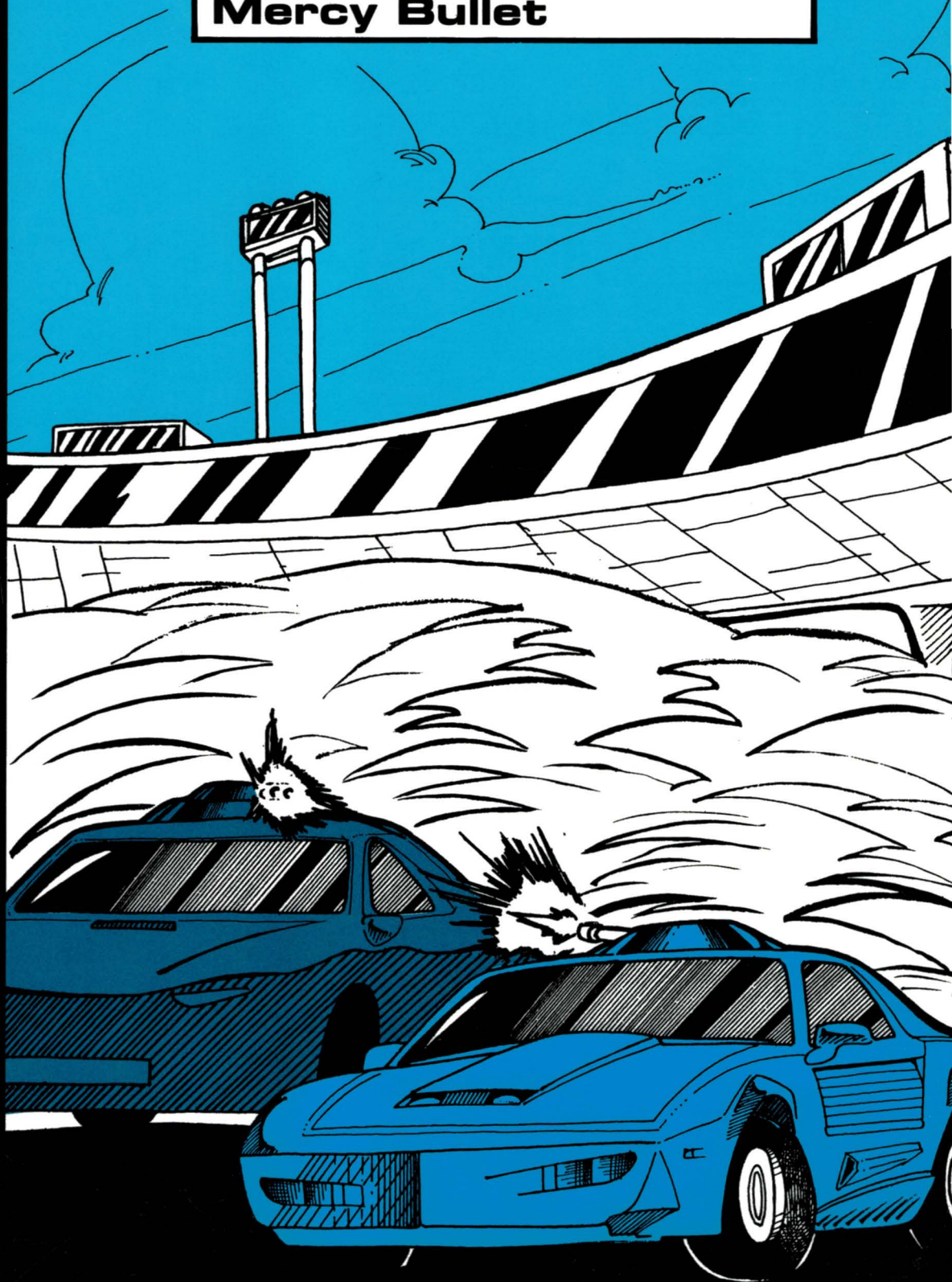


ADQ

**Autoduel
Quarterly**
The CAR WARS® Magazine

**Arenaball
Abuse of Firepower
Mercy Bullet**



\$3.50
Vol. 9, No. 2

TABLE OF CONTENTS

Vol. 9 No. 2

Summer 2041

Contents

Arenaball by Keith Anderson	8
Abuse of Firepower by Craig Sheeley	14
Mercy Bullet by Karol Szolvani	18

Departments

The Driver's Seat by Chris W. McCubbin	2
AADA News	3
Blasts From The Past by Tim Jacques	7
50 Years Ago Today	7
Cartoon by Ashley Underwood	24
<i>AADA Road Atlas and Survival Guide Special Report:</i>	
The Royal Canadian Mounted Police by Andrew Metzger	25
Arena Watch by James Clay	27
Car Wars Classic by Robert Collins	28
Backfire	30
ADQ&A by Ken Scott	31
ADQ Classified	32

Advertisers

Atlantic Industries	4
Fresno Truckworks	29
Gunsmoke Pizza	26
Powerhouse Automotive Industries	17
Steve Jackson Games	23, back cover
Uncle Albert's Military Surplus	5
Various	13

Designs in This Issue

The Explosion by Scott Martin	29
Gunsmoke Pizza Delivery Car by Brendan Burns	26
Powerhouse by Micheal Wood-Vasey	17
The Sprinter by Ian Knights	4
Uncle Albert's Designs compiled by Craig Sheeley, submitted by Ryan Noyer, Dave Lange, Norm McMullen, Tim Jacques and others	
	6

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THE DRIVER'S SEAT

This issue's centerpiece is "Arena-ball," a completely different arena event from Britain that brings new meaning to the term "slam-bang action." Also up is Craig Sheeley's "Abuse of Firepower," which is a literal must-read for any *Car Wars Tanks* or *Aeroduel* players — this article should be the last word on military vs. civilian weaponry in *Car Wars*. In addition to all the usual features, the issue is rounded out by the thought-provoking fiction piece "Mercy Bullet," and the rules for the 2041 World Racing Championships, commemorated on this issue's cover. Finally, check out our new cartoonist, Ashley Underwood, whose work debuts on p. 24.

Fanzine News

NOVA has asked me to remind everyone that for several years they've made their chapter newsletter available to other autoduellists around the country. Subscriptions to the quarterly *Nightmessenger* are \$4.00 per year, and it's filled with local and international duelling news, new gadgets, vehicle designs and spotlights on the hottest duellists in Nebraska and the world. Contact NOVA care of Tim Jacques, at 118 Hillside Dr., Bellevue, NE 68005.

And while we're on the subject of *Car Wars* fanzines, the second issue of *Driving Tigers* is out, and I found it a big step forward for Chris Burke's fiction fanzine, both in terms of content and production values. For writer's guidelines or a subscription to *Driving Tigers*, write to Chris Burke, 127 Bay 23 St., Brooklyn, NY 11214. The issue costs \$2.50, or \$10 for a four-issue subscription.

Near Misses

Car Wars Tanks and *Aeroduel* author Craig Sheeley has pointed out several important errata. First of all, helicopter maneuver foils *do* have DP — 15 each, to be exact.

Also, the cost of the super rocket from *Tanks* has been found to be abusive. The cost is now \$15,000 (that's right — fifteen thousand dollars) per rocket. Also, at any price super rockets are *not* permitted in AADA-sanctioned arena events. See p. 17 of this issue for a complete list of AADA-*verboden* military weaponry from *Tanks* and *Aeroduel*.

Craig also says that the Manta Ray sample vehicle from *Tanks* is an illegal design. He promises to have a legal and revised version of the Manta Ray in the next issue of *ADQ*.

There are also a few problems with the last issue. For starters, I left off the weight of the heavy cruise missile in the "Cruisin'" article. It's 1,500 lbs.

Groveling apologies to Glen Hattrup. I not only didn't put his name on the contents page, I misspelled it on the first page of his "Survival Guide" entry.

And you're right. The Coupe de Kill from last issue was an illegal design. For starters, it didn't even come close to the 1/3 spaces per side rule.

The next one isn't exactly a mistake, but it seems to have confused a lot of people. The stun gun offered in last issue's *Uncle Al's* ad is an electrical weapon that runs off an internal power cell. That's why there's no cost or weight per shot. Shots are effectively infinite for game purposes, though in a roleplaying scenario the referee might want to require that the power cell be replaced every few months, at a price he deems appropriate.

Also, the stun gun *will* work through body armor, but it will *not* fire through vehicle armor or building walls.

Also in the "not exactly a goof" category, in last issue's "ADQ&A" Ken Scott told Martin Hills that grenade launchers cannot fire indirectly. Craig Sheeley re-

minded me that, if you have *Car Wars Tanks*, the indirect fire rules on page 33 will work as well for grenade launchers as anything else. Fair warning: if you don't have *Tanks*, rush out and buy it for heavy-metal armored action, but *don't* rush out and buy it just so you can fire a grenade launcher indirectly. You'll be disappointed.

— Chris W. McCubbin

What's New?

Due out very, very soon — maybe by the time you read this — is the new edition of the *Car Wars Reference Screen*. You may remember we first put out the reference screen several years ago . . . now it's back, completely revised to conform with the rules in the *Car Wars Compendium* Second Edition.

The Complete Uncle Al's Catalog is still in the works. So is *GURPS Vehicles*, for those who might be interested in adopting the *Car Wars* universe to the hottest roleplaying system in the galaxy.

Finally, the first issue of Marvel/Epic's *Car Wars* comic book, *Car Warriors*, previewed last issue, was delayed a couple months (something else comics and games have in common, besides their fans) but the first issue of this action-packed four-part series should be on the shelves by the time you read this.



As I write this, the World Championships are just under a month away. By the time you read this, they'll probably be just over. So it goes.

Next issue, in addition to announcing the winners from both World Championships (and, hopefully, printing their winning designs) we'll print the most up-to-date chapter listing.

This time we have lots of club and regional champions to announce, plus the rules for the World Racing Championships. But first, a very important bit of administrative news.

New Region

The AADA Administration has made the following permanent and official change in the national regions.

The Deseret region has been abolished. Instead, Deseret (Utah) has been combined with the states of Colorado and Wyoming (formerly of the Northwest region) to create the new Mountain West region. This change takes effect on August 12, 2041 (the day after the 2041 World Racing Championships, and the end of the 2041 tournament season).

This action was taken in response to duellists who pointed out that getting from central Colorado to Western Washington (currently the most active areas in the old Northwest region) or vice versa, presented an undue hardship to duellists who wanted to compete in the Northwest Regionals.

Grudge Match

NOVA has challenged the RCADA to a duel at either GenCon or Origins this year. NOVA proposes an equal number of duellists from each club, facing off in a Division 30 event in Hammer Downs. NOVA wants a down-and-dirty duel to the death, with no checkpoints or targets, and every man for himself — no teamwork. Last surviving vehicle wins. Will RCADA take the challenge? Stay tuned.

The Winner's Circle

Here's all the Club and Regional champions we've heard about as of early June. They'll probably be a few late comers re-

ported before the Worlds. We'll tell you about them next issue.

Club Champions

The club champion for Austin's new chapter, **BLAAST**, went to club prez Mitchell Burton, who took the title in a hot one-round event against a field of 6.

Another new chapter, **GHOST**, of Hartford, CT, had its first championship. Though the event was plagued by rules disputes and illegal designs, Todd MacDermid was finally crowned winner. Although Brian Morrison actually tied Todd on points for the championship, the club membership voted to use regular-season results as the tie breaker, giving Todd the honors.

CHAOS lived up to its name, allowing military weaponry in their club championship. Predictably, the event was a bloodbath, but Mark Devries managed to emerge the victor.

Tim Jacques is once again the **NOVA** club champion. See below for more on Tim.

John Martin is the **Search and Destroy** club champion. For more of John's adventures, see below.

Brian Kelly is the new chapter champ of **TRAACS**. He promises to be in Baltimore this year.

Regional Champions

The 2041 **Cal North** regional champion is **CHAOS** club president Daniel Harting, who took the Division 20 final out of a field of five. Rich Pizor was a close second, but a kill scored against Pizor gave sole-survivor Harting the edge he needed to take the crown.

Tim Jacques continues his winning way by once again taking the **Central** title, against the small but highly-experienced field of Don Jacques and Norman McMullen.

The **Free Oil States** Regionals were held April 27, 2041 in Fort Worth, Texas, with Donald Coon of P.O.W. emerging this year's regional champ. Coon emerged victorious in both rounds of competition, defeating POW President Steve Poor, John Poor and Ralph Garringer in the final round. The final was reffed by last year's Free Oil States champion and **ADQ** rules guru Ken Scott, warming up for his duties as Referee of this year's nationals.

Search and Destroy champ John Martin took the **Northeast** regional title in a high-power Division 80 slugfest. John annihilated the opposition in only 9.5 seconds.

Frank Engle is the winner of the **Northwest** Regionals. No details on the duel, but Michigan native Engle might be able to tell us about it in person at this year's Nationals, in Detroit.

2041 World Racing Championship Rules

The 2041 World Racing Championships will be held at the Gen Con Game Fair, Aug. 8-11, at the MECCA Convention Center in Milwaukee, WI. For more information on the convention, write Gen Con, P.O. Box 756, Lake Geneva, WI 53147.

Rules

1. You must be a current member of the AADA, and present a copy of **ADQ** 9-1 or 9-2 with your address label attached. Competitors from sponsored AADA chapters may present a signed note from the manager of the sponsoring store, preferably on store stationery, indicating that the bearer is an active member of the AADA chapter.

2. All rules from **Car Wars Compendium**, Second Edition, the errata published in **ADQ** 8-2, and any other official errata or rules changes published in **ADQ** since then will be in effect.

3. Designs must be turned in to the SJG booth at least 6 hours before the event begins. You may submit up to two complete teams, with order of preference marked. No exceptions!

4. Any car determined to be illegal will be altered in the most painless way possible to make it legal. If that is impossible, the alternate team will be used. In the unlikely event that the alternate is illegal and cannot be modified, you will be disqualified.

5. Be courteous and play fair. Foul language, harassment of another player, coaching of a player or any other behavior determined to be discourteous or unsports-

manlike by the referee or an SJ Games employee are grounds for disqualification. There will be no appeals.

6. Race hard and have fun.

The Events

The racing championships will be a two-round, three-event tournament.

Round one, the at-large qualifier, will be two events. The first will be on Friday, the second on Saturday. Both will be single elimination, quarter mile (88" in *Car Wars* scale), two-car, head-to-head, balls to the wall drag races on a straight track. First car (not driver) across the finish line wins. Each day the heats will run until the field is narrowed to four winners. Players eliminated on the first day *may* compete again on the second day.

Initial opponents and lane will be assigned by random lot. In subsequent heats, lane choice will go to the player with the best elapsed time from the previous heat. The average ET from all heats will determine the starting order for round two (only heats on the second day will count for those who compete both days). No tire shots are allowed. A kill will subtract 1 second from your ET for that heat. In the case of a double kill, both players are eliminated. A car that is so badly damaged that it cannot run will not advance, even if it won the heat. There will be no center barrier on the track.

The eight winners will advance to the final, to be held on Sunday. It will be a lap race on a new track to be posted Friday. There will be no pit stops and no weapons fire on the first lap. The cars will race for 15 laps. Debris will stay on the track. In the case of a wreck, the cars will line up under the yellow flag in current order while the wreck is cleared. This will take from 1 to 6 laps (rolled on 1d by the referee). After the wreck is cleared, the race will resume as the pack crosses the starting line, with the cars going 80 mph. There is no weapons fire or other offensive action allowed during a yellow flag. As in the first round, no tire shots are allowed at any time. No more than three yellow flags will be called, and the race cannot end under the caution flag. If the 15th lap ends under yellow, another lap will be run. No yellow will be allowed on this lap. The first car across the starting line at the end of the last lap (or the last surviving vehicle) wins.

If, in the referee's judgment, it is not possible to complete the entire race in the

allotted time, he may declare any lap the final lap, as long as he does so before the lead vehicle crosses the starting line to begin that lap. Once a final lap has been called and begun, no yellow flags will be allowed.

Cars and Teams

Each player's team will consist of two cars and three characters. One car will be designed to compete in the drag and one in the race. The characters will be two drivers and one mechanic.

Legal body types for the first round will be funny car and dragster. Cars must be built for Division 40 or less. Gas engines are allowed. Rocket boosters are not allowed. Dropped weapons other than smoke or paint are not allowed. Dischargers are considered dropped weapons, as are any weapons which leave solids or liquids on the track (i.e., oil guns). Flame cloud gas streamers and grenades are not allowed. No vehicle may mount more than four spaces of weaponry in the first round. Between heats, the team mechanic may make up to five skill rolls. Each successful

roll will repair 1 critical hit on the engine, 1 DP on any component, or 4 points of armor. The same driver must be able to drive in every heat, and cannot recover DP between heats. If the player bought extra suits of body armor, the driver may change suits between heats. No more than three total suits of body armor may be purchased. Using stock vehicles is permitted, though not recommended.

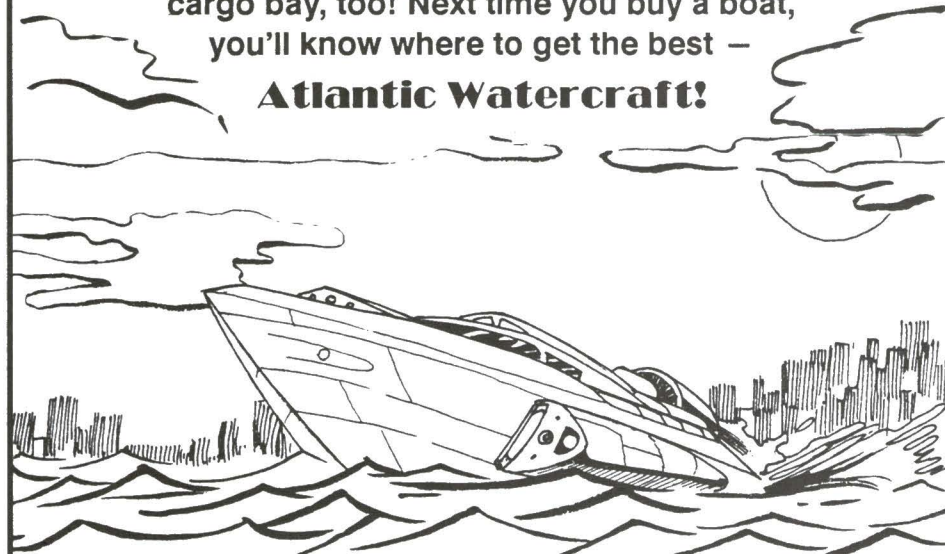
The second round will also be Division 40, but any racing body style is allowed. The restrictions against dropped weapons and grenades remain the same as the first round, but there is no restriction on maximum spaces of weaponry, other than those found in the vehicle design rules of the *Compendium*. All gasburning vehicles must have enough fuel to travel 50 miles at cruising speed, plus 1 additional gallon for each tank of NO₂.

The players get 100 character points to divide between their three characters. No character may have more than 40 points in one skill.

Thanks to Ken Scott and Tim Ray for compiling this year's rules.

Sprinter

At last, a speedboat that really lives up to the name!
Atlantic Watercraft of England present their
top-of-the-line speeder, a boat that combines practical
fighting ability and raw power. All this and a generous
cargo bay, too! Next time you buy a boat,
you'll know where to get the best —
Atlantic Watercraft!

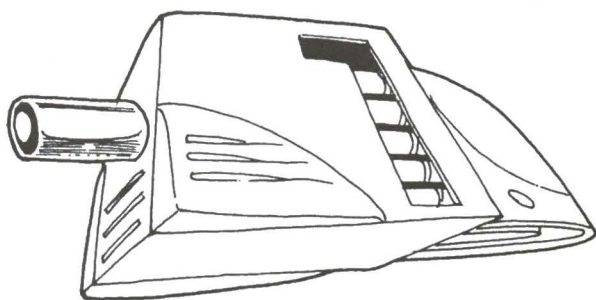


Sprinter — Speedboat, HDPP, Pilot only, ½ top, jet drive, spoiler, 2 EWPs: VMG left, 2 hi-speed std. homing torpedoes right, rocket platform with 2 RGMs, 5 FCDs, 3 links, depth finder, radar, HRSWC, Cargo bay: 3 spaces, 200 lbs., Armor: F30, R30, L30, B30, T20, U30. HC 3, Acc. 25, top speed 110 mph, 6,800 lbs. w/o cargo, \$50,000.



