

ADQ

**Autoduel
Quarterly**
The CAR WARS® Magazine

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Vol. 8, No. 2

DUELIN' IN THE USA

Compendium Official Rules Changes
World Racing Championship Rules
Plus Fiction, Features, And More . . .



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Vol. 8 No. 2

Summer 2040

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THE DRIVER'S SEAT

Howdy

Well, here I am. ADQ has its fourth editor in four issues, and I feel about as secure as a biker-in-colors at the annual convention of the Brotherhood.

My name is Chris W. McCubbin, and besides cobbling together this august periodical every three months, my "official" job title here at Steve Jackson Games is Staff Writer. I've been here since last December, and so far I've written three *GURPS* books, *Aliens*, *Space Bestiary* and *Fantasy Folk*. I live here in Austin with my wife, Lynette, and our cat Polychrome.

Can I be honest with you guys? It's been a lot of years since I last played *Car Wars*. I'm basically relearning the rules from scratch. I've been doing some serious cramming, and I've already learned a lot, but you all will just have to keep your eyes open for the next few issues, and set me straight when I goof. I can count on you for that, right? In the meantime, ace duellist Ken Scott is helping me out as the official ADQ rules guru.

So why am I here, if I'm not up on my *Car Wars*? Well, I do know how to put out a magazine — before I joined Steve Jackson Games I spent over a year as managing editor of *Amazing Heroes* magazine, which I know all you comics fans read religiously. (No? Oh, well check it out, it's a good magazine.)

Enough about me already.

Strange Days Indeed

Been hearing some wild rumors about your favorite games publisher lately? SJG raided by federal agents? Half the staff laid off?

True, all true. See p. 4 for the bizarre details.

In case anybody's keeping score, here's the current organizational table for *Car Wars*.

Address all ADQ submissions, letters for "Backfire," and classifieds, and all official AADA business to the attention of me, Chris McCubbin.

Address all playtest correspondence, and any proposals for new *Car Wars* books or games to the attention of Loyd Blankenship.

Address all subscriptions, subscription problems and orders to the attention of Circulation.

Got it?

Make Me Happy

You send letters, you send vehicle designs, you send questions, and you want to see them all answered in a decent amount of time. Fair enough. I'll do my best (though sometimes it might take a month or even two). But here's what you can do to make the process easier:

Put different things on different pieces of paper. Like, say you're sending me three rules questions, four vehicle designs, a classified and a letter about the last issue. Put the rules questions on one sheet, the vehicle designs on another (or several), the classified on a third and the letter on a fourth. And don't forget adequate postage. That will make it easier for me to file your correspondence, and consequently easier for me to respond to it. As I mentioned above, orders and subscriptions should not be sent to me at all. You don't have to include separate Self-Addressed, Stamped Envelopes (SASE) for everything, but you should keep in mind that the more different things you put in one letter, the longer it'll probably take for me to respond to everything.

Vehicle Design Blues

Every couple of weeks I get a submission that just breaks my heart. It's a hefty package of meticulously and lovingly-designed vehicles, often with an official design sheet appended, from some dedicated duellist who wants to share his designs with the rest of the world.

It breaks my heart because I can't use 'em, and the reason I can't use 'em is because they're only half done. Folks, if you want to see your designs published in ADQ, make sure they're done in ADQ style. That means you come up with a vehicle name, a manufacturer's name, a paragraph or two of "ad copy" describing your vehicle in plain English, and then you put the actual stats all together at the bottom.

If you just send me a bunch of numbers on a design sheet, I can almost promise you it won't see print (and we're not even thinking about *Vehicle Guide 4* yet, so they won't be printed there, either).

While we're talking about submissions, I want to mention that the one thing I'd like to see more of is original, full-length scenarios — mini-scenarios are great, but I want to mix them in with the big boys.

You'll also be seeing more of "Arena Watch" and the "AADA Road Atlas and Survival Guide" in the future, so new submissions for those features are welcome.

Of course, we're always looking for more good fiction. Aspiring fiction writers should check out last issue's "Driver's Seat," by Mike Hurst, for a set of dos and don'ts that can't be beat. We have several interesting variants on hand, but not so many that I'm not interested in seeing more. One thing I'm not interested in seeing at the moment is anything for *GURPS Autoduel*, at least not until we get an *Autoduel* second edition definitely on the schedule.

What's New

By the time you read this, *Car Wars Compendium*, Second Edition, should be really, truly, absolutely out. The *Compendium* has been delayed for what seems like an eternity by the recent financial strangeness, but it's finally shipping at long last. However, for those of you who may feel like you only bought the First Edition *Compendium* last week . . . Fair enough. We'll just put all the major changes between the two editions in an article, and run it in this very issue. How's that?

Work on *Aeroduel* is well underway, and it's scheduled for August release. Written by Craig Sheeley and edited by Mike Hurst, *Aeroduel* is a boxed game, with at least 48 pages of rules, an airport maps and two full-color counter sheets, all for \$19.95. Take to the skies!

The other big *Car Wars* release for 1990 is the long-awaited, much-discussed *Car Wars Tanks*. It's also to be written by Sheeley and edited by Hurst. ADQ will keep you posted on this as it progresses. Look for it in November.



Changes

As usual, everything's changed around here since last issue. This time, however, everything's even more chaotic than normal. See the next page for the reason.

David N. Searle is no longer head of the AADA. Until a new head can be appointed, Chris W. McCubbin will be acting as AADA administrator. Dave will, however, still be running the 1990 world championships.

The Winningest Duellist and Winningest Club contests, announced in *ADQ* 7/3, have been canceled. Apologies to all those who entered, but the chaos left behind in the wake of four different editors and two AADA administrators in the last year make anything resembling an accurate count an impossibility. To make it up to you, we'll be running the contest again next year, to begin the day after the world championships — July 2, 2040, and ending when the 2041 champion is crowned. Here are the rules:

Winningest Duellist: This award will go to the duellist with the most tournament victory points. Whenever you compete in a *Car Wars* tournament sponsored by Steve Jackson Games, and take one of the top three places, let us know! Points will be awarded in the following manner; first — 5 points, second — 3 points and third — 2 points. All you have to do is send *ADQ* a copy of the certificate, along with the name of the convention and event number for confirmation. The duellist with the most points at the end of the year will win a still-to-be-determined-but-cool prize from Steve Jackson Games, and official recognition in *ADQ*.

Winningest Club: This title will be awarded to the club with the most points from club-to-club competition. Each club may only compete for club points once per month. For example: If the NO-MADS duel the RCADA in September, neither of these clubs would be eligible for club points again until October, no matter who won. Send in the signatures of all the Club members that competed, along with the name of the club they belong to, to get your points. The club that wins will get 3 points, the losing club gets 1 point. The winning club will receive recognition in *ADQ* and unlimited bragging rights for the next year.

World Championships

At this writing the 2040 World Championships are barely a month away, but with luck this issue should be available by the time they roll around. Complete rules were printed last issue. This time, we'll just give the schedule and answer a few questions that have come up since then.

Contrary to what we previously published, we were only able to get one time slot for the first round. It will be held Friday, June 29, from 9 a.m. to 1 p.m. Club champions will be seated in the second round, to be held Saturday, 9 a.m. to 1 p.m. Regional champs will be seated in the third round, to be held immediately after, from 1 p.m. to 5 p.m., and the final round will be held Sunday, from 8 a.m. to noon. Remember to report your club or regional victory, so we can confirm your champion status.

Yes, regional champions are eligible for a \$50 travel reimbursement if they attend the World Championships. Please contact the SJG staffers at Origins as soon as possible after arriving, to arrange for your reimbursements. And *please* make sure that an account of your regional win is sent to *ADQ* as soon as possible, otherwise we'll have no way to verify your status at Origins.

We've gotten a couple of questions about definitions in the vehicle descriptions. In Car 1, PRSBFP tires are Puncture-Resistant, Steel-Belted, Flame-Proof tires. In Car 3, HTC is High Temperature ammo for the paint gun.

Finally, one obvious rules adjustment. **Rule 3:** All rules in the *Car Wars Compendium*, *Second Edition*, and all official errata published in *ADQ* 8/2 (this issue) will be in effect. No other rule or rules change published after *ADQ* 8/1 will be used.

Other Championships

We only have a few club and regional reports in. If you haven't reported the results of your club or regional championship yet, or if your report got lost in the scuffle, let us know and we'll print a report next issue.

NOVA (Lincoln, NE): Long-time *ADQ* contributor Tim Jacques scored an undisputed single-round victory in the NOVA club championships. Club president Norman McMullen took second, with Don Viner and Don Jacques in third and fourth. Rounding out the field were Mike Hirtis and Jay Chladek. Chladek, last year's champ, may have fallen from grace, but he went out in a big way in a head-on collision with Hirtis, with both cars going 85 mph!

WASTED (Hampstead, MD): Club president Erik Leppo and his Rocketeer sedan took the WASTED title in 26 seconds. Kevin Eckles was a remote second and Matt Metcalf third, with John Packard and William Hobson tying for bottom honors.

Greater Orlando Duellists Society (Orlando, FL): Chris Woods is the first champion for this new Florida club, overcoming an early point-lead by Kyle Miller. Miller ended up in third place, and Eric "the slasher" (no last name) took second honors. Also in the field: Sidney Williams, Todd Hunt and (presumably) John M. Hurtt, who reported on the event to *ADQ*.

TRAACS (Colorado Springs, CO): Club VP Chris Mandile was declared champion by president Jason Burdullis, in a hotly-disputed playoff plagued by illegal vehicle designs. Also competing: new member Josh McElwee, Dan White, Pete Soderlund and James Cross.

Central Regionals: Tim "The Weasel" Jacques proved his club championship was no fluke in the Central Regionals, coming out on top against Norman "Stormin'" McMullen, Donald "Recoilless Rifle" Jacques and Cliff "Doc" Christiansen, last year's Midwest Regional champion. In a classic example of a bloody, no-holds-barred duel, Christiansen fell first, then Don Jacques. When Tim Jacques took out two of McMullen's tires he had McMullen at his mercy, but instead of administering the *coup de grace* then and there, accepted McMullen's challenge to a hand-weapon duel to decide the championship. It didn't do Norman any good, however, as Jacques blew him away with the first shot from his HAVR.

New Chapters

Welcome to our new chapters, the aforementioned Greater Orlando Duellists Society, the Dakota Outback Corps from Brookings, SD, Road Kill Cafe of Wichita, KS, Vindication: Greater Victoria AADA of Victoria, B.C., Canada and the Five Neat Guys from Livonia, MI.

Fear and Loathing in Austin

SJ Games Raided!

by Steve Jackson

A high-volume but unprofitable 1988 and 1989, followed by a series of unexpected blows, has left Steve Jackson Games with very severe cash flow problems. In order to increase its chances of survival, the company has cut its staff in half and reduced its new-product schedule drastically. Current plans call for about one product per month. The company's two magazines, *Autoduel Quarterly* and *Roleplayer*, will continue on schedule.

Background

1988 and 1989 were growth years, but they were unprofitable for a couple of reasons — mainly management problems. To put it in a very small nutshell, we had a couple of people here who weren't clear on what they were doing. We were spending too much money and selling at too low a discount. The financial officer was also failing to book or report a lot of perfectly legitimate debts.

As a result, we went into 1990 with about \$90,000 worth of old debts which we had not known about until Sharleen Lambard physically searched the work area of the ex-financial officer. About \$60,000 of these were IRS obligations! During January and February, rigid cash control and big year-end sales helped reduce the debt. But, though the debts were getting smaller, they were also getting older, and we found ourselves on a cash basis with more and more suppliers. In late February of 1990, our cash flow became critically bad.

Your Tax Dollars at Work

Our last hope at this point was to release a top-selling product to bring in some desperately-needed cash. This product was to have been *GURPS Cyberpunk*, set for a March release. But on March 1, our office was raided by the U.S. Secret Service, in conjunction with a data-piracy investigation. All current copies of *GURPS Cyberpunk*, in both hardcopy and disk form — along with the two office computers the manuscript was on — were taken. The home of the *GURPS Cyberpunk* writer was also raided, and his own computer taken. Also taken were the data files of playtest comments.

We have since been told that the *GURPS Cyberpunk* manuscript was not the object of the raids. However, we have been unable to secure the return of the manuscript; the only result of our efforts has been huge legal bills. The Secret Service at first flatly refused to return anything — then agreed to let us copy files, but when we got to their office, restricted us to one set of out-of-date files — then agreed to make copies for us, but said "maybe tomorrow" every day from March 4 to March 26. On March 26 we received a set of 9 disks which purported to be our files, but the material was late, incomplete and well-nigh useless.

Many parts of *GURPS Cyberpunk* had to be virtually re-written, but the book was eventually released, more than a month late.

At this writing (early June), our hardware and software have still not been returned. The US Attorney continues to tell us that we will get it back "soon."

Survival Mode

In the aftermath of the raid, it became clear that our inability to ship *GURPS Cyberpunk* on time would cripple cash flow so badly as to threaten the company's future. On March 9, after an emergency meeting with our CPA firm, we made some very painful decisions. Eight people, out of a staff of 17, were let go, effective immediately. The production schedule was cut back radically.

To answer some of the obvious questions at this point:

"Are you going to survive?"

I think so. We're working as hard as we can to stay in business. Cross your fingers. Buy games.

"What happens to Car Wars?"

We have two large *Car Wars* supplements still scheduled for 1990, and work continues, though slowly, on others. *Autoduel Quarterly* will continue on its regular schedule, and the 1990 World Championships will be held at Origins as always.

"Will the ILLUMINATI BBS remain in operation?"

Yes! It was down for several weeks, because the BBS computer was one of the ones taken by the Secret Service. But now we're running again with a new multi-line system. Since the changeover was expensive, we're considering plans to allow the users to help support the system. We may be asking users and sympathizers for donations . . . probably in return for increased board access.

The old text files and message bases may or may not ever reappear. It depends on whether the SS returns the files and backups that they took.

"Are you going to sue the Secret Service?"

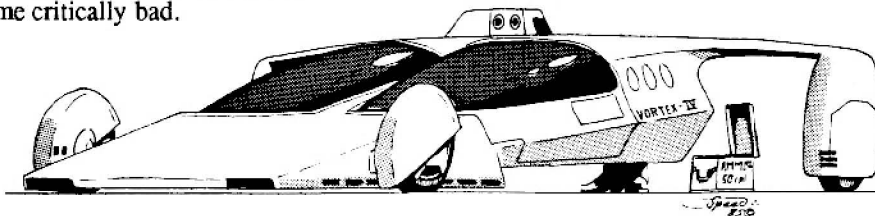
Many people have advised that we sue the government for loss of business, the damage done to our offices in the raid, and so on. But, while the Fourth Amendment theoretically protects against "unreasonable search and seizure," we have been advised that a lawsuit against the Federal government is very expensive and very time-consuming, with no guarantee of success, no matter how outrageous the offense. We may have to let it go in order to concentrate on survival.

"What happens to the projects cut out of the schedule?"

For the most part, we will continue to work on them, but with a lower priority. We don't want to cancel anything entirely.

Closing Comments

That's about it. Thanks for your help and support. We're going to do everything we can to pull through this and keep on making good games. "That which does not kill you makes you stronger" — so cross your fingers.



The History of South America

1400s-1700s — Colonial rule. European countries (mainly Spain, Portugal, France and Britain) stake huge claims on South America, with the twin goals of saving souls and finding gold (not necessarily in that order).

1999 — South America picks up the slack as OPEC crumbles from the Oil Crisis. Brief “glory days” of oil riches, but the world thirst for gas and oil sucks oil reserves dry within a few years. Economies collapse overnight, and governments default on trillions in loans from foreign banks. Huge loan deficit will eventually come back to haunt the United States and Western Europe.

2012 — The Short War has little effect on South America. A few port cities are targeted, but American and Brazilian SDI systems manage to stop most inbound.



2012-2024 — Chaos and death envelope the entire continent. Brazil is the first country in the area to acquire algae food processors, and they guard their prize jealously. Chile and Argentina commence a two-year border war in which chemical weapons are widely used. Peru and Columbia are entirely controlled by drug lords.

2026 — Brazil uses its vast political, economic and military power to begin a program of annexation and conquest. Reports are suppressed, but it is believed that chemical and nuclear weapons are used.

2035 — *Car Wars* released to the general public. Start of the “Brazilian Empire.” Brazil has nearly doubled its size with the annexation of Chile, Argentina, Paraguay, Uruguay and the northern colonial territories. Programs are initiated for a unified currency, language (Portuguese) and military.

2040 — Brazil is a recognized superpower. Its economic strength can only be matched by the Japanese Protectorate and its military is on a level with that of the United States. Brazil’s major exports are weapons, food, electronics and nuclear research. A manned Brazilian space station is scheduled to go up by the end of the year. Autoduelling is a popular sport, but strictly illegal outside the arena.

Getting their Number

Why are U.S. roads designated by number rather than name? In the early days of motoring there were so few highways in the country that each could be given an individual, descriptive name. In the early 20s, however, things were rapidly getting out of hand, and the U.S. Bureau of Public roads turned to the American Association of State Highway Officials for a solution. It was decided to create a numerical grid, with odd numbers designating north-south and even numbers east-west roads. Lower numbers indicate highways in the north and higher numbers those in the south.

In 1956 the interstate highway system was adopted and the numbering system was revised. The odd-even breakdown was retained, but low-numbered interstates were allocated to the southwestern, rather than the northeastern part of the country. Two-digit numbers designated national through-routes, while three-digit numbers were used for local interstate segments. If a three-digit interstate has an even first number it’s part of a loop, if the first digit is odd, it’s a spur.

Fifty Years Ago Today

The U.S. Army began testing four prototype rifles as possible replacements for the M16A2 as the primary combat rifle of the US military. The prototypes were designed to meet the Army’s goal of a 100% increase in average hit probability over the M16A2.

All four weapons featured dramatic, futuristic styling and the very latest in ammunitions technology. The prototypes from the USA’s AAI Corporation and Steyr-Mannlicher of Austria both fired flechette ammunition. The AAI featured the most traditional styling of all the prototypes, while the Steyr-Mannlicher had a unique, rounded “bullpup” design.

Colt’s entry was capable of firing both the standard US Army M855 ball and a completely new ammunition type, the “duplex” round. The duplex round consists of two bullets loaded nose-to-tail in one casing, and is designed to increase hit probability.

But the most radical of the new weapons came from West Germany’s Heckler & Koch. Another bullpup, with a non-removable, variable-power sight, the H&K was a variant on the West German G-11 rifle. Its most unique feature was its ammo —

it used the first successful caseless cartridge, a 4.92mm bullet sealed in a rectangular block of nitramine compound, 58% lighter than the M855 round then in use.

The Army announced hopes for a decision on the type of technology to be adopted by late fiscal year 1991, with the possibility that a new weapon could be in the hands of soldiers by 1995.



Heckler & Koch 4.92mm Bullpup Prototype

DUELIN' IN THE USA

"Duelin' in the USA" is a collection of short scenarios set throughout North America. Most are intended for two or three players, but could be easily adapted for more. Only a few need a referee. Let us know if you want to see more scenario anthologies like this one — and send in your scenarios! — The Editors



Log Jam

by Eric Reel

Wisconsin

Wisconsin isn't well known for gang activity. The logging industry just doesn't provide much opportunity for hijack profits, and the constant traffic of heavily-armed trucks makes the roads decidedly unhealthy for outlaw cyclists. Still, trucking losses in the Green Bay area are among the highest in the nation. Rivalry between lumber firms is heated, and few companies can resist the impulse to cut down on the competition. This, and the relatively few roads in the area, make bloody conflicts almost inevitable.

Setup: Four straight, clear road sections are placed end to end. Each player receives a stock Barcelona, stock Wolverine, and stock Spiked Maul, each towing a Crewcut trailer equipped with an explosive kingpin (players without *The AADA Vehicle Guide: Volume 1* see the first variant, below). All drivers are trucker 2, gunner 1. All gunners are trucker 1, gunner 2. \$15,000 is available to arm the Crewcuts and buy personal armor and weapons. The only dropped weapons allowed are FOJs, SSs, PSs, FCEs and their HD variants. Players set up at opposite ends of the map, both at an initial speed of 60 mph.

Special Rules: Off-road movement is tightly constrained by surrounding forest. Movement further than 1" from the road surface will result in an automatic collision with a 30 DP tree for every 1" of movement. The Crewcuts are fully loaded with timber or logging equipment. Though the cargo does not completely obscure the cabs' back armor, it does impose difficulties. A -2 to-hit penalty is applied when targeting a cab if the line of sight passes through the flatbed. This does not apply to targeting a cab's turret or rocket platform.

Victory: Players receive 1 point for every cab or trailer which exits off the opposite side of the map (an intact convoy would yield 6 points). The player with the highest point total wins.

Variant: Allow each player \$300,000 with which to design three cabs, each with at least a large power plant. The same restrictions and victory conditions apply.

Variant: Give each player \$60,000 to design escort vehicles. Up to six 40-point characters may be used to man these vehicles. Previous dropped weapon restrictions apply. Escorts do not count towards victory conditions. Players may set up in any formation on their initial 12" of road.

Variant: Extra stretches of road, or curved road sections can be used as long as the layout is symmetric.

