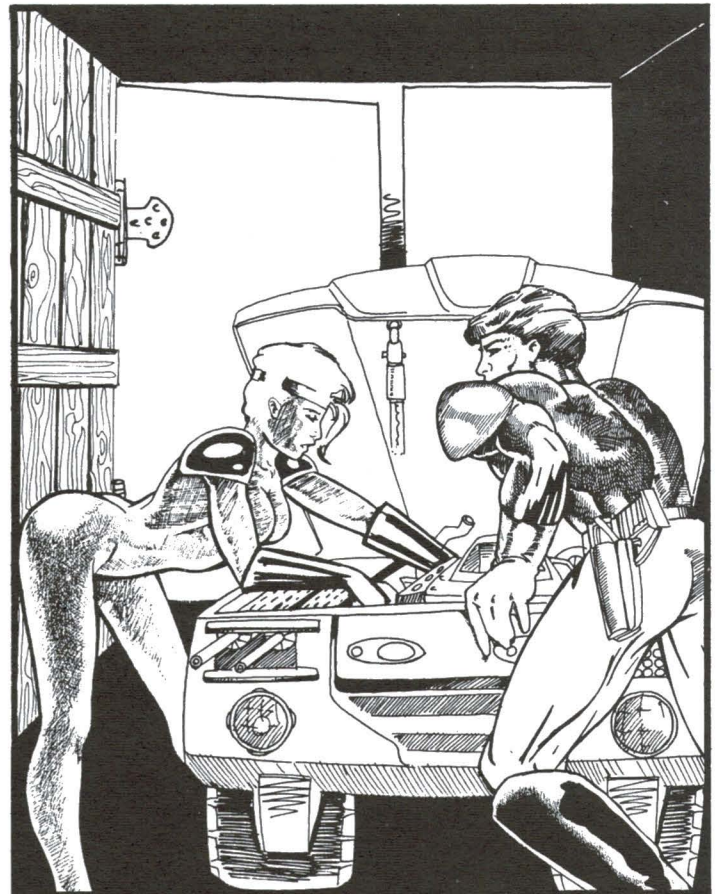
“Definitely.” Thanks, honey. “Before he drove point for Jack, Ben did some . . . uh . . . work for a company that tested equipment, including off-road. Ben can handle most things on wheels.”

He took a long look at me, and then said, “Ayuh. Well, I reckon he can use Tim’s buggy then.”

And that was that. Without any of the males in the family (other than Amy’s brothers, who were in their teens) having spoken a direct word to me all evening, I was drafted into the raid. When the war council finally broke up, Amy and I walked outside.

“What’s going on, Amy? Since when are we going on a raid tomorrow?”

She looked at me, batted her eyes and grinned. “Oh, I think it’s since some time during your second helping of string beans.”





“I’m serious. And *if* we’re going to do this, why can’t I drive Justice?”

We had reached the truck, and Amy stopped and gave me a vary serious look. “You can’t drive Justice because it wouldn’t be fair.” Huh?

“Ben, Justice is loaded with some of the best weaponry money can buy. We’ve got laser-guided rocket pods that could flatten any house in these hills with a couple salvos, and fancy electronics . . . the targeting computers, radar and such. Our machine guns might be fair to use, except they’re loaded with incendiaries. The buildings up here are all wood! The Campbell place would torch in a second, and it’d take a few hundred square miles of timberland with it.

“When you go on a raid, there’re rules. You *never* use flame weapons, you don’t attack buildings that people live in, and you never return fire with weapons heavier than the attackers’. It’s just common sense. Mother Nature’s the real enemy up here; you try to leave each other enough to survive the winter on. Remember those black flags the Campbells were flying? That shows that they are on a raid, and so the rules I told you apply.

“We’ll fly black flags tomorrow. Don’t worry. It’s fun.”

I was never one to pass on having fun. Besides, what would her ’rents think if I declined? We headed back inside and packed off to bed. She slept with her sisters, and I was in with her brothers. Bill or Bob — I’m not sure which is which — had cold feet. Bring on the fun.

We got up at 5:30 to pitch black cold. After a quick cup of coffee, Amy and I followed the rest of the clan out to a large barn. Amy’s mother took me by the arm and led me to a little compact. “You can drive this ’un. It used to be Tim’s, rest his soul, and handles well.” It was a off-road buggy with a roll cage and no top. Two linked machine guns faced forward, and a gun rack was mounted on the back roll bar. There was a sort of cargo area behind the driver’s seat. I lifted the hood to inspect the engine.

“It’s a real burner, all right,” Amy said, as she came up behind me. “Tim used it to go hunting as well as on raids. That’s why there’s that gun rack and the space for a deer. He took good care of it.”

“I’ll say. This engine is pristine.”

Hope, Amy’s youngest sister, came by handing out black flags. “Good hunting, mister.”

“Call me Ben.”

“OK, mister Ben.” She handed a flag to Amy and moved on.

“Is she really going on this raid? She must be, what, ten?” I tied the flag to my roll bar and strapped my Uzi into the rack.

Amy smiled and said, “Nine. She’s good on a bike. Besides, almost nobody gets killed on a raid. We’re after livestock, not bodies.” She slapped the shoulder of my armor. “Good hunting, Mr. Ben!”

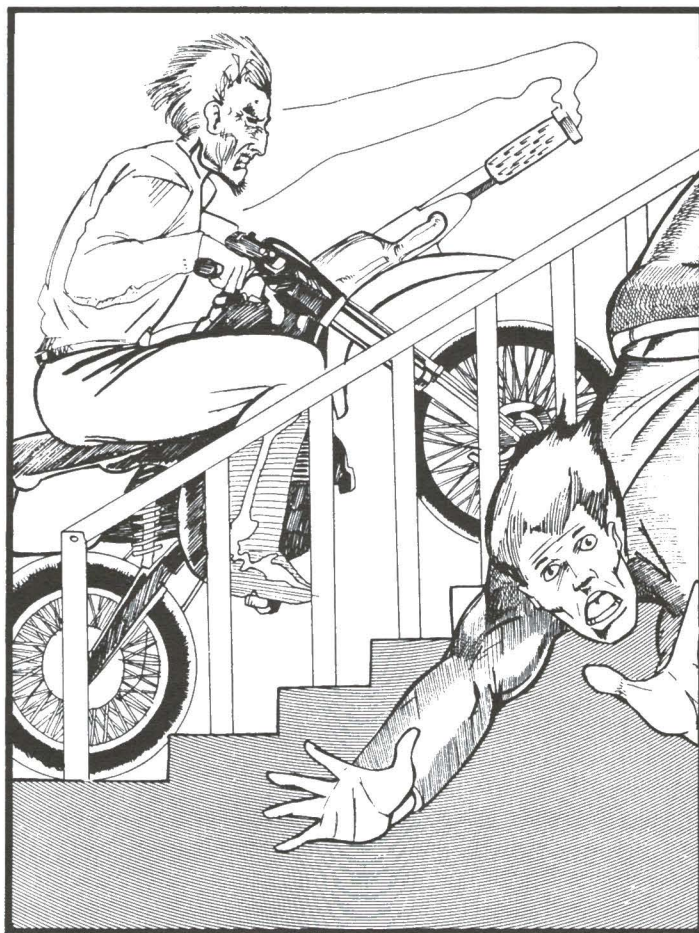
“Yeah, you too. Just be careful, OK?”

We tore out of that barn and down the path. Our raiding party consisted of me in Tim’s buggy; Amy in her trike; Hope, Bill (or Bob) and the great-grandpappy himself on cycles; Bob (or Bill) in a trike; Amy’s parents in a jacked-up station wagon; and a ramshackle pick-up driven by one grandfather with the other manning a tripod machine gun in the bed. All of the vehicles sported the silhouette of a buck’s head — the Walker totem.

The battle plan was simple. The trikes, bikes and buggy were to keep the Campbells busy while the other cars loaded up with as much livestock as they could carry, at which time we would all turn and run. Seeing as the heaviest weapon we were carrying was a machine gun, we weren’t likely to run into heavy opposition.

