

the **CAR WARS**® magazine

Vol. 4, No. 1

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Autoduel Quarterly®

THE JOURNAL OF THE AMERICAN AUTODUEL ASSOCIATION



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CONTENTS

ADQ Custom Feature/Craig Sheely	8
Oops Page/Scott D. Haring	10
Excerpts from the North American Road Atlas and Survival Guide, 3rd Edition: FRESNO, CALIFORNIA/Herb Helzer	12
Car Wars Enters the Computer Age: An Interview with Lord British and Chuckles/Scott Haring	16
Midwest Passage/A Car Wars Roleplaying Adventure Charles Oines and Scott Haring	20
Search and Destroy/Scott D. Haring	35
Of Money, Blood and Bandits/Steve Beck	39
1986 Origins Ballot and Eligible Products	44

DEPARTMENTS

The Driver's Seat/Scott Haring	2
Newswatch/Scott Haring	6
ADQ Classified	7
AADA News	37
ADQ&A/Questions and Answers	42
Backfire/Letters	47

ADVERTISERS

AADA	inside front mailer
Amex Combat Autoworks	back cover
Dashboard Designs	46
Nelson Cycles	34
Origin Systems, Inc.	19
Steve Jackson Games	inside front cover, 15, inside back cover
Uncle Albert's Auto Stop and Gunnery Shop	4, 5

Designs in this issue:

Scott Haring: 34, back cover; Ken R. Jessup (Portable Earth Station): 4; Andrew Metzger (Bomb Rack): 5; (Weapon Timer): 46; Shane Ralston (Dual Level Flatbed): 5; Chris Tucker (Extra Driver Controls): 46; Thomas A. Wright (Laser LAW/VLAW): 4.

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the Driver's Seat

I sit here at the typewriter, thinking, "Didn't I just do one of these last week?" Actually, it's been three months. Time flies when you're having fun.

What did you do with your holiday? I put the finishing touches on *Dueltrack*, our big gasoline-engines-and-metal-armor, racing-and-mayhem supplement for *Car Wars*. It's out to the AADA chapter clubs now for play-test; once we get it back, there's sure to be some changes we'll want to make. We're looking to have it on sale at the end of May, so keep your eyes peeled. I'll give you one little taste now: Imagine a compact with a turreted Vulcan and a ramplate, capable of 205 mph . . .

Awards Time

For you fans of such things, it's time once again for the general gaming public (that's *you*) to register their choices for the Origins awards, more officially known as the Academy of Adventure Gaming Arts & Design Awards. Included in this issue is a copy of an official nominating ballot (and a spare on the inside back mailer for you faithful subscribers), and an official list (provided by the academy) of the products eligible for this year's awards. (Get out your magnifying glass and turn to page 44 . . .)

I haven't used this column as a soapbox to talk about the awards in years past, but there's a first time for everything. . . . Last year, there were a number of people not happy with the awards process or how the awards turned out. A number of solutions were suggested, and a handful of reforms were instituted this year.

But the single biggest improvement to the awards process will come with increased participation on the part of the general gaming public (again, that's *you*). Take the ballot out of the back of the mailer cover or photocopy it from page 45 of the magazine, and fill it out and send it in. If you think your single ballot couldn't possibly make a difference — you're wrong. Last year, fewer than 400 ballots were sent in for nominations. A single vote was

often the difference between a product making the final ballot and being left off.

So, please vote. Vote for what? Well, since you asked . . .

My favorite game of 1985, *Deluxe Car Wars*, has been declared ineligible by a blue-ribbon panel of two guys in a little room somewhere, on the grounds that it is a new edition of an old game, and not a new game. I have a number of counter arguments, but making them won't do much good. So, don't bother to nominate it — they won't count any votes for it, and they may throw out entire ballots that have *DCW* on it.

So what can you vote for? Well, it's a big list, and there are quite a few good games on it — look it over and pick the ones you enjoyed in 1985. And if you're stuck when you get to the "Boardgame Magazines" category, you could always scribble down your favorite four-times-a-year magazine covering highway combat.

The Official Word

There's been a fair amount of clamor recently over the proliferation of new gadgets and rules in the pages of *ADQ*, and whether or not they are "official." The sports car power plant, introduced in a letter a few issues back, is one example. The letter presented the stats as a "I used it and it's neat, so why don't you try it out" sort of thing, and my response was, "Looks good — if anyone wants to include it in their campaign, they can."

Just two issues back, John M. Ford wrote us an excellent piece of fiction called "Alkahest — the Deathtoll Solution," which featured super-powered mutants, people masquerading as super-powered mutants, and a bunch of neat new gadgets — X-Ray lasers, booster jets for quick acceleration and jumping, a cheaper automotive stealth system, and other things. I think they're all neat ideas — they make the story work. But some of them are very powerful, and the jump rockets are extremely complicated, so what to do? Are they "official"?

I even published a letter recently from someone suggesting we include attack dogs in the game, and he provided some stats in the letter along with the description. Within days of the issue's publication, I started getting letters: "Is this 'official'?"

For the record, *none* of the above items are "official." The general rule is, items and rules presented in regular articles of *ADQ* —

Uncle Albert, scenarios, new vehicle types, and even the gaming notes for fiction — *are* official. Gadgets and ideas presented in ADQ&A or Backfire are *not* — they're just the ideas of one letter-writer, presented on for your amusement and interest.

The exception, of course, is when I specifically say in print something is or is not "official" — and I'll try to make sure there's no confusion on this point in the future. For example, the gadgets presented at the end of John Ford's "Alkahest" story are *not* official, because I specifically said so, in print, in the article.

But that's not good enough for some. I also get letters asking, "Why isn't the x-ray laser (or the attack dog, or the jump rockets, or whatever) official?," or, "When will the (fill-in-the-blank) become official?" This brings up an entirely different, and mostly philosophical, question.

I'm not so sure it's important at all that any design or rule be crowned, "Official." The final arbiter of any campaign is the referee — where there is no referee, the ground rules should be commonly decided by all the players. Neither of these situations requires anything to be "official."

We will continue to make the differentiation between official and unofficial rules, because in some cases, it's important. A game in which a number of players come and go, like a campaign at a gaming club, can't afford to re-argue each point for every new player. An established set of "official" rules can come in very handy. Also, at conventions, where a large number of people who have never faced each other come together, often competing for large prizes, a body of "official" rules are absolutely necessary. In fact, while the question, "Is this official?" bothers me quite a bit, the question, "If I play in a tournament you run, can I use this?" makes perfect sense.

When the Steve Jackson Games crew runs a tournament, we will run it according to the *Deluxe Car Wars* rules. Additional gadgets published in the *Uncle Albert's 2035 Catalog*, and the Uncle Albert and other gadget company ads of issues of *Autoduel Quarterly* published since the catalog, are also official. Other new gadgets and rules must be specifically listed as "official" before they will be allowed.

And those are the exceptions. For most games among a constant group of friends, the rules we publish can be treated like Holy Writ — or they can be changed top to bottom to suit your desires. It's entirely up to you. I think some experimentation is a good thing — who knows, you might come up with a new idea that improves the game! (If you do, I expect you to write it up and send it in, of course . . .)

Some would argue that the rules we write take special care to insure game balance, and that rules and gadgets dreamed up by the players out there are less likely to do that. I'm not sure that's important. If a particular gaming group decided to start making available a "Death Ray" — 1 space, 50 lbs., \$100, 8 dice damage, to hit 4, unlimited shots (this is *not*, I repeat, *not* official) — that would be OK with me. Because everybody would immediately put eight on their cars, and everybody would be even (dead, but even . . .). Balance would be preserved. The game would be less fun because everybody would die so quickly, though, and my guess is that after a session or two, they'd stop using it. Game evolution at work! The bad rule has been weeded out by a sort of natural selection. Darwin would be proud.

So, is the attack dog "official"? For your game, if you want it to be, yes. For us, no. But just because we say no doesn't mean you should follow blindly — for one thing, it makes me feel uncomfortable, and for another, we could be wrong. I'm reminded of the scene in *Monty Python's Life of Brian* where Brian is trying to convince the multitude parked outside his house not to follow him. "You are all individuals!" he implores. "We are all individuals," the crowd chants back in unison. So much for individuality . . .

So be an individual. We'll continue to put out magazines and supplements full of great ideas for *Car Wars*, but it's up to you to decide whether or not you want to use them. After all, it's *your* game.

One last thing . . .

We're looking for *Dave Cornehl*s, who co-wrote the "Taxi-Driver" *Car Wars* scenario that appeared in the new *Space Gamer* section of *The VIP of Gaming* issue #2. Dave has a contributor payment coming to him — but he didn't put his name and address on the manuscript.

That's it for now. Keep On Duellin'!

— Scott D. Haring



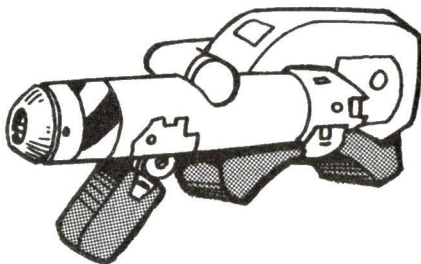
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THE 22ND CENTURY
TO YOU!

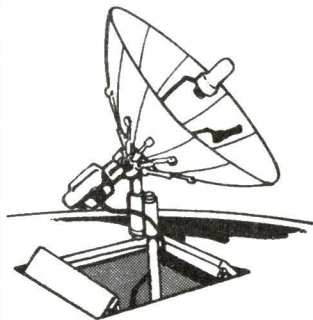
Laser LAW / VLAW

Uncle Albert brings you the latest in high-tech laser weaponry for the pedestrian who wants the accuracy and power of lasers without the exorbitant cost! While only good for one shot at a time, these beauties are easily rechargeable to give you a lifetime of firepower at one low price!

Laser LAW/VLAW: A one-shot rechargeable pedestrian weapon, it does full damage to vehicles and vehicular components. It may be recharged at any power station in negligible time for negligible cost. Laser LAW: \$2,000, 3 grenade-equivalents, to hit 6, 3 dice damage. Laser VLAW: \$1,500, 2 grenade-equivalents, to hit 6, 2 dice damage.



Portable Earth Station



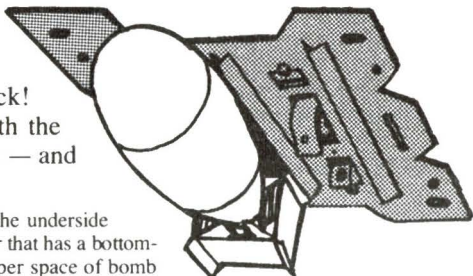
Don't get cut off from the outside world just because you're in the middle of nowhere! Uncle Albert's new Portable Earth Station provides a satellite uplink that can connect you with the world at the touch of a button! A radio can only do so much — let Uncle Albert put satellite technology on your side!

Portable Earth Station — \$700, 150 lbs., 2 spaces, 1 DP. Protected by top armor when not deployed, and cannot be mounted on a vehicle that has a turret, rocket platform, car top carrier, or other such item already on the roof. When deployed, automatically tracks best available satellite for world-wide voice and data communications. Takes 2 turns to deploy, and can be targeted at -2 while deployed (the PES is *not* protected by the top armor in its deployed position).

AUTO STOP & GUNNERY SHOP

Bomb Rack

Uncle Albert asks why you should waste valuable space in your helicopter when you can mount your bombs on the outside with his new Bomb Rack! You'll be the scourge of the skies with the added firepower these babies give you — and only from Uncle Albert's!

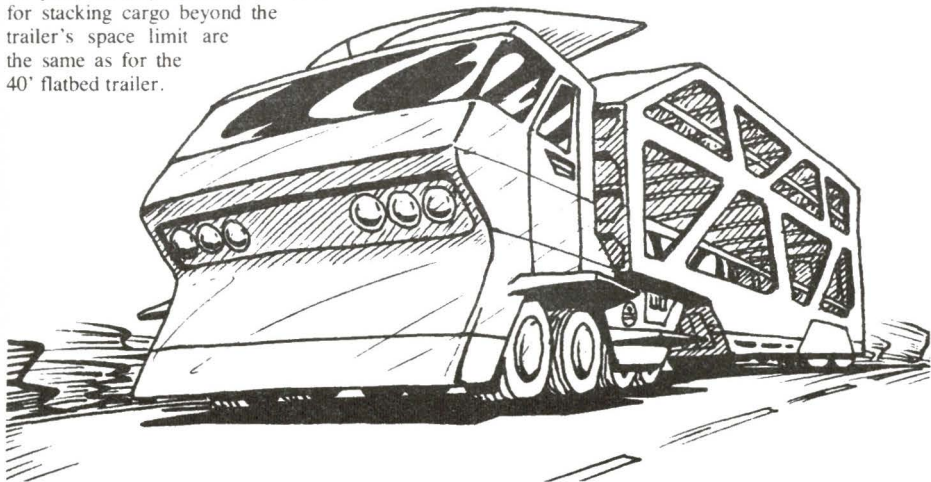


Bomb Rack — Holds bombs externally on the underside of helicopters. Cannot be mounted on a helicopter that has a bottom-mounted turret. Costs \$100 and weighs 50 lbs. per space of bomb capacity. The one-space BR will fit on all helicopters; the two-space will fit on small choppers and larger; the three-space will fit on standard and transport helicopters; and the four-space BR will fit on the transport helicopter only. Grasshoppers cannot use Bomb Racks.

Dual Level Flatbed

Uncle Albert does the flatbed trailer one better with his new dual level flatbed, manufactured by one of Canada's most exclusive trucking companies and distributed exclusively in the United and Free Oil States by Uncle Albert. The perfect vehicle for the crate hauler whose profits depend directly on how much he can stack on his trailer.

Dual Level Flatbed — \$4,500, 3,000 lbs. Can carry 70 spaces of cargo safely — 50 spaces on the bottom level and 20 spaces on top. Both bottom and top levels can be armored as a standard flatbed, but only one weapons box may be mounted. Rules for stacking cargo beyond the trailer's space limit are the same as for the 40' flatbed trailer.

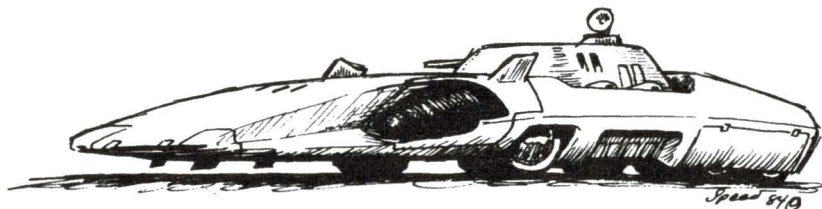




NEWSWATCH

The History of Terrorism

- 1980s: Terrorism becomes a world-wide theater in which any small group, sufficiently armed, can grab headlines for their cause around the globe. Western countries are the most frequent targets, but by no means the only ones. Response is ineffective, as nearly every terrorist group has some country somewhere that secretly supports it. Americans stop traveling to many parts of the world for safety reasons.
- 1991: A small but dirty thermonuclear device obliterates Beirut, Lebanon. The death toll is estimated at 1,300,000. Tremendous groundswell of public opinion in all nations results in special 86-nation summit conference to deal with world terrorism.
- 1992: The "Beirut Accords" are signed by every sovereign nation on the planet — not surprising since one of the points of the accord is massive economic sanctions against non-participating countries. Other points include strict prohibitions on harboring and training terrorists, and worldwide extradition.
- Late 1990s: As the oil supply dwindles, economic collapse and revolution overtake many Middle Eastern countries. The regimes that rise from the rubble are a varied lot, but none recognize the Beirut agreement, decrying it as a "capitalist Zionist tool to deny us our freedom."
- 2002: Worldwide energy shortage puts an end to regular air travel to many parts of the globe. Deprived of two traditional targets — airplanes and tourists — the "new breed" of terrorists turn to attacks within their home countries.
- 2005: A new way to export violence is found — via the worldwide satellite communications network. Using telecommunications and extensive "hacking" skill, these new terrorists infiltrate control systems at industrial plants, defense bases, and air stations, causing as much damage as possible. Some consider it vandalism carried to a new extreme; other experts label the activity "techno-terrorism."
- 2012: The Grain Blight. Famine in the Third World countries takes a horrific toll. What little food is available goes to the best-armed. Terrorist groups change their priorities from revolution to survival.
- 2016: The Food Riots hit the U.S. Disappointed by the inability of the federal government to keep order, the Anarchy Party is formed. Their motto: "No government is better than bad government."
- 2021: The Anarchy Party makes some modest gains in local elections, where members run on the premise that if they win, candidates will abolish the post they were elected to. Frustrated with a lack of recognition on the national level, however, the party decides on a more direct plan of action, and the Anarchist Relief Front is formed.
- 2027: A new ARF manifesto calls for stepped up activity on the highways. "To curtail intercity traffic is to isolate each community, and anarchy will prosper." In loyal response, ARF members take to the highways, shooting at anything that moves, including, in cases of overexuberance, each other.
- 2029: The ARF becomes the #1 threat to domestic security in America, according to FBI statistics.
- 2032: A series of Washington car bombings eliminate 8 of the 10 members of a special Congressional subcommittee investigating the ARF — since no one volunteers to take their places, the investigation stops. The remaining two were saved by luck — the bomb failed to go off in one case, and in the case of Minnesota Senator Albert Wesley, the bomb claims his wife instead. Wesley vows revenge.
- 2033: ARF operatives steal a Dempsey XM-6 from an Army base near Midville, Ohio, and attack the town. Midville townspeople put up tremendous fight, now chronicled in "Massacre at Midville," *Space Gamer* 58.
- Today: Through hard work and inspirational leadership, Wesley has reassembled a Select Subcommittee with far-reaching subpoena and investigative powers. Rumors in the Washington corridors of power say that this time, Wesley may actually pull it off . . . if he lives.





ADQ Classified

Here's the first batch of *ADQ* Classified ads. If you're looking for opponents, trying to organize an AADA chapter, or looking for hard-to-find *Car Wars* materials, this is the place for you. To get in next issue, just send us a brief ad, and mark it for "ADQ Classified." It's even free! We run each ad once, so if you want to run your ad more than once, you'll have to send it in again (this makes sure you're still interested). This issue's ads:

I AM A NEW DUELLIST LOOKING for a club around my area. Contact Mike Bhan, 624 Aurora Ave. N., Tacoma WA 98406.

WANTED: AADA MEMBERS TO get a local chapter going in the Dayton-Beavercreek (Ohio) vicinity. Please call Scott Suazo, (513) 426-3705.

I WANT TO BE A PEN-PAL WITH another duellist (one). First to answer is first chosen. Write Mike "Lone Wolf" Brezhay, 1714 N. Griffin St., Bismarck, ND 58501.

I AM CURRENTLY LOOKING FOR *ADQ* 1/1 and would pay almost any price

to complete my set (Now let's be reasonable . . .). Contact Dan Ferencz, 11911 Pleasant Valley, Parma, OH 44130

HI. MY NAME'S COREY AND I missed out on issues Vol. 1, No. 1 and Vol. 1, No. 2. For issues in near mint, fine condition I will pay as much as \$20. Write Corey Wolland, 159 So. Downington, Salt Lake City, UT 84115, if interested.

CENTRAL FLORIDA AUTODUEL- lers wanted for the formation of a seriously deadly club. I know you're out there! Ask for Danny O'Leary at (305) 834-6403.

WANTED: ABLE DUELLISTS TO form AADA chapter in southeastern area of Connecticut. Contact Andrew Metzger, 12 Dayton Rd., W. Redding, CT 06896. (203) 938-2951. High school age and older preferred, but all welcome.

TO WHOMEVER HAS POSSESSION of any *ADQ* issues bearing the numbers 1/1, 1/2, or 1/3 — I am looking for them to complete my *ADQ* library. I have an extra copy of *ADQ* 2/2 that I am willing to trade for one of the above-mentioned issues; cash transactions also possible. Contact Dale A. Garrett, 2728 Clay, Paducah, KY 42001, (502) 443-1527.

I AM LOOKING FOR A FEW GOOD men or women to either form a club or do some duelling with. Western Kentucky area, including southern Illinois and southeastern Missouri. Contact Dale A. Garrett, 2728 Clay, Paducah, KY 42001, (502) 443-1527.

HI! I'M WAIKEN SOO. I'VE recently become interested in *Car Wars* — it's the best. I'm looking for back issues of *ADQ* — 1/1 through 2/4. If you have any of these, and are willing to give them up, I'm willing to pay a good price. Please specify issues and condition, and contact Waiken Soo, 2691 N. Lake Drive, Milwaukee, WI 53211.

The 1st Missouri Autoduel Division

by Craig Sheeley

As I walked into the small office and shook hands with the occupant, I noticed the open, thin glass-paned window behind him. Taking a seat, I gestured to the window and said, "I'm rather surprised, Colonel, at the lack of defenses here at the University. In a city with the high duel rate that this one has, I would've expected some heavy defenses."

Colonel Jeff Stevens smiled confidently. "Few people want to start a fight around here. They know old Al's manned at all times." He must have seen the confusion on my face, for he explained: "The Haig Mk 3 tank out on the lawn. It's fully operational. And armed. Just last month it stopped a runaway truck. Only needed the one shell."