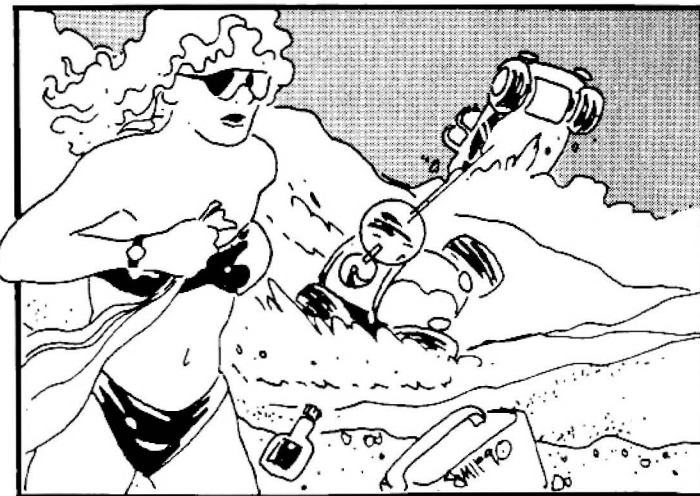
Beach Battle Bingo

by Eric Reel

Southern California

Once again, spring break is here. And once again the California beaches are invaded by hordes of slap-happy college students. Few breaks go by without at least one ugly incident to add spice to the holiday atmosphere, and this one is no exception. Two groups of students from rival universities meet on a crowded beach, each determined to drive the other off "their" stretch of coastline.

Setup: Nine straight, debris-littered road sections are laid out in a 3 x 3 pattern. Two columns represent relatively smooth beach and shallow water. The third represents the beginnings of coastal sand dunes. Vehicles exiting the map from the ocean side are considered to have shorted out their power plants and are



counted as kills to the opposing player. Vehicles exiting from any other side are considered to have fled combat and may not reenter. A number of pedestrians (20 works well, but more may be added if counter supply permits) are scattered at random along the two seaward stretches of road section. Half of these beachgoers are armed with heavy pistols, which they will use against the nearest vehicle. The others will merely run towards the nearest map edge.

Forces: Each side receives \$60,000 to outfit 6 characters with vehicles, hand weapons, and armor. All vehicles must have OR suspension and tires, and no vehicle may cost more than \$10,000. Characters are built with 40 points, no skill receiving more than 30 points. However, 4 of each side's team members suffer a -1 to both HC and to-hit rolls due to intoxication. Players set up on opposite ends of the map at whatever starting speed is desired.

Special Rules: Consider beach to be standard OR terrain, with no risk of tire or underbody damage. Dunes impose an automatic D2 hazard and all maneuvers are at +D2 difficulty. Line of sight extends only 2" in the dunes. (A vehicle in the furthestmost 1" could not be targeted from the beach.)

Victory: Players are awarded 1 point for each enemy vehicle or character killed and penalized 1 point for each neutral pedestrian killed or rendered unconscious (the police will make that much more of an effort to track down the perpetrators). Vehicles and pedestrians fleeing the map do not count towards either side's victory points. Characters fleeing into the ocean are not counted as kills — only vehicles. A negative point total will result in all survivors of that side being hunted down and most likely executed.

Variants: Have three police cruisers equipped with OR tires enter from either end of the map, three turns after combat commences. These can be controlled by the referee or by a third player, with victory conditions as previously stated. Killing a policeman counts as a -2 penalty to victory conditions, though there is no penalty assessed for disabling police vehicles. A negative point total for the police player results in the police being kicked off the force. Remember, the police cruisers are *not* equipped with OR suspension.

Monday Morning Mayhem

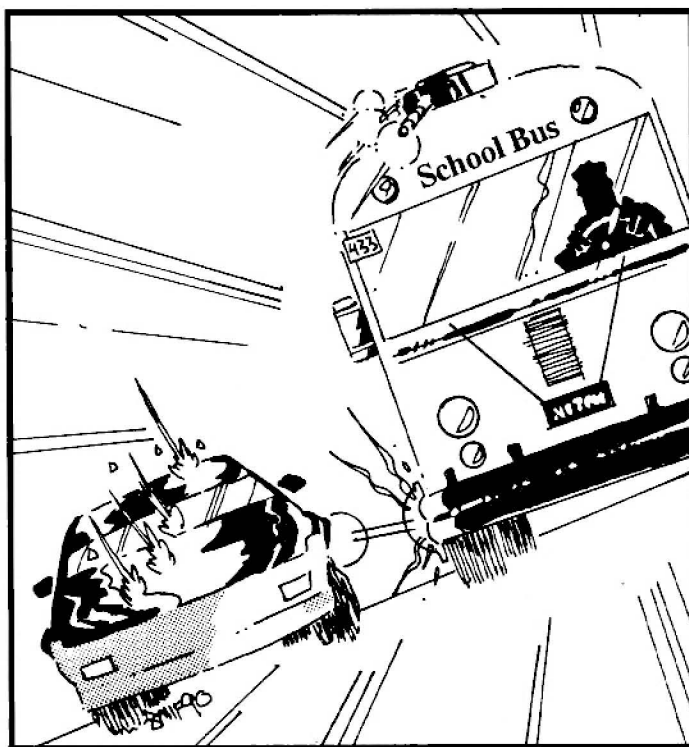
by Andrew Metzger

Massachusetts

"Monday Morning Mayhem" is a scenario for two or more players. One player runs a school bus carrying a congressman's child, and its escort vehicles. The other is a strike force of would-be kidnappers.

Congressman James Collier is travelling about Massachusetts on a publicity campaign, and has decided to bring his family with him. His advisers have told him that having his son, Bobby, go to the local schools for a day or so would be a boost to his campaign. As the school buses are fairly well armed, and the Congressman has hired additional escorts, all are quite confident that Bobby Collier will be safe during his stay. But there are those who wish to test this idea, for a possible profit . . .

The kidnapping player (or players) gets \$135,000 to build at least four land vehicles and buy personal gear for the eight characters. Each kidnapper gets 50 skill points and Running at base level, but no more than 30 points may be used on any single skill.



Also, at least one of their vehicles must have a passenger seat, in anticipation of taking Bobby Collier.

The bus player is driving a Northland Motors "Reliance" (detailed below). He gets six characters, two of whom must ride the bus as driver and gunner. The bus and escort characters all get 60 skill points and Running at base level, but again, no more than 30 points may be used on any single skill. The bus driver must be at least Trucker +1, and the Gunner must be at least Trucker. The bus player has \$50,000 to build two or three land vehicles and purchase hand weapons and body armor.

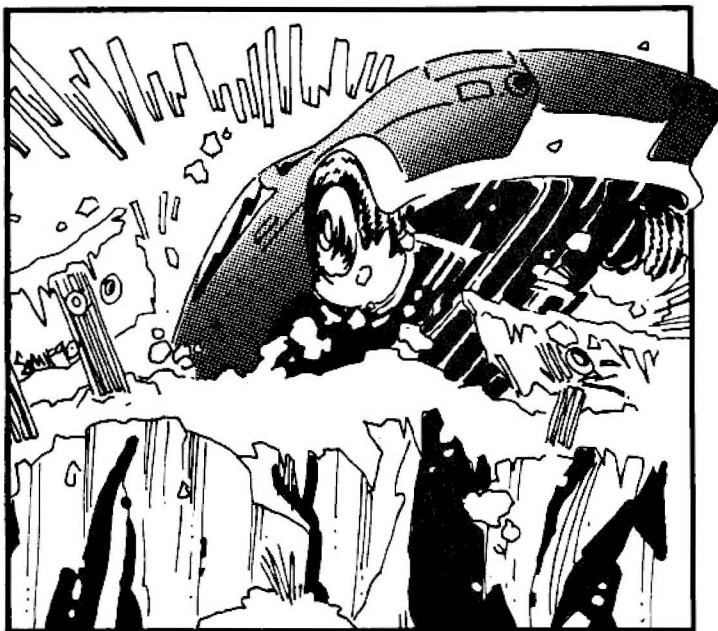
The bus is assumed to be full, and all of the kids are wearing body armor (giving them 4 DP; 2 for each child, and 2 for the armor. Also, a child weighs 75 lbs. and takes up one space). None of the kids are armed or have any relevant skills. (Option: 3 Boy Scout Commandos happen to be riding the bus. They each have a SMG, and their relevant skills are Gunner, Handgunner +1.)

The bus will start out driving between 30 and 70 mph. The attackers will come from behind, being 10" behind the last vehicle of the bus player, and travelling 10 mph faster. The first two road sections are straight; after that, roll one die for each new section. On a 1 out of 6, there is a curve. If you have the Deluxe Road Sections, roll one die. The curve is a tight left on a 1, regular left on a 2 or 3, regular right on a 4 or 5, and tight right on a 6. If you don't have those sections, just choose right or left randomly with a 50% chance for either. All road sections are assumed clear, as this is in a well-populated and wealthy area.

If the bus player wins, the Congressman will reward the characters with \$100,000, to be split amongst the survivors, and the battle is scored as if it were in an arena for prestige, with a 3-point bonus to each survivor if none of the other children were hurt. If the kidnappers succeed in taking Bobby, they will demand \$200,000, and the Congressman will reluctantly pay. They don't receive any prestige.

By the way, should the kidnappers *not* turn Bobby over after receiving the payment, they will be hunted down and exterminated by the finest mercenaries money can buy. Guaranteed.

Vehicle Stats: Northland Motors "Reliance": 40' bus, x-hvy. chassis, regular truck power plant, 10 solid tires, Driver and Gunner, each with a Hi-Res computer. 2 linked VMGs in front and back turrets, with HD ammo; 3 linked SSs, one RB, LB and B, each loaded with tear gas; HDFOJ rear; 2 linked MFRPs front. Carries an Improved Fire Extinguisher, Tool Kit and Extra Driver Controls. 6 10-pt wheelguards. Passenger capacity: 30 kids. Armor: 50 points in all locations except the 2 underbody positions, where it is 25 points each. 23,945 lbs. \$97,800.



Mountain Chase

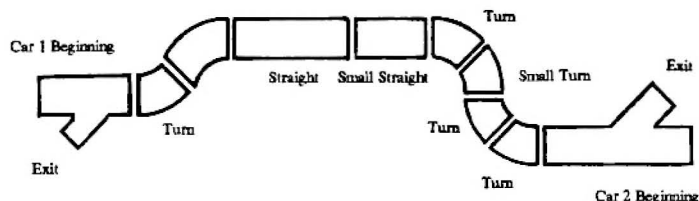
by Randy Lander

Colorado

"Mountain Chase" involves some of the ice-racing rules in *ADQ 5/3*. While the scenario may be played without the help of this article, it will make the scenario much more hazardous for your drivers. The scenario is for two players, and a referee would be helpful.

In the high Rocky Mountains of Colorado, there has been a long-lasting clan war since 2003. Two families started off firing at each other with handguns and moved slowly but steadily into autoduelling. Now, in 2040, the families have challenged each other to a Mountain Chase. This involves driving on a thin mountain road at high speeds, with cliffs on either side.

Each player gets one character, the champion of their family. The champion has 100 skill points and must have Driver and Gunner at base level. Other than this, there are no restrictions. Each champion also has \$35,000 to build any type of car, ranging from subcompact to van. It is suggested that these vehicles be outfitted with IR Suspensions, Snow Tires, or something which gives traction and handling on ice, since a mountain chase is always held right after ice has frozen over on the roads. Therefore, add D4 to all hazards and maneuvers performed. It is also done at night, so there is a -2 firing modifier.



The road layout is detailed above, and the rules of the race are:

1) No weapons fire may take place until the combatants come within 1'' of each other.

2) Speeds may not go below 45 mph, except when turning around.

3) When the cars reach the end of the course, they must perform bootleggers and run the course again.

If either of the cars goes off the side of the map (quite possible, since it is a fair tactic to sideswipe), it falls over the cliff and explodes below. The driver has two turns to try to escape. The only real way to avoid exploding with the car is to jump out with a parachute or use an ejection seat.

Should both cars survive the race, whoever crosses the finish line first, wins. The character who wins gets salvage rights to the other vehicle, as well as having protected the clan's honor.

EDSEL Intervention

by Andrew Metzger

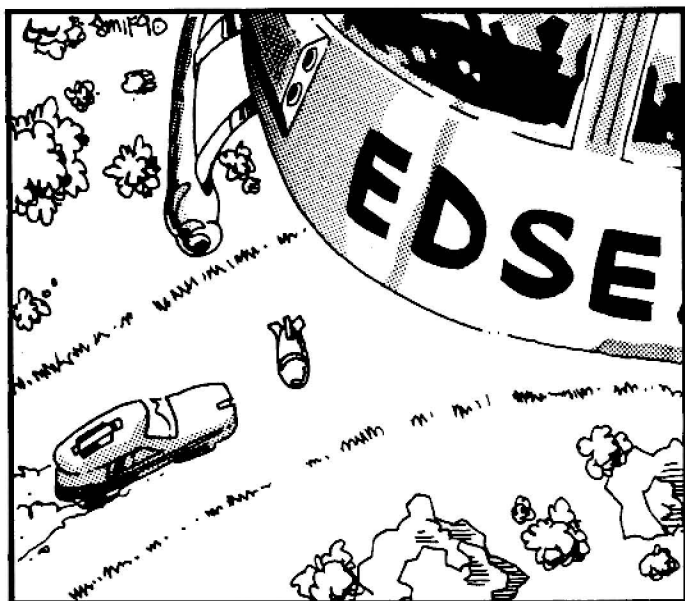
Eastern Seaboard

EDSEL (Eastern Driving Safety Enforcement League) is an organization dedicated to keeping the nation's highways safe for travel by preventing duelling. It was quite strong at one time, patrolling the whole East Coast, and far into the center of the U.S. But anti-duelling sentiments have faded in the past few years, and EDSEL suffered a tremendous defeat in Ohio at the hands of enraged autoduellists. EDSEL has since reviewed its position, and decided to pull in a little and concentrate on two major areas of population and stability: the southern New England, New York and New Jersey area, and the northwestern Great Lakes area (Indiana, Illinois, Wisconsin and Minnesota). In these areas EDSEL is making a slow but steady comeback, enforcing local anti-duelling laws, and instituting their own where none exist.

"EDSEL Intervention" is a scenario involving two duellists on a local highway engaged in a friendly (or not-so-friendly) duel. Much to their annoyance, an Edsel helicopter intervenes, and attempts to prevent the duel. This scenario is for two players and a referee. The two players should each build a highway vehicle for \$30,000 or less, in accordance with AADA arena rules; i.e., hand weapons do *not* count against this \$30,000, but body armor does. Neither player should have any idea as to the nature of the upcoming scenario, or what the other player is building, so as to force them to create a multi-purpose highway vehicle, rather than a one-shot special. If possible, even the title of the scenario should be withheld.

Each player gets one character, with Running at base level, and 60 more points to use as he wishes — the only restriction being that no more than 30 points may be used on any one skill.

Once the players have completed their designs, and have submitted them to the referee for approval, the referee should tell the players that they have decided to engage in a friendly highway



duel, or perhaps that they have a grudge that they've decided to settle "the man's way" — on the road. In any case, the players should start a road duel, with one player (randomly determined) starting out 2-12" in front of the other on clean, straight road sections. The players will be headed the same direction, and travelling at 60 mph at the start.

Two seconds after the first shot is fired, the Edsel helicopter (detailed below) will come at the players from the front, and hail them on the PA, ordering them to, "Cease all duelling activities! Proceed peacefully on to your destinations!" The pilot's relevant skills are Pilot +1, Gunner, Handgunner. The gunner's relevant skills are Pilot, Gunner +1, Handgunner. They are each wearing regular body armor over an FP suit, and have a parachute. They each carry a SMG. The helicopter will be 12" in front of the lead vehicle, and 8" high, travelling at 80 mph. The players have a number of options at this point. They could simply ignore the helicopter, and continue to duel, which will result in the EDSEL helicopter opening fire on the players. The players could also start firing on the helicopter, with the same result as above. Sneakier players might try to pretend to comply, with the intention of continuing the duel after the helicopter leaves, but the helicopter will follow the players at a slight distance, intending to escort them to their destination, or until one turns off. Once the players resume firing upon one another, the helicopter will come up and begin firing on the two vehicles. Finally, the players might actually agree to cease all duelling activity. In this last case, the referee may wish to point out that EDSEL has been interfering with the duellists' right to use the highway for many months, and therefore the local duellists have made an informal agreement to disrupt any EDSEL actions whenever possible.

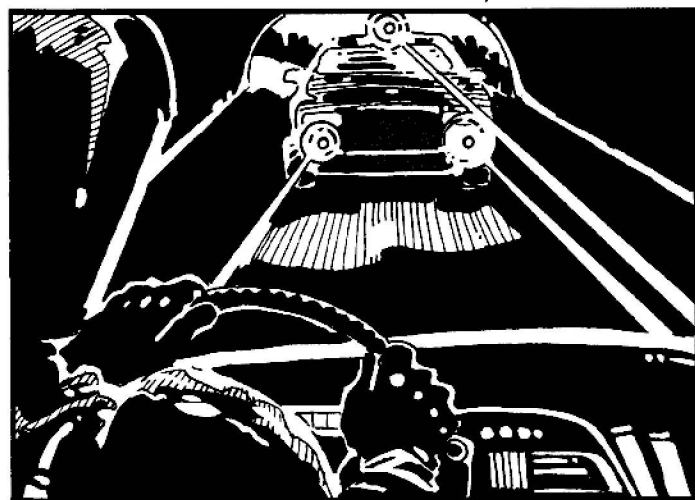
The EDSEL helicopter will only cease firing on the players when it runs out of ammo, has one side of its armor breached, or one of the two duellists is taken out and the other agrees to leave. Should the second duellist stop to salvage the wreck of the first duellist, or continue to fire on the EDSEL copter, then the EDSEL members will continue to fight until one or the other is incapacitated. If the second duellist agrees to leave, the EDSEL members will radio for a tow truck or medic squad, if either are needed.

If the players succeed in downing the EDSEL helicopter, they may continue their duel, and the winner not only gets salvage rights to the loser's vehicle, but to the copter as well. The referee might want to scare the players into thinking reinforcements might come to the aid of the downed helicopter, by announcing radio calls for help by the EDSEL members when it is in danger of going down, but the truth is that EDSEL is still woefully understaffed, and no one will be able to respond to the call. Therefore, the duel and attending salvage will be allowed to progress to its completion uninterrupted.

Vehicle Stats: EDSEL Interceptor — Small helicopter, small helicopter power plant, driver and gunner, each with a target computer. Two 2-space EWP, one each side, with two linked MFRPs facing front, and 10 pts of armor each; VMG left; VMG right; 1 bomb and 1 cluster bomb mounted on 2-space bomb rack, underneath. Carries radar, a sound system and extra driver controls. Armor: F30, R30, L30, B20, T10, U30. Accel. 5 mph, HC 2, 7,88 lbs., \$53,550.

Variant: This situation would also work well in a *Convoy*-style adventure, either having the helicopter come upon the players while they are engaged in a road combat — in which case the helicopter would be likely to aid the players, unless they started the battle — or having the players crest a hill to see the helicopter trying to suppress an ongoing road duel, in which case the players could end up on either side, depending on their sentiments.

Luve's Catacombs



by Gregory K. Mount

Kansas

Luve's Raiders pulled it off!!! They raided KC-1, stole \$50,000 from the largest bank in the Midwest, destroyed part of the Citadel and only lost three men and two cars. But the Enforcers are on their trail, and are not happy. There's only one place to hide: The Tunnel of Luve.

These catacombs are well hidden in the Flint Hills of far southeastern Kansas and southwestern Missouri. As the raiders slip through the cracks into their stinking holes and set up their defenses, the Enforcers are having their special vehicles flown in from KC-1. Now that they're ready to go in, the Enforcers charge in without thinking, which is what they do best.

Enforcer Setup: The Enforcers start out with eight Night Owl luxury cars. The drivers are Driver +2, Gunner +1 and have IBA, a SMG, and a heavy pistol. The gunners are Gunner +2, Handgunner +1 and have IBA, a rifle with AV ammo, and a derringer. The passengers are Handgunner +3, Running +1 and have Impact Armor, a fireproof suit, and assault rifle, tinted/infrared goggles, and a machine pistol. The cars can start out at any of the four known exists in any order.

Raider Setup: The Raiders are ready and start out with three Spelunker station wagons, one Manslaughter II sedan, ten mine counters, four machine gun emplacements and ten pedestrians. The drivers are Driver +2, Gunner +2, and have body armor, a rifle, and three explosive grenades. The passengers are Handgunner +2 and have IBA, an SMG with AV ammo, a grenade launcher with concussion grenades and tinted/infrared goggles. The three Spelunkers and the Manslaughter II start out in any of the six numbered, hidden garages. It takes one second to open the garage doors. The ten mine counters and the four machine gun emplacements can be set up anywhere, but must remain there throughout the scenario. The ten defending pedestrians start out on the lettered squares.

Combat: Using the map provided, conduct the battle as if it were nighttime, except that the cars can only see 2" forward and 1/2" in any other directions normally, and radar is ineffective outside direct line-of-sight. All of the caves must be considered off-road.