We hit the Campbells a little after six, and things started out pretty much as planned. Ma and Pa Walker and the grandpa Walkers were stuffing their vehicles with chickens, pigs and sacks of grain from a shed they had rammed and its adjoining pen. The rest of us were simply tearing around the place, drawing the fire which seemed to consist entirely of rifles and shotguns, and occasionally letting off a burst to scare somebody back out of view. The first time I fired my guns I almost lost control of the buggy due to surprise as I was showered with a dozen or so brass casings. I hadn’t noticed that these guns weren’t using caseless ammo. It never even occurred to me that they might not. No one still uses cased ammo. Except up here, I guess.

The ancient Walker startled me by riding his cycle *up* the porch stairs and *across* the porch, driving some poor Campbell over the rail and into the bushes. He finished by breaking through the rail and jumping to the ground. Not bad for someone who had to be over a century old.



So far, there didn’t seem to be any damage aside from the shed, a few fences and lots of bullet holes in buildings, trees and our vehicles. The closest anyone had gotten to being hurt was when the station wagon’s windshield started from a rifle slug. It *was* kind of fun, in a crazy sort of way. We were the big bad raiders, tearing up this farm in clouds of snow.

The wagon had pulled out in a flurry of feathers and the pick-up was just starting to go when it all hit the fan. The Campbell’s had begun to get organized, and the hand weapon fire was stronger and more concentrated. Someone had gotten a tripod MG up, and was spraying the yard. I was making a final pass around the barn when I saw Amy put her trike into a ditch 50



yards or so behind me while trying to avoid the dog that was running around.

I slammed on my brakes and skewed the buggy around, so I could go help my loved one. White knight to the rescue and all that stuff.

Just as I was about to step on the gas, I saw Hope's bike flip about 15 yards off to my left, as her rear tire was shot out. She and her bike tumbled a moment, and then stopped. She didn't move, and her bike was smoking. I looked back at Amy, to see to my horror that she was trying to push her trike out of a ditch, with bullets flying all around.

This was not fun.

The sound of a rifle slug impacting on my hood jarred me into action. I made the only decision that I could; I jumped out of my buggy and sprinted towards Hope. As I reached her, flames started licking around the engine of the cycle, and the smoke thickened. I scooped Hope, who was still breathing but unconscious, out of the snow and ran back towards my buggy.

Just as I reached it, the cycle behind me blew up, tossing me against the side of the buggy and Hope into my seat. I fought off the blackness from the aching bruise on my chest, which was probably twice its size now. I got up and scooped Hope out of my seat and dropped her in the "trunk." I looked up to see how Amy was doing, and was relieved to see that she had just about freed her trike, and appeared unhurt.

I jumped into the buggy, and my heart jumped into my throat.

Some young Campbell had come out from behind the shed near Amy, and had her in his rifle's sights. My buggy's guns were facing the wrong direction. Time seemed to slow down as I reached for my Uzi.

I grabbed the Uzi and was raising it to fire when I saw him toss something to Amy, who caught it. She turned to climb into the trike, he turned to go back behind the shed, and I turned my Uzi aside, so the blast went harmlessly into a snow bank nearby.

She took off after the rest of the Walker clan, and I spun the buggy around to follow. Great Grandpappy Walker brought up the rear on his cycle.

We got back to the Walker homestead without incident. Hope had come around, and announced her left arm was broken. After a moment's examination her aunt agreed, and she was whisked into the house for splinting.

As Hope was being taken care of, I stormed over to Amy's trike.

"Are you completely nuts, Aim? What did you think you were doing, climbing out of your trike under fire?" Amy has pulled some bizarre stunts in the past, but this topped them all.

"I was getting killed, I guess.

Actually, I should say, aced. Here, look at this." She tossed me a wooden plaque, about 3" by 5", and half an inch thick. On one side was carved the name "Joseph Campbell" inside an oak leaf. The other face was carved to look like an ace of spades. The carving was skilled and ornate. I remained confused.

"I told you, sweetheart, we're not out to kill each other up here. At least, not usually. They say that someone back around '05 or so got into a firefight, and tossed his opponent an ace of spades when he had him beat. He said, 'You're dead. Now get back to your place or you'll freeze out here.' So now we all make aces. Joe's ace meant that I wasn't allowed to do anything else in the fight except go home. I was dead on that raid.

"We take pride in carving our aces. On Mayday all the clans send folks around to collect the clan's cards. So far this winter we have seven Campbell cards, and they have nine Walker cards. So they still owe us.

I just stood there, staring at the wooden ace. I'm not sure I'll ever get used to this family. I tossed the ace back to Amy, and went back to the house. It's times like this when you know that anything you say will be the wrong thing, so I kept quiet.

The women were preparing a huge breakfast/lunch that smelled divine. Hope sat on one end of the table with her arm wrapped in a sling.

"You O.K.?"

She grinned at me. "Ayup. Thanks, Mister Ben."





"Just call me Ben." I smiled back. "That was some nice riding. But I guess you're out of action for awhile."

"Ayup." She grinned again. "But I get outta some chores, too!"



Good point. I went back outside. The rest of the clan had finished storing the profits from the raid, and were checking their vehicles. I went back to the buggy and rolled it into the barn. It had a few new pock marks from rifle fire, and a few rounds were spent, but otherwise was none the worse for wear. I popped the hood and began cleaning out the debris that had been kicked up into the engine.

I was working on the intake when I heard Amy cough and say, "Uh, Ben? Could you look up for a sec?"

I stood up to find the eldest Walker standing in front of me, rifle in hand. "I seen what you did back at the Campbells." This was the first words any Walker male over the age of 13 had spoken directly to me. He was not smiling.

What? Was rescuing Hope wrong, too? Or not blasting Joe Campbell? Or trying to?

Most of the rest of the clan had gathered behind him. Amy was standing next to her father, holding one arm.

"Gettin' Hope like that was damn decent of you. I'm speakin' for all the Walkers now. We'd like you to take this rifle." It was a beautiful 30-30 deerhunting rifle with a polished stock of real wood and a powerful scope.

I heard Amy gasp, and Bob (or Bill) whisper to his mother, "That was Tim's rifle!" followed by a grunt as she smacked him.

I almost protested, but clamped down on the words. This was it. The test of whether I was worthy of the Walker clan. And suddenly, I knew just what to say.

I took the rifle, and said, "Thanks, sir. I just hope I get a chance to use it on another Campbell raid."

He looked at me, nodded, and said, "I'm sure you will, son," and left.

Amy rushed over to me, and the rest dispersed after some well-wishing and assurance that Maw's little girl and I would take care of each other.

After that, we spent the rest of the day cleaning the vehicles and other chores around the farm. It was like I had been born a Walker.

The next day we packed up to head back to Hartford. We promised that we'd stop by the next time we were in the area, and they promised to keep Amy's trike and the buggy tuned up for us. Hope came up to me and handed me a wooden ace. I flipped it over, and saw that it had my name shakily carved within the buck's head.

"Just in case you ace someone on the way home."

I was speechless. "Thanks, Hope. It's beautiful."

We rode back to Hartford in silence. Amy was enjoying the beautiful white scenery, and I was pretty deep in thought.

We pulled into the garage, and Jack came out to greet us. He ran his hand over the black silhouette of a buck's head freshly painted on our doors, and asked Amy, "Well, how was the trip?"

She smiled, and said, "You'll have to ask Ben."

He looked at me with his eyebrows raised.

I pulled the 30-30 out of the cab, and took Amy under my other arm.

"It was aces, Jack. Just aces."

## Gaming Notes

The Walker/Campbell raid is typical of the hill clans of northern New England. These raids are usually non-fatal — if each clan were really trying to kill off all the members of other clans, soon there would no longer be enough people left to run the farms or survive the winter. Rather, the raids are intended to "count coup" on the other clan, and to pick up some extra supplies for the winter in the process. As such, a detailed code has developed to regulate clan raiding, limiting the lethality while maintaining the seriousness of the attack. A summary of the "raider's code" includes:

- A raider must always fly a black flag, and have the clan's colors or totem prominently displayed. This tells others who is attacking, and prevents panicked responses from anyone who is not the object of the raid.