"I see. As you know, Colonel, I'm here to find out about MADD, but a little background on you, first. How old are you, and what is your position here at Southwest Missouri Military University?"

"I'm 30 years old, and hold the position of instructor. My main course load is American History, but I teach European History — most Middle Ages classes — and hold courses on Strategy and Logistics for the military students."

"You are also an AADA-registered duelist, Colonel?"

"And have been for 5 years."

"About MADD. What is it, exactly?"

"To be precise, the 1st MADD is listed as an auxiliary scout and recon unit. Our duties consist of fast reconnaissance, covert probes, — we're a little less obvious than the usual National Guard scout car — and quick-response firepower where it's needed. Not that we'd be much good against heavy units, of course — a tank is beyond our capability — but our vehicles are good enough to handle the average APC."

"Very interesting. So you are actually a formal military unit composed of autoduellists."

"The first in history," he confirmed proudly.

"How did the unit come to exist, Colonel?"

The details of the unit's origin are a little vague, outside of Missouri."

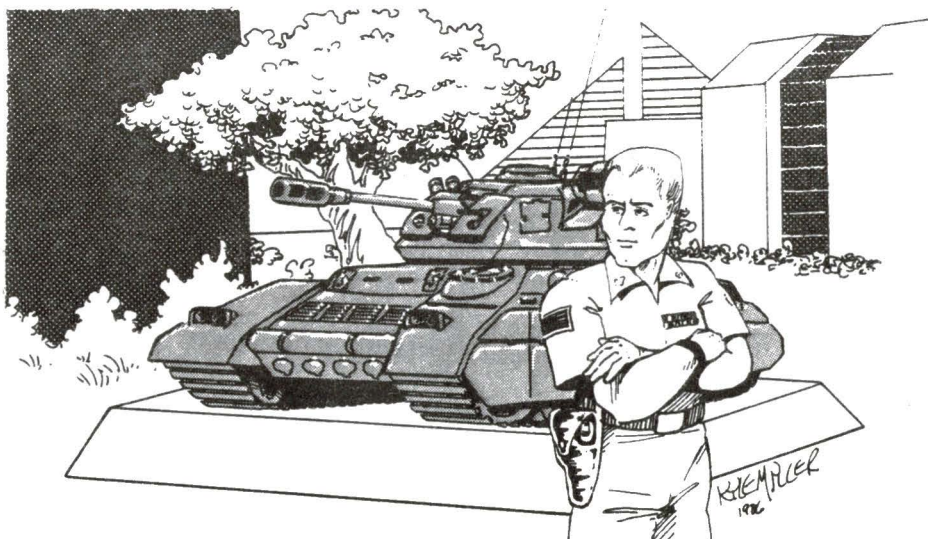
He frowned. "You could find all the details you'd want in any of the news archives in this city, but since I'm one of the founding members, I'll save you the time."

"Last year, on July 11, the New Madrid fault over in the Missouri Bootheel decided to release some tension. The quake was 5.3 on the Richter Scale, as you'll remember. We only felt a tremor here, but a lot of old bridges in the state were fatally weakened by the shock. The main arteries of road travel were cut."

"Here in Springfield, there was some panic. The geologists were predicting that this quake was only a precursor of the big quake; the big quake's supposed to make California's quake of 2015 look small. All the news channels were carrying warnings about what was going to happen when the big one hit. Naturally, there was a panicked exodus."

"The National Guard was called out to handle the situation. Unfortunately, most of the Guard from the area was up in Fort Leonard Wood, on maneuvers. With the cut bridges, they couldn't get down to us. Anyway, most of them were needed to quell the riots in St. Louis up north. Still, that left us without troops, and the police couldn't handle the situation alone. Then General Moody, the administrative head of the University, decided that we Guard members who were faculty would take a hand. He gathered volunteers from the student body, armed them from the armory, piled them in private vehicles with one instructor for every 20 kids, and sent them off to control panic and prevent looting."

"Most of these vehicles were street cars, with a couple of school buses. Adequate to handle pedestrian looters, but not the heavy stuff. Those of us who were duellists decided to lend our street vehicles to the militia and use our duel vehicles on patrol, to help out the police cars. It was a good thing we did. The added firepower sure helped convince some of the local gangs to change their minds about



going on rampages, and when the Parkwood Gang showed up from Joplin, we *needed* our duelling cars, as well as the help provided by the two police cruisers and the chopper full of militia that joined in the fight. As for the end of the Parkwood Gang, well, the Battle of Battle-field Mall is well-documented enough.

"After the crisis was over, and the geologists at New Madrid declared that the quake had actually lessened the chances of a big quake, the militia quietly went back to their classes. A lot of kids got a lot of citations; we Guard members got promotions — those of us who were responsible for the demise of the Parkwood Gang got salvage rights — that's what provided the money for my CAN/DID duelling car.

"HQ was impressed at the capabilities of a unit formed of duellists, and approached us with the idea of making duellists members of a new, permanent unit. Thus the 1st MADD was formed. It was originally called the Mobile Auxiliary Duellist Detachment, but we got the name changed."

"So MADD started out as a combat unit."

"We still are."

"How is MADD organized, Colonel? Who are the members?"

"MADD is really a cadre unit; there is a permanent core of about six members, officers all, and around 20 semi-permanent members, who are enlisted men. We're getting bigger all the time; it's a good assignment for us, and one of the elite groups in the Missouri National Guard. The members are all part of the Guard

as well; that's a requirement. The other requirement is that each member must have fought in one confirmed AADA duel, since we're affiliated with the AADA."

"Why is MADD such a good assignment?"

"For lots of reasons! When you go on maneuvers, you get to drive your own car, power and ammo are paid for, you don't have to be crammed into a truck or chopper, it's gruelling practice — better than anything but live combat — and you get *paid* for doing it, just like regular maneuvers. And the best benefit of MADD is the 'insurance': Nobody picks a fight with a MADD member. Like our motto says, 'If someone gets MADD, we get even!'"

"What do you see in MADD's future, Colonel?"

"Well, we hope to be able to host the AADA Midwest Regionals some year, out at the Hammons Fairgrounds. And we'll continue to grow: We already have off-road capability and a general-purpose chopper, which is maintained by the National Guard, bless 'em!"

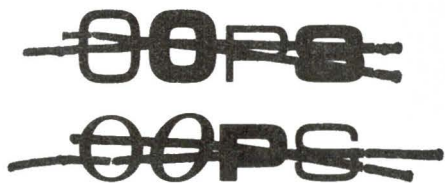
"Do you think other units like yours will be formed, Colonel?"

"Probably not in Missouri. In other states, who can tell? But no matter what, MADD is the first military duelling unit, the Texas Rangers notwithstanding."

"Thank you, Colonel, for this interview."

"My pleasure."

Colonel Jeff Stevens is an Ace autoduellist, with four arena kills and nine confirmed total kills.



OOPS PAGE

We here at Steve Jackson Games (and particularly the staff of *Autoduel Quarterly*) have always tried our best to keep the *Car Wars* game system a unified whole, with all the parts relating to each other and making sense. For the most part, we feel we've succeeded. But now that the system is up to nearly a dozen supplements, a new *Deluxe Edition*, and over a dozen issues of *ADQ* (this is our thirteenth), a few things have slipped through the cracks. Hence, the Oops Page. The following little problems have a variety of causes; some are typographical errors, some are oversights, and a few (a *very* few) are downright mistakes. Anyway, we want to use this page to fix them. We don't intend for this to become a regular feature, but it may become necessary to do this again sometime in the distant future. We hope it helps clear up any confusion that may exist.

The Drop-Spike Plate. A gadget originally published in *ADQ 3/1*, we switched the DP values of the two sizes. The small one should have 4 DP, and the large one 6 DP.

Grenade damage to vehicles. In the *Deluxe Car Wars* rulebook, we say a couple of different things in a couple of different places. For the record, it works like this: Grenades (the regular explosive type — we're not talking about any other type here) do full damage to pedestrians, and half damage to all vehicular components — tires, armor, everything.

Turrets on Subcompacts. This was in the original *Car Wars* rules, but didn't get mentioned in the *Deluxe Car Wars* rulebook, so some people assumed that this rule was no longer in effect. It was an oversight on our part; the original rule still stands, which is that subcompacts cannot mount a turret of any size. Other sizes of car can still mount turrets of up to two spaces in size (three spaces for vans).

Laser Guidance Link. In our description of this item in *ADQ 2/4* and *Uncle Albert's*

2035 Catalog, we said that a laser can guide only one rocket at a time. In later car designs (the Copperhead in *ADQ 3/1*, and the Bullseye in *ADQ 3/4*), we implied that linked pairs of rockets, and the six rockets of the MFR, can also use the guidance link. This is correct. What I *meant* when I wrote the original rule was that rockets from more than one vehicle cannot share the guidance link, and that a link cannot guide more than one volley at a time. I know that's not what I wrote, but it's what I meant. So if you have two RLs linked to a laser, all front, then both rockets can be guided simultaneously. If you have an additional RL in a turret, it to can be guided by the front laser — but only if the target is in both weapons' arc of fire (in this case, that would be the front arc of fire only). As a general rule, if both the laser and the guided rocket can both normally hit the target, then the laser-guidance link can be used.

Helicopter Handling Class. In *Deluxe Car Wars*, we changed the HC of the helicopters slightly. Unfortunately, the sample helicopters we provided in the Sample Vehicle section of the same rulebook reflected the *old* HCs. Use the HCs listed in the main body of the rules.

Wheelguard Armor Types. I've gotten good and confused myself on this one, answering the question different ways at different times. For the final, absolute answer: Wheelguards *must match* the rest of the vehicle's armor in type (normal, fireproof, laser-reflective, whatever). For the record, so do spoilers and airdams. External Weapon Pods, on the other hand, do *not* have to match.

Infrared. In the *Uncle Albert* catalog, we clumsily reprinted a bad description from *Autoduel Champions* concerning the Infrared Sighting System, giving two different sets of stats in the same description. The first one — \$4,000, 100 lbs., 1 space — is correct.

Concussion Grenades. This is the only mistake I'll confess to being a bad design (the others are oversights and mental lapses, but this one was a boner all the way). Too many people are winning too many duels too quickly by simply lobbing concussion grenades until somebody rolls a 1 and drops unconscious. Here's how we're going to fix it: The table of effects of a concussion grenade remains unchanged, but the modifiers for characters under different circumstances will change — Characters inside a vehicle with intact armor between them and the blast add 5 to their roll. Characters with a building, wall, or other solid cover between them and the blast add 6 (that is to say, they cannot be affected). Characters in a doorway or window, or characters in a car which has breached armor between them and the blast add 3 to their roll. Characters with no cover at all, of course, roll unmodified. Sorry about the mixup, everybody.

Armored Wheel Hubs. Introduced in *ADQ* 3/4, the Armored Wheel Hubs are supposed to be an alternative to wheelguards that don't hurt your handling class. We left a few details out of the rule description that need to be added: 1) No more than 10 pts. of armor can be placed on the side of a wheel; 2) Cycles can use this item, but must buy two (one for each side); 3) Hubs must be of the same armor type (fireproof, laser-reflective, whatever) as the rest of the vehicle.

Incendiary Ammo. Introduced in *ADQ* 3/4, we committed a typo that said the cost for the ammo was 15 times the cost for normal ammo. It should have said that the cost was 1.5 times the normal cost.

Rocket Launcher Magazine — another typo. In the *Uncle Albert Catalog*, we said that a loaded magazine for the rocket launcher costs \$4,000. It should be \$400.

Component Armor. We left a nasty loophole in this item that is being taken advantage of by some of you sneakier duellists, so we're going to close it. The loophole is this: Instead of buying vehicle armor on particular sides, some players are buying one very small weapon (like a mini rocket) and mounting it on that side, and covering it with piles of component

armor. Since, according to the damage allocation rules, weapons mounted on a particular side take damage immediately after the side armor is breached (and before any other internal components are affected), the net result is that for the low cost of component armor (\$5 and 2 lbs. per point for a one-space weapon, even less for a smaller one), players are getting the protection of regular vehicle armor. This won't do.

I'd like to take a moment to comment before we get on to the solution. When the referee of the *Car Wars* tournament at OrcCon came up to me with a panicked look on his face, I knew there was trouble. It seemed that one of the players was using this loophole to build super-armored vehicles and was trashing the opposition. What to do? I told the referee he could do anything he wanted (he was the ref, after all) — especially in a case like this. The car design the offending player was using, while legal according to the letter of the rules, was in complete violation of the spirit of the rules, in complete violation of any possible definition of fairness, and in complete violation of common sense. (Can you tell I didn't like it?)

Component armor was supposed to be a little bonus, a device to protect valuable equipment, not a replacement for vehicular armor. I thought the number of spaces any large amount of armor takes up would discourage abuse like this, but apparently I was wrong. So here's what we're going to do. First a clarification: Component armor costs \$5 and weighs 2 lbs. per point per space taken up by the protected component, but if the protected component is less than one space (like a mini or light rocket), the cost and weight is the same as protection for a one-space component. And second, a restriction: No more than 10 points of component armor may be used to protect any weapon, and only one weapon per facing of a vehicle (front, right, top, whatever) may be protected.

All of these rule changes should be considered *official*. Thanks for your understanding and patience, and thanks to everyone who helped us find these mistakes. We hope to not have to do this again for quite a while.



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

by
Herb Helzer

Fresno, California, located in central California, 220 miles north of Los Angeles and 190 miles southeast of San Francisco, occupies a special place in the hearts of all duellists. With a population of 300,000 and a strong agricultural and light industrial economy, the "Birthplace of Autoduelling" has managed to survive the chaos that engulfed many smaller cities in the West.

History

Nestled in the San Joaquin Valley, Fresno was reclaimed from the desert by irrigation, which in time made the Big Valley a lush agricultural region. Growing such diverse items as olives, cotton, onions, grapes and raisins, plums and prunes, tomatoes, lettuce, livestock and all manner of citrus fruit, Fresno County had the largest agricultural income of any county in America until the 1990s.

Fresno grew, in population and resources, until the national crises and the Oil Wars engulfed the continent. The collapse of Mexico's economy sent millions across the border, looking to start again fresh in the new nations. Many of them filtered up to the Fresno area, and ended up doing the same work their ancestors did — migrant farm labor. The Valley's crops are labor-intensive, and farmers resisted modernization since the supply of labor was cheap and inexhaustible — but the breakdown of heavy industry nationwide has made the problem academic.

Since susceptible grains were never a major crop, Grain Blight missed Fresno and the Valley — in fact, the demand for agricultural goods proved a boon for Valley citrus and vegetable growers. But this new prosperity prompted an influx of refugees from the Midwest and Plains states (like "The Grapes of Wrath"), worsening an already tense situation. Competition between the Midwesterners and the established Hispanic and Asian populations led to open conflict along racial lines.

Fresno was hit especially hard by the Food Riots despite its strong agricultural base. Order was eventually restored, but its residual tensions remain high.

Fresno today is very multi-ethnic, with a 65 percent Hispanic majority, and a significant minority of Asians — the descendants of Hmong and Vietnamese immigrants in the late 20th century. Another impor-

tant group with deep roots in Fresno's history is its large Armenian population.

Of course, no history of Fresno is complete without mention of its most famous citizen. Bigger than William Saroyan, Hall of Famer Tom Seaver or Tony Coelho, the 1996 Democratic presidential nominee, he is of course "Crazy" Joe Harshman, the Father of Autoduelling.

Everyone knows how, in the fall of 2023, Crazy Joe, a raisin grower put out of business by corporate developers, mounted a surplus .50-caliber machine gun in his old Chevy and won the demolition derby at the Fresno County Fair.

This action made Harshman a local celebrity, and he used the proceeds to open an auto customizing company. In early 2024 (having finagled an anti-tank gun from the National Guard) he duplicated his Fresno Success in Los Angeles, Las Vegas and Phoenix — all before the network cameras. By midyear he was a household name, and when Texas entrepreneurs opened the first true arena, Harshman duly christened it with his 16th kill.

After that Crazy Joe retired from duelling, and turned his efforts to business. His customizing company boomed, and soon he had bought the Fairgrounds, site of his first success. In '25 it was reopened as the Fresno Auto Stadium, to great fanfare.

Sadly, fame and wealth took their toll. His abuse of various legalized substances and his antics at parties were legend. Later, Harshman was arrested when four executives of the company that had bought out his raisin farm were found murdered in the wreckage of their armored limousines, but he was released for lack of evidence or witnesses. He ran for mayor in 2026 — losing, after two recounts, by only seven votes.

His foundering business was acquired by the Uncle Albert chain in 2027, but when the American Autoduel Association passed over Harshman for the national presidency, he snapped. Prowling Old Town in a specially-modified car, blasting anything in his path, people referred to the "Old Town Bogeyman" without realizing it was Harshman. This went on for almost a year, but by mid-'28 the police had caught on. A stakeout of his old farm flushed him, and Crazy Joe led a running battle all the way back to Fresno (disabling a dozen cars in the process).

The city had, as a defensive measure, torn down many of the bridges over the irrigation canals crisscrossing Fresno — effectively dividing the city into districts and restricting in-city travel. Crazy Joe,

fleeing from police at high speed, came to one of these dismantled bridges, tried to brake and flipped into 10 feet of water. Police arrived too late — Crazy Joe Harshman had drowned, still strapped in the wreckage of his car. Rumors persist that Harshman had a clone but Gold Cross officials deny it.

Posthumously, his arena was renamed the Harshman Memorial Stadium, and the AADA redressed its past wrong by inducting him into the Highway One Hall of Fame. In 2029, Fnord changed the name of its new mid-sized entry from the Scalpel to the Joseph Special — overall, a good tribute to the Father of Autoduelling, Crazy Joe Harshman.

Points of Interest

1. *Fresno Air Terminal*: Passengers can take flights to and from Los Angeles, San Francisco and Las Vegas, although most airlines have never found Fresno a profitable run. Civilian planes and helicopters also use FAT these days, along with the 144th Fighter Interceptor Wing of the California Air National Guard, flying a score of second-line fighters.

2. *Clovis*: Clovis is an independent city (population 35,000) surrounded by Fresno on three sides. It is listed as a fortified town — most entrances are barricaded, and the sides facing Fresno are walled and mined, with pillboxes and machine-gun nests to discourage intruders. There are three heavily guarded gates into Clovis: at Shaw Ave. to the west, Clovis Ave. to the south and Highway 168 (Toll House Rd.) to the northeast.

Clovis people tend to be well-off, fiercely independent and resentful of its larger neighbor. Though many of Fresno's community leaders live in Clovis, relations between the two are such that the raising of the wall in 2025 came as no surprise. Autoduelling is illegal in Clovis, but residents keep quite a number of heavily-armed vehicles, for when they go into Fresno.

3. *California State University, Fresno*: California's university system is justifiably famous, and the Fresno campus, with highly-regarded curricula in agriculture, agribusiness, biology and criminology, is an important part of it. Autoduelling is prohibited

on the university grounds, and most of the student population lives in university-owned apartment buildings in west Clovis, which it borders.

4. *St. Agnes Hospital*: The rapid expansion of Fresno's north side prompted the building of St. Agnes in the 1970s, and it remains the largest and best-equipped hospital in town. It boasts a full Gold Cross facility, and two helicopter ambulances.

5. *Valley Medical Center*: VMC's proximity to Harshman Stadium led to the addition of extensive emergency and trauma care facilities. But the opening of Fresno-Roeding Arena and remodelling of Harshman meant hard times for VMC, and even the reopening of Harshman may not save it from going under.

6. *Veteran's Hospital*: Besides providing care for all veterans, the VA serves central Fresno. Clean and recently modernized, in 2030 the VA won the contract to provide emergency medical care for Roeding Arena. The hospital has partial Gold Cross facilities, in cooperation with St. Agnes.

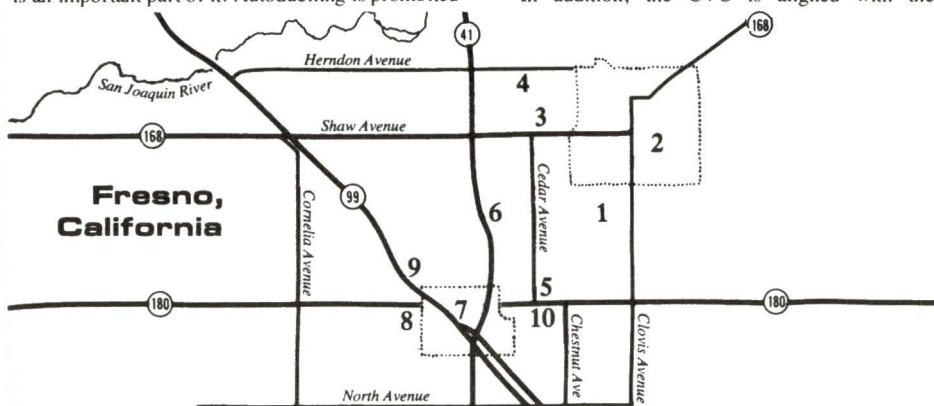
7. *Old Town*: Formerly downtown, until Fresno expanded out of the area. Old Town's decay began in the 1970s, was hastened by the abandonment of Fulton Mall, and was completed when all the local and state government offices moved north, along with the remaining downtown businesses.