Victory Conditions: If the Enforcers root out the Raiders, the booty will be destroyed by Luvé before he is captured, but the

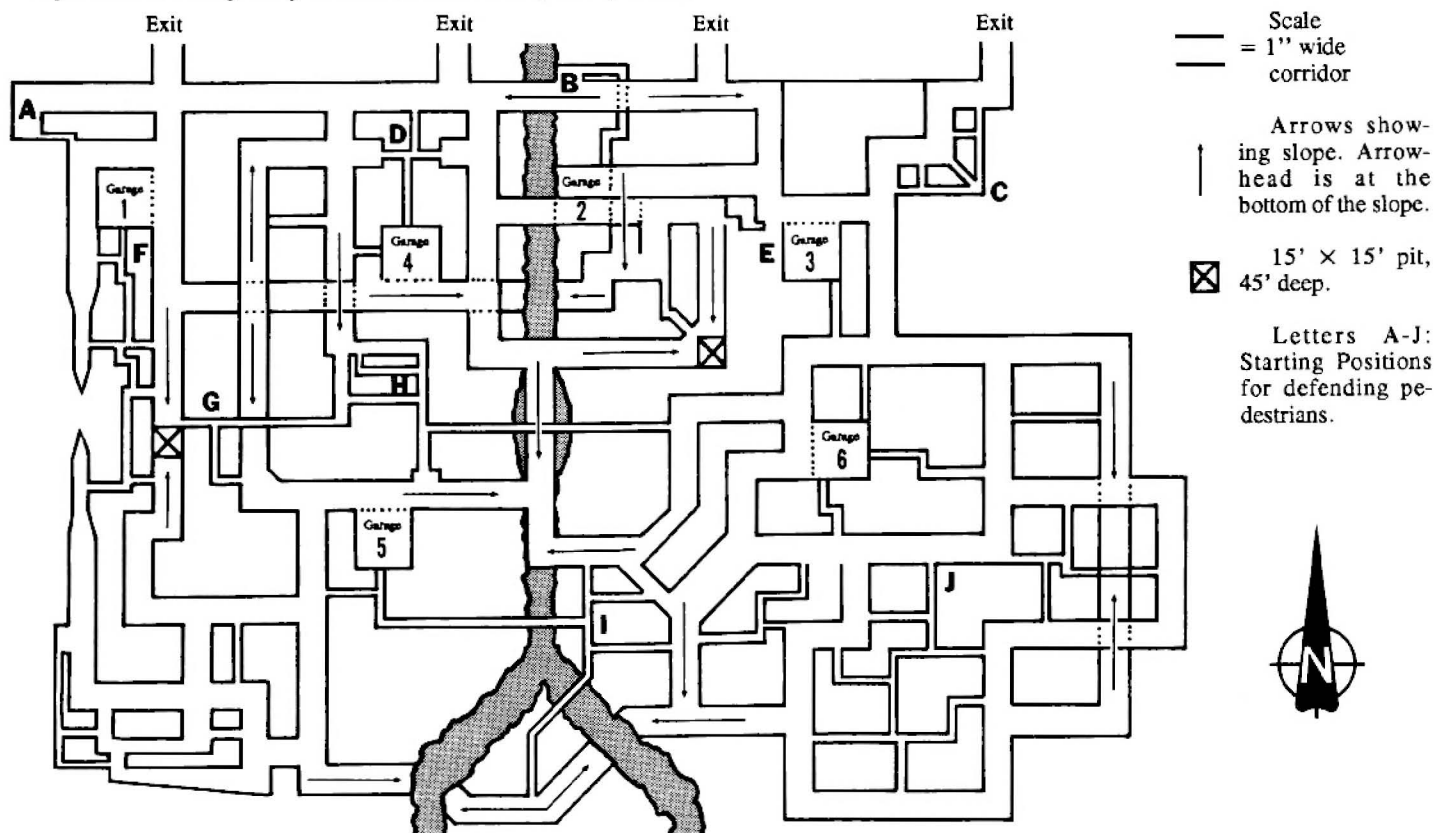
Enforcers will still be victorious. If the Raiders can stop the Enforcers and destroy them, they can keep the money and are victorious. But the Enforcers may not give up so easily.

Equipment: Night Owl — luxury, x-hvy. chassis, hvy. suspension, 4 solid tires w/10 pt. hubs, large PP w/SC, driver, gunner, passenger, 10 pt. CA around crew, RL(AP) back smart linked to turret w/RL(AP) and TL w/LGL, infrared system, radar, 2 HR computer, LD radio, HD and AL brakes, spoiler, tinted and no-paint windshield, FE. FP plastic armor: F30, L26, B32, T20, U20. 6,600 lbs. \$48,185.

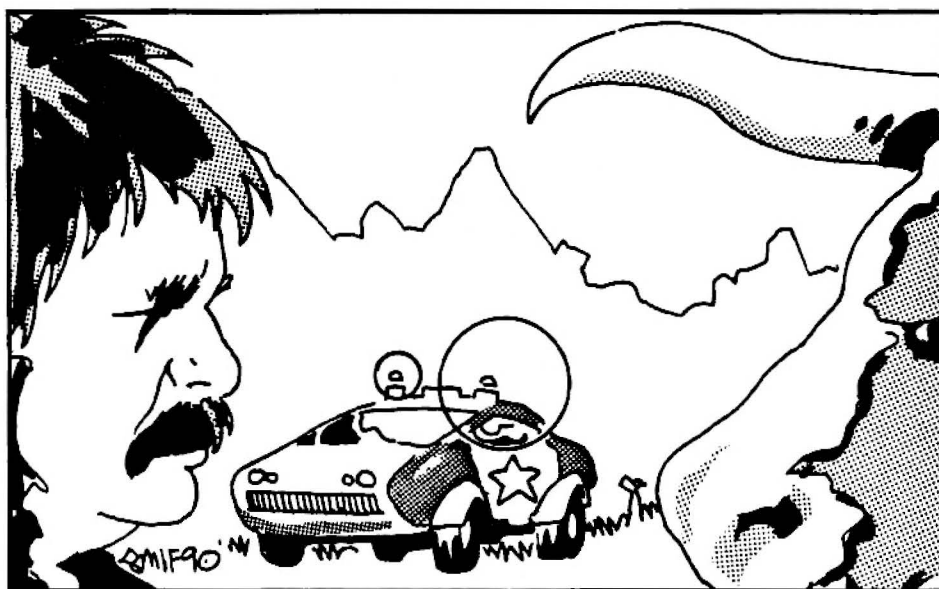
Spelunker — station wagon, x-hvy. chassis, OR suspension, 4 solid tires w/10 pt. hubs each, large power plant w/SC, driver, passenger, 10 pt. CA around pass., 2 RR w/AP shells front, arm. searchlight front, IR system, HD and AL brakes, LD radio, sunroof, portable FE, tinted windows, HRSWC. Plastic armor: F50, L40, R40, B50, T8, U30. 6,600 lbs. \$29,910.

Manslaughter II — sedan, x-hvy. chassis, OR suspension, Large PP w/PC, driver, passenger, 2 FG front, GL w/5 smoke and 5 tear gas and 2 magazines (1 concussion, 1 explosive) in 2 space turret, magazine switch, HD shocks, overdrive, spoiler, HD and AL brakes, 10 AP grenades, brushcutter, car blades, HR computer. Sloped plastic armor: F40 (ramplate), L30, R30, B40, T11, U20. 6,116 lbs. \$29,078.

Machine gun emplacement-2 portable MGs, armored searchlight, 20 pt. front and side armor, handgunner w/body armor, flak jacket, machine pistol. Has one facing and cannot be turned or moved by fewer than four people.



Garages #1-6: Starting garages for defending cars; main doors open/close in 5 seconds & only from inside. Pedestrian doors into garages take 5 seconds outside & 2 seconds inside to open, close automatically in 3 seconds.



Rawhide

by Eric Reel

Texas

When you traveled to southeast Texas, you knew you were taking a risk. Still, the convoy hadn't expected much trouble. Most of the border gangs simply didn't have the firepower to take out a National Guard escort, and the flat, open landscape provided little opportunity for would-be ambushers. Unfortunately, the Muchachos' newly-acquired TOW missile launcher put a slight hitch in the travel plan . . .

The Muchachos have successfully blown two escorts and the cab of a truck carrying prime dairy cattle to El Paso into smoking wreckage. As the bandits cheer and swoop in to round up the cows, they are met by the avenging forces of the Texas Rangers and the Texas Highway Patrol, who previously had been several kilometers to the rear, acting as rear guards and as a hidden reserve.

Setup: Lay down a strip of straight road sections lengthwise down the center of a 21" x 32" *Car Wars* Blank Map Sheet or roughly equivalent playing area. This represents east-west running highway. Drop from a height of about 6" a wrecked truck, trailer, and two vehicle counters. Randomly place 12 cows (represented by motorcycle counters) about the trailer. Determine direction by the grenade scatter rules and place cows 1d" in that direction.

Special Rules: Cows have 6 DP and are targeted as a motorcycle. A cow moves at 20 mph, directly away from any moving vehicle within 2", any gunfire hitting the ground within 1", or any explosion within 4". If none of these conditions are met, the cow will remain stationary. If two or more of these event occur, the cow will move to maximize its distance from these events. In the case where several possible directions of movement are available, randomly determine the direction of travel. *Example:* two cars are attempting to ram a cow, one travelling due east, the other due west. Both are within 2" of the cow. Roll 1 die. On a 1-3 the cow moves due north. On a 4-6 the cow moves due south. A cow which is wounded will move at 20 mph directly away

from where the shot was fired or the explosion occurred, until deflected by a vehicle, gunfire or explosion (as above). The cow then resumes normal behavior (they're still a bit dazed from the crash).

Southeast Texas is hot, dry and flat. The penalty for off-road travel is reduced to -1 HC. A vehicle traveling off road will take 1 point of damage to a random tire if a 6 is rolled on 1 die. Roll each turn for tire damage. A vehicle equipped with OR tires takes no tire damage from OR travel.

Muchachos: The Muchachos receive \$45,000 and 15 30-pt. characters. They may purchase only one "very rare" weapon (fully loaded) with no extra ammo. Their vehicles and equipment are designed along standard *Chassis & Crossbow* guidelines.

The WGM is out of ammo and its carrier vehicle has withdrawn.

Texans: Texas Rangers are well equipped. They have access to weapons and equipment not normally available to the average rider or citizen. A fiberglass spoiler or airdam acts normally, but is destroyed after 10 points of damage, including damage from hand weapons, hits the side it is mounted on. Ranger vehicles are equipped with heavy-duty, off-road tires, and carry a spare strapped to the roof. The Ranger player receives two patrol vehicles and an elite Interceptor.

Patrol Vehicle: Mid-sized, 300 cu. in. engine, multibarrel carburetor, 25-gallon economy tank, 4 heavy-duty, off-road tires, driver, gunner, MG front on articulated mount, LD radio. Metal armor: F7, R4, L4, B5, T1, U0. Accel. 1, top speed 100, HC 1, base mpg 21. Spare tire (standard) on roof. 4,765 lbs., \$14,055.

Note: the gunner may fire hand weapons into the F, R and B arcs.

Ranger Interceptor: Luxury, heavy chassis, improved suspension, 400 cu. in. engine, 25-gallon heavy duty tank, 4 heavy-duty, off-road tires, driver, gunner, fixed VMG front, SD with extra magazine rear, fiberglass spoiler and airdam, portable fire extinguisher (in gunner area), LD radio. Metal armor: F7, R4, L4, B5, T1, U0. Accel. 15, top speed 120, HC 2, base mpg 15. Spare tire (standard) on roof. 6,020 lbs., \$27,930.

Note: No gunner is carried in this particular vehicle, a PFXT being thrown in the gunner's seat.

Patrol drivers are Driver-2, Handgunner-1, Running-1 and are armed with a heavy pistol and 4 grenades (for GL). Gunners are Driver-1, Handgunner-2, Running-1 and armed with a GL, heavy pistol and 3 grenades (for GL). The Interceptor driver is Driver-3, Handgunner-2, Running-1 and equipped with body armor, 2 grenades (3 second delay) and a machine pistol with AP ammo.

Victory: Muchachos receive three points for each live cow remaining on the map and lose two points for each character killed. Muchacho vehicles may flee off an map edge, while Rangers may exit only to the east or west. The player with the highest point total wins, though any victory to a player with a negative total must be considered Pyrrhic at best.

Variant: Allow pursuit of vehicles fleeing off the east and west map edges. Muchachos will still be able to flee without risk or pursuit by moving more than 9" away from the road.

Variant: Scatter a number of obstacle counters over the playing area. These represent large rocks, cacti, scrub brush, etc.



Jaws' Revenge

by Ed Podsiad

Coastal Atlantic Ocean

In this scenario a force of eco-guerrillas attack a group of shark skin hunters. You will need *DCW* and *Boat Wars* to play. The eco-guerrillas get \$150,000 to build as many boats as they want, but none bigger than cruiser-class. The shark hunters get \$125,000 to build a yacht. It must have a least 28 spaces (including cargo) and 5,000 lbs. for dead sharks, a sonar, a winch (to haul the sharks aboard) and a Heavy Speargun (see below), a helicopter of any size, as a search vehicle, and as many other boats as they can afford. Neither side may use hovercraft. Use the blue maps from *Boat Wars*. The shark hunters set up first in the middle of the map, going any speed. The eco-guerrillas enter anywhere on the map (they may split up their forces) moving at the hunters' speed plus 20. The victor is the last side on the board.

Coast Guard Option: Give the shark hunters \$160,000 plus the requirements above. The eco-guerrillas (or a third player) gets the forces listed above plus \$30,000 for one microplane (if a third player is involved, assume it is the Coast Guard, who don't want any fighting in this area). He will fire at any vehicles in combat until one side disengages or is killed. If his armor is breached or he runs out of ammo, he will escape off the nearest map edge, never to be seen again.

Heavy Speargun — To Hit 7, 2 dice damage against pedestrians, animals and unarmored targets, 1d-1 to everything else, \$1,000, 200 lbs., 3 spaces, 5 shots. CPS 150, WPS 50, loaded cost \$1,750, loaded weight 450 lbs. This is a large speargun whose projectiles have viciously-barbed tips and line hooked to the end. This is usually attached to a winch. When a shark or other creature is shot, the barbed tip sticks in it and it is hauled in aboard the ship. Against armored targets it has almost no penetration ability.

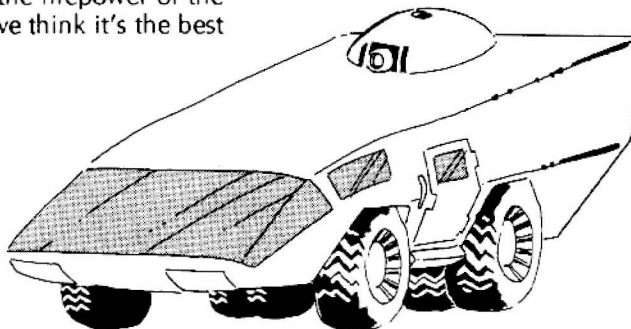
AMEX MOTORS



The latest in all-terrain transport from Amex, designed for the Australian outback but available to anyone. The Overdrive is the only passenger carrier to offer turbo-charged internal combustion power, backed up by overdrive and the firepower of the trusty 40mm RL. With enough armor to keep our customers safe, we think it's the best you can buy, and we know a lot about vehicles.

Overdrive: Camper, X-hvy. chassis, blueprinted 250 ci engine, tubular headers, OR suspension, 6 OR solids, driver, 7 passengers, turretted RL & magazine, SWC, turbo, 15-gallon racing tank, LD radio, overdrive, 2 spaces, 75 lbs. cargo, sloped armor F30, R25, L25, B25, U20, T25. 5 points CA around gas tank, engine and crew. Acc 10 (15 w/ Turbo), HC1 (2 OR), top speed 87.5 (107.5 w/ overdrive). 7,800 lbs, \$41,750.

OVERDRIVE



AERODUEL



**Take to the
Skies in August!**

STEVE JACKSON GAMES

CAR WARS COMPENDIUM

Second Edition

Rules Changes and Errata

By Kenneth Scott

The *Car Wars* game has needed revision and streamlining for some time now. The first edition of the *Car Wars Compendium* attempted the task, but, in the opinion of the author (and, obviously, the good people at Steve Jackson Games), fell short of the goal. The second edition of the *Compendium* has many major changes to the rules which will make *Car Wars* a much more cohesive and streamlined game than the tangled web of alterations and modifications that it had become over its eight or so years of continuous development. This article will, hopefully, cover all the changes made in the book, along with errata, starting at the front and progressing through the book, so that you may follow along in the *Compendium* first edition as you read through the article. Passages in gray blocks are errata to the second edition. All other text is additional material added to the second edition, or material which has changed from the first edition.

Movement

• The most obvious change to the "Movement" chapter of the rules is the new Movement Chart. As in the first edition of the *Compendium*, the Movement Chart has five phases; however, the new Movement Chart changes the phases in which vehicles move. On the old chart a vehicle moving at 25 mph would move full inches in the second and fourth phases and have a 1/2-inch move in the sixth phase. With the new chart a car moving at the same speed will move full inches on the first and third phases of the turn and 1/2 inch on the sixth phase.

The advantage of this new movement chart may not be obvious at first glance; in fact, it may appear to be a capricious alteration of the basic rules of the game. Not so. A problem that often occurred with the old Movement Chart was slower cars moving when faster cars did not, sometimes allowing odd things to happen that could not happen if you were driving on the highway. With the old chart it was possible for a car moving at 10 mph to have a rear end collision with a car in front of it moving at 30 mph, because the 30 mph car does not move on phase 3. With the new chart, no slower vehicle moves when a faster vehicle does not, so the collision cannot happen, since, as with the first edition, a faster car always moves first in a phase. There are other advantages to the new Movement Chart which will be touched on as they come up.

The other, less drastic change to the rules concerning the Movement Chart is that when the chart calls for a vehicle to move a fraction of an inch on a given phase, the vehicle must make that movement in that phase. Before, if you had to make a half-move during a turn you could make that move during any phase.

• Also in the "Movement" chapter, specifically the Maneuvers and Speed Changes section: "A vehicle may only make one maneuver per phase. A maneuver replaces 1" of ordinary forward movement. If a vehicle is moving at more than 1" per

Movement Chart

Speed	1	2	3	4	5	Ram
0						0
5	1/2					1d-4
10	1					1d-2
15	1		1/2			1d-1
20	1		1			1d
25	1		1		1/2	1d
30	1		1		1	1d
35	1	1/2	1		1	2d
40	1	1	1		1	3d
45	1	1	1	1/2	1	4d
50	1	1	1	1	1	5d
55	1 1/2	1	1	1	1	6d
60	2	1	1	1	1	7d
65	2	1	1 1/2	1	1	8d
70	2	1	2	1	1	9d
75	2	1	2	1	1 1/2	10d
80	2	1	2	1	2	11d
85	2	1 1/2	2	1	2	12d
90	2	2	2	1	2	13d
95	2	2	2	1 1/2	2	14d
100	2	2	2	2	2	15d
105	2 1/2	2	2	2	2	16d
110	3	2	2	2	2	17d
115	3	2	2 1/2	2	2	18d
120	3	2	3	2	2	19d
125	3	2	3	2	2 1/2	20d
130	3	2	3	2	3	21d
135	3	2 1/2	3	2	2	22d
140	3	3	3	2	3	23d
145	3	3	3	2 1/2	3	24d
150	3	3	3	3	3	25d
155	3 1/2	3	3	3	3	26d
160	4	3	3	3	3	27d
165	4	3	3 1/2	3	3	28d
170	4	3	4	3	3	29d
175	4	3	4	3	3 1/2	30d
180	4	3	4	3	4	31d
185	4	3 1/2	4	4	4	32d
190	4	4	4	3	4	33d
195	4	4	4	3 1/2	4	34d
200	4	4	4	4	4	35d
205	4 1/2	4	4	4	4	36d
210	5	4	4	4	4	37d
215	5	4	4 1/2	4	4	38d
220	5	4	5	4	4	39d
225	5	4	5	4	4 1/2	40d
230	5	4	5	4	5	41d
235	5	4 1/2	5	4	5	42d
240	5	5	5	4	5	43d
245	5	5	5	4 1/2	5	44d
250	5	5	5	5	5	45d
255	5 1/2	5	5	5	5	46d
260	6	5	5	5	5	47d
265	6	5	5 1/2	5	5	48d
270	6	5	6	5	5	49d
275	6	5	6	5	5 1/2	50d
280	6	5	6	5	6	51d
285	6	5 1/2	6	5	6	52d
290	6	6	6	5	6	53d
295	6	6	6	5 1/2	6	54d
300	6	6	6	6	6	55d

phase, the owner determines during which 1" move (if any) it will take place." While not directly in conflict with the first edition of the *Compendium*, this is in conflict with rulings that have been made in *Autoduel Quarterly*, which specified that, on a phase where a vehicle moved more than 1", any maneuver made that phase must be made on the first inch of movement.