- A dwelling must never be attacked. This rule extends even to the point of combatants stopping a battle to help put out a fire that has reached a home.

- Defenders may not use any weapon heavier than the heaviest weapon used by the attackers. Rarely will an attacker use anything heavier than an MG. To do so allows the defenders to use heavier guns, increases the likelihood of deaths and encourages others to later attack *you* with heavier weaponry.

- Flame weapons are never, ever used.

- If an opponent is obviously beaten, or taken by surprise, they are "aced." An aced opponent may do nothing except leave the battle by the fastest possible route. They may not participate in any combat for 24 hours.

- Any wounded or captured opponents are aced, and then helped to the full extent of the capturing clan's resources. They are returned after they've been bandaged, and often even fed.

- No raider will completely clean out the target clan's resources.

The above rules have no force whatsoever in a vendetta, which is a small but bloody, no-holds-barred war. Vendettas, however, rarely occur.

If the raiders code is violated, several clans may gang up on the offender in a massive punitive raid. If the abuses are particularly brutal and deliberate, vendetta may result.



## Characters and Vehicles

Ben Thornton used to work as a test driver, and as such he has experience with many sorts of vehicles and their equipment. Due to a mysterious "mishap," he has been driving point for Jack Callahan's trucking company for the past few years. His skills are Driver +2, Gunner +2, Mechanic +1, Handgunner +1, Cyclist +1, Hover Pilot, Engineering and Trucker. He wears IBA over an FP suit, and (now) carries a scoped rifle (regular ammo) and a battle vest holding a heavy pistol (regular ammo), two explosive grenades, two rifle clips (one with hollow-point ammo and one with anti-vehicular ammo) and a bowie knife. He still keeps his Uzi stashed under the driver's seat of his van. If combat is unlikely, he can be found with just the rifle and a holstered pistol.

Amy Walker grew up in the hills of western Massachusetts. She has traveled a bit around the rest of the country, as a gunner for Jack Callahan, but her skills reflect her rural upbringing. She has Gunner +2, Cyclist +2, Handgunner +1, Archery +1, Climbing +1, Survival +1, Mechanic, Driver, Swimming and Animal Husbandry. Amy also wears IBA over an FP suit and carries a shotgun, a scoped machine pistol and a boot derringer. She also wears a belt of ten extra shell and a bowie knife. Her hunting bow and quiver of 20 arrows are never far away, traveling behind her seat. (Hunting bow: \$150, 2 GE, to-hit 7, 1-3 damage; after firing, it takes one second to reload. Hunting arrows cost \$4 each, and every ten is 1 GE. Note: If the hunting bow is used with regular arrows, or vice versa, damage falls to 1-2 points.)

The Justice is a top-of-the-line vehicle. Ben and Amy have added to it over the years, so it now carries just about everything the point man for a convoy could want:

**Justice** — Camper w/CA frame, x-hvy chassis, sport power plant w/extra power cell, OR suspension, 6 OR solids, driver, gunner, VFRP w/AP rockets LGL to infrared target laser in universal turret, 3 linked MGs w/ incendiary ammo front, 3 smoke dischargers (F, R, L), 3 flame cloud dischargers (B, R, L), spoiler, active suspension, overdrive, HD shocks, HD and anti-lock brakes, roll cage, fake wheelhubs (F) and wheel-guards (B), standard hitch, LD radio, two hi-res SWC (driver/MGs, gunner/VFRP), radar, radar jammer, computer navigator, surge protector, spare OR solid, tool kit, medikit, 2 PFEs, bulk ammo crate w/MG incendiary ammo, bulk ammo crate w/AP VFRP ammo (LGL tuned). FP/RP Armor: F30, R20, L20, B15, T25, U10. Accel. 5 (2.5 w/overdrive), top speed 100 (120 w/overdrive), HC 2 (both on- and off-road); 7,761 lbs., \$19,887.

Tim Walker's hunting buggy is a basic gas-burning compact without any top armor (offering 360° hand weapon fire.)

**Hunting Buggy** — Compact, hvy. chassis, hvy. suspension, 150 cid engine, turbocharger, 15-gallon HD gas tank, 4 OR solid tires, driver, 2 linked MGs front, roll cage. Cargo capacity: 535 lbs., 1 space. Metal armor: F5, R5, L5, B5, T0, U3. Accel. 10/15 w/turbo, top speed 142.5, HC 3; 3,535 lbs., \$15,023.

## Coupe de Kill

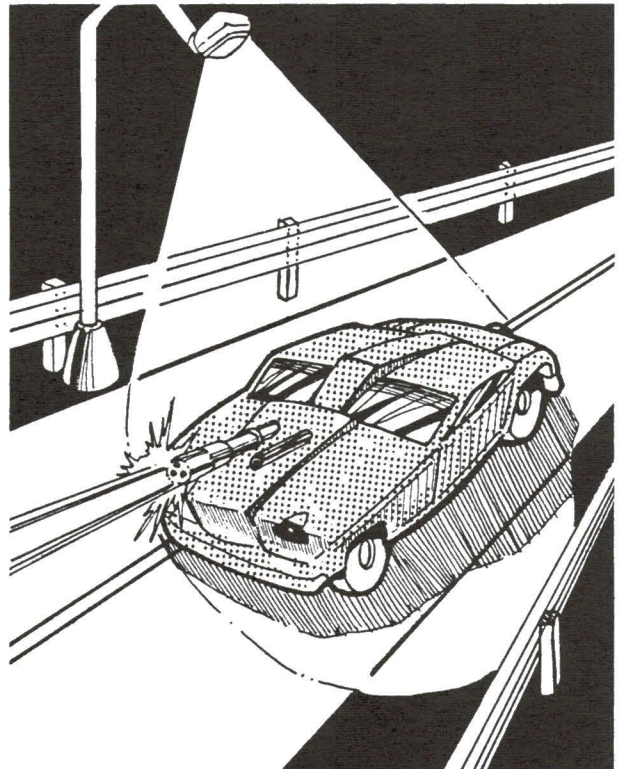
**Sure to become a classic, the Miller Coupe de Kill is the perfect combination of style, comfort and overwhelming firepower.**

**The Coupe de Kill . . . when quality is the only consideration.**



**Miller Industries**

**Coupe de Kill:** Luxury, hvy. suspension, X-hvy. chassis, large PP, 4 solid radial tires, driver, ATG — front (fully loaded with APFSDS ammo), Blast Cannon — front (fully loaded), VFRP — back, 4 tube booster system, cyberlink (BC), HRSWC (ATG), safety seat, autopilot, computer navigator, encoded remote ignition system, radar, radar detector, radar jammer, anti-lock braking system, HD brakes, IFF system, surge protector, normal armor — F51, B52, L42, R42, T26, U16, HC 3, Acc. 5 mph, top speed 100 mph. 6,600 lbs., \$69,120.





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

By Glen Haltrup

The sign whizzed past. "One mile to speed zone," Mad Mikey said to his Gunner. "Speed zone?" the gunner asked. "Yeah, a big, bad speed zone." Mikey laughed. Another sign shot by — "65 MPH." Mikey's foot never touched the brake.

"Bingo. Punk doing 95 in the zone," the cop spoke into his microphone. He sighted down the road ahead, and as the offending car appeared, he triggered the laser cannon. For once the cannon failed to strike center-of-mass, hitting the tires instead. But the end result was the same. The car flipped several times before slamming into the ditch.

As Mikey slowly crawled from the wreckage, he found himself face-to-face with five heavily-armed men in blue spiked armor. "Just who the hell do you guys think you are?" Mikey asked. "Overland Park Police Department," one replied. "You're under arrest for speeding inside the city limits."

### History

Overland Park survived the food riots by a fluke. They had a mayor who considered himself psychic, and guided the city by his dreams (the public was not aware of this until his personal papers were released upon his death). His powers may have been real, for in several dreams the mayor foresaw the food riots, and increased the size of the police force and stockpiled food in the city vaults.

