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Autoduel[®] Quarterly

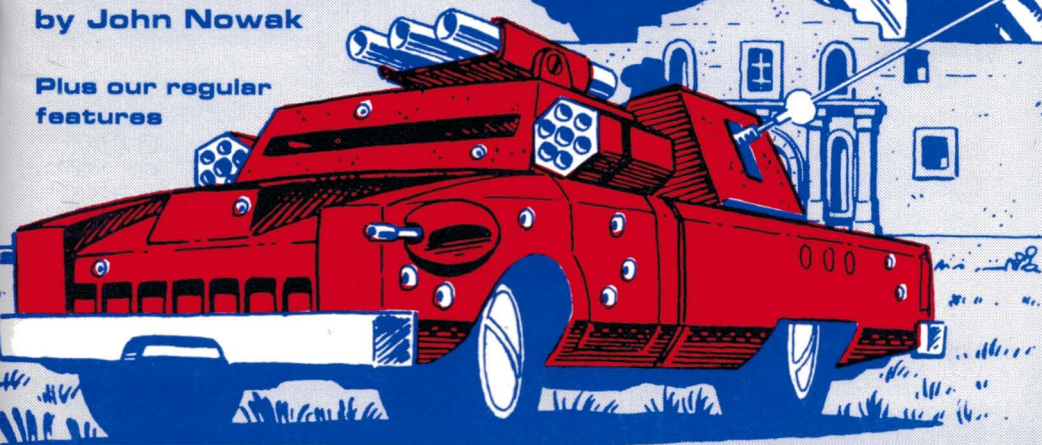
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the Driver's Seat

Even though this is the Fall issue of *ADQ*, it's the doggiest days of summer as I write this. Even hotter than the weather, though, was the AADA World Championships, held July 6 at Origins 86 in Los Angeles. It was the best *Car Wars* event I have ever refereed — or even seen. Congratulations to Mike Montgomery, this year's World Champion, on a fine job. Complete details on the exciting action can be found on page 8. And thanks to Alan Emrich and the entire Strategicon crew for putting on a great Origins!

Back issue update: We still have a good supply of all back issues of *ADQ* back to 3/1. All of Volumes 1 and 2 are out of print and unavailable. To get any of the back issues that are still around, send \$3.50 per issue (price includes postage and handling, but Texas residents must add 5 1/8% sales tax) to: Steve Jackson Games, Box 18957, Austin, TX 78760 Attn: Direct Mail.

You will also notice a change in our subscription price, effective this issue. The Post Office turned down our request for a permanent Second Class permit (we were operating the first 3½ years on a temporary), so now your *ADQ* will be mailed to you first class. Unfortunately, that costs a lot more money, so we had to raise the subscription price. Sorry about that, everybody.

We've started an electronic bulletin board here at Steve Jackson Games, covering all aspects of gaming. Of course, there's a sub-

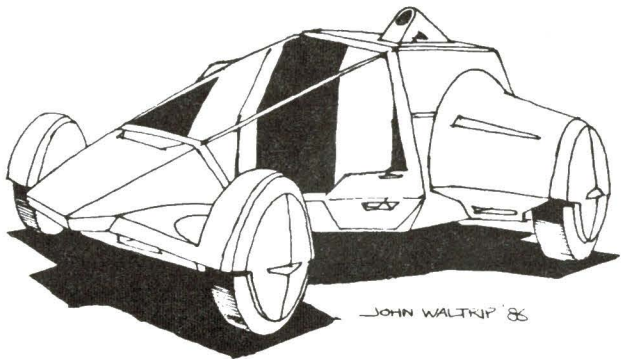
board devoted exclusively to *Car Wars*. We're currently operating at 300 baud, but hoping to go to 1200 soon. The number is (512)447-4449. The board is open 24 hours a day, and is up more than it is down now that we're getting most of the bugs ironed out. Hope to hear from you!

Shameless Plugs

We've got two new *Car Wars* products that should be out by the time you read this. The first is *Car Wars Expansion Set 9: The Muskogee Fairgrounds and Family Emporium*, the biggest *Car Wars* arena ever! It's a 42" x 64" racetrack arena complete with a smaller arena inside, a figure eight/oval track, and complete hospital and garage facilities — on site! Plus lots of racing and duelling event descriptions, and scenarios that involve not only the duellists, but the security forces as well! You can get it at your local hobby shop for \$3.95, or in the mail from us — the order form is on the inside front cover of the magazine.

Also out now is the *Uncle Albert's 2036 Catalog Update*, containing even more new gadgets for everybody to use! All the gadgets from *ADQ* — since the last *Uncle Albert's Catalog*, anyway — are in here, along with tons of new weapons, ammunition, accessories, and electronics! We even have a section of new gadgets for *internal combustion* engines! You can get it at your local hobby shop for \$4.95, or in the mail from us — again, the order form is on the inside front cover of the magazine.

One of the gadgets we're including in the new volume is an "Artificial Intelligence Computer Gunner." I'm not telling you this to whet your appetite (though it is a heap of fun),



but to enlist your aid. All we have is the typewritten piece of paper with the design on it. No name, no address of the author (this is why you put your name and address on every piece of paper you send us — sometimes we lose the cover letter!). If you know who wrote it, please let us know.

Rules Changes

Actually, first I have a handful of "clarifications" which would make great "Oops Page" candidates, except I'm not doing another "Oops Page." In the *Dueltrack* rulebook on pg. 24, the top speed of the "Scorcher" dragster is listed as 210. This is wrong, because I added the top speed bonuses for the turbocharger and supercharger *after* all my other calculations, and those bonuses should be added in *before* the division is made (like it says in the rules . . .). So the true top speed of the "Scorcher" is 195.

On pg. 14 of *Dueltrack*, I said that the articulated mount could not be used on motorcycles. Then, in the sample vehicles, I put articulated mounts on motorcycles. After additional thinking on the subject, I've decided that articulated mounts are simply too handy to not have — motorcycles now *may* use this item in Chassis & Crossbow.

Next, go to the inside front cover of *Deluxe Car Wars*. At the bottom of the Crash Tables, the meaning of the asterisks is explained. The "***" and "****" entries detail penalties to aimed weapon fire from the crashing vehicle. The "*****" entry reads, "No further *automatic* weapon fire from these vehicles this turn." That should read, "No further *aimed* weapon fire . . .", to match the others.

For the last "clarification," stay on the inside front cover of the *DCW* rulebook. Under the "modifier" column of the control table, the second entry (on the 15-20 mph line) should read "-2," not "-". This makes putting a car into a roll impossible at 15-20 mph, just like it should be.

Now, two rule *changes* that ought to make the game better, based on playtest at AADA tournaments and comments by AADA chapters. **These rule changes are official.**

1) *The minimum time delay you can set a grenade for is 1 second.* No more tossing a grenade in phase 10 and having it go off immediately. The maximum time delay is still 5 seconds. This applies to all varieties of grenades, whether hand thrown or launched.

2) *Change Crash Table 1.* Change the result that begins, "Car turns sideways . . ." (currently #5) to #6. Change the result that begins, "As above, but vehicle is burning . . ." (currently #6-9) to #7-9. This leaves a hole at #5, so add the following:

5 — Spinout. Vehicle spins, rotating 90 degrees and moving 1" in the direction it was previously traveling (before the spinout) per phase of movement required. All rotations must be in the same direction. If the vehicle fishtailed into the spinout, the rotations are in the same direction that the fishtail took; otherwise, roll randomly. Each tire takes one die damage. The vehicle decelerates at a rate of 10 mph/turn, and the spins stop when the vehicle stops.

Thanks to Craig Sheeley of the Missouri Autoduel Division for the great suggestion. I also want to give credit to Matt Champine of Oklahoma City, OK, who sent in a very similar idea just a few weeks after Craig did. Good thinking, guys!

That's about it from here. Keep On Duellin'!

—Scott D. Haring

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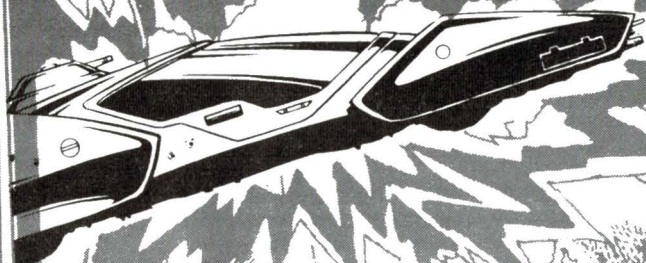
NEWSWATCH

History of Texas

- 1836: At Washington-on-the-Brazos, the new republic declares its independence from Mexico. March 6 — the Alamo fortress falls after a two-week siege by Mexican forces. April 21 — Surprise attack on Mexican forces at San Jacinto captures Mexican general Santa Anna, securing Texas victory.
- 1845: After ten difficult years the poorly-financed Republic of Texas is peacefully annexed by the US. Texas Rangers continue to uphold order, as they did in the Republic.
- 1860: Texas fights in the First Civil War as part of the Confederacy, only to meet defeat by 1864. Readmitted to the US in 1869 under a new constitution.
- 1901: Spindletop oil gusher marks a reshaping of the state economy. By the 1980s Texas is the nation's leading producer of petroleum.
- 2000: Federal government moves to nationalize dwindling supplies of oil and natural gas production. Legislatures in Texas, Oklahoma, and Louisiana react by seceding. Beginning of Second Civil War, known in Texas as "The War for Freedom." Several oil-field sites destroyed.
- 2003: US forces stopped in the hills of central Texas, ending bloody "Gulf or Bust" campaign. Rebel forces begin to retake lost territory.
- 2004: Texarkana Accords end Second Civil War. Texas, Oklahoma, and Louisiana become sovereign nations, known as the Free Oil States. Daniel Reid elected president of Texas in a landslide.
- 2005: Republic of Texas recognized by the United Nations, in one of the UN's last acts before disbanding.
- 2010: Raids into southwest Texas by Mexican "defense armies" in grain-alcohol powered cars, halted two years later when the Grain Blight eliminates the fuel supply.
- 2011: Former president Daniel Reid vanishes under mysterious circumstances; the mystery is unsolved to the present day. College Station, home of Texas A&M University, is renamed Reid in commemoration.
- 2015: Mexican warlords reestablish fuel crops using other vegetation, renew raids into Texas. Battle of Del Rio turns back a major Mexican offensive, and the new Texas Rangers virtually eliminate raiding over the next five years.
- 2016: The Food Riots. Most Texas cities plunged into chaos. Dallas and Houston collapse. Relief for other cities comes by 2018, when ConTexCo of Arlington pioneers commercial algae farming.
- 2025: War threatens, due to expansionism by Louisiana President-For-Life Gary Stevenson (called "The Bayou Fox" by supporters, "The Weasel" by others). Baton Rouge militia — the "Crusade on Wheels" — seize Beaumont in a surprise Christmas Eve attack and claim the Big Thicket region.
- 2026: Texas Rangers retake Beaumont in a gruesome battle, continue into Louisiana on punitive raids. Skirmishes continue through the year. Three assassination attempts on Stevenson, two of which are successful.
- 2027: Texas Navy blockades New Orleans; Mardi Gras cancelled. Stevenson's supply of clones temporarily exhausted by three assassinations in twelve days. His incompetent henchman, Wallace Groutly, takes power but surrenders within a week. Stevenson and Groutly imprisoned in Bastrop, Texas after Lafayette war trials. Peace settlement between the nations leaves tensions unresolved.
- 2031: *Car Wars* released to the general public.
- 2033: Groutly ordained as a Catholic priest while in prison, is released on probation, and immediately disappears. Assault by a fleet of vans and buses frees Stevenson from his medium-security prison two weeks later. He and his supporters go into hiding, staging guerrilla raids and marshalling support throughout Louisiana and the southern U.S.
- 2036: Texas population, per capita income, and exports at their highest levels since the last century. Civil and military authority continues to grow in western regions of the country, once lawless. Though international tensions continue, Texas celebrates its Bicentennial with typical pride and gusto.

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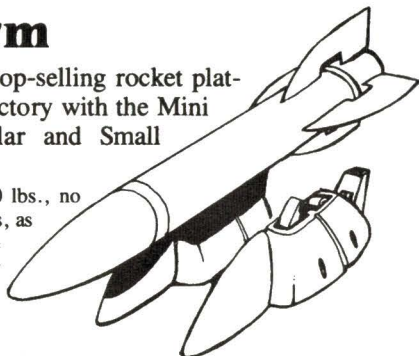
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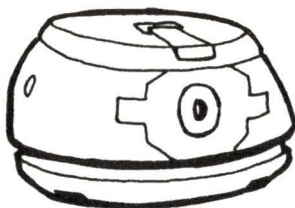
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Mini rocket platform — \$75 plus cost of rockets, 50 lbs., no space. Can be mounted on subcompact cars and light trikes, as well as larger vehicles. The Mini Platform holds one space of rockets on top of a vehicle, but cannot carry heavy rockets due to structural limitations.



Zero-Space Turrets



Zero-space pop-up turret — \$1750, 150 lbs., requires 1 space.

At last! A turret made to measure for your targeting laser. Pay attention, you duellists on a tight budget!

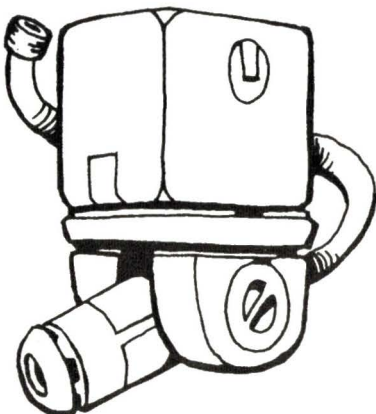
Zero-space turret — \$750, 75 lbs., rotating mechanism requires 1 space. Can hold one targeting laser. May be fitted to any car (including a subcompact) which does not already have a turret. Cycles may not use this item, but a sidecar can; a sidecar-mounted zero-space turret has a 180-degree field of fire to the side.

As Seen on TV's New Hit Show *Machine-Gun Katie* Spike Gun

Bad guy's not coming near your spikes? Let your spikes come to him! Uncle Albert's own Oil Gun/Paint Gun technology now gives your spikes a new range of uses!

Spike gun — To hit 7, \$750, 150 lbs., 2 spaces, 2DP. Holds 10 shots (CPS 40, WPS 10). Loaded cost \$1150, loaded weight 250 lbs. Loaded magazine cost \$450, loaded weight 115 lbs. Area effect. The spike gun can be fired like an oil gun to hit any 1" square within line of fire, leaving a 1" x 1" square of spikes that is treated like an ordinary spike counter. It can also be fired directly at a target, doing 1d6 damage to pedestrians and tires, no damage to armor or vehicular components.

The spike gun cannot use explosive tipped-spikes.



Spider Mine



Just the thing to give your enemies the creeps! When dropped, this mine extends contact wires — so it's harder than ever for that pesky tailgater to avoid it. Drop spider mines, and watch your opponents drop like flies!

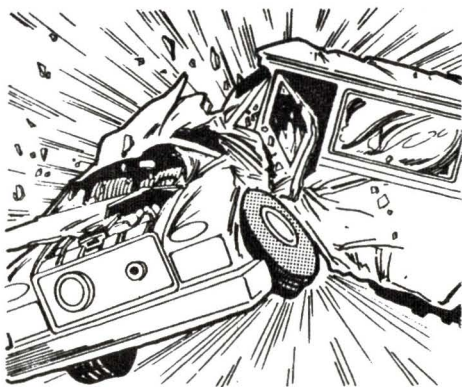
Spider mine — CPS 150, WPS 10. Can only be fired in a Spear 1000 minedropper, but does damage like a regular (not Spear 1000) mine. The range of detonation for a spider mine counter is enlarged to $\frac{1}{2}$ " — two squares in any direction, instead of the usual one. 1-4 on 1d6 for vehicles crossing the counter, 1-2 on 1d6 for vehicles that come within range

without touching the counter. Spider mines are clearly identifiable from a distance.

Spider mines cannot use proximity fuses and cannot be loaded in a mine-flinger.

Texan Wins AADA World Championship

by Scott Haring



Mike Montgomery was looking at defeat in the 3rd Annual AADA World Championships, until fate lent a hand. Despite having lost half his crew, Montgomery used the improbable results of two collisions to fulfill the victory conditions in the last possible second before the end of the match.

"It was the most incredible finish in the history of the AADA tournament," said a happy AADA President Bill Wendland after the event. "In fact, the entire 2035-36 season has been the best yet. And the credit goes to great young duellists like Mike Montgomery."

Montgomery, representing the Texas Region and Austin's River City Autoduel Association, combined conservative tactics, great driving, and a devastating laser-guided triple-RL attack to the close victory over Clive Henrick, an At-Large qualifier from Palo Alto, CA. But the July 6 finals were only part of a weekend filled with autoduellling action at Origins 86, the national game convention held in Los Angeles, CA.

At-Large Qualifiers

Designed to give AADA members who did not belong to any club a chance to participate in the World Championship Tournament, the AADA At-Large Qualifier was held Friday, July 4. Fifty autoduellists came to the event, hoping for a shot at the big prize. The tournament was run by dividing the duellists into 8 groups, and letting each group decide which arena map they wanted to use. Car designs were checked by other duellists sitting at other tables. The eight winners immediately advanced to a final round, with the top three survivors qualifying for the World Championship.

The eight finalists in the At-Large Qualifier were: Scott Stys, Christopher Boily, Chris Long, Paul A. Lebowitz, Chris Ganiere, Brett Lynam, Fabian Stretton, and Clive Henrick. In a second-round match featuring quick action and even quicker casualties, Stretton, Long, and Henrick advanced to the World Championship.