The second paragraph of that same section, however, contains a major rules change which is in direct conflict with the first edition *Compendium* and every previous version of the rules to *Car Wars*. "Once per turn, at the beginning of a phase, a vehicle may either accelerate or decelerate any amount up to its maximum. This is done before any movement is made; the speed change is immediate. Any control rolls are made before movement as well; all Crash Table results are handled this phase." With this rule in place, speed changes take place during the turn, rather than between turns as has been done till now. Any vehicle may make one normal acceleration or deceleration every turn, on any phase the driver chooses. The speed change takes place immediately and the speed of the vehicle is adjusted on the Movement Chart immediately. This is the other advantage of the new Movement Chart. The old Movement Chart would not allow this type of speed change in mid-turn.

A vehicle may not do both an acceleration and a deceleration during the same turn. This applies to normal accelerations and decelerations. If a vehicle has accessories which will allow it to accelerate by using a firing action (Nitrous Oxide or Rocket Boosters) then the vehicle may gain an additional acceleration on a different phase of the same turn by using the firing action to activate the accessory. The same applies to accessories which will allow decelerations, such as the Drag Chute.

Nitrous Oxide will, when activated by itself, in a phase other than a vehicle's normal acceleration, accelerate the vehicle by a maximum of 10 mph. After the turn in which Nitrous Oxide is activated, the acceleration bonus is added to the vehicle's normal acceleration and must be taken in the phase, if any, where the vehicle accelerates normally. Rocket Boosters which burn over multiple turns, however, apply their acceleration on the phase in which they were activated in every turn they burn. The Hazard produced should be applied in the phase that they are activated and every additional phase that they provide acceleration. The same can be said for the deceleration produced by Drag Chutes.

These changes are also reflected in the Acceleration and Deceleration section of the chapter. Where the section says, "A vehicle may only change speeds once per turn," it is, of course, referring to the normal acceleration of the vehicle and not the acceleration/deceleration gained by accessories.

• The other change to the section is in the Hazards produced by high deceleration. It's gotten a little easier.

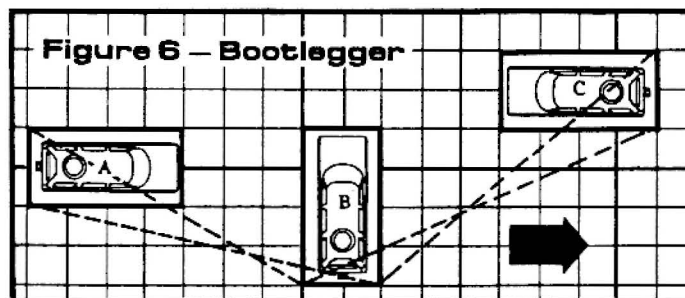
Deceleration Hazard Table

Deceleration	Old Hazard	New Hazard
<10 mph	D0	D0
15 mph	D0	D1
20 mph	D3	D2
25 mph	D5	D3
30 mph	D7	D5
35 mph	Crash	D7
40 mph	Table	D9
45 mph	One	D11

Greater decelerations are not possible without special equipment which modifies the Hazard. The Control Table has been changed in the second edition to smooth out some irregularities, which produced some strange results at times. The Chart functions the same way it always has, but some of the numbers have been moved around. I mention this as a notice that all old copies of the Control Table may produce different results from the table in the second edition.

• The Maneuvers section of the chapter also contains a major change in the way things work: "Any time a vehicle [sic] weapons are fired on the same phase as a maneuver, the D value of the maneuver is subtracted from the to-hit roll." If a vehicle performs a D3 maneuver in the same phase in which it fires, then the vehicle suffers a -3 modifier to its to-hit for all fire in that phase. This modification only applies to the firing vehicle. If a vehicle which is a target of fire from another vehicle makes a maneuver in that phase, the maneuver has no effect on the firer's chance to hit. Also, any hazard suffered from acceleration (through rocket boosters) or from rapid deceleration, counts as a maneuver and will affect the fire of the vehicle in the same manner.

• The only other change made to the Maneuver section of the rules is how a Bootlegger Reverse is performed. The Reverse still takes two inches of movement to complete and the vehicle performing it must start the turn between 20 and 35 mph. The only difference is where the vehicle ends up after the first and second inches of movement.



• Three changes have been made to the Crash Table section of the "Movement" chapter. The first, and probably most important, is in the section on Crash Table Modifiers. "Skill Bonus: The driver's Driving skill (or Cyclist, Pilot, or other appropriate skill) bonus is subtracted from all Crash Table rolls." This means that a driver +3 who rolls an unmodified 11 on Crash Table 1 would have the roll modified down to an 8, resulting in a Severe Skid rather than a Roll.

That's the good news, here's the bad. "Difficulty of Maneuver or Hazard: The difficulty of a maneuver (or hazard) that caused the loss of control plays an important part in determining a crash result. Take the modified Difficulty rating of the hazard or maneuver, subtract 3 and add the result (negative or positive) to the Crash Table roll. Thus a D4 maneuver gives a +1 to the roll, while a D1 maneuver gives a -2." There are two reasons for this change. First, it makes sense that small, gentle maneuvers when you are in a bad spot should be less likely to produce a bad result than large, violent maneuvers. The rule rewards drivers for taking small maneuvers when their handling is low and penalizes them for taking drastic maneuvers. Also, it gives the drivers a reason to not do a D6 maneuver when their handling class is at -6. "What've I got to lose? I'll do a D6." was an often heard phrase around the gaming table. This rule should eliminate that.

The second change that was made to the Crash Table section, is in how skids are performed. In the first edition, if a vehicle suffered a Severe skid result, it would skid 1" on its next movement, 3/4" on the next inch after that, 1/2" on the third inch and 1/4" on the fourth inch of movement after the result. Now, instead of decrementing the amount the vehicle skids by 1/4" every time the vehicle moves, decrement by 1/2". So, the same Severe skid result would produce a 1" skid on the first movement after the result and a 1/2" skid on the second movement. After the second movement the car would be back in control. A Moderate skid would result in a 3/4" skid the first inch of movement and 1/4" skid on the second inch. Minor and Trivial skids would only skid the car on the next inch of movement.

The last change to the Crash Table section is an addition to the Spinout result on Crash Table 1. This addition makes it possible for a driver to recover from a spinout before the vehicle comes to a complete stop. The driver may, once per turn, at the beginning of any phase he chooses, roll on the Control Table at Handling Class -6. If the roll is made then the vehicle recovers from the spin, at Handling Class -6. If the vehicle is sideways to its direction of travel, it must immediately perform an involuntary T-Stop. If it is backwards to its line of travel when it recovers, then it must decelerate until it is under its normal reverse speed. (Of course, if you recover backwards and are traveling between 35 and 20 mph, then a Reversed Bootlegger is an option . . . a frightening option, but an option.)

● Two relatively minor additions and changes have been made to the Collision section of the "Movement" chapter. The first involves Ram Concussion. In the first edition rules the roll for concussion was figured by dividing the speed change after a collision by 5; in the second edition, all the mechanics work the same way, except the roll is figured by dividing the speed change by 10 (round up).

The other change involves Fixed Objects: "A fixed object will cause exactly as much damage as it takes, up to the point at which the fixed object breaks. All fixed objects have a DP rating, which is the number of Damage Points they can take before they are destroyed."

What this rule says, basically, is that an object cannot inflict any more damage to a ramming vehicle than the object has Damage Points. If an object had 3 Damage Points, like a lamp post, then a vehicle hitting it would take no more than 3 points of damage to the armor facing the object. If the object takes as many or more damage points than it has, then the object is destroyed. This rule applies to things like barricades, arena walls and building walls. When breaching a building with a vehicle, remember that the DP of the wall is for a 1/4" section of the wall. If a vehicle hits a 7 DP building, the vehicle must inflict 14 DP to the building to create a 1/2" wide gap in the building (two side-by-side breeches), and the vehicle could take a maximum of 14 DP from the collision. If the vehicle is more than 1/2" wide, then it must create more side-by-side breeches. For example, a Small Cargo Hovercraft is represented by a 3/4" wide counter; for this vehicle to breach the 7 DP building mentioned above, it must inflict 21 points of damage to the building and would take a maximum of 21 points of damage in doing so (7 DP per 1/4" of wall).

● The last change in the chapter on movement is the reappearance of Steamrolling for ten-wheelers, big rigs and busses. This rule has been around for as long as *Car Wars* has had Oversized Vehicles, but was left out of the first edition *Compen-*

dium. When a ten-wheeler collides with a motorcycle, roll 1 six sided die. If the result is 1 or 2, then a normal collision has occurred. If the result is a 3, 4, 5, or 6 then the ten-wheeler has steamrolled the cycle. The collision is figured normally for the ten-wheeler, but the cycle comes immediately to a complete stop and takes double damage from the collision. This is an additional D1 hazard for the ramming vehicle. Big rigs and Busses may also steamroller motorcycles using the same method. In addition, these vehicles may steamroller subcompacts, compacts, light trikes and medium trikes. The mechanics for this are the same as for steamrolling cycles, except it is an additional D3 hazard rather than the D1 for steamrolling cycles.

The rest of the chapter, including all the movement rules for the various vehicle types, cars, cycles, trikes, boats, helicopters, ten-wheelers, busses, big-rigs and hovercraft, remains unchanged from the first edition of the *Compendium*.

Combat

● The first change to the "Combat" chapter is the removal of the fourth paragraph of the chapter, which said that a vehicle which fired could not maneuver on the next phase of movement. You are now allowed to fire and then maneuver on the next phase. The penalty for maneuvering and firing at the same time is being handled differently now.

This brings us, neatly, to the first addition to the "Combat" chapter in the Determining Hits section. "If a driver has made a maneuver or suffered a hazard in the phase he fires a weapon, the difficulty rating of the maneuver or hazard is subtracted from his to-hit roll." Again, what this rule says is that the D rating of the maneuver or hazard is used as a negative modifier on the to-hit roll of any fire the vehicle makes during that turn. This includes any D caused by a maneuver, a road hazard, acceleration, or deceleration. It specifically does not include any hazards caused by enemy weapon fire, since all weapon fire is considered to be simultaneous.

● The next addition follows right after the one just mentioned in the Determining Hits section. "When trying to hit a vehicle with a weapon's burst effect, or trying to place a burst of fire in front of a vehicle, the attacker gets the bonus for targeting the ground [+4], plus all applicable speed modifiers for both vehicles. Use common sense; the referee has final say; if the to-hit is missed while attempting a shot at the ground or wall near an enemy, use the grenade scatter rules to determine where the shot actually hit." What this rule is attempting to do is to give some mechanic for shooting weapons such as oil guns and spike guns so close to the target vehicle that the vehicle has no chance to avoid it. If this is the case — and it will usually be pretty obvious — then the speed mods of the target vehicle count against the to-hit roll of the shot. The referee's ruling, as in all other cases, is final.

The next change occurs on the same page, under the Targeting Modifiers section, and has to do with speed modifications. Long time readers of *ADQ* will recognize these new speed mods. The new mods take into account the angle of the target when figuring the penalty to be assessed to the firer. A target moving straight at you at 80 mph is a lot easier to target than one moving at 80 mph across your field of fire. The *Compendium* includes a chart, which is reproduced at the top of the following page.

Movement

Target is not moving: +1

Firer is not moving: +1

Firing pedestrian is braced against solid object: +1

Target is moving between 30 and 37.5 mph: -1

Target is moving between 40 and 47.5 mph: -2

Target is moving between 50 and 57.5 mph: -3

Target is moving between 60 and 67.5 mph: -4

Target is moving between 70 and 77.5 mph: -5

Target is moving 80 mph or faster: -6

Firer is in Target's	Target is in Firer's		
	Front arc	Back arc	Side arc
Front arc	1/2 Target Speed	1/2 (T Speed - F Speed)	1/2 Target Speed
Back arc	1/2 (T Speed - F Speed)	1/2 Target Speed	1/2 Target Speed
Side arc	Target Speed	Target Speed	T Speed - F Speed*

* If cars are moving towards each other, the modifier is the target speed. If a vehicle is in more than one arc, rule in the defenders' favor.

The number generated after you have plugged the speeds of the two vehicles into the formula appropriate to the situation, will be the speed that the target gets his speed mod for. Example: A Firing vehicle has a target in its front arc and is travelling at 20 mph. The target has the firer in its back arc and is travelling at 110 mph. Across the top of the chart we find that the Target is in the Firer's Front Arc, so we use the first column of the table. Down the side we find the Firer is in the Target's Back Arc. Cross referencing we find the formula ($\frac{1}{2} (T \text{ Speed} - F \text{ Speed})$). Plugging the speeds of the two vehicles into the formula yields ($\frac{1}{2} (110 - 20) = 45$), so the target gets a speed mod for 45 mph, or a -2. If the speeds are reversed (e.g. Target moving 20 mph and Firer moving 110 mph) the formula yields a negative number (-45), this will not help the target. Only positive results from any of the formulas will grant the target a speed mod.

In the situation where the target and the firer are in each other's side arc, there are actually two different situations that arise that must be handled differently. If the two vehicles are side arc to side arc and moving in the same direction (driving side by side), use the formula printed on the table. If, however, they are moving in opposite directions and are side arc to side arc, the target gets the mod for his full speed. The chart can be confusing without visual aids, so get out some counters and set up the different situations.

One other, minor, correction has been made under the section on starting fires, in the last sentence of the first paragraph. The first edition *Compendium* said, erroneously, that any Hit on a gas tank added +3 to the chance of fire. What it should have said, and now does say, is that any Breach in a gas tank adds +3 to the chance of a fire.

●**ERRATA** One piece of errata in the Damage section . . . under burst effect, in the second paragraph which talks about grenades, it states, "A grenade does full damage to any pedestrian within its 2' burst radius and half damage to vehicle components in the same radius." This sentence should now read "A grenade does full damage to any pedestrian within its 2' burst radius and half damage to vehicle components within a 1/2' burst radius" to reflect the change to grenades, which can be found in the notes section after the Hand Weapon List in chapter 4.

There are still a few errors on the Weapon List, though the new list is much more accurate than the first edition's. On the Weapon List the spike gun is listed as producing a 1" x 1" counter. This is in conflict with the description in the "Weapons" chapter in the back of the book, which says that the spike gun produces a 1/2" x 1/2" counter. The text description is accurate and the Weapon List should be changed to reflect the text description. A similar error occurred with the Flaming Oil and Ice ammo loads for the paint gun. Their to-hits are listed as 9, which is again in conflict with the text description. Again, the text description is accurate and the Weapon List should be changed.

Characters

● Many additions have been made to the "Characters" chapter . . . too many to cover adequately in this article. The bulk of the additions are in the form of new skills, which will not be described in full, but simply listed with a brief description:

Animal Husbandry	Care and handling of animals.
Communications	Repair and design of radio equipment.
Computer Tech	The hacker's skill.
Engineering	Vehicle design and construction.
Espionage	Tricks of covert and criminal operations.
Explosives	Planting and detonating explosives.
Fast Talk	Weaseling out of a sticky situation.
Hobbies	Skills studied for recreation.
Journalism	Operating cameras, etc. and interviewing.
Law	Knowledge of general law.
Leadership	Ability to command a group effectively.
Luck	Helps in "Roll 2d and Pray" situations.
Navigation	Using stars, charts, satellites, etc.
Politics	Winning votes, diplomacy, bootlicking.
Security	Construction and disarming alarms.
Science	Break into specific areas of knowledge.
Stealth	The ability to avoid detection.
Streetwise	Knowing who to talk to in low places.
Survival	Trained to survive all environments.
Swimming	Swimming.
Teaching	Ability to instruct another character.
Theft	Lockpicking, sleight of hand, etc.

● The other changes in the "Characters" chapter occur in the Pedestrian Equipment section. This first item to change is the Laser Targeting Scope (LTS). The LTS may no longer be used for laser guiding Bazooka or Gyroslugger rounds. The LTS may guide MPRL and PMML ammunition and tripod-mounted weapons that can be laser guided. Plastique has been added to the list and the damage has been changed. A full brick now has 2 blast points, a half brick has 1 blast point and a quarter brick only 1/2 blast point. The change to the Explosive Grenade has already been mentioned above, but to reiterate — the 2' blast radius affects non-vehicular components *only*, the burst radius for vehicular damage with an explosive grenade is now 1/2'.

●**ERRATA** The Flash Grenade description is in error. Flash grenades do not blind opponents in the daytime, or in a well-lit arena. change the description to read, "Any person within 2' of a flash grenade when it detonates is blinded for 1 second at night. Effects are doubled if the victim is wearing LI goggles. Naturally, if a character cannot trace line-of-sight to the grenade, he

is immune to its effects. For this purpose Smoke will block line-of-sight." This is to bring the grenade more into line with the Searchlight and to close a loophole tactic in the arena.

Cars

●Cars are the heart of *Car Wars*, and any change made to them is bound to have an effect. They are also the most scrutinized aspect of the game, which is why there are so few changes in this chapter. The biggest change (and it applies to all vehicle types) is that there is no longer a maximum handling class for a vehicle. This means that a car with a Heavy suspension (HC3), Radial Tires (HC +1) and Active suspension (HC +1) would have a base handling class of 5, not 3, which was the previous maximum for base handling class. Any reference in the second edition to a vehicle's maximum handling class being 3 is in error, and should be ignored.

The other change that affects the Handling Class of cars is that sub-compacts now get an automatic +1 to their handling class with any suspension. Thus, a Sub-compact with a light suspension will have an HC of 2, 3 with an Improved suspension and 4 with a heavy suspension.

●There is one change to the Gas Engines section. In the First Edition rules the cost of a variable-pitch turbocharger was listed as a flat \$2,000. The Second Edition changes this to read "\$2,000 + \$1 for every added power factor." This change brings variable-pitch turbochargers back into line with the cost of standard turbochargers.

●The Engine Critical Damage Table has been made more linear than the old table. The result on a roll of 8 is now "Crack! The car suffers a transmission hit. Acceleration drops by 5 mph each turn (if it goes to 0, the car cannot accelerate), and the top speed drops by 10 mph each turn. If your car's top speed drops below its present speed, it will decelerate to match its new top speed. Repair can only be done at a garage, and is a Hard job for a mechanic." Results 8-12+ from the First Edition are unchanged, but they all now occur one number higher, so that a "Radiator!" result is now obtained on a 9, and a "FIRE!" result occurs on 13+.

●The only other change to the "Car Construction" chapter is the addition of the Racing Slick to the list of tire options. Slicks appeared in *Dueltrack*, but were, along with the racing car bodies, left out of the first edition *Compendium*. "Racing Slick (RS) Tires: any car, cycle or trike with racing slicks on all its wheels has its HC raised by 2. If they are only on two corners (front or back), then the vehicle's HC is raised by 1. The Hazard for maneuvers on ice, oil water and the like is at a +D4. In addition, just hitting oil, ice, or water is a D3 hazard. Racing Slicks take double damage from spikes, debris and obstacles.

"Any non-oversized vehicle [that uses tires] can mount slicks, but these are most beneficial on a professionally-maintained, glass-smooth racetrack surface. On a regular street or highway, racing slicks take 1 point of damage for every ten minutes they drive on open road, just from accumulated trash.

"Making a tire slick adds 300% to the cost, 100% to the weight and adds 1 DP. An RS may be made fireproof or steelbelted, but not radial or offroad."

The only other change to any of the vehicle construction chapters is in the chapter on cycles. Cycles must pay 300% of their base frame cost for off-road suspension, just like every other wheeled vehicle in the game.

Racing Bodies

The racing bodies from *Dueltrack* have been reprinted in the second edition *Compendium*, with an additional body type, the Funny Car. The Body type chart is reproduced here.

Type	Price	Wt.	Max. Spaces	Armor
			Load	Cost/Wt.
Formula One/Indy	\$6,500	600	4,000 15	\$22/10
Can-Am	\$6,500	800	4,500 18	\$24/12
Sprint	\$5,600	300	3,200 10	\$15/7
Funny Car	\$6,600	700	4,500 20	\$26/13
Dragster	\$6,200	600	4,000 16	\$20/8

The rules for these are the same as the rules in *Dueltrack*. Racing Bodies may take all normal chassis, tires, engines and accessories, but may not have their suspension modified. The base handling class for a racing body is 5. There are a couple extra rules thrown in to cover the differences of Funny cars. Funny Cars, like Can-Ams, may use wheelguards. There's also the following section: "Funny Cars are hinged in the back and the entire body shell is lifted off the frame hydraulically for easy access to the engine and weapons (which gives a +1 to all repair rolls). This is also the only way for the driver to get out of the vehicle, since Funny Cars do not have doors. It takes 5 seconds to raise or lower the shell, during that time the car is considered to have no front or side armor."

Weapons and Accessories

●**ERRATA** The text descriptions of all Projectile, Rocket, Torpedo, Laser and Flamethrower weapons are correct. The discrepancies between the text description and the Weapon List for the Spike Gun and the Oil Gun were mentioned above; the numbers in the text should be written into the Weapon Chart.

In the Dropped Gas section of the "Weapons" chapter, the description for the Gas Streamer includes the sentence, "Unlike other dropped weapons, gas streamers can be aimed like regular weapons. If a gas streamer is put on automatic, it will fire immediately and then once per turn, in the same phase on which it was originally activated." This also applies to the Flame Cloud Gas Streamer, which appears right above the Gas Streamer.