As the riots began, the mayor had another dream of a tall, strong wall around the city. Incoming refugees were put to work on the wall. Those who worked were fed; those who didn't were shot. After the wall was completed, the new citizens were drafted into the civic defense force. The mayor was seriously injured during a skirmish with bikers during the riots, and died shortly after, but his precautions were enough to get his city through the worst of the riots, and the 20' tall, 10' broad wall he built still stands as the center of civic pride today.

### Points of Interest

**1. Racetrack:** Overland Park Dueltack is different from most small-town raceways in that it offers both electric and gasoline-powered duelling, due to a small oil field surrounding the arena. The city hosts annual racing championships, where competitors vie for a \$390,000 purse and local citizenship, in both electric and gasburner events (no salvage rights to the victor). Even with a \$5,000 entrance fee, competitors come from all over the midwest to race at Overland Park. Preliminary heats are usually run beginning with fields of

# Overland Park, KS

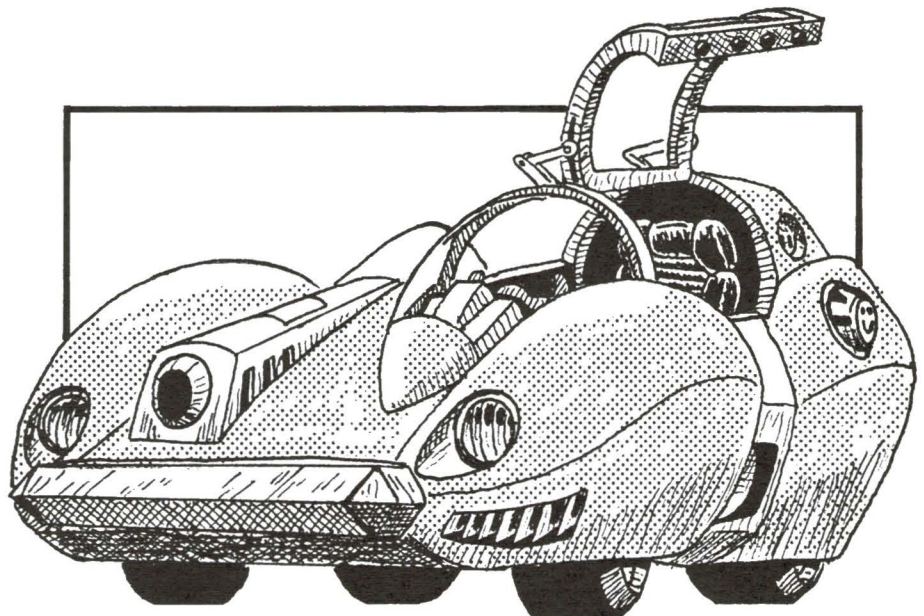
eight, with \$20,000 going to the winners. This is followed by three-car quarter finals with a purse of \$40,000, two-car semifinals with an \$80,000 purse, and the four-car final round, where the winner walks away with \$250,000.

The week of the OP Championships is a time of non-stop festivities, bookended by formal banquets for the competitors before and after the races.

**2. Automotive Plant:** Overland Park Automotive makes both stock cars and custom designs (50% downpayment for custom cars). Stock cars can be modified with an additional charge of 15% per modification. Custom cars are designed by the buyer, but engineering consulting services are available for a flat rate of \$150 per hour. Completed designs will be checked for free. An approved custom design can be completed in 1d+7 days. Cost is list price of all components plus 10%.

**3. City Hall:** All visitors are required to report to city hall immediately upon arriving in Overland Park. Visitors are required to pay a \$50 per day visa fee (this price includes track admission during Championship week), plus tariffs on trade goods brought into our out of town. Overland Park citizenship requires approval by the city council, and a citizenship fee of up to \$100,000 (considerably less for those with necessary professional skills).

**4. Gold Cross:** The Overland Park Gold Cross office was originally built to deal with Championship Week casualties. During the rest of the year business was slow to nonexistent. In the last three years, however, business has picked up noticeably, while at the same time the building has doubled its defensive armaments. Scattered allegations that the local Gold Cross is drumming up its own business on the outlying highways is discounted by the Chamber of Commerce and local officials.





and keep their eye on local events. Consequently, when the Chief does decide that extreme methods are called for, his decision is seldom questioned.

### Duelling

Duelling is allowed and even encouraged outside the wall. Duelling inside city limits is suicidal . . . the police have carte blanche to deal with such situations, and consider them excellent practice. The smart duellist will ensure that his fights have no chance of endangering innocent bystanders. OP locals traditionally duel in the shadow of the city wall.

### Highways

Overland Park maintains its highways to about 15 miles outside the city limits. The roads are kept clear for an additional 50 miles. The roads are maintained with cheap refugee labor and materials from the ruins of Kansas City. The police enforce speed limits within a 15 mile radius of town of 65 mph on the highway and 35 mph inside the wall. If caught speeding, the traveler is strongly advised to pull over and surrender immediately. Better still, don't speed — the police are *not* required to hail speeders or fire a warning shot. Fines are substantial (speed  $\times$  100 dollars), and payable at city hall. Captured speeders will have their cars confiscated until they pay up. Those who cannot pay will work off the balance of their fine at the rate of \$50 per day's labor.

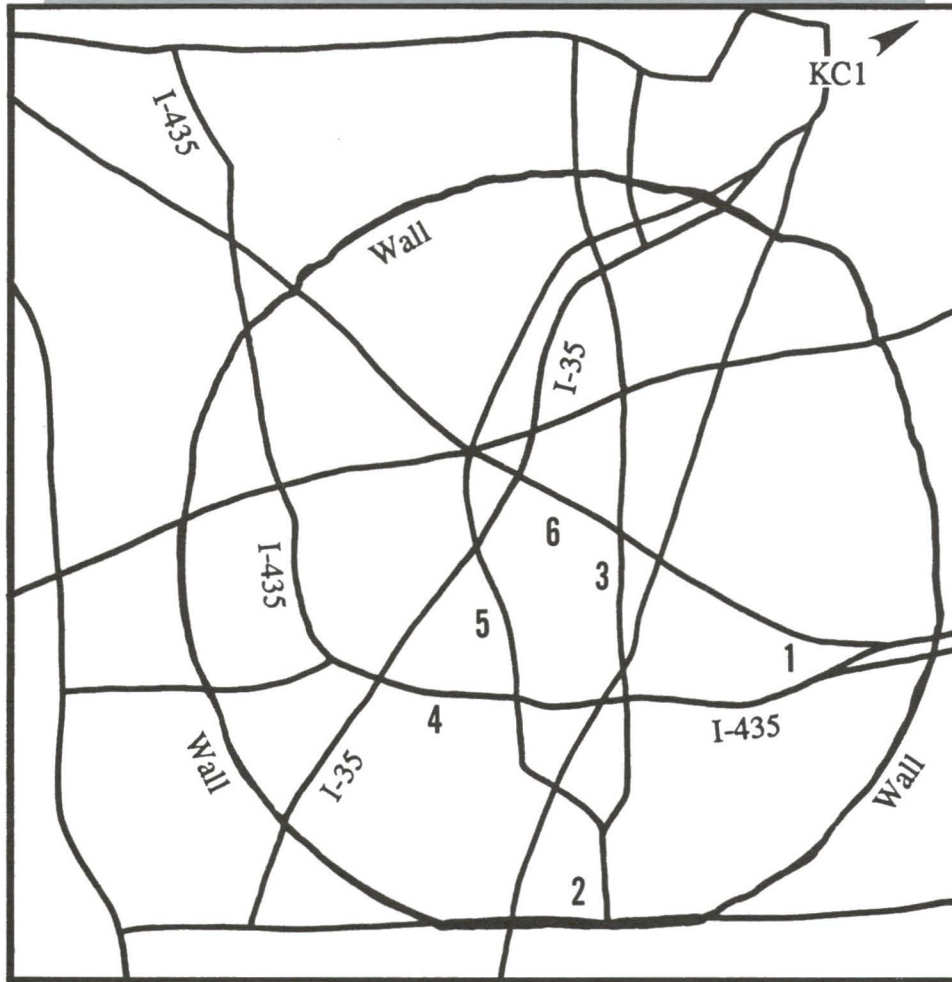
### Cycle Gangs

The numerous biker gangs in the Old Kansas City area not only leave Overland Park alone, they usually follow OPPD orders — the fate of those

who cross the Overland Park police is well known among the gangs. The last major war between the town and the gangs was in 2029, but the lesson of that war hasn't been forgotten. Overland Park Police, however, do not interfere with the bikers outside of a 50-mile radius, and outside that limit bikers remain a severe danger, particularly to lone vehicles.

