

The CAR WARS® Magazine

Winter 2037

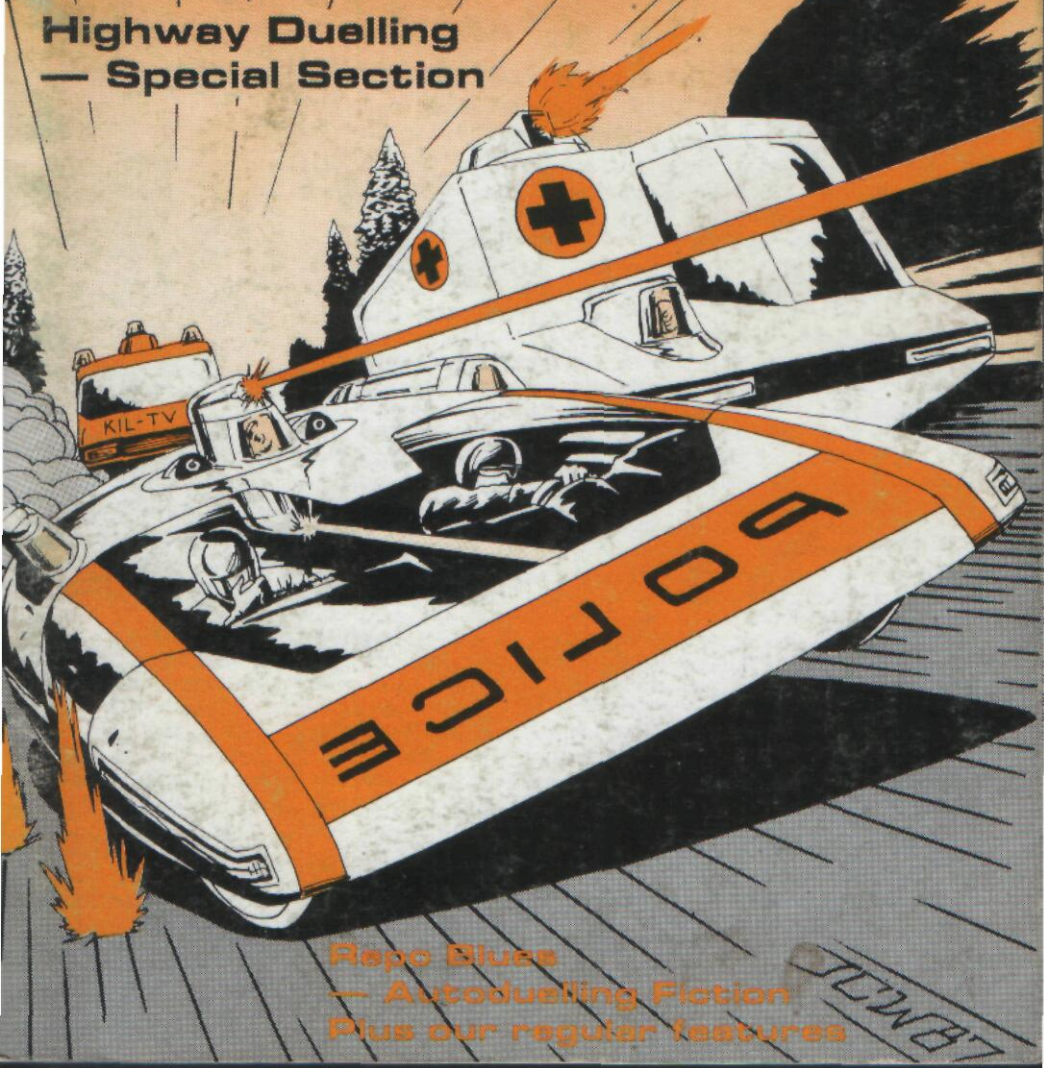
Vol. 5, No. 4

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— Special Section



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 Vol. 5, No. 4

Autoduel Quarterly



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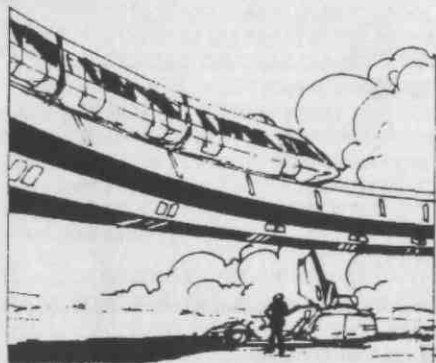
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the Driver's Seat

Hello there, and welcome to *Autoduel Quarterly*! I'm Stephen Beeman, the new editor of *ADQ*. (For those who haven't heard already, Scott has moved on to greener pastures in the Great White North, working for TSR.) As I write this, *ADQ* 5/3 is just going out to the printers — and in just a few weeks, so will issue 5/4! I can tell already that I do not want to be editor of *Autoduel Monthly*!

Though rushed, this issue has been fun to put together. Everything went smoothly, due primarily to a lot of help from Creede, David, Monica, Mara and Sharleen — thanks, people! I hope that every issue I edit turns out as well as this first one did. There's a lot of good gaming material in here, so I'd best get on with it . . .



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Help!

Before taking over *ADQ*, I helped clear away some of the backlog of correspondence that accumulated during the chaos of the past few months. In the process, I came across a few problems that need to be mentioned.

1) *Name and Address*. Put your name and address at the top of every piece of paper you send us! This is especially true for those of you who submit gadgets, questions, and fiction all in one letter. When such letters get broken apart for our files, the names and addresses get lost. There are several examples of this in the current *ADQ&A*.

2) *SASE*. This means Self-Addressed Stamped Envelope. If your letter doesn't have one, don't expect a reply. With our volume of mail, responding to a letter without one is too costly in both time and money. We love answering mail, but we need *SASEs*.

3) *Questions*. If you send in a page full of questions and you want a reply (assuming you enclose an *SASE*), please leave plenty of room on the page for answers. This isn't as important as the first two points, and you'll get answers regardless, but it makes our lives easier.

4) *Handwriting*. Along similar lines, please try to type (double-spaced) anything you submit for publication. Rules questions may be handwritten, but write in pen and double-spaced. We're more likely to publish something we can read.

5) *Volume, volume, volume*. We get plenty of vehicles, questions, *ADQ* Classified ads and such, but we're really light on filler articles, art submissions and mini-scenarios. Don't be shy — send stuff in! We'll at least look at it, and we might print it. *Autoduel Quarterly* depends on reader submissions; we can't publish what no one sends us.

So keep these points in mind. It'll speed up our response and give us more time to put together a quality magazine.

(Soapbox back in closet.) Moving right along . . .

Down the Road

It's been a while since we plugged the line. There have been several new *Car Wars* releases in the past few months, and the lineup of products in the works is just as impressive.

Car Warriors Kill Stickers are a sick (but cute) idea — vinyl stickers with "combat kill" silhouettes of pedestrians, vehicles and vari-

ous wildlife. Perfect for home, school, office, bike and, of course, car. These'll keep drivers and pedestrians alike on their toes whenever you're around. (If you get pulled over because of them, it's not our fault.)

Uncle Albert's 2038 Calendar is a real (1988) calendar, with historical dates from 1981 to 2038. Plus, every month Uncle Albert presents a new gadget! There's a catch, though — each month's gadgets only become official on the first day of that month. You won't have to worry about X-ray lasers until after the 2038 World Championships.

The AADA Road Atlas and Survival Guide, Volume One: The East Coast and *Volume Two: The West Coast* are already out, and *Volume Three: The South* should be out by the time you read this. These are supplements for both *Car Wars* and *GURPS Autoduel*, with scenarios for both game systems. Each book also has features on organizations and new *GURPS* rules — *Volume One* gives stats for helicopters and outlines *EDSEL*, the AADA's archenemy. *Volume Two* features the Scout Commando Corps, while *Volume Three* will discuss gangs.

Coming up we have . . .

More *Road Atlases*, of course. *Volume Four: Australia* is just about done, featuring *GURPS* rules for gasoline engines. *Volume Five: The Midwest* and *Volume Six: Canada* are on track and should be out sometime in the spring of next year. Once those are done, we'll start work on the Free Oil States, the Mountain West, Mexico and England to finish out the ten-volume series.

Tanks. Yes, it's what all of you have been clamoring for — a full-scale military vehicle and equipment supplement for Everybody's Favorite Boardgame. This one's gonna be good, folks. Look for it in January.

Finally, watch out for *The AADA Vehicle Guide, Volume Two*, coming out in December. 250 brand new vehicles and options, including a completely new body style — the sedan! (See the ad on the back cover for an example of what a sedan can do.)

Well, that's all the room I have this time. Till next issue, may your path never swerve and your aim never falter.

— Stephen Beeman

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You lead a hungry street gang in New York City in the 1990s. Mug, rob, firebomb, act tough and party to your heart's content! Get your **FREE** starter package by sending your name and address to:

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NEWSWATCH

History of Highway Duelling

- 1926:** Gang warfare between rival Illinois bootleggers Charlie Birger and Carl Shelton reaches peak when both gangs build steel-and-concrete tanks on truck chassis. The first instance of autoduelling in North America takes place on a rural country road north of Marion, Illinois; the battle is indecisive, neither vehicle taking significant damage. Shelton later ends the war by aerial bombardment of the Birger headquarters.
- 1987:** High summer temperatures combine with typical Los Angeles freeway traffic to push some drivers over the edge. Several incidents of gunplay between cars occur.
- 2010s:** Armed cycle gangs fight Texas Rangers, Mexican warlords and each other along the Mexican border. Corporations use heavily armed security forces to protect their factories and vehicles.
- 2017:** Angered by government conscription of trucks for hazardous food runs, a loose coalition of independent truckers, led by "Mongo" McGuire, calls a general strike. Strike culminates in Battle of Pittsburg, following which truckers' demands are met. McGuire, fatally wounded in the battle, founds the "Brotherhood of Truckers" with his dying words.
- 2023:** Term "autoduelling" first coined by sportswriters after Joe Harshman uses a .50-caliber machine gun to win a Fresno demolition derby.
- 2025:** AADA founded to serve the autoduelling community. AADA-organized forces help combat cycle gangs in many areas.
- 2027:** Anti-duelling legislation repealed or ignored in most states and nations in North America, and is permitted in most of Australia by 2028. TV stations first present live coverage of highway combats.
- 2029:** Automotive manufacturers introduce combat equipment as standard options on factory-built vehicles. EDSEL chartered as anti-duelling movement gains popularity.
- 2031:** *Car Wars* released to general public.
- 2032:** EDSEL effectively eliminates, by legislation or force, highway autoduelling in most East Coast states, but is unable to expand due to organized resistance by autoduellists.
- Today:** The primary threat to highway travelers in most states is no longer cycle gangs but is instead other duellists.

50 Years Ago Today

Vehicle Designed to Counter Terrorists

WASHINGTON — An anti-terrorist patrol vehicle, nicknamed the Viking, was patented this week for its manufacturer, the Tetradyne Corp. in Dallas. The company's biggest customer is the United States government, which has acquired about three dozen of the vehicles.

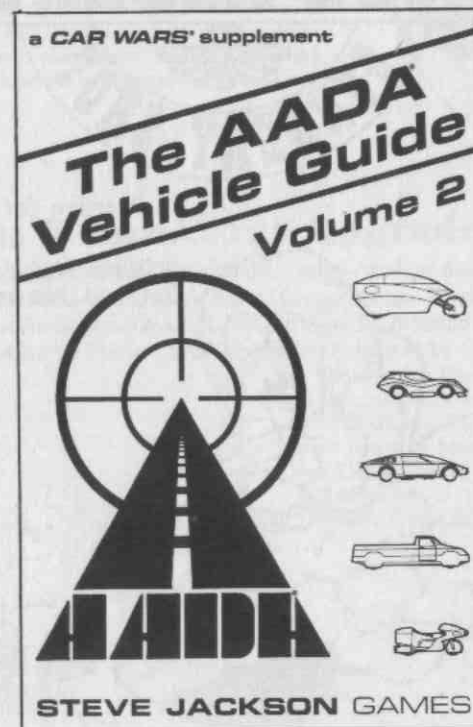
Patent 4,667,565 was granted Reg A. Anderson, president of the company, which has been producing armored vehicles since 1973.

As described in the patent, the Viking has a machine gun that can be extended through the car's roof to control terrorist activity. The roof hatch and the weapon are moved into position by motors. When the weapon is stored inside, the vehicle is said to have a totally conventional appearance.

Michael D. Anderson, sales manager, said that 35 have been built for the Department of Energy.

— *New York Times Service*, 5/31/87

The best-informed duellists always carry the best information



Volume 2 of *The AADA Vehicle Guide* contains even more vehicles than Volume 1 — over 130, including ten-wheelers, grasshoppers and gas-burners. You'll even find an entirely new vehicle class, the Sedan.

A comprehensive index of vehicles lets you find out what your opponent is driving, while 100 options and detailed information on customizing let you keep your own vehicle a mystery to him.

The designs were compiled by Ken Scott and illustrated by Denis Loubet. You'll recognize *The AADA Vehicle Guide Volume 2* by its bright blue cover with the AADA logo in gold. Pick it up today — and drive offensively!

Ask for *The AADA Vehicle Guide Volume 2* at your local hobby shop. Or order by mail — send \$6.50 postpaid (Texas residents add 52¢ sales tax) to:

STEVE JACKSON GAMES
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AUTO STOP &
UNCLE ALBERT'STM
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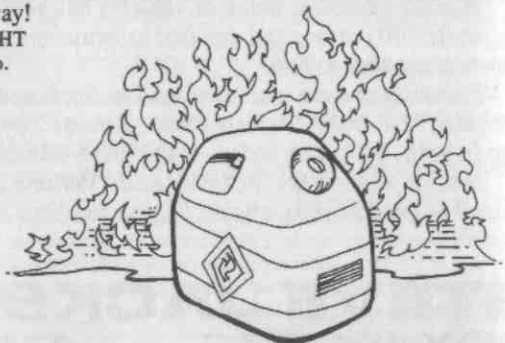
Prepare for those long, cold months of winter ahead with products from Uncle Albert's Auto Stop and Gunnery Shop.



High-Temperature Flamethrower Fuel

On cold winter nights, you need a little something to keep you warm. And nothing can keep you warmer than Pioneer Products' new "Dragon's Breath" brand high-temperature flamethrower fuel, now available through Uncle Albert! Burns 58% hotter than regular flamethrower ammo, to cut through even the thickest ice or armor. Get "Dragon's Breath" today, and watch your troubles melt away!

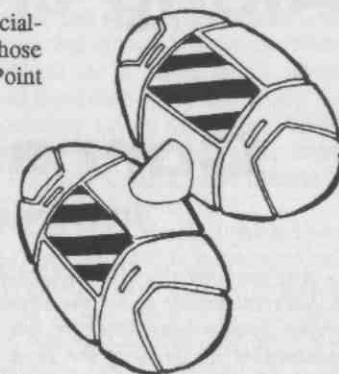
High-Temperature Flamethrower Fuel (HT ammo) — CPS 4x, WPS 1.5x regular ammo. Does +2 points of damage per die; thus, an FT with HT ammo does 1+2, while an HDFT does 2+4. Burn modifier is raised by 1, while burn duration is reduced to 1. May not be mixed with regular ammo.



Point Defense Grenades

Rush-hour traffic can be a duellist's nightmare — especially during the busy shopping days before Christmas. Keep those tailgaters and lane-crowders at a distance with our Point Defense Grenades! **Warning: Some damage may occur from use of this item; Uncle Albert takes no responsibility for unwary or hazardous use.**

Point Defense Grenade (PDG) — \$100, no weight or space. Mounted like a discharger. When fired, does 1 die of damage in a 2" burst radius out from the side on which it is mounted, doing half damage to tires and vehicular components; the firer's side armor is included in the damage, although his tires are not (unless the grenade was bottom-mounted).

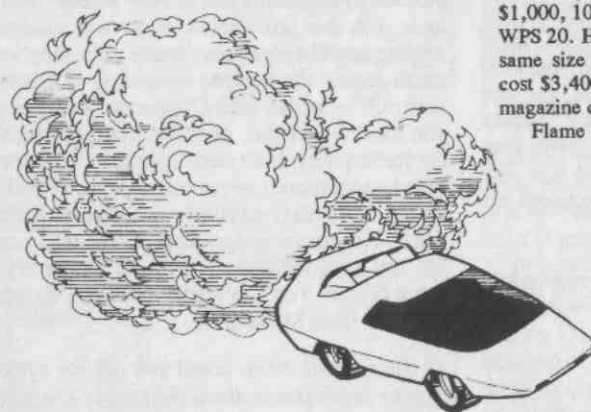


Flame Cloud Upgrades

Once again, Uncle Albert hears the duellists' call — and he delivers! By popular demand, Uncle Albert's crack R&D team has perfected bigger, better versions of everyone's favorite dropped weapon, the flame cloud ejector! Just the thing for clearing driveways of ice, snow, or pedestrians, Uncle Albert's Flame Cloud Upgrades are sure to be a hot item this Christmas!

Heavy-Duty Flame Cloud Ejector (HDFCE) — \$1,000, 100 lbs., 3 spaces, 2 DP. Ammo CPS 240, WPS 20. Holds 10 shots. Creates a flame cloud the same size as a heavy-duty smokescreen. Loaded cost \$3,400, loaded weight 300 lbs. Loaded extra magazine costs \$2,450 and weighs 215 lbs.

Flame Cloud Gas Streamer (FCGS) — \$200, 100 lbs., 2 spaces, 1 DP. Ammo CPS 300, WPS 25. Creates a flame cloud in the same manner as the gas streamer. Loaded cost \$800, loaded weight 150 lbs. Loaded extra magazine costs \$650 and weighs 65 lbs.



Semi-Trailer Emergency Plate

Wintertime means hazardous roads, and even the best trucker needs to dump that heavy trailer once in a while. But even with a quick-release kingpin, you needed a tow truck to pull your cargo away afterwards. Worry no more with the new Semi-Trailer Emergency Plate! Springs down instantly to keep your trailer on an even keel — and hitching back up is the work of a moment! Available only from Uncle Al, the Trucker's Pal! **Warning: Severe accidents may occur when using this item at high speed.**

Semi-Trailer Emergency Plate (STEP) — \$1,500, 800 lbs., 2 spaces, 8 DP. May be mounted on any type of semi-trailer. When the kingpin of a trailer with this device is detached (whether on purpose or by hazard or gunfire), a large skid plate springs down instantly, holding the trailer off the ground; it retracts automatically when the tractor's fifth wheel reengages the kingpin. A detached trailer using this device is automatically at HC -6 while moving, using Crash Table 2 when necessary; it may not maneuver, and decelerates by 15 mph at the beginning of every turn. The plate takes no damage from the skid, but takes hazard damage like a truck solid tire, and may be targeted at a -5 (when retracted, treat as drop-spike plate). Reconnecting the tractor to the trailer (assuming the trailer still has a usable kingpin) takes one minute.