●The rest of the "Weapons" chapter appears to be correct, as is most of the "Accessories" chapter. However, there are two important changes to items in the "Accessories" chapter and two large pieces of errata. The first change is in the description of Armored Wheel Hubs. The cost of Armored Wheel Hubs has been lowered from \$15 per point of protection to \$10 per point, to bring them in line with Wheelguards. None of the other mechanics surrounding the hubs or guards have changed.

The other change is that, if a vehicle has a spoiler or an airdam, 1 is added to the handling class of the vehicle if it is traveling over 60 mph. If the vehicle has both a spoiler and an airdam, it may also reduce the D of any maneuver it takes by 1, if it is traveling 60 mph or faster. The rule in the *Compendium* is unclear on this point, but a vehicle with both a spoiler and an airdam gets both a +1 to its handling class and a 1 to the D of each maneuver. The rules for Helicopter Maneuver foils have also been changed to reflect the difference in how these items work.

●**ERRATA** The two pieces of errata in the chapter concern Rocket Boosters and Jump Jets. Replace the descriptions of Rocket Boosters with the following.

“Rocket Boosters: \$50 per 10 lbs., 1 DP and 1 space per 100 lbs., or fraction thereof. Volatile. Acceleration, or deceleration, gained by a vehicle using Rocket Boosters is calculated using the following formula:

“(Weight of fuel burned \times 1,000) / weight of vehicle.

“This acceleration is applied in the phase that the rockets are fired, and firing a rocket booster counts as a firing action. A vehicle may combine normal acceleration and rocket boost. A vehicle may only gain acceleration from rocket boosters on one phase in any turn. The amount of boost that a vehicle can safely withstand each turn is determined by the chassis:

Light Chassis	10 mph
Standard Chassis	20 mph
Heavy Chassis	30 mph
X-Heavy Chassis	40 mph

“Vehicles with Light and Standard chassis can fire for 10 mph boost over the limit; they have a 50% chance of bending the frame and making the vehicle undrivable (HC goes to 6 immediately and remains there for the rest of the game; this cannot be repaired). If these frames attempt to fire boosters more than 10 mph over the limit, they automatically ruin the frame as stated above. If vehicles with Heavy or X-Heavy chassis attempt to fire boosters 10 mph over the stated maximum, they have a 33% (2 in 6) chance of destroying the frame; a boost of 20 mph over the limit results in a 50% chance; boosts of more than 20 mph over the limit automatically destroy the frame.

“Rockets can be purchased to burn for multiple turns; when triggered, the car accelerates in that phase and in the same phase every subsequent turn until the rocket burns out. The weight of fuel burned per turn is set when the vehicle is constructed and cannot be changed thereafter. Once triggered the rocket cannot be shut off till the fuel is exhausted. Firing rockets is a D1 hazard for each 10 mph of acceleration, or deceleration, gained (forward or back for most vehicles, any direction for Hovercraft).

“Booster Rockets must follow the $\frac{1}{3}$ spaces per side rule and may be mounted in External Weapons Pods (not rocket pods). Rockets mounted in a pair of EWPs, on either side of a vehicle, must be of the same size, set for the same burn rate and fired together. If one of a pair of EWPs is destroyed while the rockets are burning, the acceleration gained must be recalculated for the reduced weight of fuel burned in a turn, and the Hazard for the new acceleration is tripled because of the uneven thrust. An Ejectable EWP may not be ejected until the booster has completed its burn. Example: A 5,000-lb mid-sized car is fitted with rocket boosters. Using the formula above, we find that 50 lbs. of rocket will accelerate the vehicle 10 mph per turn, a mid-size car can devote up to 4 spaces to booster rockets (to the rear), according to the $\frac{1}{3}$ spaces per side rule. therefore, the vehicle can have up to 400 lbs. of rocket. Assuming the vehicle was equipped with an Extra Heavy Chassis we could set our rocket to burn 200 lbs. of rocket per turn for two turns and get 40 mph of acceleration over each of two turns, 100 lbs. of rocket per turn for 20 mph of acceleration every turn for 4 turns, etc. The rocket could be divided up into a number of separate rockets which could be fired separately so that all the acceleration does not have to occur at once, but remember, a car may only gain acceleration from rock-

ets on one phase per turn, so multiple rockets would have to be set off at once or, if additional acceleration is needed after the first rocket is burning, any additional rockets would have to be ignited in the same phase the first rocket was, on a subsequent turn (if the first rocket is still burning).”

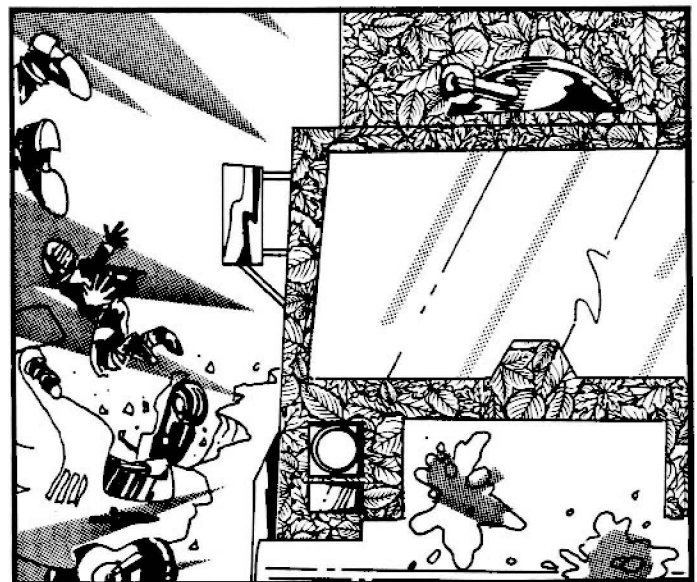
The text description of the Jump Jets can remain as is, just realize that the “Burn Value” refers to the acceleration the rockets would add to the vehicle (use the formula provided in the Rocket Booster description above).

●The last change to the chapter, and the book, that needs to be discussed is the change to spoilers and airdams (and similar items). The first change is that spoilers and airdams are no longer 100 lbs. and \$500 for any vehicle. They are now different sizes for different vehicles, based on the armor weight and cost. Specifically, they cost the same as 25 points of armor, and weigh the same as 10 points of armor for the vehicle they are being mounted on. So, a spoiler or an airdam for a Luxury-size vehicle will weigh 100 lbs. and cost \$500 (assuming normal armor). The same item for a subcompact, however, (again assuming normal armor) would weigh only 50 lbs. and cost \$275.

●**ERRATA** The last piece of errata in the book deals with Cycle Windshells and Hovercraft Vertical Stabilizers. They should be changed to reflect the changes to spoilers and airdams. Since these vehicles may mount only one of the items mentioned, they gain the +1 to handling class, but may not gain the D1 from maneuvers.

Wrapping it Up

That’s it. That’s all the changes and errata in the book (at least all that the author could find after several exhaustive passes through the manuscript). The new movement rules should make for some interesting duels. The new Movement Chart should eliminate the odd happenings that could occur, and often did, with the old chart. That, and the changes to the Crash Tables (specifically the modifiers to the Crash Table rolls), make sense and play very well. Most of the other changes are either errata, or simple changes that have been bouncing around Steve Jackson Games for a while but never found their way into print until now. Have fun with the game; these changes have gone far to renew the author’s long-held interest in the game. I hope they will do the same for yours. Keep the shiny side up, the greasy side down, may your rockets home true and your Vulcan never jam.



ANGEL OF MERCY

by Laura Tripoli

Special thanks to M. Laverty and J. Ferrara

My mother was still yelling at me to come back inside and that I'd better not so much as touch that front gate if I knew what was good for me, but somehow that didn't impress our guests. The two goons out front continued smashing my little brother's windshield and generally destroying his scarlet paint job with a couple of tire irons. I wasn't in any mood to listen to Mom right then, so I gathered up the momentum I'd picked up running down the front steps and hurdled over the waist-high wrought-iron fence without touching it. My former boyfriend, the jock, would have been very proud of me; my leap, while not graceful, took me within five feet of the little low-lives. Close enough.

Jimbo probably would have corrected my grip on the Louisville Slugger, but I doubt that many athletes normally bat one-handed. Then again, most ball players are looking to get a piece of horsehide.

"Bastard!" I screamed, swinging low and inside. He twisted, instinctively raising his left knee to protect himself from a permanent position with the Vienna Boy's Choir. I caught his kneecap edge-on and felt it pop out of place with a satisfying crunch, and he screamed and fell.

That got the other guy's attention, and he reached into his jacket. I was already diving under the big white Samaritan when the first shots ricocheted off the undercarriage. I thanked God for the millionth time that I'd had the extra armor installed in its rear.

Busting up Andy's "damn fool" car was one thing. Shooting up Lucy MacLaine's favorite (and only) daughter was quite another. The next thing I knew, there was a deafening crash somewhere above me, and the sound of shattered safety glass tinkling to the ground. I heard the Kneecap dragging himself into the street, then a squeal of tires as old Peacemaker barked a second time. Before they screeched off Avenue T onto East 37th street, Mom was kneeling beside the Samaritan, reloading my dad's double-barreled shotgun. For a woman who claimed never to have fired a gun before, she was pretty good. "Are you all right?"

"Yeah," I grunted, rolling out from under my unit and dusting myself off. "Fine."

She took a deep breath and actually looked relieved to see me alive and whole before she slapped me across the face. It wasn't a hard slap — didn't hurt or even redden the skin — just surprised me. "How could you pull a stunt like that?! Isn't it enough you brother's lying in the hospital without you trying to get yourself killed?"

I bit down hard on my answer, knowing that it would only make things worse to argue with her. Mom was already half-wild with worry over Andy, and I certainly wasn't going to add any more by telling her what I planned, but I'd finally had enough. Attacking Andy's car was adding insult to injury, and that final insult I was not going to let pass.

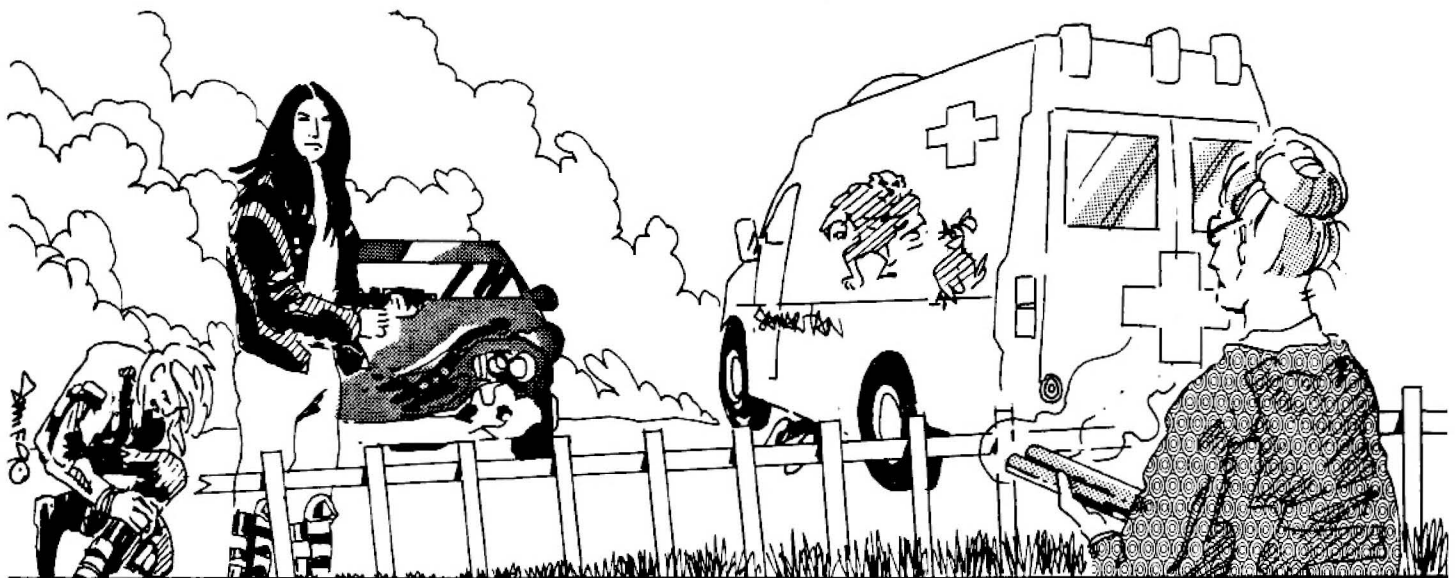
Shaking with rage, I turned away from her, running my hand gently over the trunk of Andy's car and the striking rattlesnake painted there. Someone would pay for wrecking Andy's car, just as surely as someone would pay for leaving him lying broken and bloody on the Belt Parkway.

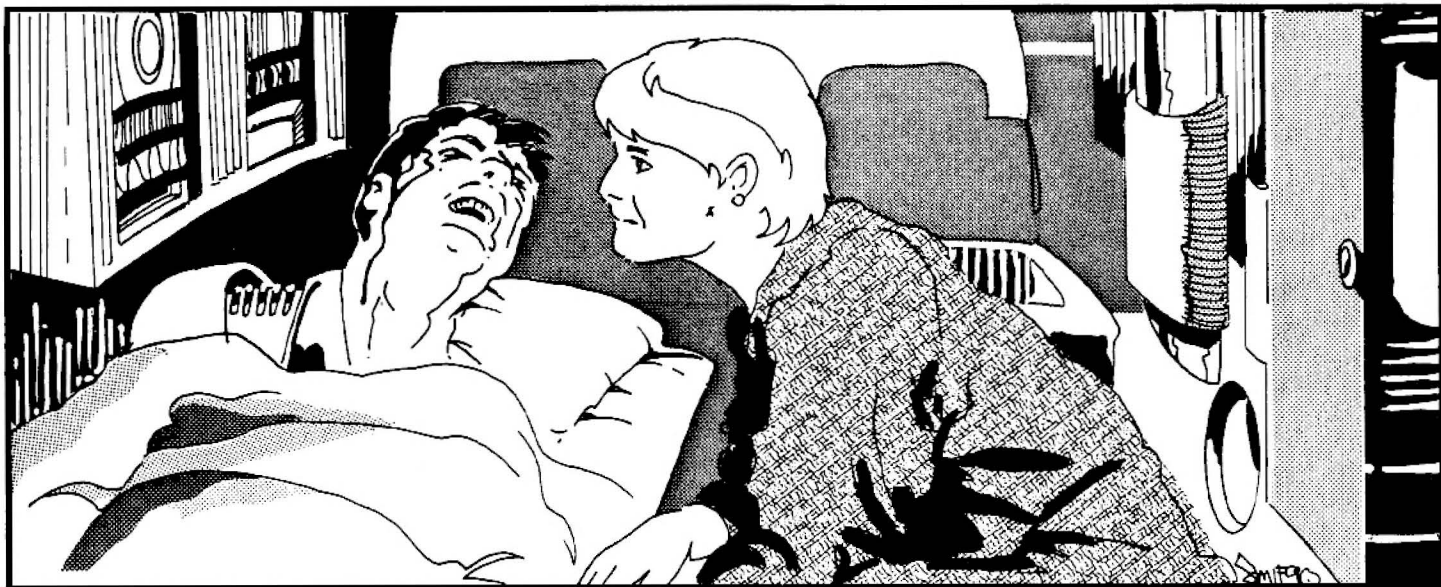
☆☆☆

I was the older, and therefore more sensible of Lucy MacLaine's two offspring. After all, only an idiot would consider being a duellist if he lived at home and his own mother was rabidly anti-AADA, right?

Well, there was Andy in a nutshell. Big friendly smile, a shock of raven hair and twinkling blue eyes that could charm a snake. He certainly got along on miracles and blarney, because his mind rarely shifted out of first gear. People who didn't know him believed that he truly knew what he was doing, and people who knew him believed he'd never run out of luck.

To be fair, he was a good duellist — in fact, he'd won a lot of prestige in what was, frankly, the least inspiring crate I'd ever seen. In one of mother's less composed moments, she proclaimed my brother to be "just like his father," a remark not received kindly by either side of the family, because that meant he was either going to end up a useless autoduellist (Mom's side) or a dead, unsung hero (Dad's).





I was the odd one. It seemed I favored no one in particular, and the family joke said I was either sent to balance Andy's recklessness, or I ought to be calling the mailman "Dad." Different as we were, Andy and I were inseparable through childhood, and we stayed that way as adults. When it came time to select a profession, I chose a natural. What better job than samaritan, to bail my little brother out of trouble? When he asked why I'd ever want to do something as stupid and dangerous as that, I remember how I kidded him that someday I'd be the only thing preventing him from duelling with Dad. Somehow, the joke lost its humor.

Speaking of jokes, people listen to the ones about what kind of victims we find (for instance, a "hoser" — a victim one simply rinses off the pavement) and think Grizzly and I are cruel and heartless. We're not. We're survivors. The job description for samaritan stresses the idea of rescue and life-saving. It never mentions the other two jobs involved — coroner and janitor.

A few days before the attack on Andy's car, we'd been kidding around, as usual, about a pick-up called in from the Belt Parkway. From the description, we didn't think we'd have much to do — it sounded like a street-cleaning assignment. Everything was fine until Relay checked her data. "Mercy-1, Mercy-1, the Belt's top priority."

"Huhn?" my partner, Griz, snorted through a mouthful of doughnut and into the mike. "Listen, Ree, we like payin' customers, and so does Kings County, so what's the deal with the hosers? Dead guys don't tip."

I'd never heard Relay lose it so bad before. She didn't even use our handle. "'Gale, you'd better haul gears down there now!'"

I'd already thrown the Samaritan into gear so hard she jerked forward with an ominous clunk. "Base, this is Mercy-1. Please advise."

"Nightingale, it's Andy."

I swore softly and turned on the sirens. It took only a few minutes to get there. I'd never seen Griz drop his coffee to hang on to his armrests before.

When we got to Andy there was still a pulse and respiration. I tried to believe that it wasn't as bad as it looked, but all my training and experience said otherwise. Coupled with Griz's lack of conversation, except for what was absolutely necessary to get

Andy out of the wreck and ready for transport, I realized that things, to put it mildly, were not looking at all good. Neither was I, apparently; Grizzly didn't trust my ability to drive, and so I ended up sitting in the uncomfortable fold-down seat he usually occupied when we had a customer.

I held Andy's hand tightly, keeping up a steady stream of one-sided conversation, hoping that the sound of my voice might focus his attention on staying alive and tip the scales in our favor. I was shocked when he uttered a low, raspy moan and opened his unevenly-dilated eyes. "'Gale?'"

"Hold on, baby brother, I'm right here."

He coughed a fine red mist. "Pretty bad . . . ?"

"Don't talk, 'Drew," I said, my voice breaking and ruining my best authoritative style. "We're almost there."

"Not . . . my fault, 'Gale."

I felt a white heat behind my eyes and he blurred suddenly. "Damn it, do you always have to blame everyone but yourself?" I heard myself snap.

He smiled slightly, painfully. "Can't be too bad . . . still yelling."

"Don't move." I couldn't believe I was forgetting all the basics. Those should have been my first words to him. I swallowed hard, tried to concentrate, and got back to business, squeezing his hand firmly. "Feel this?"

He fought, unsuccessfully, to focus his eyes, then closed them wearily. ". . . Mean . . . the hand you're squeezing?"

My heart tripped a little lighter. Maybe it wasn't as bad as I thought. Maybe everything was going to be all right . . .

"No. I don't."

☆☆☆

I tried my best to remember that Diamondback was a close personal friend. Most of the time, it wasn't any problem. Unfortunately, Diamondback was the designer of the very fast, very armed and very crashed prototype Andy had been driving, a car nicknamed the "Cherry Bomb" for its flashy red, laser reflective/fireproof armor. While fighting to keep Andy breathing long enough for the emergency room team to work on, I'd noticed mechs busily readying Diamondback's precious prototype to be towed, and it had infuriated me no end.

As I stormed past the guards and into the garage a week later, I found it very easy to imagine both my hands around Diamondback's throat. I breathed deeply, looked him straight in the eye and asked calmly, "Diamondback . . . why did you put my brother out on the Belt in a deathtrap?"

It couldn't have been my tone of voice, because even I was surprised at how level-headed and quiet it sounded in the noisy garage. The mechanics kept working calmly, but the test drivers who always hung around seemed to pale considerably and disappear fast. I guess all of them had driven Diamondback's prototypes at one time or another.

Diamondback looked more than a little worried. If he hadn't known me so well he might've thought the sight of a five-foot-three woman bristling in front of all six-foot-five of him ludicrous. "Take it easy, Nightingale. It wasn't my fault."

"I see." I hopped up to a seat on the nearest workbench. "Then I guess I *didn't* scrape Andy out of the Cherry Bomb?"

He came over and put an arm around my shoulders in that fatherly fashion he knew I couldn't resist. "Gale, come on. You know better than that." He gently steered me off the table and over to the corner where the Cherry Bomb was up on a lift, and walked me under it.

Her nose was a twisted, tortured sculpture, one I hadn't been able to forget since I'd first seen it wrapped around a stanchion under the Bay 8th Street overpass. It made me nervous to be so close to the machine that almost cost my baby brother his life. "What now?" I asked. "You gonna drop her on me?"