Warning: Unauthorized use or possession of these items may be grounds for extreme sanctions in some areas!

The items below are *not* approved for AADA-sanctioned tournament combat.



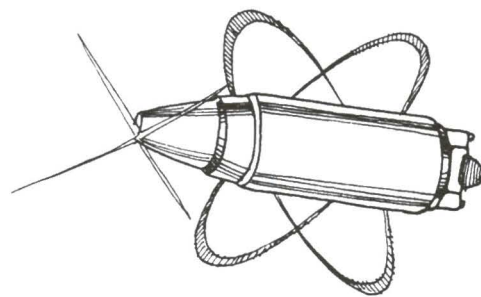
Auto-Grenade Launcher

This baby brings a whole new meaning to the term "suppressive fire!" A standard armament of military fighting vehicles for over a century, now at last available to private duellists, thanks to Uncle Al.

Auto-GL — To hit 7, damage by grenade type, 3 DP, \$5,000. 250 lbs., 2 spaces, holds 20 grenades (cost by grenade type + \$20, 5 lbs. each); loaded weight 350 lbs.; loaded magazine costs \$50 plus the cost of grenades and weighs 105 lbs. Different grenade types may be mixed in the magazine and fired in any order desired; rotary magazine effects are included in the price.

The auto-GL can fire one, two or three grenades in one firing action. All grenades must be fired at the same target, and all grenades in a salvo use the same to-hit roll to determine the amount of scatter, but each grenade scatters separately. For instance, if a three-shot salvo misses its to-hit roll by 3, then each grenade scatters 2d-2 squares in a random direction.

The minimum range on an auto-GL is 400". Auto-GL ammunition cannot be fired in any other GL; other GL ammo can be fired from an auto-GL, but the maximum range is 60" in that case.



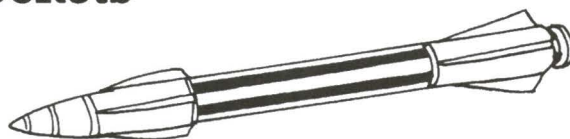
Depleted Uranium Ammo

The ultimate in dense-core penetrators. From the heart of the atom comes the most devastating slug known to 21st-century science. And don't believe any unscientific rumors — depleted uranium is absolutely *not* radioactive!

Warning! For use in home defense only! The American Autoduel Association has posted a \$5,000 bounty for any motorist known to have used DPU ammo on public roads! Illegal in many areas — check with your local law-enforcement agencies.

DPU Ammo — Ammo for ATGs, GCs, HACs and TGs *only!* CPS × 10, WPS × 3. DPU Ammo automatically does maximum damage to the target if it hits. DPU ammo does not appreciably damage metal armor. However, a DPU shot that penetrates metal armor (exceeds the armor protection and puts at least 1 point of damage inside) automatically does 2d damage to all internal components (including crew, passengers and cargo!) as pieces of armor and ammo fragments spray inside the crew compartment. Component armor protects crew and internals — the 2d damage is applied first against component armor, and affects the crew or component only when the CA is breached.

Unguided Missile-Launcher Rockets



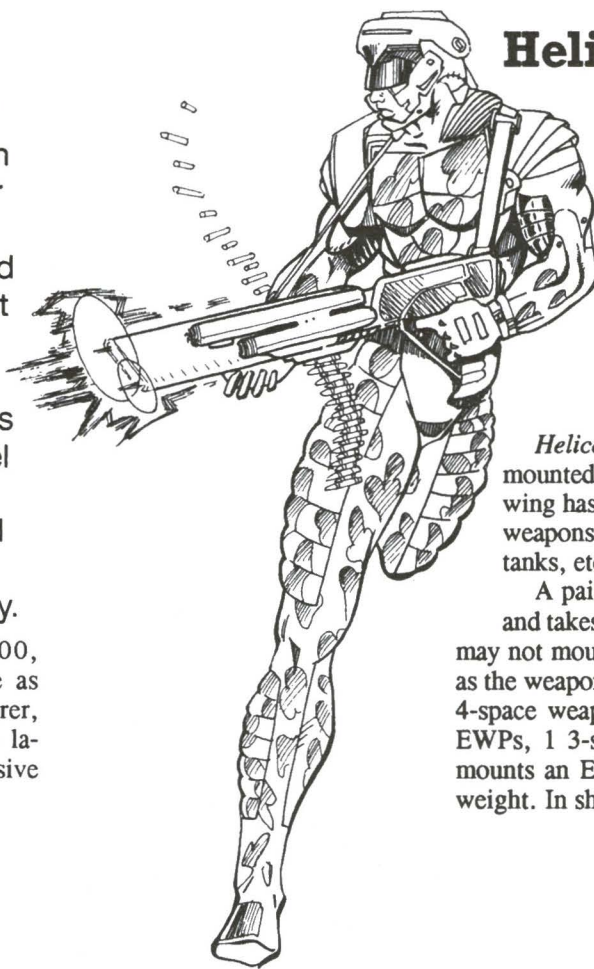
Why waste a \$5,000 missile on a close-range car or machine-gun nest? Who needs all that expensive computer guidance for a simple line-of-sight shot? Try Uncle Al's affordable unguided rocket instead!

Unguided Missile-Launcher Rockets — To hit 9, 7d damage (ML rocket)/12d damage (HML rocket), WPS 50 (ML)/75 (HML), 1 space, 2" burst effect. Can be purchased in an armor-piercing version, losing burst effect, at normal armor-piercing mods to damage and cost.

Military Body Armor

The race between weaponry and armor continues. Body armor was developed for the military, then it was improved. This state-of-the-art in personal protection is made with impact-gel filler, laser-resistant composites and rigid plates to improve battlefield survivability.

MBA — Costs \$5,000, weight and encumbrance as IBA. Adds 6 DP to the wearer, and reduces damage from lasers, flechettes and explosive burst-effects by half.



Helicopter Weapon Wings

Ever wonder why military choppers look so much like weird airplanes? It's because they mount these beauties — weapon-packed airfoils tacked onto their sides to dramatically increase their armament capacity. Weapon wings can make your helicopter a real hunter-killer.

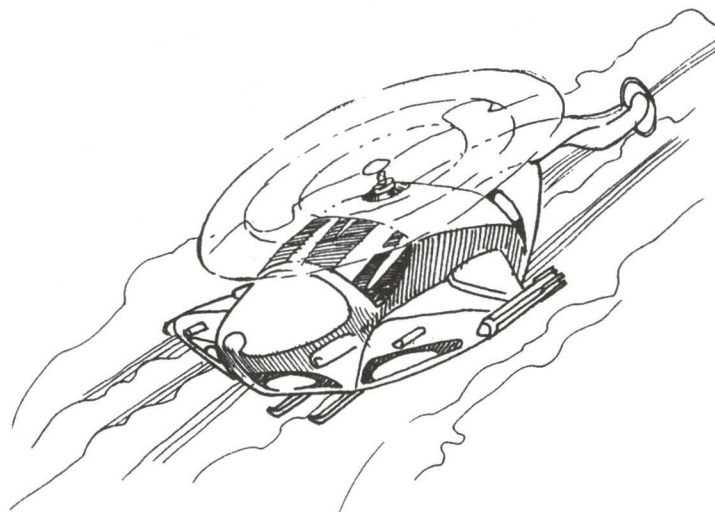
Helicopter Weapon Wings — Weapon wings are always mounted in matching pairs on either side of a helicopter. Each wing has a number of spaces which can be used for mounting weapons or any other space-taking accessory (magazines, fuel tanks, etc.).

A pair of weapon wings acts as a pair of maneuver foils, and takes up the same space. A helicopter with weapon wings may not mount side-mounted EWP's, but EWP's of the same size as the weapon wing may be mounted under each weapon wing; a 4-space weapon wing could mount a 4-space EWP, 2 2-space EWP's, 1 3-space and 1 1-space EWP, etc. If a weapon wing mounts an EWP, then both wings must mount EWP's of equal weight. In short, wing-mounted EWP's must be balanced.

Claymore Mine

This battlefield classic is the ultimate nasty surprise. Stock up now! Supplies limited!

Claymore Mine — \$200, 5 lbs./2 GE, 2d damage to pedestrians, 1d damage to vehicles and exposed components (wheels, EWP's, turrets/rocket platforms, etc.). When a Claymore is placed, facing must be specified. When detonated the mine automatically hits everything within 1" on both sides and within a 1" wide by 3" long swath directly in front of it. Claymores may be detonated by wire command (30' of wire included with each mine) or by tripwire. Radio detonation available at an additional cost of \$50 per mine, transmitter included.



Weapon wings can be armored, at \$10 and 4 lbs. per point of armor per wing — wings must be armored equally. Weapon wings may be fitted with ejection systems.

One-man helicopters can't mount weapon wings. Small helicopters can only mount 1-space wings, standard helicopters can mount up to 2-space wings and transport helicopters may mount any size wing.

All cost and weights are per pair; DP is per wing.

1-space wings — \$2,500, 200 lbs., 10 DP.

2-space wings — \$5,000, 400 lbs., 15 DP.

3-space wings — \$10,000, 750 lbs., 18 DP.

4-space wings — \$25,000, 1,000 lbs., 20 DP.

BLASTS FROM THE PAST

History of Reconstruction

2020 — Generally-accepted end of the Dark Years. Plans are drawn for urban pacification and repopulation. Various social, political, religious and economic groups band together to stake out a claim and build a new future.

2021-2025 — Early recolonization attempts fail. Reasons include lack of organization, funds and firepower. In general, federal plans come to a standstill while state governments see some (minor) successes.

The most notorious failure of these years is the Rhinefield Massacre of 2023. A small clan of impoverished Amish refugees is forcibly relocated to Louisville, KY. Nearby refugee camps soon initiate violence against the pacifist Amish. With no outside help, little defensive capability and no offensive capabilities whatsoever, the Amish community is wiped out within days. Only a handful of Amish survive to make it to refuge.

2028 — Vehicular weaponry becomes widespread. Forced relocation is becoming more common, and is having some success. State governments now control more of the reconstruction process than the federal government. National Guard units and local militias make up the most numerous and effective defensive forces.

2032-2036 — The Federal government, after much rethinking, introduces a series of bills to encourage reconstruction of the cities. The Urban Renewal Act of 2036 promises free urban land to those who live, improve and produce off of it. "Bunker Villages" spring up overnight. Corporations send proxies to claim huge tracts of urban property.

2040 — Congress passes the Homestead Act of 2040. Free land is now available, both in and out of cities, to anyone who can settle on and improve the land they claim. Progress is slow due to the lack of basic necessities, the elements, gangs and feuding between the homesteaders. U.S. Army and National Guard units help organize the populated areas into defensible hamlets, modeled on the most successful "fortress towns" to survive the dark years. Conflict with the cycle gangs and less cooperatively-inclined homesteaders is common.

Corporations (many from the Japanese Protectorate) begin to actively buy or take over homestead land. Many honest land owners are forced out due to economic pressure or violence.

Today — Settlement expeditions set out frequently from population centers. Guerrilla wars between new homesteaders and old settlers intensify. Resistance groups such as the Big Sky Group in Montana and the People's Liberation Front are on the rise. The government admits that it is unable to handle all of the brushfire wars. Militias and ad-hoc peacekeeping forces are trying to rectify the problem.

50 Years Ago Today

The cabinet of Namibia denounced a number of its citizens as unpatriotic for criticizing President Sam Nujoma's bodyguards' practice of shooting passing motorists to clear a way for a high-speed presidential motorcade. Among those denounced was Helmut Goldbeck, a farmer, who was shot in both legs during one such incident on Jan. 1.

— *Reuters News Service*

A mix-up caused 19 Circle K stores in Tucson, AZ to accidentally sell jet fuel to customers who thought they were getting regular unleaded gasoline.

— *Tucson Weekly*

Armando Soto Fontes pleaded guilty in Superior Court to driving a brand-new four-wheel-drive truck over two cars and his own truck because he was angry at the Watson Chevrolet dealership. "I was just under so much stress. These companies just, just done so much to me, you wouldn't believe it," Fontes told the judge.

— *Tucson Weekly*

Gas mileage can be increased by increasing tire pressure to reduce rolling resistance. But increased pressure means a rougher ride on uneven surfaces. Cornering ability also suffers.

Goodyear Tire and Rubber Co. and England's Lotus Engineering (a unit of General Motors Corp.) are working on a "smart" tire that inflates and deflates in response to changing road condi-

tions. The tire would run at 45 pounds per square inch on smooth highways, automatically deflate to 25 psi on a very rough road, and increase to 45 psi once the road smooths out again.

The system, named "active air," uses silicon sensors embedded in each tire which monitor pressure, temperature and motion, transmitting this data to a computer processor in the car, which in turn regulates pressure. The tire is reinflated with a small air compressor in the car. The system is primarily for use with an active suspension, a system also developed by Lotus using computer controlled, high-pressure hydraulic cylinders.

Goodyear and Lotus plan for their active suspension to reach the market in 1992, with smart tires following a year or two later.

— *New York Times Service*

Smart Tire Gaming Notes

Smart tires increase MPG for gasoline engines or range for electric power plants by 10%, if used in conjunction with an active suspension. Solid, plasticore and off-road tires cannot be made smart. Smart modification doubles the base cost of the tire, and costs an additional \$300 for the necessary electrical systems (no space or weight). All tires on the vehicle must be made smart. If a smart tire is destroyed both the mileage bonus and the normal HC bonus for the active suspension are lost until the new tire is "hooked up" electrically. This is an easy job for a mechanic.

— *Vince Laurent*

Arenaball

by Keith
Anderson

Mick floored the accelerator. The engine howled, and he was pressed back in his seat further as the turbo kicked in. Once he was alongside the red car, he spotted a blown-off car wheel ahead on the track. He twisted the steering wheel savagely to the left, forcing the red car over the obstacle, and caught a glimpse of the other driver's eyes wide with shock before the man hit the obstacle, lost it and skidded out. Mick smiled a twisted smile.

Just in time he switched his attention back to the forward view, to see the gleam of the ball rocketing towards him. He flipped on the electromagnet inside his ramplate, simultaneously braking as hard as he dared. In a flash the ball was upon him, the jarring impact shaking his grip on the wheel.

"Green three loaded!" he whispered urgently into the headset. Mick kept his foot on the brake as Dirk and Lee matched speeds, then accelerated past him towards the enemy goal. Lee drove straight at the enemy goalkeeper and rammed him, as Dirk, with his weakened front armor, drove past and blasted the red car with his flamethrower.

Mick stepped on the gas, slamming the wheel over as he entered the goalmouth to avoid another defender, who put a heavy rocket into his side. Mick skidded over some debris, lost it and rolled the car, the ball still clinging to the ramplate. His teeth rattled as the car turned over repeatedly. It ended sideways up, resting against the enemy goal plate. He watched helplessly as the referee switched off his car's electromagnet. The ball dropped to the track, then rolled idly inwards to be picked up by the red defender who'd nailed him. The man turned, smiled from behind his aviator sunglasses and waved before accelerating away.

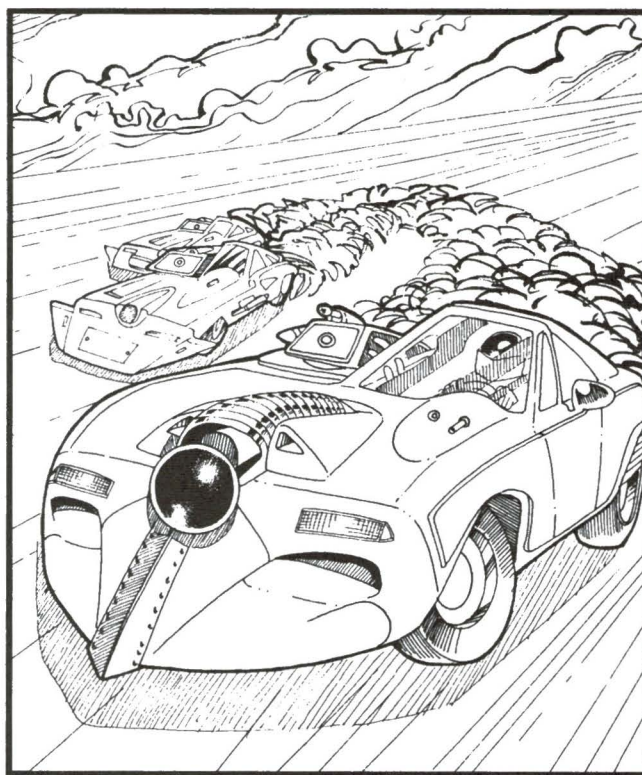
Mick's last memory before he blacked out was of struggling with the safety harness, then noticing the front of the sweeper truck coming straight at him, to clear his car away from the goal.

Acknowledgements

Thanks to Bod, Dirk, Lee, Mick, Peter and David for the playtesting and rules suggestions, and to the film *Rollerball* for the original idea.

Introduction

Arenaball moves much faster than the average *Car Wars* arena game. Cars race round a track at 60-100 mph, and try to pick up a one-foot diameter steel ball using electromagnets set inside ramplates, then put it into the other side's goal.



The game is a cross between arena and road duel, but a new dimension is added as the tactics used between the cars in a team — to first grab the ball, then support the player carrying it — will decide the victory.

Track Rules

Drawing Up The Track

The track has an outer radius of 10', and an inner radius of 5'. The goal circle at either end has a radius of 4'. Use a pencil, a drawing pin and a piece of string to mark these out. As an aid to movement around the track, you can also divide the inner and outer circumferences into 1' sections marked in red.

Track Layout

All track walls are considered indestructible. The inner wall between the track and the pits is 3' high. Pedestrians can jump over

this to safety, but cannot then re-enter the game.

The track and goal areas are sloped, and the normal rules for maneuvers apply: bends inwards and drifts outwards are at -D1, and bends outwards and drifts inwards are at +D1. In addition, if the car is facing toward or away from the pits area during the acceleration phase, it will have its acceleration increased or decreased by 5 mph. This is a useful way to pick up speed.

The goal at each end consists of three, 3-foot-high indestructible steel plates — a center plate 1/2' wide, and two outer plates each 1' wide. Hitting the center plate with the ball scores three points, but the goalkeeper car will normally be parked in front of this plate. The outer plates score one point. To prevent goalhanging, no more attackers than defenders are allowed within the free-fire semicircle where each goal is situated.

Cars must at all times move counterclockwise, and cannot turn around or stop, with the following two exceptions:

1. Within the circle at either end of the track, defending vehicles can move as they like. This benefit applies as long as any part of the car is within the circle.
2. If a car hits the wall or a goal plate, once the driver has recovered he is allowed to reverse if necessary to give himself room to maneuver.

Car Design

Each team designs one \$20,000 car with a ramplate/air-dam/electromagnet combination, and one \$20,000 goalkeeper car with similar special equipment. Five copies of the standard car, plus one goalkeeper car, make up the team.

Car Set-up

The teams take turns placing their cars anywhere on the track (roll to see which team places the first car). All cars start off at 60 mph, going counterclockwise. Two of the five track cars are not placed on the track initially, but are held in the pits as substitutes.

Firing a Ball

Once the teams have set up, a ball is fired from one of the two guns (roll randomly for which gun starts). The guns retract into the arena wall once fired, so as not to impede the ball.

If the ball goes out of play, either by a goal being scored or by the ball rolling down to the inside of the track, then an electrical circuit is completed and another ball is fired automatically at the start of the next phase.

The referee can also decide to fire another ball if the last ball embeds itself in a wreck, or is otherwise put out of play. The ball will be fired at the start of the next turn in this case.

Ball Movement

The ball starts off going clockwise at 100 mph, decelerating by 5 mph per turn. Note that just before entering each goal circle, the ball hits a slightly sharper bend which forces it across the goalmouth until it hits the outer track wall at the other side of the goal circle, then continues round the track.