Along the East Coast with Correspondent X

Interview by John Nowak

Any work the size of the AADA Road Atlas & Survival Guide is not the product of one writer. Each volume, however, has one writer responsible for most of the book's content. Road Atlas Volume One — The East Coast was written by a man who prefers to remain anonymous. ADQ correspondent John Nowak was able to interview him about his experiences on the road, researching the Atlas.

The most obvious and memorable thing about Mister X is that there is absolutely nothing obvious and memorable about him. His appearance is so perfectly average that it was hard to remember I was speaking with one of the most well-traveled people on the East Coast. He has at least eighteen kills, and one can get some idea as to how seriously he takes his privacy by the fact that he has fewer than five kill markers on his car. I asked him why he had so few marked and he discussed his philosophy about anonymity:

People notice aces, and as a correspondent for the AADA, I don't particularly want to be noticed. To take a trivial example, if I go to a restaurant and the waiter suspects I'm going to mention the place in a column, then I'm obviously not going to receive the same treatment anyone else is getting.

You know, I'm still not used to the idea of being interviewed. Kinda strange. I keep expecting you to ask me some silly question like what kind of tree I'd like to be.

But yeah, I'd say that my kill stickers are a perfect example of what I'm trying to say. I look dangerous enough for most drivers to think twice about engaging, but I don't look dangerous enough to provide some psycho with sport. And if I do happen to bump into some gung-ho twit with six kills under his belt, it's quite likely he'd underestimate me.

Do you have no desire to be known?

I don't know. I guess everyone wants to be famous. Of course it would be nice some time to get the best seats in the house, but all in all my job is better served this way. Quite frankly, I see no point in making myself an assassination target.

A target of whom? EDSEL?

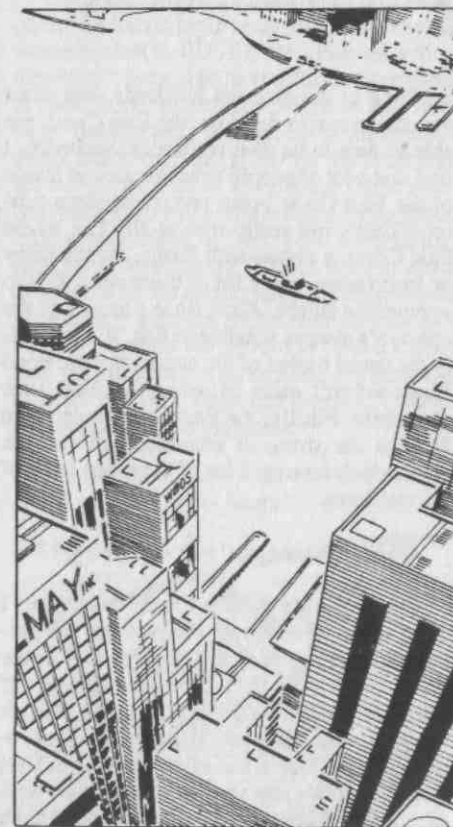
No, not really. Scragging an AADA member because he says something bad or damaging about EDSEL . . . that's not their style. Not at all. I was thinking more along the lines of some of the corporates of New Jersey. Now look, I'm the last person to have a grudge against big corporations, really, but they've made Jersey the biggest sweatshop in North America — worse than Oklahoma. Everyone you meet's a victim, even the cops. You get the feeling they don't care anymore. In all the time I spent there I never met a soapbox politician, an artist, anybody who liked their work. They have no dreamers left. It's too late for anti-trust legislation — mobilize the National Guard. You can't believe it's just across the river from Manhattan.

Along those lines, could you tell me a few of your impressions about the people you met along the way?

Just some quick impressions? Let's see. Manhattan's just incredible. I mean, I'm from upstate New York and well, we wouldn't say Manhattan was at the mouth of the Hudson; we'd use some other orifice, if you know what I mean. But I really can't believe just how well off Manhattan is now, especially when you compare it to what it was like back in the twenties. Manhattan has the most stubborn and persistent people on the face of the Earth. Give them a leader who can motivate them and make them believe it can be done, and it will be done. They don't call it the Big Apple for nothing.

The Hill Clans in New England remind me a lot of Manhattanites — the same determination and spirit. In the hills, you've got people who can trace their ancestry on one farm back three hundred years or more, people who spend their entire lives on a few square miles of farm and know every knothole in every tree. If you drop one blindfolded anywhere on their land, nine times out of ten they can tell you where they are by scent and sound. They're a slightly distant folk; I mean, even if you're a friend, they're not going to hug you and dance with joy when you meet them. They'll die for you, though. Distant, quiet, undemonstrative, but I'd say that the happiest hours of my life were spent near Shelburne Falls, Massachusetts as a guest of . . . one of the clans. When they shake your hand, it damn well means something.

Connecticut. Less urban than Manhattan and more urban than the Hill Clans. Connecticut's a nice place to live; the biggest auto gang there appears to be more interested in



weirding out than anything else. I had a conversation with a member of EVIL once; he basically argued that violence has ceased to be an attention-getting strategy and that the future of social protest lay in doing things which were just too interesting not to talk about. He made his point by saying that Booth would have gotten his statement across far more effectively if he had tossed a pie at Lincoln. I guess I can't really argue with that.

When I think of Delaware, I think aerospace. The Dover AFB and Downstation Central can both remind you of what the species is really capable of in a pinch. I've met some people from NorAm Chemical, the outfit that runs Downstation. They're really proud of the fact they're running the biggest space program Earth has. With the change in management at NorAm, I understand they're going into pure research: the Osiris sample return probe to Titan is going to be launched from LEO-1 in a few years. It's like they've actually got a purpose beyond survival.

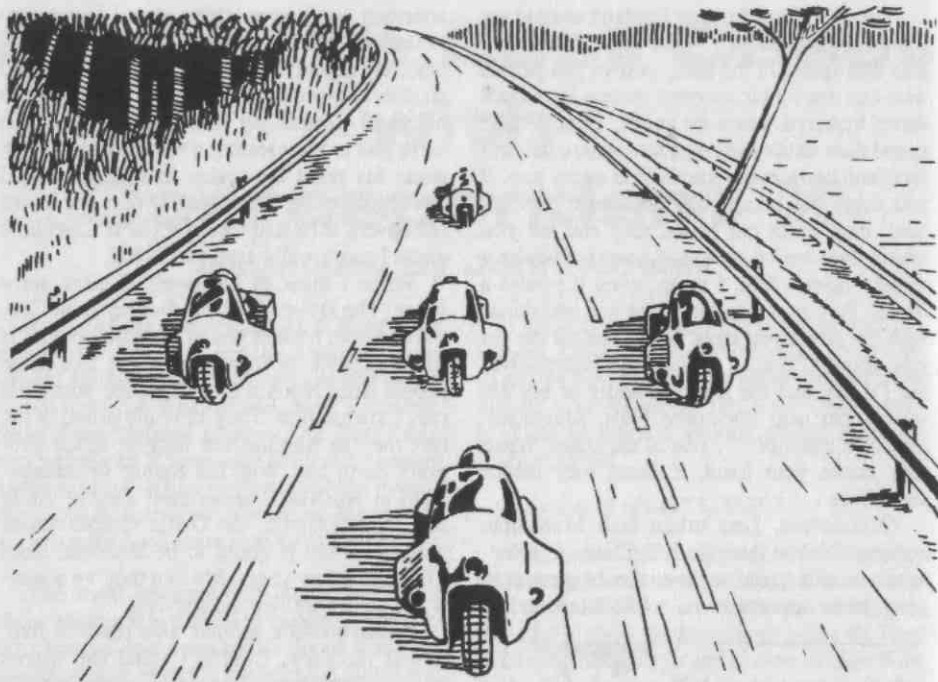
Pennsylvania's another nice place to live. Loved Hershey. Couldn't stand the tourist traps at Gettysburg. The state's pretty much a military dictatorship, but it's a well-run, orderly, and bloodless military dictatorship. I'd rather live there than Newark.

I think that when a good soldier dies, he's stationed in Rhode Island. The state's whole economy is centered around all the Navy and Marine bases, and the locals are very friendly to strangers.

In Maryland you can visit the Cumberland Valley Rocket Club and meet the college students who'll be working in orbit some day. These are people like Goddard and Oberth and Tsiolkovski, artist/engineers who are really working for love. There's something about a rocket, something dramatic and awe-inspiring that spaceplanes can't really match. These are really the most important people on Earth.

Virginia's very sad, rough and tumble and barely civilized. West Virginia's worse. It's pretty amazing to me that the Hill Clans who are poorer than Virginians actually live so much better. I suppose you can't really find fault with them, but Virginian nightlife is not my idea of a good time at all.

How many miles did you log researching the atlas?



About thirty thousand. I wanted personally to authenticate as much as I could.

And did you see Vandervecken's Sharks?

The ghost cycle gang in Connecticut which is supposedly cursed to search eternally for Exit 37? Well . . . not personally. I did hear from a guy whose third cousin once met a drunk who bought a drink from a barkeeper who heard someone say she had seen them. Awful sight; zooming up and down the highway, wailing, manacled to their cycles with the anchor chain from the *Flying Dutchman*.

One of the points that you were very emphatic about in the Atlas was just how well the East Coast had been able to survive the oil collapse and the Grain Blight, compared to much of the rest of the country. Would you attribute that to differences in the character of the people?

Absolutely not. I think the East Coast had a lot of advantages the other parts of North America didn't have. First of all, the Coast has a lot of raw materials: lots of oil, coal, seacoast, hydro power, and so on. Generally speaking, the reserves weren't worth exploit-

ing back in the nineteen hundreds. But when the other sources dried up, the East Coast was able to turn to its own resources. Secondly, I find that a lot of people have this mental image of the East Coast being one tremendous suburb. That's not really true at all. The whole East Coast is dotted with farms, mostly dairy or fruit farms, and a lot of them were able to survive the Blight. Also, since you are on the coast, it's always possible to fish. It was hardly the bread basket of the nation, but the Food Riots weren't quite as severe as they were elsewhere. Finally, the East Coast never went through the string of secessions and border wars which tore up a lot of the other parts of the continent.

What about the civil war in New York?

Oh, yeah. My parents fought in that war. I don't mean to denigrate the courage and gallantry displayed on both sides, but that whole "war" was a pie fight compared to some of the slaughter and destruction that took place in Texas and the Midwest. It was more of a protracted siege than a war of conquest. No, East Coasters aren't any smarter than anyone anywhere else. They were just lucky enough to be able to roll with the collapse.

Why do you think support for EDESEL is so strong there?

Everyone wants disarmament, provided the other guy disarms first. I don't think that there really is all that much support for EDESEL in a meaningful sense. Sure, there are a lot of people donating funds and so on, but you don't see any of them throwing their weapons away. People want to pretend they are pacifists.

As to why EDESEL does so well on the East Coast and nowhere else . . . I don't really know. Maybe it has something to do with just how successful the East Coast has been recovering from the Big Spinout. After Manhattan's comeback, I guess it's easy to believe in miracles. Maybe the rest of the continent's just too cynical.

You claimed that the biggest problem EDESEL has is its organization and its platform. Would you care to elaborate on that?

Certainly. EDESEL cannot work effectively on the interstate level because its own charter works against it. EDESEL can't expand well — they aren't even able to establish a beachhead in New York. Its platform might as well have been deliberately designed to antagonize every other vigilante group on the continent. If I were a Brother or a vigilante, I'd be absolutely stupid to work with EDESEL. The Brotherhood and militia in New York are probably justified in considering EDESEL to be as much of a threat as the cycle gangs. EDESEL should be working with the militia, the Brotherhood and maybe even the coverts — I don't think they're ever going to accomplish anything significant until they admit that they don't have a monopoly on good judgment.

Do you think there's hope for an EDESEL/AADA alliance in the future?



I dunno. If Great Britain can coexist with France, I guess anything's possible. But it would mean major changes in EDESEL and in the AADA before we could really hope for something like that.

Anecdotes would obviously have been out of place in the atlas, but you must have collected a few. Was there any time you were terrified?

Scared? Oh yes. Many times. Anyone who doesn't get scared can't be very smart. Now I don't know what frightens you, but for me it's waiting for something to happen. When action starts, I'm just too busy to be frightened. But when you've made your plans and it's just a matter of sit and wait, then you can remember all the chopped bodies you've seen in your life and imagine your face lying beside them.

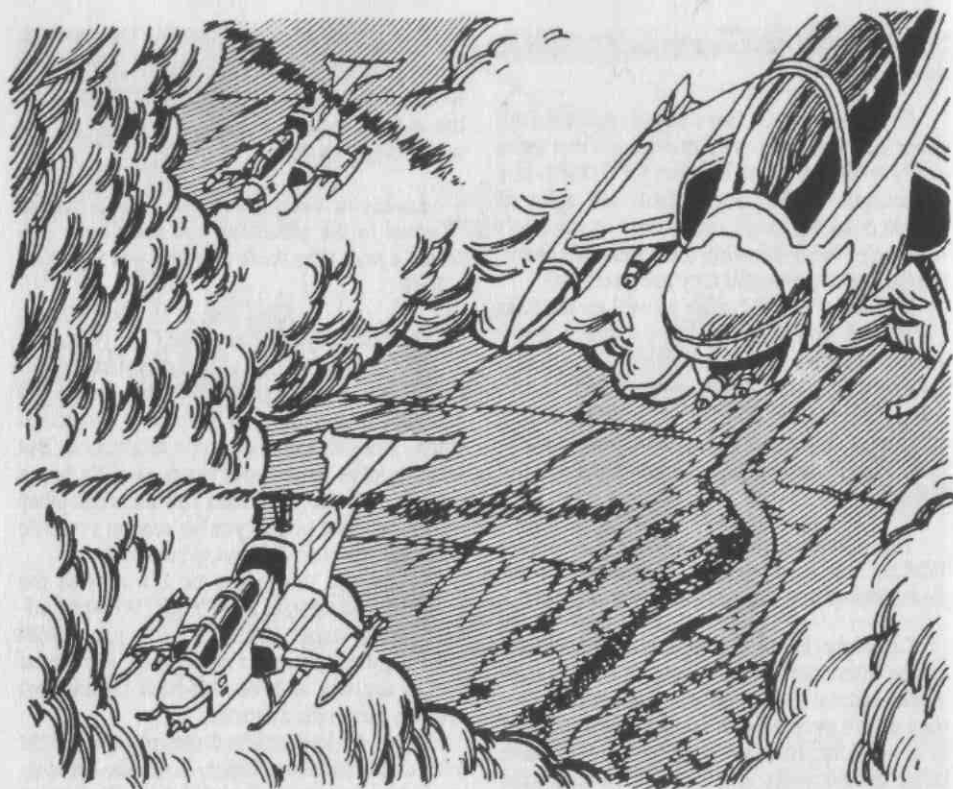
There was this one time I was with the POPPERS in upstate New York. We were advancing by stages toward a cycle gang, with units leapfrogging over each other. My squad was an artillery unit: one off-road car and two artillerymen with a mortar.

Now, we had reached our position, right next to the Hudson River. I was in the car, ready to get us the hell out of there if we were spotted. It was about three in the morning and it was warm. All you could hear were the crickets, the peepers, and the soft sound of the Hudson lapping against the bank.

I was nervous, had nothing to do but wait while the artillerymen set up their mortar. One of them took a drag on a cigarette and flipped it into the river. You could see the glowing ash, and I was making a mental note to nail his butt to the wall when we got back — you can see a glowing cigarette for miles at night — when the invisible smoke trailing the cig drifted and lazily revealed this thin, green line of light.

Sounds like a targeting laser.

Score one for your side. That's exactly what I realized. I had no idea what might be using it. The Hudson there was three thousand feet across. It could only be boat or a stealthed copter. Regardless, we were compromised, and I gave the signal to bug out. As one of them asked who was firing the laser at us, the other snapped, turned on the searchlight and swung it over the river. I damn near killed



him, but the searchlight focused on a periscope.

The sub surfaced immediately and silently, barely rippling the water. It was small for a submarine, only about fifty feet long, facing straight at us. The sub was flat, shaped more like a stingray than a cigar. She had gun turrets out, more than a bus can carry, and we didn't even have a pistol to bear.

We froze. I've never felt so utterly helpless and overwhelmed before. And then we heard a voice from the sub.

"You're POPPERS," he said. Must have seen our colors.

"Yeah," I said. I always did have a ready wit.

"We're Coast Guard."

I don't have to tell you how good that sounded. Without saying anything else, the sub dove and I guess they went away. I looked it up in Jane's: it was a Grumman *Piranha*-class submersible river patrol boat. The funny thing is, nobody from the Coast Guard will admit they even have a *Piranha*. I don't know. Maybe they were covert vigilantes.

On the lighter side, what would you say was the funniest thing that happened to you?

Funny? Well, a lot of things are only funny in retrospect, and I suppose this would qualify.

I was visiting some friends in Massachusetts, the hill clan I mentioned before. It was the second of January and an EDSEL combat flight of five copters violated our airspace, so we went on alert. Janice and I were stationed in a secret storage room filled with these burlap sacks on top of their barn with two tripod-mounted laser-guided MFR pods which had been rigged up by the local genius. I had expressed concern about the backlash from these weapons in an enclosed space, so we had shored up the walls with the sacks, like sandbags. And then we sat and waited.

Now then, flyovers happen all the time and while it's annoying, nothing much ever comes out of it. But one of these jerks must have been eating lunch: he tossed a bottle out of his window. Hill clans are slow to anger, but there are limits. From all over the farm, manpack SAMs arced gracefully upwards. I can't be

certain of the chain of events afterwards but to me it looked something like this: two of the pilots bailed out the moment they saw the smoke trails. One of the rotors hit a third copter and forced its crew to jump. The explosions were very violent and I blinked. When everything cleared I saw nothing but a lot of falling wreckage.

Janice started cheering and I hushed her. I had a helmet radio and I was receiving transmissions on an EDSEL frequency. We had killed four helicopters: the fifth was damaged but stable. Janice saw it first. It was a lean, nasty-looking CACR machine, carrying external mounts; not a standard EDSEL copter at all. And it was moving incredibly fast, dropping much faster than I thought a copter could dive. It barely cleared the trees at the edge of the pasture and I swear it was within ten feet of the ground when it leveled out.

We registered on the copter with our lasers. Smoke started to come out of the machine's nose: later on, we found out it was a laser reactive web linked with a smokescreen, but the copter was outrunning its own screen. As I said, not a standard EDSEL helicopter.

The copter began to turn, probably abandoning its attack run when the laser alarm went off in the cockpit. Then we fired.

Both our ears promptly popped, and the room was filled with the densest smoke I have ever been in. Every closed shutter in the room exploded outwards, along with big patches of the wall. It was then that I discovered my gas mask was defective. It cracked in the cold and let the smoke into my eyes and nose. I started gagging.

Most of the burlap sacks split open with the blast and emptied their contents. It turned out that this was where the clan stored the goose down they had collected over the years.

