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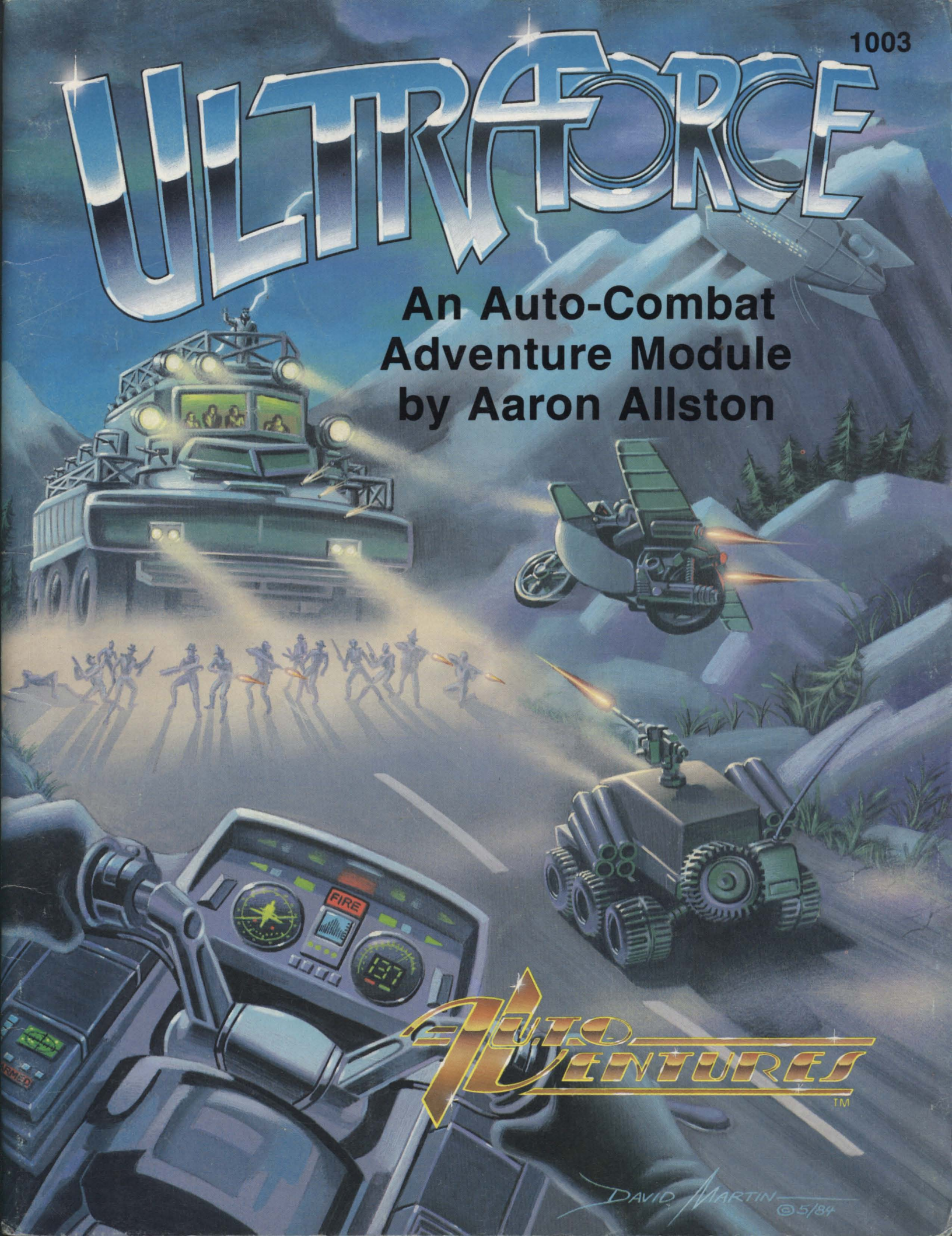
ULTRAFORCE

An Auto-Combat Adventure Module by Aaron Allston



ULTRAFORCE

An *Autoventures* Adventure by Aaron Allston

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AUTOVENTURES™

Introduction

One thing that's really nice about auto-combat games is that they're capable of simulating so *much* — almost any movie or book involving small combat vehicles can be handled within the scope of one or another of the rules sets. You can play out wasteland road warriors, high-tech racing, unarmed demolition derbies, Bondian spy-car chases, and more.

UltraForce is one of the "more." This adventure supplement allows you to set up an UltraForce team, a military unit set up for fast strikes, messy assaults, and other quick-and-dirty military actions where speed, versatility, maneuverability, and elite personnel are the absolute essentials.

In **UltraForce**, we're providing you with a history, organization, vehicle and equipment stats, and NPC notes for members of the UltraForce team. In addition, included are scenarios for UltraForce to undertake, an assortment of full-color counters of UltraForce and enemy vehicles, a new chapter in the world-history of the *AutoVentures* world of 2012 A.D., rules for expanding the role of your drivers, gunners and other humans in these vehicle-oriented games, special **Battlecars** cards for the vehicles detailed in the text, conversion advice for the three auto-combat games (**Battlecars**, **Car Wars**, and **Highway 2000**) for which stats are given in the text, and our expanded quick combat system.

The quick combat system is a small-scale combat mini-game which will allow you to play **UltraForce** and future **AutoVentures** supplements even if you don't have one of the three usual auto-combat games on hand. All you need are pencil, paper, and dice, and you can jump right into combat.

That's it, then. I hope you enjoy. Let us know: Our address is on the back cover.

— **Aaron Allston**

The Minister, August Child, captured on film by an UltraForce infiltrator two days prior to the Cumber's Pass incident.

The World: 2012

In 1992, a crew of well-armed terrorists — Israeli, say most political theorists — detonated a nuclear device in the richest of the Arab oilfields. The destruction of those fields resulted in the contamination of some 20% of the world's oil supply, an economic wobble which brought down numerous fragile governments and severely depressed even the most economically-sound nations. The subsequent middle eastern conflicts dragged in the Arab countries, Israel, Egypt, Syria, Lebanon, Iran, Iraq, and eventually the U.S.S.R. The Russians, whose economy was already depressed by two decades of grain blight and economic embargoes, threw all their resources into acquiring what remained of the middle-east oilfields.

However, France — whom observers considered a country soon to spiral into ruin, due to its dependance on Iranian oil — scored a monstrous coup by sparking a revolution within Russia's borders, based on the charisma and bloodlines of a descendant of that country's last Tsar. In 1996, an unlikely reversal of the Bolshevik Revolution occurred, with a new Tsarist regime overthrowing the Communist government. The U.S.S.R. satellites jumped ship to resume autonomous (if minor) self-government, except for East Germany, which was reclaimed by its western half.

During those years, the North American continent fared better than much of the rest of the world. Texas and Alaska seceded from the United States and created a political/economic triumvirate with Mexico, forming a triad of oil-producing countries rather like a western OPEC. However, as all three countries, Mexico especially, still sold oil to the U.S., and since all three countries were nuclear-armed — Texas and Alaska from "repatriated" missile silos and Mexico from its acquisition of Cuba — the U.S. was in little position to press a claim.

Within a few years, the U.S. government underwent a massive but organized decentralization. Tax revenues were still collected, but went to support a government which was mainly composed of the armed forces and the executive arm of the government. Individual regions were responsible for upkeep of roads, schools, and other functions of interest only to inhabitants of the region. Regions which did not pay their military taxes received no military aid. By and large, on the North American continent, the East and West coasts and oil-producing regions fared best through the economic upheavals. Areas such as the American West, northern Mexico, and the southeastern United States fared worst, being reduced to a frontierlike existence. New Mexico, Arizona, Utah, and Nevada eventually lost all vestiges of government organization and devolved into individual fortress communities, dependent only upon themselves to stave off the bandit raids which were becoming so numerous. The American Northwest was less poverty-afflicted, but was not economically strong.

Environmentalist resistance to nuclear power cooled noticeably the more the environmentalists had to sit in the dark and warm their bathwater over fires. Within a few years after the Oil Wars, the northeastern U.S. was once again smoothly industrialized and a solid economic power. In addition, the U.S. Armed Forces constituted one of the best-trained and best-equipped forces in the world, eventually meaning that the U.S. began to reclaim its diplomatic clout by lending military forces where her allies needed them most.

Chief among those allies was Britain. The U.K. was hurt but not staggered by the worldwide economic depression. With the Soviet government's fall, and with the finances of Australia and Canada to act as cushion, Britain began a new colonialist policy, reclaiming territories which it had been giving up ever since the turn of the 20th century. Numerous governments in Africa fell to Britain's military and financial measures. By the second decade of the 21st century, Britain was again the largest and strongest political empire in the world, which was driven home in 2008 when the United Nations was moved to London.

Not far behind Britain in international power was the Chinese government, however. The calm and efficient Chinese quietly gained control of their entire corner of the world during these years, peaceably collecting South Korea, India, eastern regions of the former U.S.S.R., and other countries. An exception to this acquisition is Japan, which became a staunch friend of Britain and the North American oil-producing triumvirate and remained unmolested. Due to China's current peaceability and stability, and its (evidently) sincere efforts to adhere to a more pure Marxist Communism, political analysts are unworried by that nation's expansion. Besides, the Chinese have bombs, too.

Most of South America remained at war with itself, but practically nobody cared. Brazil and Argentina managed to hold together stable governments, and eventually to participate occasionally in world affairs.

Technologically, the greatest scientific advances made in the last three decades are in the fields of medicine and microchip technology, a great deal in part due to the space-race rivalry between the U.S., Texas, and the Franco-Russian Treaty Organization.

Socially, the greatest changes made have been in the numerous decentralizations of governments, the U.S. especially. An inevitable consequence of this action is brought home by the saying, "An armed society is a polite society" — private ownership of arms, ranging from derringers to submachine guns and vehicular weaponry, is not only legal in many regions but a survival necessity. The frontier wildernesses of areas such as the Western U.S. and British Colonial Africa demand an armed lifestyle no less than megacity jungles such as New York-D.C., Los Angeles, and Tokyo. Vehicular weaponry is now commonplace, usually legal so long as it isn't concealed, and appears as standard options on some vehicles rolling out of Detroit and Japan. With the possibility for greater social violence, less actually occurs — deviants tend to die early and hard, and murderers generally can't throw themselves on an indifferent court system, freeing themselves from the law with finances and patience — they're more often offed by relatives of the deceased. However, murder is rarer now than before.

This is the world of 2012. There's a lot of opportunity — chances to strike it big, or die early. Welcome to your world . . . and may the best gun win.

Ultraforce History

The organization called UltraForce, more properly known as the Pentagon Elite Forces Team, was created in 1994 to provide several services now needed by the United States military.

With the economic upheavals and federal decentralizations resulting from the Oil Wars, the government's need for the military changed in the 1990s. Civil disorder was breaking out all over the North American continent, and the National Guard was clearly incapable of handling the wide-spread and escalating chaos. Since most of the other world powers were in worse shape than the U.S. and therefore unable to mount an offensive against American shores, the Commander in Chief devoted more and more regular military power to maintaining civil order. The few military-assault actions which the U.S. had to undertake — such as breaking up the bandit gangs and even bandit kingdoms being established in the more chaotic corners of the nation — were handled with style and vigor by the Special Forces: Green Berets, Rangers, Seals, etc.

It became obvious that, for the next several years at least, American military needs would concentrate on special military forces, men and women who were better-trained and better-equipped than their standard-issue counterparts. In 1994, UltraForce was chartered as a separate military service answering directly to the Chiefs of Staff and the President. Its members were chosen from exceptional military and special forces personnel and from the new breed of American survivors being bred in the ungoverned regions of the U.S. An inordinant amount of money and technological expertise, considering domestic problems still in effect, were devoted to the fledgeling organization.

UltraForce's first significant field action took place in the 1996 campaigns against Cristobal Montenegro, the "new Pancho Villa," head of the largest and most effective Mexican bandito gang in existence. UltraForce commander Col. B.B. Dillinger chose to concentrate on lightly-armored, heavily-armed, fast attack vehicles; previously, Green Beret infantry and vehicles were not able to engage Montenegro's followers for any significant amount of time; the infantry moved too slow and the heavy vehicles were too clumsy, especially considering the mountainous terrain Montenegro favored. UltraForce was instead equipped with dune buggies, motorcycles, occasionally gyrocopters and ultra-lights, all with practically no armor but heavy firepower and maneuverability. Over a months-long campaign, Montenegro's organization was systematically broken into pieces and dispersed, and although Montgenegro himself escaped, the Pentagon considered the campaign a success.

In the years following that initial success, UltraForce has engaged in dozens of similar military actions in the U.S. and has occasionally been "loaned" to the governments of the U.K., Texas and Japan for overseas actions in return for favors. The existence of UltraForce has not been kept a secret from the world population, but the organization is so covert that very little hard information has made it to the offices of the United Press Association.

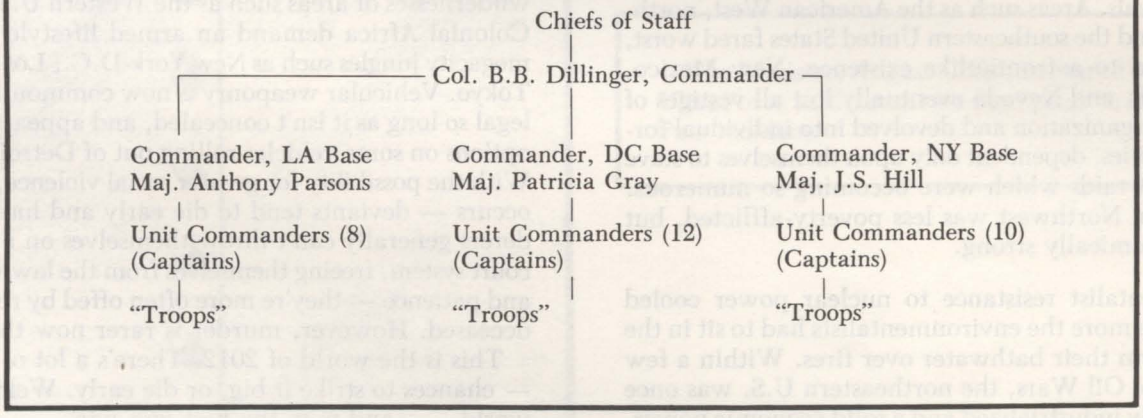
UltraForce today consists of about two hundred strike troops, an administrative operation of about fifty individuals, and a lot of money, mostly tied up in assault and transportation equipment and technological research and development.

Each UltraForce base consists of a hidden (generally underground) complex. Within the complex are living quarters for all personnel, storage and maintenance facilities for all attack vehicles and weaponry, hangars for the various airplanes, helicopters and zeppelins used by the organization, and other facilities necessary to the operation of such a team. Each base is under the direct command of an officer answering directly to Col. Dillinger. Each of these officers in turn commands several captains who command the actual UltraForce assault units. Of the base's complement of units, all but one will be normal assault units; the remaining unit will be a transportation team, consisting of the personnel necessary to operate the aircraft used in shipping assault units all over the continent.

Assault units consist of three to eight individuals. Each of these base-level UltraForce troops is granted a commission as a Lieutenant in the U.S. armed forces upon entering the organization, and is qualified to command ordinary troops in the field on special missions with the other armed forces; however, as this serves to dilute the effectiveness of the UltraForce teams, this is not often done.

Each member of an assault unit is assigned an assault vehicle and trained in its use. The most common varieties of vehicles now in use include the Mk. III Assault ATV,

UltraForce Organization Chart:



which is more properly a dune-buggy-sized vehicle armed with rockets, and the Skyborne series of motorcycles. The Skyborne cycle is a peculiar little vehicle — it contains not only the heavy weaponry necessary to an UltraForce assault, but also a canard-wing arrangement which allows it to glide to a safe landing from an aerial launch point — even to take off and fly short distances when using an optional jet-propulsion unit. While these glider-arrangements are somewhat dangerous, they have proven themselves to be extremely effective.

The standard procedure, therefore, for launching a stealth-assault on a military target goes something like this: The UltraForce unit and equipment are loaded either upon a cargo plane or one of the silent UltraForce zeppelins. The unit generally arrives over the objective at night and air-drops near the target: The Skyborne cycles glide down with their own equipment and the Mk. III ATVs float down with the aid of enormous cargo parachutes. Generally, the Skyborne cycles follow the ATVs down and provide it cover until it's free of the parachute and ready for action. The team can then mount its assault on its objective, and later rejoin its transportation at a prearranged site.

Each UltraForce "unit" consists of one ATV and from three to seven skyborne cycles. If a mission needs more than seven of the cycles, an additional ATV is assigned, making the team technically two units, and the captain of one of the units takes command and leads the two units into the field. Very occasionally, a base commander will lead a strike.

More data on UltraForce Equipment can be found in the section of this supplement titled, surprisingly enough, *UltraForce Equipment*. Descriptions of pertinent personnel can be found in the section titled *Non-Player Characters*.

The American Southeast

The great depression brought on by the Oil Wars hit hard when it hit. On the North American continent, some areas were hit harder than the rest. The southwestern U.S. into Northern Mexico (see **Hell on Wheels**) and the southeastern States — including Tennessee, Kentucky, parts of Georgia, North Carolina, Virginia, and West Virginia, almost to Maryland. In effect, a whole stretch of the nation centering on the Appalachians ceased to exist as far as the rest of the country was concerned.

It's not as though this area were depopulated — far from it. Nor was the change in the Appalachian areas instantaneous. However, as the U.S. government gradually lost its hold on the country and decentralized, the white-collar citizens of the region tended to move "back to civilization"; as the economy worsened, industry began to close its doors until things got better; as blue-collar workers began to be laid off, they either moved to where pickings were better or began to farm or work mountain lands to keep their families alive. With less and less tax revenue coming out of these areas, the state governments were faced with a choice: Either stop paying government taxes for the entire state — and lose military aid to the entire state — or "cut off" the troubled regions from the rest of the state, paying for military aid to only the financially-stable areas. These governments unanimously took the latter choice, and by 2005, the Appalachians from northern Georgia to southern Maryland became a no-man's land, disavowed by the states to either side. Some industry still existed, mining especially, but the corporations running these operations had to defend them from any and all aggressors.

Unlike the afflicted Western states, the Appalachian area had no foreign banditos to cause trouble; the mountains were bordered on all sides by more stable states and their militias. But with no significant outide money coming in, and with no significant outside interference, the mountain folk began to regress toward a lifestyle it had been struggling for nearly a century to leave behind: Poverty, paranoid clannishness, feuding, substandard education, minimal medical care, and so on. No, the Appalachians didn't overnight turn into a cartoon of moonshinin' and feudin' and Sadie Hawkins Days with barefoot 'shiners and revenooers — but every year since 1992 has been a year backwards as far as civilization in these mountains is concerned.

There is trade and traffic in and out of the mountains, especially into cities such as Atlanta, Charleston, and Knoxville. As mentioned, several corporations still maintain mining and refining operations in the mountains. Mountaineers send out cheap liquors and furs on a regular basis, trading them for weapons, ammunition, medicine, sometimes books, tools, and other conveniences. Some Appalachian towns and villages maintain generators and trade cheap labor for the fuel to keep them going, though more often they switch over to coal-burning or steam engines. Rather like the Catholic church in the Dark Ages, the various Protestant churches have been establishing missions within the mountains in order to proselytize and to actually preserve and encourage education in these regions.

Another type of "trade" emerging from the mountains includes bandit and slaver trade. Mercenary leaders can live a profitable if dangerous life by forming military units out of at-ends Appalachian residents and launching raids on neighboring cities back in civilization. These raids are usually made in order to capture medicines and food shipments, occasionally to kidnap people to work as slave-labor in reopened mines and foundries. Since there is no law in the mountains, there's no one to check up on the corporations still operating there. Bandit groups, taking advantage of the shielding terrain, difficult road accesses, and taciturn residents, are difficult or impossible to track down and stop.

That's the situation — and the setting for UltraForce's latest adventures.

Ultraforce Equipment and Game Mechanics

The special equipment UltraForce uses does not appear in any of the three games featured in *AutoVentures* supplements — so it has to be presented here. Special equipment includes:

(1) The special armor used in its vehicles;

(2) The canard-wing arrangements used by the motorcycles for gliding and landing purposes;

(3) The boost-assist jet occasionally used in conjunction with the canard wings for takeoff attempts and extended glides; and

(4) The glider-chute arrangements used for paradropping UltraForce all-terrain vehicles onto trouble sites.

(5) Personal parachutes for pilots.

BATTLECARS

Later on in this supplement you'll run across three new **Battlecars** cards; one represents the UltraForce motorcycle, one the UltraForce ATV, and the last the Juggernaut which features in the presented scenarios. They'll be pretty straightforward; what we'll discuss here are the mechanics for driving motorcycles, using glider-wings and glider-chutes, and driving extra-large vehicles such as the Juggernaut.