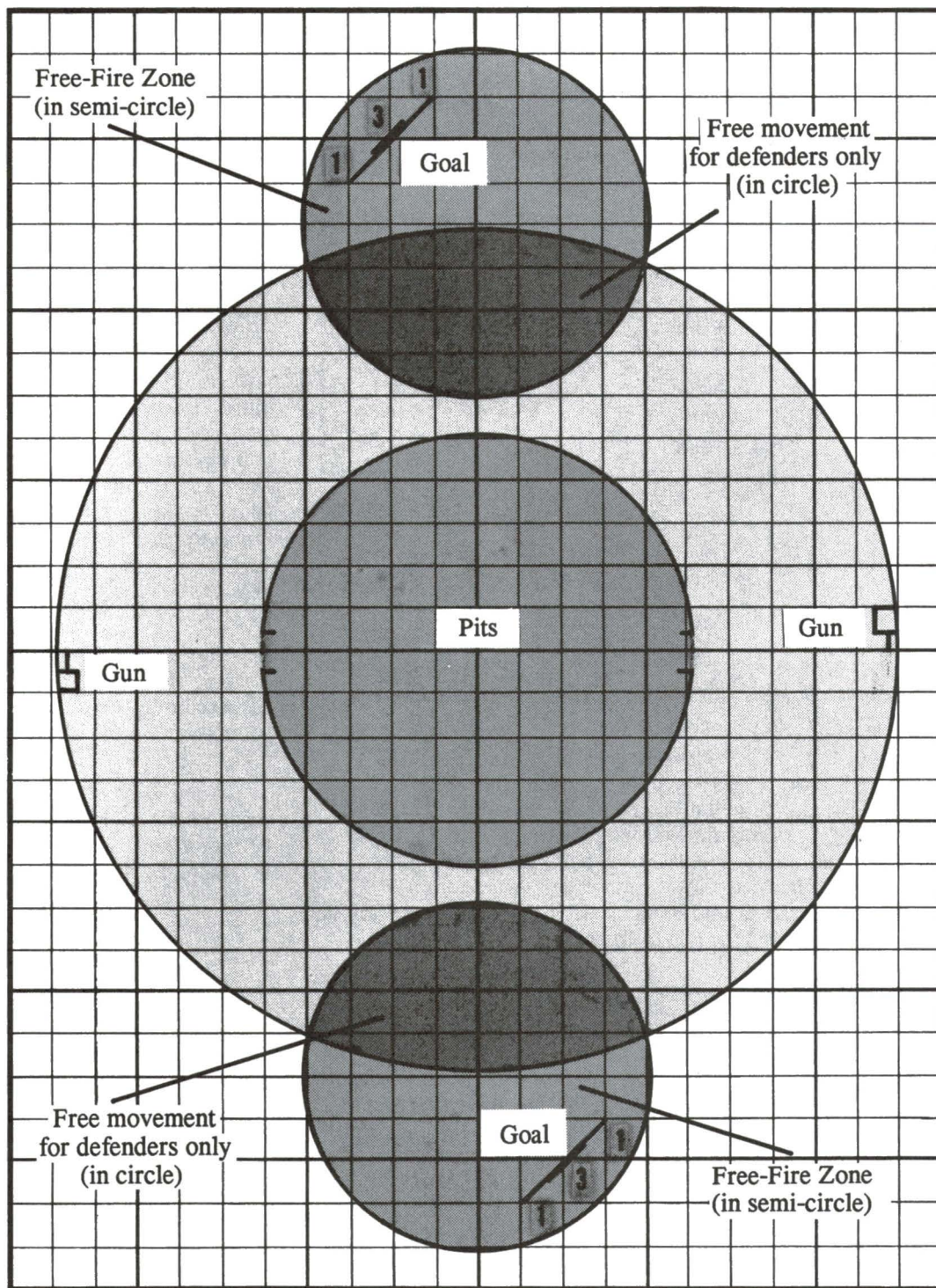
If the ball hits a wreck, it has a 50% chance of embedding itself. Otherwise, the wreck slows the ball 10-60 mph.

If the ball hits an obstacle, it will be slowed by $1d \times 5$ mph. (If this stops it, the ball is dead and the referee will fire a new ball at the start of the next turn.) In addition, the ball will have its direction of travel altered according to the following table:

Die Roll	Effect
1	30° to the left
2, 3	15° to the left
3, 4	15° to the right
6	30° to the right

Note that if the ball was going around the outside of the track when it hit the obstacle, a roll of 1-3 will have no effect.

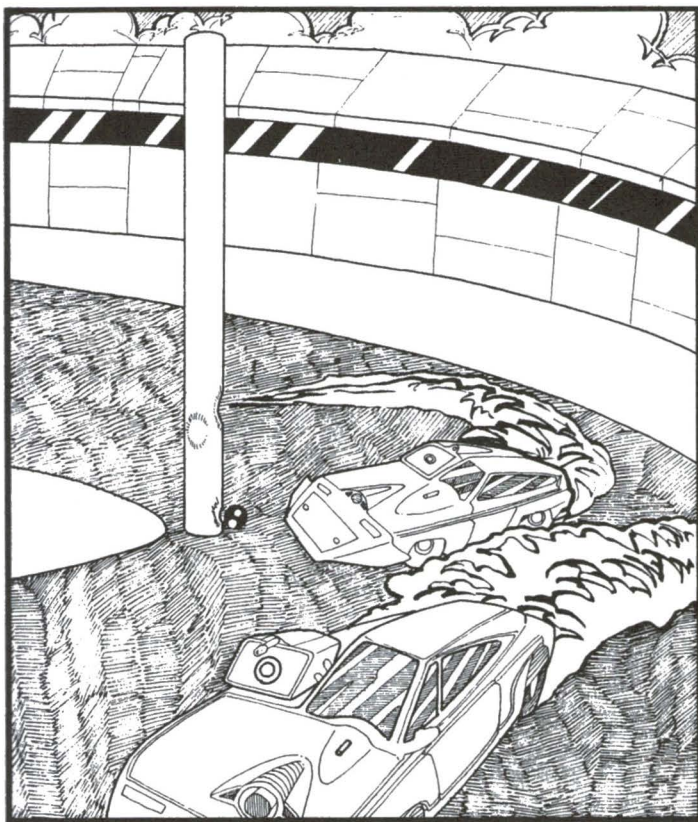
Debris has no effect on the ball.



While the ball is not going around the outside of the track, it will undergo the normal 5 mph acceleration toward the center, so it will not be moving in a straight line. When it hits the opposite wall, it will continue round the outside if the angle it makes with the wall is less than 15. Otherwise, it will rebound at the same angle but with its speed halved.

Picking the Ball Up

To pick the ball up, a driver takes a firing action to switch his electromagnet on, then drives into the ball. The collision does $\frac{2}{3}$ normal damage (modified to $\frac{1}{3}$ because of the receiving



vehicle's ramplate), and is a D3 hazard. The ball is not damaged, and the car's speed is unaffected. The ball can be picked up as soon as it is fired, but since the ram can be at up to 200 mph relative speed, you will need good front armor and handling.

If the car carrying the ball is involved in a collision with its ramplate, the referee will switch the electromagnet off at the end of the turn. This is to allow the defenders to tackle.

If the ramplate armor is destroyed, the electromagnet can no longer function and the ball is dropped.

Scoring

The driver with the ball must now get it past the enemy goal-keeper (and any defenders) and switch off his electromagnet at the right time so that the ball rolls free and hits one of the goal plates. If the goalkeeper has been destroyed, or it is not in position for any reason, a three-point goal may be scored. Otherwise a one-point goal is generally possible, as long as there aren't too many defenders.

Ramming the goal while holding the ball does not count — the ball must roll free into the goal. In such a case the referee would switch the carrying car's electromagnet off, and the ball would roll down the track to be picked up by any other passing car.

Winning

If the game were being played for real, a half-hour or hour of game time might be allowed. This is clearly not acceptable in *Car Wars* terms, where one crucial second can take a half-hour of real time to work out. Say that the first team to score five points is the winner, and the game will then take four players an afternoon and an evening to complete (provided both teams have designed their cars beforehand). This limit could be altered to a real-time or game-time limit, as long as all players agree before the game starts.

Killing Cars and Skill Points

Since shooting is less important than in arena duels, and rams more so, a car is considered killed if it is immobilized or its ramplate is destroyed. This counts towards Skill Points and Prestige in the normal way. In addition, a Driver Point is awarded to the scorer of every goal, and each player in the winning team gets one Driver or Gunner Point, and one Prestige Point.

If a killed car has at least three wheels left, it will roll in towards the center under 5 mph acceleration, then stop when it hits the inner wall.

Substitutes

Two cars from each team must wait in the pits area as substitutes. A substitute can only enter when a car from its own team is killed, or when a damaged car is driven off the track (no re-entry allowed). The substitute car starts from either of the inner gates at 0 mph. It must then accelerate up to 60 mph, and is immune from hostile ramming during that time. However, if the new car takes any hostile action or fails to accelerate, the ramming immunity is lost.

Ramming Rules

Ramming is just as important a tactic in this game as shooting, since it can be done at any time to any car, not just to the car carrying the ball. (See the shooting restrictions below.) If the advanced rules are found to take too long to apply, the rules may be modified in the direction of the original *Car Wars* rules, as follows:

1. Ram damage is worked out using the Ram column on the speed chart, doubled and halved for ramplates if these are involved. Weight modifiers can usually be disregarded, as all cars will be in the 4,000-8,000 lbs. range (unless one team foolishly decides to use light trikes). Sideswipes do no damage.

2. All collisions are a D4 hazard.

3. Average the two speeds for head-on rams and rear-ends. A T-bone halves the attacking vehicle's speed, and puts the rammed car's speed to 0 (which will conform to the ramming car's movement). Sideswipes do not affect speed. Instead, bisect the angle the cars make, and turn both cars to point in the new direction.

4. Apply concussion effects. As in the advanced rules, you must roll two dice against a count of one for each 5 mph change in speed, and if you don't make the roll, you are stunned (no maneuvering or shooting) for the number of seconds you missed the roll by. The roll is one easier if you have a safety seat.

If the advanced rules aren't being used, the following table may be used to make high-speed ramming deadlier, thus discouraging 100 mph-plus driving except when absolutely necessary.

Missed roll by	Effect
1-3	Stunned for 1-3 seconds
4-6	Stunned for 4-6 seconds and injured
6-9	Unconscious (ambulance comes out)
10+	Dead (0 DP — ambulance comes out)

Sideswiping the arena wall is a D2 hazard for each inch of movement along the wall. Each inch also scrapes off one point of armor and slows the car by 5 mph.

If a car is rammed into the wall, the armor on the wall side takes ram damage as if it were rammed at half the speed of the original ram.

Weapon Rules

Weapon effectiveness must be severely restricted to prevent the game from turning into a straight shooting match.

1. On the main circle of the track, firing is only allowed at the car carrying the ball. This car can shoot at any other car. However, the semi-circular goalmouth area at either end is a free-fire zone, where no restrictions apply. Normal firing is allowed as long as both firer and target are at least partly within this semi-circle.

2. Track cars are only allowed one-space weapons, except that a standard flamethrower is allowed. The goalkeeper is allowed two-space weapons, plus the heavy-duty flamethrower. So that teams don't resort to passengers carrying bazookas, only hand weapons of 10 lbs. weight or less are allowed.

3. No links, except linking a targeting laser to rockets (which can only be fired one at a time).

4. No shooting at tires.

5. No offensive dropped vehicular weapons. Non-offensive dropped weapons (i.e. smoke and paint) are allowed. Smoke might obscure the game for the cameras, so air vents are set into the arena floor which disperse smoke clouds after two seconds.

6. No grenades. These slow the game excessively.

7. Metal armor is banned. It creates too much mess on the track, as an obstacle is created whenever a point of metal armor is lost.

Tactics

Thinking ahead is the key to success in Arenaball. The tactical situation changes wildly from second to second. Think where all the cars on the track will be in one or two seconds time, make sure that you have more cars in the crucial position than the other team, and you will have the edge.

In order to have the best chance of picking the ball up, all the cars in a team should be spread out around the outside of the track and going at high speed. This will allow them to cover the maximum amount of track each turn. Unfortunately, the driver who does pick the ball up needs to slow down to minimize the damage from the impact. Once he has the ball, he needs his teammates to cluster round him to prevent rams and block the opposition's line of sight.

The trickiest part of the game for both sides is putting the ball into a defended goalmouth. The attackers should send in an advance squad to disorganize the defenders, so that the driver with the ball can sneak in and score. The defenders will need to roll with the punches, and have a car at high speed on the track trying to ram the driver with the ball from behind.

Going at everything at 80 mph will be spectacular, but will rarely be a winning tactic. There is little point in being two points up if you've only got two cars left against the other team's four. Try to take things at a moderate speed, avoiding rams at more than 60 mph. Allow the opposition to score a goal if you will lose a car trying to prevent it.

Car Design Notes

Any size car or trike may be used. However, all cars must be fitted with a ramplate/airdam combination. Inside this is a powerful electromagnet. Allow \$500 and 100 lbs. for the extra equipment. This figure also includes skirts down to near ground level on the other faces of the car, to prevent the ball rolling underneath.

In an attempt to cut down on driver casualties, all characters are given free impact armor.

Acceleration and Handling

This is the most important part of your design, as the car will be going round the track at 100 mph or more. 10 mph acceleration is a must. Heavy duty brakes and shocks are well worth considering. Since an airdam must be fitted, a spoiler will help further on Crash Table rolls. The goalkeeper will find rocket boosters useful, to get to that difficult ball.

Weapons

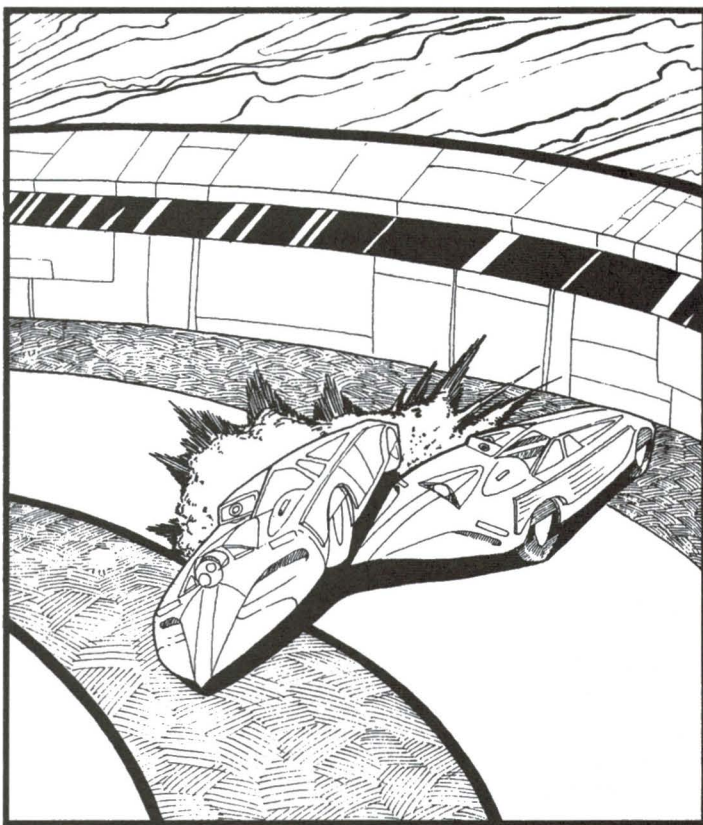
With only one-space weapons to choose from for the track cars, the choice of weapons is severely restricted. Accuracy is important, as the driver with the ball will be going at 60 mph minimum, so a light laser is worthwhile if you have \$3,000 to spare. Otherwise, a turreted MG with HD ammo, or a turreted MML with incendiary ammo are the best options. Both should have computer assistance, as you will only have a few shots with which to take out the player with the ball before he scores.

The goalkeeper car can have any number of two-space weapons, but these cannot be linked. You should have both a driver and gunner, with an effective two-space weapon for each.

Protection

Picking the ball up and ramming at 60 mph can take it out of your armor. Since metal armor is not allowed, look for at least 60 points on the front of your car, and 40 on the sides and rear.

Since rams are just as important a tactic in this game as shooting, you should buy at least a roll cage, and possibly a safety seat. Even if one side of your armor has gone, if you're alive and mobile then you're still in the game.



The Referee

If the ball embeds itself in wrecks every time it is fired, the referee has control of a turreted Heavy Laser (with HRSWC) in a universal turret over the center of the pits area. This can be used to clear the ball's path. In addition, any player who contravenes the rules (intentionally or not) can be warned with a shot into his top armor.

The referee has a switch to control each player's electromagnet. If the car is made undrivable, or the driver is rendered unconscious or is killed, the referee will switch the electromagnet off at the end of the turn, and the ball will roll down the track to be picked up by any passing car.

The referee also controls the sweeper truck and the ambulance, if they are used.

The sweeper truck is a 10-wheeler fitted with large brushes, which keeps the track clear by driving over debris or obstacles at 30 mph or less, and sweeping them up. Any debris or obstacle within 1/4" of the front of the truck is removed from the track, so in effect the truck sweeps a 1" wide path clear. The truck also has a ramplate for moving wrecks out of the way, if (for example) a car gets killed in front of a goal and does not roll down to the center of the track. The truck starts the game going round the track at 40 mph.

The ambulance will move out from the pits if a character is injured outside his car, or unconscious or at 0 DP inside it. The paramedic will help the character into the back of the ambulance and ferry him to the pits, but he will not be allowed to rejoin the game.

Variants

1. Remove the ambulance and sweeper truck, particularly if there is no referee. Players can then concentrate on moving their own cars. If the truck is not used, a timeout can be called with the agreement of all players after a goal has been scored, to clear the track. Cars are then placed as if a new game were starting.

2. Don't allow any substitutes. This makes for a faster game, as both teams are rapidly reduced to one or two cars.

3. Certain rules are there to speed the game up. They can be ignored in order to add more detail, but you should be aware that the game will move more slowly.

The rules in question are

- Simplified ramming rules
- No grenades allowed
- All track cars being the same design

4. Add peds on roller skates. All cars have grab handles to hang on to, and burst weapons have to be outlawed if the men are to last more than a couple of seconds. Since they cannot pick up the 1-foot diameter steel ball, they have their own 3-inch ball, made of aluminum so that the cars can't pick it up. The balls are fired simultaneously from opposite guns, and a goal with the smaller ball (scored by throwing or rolling it into the goal plates) counts as much as a standard goal. Control rules for roller skaters are left as an exercise for the referee.

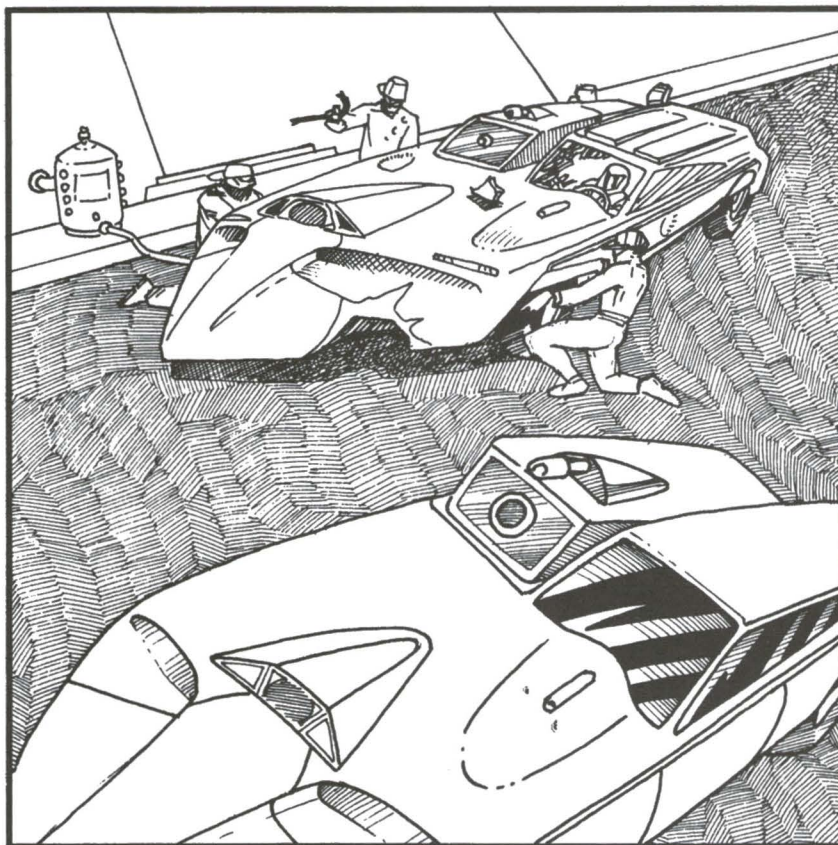
Sample Vehicles

Track Car — Mid-sized, x-hvy chassis, 200 cid engine, hvy. suspension, turbocharger, 1 gallon dueling tank, 4 PR tires, driver, flamethrower right, electromagnet, spoiler, airdam, improved fire extinguisher, bumper spikes back, HD brakes, roll cage, safety seat. Armor: F60 (ramplate), R40, L40, B50, T0, U0, 10-pt. FPCA around each of driver, plant, flamethrower. Accel 10/15 w/turbo, top speed 85, HC3; 5,671 lbs., \$20,000.