### Government

Overland Park remains a democracy, but the people have invested the police and city hall with a remarkable degree of freedom and power. This strong central authority has kept the city healthy and unified through several crises. Citizens are inevitably treated with respect by the locals, but noncitizens are expected to be strictly inoffensive in all their actions. An offense that would draw a small fine or warning for a citizen can earn a noncitizen a huge fine, several weeks on the work gangs and even time in jail.



Scale: 1/4 mile



**5. The Mall:** It's not hard to find a black market connection at the Overland Park Mall. Just walk into the wing with "Overland Park Black Market" written over the entrance. As long as any business-related activities are kept either inside the mall or outside the city limits (and all applicable taxes and fees are paid up) a merchant can offer literally any goods or services in the Overland Park Black Market. The Black Market is kept under constant observation by the local police — the shop on the other end of the mall specializing in broad-brimmed hats and sunglasses does a steady business to privacy-minded Black Market customers.

**6. Police:** The Overland Park PD boasts top men and state-of-the-art weaponry (the local Uncle Al's is the second largest in the state, due mostly to its city contracts). The Overland Park police have the potential to set a new standard in overkill, but they are a well-trained unit that doesn't abuse its power. They keep the peace



# ARENA WATCH

## Brigham's Battleground, Salt Lake City, UT

By Stephen Poor

This new arena opened in Salt Lake City last December. Since then the arena has gained a tremendous following. The arena is incredibly popular with the youth of SLC and Logan as the home of the BYU duelling team. Deliberate killing in the arena is strictly forbidden, and grudge matches are against arena policy.

### Arena Notes

The exterior walls and central obstacle are 15' tall and indestructible. The interior walls are 20 DP and 10' tall. The central obstacle has pedestrian bolt-holes on every face. The dots on the map indicate floodlights for after-dark duelling. Note that line of sight is restricted to the track surface.

### Events

Several special events are held in the Battleground. But most events are standard duels — Division 30 is particularly popular. Though not particularly popular with the locals, the Blood 'n'

Guts Network (BGN) sponsors races, mostly because two high-speed 90° turns in rapid succession make for an exciting heat.

One unique and popular BGN event is the Truck-Cycle Smashup. Each competitor drives a pick-up, with a cycle in the bed. Each truck goes three laps, counter clockwise. At the end of the third lap, the driver mounts the cycle (moving from the truck to the cycle takes 1d+4 seconds — roll randomly for each competitor, attacks on either vehicle or the driver during this time are strictly forbidden), jumps from the back of the truck and goes three more laps clockwise. These events are usually held with a combined budget of \$40,000 for both vehicles.

BGN also sponsors the Maypole Race. The Race is usually held with Sprint, Indy Cars, Can-Am or Funny Cars. Tire shots are forbidden. In this event, cars starting from odd-numbered gates go clockwise, while those starting from even-numbered gates go the opposite way. This race usually offers one or two spectacular rams with blood and confetti all over.

A popular event with the locals is night-duelling. The floodlights are adjusted for anything from twilight to completely off, and the spectators watch with IR goggles (borrowed from the arena; car keys must be checked as collateral — they haven't lost a pair yet). Searchlights *are* allowed in this event, as a weapon used to blind opponents.

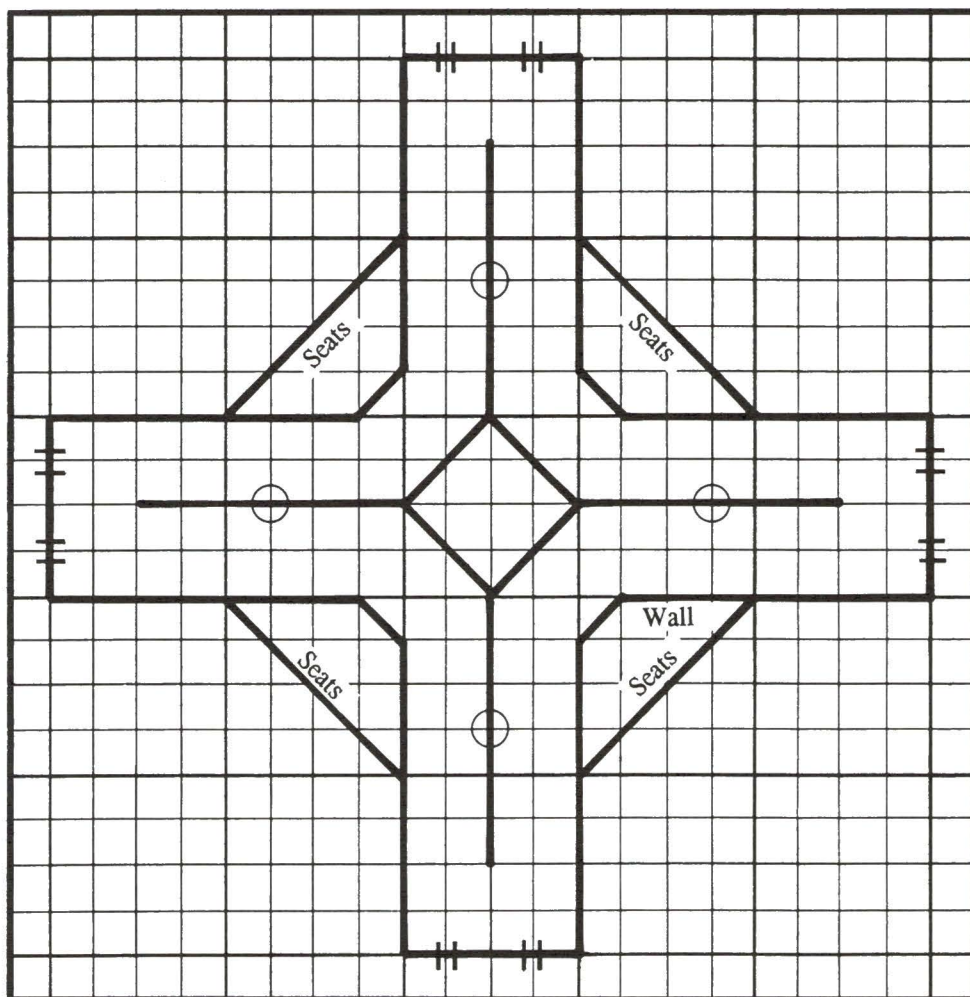
### Arena Tactics

In duels where they're allowed, dropped weapons tend to dominate in the battleground, as they make it easy to seal off the track.

In the Truck/Cycle Smashup, trucks often sport ramplates, to swat oncoming cycles. The cycles favor tire shots against pickups, and are usually sloped (it takes fine shooting indeed to hit a sloped cycle head-on).

In night duels, few duellists waste money on an IR sighting system, when IR goggles work just as well. Unusual weapons like glow-in-the-dark paint guns and sprays, and tracer ammunition (no special effect in combat, but they look great from the stands) are popular. Searchlights and impact-fused flash grenades become deadly weapons. Drivers without polarized windshields are unheard of. "Starlight Scopes" and other non-IR light-enhancing devices can result in permanent eye injury if worn while viewing a flare, searchlight or laser, and are strictly forbidden.

Ram cars dominate the Maypole races. Roll cages and bumper spikes back make the best defense. C/A frames are suicide in a Maypole!