Note: If you have **Battlebikes**, use the rules in that supplement for ordinary motorcycle movement.

Counters are given on the third flap to the cover of this supplement; several represent motorcycles for both **Battlecars** and **Car Wars**. Typical **Battlecars** motorcycles operate pretty much as cars do, with the following exceptions:

Arming Your Motorcycle: Motorcycles may not have turrets. Motorcycles may have no more than three "weapons pods" — actually, weapons and equipment pods. Usual configuration is two pods at the front and one at the rear, and the rear pod on UltraForce cycles usually contains the glider arrangement and booster jet.

Recording Damage: Motorcycles do not have any side armor in the center or rear sections and have no rear armor. The three panels of armor on the front section represent the motorcycle's fairing. This conflicts with the arrangement from **Battlebikes**; if you're using that supplement, consider that UltraForce needs to remove most side and rear armor for aerodynamic reasons.

A Motorcycle's Components, Use & Effects of Damage: The new Glider Wings & Jet-Assist component (treat them as one component, and until the whole component is destroyed, both the wings and the jet-assist may function) allow an UltraForce motorcycle to launch from an airborne carrier such as a plane or zeppelin and glide to a landing, and, when acting together, can allow a motorcycle to actually lift off into the air. The Jet-Assist, used without the Glider Wings, will act as a *secondary* Super-Charger; it grants an extra point of acceleration. In addition, it grants an extra point of *speed*. However, the Jet-Assist may only be used for a total of 20 rounds before it must be recharged. While these 20 rounds need not be consecutive, they generally are consecutive when the jet-assist is used by UltraForce.

Movement: Motorcycles are naturally more maneuverable at lower speeds than automobiles. Therefore, consider them to have Auto-Steer at speeds 1-5, and no Auto-Steer at higher speeds. The usual rules for Acceleration & Deceleration and Maximum Safe Speeds for Cornering are in effect. (However, when you're cornering, read in the "With Auto-Steer" column if you're at speed 5 or below, and the "Without Auto-Steer" column if you're moving faster.) If you have **Battlebikes**, simply use that supplement's rules.

To use the Glider-Wings option, a driver must first trigger his wings (this counts as a Firing action, in case it takes place during combat). This causes the front wings to fold down and the rear wings, which are compressed in an accordian-like arrangement, to spring out. (If the vehicle is moving when this is done, the resulting jar to the vehicle's maneuverability can cause a skid. If the motorcycle is moving at Speed 1-5, treat it as a skid chance wih an SD of 2. If it's moving at Speed 6+, treat it as an SD of 8. If the vehicle skids, see below. If it does not, you need not check for skidding again unless the vehicle does something which would normally require you to check for skidding.)

Assuming that the vehicle survives the opening of the wings, it may now attempt to take off. It must have a straight stretch of road available to it, long enough for it to accelerate to a speed of 5. At Speed 4, the driver can feel the motorcycle starting to lift. At 5, the motorcycle is actually still moving only at 4, but has gained one half-point of altitude. Unfortunately, if the motorcycle is only using its standard acceleration, it's not going to gain any more altitude: Since its wheels are no longer touching the ground, they may no longer provide forward speed. With no more forward acceleration available to it, this craft will descend at a rate of one-fourth a point per round (moving at 4 points forward, of course; if it moves any slower it will stall and crash). This is why the Jet-Assist equipment is used. Now that the motorcycle can't rely on its wheels for momentum any longer, the Jet-Assist kicked in. Every round the Jet-Assist is used, the motorcycle may either gain one-half a point in altitude or may move forward at the same altitude at a speed of 5 points. (Generally, considering that only 20 rounds' worth of fuel are included, these precious rounds are used for gaining altitude.)

Once the motorcycle is more than half a point into the air, it may maneuver. The motorcycle's fairing locks into position once the Glider-Wings are activated, so this maneuvering is accomplished by body lean. Because of the limitations of this method, the cycles may never safely make more than a 45 degree turn while airborne.

Eventually, too, the cycles will want to land. They'll need to find a stretch of straight road which is at least nine points in length — four points to get into gliding position, four points for touchdown, and another point because these cycles don't have power brakes and can only decelerate from four points to one.

While the Glider-Wing arrangements pop out instantaneously, they take a while to crank back in — about 15 rounds' worth. If the UltraForce team is attacked before this 15 rounds is up, and the team members have to release their hold on the manual cranks, the wings simply pop back out to full extension, making it very difficult to accomplish any ground maneuvering. (If a motorcycle has its wings out on the ground, it may not maneuver in greater than 45 degree turns, and, of course, once it gets above 4 points in speed it starts to take off again. These are not the circumstances under which you want to run a battle.) It is for this reason that UltraForce, when dropping into trouble areas, usually drops in at a distance to the target site to give them the time to realign their vehicles.

Incidentally, if a vehicle on the ground with its wings out ever skids more than one point — such as might happen if it pops its wings while rolling, or if it's forced into battle before the wings are in — it's going to fall over. What this means, automatically, is that the rear wing on that side is a total loss — it can't be used for takeoff or gliding any more. UltraForce cycles have a quick-release button which will pop off the entire glider-wing (but not jet-assist) arrangement with the touch of a button, so that the motorcycle won't be further fouled by its crumpled and unaero-

dynamic wings. If for some reason a motorcycle must drive with a crumpled wing, treat straight-ahead movement as requiring the safe speeds of a 45 degree turn. It cannot turn, since the fairing stays locked until the equipment is retracted or jettisoned.

Additionally, if a motorcycle, winged or wingless, ever skids 1 point or more, it is lying down. The driver must spend three rounds standing beside it, doing nothing else, to right it before he can drive it again.

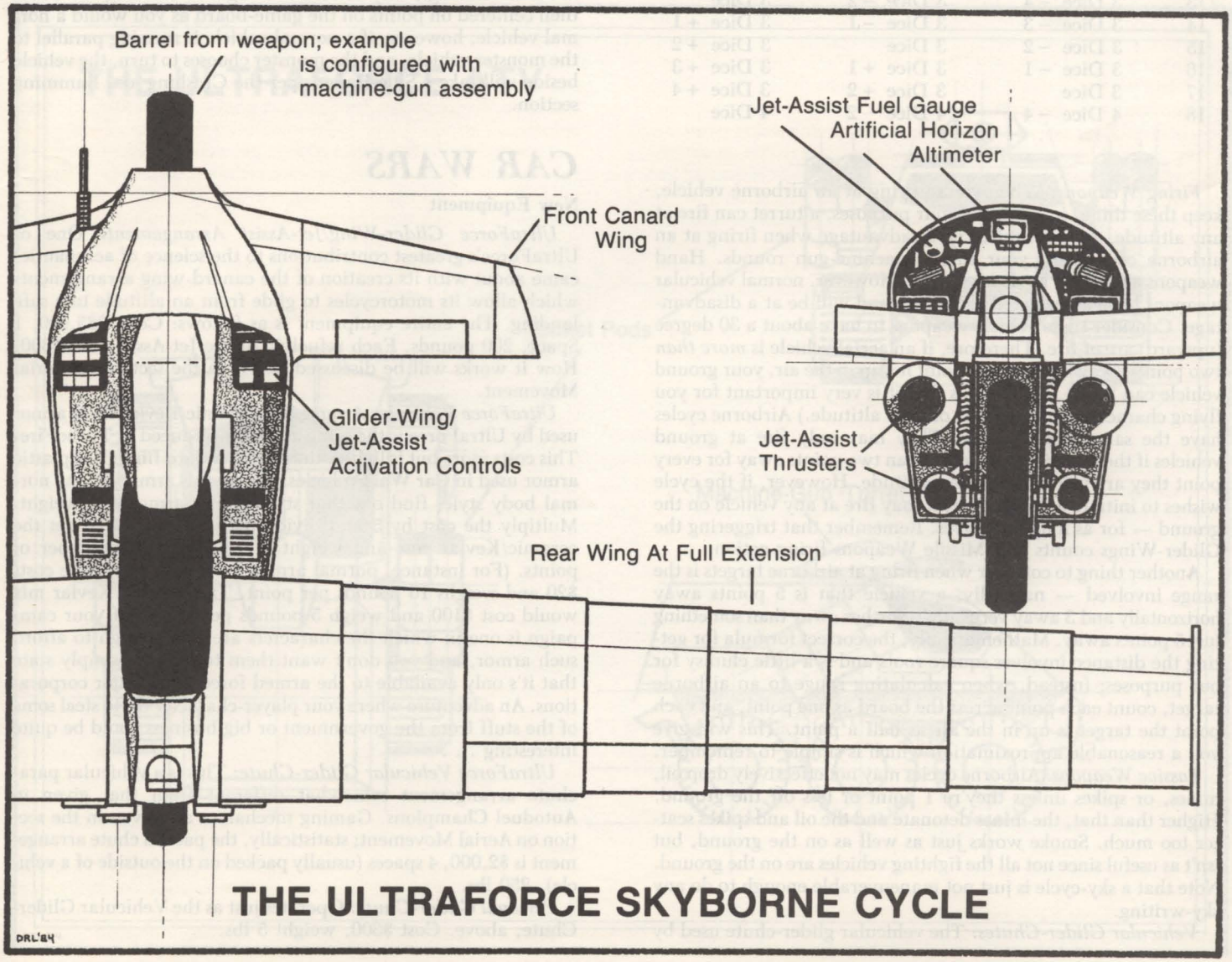
Crashing: Normal rules for ground crashing are in effect, except for this fact: When a motorcycle crashes into something, roll the normal number of dice for its speed but subtract 2 from the total, to account for the cycle's lesser mass.

Now that we have gliding cycles, we can have aerial crashes, too. There are three types of aerial crashes for our purposes: The controlled drop, the uncontrolled drop, and the aerial collision.

The controlled drop (actually, semi-controlled or gliding drop is perhaps more precise) is what happens when a manned vehicle loses the speed necessary for it to maintain safe flight. This can happen a number of ways: If a gliding driver is Stunned, if (referee's discretion) the cycle turns into a monstrous headwind, if the driver makes a 90 degree turn while airborne — these factors put the cycle into a controlled drop. The cycle moves now at 3 points forward and 1 point downward per round — in other words, rather steep a dive for a normal landing approach. All it takes is for the circumstances causing the controlled drop to change, and the driver may spend one round to regain control (during which the vehicle is still in a controlled drop); after that round, the motorcycle is back under control and gliding at a proper speed.

The uncontrolled drop is what happens when a gliding driver is killed or deliberately puts his vehicle into a power dive, or when the glider-wing arrangement is destroyed while the vehicle is airborne. (If a driver deliberately puts his vehicle into such a dive and then wants to pull out of it, you must figure out how fast he's dropping from the chart below. For each point of RV he must spend one round pulling out of the dive. If he was plummetting at an RV of 10, he must spend 10 rounds pulling out. At the end of that time he must make a Skidding roll as if making a 45 degree turn: His RV minus the Safe Speed is his SD. If the roll indicates that he does skid 1 point or more, he has not successfully pulled out of the dive and must continue downward and try again. If the skid roll indicates that his tires take damage, that damage is instead applied to his Glider-Wing apparatus.

The aerial crash is what happens when two gliding vehicles run into one another, or when an aerial vehicle crashes into a tall ground vehicle or mass while gliding on a level trajectory. Use the standard Crash/Ram Damage Table rules. Once that's accomplished, if the Driver is not Stunned, he must make a Skid roll. His former Speed minus his current Speed gives you your SD. To calculate his current speed, subtract 1 from his former speed for every 3 points of damage (round down from the half) he took from the crash. Once you have your SD, roll for the skid; if it turns out he skidded 1 point or more, he has lost control of the motorcycle and is in a power dive. (To pull out, if the driver is still alive, use the rules above.)



When a vehicle is in a power dive, use the chart at right to figure out its speed. The round it started its dive, its RV will be half its former speed plus 1. Each round it falls, add 1 to its RV, to a maximum of 18. When a vehicle (or man) impacts, both it and whatever it hits will take the listed damage. Thus, if a man on a cycle impacts at an RV of 10, the cycle will do 2 dice damage and the man will do 2 dice-2. Both will take the amount they do; of course, the cycle is doing its damage to the road below, and the man is doing his damage to the cycle he's on. In other words, a man inside a vehicle is not protected by the vehicle from falling damage.

Diving Damage Table

RV	*Damage Man*	*Cycle*	*Car*
1	1 Die −6	1 Die −4	1 Die −2
2	1 Die −5	1 Die −3	1 Die −1
3	1 Die −4	1 Die −2	1 Die
4	1 Die −3	1 Die −1	1 Die +1
5	1 Die −2	1 Die	1 Die +2
6	1 Die −1	1 Die +1	1 Die +3
7	1 Die	1 Die +2	1 Die +4
8	2 Dice −4	2 Dice −2	2 Dice
9	2 Dice −3	2 Dice −1	2 Dice +1
10	2 Dice −2	2 Dice	2 Dice +2
11	2 Dice −1	2 Dice +1	2 Dice +3
12	2 Dice	2 Dice +2	2 Dice +4
13	3 Dice −4	3 Dice −2	3 Dice
14	3 Dice −3	3 Dice −1	3 Dice +1
15	3 Dice −2	3 Dice	3 Dice +2
16	3 Dice −1	3 Dice +1	3 Dice +3
17	3 Dice	3 Dice +2	3 Dice +4
18	4 Dice −4	4 Dice −2	4 Dice

Firing Weapons: When you're firing at an airborne vehicle, keep these things in mind: For our purposes, a turret can fire at any altitude, so you'll suffer no disadvantage when firing at an airborne cycle with your turret machine-gun rounds. Hand weapons also are at no disadvantage. However, normal vehicular weapons have a restricted arc of fire and will be at a disadvantage. Consider these vehicle weapons to have about a 30 degree (upward) arc of fire. Therefore, if an aerial vehicle is *more than* two points away for very one point it's up in the air, your ground vehicle can hit it. (It's obvious that it is very important for you flying characters to keep track of your altitude.) Airborne cycles have the same disadvantage: They may only fire at ground vehicles if those vehicles are more than two points away for every point they are below the cycle's altitude. However, if the cycle wishes to initiate a power dive, it may fire at any vehicle on the ground — for as long as it dives. Remember that triggering the Glider-Wings counts as a Missile Weapons firing action.

Another thing to consider when firing at airborne targets is the range involved — naturally, a vehicle that is 5 points away horizontally and 3 away vertically is further away than something just 5 points away. Mathematically, the correct formula for getting the distance involves square roots and is a little clumsy for our purposes; instead, when calculating range to an airborne target, count each point across the board as one point, and each point the target is up in the air as half a point. This will give you a reasonable approximation which is simple to remember.

Passive Weapons: Airborne cycles may not effectively drop oil, mines, or spikes unless they're 1 point or less off the ground. Higher than that, the mines detonate and the oil and spikes scatter too much. Smoke works just as well as on the ground, but isn't as useful since not all the fighting vehicles are on the ground. Note that a sky-cycle is just not maneuverable enough to do any sky-writing.

Vehicular Glider-Chutes: The vehicular glider-chute used by UltraForce's ATVs is a complicated one-use-only arrangement which nevertheless works fairly well. In short, a paradropping ATV drives off the landing ramp of its airborne carrier vehicle and triggers its parachute. The chute deploys, and a landing cushion with a CO_2 tank inflates beneath the vehicle. From this point, the vehicle drops at a constant speed of 1 point/turn, straight down or (at the driver's discretion) 1 point forward. The chute/ATV arrangement may make a 45 degree turn every five rounds, also at the driver's discretion. There is therefore a bit of mobility to the arrangement. The vehicle lands on top of the inflatable cushion, which can protect the vehicle against 6 points of damage from the impact by taking that damage itself. (If the landing does more than 6 points of damage, the remainder is applied to *each tire*.) The chute/inflater gear is discarded with the flip of a quick-release switch — this process takes one entire round — and the ATV is then free to move.

Personal Parachutes: Operate just as Vehicular Glider-Chutes. All UltraForce airdrop members are equipped with them; the 'chute-pack is a tiny little thing usually worn under the jacket, much smaller than the bulky masses of yesteryear and even smaller than the 'chutes of the 1980s.

Movement of enormous vehicles: Really staggeringly-large ground vehicles, such as the Juggernaut which features heavily in this adventure, are slightly more limited in movement than smaller vehicles. First, they may not have an acceleration above 1 in any terrain. Second, they may not make greater than 45 degree turns. Obviously, really large vehicles will require really large roads. On the other hand, since these vehicles are the size of small buildings, they block line of sight as buildings do. Place then centered on points on the game-board as you would a normal vehicle; however, if a normal vehicle is running parallel to the monster vehicle, and the monster chooses to turn, the vehicle beside will take a Side-Ram as per the Crashing and Ramming section.

CAR WARS

New Equipment

UltraForce Glider-Wing/Jet-Assist Arrangement: One of UltraForce's greatest contributions to the science of aeronautics came about with its creation of the canard-wing arrangements which allow its motorcycles to glide from an altitude to a safe landing. The entire equipment is as follows: Costs $25,000, 1 Space, 200 pounds. Each refueling of the Jet-Assist costs $300. How it works will be discussed below in the section on Aerial Movement.

UltraForce Vehicular Armor: The ceramic/Kevlar-layer armor used by UltraForce is the same as that introduced in **TurboFire**. This costs more but is lighter than the standard fiberglass/plastic armor used in **Car Wars** vehicles. To use this armor on any normal body style, find out that style's usual armor cost/weight. Multiply the cost by 5 and divide the weight by 2 to get the ceramic/Kevlar cost and weight of an equivalent number of points. (For instance, normal armor for a Luxury vehicle costs $20 and weighs 10 pounds per point. The ceramic/Kevlar mix would cost $100 and weigh 5 pounds per point.) If your campaign is one in which the characters are rich enough to afford such armor, and you don't want them to have it, simply state that it's only available to the armed forces and major corporations. An adventure where your player-character try to steal some of the stuff from the government or big business could be quite interesting . . .

UltraForce Vehicular Glider-Chute: This is a vehicular parachute arrangement somewhat different from that given in **Autoduel Champions**. Gaming mechanics are given in the section on Aerial Movement; statistically, the packed chute arrangement is $2,000, 4 spaces (usually packed on the outside of a vehicle), 250 lbs.

Personal Glider-Chute: Operates just as the Vehicular Glider-Chute, above. Cost $300, weight 5 lbs.

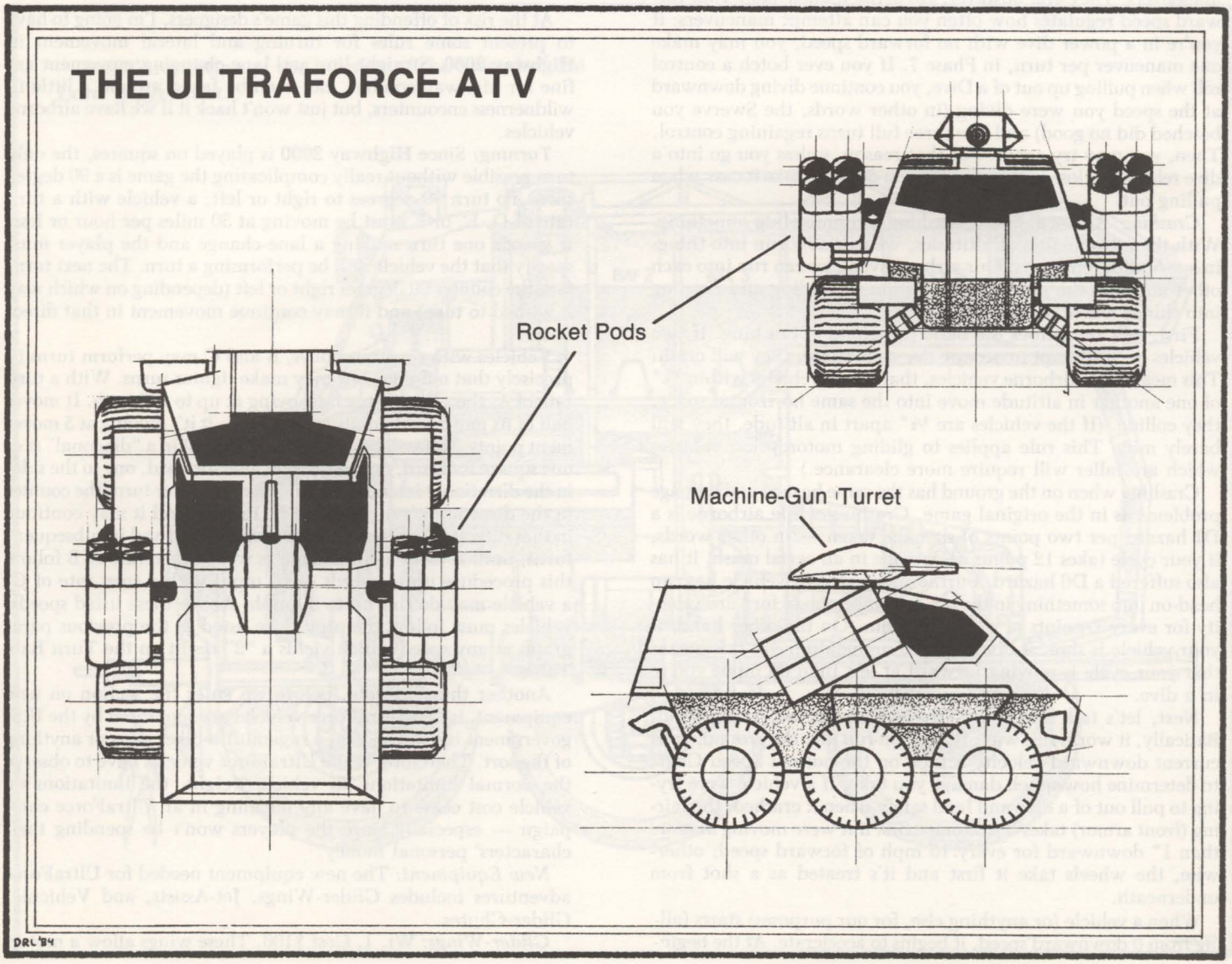
Aerial Movement

Glider-Wing/Jet-Assist — Activating: The Glider-Wing/Jet-Assist mechanism takes up one space at the rear of the UltraForce motorcycle. A push of a button on the handlebars, counting as a Firing action, activates the mechanism. When the button is depressed, the cycle's fairing locks into place (the vehicle may no longer turn in ground movement until the mechanism is retracted), a pair of forward-canard wings folds downward from the fairing, and a pair of accordian-packed wings springs outward to full length from the rear of the motorcycle. This can be accomplished while the motorcycle is moving, but can be a dangerous move: at 5-10 mph, it's a D1; 15-20, it's a D2; 25-30, a D3; 35-40, D4; 45-50, D5; 55-60, D6; 65-70, D8; 75-80, D10; +D2 per 10 mph or fraction above 80.