"Course not," he said, touching the enameled red cross pin on my lapel. "You're in uniform. If word got around that I'd started squashing samaritans I'd be history. Ancient history. Even more ancient than you."

"Thanks," I replied dryly, pushing his hand away from my chest. "That's *very* reassuring." He was one of the very few people who could remind me that, as a medic, I was at least five years older than most duellists. EMT courses tend to keep one out of the way of cars and crossfires.

Diamondback guided me past the nose to the rear axle, then pointed to the undercarriage. "Take a look at that, 'Gale.'"

I looked, impatiently. "Busted brake cables and steering linkage. So what? They should've been stronger."

I suddenly found myself suspended by the scruff of my neck. "Look harder."

"Look harder? What's the point, Diamondback? The linkage will still be busted and so will those lines."

"Look at the car, 'Gale. *Look at the car!*" Diamondback lifted me practically nose to rear axle, and suddenly I saw what he was getting at.

Cut. The damned brake lines were cut, and that steering linkage was no accident, either. I could see file marks all over the place.

"*Sonuva . . .*" I whistled low, under my breath.

Diamondback let go, and I landed on the balls of my feet. I didn't need to look at him to know he was giving me his patented look of hurt innocence. "Looks like I owe you an apology," I said grudgingly.

"Looks like." He was merciful enough to leave it at that.

I studied the steady drip of transmission fluid as it trickled red on the floor. "Diamondback, I want whoever did this to Andy."

He was quiet a long time. "You'd better cool that, Nightingale. Medics are sworn to save lives, not take them. Remember?"

"*I don't care!*" I whirled on him. "My brother is lying in a hospital bed, and I don't even know if he's going to live or die. It'd be one thing if he bought it in a fair fight, but this . . ."

"Gale, I'll take care of it. I want them just as badly as you do . . ."

"No, you don't. You can *fix* your damn prototype. This is my brother we're talking about." I paused only long enough to draw a breath. "If you won't help me nail them, just stay out of my way."

"You're serious, then."

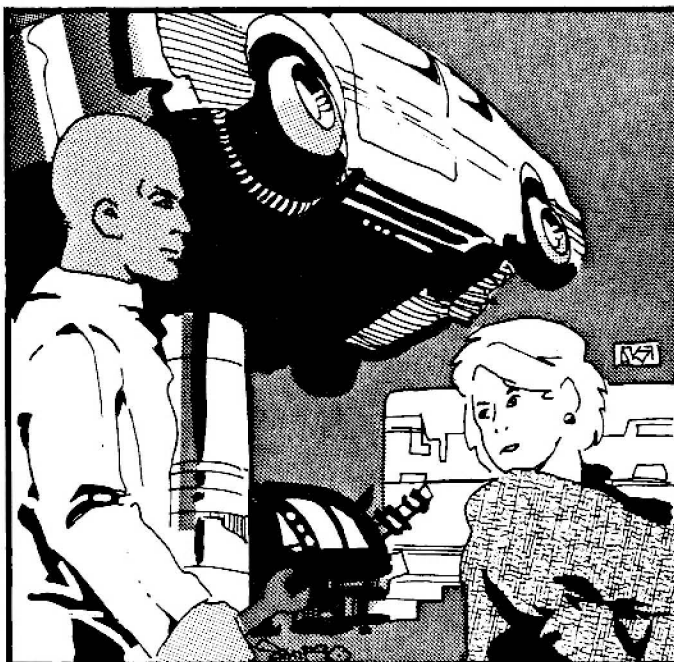
"You're damn right I'm serious."

He looked thoughtful. "What does Grizzly think?"

"Not much and not often." It was an old joke, but somehow it sounded cold and nasty in the big garage.

"He know you're looking to off these guys?"

"He will."



"Are you crazy?!" Griz dragged himself off the stretcher he'd been snoring on, and grabbed me by both shoulders. "Nightingale MacLaine, you've finally lost it. If word gets around you're drumming up your own business, you'll give samaritans a bad name. We'll never pick up any more work. We'll be marked!" Typical Grizzly. Barely articulate most of the time, melodramatic now that I'd decided on a course of action.

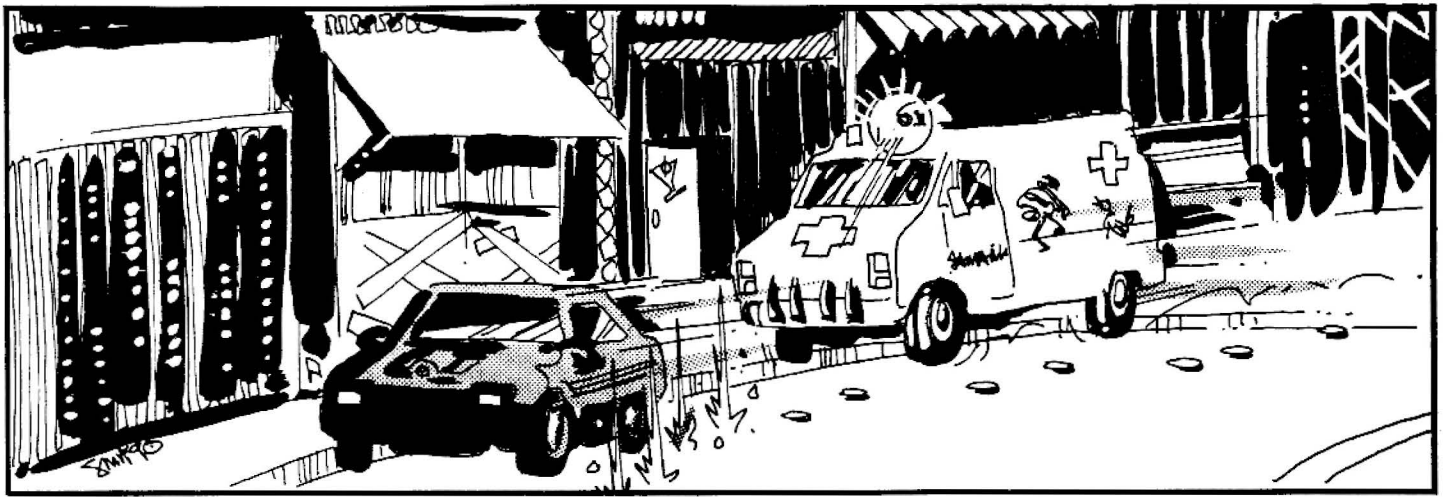
"I didn't ask you to come with me. I'll put out the word you had nothing to do with it. You'll have a new partner in no time." I stood on the stretcher opposite him and calmly loaded the top-turret-mounted Vulcan with a mixed bag of tracer, armor-piercing and explosive rounds.

"You can't drive and gun at the same time!"

"I don't plan on gunning unless I have to. And if I have to, I'll manage." I jumped down, walked up front to the passenger seat, and flipped on the targeting computer to check the VMG. When I turned, I slammed into his broad chest. "Uh, Griz, you mind getting out of the way?"

He looked down at me. "You can't drive and gun at the same time," he repeated stubbornly.

"I said, I'll manage."



He leaned over, and *still* towered over me. "I have a share of this Samaritan, you know."

"I know. I'll pay you off."

"You think I'm gonna let you drive off with my third share?" he growled, squeezing past me to drop into his seat. "I'm comin' with you."

"Grizzly . . ." I knew what he *wasn't* saying — that he wouldn't let me go it alone. I didn't want him to get involved or hurt.

"Strictly a business proposition," he continued gruffly. "If you get killed, I want the Samaritan."

"But, Griz. . ."

He strapped himself in, ignoring my protests. "I'm the gunner. You're the driver. You do your job, and let me do mine."

"Thanks. From a strictly business point of view," I replied, simultaneously struggling to suppress a smile and tears. "And by the way, Griz, that's your *quarter* share . . ."

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I couldn't believe our luck. Cruising down Ralph Avenue, a midnight blue Firepower swerved into my lane. Flipping me the bird was none other than good old Kneecap. Mom was right all these years — when you go out looking for trouble, you *do* usually find it.

"Nightingale . . ." Griz cautioned as I sped up.

"Geez, Griz, I only want to talk to them," I said innocently, flipping on the P.A. system. "Afternoon, boys. Wanna pull over and have a cup of tea?"

Their answer was not unexpected. What ticked me off was that their slugs chewed through the customized mural of the bear and songbird along the left side of the samaritan, so I floored it. Just because I don't have a T-cat under the hood doesn't mean I can't catch anything I want to catch . . . it just takes me a little longer.

The Firepower did a right 90-degree skid through the Flatlands Avenue intersection, past the abandoned high school with its circular library. Griz took careful aim, grunted, and fired as I followed, my tires screeching.

Dead on. Score one against South Shore High School.

"You know, Griz, unlike laser jocks, we *do* pay for each round of ammo . . ."

"Drive." He growled.

I didn't bother to answer, just hung onto the Firepower's tail the best I could as Griz and the VMG slowly but steadily chewed through their rear armor.

Griz swore as I swerved unexpectedly. Apparently things were getting a little hot for Kneecap and company — they had dumped all of their mines in the space of a quarter block. Grizzly's shots went wide, tearing through a mailbox and floating shredded paper on the wind.

"Keep on him!" I yelled to Griz.

"Keep on him *yourself!*" he snarled, as I pulled a hard left through the intersection of Remsen Avenue.

"Would you take him out already?"

"They reinforced their rear armor!" he snapped defensively.

That's what you get when your partner bases his attack on the AADA Vehicle Recognition Guide without taking into account their warning that all bets are off on customized cars. "Forget the rear armor, just take out a tire!"

"Tires?" he sneered, and I knew what was coming. It was one of the unwritten rules that convinced everyone else that Brooklyn drivers were the craziest in the world. "Only *wimps* shoot out tires!"

"It's that, or I ram. And you *know* we don't have a ram plate!"

Griz shot the tire, and they swerved and rolled. I felt my heart catch with momentary guilt as I slammed on the brakes and skidded to the right. By the time we stopped, the Firepower had almost — but not quite — stopped rocking on its roof.

Griz groaned, and I turned. He was clutching his forehead, and I realized that there was blood seeping between his fingers.

"You okay?"

"Fine," he grunted. "Just a scalp wound, you know how they are." He winced as a drop of blood splashed in his eye. "Damn radio, hanging there waiting to brain someone! I'll be no good to you out there, 'Gale. Let's call for back-up."

"May be too late." I grabbed my portable med-kit.

"I admire your dedication," Grizzly growled, grabbing some gauze pads and applying direct pressure to his forehead, "but those two were trying to kill us. Why risk your life for them?"

"Risk my life for them, hell. I'm getting some answers."

By the time I got outside, Kneecap and his driver were no longer inside their car. One look told me they'd been lucky to drop their mines when they did — their rear armor was nearly gone.

I crouched down by the driver's side of the Samaritan, my eyes scanning the abandoned warehouses across the street uneasily. Where had they gone?

Then I heard it. Kneecap had invested in a brace that went from mid-thigh to upper calf and was either vain or wealthy enough to buy a brand new one. I'd had to fit plenty of drivers with them, including Andy, and I was all too aware of the equipment's quirks. Between the creak of the stiff, new leather and the squeal of the metal side bars, I'd have had to be on the third night of a three-day binge to have been unaware that he was sneaking up behind me. It was no challenge at all to swing around suddenly and deliver a resounding roundhouse kick to — you guessed it — his *other* knee. For the second time in as many days, he went down, howling with pain.

When I heard the loud, metallic snap just behind me, I realized what, or rather who, I had forgotten. Raising my hands, I turned slowly. Sure enough, it was Kneecap's buddy and his autopistol. I cursed myself silently for forgetting about him.

"Too bad, grandma. You were a pretty good driver."

I forced myself not to react to his jibe about my age, and chinned the red cross on my lapel instead. "I wouldn't do that if I were you. I'm a medic, you know." I hoped that would convince him it was worthwhile to find a less lethal means of dealing with me. It was common knowledge that anyone who fired on, much less killed, Ambunought or Samaritan crews usually lived just long enough to regret it. We're avenged with extreme prejudice, and not just by our own. Drivers everywhere owe us their lives.

He grinned. "Who's around to see it? Ever occur to you that you caught us down in Canarsie 'cause I wanted a nice, quiet place to pay ya back?"

It hadn't. If he killed me and Griz here, it was a good bet nobody'd find us. Nobody came down here anymore but outlaws. I heard myself telling him, firmly and very calmly, "Put the gun down."

"Sure thing," he said, aiming with exaggerated care at my chest. "G'bye, lady medic." I stiffened in anticipation of the jarring impact of being shot on full automatic.

Hearing a single rifle shot these days is a rarity, because everyone seems to adhere to the notion that more is better. Spraying buckshot or bullets is the surest way to splatter your target, but there's something exceptionally eloquent about the crack of a single rifle report. Autopistol was spun around, a spray of red catapulting away from his head, his finger spasming on the trigger. Bullets chewed into an abandoned gasoline station, into the air, into the asphalt. I didn't have to check him to see that he was very dead before he'd even hit the ground. When I saw Flashpoint lowering herself through the roof of a low-slung Wall Street Special with her high-powered hunting rifle and sniper-scope, I knew I'd have to thank Diamondback, then royally chew him out, for having me followed.

I turned on Kneecap, who'd been struggling to his feet, and shoved him against the side of the samaritan. His forehead impacted with the side armor, and he grunted in pain as I jerked a thumb in Autopistol's direction. "That," I told him calmly, "was a warning shot."

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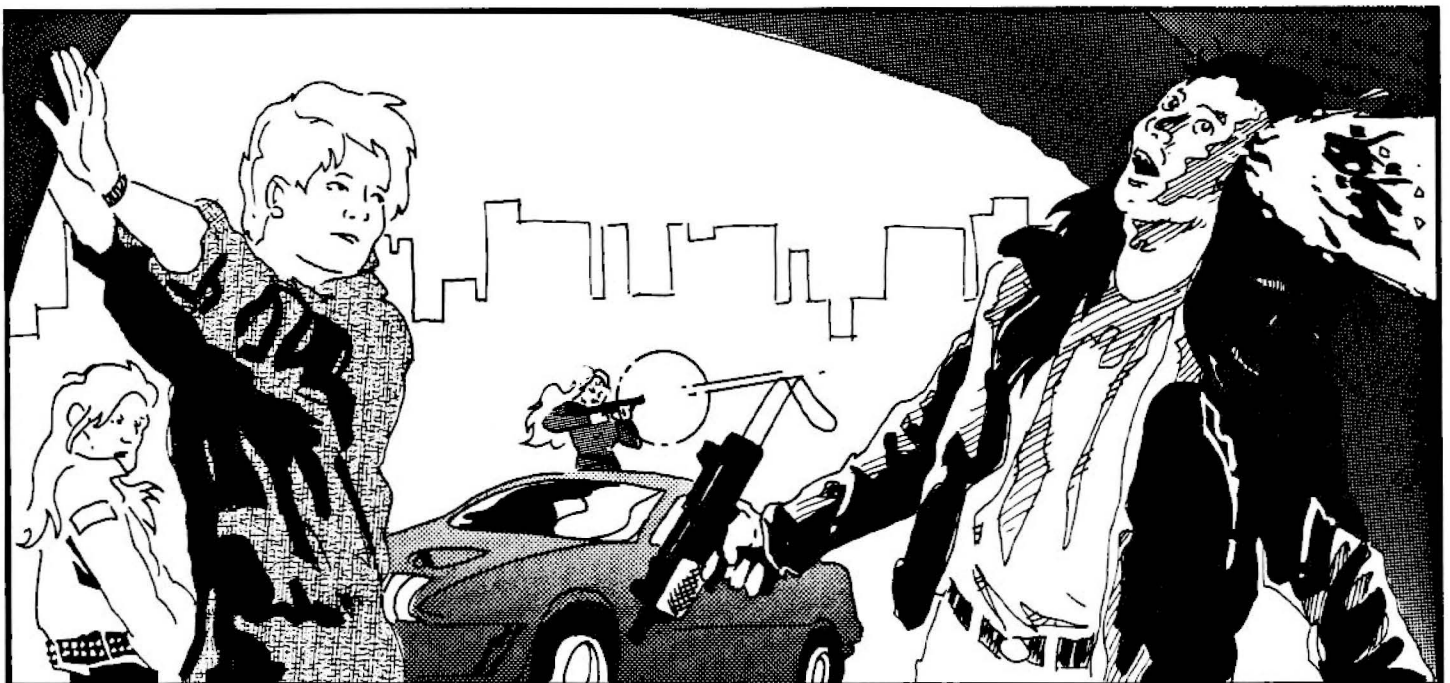
"You're sure he doesn't know anything?" Grizzly rumbled, snorting with pain and cracking his knuckles threateningly as I bandaged his head. "I could ask."

Kneecap shrunk back. "I swear, I swear, man. MacLaine busted up my car. that's why we trashed his when we had the chance. I swear we didn't have nothin' to do with tryin' to kill him. Honest. But I heard Boom-Boom warned Diamondback not to release his prototype before the games next week. Said he'd regret it." He blinked fearfully. "I thought you guys were angels of mercy. Life savers."

"We haven't killed you." Grizzly grumbled.

"But you better believe," I hissed at Kneecap, "that if I find out that you've lied to me, that's *it*. As a medic, I could make things *very* unpleasant for you."

"Very *painful*," Grizzly added. "Never life-threatening, of course. Accidents happen." He patted Kneecap's right knee, ever-so-gently, and Kneecap blanched. "Know what I mean?"



"W-whuyagonna do t'me, man?"

"Nothin'. Get out."

"What? B-but you can't leave me here in this neighborhood, man, it's all abandoned. What about renegade cyclists?"

"There's a phone on the corner, and it even works." Grizzly picked him up under one arm, walked to the back doors, and put Kneecap gently down onto the asphalt, handing him a cane. "Between that and your buddy's gun. You have a better than fair chance of being here when your mommy shows up. Better than if you mention anything about a samaritan down here, *get it?*"

He got it.

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In the end, we traded Kneecap two additional clips for the location of Boom-Boom's shop. It was in the old Brooklyn Terminal Markets, and one of the entrances to the complex was on Foster Avenue, a few hundred feet from us. After I patched up Grizzly, we swung out of the samaritan quietly, climbed the fence surrounding the warehouses, made our way up to the shop's roof, and looked through a skylight.

"Gale, are you sure about this?" Grizzly asked quietly. "After all, the Bimbo Brothers back there didn't have anything to do with hurting Andy..."

I gave him a look, laying my Ladyman Puma on the skylight. "Yeah? If they're so innocent, why'd they start shooting?"

Griz shut up.

I put on my stethoscope, then pressed it against the pane of glass, trying not to feel quite so guilty about Autopistol's demise. After all, I told myself as my hand curled around the cool butt of my pistol, they *had* opened fire on us first.

The voices were slightly muffled, but clear enough to hear. The mechs down below were working on a sleek, black Python parked directly under the skylight.

Shop-talk never really interested me, but this sure did. There was a powerfully-muscled guy in combat armor laughing below. "So, you hear about that awful accident last week on the Belt?"

I tensed, and Grizzly whipped out his stethoscope too.

"Yeah, heard it was real bad. After all, who would've thought the steering linkage and brakes would *ever* fail at the same time."

"Real slipshod work Diamondback's doing these days."

Griz squeezed my shoulder gently. "Easy," he whispered. "It doesn't mean a thing."

"I know," I hissed back. "Shhh."

The big guy slapped a scrawny, nervous-looking little kid on the back, one of those hangers-on who dreams that someday they'll be a duellist, too. "Wonder if maybe it was a Mouse chewing through the cables?"

The kid looked away and scurried over to the prototype. "When you gonna let me ride shotgun, huh, Boom-Boom?"

The bruiser stood up, walked over, and put his arm around Mouse's shoulder. "Why don'tcha tell us about the Bomb?"

Mouse quivered. "Come on, Boom-Boom, leave me alone."

"What's a matter, kid, you got a conscience all of a sudden?"

You didn't mind when I paid ya t'break in to Diamondback's garage and fix the car." Boom-Boom swiped at Mouse with a massive paw. When he turned, cringing, Boom-Boom kicked the kid in the seat of the pants.

I yanked my stethoscope out of my ears and closed my eyes tightly, leaning on the skylight, trying to calm the tears of frustration and outrage that threatened to overcome me. How could they be laughing and joking about it?

There was hardly any warning at all — a slight creak, and then the skylight twisted inward and shattered. There wasn't time to grab anything, and all I saw was a blur of black as I twisted in midair, hugging the Puma to my chest.

I landed hard, the wind knocked out of me. The mechs, thank God, were just as surprised by my entrance as I was. I offered up a quick silent prayer to whatever designer decided to forego the roof-mounted weapon option.

"Mother o' Mercy," Boom-Boom growled, snatching up an Alamo machine pistol, "It's one o' Diamondback's lot!"

Hell of a way for a samaritan to die, sprawled spread-eagled over the roof of a car, I thought.

"GRRRRRRRAARRRR!" The rest of the skylight rained down around me, and as the Mechs and Boom-Boom looked up in dumb astonishment, I rolled to my right and managed to land on hands and knees on the concrete floor mere seconds before Grizzly and his size 13 combat boots landed on the top armor. The cuts I'd gotten from my fall stung, but that was nothing compared to what I'd have felt if Griz had landed on my rib cage.

