

ADQ

**Autoduel
Quarterly**

The CAR WARS[®] Magazine

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Vol. 10, No. 3

2042 Championship Results Road Crews Sand Rails

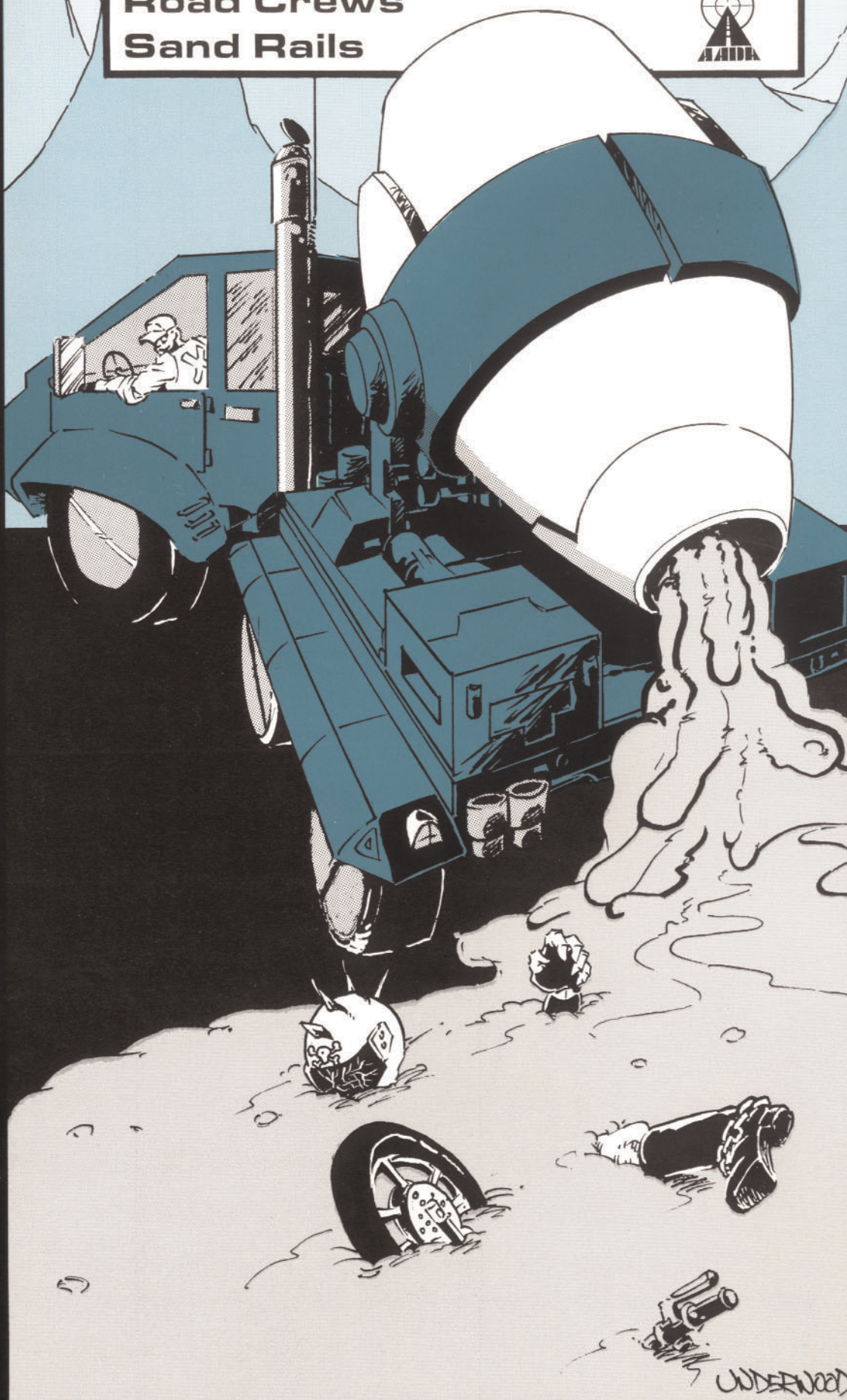


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Fall 2042

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THE DRIVER'S SEAT

Well, here we are – the 39th issue of *ADQ*. Only one issue away from our 10th anniversary. Make sure you check out *ADQ 10/4* for a *major* announcement about the future of *ADQ*.

Yeah, we're a little late this issue. Several small things taken together led us to decide to ship this issue in October rather than September – I was finishing a book (*GURPS Timeline*, which should be available as you read this), and delaying the issue gave us a chance to include complete write-ups on the 2042 World Duelling Championships. *ADQ 10/4* will be out right on time though, in December.

Getting It In Writing

I've been meaning to mention this for a while now. If you're a member of a chartered AADA chapter, you've seen the nifty, hand-calligraphed charter certificates that we send out to all chapters. Well, for the last year or so the person who's been doing our calligraphy is my lovely and talented wife, Lynette Alcom.

Lynette doesn't take any money for her calligraphy work, so when you renew your charters, you might want to say a quick "thanks" to Lynette. I'll pass it along.

Doing It On Disk

Grand Master Duellist Mike Montgomery has recently finished his authorized

Car Wars Vehicle Design program for the IBM. (A Macintosh version has been available for several months.)

I haven't had as much time to play with it as I'd like, but this is a nifty program, taking care of all the pesky accounting stuff that can make vehicle design such a chore. The program comes ready to create any vehicle possible with the rules from the *Car Wars Compendium*, Second Edition, and it's easy to edit in your custom gadgets or any variant components you might want to include.

This is the *only* authorized, official vehicle generation program for *Car Wars*. No serious duellist with a computer should be without one.

To order Mike Montgomery's *Car Wars* Vehicle Designer, send \$29.95 plus \$3 for shipping to: Abacus Software, 1906 Bird's Nest Court, Cedar Park, TX 78613. Remember to specify IBM or Mac.

– CWM

Coming Distractions

The *Car Wars Military Vehicle Guide* and Tor Books' first *Car Warriors* novel, *The Square Deal*, by David Drake, have been out a few months now. If you haven't seen them yet, let your retailer know.

Right now we're working on our 1993

schedule, and there are several exciting *Car Wars* projects in the wings.

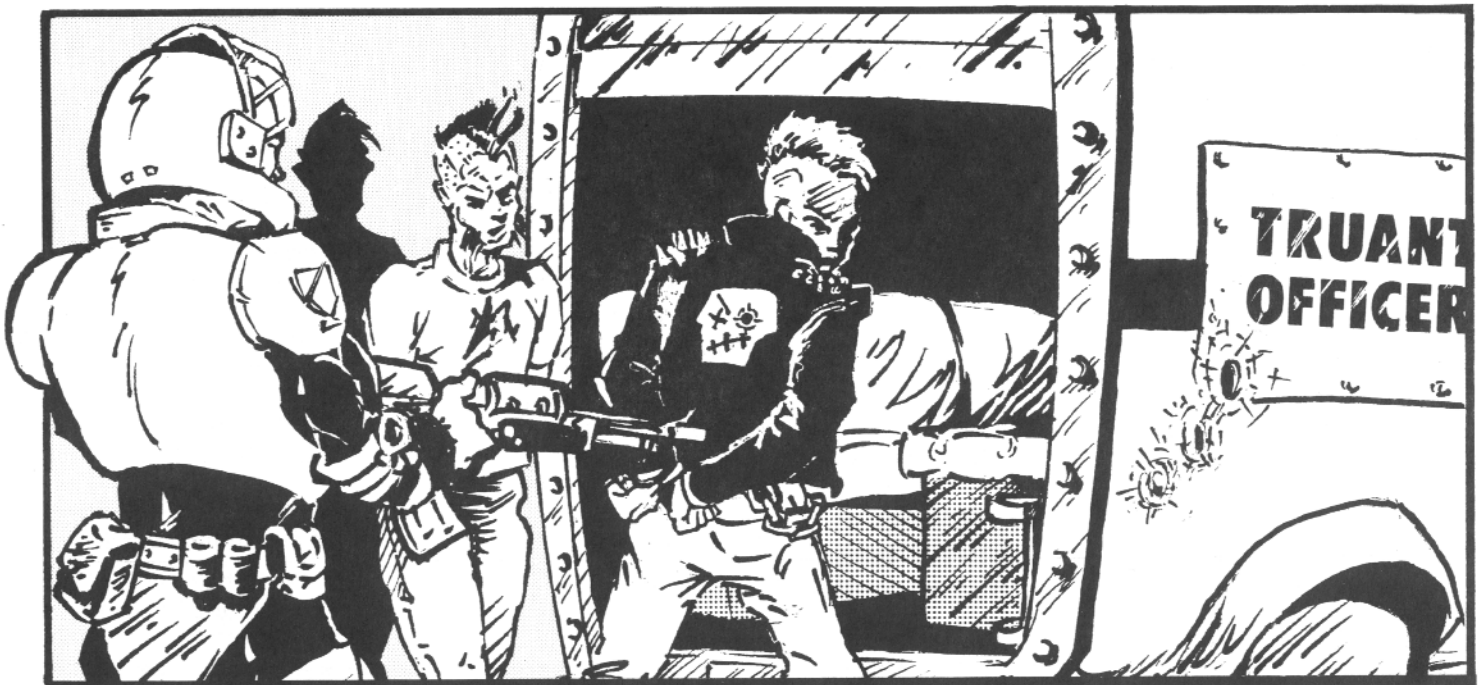
Car Wars 3-D remains the third phase of our miniatures-gaming partnership with Ral Partha, right after *Ogre Miniatures* (out now – and a *major* hit at this year's GenCon/Origins) and the exciting new *Hot Lead* generic combat system (look for it early in the new year). *Car Wars 3-D* will follow a few months after *Hot Lead*.

We've just concluded an agreement with GHOST, the hot, young AADA chapter that's dominated the last two AADA World Championships (see next page), to produce an arena book. We're still working on the details, but expect this book to include more exciting, all-new arenas than *The Car Wars Arena Book* and *L'Oustrance* combined.

Craig Sheeley is taking a very brief vacation from *Car Wars* to write an adventure for the upcoming *GURPS Horror Adventures* (though he still found time to write this issue's cover feature). Once that's done, he'll be turning his attention to *Chassis and Crossbow*.

GURPS Vehicles is now scheduled for a February release. Once it's out, we'll get right to work on *GURPS Autoduel*, Second Edition.

And don't forget next issue is the big 10th-anniversary issue of *ADQ*. I can't promise any specifics right now, but this one is going to be special.



GHOST Continues to Haunt Worlds

Also, U.S. President Assassinated

Once again, a rookie from the Greater Hartford Organization of Saboteurs and Terrorists chapter has come out of nowhere to dominate the AADA world championships. 2042 World Champion Jon Karl entered the tournament as an at-large qualifier and worked his way up through the ranks to challenge the reigning champions in the final round and win!

Due to an outbreak of plague in Akron, as well as renovation of the Flying Fortress arena (i.e., it was made before the new jumping rules), the National Championship was held in the Arch arena in downtown St. Louis, Missouri (*L'Outrance*), on a gridless 3-D mapboard. Points were awarded for passing over and under the Arch, as well as the standard points for kills, and this influenced designs greatly. Of the six contenders, only two had direct-fire repeating weapons, one took a missile van, and the other three had dropped weapons only – at least that was the plan when the referees reviewed the cars.

2042 finalists were defending world champion Todd MacDermid of GHOST, Grand Master Duellist and FOS regional champion Mike Montgomery, Central regional champion Tim Jacques of NOVA, Cliff Christiansen of NOVA, ex-RCADA-er Heath Culp, and Jon Karl of GHOST.

The action started furiously, with all cars scrambling for the center of the arena (no one was allowed to fire until his car reached the dividing center line of the arena). Car #1, piloted by Heath Culp, accelerated up the ramp, external rocket boosters blazing. His pilot screamed "Banzai!" over the com system, and flew into the presidential booth. The ensuing explosion stunned the crowd, but not the duellists on the floor. They merrily laid mines everywhere, and started activating radio controls, causing minor damage to several cars.

The first real action came when the two favorites went after one another – defending-champion MacDermid sideswiped Grand Master Duellist Montgomery's car at obscene speed, his bumper trigger activating the oil and ice dischargers on that side. Montgomery's car vaulted 90 feet through the air and rolled into the wall.

Fighting to the end, he tried to squirm through his damaged car to continue to detonate his mines, but Christiansen hosed his bottom armor with .50 API until he killed Mike's driver. First kill was split between Christiansen and MacDermid.

All the time, Karl continued over and under the ramp, racking up points. Jacques salvoed nearly a dozen heavy rockets at MacDermid's car, but his targeting laser was fooled by a laser web and a hot smoke discharger, and his rockets blew a hole in the wall! Jacques finally surrendered his unarmed and practically unarmored van to Christiansen, who was charging in with ramplate and HMG. Kill to Christiansen.

The defending champion was the next to go. Blowing a high-speed turn coming off the ramp, Karl detonated mines beneath him and MacDermid skidded into the wall, where he discovered just how deadly the bumper-trigger oil/ice discharger trick was – his bumper trigger oiled and iced his *own car*! Hoist on his own petard. MacDermid smashed into the wall at 80 mph, and was squashed. Kill to Karl.

As the clock ticked down on the final seconds, Christiansen tried valiantly to oust Karl, who held the lead by one point, but Christiansen's mines only caused minor damage, and Jon Karl was pro-

claimed 2042 AADA World Duelling Champion! Cliff Christiansen took second, and Todd MacDermid was third.

The "What, Me Worry?" Award

This year's "What, Me Worry?" Award for Unbelievably Bad Idea goes to Michael Garrity. During the semi-final in the Arches Arena, he backed up onto a ramp into his own streamer-launched flame cloud – with breached armor, no less! Fate was kind to him, though, since he survived the experience.

Team Play

While the AADA does hold team events, the AADA World Duelling Championships do not qualify as such. In order to prevent collusion in the arena, the following guidelines are offered as suggestions for tournament referees:

Make Them Take the Shot: If a car has a good shot at a target, and doesn't already have a target that it's pounding on, make the driver take the shot. A good shot means an 8 or better to hit, with at least 5 shots of ammo left in the weapon (or 5 or more mine counters still out on the map). At one point during the final, one club member declined to take an easy shot at a fellow

Remember the Good Old Days?

Back when *Car Wars* vehicles didn't float, fly or rumble? Back before gas engines and x-ray lasers? Back when your *Car Wars* game fit in the back pocket of your body armor?

Well, Uncle Al remembers, and he wants you to remember with him.

Announcing . . . Uncle Albert's Classic Catalog Collector's Packs!

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The **Uncle Al Classic Catalog Collector's Pack** is a must-have for *Car Wars* completists and nostalgic autoduellists. Don't wait, friend – this offer will NOT come again.

Send \$10.00 plus \$2.00 shipping and handling (\$5.00 overseas) to: Uncle Al Collector's Pack, Steve Jackson Games Incorporated, PO Box 18957, Austin, TX 78760.

The Golden Falcon

Birkheart Design



This award-winning design by former champion-duellist Rupert Birkheart is now available to the public. The proven prototype is still flying, patrolling the skies above the road-gang-infested areas of I-70 in the Colorado Rockies. No other chopper on the market can match the Golden Falcon's combination of speed and strength in a small helicopter. Just imagine yourself encased in 100 layers of laser-reflective metal armor, and 73 layers of fireproof plastic. A trusty Vulcan cannon in a universal turret gives reliable versatile firepower, and two 3-space external rocket pods can hold whatever the situation demands. Load up on air-to-air missiles and take care of pesky twerps who invade your personal airspace. Or perhaps a variable fire rocket pod would be more your style, to aid in obliterating those armored ground varmints? This deluxe model is armed with two rocket launchers and two army surplus SAMs for a well-rounded attack. Whether your mission is escorting, patrolling or recon, the Golden Falcon is designed to get you there and back again.

Golden Falcon – Small Chopper, pilot/gunner. Standard plant with SC and PC, Power units 23,000. VMG in universal turret. 2 3-space external rocket pods, 2 RLs and 2 SAMs. Laser Reflective Metal/Fireproof Plastic F 18/12, R 18/10, L 18/10, B 18/10, T 10/20, U 18/11. 10 pts. of LRFP plastic on both rotors and ERPs, 2 helmets with IR goggles, linked RLs, long-range radio, 2 targeting computers. Radar, Radar Detector, Radar Jammer. Accel. 10, Top Speed 200, HC 2, 11,498 lbs., \$80,930.

club member. The referee enforced the shot, which turned out to be in the shooter's favor.

No Talking in the Ranks: Do not allow players to make deals. Do not allow secret communications; anything that's said, everyone can hear. And if two or more players start driving around the arena without shooting at each other (if possible), promise to dock victory points if the shooting doesn't pick up . . .

Surrenders: Only allow these if a vehicle obviously cannot continue fighting, and then only to the closest enemy vehicle that can seriously damage or destroy the surrendering vehicle.

The AADA World Championships are supposed to be lone-wolf bloodbaths, not "you scratch my back, I'll scratch yours." Enforce this attitude.

Oriental Assassin Kills U.S. President at the World Championships

Adding to the excitement of the 2042 AADA World Championship Finals, Car #1, Heath Culp's trike, was altered into a sort of high-speed, jumping kamikar by an unknown assassin. The normal driver was later found executed, apparently by a blow from a samurai sword. Driver and trike were loaded with enough explosive to wipe out the Presidential Box, after the trike's momentum took it through the protective barrier. Both President Culkin and Vice-President Carter were killed instantly. The Senate president pro-tem could not be located for comment, and Secretary of State James Duke assumed temporary control of the government. After he is located, the Senate President Pro-Tem will assume governmental control until the President or the Vice-President has a clone ready to assume the duties of office.

An intensive investigation is underway to determine the identity, method and motive of the assassin. Secretary of War David D. Rake claims, off the record, that "the whole incident smells of a Texan/Japanese plot."

– Craig Sheeley

World Racing Championships

Due to circumstances beyond our control, the AADA was not able to get a com-

plete account of the World Racing Championships, also held at Origins/GenCon in Milwaukee, but we are able to report the winners.

Jeff Rakow successfully defended his championship title for the third consecutive year, and Cliff Christiansen of NOVA took second, giving him the runner-up slot in both 2042 World Championships.

German Championships

The German National championship was held at STARD in Hamburg. André Friedrich of GBAH took the title.

NOVA Wars

Nova's "Ogre M345" heavy tank emerged the resounding victor in the head-to-head armor grudge-match against Asp's lighter Fang II, held at Origins/GenCon.