Glider-Wing Takeoff: Once the wings are in place, the motorcycle may attempt to lift off. When taking off from an airborne carrier it simply drives off the debarking ramp and dives until it achieves the speed necessary to sustain a glide. On the ground, however, the motorcycle must have a straight stretch of road (remember, the fairing is locked) long enough to accelerate to 60 mph. Once it has achieved that speed, the driver can feel the cycle beginning to take off. During its next acceleration, it may gain ¼" of altitude for every 5 mph in acceleration it has; however, since once it leaves the ground it can no longer depend on its wheels for momentum, it immediately starts to glide back down again, gliding forward at 60 mph and descending at a rate of ¼"/turn.

Jet-Assist Use: The Jet-Assist can be used in two ways. First, every turn that it's used (it may only be used for a total of 20 turns between refueling), your acceleration is 10 mph higher than normal, and will allow a cycle to accelerate to 10 mph faster than its usual maximum speed. Second, with a cycle which is trying to take off, the jet-assist may be used to give the vehicle continued climb when it lifts off. The vehicle may climb ½" each turn while continuing forward at a speed of 60 mph, or may glide straight ahead at a speed of 70 mph. Since the thing carries only enough fuel for 20 seconds of use, UltraForce members try to use every second's worth for altitude gain; the system, used to its maximum efficiency, will allow a cycle to climb to an altitude of 10" (150 feet) before the fuel runs out. On a level plain, the cycle could then glide for 40 seconds at 60 mph — a total of 240", or 3600 feet, before touchdown.

Aerial Maneuvering: Once such a cycle is up in the air ½" or higher, it may begin to maneuver. With the fairing locked, the only means of maneuvering is by body lean, which means that these craft are not terribly maneuverable (HC 1 in the air; Driver skill does not help, but good Reflexes do.) The only maneuver an airborne cycle may safely attempt is the Swerve, which is (here) a D3 maneuver; the Swerve also loses the cycle ¼" in altitude in addition to its regular altitude loss. It is also possible to perform the Bend and the Hard Swerve; each of these is a D6 maneuver and will lose the cycle 1d6 × ½" in altitude; at the end of the maneuver, the cycle levels off at its new altitude. However, if the cycle loses 2" or more attempting one of these maneuvers,



the cycle is Diving at 2" and the driver will eventually want to pull out of the dive. If a cycle ever loses control due to a low handling status and bad roll, it also is Diving at 2".

Diving: A flying vehicle may voluntarily or accidentally enter a dive. When diving, the vehicle loses altitude faster than it does in a normal downwards glide; the downwards glide loses ¼" of altitude per turn, while a dive may lose up to 12" per turn. (Gliding to the ground is called *landing*. Diving to the ground is called *crashing*.) To dive (voluntarily or accidentally), first you must know the vehicle's forward speed (in the case of these cycles, typically 60 mph) and its downward speed (if gliding, ¼"/turn). To dive voluntarily, a driver merely specifies that he is diving, and each turn he may subtract up to 10 mph from his forward speed and apply twice that amount (up to 2"/turn) to his downward rate. Thus, a cycle gliding normally (60 mph, – ¼"/turn) on its first turn can go to 50 mph, – 2 ¼"/turn; the next turn, to 40 mph, – 4 ¼"/turn; the next turn, to 30 mph and – 6 ¼"/turn; up to 0 mph and – 12"/turn. Other ways to get into a dive includes attempting an aerial Bend or Hard Swerve (above) or running into something (below). Important note: Going into a dive is the easy part.

Getting Out of the Dive: This is the not-so-easy part. To get out of a dive, you must do the opposite of getting into the dive: That is, convert downward momentum into forward speed, until you're descending at a safe rate. To do this, you must try to perform maneuvers. Every Swerve maneuver successfully performed will subtract ½" from your downward speed and apply it as 2.5 mph of forward speed. (Actually, they aren't really Swerve maneuvers. They are, however, D3 aerial maneuvers.) Your forward speed regulates how often you can attempt maneuvers; if you're in a power dive with no forward speed, you may make one maneuver per turn, in Phase 7. If you ever botch a control roll when pulling up out of a Dive, you continue diving downward at the speed you were diving (in other words, the Swerve you botched did no good) and lose three full turns regaining control. Then, you may try again. For that reason, unless you go into a dive relatively close to the ground, you ought to take it easy when pulling out.

Crashing: As we all know, crashing is running into something. With the introduction of altitudes, we can now run into things in lots of different ways. Our airborne vehicles can run into each other and into the ground, in addition to landing and running into things when *on* the ground.

First, let's remember the basic principles of crashing. If two vehicles ever attempt to occupy the same space, they will crash. This means, for airborne vehicles, that if two vehicles within ¼" of one another in altitude move into the same horizontal space, they collide. (If the vehicles are ½" apart in altitude, they will barely miss. This rule applies to gliding motorcycles; vehicles which are taller will require more clearance.)

Crashing when on the ground has the same hazard and damage problems as in the original game. Crashing while airborne is a D1 hazard per two points of damage taken — in other words, if your cycle takes 12 points of damage in an aerial crash, it has also suffered a D6 hazard. Furthermore, if your vehicle has run head-on into something in the air, it loses 5 mph of forward velocity for every 2 points of damage taken. (On the other hand, if your vehicle is shot, it does not lose momentum.) If this means that your cycle is moving forward at less than 60 mph, you're in a dive.

Next, let's talk about the joys of running into the ground. Basically, it works this way: When you run into the ground, your current downward velocity is used on the normal Speed Chart to determine how much damage you take. If a vehicle were trying to pull out of a dive and land safely when it crashed, the fairing (front armor) takes the damage first if it were moving at more than 1" downward for every 10 mph of forward speed; otherwise, the wheels take it first and it's treated as a shot from underneath.

When a vehicle (or anything else, for our purposes) starts falling from 0 downward speed, it begins to accelerate. At the beginning of every turn, add 2" to its downward speed, for a maximum of 12". If it becomes somehow vital, move the falling items downward in the phases indicated by the equivalent speed — i.e., 20 mph for 2" downward, 120 mph for 12", etc. Use, also, the equivalent speed's crashing damage from the Speed Chart when determining the damage the falling body takes upon impact. To determine how much damage the falling body *does*, use the normal damage for any object of 1,000 lbs or more; the damage minus 2 points for any object of 300-999 lbs; and the damage minus 4 points for any object under 300 lbs.

Firing: Use the **Autoduel Champions** rules for targeting aerial vehicles and firing from aerial vehicles. If you don't have **Autoduel Champions**, refer to the equivalent rules in the **Battlecars** part of this section. Note: Targeting the Glider-Wings (extended) is at -3 per rear wing, -6 per forward wing; targeting personal parachutes is at a +2, and vehicular parachutes is at a +4. However, parachutes may only be damaged effectively by lasers and flame-throwers; shells don't explode upon impact with the cloth (they just tear through), bullets pass through relatively harmlessly.

Movement of the Juggernaut: Use **Truck Stop** rules for movement of larger-than-normal vehicles such as the Juggernaut.

Counters: Counters in **Car Wars** and **Battlecars** scale for the vehicles from this supplement are given on the third cover flap from this supplement.

HIGHWAY 2000

At the risk of offending this game's designers, I'm going to have to present some rules for turning and lateral movement in **Highway 2000**. Straight-line and lane-changing movement are fine for highway combat, can even be faked around a little in wildnerness encounters, but just won't hack it if we have airborne vehicles.

Turning: Since **Highway 2000** is played on squares, the only turn possible without really complicating the game is a 90 degree turn. To turn 90 degrees to right or left, a vehicle with a turn rate of D, E, or F must be moving at 30 miles per hour or less. It spends one turn making a lane-change and the player must specify that the vehicle will be performing a turn. The next turn, face the counter 90 degrees right or left (depending on which way it wished to turn) and it may continue movement in that direction.

Vehicles with turn rates of A, B and C may perform turns in precisely that manner, but may make tighter turns. With a turn rate of A, the vehicle may be moving at up to 120 mph. It moves half of its movement points (round up — it it's moving at 5 movement points, half will be 3 movement points) in a "diagonal" (i.e. one square forward, one to the side, one forward, one to the side) in the direction it intends to turn. Then its player turns the counter in the direction it's supposed to be turning and it may continue in that direction for the remainder of the turn and in subsequent turns, until it turns again. Vehicles with a turn rate of B follow this procedure up to speeds of 60 mph; with a turn rate of C, a vehicle may do this up to 30 mph. Above these listed speeds, vehicles must follow the procedure listed in the previous paragraph at any speed which yields a "2" result on the Turn Rate Table.

Another thing to note, before we enter the section on new equipment, is that UltraForce vehicles are sponsored by the U.S. government instead of, say, a ragamuffin biker gang or anything of the sort. Therefore, while UltraForce vehicles have to observe the normal limitations on vehicle weight, the limitations on vehicle cost cease to have any meaning in an UltraForce campaign — especially since the players won't be spending their characters' personal money.

New Equipment: The new equipment needed for **UltraForce** adventures includes Glider-Wings, Jet-Assists, and Vehicular Glider-Chutes.

Glider-Wings: Wt. 1, Cost $100. These wings allow a motor-

cycle to land from an airdrop and even take off into the air from the ground, especially if used in concert with the Jet-Assist. Glider wings occupy position 7 on a car. Since wheels cannot be shot at in **Highway 2000**, I'm going to keep things consistent and simple by stating that Glider-Wings cannot be shot either.

Jet-Assist: Wt. 1, Cost $50. This rocket-booster pack shares position 7 with the Glider-Wings on a motorcycle. It may be used for 20 turns in a game, either individual turns or consecutive turns. It provides + 10 ACC to motorcycles during the turns in which it is used. Normally, this ACC is only used when an UltraForce cycle is launching into the air.

Vehicular Glider-Chutes: Wt. 5, cost $40. The weight is actually irrelevant since the vehicle releases itself from the 'chute when it touches ground. This glider-chute will allow vehicles up to Van-size to parachute from an airdrop vehicle to safety on the ground.

Personal Parachutes: Wt. negligible, cost $10. These nice toys allow pilots suddenly bereft of their ability to fly a fairly safe descent to the ground.

Flying in *Highway 2000*

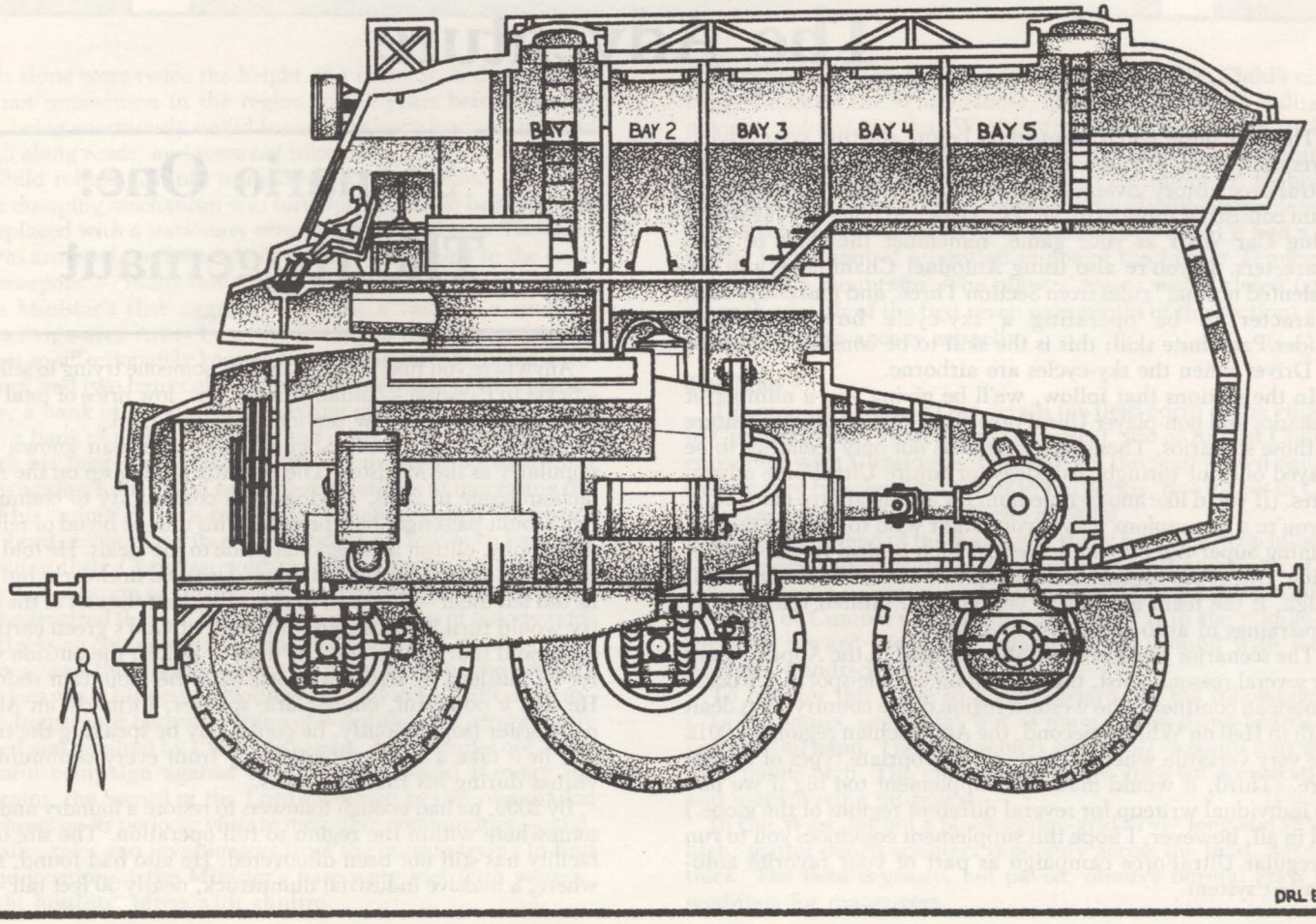
Triggering the Glider-Wings: For an UltraForce cycle jockey to fly, he must first trigger his glider-wings. This counts as a Firing action. The driver may not be maneuvering, either lane-changing or turning, and his speed must be 60 mph or below. Otherwise, he crashes. When the wings are triggered, the forward canard wings flap down and the rear accordian-folded main wings spring out. At speeds of 60 mph and below, the cycle-with-wings arrangement still stays on the ground.

Launching into the Air: Unless the cycle is launching from the ramp of an airborne vehicle and diving to a safe speed, we're talking about launching from a highway or other stretch of pavement. Once our glider-cycle is rolling at 60 mph, it's ready to lift. When you accelerate next (since a cycle has an acceleration of 70, it can accelerate from 60 to its maximum speed of 110), the forward speed of the cycle stays at 60 mph, but the remainder of the "actual speed" (in this case, 110 mph) becomes altitude. For every 20 mph not going to forward speed, the glider-cycle climbs 1 square into the air. Unfortunately, this acceleration, dependant on the cycle's wheels as it is, only can be used upon takeoff; the cycle's ACC now drops to 0 and it may not climb any longer. Except:

Climbing Some More: With the use of the Jet-Assist, the glider-cycle may continue to climb. Since the Jet-Assist provides 10 ACC for 20 turns, the glider-cycle may now gain ½ square in altitude for 20 total turns. Alternatively, it may be used to give the cycle a forward speed of 70 mph with no altitude gain. Any turn the Jet-Assist option is not being used, the cycle will continue forward at 60 mph and lose¼ square in altitude. (Of course, the driver may wish for it to lose more altitude — that is, to dive.)

Diving: A flying vehicle may voluntarily or accidentally enter a dive. When diving, the vehicle loses altitude faster than it does in a normal downwards glide; the downwards glide loses ¼ square of altitude per turn, while a dive may lose up to 12 squares

Artist's rendition of the interior of the Sword of the Lord Juggernaut.



per turn. First you must know your vehicle's forward and downward speeds — usually, 60 mph and – ¼ square/turn. To dive voluntarily, a driver merely specifies that he is diving, and each turn he may subtract up to 10 mph from his forward speed and apply 2 squares of downward speed. Thus, a cycle gliding normally (60 mph, – ¼ square/turn) can voluntarily enter a dive and go during his first diving turn to 50 mph, – 2¼ squares/turn. And so on. UltraForce cycles may not dive at faster than 12 squares/turn, unless the Jet-Assist is used for this, too, in which case 13 squares/turn is permissible.

Pulling Out of the Dive: To get out of a dive, you must do the opposite of getting into it: That is, convert downward momentum into forward speed, until you're descending at a safe rate. To do this, you must specify that you're dropping 2 squares of downward speed and adding 10 mph of forward speed each turn that you try to pull out. Once you've returned to 60 mph/ – ¼ square/turn, assuming you haven't hit the ground in the meantime, you're safe.

Aerial Maneuvering: All sky-cycles have a Turn Rate of F in the air. Remember that when performing lane-change maneuvers or turning maneuvers from the paragraphs above. If a sky-cycle does turn, it must lose ½ square of altitude in addition to whatever else it loses this turn.

Landing: To land, a cycle must have a straight stretch of road. It must descend to an altitude of 0 squares, and touches down on the road for a landing. After decelerating to a stop, the driver should crank in the flying gear unless he intends to take off again; with the gear extended, the cycle may not maneuver on the ground (no lane-changes). Cranking in the gear takes 15 turns, and if the driver lets go for any reason before the 15 turns are up (for example, to fire a weapon) the equipment springs out to full length again.

Landing Hard (aka Crashing): Whenever a vehicle hits the ground at a speed greater than – ¼ square downward, it goes to the Bump table and takes some damage. Hitting at – ½ to – 2 squares is like being Bumped by a Cycle. – 2¼ to – 4 is like a Compact; to – 6 squares, like a Full-Size; to – 8, like a Flatbed; to – 12, like an 18-wheeler. If you bump into something in the air, subtract 5 mph of forward speed for every 3 points of damage taken; this will probably cause you to start a dive, depending on how much speed you lose.

Using Parachutes: A vehicle or person using a parachute drops out of his airdrop vehicle. It/he must drop for three turns (into a downward speed of 12 squares/turn) before the 'chute deploys; once it deploys, that speed will slow to 2 squares/turn downward. With vehicular parachutes, an inflatable cushion under the vehicle takes the damage of impact. Correctly-trained parachutists will know how to land and take no damage.

IN GENERAL (ALL THREE GAMES)

It's a peculiarity of the canard-wing arrangement that it's more difficult to stall than standard wing arrangements. It works this way: When your canard-wing vehicle starts to slow down to the point that it might stall, the forward wings stall and drop a little bit, causing the plane to gain a little speed and preventing the rear wings from stalling, too. It's for this reason, and a desire to keep things fairly simple, that this supplement ignores some basic aerodynamic functions an airplane game might include (most notably, climbing into a stall).