○ Floodlight    = Gate



# CAR WARS CLASSIC

## Smilin' Scott's New and Used Cars

### By Charles Oines

*(All of the vehicles on this page have been designed using only rules and components found in the small-box Car Wars rules.)*

Have we got deals for you! Start the duelling season off in style with any of our restored classics! Each of these smooth-running pieces of duelling history has been meticulously rebuilt, being extra careful to include every tiny detail, from the durachrome bumpers to the simulated woodgrain dashboards — even the chrome, foot-shaped accelerator pedals! If you've wanted one of these cars until your heart ached, now's the time to visit Smilin' Scott, just south of Krystal Lake Road in uptown Midville. And remember, we're always interested in your trade-ins, so drop on by!

No financing. We hold titles. Returned vehicles taken at salvage value only.

### 2032 FNORD! Avenger

You know this design — one of the earliest armed road cars built and *still* one of the best! Easy and cheap to maintain, and faster than a cat in a doghouse, the '32 Fnord Avenger is one of those designs that will *never* go out of style! We have the *first* FNORD Avenger to roll out of the Detroit factory! Serial #00001-A, restored to perfect condition by Midville's own automotive wizard, Rod Keller. Drop by the showroom and look it over! (*Bidding starts at \$23,500.*)

*Avenger* — Sedan, x-hvy. chassis, hvy. suspension, sport power plant, 4 PR tires, driver, gunner, 2 MGs linked in turret, MFR front, MD back, spoiler, bumper spikes front, SWC for gunner/MGs. Armor: F30, R30, L30, B30, T30, U17, 4 10-pt. wheelguards. Accel. 10, top speed 120, HC 2 (3 at 60+); 5,948 lbs., \$19,646.

### 2031 Amex Rampant

How many of you remember when the Amex Combat Autoworks duelling team of Terror Ramirez and Paolo Alvarado of Las Vegas, Nevada took the Hot Asphalt Circuit Division 20 Championships two years in a row, *with the same car*? While neither of these are the actual cars used in those astounding wins, they have been worked from the ground up to look exactly like them, with red-and-black paint schemes identical to those used in '31 and '32. We've even gone to extra effort to add the exact tassels, carpeting and fuzzy dice used in the originals.

*Rampant* — Luxury, x-hvy. chassis, hvy. suspension, super power plant, 6 solid tires, driver, gunner, 2 RRs linked F, MFR L, MFR R, SS back. Armor: F40, R35, L35, B30, T10, U20, 4 10-pt. wheelguards. Accel. 5, top speed 100, HC 2; 6,595 lbs., \$17,720.

### 2035 Keller Motors Shrike

Built by Roger Keller for UBN's long-running *Rolling Thunder* adventure series, the Shrike (driven by cable's most popular bad guy, Vance Morrison) has been retired as of this season, and is available to the highest bidder! Accept no substitute! This fully-driveable combat machine can be yours!

*Shrike* — Midsize, hvy. chassis, hvy. suspension, sport power plant, 6 PR tires, driver, turreted VMG, 2 HRs linked F, spoiler, airdam, bumper spikes F, targeting computer, fire extinguisher. Armor: F25, R23, L23, B21, T20, U15. Accel. 10, top speed 130, HC 3 (4 at 60+); 5,274 lbs., \$17,978.

### 2037 Trinity Survivor

Though the technology used in the Survivor is nothing new, it works, and works beautifully. Capable of handling itself in the arena or on the road, the Trinity Survivor series has been praised by Car & Duellist magazine as "capable of shrugging off enormous punishment — we felt safer in the Survivor than we do in our offices!" We have two on our lots, but they'll move fast once word gets out!

*Survivor* — Heavy Trike, x-hvy. chassis, hvy. suspension, super trike plant, 3 solid tires, driver, 2 linked RRs (1 L, 1 R), FOJ back, improved fire extinguisher, SWC for RRs. Metal/Plastic armor: F7/10, R7/11, L7/11, B7/10, T5/10, U5/10, 3 10-pt. wheelguards. Accel. 5, top speed 92.5, HC 2; 3,357 lbs., \$14,523.

### 2030 Grenadier Sortie

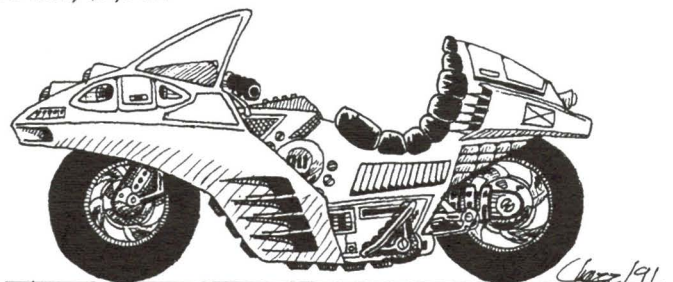
Grenadier Motor's Sortie has been accused of aggressive cuteness from the start, and it happily accepts that charge. From the stout, curvy body to the little yellow happy faces on the side rocket ports and the petite ramplate, a smug and dangerous cuteness just oozes from this little car. Over 10,000 Sorties were sold in the first model year (7,000 to women!), and we have *five* of them, in hot pink, screaming yellow, sky blue, off-white and pastel green. All have been refinished and detailed with your mind in mind!

*Sortie*: Compact, hvy. chassis, hvy. suspension, medium power plant, 4 PR tires, driver, RL front, HR right, HR left. Armor: F30 (ramplate), R30, L30, B30, T15, U20, 4 10-pt. wheelguards. Accel. 5, top speed 92.5, HC 2; 3,950 lbs., \$9,750.

### 2036 Cycle Concepts Reaver

We don't normally deal in motorcycles, but we had to make an exception for these! We have two '36 Reaver racing bikes, sold when the original owner faced economic difficulties. His loss is your gain, however, and we're willing to let both of them go at 30% off! Drop by soon; these classics won't last long!

*Reaver* — Heavy Cycle, hvy. suspension, large cycle plant, 2 PR radial tires, cyclist, 2 MMLs linked F, PS back, HRSWC on MMLs. Armor: F25, B20. Accel. 10, top speed 135, HC 3; 1,300 lbs., \$9,340.





# BACKFIRE

I, too, must protest this year's World Championships, but not for the same reason as Mr. McMullen. As a participant, I know that the protests in *ADQ* 8/4 are untrue and, for the most part, ridiculous.

While it is true that RCADA members are the most prominent competitors, I now know that Mike Montgomery is a master of the game because I have competed against him. He wins because his car designs and his tactics are flawless. Consequently, his regular opponents are also very good. I remember Jeff Boe in particular. The RCADA does, however, have an advantage in that they play with SJG referees and know how each rule will be interpreted well in advance of the tournament, while the rest of us must guess based on what we read in *ADQ* and the rule books. I cannot judge past tournaments because I did not attend, but this year I found the rules to be based more on David Searle's interpretation of what rules *should* be, rather than what rules *are* printed in the *Car Wars Compendium, Second Edition*. If the RCADA has an advantage, it is because they know Searle Wars better than the rest of us.

Mr. Searle is *not* intentionally biased towards the RCADA. He did, however, contradict his own rulings by changing his mind several times during the *same day*. And, as I have said, the rules in his mind, not the rules in the book, are the rules we played by. One of these rules in his head was a modifier of +4 for oil guns and spike guns targeting the ground. If an OG targets the ground at +4 (TH of 1) and vehicles at -2 (TH of 7), what, pray tell, does it hit with a 5? He discovered the reason in this argument (and the rule in the book) and changed his mind *after* several participants had been eliminated by flaming oil and spike counters placed by oil and spike guns which at least four RCADA players used in pre-final tournaments. He made similar contradictions when ruling on whether or not jump jets could be used to sail over a ram car, avoiding the collision. His lack of respect for *ADQ* rulings, including one that Mr. Searle himself wrote on the subject in *ADQ* 7/4, resulted in a long, involved argument that does not belong here.