Championship Preparation

The World Championship duel was held in a slightly modified Armadillo Autoduel Arena.

Twelve 3¼-foot (¼" game scale) squares were picked at random throughout the arena and designated as goals. The object for each participant: Be the first to cross all 12 goal areas, either in a vehicle or on foot. If all participants should be knocked out of the action or the time limit expire, the player who had crossed the most squares would be declared the champion.

One special rule was added: Grenades with a 0-second delay were not allowed. A 1-second delay was the shortest possible, so grenades could not go off until the end of the turn *after* they were thrown or launched. This gave the targets more time to get out of the way, and further reduced the effectiveness of grenades in general. It worked really well, putting the grenade in a more appropriate place from a game-balance perspective. Due to the success of the experiment, an official rule change has been made — see "Driver's Seat", page 3.

In addition to the three At-Large qualifiers, four Regional Champions came to Los Angeles for the tournament. Mike Montgomery represented the Texas Region, Andrew Buttery of Melbourne, Australia, represented the Overseas Region, John Sullins represented the California North Region, and defending World Champion Duilio Ramallo represented the California South Region.

It had been a nervous three days for the participants before the event was finally held. Three of the four Regional Champions attended the At-Large Qualifier, hoping to "scout out" the opposition. Many of the At-Large participants knew exactly which Regional winners had made the trip to L.A. and which ones hadn't. And *everybody* seemed to be spending all their free time around the Steve Jackson Games booth in the dealer's room, hoping for a little advance word on the tournament format or a scrap of information that would give them an edge.

Championship Action

At the start of the match, most of the participants were content to race for squares and ignore each other. The first to exchange shots were

Ramallo and Stretton, in a high-powered slugfest that started when neither would back down from the other's saber-rattling threats. With an occasional potshot thrown in from other passing vehicles, Ramallo's side armor was breached and his car rolled to a dead stop.

The second duellist to bite the dust was John Sullins of the NorCal Transit Authority. His car was sent into a roll courtesy of Andrew Buttery, and the rolling mid-size came to a stop on its top in the middle of heavy-duty flaming oil slick. Sullins managed to escape the burning car alive, but Buttery finished the job with a turreted Vulcan blast to score the first kill of the match.

Meanwhile, At-Large duellist Chris Long's car had lost both front wheels to Buttery's potent and accurate fire, and Long took to the arena floor as a pedestrian. By staying away from the heavy action, Long was able to stay alive to the very end of the event, though he did not finish with a very high score.

After that initial burst of combat, things quieted down for a few seconds while everyone tried to pick up a few more squares. Montgomery and Henrick established themselves as the early leaders at this point in the event, building a three-square lead on the rest of the pack. The pair decided that while combat was inevitable, it should be done later rather than sooner — a strategy that paid off this day.

The next big surprise came at the 20-second mark, when Stretton's car passed close by the "dead" Ramallo, only to have Ramallo, whose driver had been protected by component armor and was only playing dead, sit back up and blast Stretton! Stretton's well-built vehicle was able to withstand this sneak attack, but the extra damage was unappreciated, to say the least. Stretton returned fire with a vengeance, and this time he left no doubt as to Ramallo's fate. The defending world champion became the second confirmed kill of the event.

Henrick and Montgomery, meanwhile, continued to extend their lead. Both drivers covered their 11th square before their closest competitor had managed to cover 6. In the final battle between Henrick and Montgomery, the Austin duellist showed tremendous driving skill and a little of the luck that all champions need. Buttery had left mines directly on top of some of the squares that he had covered early in the going, and Montgomery had no choice but roll directly over them to cover his 11th square. But the mines failed to go off, and then Montgomery managed to keep control of his vehicle through a series of high-speed maneuvers that had observers marveling.

The exciting finish had Montgomery heading around the corner of the Armadillo's central building to cover his final square. Henrick, who needed a different, more distant square to win, was about 90 feet behind him. Stretton and Chris Long, who had found Ramallo's still drivable vehicle and had commandeered it, were coming around the corner behind Henrick, hoping to catch up. Buttery

— heading the other direction — was barreling straight for the square Montgomery needed for the win, hoping to cut him off.

To further complicate things, the convention schedule required that the tournament end at a certain time, and that time was fast approaching.

Montgomery, slowing to a safe 30 mph, rounded the corner of the building and set his sights on the final square, only 30 feet away. Buttery, who had been constantly accelerating, made it to 55 mph just before the two collided head-on! The collision destroyed Montgomery's front-mounted weapons and stopped his car dead, just 3 feet short of the winning square! Buttery came out no better, with destroyed front weapons and a damaged power plant.

The turn after the collision — the 36th second of the event — was to be the last. Time was running out . . .

Montgomery's gunner tried to keep Buttery pinned down by firing a rifle loaded with anti-vehicular ammo, and did succeed in further damaging Buttery's power plant. Montgomery's driver climbed out of the car, looking for a pedestrian touch to win the world championship. Buttery had other plans, however, and his turreted Vulcan scored its second kill of the event as it blasted the pedestrian against the wall of the Armadillo.

Meanwhile, Montgomery's bad fortune seemed like a turn of good luck for Henrick and the others, who were looking to move up in the standings. As Henrick cut for the same corner Montgomery had been stopped at, the trailing Stretton put a pair of rockets and a recoilless round into Henrick's rear. Since Henrick was barely maintaining control as it was, the results of Stretton's shots were predictable — and spectacular. Henrick's vehicle went into a roll, headed straight for the back of Montgomery's car!

Buttery now had to do something to protect his nearly-destroyed power plant if he had any hope at all to move up in the standings. So he backed up from the collision site, swinging his exposed front away from Montgomery's shots. As he did that, however, the rolling Henrick slammed into the back of Montgomery's vehicle, pushing it onto the 12th and final square! Driver dead, car nearly destroyed, and with only a gunner in a rear seat, Mike Montgomery claimed the 2035-36 AADA World Championship!

Clive Henrick, an At-Large entrant from Palo Alto, CA, was second. Andrew Buttery, the Overseas Region Champion representing the Royal Autoduelling Association of Australia, was third. The other finishers: Fourth, Fabian Stretton, At-Large qualifier from Melbourne, Australia; Fifth, Chris Long, At-Large qualifier from Plano, TX; Sixth, Duilio Ramallo, defending World Champion and California South Region Champion, representing the NOMADS; and Seventh, John Sullins, California North Region Champion, representing the NorCal Transit Authority.

Tricks of the Masters

A few pointers gleaned from watching some of the best autoduellists in the country in action:

Andrew Buttery mounted a minedropper and a heavy-duty flaming oil jet on the back of his luxury. Early in the match, every time he drove over one of the goal squares, he dropped mines and sometimes flaming oil on top of the square! This changed the complexion of the entire event, as the other participants avoided the loaded squares until the last. Buttery stopped the practice after the first two or three squares, as the rest of the participants got on the radio and threatened to gang up on him unless he stopped.

Duilio Ramallo's "play dead" trick was a classic. After his side armor was breached, Ramallo merely announced, "I'm dead," and retired to another table, looking every bit the part of the defeated duellist. A few minutes later, one of his friends snuck behind the referee and passed him a note, explaining that Ramallo had component armor still protecting the driver, and was merely *playing* dead. Since no one had come particularly close to Ramallo's car, and no one had paid it the slightest attention, the referee allowed the charade to happen. Sullins was killed, rather messily and in plain sight, at about the same time, so when the AADA status board rang up one kill, no one was curious. Eventually, someone would have noticed that the status board indicated only one dead and figured things out, but it didn't happen in the few seconds Ramallo played possum. (The referee rolled, using an arbitrary judgment and the "two dice and pray" method, every few seconds — no one had noticed the discrepancy.) Of course, Ramallo gave up the charade before anyone discovered it on their own, with painful results for his target.

Fabian Stretton came up with a very good defense against laser-guided rockets. First, he used smoke dischargers to block the laser itself, and later,

after they were used up, he dropped limpet beacons out of his car and onto the arena floor. Limpet beacons have a chance of diverting radar- and laser-guided weapons, and since he dropped the beacons in twos and threes, they were very effective. One of the reasons Ramallo's surprise attack on Stretton didn't take Stretton out was that Ramallo used two rocket launchers linked to a laser, and while the laser hit Stretton and did regular damage, the rockets were diverted by the limpet beacons. The limpet beacons were destroyed when hit, of course, but they were still a tremendous bargain for Stretton.

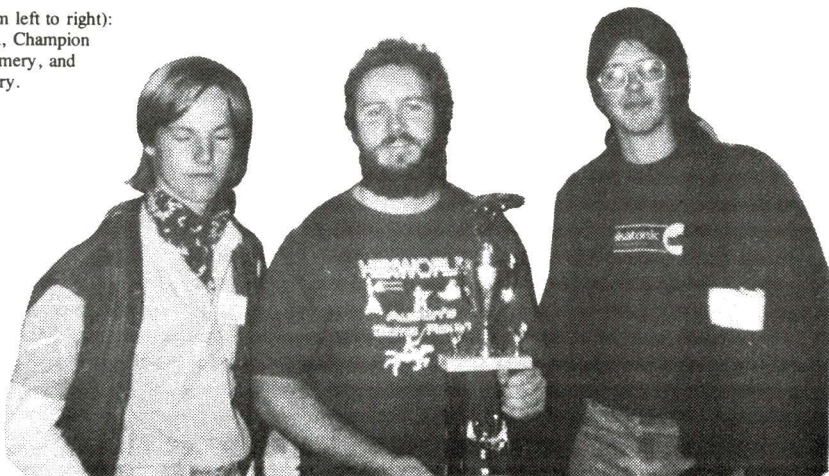
Montgomery's winning gunner wasn't really a proper gunner, inasmuch as the crew member had no vehicle controls of any type. Instead, Montgomery's second crew member was a *passenger*, requiring only one space. Montgomery gave that extra crewman a rifle with anti-vehicular ammo, and that extra firepower made quite a difference.

The Big Prize

As World Champion, Montgomery receives a lifetime membership in the AADA (and the lifetime subscription to *Autoduel Quarterly* that goes with it), and a wonderful trophy. All eight Regional Champions (including Montgomery) will receive embroidered AADA jackets. And all Club Champions received certificates good for \$15 worth of Steve Jackson Games merchandise.

What's next? The 2036-37 AADA tournament season, of course! The upcoming season promises to be even better than the last, because even more clubs will be eligible to participate! The At-Large qualifier was very well-received, so we will undoubtedly do that again. The next World Championship tournament will be held at Origins 87, scheduled for Baltimore, MD, next summer. Hope to see *you* there.

Winners (from left to right):
Clive Henrick, Champion
Mike Montgomery, and
Andrew Buttery.



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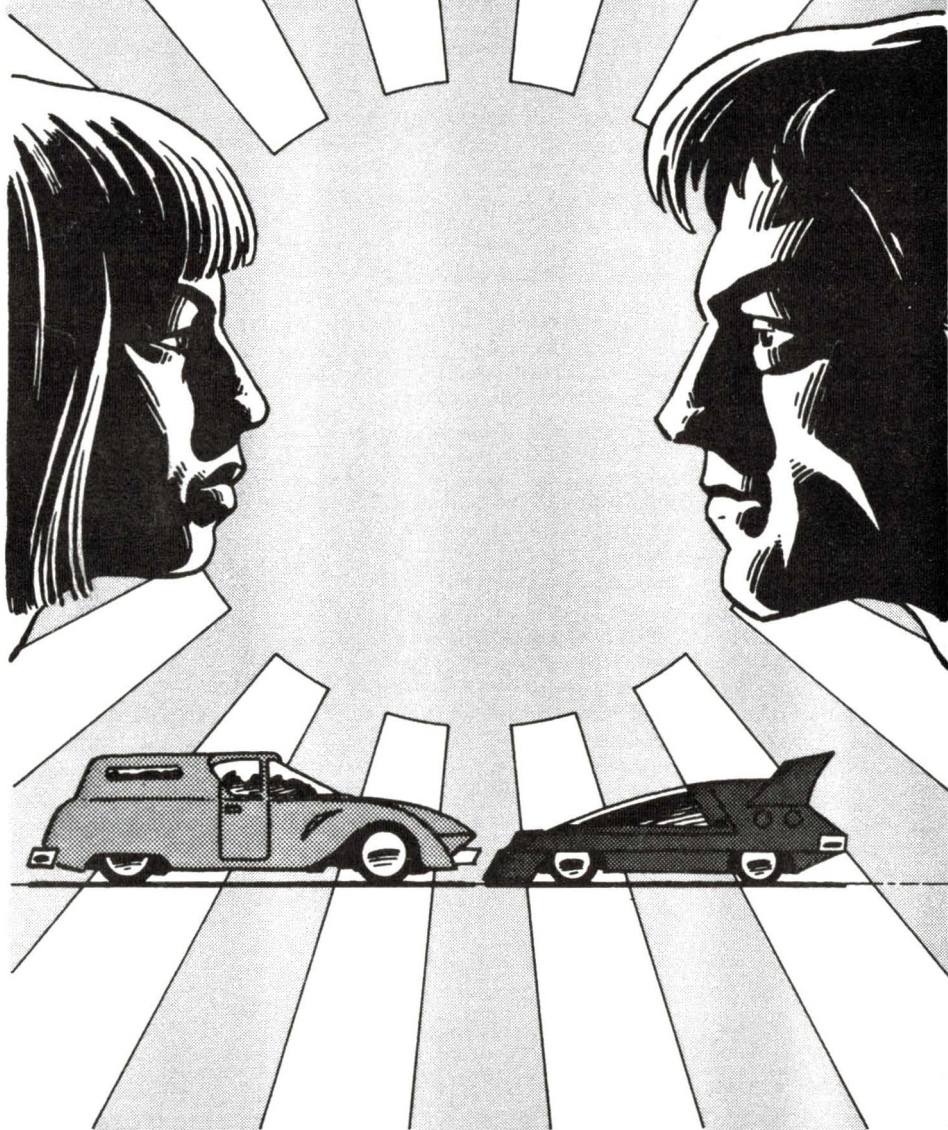
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Amateur Status

by John Nowak



I was reading a local paper; all I could get out of it was that some jerk AADA champion was challenging some poor slob to a road duel. I wonder what some people have to prove.

"Two cars in four months," Crazy Mary Konig said while meditating on a piece of pepperoni.

"I'm not paying my share," Colin dropped in.

I looked at him. "By calling it your share, you acknowledge an obligation to pay it," I rattled off.

Colin Walker's tail-end Charlie, driving a Bodyguard Shadrach variant. I'm point driver. Since I lost Doppelganger, the convoy's staked me to two cars. We were debating the third. I still don't know why Mary tried to find me after I left the convoy the first time.

"You're not a bad driver, Bialy. You just don't have enough respect for money and the amount your cars cost. You'd be great on the AADA circuit, but it doesn't pay the convoy to keep you around."

Mary was silent.

"Look at it this way, Walker," I observed. "Your share of a new point car will cost a lot less than the dental work you're about to need."

I don't usually say things like that.

Mary looked up as Colin opened his mouth. "Colin, be quiet. Justin's on a combat high. I think he's about to cut you in half."

Frankly, I rather resent being treated as though I had no self control. "Colin," I said, "if you'd care to switch jobs with me I'd be willing. I could use the relaxation."

That was really unfair. Colin is a good driver, but the Shadrach is equipped with dropped weapons only and his admittedly important role in an attack from the rear is to swerve back and forth over the road, giving it a thick layer of flaming oil and mines. He fights the twits who think it's a clever idea to attack a convoy from behind. The more dangerous threats come up with clever traps: As point driver, my job is to anticipate and defuse them. Sometimes, this involves triggering them.

"Why did you split off from the convoy?" Mary interrupted.

"That was your idea."

"I said I thought you should act as an advance scout further ahead," she corrected patiently. "Why didn't you slow down and allow us to catch up with the fight?"

Fair enough. "I thought they were trying to chase me into an ambush. Something didn't strike me right. Nobody fights in a blizzard if they can avoid it."

"Do you still think that?" she asked.

"No. They felt their OR gave them enough of an advantage. There's a vigilante group back east that launches raids mostly in the middle of the night. They've got night fighting gear so their targets are usually worse off in darkness than they are. Same basic idea here; I'm surprised they didn't use snowmobiles."

"I've seen snowmobiles used in Saskatchewan," Mary added conversationally. "They can't go much faster than fifty, and the drivers have to lean way over to keep them stable on rough terrain. They don't give the driver as much protection as a motorcycle, let alone a trike."

"Do you think the Centaur is worth repairing?" I asked her.

She looked at me. "The car's repairable. Do you want it?"

I was about to say yes when Colin cut in. "You're giving the bastard a *choice*? Buy him a new car if he wants something to crack up?"

"Justin's the best point driver I've ever had," Mary said. "He can drive whatever he damn well pleases. Why do you think you've taken so much damage since you lost Doppelganger, Justin?"

I shrugged. It wasn't easy; I particularly dislike being called a bastard. "Doppelganger carried a lot of electronics. I think the radar and computer system gave me a big advantage over ambushers."

"How much would it cost to reproduce Doppelganger?"

"About forty-five thousand. But I don't want another Doppelganger. There are some new systems—" I stopped short. I was getting carried away; I was about to tell Mary about the Avatar design Jeremiah had sent me, and she would have insisted on lending or giving me the money for it.

"Where did you get Doppelganger?" she asked.