The 125-ton "Ogre" took out the 45-ton "Fang" after 10 seconds of brutal battering.

NOVA has also announced their second annual "NOVA Awards" for outstanding contributions to autoduelling. NOVA modestly voted itself "Chapter of the Year," and "Duellist of the Year" went to NOVA member Cliff Christiansen, for his high standing in both world championships.

50 Years Ago Today

Excerpts from the *Federal Register* as originally presented in the *American Association of Physicists in Medicine Newsletter*:

The National Highway Traffic Safety Administration, in a *Federal Register* notice

denying a petition, stated, "Detachment of any of the four wheels adversely affects vehicle stability . . ."

A National Transportation Safety Board official, investigating a lost engine incident involving a Boeing 737 (which is

designed to safely shed a malfunctioning engine), stated, "But we do know that this engine was not designed to fall off under normal circumstances."

17 January, 1992



Roadwork: 2042

By Craig Sheeley

The highways and paved roadways of the continental U.S. and the Free Oil States consist of thousands of miles of pavement, billions of cubic yards of concrete, blacktop and gravel, and millions of man-hours of work. Begun over a century ago, the interstate system links every state of the union, and secondary roads further link every part of the country with ribbons of concrete. There are very few parts of North America that can't be reached by car.



Highways have two natural enemies: Nature and Man. The very existence of Earth's life-giving environment threatens roadways – water, the universal solvent and basis of life as we know it, is the most potent tool for destruction. It permeates the very ground that roadways sit on, undermining them in warm weather and freezing beneath them in cold. Wind, rain, sun and temperature combine forces to break down and destroy roads just as they break down natural rock formations. The living earth heaves and sags, rending rigid road surfaces with its contortions.

As if this unrelenting attack weren't enough, Man aids and

abets the process of roadway destruction by running heavy vehicles across it at high speed. The average 18-wheeler runs more than 80,000 lbs. of pressure across the road at more than 60 mph, borne on two 18-24" wide ribbons of rubber. (Believe it or not, most rigs have a higher ground pressure than a tank! 10+ lbs. per square inch for a truck, as opposed to 7 or 8 lbs. psi for a tank. So why does a tank tear up roads more readily? Few trucks weigh 50+ tons and have metal treads instead of tires.) And almost since the dawn of the interstates, the bulk of cargo shipping in the continental U.S. has been conducted by truck, a situation that holds true

today (more so than ever before, due to the difficulty of maintaining a transcontinental railroad industry, rather than to artificial market pressure applied by oil companies greedy to exploit their product, as was true in the 20th century). With the addition of heavier road traffic in more prosperous times, roads neglected for a decade or more are increasingly in need of repair, and federal, state and local governments are responding by allocating more attention to their road nets.

Part of this attention is purely precautionary. The federal government built the interstates in order to move troops freely from one part of the country to another; this consideration is more vitally important to the federal forces than ever. State and local governments merely look to the added economic boost of having good roads; business goes where the truckers go, and truckers generally go where their maintenance costs are lower. Since replacement tires make up over 33% of trucking maintenance costs, roads that don't shred tires are a definite attraction to the trucking industry.

"Your Tax Dollars at Work"

Every motorist knows and dreads the tell-tale signs of Road Construction In Progress. Often, the first hint is a tremendous cloud of dust and smoke on the horizon. Since most roadwork is done in the middle of summer, the machines and work raise an obscuring haze to imperil traffic and annoy passersby. Surprisingly,

the switch to clean fuel cells from fossil fuels and internal combustion engines has not lessened this phenomenon; the most common explanation for this holds that every road crew has a hidden smog machine lurking at the center of the cloud. After all, it has to come from somewhere, doesn't it?

Road crews have long been adept at annoying motorists. They move onto a road, tear it up worse than it was before, run heavy vehicles around on it during the prime traveling hours (to make certain that all traffic going through is slowed, stopped, or otherwise impeded), always make certain to run their heavy machinery

over the road surface that's already been completed (thereby ruining it and setting it up for future repair). They cover roads with sticky tar which seems to do a better job of sticking to and eating through automobile paint than it does helping road resurfacing, then they coat the surface with grit and rocks (which also love to stick to cars, and shatter windshields besides). Finally they lay asphalt or something even more deadly, guaranteeing that it will pit, pot-hole, buckle, shred, and/or crumble within a few years, reducing the road to a more pitiable state than it was before the repairs began.

Facts and Figures

The average interstate highway is approximately 10 yards wide, with 2-3 yard shoulders. This makes for a two-lane road, so multiply the following costs appropriately when calculating for four or more lanes. Fifty years ago, one mile of two-lane interstate, done in concrete, cost just over \$1 million. With the addition of security costs, this figure is approximately \$1,250,000 per mile today. Building time: 1 month per mile. Construction is faster during summer months, when high temperatures and a lack of precipitation facilitate laying concrete.

Making a road out of asphalt used to be cheaper, since asphalt doesn't take as long to set as concrete and can be rolled out instead of carefully mixed and poured. But 50 years ago, petroleum was plentiful, and classic asphalt requires a lot of petroleum and petroleum byproducts – the “tack coat,” that undercoating of petrol tar and diesel that does so well at eating through paint jobs and plastic armor, and requires even more toxic diesel solvents to remove, is totally derived from petroleum. With the present scarcity of petroleum, the price of asphalt road covering has risen from around \$200,000 per mile to almost \$500,000 per mile. The building time is shorter; under ideal conditions, a mile of asphalt resurfacing (2 to 2½” thick) can be laid in one week. Making a full asphalt road rather than layering over concrete costs about \$750,000 and takes 2 weeks per mile.

Alternative surfaces are available, but they aren't very competitive. Some small roads are made of rock-ceramics, held together by epoxy resins; others are composed of compressed organic material (i.e., wood). The former is too expensive (more than \$5 million per mile) and the latter doesn't last for more than a year under heavy traffic.

Under Your Tires

Highways generally consist of four to six layers, with sub-layers of gravel and crushed rock overlaid by 6 inches of concrete or asphalt. (The question has been raised: If we build with better materials than the ancient Romans, why are their roads still around? The answer lies in the relative expense of the roads – the ancient Romans built using six to eight layers of materials, allowing for better lifespan than modern roads. Also, they didn't abuse the roads with overloaded trucks.) Concrete is still the best road material for durability and cost-effectiveness. The average interstate highway was calculated to have a 12 to 15 year lifespan, with proper maintenance and a mid-life asphalt resurfacing. Luckily, the lack of maintenance during the lawless years was more than compensated for by the lack of heavy traffic, thereby proving anew that man is more of a danger to his works than nature. When traffic started back up, most of it rolled on roads built at the turn of the century. The upshot of this is the vast majority of the roads in the nation are still serviceable, but decaying rapidly. Bridges, in

particular, are in the worst state; many a trucker takes his life (and rig, and cargo) into his hands when crossing an unreliable bridge.

Men at Work

The roads have to be repaired. Money is being made available by private concerns and public agencies to repair them. The companies that do the actual work of repairing and building new roads are generally private contractors, operating on a fixed budget and time schedule – contracts for road-work are usually awarded to the lowest bidder, and the amount of time and money allotted for the work are fixed in the contract. If the contractor goes over on time, there is usually no more money for the work actually being done, and excess funds come out of the contractor's own pocket. Indeed, some contracts call for financial penalties if the work isn't done on time.

The gross effect of this lack of contract leniency is that the road-work company is usually in a hurry, since almost no project runs completely on schedule. This can often result in sub-standard work, work-related accidents and the general air of surliness exhibited by most road-workers – “Hey, Mac, they gotta job t' do, an' they don't need your lip, okay? Just holdjer horses; that bulldozer'll be offa th' road in a few hours.”

Because of this rushed atmosphere, road-workers are a harried lot, and some do tend to take their frustrations out on horn-honking motorists. This lack of courtesy on both sides often devolves into gunplay. For this reason, road-workers always go armed, and tend to have weapon bunkers dug in at the sides of the roads to rake the approaches to the construction site with cross-fire. In addition, construction vehicles are at least armored – and usually armed – and their mass makes them potent weapons if they get close enough to roll over an offender.

Despite the danger, road-workers are not highly paid, being considered manual labor. They stick together, forming ad-hoc teams at work and play (a habit thousands of years old; the pyramid of Cheops contains stones marked with labor team symbols), and while their jobs may be dirty, hot and back-breaking, they usually have very steady work, at least during the busy season.

Road-crew members might have any combination of skills from the following: Trucker, Trucker +1, Gunner, Handgunner and Mechanic. The most skilled crewmen usually operate the heavy equipment, while the junior workers are assigned a shovel or sledgehammer. Workers with Trucker +1 or Mechanic +1 are usually promoted to foreman.

Some states use “chain gangs” of state prisoners to do manual labor on the roads. Visitors to the southern states and Texas can see this policy in action during the summer and fall months. Professional road-workers resent chain gang intrusion into their field, and there have been several reported cases of commercial work gangs attacking chain gangs.

Security

One of the biggest dangers of working on road repair is that the job exposes men and equipment to hostile action for extended periods of time – when resurfacing a 10-mile section of road can take up to two weeks, with men on station for 12 or more hours at a time, the safety of men and material is of utmost importance. In addition, once the equipment is on-site, it is economically unfeasible to move it to permanent garages each night. Since this machinery usually runs to a total cost of over a million dollars, guarding it from theft and damage is a high priority.

A good rule of thumb for security is two guards and one heavy weapon for every ten men and for every vehicle working on the site. Materials transports such as dump trucks and so on are not considered to be part of this security requirement, since they are usually big, armed, and capable of taking care of themselves – anyone who's ever tried to muscle aside a dump truck will appreciate that. Alternately, for big jobs, security personnel will number ten men and five heavy weapons per mile of perimeter. Typical professional security guards have driver, gunner and handgunner at base level.

The first order of business is to set up a defensive perimeter. Since the site is fairly stable – most road projects don't cover that much of an area, and the area doesn't change very swiftly – security forces can define the perimeter with fences, alarms, sensors and other measures (up to and including land-mines). Usually these perimeters are very well labeled, since security is likely to shoot first and ask questions later (if then), and needless shooting wastes ammo and raises the cost of the operation.

The next step is to establish a central base of operations and individual weapons posts. Usually, the central base is a van trailer for communications and control, and the weapons posts are fox-holes or other fortifications with tripod-mounted weapons. In open conditions, such as working roads in the Midwest or central states, long-barreled weapons are favored for their longer ranges. And some wealthy companies even set up revetments with 360-degree mounted cannon and anti-tank weapons! These weapons posts are placed so as to provide cross-fire across the roadway and to provide support fire in case of attacks away from the roadway. It is standard procedure to man all weapons posts at all times . . . Actually, it's pretty easy duty. The weapons are supposed to be obvious deterrents, and guards on bunker duty get to lounge around the guns and look tough.

Temporary shelters for vehicles, security and construction alike, are built – prefabs or tents. These shelters are more for shielding the vehicles from nature than from bullets. At the same time, portapotties are set up for the workers and guards. (In some more remote areas, chemical toilets are not available, and latrines must be dug by hand. This is becoming less common, though, as the country re-industrializes.)

Guard houses, one- or two-man structures, are set up at the road ends of the perimeter. These houses resemble slab-sided versions of the quaint border-posts of bygone Europe; in actuality, they are fit-together shells of plastic armor. These are manned by guards with moderately heavy weapons (an HLAW, several grenades and an SMG or Assault Rifle/UBGL combo, sometimes a tripod-mounted MG) who are charged with protecting the flagmen.

Finally, the road crew and its vehicles are brought in to begin the work.

Security doesn't end with standing guard in bunkers. Often, a road project will stretch for miles, and security forces will patrol in off-road vehicles, shuttling around the perimeter to make sure nothing untoward happens. Really large projects have a mobile reserve heavy squad based near the command post, using helicopters to fly to trouble spots.

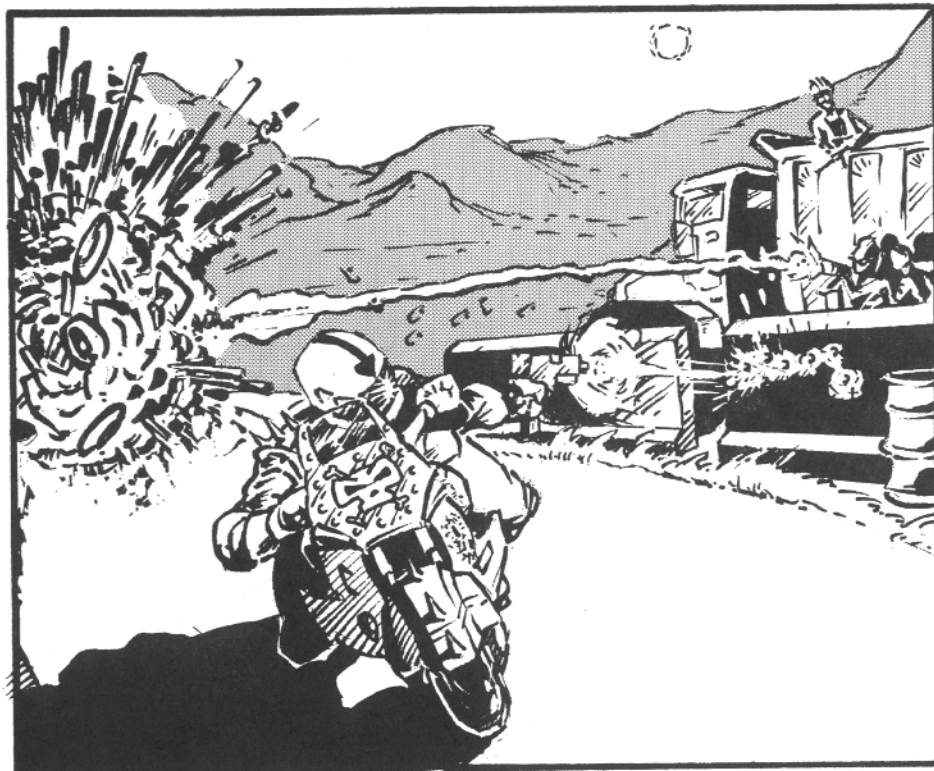
With all the security needed to protect the contractor's investment in equipment and personnel, it's easy to see why the cost of repairing a road is so high, per mile.

"Chain gang" projects are a little different. There, security's main job is making certain that the convicts don't escape their imprisonment; fewer precautions are taken to guard the project from outside attack.

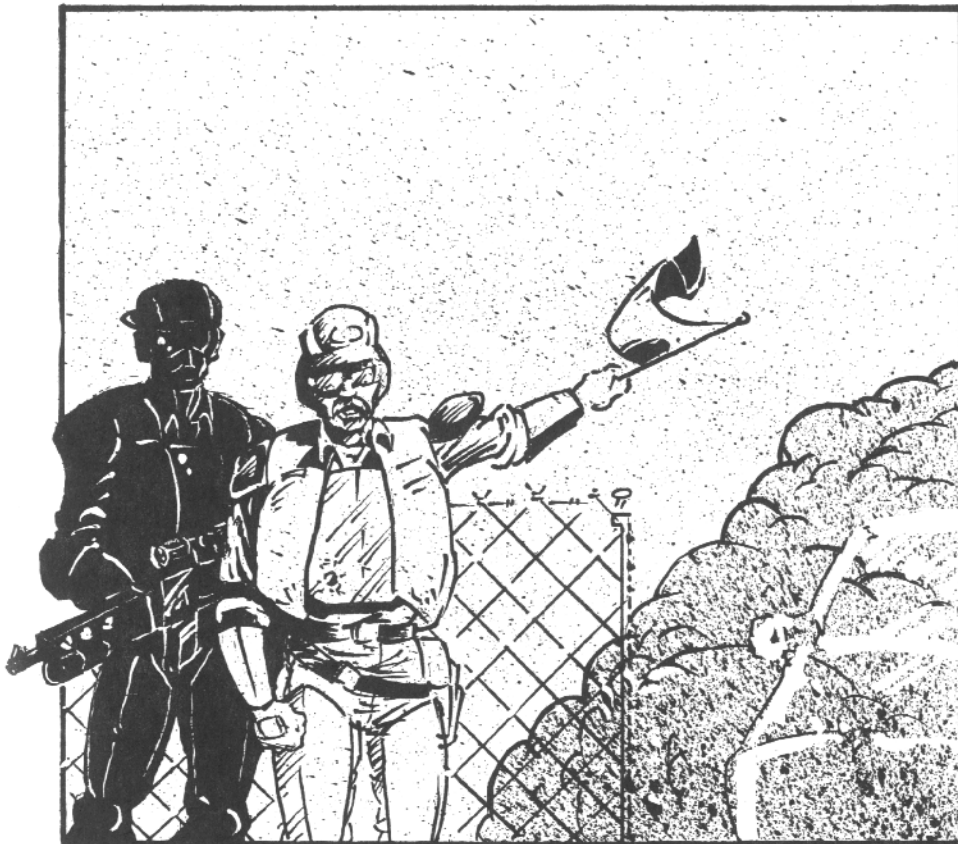
Drive Slowly

Proceeding through an area under construction closely resembles driving through an armed camp. Ample warning of work in progress is provided by signs announcing the fact as you approach the work site (not to mention that cloud of dust and smoke mentioned on p. 6). The guard house and the flagman (the fellow who always stands on the road holding the sign with "Slow" and "Stop" on alternate sides) mark the beginning of the site. Every vehicle passing through is watched carefully by security, which has every intention of firing on anyone making any threatening moves. Speed limits are enforced – rudely. Impatient or imprudent drivers may end up having small "accidents" involving their vehicles, large construction machines and casual side-swipes.

As vehicles move through a resurfacing in progress, they proceed through the following zones in order (or reverse order, depending on which direction they come from): Freshly-stripped road section (each vehicle suffers a D0 hazard each phase that it moves; this does not lower handling class, but does force control rolls. On each vehicle's last movement phase for the turn, it suffers a D1 hazard, representing accumulation of handling difficulty on the stripped road), road given the "tack coat" of tar and oil (the road



UNDERWOOD



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the vehicles proceed on is ostensibly the one not being treated at the time. This doesn't prevent tar splashes from getting on the cars), the actual resurfacing (a large expanse of fresh blacktop, sticky and hot, with the resurfacing machine at the leading edge), and finally new pavement. Keep in mind that construction vehicles may be blocking the avenue of progress at any moment, and that the road section that vehicles are supposed to travel on is marked with traffic cones, painted oil drums, etc., and is one-lane – one lane for each direction of traffic, if two-lane. And these lanes are *narrow* . . . Major concrete roads under construction are bypassed by detour lanes, and generally don't present these problems.