So. The room was filled with tiny feathers and smoke. Janice noticed that not all the smoke was from the rockets: some fires had broken out where hot wadding had hit some spots of hard cider we had spilled during the New Year's Eve party the night before.

Why were you in the barn during the party? Wasn't it freezing?

We were hiding out from the snowball fight on the roof. And it wasn't too cold; homemade goose down quilts are amazing. But we're digressing.

The fires were too big to stamp out, so, like any true clan warrior, Janice was putting out the fires by throwing her body on them. She had armor and a fireproof suit so she was safe.

I couldn't help her; I was on all fours, gagging. Big holes had been blown out of the walls and roof, and clouds of gray smoke and down were rolling out, wafted by the hot air. Finally, satisfied with the fire control situation, she dragged me out of there. We went down a few levels, and I was able to breathe and walk in a short time. Then I could see Janice. The outer surface of her armor had melted slightly when she rolled around in the fires. Thousands of tiny pieces of down had adhered to her armor, almost as though she had been tarred and feathered. I would have laughed, but remember that we had no idea what had happened to the copter: we hadn't even heard our warheads go off. So we went to a chink in the wall and peeked.

We had downed it. The pilot had skidded the machine, plowing up about a hundred yards of snow and bringing it within thirty feet of the barn. We could see him struggling with his harness.

Janice tapped me on the shoulder and gave the *cover-me* sign. I aimed at the pilot with my submachine gun and waited. I assumed that she would go down the two or three levels to the ground and sneak up on the pilot.

Instead, she ran across the floor, hurled herself out through a door they used for hay-bales, grabbed a rope on a pulley, and swung out through the air, leaving a trail of loose feathers like some molting, armored Tarzan, landed right next to the copter, pushed her Magnum in through a broken window, stuck it in the pilot's face and cried, triumphantly, "Your butt is mine!" What a gal.

What happened to the pilot?

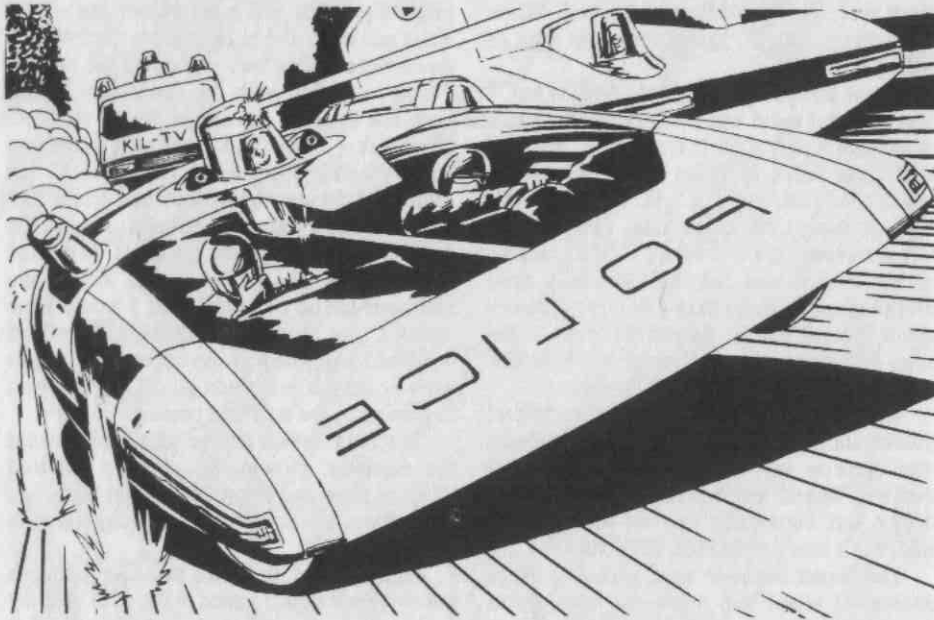
Oh, we called EDSEL in New Boston and they sent a bus to pick up the prisoners in neutral territory, the police station in Shelburne Falls. EDSEL claims that the patrol was not sanctioned to fly over clan territory and they apologized for the incident. I'm inclined to believe them. Besides, it was the holidays and we didn't want to kick up a fuss.

What kind of a tree would you like to be?

Sugar maple. Growing near Shelburne Falls.

Special Highway Duelling Section

On the Road



The Quick and the Dead

How to Survive the Open Road
by Col. Jeff Stevens, M.A.D.D.

[Transcribed by ADQ correspondent Craig Sheeley from a lecture given by Col. Stevens at the Offensive Driving Class of Parkview High in Springfield.]

All of you students have been educated in the practices of city combat, and you've all seen enough arena duelling to talk tactics with the pros. Highway duelling, though, is completely different. The school administration has asked me to share some of my experience on the subject.

Highway combat in the past was far simpler than today. Weaponry was predictable and tactics straightforward. Today, the wide variety

of vehicular technology allows a broader range of strategies. Keeping track of the diversity on the road may seem a job for computers, not drivers, but there are really only four main things for the road duellist to remember: tactics, the road, speed, and equipment.

Two styles form the basis of highway tactics, the all-out attack and the tire-shoot. The all-out attack relies on brute force to take the enemy out and consists of closing until a range is reached where major weaponry can be used successfully. Generally, the heavier the weaponry, the better: AT guns, linked weapons, massive rocket attacks and lasers are favorite armament packages for this tactic. Unfortunately, being close to the target allows him to

fire back; this proximity also leaves you vulnerable to dropped weapons.

The second tactic, the tire-shoot, utilizes a less direct way of destroying your enemy, letting him destroy himself in an accident. At high speeds, there's no better way of doing this than shooting off a tire. This demands high-accuracy weapons, such as lasers, MGs or RRs. Its biggest drawback is the time it takes to range in on the tire, during which the target chips away at your armor. On the plus side, the medium range at which this tactic is most useful usually allows reaction space to avoid dropped weapons.

Though these tactics were conceived a long time ago, all new technology has done is make them harder to execute. New wheelguards and hubs protect tires from fire, smoke dischargers and more efficient smokescreens block lasers and hinder fire, and new armor reduces the old king-of-the-road, the laser, to a mid-strength weapon. Chipping away at armor, the all-out attack, becomes even more dangerous when you're behind the foe, thanks to deadly dropped weapons added to normal guns.

Watch the road. I can't stress that highly enough. Who knows what may be on it? If you're following someone in a battle, keep alert for dropped weapons. In the past two years, more fire extinguishers have been installed than in all previous years combined! Before, you see, all we had to watch out for were spikes, mines and oil, with smoke as an occasional annoyance. Now, the average duellist can coat the road with fire or ice, or smother it with smoke and paint in a single second — he can even put oil right in front of your car, thanks to the oil gun. Watch the road, and watch your maneuvering just as closely. At highway speeds, a single mishap can end the battle.

Speed kills — but speed saves, too. One mistake at eighty-plus mph will send you into a flaming wreck half the time. But statistics show that your enemy's chances of scoring a hit while you're traveling at that speed are reduced by well over 40% in highway situations. High speed also helps you keep up with him, improving your chances of hitting. What's the solution? There isn't one. If you can at all afford them, use spoilers, airdams, and heavy-duty shocks. Those three items, weighing in around 220 pounds, greatly increase your survivability at highway speeds.

But technology is no substitute for skill and experience. Maneuver as little as possible — in some situations, just running over dropped weapons is less hazardous than trying to avoid them; that's the kind of snap decision you'll have to learn to make — and make correctly — to keep control at high speed.

The last item on the checklist is equipment. As I said before, tailor your weapons to the tactics and situation. If your foe's behind you, use dropped weapons to slow him down and force him to maneuver. If you're using oil, shoot him when he's right on that oil! A single flinch in reaction to a hit can send him crashing. If you have mines, wait for him to get close, where he can't easily avoid them. And in any case, attempt to coat the road from one side to the other; make sure that he can't avoid hitting the stuff without driving into a ditch.

Unfortunately, dropped weapons are defensive; it's a heavy limitation. Your offensive weapons had better not be as limited. Unless you have weapons mounted in front and behind, you'll need at least one turret-mounted gun. Good choices are MGs, Vulcans, and magazine-supplied weapons — you need lots of ammo, because that turret gun will do most of the fighting.

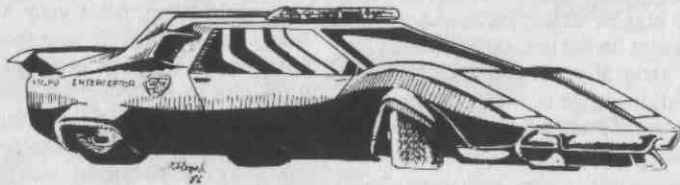
What to mount out of the turret? That depends on your tactics. Autocannon and laser-guided rockets join lasers as good weapons for either tactic, due to their accuracy; if you can afford the price tag, the gauss gun is a lightweight alternative to the autocannon. Use linked weapons if you're all-out attacking — nowadays, you have to knock him out quick or he'll knock you out instead. For tire-shooting, use weapons with good accuracy. The Vulcan and MG are very effective, especially when combined with tracer ammunition; the low damage of tracer ammo pretty much restricts you to shooting at tires, but a large number of consistent hits will destroy even a metal-cored solid. Other good choices are autocannon, RRs, lasers and laser-guided ordnance. The grenade launcher comes into its own on the highway; with grenades, you don't have to hit, just come close.

In summation, I must say that I have found that, on the highway, victory doesn't necessarily go to the fastest, or the fanciest, or the richest. Victory usually goes to the duellist who uses coordinated tactics and equipment.

Remember — Drive Offensively!

Long-Distance CAR WARS® Racing

by Tony Birchill



“... Driving along at 120, you see the telltale flashing lights of the police behind you. Blast! Maybe selling the radar jammer to buy that last tank of gas wasn't so smart. But you'll stay in this race no matter what. Oh, well, time to test the heavy-duty FOJ”

Recently in Australia, there's been a trend towards long-distance racing. The challenges of autoduelling combine with the hazards of highway travel for a breathtaking combat experience. Obviously, however, something as long as a Cannonball race or even a simple road rally is ludicrous on the regular scale of 1 inch = 15 feet. Here are a few suggestions to help referees bring the thrills of a road rally to *Car Wars*.

Planning

Long-distance *Car Wars* requires a referee to map out the road, devising and moderating encounters when necessary. The first step in planning a road rally is choosing the route. The total length and traffic density should be major factors in your decision — having too many encounters can slow down preparation and the race itself, while having too few will remove all the color from road racing. Personal knowledge of the route is also important, as it will help you give life to a bland road map. It's usually best to start with a familiar route if possible, to give more fuel to your imagination.

Once the route is chosen, the map should be fleshed out with encounters. Remember that your 1987 road map is 50 years old, so you'll need to use your imagination to bring it up to date. *AADA Road Atlas* entries, both the *ADQ* features and the ten-volume set of

Autoduel supplements, are very useful for this; in addition, the *Autoduel* supplements give scenario ideas that can help create encounters. The most important consideration is the availability of services — repairs, reloads and recharges. Whether and where special items like gasoline, laser-guided ammunition or metal tires can be found should be decided at this time. Once you've laid out the route, including encounters, determine what information (if any) the players can learn, either from official briefings or from pre-rally reconnaissance.

After creating a route, with encounters, towns, and services, select an appropriate budget. The budget may or may not pay for expenses, such as recharging; in long races, these expenses can easily exceed the costs of the vehicles themselves. Often the budget will include restrictions on vehicle types. Try to choose a budget that taxes your players' design abilities. For example, the Round Australia Race had a budget of \$150,000, with an additional \$100,000 for expenses, while the Sydney to Melbourne (600 miles) was a Division 40 all-electric race, all expenses paid. Along these lines, road racing combines well with corporate duelling, but those details are left to the referee.

Race rules are another decision for the referee. Longer races will have fewer rules monitors and thus fewer rules, while a 30-mile city rally might allow fewer weapons and tactics than some dueltrack arenas. Choose rules based on the kind of action you want to see — many rallies prohibit fire at opponents' vehicles (though there's nothing wrong with hiring someone else to shoot at them for you). Give the players lots of freedom, but don't

hesitate to outlaw anything you deem inappropriate.

The last step of preparation is the players' job. Give them whatever information they will get and let them design their vehicles. No doubt they will want special, unofficial, non-standard items. Don't be too unwilling, but remember that anything one player has, all other players (and police, cycle gangs, MONDOs, etc.) should have access to as well. Also, any piece of equipment that really annoys you is *much* more likely to break down. Scrutinize the final designs very carefully; these cars will probably have more components than the average duelling machine. Once all the cars have been certified by the rally committee, the race is ready to begin!

Execution

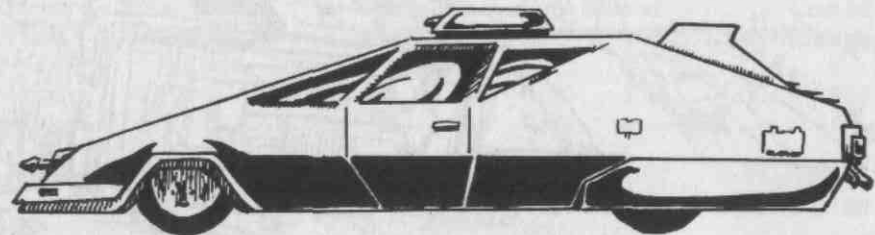
Now that your racing maniacs are ready, there are two ways of keeping track of where they go and when they get there: by distance or by time. The first method, used in solo adventures like *Convoy*, generally uses ten mile units. After every ten miles you work out what happened and how long it took. Although fine for regular adventures, this system isn't appropriate for races involving several different groups. A much better method uses time as the base unit. Instead of ten miles, use fifteen minutes or an hour (depending on how much is likely to happen). Place a marker (a pin is best) on the map for each vehicle, advancing the pin during each player's turn. For example, a car traveling 100 mph will go 25 miles in 15 minutes. Mark off energy or fuel consumption and move on to the next player. When markers (i.e., vehicles) approach or pass each other, figure out at what time in the turn they meet, put down road sections, and let the players do

whatever they want. Encounters such as radar traps and ambushes should be handled the same way.

Remember to count time lost to refuelling or recharging, toilet stops, sleep, traffic delays in towns, license checks and so forth. Roleplay them whenever possible as these turn your race from a mathematical exercise into an entertaining game. Roleplaying situations can also become opportunities to get ahead in the race: bribing police, hiring cycle gangs, setting up roadblocks or just spreading rumors can all be effective tactics to impede the opposition.

Be sure to penalize players who drive unrealistically. Every crew member should get at least six hours of sleep per night, three meals per day and a rest stop every six hours while driving. Unless players have made arrangements before the race (extra driver controls, cargo space for food etc.), they will need to stop occasionally. Similarly, abusing vehicles should be costly. Driving Can-Ams down dirt roads, always braking at 15 mph and accelerating as rapidly as possible, and doing tight bends around street corners are all safely within the rules but should eventually lead to equipment breakdowns. The road hazard rules found in *Convoy* are another good way to keep the players in line. Random equipment failures should be determined by the referee; in general, the lead car is likely to suffer the most, but a reckless breakneck rush for the finish line is also likely to lead to malfunctions. Above all, aim for a difficult race with a dramatic finish.

Good luck from Down Under. With good planning, a touch of imagination and a flair for the dramatic, your road rallies will live long in the memories of your players' clones.



Variant Power System

by Ken Wheeler

It's obvious that a truck's engine has more stored energy than a motorcycle's, but in game terms they have the same amount — the motorcycle just pays less for a recharge. Also, that recharge costs the same whether it's a full charge or just a "top off." And power-draining equipment like radar and refrigerated trailers cost no power. These new rules, though complicated, give more realistic ranges for electric power plants. Editor's note: These rules are *unofficial*.

Engine Capacity

Car, truck and helicopter power plants have an energy capacity equal to their spaces times 50; cycle power plants have factors equal to their DP times 25. Thus, a super truck power plant has 800 power units, while a small cycle plant has only 50.

These power units (PU) are consumed at varying rates, given by the formulae below:

$$\text{PU drained} = \frac{(\text{Engine Capacity}) \times (\text{Speed} - 10)}{9000}$$

per mile for ground vehicles, or

$$\text{PU drained} = \frac{(\text{Engine Capacity}) \times (\text{Speed})}{20,000}$$

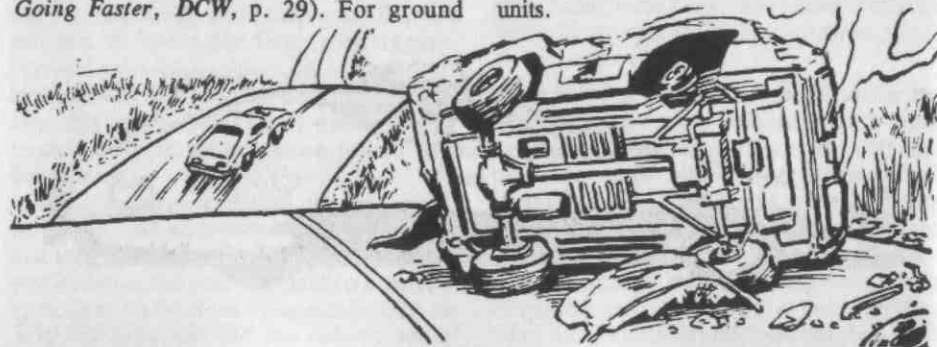
for helicopters. For speeds over the plant maximum, use the maximum speed, then drain an additional 1 power unit for every full 10 mph above the limit for every second (see *Going Faster*, DCW, p. 29). For ground

vehicles, speeds below 40 mph are treated as 40 mph; for helicopters, speeds below 70 are treated as 70. For example, that super truck power plant (800 power factors), traveling 60 mph, consumes 4.4 PU per mile, while the small cycle plant uses up a mere .28 PU per mile at the same speed. (A quick reference table is included at the end of this article to help you avoid a lot of the math involved.)

Under this system, the maximum range of any power plant remains 200 miles at 55 mph for ground vehicles or 100 mph for helicopters (figure it out). The main purpose of these rules is to accurately reflect the energy costs of special weapons and accessories, as follows.

Draining Power

Lasers consume power normally; gauss guns drain 1/2 unit per shot. Constantly running infrared or long-range radar drains 20 units per hour, normal radar drains 10 units per hour, and ATADs and computer gunners require 5 units per hour. Refrigerated trailers or carriers drain 10 units per hour (only if the refrigerator is on, of course). Remote control drains 5 units per hour for the sender, 2 per hour for the receiver. Running with headlights on (necessary at night unless the vehicle has infrared — radar won't do) also drains 5 units per hour. Finally, every ten seconds of combat (firing weapons, accelerating and decelerating, etc.) drains 1 unit. All power costs *except* this last cost for combat may be drained from a laser battery rather than the power plant; laser batteries have 100 power units.