"I have a rich cousin." More like a twin, actually.

"Then write him for money," Colin cut in.

I would love to, I thought. But even though Justin Bialy's NorAm Chemical dividends might as well be unlimited so far as Night-sword is concerned, there's a problem with laundering the money. My twin sends me



frequent updates; any more bank withdrawals and people will suspect he's financing a private army, a particularly dangerous rumor because it's true.

Besides, I want to see if Justin can do anything without Mom's money.

I gave him a dirty look instead. "Is the Centaur drivable?" Mary asked. She was being unusually dry and pragmatic tonight.

I nodded. "Certainly. At least as far as Rhinelander. I've only taken damage to the rear and both sides."

"Right. Kevin will take the point in the Ram Tonto and you'll follow him. And I do mean follow. You'll take Kevin's position if a fight breaks out."

Mary was able to find a load for us in Rhinelander; even with the repairs to the Centaur, we'd make a profit on this run. We would, however, be stuck in town for at least a month until the load was ready.

That was pretty much aces with us; we could always use some time off and I'd have time to catch up on my letter writing and reading. Besides, Mary's Bruiser tractor had been a touch sensitive recently in the steering department. Mary was slightly concerned it would get worse if left alone.

The Bruiser was inside a garage while Mary and I sat by the Wisconsin river and

looked at the ice. "Why did you come after me?" I suddenly asked.

She looked at me. "You don't answer my questions."

I had been feeling a little guilty about that. "All right," I said. "Let's talk to each other."

She sighed. "Remember the village we found you in, where you lost Doppelganger? I was born somewhere like that, in the north of Georgia. There was a local cycle gang everyone had to support. I had a husband, two kids," here she smiled softly and stared across the water. "A little girl, one and a half, and a baby boy. I was seventeen."

She was talking about them in the past tense. I knew what was coming. I squeezed her hand.

"One night, they dragged me out of our house, set it on fire. Still don't know why. I made it to an interstate and the third truck picked me up. Guy called Berserker Brian Calahan. Fifteen years ago last May."

At this point I noticed my arm was around her. The gesture seemed pointless to the point of absurdity, but I didn't move.

"My folks had to bury three of eight kids. I'll never forget the way they looked. Watching your parents die is bad enough, but your children . . . it's not just sad, it's wrong. Unnatural. The gang burned me, cut me, hurt me, and I barely noticed. All I could see was the fire."

My God, do you have any idea how common stories like that are? I haven't seen sanity since I got my MS at SUNY Binghamton. I remember a rather morbid radical feminist student friend of mine telling me that about fifty percent of all North American women over the age of twenty-eight were raped at least once; I even remember doubting it. Jerk.

"I looked for you because I couldn't imagine you in one of the trucks that drove past me. Then I found out how you lost Doppelganger."

"They probably exaggerated," I said quickly. "Neumann's army had the discipline and cohesiveness of a flock of geese."

She was about to respond when I heard someone clear his throat behind me. We turned. It was someone in a brown business suit, carrying an attache case.

"You're a secure courier," I said.

He nodded. "Are you Justin Bialy?"

"Yes," I said formally. I had received a message by secure courier before and I

remembered the procedure. The message had concerned my mother's death; that sort of thing tends to make details memorable.

"Please state your full name."

"Justinian Belisarius Bialy." He checked an indicator on the attache case; I had passed voiceprint. He then took out a photograph, examined it and me carefully. I wondered if the photograph was of me or my twin.

"Belisarius?" Mary asked, looking amused.

"Your mother's maiden name?" quoth the courier.

"Bialy." Now you know why I particularly dislike being called a bastard.

"Under the law of the United States, the Free Oil States and Canada you will be liable to criminal prosecution for perjury if you are not who you claim. Do you choose to withdraw your right to read this message?"

"No."

He touched five switches on his case, too fast for me to see or duplicate. A small sign lit up; DESTRUCT DISARMED. It didn't open like most attache cases; it extended a small drawer with an envelope in it. He handed it to me and left; obviously not authorized to see what I did with it.

Inside was a three-by-five card with a phone number on it. Nothing else.

"Whoever sent it really knows how to make you curious," Mary observed.

She was right; not much would have kept me from running to the nearest phone booth. One of the things that would was the fact she and I had been talking and I hadn't fulfilled my part of the bargain. She knew that as well as I did.

"Let's pick up this evening where we left off," she said. And then, with forced casualness which might have fooled a two year old, "My room. Ten sound good?"

Momentarily stunned, I studied her for some indication I had misconstrued an innocent invitation. "Are you sure?" I asked, hesitant.

"Don't tell Colin. I think I saw a pay phone back at the repair shop. If you can make it back before ten—"

"I'll call."

"Don't bother."

She was walking while talking, thoroughly back to business and pragmatic. The courier's arrival had broken the mood irrevocably. For now.

"Hello?" I said, decided that sounded too timid. "I was given this number by a courier."

"You're Bialy? I'm Nathan Hays."

So far as the central region of North America is concerned, Nathan Hays is Conquistador Motors. NorAm Chemical supplies the reactants for Conquistador's fuel cells. Unimpeachable reputation for obligations, I've heard. I have never met him and I said a silent prayer that he's never met me.

"What can I do for you?" Smarter to pretend I've never heard of him. That way I could plausibly claim a coincidence in names if he brought up my other self — sorry, my cousin — back in Dutchess County. The family resemblance, I would agree, is rather amazing.

"How would you like to earn one hundred thousand dollars for an afternoon's work?"

Avatar and about forty thousand in change. "Sounds intriguing. Do you want me to wash your car or something?" I do have a reputation, but certainly not one hundred grand's worth, so he didn't want some sort of advertising deal.

"I want you to act as my son's proxy in a road duel."

Like hell I will, I thought. "Can we discuss this in person?"

He gave me an address. The mechs at the garage told me it was only two miles off, and I didn't feel like risking public transport, so I walked it.

I left my arms and the ballistic padding vest from my armor in the guardhouse. Have you ever noticed how much hardware the average person carries on a casual stroll? I carry a bit more; usually a Colt Python and a silenced Luger PO8. It makes for a very depressing pile.

I sat down, refused a cup of coffee, and waited less than five minutes before Hays was willing to see me. The man looked worried, tense. I would have jacked up the price if I had any intention of accepting the contract.

"Who challenged your son?" I asked.

"Christa Heyase."

I coughed. "Retired Lieutenant Christa Heyase, trained in the Japanese Self-Defense Force?" I try to make it a point to keep up on AADA state and national champions. "Why?" Pro autoduellists are not given to casual violence, as a general rule.

"She has a contract with Indra Motors. I believe this amounts to a legalized assassination." He was showing the strain.

If I remembered correctly, Heyase drove a slightly-modified Indra Scrambler to Wisconsin's Division 25 championship two years in a row. And frankly, it sounded like something Indra Motors would try to pull off. Some companies have reputations; I was inclined to believe Hays.

"What was her excuse for challenging him?"

He shrugged. "A minor road incident, an ambush my son was fortunate enough to beat."

"Could you have a custom vehicle built as part of my fee?" I asked. "It comes to roughly fifty-five thousand dollars."

"A dream car? Certainly."

"I'll want some time to think about this."

"Of course. Would you want to take it against her?"

I was thinking of the Scrambler. "No, I've got ideas for a car specifically designed to take her out. It'll probably do a better job than Avatar."

"My engineers are at your disposal. We'll build you a car for the duel with the understanding it remains Conquistador property."

No problem there. They'd get a free design concept from me but I didn't care much: It was strictly a one-shot anyway.

"I haven't accepted yet."

"Of course. But we might as well get started."

Old trick: he was hoping I'd get so wrapped up in the tactical challenge that I'd accept out of curiosity. I agreed to talk to his engineers.

I still hadn't accepted the contract when I left to walk back to the motel. It was late afternoon, and the sun was warm enough to take most of the chill off.

I have no idea what this part of Rhinelander looked like before the AD 2012 installment of the war to end all wars. Now it was virtually suburban: Magnificent until you noticed that all the snow-covered trees were plastic evergreens and that the lawns were astroturf. I had to kick some snow aside to find that out.

The sidewalks and road were clean of snow; I didn't even see any slush. It was only yesterday that I was fighting my way in an inadequate car through a blizzard against three trikes. Good road service department. A teenager on a bicycle headed towards me; it didn't look like he was going to swerve until I caught his eye and got ready to draw my Colt.



Damn; you can't go anywhere any more without threatening to blow somebody's head off.

I passed a street sign and realized this was the street Heyase lived on. Had my subconscious done me a nasty? I never tried to negotiate with cycle gangsters back in my vigilante days; why was I giving her the benefit of a doubt?

I was feeling dark and I wanted to reach Mary in high spirits. I'd have to cheer up somehow. Then, as I came to an intersection, I saw a florists' across the street and the romantic in me came to life.

I felt something slam, bricklike, into my shoulder and heard a crack behind me. I threw myself to the concrete, grabbing at my magnum and wishing I had been paranoid enough to cart along the Uzi. Before I hit, I heard the snap of a bullet whip past and a sharp crack from the other direction. Two people were shooting.

I hit and rolled; the kid was off his bike, holding his arm and looking stupid and surprised. My gun was out of its holster when he turned and ran, leaving his bike and pistol behind. I could have got him but it didn't seem worth it.

"Are you all right?" asked a soft voice. I turned; a very short woman with black hair and an automatic pointed skyward was standing, quiet concern on her face.

I had lost my breath. "Yes," I gasped out unconvincingly. My armor had taken the damage from the kid's shot and I was feeling the pain from grabbing concrete now that the adrenalin was wearing off.

I got to my feet, reflexively picking up the spent cartridge from her gun. It looked about 9mm, but something was wrong. I had to look twice before I saw it was an *eight* millimeter casing.

The only ammo that size I've ever heard of was 8mm Nambu. The gun in her hand looked roughly like my own Luger; I had never actually seen one before, but it was a Taisho 14. The Imperial Japanese Army used them in World War II and had recently reissued them as officers' sidearms.

"Thank you," I forced out. "Very kind of you."

"I don't think you actually needed my help—" she began.

"Of course I did. I've never seen someone shoot like that before." My God, she had put a

bullet through his gun arm firing from fifty feet. Time to state the obvious. "You were an officer in the Japanese army?"

"Christa Heyase."

"Heyase. I'm Justin Bialy. Nathan Hays wants to hire me to proxy for his son."

Her face tightened up. "My house is right down this street. I think we should talk."

Her house was large, red brick. She had had paper and bamboo walls set up on the inside. Behind the shoji were lights attached to a microprocessor: they created the illusion that the paper walls were actually external and the sunlight was filtering through. I can't imagine a more beautiful way to light a room.

"Should I take off my boots?" I asked.

She laughed. "Please. Have you ever been to Japan?"

"No. That's about all I do know about—" a picture on the wall, an innocuous sketch grabbed me. "Is that an original Matsumoto?" I asked, genuinely excited.

"You've seen his work," she asked, nonplussed.

"Tochiro Oyama and I go way back," I asserted, completely forgetting the situation I was in, thinking fondly of anime parties in my dorm back at school.

"Have you accepted the contract?" she asked.

"Not yet. Perhaps I won't. I want to hear your side of it. Maybe that's why I walked this way, past your house."

"What did he tell you?"

"That you're trying to assassinate his son."

"Did Nathan mention his son killed my husband?" Very soft, very mild.

I felt stunned; I studied Matsumoto's sketch of Tochiro again, almost as though I was looking for a change in expression.

"James rode a motorcycle, a Santa Cruz," she said. "I often tried to talk him into driving something with better survivability. Andrew Hays drove a Conquistador Claymore."

"And nobody in a Santa Cruz would be stupid enough to take on a Claymore." Claymores carry twin forward lasers.

"These facts are fairly well known," she continued. "That's why he had to try to hire an out of state proxy for his son."

"Not to mention the fact you're state champion."

"I prefer to think my reputation has less to do with it than common decency." I used to



think the same sort of thing before I became the misanthrope I am, but I didn't feel like contradicting her. "Besides, I've already killed two of his proxies. I have no quarrel with you, Mister Bialy. In fact, I respect your honesty in telling me that Hays had contacted you."

"Honesty is a rather rare trait, it seems." I was beginning to get angry, very angry.

I was still angry as I slammed back into Hays' office. He was on the phone. "You lied to me," I said, without preamble.

He hung up, softly.

"Are you going to tell me Heyase was playing a role?"

"I won't insult your intelligence."

"You know what you can do with your contract, I hope."

"Did you know that the government of the United States has an extradition treaty with the revolutionary government of Great Britain?" he asked.

"What do I care?"

"And that there is an outstanding warrant for the arrest of Sergeant Julia Donovan, a deserter from the Royal Commonwealth Off-Road Squadron?"

"Who's Donovan?"

"Your wife, Justin. Or rather, the wife of your clone back in Dutchess County."

I shrugged. "I don't have a clone."

"Why does Justin Bialy, major shareholder in NorAm Chemicals, have your voiceprint? Don't insult me, Bialy."

I looked at him, fury running cold and deep. "You lied to me. Now you're threatening me with someone you don't even know. I don't think it would be possible to insult vermin like you."

"Well, damn you and your nobility! You've never come close to losing a son. You've killed for your friends, and I'm a villain for lying for my son."

I thought of what Mary had said earlier and my anger left me. Completely.

"You're right. I don't blame you. How do we end this?"

"Either my son dies, or Heyase loses. She's already killed two proxies and renewed the challenge each time."

"When will the cars be ready?"

"Avatar will be finished in a month. The other car will be ready in three days. What do you want to call it?"

"Double Cross. I think that's rather apt. Also, I want to talk to your son. I promise to neither kill nor hospitalize him."

When Andy Boy came in, dressed the way you'd expect the boss's brat to be dressed, I put an armored arm affectionately around his shoulders.

"Hi, Andy. May I call you Andy? Daddy just hired me as your proxy next week." He opened his mouth. "Don't talk; I want to remember you like this. 'Hired' is an interesting word in this case, synonymous with 'blackmail.' Do you have a chauffeur, Andy? I think you should get a chauffeur. A good, even-tempered chauffeur who's killed too many people to get kicks out of shooting up motorbikes. Of course, you may want to ignore me." He was getting angry; good. "In which case, I'm going to call in every favor everyone I know owes me. And that's a lot of people. Did I tell you I'm in the Brotherhood? I'm going to ask them to get me your helmet. With your head still in it."

He looked at me in stunned silence.

"Before you think of having me killed, have a talk with your father. You see, it's a very big continent and there's a good chance I'll find out you're hiring guns long before any of them get close enough to me to open fire. Now make it a promise." He nodded, began to talk. I cut in. "Sorry, Andy. Just now, I'm not in a mood for a man-to-phlegm talk. You don't mind if I call you 'phlegm,' I hope? I'd call you scum, but scum floats, and I don't want to be accused of flattery."

I looked at his father. "Our deal stands," I said tightly. "Avatar, and the rest of the money. Also, you make certain your son never drives so much as an armed BMX for the rest of his life."

"I'll put it in my will," he said calmly. "Total disinheritance if he does."

I had the feeling Nathan wasn't terribly upset by this condition. My argument wasn't with him, anyway.

I smiled broadly, somehow, and left. I'm not sure how I did it, but I was able to remember the flowers on the way to Mary's room.

"They hired me," I said flatly into the phone.

Christa was silent for a moment. "How much?" she asked dryly.



"They've agreed not to tell the police about a friend."

"I'm sorry to hear that. Drive west on 47 about five miles. If you get to Monico, you've gone too far."

"Five days from now, about noon."

"I'll be there. I think you deserve an ambulance. I'll provide one. I hope it will save your life."

"Thank you. Or yours."

"I have twenty-five kills, Bialy. How many do you have?"

"Only sportsmen count."

"You'll excuse me if I don't wish you luck."

"Understandable, considering the circumstances."

"But there's a tradition before AADA group matches. I wish you second place."

"Thank you, although that doesn't really work when there are only two of us. I wish you life."

"Thank you. Till we meet again."

"Do zobaczenia."

Mary shook her head. "Justin, you're stupid."

"I've known that for years," I said. "Look on the bright side. At least you don't have to pay for repairing the Centaur."

She cracked me one across the face. For some reason, despite the salt blood on my lip, it didn't hurt.

"I love you, too," I said, not ironic or sarcastic.

"Say that after the fight," she said, voice tight and barely in control. "And you're crazy if you expect me to watch it. You're a good road fighter, but this is a duel."

"She'll be using a Scrambler, the same car she's driven for three years. Japanese version with a right-hand drive. Double Cross is designed to take out a Scrambler with minimum trouble." She didn't look comforted. "She has no idea what I'm driving, so I'll have full surprise. But do me a favor, okay? If she wins, don't bear anyone any grudge. Anyone. I don't want a circle of fire to start over me."

I've never heard a fighter ask what a circle of fire was. They seem to know it instinctively. It's a term an old friend of mine from college coined: You kill my friend, I kill you, your friend kills me. Circles don't end.

"All right," she said, grudgingly. "I promise."

One half mile was as clean of snow as bleached bones in a desert. Three cars were parked there already. The Ambunaught, and a Naginata. And Christa was there, sitting on the hood of a King Dragon. A goddamn King Dragon.

I parked. She walked over to greet me. I held out my hand, but she reached under my fender and removed a limpet beacon.

"I didn't know about this," she said quietly. "A friend assumed I'd be low enough to take this advantage."

"Would you?"

"If you were someone else, maybe. Do we wait for your patrons?"