The Adventure

The first thing you'll want to do before starting your adventures, of course, is to create your UltraForce team. Reread the UltraForce history given earlier; remember that a normal drop-team consists of three to seven sky-cycles and one ATV. If you're using **Car Wars** as your game, remember the skills of your characters. If you're also using **Autoduel Champions**, use the "talented normal" rules from Section Three, and make sure each character to be operating a sky-cycle buys the Hang Glider/Parachute skill; this is the skill to be considered instead of Driver when the sky-cycles are airborne.

In the sections that follow, we'll be giving you a number of scenarios and non-player UltraForce characters which can feature in those scenarios. These can be used as not only scenarios to be played out but springboard ideas for future UltraForce adventures. (If you'd like another medium for an UltraForce campaign, if you're a **Champions** player you might wish to pick up the upcoming **Super-Agents** supplement, which is ideal for this sort of thing. UltraForce agents are appropriate for a role-playing campaign, if the team appeals to you and the limited role-playing constrainings of auto-combat games don't.)

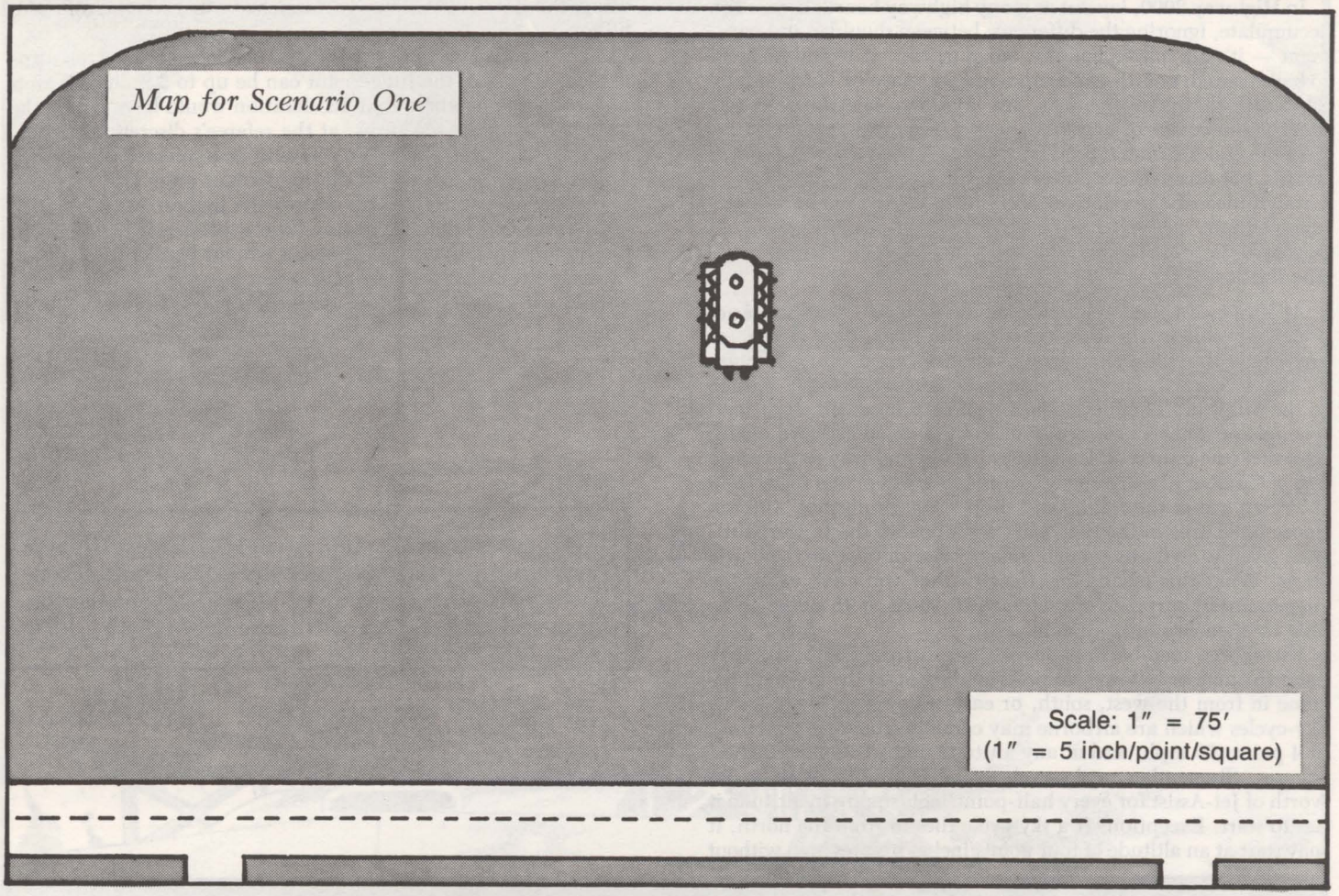
The scenarios presented are all presented in the Appalachians for several reasons. First, the other main trouble-spot of the north American continent, the western region of the country, was dealt with in **Hell on Wheels**. Second, the Appalachian regions of 2012 are very versatile when it comes to appropriate types of adventure. (Third, it would make the supplement too big if we had an individual writeup for several different regions of the globe.) All in all, however, I hope this supplement convinces you to run a regular UltraForce campaign as part of your favorite auto-combat system.

Scenario One: The Juggernaut

Anywhere you find people, you find someone trying to sell them a ticket to Paradise — usually for the low, low price of total devotion, blind faith, a few services now and then . . .

This is the case with August Child, the man known more popularly as the Minister. The Minister sprang up on the Appalachian scene in 2008, driving from community to community in a rebuilt passenger bus, preaching his unique blend of religion, philosophy, elitism and regional pride to the locals. He told them nothing to contradict the faith they'd learned in church, but what he did tell them — in short, that the fact that the rest of the country would turn its back upon this area of God's green earth was a sin, and that he was just the man to punish the outside world for its misdeed — struck a chord with the mountain residents. He was a powerful, charismatic speaker, formerly an Atlanta newscaster (so, obviously, he could only be speaking the truth), and he'd take a few residents away from every community he visited during his first few tours.

By 2009, he had enough followers to restore a foundry and mine somewhere within the region to full operation. The site of this facility has still not been discovered. He also had found, somewhere, a massive industrial dumptruck, nearly 30 feet tall — the



wheels alone were twice the height of a man. Such dumptrucks were not uncommon in the region in the years before the Oil Wars, being enormously useful for carting huge loads of ores and landfill along roads, and were not inherently dangerous vehicles. But Child rebuilt his into something less peaceable.

The dumping mechanism was torn out, the cargo bay removed and replaced with a stationary armored personnel box. The front end was armored, and the whole vehicle was loaded to the teeth with weapons — many donated by followers, and many stolen in the Minister's first aggressive action, a raid on a smallish Chattanooga-area Army base. By 2011, the Juggernaut (as it is now not-so-affectionately known) boasted forward-mounted auto-cannons, and two banks of firepower on each side of the vehicle: Upper, a bank of small arms (machine guns and the like), and lower, a bank of rocket-launchers and other small shell-throwers.

With his Juggernaut making him invulnerable to small-unit actions against him, Child redoubled his efforts at increasing the size of his "ministry". His following, which he called the Sword of the Lord, encouraged its deluded followers into both fervently continuing their Christian worship while, under his direction, acting as a weapon of retribution against the heathen outsiders who'd ostracized them. The church began a series of bloody raids and attacks on communities outside the mountains, stealing food, weapons, and then people to act as slave-labor in the refinery and mines while his devoted followers acted as his military arm.

The Juggernaut became a thing of worship, kept scrupulously polished and repaired by Child's followers. As the stories of Child's successful campaign against the outsiders spread through the mountains, the Sword of the Lord increased in size, was hailed with cheers on its periodic visits to mountain communities — and, naturally, spies and investigators from the outside trying to find out the location of the Minister's base were met with secrecy, outright hostility, often with gunfire.

UltraForce became involved earlier this year when Child's raids began to alarm the White House, after the President's military advisors pointed out that Washington, D.C. was within strike-range of the Juggernaut. After some months of using sophisticated satellite-camera surveillance (hampered by mountain visibility conditions and other military needs for the satellite surveillance) earlier tonight UltraForce HQ in D.C. reported that it had a fix on the Juggernaut at a position in one of the former Tennessee areas of the mountains. The players' teams were briefed (give them the details of the first seven paragraphs of this section) and loaded onto an agency zeppelin.

The Map

The map for Scenario One details the field north of the village of Cumber's Pass (formerly in Tennessee), site of August Child's encounter with UltraForce. One inch on the map shown equals the distance between five points in **Battlecars**, five inches in **Car Wars**, and five squares in **Highway 2000**.

On the north end of the map is the rocky base of a steep hillside — too steep and rocky to be climbed even by motorcycles. The hillside is four points/inches/squares high. On the south end is outskirts of Cumber's Pass. The Juggernaut is in the middle of the field toward the north, and thronged around with local listeners, hundreds of them.

To transfer this scene to a game-board, do the following:

In **Battlecars**, simply lay out as many blank game-boards as you have on hand. The map depicts an area 37½ points long and 22½ points high. The ground constitutes grass for acceleration and maneuvering purposes.

In **Car Wars**, lay out a blank square-grid 37½″ long and 22½″ high; scatter debris counters randomly across the field, not too thick. The field is grassy, not paved; observe normal grass D-modifiers for maneuvers.

In **Highway 2000**, lay out as many highway boards as you can accumulate, ignoring the difference between shoulder and pavement — it's all "pavement" for our purposes. It would be ideal to have enough boards to accommodate a space of 37 squares by 22, but as that is impractical, just lay down boards to accommodate the center of action.

In the Quick Combat System, you won't need to lay down any boards, but do use the counters from this supplement to give you a rough idea of the relative positions of all the of the vehicles involved.

The Battle

At least two Ultraforce teams should be used in this scenario.

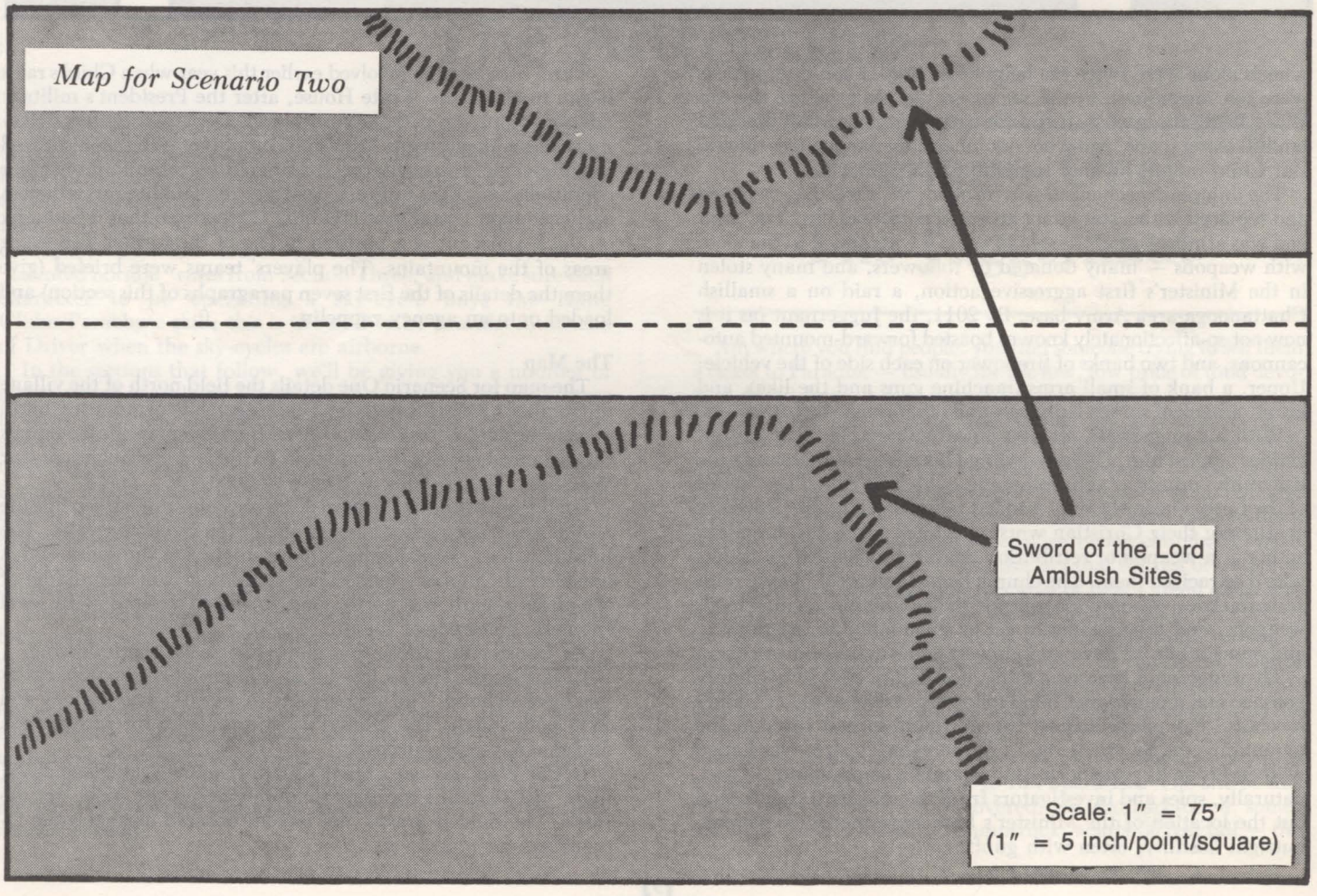
A big problem with this scene, for the UltraForce characters anyway, is that the agency frowns mightily upon killing civilians — even civilians in a no-man's-land who are inane enough to listen to the Minister. Therefore, the UltraForce members must land a couple of miles away, cruise in to the immediate area of this situation (the only road leads from the old highway to the south end of Cumber's Pass, although you can see where two roads from the town access the field), and drop a "warning shot" into an unoccupied area of the field (say, right behind the Juggernaut), then give the civilians enough time to clear out before the battle starts. What this means, in effect, is that you can't catch the Juggernaut by surprise; when the battle starts, both sides will be able to open fire immediately.

UltraForce members on the opening turn of the battle may enter the map as follows: Vehicles coming in on the ground may come in from the west, south, or east at any speed they want. Sky-cycles which are airborne may come in from any direction, at 4 points/60 mph, and at any altitude up to 10 points/inches/squares. (Remember, a sky-cycle will have used up one turn's worth of Jet-Assist for every half-point/inch/square in altitude it has to start. Exception: If a sky-cycle flies in from the north, it may start at an altitude of four points/inches/squares high without using the Jet-Assist: They've launched themselves from the hilltop.)

Since it will have taken the villagers and locals at least ten turns to clear the map, the Juggernaut can be up to 2 points/25 mph in speed and anywhere that acceleration would have gotten the vehicle during the ten turns, at the referee's discretion. (Alternatively, of course, this doesn't have to be a refereed adventure; an actual player can act as the Juggernaut crew.)

UltraForce's objective is to destroy the Juggernaut, of course. UltraForce can break off at any time it pleases if its losses are too high. Naturally, the Juggernaut cannot break off, as it can be easily outrun by the faster and more maneuverable UltraForce. Should UltraForce break off, you can always game out a later rematch.

Opposite Page: UltraForce engages August Child's Juggernaut and the Sword of the Lord. Photo taken by *Auto Combat* photographer Mike Cleary, on the site by special cooperation of UltraForce.

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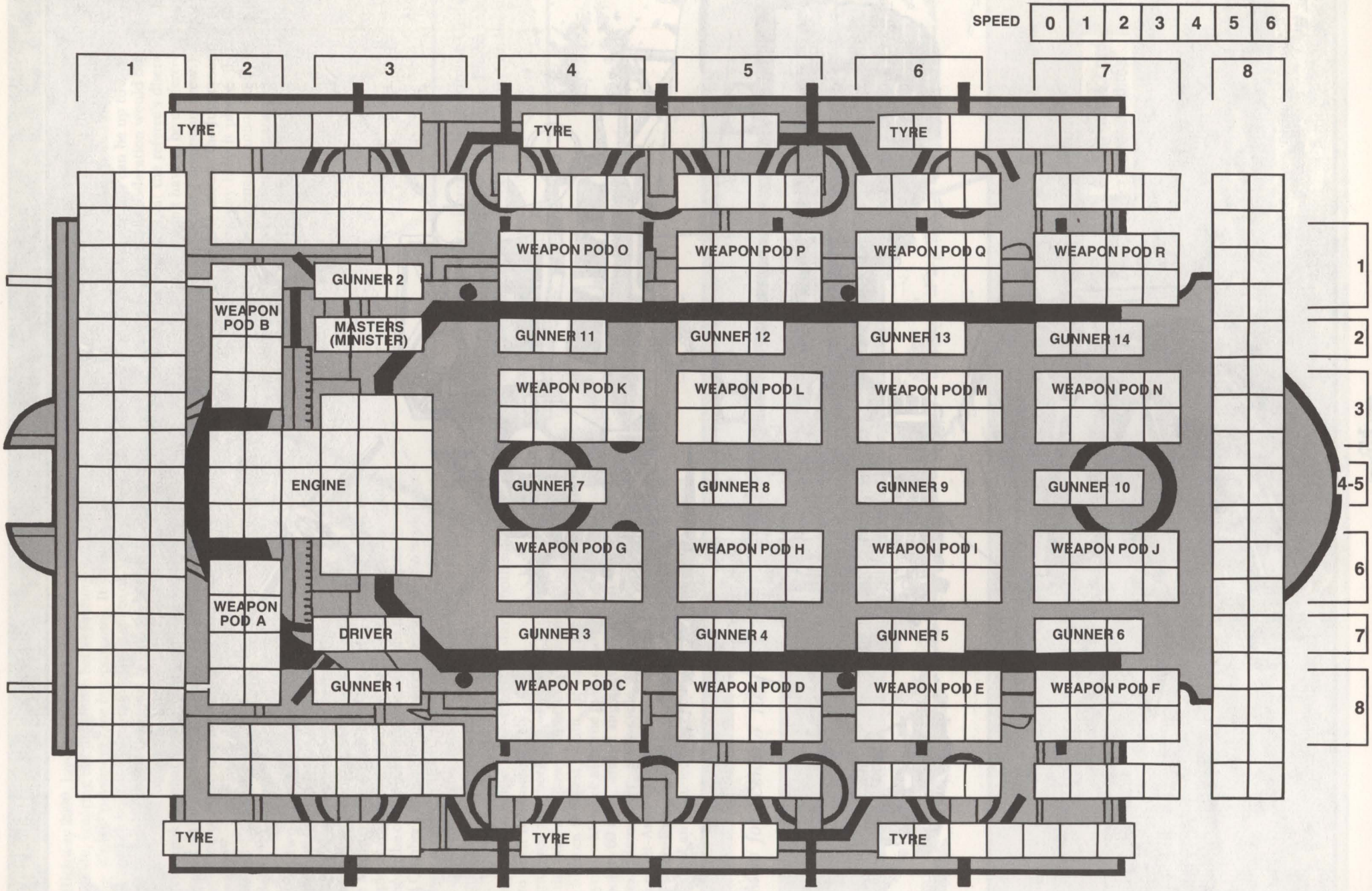
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8
TYRE
TYRE
TYRE
WEAPON POD O
WEAPON POD P
WEAPON POD Q
WEAPON POD R
GUNNER 2
WEAPON POD B
MASTERS (MINISTER)
GUNNER 11
GUNNER 12
GUNNER 13
GUNNER 14
WEAPON POD K
WEAPON POD L
WEAPON POD M
WEAPON POD N
ENGINE
GUNNER 7
GUNNER 8
GUNNER 9
GUNNER 10
WEAPON POD G
WEAPON POD H
WEAPON POD I
WEAPON POD J
WEAPON POD A
DRIVER
GUNNER 3
GUNNER 4
GUNNER 5
GUNNER 6
GUNNER 1
WEAPON POD C
WEAPON POD D
WEAPON POD E
WEAPON POD F
TYRE
TYRE
TYRE
1
2
3
4-5
6
7
8