Griz lashed out, and his kick disarmed Boom-Boom quite nicely. He barely had time to avoid the mallet another mech sent whizzing by his right temple.

"Griz, look out!" I'd popped up by the right front fender and blasted a mechanic brandishing an arc-welder, ducking my head and shielding my eyes against the intense blue-white light.

I glimpsed a reflection in the windshield, dodged. A wrench missed my head and instead bounced off the Python's side armor. I reacted instantly, twisting and ramming the heel of my hand up into the face of another mech. He staggered back, dropping the wrench, blinded with pain and his shattered nose bloody.

Griz jumped off the roof onto Boom-Boom, and with two mechs down, I still had three more and Mouse to worry about when something bumped into me from behind.

I don't know who screamed louder, the kid in his terror, or me with my martial-arts-inspired *Kiai*! I slammed him against the Python's side armor with my right elbow and fired blindly with my left hand. The shots were several inches off-target, so instead of killing the crowbar-wielding mechanic looming up behind Mouse, I nearly took the mech's left shoulder off. As I searched for another opponent, I shoved Mouse through the open passenger's window into the car, out of harm's way. After all, he was only a kid.

I couldn't see anyone else, and glanced over at Grizzly. He was still wrestling with Boom-Boom, and it looked like Griz could use a hand. I'd've gone to help him, but the Python I'd been leaning on roared to life and tore off, spinning me away onto the concrete and depriving me of the little cover I had. As I



picked myself up, the car smashed through the wooden garage door.

A burst of flame suddenly licked across my left thigh, and I rolled instantly, slapping at my burning uniform. Another cloud of flame engulfed me briefly, and I figured out where one of the remaining mechs had gone. I held my breath and rolled under a workbench.

The fire had done wonders for my uniform, and another burst was sure to finish me. As it was, my leg had been badly burned and I wasn't sure what was left of it. I lay on my side, panting in agony and gathering my strength.

Flamethrower came looking for me, unable to see through the noxious smoke my uniform had produced. When he'd reached the area just in front of my workbench, I took careful aim, both shaking hands curled around the grip of my pistol, and pulled the trigger.

The canister was an older make and apparently not well armored. The shots tore right through it, and Flamethrower realized what had happened when he felt the first splatter of napalm hit his suit. He didn't get a chance to do much else before his pack exploded, splashing burning napalm as far as the eye could see. Not to mention him.

In the meantime, Griz had broken Boom-Boom's grapple and was using him as a punching bag. The other mechanic was long gone by the time I crawled out from under the bench and limped towards Griz and Boom-Boom.

Griz was holding Boom-Boom up by the front of his combat armor, and pulling back for another punch when I staggered over and grabbed Grizzly's wrist. Griz paused while I shouted into Boom-Boom's face, "Why? Why did you sabotage the Cherry Bomb?"

Boom-Boom grinned faintly, his smile bloody and gap-toothed. "Business," he answered.

Grizzly's eyes went squinty as he punched him again, and Boom-Boom's eyes rolled back as he sagged, unconscious, in my gunner's grip. Grizzly let go and Boom-Boom dropped like a sack of potatoes. "Come on, 'Gale! We have to get out of here, the fire . . ."

"Grab him and let's go." I said, heading for the door.

Grizzly caught my arm, panting and outraged. "Grab him? 'Gale, he almost killed Andy. And for 'business'!"

I stumbled over to Crowbar, saw he was still breathing, and started to drag him out. "We can't just leave 'em to burn." Arc-Welder and flamethrower were both lost causes, and Broke-Nose was staggering to the door on his own. "Come on!"

Somehow we managed to stagger through the flames with our charges. Choking and blinded, I kept going forward as I heard the ominous creak of weakened beams. I tripped and fell forward, and felt someone catch me as I spun down into the darkness.

☆☆☆

"Serves you right, Sis, you've been subjecting plenty of us duellists to those damned things."

"Oh, shut up," I told Andy good-naturedly as I limped to his bedside, leaning heavily on my crutches.

"Boy, are *you* a grouch," he grinned. "And I'd always thought I'd cornered the market on being stupid."

"Yeah, well if you didn't have to go test Diamondback's stupid cars for him, this never would have happened."

"Don't badmouth Di, sis. If it weren't for him you'd be dead twice over."

"How do you figure?" I snapped. "All he did was send Flashpoint to spy on us!"

"Well, he was there to catch you when you came stumbling out of the flames, wasn't he?"

"The only reason he was there was to grab Boom-Boom's prototype," I shot back, "and he did!" I was getting sick of hearing how Diamondback had saved my life. Griz and I had gotten well clear before the warehouse collapsed.

"Aw, he's not as mercenary as you think," Andy grinned with his old devil-may-care smile. "I think he even likes you." The MacLaine luck had come through. The rat was coming along nicely, might even be duelling in another six months.

"Yeah, right. For my brilliant intellect, yet."

He turned suddenly serious. "When do you think you'll be working again, Sis?"

I knew he was wondering *if* I'd ever be working again—vigilantism is a quality frowned upon in samaritans. "Soon as I'm off these crutches. Officially, I killed those two mechs in self-defense. Hell, they're talking about giving Griz and me medals of honor for dragging those guys out of the fire. Especially in the shape we were in."

He looked at me hard. "How'd you happen to find the guys who sabotaged the car?"

"Boom-Boom's been charged with attempted murder." I answered evasively.

"You went looking for them, didn't you?"

"Me?" I snorted as I leaned over and gave him a big hug. "What possible reason could I have had to risk my life, my car, my partner and my job?"

He squeezed back weakly. A good sign, considering that a few days previously he couldn't return a handshake. "Thanks J. . ."

"Don't say it," I warned. With a name like the one my mom gave me, it's no wonder I prefer Nightingale. "No matter what, Andy, you're still my little brother. And if anyone's going to kill you, it's going to be me!"



Nightingale's Custom Samaritan — Van, X-Hvy. Chassis, Hvy. Suspension, Super PP, 6 PR Radials, top turret VMG, rear HDFOJ, extra driver controls, long distance radio, 2 stretchers, medical equipment, driver/paramedic, gunner/paramedic. Armor F30, L30, B30, T15, U15. Cargo 350, Accel. 5, HC3, weight 7,000 lbs., \$25,000.

La Jolla, California

By Robert Eikel

La Jolla (pronounced “La Hoya,” meaning “the jewel”) is a wealthy coastal suburb just north of San Diego. However, residents prefer to keep *their* jewels as secure as possible — La Jolla tends to make sure outsiders *stay* outside.

History

La Jolla was founded in the late 1800s by settlers coming overland from San Diego. La Jolla was originally a resort for wealthy San Diegans, and La Jolla has always been known as a rich place. By the late 20th century, it had grown to a thriving, small suburb of nearly 35,000 people.

The Great Quake of 2015, and the Food Riots that followed soon afterward, devastated La Jolla. Many of the wealthy, however, were able to survive in their heavily-guarded homes after illegally purchasing large quantities of relief food. After the Food Riots ended, the wealthy and those few who had settled there from other parts of San Diego seceded from San Diego and established La Jolla as an independent and self-sufficient community. The town wall was completed in 2020; because of it La Jolla survived the Mexican Invasion of 2026 relatively intact.

Today

La Jolla is truly self-sufficient. All water and food supplies come from La Jolla’s own desalinization and algae-growth plants, and a small fusion power plant provides power, using hydrogen derived from seawater. La Jolla is kept secure and isolated by a town wall and heavy land and coastal patrols.

La Jolla has been able to survive as long as it has as an isolated enclave, due to its uniquely defensible nature. It is bounded by the ocean on the west and mountains on the north and east. Although the southern defense is not assisted by natural barriers, it is heavily fortified and well-patrolled.

Government

The government is a straight plutocracy — political power is directly proportional to wealth. Each \$500,000 of net worth allows a resident one vote, and candidates for office must have a net worth of at least \$5,000,000.

The wealthy pay heavy taxes, which allows the government to provide everything from health care to security forces at little or no additional cost to all residents.

Points of Interest

1) **Soledad Town Park:** at the summit of Mount Soledad (elev. 750’) is a park, which is a popular lookout spot. This is also the site of the famous Mount Soledad Cross. After being removed by court order in 2011 for “violating the constitutional separation of church and state,” it was rebuilt in 2029 by the La Jolla government. Concealed air-defense missile systems are also located here.

2) **Scripps Institute of Oceanography:** this is the world’s top site for oceanographic research. It is also the site of La Jolla’s desalinization, algae growth and power plants, which are well defended by the Border Patrol.

3) **The Cove:** a popular beach spot, and the site of the La Jolla Underwater Park, a popular area for skin and scuba divers. It is patrolled by the Coast Guard.

4) **Downtown:** the site of most of La Jolla’s businesses and offices.

5) **Windansea Beach:** a popular surfing spot for over 70 years, Windansea is kept secure by armed ground troops, who see to the safety of the surfers.

6) **The La Jolla Beach and Tennis Club:** an exclusive private club, founded in the early 1930s. It boasts tennis courts, a private beach and some of the best security around. Non-members will be forcibly evicted. The Club was leveled in the Great Quake of 2015, but was rebuilt soon after La Jolla seceded, using the original plans.

7) **The Wall:** the town wall is 45’ high, 15’ thick, has 200 DP, is constantly patrolled by heavily-armed guards, and has twin-gauss-gun turrets every 300 feet. Only lunatics and suicidal types even think about getting into La Jolla this way. The wall was originally weaponless, but after the Mexican Invasion the residents felt a need for more defense. Heavy Laser turrets were added in 2027, and in 2036 they were upgraded to the current twin gauss guns.

8) **University of California, San Diego:** though not a part of La Jolla, the town and the university have many ties. Much of the faculty lives in La Jolla for the security it offers. UCSD has its own defense systems and fortifications, and the security forces of the university and La Jolla will cooperate.

9) **Ardath Road:** this is the primary route into La Jolla, coming from Interstate 5 through a pass blasted through the mountain in the mid-1900s. The gate is defended by pop-up barricades and two 105mm tank guns firing through firing ports in the wall.

10) **La Jolla Country Club:** An 18-hole golf course, fine dining and plenty of other recreational activities for the select few of La Jolla’s elite. Very exclusive and *very* well guarded.

Topography

La Jolla is dominated by Mount Soledad, which rises to the east and forms a very effective barrier against any attack. The dashed line on the map indicates the approximate western boundary of the mountain; it rises gradually to an altitude of nearly 800 feet in the east, abruptly terminating into Rose Canyon (where Interstate 5 is located on the map). The town wall in the east runs along the top of the ridge overlooking Rose Canyon. The extreme northern end of the mountains within the walls rises to a fairly large mesa, which extends quite a distance. Torrey Pines Road, which is one of only three good routes to the north, comes north through Pottery Canyon. The other two are La Jolla Shores Drive, which runs north near the coast, and the La Jolla Scenic Drive North, which is little-used. La Jolla Scenic Drive North was originally intended to connect to a bridge spanning the “valley” through which Ardath runs, but the project was never completed.

Facilities

La Jolla has several garages, all of which offer complete services for vehicles and weaponry. There is one facility dedicated entirely to the repair and maintenance of gasoline engines, which many of the wealthy prefer. This facility also sells gasoline. Uncle Al has a showroom here, and there are several new- and used-car dealerships. Gold Cross has an office here, to see to the needs of the wealthy. It is not a complete cloning facility, but has refrigeration units, a heliport and a helicopter constantly on alert, to quickly transport the temporarily deceased to a full Gold Cross Center, usually the Coronado facility.

Duelling

There is a no-duelling ordinance in La Jolla (the residents are very leery of the thought of madmen blowing each other up in close proximity to their homes and offices). This ordinance is strictly enforced by the police. All visitors will have their vehicles checked and all vehicular weaponry disarmed. Hand weaponry of all calibers is mostly legal, though running around with a high-powered hand weapon will likely earn you the close attention of the police.

Though there is no arena in La Jolla itself, there is a small one at UCSD which serves as a training ground for its NCADA team. There are, of course, many arenas and plenty of street duelling out in the rest of San Diego. In general, La Jolla is a fairly quiet place. Individuals looking for action would be best advised to head for downtown San Diego.

Organizations

La Jolla Police: the police are well-funded, well-armed and well-trained. They have ten cruisers of an improved design, several motorcycles, two prisoner-transport vans and two helicopters. They will shoot first and ask questions later in any instance where the public peace is threatened.

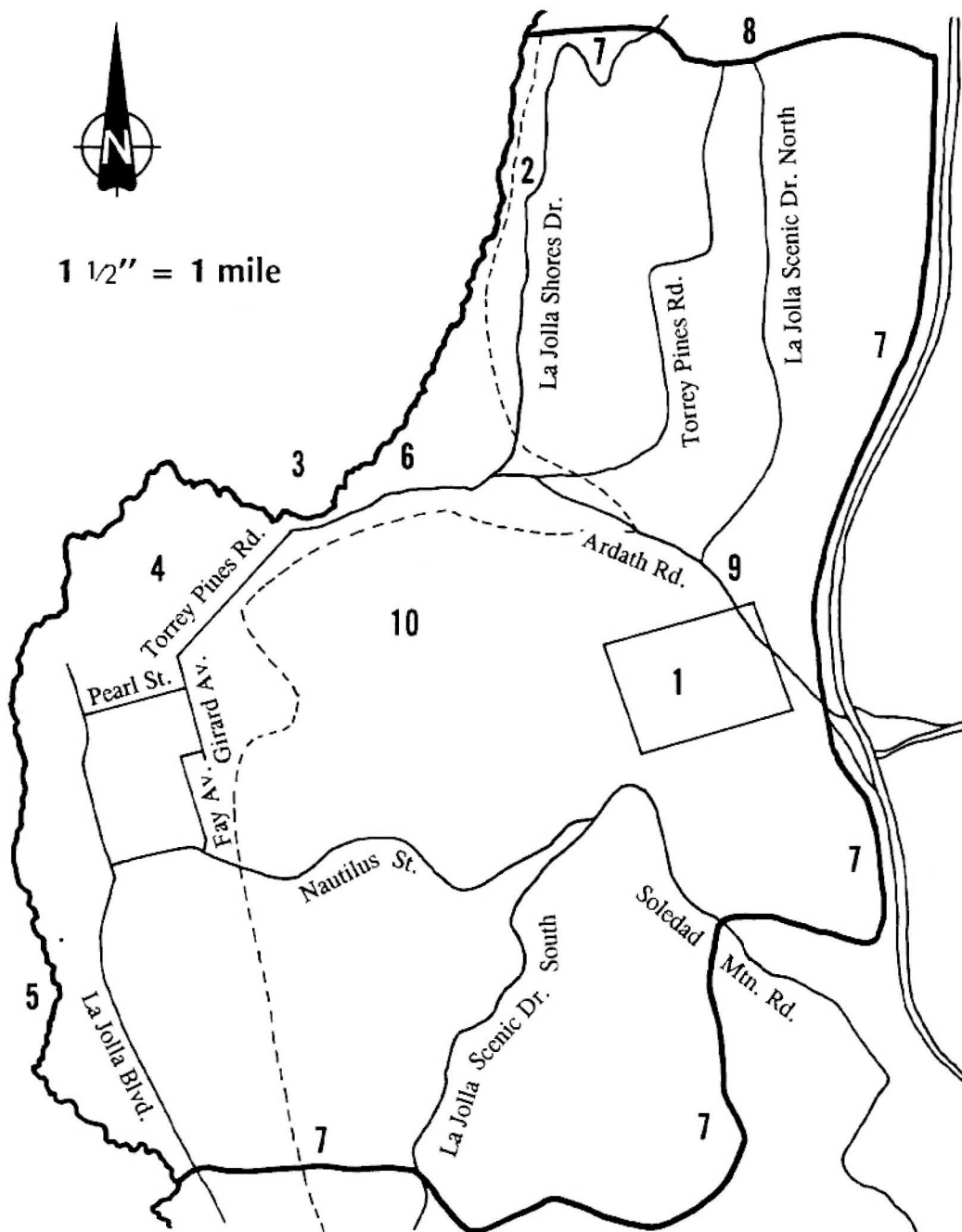
La Jolla Coast Guard: a small but powerful force of three boats and one hovercraft which defends La Jolla's waters. They will pull alongside and check any boat approaching within two miles of shore. Any boat showing hostile intent will be blown out of the water.

SCRAM (Southern California Racing and Autoduelling Membership): La Jolla's local duelling chapter, these are top duellists with top cars. SCRAM members are licensed to carry vehicular weapons in La Jolla, and will deal violently with anyone breaching the peace.

SCC Troop 4: the oldest continually-operating SCC troop west of the Mississippi. They are very highly regarded in the Community and assist the Border Patrol and Militia with the defense of the town.

La Jolla Border Patrol: this organization, which consists largely of mercenaries, mans the town wall and is responsible for the border defense of La Jolla. Despite their mercenary status, they are very loyal to La Jolla.

La Jolla Militia: Another response to the Food Riots was the creation of a militia. The militia, which is quite large and heavily armed, will be called out at the first sign of trouble.



World Racing Championships

These are the complete rules for the 2040 AADA Racing Championships, to be held Aug. 9-12 at GenCon.

(1) You must be a current member of the AADA and present a copy of the mailer cover from issue 8/2 of *ADQ*, or a signed note from your corporate sponsor on company stationary.

(2) Designs must be turned in to the SJG booth the day *before* the event you wish to participate in. You may submit up to two teams for us to check, with an order of preference. No exceptions!

(3) All rules from the *Car Wars Compendium, Second Edition*, and the errata published in *ADQ* 8/2 will be in effect.

(4) Any car determined illegal will be altered to make it legal. In cases where that is impossible, your alternate will be used. If the alternate is also illegal, and cannot be altered, you will be disqualified from that day's competition.

(5) Foul language, harassment of another player, coaching by a non-player or any other reason determined by a Steve Jackson Games employee or official representative are grounds for disqualification. There are no appeals. If you cannot conduct yourself in a friendly manner, don't show up.

(6) Have fun! This is very important!

Dates and Details

The world racing championships will be held at GenCon, Aug. 9-12, at the MECCA Convention Center in Milwaukee, WI. It will be a two-round, three event tournament.

Round 1, the at-large qualifier, will be two events. The first will be on Friday, and the second on Saturday. Both will be single elimination, quarter mile (88" in *Car Wars* scale), two-car, head-to-head drag races on a straight track. First car across the finish line wins. Each day the heats will run until the field has been narrowed to four winners. Players eliminated in the first event may participate in the second. This will keep record-keeping simple, and serve as a bonus to those who spend all four days at the convention.

Initial seating and lane will be by random lot. In subsequent heats lane choice will go to the player with the best ET (elapsed time) from the previous heat. The average ET from all heats will determine the starting positions for round 2. *No tire shots are allowed.* A kill will sub-

tract 1 second from your ET for that heat. In the case of a double kill, both players will be eliminated. A car that is so badly damaged it cannot run will not advance, even if it won its previous heat.

The eight winners of Round 1 will advance to Round 2, to be held early Sunday morning. It will be a Can-Am style race on a custom track, with *no* pit stops. There will be no weapon fire during the first lap. The cars will race for 30 1-mile laps. Whenever there's a wreck, the referee will call a "yellow flag" while debris is cleared; the cars will line up in their current order, and the referee will roll 2d to see how many laps go by while the wreck is cleared. The race will resume at the starting line, with the cars going 80 mph. If car #1 has lapped car #5, but car #2 has not, the cars will line up in the order 1, 5, 2, but when the race resumes, #5 will still be considered as a full lap behind #1. There will be no weapon fire during a yellow flag. *No tire shots allowed* at any time. First car across the finish, or the last mobile car on the track, wins. The race cannot end on a yellow flag. If the 30th lap happens during a yellow, the cars will race one more lap. No yellow will be called during this lap. If the allotted time runs out, the referee can declare the next lap the final lap. No yellow flags will be called during this lap.

Cars and Teams

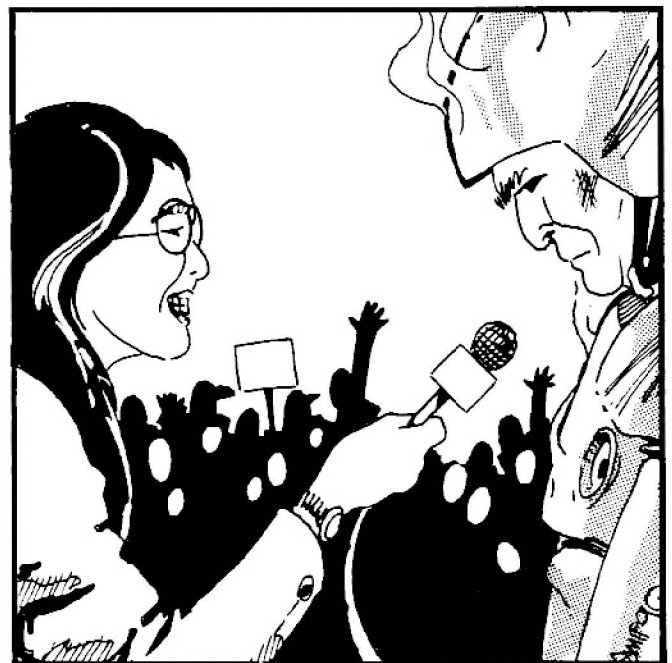
Each player will have a team of two vehicles and three characters. The cars will be a dragster and a Can-Am racer, and the characters will be a drag racer, a mechanic and a Can-Am driver.