The resulting vacuum was filled by masses of destitute Mexican aliens, both legal and illegal. The city's attempts to accommodate the newcomers were thwarted after the Food Riots, and Old Town has been left to decay. Old Town's population tends to fluctuate seasonally, as these people fulfill the need for migrant workers on the area's farms.

Organizations

Fresno is the key signatory of the Central Valley Charter, a mutual-defense treaty drawn up in 2026 to defend against anything from roving gangs to the Mexican Army. Other treaty members include Clovis and all of the other major towns of Fresno County. Treaty members are bound to aid and assist other members in any manner possible (though most are reluctant to take this to any extreme).

In addition, the CVC is aligned with the



Madera-Merced Concordat to the north and the South 99 Alliance — based in Bakersfield — to the south. These groups cooperate to maintain Highway 99 between Sacramento and Bakersfield — a distance of nearly 300 miles.

The law enforcement system has several overlapping organizations. Most important statewide is the famed California Highway Patrol, or CHP (don't ever call them "CHiPs"). The CHP's main duty is, of course, patrolling the highways. With their distinctive black-and-white cars, not many can escape them — especially since the CHP became the first organization to install Thundercat power plants in all their frontline vehicles.

The CHP maintains a regional base in Fresno, at the old Chandler Airport (8), south of Roeding Arena and bordering Old Town. The heavily-fortified base has between 45–60 cars, six oversized vehicles, and a squadron of attack and surveillance helicopters.

The Charter Sheriffs are the enforcement arm of the CVC, and as such serve all its members. The Sheriffs number about 350, and on paper have more than 50 vehicles. But neglect and mismanagement wrack the Sheriffs, and the field personnel are often second-rate (the better police candidates prefer other groups). The Sheriffs are considered a joke by some, but they protect the region's fortified farms well enough (some say too well — in the past some deputies have been caught charging protection to farmers). Charter Sheriffs' cars are brown, with little ornamentation.

Two National Guard units, the 185th Transport and the 160th Infantry, also use the Chandler facilities, though their personnel live in Fresno proper. The units have no actual tanks, but the 160th is fully motorized, with armored personnel carriers, armed buses and some heavy artillery. The 185th operates a squadron of heavy transport copters, with some tactical capability.

The Fresno police department, with 1,200 personnel, 250 vehicles and six helicopters, is an average metropolitan force in quality and equipment — but they are not to be taken lightly. Their vehicles are white, with blue and gold trim.

The Clovis police, who recently changed their colors to black and silver, are often cited as a model for other small towns. Despite having only 30 vehicles, Clovis beats Fresno on two counts: Clovis is one of a very few towns to have a fully laser-armed force, and their police get better pay and benefits. However, impartial observers say that in most situations, Fresno cops are better than Clovis cops, who tend to be snobbish, somewhat racist and more than a little trigger-happy. Clovisites call this a "natural defensive response" to Fresno's "encroachment" on Clovis' land and business.

Autoduelling in Fresno

At time of printing, Fresno has one major operating arena, Fresno-Roeding (9), located at a

former park on the west side, along Highway 99. Opened in 2030, Roeding's two-level tri-oval surface has proven very popular with both duellists and fans. Roeding's other attraction, its Zoo, dates back more than a century. The arena facilities were built around the zoo, which has a very large collection of animals and an exceptional research center (through Fresno State).

Fresno's other arena is the famous Harshman Memorial Stadium (10). Formerly the Fresno County Fairgrounds, Harshman is one of the oldest duelling arenas in North America. At its zenith, Harshman hosted the first AADA World Championships, but since then the aging arena has been eclipsed by the bigger Fresno-Roeding. In 2032 the Stadium was closed for remodelling (during which the FRA has been running a full seven-day duelling schedule). When it reopens on the 11th anniversary of the birth of autoduelling, Harshman should once again make history — as the world's first urban arena made specifically for *off-road* duelling.

Fresno's AADA chapter is currently divided into several competing factions. The Fresno Auto Killers (FREAKs) are mostly white, young duellists who live in the fashionable riverfront, Fig Garden and Van Ness neighborhoods. Their cars are blue, without device. The Grain Blighters, on the other hand, are a loose-knit bunch of Midwestern refugees (called New Okies by almost everybody).

Despite being the majority ethnic group, many Hispanics cling to secretive habits learned decades ago. Their duelling group, known as the "F-14s," is a part of this — the name probably applies to all Hispanic youth, rather than just the duellists. It is known that the name's origins go back to the 20th Century. The F-14s (or whatever) are known to have a high regard for their cars' appearances. Painted in intricate patterns, often with decorative chrome, a gathering of Hispanic duellists is indeed a stirring sight.

An Asian group — the Valley Dragons — though much smaller than the others, is noteworthy in that the 2032-33 Division 20 world champion, Ray Nguyen-Cai, is president. Dragon colors are white with red and gold trim, with some bearing a chrysanthemum emblem.

The Clovis Autoduelling Association, though small, works with the police in enforcing the anti-duelling statute. They have no set colors, but almost always compete in the higher price categories.

* In Old Town, a group of bandits have more or less succeeded in gaining control. Known contemptuously as the Amigos, they claim to speak for the 100,000-plus Old Townies and want autonomy and recognition. The Amigos operate out of the ruins of Fulton Mall, and their colors are olive drab and khaki (usually with various Spanish slogans on the sides). They have been linked to several ambushes on Highways 99 and 41 — which intersect in Old Town — and are considered terrorists by the CHP and CVC, who both refuse to negotiate with them.

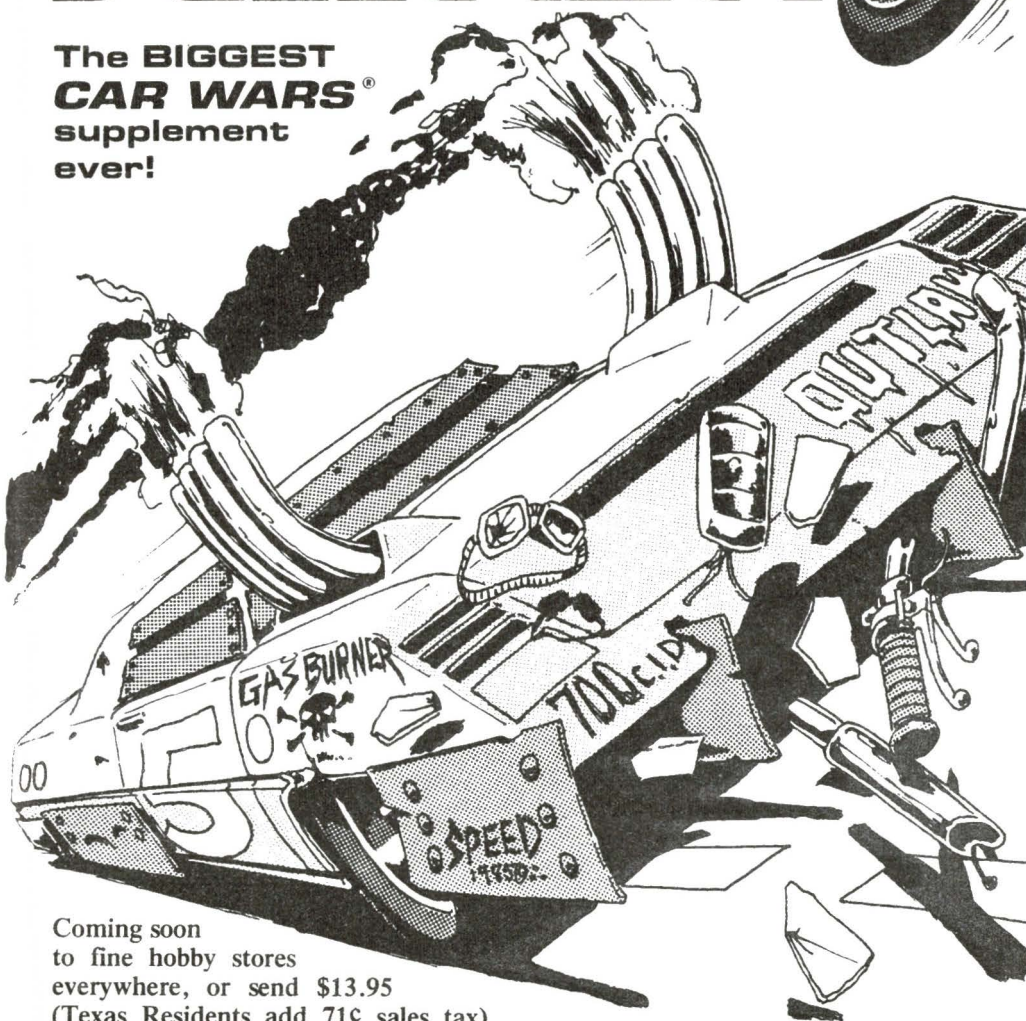
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Weapons

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CAR WARS Enters the Computer Age

An Interview with Lord British and Chuckles by Scott Haring

The December 1985 release of the *Autoduel* computer game by Origin Systems, Inc., was met with great anticipation by gaming and computer fans alike. It also culminated 18 months of hard work by the game's designers, Lord British and Chuckles.

Lord British — aka Richard Garriott — and Chuckles — aka Chuck Bueche — both grew up in Houston, where they attended Clear Creek High School together. After a stop at the University of Texas, they (along with Richard's brother, Robert) now run one of the most successful computer game companies in the industry.

Autoduel is not a literal translation of *Car Wars* for the computer. "We weren't looking for a boardgame, step-by-step implementation of *Car Wars*," Bueche said. "We were looking for a roleplaying game with the flavor of the *Car Wars* world."

"Most of the time, when people get together to play *Car Wars*, they play in an arena or from point A to B," Bueche said. *Autoduel* uses a number of different arenas, all in different towns, as well as additional features like a casino, and a free-lance courier system that the players have to figure out before they can use it to full advantage.

Garriott (or Lord British) first came upon the computer gaming scene in 1979 when the now-defunct California Pacific published his *Akalabeth* game. Garriott was 18, just out of high school, and an instant star. "The industry was very small at that time — only a dozen or so designers. About half of those people became really well known," Garriott said. His other designs include the now-classic

Ultima series; *Ultima I* for California Pacific, *Ultima II* for Sierra On-Line, and *Ultima III* and *IV* for Origin Systems.

Bueche and Garriott were roommates at the University of Texas, where they both studied electrical engineering. Garriott continued to work on new games while he was in school, and Bueche took notice. "I saw how lucrative it was for Richard, and thought I'd give it a shot, too," he said. Bueche's design credits include *Adrenalin Freeway* (for California Pacific), *Laf Pak*, *Lunar Leaper*, and *Jawbreaker II* (for Sierra On-Line), and *Caverns of Callisto* (for Origin Systems), as well as numerous conversions of *Ultima II*, *III*, and *IV* for various computer systems.

Three years ago, Garriott and Bueche dropped out of school and formed Origin Systems. Originally based in Houston, the company now operates out of Manchester, New Hampshire. "At first, Robert was commuting three weeks a month down to Houston," Garriott said. The decision was made to move north so that Robert could spend more time with his wife, who had a good job in the area.

Although it's turned out very well, Garriott originally wasn't sure that the move to private entrepreneur was a smart one. "The decision to drop out of school was not an easy thing to do," he said. "A lot of it (the company's success) is being in the right place at the right time."

Garriott first met Steve Jackson when both were active in the Austin chapter of the Society for Creative Anachronism. Their mutual interest in gaming reinforced their friendship — Garriott was a frequent participant in the now-legendary Friday night playtests at the original Steve

Jackson Games offices. Garriott remembers, "From day one, Steve was trying to get me to do computer versions of his games." Origin Systems plans computer versions of SJ Games' *Ogre* and *Undead* for 1986.

Autoduel was originally scheduled for release in 1984, but the project took considerably longer than anticipated. Garriott said, "To do smooth, scrolling graphics is an extremely non-trivial task. Those shapes take up a humongous amount of memory." The trick, Garriott said, was to get a working graphics package that still leaves enough memory for the game itself to work without large delays.

"There's a lot to account for there — weights, handling classes . . . it's all very data intensive," added Bueche, who did the primary writing on *Autoduel*. "A lot of the detail-y items are not available." The weapons available are also limited — not every Uncle Albert gadget or latest weapon can be used in *Autoduel*.

The biggest adaptation a *Car Wars* player will have to make when he sits down at the computer to play *Autoduel* will be adjusting to real-time combat. No longer can a player meticulously plot his moves so that maximum firepower is brought to bear on his opponents at all times. Because of that, Garriott has found that most players prefer to mount their weapons to the front or back and fight fighter-pilot style, because side mounted weapons are too hard to use effectively on an opponent in real-time movement.

Vehicle construction works in *Autoduel* the same way it does in *Car Wars* — the designer must juggle weight and spaces and cost to come up with the most effective design. The movement system is very similar, too. Bueche explains, "I've kept a barometer of sorts in the program that tells the computer how radically the player is driving. As the barometer goes up, the chance of crashing goes up." High speed and radical maneuvers move the barometer up; low speed and straight movement move it down. When the baro-

meter hits a certain point, a chance for losing control and crashing is introduced; at another, even higher point, the crash is automatic.

Another thing that added to the complexity of the programming job was the original design. "He (Steve Jackson) writes games without a computer in mind," Garriott said. This is not a bad thing, until it comes time to put the game on a computer. The decisions that have to be made and the calculations necessary to run the game are not the type a computer does easily, so while people have no trouble running the game, getting a computer to do it is more difficult.

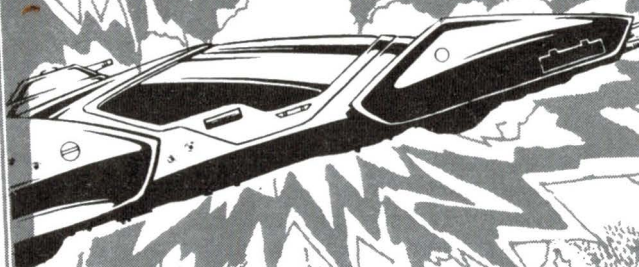
Autoduel is currently available only for the Apple II series. Origin did the Apple version first, Garriott said, "mainly because all our programmers work on it. It's our preferred computer in-house." One advantage of programming on the Apple first is that translation is easy." Garriott estimated that versions for other machines will be available late this summer. Origin Systems plans *Autoduel* versions for the Commodore 64 and Amiga, Atari 800 and ST machines, and the Macintosh.

The trick to computer game design, Garriott and Bueche agree, is to have a good game to begin with. "There are a lot more good programmers than good game designers," Bueche said. In *Car Wars*, the duo had one of the most popular science-fiction games ever. The game has only been out for two months at this writing, so the computer gaming press has not published any reviews of the game. But *Autoduel* sales are strong, Garriott said, and that is cause for optimism.

Car Wars has spawned dozens of supplements, expansion sets, and even a magazine. *Autoduel* only covers a small section of the Northeast. Are more games in the future? "It's really unsure at this point," Garriott said. "It's a game that sequels can be done for, but it depends on long-term sales."

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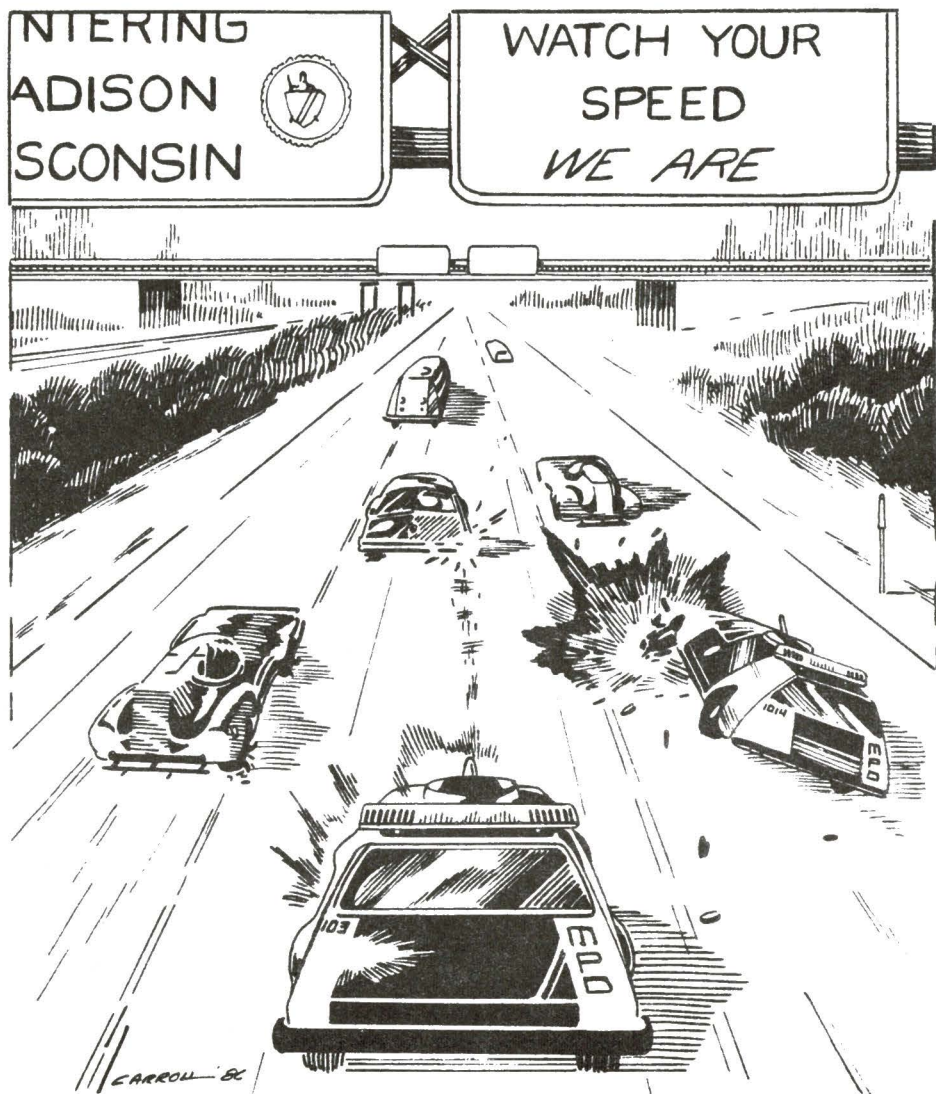
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MIDWEST PASSAGE

by Charles Oines and Scott Haring



Minnesota Senator Albert Wesley stepped up his one-man crusade against the Anarchist Relief Front today with the announcement that his Select Subcommittee on Domestic Terrorism would make public next week information that would "cripple" the ARF's activities in the United States. While the Senator declined to elaborate any further, this reporter has learned from confidential sources that the information Wesley is referring to is not yet in the committee's hands, and that Wesley himself may be using this long holiday weekend to obtain the documents personally. If true, it would be just another incredible twist to this bizarre story, which began when Senator Wesley's wife was killed by an ARF car bomb in 2032. Reporting from the nation's capital, this is Whitney Coates, WorldVision News.

Midwest Passage is a *Car Wars* roleplaying adventure for 1 to 6 players and a referee. Everything you will need to play this adventure is in *Deluxe Car Wars*; if you are using the original *Car Wars*, familiarity with the helicopter rules (from *Autoduel Champions*) would be helpful. In this adventure, the players find themselves in the Chicago area (perhaps for a stop on the AADA circuit) when, while cruising the suburbs on a boring afternoon, they wind up in Deerfield, Illinois. There, while stopped for a beer (or an ice cream, or dinner, or whatever) they are approached by a well-dressed, older gentleman who looks slightly familiar.

"Pardon me, gentlemen (and ladies, if there are any ladies present), but I need your help. I see by the vehicles parked outside that you are duellists, and apparently good ones. I'm Albert Wesley, a U.S. Senator from Minnesota. I came down here yesterday by helicopter, chasing down some leads that will help me put away the Anarchist Relief Front once and for all. I wanted to send the information back to my headquarters via ELMAY, but ARF has tapped into the line; if they knew what I was up to, they could cover their tracks too quickly. Since they know I'm in the vicinity, I sent my helicopter back without me as a decoy. I'll pay \$60,000, to be split among you, to get me back to St. Paul, plus ammunition and repairs." The players should accept, of course, because if they don't, there's no adventure.