When work is suspended because of darkness or weather, the construction machines are usually driven to their temporary shelters and secured. The road under repair is opened to traffic and the guard houses abandoned. Security forces remain on patrol, guarding the site and the machinery, but through traffic is allowed to pass unhindered. Better not stray off the path marked by the orange cones, blinkers or other beacons! Road crews are in the habit of leaving a trap for careless or callous drivers – there's usually an open pit, or a gravel pile, or some other fearsome obstacle waiting for the first person to bulldoze along a line of traffic cones.

Equipment

Small Bulldozer Blade – \$3,000, 1,000 lbs., 3 spaces, 10 DP (metal). This bulldozer blade works just like its larger cousin (described in *Uncle Albert's Catalog From Hell*), except that this blade is capable of being mounted on non-oversized vehicles that

have at least four wheels. *Note:* No bulldozer blade may be mounted on a vehicle with a racing body or CA frame, as these light frames lack the sturdiness to sustain such a load.

Backhoe – \$15,000, 2,000 lbs., 6 spaces, 50 DP. This is an articulated digging shovel. It can be used as a weapon, doing 1d damage, but only to targets within 1/2" of the hoe, and it can only strike once every 5 turns. This is an earth-moving device, not an effective weapon. Has built-in equivalents of recoil spades.

Sawhorse – \$10, 20 lbs., 1/4 space if carried as cargo, 3 DP. for an additional \$20 and 3 lbs., it can be outfitted with a battery-powered blinking light.

Traffic Cone – \$5, 1 lb., 20 of them can be carried in one cargo space (stacked), DP uncertain but suspected of being infinite (try destroying one). Does not count as a hazard when struck, and is fairly useless for anything except marking traffic detours.

Portable Guard Bunker – \$200 plus armor costs, 30 lbs., 2 spaces. This is an enclosed guard post. The top is typically transparent window-plastic, to allow a full field of

vision. Slots with sliding armor closures are provided for weapon barrels. Plastic armor can be purchased for the top or each of the four sides at \$10 and 5 lbs. per point. Larger shelters are available – add \$50 and 10 lbs. For each additional space. Each additional space increases armor cost by \$5 and 2 lbs. per point. Maximum size for a portable guard bunker is 5 spaces. No side can carry more than 20 points of armor. A typical road-crew guard bunker is 2 spaces with 15 points of armor (\$950, 405 lbs. total), or 3 spaces with 15 points of armor, to allow the guard to use a tripod-mounted weapon (\$1,375, 565 lbs.).

Portapotties – \$550, 75 lbs., 2 spaces. This is a chemical toilet built into a plastic privacy booth. Portapotties can be armored as a portable guard station.

Road Construction Vehicles

These vehicles are representative examples of construction vehicles encountered on nearly every construction site in the world. The earth-movers (bulldozer, backhoe, grader, scraper and crane) all have earth-mover power plants – they are the same as AFV power plants, but they function as AFV power plants outfitted with heavy-duty transmissions, hauling twice the load but at a cost to Top Speed (Top Speed with these power plants is 50% normal for tracked vehicles and 75% normal for wheeled vehicles).

Construction vehicles are single-purpose vehicles, built as sturdy as possible for long service life in an environment of unre-

lenting use and abuse. Their manufacture is simple, because complication reduces service life and requires more maintenance – and maintenance is expensive. Remember, the contractor's eye is always on that bottom line, so the less expense a vehicle requires, the more attractive it is to a contractor.

Most construction vehicles have few "extras;" some may have added gadgets, such as long-distance radios, portable coolers or armored beer minifridges (remember, the crews have to provide their own creature comforts). Since these vehicles will rarely be called upon to fight – their weaponry is almost more decorative than anything else – they have little need of autodueling equipment and accessories.

Dump Truck – Longnose ten-wheeled truck, heavy-duty chassis, off-road suspension, medium truck power plant, 10 off-road solid truck tires, driver, passenger, VMG in universal turret T, fire extinguisher, heavy-duty winch F. Metal armor: F5, L4, R4, B3, T4, U3. Dumpster carrier with 5 points of metal armor on all locations but T. Dumpster can carry 5,525 lbs. of cargo. Top Speed 100 mph, HC 1; 14,275 lbs., \$119,915.

Cement Truck Variant – This is, in *Car Wars* terms, identical to the dump truck, but has PR tires and hauls 6,000 lbs. of concrete in a revolving hopper.

Bulldozer – 20-space AFV hull, small earth-mover power plant, driver, MG in universal turret T, bulldozer blade F, fire extinguisher, heavy-duty winch B. Metal Armor: F3, L4, R4, B4, T2, U3. Top Speed 37.5 mph, HC 5; 9,950 lbs., \$68,300.

Backhoe – 20-space armored car hull, small earth-mover power plant, 4 OR PR tires, driver, MG in universal turret T, small bulldozer blade F, backhoe B. Metal Armor: F5, L5, R5, B5, T4, U3. Top Speed 55 mph, HC 2; 9,995 lbs., \$73,080.

Grader – 20-space armored car hull, small earth-mover power plant, 4 OR solid tires, driver, MG in universal turret T, small bulldozer blade U, fire extinguisher, winch B. Metal Armor: F5, L4*, R4*, B4, T3, U3. (*indicates 10% sloped armor.) Top Speed 70 mph, HC 2; 7,995 lbs., \$62,660.

Scraper – 35-space armored car hull, medium earth-mover power plant, 6 OR solid tires, driver, MG in universal turret T, fire extinguisher, heavy-duty winch B, hopper. Metal Armor: F3, LF3, RF3, LB3, RB3, B3, TF3, TB0, UF5, UB5. Hopper holds up to 11,500 lbs. of earth. Top Speed 35 mph, HC 2; 22,000 lbs., \$89,800.

Crane – 25-space AFV hull, medium earth-mover power plant, driver, crane (the crane hull is built so that almost the entire hull is a sort of turret, allowing the crane 360-degree traverse), MG in universal turret T, fire extinguisher. Metal Armor: F4, L4, R4, B4, T3, U3. Top Speed 37.5 mph, HC 5; 13,200 lbs., \$103,200.



Asphalt Resurfacer – This special vehicle defies building with *Car Wars* rules. It is a large (its counter is 1" wide by 2" long) tracked vehicle that moves at a top speed of 5 mph (its normal speed is about ½ mph). It weighs 14,000 lbs. and costs \$100,000. It has 5 points of metal armor on all facings, and a one-man crew. Its purpose is to scrape old asphalt off a road surface, heat it, mix it with new asphalt and tar, and resurface the road behind it. Its back end is a tremendous hopper full of heated asphalt and tar; if breached, the hopper spills this hellish mixture behind it (or beside it, if breached from the side) like an oil dropper. This spill continues for 120 turns (divided by the number of sides breached). Any vehicle or pedestrian moving through this spill sustains 1d damage and a fire modifier of 1, duration 1 (vehicles take damage to all tires and bottom; each item sustains 1d damage), and vehicles suffer a D3 hazard.

Steam Roller – Another special vehicle defying quantification in *Car Wars* terms, this vehicle consists of two titanic metal rollers and a chassis in between. This chassis contains a small truck power plant, the driver, and an MG in a universal turret. Each facing has 4 points of metal armor, and each of the two rollers has 50 DP (metal). The roller weighs 12,000 lbs., has a top speed of 30 mph and HC 3, and costs \$65,000. A steam roller can "steam-roller" vehicles like a large truck.

Adventure Possibilities

Just Passing Through – While engaged in a running gun battle on the road, the fight passes through an area of roadwork, where the highway is under repair. The road is choked with sawhorse barriers, men-at-work signs, heavy machinery and possibly other

traffic. The duellists have to run the gauntlet of the road crew and road security, who will take their own side and fire at any target that presents itself. Security and construction vehicles can be generated by the referee with an eye towards not making it impossible for the combatants to survive.

Defend the Road – Have the PCs act as security, either part-time or full-time, guarding a roadwork area from hostiles – drivers with bad tempers and no brains, hurried truckers trying to speed through and make their deadlines, outlaw gangs looking to loot some machinery, and even rival construction companies out to ruin the timetable for road completion.

Chain-Gang Bang-Bang – A chain gang is being used to prepare a road bed for a new road. Prison guards watch from their vehicles, ready to gun down any would-be escapees – and some always try, using their digging implements to sever the chains (a few good licks from a pick-axe can break off the chains). Play the part of rescuers, hired by a convict's friends to free the unjustly (or justly) imprisoned convict, daring the guns of the guards in an heroic breakout. Or play the guards, hired to waste these human dregs if they try anything funny . . . and that goes for their friends, too.

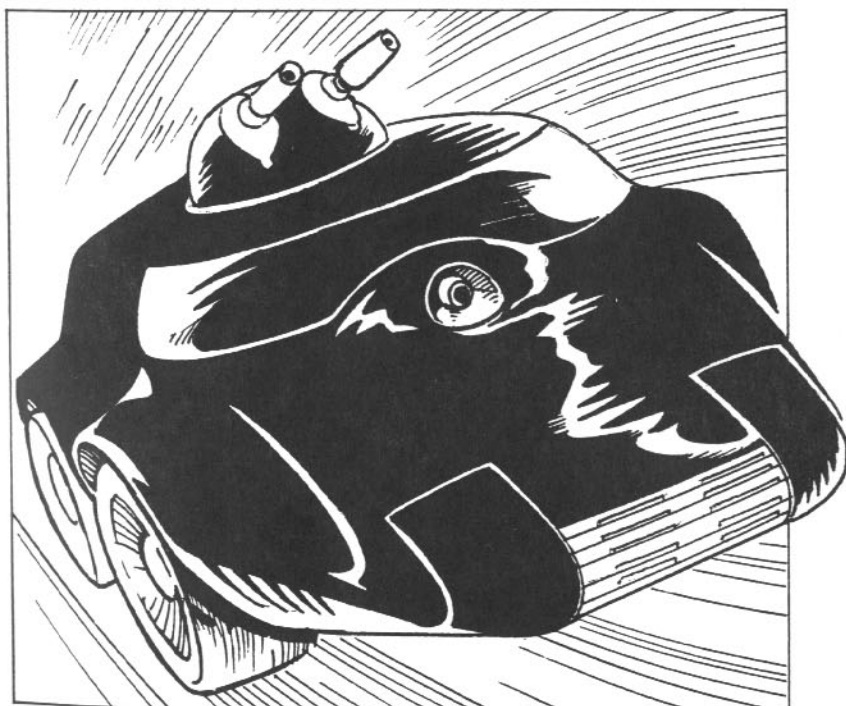
Attack the Road – Some duellists don't care who they work for, as long as the money's good. Engage in a bit of mindless (but well-paid) sabotage, either creeping in under cover of darkness to ruin a few bulldozers, or launching a full attack in broad daylight on the contractor's defenses. Either way, it's time to party with road security, and it's guaranteed that this party won't be dull . . .

Roadwork Mini-Campaign – Take over the job of security for a road project! It's only a resurfacing, but it'll take a year (averaging ½ mile per week), and there are jealous competitors who want to see your employer blow the contract, so they can move in! Security is budgeted for \$200,000 per month, or 2.4 million dollars, the lion's share of it to be used in initial outlay for security equipment. Security personnel are paid \$1,000 per month, and machines have to be maintained and serviced. The prize? The security service gets to keep any money left over from their budget! But don't succumb to the temptation to go cheap, because the contractor's enemies don't play nice. They try everything from small, infrequent bombing runs with crater bombs to midnight sabotage to frontal attacks by hired crazies, and security can't afford to be asleep at the switch!

KANE INDUSTRIES Urbane

When you're cruisin' between the mirrored strato-scrapers downtown, you don't need an expensive freeway tank just to go to work. Enter the Urbane, styled for urban combat with room for company and cargo. Perfect for suburban warfare or just getting from A to B.

Since not all commuters are arena aces, we offer a model which requires no vehicular gunning skill at all – the RGn! And to round off the collection, we also offer two versions legal even in autobanned states.



Urbane – Sedan, X-Hvy. chassis, Hvy. suspension, large PP w/PCs, PR tires, driver and passenger, turret w/MG and GS w/tear gas, rotary mag on MG; 10 expl., 10 AP, magazine w/std. ammo, magazine for GS w/gas, MG w/HD ammo smart linked to turret F & B, magazine switch, linked turret weapons, 6 FDs, FOD, 2-spaces, 175 lbs., cargo, armor: F30, L25, R25, B30, T30, U25, 10-pt. hubs front, 10-pt. guards back, HC 3, Accel. 5, 6, 120 lbs., \$21,070.

XA option – add target computer, \$22,070.

XL option – basic version add HRTC, no-paint tinted windows, HDABS, mobile phone, anti-theft, ERIS system (sender inc.), surge protector, overdrive, convert 20 lbs. of cargo to HD shocks, \$32,320.

HC – Replace weapons & dischargers w/turreted RL w/incen. ammo, 2 magazines; std. & tear gas, RL w/incen. F smart-linked to turret, 3 FODs linked to turret, FE, hi-res computer, no-paint windshield, HD shocks, HDABS, cargo 1 space, 40 lbs., \$26,735.

RC – ammo in F & B guns down to std., add roll cage, -5 pts. armor, cargo 1 space, 50 lbs., \$20,880.

RGn – remove all weapons, add sunroof, pintle-mounted MG (straight forward – left – straight back arc) w/HD ammo, LTS and 10 pts., gunshield, HDFOJ w/magazine B, 25 pts. armor, steelbelt tires, cargo 155 lbs., \$25,295.

Street legal – remove all weapons & dischargers, add roll cage, 2 passengers, steelbelt tires, cargo 3 spaces, 375 lbs., \$14,345.

Street legal XL – add tinted windows, HDABS, mobile phone HD shocks and overdrive, cargo 155 lbs., \$18,745.

Sand Rails in *Car Wars*

By Thomas "Wrong-Way" Wright

"Lima November Six, this is Lima Sierra Two, over."

"This is Lima November Six, go ahead Lima Sierra Two."

"Roger, we are proceeding as planned. Meeting with zero resistance, over."

"Is there any sign of any enemy activity? Over."

"Nothing here except a lot of sand. Otherwise negative contact, over."

"Roger. Maintain constant visual and electrical surveillance. You are in prime ambush territory and the background heat radiation from those dunes can really mess with your thermals, over."

"Roger. Sierra One and Four are on flank, Three's on point . . . MMMBBZZZZZZZZTT!"

"Lima Sierra Two, Lima Sierra Two, this is Lima November Six, come in, what's happening, over."

"This is Sierra One, Two's gone, the whole turret went up, he never . . . BBZZZZRRRAAAKKKK!"

"This is Three, we are being engaged by multiple fast movers. I count three, no six victors. Sierra One and Two are toast. Four's immobile but still firing. I'm moving to assist."

"Roger. You are being attacked by aircraft? Over."

"Negative, these are small, land-based victors. They're too fast . . . Can't tag 'em, we're having to . . . \$!!&!##! . . . Four's a flamer. We are breaking contact. Multiple inbounds, we are bugging out, I repeat, we are . . ." (static)

"Lima Sierra Three, Lima Sierra Three, this is Lima November Six, is there anyone out there?"

Second platoon of Company C, First Oklahoma Mechanized Guards Battalion was eliminated quickly, efficiently, and without loss of a single opposing unit. This sudden demise was accomplished by a small task force of mechanized infantry mounted in barely armored, but excessively armed dune buggies, sometimes referred to as sand-rails or rails. Dreamt up and built in backyards and household garages throughout the southwest, they were originally used for weekend boonie-romping and dune-busting.

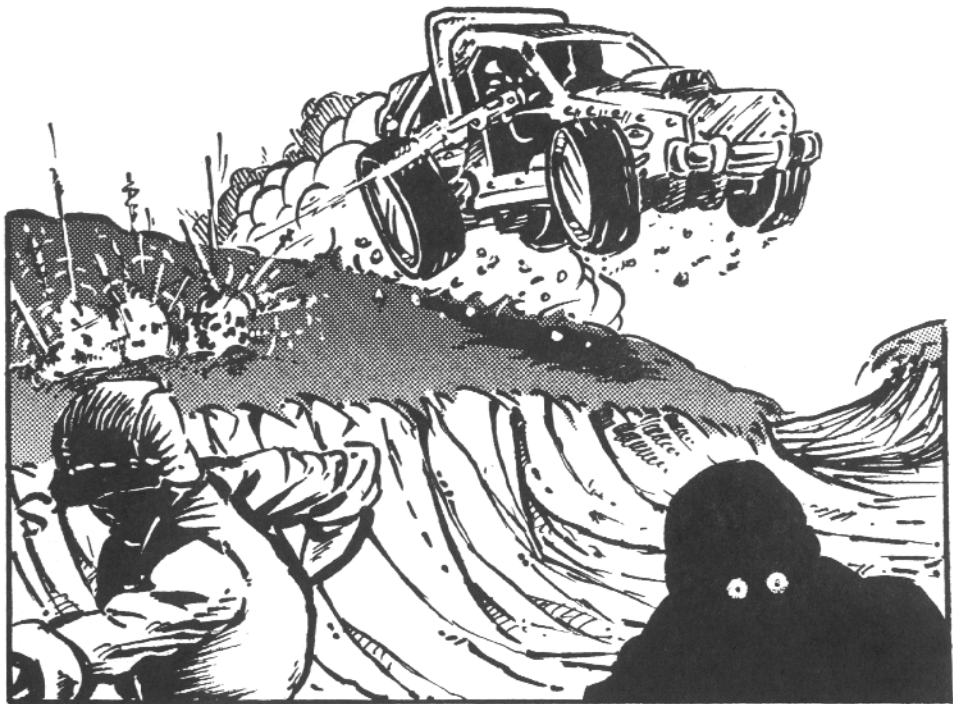
Then, in mid-1980, the United States Army put together a light infantry battalion based on the use of what they called fast attack vehicles, or FAVs. These small "rails" were lightweight, very quick, and armed with everything from tank-busting heavy missile launchers to infantry-shredding machine guns and automatic grenade launchers. Training was centered around anti-armor ambush tactics, but often included counter-terrorism, search and destroy and other light infantry exercises. The one- and two-man crews were as highly motivated as they were trained, because, as the battalion commander put it, "These little buggies are just plain hellacious fun!" They routinely outdid analysts' expectations and set new standards of combat effectiveness for units throughout the armed forces.