Goalkeeper — Luxury, x-hvy. chassis, large power plant w/superconductors, light suspension, 4 HD tires, driver, gunner, turreted RL w/incendiary rockets, RL w/incendiary rockets front, electromagnet, airdam, improved fire extinguisher, roll cage, 2 safety seats, 2 SWC. Armor: F50 (ramplate), R25, L25, B10, T25, U0, normal CA around each of plant, driver and gunner (together), FPCA around each RL. Accel 5, top speed 90, HC 1; 6,600 lbs. \$19,170.

Ambulance — Van, x-hvy. chassis, 300 cid blueprinted engine with tubular headers, VP turbocharger and supercharger, hvy. suspension, 1 gallon dueling tank, 6 PR radial tires, driver and paramedic (both with impact armor), improved fire extinguisher, medical equipment, 2 stretchers, roll cage, HD brakes, HD shocks, antilock brakes. Armor: F46, R40, L40, B45, T0, U0, FPCA around each of driver, paramedic, plant, 2 stretchers, medical equipment. Accel 25, top speed 82.5, HC 3; 7,200 lbs., \$45,050.

Sweeper Truck — 10-wheel cabover, standard chassis, small power plant with truck turbo, 5 gallon dueling tank, 10 PR tires, driver (impact armor), improved fire extinguisher, roll cage, HD brakes, HD shocks, sweeping equipment, safety seat. Cab armor: F20/0 (ramplate), R45, L45, B6, T0, U0, FPCA around each of driver and plant. 15' tanker carrier. Carrier armor: 10 each side. 14,999 lbs., \$57,105.



CAR WARS IN 3-D!

At Origins and GenCon, the Steve Jackson Games booths will have great 3-D game setups for *Car Wars* . . . both for the World Championships and for demonstration games. Come by and see. Come by and *play* — they're not just to look at!

We'd like to take this opportunity to thank the scenery manufacturers who supplied the buildings and other landscaping material. We've worked with all this stuff, and it's *good*. We recommend it all 100% to everyone who wants to put the third dimension in their autoduellings.

Note that these are *not* licensed products. They weren't created especially for *Car Wars*, and we don't make a dime off them. These are just regular parts of their product lines that happen to work really well for autoduellings, and we're pleased to recommend them. (*Yes, we're THINKING about doing a specific line of Car Wars scenery. If you like that idea, tell us . . . and tell these manufacturers, too! — and something might happen.*)

GEO-HEX

This company makes real-looking terrain surfaces in a huge variety of shapes. The "Gamescape Mat" covers a table and looks like green or brown grass. Large hex-shaped foam sections provide the third dimension, building up into hills, cliffs, road

cuts or whatever you want. This is the most realistic miniatures terrain we've ever seen, period.

They also sell trees, grass, hedges, etc., as well as cloth that makes very good-looking fields and streams. We use it all!

Geo-Hex also carries the "Drum" line of building miniatures. Some of this line works for the year 2040.

For more information, see their booth at this year's conventions, or write them at Geo-Hex, 528 NE Hancock Street, Portland, OR 97212. They have a complete catalog for \$3.00, and they will take credit card orders at 503-288-4805.

ARMADILLO GAMES / GALLIA USA

Gallia makes resin-plastic buildings and scenery in a variety of scales. Their castings are detailed enough to paint up well, and heavy enough that they won't get knocked around during play. Good stuff.

Car Wars scale is one inch to 15 feet, which works out to 1/180, or 10mm. Almost nothing is specifically made to that scale, but lots of "scaleless" items, like bridges, can be modified from 25mm, 15mm or 5mm. Our 1991 layouts use some large bridges, oil tanks and stone walls from Gallia, and there are lots of other things in their catalog.

For more information, see their booth, or write them at 2230 Broadway, Schenectady, NY 12306. Their phone is 800-544-8696.



galliaUSA

DETAILED CASTING PRODUCTS

A big thank-you also goes to Darell Phillips, of Detailed Casting. Darell *custom-built* the arena walls and towers that we are using, as well as the charging station (which fits the outline on the Crash City map). Maybe someday they'll be in regular production!

DCP also made several of the smaller bridges on our layout. They can be reached at 103 Florence #2, Kelso, WA 98626. Geo-Hex carries some of their bridges and terrain pieces at conventions.



And one more special thank-you to Ken Scott and Mike Maloney, of Austin, who have put in a *lot* of time over the years, painting little lead cars for you to play with at conventions. So next time you see them, say "Thanks!" before you shoot their tires out.

Abuse of Firepower

Military Weapon Restrictions in *Car Wars*

by Craig Sheeley

"... And it's been a fantastic day here in the Killrena. First an exciting contest with the cycle crazies in the Motomangle, and now a ferocious fight in the main event!"

"That's right, Chet. Down on the arena floor, Phillips is pounding on Mancawicz and Mancawicz is having a hard time replying."

"That's what happens when machine-guns duel with auto-cannons, Marv."

"At the same time, Lehrner, Belans and Ventnor are going at it in a wild three-way. Holy cow! Ventnor just gave Lehrner a fatal rocket barrage! I think it's all over for the challenger."

"And no one's attacked Shields yet. As a matter of fact, Shields hasn't done anything since he entered the arena."

"Right again, Chet. Phillips gave him a double dose of cannon fire and it just bounced off. Shields must have nothing but armor on that car."

"And a painting laser. What's his game?"

"Hold on a moment, Chet. We've got a signal on the radar; something incoming..."

Static.

Official AADA Ruling #9570-B: Hector Shield's posthumous win on 2/10/41 is hereby declared null and void. His use of military weaponry from outside the arena is a violation of the spirit of autoduellism, even if there was no specific ruling prohibiting directed artillery rocket fire, as long as it fell in the Division price limits. Since the barrage killed all the contestants, wiped out the audience, leveled the arena and caused collateral damage to several neighboring buildings, it is hereby ruled that there were no winners in the event, posthumous or otherwise.

The two supplements *Aeroduel* and *Car Wars Tanks* introduce the immense destructive power of combat aircraft and military armored fighting vehicles — and their attendant heavy weapons systems — into the *Car Wars* arena. Unfortunately, some individuals have taken this literally, hauling over-muscled military weapons into AADA events. The example above is fictitious, but a Division 40 entry could afford a single-barrage multiple-tube artillery rocket launcher, off-board.

The AADA swiftly noted the potential for abuse of this new weaponry and has moved to issue new rules restricting use of such hardware. This new ruling is listed later in this article.

However, the greatest restriction on the use of military weapons is the acquisition of them. You can go down to the corner Uncle Al's and pick up a machine gun, a flamethrower, ammo for your rocket launcher, and maybe even drool over the newest gauss guns. But you won't find a Super Rocket, or a load of artillery shells, or even an full set of military body armor. At best, you might find some obsolete equipment — an old Tank Gun, or some overage artillery rockets, and so on — or perhaps some personal equipment, like an HLAW or an Integrated Systems Helmet. If price and reliability are of no consequence, they might sell it to you.

The corporations that make military equipment don't sell to



"small-time" businesses like wholesale and retail outlets. They sell to other corporations, or to governments, taking orders in huge lots and collecting money in megabuck payments, operating at a scale far beyond the autoduellism business.

Consequently, a duellist trying to get his hands on most military equipment will have a hard time, since he can't buy it from his regular suppliers.

How to Acquire Military Hardware

There are four ways to get military hardware: buy it from the manufacturer, requisition it from the military, buy it on the Black Market, or steal it from someone who already has it.

Buying from the Manufacturer

Military manufacturers are always willing to sell, particularly standard equipment. Special-order equipment, including classified military hardware, is generally not for sale. Other than that, if you've got the cash, they'll sell you the goods.

However, manufacturers deal in bulk. They're not interested in single-unit sales. The minimum lot that will be sold is 10 identical items, and the price will be hiked higher than retail — after all, if you can afford to buy this kind of stuff, you can afford to buy an army's worth of it, right?

For a lot of 10 items, the price is 125% of regular price. Ten Super Rockets would cost \$187,500 (*NOTE: The official price of the Super Rocket is \$15,000 each; the price of \$750 in Car Wars Tanks is an error*); ten HML rounds would cost \$125,000. for a lot of 50 items, the cost is normal per unit. For a lot of 100 items,

the cost is only 90% per unit. For lots of 1,000 items, cost is dropped to 75% per unit.

Another catch is that, even if the character *bought* his armament legally, he may not be able to *use* it legally. One thing many local governments and corporations agree on is that private individuals have no business using military armaments in their vicinity. A person who buys his hardware legally may find himself just as wanted as if he'd stole it, if he uses it in the wrong place, or against the wrong people.

Military Requisitioning

Buying ten Tank Guns at 25% over retail may be too expensive for the average duellist. However, if the duellist is a member of the military, a single Tank Gun (or other piece of military hardware) can be requisitioned.

To requisition an item, a great deal of paperwork and time is needed to convince the Powers That Be in Supply that you actually need the item in question! A 2d roll of 10+ is needed to have Supply okay the request, adding half the petitioner's Fast Talk skill to the roll. The reply, whether yea or nay, takes 1d weeks to process. If the roll fails, more requisitions can be sent, at a -1 per additional requisition, each taking 1d weeks to complete.

If the character offers a cash deposit equal to the value of the requisitioned item, Supply will send it on a 2d roll of 5+. There are no modifiers to this roll, as the draconian practices of Supply may just decide that the item "isn't available" for any price. Delivery takes 1 to 3 weeks.

Of course, now that the character has his military toy courtesy of Supply, he still has to answer to his superiors about using it! After all, he has to be a member of the military to requisition things through military channels. Paying military personnel to requisition military hardware for civilians is covered in the *Stealing the Hardware* section.

The Black Market

If you can't afford to buy from the manufacturer in bulk, and aren't in the military, then purchasing hardware on the black market is the best option. It's expensive, but it's safer than trying to steal the equipment yourself.

The first step is locating a black market salesman. This requires that the player-character start asking questions and circulating the rumor that he'd like something illegal and is willing to pay for it. Roll 2d each week of rumor-mongering; on a roll of 10+ there is a response. Add the character's Streetwise skill (if any) to these rolls. On a roll of 3 or less, the character has been "made" by law-enforcement officials. He will get a response, but it will be part of a corporate or government sting operation. The character will be kept under observation and arrested upon delivery (see below). If the referee doesn't want to send the PCs straight to jail, he can give the character with appropriate skills a chance to detect the surveillance and make his escape (probably without the contraband weaponry), or he can have the authorities approach the PCs, offering immunity from prosecution in exchange for fronting a sting against some real black marketers (in which case the characters will definitely *not* get to keep the arms, but they will keep their freedom).

Once contact is successfully made, the next step is negotiating availability and price. The black marketer has the equipment the character wants on a roll of 7+, -1 per

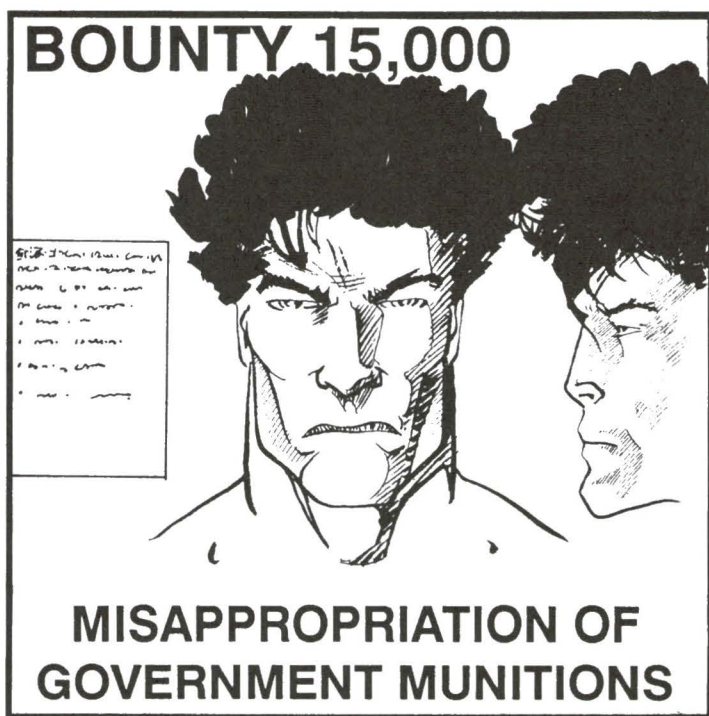
\$50,000 of equipment base cost. If he has the merchandise, the price is twice the regular price plus 1d times 50%, for an asking price of anywhere from 250% to 500% of regular price. If the black marketer doesn't have the merchandise, he can usually try to get it. Each 50% of base price above the asking price adds +1 to the availability roll. For example, Joe Duellist wants an HML and five AP missiles, normal cost \$175,000. The black marketer has to roll a 10+ to get it and wants anywhere from \$350,000 to \$875,000. If Joe Duellist offers an additional \$87,500 over the asking price, the marketer can get the weaponry on a roll of 9+.

Of course, the buyer may wish to haggle. This is resolved as a contest of Streetwise skills (see *CWC II*, page 40). Black marketers have a Streetwise skill of 3 to 5. If the buyer wins, each point he wins by reduces the asking price by 25% of the equipment's normal price.

Finally, after all the money is paid (usually in advance) and the deal is cinched, the marketer delivers the merchandise. This process takes some time. Roll 2d; on a 2-5, the merchandise is supplied as soon as the money is paid. Otherwise the delivery takes 1-3 weeks. And the equipment may not work correctly! The first time the equipment is used in combat, roll 2d. On a 2, the equipment fails disastrously (weapons backfire, electronics short out and fry other pieces of electronic equipment along with them, etc.). On a 3-4, the equipment in question just doesn't work. On a 5+, it works normally. The only way to find out if the equipment works before combat is to have a mechanic test it. This is a Medium mechanic job, and tested weapons must expend a single turn's firing (one shot) in the process. Repairing faulty military equipment is a Hard mechanic job in this case.

Of course, dealing with the black market is hazardous. Even if the buy isn't part of a sting operation, there's always a chance the equipment will be traced, as if the character had gotten it through





bribery (see below). The trace attempts are at -1 to find the buyer, because the investigators usually stop at the marketeer.

Stealing the Hardware

This is, without a doubt, the most risky way to collect a Tank Gun. Usually, high-destruction hardware is bulky and difficult to transport — if the object desired can be carried out by a single man, it's usually safer to bribe some soldier to swipe it for you. If the hardware is too large to be man-carried, stealing it involves arranging suitable transport, as well as breaking in to the storage area (almost always well-guarded by people who already have such gear) and escaping with the goods. Of course, the only places where such material can be found belong to powerful corporations, extremely rich individuals, and military organizations — all very chancy people to cross.

Another criminal alternative is bribing quartermasters and other soldiers to “accidentally lose” the appropriate items, where the purchaser can pick them up, or ambushing the owners in an attempt to salvage the gear. This is not assured, since most corporations and militaries have organizations that pursue “lost” items, particularly big-ticket hardware (see below).

The act of bribing someone to “lose” something requires that the briber contact the bribee and offer money in exchange for the item in question. Whether the bribe works or not is determined by the amount of money offered and the security in question. On the average, paying 75% of the unit cost gives a chance of a successful bribe on a 2d roll of 8+. This roll is modified by +1 per additional 10% of unit cost offered, +1 if half the bribe is paid in advance, -1 per 5% of unit price less than 75% offered, -2 for trying to bribe Regular Army units, + or -5 for bribing corporate workers (roll 2 dice. The first is plus, the second is minus. Subtract the minus from the plus for the bribery modifier. This represents the wide variation of security in corporate operations).

If the roll is successful, the bribe has been accepted, and the delivery goes through. If the roll is missed by 1 or 2, the bribee keeps any money paid and refuses to deliver. If the roll is missed by 3, the bribee keeps the money and alerts appropriate security to

the attempt. If the roll is missed by 4 or more, the bribee turns any money over to the appropriate security. If security is alerted before the exchange, usually a “sting” is set up to trap the briber.

For example, Joe Duellist has more money than sense and wants four Laser-Guided Super Rockets on his car. He approaches a low-level administrator for MDDH, the missile manufacturer, offering \$50,000 for the rockets, with half in advance. \$50,000 is just over 75% of the cost (\$60,800), and he's paying half in advance, so he has a base roll of 7+. MDDH security is tight (plus roll 1, minus roll 4), for an additional -3. The roll needs a 10 or better to succeed.

Some of the best suppliers of the black market get their stock by snatching and restoring the salvage that's left after a battle in a Commercial Combat Zone. This is high-risk, low-return work. The zones are cleared after each battle — only the best-hidden leavings remain for scavengers — and they're also well-patrolled against looters by heavily armed, paramilitary guard units. Even more dangerous than the corporate patrols for amateur looters are any established salvage gangs who consider a given CCZ their territory. Still, good salvage is there, for the tough and skillful.

The last option is actually trying to take military hardware by force, ambushing military and paramilitary convoys and units. This might work, but it allows the current owners a chance to use the sought-after equipment on the ambushers . . .

Repossession and Revenge

Military hardware costs a lot of money. The people who spend that money want to be sure what they purchased stays with them. As a matter of course, every business has its administrative methods of accounting for all materials purchased and owned. When theft is discovered, repossession organizations swing into action.

The first part of this process is discovering the theft. If the theft was blatant, like someone assaulting an arms depot and making off with the contents, the theft is known immediately. Discovering administrative theft is more difficult. Items “lost in the paperwork” have to be tracked down by their paper trail. When a duellist acquires a piece of military hardware through the black market or by bribery, the loss may be discovered and traced.

Roll for discovery a month after the loss, then again a year after the loss. A roll of 12+ is required to discover and trace the theft, +1 per \$25,000 (rounded off) of material lost, +1 if bribed from a corporation, -1 if bought from the black market. If both trace rolls fail, the equipment has become permanently lost from the records. For example, Joe Duellist has his bribed super rockets. The loss of the rockets can be traced. That month, the first trace attempt is made, needing a 12, +2 for the dollar amount, +1 because of corporate accounting. On a roll of 9+, the loss is discovered and they start looking for Joe Duellist. If the first attempt fails, then another attempt is made within the year (around annual inventory time). If that attempt fails, the loss is written off. Of course, the referee may give the trace attempts positive die roll modifiers and more traces if the missing equipment is very important.

Once the loss is traced to the buyer, the appropriate organizations swing into action. The federal government handles materials stolen from the military, using the FBI and the military Criminal Investigations Division. These agents are bent on recovering the

stolen hardware and putting the culprit in jail or in the morgue, in that order. If the character in question is deeply involved in illegal activities, the FBI/CID may waive punishment if he cooperates with them, becoming a government fink. This is up to the referee, but can make for an interesting plot complication.

Corporations use their own retrieval squads and bounty hunters. Corporate recovery procedures are aimed at recovering the stolen goods if possible, destroying them if they can't be easily recovered, and destroying the culprit. This does not mean merely killing the character with the hot goods, but also includes wasting his clones, to make an example of him!

All of these agents are good, well-armed and highly skilled — they have to be, considering their business. Many have high Disguise skills and conceal their identities. Combat and espionage skills usually range from +3 to +6, and their equipment is the best their employers can provide. Bounty hunters are somewhat lesser opponents, but they are numerous and hard to identify. For more detail on repo operatives and bounty hunters, see the "Killers For Hire" article in *ADQ* 8/4.