Player Set-Up

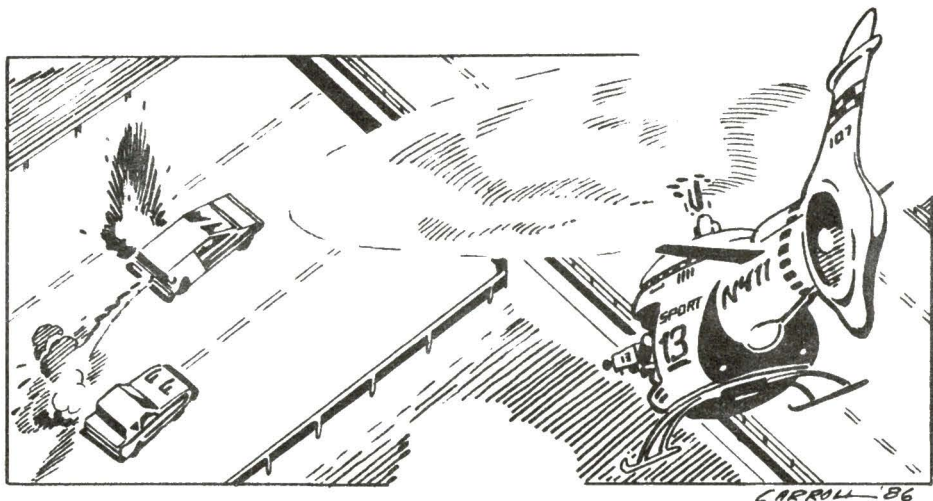
The players get to run six characters total. If you have fewer than six players, they can double up, running more than one character. Each character starts as a Driver, Gunner, Handgunner, Runner, and has four skill levels to spend on improving existing skills or gaining new ones. No more than two levels can be spent on any one skill. The players also get \$60,000 to build up to four vehicles. Two of the six characters get to man the Senator's van, the Guardian:

Guardian: Van, X-Hvy. chassis, Hvy. suspension, super plant, 6 solid tires, driver, gunner, 2 two-space passenger seats, Vulcan MG in universal turret, autocannon front, HD smokescreen back, improved fire extinguisher,

LD radio, 2 targeting computers. Laser-Reflective Fireproof Armor: F25, R15, L15, B18, T15, U9. Accel. 5, HC 2, 7,194 lbs., \$33,325.

Wesley carries with him a locked briefcase which contains the information. "If I don't make it, at least get the briefcase to my headquarters. The information's in code, and while I'm the only one who knows it, my staff will be able to break it eventually," he says. He also says he knows the ARF colors — gloss black, with a small "Down with law and order" window sticker.

Wesley emphasizes that his concern is getting to St. Paul — without unnecessary delays. While he recognizes the "law of the open road" as it pertains to salvage and — how shall we say it — the opportunistic acquiring of additional funds and equipment, he'd



prefer the players to keep the banditry to a minimum. "I *am* a U.S. Senator, you know," he says. "It wouldn't look good at all."

The roads from Deerfield to St. Paul are pretty good — don't bother with tire wear, possible blowouts, or any of that stuff. There is also no particular time limit, so there's no need to keep track of time, except in general terms. It may be important for some encounters whether they take place during the day or at night, so tell the referee when you plan to leave. Night is defined as 7 p.m. to 6 a.m. The map is marked off in 10-mile increments. Remember that the range of a typical vehicle at 55 mph is 200 miles on one charge, so you'll have to stop at least once to charge up. If you go significantly faster than 55 or fire a lot of lasers, you may have to stop more often. Of course, there may be valuable information or even allies at various towns and truck stops. The decision to stop or keep going is up to you . . .

If you're playing "Midwest Passage," read NO FURTHER.

Referee's Notes

The two interstates (I-90 and I-94) are both three-lane, divided highways. Highway 52 (from Rochester to St. Paul) and Highway 12 (from Rochester to Eau Claire) are two-lane and undivided. The terrain is fairly flat, and the roads are for the most part straight. When a combat starts, set up the players' vehicles and the attackers' vehicles on some straight road sections. As the battle moves to subsequent

road sections, roll two dice: On an 11 or 12, the next road section is a gentle curve (roll randomly to see which way the curve goes).

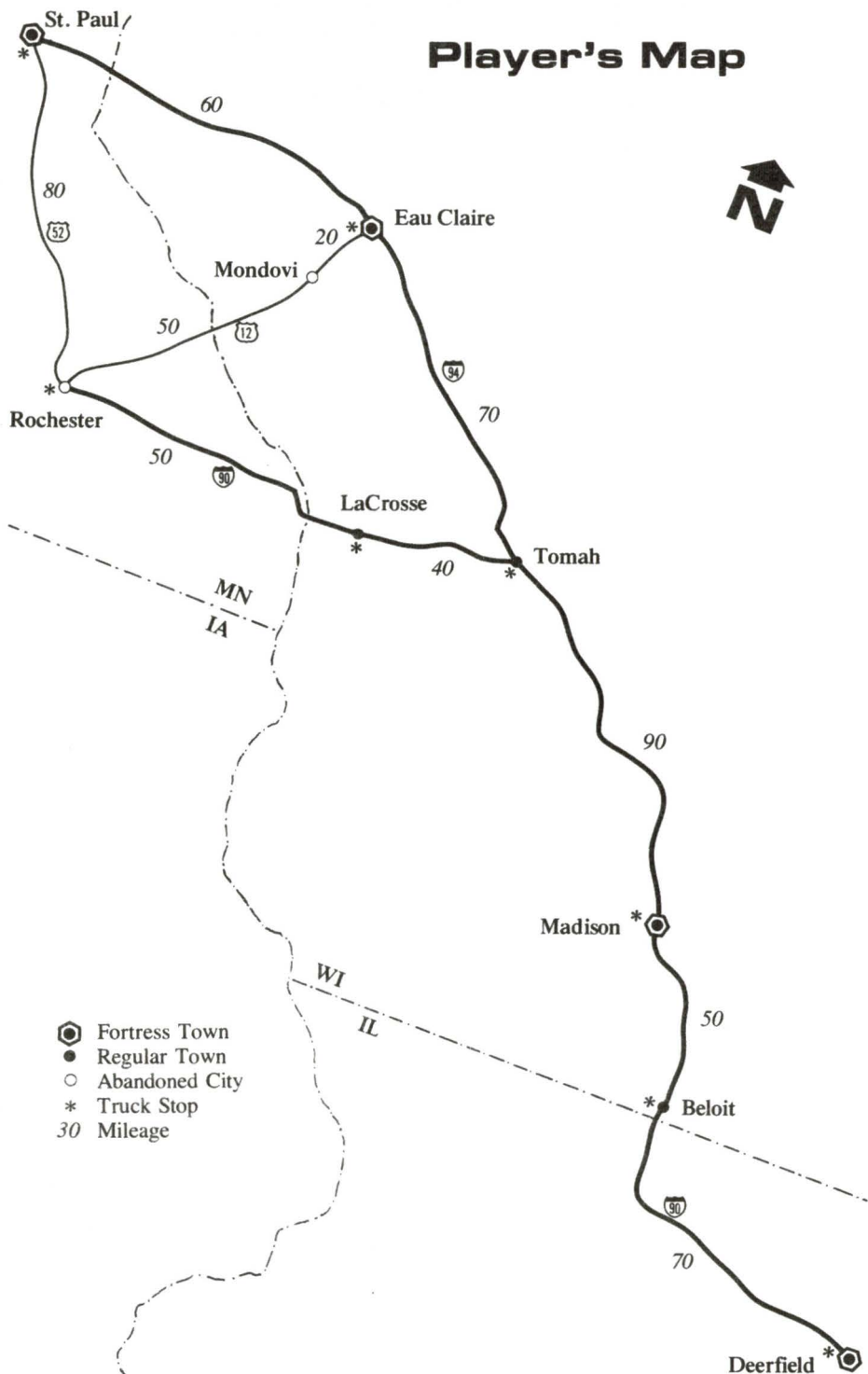
Some encounters take place on the open road at the marked spots; others take place in towns along the way. The road encounters are numbered, while descriptions of each town (along with what happens if the players stop) are given under the heading for each town. They are presented in the order the players are likely to encounter them, but the players will miss certain encounters depending on which route they take. Don't worry — it'll give them something new to do the next time they play!

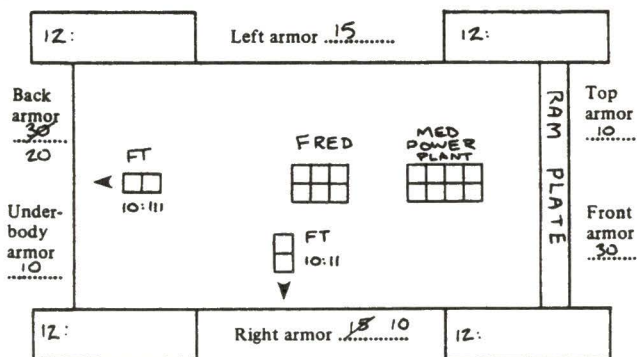
Encounter I

About 20 miles out of Deerfield, a Grayslake Sports 13 Copter whips by overhead, barely giving them a second glance as it flies around a bend up ahead. As the players top a rise, they see the chopper's quarry: A green Scorcher and a yellow Pisces "M" (see diagrams on page 24), having it out 30" ahead, moving 10 mph slower than the players. If the players fire at the combatants once, they will stop firing at each other, move into the far right lane, and motion for the convoy to pass. After the convoy gets 10" past them, they will resume their duel.

If the players continue to fire on one or more of the vehicles, they will accelerate as best they can and try to get away (these two small cars are no match for the players, and they know it). If the players hang back and wait for the duel to end in hopes of salvaging

Player's Map

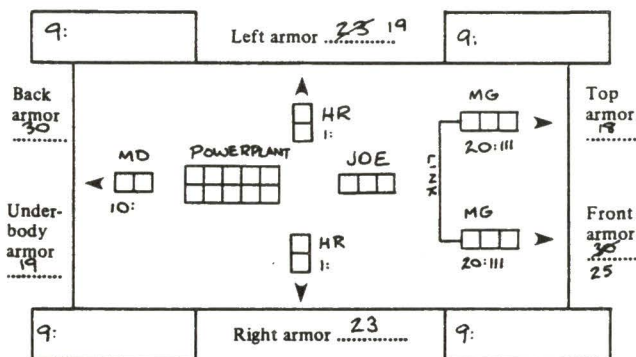




Encounter I

Vehicle: Scorcher
 Size: Compact
 Weight: 4,200 lbs.
 Chassis: X-hvy.
 Suspension: Heavy
 Acceleration: 5
 Handling Class: 3
 Cost: \$9,980
 Extras: Fireproof armor.
 Notes: Driver +1, Gunner
 +1, machine pistol,
 2 LAWS, \$374

Vehicle: Pisces "M"
 Size: Mid
 Weight: 4,794 lbs.
 Chassis: Std.
 Suspension: Heavy
 Acceleration: 5
 Handling Class: 3
 Cost: \$11,088
 Notes: Driver, Gunner
 +3, SMG, 2 smoke
 grenades, \$78



the loser, the winner will attempt to drive the convoy off, but will retreat if any side of his car is breached.

If the players stop at the end of the duel, offer congratulations to the winner, and clap for the TV copter, the winner will salute them, and run to the chopper for an interview, leaving his keys in his car (hint, hint). Remember, the players must put two characters in Wesley's van — there may not be enough spare hands to take the vehicle.

Encounter II

About 10 miles before they reach Beloit and the Wisconsin border, the players will spot a large number of burning wrecks, nearly all of them cycles. They can stop to investigate, but there's no one to talk to and nothing to

salvage. One mile further up the road, they spot a bus on its side on the edge of the road, with a few people standing around, pointing in a variety of directions and arguing. When the players' convoy comes within sight (about 40"), most of the people will dash behind the cover of the bus, and one person will go to the edge of the road and flag the players down. If the players try to hail the bus on the radio, they will get no response. If they don't stop, that's it for this encounter.

If the players do stop, the man who flagged them down will explain that they were responsible for the mess of cyclists back up the road, and they thought they had gotten away clean when some debris knocked out the front tire and caused the wreck. A few passengers were hurt, but none seriously. The only other major



casualty was the radio, which was knocked out. The man asks if he can borrow one of the players' radios to call in to Beloit for a tow. This is not a major request, and the players should comply. While he's on the radio, a camouflage-green Hammer will come down the road the same direction the players were traveling, and slow to 30 mph. After passing the wrecked bus and parked convoy vehicles, he'll accelerate to 80 and disappear around a bend.

"I wonder what the ARF is doing out here," the bus driver will wonder aloud. "ARF?" Senator Wesley will ask, "I thought their colors were gloss black." "No, they switched to camo green about three months ago. At least that's what they did around here."

If the players don't stop, they won't get this bit of information until much later. And, about three miles past the wrecked bus, the convoy will still be passed by the camo-green Hammer; it won't fire at the group, and will try to run if fired upon.

Beloit

Beloit, Wisconsin, is a small town with a truck stop, charging station, and a small cafe. The people here are not hostile, but very aloof towards strangers. They know very little about the ARF, except that they don't want any part of them. If the players do stop, they will be asked about the bus from Encounter II, which was expected in town nearly two hours ago; if the players stopped and made the radio call, they will be thanked for their good deed and offered ammo at half price; if they didn't stop and help but tell the folks at the trucks stop where the bus was, the truck stop will send a tow truck out with escort and thank the players for the report (but no reward). If asked about the road ahead, the locals will also mention that the Madison police are very strict about the 55 mph speed limit.

Encounter III

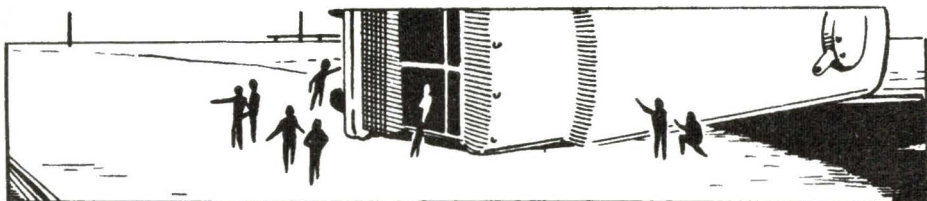
The terrain becomes a bit hilly north of

Beloit. As the convoy tops a rise, they see a damaged car sitting in the middle of the road, facing them, about 20'' away. As they get closer, they can see it's a Hussar, a luxury, and that it is unoccupied. Even closer inspection will reveal that the right-side armor is caved in, and the left-side armor has taken a lot of damage from the inside, implying a heavy weapon blew through the passenger compartment. Have each player roll 2 dice; anyone rolling a 9 or better realizes that the wreck has been here for quite a while. Again, if the players don't stop and investigate further, that's it for this encounter. If one or more players do get out and check out the car, they'll discover two things: One, that the Hussar is damaged, and some of the weapons have been fired, but the car appears drivable (see diagram, page 26); two, it's a trap.

The power plant is undamaged, and the gauges will indicate power is available. But the bandits setting this trap have disconnected the plant from the drive motors, so it won't go anywhere. Fixing it is an Easy job for a Mechanic, but you have to know what to look for; those without the Mechanic skill cannot fix it, even by luck.

There are five bandits hidden in the brush, about 3'' from the side of the road. They're all Handgunner +1 (the other stats don't matter), and they all have body armor. Their plan is to disable a vehicle or to kill two or three members of a group and then run before the more powerful vehicular firepower can be brought to bear on them. If the attacked group is forced to abandon a car because of a shortage of crew or tires or something, the bandits will circle back later to pick it up.

Two bandits are manning a tripod-mounted MG, two more have four regular grenades and 2 tear gas grenades, and the fifth has a machine pistol and 2 LAWs. In addition to the weaponry, the bandits all have body armor, and \$400 cash apiece. Because the bandits have picked their hiding place well, they are at an additional -4 to hit (above and beyond any



other penalties, including the -3 pedestrian penalty). If three of the bandits are killed, the other two will flee. The bandits will concentrate their fire on any players out of their cars, and if none are available, they will shoot at tires.

Madison

Madison, Wisconsin, is a fortress town, with a truck stop and full repair facilities. They don't get much trouble from the ARFs, because of their effective fortifications and efficient police force. There are a preponderance of highway safety billboards around town, including "55 — Stayin' Alive" and "Watch Your Speed — We Are."

Encounter IV

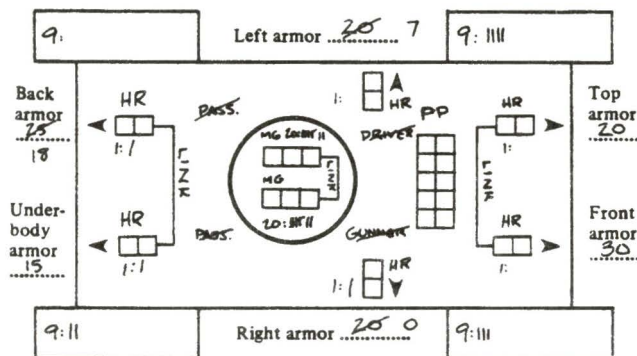
If the convoy is going 55 mph or slower, there will be no encounter here. But 15 miles out of Madison, the players could be excused for winding it up and making a little time, right? Wrong.

If the players are going even the slightest bit over the speed limit (like 60), a pair of luxury cars will appear on the road about 15" behind, and catch up to the convoy as quickly

as possible, red lights flashing. Chalk up another catch for Madison Police Officer Roscoe Speedtrap, and his brother, Darryl. Both officers are skilled combat drivers. If they are attacked, they will immediately shoot for the tires of the attacking vehicles (if it's dark, they'll turn off their lights and switch to infrared). See the diagram below.

The standard speeding fines, payable on the spot, are: for speeds 56-70, \$60 per vehicle; for 71-85, \$100 per vehicle; for 85+ mph, \$150 per vehicle. An additional \$200 per vehicle is charged to any vehicle that fires at the police cruisers.

If the players manage to breach the armor on any side of a police cruiser or a cruiser crashes, the remaining cruiser will radio for assistance and attack the car that knocked out his brother (no more tire shooting — he's going for blood!). The assistance will never get there in time, but the crew of the car that knocked out the police cruiser will be taken back to Madison and jailed, if caught. And if the players get away, they better not go through Madison in those particular vehicles *ever* again.

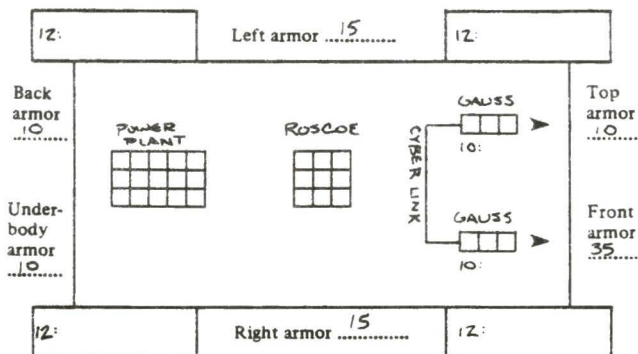


Encounter III

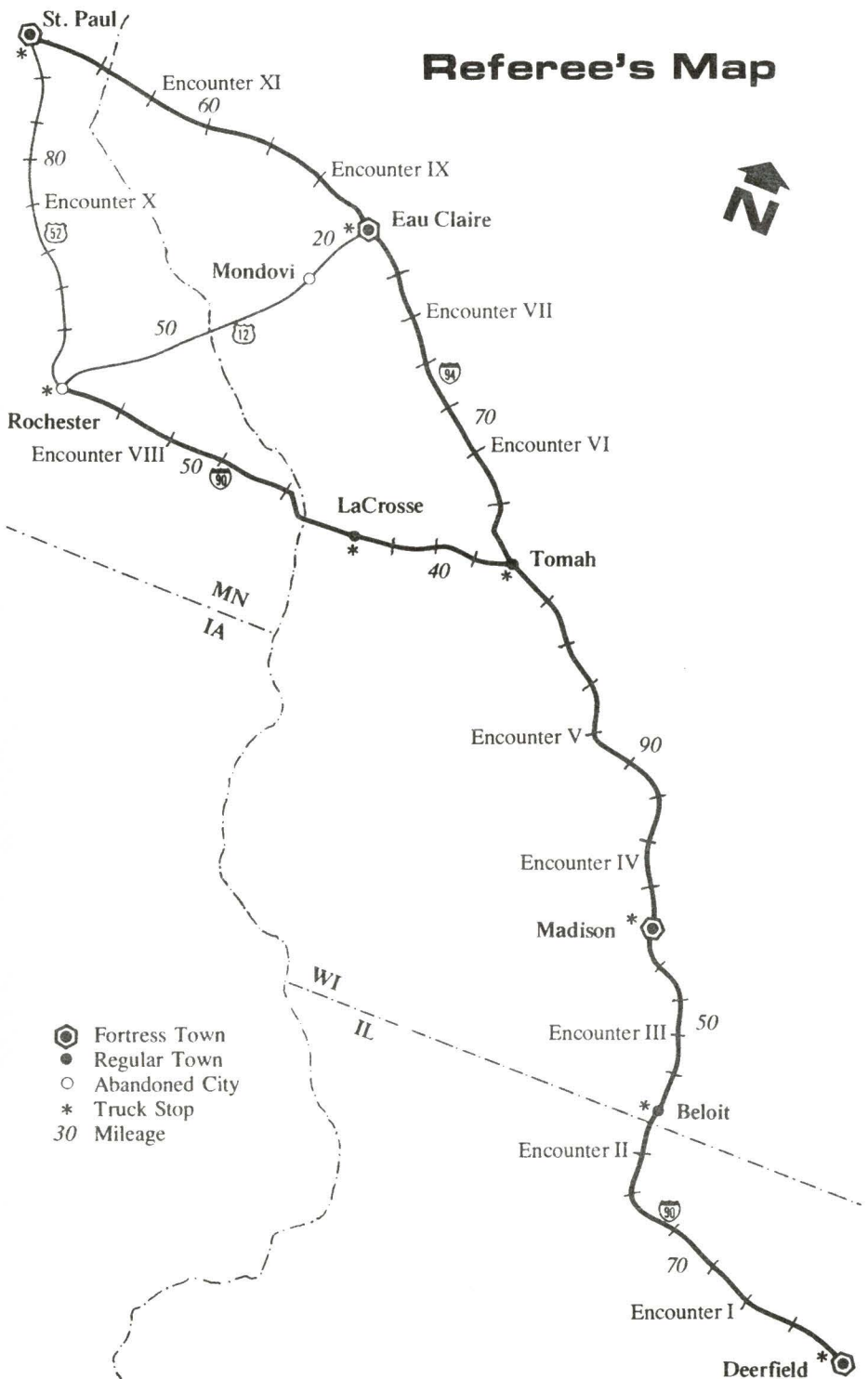
Vehicle: Hussar
Size: Luxury
Weight: 6,000 lbs.
Chassis: Heavy
Suspension: Light
Acceleration: 5
Handling Class: 1
Cost: \$12,450

Encounter IV

Vehicle: Police Interceptor
Size: Luxury
Weight: 6,595 lbs.
Chassis: X-hvy.
Suspension: Heavy
Acceleration: 15
Handling Class: 3
Cost: \$81,600
Extras: Spoiler, IR, radar, stealth, cyberlink, LRFP armor
Notes: Driver +3, Gunner +4, Handgunner +3, 6 smoke grenades, max. speed 120



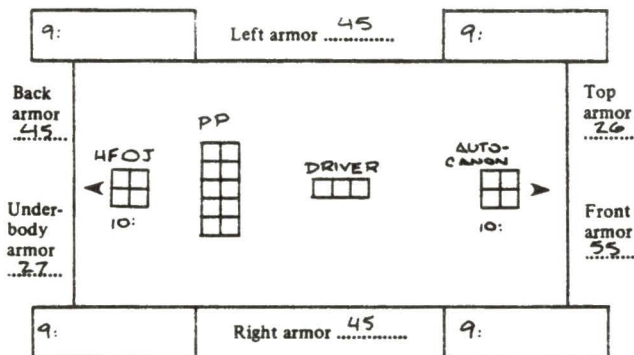
Referee's Map



Encounter V

As the convoy heads up I-90/94 about halfway between Madison and Tomah, a custom built midsize painted in camouflage green screams up behind the group at 100 mph. He matches speed with the convoy once he gets to within 10" or so, and with a cry over the radio of "Anarchy Forever!" he opens fire on whoever's convenient (see

diagram below). He will fight to the death, down to his hand weapons, if necessary. If the players manage to wreck the vehicle and/or kill the fanatic terrorist, they will find however many LAWs he didn't fire, \$572 cash, and a description of the convoy, complete with photographs. If the wreck is burning, roll a die: On a 2-6, the cash and photos are destroyed before the players can get to them. On a 1, they are saved.