In the civilian sectors, these sand-rails continued in use as recreational vehicles and eventually made their way into various sporting events and off-road races like the Baja 500 and the Paris-Baker Rally. They amazed fans and drivers alike with their rugged endurance, often driving away after repeated flips or rolls, as if nothing had happened. Even when upside-down, the two-man teams could usually right their own car and be back on the course in minutes.

Now, in 2042, with nearly every driver on or off the road blasting away at every other, something "new" is back and better than ever. The sand-rails are relatively inexpensive and very durable. After all, they're essentially roll cages with wheels – not much to get damaged here. Bolt on enough armor to stop the flak and stuff in a few weapons to produce some flak of your own, and you're ready to roll.

Body Types

Nearly any normal-sized wheeled vehicle may be converted by these rules. The exceptions are all cycles, trikes, station wagons and campers. Cycles and trikes are already of a frame/body construction and cannot be altered using this method. All of these vehicles are automatically fully roll cage protected, taking normal damage from rams and collisions, and suffering no internal damage from rolls. None of these vehicles may use a CA frame, or otherwise have their maximum load modified in any way. They may use any other modification, including the military specifications modification (see *Car Wars Tanks*, p. 15). Note that any rail that is intended for military use and



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is to mount military "restricted" weaponry and equipment must have this modification.

Type	Price	Wt.	Max. Load	Spaces	Armor Cost/Wt.
Subcompact	\$600	300	2,300	7	11/5
Compact	\$800	400	3,700	10	13/6
Mid-sized	\$1,200	450	4,800	13	16/8
Sedan	\$1,400	500	5,100	16	18/9
Luxury	\$1,600	600	5,500	19	20/10
Pick-up	\$1,800	700	6,500	13 (+11)	22/11
Van	\$2,000	650	6,000	24 (+6)	30/14

Sand rail pickups or vans cannot use reserved cargo spaces for anything other than gas tanks.

And, of course, one must not forget the racing fans:

Type	Price	Wt.	Max. Load	Spaces	Armor Cost/Wt.
Baja	\$7,500	350	4500	18	24/12

This vehicle style is designed for a driver or a driver and one gunner, no more, and may mount up to a two-space turret. It comes with an off-road racing suspension that may not be altered. This suspension gives it a handling class of 4, on or off-road. There is no upper limit to handling class.

Armor Types

Rails may use any sort of armor available to normal vehicles, but they may not carry external armor in excess of $\frac{1}{8}$ its maximum load. For example, a standard mid-sized rail could not carry armor in excess of 600 lbs. Since the best armor is not to get hit, most sand rails mount the most powerful engines they can get. Note that the restriction only applies to external armor. The mid-size from the above example could legally have 600 lbs. of RP/FP armor, and 40 lbs. of RP/FP armor on each of its EWP's and Armored Wheel Hubs, as well as component armor around any desired internal systems. As usual, the vehicle's maximum load may not be exceeded in any way.

Vehicles constructed to military specifications (see *Car Wars Tanks*, p. 15) can carry armor equal to as much as $\frac{1}{4}$ their max load.

Suspension

As with other vehicles, suspension determines beginning handling class. All of the usual sorts are available, but there are some changes in how rails are affected by their respective suspensions.

Suspension	Price	Norm. HC	OR HC	Van HC	Sub HC
Light	no extra	1	1	0	2
Improved	100%	2	2	1	3
Heavy	150%	3	3	2	4
Off-road	300%	3	4	3	4

Rails are specifically designed for off-road use, and regardless of actual suspension are not susceptible to underbody armor damage when operated off-road.

Power Plants and Gas Engines

Rails may use any power plant or gas engine normally allowed in regular vehicles. However, gas-powered rails are somewhat uncommon due to the small amount of armor that they usually carry.

Tires

Rails can use any sort of tire normally available to vehicles of that body type. Note that regular tires are subject to damage during off-road use. Rails and normal vehicles may also use All Terrain Vehicle tires.

All Terrain Vehicle Tires (ATV) – Making a tire an ATV type (also known as a "sand paddle") adds 200% to cost, 50% to weight, and subtracts 1 DP. An ATV tire can be made fireproof and/or steelbelted, but not radial or off-road. Any vehicle with



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ATVs on all four corners has its off-road HC raised by 2. If it only has them on two corners (front or back), then the HC bonus is only 1. If ATVs are used on any hard surface, such as paved roadway, they take 1 point of damage for every 10 minutes on such a surface.

Weapons and Accessories

All rails follow normal restrictions regarding the mounting and use of weapons and accessories. There are some items that cannot be used and others that have special requirements. The following may not be used:

Wheelguards (retractable or otherwise), Amphibious Modifications, Side Doors or Airdams.

The following have restrictions on their use:

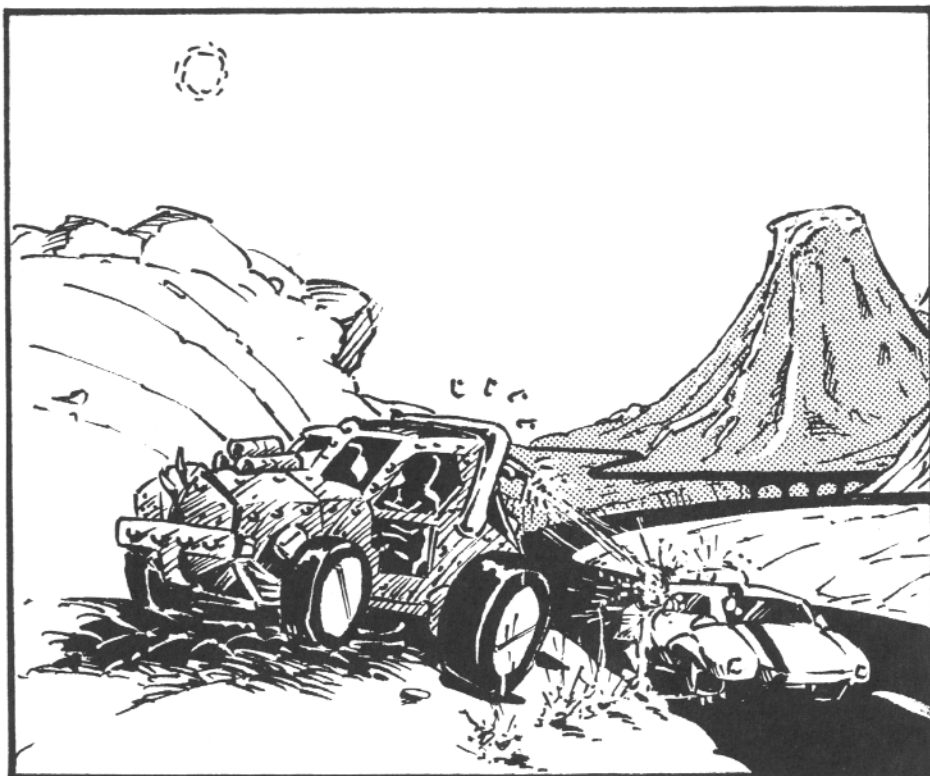
Turrets and Cupolas (the mounting vehicle's top armor must weigh at least as much as 1/2 the weight of the turret or cupola without weapons).

Roll Cage (not necessary, all rails are automatically roll cage protected).

Car-Top Carrier (has similar requirements as turrets, except the CTC's armor must be figured into the total weight before the necessary amount of top armor required can be determined).

Armored Wheel Hubs (used as on Formula 1/Indy, Dragsters and Sprints).

Corner Mounts (only 1 space worth of dropped weapons may be mounted on each corner).



General Comments

In any situation not specifically mentioned in this article, sand rails should be treated as a vehicle of similar type, according to the rules in the *Car Wars Compendium*, Second Edition. This includes computing acceleration and Top Speed, the weight and space requirements of passengers and crew, etc.

Editor's Note: Sand rails are presented as an unofficial variant. Sand rails, pitch brakes and ATV tires are not legal in any official AADA event. If you try out the sand rail rules, and strongly feel that they should or should not become a more official part of the system, drop us a line and let us know why you think so. — CWM

Sample Vehicles

Scamp — Subcompact rail, light suspension, small power plant with PCs, 4 HD OR tires, driver, passenger (both w/ body armor), MG front, 3 flame cloud dischargers (1R, 1L, 1B), brushcutter,

2-space car-top carrier (unarmored). 2 spaces and 430 lbs. for cargo (in carrier). Armor: F10, R10, L10, B10, T10, U7. Accel. 5, Top Speed 97.5 mph (100 unloaded), HC 2 (OR3); 1,870 lbs., \$4,957.

Weekender — Compact rail, improved suspension, medium power plant with PCs and SCs, spoiler, 4 PR OR tires, driver, passenger (both w/ body armor), MML in turret, 2 MMLs linked F. Armor: F15, R13, L13, B13, T13, U10. Accel. 10, Top Speed 135 mph, HC 2 (OR3); 2,677 lbs., \$9,986.

Viking — Mid-size rail, heavy suspension, large power plant, 4 Solid OR tires, driver, gunner (both w/ body armor), RL in turret, RL F, 4 flame cloud dischargers (2R, 2L). Armor: F15, R14, L14, B14, T13, U5. Accel. 10, Top Speed 137.5 mph, HC 3, (OR4); 3,310 lbs., \$14,900.

Blazer — Sedan rail, heavy suspension, super power plant with PCs, 4 Solid OR tires, driver, gunner (both w/ body armor), 2 linked MGs in turret, RL R, RL L, 6 flame cloud dischargers (2R, 2L, 2T), spoiler. Armor: F15, R12, L12, B13, T13, U5. Accel. 10, Top Speed 144 mph, HC 3 (OR4); 4,090 lbs., \$19,910.

Explorer — Luxury rail, off-road suspension, super power plant with PCs, 4 Solid OR tires, driver, gunner (both w/ body armor), 2 passengers (both w/ body armor), VMG in turret with incendiary ammo, AC with incendiary ammo F, 2 SDs linked in B corner-mounts (w/ explosive spikes), spoiler, long distance radio, overdrive. Armor: F15, R10, L10, B13, T15, U5. Accel. 10 (5 w/ overdrive), Top Speed (with passengers) 127.5 mph (147.5 w/ overdrive), HC 3 (OR5); 4,840 lbs., \$29,685.

Racing Vehicles

Coyote — Pick-up rail, off-road suspension, 350-cid engine (blue-printed, tubular headers, VP turbo, supercharger), 4 FP Solid ATV tires, driver, gunner (both w/ body armor), VMG (w/ HD ammo) in universal turret, military specifications, 15-gallon duelling tank (B w/ fire retardant insulators), tinted windows, no-paint windows, spoiler, brushcutter, overdrive, HD shocks, HD brakes, ABS, long distance radio, surge protector, computer navigator, HRSWC (VMG/gunner), 2 safety seats. Armor: F25, R25, L25, B25, T27, U23 (FP), 10 points FP CA around engine (F), 10 points FP CA around crew, 4 10-point FP armored wheel hubs. Accel. 25 (20 w/ overdrive), Top Speed 137.5 mph (157.5 w/ overdrive), HC 3 (OR 6); 6,500 lbs., \$82,593.

Bajito — Baja, off-road racing suspension, 400-cid engine (blue-printed, tubular headers, VP turbo, supercharger), 4 FP Solid ATV tires, driver (w/ body armor), MG (w/ HD ammo) in universal turret, 15-gallon racing tank (F w/ fire retardant insulators), LR web FBLRT linked to hot smoke dischargers FBLRT, spoiler, brushcutter, HD shocks, HD brakes, ABS, pitch brake, computer navigator, long-distance radio, tinted windows, no-paint windows, overdrive, HRSWC, Safety Seat. Armor: F10, R8, L8, B8, T12, U0 (sloped FP), 10 points FP CA around engine (B), 10 points FP CA around driver, 4 10-point FP armored wheel hubs. Cargo: 4

lbs. Accel. 25 (20 w/ overdrive), Top Speed 185 mph (205 w/ overdrive), HC 6 (OR 8); 2,956 lbs., \$69,842.

Military Vehicles

FAV HK-1A – Military Specifications Sedan rail, off-road suspension, 4 FP PR ATV tires, sport power plant w/ PCs & SCs, driver (w/ military body armor), GC (F w/ depleted uranium ammo), AGL in universal turret (w/ 18 impact explosive and 2 impact hot smoke grenades), cyberlink (for GC), HRSWC (for AGL), IR laser rangefinder (for GC), IR shielding, light amplification, military radio, telescopic optics, brushcutter, HD brakes, ABS, HD shocks, overdrive, computer navigator, IFF, radar, tinted windows, no-paint windows, radar detector, radar jammer, link (for detector and jammer), safety seat. Cargo: 35 lbs.. Armor; LR metal: F5, R3, L3, B5, T5, U2. Accel. 10 (5 w/ overdrive), Top Speed 145 mph (165 w/ overdrive), HC 3 (OR6); 5,100 lbs., \$105,748.

FAV TH-3H – Military Specification Van rail, off-road suspension, 4 FP PR ATV tires, sport power plant w/ PCs & SCs, driver, gunner (both w/ military body armor), 2 HMLs F (each w/ 1 teleguided, high speed, long range, HEAT missile), 2 2-space rocket magazines (each w/ 2 teleguided, high speed, long range, HEAT missiles), streamlining, IR shielding, military radio, light amplification, telescopic optics, HD shocks, HD brakes, ABS,

computer navigator, IFF, tinted windows, no-paint windows, overdrive, surge protector, radar, radar detector, radar jammer, link (detector and jammer), 2 cyberlinks (1 each crew member/HML, 2 safety seats. Sloped RPFP Armor: F14, R8, L8, B10, T2, U8. Accel. 10 (5 w/ overdrive), Top Speed 142.5 mph (162.5 w/ overdrive), HC3 (OR 5); 6,000 lbs., \$895,535, Cargo: Camouflage Net plus 1/2 space, 25 lbs.

Note – The pitch brake (see *Bajito*) or turn brake adds 10% to body cost, no weight or space. Can lock the inside rear wheel(s) in a turn, yet allows full power to the outside wheel(s), “pitching” the vehicle through the turn. Using a pitch brake decelerates the vehicle 10 mph and causes a controlled fishtail, D1 for 1/4”, and D2 for 1/2”. Can only be used once per turn to fishtail, D1 for 1/2”, or twice per turn at 1/4” each. If used more than once (or twice at 1/4”) per turn, it will automatically induce a spinout (see Crash Table 1). Use of a turn brake counts as a firing action for the driver, so it may not be used to recover from any Crash Table result. If a turn brake is used in conjunction with a normal turning maneuver, such as a bend, subtract D1 from the difficulty of the maneuver, without fishtailing the vehicle. The pitch brake may only be used safely off-road. If used on a paved surface, the locked (inside) rear tire(s) takes 1 point of damage, and the vehicle takes a D1 hazard for every 10 mph, before the pitch brake’s deceleration. May only be used by normal-sized wheeled vehicles.

Leo Pride Mark 2

Evans Motors



Have you ever wanted to take on one of those big luxury cars with a nice, old-fashioned trike? Well, now's your chance. Two smart-linked Variable Fire Rocket Pods will decimate your opposition. With enough armor to take a Tank Gun hit, this baby will keep on pounding until everyone else rests in pieces. Vaporize those four-wheeled pests!

Leo Pride Mark 2: X-hvy. Trike, X-hvy. Chassis, Hvy. Suspension, super trike PP with PCs and SCs, 3 PR radial tires, 2 smart-linked VFRPs (one R, one L), FCE R, Flechette Gun F, HRSWC, Safety Seat, no-paint windshield, overdrive, 10 points component armor around driver and PP. FP plastic armor: F40, R35, L35, B40, U20, T10. Accel. 5 (2.5 w/ overdrive), Top Speed 92.5 mph (112.5 w/ overdrive), HC 3, 3,969 lbs., \$24,878.

Pedal-Duelling

By Jeff Gilbert

With the ever-increasing popularity of professional autodueling, many people have created safer forms of the sport without compromising the excitement. One popular example of this is the rubber-armored sport of hoverball (as covered by Karen Bingham and David Searle in *ADQ* 7/2).

The most popular autoduel-emulating sport in the Eastern Hemisphere, commonly known as Pedal-Duelling (or Pedal-Fighting), originated in small farming communities of Great Britain and France, as well as overcrowded Asian cities like Hong Kong and Tokyo, where bicycles have been the main form of transportation for over a century and a half. Due to the relatively low cost of bicycles, and the sport's ability to be as safe or as lethal as the fans can handle, pedal-duelling is now popular world-wide. During the off-season, many pedal-duellists also engage in other physically-demanding "death sports," such as ob-racing (David Searle, *ADQ* 7/2) and shock-sprinting (coming soon to an arena near you).

Bicycle Construction

No part of a bicycle is considered a vehicular component. Therefore, everything takes normal (full) damage from hand weapons, and double damage from vehicular weapons.

The basic bicycle frame can support a person and all he can wear and carry (and still walk) with no problem. The frame weighs 20 lbs., has 5 DP and costs \$100. Standard tires weigh 5 lbs., cost \$12 and have 2 DP each. Fireproofing and Steelbelting are the only tire modifications allowed and are calculated normally. (Steelbelting gives a tire 3 DP.)

A bicycle may mount two hands of weapons to the Front. Weapons are limited to hand weapons weighing less than 20 lbs. A single one-shot discharger may be mounted to the rear. There is no room on a frame for anything else.

The only armor available is a front-mounted plate resembling a tripod gunshield, which protects the rider and front weapons on a d6 roll of 1-4. Each point costs \$5 and weighs 1 lb. The shield is limited to 10 points (10 lbs.) and takes full damage from hand weapons. One-point wheelguards are available for \$4 and weigh 2 lbs. each.

Maneuvering

A bicycle can change its speed by 10 mph per turn, up to a Top Speed of 25 + 5 mph per level of skill. Body Armor slows Top Speed by 5 mph, IBA slows Top Speed by 10 mph, and Impact Armor shows speed by 15 mph.

There is no Handling Class for a bicycle, but the same turning key applies (D1 per 15-degree turn). For every maneuver, the biker must make a control roll on 2 dice. The roll is based on the Difficulty of the maneuver, plus 1 for every 5 mph of speed, minus the rider's skill level. If the roll is above the control rating, the rider has no problem. If the roll fails, roll one die: 1-4, bike skids ¼ inch in the direction it was originally traveling, 5-6, bike skids as above and falls, rider takes 1d-4 damage, bike takes 1d-5 frame damage; takes 2 seconds to get up and going again.

All obstacles require a control roll, just as maneuvers.