In the future, I hope that steps will be taken to eliminate, or at least reduce, the power that one person's interpretation of the rules have at the World Champion-

ship, even if he/she is Steve Jackson staff. Two possibilities are majority rule by the contestants and a referee council. A council consisting of three to five people from different regions of the country would remove most of the bias from the game. I have also competed in many duels refereed by the contestants. Admittedly, this system does make for some heated arguments, but it is normally fair. Perhaps ref by contestants with a referee to break ties? I'm open to any suggestions, because there has *got* to be a better way to officiate these tournaments.

The other major problem with the World Championships was the use of the *CWC2* errata article in *ADQ* 8/2. This article contained information vital to some car designs, but *ADQ* 8-2 was not available to the general public until less than 24 hours before the start of the *third round* of the tournament! This was *after* the deadline to turn in car designs for the second and third rounds, and yet these rules were included in play.

Despite my scorn for Mr. McMullen in other areas, I would like to add my vote that the points should be weighted more toward vehicular kills. In my experience, if a duelling vehicle can't maneuver well, then it's cannon fodder anyway (especially with ram cars about). High point values for maneuvering only increase the merit of the already-too-effective ram car, a weapon that most good players despise.

Again, congratulations to the winners, because you all are very good players, but I hope that in future World Championship tournaments that the game is played by the rules that are in the book, and not by one man's interpretation of what they "ought to be."

—Robert Dies  
Golden, CO

*It's easy to understand the view that the RCADA and the SJG staff are duelling buddies, but it just isn't true (and wouldn't be a serious problem if it was). You've probably played as often (or more) against the RCADA, Rob, as Dave Searle has.*

*We disagree with your idea that officiating by committee would reduce rules conflict in the championships (we suspect the opposite), but now the Compendium, Second Edition has been out for a year and everybody knows what's in it, and*

*this year the championships will be run according to those rules and no others.*

*You're right that the lack of the CWC2 additions and errata were a problem — and a serious one — but it was an act of God. The delivery service failed to deliver the ADQs to the con when they said they would, leaving us red-faced.*

— CWM

At Origins, the *Car Wars* World Championship is held. *World Championship?* Five World Championships have been won by duellists from the same chapter, and the same city area — Austin, TX. Is it a coincidence that the *ADQ* headquarters is in Austin, Texas as well? "RCADA keeps winning because they've been duelling longer and better than anyone else." Doubtable. My friends and I have played years longer than most of the World Champs. How do I know this? I spoke with them at Origins '90. My friends and I went to Origins and started in the at-large qualifying round. All of us advanced through the next rounds up to the semi-finals, one of us advanced to the finals and came in forth in the World Championship, but in the *ADQ* concerning the finals, the only three names listed were three members of RCADA. I totally agree with Norman McMullen, President of NOVA, and what he said in the last Backfire (*ADQ* 8-4). I would like to see the RCADA members start in the at-large qualifying round and advance to the championship. I don't have anything personal against the guys of RCADA. They are friendly and fun to play with, but at Origins I noticed team tactics and an unfair placement system leaning their way. Will Baltimore be different? We'll see.

— Dennis Vanderburg  
Buies Creek, NC

*The three names listed in ADQ were the first, second and third place winners. In the excitement of the final round, the official didn't get the names of anybody we didn't have to send trophies to, and nobody was more annoyed about it than I was. I'd be happy to print the fourth-place winner's name, but you didn't send it to me either (sigh). I also wonder what your finalist friend thinks about giving up the semi-final seed he's earned in order to take the RCADA down a peg or two?*

— CWM



1. Can a blast cannon use HEAT and APFSDS ammo?
2. Can MPRLs, PMMLs, LAWs and VLAWS use armor-piercing ammo?
3. Can one afterburner be used on two jet engines?
4. Can aircraft have fuel tanks in their cargo space?
5. Can underbody-mounted bombs be mounted in the cargo space of a cargo or large cargo airplane?

— Tim "Thunder" Spellman  
Cincinnati, OH

- 1, 2, 3. No.
- 4, 5. Yes.

— KS

1. How do you figure power factors for copters?
2. Can you use a smart link with a SWC?
3. Can a Laser Reflective web be linked to a flamethrower in order to block rockets guided by an IRTL?
4. When a weapon in a linked set sustains fire, does it keep its bonus when the rest of the link kicks in? Do the other weapons get the bonus?
5. In the same situation do you get the tracer bonus if only one weapon in the link is firing tracer ammo?
6. What exactly is a Kamibomb?

— Avnar Bronfeld  
Israel

1. Copters don't have power factors.
2. No.
3. No, under the present rules fire has no effect on IRTL-guided rockets.
- 4, 5. Yes.
6. A real big bomb in your back seat. Yes, the kamibomb always destroys the car it's installed in.

— KS

1. How far do AA guns shoot?
2. Can a vehicle drive into or out of a moving vehicle with a ramp?
3. Could someone get away with killing a cop?
4. What would a recharge station, complete with power cells, cost?
5. Does a blast cannon cause any hazard when fired?
6. What is the lowest cost for a house in Midville?

— Ward Black.  
Ames, IA

1. Miles and miles.
2. Yeah, we've seen those movies too. They can if someone wants to write rules for it.
3. Cops in 2041 don't like cop-killers any more than cops in 1991. And in 2041, they're much better armed . . .
4. We don't know. Maybe someone would like to do a home recharge station for Uncle Al's?
5. No.
6. Good Lord, we don't have a clue. Sounds like another ADQ article. Double brownie points to anyone who can convincingly tie rules for truck ramps, home recharge stations and 21st-century property values into a single ADQ feature.

— CWM

1. Is everything not present in the CWC2 obsolete? Is anything left out?
2. Can grenade launchers fire indirectly?
3. Can HD Autocannon ammo be made tracer? What about normal AC rounds?
4. When is metal and composite armor considered breached?
5. Are homing torpedoes and/or SAMs affected by radar cloaking/jamming?
6. Can IR goggles be used effectively in a car? If so, what use is an IR sighting system?
7. Does unfolding a folding stock make a pistol a two-handed item?
8. Does the LTS still give the +1 to hit, or merely allow firer to gain sustained fire bonuses, or both?

— Martin Hills  
Liverpool, NSW, Australia

1. No, but if there's a device in the *Compendium* that does the same thing, use the *Compendium* version. Some things that no longer exist are turbo-superchargers, thunderkit PPs, anti-vehicular ammo, supercharger capacitors (replaced by improved supercharger capacitors), oversize vehicular airfoils, high-intensity optics (replaced by pulsed lasers). Hopefully, EVERY legal gadget in the game will be included in *The Complete Uncle Al's*.
2. No.
3. Yes & yes. Remember, *Aeroduel* and *Tanks* weapons aren't considered legal in road vehicles.
4. When all the metal (and plastic) is gone.
5. Homing torpedoes home acousti-

cally, radar jamming has no effect. SAMs aren't radar-guided either, so no effect.

6. Yes. With an IR sighting system you don't have to wear the goggles, and it adds to the resale value of the car and helps you pick up babes.
7. Yes.
8. Both.

— KS

1. What happens to metal armor when the car it's mounted on catches fire?
2. Can APFSDS rounds be loaded in a 12-gauge?
3. If a vehicle with rocket boosters is against the wall when it fires them, would the acceleration bonus double?
4. What happens when a sidecar is released while the bike is doing 60?
5. Can an engine be mounted in a sidecar?
6. Can twin dropped solids be arranged to leave a continuous line of counters, rather than stacked counters?
7. Are bumper spikes destroyed in a collision?
8. If a dead ped is wearing spiked body armor, what happens when a car runs over him?
9. If a ped is locked inside a vehicle, can he shoot his way out by breaching the armor and climbing out?
10. Are advanced rocket construction rules official for AADA championships?
11. What are the rules for one ped pistol-whipping another?