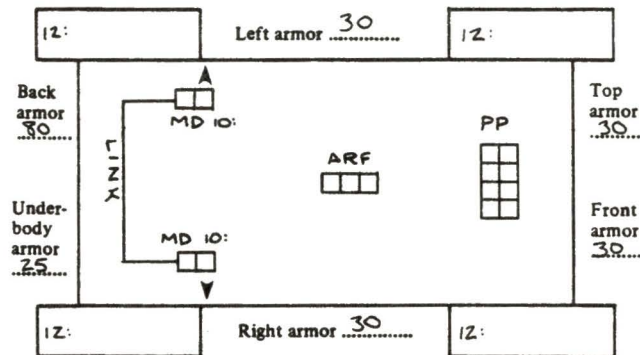
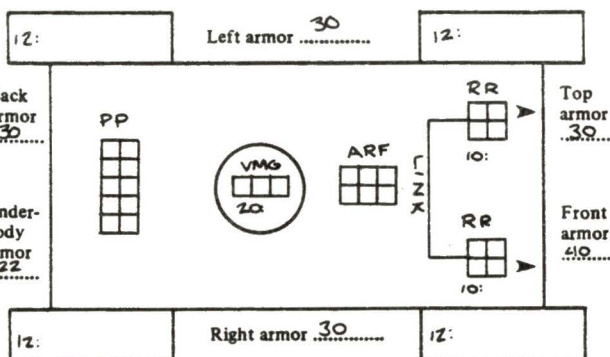


Encounter V

Vehicle: Screaming Yellow Mauler
 Size: Mid
 Weight: 5,734 lbs.
 Chassis: X-hvy.
 Suspension: Heavy
 Acceleration: 5
 Handling Class: 3
 Cost: \$19,988
 Extras: Spoiler, airdam, targeting comp.
 Notes: Driver +1, Gunner, 3 LAWs, \$500.

Encounter VI

Vehicle: Hammer
 Size: Mid
 Weight: 5,756 lbs.
 Chassis: X-hvy.
 Suspension: Heavy
 Acceleration: 5
 Handling Class: 3
 Cost: \$16,962
 Notes: Driver +2, Gunner +2, Handgunner +1, personal FT, \$296, machine pistol



Vehicle: Coaster Rearguard
 Size: Compact
 Weight: 4,200 lbs.
 Chassis: X-hvy.
 Suspension: Heavy
 Acceleration: 5
 Handling Class: 3
 Cost: \$9,375
 Notes: Driver +3, Gunner, 6 smoke grenades, \$500

Tomah

Tomah, Wisconsin, is a small town that still exists only because two interstates meet there. It has only a rudimentary cafe/charging station, and no repair facilities. The cafe does have a reputation with the Brotherhood for excellent food, and this reputation is well deserved. If asked about which route is better to take, there will be some debate.

"Well, there's no doubt that 94 through Eau Claire is shorter, but we've heard of some weird doings up that way. Now, I'm not a superstitious man, but I figure that if everybody's talkin' about it, there's got to be somethin' to it."

"Hogwash," another will say. "I was up that way just last week, and nothing happened. Something's got those folks spooked — they sure acted strange enough — but I trust my twin recoilless and my aim more than any old wives' tale."

"I know what you mean about strange," another will pipe up. "I hear a new 'defense vigilante group' is operating up that way, and shooting at nearly anything that moves." The opinions of the locals will be split about 50/50.

At any mention of the ARF, the mood will suddenly grow very chilly. "Look friends," one of the braver men will say. "We don't want any trouble with them folks. We pay what they demand, and they don't burn us to the ground. It ain't the greatest arrangement, but we're still alive. We'd like to keep it that way, too. So why don't you all just get on down the road. I'll take care of your check here. Just get going." If the players bother to look around, they'll notice that two or three of the folks that were in the cafe are gone — apparently slipped out the back. (They're ARF agents who have gone to radio a report to their superiors.) The players are not in danger of being ambushed — yet. "They're coming, I tell you!" one man will say if the players insist on sticking around. "Get out of here now, before they kill all of us!" As a last resort, Senator Wesley should tell the players to get moving. "No point in endangering this innocent town," he'll say. "We'll fight ARF on our terms, not theirs."

Encounter VI

About 20 miles outside Tomah on I-94, the convoy will receive a broadcast over the radio. "Hello, friends," a sarcastic voice will say.

"We have no quarrel with you brave duellists. Simply hand over the Senator, and his package of goodies, and you can drive out of here. If you don't, you'll simply have to die in the name of anarchy."

At this moment, the players will spot a Coaster Rearguard about 10" ahead, and a Hudson Hammer (the same car from Encounter II) 10" behind — both camouflage green and matching the convoy's speed. (See diagrams, page 28.) If the Hammer was damaged in Encounter II, the damage carries over to this encounter, except for new tires. If the Hammer was destroyed in Encounter II, this is an undamaged replacement.

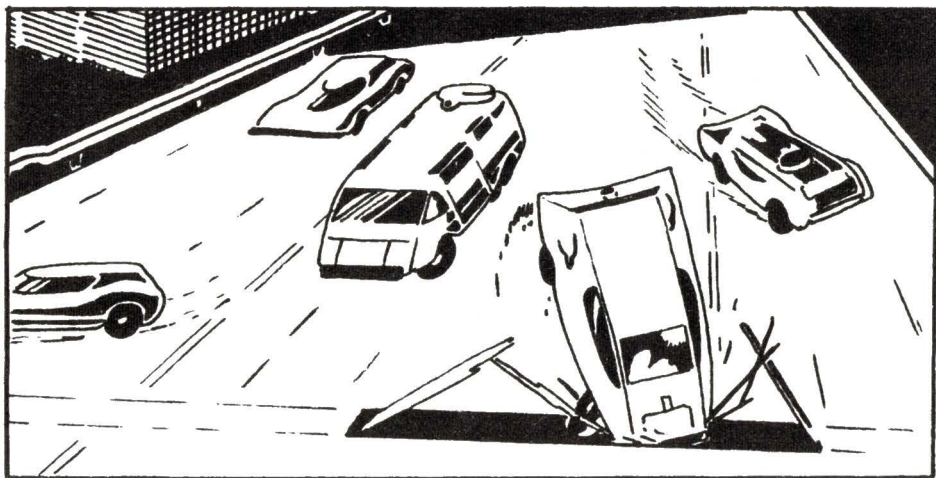
If the players decide to hand over the Senator, all they have to do is pull over to the side of the road and kick Wesley and his briefcase out. The ARFs will let the players go, and take Wesley. This is not a particularly good option (for one thing, it ends the adventure, and the players will get no prestige or money), but if the players want to do it, they can.

If they refuse, the ARFs will attack. The Coaster will put his linked MDs on automatic, and weave back and forth on the highway, covering the highway with mines. Once he runs out of mines, he'll accelerate away. The Hammer will fire at the closest target and fight to the death. If the convoy wins, they can salvage the wrecks, but the occupants have nothing.

Encounter VII

As the convoy tools up the road about 30 miles south of Eau Claire, the lead vehicle hits a disguised ditch dug across the road. It's about 2 feet deep and 3 feet across, with spikes and other garbage in the bottom, and covered with a very thin (and very breakable) covering of wood, painted to match the highway. The lead vehicle takes 2 dice of damage to each front tire, 1 die of damage to the front armor, the underbody armor, and each back tire, and takes a D6 hazard. The cars behind the lead car face the same fate unless they can stop in time or go around (the ditch is only as wide as the road itself, but the shoulder is a D2 hazard, with a +D1 to all maneuvers performed on it).

The convoy has found a dandy example of a Trench Foot Opening, a notorious anti-cycle gang tactic perfected by the MONDOs of Midville, Ohio. After the convoy dusts itself off and surveys the damage, they may be interested in finding out who did this. The players



won't find anything, because the people who set this up are long gone. A vigilante group operating out of Eau Claire calling themselves the MONDOs (in addition to being stupid, they're also unoriginal) heard that a big cycle gang was coming through, so they decided to take care of them, just like the original MONDOs would. Unfortunately, the report of a big cycle gang was completely false, and these idiots forgot to consider the possibility that any other traffic would be using the road.

The erstwhile MONDOs set an ambush for the "big cycle gang" just beyond the Trench Foot Opening, but when they saw the convoy hit it instead (and fully realized just how stupid they had been), they ran. Within five minutes, however, as many tow trucks as are necessary to handle the wrecks show up. "You guys need help?" one will ask. "We got a call on the radio about a bad wreck. Guy didn't leave a name, but gave us a wire money transfer, so it's paid for. Let's go." (A MONDO with a conscience radioed for the trucks, and is paying for it anonymously.) If there are no wrecks needing a tow after the encounter, no tow trucks show up.

If the tow truck or trucks do arrive, one of them will go back up the road a few hundred yards and set up some warning signs so that the next traffic through doesn't meet the same fate. If no trucks come, the players should think about getting on the radio and warning the general traffic in the area. (They don't have to, of course, but the next wreck will be their fault if they don't.) The tow trucks will go with the convoy and drop the wrecks off at the best repair shop in Eau Claire. Paying for the

repairs will be the players' problem — the anonymous MONDO didn't feel *that* bad about it . . .

LaCrosse

LaCrosse, Wisconsin, is a tight little community that demands a \$50 toll from strangers to pass through. They have full repair and charging facilities, and are actually quite friendly and informative. They don't have much trouble with the ARFs, because they're too well-armed and too small to be worth the trouble. If asked about road conditions, the players will be told that a log-barricade toll scam is operating about 40 miles west on I-90.

Encounter VIII

Sure enough, about 40 miles out of LaCrosse, someone will hail the convoy on the CB, telling them to kindly stop and pay a toll. The barricade consists of one large (10 DP) log, a row of mines, a row of drop-spike plates, and another row of mines (see diagram, page 31). In trenches along the sides of the roads (an additional -2 to hit them) are 20 assorted pedestrians with 2 LAWs and an SMG and body armor apiece. If the referee wants to add a little variety to the pedestrian weapons, that's fine. The toll is only \$100 per vehicle — they will accept ammunition or salvaged equipment at half value. They will of course fire on any vehicles that try to run the barricade, but will flee if half their number are killed.

If the players fight and then give up (or are beaten), and any of the toll-booth people are killed, the toll immediately goes up to \$10,000 per vehicle — entire vehicles will be accepted

at half value. (That is, a \$20,000 car will serve as toll for one other vehicle.) This is a low-cost, low-risk scam — the thieves are counting on nearly everyone simply paying the low toll rather than fighting it out over such a small amount of money. If asked about road conditions ahead (assuming the players have been cooperative from the start), one of the men will mention that Rochester has a great truck stop, but the town has a lot of “the wrong element.” That comment will draw a hearty laugh from the rest of the thieves.

Rochester

Rochester, Minnesota, is an abandoned ghost town with a heavily-fortified truck stop operating on the outskirts of town. The truck stop operators are friendly, but suspicious of all strangers. If asked about the ARF, the man behind the counter will say, “They’re the least of my problems. I got more criminal gangs hiding out in that town than I can shake a stick at. At least they don’t bother me too much anymore. I taught a few of ‘em a lesson or two in my time,” he chuckles.

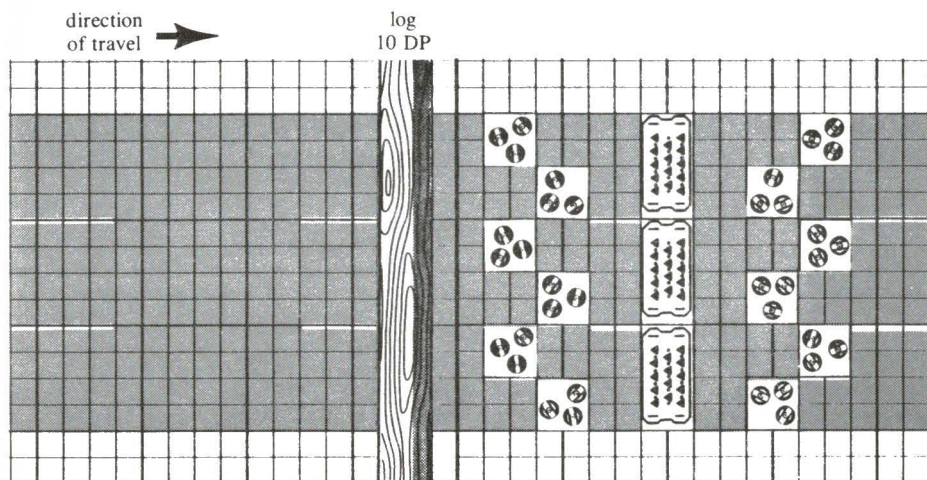
If opinions are sought on the best route to take, the general consensus is that neither is a particularly good choice. It seems that this group has heard the same rumours of “weird doings” in the Eau Claire area, but on the other hand, they know for a fact that there is major bandit activity on Highway 52 between Rochester and St. Paul. “It’s up to you, boys, but if time isn’t a problem, I’d head back to Eau Claire and get on that nice, clean interstate. Rumors of spooky stuff don’t stack up

against some of these gangs,” the man behind the counter (his name’s Art) will say.

At about this moment, the front door to the cafe will burst open and two men in green body armor will fire SMGs into the cafe. They’re both aiming for Senator Wesley, but there’s quite a crowd at the counter, so Wesley is at -4 to be hit (in addition to the -3 pedestrian penalty and any other bonuses or penalties that may apply). The gunmen are close enough for point blank range, and the gunmen have Handgunner skill but no bonuses.

If the gunmen’s “to hit” rolls come within 4 of hitting Wesley, someone else is hit instead. Roll randomly between all the players and Art. The gunmen will fire two bursts apiece, close the door, and run. Anyone following them will open the door just in time to find the grenade one of them dropped outside the door to discourage pursuit.

The sequence should go like this: Turn One, the door opens and the gunmen fire. The players can only draw their weapons — they would not have them out and ready in the truck stop. Turn Two, the gunmen fire again, and the players closest to the gunmen can return fire (the ones in the back must spend this turn getting a clear line). Turn Three, the door closes and a grenade is dropped, set to go off at the end of the turn. The gunmen sprint to get around the corner of the building before the grenade goes off; players who pursue will get to the door and open it just as it explodes. If no one heads for the door immediately, the grenade will go off (blowing the door off its hinges and into the cafe) before anyone gets to it — no one will be hurt.



Anyone still interested in chasing the gunmen after that will see a camouflage-green luxury leaving the truck stop at a high rate of speed, and take the turnoff for Highway 12 to Eau Claire. It's obvious from the acceleration of the vehicle that it has a Thundercat plant; catching them will be impossible.

Mondovi

Mondovi, Wisconsin, is dead. Many of the buildings have been smashed, as if they were rolled over by some sort of gigantic machine. Others look like they exploded from the inside, but there's no sign of fire. In the ruins of one stone building, the players can see from the road a statue still standing in the rubble — a statue of what looks like a man with an octopus head. The players can also see some graffiti: "Cthulhu Fhtagn!", "Nyarlath—" (the rest of the wall is covered in blood and some sort of dried slime), that sort of thing. There are no responses to calls on the radio, and no movement of any sort.

If the players get out to investigate, they will find a disturbing smell of rotting fish, quite a few mangled bodies, a number of small statuettes identical to the one in the ruined stone building (but no more than one per building), and about \$35,000 worth of extremely bizarre jewelry. That's it.

Eau Claire

Eau Claire, Wisconsin, is a small fortress town that is fairly well-defended for its size and heavily anti-ARF, a sentiment that is obvious if the subject ever comes up in conversation. The folks in town don't recognize Senator Wesley right away, but if he introduces himself, they will. After a minor celebration (Wesley is very well-respected here, even though they don't recognize him at first), the convoy will be offered free ammunition up to the capacity of their guns, and repairs at half price. Unfortunately, their ELMAY and long-distance radio set-up is down, so they have no news outside of a 10-mile radius — inside that radius, things are pretty quiet.

If the players show anyone the strange jewelry they found at Mondovi, whoever sees it will turn pale and ask the player to "put that foul thing away — and quickly." The players will then be asked to leave — politely if they know Wesley is with them, not-so-politely if they don't.

Encounter IX

About 10 miles out of Eau Claire, the party will be hailed on the CB and asked for permission to pass. The voice on the radio will identify himself as "Fearless Freddy," and will say that he is a courier. The players will see a sporty, metallic blue mid-size come up behind them about 15 mph faster than the convoy. (If the convoy is going 85 mph or faster, Freddy will never catch them, and they can skip this encounter.) The mid-size looks harmless enough, and will pass without incident if the players let him. If they refuse, Freddy will haggle ("I'm not interested in any trouble, buddy, I'm just trying to make a living. Just let me past, and I'll be gone.") If the players fire on him, he'll raise the pop-up turret and let the convoy have it with his laser (see diagram, page 33). He'll fight until his armor is breached, at which point he'll slam on his brakes and let the convoy go, bootlegging and running away if the convoy continues to come after him. If the players defeat him, he'll have \$2,800 in cash, and a locked case. A search does not reveal a key.

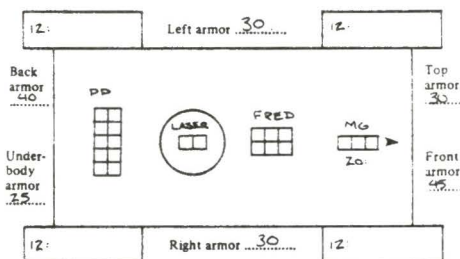
The case is trapped — a two-dice explosion (with a $\frac{1}{2}$ " burst radius) will go off if the case is pried or cut open or the lock is picked. The person at the courier's destination has the key, and there is nothing to indicate where he was going (Freddy keeps his addresses and directions in his head). The explosion also destroys whatever was in the case.

Encounter X

The Anarchist Relief Front is a major supplier to local bandit gangs (they're a tremendous tool for anarchy, and a ready supply of soldiers for the war to come). Bandit activity, or the rumor of it, was supposed to scare travelers away from Highway 52. If the convoy takes 52 from Rochester to St. Paul anyway, they won't encounter any bandits (just lucky, I guess). But they will have a little trouble with ARF . . .