Combat

Needless to say, the front-mounted weapons are limited to a front fire arc. A rider's skill can be used as a bonus to-hit. Hand-held weapons may be fired in a 360-degree arc of fire, but are limited to one-handed weapons while moving.

When a wheel is destroyed, the rider automatically falls, taking damage as described under Maneuvering.

Vehicle Skill

Everybody who was a kid is assumed to have Bicycling skill at base level. Every +1 of skill adds 5 mph to Top Speed, adds +1 to control rolls, and gives a bonus for mounted weapons in combat.



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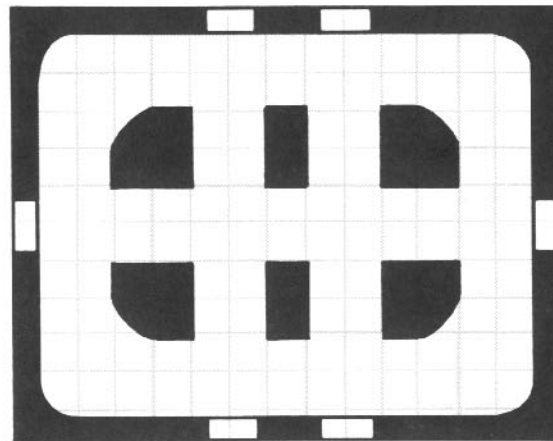


Optional Rules

It is suggested that since this sport is highly pedestrian-oriented, that players utilize the Optional Pedestrian Rules (found in David Searle's "Ob-Racing" article, *ADQ* 7/2) to determine hit locations on riders.

Bristol Minidrome

The map illustrates the usual Pedal-Duel layout used in the 150'x195' mini-arena in Bristol, Avon, England. The grandstands



Bristol Minidrome

1 Square = 1 Inch

start at the top of the 10' high outer walls. The inner walls are each 4' high and effectively indestructible, blocking fire from mounted weapons, but not hand-held weapons.

Many other sports are held during the week, such as basketball and Greco-Roman-style wrestling, but Pedal-Duelling is clearly the most popular of the sports held here, as such events are usually sold-out.

The future of Pedal-Duelling looks promising, due to its variety and low cost to arena owners. While not very popular on its own in the TV ratings yet, it makes a great opening show or Amateur Night special. Even the kids love it, as they can get in on the action at their local playground arena using paint ammo and their own bikes.

These rules are the basis for an entirely new sport, and are open to any modification or additions. So, have fun with them, and remember to "Keep your shoulder to the wheel, and your finger on the trigger!"

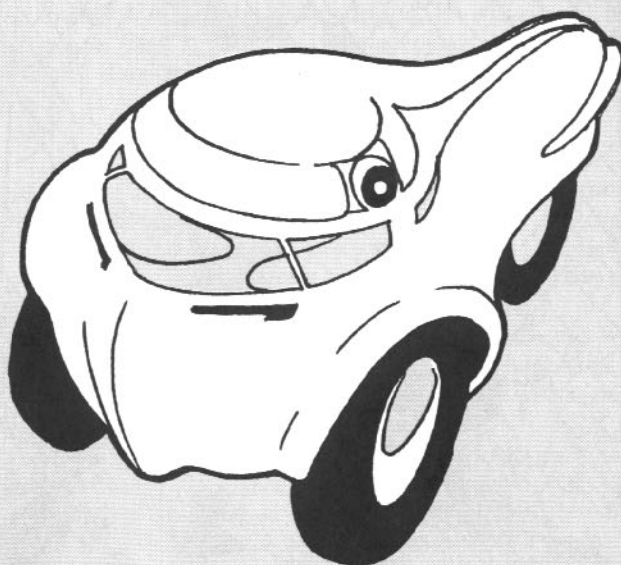
Nightgaunt

For all the racers who can't afford to keep a gas tank full – the Nightgaunt. It can reach an impressive 150 mph, and its active suspension gives it vital speed on those turns. It more than holds its own in Division-30 races, where the big gas engines just aren't seen.

The Nightgaunt gives good protection with its metal armor, and offensive punch is provided by its turreted RR, fully loaded with HESH ammo and an extra magazine.

Drive a Nightgaunt and rule the night!

Nightgaunt – Reversed Hvy. Trike, CA frame, hvy. suspension, active suspension, super trike power plant with PCs, SCs and overdrive, 3 FP & SB PR tires, driver, RR in turret with HESH ammo and extra magazine of HESH ammo, metal/plastic armor F3/40, R1/12, L1/12, B2/30, T2/12. U1/5. Heavy-duty brakes, ABS, streamlining, SWC for RR, two 5-point armored hubs and one 5-point cycle wheelguard. Accel. 10 (5 160+), Top Speed 150 mph (with overdrive), HC 4, 2,754.5 lbs., \$29,704.



Eldrich Automotive

National Past Time

By Daveed Gartenstein-Ross

In 2028, when I was 12, Grandfather stayed in our spacious Atlanta house for the summer. He would rock back and forth in our white glider as the warm evenings grew dark, enthralled me, my three brothers, and the rest of the neighborhood kids with his accounts of the good times, the 1980s and '90s. A cherrywood pipe dangled from his mouth and a driver's cap shielded his face from the scorching Georgia sun.

He loved to reminisce, and we loved to listen. For all his amusing anecdotes and tales of 20th-century living, there was one aspect that we were most fascinated with, one thing that seemed to be the heart of his America.

Baseball.

He'd tell us about the game, about the boys of summer, about the excitement, competition, kinship and spirit that one season would bring to the country. He told us of the bleacher bums in Chicago, the hopeless Cleveland Indians, the dominant Oakland Athletics of the '80s and New York Mets of the '90s. He told us about Boston's curse of the Bambino, Nolan Ryan's incredible fastball, Ozzie Smith's unparalleled fielding.

"Whatever happened to baseball, Grandpa?" I asked from his bony knee.

With this question we could see a wistful gaze in his eye and hear sad memories in his voice. "Today's sports just phased it out," he said. "The other great American sport of the day, football, has developed into combat football. Old football had been popular

because people loved violence and the NFL was the closest thing they had. Except, of course, the six o'clock news."

He chuckled at his little joke; being brought up in the 21st century, I didn't get it. He continued, "Now that we have auto-duelling, football had to become more barbaric to remain competitive. But baseball was loved for its art, not its excitement.

He paused to relight. "After the Short War, with the emergence of blood sports, the wick of baseball's popularity was blown out. There are still some semi-pro teams scattered about, but I don't think it will ever regain the popularity it once held."

We children looked at each other. We all felt the same sense of loss. I spoke the group's sentiment when I said, "Grandpa, I want to play baseball."

The old man smiled. "In your father's basement," he said, "is some equipment that I used when I was your age. You boys could dig it out so I could teach you."

When we returned to the porch with bats, mitts, and helmets, Grandpa had a blue plastic binder in his hands. "Come here," he motioned. "Look here, look at these." Insider the binder were transparent plastic sheets containing what looked like combat football trading cards. "These," he said, "are baseball cards. They were a billion-dollar business 50 years ago." He flipped through the pages, found one with a bulky, curly-haired black dude powerfully hefting a bat. "This is an Eddie Murray rookie card," he said. "He was a great player, with the Baltimore Orioles, Los Angeles Dodgers, and '90s vintage Mets. He could do anything: hit for average, hit for power, field, steal bases. I bought this card for 50

dollars, not just because I knew his card prices would soar. The reason I shelled out 50 bucks for a piece of cardboard was that I loved to watch Murray play, loved to read about his misadventures on the sports page, not expecting a return."

He closed the binder. "You coming?" he shouted, trotting toward his van. We rushed to catch up.

"Where are we gonna play, Grandpa?" I asked.

He smiled. "You'll see."

Atlanta-Fulton County Stadium had been shut down for years. In fact, I didn't even know it had been a ballpark. The main gate was slightly ajar, and Grandpa used a crowbar to pry it open. We rushed inside, onto the playing field. We ran like turkeys on the long grass, gaping at the stadium's immensity and imagining what it must have been like to sit in the stands, kicking back with a friend and drinking a cold beer, gazing at the city's neon lights in the distance. You could root for your team, root for a good time, or nap beneath your game blanket. It seemed like a nicer atmosphere than the rednecks, pseudo-jocks, biker scum and tech nerds that autoduell-ing attracted.



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Grandpa taught us the rules for an hour, then let us practice batting for another hour. We weren't too good; even our middle school's combat football star, David Walker, didn't get a hit out of the infield. I had only two weak fouls in about 30 swings.

We were a little better at fielding. David said it was like catching a football. We fielded for 30 minutes, then batted again. We kept swinging until it grew dark and we had to return home.

But we were hooked. We made Grandpa take us back the next day. We must have played for six hours, and Grandpa just sat on the sidelines with a huge grin on his face, like he'd grown 30 years younger. When we were about to leave when he asked, "Do you wanna see Grandpa hit, or what?"

That sounded good. "Throw it over the middle of the plate, nice and easy," he commanded, waving his bat to and fro like a slithering serpent. Dave complied, and Grandpa smacked it. We expected it to plummet after about 50 feet like all of ours, but no. His hit kept soaring, refused to drop, floated into the seats.

We gaped at his power, and he smiled nonchalantly. "Someday you'll all hit like that," he said, although we didn't believe him.

Next day we had more neighborhood kids join us. Some of our friends told some of their friends, and we had lots of fresh young bodies, eager to learn about this new sensation. There were so many, in fact, that Dad had to follow Grandpa in his station wagon to provide enough transportation.

Soon we took up four vehicles. But the more the merrier, and we improved steadily. In a month we were regularly hitting 200-foot drives and making diving catches.

Dave Walker even blasted one out to the warning track. My brother Herbert ran his heart out, dove, and caught it about six inches before it dropped. Everyone applauded both performances.

On the last day of summer, the cataclysmic day before school began, Grandpa announced that we were going to play an actual nine-inning game. He named Dave Walker and my oldest brother Jan as the team captains.

Dave picked Herb first, remembering the catch he'd made. Next one picked was Robert Osborne, a tough older kid who claimed he'd been a gang member back in L.A.

I was picked dead last, by Dave. He listed me as a relief pitcher on the lineup card.

I began the game in what had once been the Atlanta Braves' dugout, sat there until the bottom of the third. When starting pitcher Steve West complained of a sore arm, Dave promptly elected me as bullpen catcher. I was honored, although in retrospect I wonder why.

We won the game, 26-23. One highlight was Dave blasting his first homer. There was a small party at home plate afterward. Everyone was pleased that he'd developed so nicely.

Yes, baseball does bring people closer.

School didn't stop our ball playing. We practiced every day, to the chagrin of my parents come first report card. But I promised to leave practice early to do homework in the future.

Next summer we had regular competitions, four teams each playing 40 games. I was Dave's bullpen catcher again. Our team won the championship with relative ease, finishing six games in front of Jan's. Dave won the home run crown by blasting four, Steve West won the ERA title with a not-so-glittering 5.25, also leading the league in strikeouts (57), innings pitched (60) and complete games (3). Herb, another teammate, led in stolen bases with 53.

When I began high school, Grandpa discussed with administrators the possibility of starting a school ball team. Surprisingly, they agreed, and in early March 2030, I found myself taking batting tryouts at the ball field that our gang's parents built near the campus. It was beautiful, with evenly trimmed grass and clearly marked baselines. The bases were sparkling white. The fences, 275 feet from home plate at the nearest point, were sturdy chain link.

Steve West, a cinch to make the team, pitched tryouts. When I batted, the first pitch whizzed across my belt line for a strike. Second one, shoulder-lever strike. Third pitch, I swung early on a change-up for strike three.

I didn't make the team.

It was depressing: two years ago the game had been my idea, and now I couldn't even make a team that I helped start.

One afternoon the phone rang. It was the coach, asking if I wanted to be the team's honorary manager. I told him to hold a second, ran to tell Grandpa the good news.

Grandpa looked a bit offended. "Tell him no," he said sternly.

Whenever Grandpa gets stern, there's no point in arguing. I slunk back upstairs, said politely to the coach, "No, thank you. I just don't have time, with homework and all."

"Yeah, I understand," the coach lied. If I didn't have time, why did I try out in the first place?

I asked Grandpa why he refused. "Do you want to be an honorary manager all your life, George? If you let 'em stick you with that now, they'll assume it's your place. If you practice hard and try out again next year, you might make it as a player, not as "honorary manager."

"But there's nobody to practice with!" was my only argument.

Grandpa puffed his pipe. "There's always me," he offered.

So Grandpa trained me personally, and that summer I played as a platoon center fielder. Grandpa's training had made me an excellent fielder, but my hitting was still a bit deficient. I got the plate 43 times, taking 15 bases on balls and otherwise batting .214.

As a sophomore I made the school team as a reserve outfielder, hitting .257 with three doubles. That summer I knocked my first homer as Dave's starting left fielder. My junior year they split our team into Varsity and Junior Varsity, and I became a JV starter.

Even though Jan had already graduated, he still played our summer league. That summer he became friends with a fat guy named Roach Harrison, who owned a local arena. He persuaded Roach to let us play an exhibition game before one of his Friday night mayhems.

We spent a week preparing the ball field. We set down Astroturf and chain link fences that could be removed before the duels began. Our teams were chosen from the best players, so the crowd could witness an impressive show. Surprisingly, Dave chose me for center field. We practiced six hours a day to get ready.

I stared at the gathering crowd. One of the grandstands was already packed, and I could see fans lounging with plastic cups in their hands. Way off to the side there was a vendor with a large sign proclaiming *Real Brew*, \$1.50 per cup.

Beyond the grandstands I could see beautiful specks of city light. It was so much like I imagined the good days.

I was snapped from my reverie by Steve patting my back. "Good luck, Bud," he said. "Make some nice snags for me."

The announcer called us to the field. He explained baseball to the crowd for five minutes while we took warm-ups. The he in-

toned, "The first team to bat will be David Walker's Storm Giants. Leading off is Herbert Russell, #49."

The crowd cheered half-heartedly, not knowing what to expect. Herb was batting against Rock Harper, a fast pitcher. He grounded Rock's first pitch into the outfield for a single.

"Batting second," the announcer said, "is #20, Jake Burton." The crowd cheered even less enthusiastically now, more like quarter-heartedly. When Herb stole second, they didn't bother to react. Jake hit a high pop-up that Jan caught at the edge of the infield.

When the announcer said that third baseman Ken Evans was due up next, one member of the audience took off the kid gloves and jumped to the point. "We don't want this pussy stuff!" he screamed. "We came for the duels!"

After Ken struck out on a slider, more fans joined the jeering. Our nadir came when Dave hit a long fly that left fielder Robert Osborne handled. The whole crowd began to spite up then, screaming about what they'd do to us "pretty boys" and that they wanted a real man's sport.

When the Storm Giants took the field, the impetuous crowd started throwing things. First a tomato splattered on the pitching mound, then a well-placed egg scored an ace on Dave's head.

Both teams retreated to the pits for refuge . . .

End of summer. Group discussion, all players present. We had to decide the future of baseball. We'd tried our game at another arena later that summer and were booed away again, so we had to figure out what went wrong. Rock was real upset, as people actually had the gall to say he threw like a girl. He said he'd just as soon forget the whole thing and go on with life. Quit baseball cold turkey.

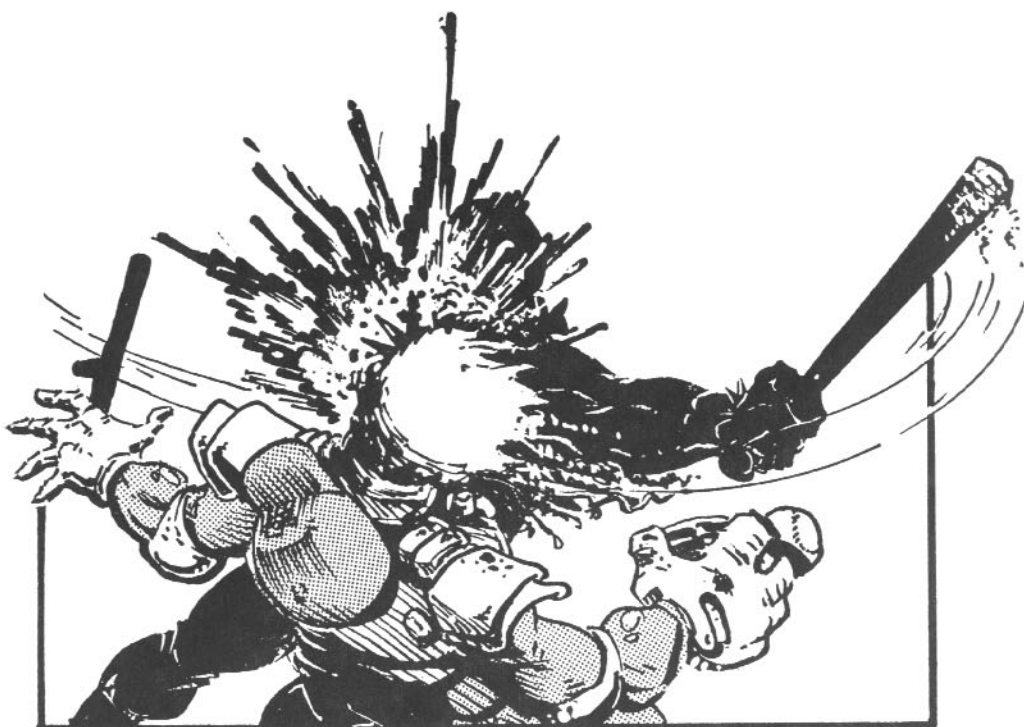
But Jan, the brains of the bunch, had a different opinion. "Baseball is such a beautiful game, there have to be people who love it somewhere. Besides . . . I have an idea."

It was next summer, after my graduation, that Jan's idea began to manifest. The first thing he did was announce that there'd be four teams, each with a 24-man roster. We had lots more than 96 people; there'd be many cuts, but competition in our new, more exciting, made-for-the-audience-of-2034 game would be superb. I was Herb's left fielder.

Jack Eldridge, a teammate, was injured in practice and couldn't start the season. We were lucky: other teams were reporting lots more losses. Dave lost Steve West, but as competition increased we became less sympathetic to our rivals' woes.

After a month of practice, league commissioner Jan announced that we would begin play, and said we had an arena booking in two weeks. The management was so excited about our hot new idea that they even promised five innings of play.

All around town I saw Upton Duel Arena signs, hyping our debut. At home one night I found a Channel 12 news van parked in the drive.



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I opened the front door, skipped to the kitchen, saw a short, squeamish reporter talking to my brothers. Surprisingly, Grandpa was not there.