As mentioned previously, there are many places where private use, or even private possession of military hardware is illegal, regardless of how the materials were obtained. Casual use of military hardware on the open roads is a good way for a duellist to make himself public target #1. In addition to trouble from local police and/or corporate security, organizations as disparate as the AADA, the Brotherhood and EDSEL all offer generous bounties, dead or alive, on any duellist known to have used certain military armaments against members, or anywhere the organization considers their territory (for the AADA, this means any public road, and for EDSEL it means the whole East Coast!).

AADA Proscribed Military Equipment

The AADA has officially prohibited certain pieces of weaponry and hardware from AADA events. No vehicle or crew member will be allowed to use these items in any AADA event. Prohibited military armaments include, but are not necessarily limited to the following:

Weapons: Gatling Cannon, Napalm Bombs, Heavy Auto-Cannon, Heavy Recoilless Rifle, Magnetic Cannon, Tank Guns (any size), Air-to-Air Missile, Super Rocket, Missile Launcher, Heavy Missile Launcher, Military Target Laser, Heavy Minedropper, Artillery Weapons of any sort.

Defenses: Laminate Armor, Reactive Armor.

Accessories: Military Radar, Military Radar Jammers, Radio Jammers, Vehicle Decoys.

Personal Equipment: Heavy Bazooka, Heavy LAW, Tripod Missile Launcher.

Selected AADA events may waive these restrictions — there is popular sentiment in the AADA to create a new Military Division, where military weapons are not only allowed but encouraged.

Of course, if you just want to do a one-shot duel with fantastic amounts of money involved and mega-kill military weapons frying cars with a shot or two, go for it! The AADA prohibitions and difficulties in acquiring the hardware are intended for campaign play and AADA events, and are not intended to prevent having fun blowing up hordes of opponents. But beware, they'll have the same sort of firepower.

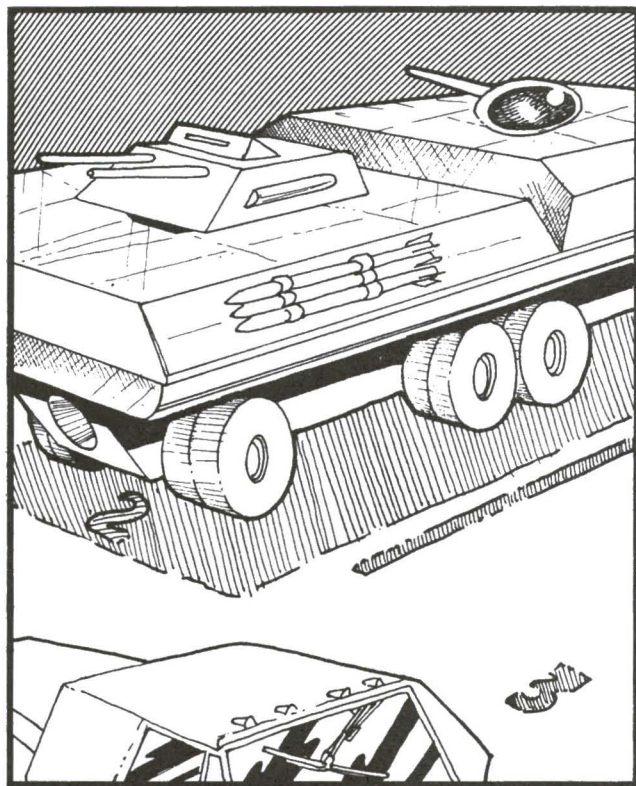
It's not just a trailer . . . it's a *Powerhouse!*

Sure it's expensive — but for a driver it's one of the best pals his car can have. This beauty has an average offensive weaponry output that would almost eliminate its own (formidable) armor, and its napalm mines and heavy duty flaming oil jet will give your opponent something hot to worry about. Even with all this firepower, there's still over 300 pounds of cargo capacity.

Or for the absolute ultimate in protection, and even more hauling capacity, try the heavy version.

Powerhouse — 20' Van, x-hvy. chassis, four FP solid tires, 4 gunners, concealed twin linked GGs w/extra magazines right and left, concealed twin linked blast cannons w/extra magazines back, twin linked pulsed infrared twin lasers in universal turret top, two linked minedroppers with napalm ammo, back, HDFOJ back, link going from HDFOJ to minedroppers, link connecting dropped weapons to blast cannons, 208 pts. FB armor, 5 spaces, 300 lbs. cargo, 10,978 lbs., \$131,990.

Armored Powerhouse — same as above except replace all gunners with computer gunners and add 35 pts. armor, 9 spaces, 500 lbs. cargo, 10,778 lbs., \$140,190.



Mercy Bullet

by Karol Szolvani

Just remember that, sometimes, it's hard to tell the good guys from the bad. Moral decisions are never as clear-cut as they seem in the movies.

My name is "Big John" Mahoney. Me and my partner, "Little Jack" Simpson, pulled across the Oakland Bay Bridge and out of San Francisco at 1 a.m. on a drizzly Tuesday. A nasty outbreak of myopneumonic plague, or Taylor's disease, was racing through the weffies and dregs of San Diego, and some friends of mine wanted to do something about it. You can call us a humanitarian relief organization if you want, as what we were doing would, in the end, save tens of thousands of lives. We liked to think of it as doing our part to restore civilization.



The San Diego Relief Fund, which was coordinating aid in the emergency, was completely overwhelmed and couldn't come close to affording the vaccine and treatments necessary. The disease is one of the banes of modern "big city" living, and the vaccine and treatments are well established. Taylor's is mercifully rare, and the serums are fantastically expensive. A group called Ameritech had volunteered, anonymously, to produce and deliver the serums, and Jack and I were chosen to carry the 'magic bullets' south. With enough work, Ameritech could be identified as the group responsible, but it wouldn't matter, because it was just a dummy organization, anyway.

The two things that I had wanted to know were why some big organization like the Red Cross and Crescent wasn't involved, and why didn't Ameritech deliver the vaccine by airship? I got my answers. RC&C abandoned San Diego in 2028. They would step back in for this emergency, but it would have taken them weeks to get up to speed. By then, San Diego would be a ghost town. The only way to get an airship into a plague area on this

sort of notice would be for those behind Ameritech to step forward, and that was something that had to be avoided at all costs. Of course, I was carrying the cargo myself, without backup, because I was the only available trucker who was part of the organization.

Like bubonic plague, a town has to be lousy with rats and completely without sanitation for Taylor's to get a foothold. After that, it's spread by airborne vectors. It's terribly hard to catch, but repeated exposure will usually do the trick. The mortality rate is only about 20%, but, once you have it, for about two weeks you wish you were dead, and you feel the effects for the rest of your life: shortness of breath, weakness and so on. Most survivors of Taylor's die from other diseases within a couple of years, and the others are never again able to take care of themselves. The survivors can hardly bury the dead. The effects on the germ plasm are not yet clear, but a high rate of unfavorable mutations has been reported in at least three towns that have been struck. All in all, it is not a jolly disease.

The first part of the trip was going to be pretty safe, so after I got us on 580 and past the Oakland devastation, I let my partner take over the driving. Jack was a pretty good kid, and steady, but he lacked experience. About 2:15 we got to the First Booth, the toll entrance to I-5, and I began to relax. I pre-paid the fee all the way to LA (20 cents per mile per wheel, with a 10% discount for pre-paying the entire route, rounded to a flat \$1,000), and we hit the road. I disengaged my gunner controls and climbed back into the sleeping compartment. I knew that I wouldn't actually get any Zs, but it would help Jack's confidence to know that I trusted him to handle the rig all by himself.

In any case, the odds of combat on the 5 were low until we hit LA, and I could get back in the saddle in a few seconds if I had to.

When we stopped at Rupert's Truck Emporium, near Newman, I got out and got us a couple of cups of coffee while Jack saw to recharging the plant. A lot of Brothers just cross their legs and wait until they get to Sally's to recharge on the SF-LA run, but I had no intention of sticking to an economical 55 on this trip, and that was a long way to go on just one juicing. I had no desire to get stuck on some lonely stretch, having to jump myself from my own trailer. Downright embarrassing, that can be. Besides, there were people suffering in San Diego, and I was carrying their relief, and there was no sense in taking chances.

Besides, I don't see the problem with I-5 in the first place. Once you pay your fee and get your transponder, you don't have to stop at the toll booths unless you get off at a truck stop. (That's one of the reasons they get so much long-distance traffic; they just record your license number, a description of your vehicle and your transponder number and pass the information along by data-net.) Those long, lonely stretches help me get in contact with my soul. And going 300 miles without a city almost makes you glad to come over the Grapevine and see the lights of LA. Almost, but not quite.

I've been herding a rig for 23 years (and have been a Knight of the Brotherhood for eight), the last seven mostly on the SF-LA run. Of course, I still make runs all over the country, going where the money is, but on this route I'm known, established. People know how to find me, and they know that any cargo I carry will get through.

Jack kept the Magnum between 65 and 70 for the next 90 miles, and it was right around 4:15 when we spotted the interchange for Highway 198. The plant still had almost half a charge on it, but, as we had agreed, he started easing the rig over to the right to catch the next exit. Until somebody builds a decent truck stop in northern Fresno county, Sally's is in a prime spot to catch most of the traffic in this part of the state.

Of course, Sally's is a lot more than just a place to recharge. If that was all I wanted, we could have continued on for quite a ways. Better yet, we could have skipped the stop at Rupert's, recharged at one of those nowhere places and coasted into Tejon Pass and Big Gary's. But at Sally's I could make connections for the next leg.

If you convoy up while on the road, you have to take pot luck. If you stop at some place named "Truck Stop And Eats" you can wait an hour for some jockey whose looks you like to show up. But I knew that I could walk into Sally's Coffee Shoppe and have my pick of several Brothers I knew and trusted. Besides, Sally had a new waitress that I was kind of sweet on.

It was my third try before I found a group heading south, but it was a group of four Brothers I knew (and the new partner of one), and they were just paying their bill. They were, of course, glad to have a Knight along with them, since there were always a few trigger-happy punks between there and LA, and an extra, experienced hand never hurts. We agreed on a speed of 70 to Big Gary's and two of them went to collect their trailer gunners while I got Jack a piece of Sally's walnut pie (and checked in with Eliza). On another trip I would have let the kid keep driving, but this one was too big, too important.

For an hour and a half I drove in the number two position. Once, John William's new partner spotted a wreck just off the interstate that might have been bait for an easier group, but it was probably just rookie nerves. Besides, no one was going to challenge four trucks, with the weather turning clear and visibility and broadcast distance shooting up.

After the rookie called me on the radio to warn of the possible trap, I had a good chuckle over what he probably thought of me. Any Knight gets quite a bit of respect, especially from the younger drivers. But I knew that, if he hadn't heard of me before, John was telling him about me now, about my beliefs about "Mongo" McGuire. I've put up with it for 20 years, mostly from kids who only know about the Battle of Pittsburgh from what they've seen on television. They can say what they want, but I was there, and I say that Mongo *didn't* die. The feds had the heat on him and he knew the value of a martyr; I know in my heart that Mike is still out there somewhere, probably still herding freight, one hand on the yoke and the other thumb on the trigger.

So it was a bit after six that we hit the ruins of Grapevine and started the long steep climb to Tejon Pass. It had been 20 minutes since we had seen a CHP car and, looking at those rugged hills, I was reminded that they used to be home to a lot of rocket- and bazooka-wielding nuts before Gary's started exerting an influence. These gangs would blow to hell a likely looking truck crawling up the mountain, and then hide out till dark to salvage. That is, they did until hunter-killer missions started rolling out of Gary's.

I shifted down, and then down again, and still farther down. This crawl up the mountain usually makes me nervous; I feel like a sitting duck. But this time, with about 25 guns between our four trucks, I wasn't too worried.

As we approached the pass and pulled off at Gary's compound, I was reminded of how this place had started out as a

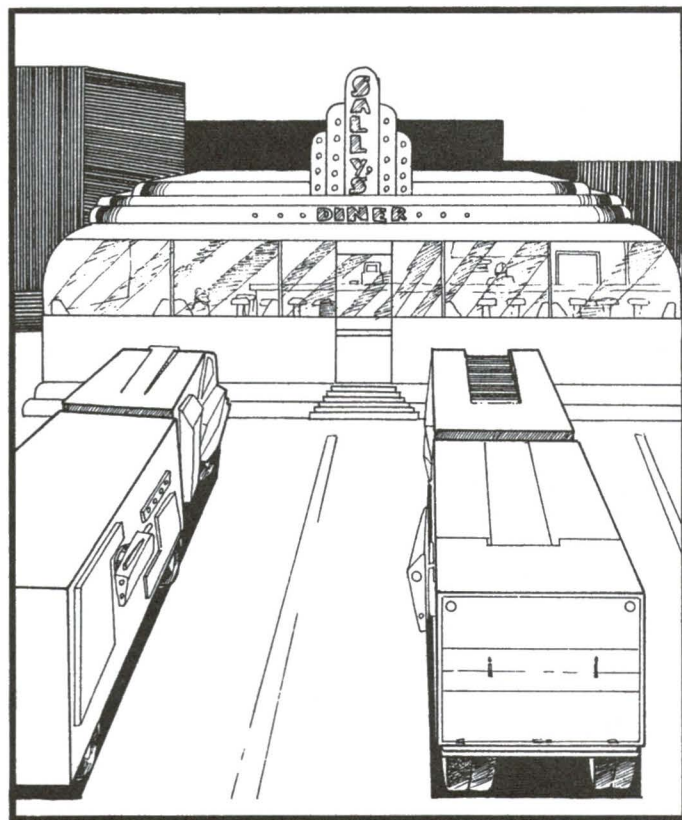
simple recharge station over 20 years ago. A lot of Brothers liked pulling into LA with their plants at max, and those north-bound didn't like to recharge in any of those hell-holes on the north end of town. Can't say as how I blame them.

Now, thanks to Gary's winning ways and good business sense, he has a top-notch garage, a coffee shop and full restaurant, and a hotel with a thriving little brothel on one end, as well as a complete parts and ammo shop. Most every trip I stop here, and it would have seemed unnatural not to this time. Usually I stay awhile, but this time I was on a tight schedule. It was a shame; sometimes Gary has a real beefsteak just waiting for me.

As I pulled out of Gary's, I still had 30 more miles of mountain left to cross. A little after 7:15 I pulled into Last Booth, handed over my transponder and was waved on my way. The eastern sky was rosy, we had been on the road for six hours and 290 miles and I never even had to touch a trigger switch. I don't see why anyone says that I-5 isn't the best route between LA and San Francisco.

Anyone who takes I-5 through the heart of LA should be certified, though. I took the exit for I-210 in order to miss some of the worst of the CTs. Sure, it's illegal to duel on the freeways of LA, but that doesn't stop a lot of drivers. Few people are willing to get into a pitched battle with a Brother except in a real lonely spot, but there are too many places where nuts can set up emplaced guns off the interstate, either to take pot-shots or to try to take out a tire and cause a wreck. That kind of aggravation I didn't need, especially not with this cargo.

After the 210 turns south and becomes State 57 there are some nasty stretches, but I made it back to the 5 with no hassles. Just before 8:30 I was pulling into the Disneyland Truck Stop and Auto Shack. After about 20 minutes it became clear that I wasn't going to find anyone to convoy with down to San Diego (not a lot of freight goes that way normally, and with a quarantine



announced . . .), but I made a contract to pick up a load of oranges bound for San Jose the next day. The next leg, I knew, would be the worst.

My unease turned out to be justified. About 10 miles below Oceanside, we were overtaking a dark blue luxury much too quickly, where I-5 is three lanes wide; the car wasn't going fast enough for this area. I radioed for permission to pass and got a laconic response, but I wasn't happy. The car had vaguely familiar lines that I couldn't identify. I had Jack punch up silhouettes of luxuries from the on-line vehicle guide to display on the heads-up.

Suddenly, I got a blip a half-mile back and coming up fast. The mist that should have burned off by that time of the morning still clung uncharacteristically to the roadway. I was calling the bogey, asking for ID, and preparing to brake so he could pass when all hell broke loose.

Just as I identified the car ahead as a Ranger that had had its body lines mucked with, the jerk started spitting spikes and an oil slick on the roadway. Something went "click" in my head and I pulled the stick to the left as that "oil jet" burst into flames. Then four shapes pulled out of the ditches onto the road about 100 yards ahead of us (I couldn't tell yet, but I had them tentatively identified as trikes), two on each side, just as the truck behind me broke out of the mist. I immediately recognized it as a Magnum Morgan, probably their idea of a salvage carrier.

First things first. I called to Jack to give us rear defense, and I saw him moving instantly to the big red button on his console marked "Do Not Push." Smart kid. He realized that the situation called for an all-out defense. Our Artful Dodger would keep me from bringing our lasers to bear in the rear, but the mist made their usefulness doubtful, anyway.

While our trailer dumped a slick and a triple load of mines, I sighted the lasers on the left rear tire of the Ranger, just to see how they were going to operate in this fog. I was gratified to see the tire explode and the wheel come flying off.

Unfortunately, at the same instant, the turret on the Ranger opened up. The gunner scored a recoilless hit on our front armor just as his car fishtailed and skidded, presenting me with his left side. The gray Morgan opened up with his Vulcan, but he apparently couldn't get a bead on us through the smoke of our flaming oil. Slugs went whistling by the cab and tore into the highway.

Somehow, the driver of the Ranger got his car under control and wrestled it back, just short of the left shoulder. As he did, he spat another oil jet and two sets of spikes. I was about to take out his right rear tire when I hit the first spikes that he had laid and they exploded under me, slewing my tractor to the left. That didn't stop my Twin Lasers from making scrap of his remaining rear tire, though, causing him to skid, flip and roll.

The trailing Morgan, still gaining on us, broke past the smoke of our flaming oil and detonated one of our napalm mines. Immediately afterward, Jack zeroed in with the autocannon of the trailer, missing, but kicking up fresh gravel around the Morgan. the pickup responded with another burst from the Vulcan; this one scored on our rear doors.

If they had any brains at all, the crews of the trikes were already figuring out that this wasn't such a hot idea, but the rear pair were dropping mines on the edges of the road. I immediately had those two pegged, anyway, as Cratermakers; big trouble would come when I passed them and their AT guns came into play.

I had cruised over the last set of spikes without setting them off, but I was coming up quickly on an obstacle I wasn't going to



be able to avoid so easily; the Ranger was bouncing in the road just in front of me, now. I braked a bit and eased the stick to the right, hoping to just graze it, but I popped him a good one.

The collision bent the frame of the poor Ranger at about a 30° angle. The crew was probably jelly after the impact. Pieces of the vehicle were scattered all over the roadway, and the frame went bouncing off into the grassy median.

Then, as if to prove that things could still get worse, the lead trikes opened up with rear-mounted Vulcans, and the trailing, outside trikes dropped more mines. The mines were close enough that they narrowed the "safe" area of the roadway to an eight foot strip down the middle, blocked now by the center trikes. A couple of slugs ricocheted off our front armor, doing no significant damage.

Meanwhile, the Morgan was roaring up on our rear. Jack hit the red button on his console again, dropping another slick and more mines onto the road. Now, between the last slick laid by the Ranger and the one Jack had just dropped, the Morgan would either have to talk to the shoulder or eat some flames.

Just as I was taking aim on the left rear trike, the Morgan reached the mines that Jack had left for it. At least one group went off and, along with the damage that they had already endured from the fire, a couple of the pickup's rear wheels gave up the ghost. In fact, the right rear corner was lifted into the air and the truck landed on its side, spinning and rolling.

Pulling the stick still farther to the right to get out of the way of the now bouncing Morgan, I sighted on the back armor of my chosen Cratermaker. Miraculously, both twin lasers scored, tearing off most of the armor protecting the mine dropper.

Accelerating to (hopefully) avoid the Morgan, I told Jack through gritted teeth to, "Take out the right rear trike." My hand was steady on the stick. Jack responded with a terse "Right" as his hands moved to the aiming controls. He swiveled the cab's turrets to bear.

As I pulled back to the middle of the road, I used my lasers to finish ripping out the back of my target. The mine dropper of the

left-hand Cratermaker gave way with a "Whoomph!" and pieces of the power plant went flying through newly-made holes all over the trike. I sighed contentedly as the trike burst into flames, completing the picture. I forced myself to ignore the love-tap that the bouncing Morgan gave our trailer.

As I was taking care of the mine layer on the left, Jack was turning his attention to the one on the right. The trikes were still accelerating, but we were quickly gaining ground nonetheless. He waited until we had almost pulled even with it to open up with the gauss gun. At point blank range the iron needles tore away at the left armor of the trike.