SPEED	0	1	2	3	4	5	6	7	8	9

COMPONENT DAMAGE

DIE ROLL	COMPONENT HIT
1 - 4	WEAPON POD
5 - 8	DRIVER

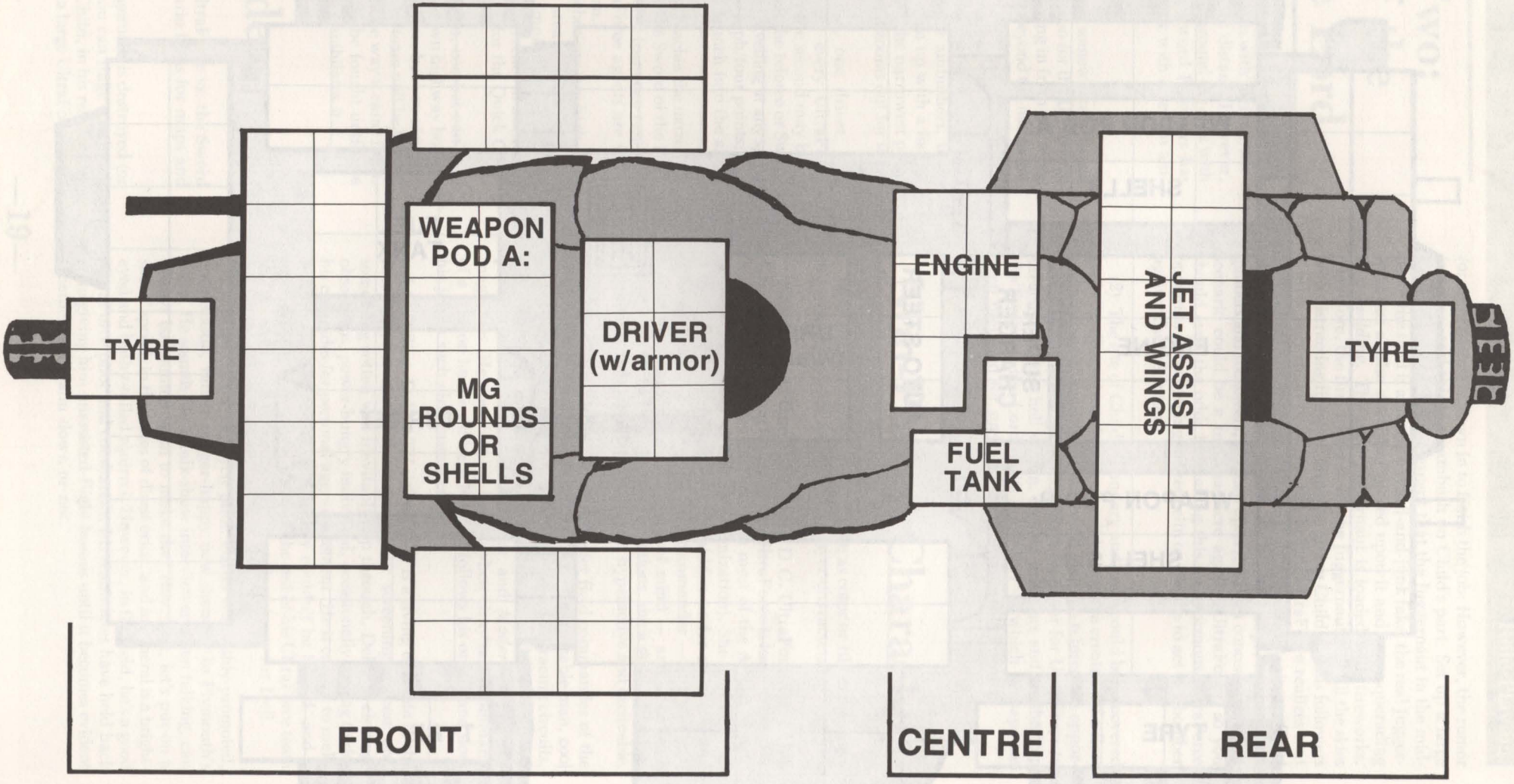
FRONT

DIE ROLL	COMPONENT HIT
1 - 5	ENGINE
6 - 8	FUEL TANK

CENTRE

DIE ROLL	COMPONENT HIT
1 - 8	JET-ASSIST/WINGS

REAR



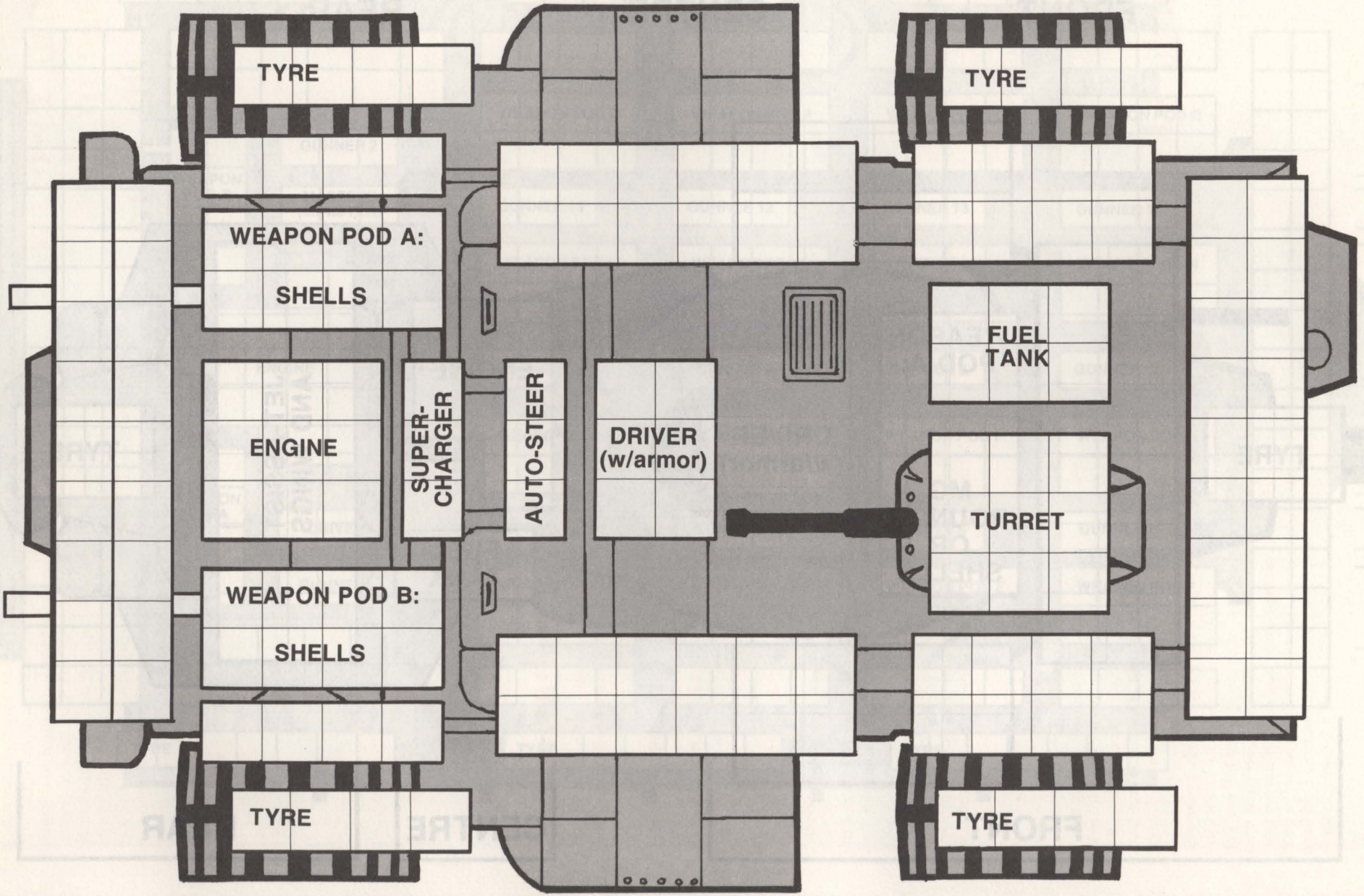
SPEED	R3	R2	R1	3 POINT TURN	0	1	2	3	4	5	6	7	8	9

COMPONENT DAMAGE

DIE ROLL	COMPONENT HIT
1,2	WEAPON POD A
3,4	WEAPON POD B
5,6,7	ENGINE
8	SUPER-CHARGER

DIE ROLL	COMPONENT HIT
1-4	AUTO-STEER
5-8	DRIVER

DIE ROLL	COMPONENT HIT
1,2,3,4,5	TURRET A
6,7,8	FUEL TANK



Scenario Two: Revenge of the Sword of the Lord

The Juggernaut is destroyed (or driven off). UltraForce vehicles still operational are en route to the rendezvous with their carrier-zeppelin, in a large field some fifteen miles distant. However, word of the attack on the Minister has flown around the area with the speed of radio, and a core-group of Sword followers has decided to avenge this insult on their master with a return ambush.

The Map and Battle

The map depicts a mountain-pass highway somewhere between Cumber's Pass and the rendezvous point chosen for the UltraForce zep to land. The UltraForce agents are cruising in from the west; the Sword forces are waiting in ambush just beyond the narrowest point in the pass.

The Sword forces are driving normal cars — a generic-car sheet is given in the section on vehicle stats — and carrying heavy personal arms. Their plan is for the first line of ambushers, those closest to the narrow end of the pass, to open up with a hail of fire the instant the UltraForce team reaches the narrowest point in the pass, while the second line revs up and zooms out for some demolition-derby action.

The Sword forces get one normal car, one driver, one submachine-gunner, and one rocketeer for every UltraForce vehicle. The first Sword line is stationary; the second may be at any speed from 0-45 mph (three points) that the referee or Sword player wishes. The UltraForce team can be travelling at any speed it wishes, although it usually convoys at 60 mph/four points; this allows for the quickest and most efficient launch into the air of the sky-cycles if action is called for.

Combat starts when the UltraForce team reaches the narrowest point of the pass and the Sword opens fire. The Sword of the Lord personnel all get to fire before the UltraForce team can respond, but it's not a free turn of fire: The UltraForce agents are well-trained and can respond in the same turn.

The mountain sides are eight points/inches/squares high. The only section that counts as roadway is the area of paved highway indicated; the rest is considered grass (or impassible, in the case of the mountain sides). This only makes a difference in **Battlecars** and **Car Wars**. This scenario is not suitable for the Quick Combat System.

Should UltraForce break through and run, combat can continue down the highway; just keep putting down highway boards. Should the team turn around and run, likewise, but you can consider the team to have lost this encounter; the team will be hunted down and sniped to death if it returns back the way it came from. For a conclusive victory, this battle should be fought until one team turns the other back or completely annihilates it.

Scenario Ideas

Should you wish to continue in this UltraForce vs. the Sword of the Lord theme, here are a few scenario ideas for maps and forces for you to create yourself.

(1) If Child is not killed when the Juggernaut is destroyed (or if it is not destroyed in the first place), you can stage a rematch betwee the two forces. Word has it that Child, in his rebuilt Juggernaut, is preaching at another site, and a large UltraForce team (or set of teams) is flown in to finish the job: However, the rumor is a ruse, and this is an ambush on Child's part. Set up a large field precisely as before, except that the Juggernaut in the middle of the field is actually a wood-and-junk fake; the real Juggernaut has a false storefront placed upon it and is masquerading as a *building*. The false Juggernaut is loaded with fireworks. Therefore, the first rocket to hit the Juggernaut will fill the skies with distracting firework displays, giving Child and his followers a turn, perhaps two, of free fire before UltraForce realizes that its is being fired upon. In addition, the followers listening to Child before the combat are actually his Sword troops, submachine-gunners and rocketeers, and can open fire from concealment. This scenario could be a real massacre against UltraForce, so you should even the odds by making this an enormous UltraForce operation or by keeping the zeppelin on the site to act as a bomber against Sword troops.

(2) The site of Child's foundary and mine could be discovered and UltraForce launched against it to stop the creation of a fleet of nasty Sword vehicles. This would give the referee the opportunity to create a huge headquarters on paper for UltraForce to breach and raise hell within, freeing prisoners and combatting the Sword of the Lord on its home turf — which perhaps has been prepared for such an eventuality as this invasion.

Non-Player Characters

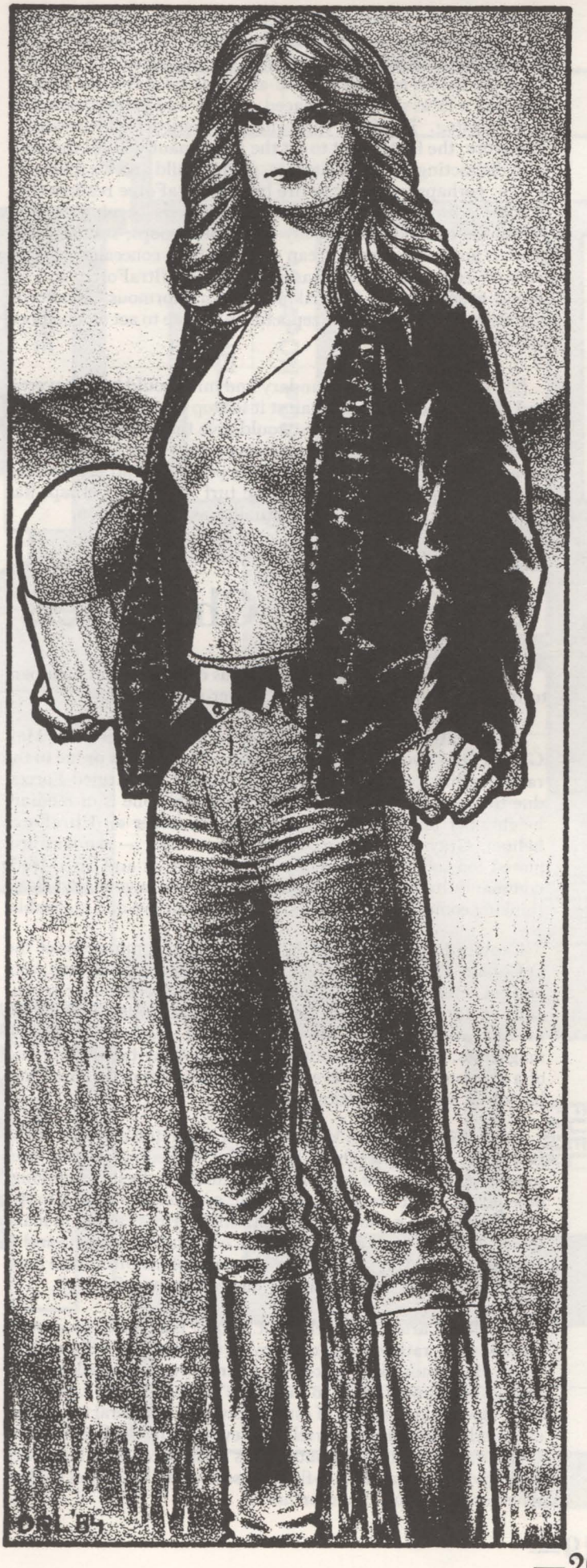
Here are some sample NPCs to use as color or fill-in members to teams which are too light on player-characters.

Major Patricia Gray, head of the D.C. UltraForce base. Maj. Gray is rather young for her rank (UltraForce is less prone to the rank-juggling politics that go on in most of the Armed Forces, due to its small size and tight organization). She is of medium height, her features usually kept hidden under an UltraForce helmet. Gray is a frustrated field commander — she was promoted too soon for her own piece of mind — and often leads commands in the field. In field situations, she a good and clear-thinking commander, but also is a bit hyperactive and exciteable.

Captain John M. Plymouth, premier field commander of the D.C. base. Plymouth is a slight, mustached, personable man, cool and collected in the field. He is a fan of the duel-racing circuits, and writes articles and fiction under a widely-recognized pseudonym for both *Auto Combat* and *Modern Mercenary* magazines. He's not terribly happy when Gray takes command of a mission he should have led, but follows his orders and does his job in such circumstances.

Lt. William Dell, ATV driver. Dell is a living example of the fact that, no matter how good your screening process are, something rotten will inevitably slip through. Dell is a cloying, obsequious, power-hungry individual, occasionally willing to risk his comrades for personal aggrandizement. He is careful to make these situations look as though they couldn't be helped, and is an effective speaker; so far, none of the rest of his UltraForce team has clued in that they're merely stepping-stones for Dell.

Lt. Allan Carter, sky-cycle pilot. Carter is a freshly-promoted, enthusiastic, rather trigger-happy new member to Plymouth's team. He sounds like a talk-show interviewer when talking, can always be counted upon to make the "Hey, kids, let's put on a show" speech in the times of direst crisis, and in general is a bright-eyed and bushy-tailed squirrel. However, in the field, he's a good UltraForce pilot and combatant; his teammates have held back from giving him unassisted-flight lessons until it becomes evident whether he'll calm down or not.



The Driving Character in *Autoventures*

In this section, we'll try to better define what the characters in auto-combat games — the individuals who sit behind the wheels and the weapons controls — can do in the course of a game, and how. By adding all the major **Car Wars** releases together, you can get a pretty good character-creation system for that one game only. **Battlecars** and **Highway 2000** still have nothing in the way of character creation — in fact, **Highway 2000** doesn't even allow for pedestrians. There are four ways to use this section: As an addition to character rules in **Battlecars**, as an addition to **Car Wars**, as an addition to **Highway 2000**, or as rules in and of themselves for the *AutoVentures* Quick Combat System which follows this section. Naturally, it's set up primarily for the Quick Combat System, though some rules for coordinating it with the other games are provided.

For our purposes, a character is divided into three primary functions: Damage, Movement, and Skills. Additionally, he may carry Equipment, depending on your game.

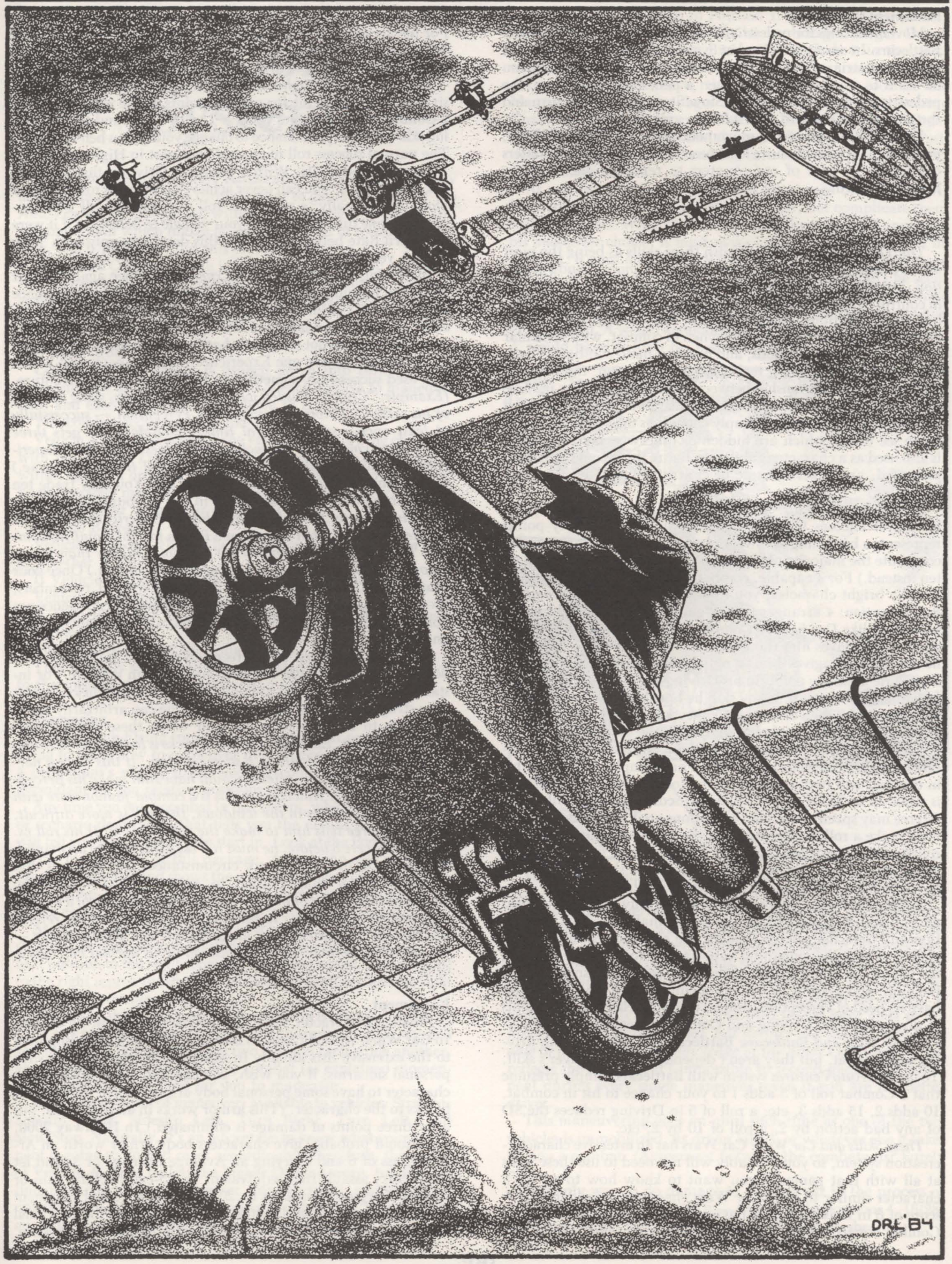
In the following paragraphs, I'll set up a basic character system to make your various drivers, bikers, gunners, and so forth a little more distinct; these rules will be coordinated with **Battlecars** and **Car Wars**. Since **Highway 2000** has no such rules, players of that game should use this system. This system is nowhere as complicated as a full role-playing character-generation system and shouldn't be considered such.