The reporter asked a whole passel of questions. We explained the sport's history, the summer of 2028 when Grandpa taught us to play, how we got baseball instituted in Atlanta High School #5.

That night we had an eight-minute TV spot.

Friday we debuted at Upton. They'd laid out a better field than Roach. The announcer was also more enthusiastic: "What you are about to witness is a historic event. You are about to see the debut of the next sporting craze, right here in our very own Atlanta. It resembles old baseball, but don't get confused. It's based on that venerable sport, but is much more exciting and . . . bloody."

Our teams took the field, clad in body armor. The announcer briefly explained the rules, then screamed, "Here it is folks, the moment you've all been waiting for, the first ever game of *Combat Baseball!!!*" The crowd went wild. We batted first, Herb leading off. Dave's starting pitcher was Rock Harper, who'd developed into a side-armed.

His first pitch came in knee-high. Plate umpire Matt Gibson shouted "Steerike!" and the crowd cheered like mad. The next pitch was also knee-high, and again Herb let it go. Third pitch was at the same level, but this time Herb swung vertically to undercut the ball, popped it up a mile.

Catcher Henry Gault chased the fly, keeping his eye on it. Herb went after Hank with his baseball bat, trying to avoid an out. But Hank would have none of it, drawing his nightstick for defense. The catcher pulled a dirty trick, swung his stick underhand and pulled it up at 90 degrees between Herb's legs. It whacked Herb's cup, knocked him to the ground in a squirming fetal position. Hank caught the ball.

Next up was first baseman Jake Burton. He shot off a line drive

to center and decided to go for two bases. But the center fielder let off his throw to second baseman Ronnie Tritan before Jake could slide. Jake drew his nightstick, to evade Ronnie at any cost. Ron didn't draw a weapon, just lowered his head and charged. Jake walloped him a couple of times, but Ronnie tagged Jake. Our second out, and the crowd was bordering on hysteria. "How 'bout that Combat Baseball?" The announcer was milking the violence for all it was worth.

In the course of the game Ken Evans broke his arm on a close play at third, and I don't think the crowd was trying to be mean when they cheered. When the game was over we received a standing ovation.

All summer, numerous arenas from across Georgia requested us to open duels – we got so many offers that our rates rose quickly. Originally it was \$50 or \$75 checks, but as the season worn on, they started bidding up to \$1,000 for one game! The year climaxed with a half hour segment on BGN.

That winter, we announced on BGN, ESPN, and KILL (the West Coast's link to blood sports) that we'd be starting a national professional Combat Baseball league, with a contact number. We mentioned that anyone interested in starting their own team could make a sizable profit.

Our league became a ten-team operation, television contracts sold to the highest bidders. It seems our sport was generally regarded as a future success, as BGN and CBS bought rights for \$5 million apiece. Hasbro bought merchandising rights for \$1.05 million; Topps, Score, and Donruss bought card rights for \$2.6 million apiece.

Teams were quartered in Atlanta, Chicago, Detroit, Houston, Los Angeles, Montreal, New York, Ontario, San Francisco, and Seattle. Jan was Atlanta's principal owner, building the ballpark with his share of outside money and local sponsorships.

The first professional Combat Baseball season began that summer, April through October, with each team playing two games per week (for a total of 56). Ancient Candlestick Park even got revamped for San Francisco.

The season was spectacular, each team reporting over \$10 million in profits. Both World Series teams made over \$15 million. I was happy for two reasons: that people liked the game, and that our Atlanta team won the Series. Jan put me in center, and somehow also landed Steve West, Rock Harper, Ken Evans and Henry Gault. We won 45 of our 56 contests.

Steve led the league in ERA with 2.74, strikeouts with 142, complete games with 5 and victories with 13. Ken came in second to Dave in homers with 26. I also had a good year, hitting .348. I went 7 for 13 with 2 homers in the Series, and to my utter glee, found people asking for autographs that winter.

That was 2035, and from 2036 to 2040, our sport continued to grow. It had expanded to two leagues and a total of 18 teams by 2040, with each team raking in over \$50 million annually. Atlanta repeated as Series champs in '36 and '37, lost to New York in '38, and won again the next two years. Steve continued his stellar play, Ken won two home run titles, and I finished third in one batting race. A 2040 Beckett Combat Baseball Card Price Guide listed my '35 card value as \$16.50.

Combat Baseball reached #3 in TV ratings, behind autoduelling and private wars, but ahead of ob-racing and combat football. The Wisner Guide to Sports Programming predicted we'd be #2 within two years.

That winter, Grandpa bought us Atlanta stars a ticket to the Baseball Hall of Fame in Cooperstown.

We walked into the great old building, peered at the classic items within. We viewed Ozzie Smith's first glove, a Honus Wagner card, one of Babe Ruth's bats, the ball that Roger Maris hit for his 61st homer in 1961. The Hall was adorned by mementos of Mickey Mantle, Willie Mays, Nolan Ryan, Roger Clemens, Ken Griffey, Jr., Pete Rose and Ty Cobb.

I approached the clerk. He had thinning white hair and wore bifocals that made his eyes appear both monstrously huge and infinitesimally small at the same time. His wrinkled, yellowing skin suggested that he himself was a remnant – a remnant guarding other remnants of a forgotten era. Protecting old mementos that nobody really cared about anymore.

"Why isn't there anything about Combat Baseball in here?" I asked.

"They are totally different sports," the ancient clerk said. I thought he'd say something else, but I had to prompt him to make him explain further.



"I love baseball's competition. The pitcher and batter always try to get the edge over each other, fielders anticipate plays, managers steal signs." His voice was quiet, but I could tell he was getting angry. Not angry at me – angry at the idea of Combat Baseball. "Combat Baseball is nothing but violence. It's a snot-nosed brat that's bastardized everything good about its mother."

Back at our hotel, I told Grandpa what the clerk had said.

"Can't blame him," Grandpa said. "Your version is pretty much off-base, no pun intended." His joke wasn't really that funny, but the pressure of the moment skewed our concept of comedy, and the whole room cracked up.

"Hold up, hold up," Grandpa said then, when we'd finished laughing. "I want to know, and I mean honestly now, what do you think of Combat Baseball?"

"Well," Steve said. Steve was always the one to speak for our group. "I like Combat Baseball. I mean, it's made me famous and gotten me a lot of money, so I would say that it's good."

"Yeah," Ken agreed. "People ask me for autographs when I walk down the street, so obviously it's been beneficial."

"No, no, no," Grandpa said vehemently. "I'm not asking what you think of the gains you've made through Combat Baseball. I'm asking what you think of Combat Baseball itself, as a game."

"Well, it's like baseball, and I like baseball," Steve said. "Combat Baseball's kind of similar, the only obvious difference being the fact that most players are in traction at the end of a few weeks." Steve snickered at his attempt at humor, but stopped when nobody else joined in.

"Wait," Jan said. "I think I see the point that grandfather's making. Steve, why did you say you think Combat Baseball is so good?"

"Well, at first I said I liked it because of the obvious stuff, fame and fortune. Not to mention women . . . But also, it's the closest thing we have to real baseball, and I love real baseball."

"We really have the fame and fortune," Jan said. "That'll stay with us forever. But what you were saying about real baseball – why can't we have real baseball, Steve?"

Steve stammered, "Well, the crowds didn't like it at first – I still remember that first time we got booed off the field at Roach Harrison's arena. That hurt."

"Yeah, it hurt," Jan agreed. "But the public is pretty much used to the game of baseball now, right?"

"Yes, I suppose," Steve said. "But they're used to the violent version we have."

"They are used to us peddling violence," Jan said, "but there's no reason we couldn't phase in a nonviolent version. We've been sacrificing our true love for fame and success. There's got to be enough people left who still love baseball *without* violence, the sport that Grandpa taught us. Why don't we return to it?"



Jan's cold blue eyes unwaveringly made contact with everyone in the room. "Stand with me," he said. "This is what I want to do – I want to return to the camaraderie that we restarted baseball for in the first place. Who will join me?"

I was the first to step forward. "I love baseball," was all I said. I looked at my friends. Did they agree? Or was the money too addictive?

Astonishingly, the next to stand was Steve. "I love baseball, too," he said. That shocked everybody: Steve had been on top of the world. I know I didn't think he'd risk losing all the glory he'd accumulated.

Only Steve could have such an influence. Soon, everyone stood with us.

As everyone left the hotel room with his new resolve, Jan approached Grandpa. "Did I do the right thing, Gramps?" he asked.

Grandpa answered him with a smile beneath the gray-brown moustache that perched on his mouth like a sharp-lined snowdrift.

The Atlanta Storm Giants announced their withdrawal from the Combat Baseball League. We'd founded a major league team within a month, under Jan's ownership.

We had what we'd wanted all along, baseball as it was intended. Jan said he wanted to create an eight-team league within a year. And when Jan has an idea, everyone listens.

In the meantime we go down to Atlanta-Fulton and practice virgin baseball every day. Even if we never play before crowds again, we don't care. After all, this is what we love to do.

Card Wars Rejects

By Creede Lambard

There were several cards that Steve wouldn't let us put into *Car Wars: The Card Game*. Here's why. (Our thanks to John Kono and Tim Carroll for some of these cards.)

MARSHMALLOWS

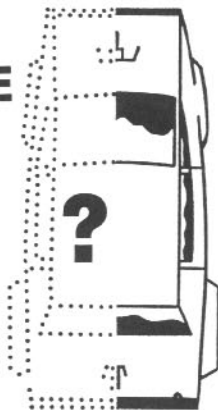
Use this card when a flame-thrower takes your driver out of the game. It doesn't help any, but The Last Great Act Of Defiance is a great crowd pleaser.

TIRES DISAPPEAR!

Your tires magically disappear and your car grinds to an abrupt stop! Your driver takes 2 points of damage from the impact and your car can no longer Spin or Swerve.

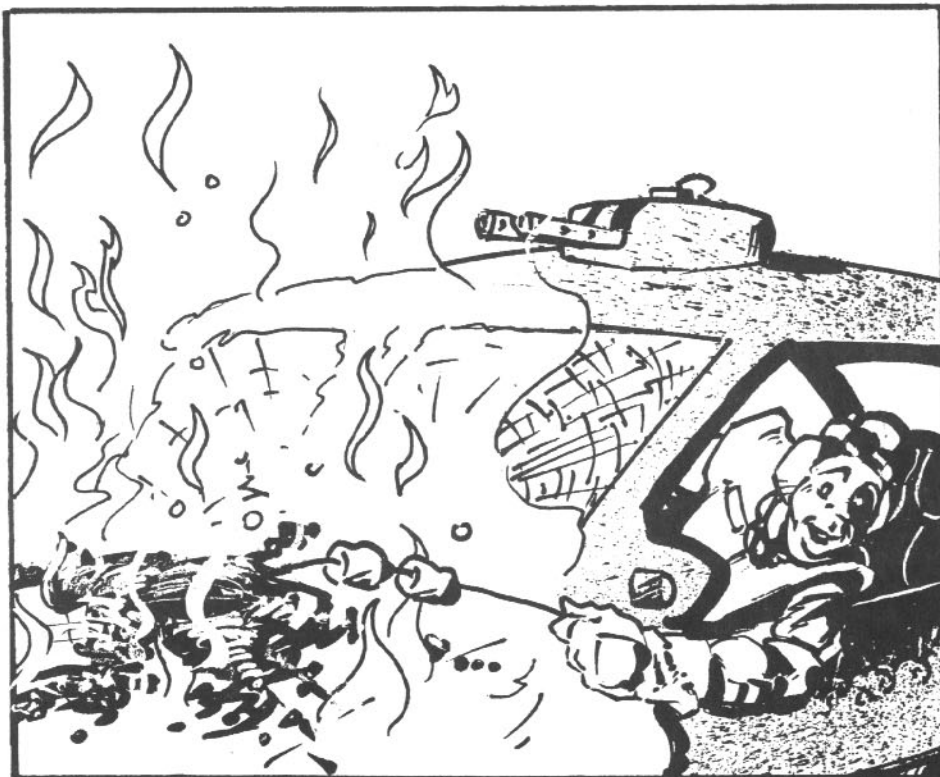
NO LEFT SIDE

You have no left side. That doesn't mean you don't have any armor on your left side; your left side just vanishes into hyperspace. No one can play left side Attack cards on you for the rest of the game.



MOEBIUS CAR

All four of your sides count as one single side with 24 points. Your opponents may play weapons of any side on you at any time; you may use any armor card in return.



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ARMOR SHOOTER

You can shoot a piece of armor at any other car still in the arena! It does two points of damage to the side printed on the card per point of armor fired.

MASSIVE RETALIATION

Use as your driver is taken out of play. You may fire all the weapons in your hand at any car or cars still in the game.



FLASHBACK

Play on any player at any time. Those low-grade recreational pharmaceuticals he used to indulge in finally catch up to him, and he careens wildly around the arena. Treat any Attack card played on that player for the next two turns as a Called Shot.

BERMUDA TRIANGLE

Your car and driver disappear for one whole turn. No one can play any cards on you until the next turn, when you reappear.

EJECTION SEAT

Your driver leaves the arena immediately and takes four points of damage. If your car is unbreached and is the last car left in the arena, you win that duel!



GODZILLA'S CAN OPENER

A giant lizard appears and rips all the armor off one side of your car, creating an immediate breach. You choose which side, but it must be a side that was not already breached.



THERMONUCLEAR DEVICE

Everybody loses.



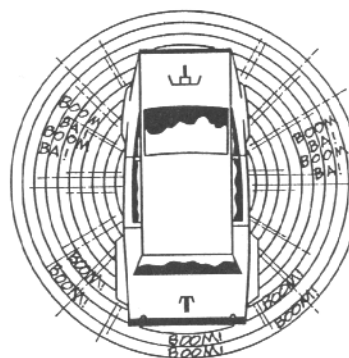
DEMON MECHANIC

Aided by a powerful spell borrowed from some other game in your collection, you summon a demon who immediately repairs all damage taken to one side of the car. Discard all of the cards on that side.

BODY ARMOR TOO SMALL

You washed your body armor in hot water by mistake and it shrank. Your driver can now only take three points of damage (rather than five) before he's out of action.

TEN THOUSAND WATT STEREO



No game effect, but hey, you'll really impress the babes after the duel.

MIDGET MECHANIC

Fixes a breach to any one side, adding 3 points of armor to that side.

Sterling, CO

come a large city capable of sustaining itself and providing a safe haven for all travelers in the area.

Points of Interest

1) *Broadway Plaza*: The plaza is a large shopping mall with close to 100 stores, where virtually anything can be purchased if the price is right. There is a full garage here, which services both electric and gas-burning cars. Supplies tend to be a little outdated – generally about two years behind the state of the art, due to infrequent supplying, although it is rumored that Uncle Albert intends to open an outlet in the near future.

2) *Northeastern University of Colorado*: NUCS is a full-scale university which acts as the counterpart of CU in Boulder. It is surrounded by a large wall with laser-guided rocket-launcher emplacements. Inside the campus, duelling is strictly forbidden and the prohibition is strongly enforced.

3) *South Platte Airport*: The airport is a major stop for all Denver-Chicago flights. It services helicopters, microplanes, blimps and airships.

4) *Sterling Sugar Refinery*: Over 85% of all sugar used today in North America is produced by the refinery in Sterling and distributed by a fleet of cargo airships the company maintains.



5) *Sterling Regional Medcenter*: This is the largest hospital for hundreds of miles in any direction. It has a helipad, full Gold Cross facilities, a fleet of ambulances and three helicopters to respond to any emergency.

6) *Municipal District*: This section of town has all the public agencies such as the police and fire stations, library, local government, as well as an AADA office.

7) *Logan County Fairgrounds*: The regional arena and fair is here. The Sterling Public Works Department maintains a large stretch of grounds available for carnivals, flea markets, rodeos and other events. The Sterling Silver Arena is also located here. Nicknamed "the Snake" by just about everyone, the arena is a fabulous racetrack which loops around in a series of tubes and channels which cross over and under one another like a serpent. The Silver

By Ian Healy

Once a tiny haven with a population of 12,000, Sterling, in northeastern Colorado, has nearly doubled in size and quadrupled in its importance. Today, Sterling is the largest city between Denver and Omaha and a major stop for any traveler heading to Chicago from the West Coast.

History

Sterling was founded more than 150 years ago by Germans seeking a simpler way of life and a place where they could farm in peace. Once the highways were added, the town quickly grew from a small farming community to a large population center. By the late 1980's, the population had declined somewhat due to lack of jobs available in the area.