I think that the drivers of the two lead trikes figured out what I had in mind almost as soon as I did. They were driving almost shoulder to shoulder down the middle lane, and I was racing up from behind, almost perfectly centered on them. Unless either they deviated or I backed off, I was about to bounce them all the way to San Diego. Having no desire to be scraped off the road, the drivers scattered, heading for the ditches on either side.

As we pulled past, the Cratermaker that Jack had scarred got off a shot with its anti-tank gun. The shell exploded against our rear, doing substantial damage there. I hardly noticed, though, because just as it did, the rolling Morgan hit a group of mines left by his partners (miraculously, we had detonated few of them). The explosion lifted the truck in the air, and the wreckage settled slowly, bit by bit, to the roadway.

Jack was starting to bring the rear autocannon to bear, but I stopped him. "No need," I said, realizing that those were practically the only words that I had spoken since the battle had begun. All three remaining trikes were headed off-road. I glanced at the chronometer; less than five seconds had passed since the Morgan came roaring out of the fog on our tail. I swore softly. It never ceases to amaze me how so much can happen so fast when the adrenalin gets pumping.

"Did you get a good look at the lead trikes before they scattered? Could you tell the make?" I asked Jack.

Jack gave me a funny look. "All four trikes were Amex Cratermakers, John. Couldn't you tell?"

Reviewing what I had seen, I realized that the lead trikes had also had the distinctive snouts of Cratermakers. I hadn't had long to look at them, and the presence of the Vulcans in the rear and the changed fairings had thrown me, but I guess bandits have the right to customize, same as anybody.

"What I'm more interested in," I continued, "is what they had in mind." I reached for the CB mike. "I have no idea how nuts like that could have survived this long. That 'trap' never stood a chance. Of course, we got some lucky breaks, and that helped end it so quickly, but the outcome should never have been in doubt. And we're not even very heavily armed as far as Brothers in this neighborhood go."

"Maybe they knew that," Jack responded nervously. "Maybe they knew what our cargo was. Maybe they were paid to stop this truck, this job in particular."

"Not a chance, Jack. If they had been, they would have been out in overwhelming force, and we would be a smear on the interstate. No, there just probably haven't been any vehicles worth the trouble, except in convoy, this way since the quarantine was announced, and they took their best chance, poor as it was. Switch the sender to Channel 9," I told him.

"To vehicles in range," I broadcasted. "Especially for all you law enforcement types. Flash: I-5, southbound, about . . ." I checked our Locator. "About 11 miles south of Oceanside, eight miles north of I-805. Banditos. At least three vehicles still

operative. Beware also wreckage and potentially dangerous obstacles still in the road. Switching to Channel 17."

I only had to wait a couple of seconds before I got a response. "California Highway Patrol, north San Diego station; Officer LaMonte speaking. Please identify yourself and proceed."

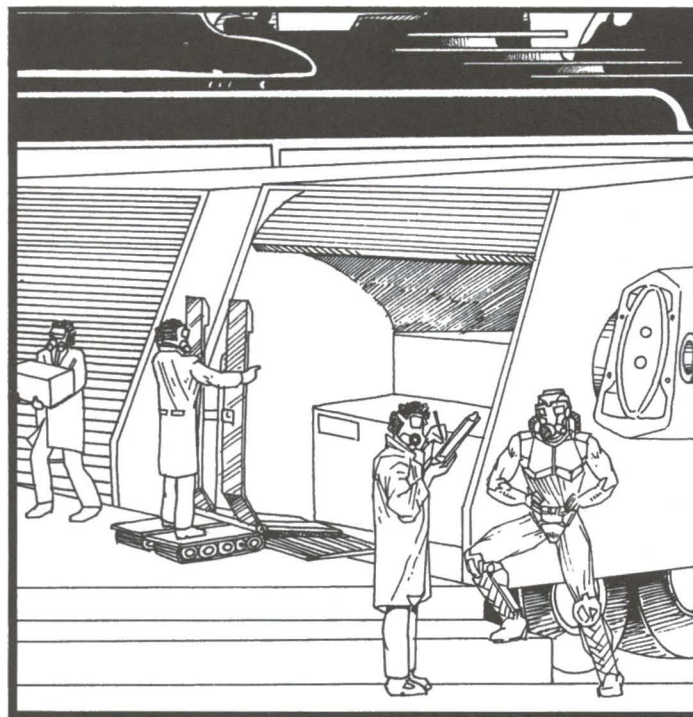
"This is Big John Mahoney." I gave my Brotherhood ID, an impressively low number. "A few minutes ago, we were engaged by at least six bandits. You might want to get a crew out there to clear the road; I wasn't going to stick around to do it, as there were at least three trikes still operational."

"You mentioned road obstacles, Mr. Mahoney. Were any of those explosive or incendiary devices?"

I hesitated, remembering the general law against dropped weapons on California Interstates. First I told any and sundry my position, and let them guess that I was alone, and now this crap. I should never have reported the incident until I reached a roadblock; there was sure to be one set up north of the city. The law about dropped weapons was unlikely to be enforced this far south, and in a purely defensive position. Still, there was no need to take chances. "Affirmative, officer. At least two of the vehicles were laying mines, and one was dropping spikes. In addition, I have reason to believe that some of the spikes may be explosive, and some of the mines napalm." I went on to describe the general tactics of the bandits, coming at us from in front and behind, as well as from the shoulders, and the general outcome of the battle, but I left out any reference to the sorts of weapons that we had used. No reason to give away too many secrets to our listeners.

A couple of miles later, we were flagged down by a National Guard squad. There were several heavy vehicles by the shoulder, but the roadblock that I had expected looked almost thrown together. There was a much more elaborate set-up in the north-bound lane, along with a fair number of vehicles backed up, awaiting inspection. They seemed to be turning back many more than they were allowing to pass.

The corporal handed a couple of flyers up into the cab; I passed one to Jack. "Mind if I check the trailer?"



"Not at all," I said, swinging down to unlatch for her. Less than two minutes later, we were moving again.

"Why did she want to check the trailer?" Jack asked sarcastically. "Was she afraid that we're carrying contaminants into the city? There's not an awful lot of harm anyone could do bringing something into San Diego now."

I gave Jack a quick glance, but there was no way that he could know the true nature of our cargo. "No, I think she was just checking for trailer crew, and didn't even think to ask. The poor girl looked dead tired; they're probably working double shifts, or longer." I looked at the dash chrono; five after ten. Excellent time down the coast.

In less than thirty minutes I was pulling into a special station that the San Diego Relief Fund had set up on Mission Bay, and helping to unload the ten large cylinders and four crates of syringes, needles and supplies, the 'magic bullet' that we had come 500 miles to deliver. "I don't know how we can thank you and your partner, Mr. Mahoney, or the company that hired you. This vaccine, and the treatments are going to save a lot of lives," one director gushed.

"Tell you what, buddy: If you deliver this to as many of the weffies and dregs of this burnt-out hell-hole as you can, I'll consider that thanks enough." I was pushing my luck, a bit, talking to him that way, but I couldn't let it pass.

"Please, Mr. Mahoney, we don't refer to our clients that way. They're people, the same as you and I."

"Sure, the same as you or me, but they're living in a deep pile of shit, with no chance to climb out. Ah forget it. I just made this run because I can't stand to have people suffer."

"We thank you, Mr. Mahoney. Here," he said, passing me a form that was already prepared. "Sign this, and you can be on your way shortly. Or, you can stay and enjoy the hospitality of the station, such as it is. Of course, some people are squeamish about tarrying in a plague area . . . Still with the new vaccine, you'll be safe enough. Of course, you'll have to stay long enough to get your own protection and to let it clear the disease from your bloodstream, just in case your masks weren't enough."

"Thanks, but we were inoculated before we left San Francisco, and have papers to prove it. We've got to get moving; I've got a load waiting for me in Orange County." That was a bit of a lie, but one that I was sure would never trip me.

An hour after that, we were being checked through by the CHP, Border Patrol and National Guard. I had stopped to send an Elmay dispatch: "The baby is delivered: a healthy boy," and the short-lived corporation Ameritech was softly and quietly fading away. The Guard resupplied and recharged us at an only slightly larcenous rate.

On the way back north, Jack broached a tender subject. "John, I know how concerned you are about those people, and you know that I feel for them, too. Why, just those few we saw on the way into the city looked absolutely pitiful. And the guy at the shelter . . . remember how he practically had to drag himself down the corridor? I was just amazed at how he kept going."

"But, John, I read once that a plague is nature's way of cleansing a population that's grown too crowded to survive. I know that Taylor's is pretty terrible, but when the epidemic is over, they'll all be living in squalor as bad as before. Not only that, but most of the population will be too weak to take care of themselves. We didn't end their suffering, John, we just prolonged it."

I drove in silence for so long that I'm sure that Jack thought that he had offended me. "Jack," I finally said softly, "you may

be right. I don't know. All I know is that each of us has got to do what he feels is right in his heart, and that I have followed mine."

The next hour and a half was awfully quiet. The gangs that normally inhabit that stretch of I-5 must have fled north, away from the plague, or else they decided that even a lone truck wasn't worth taking on with refugees on the road, and Jack didn't say much. I guess that he was as lost in his thoughts as I was in mine.

As I showered this afternoon, preparing for about 12 hours sleep at the Disneyland Truck Stop, I kept thinking about what Jack had said. I know even better than he does that, even before the plague, the life of the average weffie in San Diego was no picnic. Their only recreation was breeding, and that simply led to another generation chained to the triplet masters of Poverty, Disease and Starvation. Maybe a good old-fashioned plague did do more good than harm, breaking that terrible cycle. But I, for one, can't stand the suffering that goes along with it. And neither could the powerful people who had created Ameritech for just such a mission as this.

I thought of all those thousands who were not yet infected and were even now receiving the vaccine that we had delivered. They were out of danger and their worries were over. I thought also of the numbers who had contracted the disease and were being administered the "treatment." Within 48 hours they would begin to drift off into a deep sleep and die, never feeling the pain that the disease would have brought. You see, there was more in that serum than we advertised.

Just remember that, sometimes, it's hard to tell the good guys from the bad. No moral choice is a clear-cut as it first appears, and every issue has more than two sides. Remember that, and remember me, as you crawl between your nice, clean, comfortable sheets tonight.



DELUXE CAR WARS

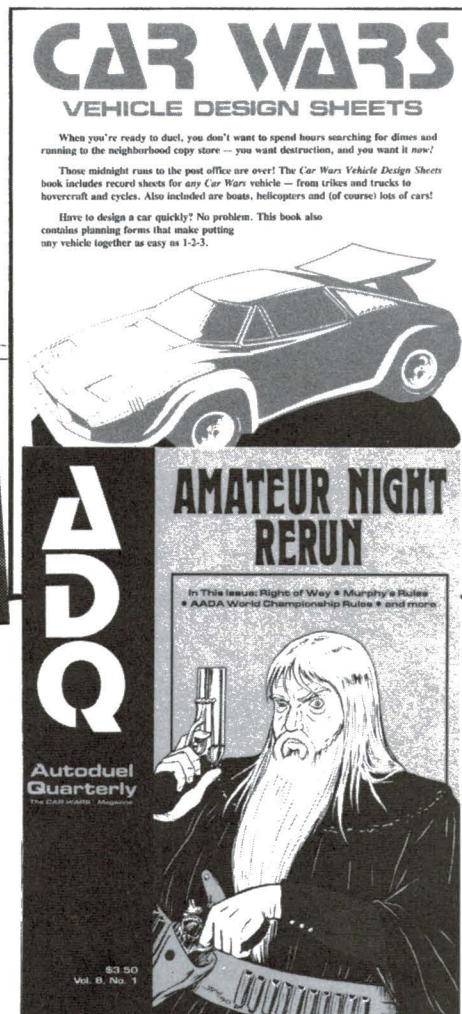
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Free *Car Wars Compendium* Second Edition in every box!

That's right, the rulebook to the *Deluxe Car Wars* boxed set is now the *Car Wars Compendium*, Second Edition, the 112-page book that sells on its own for \$16.95! Plus, every *Deluxe Car Wars* box also includes two additional *Car Wars* products – hard-to-find supplements, *Vehicle Design Sheets* and rare back issues of *ADQ*, worth at least \$10. All the other great stuff from *Deluxe Car Wars* is still there, of course. And the price has only gone up . . . not at all.

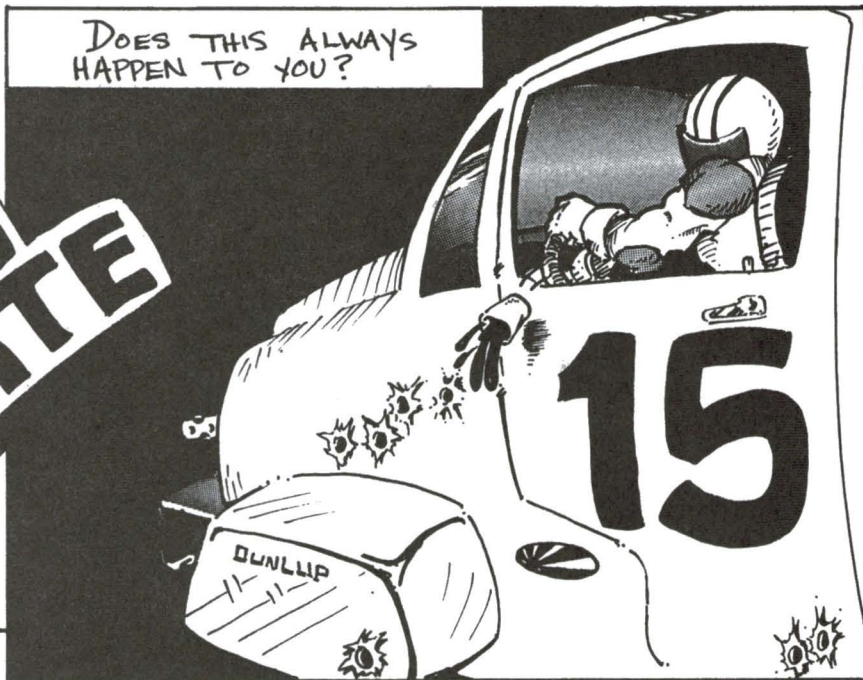
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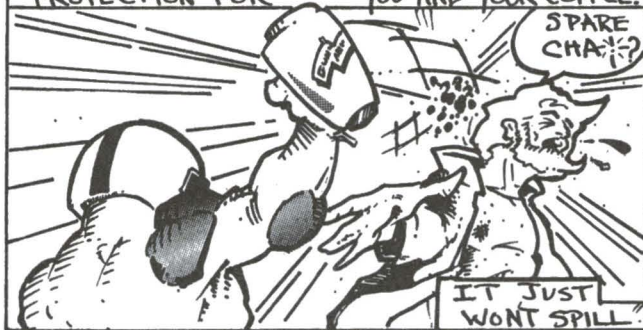




DOES THIS ALWAYS
HAPPEN TO YOU?



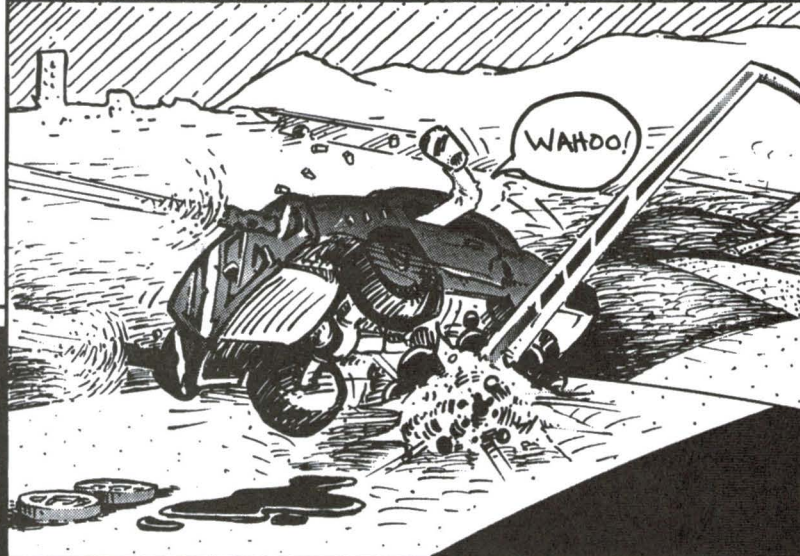
GUNNER'S MATE™, WITH ITS DURABLE,
RUGGED CONSTRUCTION PROVIDES
PROTECTION FOR YOU AND YOUR COFFEE.



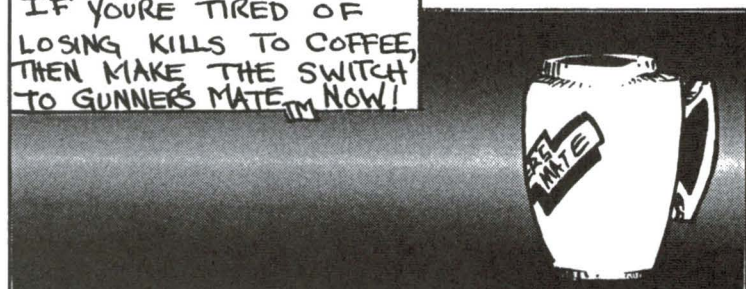
TAKE IT FROM
ME, JONNY FECK.
GUNNER'S MATE™
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UNDERWOOD '91

Special Report:

The Royal Canadian Mounted Police: The Dedication Continues

by **Andrew Metzger**

The Royal Canadian Mounted Police, or Mounties, were, are, and in all likelihood will continue to be one of the most elite and dedicated police forces in the world. Organized in 1873 as the Northwest Mounted Police, they have served as the primary enforcers of law and order in Canada for well over 100 years. Today the RCMP serves to enforce dominion law throughout Canada, with emphasis upon preventing smuggling, maintaining security, and supporting local enforcement organization.

The Mounties originally rode horses, but as their duties and needs expanded, transportation included such means as cars, planes, ships and more esoteric vehicles like trikes, snowmobiles and dog sleds. Recently, the RCMP has obtained fully armed versions of those vehicles suitable for the task. Despite the advances in mobility, the RCMP still maintains a number of true horse-mounted squads, for wilderness operations.

The RCMP was instrumental in controlling the influx of cycle gangs in the late 'teens, and in 2023, in celebration of their sesquicentennial, the Canadian government gave them permission to mount limited weaponry on their vehicles to facilitate Canada's drive to regain stability. Today armed and armored vehicles are standard issue, and the training and equipment of a Mountie is among the finest available. But despite all of these changes and advances, the dedication and philosophy of a Mountie has remained the same.

"We are here to serve and protect the citizens of Canada, both from outside forces and occasionally from each other," said RCMP officer Roxanne le Sage. "Basically, our duties haven't changed much, although we now have to worry about anti-duelling laws in some Provinces and not in the others." Roxanne has been a Mountie for 12 years, ever since she graduated from college, and has seen many changes in the attitudes and manner of highway travel and combat. "Back in the early '30s, about half of the Provinces supported autoduelling, and half opposed it. We were the only armed vehicles on the road at that time, at least legally, and so the training I underwent was rather . . . speculative. Highway tactics

with armed vehicles were still being developed, and the idea of our opponents being armed just confused the matter even more. Nevertheless, when autoduelling was legalized in '28, we were ready to deal with the outbreak of informal duels on the nation's roads. I think we've done a pretty good job, too."