"If you don't mind. Is that what the Naginata is here for, to balance the Morningstar they'll come in?"

"Yes. It's sad when precautions like this are necessary."

"I think it's sad when a fight like this is necessary."

"Sad? A fight for honor?"

"My honor can't be lost in a fight."

"Vengeance, then."

"Justice at least, please."

"And what does that make you?"

"Just another bloody mercenary."

The Morningstar pulled up, parked near the Ambunaught and Naginata. Christa and I got in our cars and tooled down the highway, in opposite directions.

When we were five hundred feet apart, we turned to face each other and halted. The Naginata fired a round from its recoilless.

We floored it toward each other. My strategy had been to get up to sixty as fast as possible, to get the advantage of my spoiler and airdam. Then, as I passed Christa, I was going to release a double jet of napalm onto her tire, probably igniting it. Then, immediately, a quick turn to stay on her tail (a turn which might have been impossible if they hadn't widened Wisconsin 47 back before The Big One) to give her Vulcan rounds in the back. I couldn't let her get behind me, because Double Cross had nothing firing to the rear. Now I had to assume she knew everything about Double Cross, and that she wouldn't blow the snot out of me before my first pass.

We were closing; my hand slipped down to the triggers. As we got closer, I suddenly noticed both her hands were on her wheel. I took my hand off the trigger. As we passed, close enough to touch, she flipped me a salute which I returned.

I slowed down gradually, came to a stop and turned around. I didn't think it would be right, somehow, to snap around on her tail after what was really just a test of nerve which I had barely passed.

The Naginata fired again.

I felt Double Cross's foil and dam bite into the wind and push me closer to the ground, as I saw Christa move her hand down to her triggers. I lunged for mine and missed, finally grabbing them like a drowning man grabs a life rope. Almost too late. I glanced up.

She took her hand off her triggers, spread her fingers in front of her face. Reflexively, I imitated her gesture clumsily, as we passed close and she gave me a smile, bone-chilling, which set my teeth to chattering against my mouthguard and sweat rolling down past my sodden headband. I tried to turn after her; but I couldn't. I had enough trouble slowing to a stop.

We turned, faced each other the third time. The last time, I knew with horrible certainty.

The Naginata fired again. We sped towards each other. Somehow, over the distance, through our visors, our eyes met and I felt a strange serenity flow into me, a quiet detachment. Startled, her hand dropped to her trigger. I moved mine up to my steering wheel, daring her. She followed suit. I saw fear.

I smiled, or rather, the thing in control of my body smiled. I'm not sure where I was. And then, I steered deliberately into her lane.

She accelerated, but it was plastic bravado at best. I read her face and savored when she started shaking. I closed my eyes and exhaled for the last time.

I heard the scream of tires and was shaken back to myself. She swerved wildly, oversteering, trying to get out of my way. I turned hard, but my front right fender slammed against her rear right quarter panel, and cracked armor

flew into the air. I braked as quickly as I could, got to her car before anyone else.

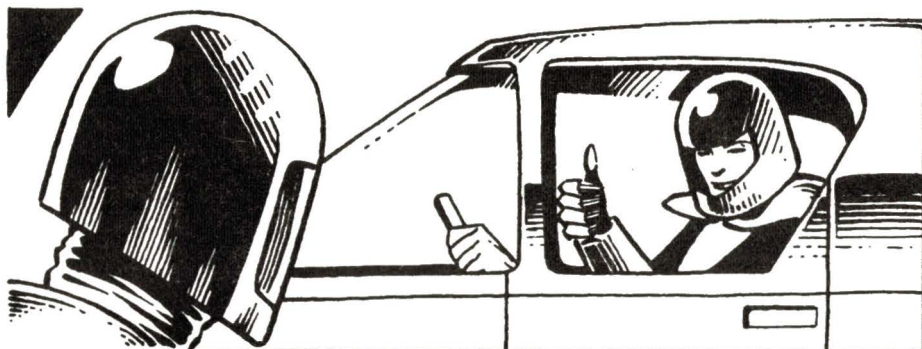
She was on her feet, shakily smiling. "I guess I lose," she said, and tried to laugh.

"Toughest fight I've ever been in," I said truthfully.

We sat down and waited for the others, wondered if they could understand. And not really caring, ultimately.

Avatar rolled down the street, point car of a convoy made up of two other cars and an eighteen wheeler. A Scrambler in front of us pulled to the left to let us pass.

I passed very close to it and opened my left window while she opened her right. We looked at each other for a moment and shook hands, armored glove in armored glove, before she peeled off onto a side road.



Gaming Notes

Double Cross was a single-mission design, intended only to fight Heyase's modified Scrambler. It combined impressive high-speed performance with a fiery punch to the left. The King Dragon Heyase decided to use (which appears in the *AADA Vehicle Guide*) could have annihilated Double Cross easily, if she had not decided to make it a duel of nerves. By the way — Justin was using the alternate fire rules for this baby.

Double Cross: Mid-sized, X-hvy chassis, Large Power Plant, Hvy suspension, 4 solid tires, driver, 2 linked FTs left, Vulcan front, Hi-Res computer, radar, spoiler and airdam, 4x 10-pt Armored Wheel Hubs. Armor F 40, R 20, L 20, B 25, T 10, U 10. Acceleration 5, HC 3, 5760 lbs, \$20,450.

The Scrambler is noted for carrying six MGs; Heyase's variant carries none. Calling it

a "Scrambler" is more an advertising gimmick than it is a definition of the vehicle. This vehicle was designed to allow the driver to wear Improved Body Armor and still remain Division 25; only \$19 has been wasted.

Heyase Scrambler: Mid-sized, X-hvy chassis, Large Power Plant, Hvy Suspension, 4 solids, driver, Vulcan (19 shots) forward; two MML (9 shots) R,L; Grenade Launcher loaded with CG B. Hi-Res Computer, Fireproof armor; F 56, R 36, L 36, B 55, T 25, U 25. Acceleration 5, HC 3, 5744 lbs, \$23,481.

Heyase is Driver +2, Gunner +3, Handgunner +3, and Martial Arts +1. She has never refused to accept a surrender and is well liked in AADA duellist circles.

Flying High with Jimmy Zero

by Peter Miller



This time, as a change of pace, we here at *ADQ* will focus on one of the unsung heroes of autoduelling, the "live at five" chopper pilot. Without their kind of media coverage, autoduelling wouldn't be where it is today. Jimmy Zero has been doing this longer than anyone, having been in the air since 2025. *ADQ* tracked him down at the New Angeles memorial hospital, where he is recovering from a recent helicopter crash.

ADQ: Let's start at the beginning. How did you get involved in the coverage of autoduelling?

ZERO: Well, I started out flying my bird for KLOX here in New Angeles. I was doing traffic reports, brushfires, that kind of thing. Well, one day, I was out flying over the Hollywood, and I noticed this fancy Jag cut off a pick-up. The pick-up had to slam on its brakes to avoid a collision. I was sure that it was gonna crash, so I grabbed my mic to call it in. The truck didn't crash, but it did open up with some .50 calibres. By then I was live on the radio, so I gave an account of the ensuing battle. The pick-up took out the Jag pretty fast, but not before some stray shots had hit a few other vehicles. Well, you know how duellists react. Needless to say this started a huge free-for-all. The listeners loved it, so the station sent me out just looking for fire-fights. After a while, KLOX became #1 and we had a lot of imitators. Then I got this outrageous offer from the Blood and Guts Network to join their local affiliate, KRSH. To make a long story short, they offered me a ton of money and I took it. The job was basically the same, but now I was linked to a national network.

ADQ: Which must give you an interesting perspective on the sport of autoduelling. Are there any trends you have seen, or are seeing, in the sport of autoduelling?

ZERO: Well, I think what I have noticed most is that as media coverage of the sport increases, the number of incidents increases. This is great for ratings, but not so great for human beings. There have been several occasions when I'm sure duels were prompted by

the appearance of my Eye-in-the-Sky chopper. I mean, everybody wants a victory on national TV. I think that with the stabilizing of the government and the advent of the AADA this kind of activity has an outlet in the arena, which is where I feel it belongs. There is just too much potential for damage, especially here in New Angeles.

ADQ: So you think street vehicles should be disarmed?

ZERO: Hell no! I just think people ought to show a little bit of self control. The freeway at rush hour is no place for a duel. Out in the desert, you need that kind of protection. But not in the city.

ADQ: But aren't there laws against city duelling?

ZERO: Yeah. Just like there used to be laws against speeding. They don't stop anybody from taking a few shots at a 'gator or lane jumper.

ADQ: Have you ever gotten involved in the action while you were covering it?

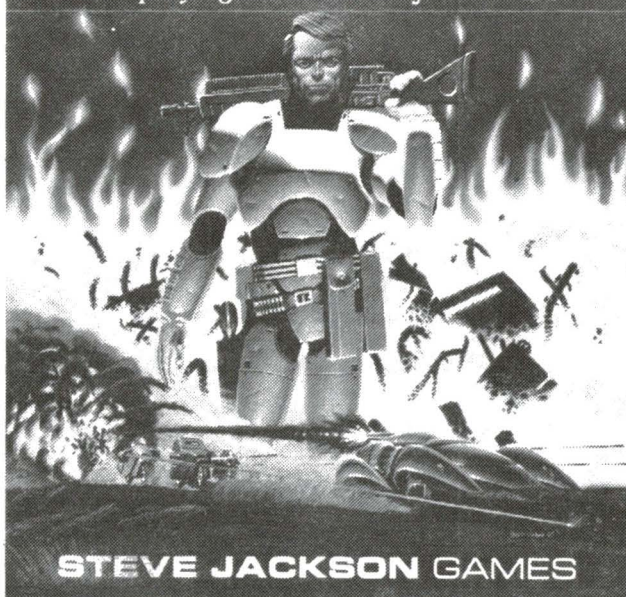
ZERO: Yeah. I'm not supposed to say that, but yeah. I'm sure your readers will find this interesting. I've been wanting to bring this out into the open for quite a while now. The media has been covering this up, but we tend to take a few shots at each other to try to get the exclusive coverage of a duel. It's usually nothing serious, but lately the American Televised Autoduelling Company (ATAC) has been getting nasty. They've commissioned FRONTECH to design a line of attack/televising choppers, just for them exclusively. One of them blew me out of the sky. That's why I'm lying here. The BGN isn't going to put up with this kind of crap. The advertising rates on duelling shows are just too high. There is too much money involved. I foresee a lot more aerial action above the ground activity. And the public will hear very little about this.

ADQ: Will we be seeing you back in the action?

ZERO: Not until I get Gold Cross coverage in my contract. And bigger guns on my chopper.

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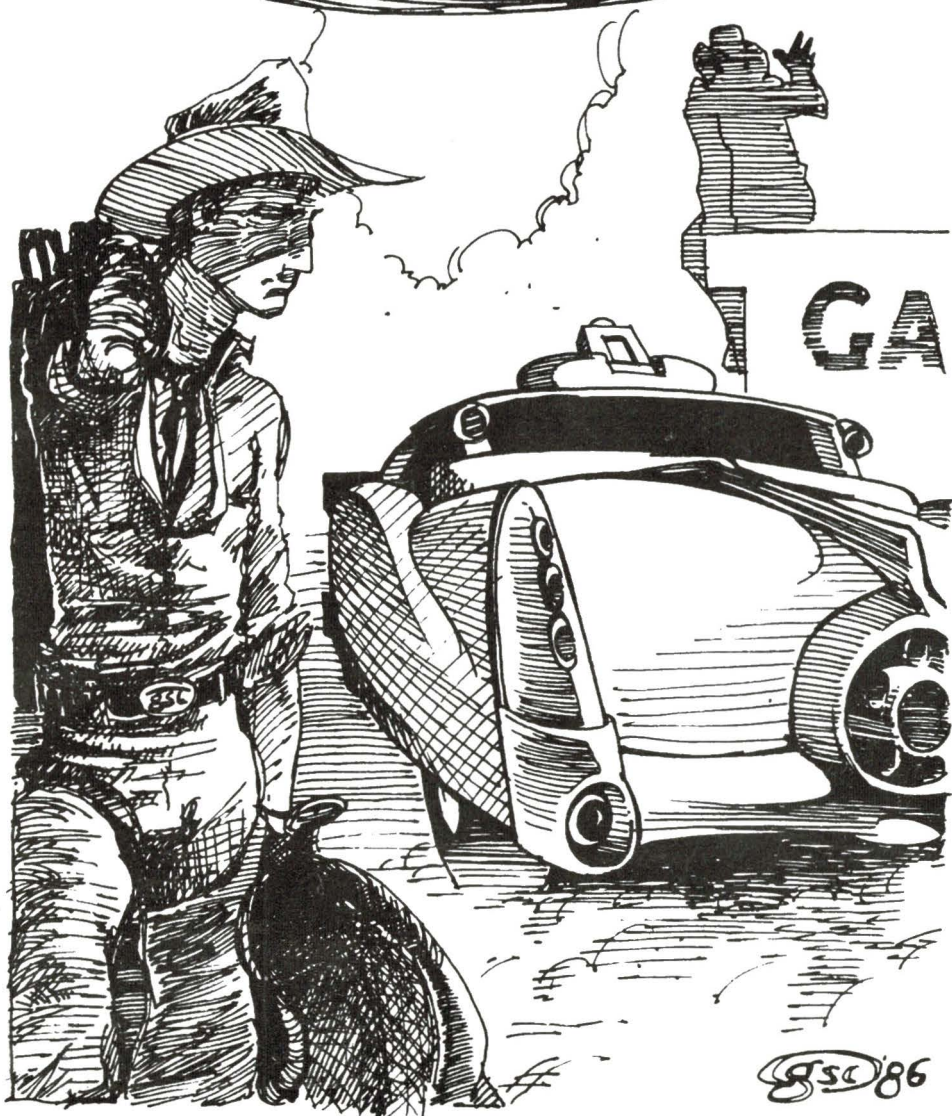
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Bicentennial

by Allen Varney



“...Thanks, Travis, and what a fine parade that was too. Harold Caswell here at the VIP Grandstand of Armadillo Autoduel Arena in Austin, where literally dozens of celebrities from around the country and throughout the United and Free Oil States have come to celebrate this historic occasion and, not incidentally, observe one of the most prestigious rosters of professional sportsmen in the history of autoduellings, as they compete for prizes, pride, and not incidentally the attention of prestigious corporate sponsors, who are providing much of the equipment being used here today in an authentic recreation of one of the cultural institutions of Texas in earlier years, the rodeo — isn't that right, Ted Bunting, with me here in the control booth?”

“Right, Harold.”

“Now the survivors of Selma have completed their ceremonial circuit of the arena, and the simple black banner with its touching logo, ‘Never Again,’ has been folded and returned to its safe, and after the playing of the Texas National Anthem the President of Oklahoma will fire the opening shot that officially signals the beginning of the Bicentennial festivities celebrating 200 years of Texas state and national independence and, not incidentally, the beginning of today's Autoduel Rodeo. . . .”

“Bicentennial” is a *Car Wars* scenario for two or more players; five or six, plus a referee, are ideal. In this scenario the duellists attend the Texas National Bicentennial celebration, and are the featured attraction at the Armadillo Autoduel Arena's nationally-televised Autoduel Rodeo. They are scored in four events based on old-time rodeo competitions. The duellist with the highest score is declared the winner of the Rodeo.

In addition to the *Car Wars* rules, this scenario requires *Car Wars Expansion Set 4: Armadillo Autoduel Arena*, or another arena map of your choice.

Creating Duellist Characters

The players' characters are assumed to be professionals at the top of the field, with one or two state or regional championships apiece. They are being paid \$10,000 each to duel here, as a promotion for the various sponsors' new equipment. The vehicles and equipment the characters use in most events are provided by the sponsors.

Each duellist starts as Driver, Cyclist, Gunner, Handgunner, Runner. Give each character six more skill levels to divide as desired among these and other skills, with no more than four skill levels spent on any one skill. Each character also is given improved body armor, a heavy pistol, one extra pistol clip, and no other personal equipment at all. Players may figure their characters' “stats,” if they wish, using the guidelines in the Appendix to this scenario. This is not required for play, though.

First Event: “Moto-ball”

The 2036 equivalent of rodeo bull-herding, this competition uses a seven-foot-diameter solid rubber ball. Each duellist tries to bounce the ball into his or her own “goal” in the arena. It usually turns out that the best way to do this is by eliminating all competitors first, which is why the crowd likes it.

The Ball

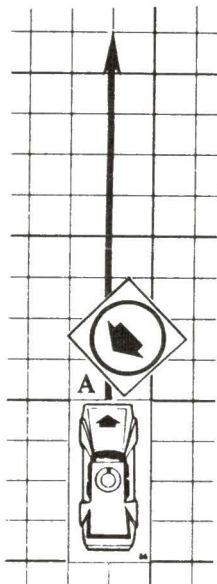
The rubber ball is a sphere weighing 300 lbs. Use an inverted mine or spike counter to represent it. The ball is 7.5 feet (¾”) in diameter; neither vehicles nor pedestrians can trace a line of sight through the ball.

Because of its resiliency, collisions with the ball do not affect a vehicle's speed or direction. The ball does no damage to a colliding vehicle, and it is also invulnerable to collision damage. However, it can be damaged by weapons fire; the ball has 6 DP and is targeted normally, but weapons fire will not cause it to move or change direction. Assume it's been coated with a fireproof paint, so it will not burn. Also, destruction of the ball is grounds for disqualification; a new ball is introduced into play after the disqualified duellist leaves the arena.