Damage

Battlecars and **Car Wars** use similar damage-ratings for many of their weapons, and both games give their pedestrians three points of damage to take before they are killed. Therefore, following industry standard, we'll set three points of damage as the amount which characters in our Quick Combat System can take.

Major Patricia Gray, UltraForce-D.C., poses for Modern Mercenary photographer Niccolo Pace.

Opposite Page: UltraForce sky-cyclists landing preparatory to engaging the Sword of the Lord forces at Cumber's Pass, Appalachian Zone.


DRL '84

Movement

Movement rates for pedestrians have been set for **Car Wars** and **Battlecars**. In our Quick Combat System, movement is abstracted and so pedestrian movement becomes rather unimportant; if you do want to run a combat between a pedestrian and a car, the pedestrian simply must take the Slow/Stop option every turn and the car gets to react to him with its greater speed.

If you'd like pedestrian-movement rules for **Highway 2000**, presume that they can move at a speed of 20 mph; create counters one-fourth the size of car counters to represent them on the highway board.

Skills

The Three Skills: We'll establish three skills as being the most useful to auto-combat characters: *Driving*, *Combat*, and *Perception*. *Driving*, naturally enough, is the character's ability to stay in control of a vehicle under nasty circumstances: Incoming fire, bad road conditions, excessive speeds, etc. *Combat* is an overall reflection of a character's ability when in combat, with vehicular weapons, personal weapons, and hand-to-hand combat. (That's fudging things a bit; in a real role-playing system, there would only be a vague relationship between a character's ability in those three types of combat, but there's no reason to go into that kind of detail here.) *Perception*, simply enough, is the character's ability to see things which are hidden or otherwise not evident; it is also used as a character's ability to figure things out from clues presented, and takes the role of character intelligence in that regard.

Setting Up the Skills: A character gets 20 points to divide as his player chooses between those three skills. (Twenty points represents a beginning hero-type character; the "normals" which constitute the majority of characters to be found on the road get ten instead.) For a capable, combat-experienced, but not exceptionally bright character, you may use a *Driving: 8 / Combat: 8 / Perception: 4* arrangement. A gunner would probably have something like *Driving: 2 / Combat: 10 / Perception: 8* arrangement — this gives him the ability to spot long-range targets as he sits shotgun, gives him a remarkable combat ability, and doesn't tie up many points in his Driving score. A character must put at least two points in any skill he has. You'll want to record your character's skills on a separate sheet of paper or on the vehicle record sheet of the car being driven by the character.

Using the Skills: In order to use these skills, you roll two six-sided dice against your skill score. For example, to make a hit in combat, roll two six-siders; if the total score of the two dice is equal to or less than your Combat score, you have hit. Your referee may specify that road conditions are hazardous, and you must make a roll vs. Driving; roll the two dice, and if the total rolled is equal to or less than your Driving score, you retain control of the vehicle. And so forth. Uses of these skills is dealt with in the section following on the Quick Combat System.

Additional Note: The Perception skill is only of use in refereed adventures. A character's player would make a roll vs. Perception any time the referee thought the character would have a chance of noticing something important — for instance, hearing the enemy car coming around the turn, seeing the sniper under the bush, and so forth. If you never run refereed adventures and have no need of Perception, instead give your characters 14 points to divide between Driving and Combat (seven for "normals").

These Skills and Battlecars: **Battlecars** has rules for both driving and combat, but they aren't dependent on the driver's skill. To use this *AutoVentures* system with **Battlecars**, simply presume that a Combat roll of 5 adds 1 to your chance to hit in combat, 10 adds 2, 15 adds 3, etc; a roll of 5 in Driving reduces the SD of any bad action by 2, a roll of 10 by 2, etc.

These Skills and Car Wars: **Car Wars** has an extensive character-creation system, so you probably will not need to use these rules at all with that game. If you want to know how to set up a character similar to your **Car Wars** character, consider this: A score of 6 in Driving equals having Driver-0 and a score of 6 in Combat equals having Gunner-0. Each +1 to your skill in the *AutoVentures* system equals a level higher in the **Car Wars** skill. For instance, 8 in Driving equals Driver-2; 9 in Combat equals Gunner-3. The points you have left over in the *AutoVentures system would be applied to Perception.*

These Skills and Highway 2000: Combat Skill adds 1 to your six-sided die roll to hit for every 5 points in the skill — that is, a Combat score of 5 gives you a +1, a 10 a +2, and so on. Driving skill increases your chance to change your plot when necessary. The normal success roll to change your plot in **Highway 2000** is 1-3 on a six-sided die. With 5 points in Driving, that becomes 1-4; with 10, 1-5. You can never achieve above a 1-5 roll to change plots. Additionally, a successful roll vs. Driving skill will temporarily (one turn only) allow your vehicle to behave as if it were one Turn Rate better (naturally, this does not apply with Turn Rate A vehicles).

Increasing These Skills with Experience: Once again, in **Car Wars** you'll simply want to use that game's character-experience rules. In *AutoVentures*, you'll want to add a line under the three skills' notation, and label the line Experience. For every adventure play session (not every *combat*) your character participates in, he should receive one Experience Point for each skill which was used successfully sometime in the course of the adventure. *(Example: "Clutch" Kasden went through a game, using all three of his skills — Driving, Combat and Perception — successfully at least once, usually several times. Therefore, he gets three Experience Points, one for each skill. He doesn't get extra Experience for using the skills successfully several times in a game.)* Record and update all Experience you get. You may trade ten Experience Points in for one point in one of your skills. *(Example: Clutch, after five adventures, has 14 Experience Points. He decides to trade in ten Experience Points for one point in Combat. He now has a Combat score one point higher than it was before, and he has 4 point in his Experience column.)* Once your character has 30 points in his skills (he started with 20, remember), the cost per point in a skill doubles to 20 points of experience per point in a skill; above 40 points, it triples to 30 experience points; and so on.

Skill Roll Modifiers: In refereed adventures, the referee may decide that certain tasks are even harder than normal. For instance, struggling in hand-to-hand combat on an oil slick is harder than struggling on dry land. Therefore, he can arbitrarily apply modifiers to a character's skill roll when these difficult circumstances exist. *Example: Carson Wrecks is looking for his arch-enemy Comanche Algara in a store window. If this were a normal store window, the referee would have him make his perception roll normally. However, as this is a combat-fashion store with numerous mannikins in the windows, the task is more difficult, and the referee tells him to make the roll at a −2: If his roll vs. Perception were 8 before, he must roll vs. 6 this time to accomplish the deed.* On the other hand, circumstances may warrant that a task is easier than normal to accomplish: *For example, Comanche may have blundered into the store window of a lingerie shop and be much easier to spot than otherwise, and the referee may decide that Carson can make his roll at a plus modifier — for example, he may roll vs. 10 instead of his normal Perception of 8.*

Equipment

Finally, a character is defined by the equipment he carries. In **Car Wars**, we don't need to add any more personal equipment to the extensive lists already in existence. **Battlecars** allows for personal sidearms; if you wish, you can also allow a **Battlecars** character to have some personal body armor, worth three armor blocks to the character. (This armor works in all directions, but after three points of damage is eliminated.) In **Highway 2000**, you should probably give characters body armor worth an Armor Class of 6 and carrying an Average Damage of 3, and let them carry assault rifles equivalent to .25-cal machine guns or submachine guns equivalent to .20-cal machine guns. Equipment for characters in the AutoVentures system is listed in the individual descriptions of the vehicles which follow the quick combat system.

Quick Combat System

If you don't happen to have **Battlecars**, **Car Wars**, or **Highway 2000** on hand, or if you'd simply prefer to game out some of the *AutoVentures* supplements with a very simple movement and combat system which makes no use of counters or speed differentials, you'll probably find this section of use.

The Quick Combat System is very simple to use. You need dice, the record sheets for the vehicles in question (any of the three systems, or the *AutoVentures* stats also presented with them), pencils, and the rules from this book.

The Basic Stuff

Combat in this system is broken down into *turns*. A turn represents the amount of time it takes each vehicle to maneuver once and each character in a vehicle to fire once.

The combat sequence goes like this:

Vehicle A fires (Vehicle A is the vehicle driven by the character with the highest Driving score or equivalent), each character within firing in order of highest Combat score to lowest (note: **Each character may only fire one weapon per turn, ever, whether it is a vehicular weapon or personal**);

Vehicle B fires;

Vehicle A chooses whether he will announce his maneuver first, or whether B will;

If Vehicle A chose himself, he anounces his maneuver;

Vehicle B announces his maneuver;

If Vehicle A had B announce the maneuver first, A now announces;

The vehicles execute their maneuvers.

That actually sounds more complicated than it is. Let's go on to the specific rules for maneuvering and firing.

Maneuvering

Even though Firing comes first in the combat sequence, we're going to learn how to maneuver first. We're doing this because a combatant's ability to hit another combatant is very much dependant on the relative positions of the two vehicles.

Any time you enter combat in this system, whichever paragraph or scenario description that tells you the details of the combat will tell you which Position to start in. Look at the Positions charts on the inside cover of this package. As you can see, each little chart is numbered and shows the relative positions of two vehicles. Each group of four positions — for instance, Positions 1-4 — shows cars in the same *position* but at different *ranges*.

As you can see, four varieties of the same position are always shown. The position to the farthest left represents *long range*. The next position to the right represents *medium range*. The next one to the right represents *short range*, and the position farthest right represents *point-blank range*.

The car on the left in one of these pictures is always Vehicle A.

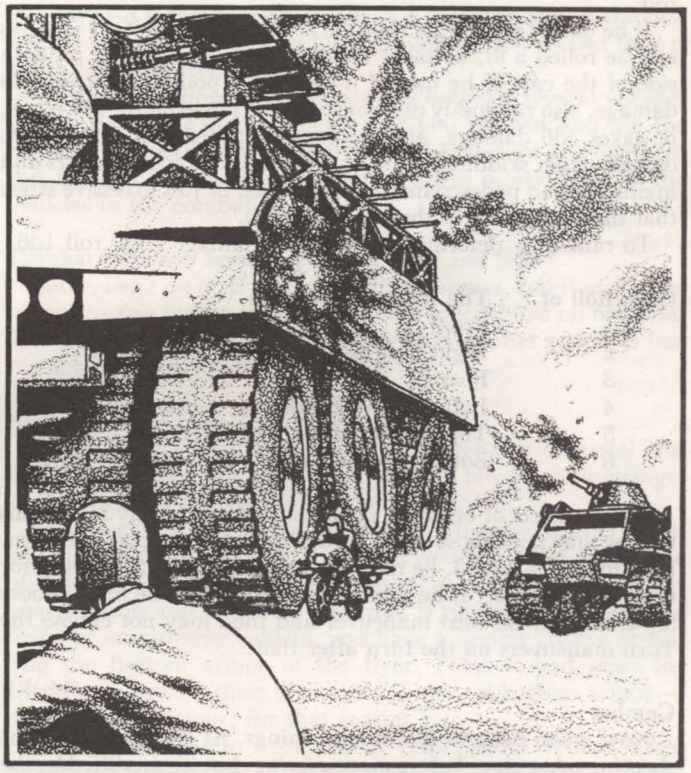
At any rate, a combat description or paragraph will, say, tell you to start on Position 1 — the two vehicles facing one another, at long range. You conduct your combat (as explained momentarily) and it comes time for you to maneuver.

There are six types of maneuvers available to vehicles: Straight, Sideslip Right, Sideslip Left, Turn Right, Turn Left, and Slow/Stop. Naturally, it's an advantage to know what your opponent is going to do and react accordingly. Therefore, the driver of Vehicle A, since he has the higher Driving score, has the option of (a) choosing his maneuver, announcing it, and letting his opponent react to it, or (b) forcing the driver of Vehicle B to announce his choice first, and then react to *that*.

For instance, we were in Position 1. Driver A makes Driver B announce first. Driver B decides he wants to go Straight. Driver A says he wants to Sideslip Right. We've made it to the point where the vehicles can actually execute their maneuvers.

In our example above, the two drivers will look at the Maneuvering Chart on pages 26-27 and find the Maneuvering Chart for Position 1. By cross-indexing Driver A's Sideslip Right with B's Straight, we find that the two vehicles need to go to Position 7 for their next turn, and the turn sequence starts over. It's really rather simple.

As you can see, it's a tremendous advantage to be Driver A. If you'd like to make things a bit more fair, but complicate them slightly, try this. When Driver A wants to have Driver B announce his maneuver choice, A must make his roll vs. Perception. If he makes it, B must announce his next maneuver. If he fails to make the roll, B merely writes his choice down where it can't be seen. A then chooses his maneuver, play proceeds normally. (If A chose to maneuver first, B would have tried to roll vs. Perception; had he succeeded, A would announce his maneuver, and had he failed, A would have written his maneuver down.



What this *means* is that the character who will be maneuvering second must make his roll vs. Perception to see what the character maneuvering first is doing. *Example: The characters are in Position 1. A wants B to maneuver first. B chooses his maneuver. A rolls vs. Perception and succeeds; B must tell him which maneuver he chose. A may now choose his own maneuver to best exploit B's choice. If, on the other hand, he'd failed his roll vs. Perception, B would have written down his choice, A would have made his choice, and they would have gone to the Maneuvering Chart as usual, but neither one would have been able to profit from foreknowledge of the other's maneuver.* This reflects the fact that it's impossible to second-guess your opponent during every single maneuver, even if you are the better driver.

This maneuvering goes on until such time as one of the two vehicles is immobilized, its driver killed, or whatever else it takes to stop a combat. (Agreement between the combatants? Surely not . . .)

The only way to do damage to another car in the process of maneuvering is to Crash into it — that is, go to Positions 4, 16/28, 20/24, or 32/44. Here are the results of such crashes:

Crash Damage

Position 4: Both cars take 3d6 damage to front armor
Position 16 or 28: Ramming car takes 2d6 to front, rammed car takes 3d6 to hit side
Position 20 or 24: Ramming car takes 2d6 to front, rammed car takes 3d6 to hit side
Position 32 or 44: Rear car takes 1d6 to front, front car takes 1d6 to rear

Optional Rule: Another way to Crash is to lose control of your vehicle or run into debris or the surrounding terrain. Since this combat system is so abstract, we have to abstract crashes and terrain as well.

Every time your driver makes a Turn Right or Turn Left maneuver he must make a roll vs. Driving to keep control of his vehicle. If he succeeds, the maneuver takes place precisely as it was supposed to. If he fails, he suffers some type of crash; the ill effect of the crash is determined by how badly he botched his roll.

If he barely missed his roll (i.e., his normal roll is an 8 or less and he rolled a 9), he takes 1d6 damage, applied to a random side of the car. If he missed it by 2 or 3 points, he takes 2d6 damage, also randomly distributed. If he missed it by 4 or more, he takes 3d6 damage, also randomly applied. This represents damage from skidding out of control, sideswiping boulders and mailboxes and pedestrians and lightposts, or just excessive stress that the suspension of the car has taken.

To randomly determine where that damage goes, roll 1d6.

On a Roll of	The Damage Goes To
1	Front
2	Right Side (in **Battlecars**, right front)
3	Rear
4	Left Side (in **Battlecars**, left front)
5	Top (in **Battlecars**, right center)
6	Bottom (in **Battlecars**, left center)

Other effects of crashing of this sort: If he barely missed his roll, he may not choose the Turn maneuvers during his next turn. If he missed it by 2-3, he must choose Straight or Slow/Stop for his next maneuver. If he missed it by 4 or more, he must choose Slow/Stop for his next maneuver and then may not choose the Turn maneuvers on the turn after that.

Combat

Now we're back to shooting at things. As I've stated, all the shooting takes place before maneuvering, but it's modified by the distances between and the relative positions of the vehicles involved.

To shoot at someone with a personal or vehicular weapon, a character must first decide which weapon he's shooting with. Each weapon is rated as being mounted Forward, Right, Left, Rear, Turret, or Half-Turret Rear, and the mounting of a weapon determines if it can shoot in a given position.

Weapon Mounting	Car A Can Fire In Positions	Car B Can Fire In Positions
Forward	1-20, 29-40	1-12, 21-28, 41-52
Right	11-12, 21-24, 39-40, 47-48 53-56, 61-64, 75-76, 81-84	11-12, 17-20, 35-36, 51-52, 57-64, 75-76, 89-92
Left	7-8, 25-28, 35-36, 57-60, 65-68, 79-80, 85-88	7-8, 13-16, 39-40, 47-48, 53-56, 65-68, 79-80, 93-96
Turret	all	all
Half-Turret	21-28, 41-96	13-20, 29-40, 53-96

Optionally, you can instead use a rule of common sense. Presume that weapons mounted to a specific side can fire in a 45 degree arc from that side, tht turrets can fire in a 360 degree arc (all around the vehicle) and that a half-turret can fire in a 180 degree arc to the rear of the vehicle; if it looks, from the appearance of a Position, that a weapon can hit an enemy vehicle, go right ahead and fire. If there turns out to be a disagreement between players, refer to the chart above then.

Usually, someone in a vehicle is assigned a weapon and fires it throughout the combat in question; if during a Position that weapon cannot fire, too bad.

To fire upon and hit an enemy, a character must successfully roll vs. his Combat score. If he makes his roll, he hits. That's it, basically. However, there are some modifications for range.

If the two cars involved are in long-range positions (i.e., positions 1, 5, 9, etc.), a person shooting must make his roll at a −4. In other words, if his normal roll is a 10, he must roll a 6. If the vehicles are in medium-range positions (2, 6, 10, etc.), he must roll at a −2 (if his normal roll is again a 10−, he must accomplish an 8−). If the vehicles are in short-range positions (3, 7, 11, etc.), the roll is made normally. If the vehicles are at point-blank range (4, 8, 12, etc.) the roll is made at a +2 — if the normal roll is a 10, he must now roll 12−.

No matter the range or modifiers, any original die-roll of 2 is an automatic hit, and any original die-roll of 12 is an automatic miss.

Once you've hit your enemy, you'll want to find out where the damage goes. A vehicular weapon can only hit one or two sides of an enemy vehicle. If your weapon can only hit one side of an enemy (use the common-sense rule above; if two cars are in direct line with one another, as in Positions 1-4 or Positions 57-60, only one side may be hit; otherwise, the two sides closest to the firing vehicle may be hit), damage is applied against the armor total of that side. Look at the vehicle descriptions for the vehicles involved; an amount of armor will be specified for each side of the vehicle in question. If it's possible to hit two sides, roll randomly to see where the damage goes; each of the two sides has a 50% chance to be hit.

Each weapon used in the Quick Combat System is rated for the amount of damage it can do: either 1d6, 2d6, or 3d6 damage. Therefore, when you've hit a side of a car with, say, a machine gun and done 4 points of damage, you subtract 4 points from the armor point total of the side being hit.

Weapon	Damage
Hand-weapon	1d6-2
Machine Gun	1d6
Grenade Launcher	1d6
Flamethrower	1d6
Light Rockets	2d6
Heavy Machine Guns	2d6
Mortars	3d6
Tank Shells	3d6
Lasers	3d6
Heavy Rockets	3d6

Each weapon can shoot 20 times, before its ammo is exhausted.

Now, eventually the armor on a side will be worn down to nothing. In the case of motorcycles, sometimes the side of a vehicle won't start out with armor at all. So, when damage done breaches a side — that is, there's no longer any armor to oppose it — the damage goes on to strike interior components.

When a side of armor is breached — either a blast of damage exceeded the amount of armor and the remainder got through, or there just wasn't any armor left there to stop the damage — you get to roll 1d6 and apply that damage wherever the die-roll tells you.

1d6 Roll	Damage Goes to	Component Can Take
1	Primary (nastiest) weapon	3 points of damage
2	Secondary (second-nastiest) weapon	2 points of damage
3	Tertiary weapon (if none, reroll)	2 points of damage
4	Driver	3 points of damage
5	Gunner of Passenger (if none, reroll)	3 points of damage
6	Engine	6 points of damage

When a component has taken as many points of damage as it has listed in the third column of the chart, it is no longer working. In the case of people, this means dead. In the case of the driver, this means the vehicle takes a Crash as if in Position 32 or 44, and then can only take Slow/Stop maneuvers until another gunner or passenger spends five turns getting into the driver's seat.

Likewise, if the Engine is destroyed, the vehicle may only take Slow/Stop maneuvers . . . forever. Well, at least until the engine can be repaired, between adventures.

This simple combat system ignores weapons such as mine-droppers, smokescreens, and other passive weapons; rules for dealing with immobile hazards would complicate things too much.