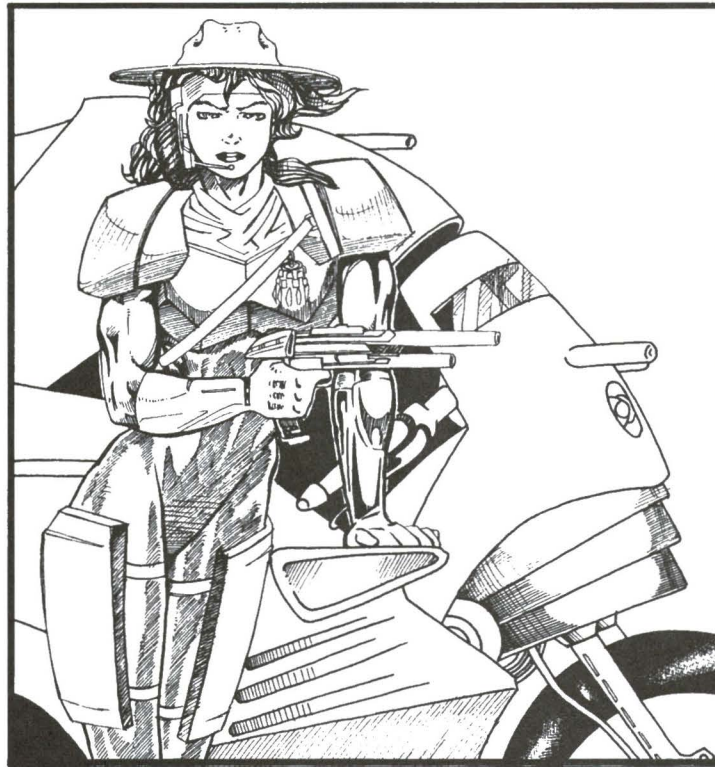
The efforts of the RCMP have made the roads in Canada the safest of all the roads in North America. They have served to break up duels in anti-dueling areas, discourage banditry, and aid motorists in distress. The standard "mount" of the RCMP, the RCMP-HV3 Pursuit Class, reflects the many tasks that a Mountie may be called on to perform. Swift, strong and well-equipped, this Off-Road trike and its rider are ready and able to perform many tasks, from overtaking and detaining smugglers and eliminating bandits, to aiding travelers in need.

"We are trained to combat fires, smugglers, and gangs as well as aid lost, hurt or disabled motorists, and local police forces.

The Pursuit carries medical, mechanical and fire fighting equipment, as well as adequate weaponry and armor to deal with life on the highway. But just because our vehicles are well-equipped doesn't mean that we are dependent on them." She fingered the various equipment hanging from her battle vest. "A Mountie carries personal gear designed to prepare him for any situation." Indeed, between the extensive training that every Mountie receives and the advanced equipment that is standard issue for each officer, there is little that a Mountie can't deal with in short order.

Roxanne also reflected on the highway etiquette that is evidenced in Canada. Downplaying the controlling factor that the RCMP plays in highway behavior, she stated. "We seem to be more relaxed up

here in Canada than the United and Free Oil States are. Obviously, the Mounties are here to aid travelers in need, but I have answered distress calls only to find some well-meaning citizen that was closer has already come and initiated aid. This is not to imply that everyone up here pulls over and gets out whenever a disabled vehicle is spotted, but rather that Canadians tend to be a little more trusting, and will offer aid if it is legitimately needed. About the only comparable place to Canada, in driving skills as



well as traveling courtesy, would have to be the New England states. Most of you southerners seem to be trigger-happy, and it can be hysterical to watch you Americans try to drive on icy, narrow roads! Speaking for myself, although most other Mounties would probably agree with me, I think I can drive better than most southern law enforcement officials, although I have to admit I might not be quite as good a shot, due to the decreased likelihood of highway incidents involving weapons fire here in Canada. But then, I suppose I'm glad that I don't have to use my fighting skills as much up here as you southerners do."

Intelligent, skilled, and courteous, the Royal Canadian Mounted Police are a common sight on most Canadian roads, and, as the amiability and dedication of all Mounties is similar to that of Roxanne le Sage, they are a welcomed sight, too.

Gaming Notes

The RCMP will be encountered on any major artery or city in Canada, and frequently on the side roads and in the smaller communities as well. They will answer any distress call, but abuses of this generosity is grounds for harsh retaliation.

All Mounties undergo at least one full year of training, and up to three, depending upon skills acquired previous to joining the RCMP. Upon graduation from training, a Mountie will have a minimum of base level in at least one vehicle skill (Driver, Cyclist, Boat Pilot, Hover Pilot, Helicopter Pilot, Fixed-Wing Pilot, or Trucker), Gunner, Handgunner, Mechanic, Paramedic, Survival and Law.

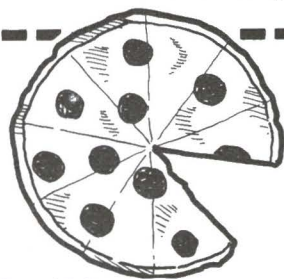
All Mounties wear IBA over a fireproof suit, and a modified battlevest that carries a heavy pistol, a foam grenade, a mini-

mechanic, a Bowie knife, and a First-Aid kit in place of the two ammo clips.

All RCMP vehicles carry a Rescue Kit in addition to whatever weaponry and accessories it may have. The RCMP Rescue Kit costs \$2,700, weighs 100 lbs., takes up 2 spaces, 4 DP, and contains a tool kit, a personal fire extinguisher, a medikit, an auto battery, a hand held flare launcher, and other sundries such as matches, a compass, a canteen of water, etc. The auto battery alone costs \$50, no weight/space, and is a small battery used to put a 10-mile charge on a vehicle's power plant. Transfer takes 5 minutes. Battery can be recharged in 5 Minutes for \$5 at any power station.

RCMP-HV3 Pursuit Special — X-hvy trike w/CA frame, OR suspension, OR solid tires, super trike power plant with platinum catalysts and superconductors, driver and passenger. Mounts a VMG in a universal turret, an extra VMG magazine containing anti-personnel ammo, a smokescreen back, and a MFR front with armor piercing rockets. Overdrive, HD shocks, HD brakes, anti-lock brakes, radar, radar detector, long distance radio, RCMP Rescue Kit, hi-res computer, magazine switch for VMG. FP armor: F35, R32, L32, B20, T20, U15. Accel. 5 (2.5 with overdrive), top speed 105 (125 with overdrive), HC 2 (3 off-road). 3,347 lbs. (w/o passenger), \$37,648.

Roxanne le Sage, although still relatively young, is a veteran of Canada's highways, and has acquired considerable expertise in a number of skills as a result. She is Cyclist +3, Paramedic +2, Gunner +1, Mechanic +1, Handgunner, Driver, Survival and Law, She carries a scoped SMG loaded with an extended clip of AV ammo in addition to the required equipment.



GUNSMOKE PIZZA

"The Duellist's Pizza!"

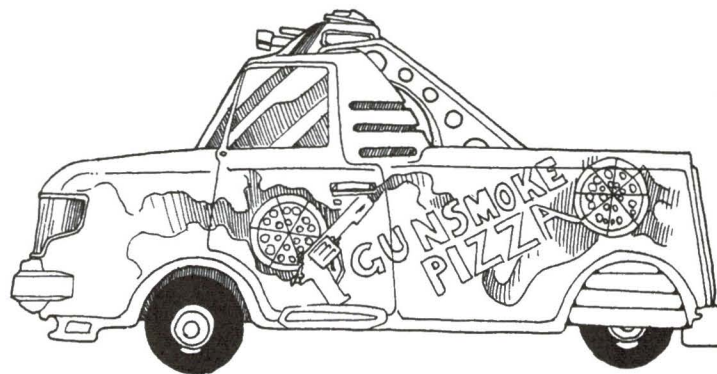


Delivery guaranteed in 40 minutes or it's free!!*

And our delivery car makes sure it gets through nice and piping hot!!!!* See for yourself:

Delivery Car: Mid-sized, X-hvy chassis, heavy suspension, large PP, 4 PR tires, RR in turret, FOJ (b), heated small mini-fridge. F45, R40, L40, B35, T30, U20. HC 3, acc. 5, Wt. 4,720 lbs., top speed 107 mph. Cost, \$13,425.

*In most areas. Service not guaranteed in extremely hostile areas.



**Gunsmoke: the only one
guaranteed algae-free!**

	Pick-Up	Delivery	Extra Toppings
Small	\$30	\$75	\$2/each
Medium	\$45	\$90	\$3/each
Large	\$60	\$105	\$4/each

Listed price is for cheese and one topping.
Delivery to hostile areas: \$25 extra.

"We're blowing the competition away."

\$5.00 off any large pizza

At most stores.
Not good with any other
offer. Value \$.005.

Free Handgun!
with purchase over \$200
Good in Seattle, LA, San
Diego and San Francisco.
Not good with any other
offer. Value \$.005.

Buy one get one free!!!
Good in most areas. Coupon
good for pick-up only. Not
good with any other offer.
Value \$.005.

ARENA WATCH

The Grand Pier, Weston-Super-Mare, Avon, England

by James Clay

Dueling in England has caught on in some areas but is virtually ignored in others. Businessmen were finding that the appeal of seaside resorts, such as Weston-Super-Mare, was fading, and they had to find new attractions that would keep visitors coming back for more, year after year.

So, with some reluctance, the local council granted a license for an arena for Weston-Super-Mare. Local opposition was strong and nearly overturned the decision.

Eventually, and after much capital input to the local economy, the arena was built. Contrary to press speculation, it was a great success and attracted spectators and drivers not just from England, but also from Europe.

Running a variety of official Royal AutoDuel Association events and specialty events, there is bound to be something that will appeal to every visitor.

Arena Notes

Walls: The outside walls have 50 DP each and are 25' high.

The Pier: The Pier is 15' high, with the supporting pillars 50 DP each, The ramps are inclined at 15 degrees.

Gates: Each gate has 20 DP and opens outwards, taking three seconds.

The Theater: This is actually just an empty building with 10 DP. There are four machine guns on tripods mounted on each of the corners. The Theatre contains 3 bunkers with 15 DP walls, in case any driver needs a refuge.

Arena Events

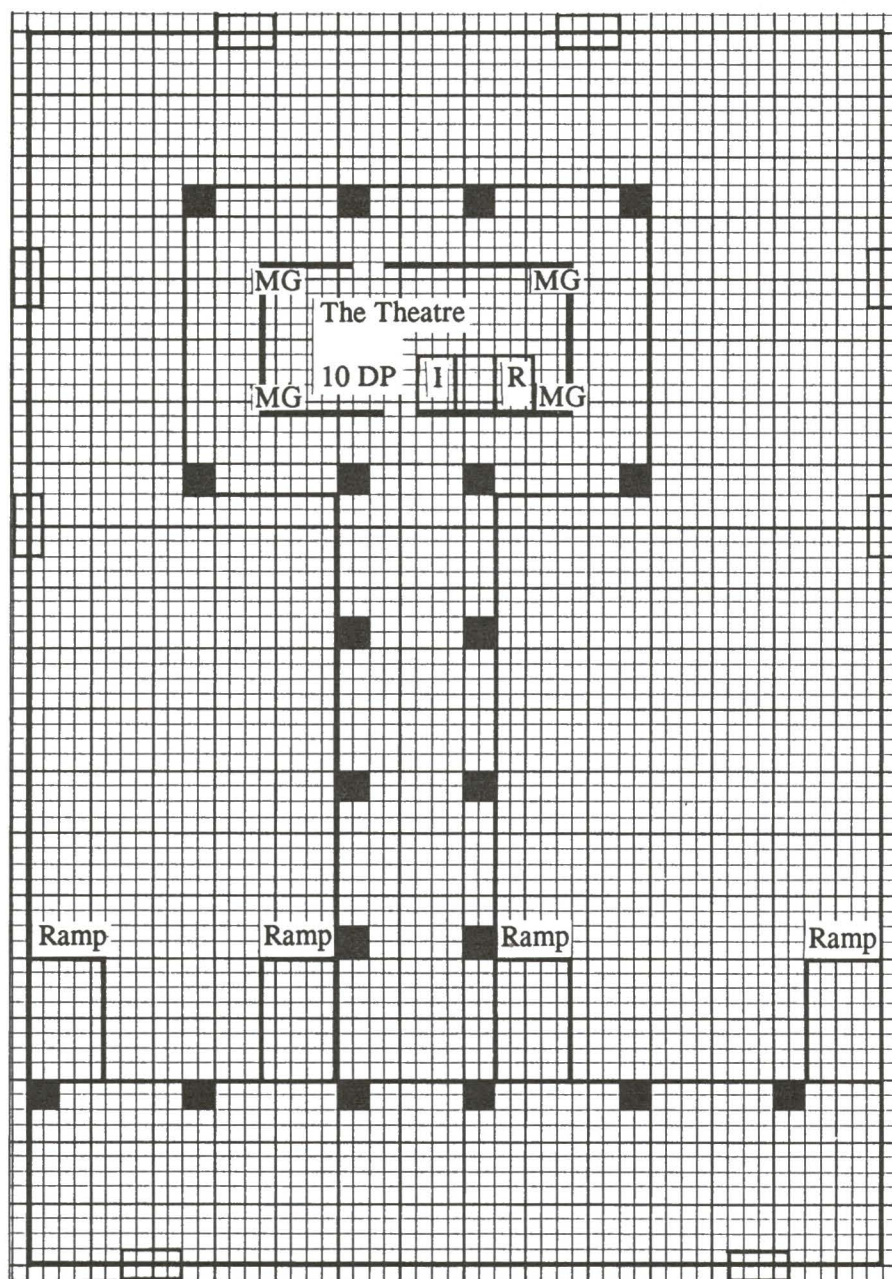
Besides regular RADA events and club competitions, there are many specialty events which are used to draw the crowds.

The Hover Bash: England was where the hovercraft was invented, thus it is only fitting that some of the most exciting hovercraft duels should be fought there. Normally using hovercrafts in the \$40,000 range, points are awarded for kills, crossing plates and surviving. Sometimes, just for fun, non-hovercraft pilots are put at the controls.

Free For All: This is most certainly *not* sanctioned by the RADA. This is an all-comers, all vehicles event. Up to a limit of \$20,000, any type of vehicle may enter; bikes, cars, trikes, hovercrafts and even suicidal pedestrians may

have a go. Usually, competitors are awarded one point for every firepower or mobility kill, and lose one point for being firepower or maneuverability killed. However, often the event will simply go to the last survivor.

The Tide: The tide seldom effects the events, as it is normally held back by the arena walls; however, on very high tides, the arena is allowed to flood to allow boat events to take place. If the takings are down, this is sometimes done in conjunction with a Free For All event. In a high-tide Free For All, ten seconds into the event the flood gates are opened, and water rises at 1/4" every two seconds until it reaches 1" (15') in depth.



CAR WARS CLASSIC

Stay Alive on the Cheap

by Robert L. Collins

This is a road rally adventure for one to four players and a referee. The players have agreed to participate in the First Annual Southeast Kansas "Stay Alive on the Cheap" Road Rally. The rally starts in the fortress town of Iola, and ends on the east side of Wichita.

For the Players

This road rally is different from any other rally in that the contestants will be trying to get from start to finish not quickly, but cheaply. The player who completes the rally while spending the least amount of money will be awarded \$20,000, and all repairs and reloads given in the S.E. Kansas area will be free for six months.

No more than two characters can be on each team, and the budget for vehicle and equipment cannot exceed \$25,000. The rally begins at 10 AM, and to win a team has to cross the east gate of the Wichita "wall" by 8 PM. Shooting at opposing contestants or law enforcement officers is illegal.

The following roads have been deemed safe for rally contestants: US-54, US-169, K-96, K-39, and I-35. Roads K-99, K-254, and US-75 have been declared unsafe.

According to the AADA and local officials, three gangs are active along the route. They are the Ninety-Sixers (along K-96), the Wildcatters (within 15 miles of El Dorado), and the River Rats (along the Neosho River between Iola and Buffalo). BLUD is also believed to be active in the area.

If you plan to play the adventure, read no further.

Before the Rally Begins

Each team should be approached by at least one of the gangs, and perhaps one or two BLUD brothers as well. They will offer safe passage, trouble for opponents, better deals on repairs, and anything else in exchange for cut of the prize money and any salvage.

Give the players only one chance. If they say yes, fine; if they say no, that's it. Note that a gang could go to more than one player, or to all of them. Note also that there's nothing to prevent either side going back on any promises.

The referee will next have to decide when gang encounters will occur along the route. Remember that the players will be choosing the route they take, so an encounter might have to be moved.

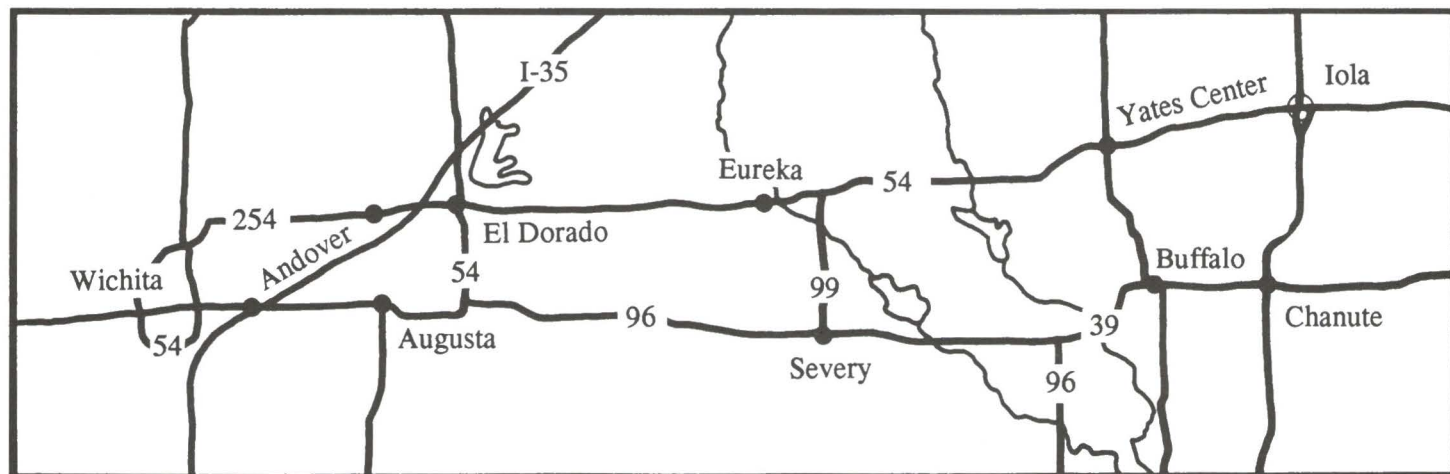
There are several other encounters that the players should face. A slow-moving convoy, unprovoked attacks, other people's duels, odd breakdowns, and shady garages should liven things up. If the rally is going on in the fall, everyone should run into a large harvester (potatoes) or a school bus going 20 mph.

During the Rally

The roads in southeast Kansas are always tricky, mainly because of winding twists and turns. Control rolls will be necessary and should be made often. While the rally is measured in increments of five minutes, control rolls are made per miles traveled.

By road, here are the frequency of rolls: K-96, every 2 miles; K-99, every 6 miles; K-39, every 4 miles; K-254, every 2; US-169, every 5; US-75, every 3; US-54, Iola to Eureka every 3, Eureka to El Dorado every 5. Any road not mentioned needs no control rolls other than during encounters.

0 10 20



What this all means is if a player drives six miles in five minutes along K-96, he must make three control rolls. This should keep speeds within speed limits.

All towns except Towanda have one truck stop of some size, and Augusta and El Dorado have two. Eureka, Towanda, and Andover have one garage; Augusta, Iola and Chanute have two; El Dorado has three. Truck stops will provide food, recharges, and basic repairs, while garages provide major repairs and re-loads.

Prices vary along the routes. Prices in Andover, Iola and Chanute are normal. In Yates Center, Buffalo, Towanda, Eureka and Severy prices are 15% above normal. Due to strong competition and size, prices in Augusta and El Dorado are 10% below normal. This information is readily available to the players, but only if they ask.

Each police department in each town has at least one police cruiser. Andover, Augusta, Chanute, Eureka, and Iola have two; El Dorado has three; and El Dorado and Chanute have one Highway Patrol chopper. The police will chase any offender up to four miles out of town. If the offender does not stop, the police will radio ahead, and a roadblock will be set up at the next town. Each town has four officers per vehicle.

Additional Notes

If anyone should take I-35, the I-235/K-96 exit will put them two miles east Wichita; the US-54 exit will put them right at the gate.

Once the player arrives at the gate, he will park and submit all receipts to the rules committee. It will then contact the businesses to confirm all charges (including restaurants).

If everyone makes it back by 6 PM, a tentative winner will be announced that night. The committee will then call all shops along the route to assure that there have been no cover-ups. If the

winner hasn't cheated, then he'll be awarded the prize at a ceremony two days later.