Halfway between Rochester and St. Paul, the convoy will be attacked by a single helicopter in camouflage green (see diagram, page 33). The referee should bring the helicopter in at whatever height, speed, and angle seems best for the situation. The chopper will concentrate its fire on the Guardian van, and will shoot at it until the van is destroyed or the helicopter goes down. If the van is taken out, the copter will shift its attack to the escort

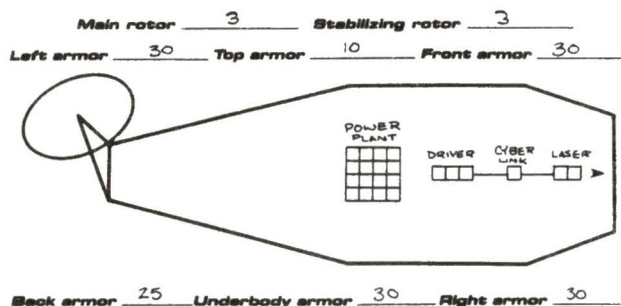
Encounter IX



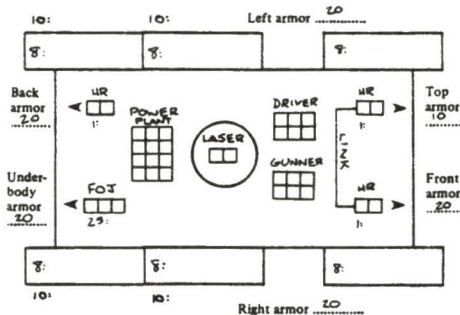
Vehicle: FP Q-mid
Size: Mid
Weight: 5,750 lbs.
Chassis: X-hvy.
Suspension: Heavy
Acceleration: 5
Handling Class: 3
Cost: \$30,400
Extras: Universal pop-up turret, hi-res computer, FP armor, LD Radio, fire extinguisher
Notes: Driver +2, Gunner +1, Handgunner

Encounter X

Helicopter: Super Gnat
Size: One-Man Copter
Weight: 4,990 lbs.
Acceleration: 5
Handling Class: 3
Cost: \$50,560
Extras: LD Radio, FP armor
Notes: Pilot +1, Gunner +1

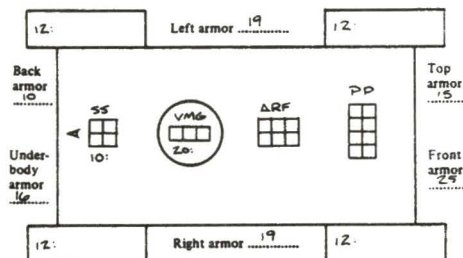


Encounter XI



Vehicle: Roadhog II
Size: Van
Weight: 7,060 lbs.
Chassis: X-hvy
Suspension: Heavy
Acceleration: 5
Handling Class: 3
Cost: \$30,495
Extras: IR, airdam, LR armor, pop-up turret, cargo: 10 spaces, 140 lbs.
Notes: Driver: Driver +2, Gunner, SMG, 3 grenades. Gunner: Driver, Mech, Gunner +1

Vehicle: Rothschild Dagger
Size: Compact
Weight: 4,199 lbs.
Chassis: X-hvy.
Suspension: Heavy
Acceleration: 5
Handling Class: 3
Cost: \$16,002
Extras: Spoiler, airdam, IR, HD ammo for VMG
Notes: Driver +2, Gunner +1



vehicles and will press the attack until the armor on one side of the copter is breached, in which case it will try to escape. (Once the van — its primary target — has been taken out, the pilot is not as interested in giving his life for the cause.)

If you don't have the helicopter rules or would just rather not throw an air attack at your players, you can substitute a duplicate of Encounter XI at this point in the adventure.

Encounter XI

The convoy is about 20 miles outside of St. Paul when they pass an onramp just like the dozens before — except for the van in camouflage green cutting in front of the convoy at a range of 6" and matching speeds, and the two identical camo-green compacts merging behind the convoy at a range of 8" and matching speeds (see diagrams, page 33). This is the ARF's last shot, and the three vehicles will fight to the death. If the players win, they can salvage the wrecks, but they will find nothing else — no money, no ID, nothing.

St. Paul

The big payoff. After you pass through the

gates of this very large fortress town, you are escorted by a number of Minnesota National Guard vehicles (who recognize the Senator's van). If the van is no longer part of the convoy, some quick talk on the radio will set things right. You pull up to the Capitol Building, and deliver Senator Wesley and/or his briefcase. "Good work," an aide tells you. "We're going to make you heroes. Go get cleaned up! You look like death warmed over. Once you're rested, we'll bring you in for a news conference." One of the Senator's flunkies will drive you to the best hotel in town, while others will take your cars to a government shop for free repairs and complete ammunition replacement and recharging.

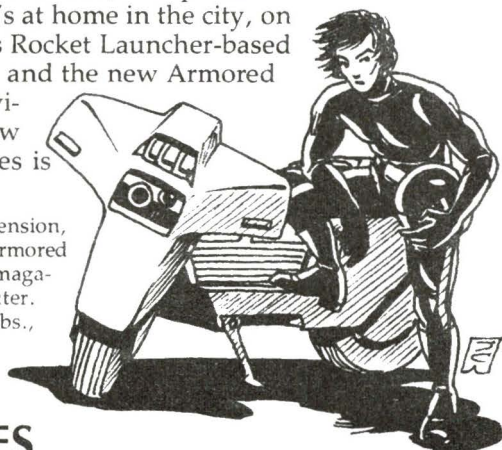
Sure enough, the press conference makes you heroes. Score prestige for all battles as if they were in an arena, plus 2 points for delivering Wesley alive, plus 2 points for delivering the briefcase. The money is also delivered as promised — but if Wesley dies and the players only deliver the briefcase, the reward is cut in half.

Congratulations — you not only came out ahead, but you struck a blow for law and order.

COMET

Nelson Cycles announces the Comet, a dependable workhorse of a motorcycle that's at home in the city, on the highway or in the arena! Its Rocket Launcher-based weapon system can dish it out, and the new Armored Wheel Hubs protect the previously vulnerable wheels. The new standard in multi-purpose cycles is the Comet from Nelson!

Comet — Heavy cycle, hvy. suspension, Lg. cycle plant, 2 PR radials, 4 10-point armored wheel hubs, driver only, RL with extra magazine in front, single weapon computer. Armor: F9, B6. Accel. 10, HC 3, 1,300 lbs., \$6,730.



NELSON CYCLES

Search and Destroy

by Scott Haring

The more sharp-eyed among you out there noticed that the back cover of *Car Wars Expansion Set 8: Chopper Challenge* promised five scenarios, and only four were included. Well, excuse me . . .

What happened was we ran out of space, and the fifth scenario was cut at the last minute (why we didn't catch the mistake on the back cover is another story, one of those little things that makes working in this industry such gosh darn fun . . .). So here it is, the missing scenario from Expansion Set 8, called *Search and Destroy*. You'll need *Deluxe Car Wars*, or regular *Car Wars* and the helicopter rules from *Autoduel Champions*, and, of course, *Expansion Set 8* to play. Have fun . . .

Search and Destroy

AirTech Amalgamated is a big company used to getting its own way, so when an industrial spy escaped from the ATA plant with the blueprints for a new type of air vehicle, they were understandably annoyed. But the company's counterspies have learned where the blueprints are to be handed over, and AirTech intends to make sure those blueprints never change hands . . .

This scenario can be played in either of two ways: The players can take the side of the AirTech mercenaries while the referee handles the spies, or the players can split into two groups, one group playing the mercenaries, the other playing the spies.

AirTech has copies of the stolen blueprints in a dozen safe places, so recovery of the documents is unnecessary. The players' task seems simple: Kill as many of the spies (and whoever comes out to meet them) as possible. Of course, the world of industrial espionage is full of double-crosses and twists of fate, so things may not be that easy.

The AirTech players get \$250,000 to build three helicopters — AirTech property. These

are elite fighting machines, so cargo and extra space should be at a minimum, weapons and armor at a maximum. There may be up to six characters, each of whom starts as Pilot, Driver, Gunner, Runner, and Handgunner, with four additional skill levels to spend, no more than two of which may be spent on any single skill.

The meeting is to take place on the south bank of the river at the shallow part in the center of the map. Executives of the unnamed other company arrive in a Burkhardt III helicopter, landing in the clearing north of the river in the center of the map.

The Burkhardt III is built as follows: Standard copter, standard plant, pilot and gunner, four passengers, RR in two-space universal turret under, two VMGs in each of two four-space external weapon pods to each side (four VMGs total). Three links in all — one for each pair of VMGs and one that enables all four to be fired at once. Cyberlink connecting gunner to VMGs, two hi-res computers. Armor: 10 points for each EWP, F60, R60, L60, B50, U60, T40. Cargo capacity: 6 spaces, 50 lbs. Acc. 5, HC 2, 13,950 lbs., \$115,400.

The chopper's two crewmen stay on board — the pilot is a Pilot +2, Gunner, Runner, Handgunner +1; he has body armor, 2 LAWs, and a SMG. The gunner is a Pilot, Driver, Gunner +2, Runner, Handgunner; he has body armor, 5 VLAws, and a heavy pistol.

Four people get out of the helicopter. Two are executives with no pertinent skills, though they are wearing body armor. The other two are bodyguards. Each bodyguard is a Handgunner +2, Runner +1 (the other skills are not important), with improved body armor, a shotgun, an SMG, and a heavy pistol.

One of the executives is carrying what looks like a pocket calculator — it is actually a case holding a small microchip containing half the decoding program required to gain access to a small fortune in a foreign bank. (The spy

received the first half as a down payment for the assignment, and does not have it here. So while millions are about to change hands, there is nothing here the players can recover — too bad.)

The spy is a Driver +1, Cyclist, Trucker, Pilot +1, Gunner +3, Handgunner +2, Runner +3, Martial Arts +3, Mechanic +1. He has improved body armor (6 damage points), two smoke grenades, a tear gas grenade, and a concussion grenade. He has the blueprints — and a few friends. The spy won't double-cross the executives, but he's worried they may double-cross him.

Two of the spy's friends are in the brush to the east of the riverbank, covering the approaching foursome with a tripod-mounted MG and three LAWs. His other two cronies are hidden to the west and a little south, with a tripod-mounted RR and three extra clips.

The spy has 12 more men scattered around the map in six large foxholes (two men in each) covered by brush; these are not visible from the air. Place them in an evenly-spaced semi-circle 4" to 6" wide, arrayed around the meeting place.

All these extra people are around in case the unexpected happens — like a mercenary helicopter attack. Two of the pairs have one tripod-mounted RR each, with two extra clips apiece. Two pairs have one tripod-mounted light laser each, with pedestrian laser battery (as described in *Uncle Albert's 2035 Catalog*; treat as vehicular light laser — to hit 6, 1 die damage, the battery provides 12 shots). The last two pairs have four radar-guided missiles each (again, from *Uncle Albert's 2035 Catalog* — to hit 7, 3 dice damage, no penalty for range if range is greater than 24", missile moves at 2" per phase, giving target opportunity to shoot it down, at -6 to hit and 1 DP). All of the folks in the various foxholes and hiding places

are Handgunner +1 (which doesn't help with the radar-guided missiles, but does with everything else), with body armor and a LAW, two grenades, and an SMG.

As an extra added surprise, the AirTech vehicles the attacking players are flying have each been outfitted with a Limpet Beacon. This device (described in *Autoduel Quarterly* 3/2) gives all laser- and radar-guided weapons an additional +2 to hit the unlucky craft carrying one. A paid-off mechanic has slipped one behind a false bulkhead of each copter — even a careful inspection of the vehicles beforehand would not reveal them.

The AirTech players may enter the map from anywhere they like. It is reasonable to assume that combat will start almost immediately. Everyone on the ground will take shots at the AirTech helicopters. The crew of the Burkhardt III will also lift off immediately to battle the players air-to-air. The AirTech players merely want to kill everyone they can, and leave.

If the spy and the two "enemy" executives are killed, and all three AirTech helicopters escape off the map, it is a total AirTech victory, good for a \$30,000 bonus for each member of the team.

If the spy and only one of the executives is killed, or all three are killed but one of the helicopters is downed, then it is a marginal AirTech victory, good for a \$10,000 payoff for the survivors.

If two or three AirTech helicopters are downed, or the spy escapes off the north edge of the map with his payoff, it is a spy victory — any AirTech survivors get nothing. There are no additional awards for killing the hired guns, though there is a definite incentive for this — once they're dead, they will no longer shoot at you.



AADA News

Welcome, AADA fans, to another issue of *Autoduel Quarterly*! We've got six new chapters to tell you about, which brings our roster back up to 30! The number of clubs we have is a constantly fluctuating thing, as some groups join while others let their charters expire . . . Here's the lowdown on the new groups:

Flaming Lakers
North Region
Paul Schwartzberg, President
2728 Upton Ave. S.
Minneapolis, MN 55416

Central Headquarters for Armored Olympian
Streetduelling (CHAOS)
Northwest Region
Chris A. Coleman, President
1145 Mountain Aire Dr. S.E.
Olympia, WA 98503

Missouri Autoduel Division (MADD)
Midwest Region
Craig Sheeley, President
1619 South Broadway
Springfield, MO 65807

The Houston Free Oilers
Texas Region
Jeff Ferris, President
12727 Bellaire #101
Houston, TX 77072

New Jersey Foundation for Death on Wheels
East Region
Nat Johnson, President
684 Whitebridge Rd.
Gillette, NJ 07933

VANNGUARD
East Region
Val J. Cassotta, Jr., President
4 Beechwood Rd.
Suffern, NY 10901

I have been constantly amazed at the, er . . . , creativity of the duellists out there in

coming up with, uh . . . , interesting names for their chapters. Freedom of expression is a cherished American tradition, and certainly no one is going to take exception with a large group of well-armed individuals, but . . . I wish the chapter names were a little more tasteful. And I also wish people wouldn't go to such awkward lengths to use acronyms that don't really fit, anyway. OK, enough of speech.

World Championship

The following are the official rules for the 2035-36 AADA World Championship Tournament:

Each AADA Chapter should hold its own Club Championship in the next few months, and report the winner to AADA Headquarters, Box 18957, Austin, TX, 78760. The Club Champion will receive a prize certificate good for \$15 in SJ Games merchandise, but only if he or she is reported to us. The Club Championship should be an individual event (no teams), but the ground rules are up to each club to establish for themselves.

Each Club Champion is eligible to attend a Regional tournament. Each Regional should be hosted by a local chapter in that region, preferably in conjunction with a game convention or a game store promotion, and should be held sometime in May or June (maybe even April, if that's the best time available). To host a Regional, simply send us a letter, saying you want to host it and giving us the details (site, date, time, and other pertinent details), as well as a proposal for the format of the tournament (this is just to make sure you don't plan something too weird). Again, this is an individual event — no teams.

Hopefully, the regions are small enough that Club Champions won't have any trouble getting to the Regional site. This will be especially true if we nail down the Regional sites *soon*. Currently, only three clubs have expressed an interest in hosting a regional and gotten it to me in writing. There will be no regional tournament in the At-Large Region — Club Champions from that region immediately qualify for the World Championships in Los Angeles (if they can get there). Final decisions on Regional sites will be made by March 15 — so get your bids in!

The Regional Champions will all receive some wonderful prize that has yet to be determined. (Last year, all Regional Champions

received AADA wristwatches.) In addition, each Regional Champion that attends Origins (the site of the World Championship) will receive a \$50 travel reimbursement from the AADA to help defray the cost of attending.

The World Championship will be held at Origins 86, July 3-6, in Los Angeles, California. All Regional champions who make the trip will be eligible for the World Championship Tournament. In addition, we will also hold an At-Large Qualifier the first or second day of Origins, with the top two or three winners also qualifying for the World Championship Tournament. To participate in the At-Large Qualifier, you must be an AADA member (with proof, like an *ADQ* with mailer cover with your name on it) — that's it. For more information on Origins, write: Origins 86, Box 8399, Long Beach, CA 90808. The At-Large Qualifiers get no other prizes like the Regional Champs, but they do get their shot at fame and glory, and the World Championship prize — a trophy, and a lifetime subscription to *Autoduel Quarterly* (and the accompanying lifetime membership to the AADA!). I feel very optimistic about this year's tournament . . . I hope you all do, too.

Around The Track

As usual, we have some news from various chapters. The Lubbock, Texas, group (code name: LUNATIC) semi-successfully escorted an important person from Lubbock to Dallas, despite the best efforts of the Mexican National Revolutionary Front. They say semi-successfully because they could only get to the outskirts of Dallas before being disabled by the last suicide terrorist attack. Fortunately, the terrorists were wiped out, and help was summoned from Dallas.

And this from Houston:

Dec. 8, 2035 — The Houston Free Oilers today held their bloodiest annual ritual, "The Presidential Power Duel." The duel was cre-

ated to elect a president for the controversial and sometimes radical Houston-based chapter of the American Autoduel Association. Duellist Jeff Ferris emerged victorious when he accelerated to high speeds to engage the last competitor, Bill Maurer, at close range.

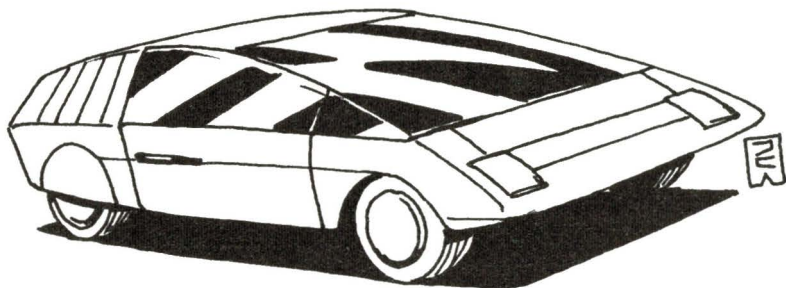
The annual duel has long been a source of controversy and scandal since its inception, and this year was no different. Would-be candidate Draper Kauffman was found slain in the front seat of his red '34 Hammer, which was parked in the pit area. Evidently Kauffman, who was not wearing his body armor, was killed, as he was preparing his vehicle for the election, by a limpet mine under his dashboard. According to Sheriff Grissly, the death appeared to be an assassination. He said, "They done it real clean, real professional-like. He (Kauffman) never had a chance." Last year, the election was marked by violent confrontations between two of the Free Oilers' Special Interest Groups (SIGs), the Shoot Straight Slate and the Flaming Oilers.

Ferris, the last survivor, drove into the winner's circle to sign the charter's certificate as president. When asked how he felt, he said, clutching his last VMG round, "You know, it's kind of inspiring. What we just saw here was good, old-fashioned democracy in action!" Jeff said the vehicle, which he calls "Lobster Fire," will be used as the presidential limousine during his term.

Here's the stats on the new president's winning entry:

Lobster Fire: Mid-sized, X-hvy. chassis, Hvy. suspension, 4 solid tires, large power plant, driver only, 2 linked grenade launchers front (4 regular grenades and 6 concussion grenades in each), Vulcan MG in turret, hi-res computer, spoiler. Armor: F30, L30, R30, B30, U10, T24. Accel. 5, HC3, 5,412 lbs., \$19,994.

That's it for this issue. Drive Offensively!





Of Money, Blood, and Bandits

by Steve Beck

North America, circa 2035, is a dangerous blend of high technology and rampant barbarism. But isn't this a contradiction? How can factories churn out cars, computers, and advanced weaponry while governments are still struggling to impose law and order?

Herb Helzer, in a letter appearing in *ADQ* 3/3, argues strongly that you can't have it both ways. Yet this, he believes, is exactly what *Car Wars* is trying to do. The Food Riots ended nearly two decades ago, and the reemergence of heavy industry suggests that North America's recovery is just about complete. If, society were that prosperous, Mr. Helzer argues, then two fundamental elements of this future world — death sports, and marauding gangs of outlaw bikers — could not exist. Society would be too "civilized" to tolerate the one, and too powerful to tolerate the other. Thus, he concludes, the world of *Car Wars* is illogical and absurd.

Mr. Helzer's view is controversial, but thoughtful. It deserves a thoughtful answer.

A little thought and research will reveal that Mr. Helzer's arguments are built upon a faulty premise. He has assumed that, in 2035, the rebuilding of the world is further along than it really is.

Consider the "true" pattern of North America's economic and political recovery. Most of the fat corporate dinosaurs of the Age of Prosperity were wiped out in the worldwide economic collapse, but technological know-how survived. After things settled down a bit, leaner businesses expanded into the empty niches of a restructured economy. These new

corporations are probably run more efficiently than their predecessors were. (The recovery of German and Japanese industries after their partial destruction in World War II followed a similar pattern.) It is again possible for businessmen to make money — in some cases, *lots* of money.

But for many, living standards remain quite low. Remember that the recovery of North America is not uniform in any sense. The most civilized areas appear to be the northeastern U.S., the Free Oil States, Canada, parts of the West Coast, and maybe Quebec and the Deseret Autonomous Region. Even in these areas, not all sectors of the economy are in good shape.

To an affluent 20th-century American, it might appear that the mere existence of heavy industry, sophisticated technology, and the mining and manufacturing industries needed to support them implies a uniformly healthy economy. Not so. Consider the economy of the 1980s Soviet Union. This supports a vigorous space program, a formidable military force, and advanced fusion research, yet at the same time has trouble supplying the Soviet citizen with shoes and toilet paper.

The Soviet economy is shaped by the priorities of the state; a free-market economy is shaped by the priorities of the consumer. In 2035 North America, high-priority "necessities" include food, electricity, a TV for low-budget entertainment (even the Waltons had their radio), arms for self-defense, and maybe a vehicle for personal transportation. "Luxu-

ries" that relatively few people can afford might include air conditioning and genuine beef hamburger.

Cloning technology is a special case. Like elective plastic surgery in 1985, most people can't afford it, but those who can will consider it a "necessity" and pay a fortune for it. So Gold Cross makes enough of a profit to stay in business.