Recapping the Turn Sequence

Once again, the turn sequence (expanded to reflect your new-found knowledge):

Vehicle A (driven by character with highest Driving roll) characters fire (Character with highest Combat score notes range modifier, rolls to hit; if he hits, rolls to see where damage goes if there's a choice; rolls amount of damage dependant on weapon used; victim subtracts damage done from amount of armor on that side; if there's no more armor on that side, character rolls 1d6 to see which component is hit by remaining damage. Character with next-highest Combat score fires, and so on.)

Vehicle B characters fire

Vehicle A player decides whether to choose maneuver first or make Vehicle B player choose maneuver first.

If Vehicle A player chose to maneuver first, he announces maneuver. (Optionally, Vehicle B must roll vs. Perception to know what he did.)

Vehicle B player chooses maneuver, announces. (Optionally, and if Vehicle A player chose to go second, Vehicle A player rolls vs. Perception to know what maneuver was chosen.)

If Vehicle A player had chosen to maneuver second, he announces maneuver.

Two maneuvers are compared; cars go to Position indicated.

Next turn starts.

Complicating Matters: Several Vehicles vs. One

If you're in a position where you have two or more vehicles fighting one vehicle, you can still manage to run the combat with the Quick Combat System. A few things change.

The "victim" vehicle — that is, the one being ganged up on — is automatically Vehicle B. Every other vehicle is Vehicle A, and no two vehicles A may be in the same Position at any time.

Generally, the victim vehicle will have been ambushed to be in this position, so the attacking vehicles get to choose their positions relative to B — but must start in a Long-Range position. For instance, four cyclists want to take out a bus. Cyclist A chooses Position 1 (in front of the bus); Cyclist B takes 13 (to the left), C takes 17 (to the right), and D takes 29 (to the rear). They have it surrounded. That's a typical setup — now we have to figure out how to conduct the actual combat.

Each vehicle may choose, as usual, to fire once per gun (assuming that each gun has someone firing it and can fire at a target). This means that if the vehicle being ganged up on has only one weapon, it can fire at only one attacker.

That's simple enough. Maneuvering is where things get tricky.

The victim vehicle, Vehicle B, chooses at the start of each turn which enemy vehicle it wishes to react to. For instance, in the example above, the bus may have wished to react to the vehicle in front of it, the one behind, or the vehicles to right and left. The vehicle chosen and the victim vehicle play out their maneuvering as if there were no other vehicles in the combat — follow the normal maneuvering sequence given above. Once both vehicles have chosen their maneuvers and found their way to their next position, the rest of the vehicles in the combat get to maneuver (in order of highest Driving score to lowest, naturally). However, since B, the victim vehicle, has already announced its maneuver for the turn, all the other vehicles know what it's doing: B keeps the same maneuver with every vehicle that turn, and they get to react to it.

Example: In the sample given above, we had a bus surrounded by cyclists. Let's say the bus wants to react to Cyclist A, the one in front of it. A decides to go straight, and the bus decides to go straight; so Cyclist A and the bus go to Position 3. Cyclist B and the bus are in Position 13; since the bus has chosen to go straight, Cyclist B opts to turn left and parallel, which put B and the bus in Position 38; Cyclist C, in 17, turns right to parallel, and ends up with the bus in 34 and Cyclist D, with the bus in 29, decides to go straight, and stays in 29. Once everyone has found his way to his new position, combat occurs again, and then maneuvering again.

If for some reason two "friendly" vehicles end up in the same position (this can only happen through clumsiness on the players' part), a minor crash has occurred. Each vehicle takes 1d6 damage to the armor on the right or left side; if it isn't obvious from the flow of the combat what side should have been hit, roll 1d6 for one car, 1-3 meaning right armor, 4-6 meaning left. If the first vehicle took the damage to his right armor, the second took it to his left, and vice versa.

If you are inclined to run a combat between several vehicles in this fashion, I'd recommend that you cut out and use the counters on the third cover flap of this supplement and use them just to keep a general idea of the relative positions of all the vehicles in the combat.

Combat Between Several Vehicles On Each Side

Sorry, can't do it. If this sort of thing occurs, run it as a series of one-on-one battles until there's only one vehicle on one side, then you can use the section above. This combat system is just not sophisticated enough to handle this.

Aerial Combat from UltraForce

If you have a combat between aerial vehicles or aerial and grounded vehicles, you have only to make a few cosmetic changes in the way you run the Quick Combat System.

First, we have to worry about Top and Bottom armor. When you're firing from the air at a grounded vehicle, you have a chance of hitting Top armor as well as the other sides appropriate for your position; roll randomly, as usual. If you're a ground vehicle firing at an airborne vehicle, you have a similar chance of hitting the Bottom armor of the flyer. (This is bad news for UltraForce agents, since their cycles have not bottom armor — or side or top armor, for that matter.)

Second, we have to worry about Who can hit Whom. Even though this is unrealistic, simply assume that a vehicle which could hit another vehicle on the ground is capable of hitting it if it is in the air, and vice versa.

Third, there's the problem of Crashes. First, note that a position which indicates a collision between vehicles isn't automatically a collision if one or more of the vehicles are in the air. If such a position comes up, and a flying vehicle's driver wishes to avoid the collision, have him make a roll vs. Driving. If he succeeds, the collision is avoided. Of course, should both drivers want a crash, well, power to them: The crash occurs as noted.

Fourth, there's the Other Problem of Crashes. If you're using the optional rule concerning crashes resulting from loss of control during Turn maneuvers (above, under *Crash Damage*), consider one other thing: If our hero botches his roll by 4 or more, he goes into a dive and hits the ground, taking an additional 3d6 damage to his front armor. If he survives that, he must spend three turns in the Slow/Stop maneuver and take no combat action. If, after that time, his cycle's engine is still performing, he may reenter combat as a ground vehicle. Should the driver ever be hit by enemy fire, he must make a roll vs. Driving, and if he fails it, he goes through the crash procedure described in this paragraph and under *Crash Damage*.

Maneuvering Charts

Vehicle A / Vehicle B	Straight	Sideslip R	Sideslip L	Turn R	Turn L	Slow/Stop
Position 1						
Straight	3	7	11	15	19	2
Sideslip Right	7	65	3	85	19	6
Sideslip Left	11	3	61	15	81	10
Turn Right	27	93	27	66	58	26
Turn Left	23	23	89	54	62	22
Slow / Stop	2	6	10	14	18	1
Position 2						
Straight	4	8	12	16	20	3
Sideslip Right	8	65	4	86	20	7
Sideslip Left	12	4	61	16	82	11
Turn Right	28	94	28	67	59	27
Turn Left	24	24	90	55	63	23
Slow / Stop	3	7	11	15	19	2
Position 3						
Straight	4	65	61	16	20	4
Sideslip Right	65	80	4	87	20	8
Sideslip Left	61	4	87	16	83	12
Turn Right	28	95	28	68	60	28
Turn Left	24	24	91	55	64	24
Slow / Stop	4	8	12	16	20	3
Position 4						
Straight	4	65	61	91	95	4
Sideslip Right	80	79	4	88	20	65
Sideslip Left	76	4	88	16	84	61
Turn Right	28	96	28	68	60	28
Turn Left	24	24	92	56	64	24
Slow / Stop	4	67	63	16	20	4
Position 5						
Straight	7	65	3	85	18	6
Sideslip Right	66	65	7	86	18	93
Sideslip Left	65	65	11	14	18	6
Turn Right	94	26	79	80	49	21
Turn Left	22	22	22	37	61	21
Slow / Stop	6	65	2	85	17	5
Position 6						
Straight	67	66	4	86	19	7
Sideslip Right	67	66	67	87	19	94
Sideslip Left	66	79	63	15	19	7
Turn Right	95	27	77	78	50	22
Turn Left	23	23	23	38	62	22
Slow / Stop	7	66	3	86	18	6
Position 7						
Straight	80	67	4	87	20	8
Sideslip Right	68	67	67	88	20	95
Sideslip Left	67	77	74	16	20	8
Turn Right	96	28	77	77	51	23
Turn Left	24	24	24	39	63	23
Slow / Stop	8	67	4	87	19	7
Position 8						
Straight	78	68	4	88	20	67
Sideslip Right	68	68	79	88	20	96
Sideslip Left	68	77	76	16	20	8
Turn Right	96	28	77	77	52	24
Turn Left	24	24	24	40	64	24
Slow / Stop	67	68	4	88	20	8
Position 9						
Straight	11	3	61	14	18	10
Sideslip Right	3	7	11	14	21	2
Sideslip Left	61	61	13	21	81	61
Turn Right	26	26	25	65	33	25
Turn Left	89	22	89	45	76	21
Slow / Stop	10	2	61	13	17	9
Position 10						
Straight	63	4	62	15	19	11
Sideslip Right	4	67	12	15	22	3
Sideslip Left	62	62	14	22	82	62
Turn Right	27	27	26	66	34	26
Turn Left	90	23	90	46	77	22
Slow / Stop	11	3	62	14	18	10
Position 11						
Straight	74	4	63	16	20	12
Sideslip Right	4	78	63	16	23	4
Sideslip Left	63	63	15	23	83	63
Turn Right	28	28	27	67	35	27
Turn Left	91	24	91	47	78	23
Slow / Stop	12	4	63	15	19	11
Position 12						
Straight	76	4	63	16	20	63
Sideslip Right	64	80	74	16	24	4
Sideslip Left	64	64	16	24	84	64
Turn Right	20	20	28	68	36	28
Turn Left	92	24	92	48	79	92
Slow / Stop	63	4	63	16	20	12
Position 13						
Straight	85	85	86	29	2	14
Sideslip Right	85	85	86	33	6	14
Sideslip Left	14	17	14	37	6	14
Turn Right	65	65	66	85	25	65
Turn Left	53	53	54	81	21	53
Slow / Stop	87	87	86	33	5	13
Position 14						
Straight	86	86	87	30	3	15
Sideslip Right	85	85	87	34	8	15
Sideslip Left	15	18	15	38	8	15
Turn Right	66	66	67	86	26	66
Turn Left	54	53	55	82	22	54
Slow / Stop	87	87	85	34	6	14
Position 15						
Straight	87	87	88	31	4	16
Sideslip Right	86	85	88	35	67	87
Sideslip Left	16	19	16	39	67	23
Turn Right	67	67	68	87	27	67
Turn Left	55	54	56	83	23	55
Slow / Stop	86	86	85	35	7	15
Position 16						
Straight	88	88	88	32	16	16
Sideslip Right	87	86	88	36	79	87
Sideslip Left	16	20	16	40	79	91
Turn Right	68	68	68	88	28	68
Turn Left	56	55	56	84	24	56
Slow / Stop	85	85	85	36	8	16
Position 17						
Straight	81	81	81	2	29	18
Sideslip Right	17	18	17	6	37	18
Sideslip Left	81	81	81	10	37	18
Turn Right	57	58	57	25	65	57
Turn Left	61	61	61	21	81	61
Slow / Stop	81	82	81	2	29	17
Position 18						
Straight	82	82	82	4	30	19
Sideslip Right	18	19	18	8	38	19
Sideslip Left	82	82	82	12	38	19
Turn Right	58	59	58	26	66	58
Turn Left	62	62	62	22	82	62
Slow / Stop	82	83	82	3	30	18
Position 19						
Straight	83	83	83	4	31	20
Sideslip Right	19	83	19	63	39	20
Sideslip Left	83	83	83	63	39	83
Turn Right	59	60	59	27	67	59
Turn Left	63	63	63	23	83	63
Slow / Stop	83	84	83	4	31	19
Position 20						
Straight	84	84	84	20	32	20
Sideslip Right	83	83	83	75	40	20
Sideslip Left	84	84	84	75	40	83
Turn Right	60	60	60	28	68	60
Turn Left	64	64	64	24	83	64
Slow / Stop	84	84	84	4	32	20
Position 21						
Straight	89	90	89	53	61	89
Sideslip Right	90	90	89	54	62	90
Sideslip Left	89	89	89	53	61	89
Turn Right	2	2	10	13	2	2
Turn Left	41	45	49	93	89	1
Slow / Stop	22	21	21	53	61	21
Position 22						
Straight	90	91	90	54	62	89
Sideslip Right	91	91	90	55	63	91
Sideslip Left	90	91	90	54	62	89
Turn Right	3	3	11	14	3	3
Turn Left	42	46	50	94	90	2
Slow / Stop	23	22	22	54	62	22
Position 23						
Straight	91	92	91	55	63	90
Sideslip Right	92	92	91	56	64	92
Sideslip Left	91	92	91	55	63	90
Turn Right	12	4	12	15	4	4
Turn Left	43	47	51	95	91	3
Slow / Stop	24	23	23	55	63	23
Position 24						
Straight	92	92	92	56	64	91
Sideslip Right	92	92	92	56	64	92
Sideslip Left	92	92	92	56	64	91
Turn Right	24	24	63	16	24	24
Turn Left	44	48	52	96	92	4
Slow / Stop	24	15	91	56	64	24
Position 25						
Straight	93	93	93	65	57	93
Sideslip Right	93	93	93	65	57	93
Sideslip Left	94	93	94	77	49	93
Turn Right	41	45	49	93	89	41
Turn Left	2	6	10	13	17	1
Slow / Stop	26	93	17	65	57	25
Position 26						
Straight	94	93	94	66	58	93
Sideslip Right	93	93	94	66	58	93
Sideslip Left	95	94	95	78	50	93
Turn Right	42	46	50	94	90	42
Turn Left	3	7	11	14	18	2
Slow / Stop	27	94	18	66	58	26
Position 27						
Straight	95	94	95	67	59	94
Sideslip Right	94	94	95	67	59	94
Sideslip Left	96	95	96	79	51	94
Turn Right	43	47	51	95	91	43
Turn Left	4	8	12	15	19	3
Slow / Stop	28	95	19	67	59	27
Position 28						
Straight	96	95	96	68	28	95
Sideslip Right	95	95	96	68	60	95
Sideslip Left	28	96	28	80	52	95
Turn Right	44	48	52	96	92	44
Turn Left	28	67	63	16	20	4
Slow / Stop	28	96	20	68	60	28
Position 29						
Straight	29	37	33	17	13	30
Sideslip Right	33	29	33	18	13	34
Sideslip Left	37	37	29	17	14	38
Turn Right	85	85	85	57	65	85
Turn Left	81	81	82	61	53	81
Slow / Stop	29	37	33	17	13	29
Position 30						
Straight	30	38	34	18	14	31
Sideslip Right	34	30	34	19	14	35
Sideslip Left	38	38	30	18	15	39
Turn Right	85	86	85	58	66	86
Turn Left	82	82	83	62	54	82
Slow / Stop	29	37	33	18	14	30
Position 31						
Straight	31	39	35	19	15	32
Sideslip Right	35	31	35	20	15	36
Sideslip Left	39	39	31	19	16	40
Turn Right	86	87	86	59	67	87
Turn Left	83	83	84	63	55	83
Slow / Stop	30	38	34	19	15	31
Position 32						
Straight	32	40	36	20	16	32
Sideslip Right	36	32	36	20	16	59
Sideslip Left	40	40	32	20	16	55
Turn Right	87	88	87	60	68	88
Turn Left	84	84	84	64	56	84
Slow / Stop	31	39	35	20	16	32
Position 33						
Straight	33	29	33	17	13	34
Sideslip Right	33	33	33	17	85	34
Sideslip Left	29	37	33	17	13	30
Turn Right	85	85	85	49	77	85
Turn Left	81	81	81	61	53	81
Slow / Stop	33	33	29	17	13	33
Position 34						
Straight	34	30	34	18	14	35
Sideslip Right	34	34	33	18	86	35
Sideslip Left	30	38	34	18	14	31
Turn Right	86	86	85	50	78	86
Turn Left	82	82	82	62	54	82
Slow / Stop	33	33	29	18	14	34
Position 35						
Straight	35	31	35	19	15	36
Sideslip Right	35	35	34	19	87	36
Sideslip Left	31	39	35	19	15	32
Turn Right	87	87	86	51	79	87
Turn Left	83	83	83	63	55	83
Slow / Stop	34	34	30	19	15	35
Position 36						
Straight	36	32	36	20	16	59
Sideslip Right	36	36	57	20	87	58
Sideslip Left	32	40	36	20	16	60
Turn Right	88	88	87	52	80	88
Turn Left	84	84	84	64	58	84
Slow / Stop	35	35	31	19	87	36
Position 37						
Straight	37	37	29	17	13	38
Sideslip Right	29	37	33	17	13	30
Sideslip Left	37	37	37	17	13	38
Turn Right	85	85	85	57	65	86
Turn Left	81	81	81	61	53	82
Slow / Stop	37	37	29	17	13	37
Position 38						
Straight	38	38	30	18	14	39
Sideslip Right	30	38	34	18	14	31
Sideslip Left	37	37	38	18	14	39
Turn Right	86	86	86	58	66	87
Turn Left	82	82	82	62	54	83
Slow / Stop	37	37	29	17	13	38
Position 39						
Straight	39	39	31	19	15	40
Sideslip Right	31	39	35	19	15	32
Sideslip Left	38	38	39	19	15	40
Turn Right	87	87	87	59	67	88
Turn Left	83	83	83	63	55	95
Slow / Stop	38	38	30	18	14	39
Position 40						
Straight	40	40	32	83	16	55
Sideslip Right	32	40	36	20	16	60
Sideslip Left	39	39	40	83	16	54
Turn Right	88	88	88	60	68	16
Turn Left	83	83	84	64	56	95
Slow / Stop	39	39	31	19	15	40
Position 41						
Straight	41	45	49	93	89	41
Sideslip Right	49	41	49	93	89	49
Sideslip Left	45	45	41	93	89	45
Turn Right	22	22	22	53	61	21
Turn Left	25	25	25	65	57	25
Slow / Stop	42	46	50	93	89	41
Position 42						
Straight	42	46	50	94	90	41
Sideslip Right	50	42	50	94	90	49
Sideslip Left	46	46	41	94	90	45
Turn Right	23	23	23	54	62	21
Turn Left	26	26	26	66	58	25
Slow / Stop	43	47	51	94	90	42
Position 43						
Straight	43	47	51	95	91	42
Sideslip Right	51	43	51	95	91	50
Sideslip Left	47	47	41	95	91	46
Turn Right	24	24	24	55	63	22
Turn Left	27	27	27	67	59	26
Slow / Stop	44	48	52	95	91	43
Position 44						
Straight	44	48	52	95	91	43
Sideslip Right	52	44	52	95	91	51
Sideslip Left	48	48	41	83	91	47
Turn Right	91	25	91	56	64	23
Turn Left	95	95	28	68	60	27
Slow / Stop	44	55	59	96	92	44
Position 45						
Straight	45	45	41	93	89	45
Sideslip Right	41	41	49	93	89	41
Sideslip Left	45	45	45	93	89	45
Turn Right	22	21	22	53	61	21
Turn Left	25	25	25	77	57	25
Slow / Stop	46	46	46	93	89	45
Position 46						
Straight	46	46	42	94	90	45
Sideslip Right	42	42	50	94	90	41
Sideslip Left	46	45	46	94	90	45
Turn Right	23	22	23	54	62	22
Turn Left	26	26	26	78	58	26
Slow / Stop	47	47	47	93	89	46
Position 47						
Straight	47	47	43	95	91	46
Sideslip Right	43	43	51	95	91	42
Sideslip Left	47	46	47	95	91	46
Turn Right	24	23	24	55	63	23
Turn Left	27	27	27	79	59	27
Slow / Stop	48	48	48	94	90	47
Position 48						
Straight	48	48	44	83	91	47
Sideslip Right	44	44	52	95	91	43
Sideslip Left	47	53	48	83	91	47
Turn Right	16	24	24	56	64	23
Turn Left	95	95	28	80	60	95
Slow / Stop	55	54	56	95	91	48