POWER TABLE

Ground Vehicles

Cars	Power Plant	Total Units	Power Drain per Mile at					Cost of Charge
			40	55	70	85	100	
	Small	150	0.50	0.75	1.00	1.25	1.50	\$30
	Medium	200	0.67	1.00	1.33	1.67	2.00	\$40
	Large	250	0.83	1.25	1.67	2.08	2.50	\$50
	Super	300	1.00	1.50	2.00	2.50	3.00	\$60
	T-Cat	400	1.33	2.00	2.67	3.33	4.00	\$80

Cycles

Power Plant	Total Units	Power Drain per Mile at					Cost of Charge
		40	55	70	85	100	
Small	50	0.17	0.25	0.33	0.42	0.50	\$10
Medium	75	0.25	0.37	0.50	0.63	0.75	\$15
Large	100	0.33	0.50	0.67	0.83	1.00	\$20
Sp Cycle	125	0.42	0.62	0.83	1.04	1.25	\$25
Sp Trike	150	0.50	0.75	1.00	1.25	1.50	\$30

Trucks

Power Plant	Total Units	Power Drain per Mile at					Cost of Charge
		40	55	70	85	100	
Small	400	1.33	2.00	2.67	3.33	4.00	\$80
Medium	450	1.50	2.25	3.00	3.75	4.50	\$90
Regular	500	1.67	2.50	3.33	4.17	5.00	\$100
Large	650	2.17	3.25	4.33	5.42	6.50	\$130
Super	800	2.67	4.00	5.33	6.67	8.00	\$160

Helicopters

Power Plant	Total Units	Power Drained per Mile at						Cost of Charge
		70	100	125	150	175	200	
Mini	400	1.40	2.00	2.50	3.00	3.50	4.00	\$80
Small	500	1.75	2.50	3.12	3.75	4.37	5.00	\$100
Standard	650	2.27	3.25	4.06	4.87	5.69	6.50	\$130
Super	800	2.80	4.00	5.00	6.00	7.00	8.00	\$160

Highway Encounters

More Variety on the Road

by Stephen Beeman

Specialty vehicles, such as police cars, ambulances and news trucks, are for the most part missing from *Car Wars* source material. Referees are limited to the Police Cruiser or the Ambunaught unless they wish to devise vehicles of their own. This article gives some sample vehicles and design guidelines to help referees devise more interesting highway encounters than, "Twelve Police Cruisers pull out behind you and gun you down."

Police Helicopter. No police force worthy of the name lacks a copter in 2037. A good multipurpose helicopter can be bought for about the price of three cruisers and is easily three times as useful as a cruiser. Upkeep is a more important consideration than list price, but a high combat survival rate helps offset the maintenance costs. This example is lightly armed compared to most choppers, but meets all the needs of a small police department.

Police Helicopter — Small helicopter, small helicopter power plant, pilot, passenger. VMG w/HD ammo in universal turret under. CACR, SWC from VMG to pilot, LD radio, radar, infrared sighting system, winch, 2 skid stretchers. Cargo capacity: 2 spaces (on stretchers), 300 lbs. Armor: 210 points, 10-pt. rotor armor on each main rotor. Accel. 5, top speed 250, HC 3, 7,700 lbs., \$58,600.

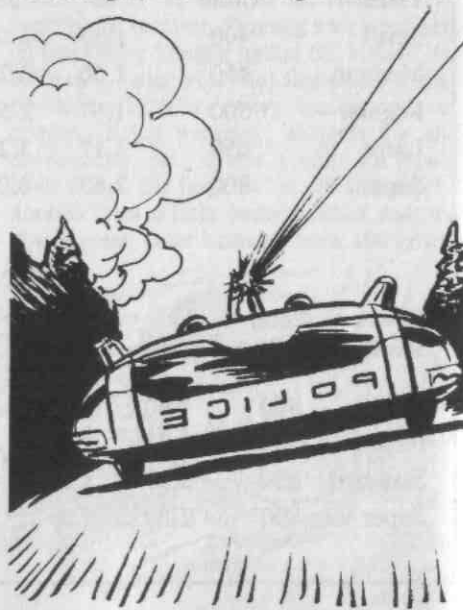
Encounter ideas. The primary uses of this helicopter are high-speed pursuit, reconnaissance, and general air support. If the players roar through town at 180 mph, the police will send up the whirlybird to follow and direct the placement of road blocks; if road blocks cannot be set up in time, the bird will engage, firing through the light top armor of vehicles.

Paddy Wagon. This van is used by police forces to transport prisoners to court or prison. It will always be found with escort, since many transportees have well-armed friends interested in their release. The component armor around the passengers in this example represents an armored lockbox built to keep the crew safe from the prisoners. The tear gas discharger (mounted *inside* the armor) also



helps prevent escape; note that this discharger is available only to officially sanctioned departments of public safety before its October release. Some police departments replace the tear gas discharger with a less expensive AP flechette grenade.

Paddy Wagon — Van, x-hvy. chassis, medium power plant with HD transmission, hvy. suspension, 6 solid tires, driver, gunner, 5 passengers. RL front, GL w/extra magazine in turret, 3 SS loaded with tear gas linked right, left and back, each with extra magazine loaded with tear gas, 2 SD linked right and left, tear



gas discharger in passenger space. LD radio, SWC from gunner to GL, magazine switch for GL. Cargo capacity: 1 space, 55 lbs. (for crew hand weapons). Armor: 83 points, 2 10-pt. hubs front, 2 10-pt. guards back, 5 pts. CA around passengers. Accel. 2.5 to 25 mph, 5 thereafter, HC 2, 7,145 lbs., \$20,850 plus cost of grenades.

Encounter ideas. See "Road to Freedom" in *ADQ 4/4* for an example of the paddy wagon in action. Besides transporting prisoners, this van is also useful for riot control and mass arrests, and as a support vehicle for anti-cyclist activities. Players may find it hauling away arrested comrades or attacked by bandits.

Q-Car. Police forces, especially on the East Coast, often set up ambushes using fake distress calls to lure out vulture gangs. Q-cars are favorite vehicles for this tactic. Though nearly all such vehicles are custom-built, this example, resembling the common Morningstar, is fairly representative.

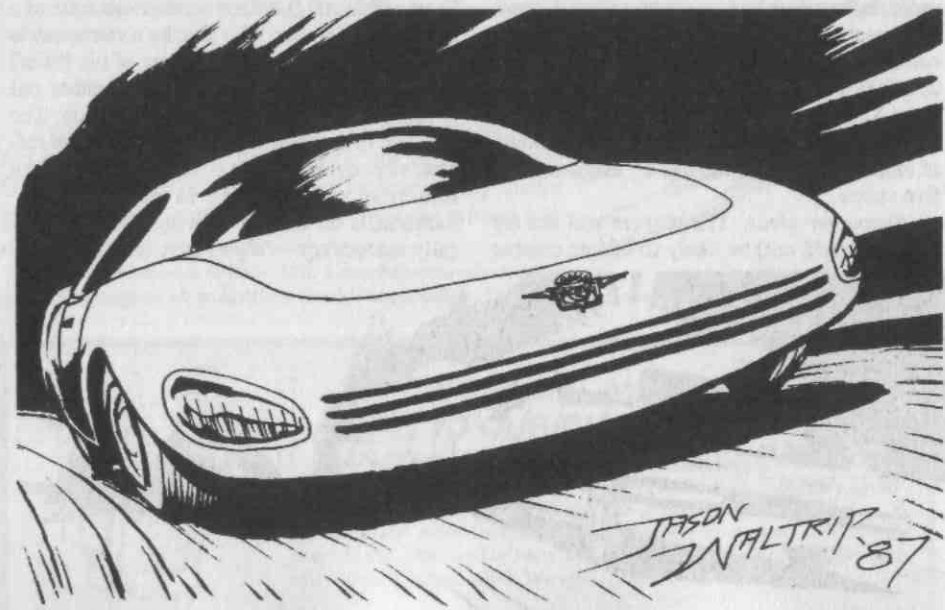
Q-Morningstar — Luxury, x-hvy. chassis, super power plant, hvy. suspension, 4 solid tires, driver only. Laser in turret, 2 concealed FCGS linked right and left, 2 concealed RLs w/LG links to laser front and back, fake MD back. SWC to laser, weapons timer (programmed to unconceal all weapons, then fire FCGS at the beginning of the next turn), LD radio. FP armor: F30 with ramplate, B25,

R20, L20, T29, U15, 10 points normal component armor around driver. Accel. 5, HC 3, 6,600 lbs., \$35,760.

Encounter ideas. See the *AAAD Road Atlas, Volume One: The East Coast* for more details of this type of ambush operation. Remember that police are not the only ones to use Q-cars; vigilantes, independent couriers, and cycle gangs all have uses for such cars.



Broadcast Truck. Though unexcelled for reporting, the helicopter has only limited taping, editing and broadcasting abilities. Thus, video is usually fed from the helicopter through a broadcast truck before being sent via satellite to the network studios. This example even has a remote control station for a Robobee helicopter, allowing the truck to operate alone as a news gathering vehicle.



Broadcast Truck — Camper, x-hvy. chassis, super power plant, hvy. suspension, 6 solid tires, driver, technician, pilot (for remote control set). MG front, HDSS back. Portable earth station, LR radar, fire extinguisher, sound system, LD radio, remote-control sending station, studio equipment (\$6,000, 300 lbs., 3 spaces). Armor: 135 points, 2 10-pt. hubs front, 2 10-pt. guards back. Accel. 5, HC 2, 7,800 lbs., \$38,550.

Encounter ideas. Typically, one broadcast truck will be sent out with two or three choppers to cover a 25-mile radius. Trucks may also be sent out to follow road races. When encountered on the road, these trucks will usually be stationary with the PES deployed; they will commonly have escort vehicles.

TV Chopper. The ubiquitous TV helicopter has never been described. Naturally, most people in the media-crazed world of 2037 wouldn't even consider gunning down one of these tickets to fame — but some would (especially rival TV stations), so the news helicopter needs some protection. This standard model by MicroAir is in use by hundreds of TV stations and networks.

TV Chopper — Small helicopter, small helicopter power plant, pilot, cameraman/gunner. Searchlight and TV camera linked in universal turret, 2 MG in EWP's linked facing front, MG back. Sound enhancement, LD radio, infrared sighting system, radar. Armor: 222 points, 10 points on main and stabilizing rotors, 10 points on each EWP. Accel. 5, HC 2, 8,000 lbs., \$60,290. Note: The TV camera costs \$2,000, weighs 100 lbs., takes 1 space and has 1 DP. It can record up to eight hours of video on one cube and has a "magazine" of five cubes.

Encounter ideas. The players will not (or at least should not) be likely to initiate combat

with a news helicopter. They could, however, come across a battle already in progress, such as a bandit attack on a helicopter or a combat between two rival TV stations.



Samaritan. Samaritans are crosses between ambulances and tow trucks. They cruise the roads, giving aid (for a price) where needed. They are usually independently operated, though some states and nations provide samaritan services on patrolled roads. Samaritan vehicles are typically customized stock vehicles, though this common model by Courier Services is a standard option package.

Samaritan — Van, x-hvy. chassis, super power plant, hvy. suspension, 6 solid tires, driver, gunner. VMG front, MG back, HDFOJ w/extra magazine back linked to MG. Aid station, portable shop, LD radio. Cargo capacity: 135 lbs., 3 spaces. Armor: 120 points. Accel. 5, HC 2, 7,165 lbs., \$30,450.

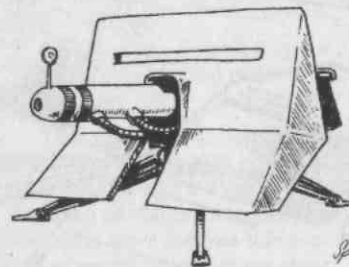
Encounter ideas. See the "ADQ Custom Feature" in *ADQ 4/2* for another example of a samaritan. Anyone who attacks a samaritan is likely to be a target for the rest of his (brief) life. Most cycle gangs avoid them, either out of fear of retaliation or respect for the job. The best use of a samaritan is as a tool for the referee's benevolence: "As you bleed to death, a samaritan pulls up and saves your life." Samaritans do this for a living, and are typically mercenary — if you pay, they'll help.



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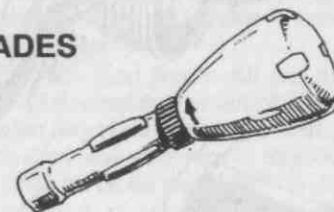
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Flechette Grenades (FG) — \$20, 1 grenade-equivalent. Does 1 die of damage to all pedestrians in a 2" burst radius. Does no damage to tires or vehicular components.

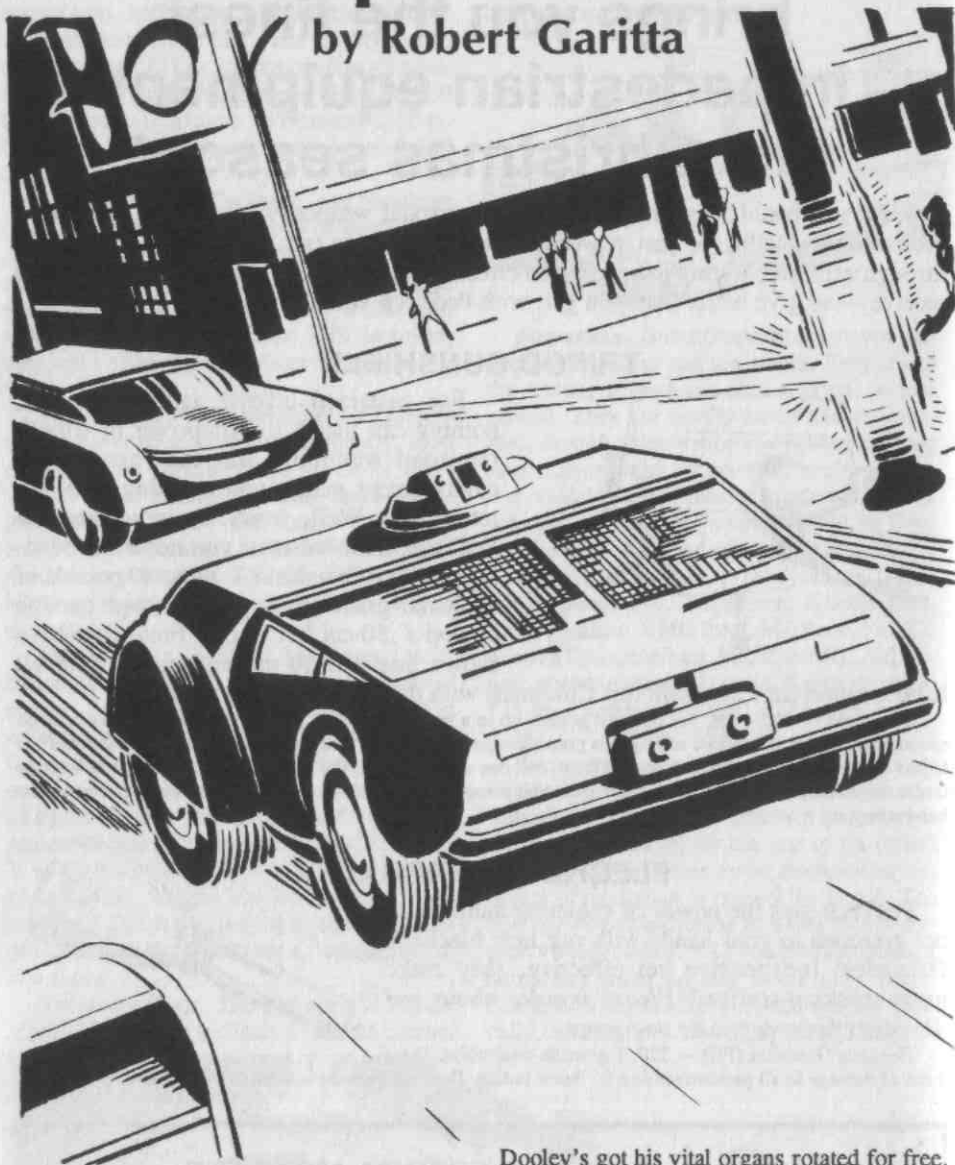
A SPECIAL MESSAGE TO OUR CUSTOMERS

PedTech West would like to take this opportunity to deny all accusations of price-gouging regarding our Battle Vest (*ADQ4/2; Uncle Albert's 2036 Catalog Update*). The listed price of \$750 was a typographical error that was unfortunately perpetuated. The actual price of this high-quality item is only \$75. All orders at the incorrect price have been refunded. We apologize for any inconvenience.



Repo Blues

by Robert Garitta



I knew I was in trouble when Gloria called me. No messages for a week, then suddenly we had to talk. In the repossession business, you learn to sense danger — if the alarms hadn't gone off in my head already, they would have when she told me to meet her at Dooley's. Anybody who made a scene at

Dooley's got his vital organs rotated for free. There was only one message I could be getting tonight from my main squeeze.

Dooley's is south of the Verrazano Bridge on the Belt Parkway, the only drivable highway left in Brooklyn. Truckers, couriers passing through New York, and Guard units on patrol drift into Dooley's trying to kill time and their livers. It's a sort of Switzerland of

the autoduelling circuit. You can't start trouble in the bar because of Dooley, the self-made widow.

I pulled into Dooley's an hour before Gloria. The bar was just starting to fill up. There were some truckers, a biker, a few couriers, and the regular crowd. I ordered a Southern Comfort and sat in a booth in the back. For an hour I cultivated a vicious buzz and wondered how far sound would carry from the booth.

When Gloria blew in I was still drowning my sorrows. She was wearing a slinky black dress that looked painted on, and her blonde hair was loose around her shoulders. A few heads turned, some indiscreetly. She looked out of place among the combat armor. She wasn't staying.

"Hi, Lucky. I can't stay long." She sat down opposite me and ordered a Scotch. Then she told me.

The drinks didn't help much. All my breakups feel the same — like being run over by a truck. I was hurting, and mad at myself for being so vulnerable. All I could think was, *she could have told me this sooner*. I knew I had to get one thing off my chest.

"I want the Elite," I muttered. She stopped babbling about personal space and growth.

"Is that all that matters to you?" she shrieked.

"If you want spiritual enlightenment, go to Tibet, or L.A. Me, I'm a materialist from Brooklyn. I want the car." My voice started to strain. "I can have it sold and pay you your half tomorrow."

"Oh, no! You're going to wait until I can buy out your half! That car is becoming my trademark on the news." A few heads turned.

"I need the money now. The last car I tried to repossess had a grenade under the power plant. The office is making me pay damages." That had been a nasty episode; my eyebrows were just growing back. Gloria hadn't even noticed.

"Listen, I'm a field reporter. I need a flashy, stylish car for my rep."

"You should have thought of your reputation before you started dating me," I growled.

"I should have thought of *your* reputation before I started dating you! All you care about are cars! You're nothing but a low-life car thief!" More heads turned, and a few car

thieves looked insulted. Gloria got up and stalked towards the door.