What money *is* around, therefore, is channelled into those industries that supply "necessities," but *overall* industrial output, and per capita income, are probably less in 2035 than they were at the close of the 20th century.

Mr. Helzer's mistake is that he tried to extrapolate the entire 2035 economy using *ADQ* as his only source. He failed to realize that the successful autoduellist, to whom *ADQ*'s ads and articles are geared, has a bit more wealth than the average citizen (though most of it is tied up in vehicle, equipment, and maintenance costs.) If Mr. Helzer had also read *Hovel and Garden* or *Pedestrian's World*, he would have had a clearer view.

Economic conditions in North America have strongly affected its political recovery, and vice versa. In most areas, elaborate schemes for redistributing income are among the "luxuries" that have been abandoned; the *Car Wars* era is one of independence and self-reliance, of "every man for himself." Federal taxes are difficult to collect. Doubtless many Americans have soured on the whole idea of supporting a large central government, given its demonstrated inability to either promote prosperity or ensure domestic tranquility.

The *Car Wars* era has been compared to the Old American West. In many ways, it's more like the Middle Ages. Central authority has broken down, as with the fall of Rome — although Washington, D.C., is making a limited comeback (shades of Charlemagne and the Holy Roman Empire). Some areas are governed well, and others are governed hardly at all.

Again, we have an age of painful recovery, with "kings" trying to keep the local barons in line, merchants trying to restore trade, large numbers of struggling peasants, and heroes with armored steeds and shiny weapons.

Would death sports be eliminated as society began to rebuild itself? Perhaps, but not necessarily. Mr. Helzer contends that only a civilization in decline would tolerate such violent entertainment. But look at the enduring

popularity of bullfighting in the Spanish cultures ever since the 13th century. And mortal duelling between gentlemen, while not precisely a sport, was "acceptable" in many Western cultures until around the end of the 18th century.

As support for his position, Mr. Helzer asserts that the gladiatorial combats of ancient Rome "thrived" only during Rome's decline. A study of the rise and fall of these games, however, suggests that this is not entirely true.

Gladiatorial combat sprang from an old Etruscan custom of staging fights between slaves as a funeral rite. It was introduced to Rome in 264 B.C., at the funeral of Brutus Pera, and was soon adapted as a form of entertainment. These combats were immensely popular even *before* Rome rose to glory under Augustus, who became emperor in 27 B.C.

After the Empire began to break up, Constantine the Great prohibited gladiatorial combats in A.D. 325, but his decree was upheld only in the Eastern realm. Credit for abolishing the combats in Western Europe is often given to Flavius Honorius and his decree of A.D. 404. But Honorius was a weak emperor, and gladiatorial battles are thought to have survived his rule, persisting even after the last emperor of Rome, Romulus Augustulus, was overthrown in A.D. 476. According to this view, it was Theodoric of the Ostrogoths, the first great European king to rise in the wake of Rome, who finally put an end to the combats around A.D. 500.

Was the popularity of these battles really so closely linked to the ups and downs of the Roman state? It seems they were affected more by the rising influence of Christianity. Constantine was the first Christian emperor; Honorius's decree was supposedly prompted by outrage over the martyrdom of Telemachus, a monk who heroically intervened in a gladiatorial combat and was stoned by the annoyed crowd; and Theodoric and his people were Christians of the Arian sect. Obviously, lethal games were not popular among the devout — especially considering the role the early Christians played in them.

In the Middle Ages, the Catholic, or "universal," Church enforced its moral standards throughout most of Western Europe, and was powerful enough to forbid warfare on holy days. In 2035 North America, there is no comparable institution. Over the next hundred years, perhaps, some vigorous sect with peace-

loving ideals may expand across the continent to fill that role. (The Mormon Church seems a likely candidate, with longer odds on the Zen Baptists or the Disciples of Beaver Cleaver.) But current conditions are similar to those between the fall of Rome and A.D. 500. Violence is already being restricted in the more "civilized" areas, but blood sports are still too popular to be banned entirely.

A common argument in favor of autodueling and other blood sports is that they provide violently entertaining spectacles for the unhappy masses, who might otherwise go out and create their own.

Blood sports are also an important means of economic mobility. How else can a kid with wits, guts, fast reflexes and damn little else find a way to fill his pockets? Instead of becoming a criminal, he can enter Amateur Night at the local autoduel arena. Those who try to make a living from death sports and fail get themselves killed in the process, freeing society of any obligation to support them. Those who succeed can attain uncommon riches and glory — incentive enough for many to take that risk.

Also, with reduced tax revenues, few governments can afford large standing armies or police forces. The existence of blood sports provides society with a class of (generally) law-abiding and competent warriors who are neither trained nor supported at government expense, but are available as mercenaries or minutemen in times of crisis.

For the days of the roving bandit gangs are still very much with us. As in the Middle Ages, even when life in town is relatively quiet, travel between towns can be fraught with peril. There is still plenty of lawless land where the bandits lurk.

These bandits survive in the wilderness much the same as bandits have throughout history. They have their hide-outs in the hills (or in the abandoned cities), with lookouts posted and traps for intruders. For basic needs like food, sex, petty cash or replacement parts for their vehicles, they roll into poorer, lightly defended communities and take what they need through force or intimidation.

Bikers will not be "shot on sight," because not all bikers are outlaws. Some are harmless vagabonds, taking odd jobs here and there when they need money for beer and other expenses. Some bikers are even "good guys," like the chivalrous Paladins. So even bandits

can go quietly into a town where they are unknown in order to sell parts salvaged from "abandoned" wrecks and buy the things they can't steal.

Few bandits are rich, but many are comfortable enough. Contrary to what Mr. Helzer apparently assumes, a heavily armed autoduelist or trucker is not their typical prey. These are avoided under normal circumstances (although abnormal circumstances are certainly possible).

A more common target might be a family traveling to another town to look for jobs. Example: Abandoning their bleak prospects in Snorkle Corners, Ma and Pa and Betty and Bob have loaded all their most prized possessions into their '23 Ford sedan and set off to find their Promised Land. What they couldn't carry, they sold, and the cash is stashed in the glove compartment . . .

Bigger prizes are available to the larger bike gangs. Even a trucker might not be safe from them, especially if his company is trying to boost profits by cutting corners on vehicular weaponry and armor. In some cases, an overwhelming show of force might be enough to convince victims to surrender while their vehicles and cargo are still intact, in exchange for their lives and the opportunity to walk to the nearest town. Of course, such a large and successful gang would draw a lot of attention to itself, and would have to relocate often. (See Larry Sewell's "Bikers Are People, Too" in *ADQ* 3/2 for other aspects of biker banditry.)

The outlaws don't always have to pick a fight in order to earn a living. Smuggling is a worthwhile option for talented bikers who would rather skulk than shoot.

The truth is that, in a well-managed campaign, outlaw bikers can be more than easy kills for player characters. At the very least, they can be interesting troublemakers, and the world of *Car Wars* would be much less colorful without them.

Admittedly, North America, with its telecommunications system, and other technologies both existing and dormant, will recover much more rapidly than medieval Europe did. And in only a few decades, perhaps, highway duels and biker gangs will be successfully suppressed, and surviving blood sports confined to a diminishing number of arenas. Perhaps. But a mere 18 years since the Food Riots isn't long enough to restore a world. Rome wasn't rebuilt in a day.

ADQ&A

1) Can you corner-mount a weapon in the front/top or front/bottom location?

2) Can you have an EWP pointing up or down?

3) Can you put a driver in a cupola turret?

4) Can you mount a turret larger than 4 spaces on a building?

5) Can you shoot a dropped weapon without putting it on automatic?

6) If you shoot a dropped weapon without putting it on automatic, and later that turn you get rammed and a bumper trigger sets it off, will it shoot?

7) Can you have a hi-res single weapon computer?

8) Can you put a passenger in external weapon pods?

9) Can you start a battle with three tires?

10) Can you put phosphorescent paint in a paint gun, so if you shoot someone during a night battle, you will be able to see him better and negate the minus for shooting in the dark?

—Raul Essig
San Rafael, CA

1, 2, 3, 4, 6, 7, 8, 10) No.

5, 9) Yes.

—SDH

1) If a limpet beacon is activated inside a car, will it still attract guided weapons?

2) What is the range of a limpet beacon?

3) How long does it take to remove a limpet beacon, and what tools are required?

4) Will an Automatic Targeting Acquisition Device continually shoot at a target within its range, or will it fire only once? If it shoots more than once, will it gain a bonus for sustained fire?

5) Would an ATAD be capable of shooting down a wire-guided or rear-guided missile?

—Sudhir Bhalla
Beaconsfield, Quebec

1) Yes.

2) Greater than the range of any of the

weapons it attracts, so it's effectively infinite.

3) It takes 5 minutes, and requires a crowbar (which is standard in any tool kit).

4) It will shoot every turn, but it won't get a sustained fire bonus, because it does not analyze previous shots as a targeting aid (like a live gunner does).

5) Yes.

—SDH

1) Can a sustained fire targeting modifier be acquired by aiming at a particular target but not pulling the trigger?

2) Is a sustained fire bonus lost if you shift your fire to a tire or turret on the same vehicle?

—Randy Harrington
San Pedro, CA

1) The sustained fire advantage is gained when you pull the trigger, see where the shot goes, and adjust from there. You can't get the bonus just by aiming.

2) No, you're still targeting the same vehicle, so the sustained fire bonus still counts.

—SDH

1) Can a windshield be tinted and no-paint?

2) Can you put a universal pop-up turret underneath a grasshopper? If so, how large could it be?

—David Shapiro
Boulder, CO

1) Sure. Just pay the extra costs for both (\$1,500 total, no space or weight).

2) Sure. The size limit is the same as for regular turrets. For a mid-size or luxury, that's two spaces.

—SDH

1) Is talking between players about alliances and tactics allowed in a duel? People claim radios allow this, but don't duels happen too fast?

2) If a person in a vehicle has a PFT, does its weight count against vehicle weight, or does it count only if it is raw cargo?

3) Do wheelguards protect from front and back fire, or only side fire?

4) Targeting a tire is at -3, and a compact is -1. Is a compact's tire then -4?

5) Is targeting the front of a turret an extra -1 over the -2 for a turret?

—Robbie Gates
Australia

1) *I allow it, because it's fun and adds color to the events. But technically, you're right — there's not nearly enough time in a duel for all the communication that goes on. It's up to each individual referee to balance the "realism" of the time constraints against the fun of hearing challenges issued, threats made, etc.*

2) *This is a glitch in the rules. Currently, we do not add the weight of carried hand weapons to the weight of a vehicle when the person carrying the hand weapons gets in — that's to make the complicated weight calculations a little less so. If you want to do it, though, go ahead. But another point — how does your character fit in a driver's or gunner's seat wearing that giant flamethrower pack on his back?*

3) *Wheelguards protect tires on a 1-4 from fire from all angles. The new Armored Wheel Hubs, on the other hand, only protect from the side.*

4) *That's right. Targeting modifiers are cumulative.*

5) *That's not right. Turrets are an exception to the "cumulative modifiers" rule, because no matter how you're facing the car (front, back, or side), the turret is the same size. So targeting a turret from the front of a car is -2 for the turret, but not -1 for the front. Other modifiers, like speed of the target vehicle, visibility, etc., would still apply.*

—SDH

Can passengers in or on a car or cycle place limpet mines or beacons by being alongside the target vehicle and traveling at the same speed?

—Dave Malis
Cincinnati, OH

From inside a car, no. On a car or cycle, yes. Use the now famous "two dice and pray method" when determining success.

—SDH

1) Does a personal flamethrower do full damage to vehicles, or half-damage like other hand weapons?

2) Can dropped weapons like mine, spike, and ice droppers and oil jets be set for continuous operation like smoke screens and paint sprays?

3) Does a No-Paint Windshield work against a paint gun?

4) If I have a HC of 3 and lose a wheel, what is my new HC?

1) Full damage.

2) Yes.

3) Definitely.

4) *It depends. Assuming the wheel is the only one on a given corner, your handling status drops to -6 immediately. Then, at the end of the turn, you'll get a chance to recover some handling, based on the base HC of the vehicle and the skill of the driver. The base HC of the vehicle is no longer 3, however. If the final damage that destroyed the tire was a result of debris, obstacles, spikes, excessive braking, or other road conditions, the penalty is 2 — your new base HC is 1. If the final damage that destroyed the tire was a result of enemy gunfire or mines, the entire wheel (hub and everything) is considered lost, so the penalty is 3 — your new base HC is 0.*

—SDH

1) Are there any rules for the effect of nuclear weapons in *Car Wars* (for instance, being 20 miles from an explosion)?

2) Do extra magazines count toward the 1/3 of total spaces per side limit?

3) Does a cluster bomb do 2 dice or 4 (normal plus burst) of damage to the target vehicle?

4) Will the X-Ray Lasers (*ADQ 3/3*) ever be considered "legal" equipment? If not, why? What about other "illegal" equipment in that issue?

—Scott Drellishak
San Marino, CA

1) *No, thank goodness.*

2) *Yes.*

3) *The burst effect of the cluster bomb (and any other burst effect weapon, for that matter) does its damage to other items in the burst radius, not the target — the target's in enough trouble already.*

4) *It's a long story, Scott. For a more complete discussion of the "legal" and "illegal" concept, see *Driver's Seat* in this issue.*

—SDH

If a weapon has component armor on it, and it is inside a turret, is the armor taking up space within the turret?

—Brian P. Rogers
Hartland, MI

Yes.

—SDH

of products released in 1985 which are eligible for nomination on the Awards Ballot. Be aware that this is not a

Products must be released in 1985, excluding magazines and play-by mail games; they also are not eligible if they are a reprint or released on a product released in a previous year. The product must be a substantial revision of the previous edition.

25mm Sudan (Brittania)

[illegible]

Advanced O&D (Citadel)

[illegible]

Age of Sail Ships (Frying Pans)

Artifacts	(Ovarren Stonecure)
Star Trek Ships	(FASA)
Greenfield Garrisons	(Greenfield)
ACW Ironclads	(Greenfield)
Age of Sail Ships	(Greenfield)
Vietnam Riverines	(GHQ)
Micro Armour	(GHQ)
Micronauts	(GHQ)
Battle Sector 4	(Last Grenadier)
ACW 1/160 Buildings	(Little Mini Shop)
Iron Ships 1/1200	(Lyzaard's Grin)
Ice Chariot	(Riel Parthal)
ACW Supply Wagons	(Stone Mountain)
Starline 2000	(Task Force)
Battleboards	(Ship Shop)

Generalship American

Never Call Retreat	Jim Arnold
Long Knives	Atari Ltd
Nar Hammer-nv	Greenfield
La Grand Tactique	Games Workshop
Kriegspiel & Wergame	Last Reserve
	Library
Battle Fleet	Bill Lesson
Napoleonic Warfare-4th ed	Terry Manton
Scavenger	Newbury
	TTG
	TTG

Verbot & Death Machines
(Quart)

Settle Systems	(TSR)
Total Conflict	(Z&M Pub)
ROLE PLAYING ADVENTURE	
Alone Against the Dark	(Chaosium)
Alone Against Wandege	(Chaosium)
Osmon Mac	(Chaosium)
Stealer of Souls	(Chaosium)
A Matter of Priorities	(FASA)
Evil Menace	(FASA)
Lords of Destiny	(FASA)
The Outcasts	(FASA)
Where Has All the Glory Gone	

Armed Assassin's Tale	(FGU)
Alchemist's Night	(FGU)
Assassin	(FGU)
Arduous Path	(FGU)
Devil's Domain	(FGU)
Enter the Dragon's Claw(FGU)	
High Seas Strike	(FGU)
High Seas	(FGU)
Lord World Tale	(FGU)
Dragon's Lair	(FGU)
Persecute Plot	(FGU)
Plunderer's Strike	(FGU)
Purean Adventure	(FGU)
Savage Hunt	(FGU)
To Tackle the TOTEM(FGU)	
Tough Hunt	(FGU)
Underground Rail Road(FGU)	
Here I Am	(FGU)
Legacy of Eagles	(Games Workshop)
Dark Kingdom	(Games Workshop)
Sack Madonnas	(Games Workshop)
Free City of Krakow	(GDW)
Maritime Wars	(GDW)
Pirates of Vitality	(GDW)
Plunder	(GDW)
Signal GK	(GDW)
Black and Or My Gums(FERO)	
Erech and Saths of the Dead	(GDW)
Glants of the Mists(MICE)	
Goblin Gate & Eagle Eye(ICE)	
House of the Dragon(ICE)	
Haunted Ruins of Dunderlings	(ICE)
Thames of Therbad	(ICE)
Clockwork Mage	(ICE/Fair)

Blood Feud	(Mayfar)
Evil	(Mayfar)
Final Challenge	(Mayfar)
Lich	(Mayfar)
Project Prosthesis	(Mayfar)
Wheel of Destruction	(Mayfar)
Death in a Hole	(Pacester)
Clean of Kings	(Pacester)
Evening of Terror	(Pacester)
First Strike	(Pacester)
James' Embassy	(Pacester)
Sedgins of Greivacy	(Pacester)
Samuel's Blood	(Pacester)
Terrible Swift Ford	(Pacester)
Thompson's Logic Quest	(Pacester)
By the Gods	(Ragner)
Black	(Ragner)
Challenge of Toykmaster	(Ragner)
Black	(Ragner)
River Master of Armar	(Ragner)
Orcs	(S/G)
Street Fighter	(Force)
Operation Lonestar	(Timeline)
Uma	(Timeline)
Blade of Vengeance	(TSR)
Batistone	(TSR)
Bugs in the System	(TSR)
Carl's	(TSR)
Casita Caldwell	(TSR)
Dragon	(TSR)
Dragons of Dreams	(TSR)
Dragons of Greist	(TSR)
Dragons of Ice	(TSR)
Dragons of Water	(TSR)
Dark	(TSR)
Dark Dragons Gathering	(TSR)
Dark Side of the Moon	(TSR)
Earm	(TSR)
Faustine	(TSR)
Far	(TSR)

Age of Sail Ships (Frying Pans)

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A Matter of Priorities	(FASA)
Evil Menace	(FASA)
Lords of Destiny	(FASA)
The Outcasts	(FASA)
Where Has All the Glory Gone	

[illegible]

Spice Harvest	(TAMGC)
Vikings	(TAMGC)
Exotic Characters & Worlds(TCR)	
Builders of Marvelous Machines	(TSR)
Concrete Jungle	(TSR)
Dungeon Masters Player Screen	(TSR)
Judges Survival Pack	(TSR)
Masters Players Screen	(TSR)
New York, New York	(TSR)
Oriental Adventures	(TSR)
Project Wideswaks	(TSR)
Too Secret Companion	(TSR)
Unsettled Arcana	(TSR)
Weapons Locker	(TSR)
Zebulon's Guide to Frontier	(TSR)
GM Screen	Space (West End)
Purple Heart	(Victory)
Thrilling Locations	(Victory)

Dragoons vs Hussars (Balboa)

War Machine	(Borealis)
La Bataille de Pressburg (Clash of Arms)	
The Great Invasion	(Clash of Arms)
Méridien	(Mystical Concepts)
Norsemans	(SimCanada)
Cromwell's Victory	(TSR/SP1)
Julius Caesar	(TSR/SP1)
Road to Vicksburg	(TSR/SP1)
13	(TSR/SP1)
Thunder at Lutzen	(TSR/SP1)
Musketeers	(Task Force)
Custer's Luck	(3W)
Hell Hath No Fury	(3W)
Unconditional Surrender(3W)	
Washington vs. Hessians	(3W)
Wesley's Riders	(Victory)
Road to Vicksburg	(Victory)

Mission Grenade (C)
World in Flames (A)

Arctic Front	(GOW)
Market Garden	(GDW)
Torch	(GDW)
Nuclear Armageddon	(Nuc Arm)
Main Battle Area	(Omega)
Ranger	(Omega)
Victory in Europe	(Omega)
Trail of Strength	(Premier Games)
Duel for Kharkov	(People's)
Pacific Fleet	(Quarterdeck)
Rommel's War	(Quarterdeck)
Labernaum	(SimCanada)
West Front	(SimCanada)

Rabbit Warmpage	(Pacemaker)
Suburban Sleazeb	(Raginner)
Man to Man	(SJC)
Third Reich	(Task Force)
Castle Arcane	(TSR)
Goldfinger	(Victory)
Live & Let Die	(Victory)
Men with the Golden Gun(Victory)	
You Only Live Twice (Victory)	
Assault on Eagle Two (West End)	
Enterprise Encounter(West End)	
Star Trek Adventure Game(West End)	
Star Trek III (West End)	

The TOME
Pendragon

Dr. Who	(FASA)
Masters of the Universe(FASA)	
Fighting Fantasy	(F&U)
Shlock Holmes	(F&U)
Golden Heroes	Games Workshop
Judge Dredd	Games Workshop
Danger International	View
Fantasy Hero	Hero
Goose Master	(OC)
OC Heroes	Mayfair
Sandman	Pacesetter
Teenage Mutant Ninja	Turtles(Palladium)
Challengers	Regnum
Skyraams of Jorune	Skyraams
Vice Squad	Totten-Maynolds
Conan	(TSR)
Conan Masters	(TSR)