Legal body types for the first round are funny car and dragster. Cars must be built for Div. 40. Dropped weapons of any sort, other than smoke or paint, are not allowed. Also disallowed are all dischargers that leave anything on the track surface, and any weapon that leaves a counter on the track surface (Oil Guns, Flame

Clouds, Gas Streamers, Grenades, etc.). No vehicle may have more than 3 spaces of weaponry. Between each heat the winning team's mechanic can make up to five skill rolls (see Mechanic skill, *CWCII*, p. 41). Each successful roll will repair 1 critical hit on the engine, 1 DP on any component or 3 points of armor. The same driver must be able to drive in every heat. Driver's cannot recover DP between heats, however they may use up to three different suits of body armor during the competition.

The second round will also be Div. 40, but any non-oversized road vehicle (including all standard car, bike, trike and racing body types) is allowed. The restrictions against dropped weapons and grenades remain the same as in the first round, but the vehicle may mount as many spaces of weaponry as the player wishes and legal design allows. All vehicles must have sufficient fuel to travel 50 miles at cruising speed, plus one additional gallon of gas for each bottle of nitrous oxide the vehicle is equipped with.

Each player gets 100 character points to divide between his three team members. No team member may have more than 40 points in any one skill. The races may carry any hand weapons (except grenades) and wear any body armor found in *CWCII*. The drag racer may wear up to three different suits of body armor during his competition.



BACKFIRE

Upon receiving my latest copy of *ADQ*, I was simultaneously elated and dismayed. It seems one of my entries in the ob-racing contest won first runner-up, yet my name appeared nowhere in the article and I was never notified. I'm sure this was a simple oversight, but I would appreciate it being corrected as soon as possible with a printed correction.

— Andrew Sharp
Carlisle, PA

Consider it done, Andrew, and our apologies for the mix-up.

Andrew is the designer of the diabolical "Dodge City" obstacle.

— CWM

Welcome aboard! As a reader of *ADQ* since issue 1/3, I'm quite happy to see a woman in "The Drivers' Seat," and all I can say is; are you planning to stay awhile? Seeing the Editors come and go of late has depressed me more than a little, and the quality of *ADQ* has declined in recent issues. I hope you can bring back that quality; consider this a vote of confidence.

You welcomed comments and questions in your inaugural "Drivers' Seat," so I have a couple of each for you.

First: Could we have a standard format for vehicle designs published in *ADQ*? The Taxi on page 27 or Issue 7/4 was a complete mess, and some of the vehicles on page 22, while good, were a bit muddled. Printing a standard format would help us referees a great deal. How about it?

Second: BRING BACK UNCLE ALBERT! The whole idea behind *Car Wars* is that everyone can design their own vehicles, and my gaming group doesn't like having their freedom to choose what to use and what not to use taken away from them. If you don't like X-ray lasers, don't use them: it's that simple. As to the argument that "the game is getting too complicated," all I can say is that it only gets as complicated as the referee allows; I personally haven't had a single game-balance problem in my campaign yet, even with X-ray lasers, blast cannons, cybernetics and vehicular computers. So, bring back Uncle Al, the duellist's pal, and to heck with the grumblers!

Third: Consider this one "yes" vote for *Car Wars Tanks*. Any complete cam-

paign needs to know what the military has — even if the players never meet up with a tank, what does the National Guard use to quell riots? Go for it.

Overall, Issue 7/4 was very enjoyable — one of the best of late, in fact. The Cybernetics article made a couple of my players nervous, and "Full Moon Over Midville" gave me a sick idea or two. And it was nice to see the Vehicles back again; new designs are always welcome.

Finally, what are your Submission policies? I'd like to submit some material to *ADQ*, and I need to know how to go about doing so. I have enclosed a SASE for your convenience.

Again, welcome to *ADQ*, and long may you duel.

— Tristan S. Scott
Gabriola Island, BC, Canada

*Of course, the editor to whom Tristan addressed this letter was Teresa Laman, the former-editor-plus-one (*sigh*). Well, I'm not a woman, Tristan, but I'll accept your best wishes anyway. I do plan to be around for a while, and quality is a priority. So try to keep your depression at bay.*

*I'll try to keep the vehicle designs standardized. I expect Uncle Al will be back by the end of the year — he originally went on vacation to wait for *The Car Wars Compendium, Second Edition*, to come out and make everything crystal clear. Then he got distracted with his next big project, the still-secret *Uncle Albert's Military Surplus*. That's right, *Car Wars Tanks* is coming, and Uncle Al will be right there to meet it (Aeroduel, too)!*

*On submissions, I'm pretty easy. Go to your local library and there should be several books on getting your articles published. Any of the formats presented in any of those sources would probably make me happy. Just make sure that your printer or typewriter has a good, dark ribbon, and don't forget that SASE — that's Self-Addressed, Stamped Envelope since some of y'all (not Tristan) have been asking. I generally prefer articles and stories of 2,000 to 5,000 words. Other than that, it mostly depends on how good your work is. *ADQ* needs more good writers, and I'm always happy to look at first-timer's work.*

— CWM

I have just purchased the Spring 2040 issue and have enjoyed it thoroughly. I have written this letter to say a few things, so I'll get started.

First, the last issue of *ADQ* I bought was 5/2, so I have been out of the dueling circuit for awhile. I looked in my closet and found all of my old *Car Wars* stuff and said, "Wow! I should get back into this!" Hence, my purchase of *ADQ* 8/1. What I was looking for was a classified or an address for an AADA Chapter in my area, that being the San Francisco Bay Area, but it was to no avail. I was wondering if you could send me a list or partial list of AADA chapters. This is what the envelope is for. It is also for a copy of the AADA Newsletter if there are any copies left.

Secondly, I found a small, meaningless mistake in your latest issue. It's so small that I shouldn't even mention it, but I can't help myself. In your article "100 Years Ago Today," it mentions how the Finnish forces used Molotov cocktails. This fact I don't dispute, but the article says, "This simple, gasoline-filled bottle," when a Molotov cocktail isn't that simple. A Molotov cocktail is 1/3 oil & 2/3 gasoline, so the oil catches fire after gasoline is finished flaming out. This is just FYI, and in no way diminishes my eagerness to read your magazine. If you would like to double check me, I got my information from *The Anarchist's Cookbook*. So much for subtleties.

Anywho, your magazine is wonderful, and I look forward to being a subscriber very soon.

— Dr. Frank-N-Furter
(alias Robert S. Dunn)
San Leandro, CA

Welcome back, Frank, and thanks for the recipe.

Next issue I hope to run a current and complete list of AADA chapters.

— CWM



1. Can you have IR pulse lasers? How do you figure the cost?

2. Do mines of any kind detonate in flame cloud or flaming oil?

3. Can a car trailer have a hitch so the towing vehicle can haul two trailers?

4. What are the new rules for helicopter maneuver foils and their armor?

— Mark David Montgomery
Richardson, TX

1. Yes. They cost 250% of the base cost. That's base cost + 50% for the pulse, + 100% for the IR.

2. No, they are all fireproof.

3. Yes.

4. The 1st pair adds +1 to the HC of the chopper when it's travelling over 60 mph. The 2nd pair subtracts D1 from every maneuver. These effects are cumulative. Maneuver foil armor costs 4 lbs. and \$10 per point, with a maximum of 40 lbs. They must match the helicopter's armor type. The armor effectively adds its DP to the maneuver foil.

— KS

1. Can a portable flamethrower have an extra clip or tank for more shots? How about a bigger tank?

2. Can a shotgun use AP ammo?

3. What is the burn mod and duration of gasoline? How much damage from burning and explosion does, say, a gallon do?

4. I know that when a laser that is guiding rockets hits a vehicle with a laser reactive web, the laser damage is figured, but the rockets can never lock on to the laser because of the smoke cloud released from a SS connected to the web. But what happens when an IR laser is guiding the rockets? Can the rockets still lock on to the laser because the laser can penetrate the smoke?

— John Holenbeck
Horseheads, NY

1. No & no.

2. Yes.

3. There's no rule for that. Try making a gallon of exploding gas equal to 1/4 brick of plastique, with a burn mod of 2 and a duration of 2. Let us know how it works.

4. The rockets can lock on if the laser

can penetrate twice the distance through the smoke. The laser beam has to penetrate the smoke cloud going in, and again when reflected.

— KS

1. What kind of car is a Jeep?

2. How do you handle a side-swipe, when two cars are going the same way at the same speed, trying to run each other off the road by "bumping" into each other? According to the present rules there is no ram damage.

— Ronnie Mutz
Helper, UT

1. Good question. Call it a mid-size with OR suspension & cargo area reserved like a pickup.

2. That's right, there's no damage. Each bump just creates a D1 hazard.

— KS

1. What ever happened to diesel engines?

2. Is there high-octane gas for gas engines?

3. Can a ram plate be put on before armor to save cost and weight?

4. Are there special rules for using a Big Foot truck?

5. When is a boat considered sunk? Is a sunk boat a hazard?

6. Can a fake passenger be programmed to pull the trigger of a hand weapon, or any other weapon for that matter?

— Tom Mulcahy
Bloomington, IL

1. They don't exist in Car Wars.

2. No. In 2040 they're lucky to get what they have.

3. No. A ramplate is a multiple of all front armor cost and weight. Period.

4. No. Would you like to write some?

5. A boat has sunk when it takes on as many or more spaces of water as it has capacity. For example, a dinghy would sink after taking on 10 spaces of water. A sunk boat is not a hazard.

6. No. They're mannequins, they just sit there. Their capacity for movement is nowhere near complex enough for what you want.

— KS

1. Why aren't twin turbochargers available?

2. What are the durations for Smoke, Paint and Chaff Clouds? They're not in the *Compendium*?

3. How does a computer gunner recognize colors, when they can only "see" through IR and radar?

4. If there are enough photons in the infrared frequency to see by with an IR scope, why does a vehicle equipped with IR need an IR spotlight?

5. Is there a limit on the size of engine that can have a turbocharger?

6. From "State of the Art, Part 1" (ADQ 7/2) it seems that it is technically possible for a gas engine to have Superconductors. Is this allowed?

7. Why isn't there a 7-space power plant?

8. The SS has 4 DP, the PS 2 DP and the GS has 1 DP. Why so much variation in the amount of damage an apparatus can take, especially ones that are so similar in size and purpose?

9. How much is a power unit, in practical terms, and how much does it cost, for simple things like recharging laser backpacks?

— James Knuckey
Wellington, New Zealand

1. Because nobody's written the rules yet.

2. Smoke lasts for 60 seconds. Paint lasts for 2 seconds. Chaff lasts for 1 second (that last is in the *Compendium*).

3. This is a rules convenience, if it offends you scientifically, change it.

4. This is an active IR system. If you want a passive IR system, write one up and send it in. It ought to cost a lot more.

5. No.

6. No. Superconductors and Platinum Catalysts are only usable with electric engines. Blueprinting and tubular headers do the same thing for gas engines.

7. Why should there be?

8. Live with it.

9. It's an arbitrary unit of power. They cost 4 for \$1.

— KS



CLASSIFIED

WANTED: Any duellists or want-to-be duellists in the Horseheads-Elmira-Corning area. I would also like to start a chapter sometime. Am looking for the protective mailing covers to *ADQ* 2/4, 3/1-3/4, 4/1, 5/2-6/4 and 8/1. Write to John Hollenbeck, 631 W. Broad St., Horseheads, NY 14845.

ATTENTION DUELLISTS in the Alhambra, Pasadena, El Sereno or surrounding areas who want to form a chapter, call Paul Garza at (213) 227-6274. Please don't call before 3 p.m. or after 9 p.m.

LOOKING TO FORM AN AADA CHAPTER in Fredericksburg, VA. Carl, call me and tell me how many RAGA members are AADA members. All others contact "Howlin' Madd" Matt Sallins, 11210 Prince Ct., Fredericksburg, VA, 22401. Or call (703) 898-6228.

WANTED: Any duellist in Monmouth County to play and form southern Jersey's first club. Call or write Joe Magnotti at (201) 706-0136, or 357 Harmony Rd., Middletown, NJ 07748. Q-link users send E-mail to "JoeM70".

LONE DUELLIST would like to find fellow duellists in Palos Verdes area. If interested: contact Ed Jones, 28752 Plainfield DR., Rancho Palos Verdes, CA. 90274.

STAR CON '90. October 26-28, Americano's Centre, Menasha, Wisconsin. For more information, contact Star Con '90, 1112 N. Lake St., Neenah, WI, 54956, or call (414) 725-2555.

THE CALGARY GAMING CONVENTION — 1990 Edition, September 21 to 23. Miniature and strategic games, including *Car Wars*, and open gaming. For more information, contact CWG — Convention '90, 207 Bernard Dr. NW, Calgary, AB, T3K 2B6 CANADA.

THE DENVER GAMERS ASSOCIATION presents TactiCon '90. Held at Sheraton Hotel of Lakewood, September 14-16, 1990. Gaming of all kinds, official RPGA tournaments, the Puffing Billy tournament for railroad gamers, several auctions, miniature painting contest, a variety of miniature events. Preregistration

\$15 for the weekend. For more information contact The Denver Gamers Association, P.O. Box 440058, Aurora, CO, 80044. Or call (303) 680-7824.

QUAD CON '90, October 12-14. Roleplaying games, historical and computer games, silent auction, dealer's room, miniatures painting competition and on-site food. Pre-registration July 15 to September 30, \$4 per day or \$7 for the weekend. On-site registration is \$5 per day or \$10 for the weekend. For more information send SASE to: Quad Con, The Game Emporium, 3213 23rd Ave., Moline, IL 61265. Or call (309) 762-5577.

ATTENTION!!! The Omacon Ten s.f. convention is only two months away! Special Gaming Guest of Honor is **Chris McCubbin**, editor of *Autoduel Quarterly*! Scheduled events include gaming tournaments (*Car Wars*, *Ogre*, *Star Fleet Battles*, *Warhammer*, *AD&D*, etc.), video rooms, dealer's room, costume contest, charity auction and seminars. Other special guests from science-fiction, space science, media and comics are also scheduled. For more information, send SASE to: Omacon Ten, P.O. Box 37851, Omaha, NE 68137.

I'M 6' 3", wear silver and green body armor, and drive an Agincourt. I'm looking for any duellist in Tampa Bay. Please contact Phil Bowen at 2111 Lithia-Pinecrest, Valrico, FL 33594.

P.S. If anybody out there knows the current hideout of one Noah Ramon, drop me a line.

I HAVE WHAT YOU'RE MISSING!!! For Sale: PB *Car Wars* (rules missing), *Sunday Drivers*, *Truck Stop*, *Autoduel Champions*, *Deluxe Car Wars* (Rulebook heavily worn, but signed by S. Jackson), *Dueltrack*, PB *Boat Wars*, *CW Compendium*, *Mini Car Wars*, *Uncle Al's 2035, 2036, 2038 and 2039 Catalogs*, *Vehicle Guides 1 & 2*, *Combat Showcase*, rare copy *Combat Showcase* (with pink, not red cover and signed by S. Jackson), original *Reference Screen*, *Deluxe Reference Screen*, *Convoy*, extra Midville map, extra Truck Stop Map, East Midville, Armadillo Arena, Double Arena, Expansion #7, Ozark Off-Road

Arena, Muskogee Arena, *Arena Book*, *L'Outrance*, *City Blocks 1-4*, *Road Atlases #1-6*, *Uncle Al's 2038 Calendar*, *Autoduel America* map, *Best of ADQ Vol. 1*, and *ADQs 1/2* through current issue. Photocopies of most charts, including design sheets. Plenty of road sections (paper and cardstock). Hundreds of counters separated by counter trays. Loads of extra, uncut counters. Will sell in parts, or as complete set. Give me your best offer! Send bids and inquiries to: Jason L. Robert, 11318 Chimineas Av., Northridge, CA 91326, or call (818) 363-9127 (evenings only, please).

P.S. To the members of Big Red Death — best of luck to the rest of you guys . . . don't lose the team buses. Let's go, Red!!!

HEY YOU! Wanna join forces in Boston and rescue Charlie from the MBTA! Send mail to Bruce "Rapier" Kane, 100 Prospects ST., #3, Canton, MA 02021. If Boston's too far away, or 25 cents is too much, please send E-Mail on InterNet in care of "bkane@lynx.northeastern.edu".

WANTED: Any duellists (or aspiring duellists) willing to start a chapter in the Baltimore, MD area. Call Philip Meyer at (301) 243-9013.

P.S. — Really, anyone over the age of 12. We really need more duellists.

WANTED: OREGON AUTO-DUELLISTS to form an AADA chapter (also interested in joining an already formed chapter) in the Cave Junction/Grants Pass Area. If interested contact: Dusty "MUD" DiFuria, 126 Hogue Dr., Selma, OR 97538.

LOOKING FOR DUELLISTS in Central PA area or pen pals from out of state or abroad. All C64 owners! Rick Hambright, 2411 Old Gettysburg Rd, Camp Hill, PA 1711.

WANTED: Overseas correspondents. I would be more than glad to exchange ideas, vehicles, gadgets or just talk about the duelling world out there. I would also like to get back in touch with LEADA. Please send all letters to: Timothy D. Jacques, 118 Hillside Dr., Bellevue, NE 68005 or call (402) 292-0805.

CAR WARS®

Compendium

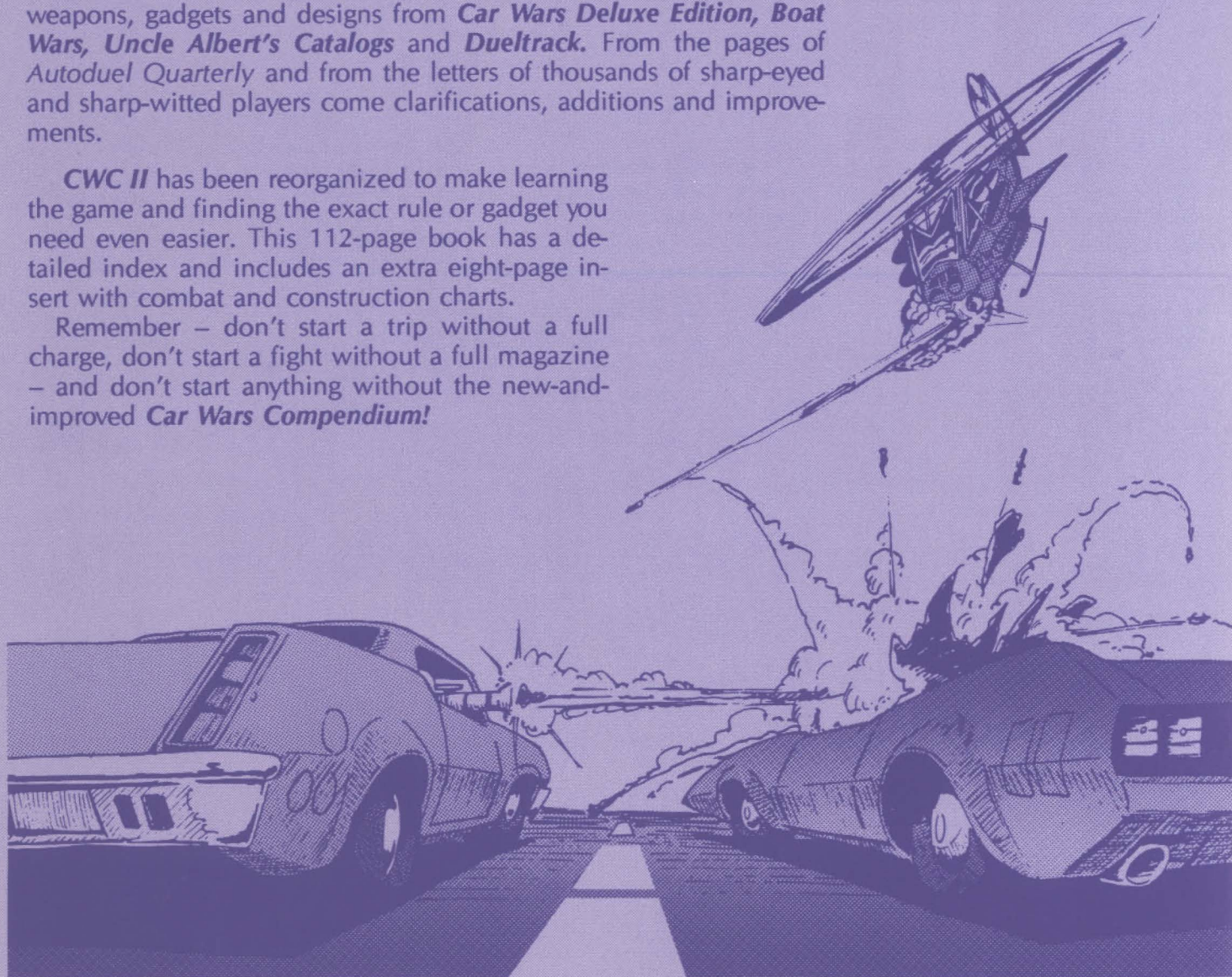
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