I jumped up and shouted after her, "I'm giving you one week to hand over that car, Gloria. Then I'm coming after it, and you'll just be another job!"

She didn't even break stride.

The other bar patrons strenuously avoided my gaze. I slowly sat back down and signalled for another drink. As a measure of her concern, Dooley brought it to me without even inquiring whether my legs were broken. I knocked it down.

She had called me a low-life car thief. That hurt. I've been a repo-man for a while, but I still don't understand why people loathe my profession. Sometimes people obtain a vehicle under false pretenses, or use a student loan to build a duelling machine, or simply shaft someone close to them . . . like a gullible boyfriend. Naturally, the marks have a problem — they want their cars back. Challenging the possessor of the car to a duel is somewhat self-defeating. They want a better return on their investment than burning wreckage, so they call me.

I do my work with a clear conscience. No matter what people say, no one ever died waiting for a bus. If an autoduellist is good, he doesn't have to shaft someone for a car; a backer will find him. If he's bad, I may be saving his life (and there must be a lot of bad duellists out there, because collection agencies are always calling me to retrieve combat machines).

I ignore what most people call me, but I wish they'd leave my mother out of it. Dooley's was the only place I seemed to fit in. All the autoduellists here were pros — they knew I helped cut down on the punk kids.

"Hi, Lucky." A voice stirred me out of my stupor of self-pity.

I looked up to see Turbo Pirelli sit down beside me. I hadn't seen him since he became a courier for the Times. He still had an easy-going smile and archaic wire-rim glasses. I grunted.

"Well, Lucky, I finally get a hot car under me and guess what?" he began, "No one wants to duel anymore. How are things with you?"

"I'm having Southern Comfort and wishing for some *female* comfort."

"Women troubles again?" he asked, sipping his brew.

"With me, the two are inseparable." I told him about Gloria, including the part about the Elite being enough to get me on my feet financially. I wanted all the sympathy I could get.

"So you're going to repossess her car . . . your car," Turbo mused while cleaning his glasses. "Why don't you just forget about Gloria and hire another repo-man to get the car?"

"Repo-men have reputations, too, Turbo! She shafted me right here in front of my friends. What would they think if I hired a ringer?"

"Who cares? You don't have a lot of friends anyway. Still, your dedication does appeal to my overly simple sense of justice."



In the end I waited two weeks before taking any action against Gloria. I wanted to give her every chance to be reasonable, or at least to think I had given up. As I turned off the Belt Parkway into the Bay Ridge section of Brooklyn, I wondered if Gloria had spent the last few days looking over her shoulder for me. That was doubtful. Gloria was a field reporter for Channel 86 News. She drove around looking for fire fights with human interest. We met when she caught a repo that had backfired on me.

Gloria lived in a fairly wealthy neighborhood near the shore, overlooked by the Verazano Bridge. A few of the houses had auto-targeting home defense systems; all were walled. Walls I could deal with, but having to dodge infrared laser scanners was a different matter. I didn't think Gloria had had time to put in anything fancy since the last time I had been here. That was a chance I'd have to take.

I passed a group of characters on bikes. They didn't do much besides look tough; I wasn't surprised. My car was a nondescript clunker which no one ever challenged or would think of stealing.

I parked around the corner from Gloria's house. It was dark and the street was dimly lit. Everyone seemed to be indoors, which suited me fine. If they didn't mind bikers rolling around, they probably wouldn't mind me, but I'd rather not have to worry. Besides, some of the equipment I carry tends to attract attention.

I slipped on my gas mask with the built-in light intensifier and sized up the job.

Gloria was living in a brownstone on a quiet side street. There was a walled carport in front, topped with plain barbed wire, as I remembered. I checked for recent modifications, then took a running jump and grabbed the top of the wall. I pulled myself up for a look. The silver Elite shimmered in the moonlight, its image clear in my intensifier goggles.

I noted the slight bulge of AP grenades on the car's sides. She couldn't buy my half of the car, but she had enough money for a new anti-theft system!

I heaved to the top of the wall and carefully worked my way under the barbed wire.

The carport's walls were heavily reinforced; I did not want to have to drive the car through them. I would have to pick the lock on the gate. I peered at it, searching for alarms, and found nothing. I had mentioned to Gloria that no alarm could stop me. I was lying, but I guess she believed me.

Silently I slipped down to the ground. Gloria's precautions were too little and too late. They might keep out your basic street scum, but not me.

There was a light on in a ground floor window. It was only Gloria's television, but seen through my starlight goggles it lit up her entire living-room. I saw her on the sofa, brushing her hair. It made me think of recent good times and realize that I had a few regrets.

I tore my eyes from her. I noticed the foot-wide water bowl by the wall moments before an overgrown wolf came tearing around the car, straight for me.

"Rowf! Rowf!"

"Eecagh!" I replied, or something equally intelligent. The dog was sneaky and well-trained. If I paused to pull my gun, I'd be the evening's entertainment, so I turned and jumped at the wall. I missed and tried again. This time I grabbed the top and pulled myself up, shutting the mutt up by letting him gnaw on my boot heel as he pulled my boot off. I climbed onto the wall as a flashlight beam speared me. This time I went over very quickly. I got hooked on the wire a few times, but it didn't slow me down. Behind me, Gloria yelled, punctuating her screams with 9mm bursts. They blew chips out of my armor and pushed me off the wall. I landed with a thud.



"You'll have to get a new suit of armor," Turbo said as he bandaged my hand. "It looks like she hit you with a machine gun."

"It was an Alamo Streetsweeper . . . I bought it for her birthday," I confessed, eyeing my dented armor. One more slug would have chewed right through.

"If you'd been more generous she would have killed you," he said, inspecting the bandage on my ankle: "You got sloppy, Lucky. Gloria's obviously out for blood."



"Maybe you could help me, keep me on my toes," I suggested.

"Well. . . You'd do the same for me if I were in this mess, God forbid."



Turbo drove a '36 Ramstang. It was jet black and looked low enough to drive under a fat snake. Since the Times didn't believe in heavily-armed couriers, the Ramstang mounted no guns. Of course, that didn't stop it from carrying a 340-kilo ramplante on the nose. Apparently Turbo had an overly-simple sense of tactics to match his sense of justice.

We slid into a parking space across the street from Gloria's house. I checked my grenades, tool kit and machine pistol, then tightened my armor straps.

"She seems to have done well for herself," Turbo said.

"She hasn't improved her defenses since last night."

"What for? They worked last night."

I flushed. "She may know everything I do, but that won't help her! I'm going in. I'll be out in five minutes — with that car!" I pulled on my gas mask and goggles and jumped out.

I got over the wall as easily as I had the night before. The Elite was still parked inside the wall. This time, I saw the dog first. He was chewing on my old boot. I let him play catch with a tear gas grenade, and after that he ran in circles until a wall broke his concentration. He tried barking but didn't get far with a mouth full of Cry-Baby.

I dropped down and walked to the gate. It took me a few seconds to pick the lock. There was no light on in the brownstone, so I allowed myself a leisurely stroll around the car. Whoever installed the anti-theft system knew his business. It took me a good five minutes to disarm the grenades on the driver's side. As I began forcing the car door, I was distracted by some cyclists whizzing by. I thanked heaven they weren't gas-burners. Damn noisy cyclists.

I concentrated on the locks. Gloria had had them changed, of course. I peered through the window. It looked like she hadn't changed the ignition; that at least would make my job easier. Finally the door clicked open. I may not be a mechanic, but I do know locks (and alarms, bombs, booby-traps and tripwires). I settled into the driver's seat, fitted my keys in



the ignition and started the motor. On an impulse I blew the horn a few times. When Gloria pecked out of a window I saluted her. Then the grenade went off under my seat.



Back in my apartment, Turbo was still laughing when I came out of the shower. I aimed a kick at him with my bad foot and repeated a word a cyclist once used before I ran him down.

"I could have been killed! It could have been concussion, or flechette, or frag!" I yelled.

"But it was paint!" Turbo gasped. He had his glasses off and was wiping his eyes.

"Electric pink paint." I now had a new hair style. Good thing I had been wearing my gas mask, or I would look positively elfin.

"If you could have seen yourself running through that gate! Why didn't you just drive out?"

"The entire windshield was covered with pink paint. I couldn't see out." I really felt like

murdering Gloria. Elaborately. I'd never talk shop with my next girlfriend — that was a solemn oath.

"I think she has you cold, Lucky," Turbo said, gasping for breath. I looked at the two sets of combat armor in the corner. One was shredded by bullets and the other was effeminate. A third, pristine set lay on my kitchen table. I began putting it on.

All right, so I couldn't just waltz in and drive the Elite out. It would take some time to safely disarm it. I had to choose another angle of attack. But then, there are an infinite number of angles . . .

A few nights later, I saw one of those angles take shape. I sat in my clunker down the street from Gloria's brownstone. I didn't have to wait long. Gloria drove the Elite out of her front yard, shut the gate by remote and came down the street towards me. I ducked down. I was sure she wouldn't recognize my clunker (it's that sort of car), but my pink hair was another matter. I watched her pass me by, the Elite's forward laser gleaming slickly.

After she had turned the corner I powered up and pulled out. No hurry — I knew where she was going. After all, I was the "fan" who had sent her the free ticket.

I drove past the Random Violence disco just as Gloria was getting out of the car, wearing that slinky black dress. She looked almost as good as the Elite. I turned into a back alley and parked, grabbed my backpack and walked down to the parking lot. There was no one around. I pulled the tow chain out of my pack and secured it to the steel rail running around the lot. I played out the chain as I crawled over to the Elite. I froze as another car, a bright red Indra Dragon, pulled in. Its driver parked and went into the disco and I relaxed. I secured the chain to the bumper of the Elite with a massive padlock, then walked back to my car.

Everything was working so far (that is, no one was shooting at me yet). I drove out of the alley and floored it. I may have mentioned that I drive a nondescript clunker, and I was right. However, it has a nondescript super power plant. I screeched into the parking lot like the vengeance of Fangio himself, expertly sideswiping the Elite. It did no damage, but the anti-theft device sounded its alarm and fired the AP grenades. That's the problem with anti-theft systems, they overreact. Patrons scurried into the lot, then dove for cover.

Gloria came out. I smiled and ran my fingers through my pink hair. She sprinted to the Elite as I pulled out. I accelerated until I was out of sight. Then I braked, hauled the wheel around and slipped into the alley again. I jumped out and began running back to the lot, my bad ankle throbbing.

Gloria had obviously tried to pull out and give chase. Her car had about as much chance of flying to the moon. The chain had been pulled hard enough to bend the steel railing, but it held. I walked over to the rail and placed a thermite mine on the chain. As Gloria jumped out of the Elite I activated the mine and ran around the opposite side of the car. Gloria began beating the chain with a tire iron. She had left the door open in her haste. A few friends were trying to calm her but she was still whacking away. As I climbed into the car, some guy watching Gloria saw me and yelled.

I'll never understand why some men think women are beautiful when they're angry. Gloria looked like she had swallowed her tongue. She came at me with the tire iron, clearly wishing it were a chainsaw. "Help me

get him!" she yelled. "I'll get you all on the news!"

Hands were fishing into jackets for guns. A few people were pulling auto rifles out of their cars. As I dove into the Elite a bullet tore my shoulder pad off. The car vibrated under multiple shots as I closed the door. I started the engine and prayed that thermite mine would go off soon.

It did, with a nice big flash. That chain could tow a big rig, but it couldn't take the thermite. The chain snapped and the Elite took off like a scalded cat. I sideswiped that red Dragon before regaining control and roaring out of the parking lot.

I settled back in my car. Everything had gone perfectly — too perfectly, considering my recent luck. Gloria wouldn't have jumped into the car without deactivating her booby-traps, but I still felt mildly uneasy. The mild unease solidified when the red Dragon flashed into the rear view portion of the heads-up display. The guy who had yelled to Gloria was driving. Gloria sat by his side, acting persuasive.

I ran a red light as the Dragon zapped the asphalt I'd been driving on. Cars around me honked angrily, then veered out of the way when the Dragon rounded the corner. On my left a street light vaporized. That's the problem with space cowboys — their lasers never run out of ammo, so they think they never need to practice gunnery.

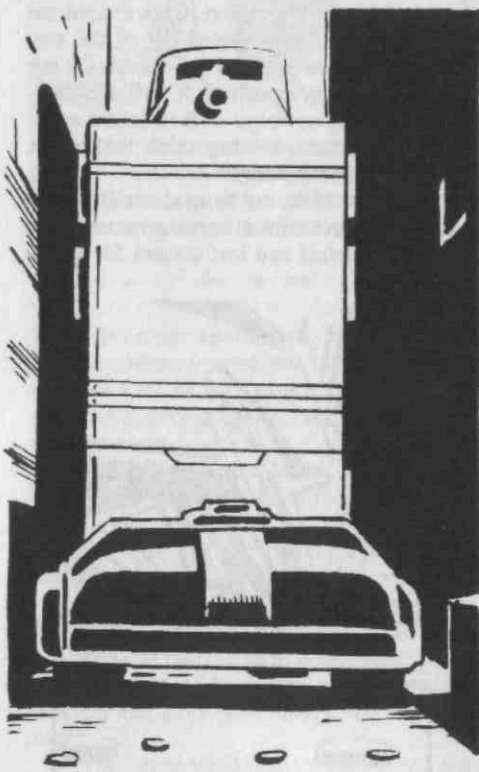
The inside of the car lit up as the Dragon's lasers finally connected, burning into my rear armor. I twitched and lost control for a sec-



ond. As I made a tight left turn, I triggered the turreted grenade launcher and dropped a few eggs behind me. I had no way to know if Gloria had changed the load since we broke up.

The Dragon drove straight through the grenades. There were multiple explosions and I had a cheer halfway out of my throat before I realized they were only flechettes. Why did Gloria want only flechettes? I guessed she'd planned to nail me with them. She would, but not the way she'd planned. The Dragon's lasers blew another hole in the Elite's trunk; it was starting to get hot. I triggered the mine-dropper. Better the mines exploded in the street than in my back seat. Suddenly the fire extinguisher cut in and I was sitting in foam.

The Dragon went over a mine and detonated it. The big car skidded and its laser burst went wide, frying another street light. With a quick burst of acceleration I skidded into a narrow side street. I continued dropping mines, knowing there'd be no way he could get past them in the alley.



I hit the brakes just in time to stop dead behind the sixteen-wheel truck blocking the street. I threw the Elite into reverse and almost hit the juice when I remembered the mines I had been dropping. The street was too narrow for me to pivot, the grenade launcher was useless and my twin laser was pointing forward. I did what any New Yorker would do in this situation — I blew my horn. A trucker appeared in the rear cupola port and made calming gestures. I blew my horn again and the gestures changed. The head ducked out of sight.

The Dragon came around the corner slowly, trying to avoid the mines. It stopped. Gloria was no longer smiling.

"You can either get out or fry," Gloria said over the CB.

It was time for a defiant reply. I switched my own CB to transmit.

"Hijackers!" I screamed. I screamed it again as I fired my twin laser into the rear of the truck. At my range there was no way I could miss; I didn't. I burned chunks out of the rig's back, stopping as soon as the trucker's head reappeared.

"Stay in and fry, eh?!" he exclaimed from the cupola. He eyed the Dragon angrily, then swung the coop' around to reveal a gauss gun. If he thought I was with the Dragon I was dead as well. I felt oddly calm.

I heard the faint whoosh of gauss bullets passing overhead, followed by the crunch of the slugs chewing through the top armor of the Dragon. The Dragon jerked into reverse and sped back down the street. I slumped back, closing my eyes. When I opened them again the trucker was standing by my door, smiling.

My benefactor, one Igor the Zap, was very grateful for my timely warning. He had been parked to secure some loose cargo and was preoccupied. He was so thankful he even offered a gratuity. Not wanting to arouse his suspicions, I accepted.

I dropped off the Elite at my apartment building and took a cab back to my clunker. The old heap never looked so good. As I drove into Dooley's, I patted myself on the back. Even after allowing for damage the Elite would fetch a good price. I loved it when revenge had a point to it.

Dooley grabbed me when I came in and gave me a smack on the lips. Turbo was pounding my back and shoving a drink into

my hand. All the other regulars let out a cheer. I was surprised good news traveled so fast.

"Yours is the superior intellect, my friend," Turbo said by way of a toast.

I laughed maniacally and tried to ignore my cuts, bruises and fatigue. Dooley might have thought I was being fresh the way I was leaning against her, but I was really having trouble standing. Just then the door opened and everyone fell silent. Gloria walked in. Turbo fell into a wary stance but made no move.

"Hello, Gloria," I said very coolly.

"We should talk."

"Right." I gestured at a table and we sat down. Everyone acted like they weren't listening.

"I knew you resented the way I broke things off, but I really didn't think things would go so far. I must have hurt you very much. I'm sorry." She studied the tablecloth as she spoke.

"Right. Well, we're even now. I bear you no ill will. I'll pay you for your half of the car in a day or two, soon as it's chop — er, sold."

"Good." She looked up and smiled. "Maybe we can part in good faith, as friends?"

"Maybe." Maybe BLUD and the AADA will bury the hatchet too. She got up to leave. I walked her out to the street and watched her catch a cab. As it pulled away, Turbo came up beside me and put his hand on my shoulder. I felt good. My victory was total.

"Lucky," Turbo began carefully, "where did you park your car?"

Did you ever feel reality hit you like a ram plate? Noticing the empty space you parked in does that. But I wasn't too worried. I probably knew the guy who stole it for Gloria.

Gaming Notes

Lucky's skill levels are as follows: Driver+2, Gunner+1, Handgunner-0, Mechanic+2. The equipment he carries varies with the sort of job he expects, but he'll usually have the following: body armor, battle vest, silenced machine pistol with AP ammo, 1 concussion grenade, 2 tear gas grenades, gas mask/light intensifier goggles combination, repo-kit.

The repo-kit is a specialized set of tools for

breaking into cars. The repo-kit is one grenade-equivalent and \$300. Any attempt at disarming an anti-theft device with a repo-kit is only a "hard" task for a mechanic. Furthermore, if the mechanic fails to deactivate the anti-theft device, there is a reduced chance of the system going off. If the mechanic rolls higher than half the number needed for success, rounded down, the grenades do not detonate and the mechanic may try again; if he rolls at or below half his roll, the system goes off. Example: Our man Lucky is attempting to enter his Elite. He is a Mechanic+2 and normally would need an 11 for the "very hard" task of disarming the anti-theft system. He is using a repo-kit, so the task becomes merely "hard"; Lucky needs a 9. He rolls a 5, which is a failure. However, since he did manage to exceed the half-roll of 4, the grenades do not go off and Lucky can try again in a moment.

Simply breaking into a car once the security system has been defeated is a "hard" task. These tasks take a variable amount of time based on the referee's discretion. Disarming an anti-theft system should take at least five to ten minutes; getting through a simple locked door may take as little as one minute. Of course, surroundings will affect the time it takes. Working with a broken arm in dim lighting while ducking patrolling guards will take some time. As always, a Mechanic+3 takes half the normal amount of time, and failure takes just as long as success would have taken.