Star Crystal	Bar
Bard's Tale	Ele

Ancient Art of War	BradyBundt
Chessmange	GOW
By Fire and Sword	Microcomputer
Circus Maximus	Microcomputer
Crusades	Microcomputer
Tsushime	Microcomputer
Underlie	Microcomputer
Europe	Microcomputer
Decision in the Desert	Microprocessor
Siege Service	Microprocessor
Slaves	Origin Systems
Mulent	Origin Systems
IV	Origin Systems
Battle of the Atlantic	SSG
Front	SSG
the Battle of Moscow	SSG
Europe Adiate	SSG
Battalion Commander	SSG
Battle of the Marston	SSG
Colonial Conquest	SSG
Kamufgrupp	SSG
March	SSG
Normay	SSG
Penar	SSG
85	SSG
Shootout	SSG

Illuminati (a)
Beyond the Stellar Emp

Hypercrusher	(Adv. By Mail)
Chains & Assoc.	(Adv. By Mail)
Dungeons & Dragons	(Entertainment)
Everdawn	(Entertainment)
Star Trek	(Entertainment)
Battle Plan	(Flying Buffalo)
Warrior's Conflict	(Flying Buffalo)
Heroic Conflict	(Flying Buffalo)
Nuclear Destruction	(Flying Buffalo)
Quest	(Flying Buffalo)
First Maneuvers	(Fantasy Sim)
Quest	(Fantasy Sim)
Dawn of the Ancients	(Game Sys)
Earthwars	(Game Sys)
Endless Worlds	(Game Sys)
Maiden	(Keston Ent)
Quest/Great Journeys	(Keston Ent)
StarMaster	(K&S Cont)
Company Commander	(Schubert & Son)
Quest/Great Journeys	(Schubert & Son)
Horizons End	(Schubert & Son)
Quest/Great Journeys	(Schubert & Son)
Tribes of Crane	(Schubert & Son)
Quest/Great Journeys	(Schubert & Son)
Empyren Challenge	(Schubert & Son)
Maxi-Challenge	(Schubert & Son)
Quest/Great Journeys	(Schubert & Son)
Mogador	(Time Space)

The Courier
Military Digest
Military Digest

Military Modelling
 Miniature Wargames
 ROLE PLAYING MAGAZINES
 Different Worlds
 Dragon
 Heroes
 Journal of Traveller Aid Society
 Multiverse
 Space Gamer
 White Dwarf

Autodesk Quarterly
Breakout
Five 2-Minute Presentations

- Fire & Movement
- General
- Nexus
- Strategy & Tactics
- The Wargamer

Battle of Five Armies (ICE)

Cleric's Revenge (ICE)
Riddle of the Ring (ICE)
Black Morn Manor (Pacesetter)

Origins Ballot

ACADEMY OF ADVENTURE GAMING ARTS & DESIGN OFFICIAL ORIGINS AWARDS NOMINATION BALLOT

for the year 1985, to be presented at ORIGINS '86, July 3-6, 1986, in Los Angeles, California
(for information about Origins '86, write PO Box 8399, Long Beach, Ca 90808)

The Origins Awards, presented at Origins each year, are an international series of awards aimed at recognizing outstanding achievements in Adventure Gaming. They are comprised of the Charles Roberts Awards for boardgaming, and the H.G.Wells Awards for miniatures and Role-Playing games. An Awards Committee of hobbyists (some professionals, but primarily independents) directs and administers the awards system. The nomination ballot is open to all interested gamers. YOUR VOTE can make a difference! A final ballot is prepared by the committee and voted on by the members of the Academy of Adventure Gaming Arts & Design. Academy membership, \$3 per year, is open to active, accomplished hobbyists, both pro and amateur. Membership guidelines are available for a SASE from the addresses given below. Correspondence should be sent to the US address.

Present members may renew by sending their check with their ballot. Checks should be made payable to GAMA for US \$3. The Academy and the Awards Committee as well as the Origins convention itself, function under the overall direction of GAMA, the Game Manufacturers Association.

Instructions. Read Carefully. Print legibly or type nominations. Ballots that are messy, not filled out correctly, or show attempts at stuffing will not be counted. You may list three nominees per category. It does not matter in what order you list them. To keep the voting as meaningful as possible, do not make selections in unfamiliar categories. YOU MUST SIGN THE BALLOT! And include your address. You may vote only once.

Nominations should be for products produced during the calendar year 1985. Miniature figure series nominations should be for product lines which are either new or have been substantially expanded in 1985.

This ballot may be reproduced and circulated by any means available, provided its contents are faithfully copied.

All Adventure Gamers are encouraged to vote!

DEADLINE: MAY 3, 1986

THE H.G. WELLS AWARDS FOR OUTSTANDING ACHIEVEMENT IN MINIATURES AND ROLE-PLAYING GAMES

1. Best Historical Figure Series, 1985: _____
2. Best Fantasy/SF Figure Series, 1985: _____
3. Best Vehicular/Accessory Series, 1985: _____
4. Best Miniature Rules, 1985: _____
5. Best Role-Playing Rules, 1985: _____
6. Best Role-Playing Adventure, 1985: _____
7. Best Role-Playing Supplement, 1985: _____
8. Best Professional Role-Playing Magazine, 1985: _____
9. Best Professional Miniatures Magazine, 1985: _____
10. Best Play-By-Mail Game, 1985: _____
(all are eligible except last years winner: StarWeb)

THE CHARLES ROBERTS AWARDS FOR OUTSTANDING ACHIEVEMENT IN BOARDGAMING

11. Best Pre-20th Century Game, 1985: _____
12. Best 20th Century Game, 1985: _____
13. Best Fantasy/SF Game, 1985: _____
14. Best Professional Boardgame Magazine, 1985: _____
15. Best Adventure Game for Home Computer, 1985: _____
16. Best Amateur Adventure Gaming Magazine, 1985: _____
17. Best Graphic Presentation, 1985: _____

Name _____ Signature _____

Address _____

City/State or Province/Zip or Postal Code _____

Send in your ballot by May 3, 1986 to only one of the following addresses:

North America: Awards, Howard Barsch
3304 Crater Lane
Plano, Texas 75023

UK & Europe: Awards, Ian Livingstone
27-29 Sunbeam Rd
London NW10
United Kingdom

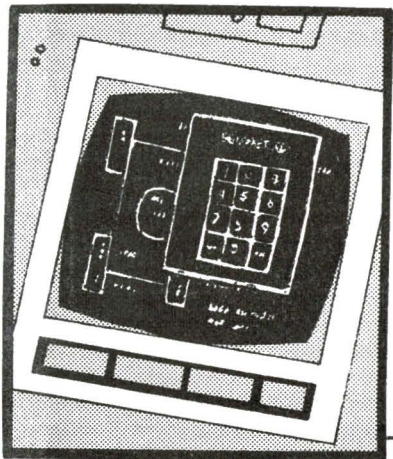
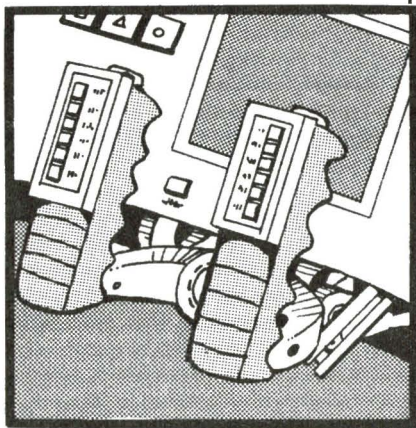
Australia & NZ: Awards, Adrian Pett
Breakout Magazine
PO Box 162
Mooroolbark, Vic 3138
Australia

Keep it Under Control with These New Products from Dashboard Designs

Extra Driver Controls

If you've ever been lucky enough to survive a duel in the gunner's seat after your driver has been knocked out, you've probably wished for just this item ever since. Well, your wish has come true, thanks to Dashboard Designs, Ltd., of Tulsa, Oklahoma! Our auxiliary control panel can be used to drive any vehicle if the main controls are ever left unattended. Don't ever be caught in an "unguided missile" again! Take control with Dashboard Designs!

Extra Driver Controls — \$1,000, 50 lbs., no space. Any one gunner (not passenger) station is converted to a backup driver's position. Switching from one driver to another is a firing action. The original driver's position has precedence for controlling the vehicle; even if the switchover button has been hit (at the gunner's position), the original driver's controls will override the new controls. Of course, if the driver is incapacitated, his controls won't be doing much . . .



Weapon Timer

Plan for trouble ahead! When the timer goes off, the weapon will start firing a preselected number of shots, leaving you free to take care of other things! Double your firepower and your efficiency with the new Weapon Timer!

Weapon Timer — \$350, no weight or space. Can be set to fire a weapon at a predetermined time, or after a specified delay. The weapon fires on automatic. It may be set to fire a specific number of shots, or to fire until it runs out of ammo. Counts as a firing action.

Dashboard Designs

Don't Overlook Us

Backfire

With all the advancements in the area of automobiles that have come about since "our" time, why, in 2035, hasn't someone come up with a substitute for gasoline? I know, I know, not this again. The reason I ask is that, besides an autoduellist, I am also a drive-hard, die-fast hot-rodder. I miss that "low rumble to loud roar" stuff. Why hasn't some boy in Tennessee or Kentucky "raided Pappy's still to race the ol' Dodge"? With all the high-performance stuff like superchargers, turbos, nitrous oxide, high-rise manifolds, four-barrel carbs, and Murray four-speeds available in our time, how can anyone be happy with an electric "toaster on wheels"? When I hear "electric," I think of a golf cart, not of a heavily-armed freeway fighter. The thrill is gone with the exhaust. . . . America fell in love with the automobile, and its noisy, fuel-burning, horse-power producing engine, not with "toasters on wheels."

Now, I'm not asking for a complete revision of *Car Wars*, but how about a "rules variant" or option to allow for "gasohol" (or whatever you want to call it) powered vehicles? . . .

—Thomas "Wrong-Way" Wright
Ft. Hood, TX

You want it, Thomas, you got it! It's called "Dueltrack," and it has everything you asked for. Look for it in late spring or early summer.

—SDH

In response to John Nowak's comment in *ADQ* Vol. 3, No. 3 that my ejector seat solution was ". . . uh, unlikely," all I can say is, "Oops!" I did forget to account for the necessary deceleration of the chair, which makes my solution void. As a result, my teammates have strapped me to an ejector seat to do first hand studies of acceleration and deceleration rates (both with and without parachutes . . .).

And speaking of "unlikely" solutions, take this familiar example. Let's say you're heading due north at 50 mph. You then decide to do a tight bend (D6). You make your control roll,

and now you're doing 50 mph due east. Now, all this happens in one-tenth of a second . . .

So in one tenth of a second, your velocity north went from 50 mph to 0 mph. Using $a = (V_f - V_i)/t$ (where a is acceleration, V_f is final velocity, V_i is initial velocity, and t is time), we get $a = 733 \text{ ft/sec}^2$, or 22.8 Gs!!!

Therefore, you'll be subjected to a 22.8 G deceleration in the north/south direction, while at the same time you'll face a 22.8 G acceleration in the east/west direction. And no, these two forces won't cancel out (they're at right angles to each other).

Now, I'm no doctor, but even with the best G-suits, safety harnesses, etc., etc., I think 22.8 Gs will squish your insides like a bug on a windshield . . .

So what does all this mean? It means forget about the mathematics! As Scott Haring says, "It's only a game!" More importantly, it's playable, it works and it's fun! (I know I wouldn't want to be bogged down calculating G-forces and skid ratios and friction factors, etc., etc., with each maneuver.) Actually, I guess it doesn't matter that much anyway. Every time I try a tight bend at 50 mph I crash and burn. Oh, well . . .

This thing is rambling on too long, so I think I'll wrap it up by saying I received Vol. 3, No. 4 today, and as usual it's excellent. I especially like the armored wheel hubs. Good job to whoever designed them!

I'm also glad to see *Autoduel*, the computer game, has been released. Now, tell the folks at Origin to make a version for us Commodore 64 owners!

Okay, enough babbling. Time for me to tune up the old death-cycle . . .

—Mike Emrick
West Palm Beach, FL

Herb Helzer made a point in *ADQ* 3/3 that the cycle gangs of America should be dead. He said that the various militias, law enforcement groups, and armies should have cleaned them out long ago. He is right. The bikers should be dead. But they are not. Why? I'll tell you why.

After impersonating a biker (no mean trick) and infiltrating a gang (a harrowing experience, I must say), for approximately three months, I feel qualified to reveal the following details to Mr. Helzer:

1) Not all "civilized" auto shop owners and weaponry dealers are as civilized as one would like. The gang I was in, the Avalanche,

had a game rigged with a local gunnery store wherein the mark (a stranger, a drifter maybe, possibly a small-cargo hauler) would be sold fake, harmless ammo. He would then call us up and tell us which way the drifter was going. We'd catch him fifty miles or so out of town and blast him. Usually there'd be a fancy piece of electronics we could sell at discount to the dealer and still end up with a grand or three.

2) Similarly, not all civilized police officers, soldiers, and such are all that civilized. With the centralized government weakened as it is, what is to stop old police chief Shanko from taking a grand or two from the local gang as long as they don't shoot up any of his townies? Who would know?

3) The bikers who did die, and do at the hand of the well-armed gangbusters you find out and about these days, are the older ones riding Shoguns and Outlanders, rarely with any armor worth the name. Modern bikes are three times as well-armored and twice as well-armed as their 2010s and 20s ancestors. The bike I rode had a front armor weight of 180 pounds; it could stop two blasts from twin Vulcans, and often did. My bike had a Vulcan mounted front and a smokescreen rear; this was about average for my gang. The boss, George, had a sidecar with a mine-dropper and a Vulcan with a cyberlink he had grabbed from a space jockey we had trashed with the old phony-ammo trick.

4) In cruising around, we would often find a local in a lightly armed car. We would pull up, radio or signal to pull over, and grab a hundred or so in cash or ammo to sell to our dealer friend. This would happen about 10 times a week; the locals complained no end about it to their chief, but as he was an employee, he never did anything. If we caught someone from out of town, we'd end up with 4 tires, all the ammo we needed, and anywhere from 25 to 100 dollars in cash. We made out fairly well . . . in no way were we living "hand to mouth."

5) According to Mr. Helzer, the gangs "go raping and pillaging where they please." Not so. In my three months as a biker, neither I or my companions raped a single person. Not one. That kind of activity makes enemies of the sort that don't give up. And we surely didn't go where we pleased. We had very well

defined areas where we could expect to be relatively safe, and areas where we could get smotzed if we had a death wish. And we kept well clear of those areas. The Brotherhood? They never saw us. As soon as a semi showed on the horizon, we took off for the roughest stretch of terrain we could find. There isn't a semi in the Brotherhood that can follow us on the goat paths we took. But we still had to take off whenever we caught sight of one. A semi is a biker's worst nightmare. George used an old game called "Ogre" to illustrate his point when one of the younger members asked why we turned chicken at the sight of eighteen wheels. He got the idea real quick.

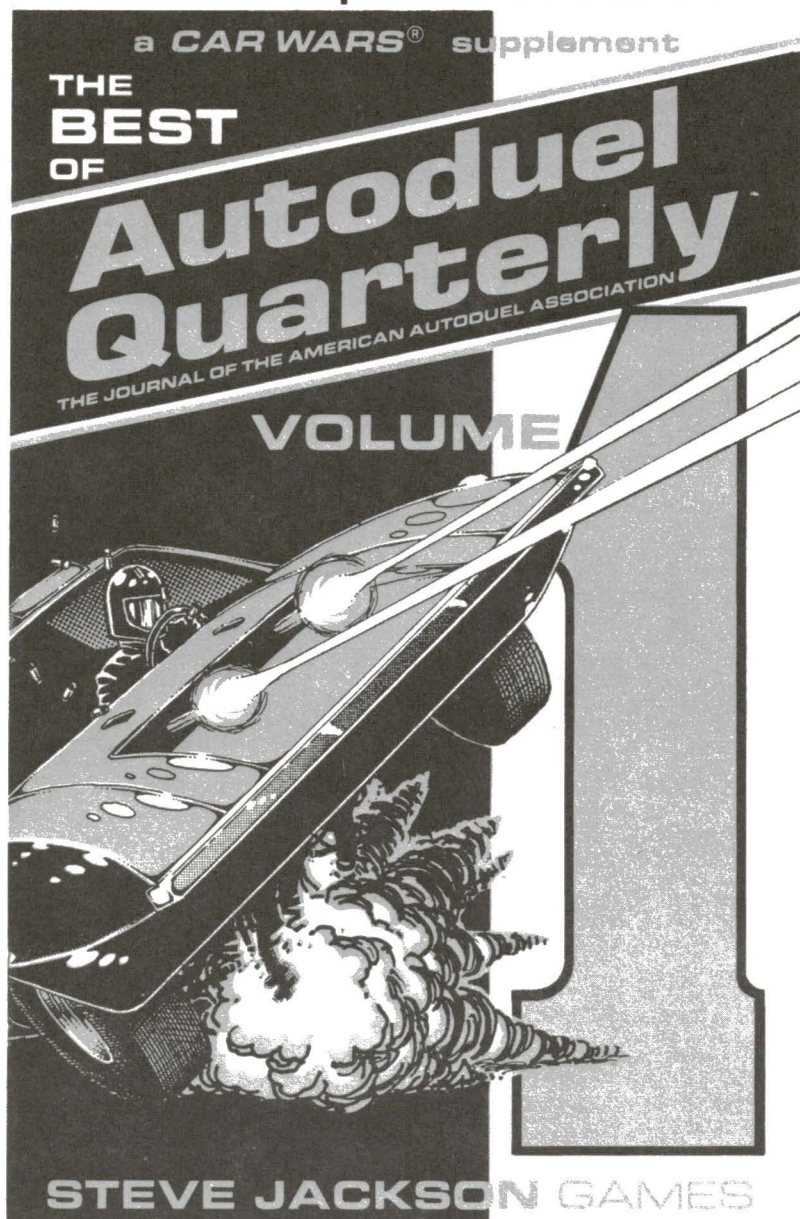
6) As for where we lived, well, that varied. Most times we just camped out about a hundred yards from the road, and made our beds where we could. Every now and again we could find an old farmhouse or something that wasn't being used anymore. We would use that until it became known as our hideout, and we would burn it some and move on. The burnt house would sometimes convince anyone coming out to catch us napping that someone had gotten there first.

The Galapagos, another gang nearby, were our allies. They had a hole-in-the-wall to end all hole-in-the-walls. It was built in an old overpass on an interstate; it had power from a local stream, water piped in likewise, and a full garage. You had to turn off all the lights to use the lift, but it was better than nothing. They would let us use the place from time to time, and we would let them trade with us (they didn't have a "legitimate" business contact, as we did).

So you see, Mr. Helzer, until the day I broke the gang, they were doing very well for themselves, bringing in about \$500 a week gross apiece, and with few expenses. I'm sure that by now some other gang, perhaps the Galapagos, has taken over the territory I helped to clear. Another gang may have sprung up; with local unemployment at 20%, this is quite attractive. In any case it should be obvious that the superiority of the car over the motorcycle in general, alone, will not exterminate the bikers. The only way to do this is to recentralize our government, and too many powerful people have interests in the status quo. I am sure that the battle against barbarism will continue as long as the present state of politics exists.

—Fred Wolke
Bethel, CT

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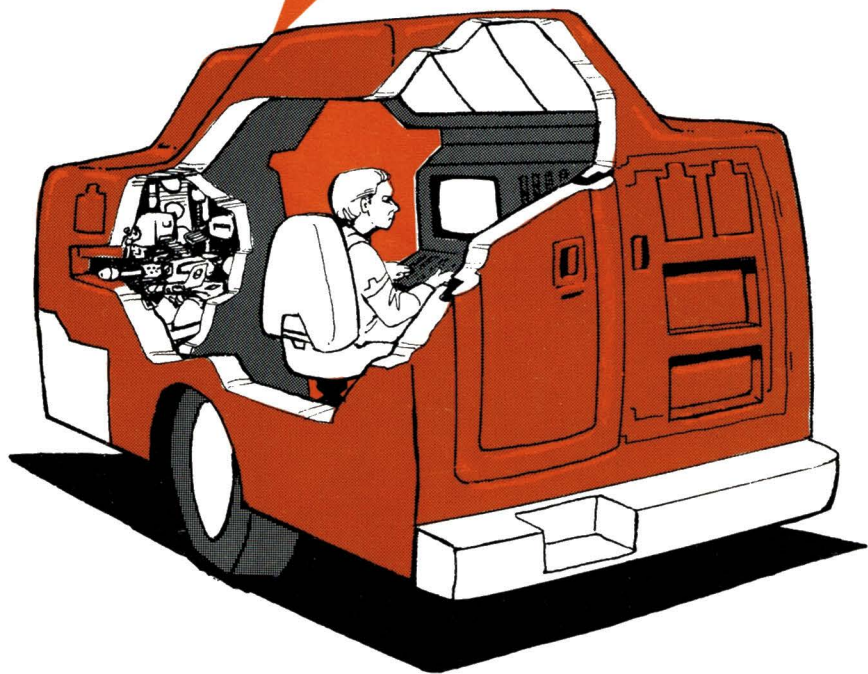
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