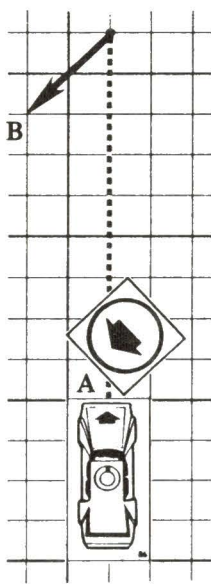
Moving the Ball

Duellists move the ball by colliding with it in their vehicles. The collision procedure works differently from the usual method, though, because a ball can travel in any direction and change directions much more easily than a vehicle. Here's how to figure the ball's new direction after it collides with a vehicle:

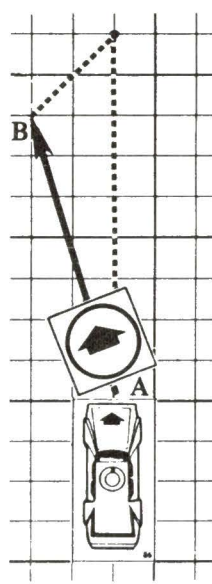
The ball's direction and velocity depend not only on its previous movement, but also on the speed and direction of the car that hits it. The key idea in accounting for all this is to use



(1) Count straight ahead of the colliding vehicle, 1 square for each 10 mph of its speed.



(2) From this point, count 1 square per 10 mph of the ball's speed, in a direction parallel to the ball's course (to the point labeled "B" in this diagram).



(3) Connect the collision point (A) and the endpoint (B) to find the ball's new direction. The length of this line in squares, times 10 mph, is the ball's new speed (i.e., 7 squares equals 70 mph).

the squares of the map-grid. Do it in three steps:

(1) The vehicle that hits the ball is called the "colliding vehicle." Trace a line straight out from the front of the colliding vehicle's counter in the direction it was moving before it hit the ball. Extend the line one square ($\frac{1}{4}$ ") for each 10 mph of the colliding vehicle's speed (round up). Remember where the line ends.

(2) From where the line ends in step 1, trace a straight line parallel to the path of the ball before it was hit, going in the same direction as the ball was. Extend the line one square for each 10 mph the ball was moving before being hit, just as in step 1. Remember where this second line ends — it's called the "end-point."

(3) Now trace a straight line from the point of collision between ball and car to the end-point in step 2. This is the ball's new direction. Also, the length of this new line of direction tells how fast the ball is going: For each square ($\frac{1}{4}$ ") of length, the ball moves 10 mph. If the line is three squares long, the ball's new speed is 30 mph; five squares, 50 mph, and so on. Round fractions to the nearest 10 mph.

For example, look at the diagram. The colliding vehicle is moving 90 mph north, and the ball is moving 20 mph southwest. From the collision point "A," count north 9 squares (one square per 10 mph for 90 mph). Now count southwest 2 squares (for the ball's 20 mph speed and southwest direction). The end-point is labelled "B." Trace a line from "A" to "B." The line's direction is the ball's new direction, and the line's length of 7 squares tells you the ball's speed — 70 mph. To keep track of the ball's direction, draw an arrow on the counter representing the ball, and keep it pointed the right way.

The ball slows down as it rolls. It decelerates 2.5 mph at the beginning of each turn.

The Goals

Each duellist is allowed to place his or her own "goal," a large circle painted on a 15' square of sheet steel and laid flat on the arena pavement. Each goal must be placed by the outer wall of the arena, at least 60 feet (4" game scale) from every other goal. If there is a dispute about placement, have the players roll

dice and place goals in order, with the high roller going first.

After all goals have been placed, the referee cues the players to take their places at their starting gates. Then the ball is "launched," rolling at 15 mph, from the roof of the mall, at a point determined by rolling 1d6. 1 — middle of north side; 2 — middle of south side; 3 — middle of west side; 4 — middle of east side; 5 — northwest corner; 6 — southeast corner. If you're using a different arena, find another random method for deciding where the ball enters.

The Vehicles

The duellists are provided vehicles by the event's sponsor, Mitsui. Participants may choose either a Naginata "Spike" or a Katana 2035 (renamed the "2036" by the Mitsui marketing department, but otherwise unchanged).

Naginata "Spike" — Luxury, x-hvy. chassis, super power plant, hvy. suspension, 4 solid tires, driver, gunner (empty position), 2 passenger spaces (empty), turreted RR, OJ back, SS back, fire extinguisher, 2 hi-res computers. Armor: F34 (ram plate), R30, L30, B30, T30, U24. Accel. 5, HC 3; 6,600 lbs., \$24,880.

Katana 2036 (nee 2035) — Luxury, x-hvy. chassis, large power plant, heavy suspension, 4 PR Radial tires, driver, turreted RL, FOJ back, 2 HFOJ (R and L), fire extinguisher, link for all three oil jets, long-distance radio, hi-res computer. Armor: F30 (ram plate), R25, L25, B30, T30, U20, four 10-point wheelguards. Accel. 5, HC 3; 5,960 lbs., \$24,175.

Scoring: 10 points to the first driver to make a goal — that is, push any part of the ball counter (or have it pushed) over any part of his own goal counter. Unless you want to play a longer game, the event ends when the first

goal is scored. A duellist who destroys the ball is out of the event.

Second Event: Ribbon Grab

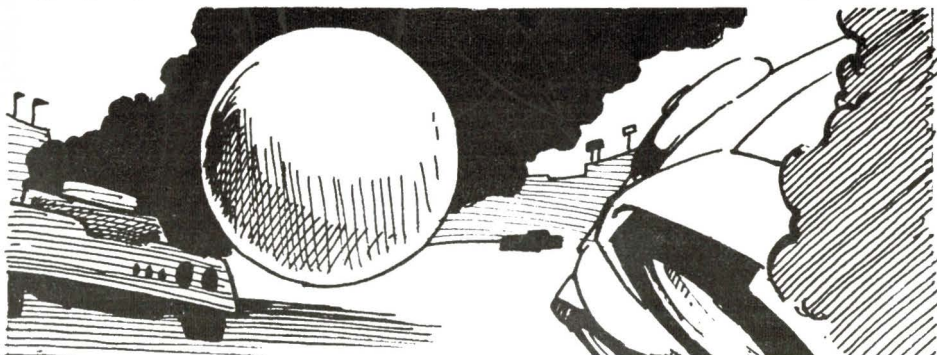
Popular with kids before the Grain Blight, the old-time equivalent of this event called for the release of dozens of calves into the arena, each with a ribbon tied to its tail. Then all the children at the rodeo were turned loose to grab the ribbons; the youngster with the most ribbons won a prize.

The duellists, riding motorcycles, pursue a number of modified Killer Karts with large (and fireproof) colored banners flying from their rear bumpers. Through luck and skillful driving, they try to knock loose the flags. And, just as in the old days, the one who gets the most flags wins.

There are three Killer Karts in the arena for each participant; for instance, if there are five duellists, there will be 15 Karts. Players can adjust the length of the scenario by varying the number of Karts. Each cart is remotely controlled by a radio operator in the grandstands. (See the rules on remote control in *Deluxe Car Wars*, p. 33.)

The referee operates the Karts; if there are a large number of them, the ref should detail one or two players to help out. (Make sure the ones the players control are far away from their own characters' vehicles!) The Karts enter the arena at evenly-spaced gates, going 30 mph; the duellists enter five seconds later at the gates of the referee's choice (specified before the Karts enter, of course), travelling at any speed up to 50 mph.

The Kart operators' first priority is to make grabbing the banners as difficult as possible, however tricky the maneuvers required. Second





priority is to make life difficult for the duellists by taking shots at their tires. Kart operators never aim for anything but tires, and usually wait for point-blank range bonuses before firing.

Killer Kart — Subcompact, std. chassis, hvy. suspension, med. power plant, HD tires, driver (empty), MG front. Armor: F5, R3, L3, B3, T2, U2. Accel. 10, HC 3; 2,300 lbs., \$3,848.

Each duellist is provided with a shiny new Tornado cycle manufactured by the event's sponsor, Cycle Concepts.

Tornado — Medium cycle, hvy. suspension, super power plant, driver, 2 PR Radial tires, MG front. Armor: F10, B8. Accel. 15, HC 3; 1,100 lbs., \$5,598.

Cyclists capture flags by driving within $\frac{1}{2}$ " of the center of the rear of a Kart counter from behind. (See diagram.) Each second that the duellist is within range, roll two dice. On an 8 or more, the cycle has knocked off the

banner and the duellist scores; the Kart immediately heads for the edge of the arena, without firing, and exits at the nearest gate.

The roll to capture the flag is modified as follows:

- +1 for being within $\frac{1}{4}$ " (one square) of the flag.

- +1 if the cyclist is travelling at right angles to the Kart's path (i.e., he "cuts across" the Kart's rear). Any angle that would make a collision between the two vehicles a T-Bone is considered a right angle for purposes of this modifier.

- +2 if the Kart or the cyclist is stationary.

All modifiers are cumulative.

If the arena is crowded and more than one duellist enters at the same gate — or if the referee just feels like it — he may forbid weapons fire by any duellist until the duellist has gotten at least one banner. However, ramming is perfectly okay, though silly and suicidal.

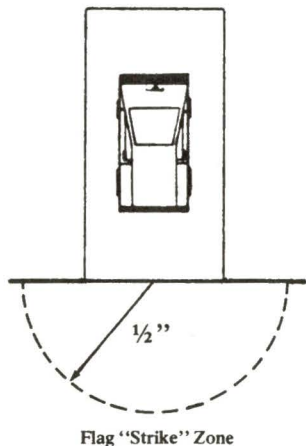
Scoring: 5 points per banner. 3 points for each opponent knocked out of the competition. 1 point per Kart damaged or destroyed.

Third Event: Steer Wrestling

Note: Before playing out this event, make sure all players are familiar with the rules for boarding vehicles (*Car Wars Deluxe Edition*, pp.23-24).

A specially-modified trike sits empty and motionless at one end of the arena. The trike has no top armor, and in fact no top at all except for a roll cage.

Duellists enter the arena at the extreme far end in subcompact cars (supplied by the event's sponsor, Kane Motors). They must get to the trike, enter it, and drive the trike out of the arena. Weapons fire and ramming are pro-



Some duellists prefer to stop their own cars and enter the trike in relative safety. Others, especially the ones who arrive late on the scene, are willing to leap from their own cars onto (they hope) the trike, and wrest control from the current driver. For such brave and senseless attempts, use the usual rules for vehicle-to-vehicle boarding; the abandoned car becomes uncontrolled, as per *DCW*, p. 18.

If the Imp rolls and lands on its side or top, the event is stopped while six "rodeo clowns" (pedestrians) go out and right it. No combat or weapons fire is permitted while the event is stopped. The clowns wear improved body armor but are unarmed. Any duellist firing on or colliding with a clown is immediately disqualified from the entire tournament, and prestige drops by 10.

Imp — Light tricycle, med. cycle power plant, imp. suspension, three PR Radial tires, driver, RL front, roll cage. Armor: F12, R8, L8, B10, T0, U6. Accel. 10, HC 2; 1,460 lbs., \$6,334. (The Imp is produced by Budget Autoworks, which was recently purchased by Kane.)

Scoring. 20 points for driving the Imp out of the arena. -10 points for firing or ramming before someone reaches the trike. Firing on the Imp is discouraged: The firing duellist is penalized - 1 point per point of damage inflicted on the Imp.

Final Event: Barrel Race

This updated rodeo event puts the horses out to pasture and the duellists at the controls of — at last! — their own familiar vehicles. They drive a slalom course around the arena, marked by large concrete-filled barrels. The first duellist to complete a circuit wins the event. If no one completes a circuit, the last surviving driver is declared the winner, more or less by default.

The duellists are at the tournament "in their own names," not as part of a driver-gunner team or a passenger in someone else's vehicle. Therefore, when they use their own vehicles and equipment they may not carry gunners or passengers. They may keep the improved body armor and heavy pistol provided to them.

This is effectively an Unlimited division AADA competition, with no sponsor. Nothing larger than a van is allowed, and no

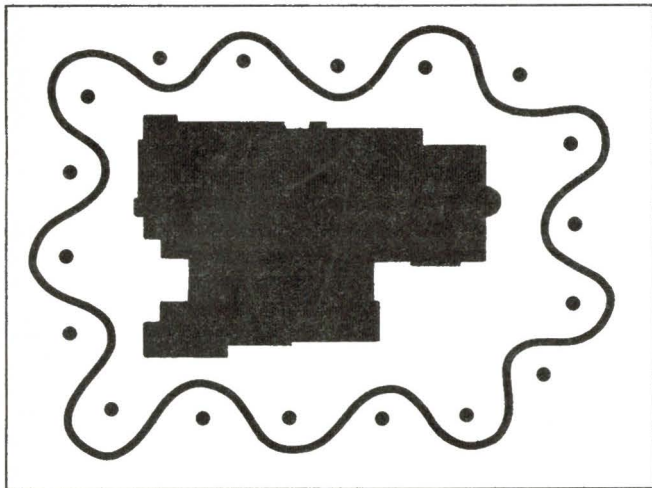


Diagram for Barrel Race
Place 12-18 ½" counters representing barrels around Armadillo Autoduel Arena Map (CWX4) as shown. Barrels weigh 1000 lbs. and have 12 DP apiece.



rectly, the penalty is -5 points per barrel passed incorrectly. Taking a shortcut is grounds for disqualification; the referee's decision is final.

Victory

After the final event the duellist with the highest score is declared the winner and awarded \$20,000. (No prestige bonuses apply to the cash award, however; that's covered by their appearance fees.) All participants receive the usual ability score increases, and prestige points are doubled because of the large international TV audience. The duellists also get their \$10,000 appearance fees, but they can't keep the vehicles and equipment they used in the events.

The winner of each event has the option of contracting with its sponsor to promote the sponsor's products. In a campaign this means a steady source of income, six mandatory trips every year to various parts of the continent (trade shows, shopping mall openings, etc.), and the right to buy that manufacturer's equipment at 25% of the usual price. (Campaign referees: If this unbalances the game, remember that contracts can be broken by the manufacturer at any time, for any trivial reason or none at all.)

'Well, we've certainly seen a lot of incredible autoduelling action at this historic occasion, and not incidentally a real boost to a few sagging careers, if I don't miss my guess, and I seldom do, because the corporate sponsors of this fine event have undoubtedly noticed the stellar — I may say stellar — performances of the duellists in attendance here today at the Autoduel Rodeo as they showcased the vehicles and equipment of North America's finest manufacturers, in — to repeat — an incredible display of autoduelling skill and action, and they are therefore almost certain to pursue mutually profitable contractual engagements with these excellent professionals, don't you agree, Ted Bunting? Ted? Well, it appears Ted has stepped out of the control room momentarily, no doubt for an opportunity to rest his vocal cords after his yeoman service assisting me here in the booth, so I shall speak for Ted as well as myself, Harold Caswell, as we bid farewell from Armadillo Autoduel Arena Autoduel Rodeo and return our viewers to Lindy Howard in the UBN Bicentennial Coverage Center, take it away, Lindy. . . .'

helicopters or grasshoppers; otherwise, anything goes!

The referee places 12-18 inverted spike or mine counters (representing barrels) evenly in a large circle around the central mall. If you don't have enough counters, mark the positions lightly in pencil. Trace the slalom path in pencil around the barrels: Draw the path lying to the left of one barrel, moving to the right of the next, then back to the left, and so on.

The barrels weigh 1000 lbs. and have 12 DP apiece.

Space the duellists evenly along the path. Start each one next to a barrel, along the proper path, moving 20 mph. Make a note of which character started at which point on the path.

Scoring: 30 points to the first duellist to complete one full circuit on the path, whether in his own or someone else's vehicle or on foot. If a driver passes a barrel on the wrong side and doesn't retrace his path to redo it cor-

Appendix: Figuring Your Duellist's Stats

No, not "Driver +2, Gunner +1, Hand-gunner" — those are your character's game skills. In the world of professional autoduell-ing, duellists' careers are described with statistics, much like the pro baseball players of the last century. If you'd like to know your own character's stats, here's how to figure them.

These statistics have no game effect! You don't need to know your character's statistics. This section is pure background detail, for those *Car Wars* players who enjoy the additional "realism" it provides.

The AADA has no "official" roster of statistics. The eight that follow are the ones most used by fans, sportscasters, bookies, and other interested parties. Customary abbreviations follow the statistic's name.

Year of Entry (Yr): The year the duellist first participated in a professional AADA-sanctioned event — often an "Amateur Night."

Duels: The number of scheduled arena vehicular duels in which the duellist has participated. Highway, non-vehicular, or spontaneous encounters are not counted.

Wins: The number of scheduled arena events the duellist has won. Draws or tied events count as ½ a win.

Winning Percentage (WP): "Wins" divided by "Duels," expressed as a decimal fraction. For instance, a duellist who has fought in ten duels and won four would have a WP of .400.

Clone: The number of the clone the duellist is currently using. If the duellist has not been killed, the letter "O" designates that he is the "original" character. If he has died once and is on his first clone, a "1" would be listed, and so on.

Survival Percentage (SP): The percentage of "Duels" which the duellist has survived, given as a decimal fraction. If a duellist has never been killed in combat, the SP is 1.000. If he survives just half his duels, the SP is .500, and so on. The duellist's SP equals 1.000

minus (the number of deaths, divided by "Duels"). This provides a rough percentage chance that the duellist will survive a given arena combat.