Most law-enforcement agencies frown on people carrying repo-kits who are not licensed repo-men. Also, it is possible but very dicey to break into a protected car with regular or improvised tools.

Lucky's Clunker: Mid-sized, hvy. chassis, super power plant, hvy. suspension, 4 solid tires, driver only. VMG F, HDSS back. Tool box. FP armor: F35, B33, R30, L30, T15, U20. Accel. 10, HC 3, 5,194 lbs., \$16,216.

Gloria's, er, Lucky's Elite: Luxury, x-hvy. chassis, super power plant, hvy. suspension, 4 solid tires, driver, gunner. Twin laser F, GL loaded with flechette grenades in turret, MD B. Laser battery, fire extinguisher, spoiler. Cargo capacity: 50 lbs., 1 space (used for news equipment). Armor: F25, B25, R20, L20, T25, U16. Accel. 5, HC 3, 6,600 lbs., \$25,420.

Excerpts from the AADA ROAD ATLAS AND SURVIVAL GUIDE

Buffalo/Niagara Falls, New York

by Kurt Høglund and
Stephen Beeman

History

In 2007, the first commercial fusion power plant went into operation outside Niagara Falls, NY, just north of Buffalo. This location was chosen because the hydroelectric power facility at Niagara Falls was needed to provide large amounts of continuous power while bringing the fusion reactor on-line. Unfortunately, the site was already occupied by the Tuscarora Indian Reservation. Maintaining its long-standing traditions in Indian affairs, the U.S. government moved the Tuscarora homeland to Puerto Rico. Few accepted the government's relocation offers, preferring to move instead to Buffalo.

The decline of food sources impacted Buffalo as much as any other city. However, the Buffalo response was not food riots but food raids, scouring the area (especially Canada) for food. Vandalism soon cut the power lines connecting the Niagara Fusion Electric Facility with the rest of the New York power grid; isolated from central authority, the plant management hired local veterans and National Guardsmen to fortify and defend the facility. The dislocated Tuscarora Indians settled on the site of the closed Niagara Falls Airport, using it as a staging ground for assaults on the fusion plant. By 2018, attacks from Cleveland and Lake Erie pirates had begun, and the entire region generally descended into chaos. In the confusion, Grand Island seceded, forming the Grand Island Free State.

2018 was the peak of the Bad Years for Buffalo; by 2020, Buffalo and the town of Niagara Falls consolidated, moving many miles further inland. The ruins of the old

towns became fortress zones to ward off lake and border raids. In 2021, the Treaty of Peace Bridge was signed, ending hostilities between Buffalo and Canada. The state troopers, beginning to reassert control over the countryside, turned their attentions towards suppressing the outlaw packs; across the border, the RCMP did the same. These efforts alone did little to cut down on gang activity, but with the advent of autoduellling in 2024, gang raids on New Buffalo became only a minor threat.

The restoration of central authority led to the reconnection of the Niagara Fusion Electric Facility to the New York state power grid, giving Buffalo/Niagara Falls a major source of income to fund reconstruction. Aided by local investors and city dollar-matching, Amex Combat Autoworks built their main plant in Buffalo, to take advantage of the cheap power from the Niagara facility.

Today, the standard of living in Buffalo is nearly as high as it was in 1990. The Niagara facility and the Amex plant employ most of the city's 55,000 inhabitants. Commerce and trucking provide another source of income, as most traffic across the Canadian/New York border comes through either Buffalo or Syracuse. Tourism is making a comeback, and last year over 100,000 people visited Niagara Falls. Buffalo is a good example of the general recovery of the nation — it's come a long way, but has a long way to go.

Points of Interest

1) *Niagara Fusion Electric Facility.* The fortifications built around the facility during the Bad Years still exist, though today many employees commute from Buffalo rather than live on-site. Because this is the main source of electricity for much of rural New York, it is constantly guarded against terrorism; the power lines connecting it to the main grid are under 24-hour helicopter patrol. Visitors are generally unwelcome and are turned back at the gate.

2) *Old Niagara Falls International Airport.*

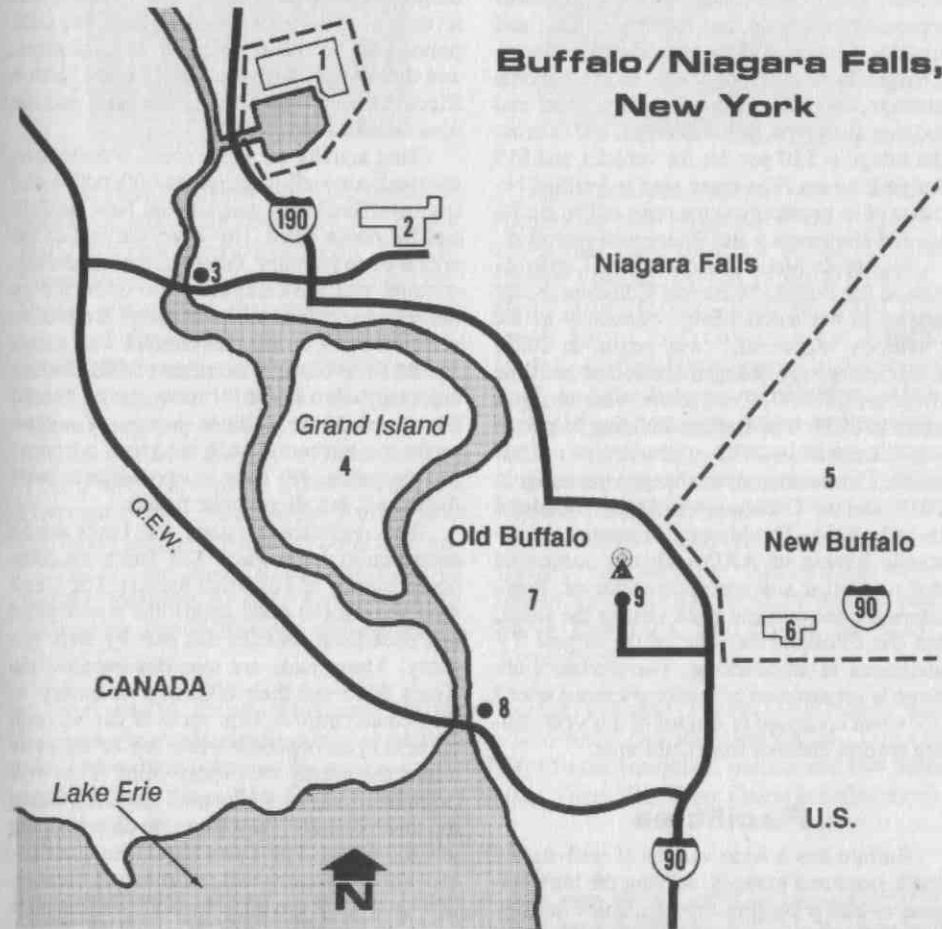
The displaced Tuscarora Indians claim the airport for their home. Though generally peaceful, the Tuscarora resent intrusion, especially by whites. Relations between the Indians and Buffalo are good, and most Tuscarora work in Buffalo; none work at the Niagara fusion facility, however, because of the Tuscaroras' hatred of the people who stole their land.

3) *Niagara Falls.* The Falls are just as spectacular today as they were fifty or a hundred years ago. A group of businessmen took advantage of this and built a hotel complex overlooking the Falls. The complex provides food, lodging, recharges, minor repairs and a safe view of Niagara Falls. Rates are quite reasonable: \$10 per adult, \$5 per child and \$25 per vehicle for a 24-hour pass.

4) *Grand Island Free State.* The residents of Grand Island declared themselves indepen-

dent of outside authority in 2018. Since then, the island has come to be known locally as "the loonic bin." Grand Island is a haven for outlaws of all sorts, since police forces of neither Canada nor New York will set foot on the island. There are no bridges to Grand Island, having all been destroyed during secession; boats and ferries provide transportation. **AADA Advisory: Avoid entering the Grand Island Free State at all costs. Combat there is a constant condition, and there are no emergency services.**

5) *New Buffalo/Niagara Falls.* Most businesses and facilities of Buffalo and Niagara Falls moved here in 2020 to a more defensible position. The fortress walls are little more than concrete barricades, but they served their purpose. Today, those walls have been outgrown, especially near the Amex plant.



Buffalo/Niagara Falls, New York

Niagara Falls

5

New Buffalo

90

U.S.

CANADA

Lake Erie



6) *Amex Combat Autoworks*. The Amex plant was built on the site of the old Buffalo International Airport. The runways are used as a proving ground for new vehicles. Amex security forces strongly discourage violence or independent duelling near the plant.

7) *Old Buffalo*. The old downtown area of Buffalo lies in ruin. Used as a defensive buffer zone against invasions from Canada and Lake Erie, it is now the home of dregs and cycle gangs. Police patrol only the surrounding thoroughways. Many informal duels take place here; the dangers and terrain of the area make such duels quite challenging and interesting, and news copters may frequently be seen in the skies over the area.

8) *Peace Bridge Truck Stop*. Peace Bridge is a major conduit for trade between New York and Canada, and is well-serviced and protected. The Peace Bridge Truck Stop boasts top-quality charging and repair facilities, and handles a large amount of trucking business. Charges here cost only 80% of the national average, though prices of repairs, food and lodging are 110% of the average; toll to cross the bridge is \$10 per tire for vehicles and \$15 for pedestrians. The truck stop is fortified because of its proximity to the ruins of Old Buffalo, and Highways 5 and 90 are well-patrolled.

9) *Buffalo Municipal Coliseum*. Construction on the Buffalo Municipal Coliseum, better known in the autoduelling community as the "Murphy Memorial," was begun in 2029. Contractors were changed due to cost and time overruns in 2030. Contractors were changed again in 2031. The Buffalo Building Inspector was dismissed in 2032 on charges of malfeasance. Contractors were changed yet again in 2033, and the Coliseum was finally completed in early 2034. The Murphy Memorial is constantly having its AADA charter suspended due to duellist and spectator accidents. Spectators are discouraged from visiting the arena, but the Coliseum has one of the largest TV audiences in autoduelling. The Buffalo Coliseum is yet again on probationary status after a TV tower collapsed in August of this year, killing several duellists from California.

Facilities

Buffalo has a wide variety of well-staffed truck stops and garages, serving the high volume of traffic passing through. There are two hospitals, both with full Gold Cross support.

One TV station is based here, devoting most of its air time to autoduelling broadcasts. Buffalo Coliseum is the only AADA-sanctioned arena (usually sanctioned, that is).

Organizations

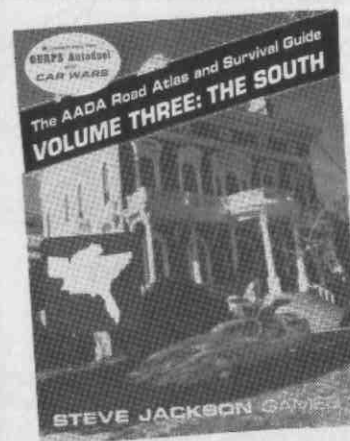
The local AADA chapter, the Buffalo Stampede, is unusual in that fully half of its members' vehicles mount ram plates. Buffalo Stampede members are considered highly dangerous on their home turf, the Murphy Memorial, because of their extensive knowledge of the arena's idiosyncracies.

The Buffalo Police have good equipment, receiving free vehicles from Amex; they have 25 patrol cruisers, two helicopters and five other vehicles, including a high-speed interceptor. They patrol the major truck routes diligently, keep an eye on New Buffalo, and let the rest of the area go unwatched. The state police take up the slack along the highways, and the security forces of the Niagara Fusion Electric Facility guard the power lines and the area around Niagara Falls.

Gang activity on major roads is quite low; the roads are well-patrolled by both police and truckers. Similarly, gangs avoid New Buffalo and the fusion plant. However, the rest of the area is open territory. Gangs combine, divide, conquer and are conquered too often for an outside observer to tell what gangs are prominent; suffice it to say that conflict with gangs should be avoided. The ruins of Old Buffalo especially are a home for many gangs. Grand Island would be another source of outlaw problems, but contact with the island is limited to boat traffic. No gang is very large or well organized, but all are quite hostile.

While technically a gang, the Tuscs are an exception in many ways. The Tuscs are composed entirely of Tuscarora Indians. They limit their activities to raids against the power plant and occasional vehicles that pass by their territory. These raids are tolerated because the Tuscs don't use their offensive weaponry — they count coup. A Tusc cycle or car will pull up next to an opponent while one of the crew marks the enemy with spray paint. They will continue to mark vehicles until they start taking too much damage; they then ride off whooping into the sunset. The Tuscs are skilled duellists, and when necessary will resort to true combat. However, they are quite friendly to those they consider "good enemies."

The Latest Volumes of the AADA Road Atlas!



The third volume of the popular *AADA Road Atlas and Survival Guide* will tell you everything you need to know about the roads, politics, police, tourist attractions, restaurants and truck stops of the southern United States. You'll find out the real story behind the Confederate Commando Corps, an Arkansas group dedicated to the return of the "glory days" of the South. You'll also learn about South Carolina's Governor-for-Life Charles Jordan and the new capital of Florida, Los Disneys.

The AADA Road Atlas and Survival Guide Volume Three: The South is written by David Bowden and edited by David Ladyman.

The AADA Road Atlas and Survival Guide Volume Three: The South and *Volume Four: Australia* are available from fine retail outlets everywhere. You can also order them postpaid by mail — send \$7.50 (Texas residents, please add 60¢ sales tax.) *Volume One: The East Coast* and *Volume Two: The West Coast* are also available at the same price.



The economic superpower of 2038, Australia has triumphed during the crises that have ruined a world. In this fourth volume of the popular *AADA Road Atlas* series, duellists learn the truth about anarchy in New South Wales, forced-labor gangs in Queensland, and the autocrat of Victoria. Also included are complete petrol and ethanol rules, a dictionary of Australian slang, and a complete adventure — "2,000 Metres, Straight Down."

The AADA Road Atlas and Survival Guide, Volume Four: Australia is written by Greg Rickards, Gary Makin and Steve Reynolds, and edited by W.G. Armintrout.

STEVE JACKSON GAMES
BOX 18957-T AUSTIN, TX 78760

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The 2037-2038 Autoduelling Season

Once again the old year ends and the new begins, and again it's time to start thinking about the upcoming autoduelling season. The 2037-38 World Championships promise to be the biggest and most exciting ever, being held at Origins/GenCon 88. We'll get to the procedures for this year's championships soon.

First, however, we want to make sure the AADA club roster survived the change of editors intact. To be eligible for the '37-38 season, a club must be in good standing as of March 1, 1988. The following is an abbreviated list of all clubs currently eligible:

Aussie Impact
Baltimore League of the Autoduelling Elite
California Racing and Autoduelling Society of Hell-Raisers
Canadian Autoduel Association
Central Ohio Duellist Association
Cleveland League of Duellists
Commercial Intelligence Bureau
Community Leaders of Duelling Sanely
Corporate League of Autoduellists in Washington
Driving Tigers/Road Wolves
Duellists, Exterminators, and Terminators for Hire
G.U.T.S.
Indiana Brickyard Autoduellists
Iron Rangers
Lex Talionis
Madison Autoduel Association
Marin Marauders
New England Autoduellists — Connecticut Chapter
New Omaha Vehicular Association
NOMADS
NOMADS, After Six
NOMADS, North Division
Northwest Autoduellists
Order of the Black Rose
Outlaws

Ridgewood Organization of Autoduelling
Royal Autoduelling Association of Great Britain
Slaughter Autoduelling Incorporated, Saskatoon Troop
Suffern Autoduel Division
Sydney's Highly Intelligent Elite Legionnaires of Death
Washington Recreational Extra-Curricular Kamikaze Strikeforce
West Coast Autoduelling Vigilante Enforcement

These clubs have memberships which will expire before the March 1st deadline:

Carmel Autoduel Association
Central Arizona Road Duellists
Houston Free Oilers
Jersey Autoduelling Establishment
Missouri Autoduel Division
Motorcity Warriors

Finally, these clubs have let their charters lapse:

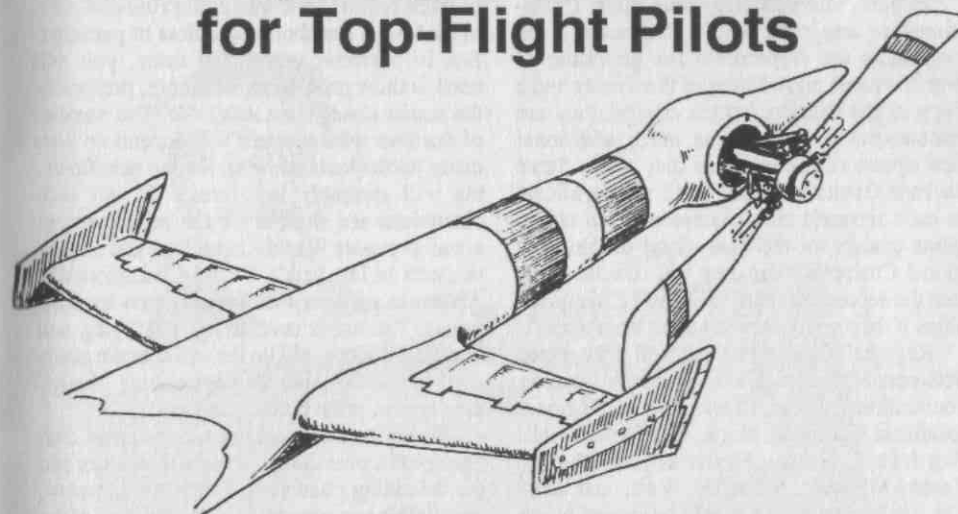
Capitol Area Racing Society
Colorado Arena and Road Society
Dayton Autoduel Division
Dragon Autoduellists and Guardians of the Road
Four Horsemen of the Apocalypse Autoduel Association
Land of Lincoln Autoduel Association
London and Essex Autoduel Association
Palo Alto Region Autoduel Organization of X
River City Autoduel Association
Royal Autoduelling Association of Australia
San Diego Terrorist Resistance Autoduel Patrol
Woodinville Autoduellist & Terrorist Organization

If your club is on the wrong list (or isn't on the list at all), or if you want to form a club in time for the championship season, let us know right away! We'll print a complete, official list of eligible chapters in issue 6/1, to give all the unaffiliated duellists out there a chance to find one before the Club and Regional Championships begin.