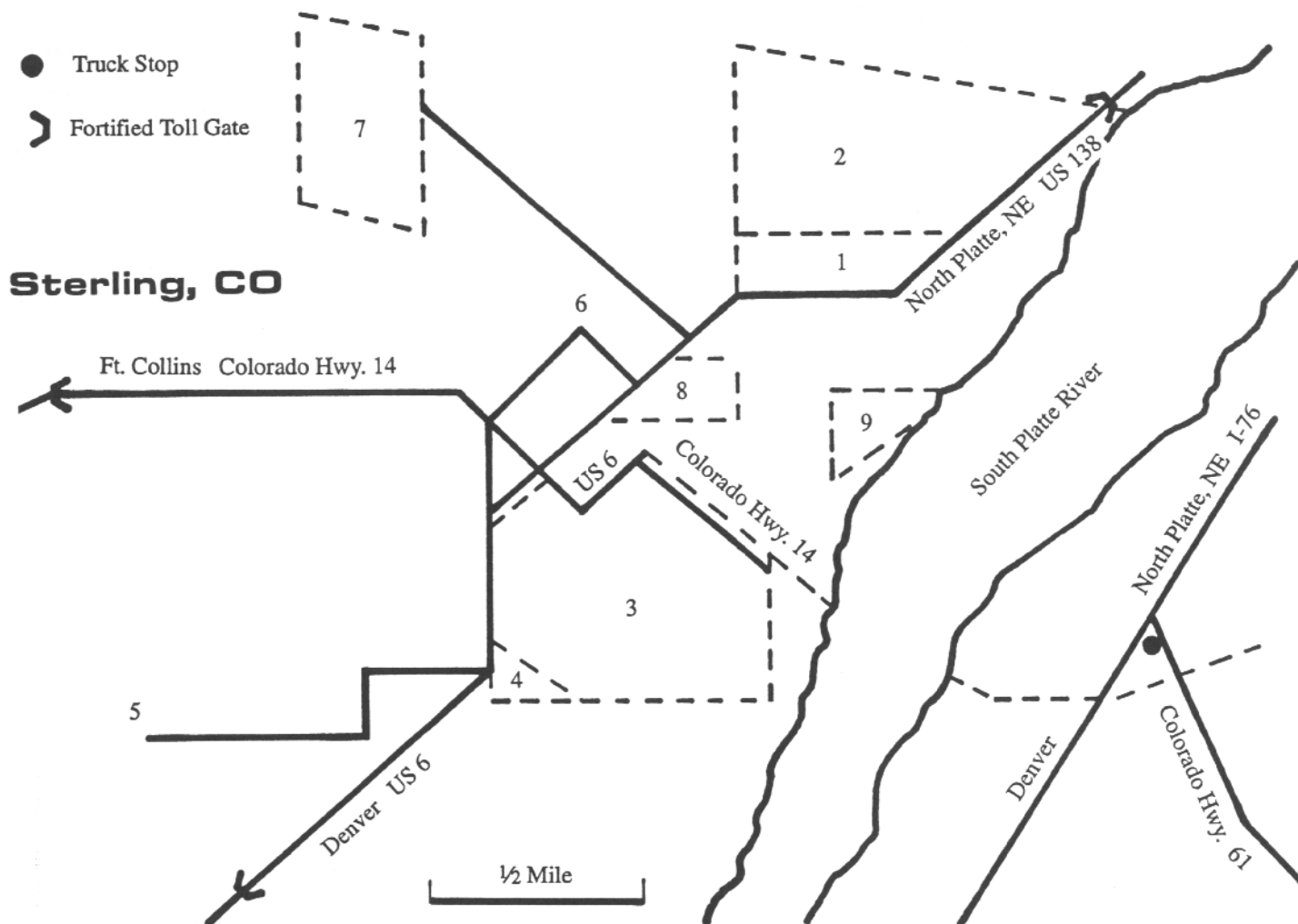
The Grain Blight of 2012 completely changed Sterling. A huge influx of farmer refugees turned Sterling into a "boomtown" virtually overnight. However, the farmers moved back into the town only to starve, since there was no more food in Sterling than there was in the country. Livestock disappeared quickly and food riots broke out, and soon reports of cannibalism abounded. Two things kept Sterling from vanishing completely: water and oil.

At the turn of the century, severe droughts struck the Midwest and the lack of water seriously threatened the farming community. Sterling kept its economy alive and its people fed by selling water from its large underground aquifer to neighboring small towns at highly profitable rates. Sterling also provided oil for itself and the smaller towns from several operating wells. Even today, Sterling is one of the largest North American producers of oil outside of Alaska and the Free Oil States.

Northeastern Junior College, located in the northern part of Sterling, saved the town during the Blight. The college administration coordinated the water sales (although some called it extortion) to other towns and kept a small hoard of livestock alive on prairie grass. The students also formed their own Civil Defense program to insure the city's protection and survival. A relief team was sent in a locally famous cross-country trek to Peoria, Illinois, to obtain some of the first samples of the algae food source. This algae, as well as the cattle herd, saved the town from slow death by starvation. Quickly, the NJC students grew the algae and became one of the first "Greenvilles" of the Midwest. Relief teams coordinated by NJC were sent to surrounding areas bearing supplies of food and water.

Today, NJC has expanded to become Northeastern University of Colorado at Sterling. The town is a fortress town which still sometimes has to defend itself from invaders. These invaders are not after salvage, normally, but water and oil.

The lands around Sterling have not been farmed since the Blight. The area which was called the "Great American Desert" in the 19th century has become the "Little Sahara" in the 21st. Sterling is the single oasis for miles around and has expanded to be-



Arena is also the arena of the NUCS Rattlers, the University team which competes actively on the NCADA circuit.

8) *Stahler Refinery and Power Company*: The largest American oil well and refinery outside of the Free Oil States and Alaska is located here. The refinery and wells are heavily guarded and fortified. The local power station is located here, with underground cables reaching several miles to a huge field of windmills to tap the power of the prairie winds.

9) *Mullen Waterworks*: This was originally the base of operations for James A. Mullen, one of the most notorious "waterlords" of the 2010s. Now it is a water treatment and storage facility. Pipelines are under construction to reach outlying towns. Eventually the directors of the plant hope to build an extensive irrigation system so that the farming can begin again.

Events

The Logan County Fairgrounds are busy almost year-round. One of the most famous rodeos in the world of 2042 is held here each fall, and hundreds of ranchers show their stock and their skills, much as it was done 50 years ago. Another major annual event is the Spring Fling, a carnival held for two weeks every May with lots of food and rides and games. There are junior autoduelling events for the kids and spectacular fireworks at night. It is definitely an event not to be missed.

Facilities

There are three truck stops in the region, each fully operational and in excellent condition. They are located on Colorado 14 midway between Sterling and Fort Collins, US 6 between Denver and Sterling, and on I-76 at the junction of I-76 and Colorado 61.

There are two local TV stations. KTVS is the local news/entertainment station; it operates three news helicopters which monitor local events. KNUC is the university station which covers most of the local sporting and duelling events.

Duelling

Duelling within city limits is illegal. Violators are escorted from the city by the local police and warned not to return. I-76 and US 6 both maintain no-dropped-weapon ordinances, which are strictly enforced. Mines and explosive spikes are not tolerated, and oil and flaming oil are frowned upon. If spikedroppers, junkdroppers, drop-spike plates and the like are used, the duellists are expected to retrieve them or face a heavy fine.

The dangerously-curving Sterling Silver Arena is considered one of the toughest venues on the pro/am circuit.

Highways

I-76 and US-6 Southbound are the two major roads in the Sterling area. They are in excellent condition due to \$200 per-vehicle

tolls, which pays for excellent maintenance and strict enforcement of the dropped-weapons ordinances. Colorado 14 Westbound and US 138 are considered good roads, though they are not as well maintained as I-76 and US-6, due to the lack of weapons restrictions and less consistent maintenance. US-6/Colorado 14 Eastbound has not been repaired since before the turn of the century, and is now impassable to all but the toughest off-road vehicles. It vanishes and reappears in the desert, and the bridge over the South Platte River has long since collapsed. The road is still used, however, by cycle gangs and occasional emergency couriers.

Organizations

Sterling Police and Highway Patrol: The Sterling police patrol the city itself and about 20 miles out along the major roads from the city, except for US-6/Colorado 14 Eastbound. They maintain a fleet of 15 cars and two helicopters. Their colors are silver and blue.

University Police: The University police patrol the campus. They tend to be distrustful of the Sterling Police, and only aid them if the problem directly affects the campus. They drive green and white cycles with windshells.

The Rattlers: The university-sponsored autoduelling team is the NUCS Rattlers. Membership is about 30 duellists, half of which regularly compete on the NCADA circuit in all divisions. They are excellent drivers, placing more value on good handling than on marksmanship, although they are not lacking in this respect either. They operate out of the SSA and fly their school colors, green and white, and have a rattlesnake painted in a prominent location on their vehicle.

Midwest Farmers' Daughters: The colorfully-titled MFDs are a loosely knit band of teenagers (of both sexes) with nothing better to do than to build up flashy cars and look for trouble. They fly no particular colors, but their cars are often extravagantly decorated and detailed. MFDs build their cars from the ground up – there are virtually no recognizable stock vehicles in the group. Their membership is about 50 kids, with about 30 of the members actually owning and operating vehicles of various sorts. They are in good standing with citizens and police, because the trouble they look for is usually outside town and of the cycle gang sort. They help defend the town from raiders and put on benefit car shows and duels for charity.

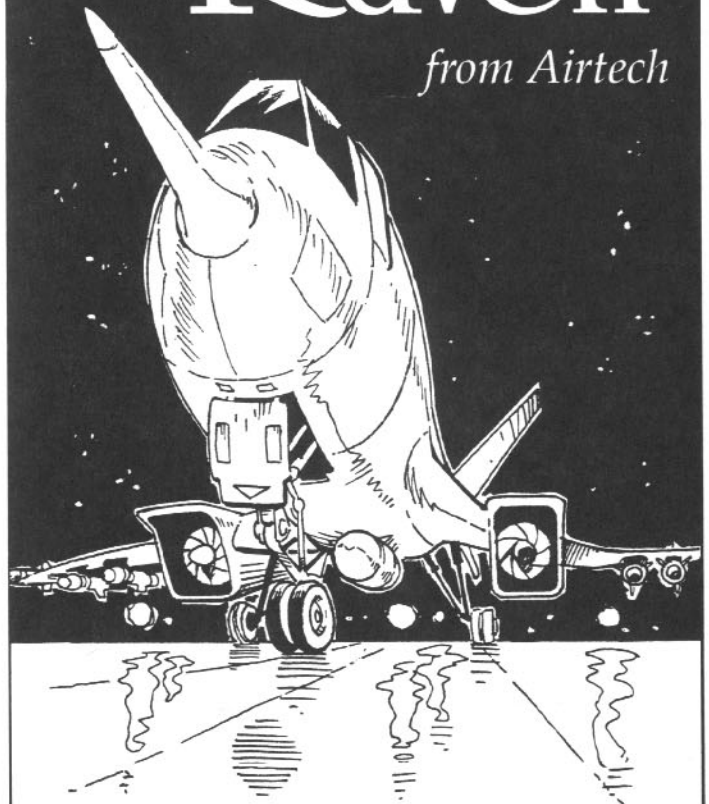
The River Rats: The River Rats are a band of raiders from the south. They operate out of one of the deserted towns along the South Platte. All their vehicles have OR equipment and they use the river extensively as a means of avoiding pursuit by authorities. They are rumored to use at least one monster truck in their attacks and ambushes.

The Scarecrows: This cycle gang which occasionally allies itself with the River Rats is about 60 strong, preferring to ambush on the highway. They raid Sterling on occasion.

The Fremen: The mysterious Fremen are another cycle gang who live in the Little Sahara, plundering water and oil convoys for their livelihood. Rumor has it they operate at least two dozen cycles and trikes, half of which are gas-burners. They also have at least one small copter which they use to help overrun convoys. They appear and disappear into the desert with startling quickness. Their vehicles are camouflaged to blend in perfectly with the desert dunes and prairie grasses.

CCJ-3 Raven

from Airtech



The new **Raven** from Airtech is the ultimate in corporate travel and comfort. Safe, fast and able to hold its own, the Raven can carry four passengers at Mach 1.3 through all kinds of weather and combat-hazard zones.

The **Corporate Combat Jet 3** is radar-stealthed for the safety of your executives.

Not available from dealers. Please contact Airtech (ELMAY Account #B-573-8T)!

CCJ-3 Raven – Large airplane, 2 4-space HP jet engines in EWP's facing back, 1 fuselage-mounted 5-space HP jet engine, 2 2-space HP jet engines (1 per wing), 3 HD car tires, swept wings, pilot, 4 passengers, GC front, 2 smart-linked hi-speed AAMs on wing-tip mounts (1 per wing), 2 2-space rocket EWP's (1 per wing) each with a hi-speed AAM, CD back, linked EWP-mounted AAMs, 5 safety/ejection seats, retractable landing gear, refueling probe, 2 45-gallon economy tanks (1 per wing), 1 45-gallon economy tank (in fuselage), hi-res targeting computer, 2 vehicular computers. RP armor: F30, R30, L30, B30, T30, U21, 10 pts. RP armor on each engine EWP, RP-treat wing-tip mounts and rocket EWP's, 10 pts. Normal CA around pilot, 10 pts. Normal CA around passenger group. Accel. 25, Top Speed 1,020 mph (1,030 with gear retracted), stall speed 133, HC 1, 15,999 lbs., \$969,460.

ARENA WATCH

Columbia Coliseum

By Kirk Utterback

Since the Food Riots, Columbia has been a hardy "hick town." Between "local boys made good" and alumni of the local college's highly-rated autoduellling squad, it's not surprising that many top duellists come from this area.

The Columbia Coliseum offers no Amateur Night and only sponsors professional duelling on a first-come basis with no exceptions.

Arena Notes

Outer wall – 15' high and has 100 DP.

Center wall – 7.5' above the level of the surrounding ramps and has 50 DP.

Ramps – All ramps have a 45-degree incline.

Pit – Is 100' deep.

Gates – All gates are 15' below the main arena floor having 45-degree ramps which lead up and 20 DP sliding doors.

TB bunkers – Have 7.5' thick Safe-TeePro transparent walls with 30 DP.

Restrictions – Any and all damage will be paid in full by the duellist or his/her sponsor.

Point system – The CC usually uses a set amount for vehicle and pedestrian kills plus extra for the short jump (doubled for the long jump).

Arena Schedule

Monday – Thursday: Normally sanctioned duels ranging from Div. 5 to Div. 100.

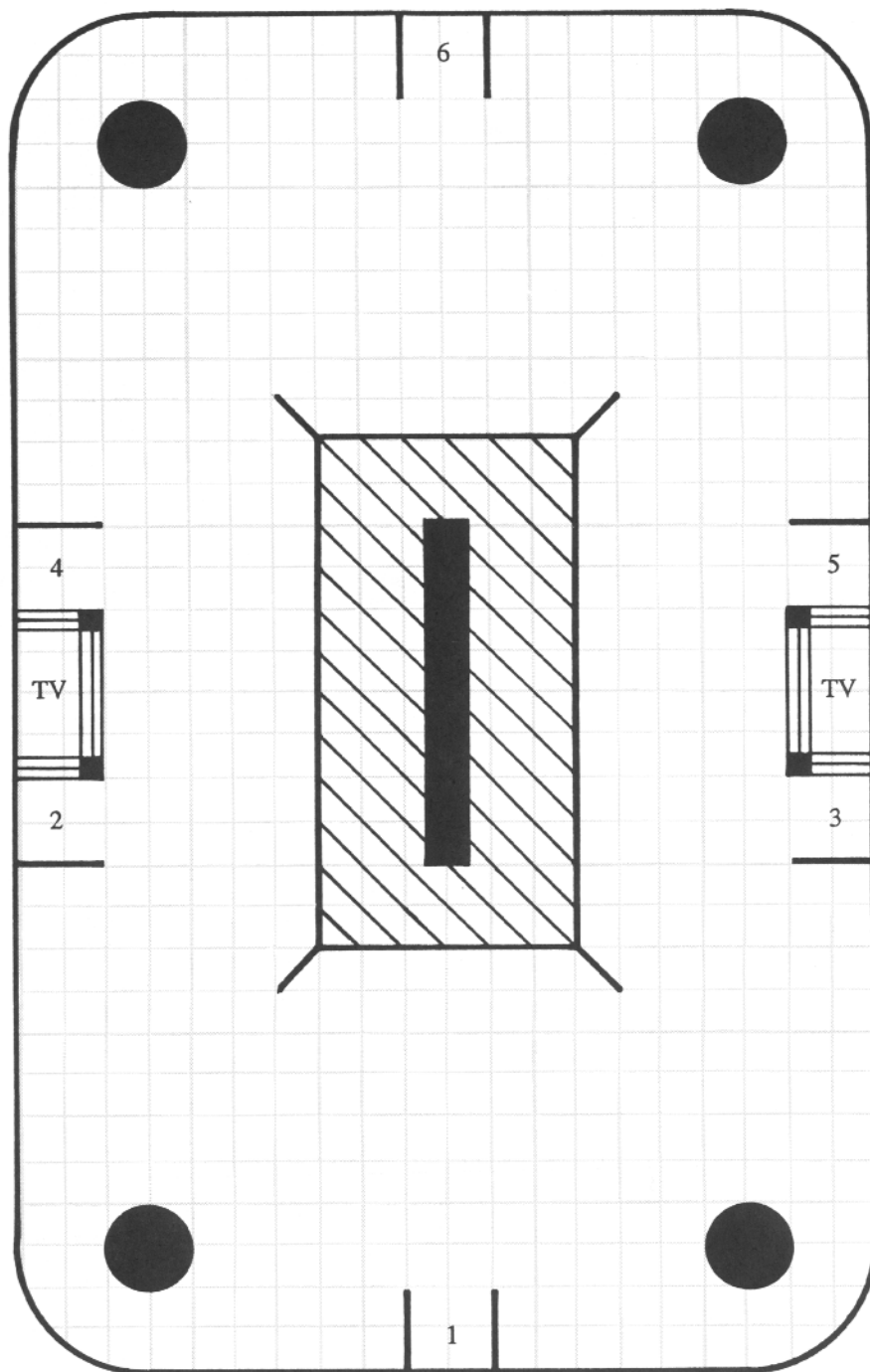
Friday: College night.

Saturday: Challenge night.

Sunday: Repairs.

Arena Events

Hack'N'Slash – 6 duellists battle under the following conditions: must have a ramplate and gas engine, no gunners or passengers, no defensive weapons or weapons doing 1d or less damage.



BACKFIRE

As you might already know, Florida has just suffered one of the worst disasters in ages. The hurricane has left more than 200,000 people homeless. I am now also homeless, my trailer is gone, so for the time being I'm staying with my parents. Like others, I have lost *everything*; valuable comics, clothes and my huge collection of roleplaying games (the majority of my gaming friends are in the same boat). My TSR, West End Games, Steve Jackson Games and various other games have all been destroyed. I'm most sad at the loss of my *Sorcery* game books as they are *very* rare and hard to find . . .

I've been playing since I was 13 (1983) so it's no lie when I tell you I had about 3 or 4 thousand dollars worth of games, supplements and comics. But at least I am alive. Still, I'm jobless (worked in the Keys), homeless and depressed. Please ask your ADQ readers and *Roleplayer* readers to donate to the Red Cross and any other hurricane disaster charities available. Miami is in *very* bad shape. We need all the help we can get. Thanks for taking the time to read this.

— Milton Martin Fernandez
Miami, FL

After playing *Car Wars* for a year, I recently received a lot of *Car Wars* supplements. Since I could not find anything newer than 1990 at my local hobby shop (Summit Hobbies) and was given puzzled looks when asking for "the most recent ADQ," I decided to find out why.

Reading the ADQ 8/4 edition, I found out about the Secret Service raid, and then, not having anything newer, feared that you went out of business. I then questioned

someone at Summit Hobbies if I was correct, and he told me that you had lost popularity, but still existed.

After about a month I decided to write, and request that you try to gain momentum again. Summit Hobbies does not contain the *Car Wars Compendium* Second Edition, and I know many people who would love to be able to play, but I have found some problems in the second edition, so I propose a *third* edition.