Target Hit Average (THA): This decimal fraction tells how often your duellist has hit a target. Divide the number of hits the duellist has gotten by the total number of shots he has attempted. If you don't want to keep track of every single shot your character makes, assume a base THA of .250, plus .100 for each level of Gunner skill.

Combatants Killed Average (CKA): This fraction is the number of combatants (including pedestrians) the duellist has killed in regular arena events, divided by "Duels." If the duellist kills one opponent in every duel, on the average, his CKA is 1.000. The average CKA for AADA professionals is 1.213; among the champions it is closer to 1.500. Members whose CKA routinely exceeds 2.500 are viewed with some disfavor by fellow duellists and the fans, due to the perception of excessive brutality. Data on Big League Unlimited Duelling members is scanty, but suggests an average CKA of 3.125.

In addition to these statistics, duellists are marked as aces, double aces, etc., by "A," "2A," or other abbreviation following the stats. It lends color to list important victories, championships, or other notable achievements in a line or two beneath the statistics.

For an example of how these statistics work, consider Joe Challenge, average duellist. Joe began his career just last year (2035). In that time he's entered 10 duels, won three, and died once (so he's now on Clone #1). His Winning Percentage is (three wins) divided by (10 duels), or .300. His Survival Percentage is .900 — 1.000 minus .100 (one death in 10 duels).

Joe fired 145 shots and hit 50 times. His Target Hit Average is 50/145, or .345. He made four kills in those 10 duels, so his Combatants Killed Average is .400.

Joe isn't an ace yet, but he's got a trophy he doesn't mind letting people know about. So his first-time listing in the annual AADA Duellist Handbook looks like this:

	Yr	Duels	Wins	WP	Clone	SP	THA	CKA
J.Challenge	35	10	3	.300	1	.900	.345	.400
Arizona Div 10 Champ, 2036								

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

by Scott Haring

Houston, TX was the brightest gem in the short-lived "Sunbelt Era" of American economic history. The 1980 U.S. Census placed the city as the fourth largest in America. The oil glut of the 80s brought on the beginning of a series of woes for this once-proud city, however, leaving Houston a pitiful shell of its former self and a prime example of what's gone wrong in America in the past 50 years.

History

In the late 1970s, Houston was a city with unlimited potential. The city grew by leaps and bounds, as companies moved their operations to take advantage of low taxes and year-round sunshine, and individuals came from the north looking for jobs. The oil glut of the 80s reversed that trend, however, as high unemployment caused many transplanted Northerners — and some native Texans, too — to go north, looking for work.

The 80s oil glut was the world's last fling with petroleum and the beginning of the end for the multinational oil companies. Spurred on by comparatively low prices and a seemingly endless supply, consumers around the world depleted the remaining known oil reserves in less than 15 years.

Even though declining revenues and increasing unemployment continued to spell bad news for Houston, there continued to be a characteristic optimism about the future, from the corporate boardrooms to the "tent cities" appearing under freeway overpasses and in many parks. That optimism, along with any hopes for Houston's return to national prominence, was dashed in the Oil Crash of 1993.

The Oil Crash saw fortunes wiped out in a matter of days as the stock prices of all large oil companies dropped to an average of 7% of

their former value. Companies that had diversified into other fields survived — though not as oil companies. The rest disappeared. Houston was crippled. Massive downtown office buildings were emptied, with no new tenants. Thousands of families, unable to pay their bills, simply pulled up stakes and left. Entire neighborhoods became deserted, providing a haven for youth gangs, outlaws, and other troublemakers.

The Secession War did not affect Houston much at all, as it was too far away from the land borders of the Free Oil States to be threatened, and too unimportant to be considered a target for an amphibious landing. The oil refineries and chemical plants along the Ship Channel came in for some offshore bombardment, but most of the damage was restricted to areas already shut down in the Crash.

Today, Houston exists in name only. There is no effective city-wide government, and no law and order beyond what the residents make for themselves. There are still a few pockets of peace and productive activity, but they are few and far between. Population estimates today number Houston's residents at under 175,000.

Points of Interest

1. *Houston Intercontinental Airport:* Once a busy international airport, HIA still handles some airship and light aircraft traffic, though the airport operators can only afford to protect a small portion of the facility. An airship mooring has been built next to the one terminal still in use — the rest of the airport has been abandoned. HIA runways are a favorite practice ground for duellists, as well as a traditional spot for the settling of gang wars. As long as this activity stays well away from the remaining working sections of the airport, the HIA authorities leave well enough alone.

2. *The Astrodome:* Dubbed "The Eighth Wonder of the World" when built nearly 75

years ago, the Dome stopped serving its original purpose — a stadium for professional sports — in 1998 when the last tenant, the Houston Astros baseball team, moved to Acapulco to become the third Mexican franchise in the major leagues. Since then, the Dome has been used as a special events arena, a shelter for the homeless, and a warehouse. Currently, the Dome is controlled by the Houston Free Oilers, an AADA-affiliated autoduellling club, who use it and the surrounding parking lots for duelling practice and events.

3. *Downtown:* The once-majestic Houston skyline now has nothing to offer to anyone but the foolish. Maintenance and upkeep on the buildings ended years ago — very few elevators still work, and the lovely glass coverings of these 20th-century monuments to commerce are now oceans of broken glass shards in the streets — in some areas up to a foot deep. Downtown is now the bottom of the pecking order; people live here because they cannot live anywhere else. The buildings are dangerous, the streets deadly, and the inhabitants, while not very well-armed, are desperate. For those reasons, the Downtown district of Houston has been placed under a Level 3 AADA Advisory, the strongest possible. DO NOT enter this area under any circumstances.

4. *Ship Channel:* Once a man-made channel connecting Houston industry with Galveston Bay, the Ship Channel today is a hideout for numerous gangs that use small boats to move cargo — legal and illegal — up and down the coastal waterways of the Gulf Coast. Many of the boats for hire can get a person or a cargo to places that conventional highway travel won't reach. Large bulk cargoes cannot be handled here — due to the deterioration of the channel and the numerous wrecked and sunken ships, only small boats can still navigate the entire length of the channel.

5. *Galveston Bay:* For buying or selling large cargoes for overseas delivery, this is the place to come. Galveston was Texas' largest city in the 18th century, and the free trading atmosphere of those times lives again. There is a port authority that handles the buying and selling of cargoes and the contracting of ships, but it is estimated that 60% of the business taking place in Galveston happens on the black

market. Be warned — black market goods and services are cheaper, but may not be as reliable.



6. *Rice/Medical Center Fortress Area:* The only part of Houston that remotely resembles the Houston of the 20th century, the Rice/Medical Center Fortress Area (called the "RiceMed" by locals) covers nearly 10 square miles southwest of Downtown. The RiceMed is a limited-access fortress town, with strong walls and heavy firepower to repel intruders. The RiceMed has its own "provisional" government (the founders insisted on the "provisional" title, assuming that when the Houston municipal government reestablished control, the RiceMed government would fold up. This seems unlikely to ever happen), with a ruling council, courts, and police. All citizens are trained militia members, and the police keep enough weapons stockpiled to arm the entire population in case of attack, but carrying of weapons in RiceMed without a permit is prohibited. Likewise is the driving of armed vehicles prohibited without a permit. Permits are very hard to come by. Visitors entering the fortress area can leave their weapons and armed vehicles in safe storage areas near the entrance gates.

Rice University teaches the same curriculum it has for over 100 years — pure sciences and mathematics, engineering, literature, architecture, and fine arts. While acknowledging

the realities of daily life in 2036 (campus police carry SMGs and grenades), Rice offers no combat-related courses of any kind. The Medical Center consists of four different full-service hospitals, two medical schools, a nursing school, two medical research facilities, and a teaching hospital. Doctors, surgeons, researchers, and patients still come from around the world for medical care that cannot be offered anywhere else.

7. Refinery Row: The last of the Texas Gulf Coast petrochemical industry, Refinery Row is actually one working oil refinery and two chemical plants, surrounded by warehouses and security barriers. The yearly outputs of these plants are minuscule compared to the 20th century, but for some of these products — gasoline, ammonia, fertilizers, solvents, and special lubricants — this is the only source in hundreds of miles. Security is tight and prices are high, but visitors — especially visitors who've come to buy — are welcome.

8. Memorial Park: The largest park in Houston, Memorial Park is now home to thousands of people that cannot find or afford permanent shelter. Because of the lack of roads through the park, no cycle or car gang has tried to take control of the park, though some small off-road groups claim portions of the park as their "turf." For the most part, Memorial Park is a peaceful place, as folks try to eke out a living with cooperative gardens and hunting. There is no leadership or legal system, but the residents have a strong sense of right and wrong; vigilante justice is swift in Memorial Park.

9. River Oaks: The swankiest neighborhood in Houston, River Oaks was *the* area to live in during Houston's glory days. Even when the bad times hit, River Oaks thrived, because instead of the early days of wildcatters and entrepreneurs, the residents were all bankers and insurance executives and lawyers — the type of people who make money no matter which way the economy is going. So River Oaks held on. By 2022, River Oaks became the most luxurious prison in North America — the residents had bought so many security systems and hired so many guards that while the bandits looting the rest of the city were kept at bay, the residents couldn't leave their homes. Finally, a concerted attack in 2028 by a

temporary coalition of three bandit gangs sacked River Oaks. It is now a smoking ruin, inhabited only by scavengers.

10. The Suburbs: Houston had vast residential areas in the 20th century that have today been carved up into plots of "turf" and run by various cycle gangs, bandits, cults, and self-defense coalitions. Most residents work small gardens and engage in bartering of skills and labor to get by. Whatever group runs the area gets a percentage of everything in exchange for keeping the residents safe from all the groups that run all the other areas. Actual fighting between groups is rare now that a sort of status quo is reached, but strangers are looked at very suspiciously. For that reason, the Houston Suburbs have been placed under a Level 1 AADA Advisory — Caution Strongly Recommended. Unless you are visiting someone who knows you or are entering on invitation, the AADA recommends avoiding this area.

Facilities

There are no independently-owned, full-service charge and repair facilities left in the Houston area. The RiceMed has a complete facility owned by the police force for service of their own vehicles — citizens are charged reasonable prices, but municipal vehicles get first priority, so repairs can take a while. Many of the suburban defense coalitions have their own charging stations, and quite a few suburban residents do automotive repair. The dangers of the suburbs have already been discussed, however, and all repair work is on a caveat emptor basis.

Refinery Row also has a charging station that does business with the public, but the proprietors are security-conscious to the point of paranoia — many customers are refused service because they "look suspicious." Gasoline is occasionally available here, but the \$300/gallon price tends to discourage all but the most desperate.

Highways

Only two roads have received any kind of maintenance since the Secession War — Texas 2 (formerly I-45), which runs south to Galveston, and north to Dallas and beyond; and Texas 3 (formerly I-10), which runs east to Beaumont and Louisiana, and west to San Antonio and the West Texas wastelands. These

roads are still passable over their entire length, though debris and potholes are common in the Houston area. The other highways on the map are the other major roads of Houston. These other roads haven't seen a maintenance crew in decades, and the years of traffic, weather, and combat have taken their toll. The routes described on the map can still be followed, but expect collapsed overpasses, rubble blocking certain lanes, and frequent detours and toll stops.

Organizations

The only police forces you are likely to encounter are in the RiceMed fortress area. The RiceMed police drive well-marked, blue-and-white vehicles armed with Vulcans (burst effect weapons cause too much property damage). The RiceMed force has 35 cars, 18 motorcycles, and five helicopters. The Rice University Campus Police numbers about 15, and they patrol on foot. The Campus police get along very well with the RiceMed forces, and RiceMed vehicles are often used as backups in case of trouble on campus.

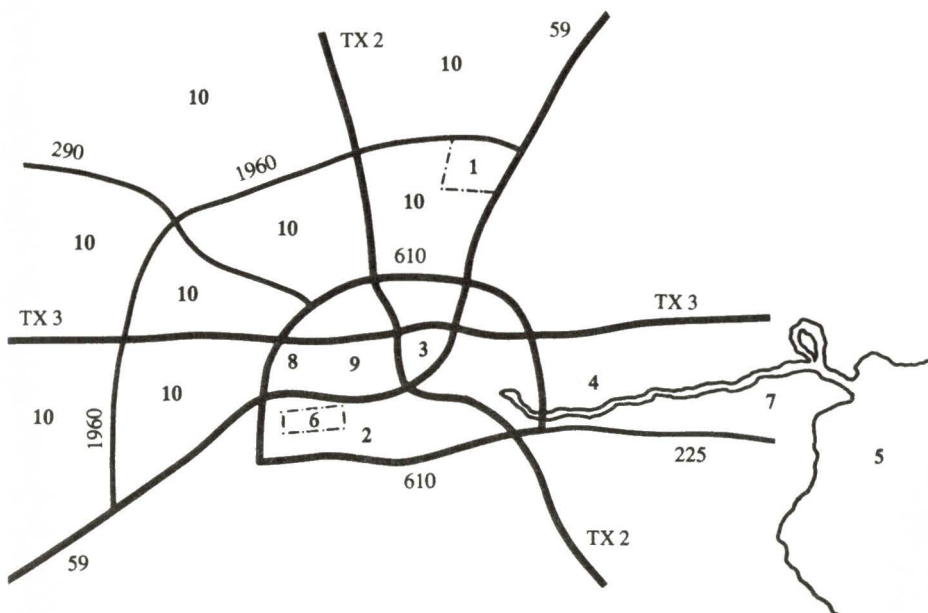
There is a continually shifting hierarchy of hundreds of bandit gangs in the area, and any

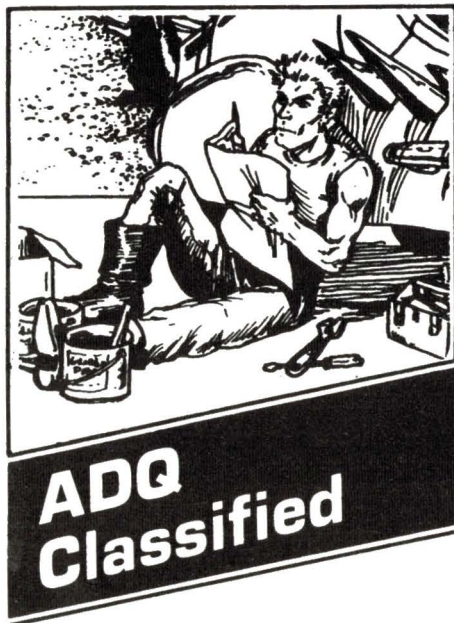
list would be inaccurate and incomplete before we could get it to press. Most gangs fly distinctive colors, however, and going underground is not an option in honor-conscious biker society. So if you can't identify a vehicle's colors at less than 100 yards or so, it's a good bet that vehicle does not have a gang affiliation.

Autoduelling in Houston

While there is no lack of adventure and vehicle combat, there is very little organized autoduelling going on. The Houston Free Oilers often hold events in the Astrodome — including their annual Presidential Election, a duel in which the winner gets to be club president for the next year — but large-scale events featuring out-of-town duellists are rare. This is mainly because Houston is not geographically near any of the other stops on the AADA circuit, and because of its unsavory reputation as a haven for outlawry. The Free Oilers do hold regular practice sessions and intra-chapter events, and would be glad to welcome any visiting duellist to participate. Contact them at the Astrodome, or by calling 555-THFO.

Houston, Texas





WANTED: DUELLISTS TO FORM D.C. area AADA chapter. Contact: Adam Larsen, 308 Hamilton Ave., Silver Spring, MD 20901.

ANYONE INTERESTED IN FORMING an autoduellig club (especially AADA members) in the Ottawa area, contact Rob Robotham, 7228 Erindale Dr., Ottawa, Ontario, Canada K2C 2G4. (613) 225-2613.

WANTED: AREA DUELLISTS TO form AADA chapter. Young or aged, seasoned veterans or bold newcomers. We will help train newcomers. Call Mike Weyant at (203) 878-6194, or write to 10 Spruce Circle, Milford, CT 06460.

WHERE IS EVERYBODY? I'M INTER-ested in starting an AADA chapter in the Manteca-Modesto-Stockton area, nestled in the San Joaquin Valley of Central California. Please contact Scott Martin Smith, 15711 South Due Rd., Ripon, CA 95366, (209) 599-3691 or (209) 982-0570.

WANTED: ALL INSANE AUTODUEL-lists to form an AADA chapter in the North Central Connecticut area. Contact David Glenn, 20 Concord Terr., Enfield, CT 06082. (203) 745-9488. Any maniac accepted.

I WOULD LIKE TO BE A PEN PAL with another duellist. Please write Jeff Boice, 4270 South Normandia Lane, Salt Lake City, UT 84107.

HELLO! I'M LOOKING (UNSUCCESS-fully) for *ADQ* 2/2 or any of Volume 1. Cash or *ADQ* 2/1 for any of the above. If someone wants to start a chapter in this area, please tell me! Write or call Dan Weaver, 128 E. Market St., Hellam, PA 17406, (717) 755-3155.

WANTED! BACK ISSUES OF *ADQ* in almost any condition! I need numbers 1/1 through 2/1, plus 2/4. I'll pay top dollar! Also, anyone in the Cleveland area wanting to form a local chapter, contact me. Duellists with strange minds preferred, but not essential. Dan "Worxe" Duvall, 29629 Schwartz Road, Westlake, OH 44145.

WANTED: AUTODUELLISTS WHO can travel from anywhere in Contra Costa County to the area of Walnut Creek, CA. Please call Kevin Clune (415) 937-2585. Also interested in buying *ADQ* 2/1. Thanks.