Preliminary Rounds

This year's championship season will differ from last year's season. The championships will consist of three rounds: club,

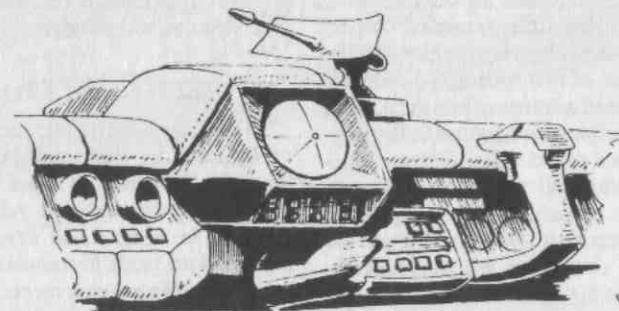
Top-Flight Products for Top-Flight Pilots



IMPROVED TAIL ASSEMBLIES

Fly through the air with the greatest of ease with an Improved Tail Assembly from Aerodrome Industries! Our factory custom-modifies your 'copter during production for higher stability at flight speeds, giving you that extra edge of security in combat or high winds. Fly sure with Aerodrome!

Improved Tail Assembly — 20% of body cost and weight. Must be purchased when the helicopter is constructed; cannot be retrofitted. May not be used on grasshoppers. Reduces the penalty of any hazard by 1 at 60 mph or above. Benefits are lost when back armor is destroyed.



LONG-RANGE RADAR

Get the drop on adverse weather (and adversaries) with Long-Range Radar. Detects vehicle-sized objects at ranges up to 15 miles! This is the *only* system certified for use by the Texas Rangers, so accept no substitutes!

Long-Range Radar — \$10,000, 100 lbs., 1 space. Works like regular radar, but with a range of 15 miles. Note that, as with regular radar, hills and other large terrain features will block radar line-of-sight, limiting the usefulness of this device in ground vehicles.

AERODROME INDUSTRIES

regional and world. All AADA members will be eligible to compete, one way or another.

Eligible chapters may hold Club Championships any time before Regionals. Club presidents are responsible for providing us with the name and address of the winner and a copy of the winning vehicle design; they are encouraged to provide as much additional description of the event as they wish. Steve Jackson Games will mail a \$15 gift certificate to each reported club champion. Club champions qualify for the final round of their Regional Championship; they will receive a bye into the second round of the World Championships if they are unable to attend Regionals.

Regional Championships will take place between March and July at major gaming conventions. There should be ten Regional locations: California North, California South, Northwest, North, Northeast, Southeast, Texas, Midwest, Mountain West, and Central. Each tournament should be hosted by an AADA chapter at a convention; interested clubs should contact us as soon as possible. SJ Games will provide the arena rules and setup. The host chapters are responsible for the same information required from the club presidents. We will give an official list of Regional locations in issue 6/1.

All AADA members are eligible to play in any Regional, regardless of whether they compete in other Regionals; however, no person may win more than one Regional. The event will consist of two rounds, six winners from the first round advancing into the second round. Club champions are automatically eligible for the second round. The division classification and arena will be the same for all regions and will be published in *ADQ 6/1* to give everyone equal information before the event. Regional champions are automatically eligible to play in the final round of the World Championships and will receive a prize of some sort. To help defray travel costs, Steve Jackson Games will give a \$50 reimbursement upon arrival to all regional champions attending the World Championships. Club champions of overseas chapters are considered regional champions and will receive the prize and the travel reimbursement as well.

World Championships

This year's World Championships will be held by SJ Games at Origins/GenCon 88 in

Milwaukee, Wisconsin, sometime between August 18th and 21st. The event will consist of three rounds. The qualifying round is open to all AADA members regardless of participation in previous events. To enter, you will need to show proof of membership, preferably the mailer cover from *ADQ 6/2*. The number of duellists who advance will depend on how many participants show up for the semifinals, but will probably be around 18. All club champions are eligible for the semifinals, as are all previous World Champions and all participants in last year's World Championship. About six winners will advance into the final round. The arena used in the qualifying and semifinal rounds will be the same as the arena used in the Regional Championships, though the division price limits may vary.

All regional champions and overseas club champions, plus the six semifinal winners and the defending champion, Mike Montgomery, are eligible to compete in the final round of the World Championships. The division cost will be announced the day before the final round, but the arena, which will be different from the Regional arenas, will remain secret up until the event begins. The winner of the World Championship will receive a trophy, a lifetime subscription to *Autoduel Quarterly*, and various other prizes to be decided on later. The second- and third-place winners will also receive some sort of prize.

Official Rules

All standard rules from the second editions of *Deluxe Car Wars* and *Dueltrack* will be used. The Variant Fire Rules will be in effect, though all other optional rules and variants will not. In addition, all rules are subject to clarifications made in *Autoduel Quarterly* and other *Car Wars* supplements, provided such supplements were released one month prior to the event; gadgets on the *Uncle Albert's 2038 Calendar* do not become available until the first day of the month in which they appear. Can-Am, Indy, Sprint and Dragster body styles may not be used, pending a decision from the AADA Equipment Utility and Safety Committee.

Get those tournament proposals in soon. More details, including the locations, divisions and arena for the Regional Championships, will appear in issue 6/1.

Autoduel Quarterly

UNCLE ALBERT'S 2038 CALENDAR



At thousands of outlets coast to coast, Uncle Albert leads the fight against high prices.

In 2038 you can take advantage of special prices for the best new gadgets from Uncle Al's Auto Stop and Gunnery Shop. Between the covers of this delightful new calendar you'll find great new gadgets like sloped armor, surface-to-air missiles, man-portable rocket launchers, assault rifles, gyrosluggers and x-ray lasers.

You'll also have all of the most important dates for the truly dedicated duellist, and a bevy of beauties — Al's Gals.

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

STEVE JACKSON GAMES
BOX 18957-T AUSTIN, TX 78760

ADQ Classified

WANTED: ALL DENVER AREA duellists who want to join my club. We are considering affiliating with the AADA, so hardcore duellists write now and join us: the Few, the Proud, the Insane, HAVOC (Highway Autoduellists for Vengeance Of Colorado). Write to: J. Graham McLaughlin, 2360 South Monroe, Denver, CO 80210.

DELTA SECTOR: THE RED, REPEAT, red chair is against the wall and the silver, repeat, silver chalice is MISSING. Locate and report. A.A.

WANTED: DUELLISTS TO HELP with a serious bi-monthly newsletter. For more info, send an SASE to Jim Stults, 2242 Longwood Ct., Wichita, KS 67226.

FOR SALE: ADQS 1/1 THROUGH 3/4, good condition. Will take best offer. Robert May, 218 15th St., Richmond, CA 94801-3213.

CAR WARS ENTHUSIAST IN KANSAS City area seeks fellow enthusiasts to form an AADA chapter/corporate club. Please contact Chris LeCluyse, 8941 Pflumm Rd., Lenexa, KS 66215 if you are interested.

BLUD, ARF, AND EDSLS BEWARE! The Lincoln Avengers are ready for you! Join this newly forming group and find out what autoduellling is all about! Write to Tim Jacques, 7222 Selleck, 600 N. 15th, Lincoln, NE 68508. I'm also looking for pen pals.

ADQS FOR SALE! ISSUE 2/4 AND ALL of Vols. 3 and 4 currently available at reasonable prices. Also seeking gamers to play just about any board or computer game on the market. Have IBM (w/modem) and access to C-64 and Apple series. Write Dennis Dougherty, 8613 Ferris, Morton Grove, IL 60053.

WANTED: AADA MEMBERS TO form a Charleston-Huntington W. Va. chapter. Contact: Brian Thacker, C-Rt. Box 206A, Sissonville, WV 25320.

WANTED: AUTODUELLISTS TO form a *Car Wars* group in the Rancho Penasquitos area. Contact Mike Smith, 9620 Grace-land Way, San Diego, CA 92129.

DESPERATELY NEED LIVING DUEL-lists in the Vancouver area. Also need to trade scenarios. Write Jason Bailey, 4327 Dollar Rd., North Vancouver, BC V761A9 Canada.

ATTENTION ALL AUTODUELLISTS in the North Adams, MA area. I wish to start a *Car Wars* club. AADA members preferred, but I will take anyone. Please contact Evan Milewski, Strykers Rd., Florida, MA 01247.

ATTENTION, DUELLISTS IN THE Aurora-Denver area! Do you wish to form an AADA chapter? Interested in playing in a corporate campaign, or swapping gadgets, stories and vehicle designs? Randy Lander, 14697 E. Wagontail Place, Aurora, CO 80015.

ATTENTION: GARY L. CANTERBURY and anyone else interested in testing new duelling equipment from Northcoast Autoworks or forming a duelling team in the Lorain-Cleveland area of Ohio. Contact John Bucknell, 204 James Circle, Avon Lake, OH 44012.

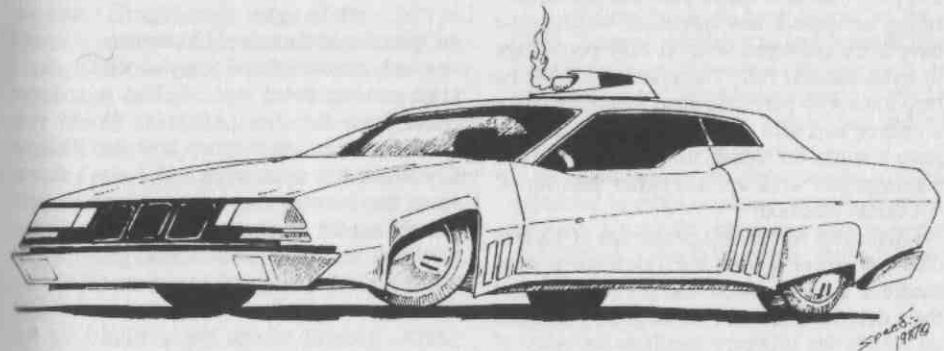
YET ANOTHER PERSON IS BEGGING those few people with past ADQs to part with them for large cash sums (well, pretty large!). I'm looking for 1/1 to 2/3, 3/2 and 3/3. If you have these issues, or want to join a club in the Central Jersey area, write to: Bo Somogyi, 308 S. 3rd Ave., Highland Park, NJ 08904.

WANTED: ADQ VOLUMES 1/1-2/4 and 4/2-5/2. I will pay cash for issues in good condition. Does not have to be a complete set; I want whatever I can get in good shape. I also have dozens of vehicle designs. Please contact Gary Ellington (aka "Flyboy One") at 175 Coventry Rd., Virginia Beach, VA 23462.

WANTED: DUELLISTS (PREFERABLY junior high to high school age) in northern Utah area to form new AADA chapter called LEAD. Contact Jared Meyer at 1869 E. 6550 S., Ogden, UT 84405.

Republic presents a western tradition THE BRANDING IRON

The branding iron — used by cowboys for centuries to mark what was theirs. Now Republic Motors brings the power of the branding iron to autoduellling with the new 2038 Branding Iron, premier model in our new spring line of sedans. Featuring incendiary rockets, a heavy flame cloud and "Dragon's Breath" high-temperature flamethrower fuel, all backed up by a ram plate, the Branding Iron is a sure-fire way to make your mark.



The Branding Iron. Heat It Up and Drive It Home.

Branding Iron — Sedan, x-hvy. chassis, large power plant, hvy. suspension, 4 solid tires, driver only, RL w/incendiary ammo bumper-triggered front, FT w/HT ammo in turret, extra magazine for FT, HDFCE back linked to FT, fire extinguisher, targeting computer. FP Armor: F30 with ramplate, B20, R20, L20, T25, U11, 2 5-point wheelhubs front, 2 5-point wheelguards and 2 3-point hubs back. Accel. 5, HC 3, 5,998 lbs., \$23,736.



Republic

Editor's Note: See more sedans in *The AADA Vehicle Guide Volume 2*, coming this January to your nearest AADA headquarters!

Backfire

I'm writing this letter on behalf of all the independent duellists who usually just get together with a bunch of friends to play *Car Wars*. My major gripe is the "roll two dice and pray" method which has been the editor's ruling on quite a few questions which could have been answered with an easy percentage or basic success roll. These answers offer no help to us who play in lawless batches without a referee and who need something in print to have it work. So please, no matter how crude a system you work up, it is better than the ol' "RTDaP" method!

Also, one of the best properties of a game like *Car Wars* is that the rules are a rigid medium around which the players can test their designs and battle strategies. The basis on which this property stands is the unity of the rules. So whenever the editor replies "let your referee decide," it only aids in separating all *Car Wars* players from such a unity. In addition, when a player in the aforementioned lawless batch tries to standardize a particular rule before a duel, it usually blows the cover off a tactic or plan of his, and also gives his opponents a legal way to make doing a simple, realistic plan harder than tightrope walking across the Grand Canyon! I hope you think of these comments before you answer your next batch of questions.

— Bob Somogyi
Highland Park, NJ

Well, Bob, if you have a problem with the RTDaP system, why don't you talk it over with your referee and have him come up with something better?

Sorry, just kidding. I understand your complaint, but there's not much I can do. So many of the kinds of questions you're talking about are roleplaying issues — what are my chances of seeing this, what roll do I need to catch that. Off-the-cuff, consistent answers to such questions are impossible to give without developing a much more complete skill system

for *Car Wars*. We've done this already — it's called *GURPS Autoduel*.

Short of a skill system, the only answers I could give would be arbitrary and inconsistent. Furthermore, these questions often refer to situations that are highly unlikely to ever occur — in or out of a game. I can't justify giving permanent, graven-in-stone answers to one-shot questions. However, I'll keep the issue in mind and try to give more detailed answers.

— SMB

"... while some claim 'ripoff' when we put the rules in *Autoduel Champions*, it would be much more unethical to try to sell the exact same product twice . . ." That is a direct quote from Backfire, ADQ1/4. Would you care to change your ethics now that *Deluxe Car Wars* has been released? I don't know what the current rate of exchange is, but £13.95 is a lot of money to pay for a collated rulebook and a cardboard box. How about offering just the rulebook to players of the *Car Wars* game who have supported it for five years, without whom there would be no *Deluxe Car Wars* and less money in your Swiss bank accounts?

— John Cudmore
Cefn Coed, United Kingdom

Well, you're talking to the wrong person. Personally, I would have published a helicopter rules supplement, in the style of the *Car Wars Expansion Sets*. But that's immaterial. *Deluxe Car Wars* is not just a rehash of the old rules. True, it is a compilation of the three Pocket Box supplements (and the trike rules from the *AADA Vehicle Guide* and the helicopter rules from *Autoduel Champions*), but it also contains some major rules changes, revisions, corrections and so forth. Selling the DCW rulebook alone wouldn't reduce the cost by much. The price isn't the box, and it isn't the road sections and cardboard counters. The price is the work that went into putting it together — writing, editing, drawing and typesetting. We like to think that the extra components add to the value of the game; it's unfortunate that you don't agree. But it's not a matter of ethics, ingratitude to our customers, or Swiss bank accounts.

— SMB

The more my companions and I travel across the U.S., the more areas we find declared "off limits" by the national and Free Oil States governments. Some of these areas we can dismiss as weapons testing and training sites, but some have made me very suspicious.

The following areas are under question: southwest North and South Dakota, northwest Nebraska, eastern Wyoming, Scottsbluff, Nebraska, central Montana, Lubbock, Texas, and various small towns surrounding these areas. Most of them are unfenced, with warning signs posting the land as "government reserves." On frequent occasions, we were met by armed troops, some of which had protective suits; we were advised that deadly force would be used unless we left. My curiosity was aroused, so I did a little investigative work.

I was intercepted and forced back every time I tried to fly over such prohibited areas for reconnaissance; every time I ran computer searches for information about those areas, I was stopped by "Classified" labels. Eventually, through more and more covert investigations, I came up with some shocking prelimi-

nary findings. Radiation levels in these areas were several times safety limits — and where radiation levels were normal there were traces of chemical and biological contamination. Records showed that these areas had been abandoned through federal "strategic relocation."

After another four years of research, I've come to the following conclusions:

1. By the looks of it, the Short War was more damaging than the government admits; our SDI protection was not as foolproof as we thought. At last count there were 41 areas of radioactive, chemical or biological contamination.

2. Fallout readings have spread as far as Ohio. Various agricultural and manufactured products from the areas in question are screened several times before going to market. Apparently, the damage peaked just recently and is starting to settle down.

3. Information on these areas is tightly restricted in other countries as well. Europe is keeping a tight lip when it comes to certain "off limits" areas in Germany, Poland, France and England.

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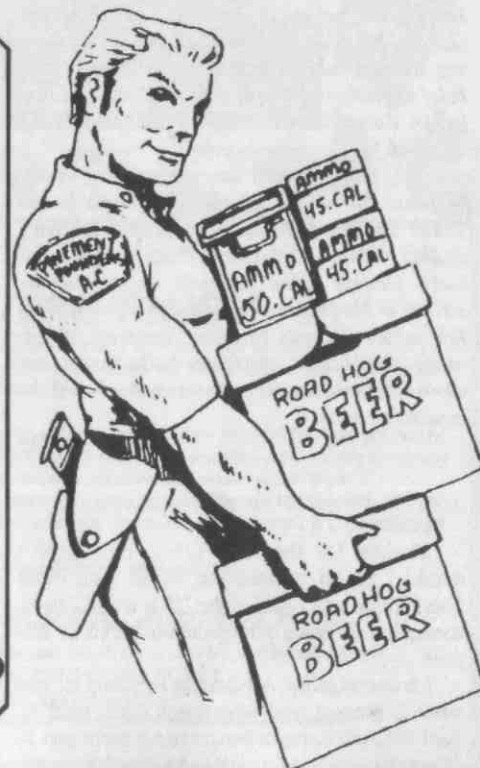
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BY THE WAY, DID WE MENTION PARTIES!?!



4. The reasons for the cover-up are unclear. Perhaps the various world governments simply don't want discouraging rumors spread just as they're beginning to recover from the Bad Years. These governments may also wish to avoid the public outrage that would follow the discovery that all the millions of dollars of research on SDI had gone to waste —outrage that might end the careers of politicians who supported SDI (many of whom hold office today).

5. Avoid these areas if possible! Stay off any posted government land — we still don't know the full extent of contamination.

My investigations of Lubbock, Texas were sloppy; I'll have to hurry if I want to get this letter to the AADA headquarters in Austin. I urge everyone out there to consider these findings. The truth will out!

— Timothy D. Jacques
Bellevue, Nebraska

This letter was found in the wreckage of a brief road duel outside our offices. The body in the wreck was identified by police as one John Smith, a day laborer employed at the San Gabriel Nuclear Facility near Austin. According to medical reports, he was caught in a brief radiation accident at the facility, causing brain damage. No other employees were affected.

Still, believing his story worthy of investigation, the AADA contacted officials in the Texas and United States governments. They denied all such allegations; Poughkeepsie and Lake Geneva were the only major nuclear strikes in North America, though there were a few minor impacts in other locations. Obviously, this letter is simply the hallucinations of an unfortunately ill person and should be treated as such.

— SMB

Leslie . . .

Thanks for the beer offer, but I don't drink. I prefer to face the world with clear eyes, thank you. As for the "flat earth" comment, it's obvious you've never lived in Illinois . . .