— Steven James Poor  
Ft. Worth, TX

1. Nothing.
2. No. There are flechette rounds for a shotgun . . . maybe that's what you're thinking of.
3. No.
4. It continues in a straight line, decelerating by 5 mph and making a control roll each turn.
- 5, 6. No.
7. They're destroyed when the armor on that side is breached.
8. Tires take damage as normal spikes, but there's no 1/4" damage radius around him. But why does the pedestrian have to be dead?
9. No.
10. Not just no, but hell no.
11. At the moment, there aren't any.

— KS



# CLASSIFIED

YO, YOU! Join P.O.W., Fort Worth's latest, greatest official and, uh, only AADA Chapter. We want you! If you wish to join the most awesome chapter in the Metroplex, call Steven Poor at 249-2973. Also wanted: one pen pal, hopefully a high-school aged duellist who lives overseas, especial near RAF Lakenheath. Really want to get in contact with LEADA. Send SASE, letter will be responded to, guaranteed! 1115 Warden St., Fort Worth, TX, 76126.

FELLOW GAMERS: I'm a recent retiree and I'm selling all of my *Car Wars* books, including *Car Wars Deluxe Edition*, *ADQs* and expansion sets. All are in mint condition. For more information please write: Gary Chiswick, Jr., 913 Tisdale Ave., Mare Island, CA 94592

EVERYONE who wrote to me, please write again, I promise to get back to you this time. Carl, call me! I mean it, we need a chapter around here. I don't care which way the monolith is leaning, REPEAT I don't care which way the monolith is leaning. "Howlin' Madd" Matt Sullins, 11210 Prince Ct., Fredricksburg, VA 22401. (705) 898-6228.

I AM LOOKING for *ADQ* #1/1, 1/2, 1/3, 1/4. Send information to: Ed Jones, 28752 Plainfield Dr., Rancho Palos Verdes, CA 90274. Thanks!

SEARCH AND DESTROY wants you! If you live in Southern New Jersey (that's the part south of Trenton, folks) or Philadelphia, we want you! We are looking for more duellists who like to mop up the streets with EDSEL bodies. Interested allies should contact George "The Kreath" Stewart at (215) 732-1282, or Mike "Zeke Quaid" Keegan at (609) 858-5894. ("I've got my sights on Driving Tigers, and kitties, the fur is going to fly!" — Zeke Quaid)

HEY DUDES! Lookin' fer some action? Lookin' around NZ? Cruiz to yer local RADNZD and apply t'join. Leave message on CV Baud ((06) 8763-804), Half-Men of Modem (06) 8774-747) or The Beer Club ((06) 8351-288) BBSs (all messages to Demon), or write to 32 The Esplande, Westshore, Napier, New Zealand. Address it to Grayson Orr.

COME ON! Seattle is a big place, folks. Don't you like to blow things up? If you do, let's get together, drive 'way too fast and shoot big guns at each other for fun! Contact David G. Schwebke at, 8814 326th SW #22, Edmonds, WA, 98020. Phone (206) 774-9577.

WANTED: DUELLISTS in the Columbia, MD area to form an AADA chapter. Anyone is welcome. Contact Michael Berlin, 12101 Gold Ribbon Way, Columbia, MD 21044.

ROANOKE AUTODUELLISTS UNITE! Write to: Mike Whipkey, 7066 Brookview Rd., Roanoke, VI 24019.

ATTENTION NORTH JERSEY: Any duellists are wargamers wanting to join JADE, the longest-lasting New Jersey autoduelling club, please contact Sam Dellenbaugh at 41 Prospect St., Madison, NJ 07940, or call (201) 514-5979.

ATTENTION!! Recent evidence indicates that extremist groups such as BADD (Bothered About Dungeons and Dragons) and NCTV (National Coalition against Television Violence) will start a new anti-gaming campaign. Help save our hobby from these propaganda/smear attacks. Join the CAR-PGa (Committee for the Advancement of Role-Playing Games)! Send a self-addressed, stamped envelope to: William A. Flatt, Chairman, CAR-PGa, 8032 Locust Ave., Miller, IN 46403, or call (219) 938-3382. Remember, only *you* can prevent censorship! Don't let the minority dictate what you can or cannot play.

ISRAEL, IS THERE ANYBODY OUT THERE? Duellists in Israel please contact Avner Bronfeld at 14 Mordey Hageatot St., Givataim, Israel, 53235, or call (03) 739801.

DUELLIST IN THE SAN JOSE area seeks others interested in roleplaying, Ob-Racing and all the other weirder aspects of Autoduelling for gaming or just correspondence. Also seeking locals interested in forming a chapter. Contact Rich Pizor at 20641 McClellan Rd., Cupertino, CA 95014, or call (408) 725-8483.

P.S. High-school age preferred, but everyone interested is welcome.

FOR SALE: East Midville maps and original sheet — best offer takes all. (Tim, what happened, where are you?) Write to: Ian Knights, 92 The Rowans, Milton, Cambridge, ENGLAND, CB4 6YU.

CYCLISTS, C-64 OWNERS and other cool dudes in Philadelphia and abroad, contact: Jeff Gilbert, 2076 E. Lippencott St., Philadelphia, PA 19134. (I'm baaaack!)

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

ADQ BACK ISSUES for sale: 1/1 to 5/4, extra copies of some early issues. Almost all in protective covers. \$5 each, I pay postage. 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.

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.

"*ADQ Classified*" is offered free as a service to *ADQ* readers. Non-commercial, *Car Wars*-related messages only please (convention announcements are OK). *ADQ* reserves the right to edit messages for space and content.



AUTODUEL QUARTERLY 9/1 (ISSUE #33)  
PO BOX 18957  
AUSTIN TX 78760-8957

BULK RATE  
U.S. POSTAGE PAID  
AUSTIN, TX  
PERMIT 1033

Forwarding and Return Postage Guaranteed  
Address Correction Requested

# CAR WARS

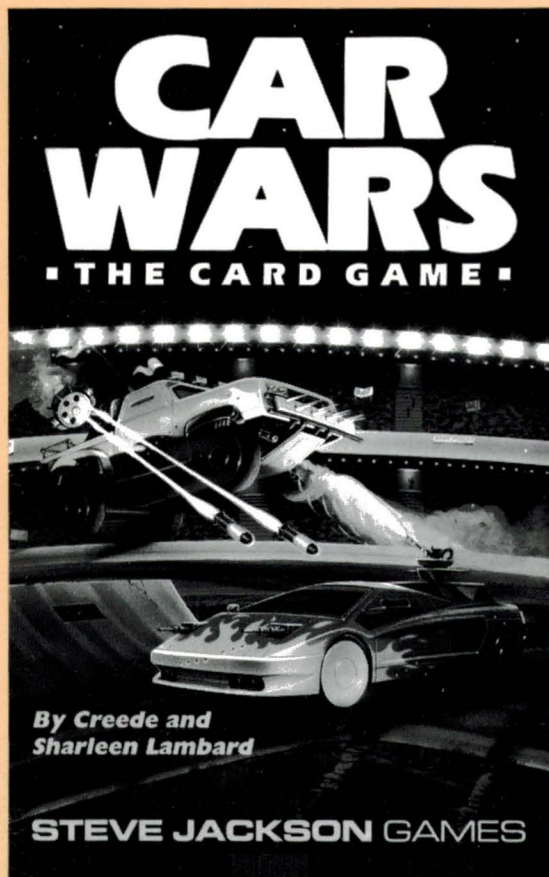
## ■ THE CARD GAME ■

At last, a *Car Wars* game  
for everyone!

Sure, *Car Wars* is the most fun you can have with four wheels and some serious light artillery, but let's face it, not everyone gets into detailed simulations. And even the most die-hard gamer can use a break sometimes from charts, tables and dice.

*Car Wars, The Card Game* packs all the excitement of autoduelling into a fast, fun card game for 2 to 6 players. Fire at your opponents with machine guns, missiles, autocannon and flamethrowers. Swerve out of the way of your enemy's shots or block them with your armor. Blow your foes away to become an ace and win the game!

This is a game  
*everybody* can  
learn and enjoy.  
Give it a shot!



0 80742 08733 0

ISSN 0740-3356

SJG00350 8733

Made in the U.S.A.