WANTED: AADA MEMBERS TO GET a local chapter started in the Lewiston, Idaho area. Call Rich at (208) 743-5017. Drive Offensively!

WANTED: ABLE DUELLISTS TO FORM a new AADA chapter in Lincoln, NE. Contact Timothy D. Jacques, 8328 Selleck, 600 N. 15th, Lincoln, NE 68508. (402) 472-0788. High school age and older preferred, but all welcomed.

AADA MEMBERS WANTED TO FORM chapter in Rochester-Fairport (NY) area. Contact Marc Majcher at (716) 223-7749. Or write to me at 13 Deland Park B., Fairport, NY 14450.

IS YOUR AUTODUELLING CAREER getting off to a slow start? Then contact the Society for Promotion of Autoduellig (SPA). We supply beginning autoduellists with \$15,000, a brand new suit of improved body armor, and a clone, **ALL FREE!** All we ask is that you repay us \$30,000 within a year, or we will be forced to terminate the clone, and you. We open the doors to the wonderful world of autoduellig to you!

I'M WILLING TO EXPAND W.I.L.D.-C.A.T.S. into an AADA chapter. Anyone in the Columbia, Missouri, area who is interested in joining, contact David Wildermuth at 2909 Burrwood Dr., Columbia, MO 65203. No experience necessary, but it helps.

ATTENTION: AADA MEMBERS needed to start AADA chapter or simply duel with in the area of Gardnerville, Minden, or Carson City, Nevada. Must be a good shot, good driver, and an all-around mean duellist. Also looking for anyone with ADQ back issues from 3/1 and back. For information, contact Greg "Mad Dog" Rooney, Box 2535, Minden, NV 89423. (702) 265-3265.

WANTED: ALL AT-LARGE MEMBERS of the AADA in the Dayton-Beavercreek-Kettering, Ohio area to make our local chapter the biggest and the best. Call Scott Suazo at 426-3705.

ATTENTION, NORTHERN INDIANA duellists! I, Paul Radecki, am looking for a few outstanding duellists with a desire to form the best AADA chapter ever. Experienced duellists high-school aged or older preferred, but not required. Write to me at 123 S. Saint Peter St., South Bend, IN, 46617, and enclose a synopsis of your duelling style. Thanks.

DO YOU DISLIKE DESIGNING VEHICLES? Or don't have the time? Or just can't get it quite right? Quantum Industries has your solution. Send me the specifications (size, cost, etc.) and predicted use of the vehicle you want, plus a description of your personal duelling preferences (be complete), and our competent design staff will build your vehicle, draw up a vehicle record sheet, and even design a counter at **NO CHARGE**. Contact Paul Radecki at 123 S. Saint Peter St., South Bend, IN 46617.

LOOKING FOR AUTODUELLISTS WHO are interested in forming an AADA chapter in the Plano-Richardson area of Texas. Call 422-7690, ask for Russell, or write Russell Bullock, 1920 Carmel, Plano, TX 75075.

CAPE COD AUTODUELLISTS wanted: Preferably AADA member, or willing to become one. Please contact "Mad Man" Max White, c/o Mike Smith, RR2,

Craneberry La., Brewster, MA 02631. (617) 255-5267.

SEND ME YOUR NEW CAR, WEAPON, and accessory designs. Send a SASE and I'll try to send you as much as I can from the others. Keep them legal, please. Contact Jim Kelly, Rt. 5, Box 413B, Milton, FL 32570.

BEGINNER AUTODUELLISTS WOULD like to carry on correspondence by mail with any other duellists interested. Please write to Russ Bullock, 1920 Carmel, Plano, TX 75075.

I'M NO DUNGEONEER, SO WHY should you be? Help me form a *Car Wars* autoduel chapter in the Springfield, OH area and get ready for some high adventure. Contact David Kling, 3109 Sandalwood Ave., Springfield, OH 45502. (512) 390-1625.

WANTED: AADA MEMBERS TO FORM AADA chapter in east Texas. Anyone living in Henderson County, or the Tyler area, call Darrell Parnassi, (214) 499-3339, or write Rt. 3, Box 3529, Athens, TX 75751.

ATTENTION ALL CENTRAL IOWA duellists! I am trying to form an AADA club in my area. Junior high to high school age preferred, but all welcome. Contact Marc McKay, Rt. 2, Ames, IA, or call (512) 233-1056.

WILL ALL DUELLISTS AND MEMBERS of the Boy Scout Commando Corps on Long Island (Nassau county especially) who either have a chapter, troop, or club, or who would wish to please contact John at (516) 538-0415.

WANTED: AUTODUELLISTS TO FORM a club in the Rehoboth-Seekonk area. Call Erik at (617) 336-6320, or write to Erik Dumke, aka the Highway Pirate, 99 Winter St., Rehoboth, MA 02769.



CENTRAL NEW YORK, PAY ATTENTION! I'm looking for autoduellists, truckers, and pilots for gaming and/or a new chapter. Write me at: David Williams, 105 Goodrich Ave., Syracuse, NY 13210, or call (315) 478-3300.

ABLE DUELLIST IN NEW YORK AND surrounding areas looking to form a duelling club in that area. If you are interested, contact Matt Geltz, 314 Elmwood Dr., Dover, PA, 17315, (717) 292-1863.

WANTED: ANY DUELLIST WHO wants to form a club or chapter in the North Virginia (Annandale, Fairfax, Springfield) area, or has one already, please call Mike Piacsek, (703) 425-7947, or write 5115 Cliffhaven Dr., Annandale, VA 22003.

HEY, ANYBODY IN THE DEARBORN area interested in starting an official autodueling club? If so, write, Gideon Rexford, 1021 S. Denwood, Dearborn, MI 48124.

THE NJ FOUNDATION FOR DEATH on Wheels would like to hear from you! We are very interested in exchanging ideas or meeting possible future members. Anyone who writes or calls will receive The Obituary, our official newsletter. The address is in this issue of *ADQ*, or call (201) 647-5386.

LOOKING FOR AVID DUELLISTS IN the Bellevue-Redmond area to form charter club. Write to: Chris Von Seggern, 3054 169th Ave. NE, Bellevue, Wa 98008, or call 885-7333

DUELLISTS IN THE MADISON, WI area are being called upon to represent the south central area of Wisconsin in an AADA chapter. Contact Jason Robinson, 26 Wirth Ct., Madison, WI 53704. High school age and up preferred but not required. I am searching for a copy of the original *Car Wars* game as well as copies of *ADQ*, issues 1/1 through 2/3, to complete my set.

WANTED: AADA MEMBERS TO FORM local chapter in the Santa Barbara area. Contact David Villa, 2990 Foothill Rd., Santa Barbara, CA 93195. (805) 682-6603.

WHY JOHNNY CAN'T SPEED. WILL pay \$5.00+ for a copy of this book in good condition. Also forming an autoduellist's club in the Palm Beach County Area. Contact: Ken Boucher, 230 7th Street, Apt. S, Box 8, Lake Park, FL 33403. (305) 848-2761.

I AM LOOKING FOR ANYONE WHO IS willing to trade favorite car designs and favorite or different scenarios as well as general correspondence. Also, if there is anyone out there living near the Clinton area, drop me a line. Write to Marc Davis, 111 Bennington Road, Annendale, NJ 08801.

VOLUME 1, NO. 1 — 2 ISSUES NEAR mint condition. That's right, I have 2 copies of the first issue. These are on the auction block and will be sold to the highest bidder. Bids will be accepted until the Winter 2036 issue of *ADQ*. They can be sent to: Kevin E. Brown, 4419 S. Logan, Lansing, MI 48910.

LOOKING TO CORRESPOND WITH fellow duellists, foreign and domestic. Write SP/4 Chris "Goose" Caporal, D Co., 5th Bn., 33rd Armor, Ft. Knox, KY 40121.

WANTED: SPACE GAMER ISSUE #58. Does not have to be in mint condition, just readable. No reasonable offer refused. Contact Drew L'Amoureux, 2615 North Chestnut Ave., Arlington Heights, IL 60004.

CURRENTLY, I HAVE ACCESS TO *ADQ* 1/2 to 4/1, and will sell them for \$8.50 for the first issue you ask for, and \$4.00 for each issue after the first. I also am open to bargaining. Send a check or money order to John McManis, 1841 Virginia Ave., Ontario, CA 91764.

THE ONLY *ADQ*s I HAVE ARE 1/4, 2/4, and 3/2-4/1. I need some or all of the others. I am also looking for an old ziplock bag version of *Car Wars* (mentioned in *Deluxe Car Wars*). Please write Matt Pendland, 11801 SW 3rd Ave., Gainesville, FL 32607.

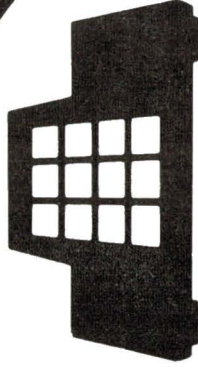
DOES ANYBODY OUT THERE IN crash country have *any* issues of *ADQ*? I'll buy practically anything, medium \$\$\$. Contact Matt Kershaw, 521 Summerhill Lane, Harleysville, PA 19438.

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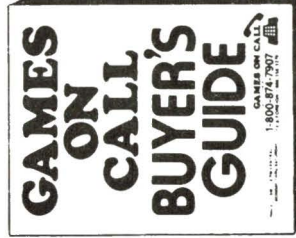
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AADA News

Congratulations to Mike Montgomery of the River City Autoduel Association for his stunning victory in the AADA World Championships held July 6 in Los Angeles, CA! A complete report on the exciting event is on page 8.

This issue of AADA News is going to be used to catch up on some overdue bureaucracy. First, I want to list all the club and regional champions that have been reported (as of mid-July) in the 2035-36 AADA World Championship Tournament:

California North Region — Curt Graham, Regional Champion and Carmel ADA Champion.

California South Region — Duilio Ramallo, Regional Champion and NOMADS Champion; James Tucker, SANDTRAP Champion.

East Region — Matt Patterson, Regional Champion and ROAD Champion; Drew Southwick, New Jersey Foundation for Death on Wheels Champion; Tony Nigito, Suffern Autoduel Division Champion.

Midwest Region — Tim Moffitt, Regional Champion and NOVA Champion; David LaMothe, MADD Champion; Carl Neal, TOO-BAD Champion; Vernon Cunningham, SCAADAT Champion.

North Region — Philip Schwartzberg, Regional Champion and Flaming Lakers Champion; Jim Bratt, Minneapolis ADA Champion; Russell McKinney, Land of Lincoln ADA Champion.

Northwest Region — John Sullins, Regional Champion and NorCal Transit Authority Champion; Brad Hindman, SPAR Champion; Steven Huntsberry, Marin Marauders Champion; Chris Coleman, CHAOS Champion; Jason Phillips, GONADS Champion.

Overseas Region — Andrew Buttery, Regional Champion and Royal Autoduelling Association of Australia Champion.

Texas Region — Mike Montgomery, World Champion, Regional Champion, and River City ADA Champion; Matt Swope, LUNATIC Champion; Rich Dyck and Jeff Ferris, Hosuton Free Oilers Co-Champions.

Congratulations to all these excellent duellists. A handful of clubs have not yet reported their club champions — I'll pass along any information as it comes in.

Second, I want to provide a complete list (again, as of mid-July) of all the AADA chapters we've got. Those of you looking to form a chapter should look over this list — there might be one in your area already!

The chapters are presented in no particular order. Early next year, the chapters will be reorganized into new regions, reflecting the geographic distribution at that time. So that's why there are no regional designations in this list. The AADA Chapters:

Sacramento Area Autoduel Association
James Worth, President
4715 Storrow Way
Sacramento, CA 95842

Land of Lincoln Autoduel Association
Russell McKinney, President
1407 Scottswood Rd.
Rockford, IL 61107

Tulsa Overt Operators for the Betterment of
Autoduelling (TOO-BAD)
Carl Neal, President
5930 E. 25th St.
Tulsa, OK 74114

Lubbock United National Autoduellists, Truckers,
and Insane Cyclists (LUNATIC)
Matt Way, President
3311 41st
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ADQ&A

1) Can gas-powered cars have two turboschargers? This is being done on present-day cars such as the Corvette, and I don't see why it can't be done 50 years from now.

2) How can a car get a Handling Class of 9? Improved suspension and racing slicks bring it up to 8, but I don't know of any other devices to improve handling.

3) Why is it that only a dragster can get acceleration of 20 mph if the power factors are double the weight? I think that this rule should apply to all other cars as well (or at least other racing vehicles).

4) Why is it only a dragster can employ both a supercharger and a turbocharger? Dragster engines are the same as the ones used by other cars (Aren't they?).

5) The *Dueltrack* dragsters move at a crawl compared to today's standards. 250-265 mph would be more realistic.

— John Stimson
Indianapolis, IN

1) *What is called a turbocharger in Dueltrack is really a turbocharger system — whether it's one turbo, two, or twenty, the game effects are the same.*

2) *Two mistakes here, John. First, No suspension improvements are allowed on racing vehicles (pg. 23). That means the highest HC is 7 — based on hardware alone. Add two more for a good driver who makes a high reflex roll, and you get a starting HC of 9.*

3) *The idea was to give the dragsters an acceleration edge no other racing cars had. If you don't like the rule, you're free to change it.*

4) *The idea was to give the dragsters an acceleration edge no other racing cars had. (Does this answer sound familiar?) Also, in the brand-new Uncle Albert's 2036 Catalog Update, there is a new turbocharger/supercharger combination that can be used by all internal combustion engines.*

5) *Just last week (as I write this), "Big Daddy" Don Garlits set a new ¼-mile record, breaking 270 mph. The problem is that the*

stuff that the 1980s-era drivers burn in their machines isn't available in 2036. Inferior fuel, inferior speeds . . .

— SDH

1) Is a limpet beacon automatically destroyed when a homing weapon strikes the vehicle, or should the rules for destroying AP grenades be used to determine a limpet's fate?

2) The rules for ejection seats currently state that after ejection, there is no armor left on the top of the vehicle. For vehicles like vans and station wagons, this seems a bit silly. Might I suggest using the sunroof rules for the holes in the roof?

— Ken King
Wichita, KS

1) If the limpet beacon is mounted on the outside of the vehicle, and the homing weapon hits the same side of the vehicle that the beacon was on, then there is a 3 in 6 chance (roll one die) that the beacon will be destroyed. If the limpet beacon has been smuggled inside the vehicle, or mounted in an inaccessible place (like the underbody), it probably won't be destroyed. But every possible situation can't be covered here — use common sense.

2) It's a good variant. Anyone who wants to use it certainly may.

— SDH

I have read some pretty stupid questions in your column, so I figured you wouldn't mind a couple more:

1) Can you put a ram plate on other sides of a car, in case you're driving backwards, or ramming somebody with a bootlegger?

2) What would happen if someone informed Gold Cross that you were dead, and they activated your clone while you were still alive?

3) Can area effect weapons be used on vehicles within 1" of each other? If not, why not?

— Marc Majcher
Fairport, NY

1) I don't think that would work.

2) Gold Cross tends to not take just anybody's word on questions like this, but checks very closely into their clients' deaths, to make sure they are legitimate.

3) An area effect weapon (like a laser or a machine gun) has to be held on a "hard" target (like a vehicle) for the entire burst to do

damage. Only against "soft" targets (like people) can an area effect "spray" attack do any damage.

— SDH

1) Wouldn't a roll cage's cost and weight depend on the size of the car it is placed in?

2) Does the weight of a tire include the tire and the wheel hub, or just the tire?

3) Can a cycle use PR Radials?

4) What's the use of putting an OR suspension on a trike? After all, it's automatically built that way. All you're doing is wasting 500% of the cost (talk about a sales scam!!).

— Russell Stewart
Albuquerque, NM

1) Technically, yes. But a table with 14 or 15 different entries seems a little too complicated for what's supposed to be a simple item.

2) Just the tire.

3) Yes.

4) I don't know where you read that trike chassis are automatically ready for off-road, but I don't think it's any of our rulebooks! And OR modification costs 300% of the chassis cost for trikes, not 500% . . .

— SDH



1) What is the maximum reverse speed with internal combustion engines?

2) Can flamethrowers be put on corner mounts at the front of a car, and where can they fire without taking damage?

3) Let's say a vehicle calculates his HC as 4, and rounds it down to 3, since it's the highest allowed. Then he loses a wheel. What is his new HC?

— Matthew Johns
London, England

1) The engine isn't the important part, it's the transmission. Most reverse gears can't go much faster than 30 mph (and don't forget that all maneuvers in reverse are one difficulty class higher!).

2) Even corner-mounted, if the flamethrower fires into the regular forward arc of fire, the front of the vehicle takes the damage (if the vehicle is moving forward at the time.) Fire into the side arc would be safe.

3) The permanent HC penalty (3 for losing a wheel) is deducted from the original HC of 4, not the rounded-down HC of 3. So the new HC is 1. See, there is a reason for raising your HC above 3!

— SDH

1) Is it possible to use component armor to protect the driver of a motorcycle?

2) Do armored wheel hubs work on motorcycles? In conjunction with cycle wheelguards?

— Alan Stearns
Edmonds, WA

1) Yes.

2) Yes, but you need one for each side of the wheel. And you can use them in conjunction with wheelguards.

— SDH

1) If you caught on fire using the variant fire rules, you burn for the rest of the game (unless extinguished), not just the Burn Duration, right?

2) Could you connect a Single Weapon Targeting Computer to, say, a pair of linked MGs?