I know what the All-Seeing Pyramid is, and what it means, and who most often uses it. And the ARFs might be carrying them just to annoy conspiracy theorists. At least I hope so.

Answering your arguments:

The Iran/Contra thing: The Iranians didn't talk, some Turk did. I had to search through some old news files at MiniRec to find out what you were talking about (most of these events took place years before I was born . . .), so *pardon me* if I let the past remain the past. The files on the whole fiasco are open to the public, and if you pay attention (watch C-Span if Anarchists use Cable TV), you can find out about these things when they happen. Get your head out of the 1900s and grow up.

Deep Throat: Tempting, but I won't say it. Not here, anyway.

The late SISC members: Where did you get that? You seem to forget that A) Wesley assembled the committee, and it's really stupid to have more than one token opposition member on your own team, and B) Wesley was a target! Are you insinuating that his late wife voted against him?

The Dempsey XM-6: Of course it's well hidden; you know as well as I do that it was demolished in Midville. I've still got video cubes of the fight. I'll grant you the B/B heist might have been a fake, but it seems like a lot of bother with no obvious goal when, given the political condition, \$5 million was (and still is) a substantial amount of money to the U.S. Government.

Wesley's rantings: Again, a check with the files of MiniRec utterly failed to find the quote you're so proud of. Find out what he said, not what you believe or think he said. In any case, he has no aspirations for the White House.

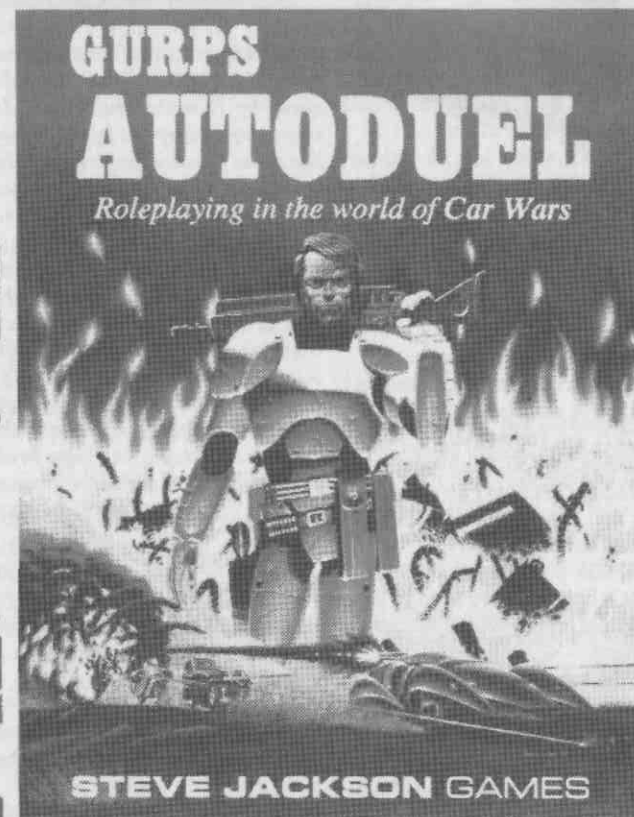
Power Corrupts: Sure does, and that's why the mangy beast is arranged so that no one individual carries much of it. I know the Anarchy Party formed because the government couldn't bail America out of the Blight and accompanying riots, but did you expect to just sit on your duffs and wait for a miracle? GROW UP! FACE REALITY! Disasters happen. And stop misspelling my name, you hermaphroditic clown.

— Charles Oines
DeKalb, IL

"... hermaphroditic clown"? Play nicely, children . . .

— SMB

Autoduel Quarterly



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ADQ&A

Slopes affect both max speed and acceleration. In general, figure that each degree of slope decreases (or increases) max speed by 1 mph. Thus, a 15° uphill slope decreases max speed by 15 mph, while a 30° downhill slope increases max speed by 30 (Wheel!). If, due to the speed penalty for an uphill slope (or due to losing the speed bonus from a downhill slope) a vehicle is traveling above its max speed, use the speeding rules; if the vehicle is using an IC engine, it must slow down by 5 mph per turn.

Slopes less than 15° don't affect acceleration at all; slopes between 15° and 30° subtract (or add) 5 mph per turn; slopes between 30° and 45° subtract (or add) 10 mph per turn; etc. This modifier is applied before acceleration or deceleration; thus, traveling down a 35° slope, you must brake by 10 mph each turn just to maintain a constant speed.

— SMB (and David Ladyman)

1) For 6-wheel or larger vehicles, and any vehicle with trailers, must every tire have HD shocks? HD brakes? Antilock brakes?

2) Are HD shocks available for oversized vehicles?

3) Since a fire extinguisher takes a space, by the rules it can be component armored. Is this correct? Must CA around the power plant include the fire extinguisher?

4) When firing a pair of linked weapons, will switching to firing without the link reduce or eliminate the sustained fire bonus?

— Unknown Duellist
Bethesda, MD

1) Yes; yes; yes. If a vehicle with one of these systems is pulling a trailer that is not so equipped, the bonuses are lost.

2) Yes, as are HD brakes.

3) No; no. An item with no DP cannot be component armored. Some items (for example, nitrous oxide and superchargers) must be included with the plant when it is component armored, but fire extinguishers and other systems do not.

4) No, the bonus remains in full.

— SMB

1) Which of the following armor types may be made from metal: a) fifth wheel guard, b) rotor armor, c) EWP armor, d) camper-shell armor, e) car top carrier armor, f) wheel guards, g) wheel hubs?

2) Does the 1/3-spaces-per-side limit apply to the mini van trailer?

— Another Unknown Duellist
Sydney, Australia

1) a) yes, b) no, c) yes, d) see below for details, e) yes, f) yes, g) yes.

The camper shell is a device that many people misuse — not surprisingly, since the description is vague. To clear up the mess, this is the way camper shells will be from now on:

Camper body style — \$1,400, 2,300 lbs., max. load 6,500, 17(+7) spaces, armor \$30/14 lbs. per point. An extra-heavy chassis for a camper would cost \$1,400, while heavy suspension would cost \$2,100.

2) No.

— SMB

1) If a vehicle pulling two trailers goes out of control, which trailer is affected?

2) If four EWPs are put on an oversized vehicle, may all four fire in one direction or must the front pair fire forward while the back pair fires backward?

3) Could a vehicle with a solar panel recharge other vehicles?

4) Can an oil gun be loaded with a mixture of oil and paint rounds, similar to a grenade launcher?

— Drew Dreasler
Chicago, IL

1) Roll for each trailer separately on Crash Table 3. Results for the first trailer that also mention the tractor affect the tractor normally; results for the second trailer affect that trailer only.

2) All four may fire in one direction.

3) Yes, but both must be stationary. Only one vehicle at a time may be charged.

4) Yes.

— SMB

1) If a car rolls onto mines on its top or side, will it have a higher chance of detonating the mines due to the surface area? And do the tires still take damage?

2) When a car sets off mines, which damage counts as a hazard (underbody and/or tire)?

3) If a tire is blown out, can the wheel be destroyed later?

4) Can a radar- or wire-guided missile turn around for a second chance?

5) How many DP does a radar- or wire-guided missile have in the air? Can hand weapons affect it?

6) If a helicopter hits the ground, do the skids take damage first?

7) If a tire is attacked by a fire-inducing weapon, do you roll normally for the tire to catch fire, and should it be treated as a napalm tire fire?

8) What is the modifier for throwing a grenade in the bed of a pickup, and what armor would it affect?

9) Can a camper use a 3-space turret?

— Roscoe Wilberforce III
Ergomania, CA

1) The mines are automatically detonated, and the tires will still take damage unless the car is on its roof. Guards and hubs will protect against this damage if the vehicle is on its side.

2) Add up all damage taken and apply as one hazard.

3) No.

4) Radar, no; wire, yes. Missiles may not perform any maneuver of greater than D3, so it would be difficult to come around for a second pass.

5) In the air, a missile has 1 DP. Only weapons that do damage to vehicular components will affect a missile.

6) Yes.

7) Yes, and yes. Tires may be made fireproof, at double cost. Tire fires will spread to the vehicle's interior (using the napalm mine rules) regardless of whether the vehicle's armor is fireproof.

8) Targeting modifier is -3, and back armor is affected.

9) Yes.

— SMB

1) Can the Stinger or Bazooka use armor-piercing rounds or a laser targeting scope?

2) Does maneuver foil armor take up space?

3) Can a 10-wheeler use the Windjammer?

4) Will component armor protect against the damage caused by a limpet mine placed directly on a firing port?

5) If a helicopter has extra rotor blades, does rotor armor cost or weigh any more?

6) Must a helicopter have the same number of main and stabilizing rotor blades?

— Gary Ellington
Virginia Beach, VA

1) Can one have IC engines in cargo space?
2) Does a tanker trailer with metal armor have to have 20 points of metal armor in every direction?

3) Can a gas tank be put in cargo space?

4) When firing at metal armor, when is debris created? When is an obstacle created?

5) In ADQ 2/2, in response to John Nowak's letter, it says that all hand weapons in C&C do full damage minus 1 to vehicles (for example, the AV crossbow does 2d-1 to vehicles). Is this still correct?

6) Shouldn't SMGs be area effect weapons? After all, that's how they are used in the real world, and in the game world machine pistols are area effect.

7) What about the rules for up- and downhill travel printed in ADQ 1/2? Are they official? If so, you should reprint them, since that issue is no longer available.

— Jonas Karlsson
Umeå, Sweden

1) No. Gas engines have radiators, drive trains and other stuff that wouldn't work if the engine were in cargo space.

2) No. Only 4 points of metal are required, but if any location uses metal armor instead of plastic, all locations must use metal armor.

3) Yes.

4) Debris is created whenever one or two points of metal is lost or 10 points of damage penetrate to the vehicle's plastic armor or interior. An obstacle is created whenever three or more points of metal are lost or 20 points of damage penetrate the metal.

5) Those rules are no longer in effect. All Chassis and Crossbow weapons are considered normal hand weapons: most do no damage to vehicles, but the pike and AV crossbow do half damage to vehicular components; all do full damage to tires. Note that metal armor can take damage from hand weapons.

6) Yes, the SMG is area effect.

7) Those rules are official (with minor modifications). Here they are:

- 1) Yes, yes.
- 2) No. The description of maneuver foil armor is bad. This is the way it should read: "Maneuver foils may be armored; this armor costs \$5 and weighs 2 lbs. per point per foil."
- 3) Yes.
- 4-6) No.

— SMB

Will an ATAD fire at a radar- or wire-guided missile?

— Steve Sanders
Winthroy Harbor, IL

Yes.

— SMB

- 1) Does a huge heavy transport helicopter take a D1 hazard from one point of damage?
- 2) Will explosive spikes blow the wheel off, or just the tire?
- 3) Does the Cloud Bomb do 3d damage to every location of an affected vehicle?

— V. S. Thatcher
Stoke-on-Trent, England

1) Yup.

2) Just the tire.

3) Yup. The 1d burst damage is treated as a normal burst effect, however.

— SMB

- 1) How many grenade-equivalents is a gyro-sluggler?
- 2) What are the burn modifiers and burn durations of twin lasers and X-ray lasers?

— Robert Paige
Plantation, FL

1) 2 for one barrel, 3 for two barrel.

2) Twin laser — 1. X-ray lasers of all kinds cannot set vehicular fires.

— SMB

- 1) May weapons be aimed solely using radar? If so, what penalties apply?
- 2) What kind of Mechanic task is changing a tire? How long does it take?
- 3) If two linked VFRPs are fired, must they fire the same number of rockets each?
- 4) How many times will a vehicular fire extinguisher work?
- 5) Are the new division classifications in ADQ 5/1 official?

— Mike Hanson
Location Unknown

1) Yes; -1, but no other visibility penalties apply.

2) Trivial task; 15 minutes.

3) Yes.

4) As long as the power plant works.

5) Yes.

— SMB

- 1) Is a WGM disrupted by a Bollix?
- 2) Can a gas tank be component armored with the engine?
- 3) Can you mount more than one drag chute, so that when one is used and discarded another is usable without stopping to repack?
- 4) Could a rocket platform, if bought with explosive bolts, be used on a car with a pop-up turret, provided that the turret is not activated until the platform is blown?
- 5) Why is a battle vest so expensive?
- 6) Wouldn't buying a folding stock be \$490 cheaper than a laser targeting scope for getting a +1 to hit?
- 7) Why can't Miracle Missiles be used as modified regular rockets?
- 8) Since the MML is pictured as a unit holding ten 1d6 rockets fired one per turn, why can't you link all ten rockets, making it a one-shot, 10d6 weapon?

— Lawrence Amberdexter
Tucson, AZ

1) No.

2) Yes, though it need not be.

3) I don't see why not.

4) No. Explosive bolts aren't available for anything other than car-top carriers. Even if they were, the rocket platform requires too much in the way of traversing mechanisms to simply be "blown off."

5) The AADA Price and Quality Committee was wondering the same thing. PedTech West is currently under investigation for overpricing. (See the disclaimer in this issue's ad).

6) Yes, but the stock only gives a +1 to hit with pistols (including machine pistols).

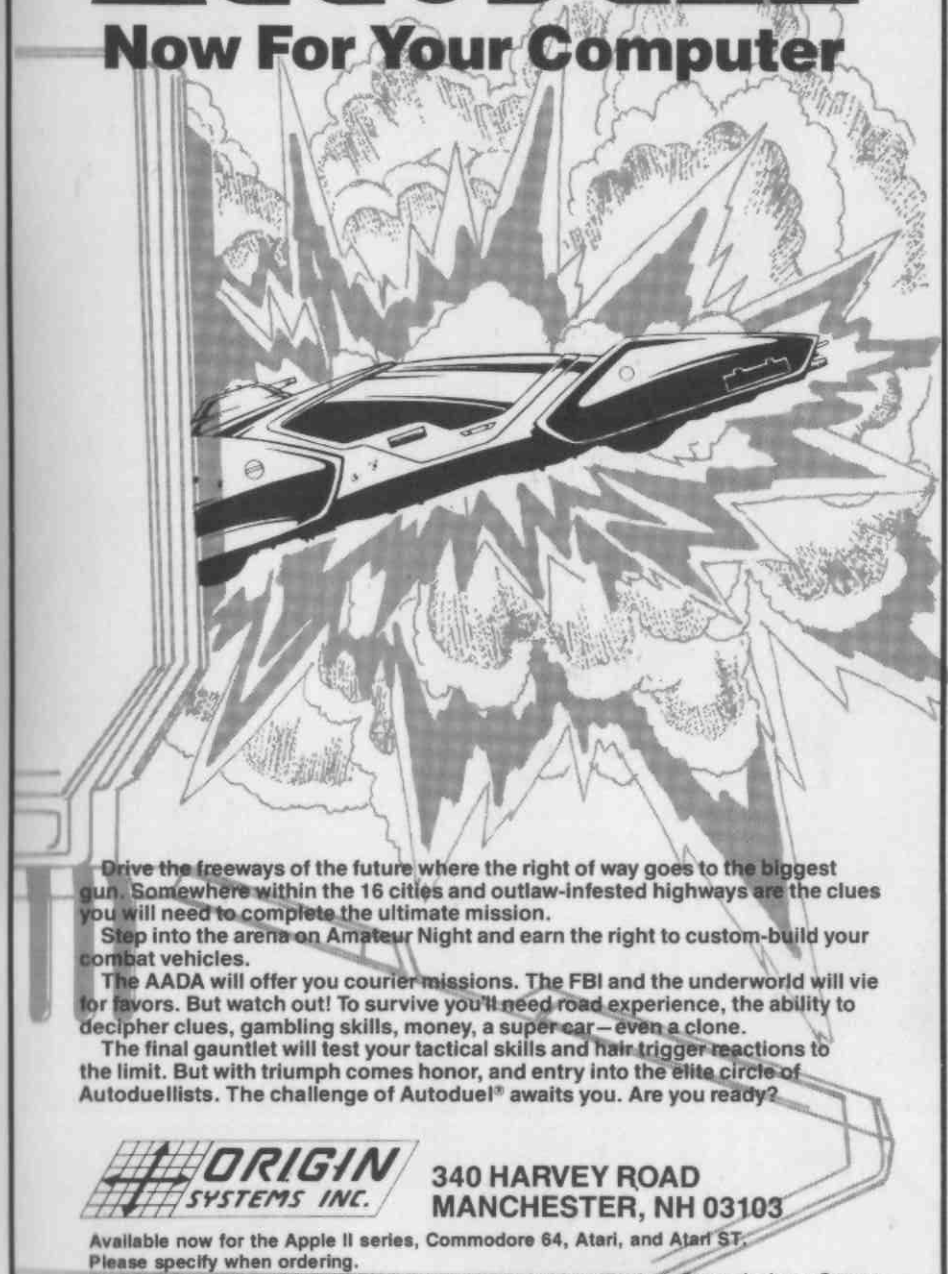
7) Uncle Albert is working on it, but the R&D department has a lot of projects lined up ahead of this one.

8) Wrong, wrong, wrong. You're making a common mistake. The art we use for the ads in many cases is thoroughly inaccurate; the MML art is an example of this. Use the description, not the picture, to determine what the weapon can and cannot do.

— SMB

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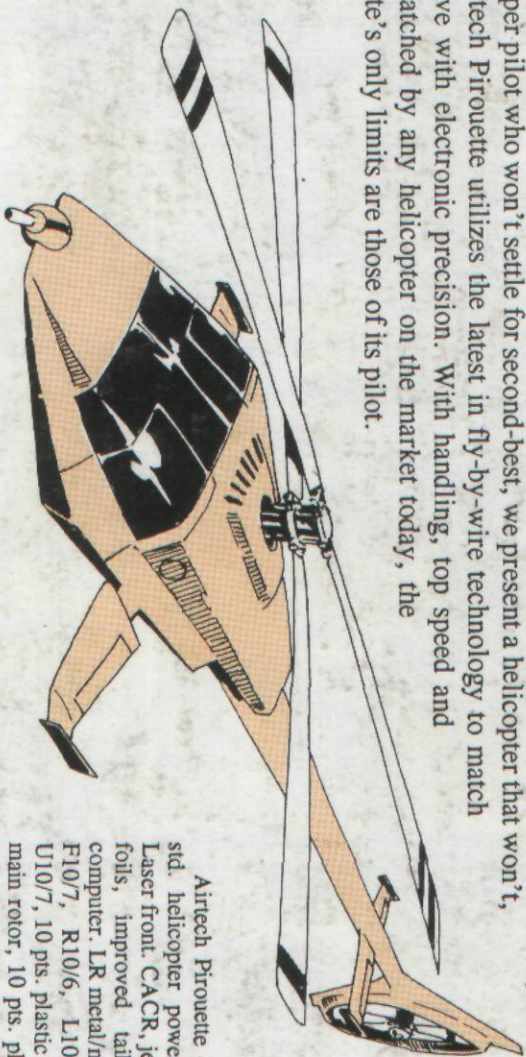
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