Vehicles start fully charged and loaded, and in good repair. Cost is figured including the price of all meals and recharges, all repairs and maintenance, and all ammo purchased along the way, and any ammo from the initial load actually fired. Cost of repairs made after the end of the rally is not figured in, provided the vehicle crossed the finish under its own power. Stealing power, food or parts to cut down on expenses is grounds for disqualification.

What might happen to the players after the rally is up to the referee. If the players have made enemies of any of the gangs, they're going to come calling. There'll be a lot of people with a lot of problems wanting to talk to the winner. And of course, even the losers who survived will get a job offer or two. This adventure is more flexible than most. It will allow the players to compete against one another, and can be tailored to suit them. A change in route, the cars or the characters will make everything else play differently. In short, this is an adventure that can be replayed.

Ideally, each competitor should have only one crew member, or at most two. (The one-car limit should help considerably.) This will assure that every team takes a different route, and when combat comes, few attackers will be needed.

Three-lane sections can be used on the US highways and I-35. Use two-lane sections on all state roads. Since combat will be largely prohibited in towns and cities, none of the city maps will be necessary.

This adventure could be adapted to *GURPS Autoduel*. The PCs could be part of one team, or competitors. The one-car limit still applies. The GM would have to work out a number of NPCs, but stats should be interchangeable between like-NPCs.

Best of luck, drivers, and may the stingiest man win!

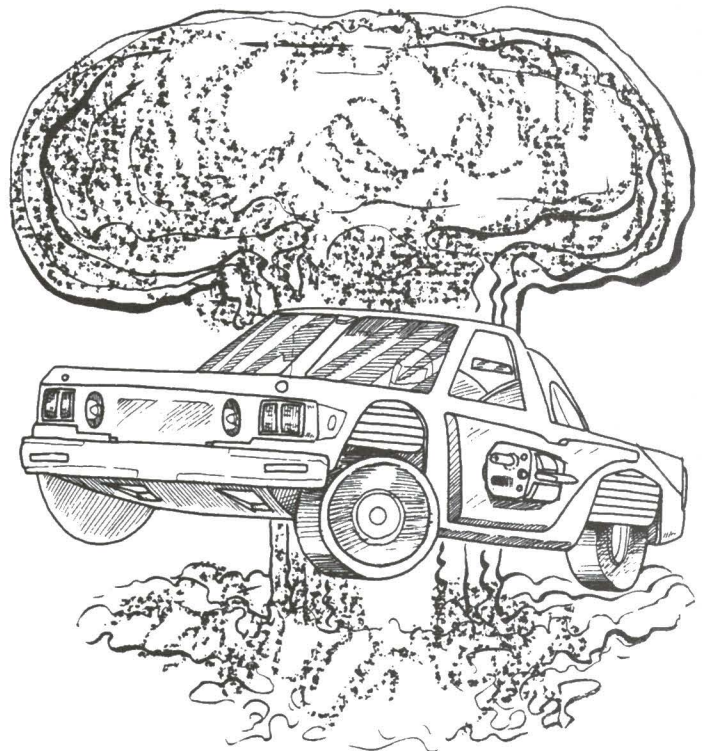
The Explosion

Fresno Truckworks

Modern laser guidance combined with the extreme power of six (count 'em, six) heavy rockets — both platform-mounted and in disposable weapons pods — add a Spear 1000 minedropper (with TDX) and a spare napalm magazine, and watch your opponents explode! For defense, composite armor atop six plasticore tires lets you avoid being smeared over the pavement. *The Explosion* — blockbuster power at your fingertips.

Explosion — Pickup, Extra-heavy chassis, Hvy. Suspension, Super PP, Driver only, 6 plasticore tires, 2 5 pt. WGs (B), 2 fake WGs (F), ML, 2-sp. Rocket Platform & 2 HR w/LGL, 2 2-sp. EWPs w/2 (LGL) HR each, Spear 1000 MD (w/ TDX), mag for MD (w/ napalm), mag switch, 5 FCD (l, r, u, u, b), TGD (f), +1 Targeting Computer. Armor M/P: F 8/10, L 6/6, R 6/6, B 5/8, T 0/4, U 0/6. Acc 5, Top Speed 80 (95 w/o pods) Cr. Speed 47.5 (55), HC 2, Wt. 7,777 (7,127 w/o pod), Cargo wt. 23 (673 w/o pod), cost \$29,095.

** Option: upgrade rockets to AP, cost \$29,595.



BACKFIRE

Call me nostalgic, call me wistful, but I remember a time when "Backfire" used to be a happier place. Try to remember back that far; I am referring to the early '30s (say pre-2036) when both the game and the magazine were relatively new. Back then, "Backfire" was much more peaceful than it is today.

People would write in to let other duellists know about new organizations, such as BLUD, that had cropped up, in a quest to deny us of our duelling rights. They would say where these groups were most prominent, and how best to deal with them. Others wrote in telling of new areas of radiation they had discovered — areas that the U.S. government denied had any poisoning at all. Still others would talk about things of great social value, such as whether it was in vogue to belong to a cycle gang.

Then someone wrote in about a group called the Anarchist Relief Front, or ARF for short. This spawned a hostile debate which went on far too long. This inspired other long, drawn-out and tiresome debates, such as the ever-popular X-ray laser lethality debate, followed by the too-many-rules debate, and so on and so forth.

Maybe I'm trying to do something that wasn't meant to be, but it's my nickel so I'm going to come right out and say it. *Quit complaining.* I know it's been said before, but you should all feel free to use or not use any rule you darn well please (this includes rules that no one else knows about) and just ignore the rest. If you have some gripe with the SJG staff about their fine product line, gripe on your own time; "Backfire" was not meant to be a forum for grudge matches.

So, to try to get the old ball rolling again, I'd like to talk about a group I've spotted along the West Coast.

Remember Klye Namreh, the loony cyborg monster that was the result of a failed experiment of Amalgamated Meditech? He wasn't the only one of his kind. A group of cyborgs, calling themselves the Fugitive Force, is running loose all over the West Coast. Each one is a little different; Namreh is the only one known to have gone solo. They work very effectively; they only display their incredible combat techniques on lonely roads where there is little chance of being seen, and they never leave their cars when they enter a town. They recharge on the lam, and get ammo by knocking over little shops in small, out-of-the-way towns.

All of the members of the group have at least one extraordinary difference from the rest of us; this manifests itself either as a talent or a handicap. The leader, for instance, is a brilliant strategist, and another has limited telekinetic powers.

When last spotted, they were in a seven-vehicle convoy, consisting of four trikes (two point, two rearguard), two mids and one luxury, all equipped with link-up devices. They usually only attack if a) they are seriously low on something the target is likely to have, or b) they are fired upon. *Avoid this group at all costs!* They are totally unpredictable, highly dangerous and have incredible strategies. The weaponry of their vehicles is unknown, but we do know that the trikes are of identical design and resemble the Drone from VG2. Anyone sighting this group is requested to contact me immediately and/or write in to Backfire (hint, hint . . .) to alert your fellow duellists to their whereabouts.

— Rich Pizor
Cupertino, CA

We really don't mind when people

write in with their gripes, Rich — that's what we're here for. But thanks for the positive words, and good luck with your cyborg hunt.

— CWM

ADQ 8/3 was great, the best in a long time. I liked "It's the Size that Counts" and the college autoduellism fiction was exciting. I also enjoyed Craig Sheeley's articles and scenarios, especially the one about ASP.

— Mike Whipkey
Roanoke, VA

I'd like to say that you don't have much pages for the price we pay! ADQ costs \$3.50 (£2.50 in England) for only 32 pages. In England it costs £2.00 for over 15 (?? . . . *whatever this number was supposed to be originally, I bet it wasn't 15, right, Colin?* — cwm) pages and full color insides as well!! So, why the high price?

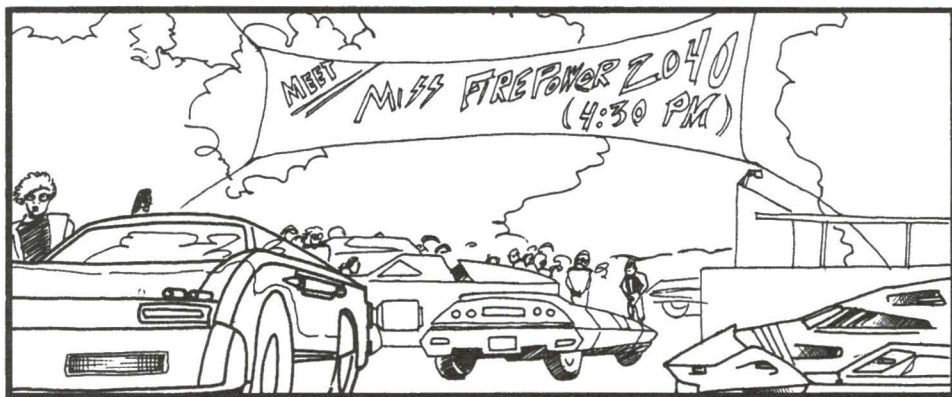
Secondly, I'd like to say . . . *Car Wars* is superb, and so my friend and I want to start an AADA chapter. Are there any official campaign rules? I've written some for my friends to use, and if there are no official rules I want to submit them to ADQ.

— Colin Rogers
Briston, Norfolk, ENGLAND

We hear you, Colin, and we'd like to bring down the price, but the only way that's going to happen is if our circulation goes way, way up. So tell all your friends who have been reading your ADQ to buy one of their own! In the meantime, take comfort in the fact that we don't accept outside advertising, so there's as much actual reading material in 32 pages of ADQ as there is in some magazines twice our size.

There's no "Official Car Wars Campaign Guide" as such, yet, but one of these days GURPS Autoduel Second Edition will be along, and it will have a plethora of background source material for the campaign-minded Car Wars referee. In the meantime, keep reading ADQ, and ask your retailer to order *L'Outrance*, *Midville*, *Muskogee Mayhem*, and any of the AADA Road Atlas series, all of which can be a big help to a Car Wars ref thinking along the lines of campaign play.

— CWM



1. Why can't RRs and BCs use HEAT and sabot ammo?

— Norman McMullen
Omaha, NE

1. RRs can use HEAT, but HEAT would simply make BCs too powerful for proper game balance. Sabot requires a high-velocity gun — BCs and RRs are low-velocity guns.

— KS

1. Could a large car use a truck IC engine?

2. Can body armor be made fireproof, laser reflective, radarproof, sloped or otherwise modified?

3. Can good gunners program their own software for computer gunners?

4. What is the blank for rating on my AADA membership card for?

— Chris Barnhart
St. Louis, MO

1. No.

2. No. Actually, I guess you could slope it, but then there wouldn't be any room for a person inside it. There's already a fire suit for fire protection. Uncle Al might be interested in good designs for Laser Reflective and radarproof body armor.

3. They'd need at least Programming +1 and Gunner +1 skill — give them a maximum bonus equal to the lower of the two skills. In a roleplaying scenario, it will also take a lot of the character's time.

— KS

4. Your rating. But don't ask us how to compute your rating — we don't know either.

— CWM

1. Is AV ammo still official?

2. If a turbocharged vehicle slows down, the rules say it loses the turbo bonus. Does this apply to power factors at well?

3. What is the advantage to having a VP turbocharger?

4. The *Compendium* says that superchargers increase acceleration at all speeds. Does this mean that other chargers don't?

5. Can a plastic fake ramplate be placed on metal armor? Can you put 1 point of plastic outside the metal to mount a plastic fake ramplate?

6. Spoilers and airdams — are the stats

correct in the *Compendium* or on the accessory list?

— Mike Piacsek
Annandale, VA

1. No.

2. No. The extra power factors stay, only the acceleration bonus is lost.

3. It increases acceleration as per a turbocharger, with no turbo lag.

4. No. The wording in the description of Superchargers is a holdover from an obsolete rule. Sorry.

5. No, not so it can fool anybody, anyway. No; that's one reason the rule was changed to make composite armor plastic on the inside and metal on the outside.

6. The book is right.

— KS

1. Do wheel hubs and wheelguards protect against the blast radius of a kamibomb?

2. Do racing bodies automatically have CA frames?

3. If a trailer is broken loose from a towing vehicle, and the vehicle has gunners and targeting computers in it, do they still work?

4. Can a person in an ejection seat going up take any firing actions?

5. Can an ejection seat and a safety seat be combined?

— Paul Alexander
Huntington Beach, CA

1. They protect normally, as long as they aren't mounted on the vehicle that's blowing up.

2. Yes.

3. The gunners still work. The computers don't.

4. No.

5. Sure. 125 lbs., \$1,000, no space.

— KS

1. A player designs an aircraft with wingtip-mounted MGs, and another MG in a regular turret. He then uses two smart links to link the center MG to each wingtip, so that it can assist either MG. What does he need if wants to fire all 3 MGs, linked, into the front or rear arcs?

— Leon Stauffer
Apple Crest, OH

1. The general rule for links is that each firing combination requires a separate link. In this case, he'd need 3 — one for each pair, and one for all 3. (If he

wanted to link the two MGs on the side, that's another link, for a total of 4.) All of these must be smart links. You cannot link links.

— KS

1. In *Tanks*, which shell weight is correct for TG 12, the one in the book, or the one in the stat sheet?

2. Is NCBS enough to make an ATV watertight?

— Christian Shelton
Davis, CA

1. The stat sheet is right, the text is wrong.

2. Nope. You have to buy Amphibious modification and/or a snorkel to make the vehicle watertight.

— KS

1. Can airplanes and microplanes mount ramplates?

2. Can you use the Advanced Rocket Construction rules from ADQ 7/3 in AADA-sponsored events?

3. With a bomb bay, can you put bombs in cargo space?

4. Can an ejection seat be used for helicopters?

5. What would be the cost, weight and spaces for a carrier-type landing strip on an airship?

6. Can airships mount TGs 9-14?

7. Can you use the modifications on p. 27 of *Tanks* for regular rockets?

8. What are the mounting restrictions for artillery guns?

9. Can you use APFDS in direct fire for artillery guns?

— Nathan Tolman

1. No. Think about it.

2. Absolutely not.

3. No, unless you could mount weapons there normally (e.g., helicopters can mount side and bottom mounted weapons in cargo space).

4. No (but there might be an Uncle Al's gadget in the idea).

5. There are no rules for this at this time. Sounds like a cool idea, though.

6. Yes, limited by space restrictions of your gondola size (remember the 1/3 spaces per side rule).

7. No.

8. The 1/3 spaces per side rule.

9. No.

10. Sure.

— KS

CLASSIFIED

HELLO GREATER HARTFORD area duellists. A brand new chapter has opened, and we're looking for sparring partners. We are the Greater Hartford Organization of Saboteurs and Terrorists (GHOST). Send an SASE to GHOST, C/O Jon Swerdlhoff, 24 Linwald Dr., West Hartford, CT 06107, or call (203) 236-9279. We're looking for a few good targets! High-school and college age preferred.

THE GREAT ASP HUNT; now taking place across the USA! Bounty of \$500 for each ASP agent killed, and \$50,000 for the Black ASP himself. Be on the lookout.

— The Mongoose

ATTENTION D/FW & Mid-Cities duellists. I am looking to form a Mid-Cities AADA chapter. I have three members already. I just need two more accomplished duellists to flesh out our club. For more info contact Rollin Kearley at 700 Polk St. #204, Arlington, TX 76011, or call Metro (817) 261-3402.

WANTED: ISSUES 2/4 to 6/3, preferably in good condition. Willing to bargain with prices. Would like to deal locally. Write to Glen Hattrup, 9816 W. 101st, O.P., KS 66212.

CONTRA COSTA COUNTY area duellists wanted! We are putting together a local chapter of the AADA and need more members! So if you want to duel with us, then give the president, Hank Stalica, a call at our main office, 827-396. Join the California Highway Organization for Killing Everyone Today!

WAS IT SOMETHING I SAID? Looking for a few good duellists (but I'll take the other kind too) to start a chapter in the Troy area. John Hollenbeck, send me your number! High-school age preferred. Write, phone or fax: Timothy Bruce, 230 Canton St., Troy, PA 16947. Phone: (717) 297-2022, Fax: (717) 297-5080.

DEUTSCHLAND: Ich suche duellisten in ganz Deutschland, die bereit sind, neue chapter zu gründen. Contact GBAH, c/o Thorsten Haude, Ginsterweg 33014 Lautzen, 0511/82 28 19

ACES H. seeks opponents, friends, bikers, brothers! Drop me a line at: T.J.

Gates, P.O. Box 843, Pentwater, MI 49449. I'd also like to correspond with an Israeli or Aussie duellist.

YO, YOU! JOIN P.O.W., Fort Worth's latest, greatest, official and, uh, only AADA chapter. We want you! If you wish to join the most awesome chapter in the Metroplex, call Steven Poor at 249-2973. Also wanted: one pen pal, hopefully a high-school-aged duellist who lives overseas, especially near RAF Lakenheath. Really want to get in contact with LEADA. Send SASE, letter will be responded to, guaranteed! 1115 Warden St., Fort Worth, TX, 76126.

FELLOW GAMERS: I'm a recent retiree, and I'm selling all of my *Car Wars* books, including *Car Wars Deluxe Edition*, *ADQs*, and expansion sets. All are in mint condition. For more information please write: Gary Chiswick, Jr., 913 Tisdale Ave., Mare Island, CA 94592.

EVERYONE who wrote to me, please write again, I promise to get back to you this time. Carl, call me! I mean it, we need a chapter around here. I don't care which way the monolith is leaning, REPEAT I don't care which way the monolith is leaning. "Howlin' Madd" Matt Sullins, 11210 Prince Ct., Fredricksburg, VA 22401. (705) 898-6228.

I AM LOOKING for *ADQ* #1/1, 1/2, 1/3, 1/4. Send information to: Ed Jones, 28752 Plainfield Dr., Rancho Palos Verdes, CA 90274. Thanks!

SEARCH AND DESTROY wants you! If you live in Southern New Jersey (that's the part south of Trenton, folks) or Philadelphia, we want you! We are 1 month short of being a full-fledged chapter, and are looking for more duellists who like to mop up the streets with EDSEL bodies Interested allies should contact George "The Kreath" Stewart at (215) 732-1282, or Mike "Zeke Quaid" Keegan at (609) 858-5894. ("I've got my sights on Driving Tigers, and kitties, the fur is going to fly!" — Zeke Quaid)

HEY DUDES! Lookin' fer some action? Lookin' around NZ? Cruiz to yer local RADNZD and apply t'join. Leave message on CV Baud ((06) 8763-804), Half-Men of Modem ((06) 8774-747) or The Beer Club ((06) 8351-288) BBSs (all

messages to Demon), or write to 32 The Esplande, Westshore, Napier, New Zealand. Address it to Grayson Orr.

COME ON! Seattle is a big place, folks. Don't you like to blow things up? If you do, let's get together, drive 'way too fast and shoot big guns at each other for fun! Contact David G. Schwebke at, 8814 326th SW #22, Edmonds, WA, 98020. Phone (206) 774-9577.

WANTED: DUELLISTS in the Columbia, MD area to form an AADA chapter. Anyone is welcome. Contact Michael Berlin, 12101 Gold Ribbon Way, Columbia, MD 21044.

ROANOKE AUTODUELLISTS UNITE! Write to: Mike Whipkey, 7066 Brookview Rd., Roanoke, VI 24019.

ATTENTION NORTH JERSEY: Any duellists or wargamers wanting to join JADE, the longest-lasting New Jersey autoduellling club, please contact Sam Dellenbaugh at 41 Prospect St., Madison, NJ 07940, or call (201) 514-5979.

ATTENTION!! Recent evidence indicates that extremist groups such as BADD (Bothered About Dungeons and Dragons) and NCTV (National Coalition against Television Violence) will start a new anti-gaming campaign. Help save our hobby from these propaganda/smear attacks. Join the CAR-PGa (Committee for the Advancement of Role-Playing Games)! Send a self-addressed, stamped envelope to: William A. Flatt, Chairman, CAR-PGa, 8032 Locust Ave., Miller, IN 46403, or call (219) 938-3382. Remember, only *you* can prevent censorship! Don't let the minority dictate what you can or cannot play.

CONVENTIONS

FIRST QUAD-CON Grand Autoduel Championship to be held at Quad-Con '90, Oct. 12-14. for more information write: Van B. Mahany, R.R. 1, Box 69, Lafayette, IL 61449.

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