— Dennis Ecks
Deadhorse, AK

1) Burn Duration refers to the number of turns the weapon continues to have a chance to set the vehicle on fire, not how long the fire lasts once set. Once the fire is set, you continue to burn until extinguished, or until there's nothing left to burn (which would take a couple of minutes, at least).

2) Yes, that will work.

— SDH

1) Could there be a rule for wills in which you could leave money, weapons, cars, etc., to beneficiaries?

2) When earning discounts because of prestige, do you only earn prestige on new cars and repairs or on weapons, ammunition, etc.?

— Greg Rooney
Minden, NV

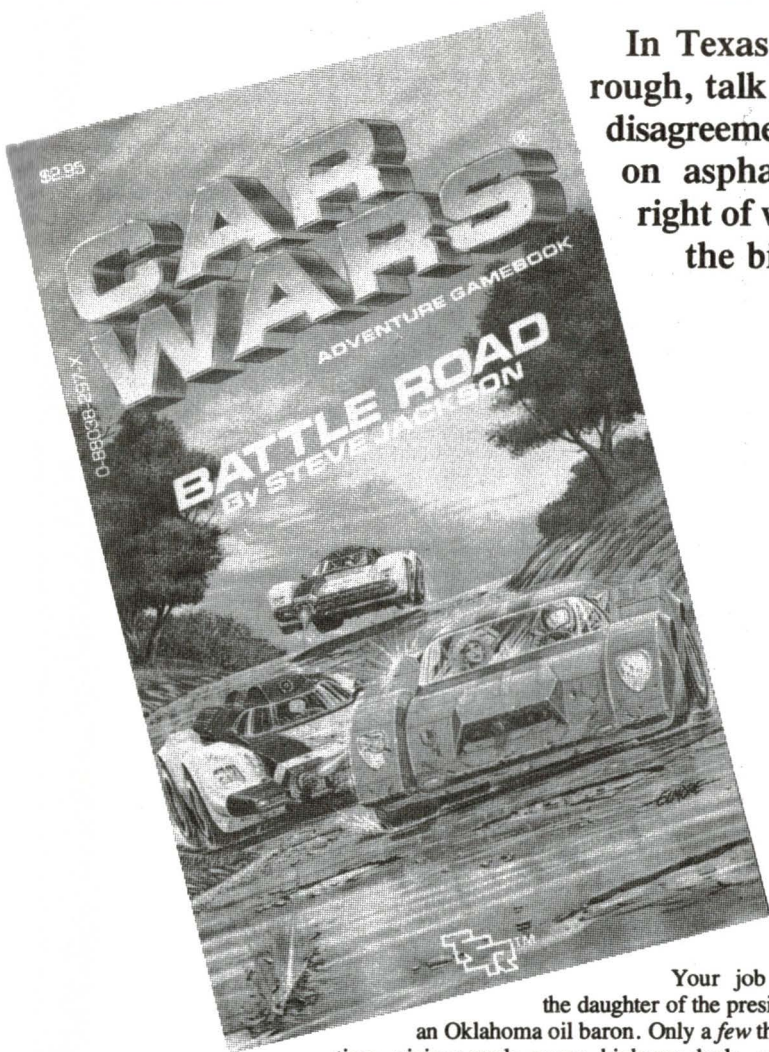
1) This depends on your own campaign. With Gold Cross, it's not usually necessary.

2) Everything!

— AV

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Backfire

I would like to comment on Paul May's letter in *ADQ* 3/3. I see no reason why his designs for hovercraft and tracked vehicles should not be published, if they are good enough. Variety is the spice of life. Also, I think you have already gotten into "off-beat conveyances" when you published the designs for trikes. Three-wheelers are not exactly common. You also mentioned in your answer that you did not think you would be getting into boats, while, in "The Driver's Seat" of the same issue, plans for a "Boat Wars" supplement are mentioned. If this supplement comes together, hovercraft would be needed as a means of amphibious transportation.

Finally, Paul May mentions that fusion motors would be a good idea for *Car Wars*, and that a researcher claims he will have a working fusion motor in a car in eight years. This is ridiculous. Scientists have yet to achieve a controlled fusion reaction which puts out more energy than it requires. These tests occur in reactors which are the size of small buildings, not car motors. If such a motor were ever put in a car, the slightest damage could damage the reactor enough to cause an explosion that has the power of a hydrogen bomb, because it would *be* a hydrogen bomb. And you thought internal-combustion engines were explosive! From now on, let's try to keep *Car Wars* at least nearly technically feasible. Please?

—Scott Drellishak
San Marino, CA

Three-wheelers are off-beat, I admit it. But they use the same power plant-to-tires drive system as cars and motorcycles, so movement rules are simple to derive. Not so with hovercraft. Boat Wars, by the way, has been shelved as a separate release, but there is much lobbying in the office to run it here in ADQ. But I disagree that hovercraft would be "needed" in an amphibious combat game; mankind's sailed the seas for millennia without them, so we could probably survive without them a little longer.

—SDH

I have a helpful hint for GMs that you might be able to *stick* somewhere in "Backfire."

Instead of using tape to hold down maps, movement charts, etc., use the sticky gum stuff that is used to hang up posters and things. You can buy it almost anywhere. I also put it on the bottom of vehicle markers. It makes the "deadly sneeze" not so deadly. And the best thing about it is that when you take it off you don't take half the paper with it.

Also, I'd like to say I would not like to see any boats, planes, hot-air balloons, space shuttles, shopping carts, lunar landers, surfboards, trolley cars, windsurfers, rocket carts, windboards, windbuggies, unicycles, or skateboards into the game. Well, maybe skateboards (but only if they are armored properly). Your game is excellent as it is. More vehicles would just make it complicated.

—Matt Hurtgen, Miami, FL

Being an Anarchist myself — a *real* one, thanks — I take exception to your article in "Newswatch" (*ADQ* 4/1). Except for the entry under 2016, not a word you printed about me and mine is true. Wassamatter, did you think there were none of us around to complain?

For one thing, the last time Anarchists seriously tried any form of terrorism was in the big labor wars of the 1880s. We gave it up for the best of reasons; it didn't work. Organizing and teaching independence work one helluva lot better.

In point of fact, most Anarchists were also pacifists until at least 2025, when "pacifist" became synonymous with "corpse."

For another thing, Anarchists actually winning enough elections to start abolishing offices is the biggest gain we've made in over 100 years. None of us were "frustrated" at that, thank you! We've always known that before we can get to the national level, we first have to sweep the local and state offices. We were doing very well at that, well enough that the state and federal governments grew seriously alarmed and took steps to stop us. It's plain that you don't know what those steps were.

First the federal government tried counter-propaganda and heavy backing of non-Anarchist candidates, with the usual dirty tricks. That didn't work, since most people have enough sense to distrust politicians. Next, it tried harassing and arresting our candidates. That

didn't work, either, since we're all pretty good shots and had been expecting this kind of thing for some time. Then they tried infiltration and provocation — at which they were halfway successful.

The Anarchist Relief Front wasn't invented by us. It was the creation of federal agents who got into the Anarchy Party's national convention of 2021. We all recognized what they were and what they were up to when they tried to form the ARF there. The reason you don't hear anything about the ARF until 2027 is that the rest of us chased those SOB's out of the convention hall, held a lot of stand-up duels right there, and more duels further down the road. I don't think any of the original agents survived the convention by more than a week.

Not to be outdone, the federal government collected more agents and founded the ARF anyway. They spent the next few years recruiting and training members — from the army, the federal spy agencies, and a couple of outlaw biker gangs who didn't care crap about politics but liked the fun, drugs, and money. This bunch proceeded to attack civilians, particularly in heavy Anarchist-voting areas — never government targets. That's the real giveaway. Their original purpose was to discredit the Anarchist movement and scare voters away from the Anarchy Party.

After a while, the ARF evolved a third purpose: To get Senator Wesley elected president.

Look at the facts. Who was the defeated candidate in the first election that an Anarchist won? Who was the chief backer of the first Senate bill to curtail the Anarchy Party? Who has campaigned for his Senate seat every year on the platform of "getting rid of the Anarchist menace"? Who was on the Senate Internal Security Committee when the infiltration started and the ARF was formed? Check it out. He's trying to climb into the White House on us . . .

Now anybody can say he's an Anarchist — it's an easy word to pronounce — but people who really believe in the idea try to *live* by it. If you believe that man-made laws and governments bite the big, hairy banana, then you give up all the protections thereof. That means that your life is in your own hands, your reputation means a helluva lot to you, and you never expect other people to do your fighting for you.

This means that stupid Anarchists don't live long.

So, do you really think we'd be stupid enough to terrorize our own voters? Discourage our own supporters? Close off the roads that we ourselves need? Come off it!

The truth is that we've been hunting down the ARF's for the past several years. We've founded the self-protective militias of the towns we live in and have voters in. That's why we still have voters, and supporters, and still get elected to local offices — and abolish the same — every year. That's why so many towns still "Drop out of sight," slip off the government records, get reputations as ghost towns or gang hideouts — every year. That's where a lot of the runaways from the cities are. The newspapers and politicians can lie all they want to, but the citizens we deal with know the score.

In evidence, I enclose the following account, from a neutral observer, of what *really* happened on the Midwest Passage. Bon appetit!

— Leslie Fish, Berkeley, CA

Leslie's very interesting account of the events of Senator Wesley's trek to St. Paul is much too long to include here, but we hope to publish it in its entirety in a later issue.

— SDH



In response to John Walker's letter in *ADQ* 4/2, I must agree with him. He is absolutely correct in pointing out that attempts to support or deny the viability of *Car Wars* are a waste of time, and have nothing to do with the game system. Trying to perform reality checks on *Car Wars* is a useless gesture, since the entire system, future history, and future additions are purest fantasy.

CAR WARS IS FANTASY. Reality stops once you get past the scale of 1'' = 15' and 10 mph velocity = 1'. Can you take a three-ton car and pull it 180 degrees at 30 mph without rolling it? Or a 3½ ton pickup with off-road suspension, for that matter! In *Car Wars* you can. And that's one of the simple examples of the system's unreality/fantasy. But the fact that it's fantasy makes no difference: *Car Wars* is still a lot of fun, it's playable, and makes sense within itself — the marks of a good game system.

Therefore be it resolved that *Car Wars* is fantasy, principally adjudicated by Scott Haring (and adjudicated second-hand by game-masters across the country and beyond), and reality is not to be applied as a tool to dispute the system, since reality only applies when the adjudicator(s) wants to. And it saves time and argument that way. So, if you want teeth-gritting, slow-moving (but very accurate) realism, play *Air War*. Otherwise, stick with smooth-running, playable *Car Wars*, and save reality for the Six O'Clock News.

— Craig Sheeley, Springfield, MO

Bill Jeg does raise a few good questions, but the bottom line is this: The year is 2036, and it would have been better if he had just killed that driver and gone on. It's a dog-eat-dog world out there and there is no such thing as Robin Hood and his merry men (it's more like Butch Legbreaker and his merry cut-throats!). He and his gang better get used to killing or be killed themselves.

— Timothy D. Jacques, Bellevue, NE

I am very upset by your failure to answer Bill Jeg's letter in *ADQ* 4/2. Suggesting an attitude that might help with the "to kill or not to kill" problem will not solve it.

You see, I also run a small cycle gang and often run into the same problem when we destroy a small vehicle's back armor before it can return fire, and the driver surrenders. If he got out and fired hand weapons at us, we could kill him easily enough, but I can't bring myself to order a half-dozen well-armed men to shoot an unarmed man in cold blood.

If anyone has a workable solution to the problem, send it in.

In closing, I would like to commend the staff at *ADQ* for an excellent magazine.

— David Sherohman, Chaska, MN

Gee, I didn't know this crisis of conscience was so widespread among the outlaws of North America. My rather flip answer last issue has a real solution hidden within it: If killing bothers you, don't get into the crime business. Anyone with a more creative solution than that is encouraged to share it with the rest of us.

— SDH

In "The Driver's Seat," you are always talking about how many submissions you are

getting. I get the impression that several people are sending in (mostly) carefully thought out and well-designed devices and vehicles. And from what you have printed of reader submissions, some of them seem to be very nice.

Yet, looking through *ADQ*, you have so many of *your* designs. Many of them are just your average vehicle, but with some item that is new to this issue. And I know that we'll all make mistakes, but the Shocker (*ADQ* 4/1) just goes to show how careless you can be occasionally. Please, try to publish some more of the reader submissions in departments other than fiction and "ADQ&A." Don't get me wrong — some of your designs are very nice. It's just that I would like to see some more of the reader's designs in the next issue.

—Josh "Pan Am" Goldfoot, Madison, WI

I don't know if "careless" is the right word, Josh. I prefer "dunderheaded" or "brain dead." You're right — I do a lot of the car designs myself, because one of the ideas of the car ads (and you spotted this one, too) is to illustrate how brand-new gadgets would fit into a vehicle design efficiently. I've been saving the outside vehicle submissions I've been getting for The AADA Vehicle Guide II (which I've already got too many of, as it is). But you make a good point. In upcoming issues, watch for more designs from our readers and fewer from me.

— SDH

One aspect of autoduellings that many of its fans seem to woefully ignorant of is the nature of modern, ablative armor. Most have the misconception that armour is just hunks of high-density plastic. The armor, as it comes from suppliers, is a very thin, pliable sheet of plastic. When it is to be applied, the side of the vehicle is sprayed with a transparent primer, and the plastic sheet is spread over the area and cut to fit. Then electrodes are attached around the perimeter and a DC current passed through the armor which "sets" it. When the armor is set, there is a great deal of tension in it. This provides the armor with a great deal of strength. If, however, the surface of the armor is broken, the entire sheet disintegrates into powder. Fireproof armor merely uses a non-flammable (but considerably more expensive) type of plastic. Laser-reflective armor uses a primer containing very fine metal particles.

— Rob Robotham, Ottawa, Ontario

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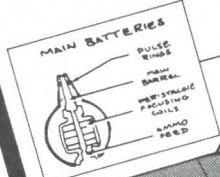
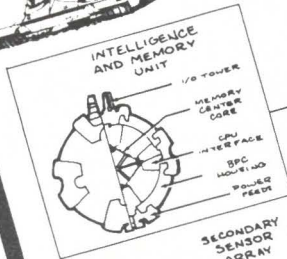
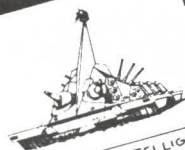
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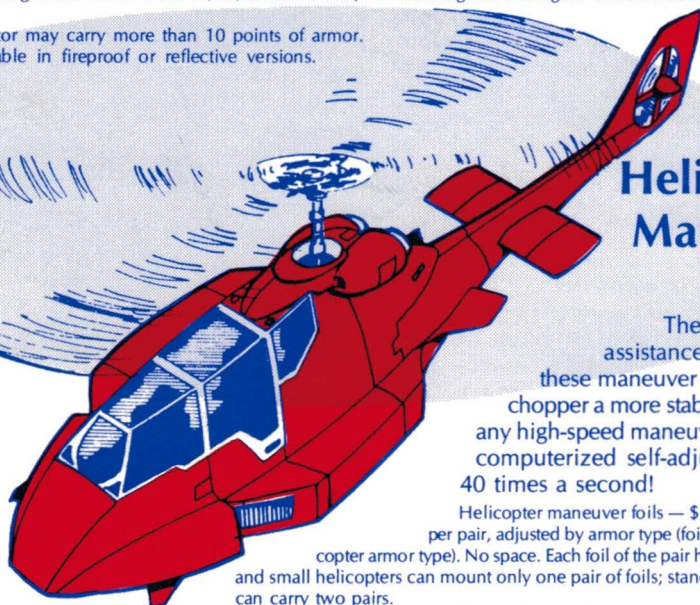
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Main rotor: twice the cost, half the weight of the helicopter's regular armor. Triple the usual cost to repair.

Stabilizing rotor: One and a half (1.5) times the cost, half the weight of the regular armor. Double the usual cost to repair.

No rotor may carry more than 10 points of armor.

Not available in fireproof or reflective versions.



Helicopter Maneuver Foil

The latest in flight-assistance technology, these maneuver foils give your chopper a more stable ride through any high-speed maneuver. Automatic computerized self-adjustment up to 40 times a second!

Helicopter maneuver foils — \$3000 and 300 lbs. per pair, adjusted by armor type (foils must match helicopter armor type). No space. Each foil of the pair has 3 DP. One-man and small helicopters can mount only one pair of foils; standard and transport can carry two pairs.

Like spoilers and airdams on cars, maneuver foils reduce the difficulty factor of any maneuver by D1 when the helicopter is moving 60 mph or faster. D0 maneuvers do not force control rolls.

Foils are mounted in pairs on opposite sides of the helicopter body. A foil can be targeted at -2. If one foil of a pair is destroyed, the helicopter's HC drops by 2 until the other foil is also destroyed or jettisoned. If the helicopter mounts more than one pair of foils, the HC modifiers are cumulative when half of each pair is destroyed. A foil can be armored with component armor.

Jettison option — \$300 per foil, no space or weight. Triggering this option detaches the foil from the helicopter, at the same time destroying it (½" burst radius) so that it falls as harmless debris to the ground below. Jettisoning a foil counts as a firing action. Foils can be linked for the usual cost to allow multiple jettisons with the same action. Ditching the foils is a D2 hazard, but the helicopter's acceleration may improve.

Grasshoppers can use maneuver foils.

Fly SMOOTH. Fly SAFE. Fly HIGH.

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