In the second edition, there wasn't much in the way of explanations for the hand weapons (the only way I know what a Gauss Gun is, is because there is a vehicular version). Second edition did not contain rules for weapons of guerrilla warfare (molotov cocktails, poison, etc.) either. On p. 39 there is a list for the alternate encumbrance system. In this list there are items such as the life jacket, scuba gear, silencer/flash suppressor, derringer, handheld flare launcher, etc. that I couldn't find rules for anywhere in the book. Third edition could have these, and other rules, as well as rules from *Aeroduel*, *Tanks*, etc.

After third edition is created, advertising is needed. Ads on television, in magazines, comic books and newspapers, catalogs and elsewhere will boost sales, and help you gain momentum, thus keeping a great role-playing game on the market. I haven't heard of any attempts to gain popularity for two years, and that's kinda sad, considering *Car Wars* is a great game, and should be on the market still. Please try these and other suggestions to get back in business (try holding another *Car Wars* championships, do things involving the press, create a "rival" company to the AADA trying to sell some products, do a

movie of the future entitled *Car Wars* . . .) and I hope to see some more new products soon.

— Max Lybbert

Thanks for your support, Max. I hope you get a chance to read this.

Sounds like you've been relying on a retailer that's . . . well, let's be kind and call them "confused." If you'd included your retailer's address (or, for that matter, your address) with your letter, I'd sic our salesman on them.

*Let's see — SJ Games are more popular than ever before right now. ADQ has been coming out four times a year for the last 10 years. The *Car Wars Compendium* just got a new printing. Last year saw *Car Wars* promoted in the *Marvel Car Warriors* comic and this year it's the *Car Warriors* novels from Tor books (and wait until you hear what we're working on for next year!). And most of the gadgets you wanted more on were covered in *Uncle Albert's Catalog From Hell* (and most of the rest can be found in the upcoming *Chassis and Crossbow*) — in short, everything you've been told about the death of *Car Wars* is wrong.*

*Regular readers, there's a moral to this story. Keep an eye on your retailers — there's a lot of games out right now, and it's hard to keep track of all of them. Your retailers rely on you (and so do we) to keep them informed about what you want. If you can't find ADQ or the *Catalog From Hell* on your retailer's shelf, speak up, and keep speaking up until he's carrying the games that you want to buy.*

— CWM





1. Can vans, cars, etc., have tank treads?
2. Can weapon lasers be used as target lasers? At the same time?
3. Does one surge protector protect all electric components, or do you need to buy one for each?
4. Is there a maximum Handling Class for cars?
5. Can you have two or more Power Plants in a vehicle?

— Eric Hurd
Fullerton, CA

1. They may be half-tracked. See *Car Wars Tanks*, p. 15. Half-tracks are AADA prohibited.
2. Yes and yes.
3. One surge protector protects everything.
4. No. There used to be, but the rule was dropped.
5. No.

— KS

1. Are CA frames allowable on any vehicle except racing cars or other light-weight bodies?
2. Do CA frames increase chassis improvements or suspension costs?
3. Can you use platcats and superconductors on a chopper plant?
4. Can a T-Cat use platcats and superconductors?

— Keith Tapp
Weston, Ontario

1. All specially-built light-weight frames are considered to be CA frames.

Carbon-aluminum frames are an option on any vehicle type.

2. Yes, both. A CA frame quadruples the body cost. Since chassis and suspension mods are a percentage of the body cost, these costs are also increased.
3. Yes.
4. Yes.

— KS

1. Do Helicopter maneuver foils have 3 DP as per UACFH, or 15 as per ADQ 9/2?
2. Carplane tails have DP. Do other aircraft tails have DP?
3. Can carplanes or hoverplanes use maneuver foils?
4. In *Tanks*, are armor values for sample vehicle before or after sloping mods?
5. If I have an extra mag for a turret in the body of the vehicle, can the extra mag be destroyed by damage from the side, front or back that penetrates?
6. If an extra magazine is destroyed, are the extra shots lost?
7. If an extra magazine for a turreted weapon is placed outside the turret, can it be component armored separately?
8. Does it still cost \$500 to tune a LGL?
9. Do you need both an LGL and a standard or smart link to laser-guide rockets?
10. Can Gyroslugger shells use LGLs?
11. Is an LGL-equipped rocket totally different from a standard rocket, or is it just a change in the brain package?
12. How long would it take to remove an LGL unit to make the rocket normal?
13. If I want to use extra power cells in an electric powered aircraft, can I put the EPCs in the wings?

14. Can items in an aircraft's wings be destroyed before the wing is destroyed?
15. What armor location protects turrets on top or sides of an airship's gas bag?
16. Can jet-powered airplanes run electrical power-draining equipment?

— M.J. Brysch
Spreckles, CA

1. 3 DP. The most recent ruling is always the most official.
2. No.
3. No.
4. After.
5. No, it can only be destroyed by attacks from the top.
6. Of course.
7. No, if you have a turret or an EWP with a magazine inside the body of a vehicle, you total the spaces taken up by the weapon and all extra magazines, and figure the cost and weight of the component armor based on this total. The space for the component armor must come from inside the turret or EWP.
8. Yes.
9. Yes, you need to pay for a standard or smart link to each weapon or combination of weapons you wish to fire with laser guidance.
10. No. Gyrosluggers are not among those ped weapons that can be laser guided.
11. It's a standard rocket with a brain.
12. This is a Very Hard job using Mechanic or Communications skill, or a Medium job using Electronics.
13. No.
14. No.
15. Top or side envelope armor.
16. You need a laser battery.

— KS

1. Does a 40' van trailer need two fire extinguishers, one in each section?
2. Can a bulk ammo box have its ammo directly loaded into the weapon, or is it just for cargo purposes?
3. Do both the semi and the trailer have to have HD brakes to get the bonus?
4. Can a hovercraft mount spoilers and airdams? How about a boat?
5. Can gas engines mount more than one turbo or supercharger?
6. Is a PFE a one shot item?
7. Can a cycle have more than one side-car?

8. Can a ramplate be polished metal if the rest of the armor is different?

9. Can a 40' semi trailer mount an underbody turret?

10. Can a subcompact with sloped armor be concealed under a 40' semi trailer?

11. Can bumper triggers be linked to a turret?

— Mark Decker
Alexandria, VA

1. No.

2. Just for cargo purposes.

3. Yes.

4. Hovercraft can't mount spoilers or airdams. Boats can have spoilers, but not airdams.

5. No.

6. No, shots are effectively infinite.

7. No.

8. A ramplate has to be the same as the front armor of the vehicle.

9. No.

10. No.

11. Yes, but the turret will fire in a random direction.

— KS

1. Can a gas tank be constructed in less than one-gallon increments?

2. Do extra mags count against extra spaces of weapons which can be corner mounted? How about CA?

3. Can dischargers be bumper triggered? Can they be corner mounted?

4. How does a flamethrower melt a patch of ice? Can incendiary weapons melt ice? How about lasers?

5. Do you get a -1 for firing the EWP of a sloped vehicle over and above the -1 for firing the EWP itself?

6. Can I get a fake Sponson Turret? How about a pop-up/pop-out Sponson Turrets?

7. Can Sponson Turrets be corner mounted?

8. Can I get composite component/EWP/etc. armor?

9. Does a fake metal ramplate really cost and weigh the same as 5 points of metal armor?

10. Can a rifle-launched grenade be fired from an SMG?

— Brian Morrison
West Hartford, CT

1. No, because we know you wouldn't have asked if you didn't have something sneaky in mind.

2. Yes and yes.

3. Yes and no.

4. Flamethrowers, flame clouds, flaming oil, cloud bombs, napalm and white phosphorous will melt ice on contact. Nothing else will.

5. No, because EWPs cannot be sloped.

6. There are no rules for such items yet. These sound like good Uncle Al's candidates.

7. Good god, no.

8. Yes, but remember your weight limit.

9. Yes, really.

10. No.

— KS

1. Are there rules for camper shells?

— Norman McMullen
Omaha, Nebraska

1. No, a camper body is a pickup with a camper shell.

— KS

1. Can a hovercraft have a ramplate?

2. Does an SD take up space if placed on the bottom of a hovercraft?

3. Are vehicles other than cars admitted in arenas?

— Brett Froelich

1. Yes.

2. Sure.

3. Normally only cars, bikes and trikes.

— KS

1. What does a black hole dropper do?

2. Can tanks use Sponson Turrets?

3. Can helicopters use ICE, VP turbo, tubular headers and blueprinting, CA frames and Sponson Turrets, and can you mount a bomb on a helicopter weapon wing?

— George Holmes
Boonville, MO

1. Drops black holes.

2. Yes.

3. Helicopters can not use gas engines or any gas-only accessories. All the other accessories you mention are legal. A helicopter cannot, however, mount both Sponsons and weapon wings.

— KS

1. If a vehicle with fireproof armor is hit by a flamethrower, is there a chance for the tire to catch fire?

2. Can a turret target another car's tires at point blank range?

3. Does a gunner take targeting penalties from the car's maneuvering?

4. With a gasoline engine, is a laser battery needed to run a targeting laser? What about radar?

5. Can EWPs be mounted front or back?

— Jeff Pruett
Littleton, CO

1. Only if the tires are specifically targeted.

2. Yes.

3. Yes.

4. Yes and yes.

5. Yes.

— KS

1. What is the penalty for targeting a pintle mount gunner or somebody whose window is down?

2. Does a roll-cage protect against collision damage?

3. Can cloud bombs be mounted on non-airborne vehicles?

4. Can a cyclist be protected by component armor?

5. Do cargo spaces count in determining 1/3 spaces per side?

6. Why get bomb bays when links are cheaper?

7. Do hatchets really do full damage to vehicles when no other blade does?

8. How are tracked vehicles and half-tracks affected by slopes, as per the jumping rules in *UACFH*?

9. What happens when you go over a vehicle's chassis limit?

10. Why buy Communications skill when Electronics skill includes everything in communications and more?

— Mike Taylor

1. Pintle mount gunners are targeted as a pedestrian in water; -5. You cannot target through a window in *Car Wars*.

2. Yes.

3. Yes.

4. Yes.

5. Yes.

6. Some people will buy anything . . .

7. Yes, really.

8. Tracked vehicles jump as cars. Remember that tracked vehicles cannot have a top speed of more than 100 mph.

9. You can't enter combat with an overweight vehicle.

10. If your campaign allows the Electronics skill, there's no reason except pure roleplaying to take Communications instead.

ADQ CLASSIFIED

HEY DUELLISTS, BIKERS, MERCENARIES and other assorted scum in the Twin Cities. I know you're out there, but where are you? I'm looking for other people who enjoy driving too fast and wasting everything that moves. Let's get together and destroy something. Call me at 631-5514, or write Leon Stauffer, 3003 N. Snelling, St. Paul, MN 55113.

SOUTHEASTERN MICHIGAN or Southwestern Ontario duellists wanted to form club. Please write: Jeff Donais, 876 Marion Ave., Windsor, Ontario, CANADA N9A 2H9. Or phone (519) 252-6786 (h) or (519) 254-9555 (b).

EUROPEAN DUELLISTS: The Danish Organization of Offensive Motorists is looking for somebody to pick on. We are dangerous and serious. Would-be members, competitors or guests are welcome to write to: DOOM, c/o Ben DeVeney, Mejlgade 72, 4.TH, 8000 Århus C., DENMARK.

SOUTHERN CALIFORNIA: We're looking for a few good men (or women) to complete the baddest new club this side of . . . Omaha? Become one of the few, the proud, the heavily armed! Join the ARMADA! in the San Gabriel valley, Los Angeles area. Contact Sean Jettero Heller Motylinski, (818) 284-7293, 501 W. San Marino, Alhambra, CA 91801.

BRITISH COLUMBIA: Looking for duellists to add to new chapter AVRO. Spectators welcome. Contact Bruce Lam at 1270 W. 51st Ave., Vancouver, BC, CANADA V6P 1C5, or call (604) 266-9024.

BANGOR, MAINE needs *Car Wars* players! I would like to form an AADA chapter in this area. Sniveling cyclists need not apply, unless they like steam-rolling buses . . . Contact T.H. Knight, 99 Fling St. Apt. 3, Brewer, ME, or leave name and number on machine at 990-3416 (refer to Joshua).

TRIAD AREA IN NC: Duellists wanted. Please send all letters to: 418 Bunker Hill Rd., Colfax, NC 27235. Or call (919) 993-2909. Ask for Brett Froelich.

ASP AGENTS have sabotaged my home base, and I've been forced to relocate. To all of my pen pals, my new address is: Tim "The Weasel" Jacques, 513 Wilshire Dr. #6, Bellevue, NE 68005.

I AM RECOVERING from a house fire, and trying to replace lost *Car Wars* materials - especially early ADQs. Also, I am interested in starting an AADA chapter for Cicero/Chicago/western suburbs. Contact James "Frankenstein" Watson Jr., 4900 W. 28th Place, Cicero, IL 60650.

CENTRAL NEW MEXICO: Looking for fellow duellists and other sociopaths. Seeking to organize a local AADA chapter, but will be satisfied to meet others interested in wanton destruction. I refereed the *Car Wars* events at ConWest last year, and will again this year. Contact "Wrong-Way" at 12931, Central Ave. NE #43, Albuquerque, NM 87123. I'm also looking for *Vehicle Guide 2*, *Uncle Albert's 2038 Catalog*, ADQ 8/1, 8/2 and the issue with the original laser LAW and VLAW.

EH BRAH, you live in Hawaii. You like broke da adda guys ca' wit one gun. Eh, we lookin' fo' you. Try call Lee "Da Haole" Ayres at (808) 422-6296. O' if can write, my address is 31 Halawa Dr., Honolulu, HI 96818. I tryin form one chaptah. (For the Pidgin impaired: Hello, guy. Do you live in Hawaii? Do you enjoy Autoduelling? We want you. Call or write Lee "The Caucasian" Ayres at the above address or number. I want to form a chapter.)

CENTRAL ILLINOIS Duellists! Tired of getting squeezed every time you go out for a drive? Have the balls to give the scum of the world what they deserve! Join GONADS and get the support you need, because at GONADS we always work in pairs! GONADS - we're not mean, we're just nuts! Contact Pat "Toecutter" Barrett, 3807 N. Monroe Ave., Peoria Heights, IL 61614, or call (309) 685-2908.

CORRESPONDENTS WANTED: NOVA has an open forum policy. We are interested in communicating with any and all duellists on any subject. Just write to NOVA, c/o Norman McMullen, 701 S. 22 St. #73, Omaha, NE 68102.

I'VE RECENTLY QUIT *Car Wars* and want to sell my *Car Wars* products. My collection includes *Tanks*, *Aeroduel*, *Boat Wars*, *Car Wars Deluxe Edition*, *Compendium* Second Edition, many ADQs, and other supplements. Write to Joshua J. Eide, at 1533 6th St., S. Fargo, ND 58103, or call (701) 232-2321.

ANAHEIM, FULLERTON or Buena Park area duellists, write to Alexander Lau, 214 W. Sirius, Anaheim, CA 92802. Or call (714) 971-9855. Any age welcome.

CONTRA COSTA COUNTY duellist looking for fellow duellists to form new chapter. Please call (510) 827-3696. Ask for Hank or leave a message.

DEUTSCHLAND: Ich suche duellisten in ganz Deutschland, die bereit sind, neue chapter zu gründen. Contact GBAH, c/o Thorsten Haude, Hildesheimer Str. 52, 3014 Laatzen, 0511/8 79 14 52

Conventions

CONCOCTION '92, December 4-6, 1992 at the Quality Inn on South Carolina and Pacific Avenues in Atlantic City, NJ. *Car Wars* and many other roleplaying, board and wargames are planned. Come join the fun. For more info, write Concoction '92, PO Box 222, Oceanville, NJ 08231, or call (609) 272-1157.

THE SIU STRATEGIC GAMING SOCIETY is hosting Egyptian Campaign '93 this Feb. 5 through 7, in the ballroom of Southern Illinois University's student center in Carbondale, IL. Cost is \$15 at the door or \$12 pre-registered. Doors open noon on Fri., 8 A.M. Sat. and Sun. *Car Wars* tournaments hosted by AADA chapter BLADES, game auction, miniatures contest and guest speakers. Send SASE to Strategic Games Society, Office of Student Development, 3rd Floor Student Center, Carbondale, IL 62901-4425, or call Joel Nadler at (618) 529-4630.

THE DENVER GAMERS ASSOCIATION presents Genghis Con XIV, at the Marriott Hotel Southeast, at I-25 and Hampden, Feb. 12 to 14, 1993. RPGA Tournaments, auctions, figure painting contest, miniatures events and the Puffing Billy tournament for railroad gamers. Pre-registration \$15. Contact The Denver Gamers Association, P.O. Box 440058, Aurora, CO 80044, or call (303) 665-7062.

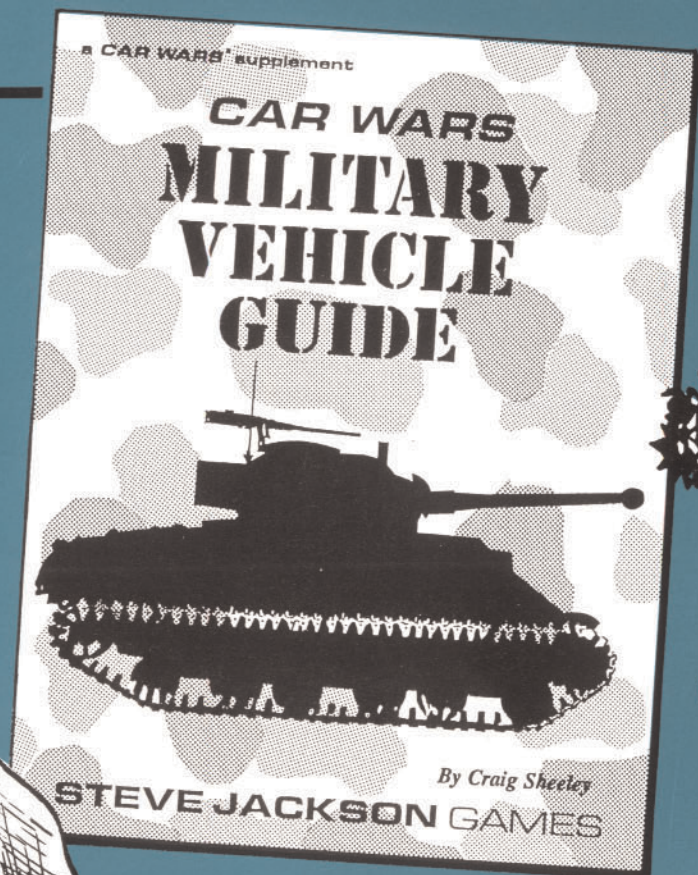
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