Maneuvering Charts

Vehicle A	Vehicle B: Straight	Sideslip R	Sideslip L	Turn R	Turn L	Slow/Stop
Position 49						
Straight	49	41	49	93	89	49
Sideslip Right	49	49	49	93	89	49
Sideslip Left	41	45	49	93	89	41
Turn Right	22	22	22	53	73	21
Turn Left	26	26	25	65	57	25
Slow / Stop	50	42	49	93	89	49
Position 50						
Straight	50	42	49	94	90	49
Sideslip Right	49	50	49	94	90	49
Sideslip Left	42	46	50	94	90	41
Turn Right	23	23	23	54	74	21
Turn Left	27	27	26	66	58	26
Slow / Stop	51	43	49	94	90	50
Position 51						
Straight	51	43	50	95	90	50
Sideslip Right	50	51	50	95	91	49
Sideslip Left	43	47	51	95	91	42
Turn Right	90	24	90	55	75	22
Turn Left	28	95	27	67	59	27
Slow / Stop	52	44	50	95	91	51
Position 52						
Straight	52	44	51	95	87	51
Sideslip Right	51	52	50	95	87	50
Sideslip Left	44	48	52	95	87	43
Turn Right	91	92	91	56	76	22
Turn Left	20	94	28	68	60	27
Slow / Stop	59	60	58	96	87	52
Position 53						
Straight	53	53	54	81	22	46
Sideslip Right	54	53	55	82	22	45
Sideslip Left	53	53	53	81	21	45
Turn Right	14	15	15	29	3	13
Turn Left	93	93	93	69	41	93
Slow / Stop	49	49	49	81	22	53
Position 54						
Straight	54	53	55	82	23	46
Sideslip Right	55	54	56	83	23	46
Sideslip Left	53	53	54	81	22	46
Turn Right	15	14	15	30	4	14
Turn Left	93	93	94	69	42	94
Slow / Stop	50	49	50	81	23	54
Position 55						
Straight	55	54	56	83	24	47
Sideslip Right	56	55	56	83	24	47
Sideslip Left	54	53	55	82	23	47
Turn Right	16	15	16	31	4	15
Turn Left	94	94	95	69	43	95
Slow / Stop	51	50	51	82	24	55
Position 56						
Straight	56	55	56	83	56	48
Sideslip Right	56	56	56	84	56	48
Sideslip Left	55	54	56	83	23	47
Turn Right	56	16	16	32	56	23
Turn Left	95	95	96	70	44	95
Slow / Stop	52	51	52	83	56	56
Position 57						
Straight	57	58	57	26	85	53
Sideslip Right	57	57	57	25	85	53
Sideslip Left	58	59	57	27	85	53
Turn Right	89	89	89	41	69	89
Turn Left	18	19	18	3	29	18
Slow / Stop	45	46	45	26	85	57
Position 58						
Straight	58	59	57	27	86	52
Sideslip Right	57	58	57	26	85	53
Sideslip Left	59	60	58	28	85	52
Turn Right	90	90	90	42	69	90
Turn Left	19	20	19	4	30	19
Slow / Stop	46	47	46	27	85	58
Position 59						
Straight	59	60	58	28	87	51
Sideslip Right	58	59	57	27	86	52
Sideslip Left	60	60	59	60	86	51
Turn Right	91	91	91	43	69	91
Turn Left	84	60	20	60	31	20
Slow / Stop	47	48	47	28	86	59
Position 60						
Straight	60	60	59	60	87	51
Sideslip Right	59	60	58	28	87	52
Sideslip Left	60	60	60	60	87	51
Turn Right	91	92	91	44	70	91
Turn Left	60	60	84	60	32	28
Slow / Stop	48	48	48	60	87	60
Position 61						
Straight	75	76	75	21	81	73
Sideslip Right	73	78	75	23	81	73
Sideslip Left	73	73	73	21	81	73
Turn Right	18	18	17	3	29	18
Turn Left	89	89	89	69	41	89
Slow / Stop	73	73	73	22	81	61
Position 62						
Straight	74	75	74	22	82	74
Sideslip Right	74	79	74	24	82	74
Sideslip Left	74	74	74	22	81	74
Turn Right	19	19	18	4	30	19
Turn Left	90	90	90	69	42	90
Slow / Stop	74	74	73	23	82	62
Position 63						
Straight	73	74	73	23	83	75
Sideslip Right	75	80	73	91	83	75
Sideslip Left	75	75	75	23	82	75
Turn Right	20	20	19	76	31	20
Turn Left	91	91	91	69	43	91
Slow / Stop	75	75	74	24	83	63
Position 64						
Straight	73	73	73	91	84	76
Sideslip Right	72	71	72	92	84	76
Sideslip Left	75	76	75	23	83	76
Turn Right	84	84	20	64	32	64
Turn Left	91	91	92	70	44	91
Slow / Stop	76	76	75	64	83	64
Position 65						
Straight	77	77	69	85	26	77
Sideslip Right	77	77	77	85	26	77
Sideslip Left	77	77	77	85	26	77
Turn Right	93	93	93	69	41	93
Turn Left	14	13	14	29	3	14
Slow / Stop	77	77	77	85	26	65
Position 66						
Straight	78	77	70	85	27	78
Sideslip Right	77	77	77	86	27	78
Sideslip Left	77	77	78	86	27	78
Turn Right	94	93	94	69	42	94
Turn Left	15	14	15	30	4	15
Slow / Stop	77	77	78	86	27	66
Position 67						
Straight	79	78	71	86	95	79
Sideslip Right	77	77	78	87	95	79
Sideslip Left	78	78	79	87	28	79
Turn Right	95	94	95	69	43	95
Turn Left	87	15	87	31	68	16
Slow / Stop	78	78	79	87	28	67
Position 68						
Straight	80	79	72	86	94	80
Sideslip Right	78	78	79	87	94	80
Sideslip Left	79	79	80	88	95	80
Turn Right	95	95	96	70	95	95
Turn Left	86	87	86	32	68	68
Slow / Stop	79	79	80	87	95	68
Position 69						
Straight	69	77	73	89	93	69
Sideslip Right	77	77	69	89	93	69
Sideslip Left	73	69	73	89	93	69
Turn Right	81	81	81	61	53	81
Turn Left	85	85	85	57	65	85
Slow / Stop	69	77	73	89	93	69
Position 70						
Straight	69	77	73	89	93	69
Sideslip Right	77	77	69	89	93	69
Sideslip Left	73	69	73	89	93	69
Turn Right	81	81	81	62	54	82
Turn Left	85	85	85	58	66	86
Slow / Stop	69	77	73	90	94	70
Position 71						
Straight	69	77	73	90	94	70
Sideslip Right	77	77	69	90	94	70
Sideslip Left	73	69	73	90	94	70
Turn Right	82	82	82	63	55	83
Turn Left	86	86	86	59	67	87
Slow / Stop	70	78	74	91	95	71
Position 72						
Straight	70	78	74	91	95	71
Sideslip Right	78	78	70	91	95	71
Sideslip Left	74	70	74	91	95	71
Turn Right	83	83	83	64	56	84
Turn Left	87	87	87	60	68	88
Slow / Stop	71	79	75	92	96	72
Position 73						
Straight	73	69	73	89	93	73
Sideslip Right	69	77	73	89	93	69
Sideslip Left	73	73	73	89	93	73
Turn Right	81	81	81	61	53	81
Turn Left	85	85	85	57	65	85
Slow / Stop	69	77	73	89	93	69
Position 74						
Straight	73	69	73	89	93	73
Sideslip Right	69	77	73	89	93	69
Sideslip Left	73	73	73	89	93	73
Turn Right	81	81	81	62	54	82
Turn Left	85	85	85	58	66	86
Slow / Stop	69	77	73	90	94	70
Position 75						
Straight	73	69	73	90	94	74
Sideslip Right	69	77	73	90	94	70
Sideslip Left	73	73	73	90	94	74
Turn Right	82	82	82	63	55	83
Turn Left	86	86	86	59	67	87
Slow / Stop	70	78	74	91	95	71
Position 76						
Straight	74	70	74	91	95	75
Sideslip Right	70	78	74	91	95	71
Sideslip Left	74	74	74	91	95	75
Turn Right	83	83	83	64	56	84
Turn Left	87	87	87	60	68	88
Slow / Stop	71	79	75	92	96	76
Position 77						
Straight	77	77	69	89	93	77
Sideslip Right	77	77	77	89	93	77
Sideslip Left	69	77	73	89	93	69
Turn Right	81	81	81	61	53	81
Turn Left	85	85	85	57	65	85
Slow / Stop	69	77	73	89	93	69
Position 78						
Straight	77	77	69	89	93	77
Sideslip Right	77	77	77	89	93	77
Sideslip Left	69	77	73	89	93	69
Turn Right	81	81	81	62	54	82
Turn Left	85	85	85	58	66	86
Slow / Stop	69	77	73	90	94	70
Position 79						
Straight	77	77	69	90	94	78
Sideslip Right	77	77	77	90	94	78
Sideslip Left	69	77	73	90	94	70
Turn Right	82	82	82	63	55	83
Turn Left	86	86	86	59	67	87
Slow / Stop	70	78	74	91	95	71
Position 80						
Straight	78	78	70	91	95	79
Sideslip Right	78	78	78	91	95	79
Sideslip Left	70	78	74	91	95	71
Turn Right	83	83	83	64	56	84
Turn Left	87	87	87	60	68	88
Slow / Stop	71	79	75	92	96	80
Position 81						
Straight	81	81	81	73	53	81
Sideslip Right	81	81	81	73	54	81
Sideslip Left	81	81	81	73	53	81
Turn Right	29	37	33	18	14	30
Turn Left	69	77	73	89	93	81
Slow / Stop	81	81	81	73	53	81
Position 82						
Straight	81	81	81	74	54	81
Sideslip Right	82	82	82	74	55	82
Sideslip Left	81	81	81	74	54	81
Turn Right	30	38	34	19	15	31
Turn Left	69	77	73	89	93	81
Slow / Stop	81	81	81	73	54	82
Position 83						
Straight	82	82	82	75	55	82
Sideslip Right	83	83	83	75	56	83
Sideslip Left	82	82	82	75	55	82
Turn Right	31	39	35	20	16	32
Turn Left	69	77	73	90	94	82
Slow / Stop	82	82	82	74	55	83
Position 84						
Straight	83	83	83	76	56	83
Sideslip Right	84	84	84	76	56	84
Sideslip Left	83	83	83	76	56	83
Turn Right	32	40	36	83	87	84
Turn Left	70	78	74	91	95	83
Slow / Stop	83	83	83	75	56	84
Position 85						
Straight	85	85	85	57	77	85
Sideslip Right	85	85	85	57	77	85
Sideslip Left	85	85	85	57	77	85
Turn Right	69	77	73	89	93	85
Turn Left	29	37	33	17	13	30
Slow / Stop	85	85	85	33	77	85
Position 86						
Straight	85	85	85	58	77	86
Sideslip Right	85	85	85	58	77	86
Sideslip Left	86	86	86	58	77	86
Turn Right	69	77	73	89	93	85
Turn Left	30	38	34	18	14	31
Slow / Stop	85	85	85	34	78	86
Position 87						
Straight	86	86	86	59	77	91
Sideslip Right	86	86	86	59	77	91
Sideslip Left	87	87	87	59	77	91
Turn Right	69	77	73	90	94	86
Turn Left	31	39	35	19	15	32
Slow / Stop	86	86	86	35	79	87
Position 88						
Straight	87	87	87	60	78	92
Sideslip Right	87	87	87	60	78	92
Sideslip Left	88	88	88	60	78	92
Turn Right	70	78	74	91	95	87
Turn Left	32	40	36	20	16	88
Slow / Stop	87	87	87	36	80	88
Position 89						
Straight	89	89	89	41	69	89
Sideslip Right	89	89	89	49	77	89
Sideslip Left	89	89	89	45	73	89
Turn Right	73	73	73	22	81	73
Turn Left	57	58	57	26	85	49
Slow / Stop	89	89	89	42	69	89
Position 90						
Straight	89	89	89	42	69	89
Sideslip Right	89	89	89	50	77	89
Sideslip Left	89	89	89	46	73	89
Turn Right	73	73	73	23	81	73
Turn Left	58	59	57	27	85	50
Slow / Stop	90	90	90	43	69	90
Position 91						
Straight	90	90	90	43	69	90
Sideslip Right	90	90	90	51	77	90
Sideslip Left	90	90	90	47	73	90
Turn Right	73	73	73	24	82	74
Turn Left	59	60	58	28	86	51
Slow / Stop	86	86	86	44	70	91
Position 92						
Straight	91	91	91	44	70	91
Sideslip Right	91	91	91	52	78	91
Sideslip Left	91	91	91	48	74	91
Turn Right	74	74	74	92	83	75
Turn Left	60	60	59	92	87	52
Slow / Stop	87	87	87	92	71	92
Position 93						
Straight	93	93	93	69	41	93
Sideslip Right	93	93	93	77	49	93
Sideslip Left	93	93	93	73	45	93
Turn Right	53	53	54	85	22	45
Turn Left	65	65	65	85	26	77
Slow / Stop	93	93	93	69	42	93
Position 94						
Straight	93	93	93	69	41	93
Sideslip Right	93	93	93	77	49	93
Sideslip Left	93	93	93	73	45	93
Turn Right	54	53	55	85	23	45
Turn Left	66	66	66	85	27	77
Slow / Stop	94	94	94	69	43	94
Position 95						
Straight	94	94	94	69	41	94
Sideslip Right	94	94	94	77	49	94
Sideslip Left	94	94	94	73	45	94
Turn Right	55	54	56	86	24	46
Turn Left	67	67	67	86	28	78
Slow / Stop	83	83	83	70	44	95
Position 96						
Straight	95	95	95	70	41	95
Sideslip Right	95	95	95	78	50	95
Sideslip Left	95	95	95	74	46	95
Turn Right	56	55	56	87	96	47
Turn Left	68	68	68	87	96	79
Slow / Stop	82	82	82	71	96	96

CAR STATISTICS

UltraForce Sky-cycle

Battlecars

A **Battlecars**-style card is provided for the sky-cycle.

Car Wars

Vehicle Wt. Capacity: 1,300
Acceleration 10
HC 2
Total $: $31,630 or $32,330

Body Size: Hvy cycle
Power Plant: Super cycle
Suspension: Hvy
Tires: 2x PR
Driver
Weapon: RL, 1x load, front-firing
Accessory: Glider-Wings/Jet-Assist
Personal equipment for pilots (body armor, Hvy. Pistol 2/two clips, personal glider-chute)
Armor: 28 pts, front (special UltraForce armor)
Total Weight: 1,294 lbs.

An alternate version of the cycle has, instead of the rocket-launcher, one machine-gun with a magazine and two ammo loads with only 14 shots in the second load. This configuration weighs exactly the same but costs $700 more. Player-character UltraForce members should get their choice of styles.

Note: UltraForce NPC pilots will probably have Driver-1 and Gunner-0. Player-character team members must have at least Driver-0 and Gunner-0

Highway 2000

Vehicle Type: Cycle Special
Specials: +2 armor

Acceleration: 70
Max Speed: 100
Turn Rate A
Wheels A
Armor Class 3
Average Damage 15

Purchased Items:
Glider-Wing
Jet-Assist
.50-cal (fires at 2)
Personal Chute
Personal SMG (acts as .20-cal but hand-carried)

Quick Combat System

NPC Sky-cyclists: Driving 8, Combat 7, Perception 5; player-characters have their choice of skills

Personal Equipment:
Personal parachute
Pistol: 1d6-2 damage, 20 shots
Armor: 3 pts

Cycle:
Weapon (choice): Light Rockets or Heavy MG forward
Armor: 20 front
Special Equipment: Glider-Wing & Jet Assist (use explained in Quick Combat System section devoted to them)

UltraForce All-Terrain Vehicle (ATV)

Battlecars

A **Battlecars**-style card is provided for the ATV.

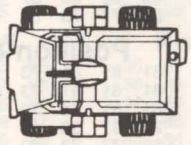
Car Wars

Wt. Capacity: 5,760 lbs
Acceleration 5
HC 3
Total $: $27,816 (+ $2,000 when used with vehicular glider-chute; chute also adds 250 lbs and takes up 4 spaces on outside of vehicle until jettisoned)

Body Size: mid-size
Chassis Strength: XHvy
Power Plant: Super
Suspension: Hvy
Tires: 4x PR
Driver
Weapon: MG, 1 load, in small turret
Weapon: 2x RL, firing forward (linked), 1 load each
Accessory: Small Turret
Accessory: Link for RLs
Accessory: Personal equipment of driver (same as skycycle pilot personal equipment)
Armor: 200 pts (F60, R50, L50, B60, T40, U40), UltraForce special armor

Highway 2000

Vehicle Type: Full-size
Special: +2 AC
Acceleration 40
Max Speed 100
Turn Rate E
Wheels B
Armor Class 15
Average Damage 30



Purchased Items
.50-cal (fires at 2)
20mm AT gun (fires at 2)
+9 AC
Personal Armor for Driver: AC6
Personal SMG for Driver: as .20-cal, but handheld

Quick Combat System

Same Skills as Sky-cycle driver

Personal Equipment:
Pistol (1d6-2, 20 shots)
Armor, 3 pts

ATV: Light Rockets x2, forward-firing
Machine-gune (light, turreted)
Armor: Front 30, Right 30, Rear 30, Left 30, Top 30, Bottom 30

The Juggernaut

Battlecars

A Battlecars-style card is provided for the Juggernaut. Since the vehicle is so huge, assigning damage to the Juggernaut is handled in a different manner from the usual. When you hit a side, front or back of the vehicle, roll one die. The number you roll will correspond to a specific bank of armor, gunners, or weapons, and it is to them that you will apply the damage.

Example: An UltraForce vehicle scores a hit on the left side, doing eight points of damage. One die is rolled for location; the result, a 2, indicates that the frontmost-left armor block takes the eight points of damage. (Had that armor been already used up, Pod A would have taken the damage.)

You'll notice that there's a separate, small armor block for location numbers 3–8 on each side. In a **Battlecars** battle with the Juggernaut, the large vehicle is probably going to be chewed up slowly as it blasts individual UltraForce vehicles to pieces, one by one.

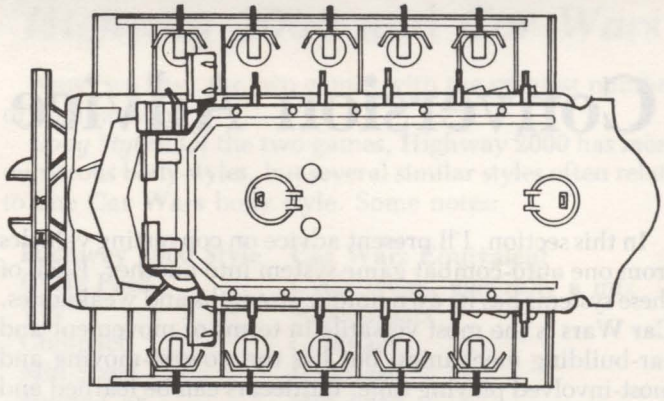
Car Wars

Wt. Capacity: 30,000 lbs
Acceleration: 2.5/5 mph, as per truck
HC 1
Total $: $237,500

Body Size: Special 60-space vehicle, Cost $64,000, Wt. 5,500, weight capacity 30,000 lbs, +3 to be hit from side, +1 from front/back
Chassis Strength: Regular
Power Plant: Regular Truck
Tires: 10x PR
Driver: Driving −2
Gunners: 10 exterior (no spaces from vehicle interior), 12 interior (24 spaces). Each gunner has Gunner-0.
Weapons: 10x MG, 10x load (five right, five left)
10x RL, 10x load — exterior of vehicle (does not count against interior spaces), five right, five left
2x AT gun, 2x load (both front
Accessories: 10x wheelguards, 10-pointers (These are actually not wheelguards. They are the blast shields in front of the exterior-mount rocket-launchers, as illustrated in pictures of the Juggernaut. They behave exactly as wheelguards in that they stop damage on a roll of 1–4 on 1d6 and are used up after 10 points of damage. After one is used up, the RL gunner behind is unprotected.
Armor: 420 points (F120, R60, L60, B100, T40, U40)

Highway 2000

Vehicle Type: Special (as 19-wheeler, but Wt. 650, Money 2,400)
Acceleration 20



Max Speed 90
Turn Rate F
Wheels D
Armor Class 14
Average Damage 100

Purchased Items
Armor +8
Gunner x5
Turret x8 (Turrets 1 & 2 hold two .50-cals each, firing at 5/5/8; Turrets 3 & 4 hold two .50-cals each, firing at 1/4/6; Turrets 5 & 6 hold two rocket-launchers each, firing at 3/5/8; Turrets 7 & 8 hold two rocket-launchers each, firing at 1/4/6)
.50-cals x10; eight go in turets; ninth fires at 1, tenth at 3
Rocket-launcher x10; eight go in turrets; ninth fires at 1, tenth at 3
Rockets x30

Quick Combat System

All Personnel have Driving 7, Combat 6, Perception 7
Each weapon has one gunner; all gunners, plus 1 driver and the Minister, make up total crew

Personal Equipment: None

Juggernaut:
Weapons: Machine-gun (light), x10, 5 right, 5 left
Light Rockets x10, 5 right, 5 left
Heavy Rockets x2, both forward
Armor: 120 pts Front, 50 pts right, 75 pts rear, 50 pts left, 50 pts top, 50 pts bottom
Special Equipment: None

Sword of the Lord "Normal" Vehicles

Battlecars

Use any standard **Battlecars** card, but with no super-charger, power brakes, fire extinguisher, auto-steer, or gunnery computer. Armor is considered only 2 points per block. Car contains three persons: One Driver, two individuals armed with the usual complement of MG rounds. The cars may not carry any other weapons of any kind.

Car Wars

Vehicle Weight Capacity: 4,800
Acceleration 5
HC: 1
Total $: $4,330

Body Size: Mid-sized
Chassis Strength: Standard
Power Plant: Medium
Suspension: Light
Tires: 4x standard
Driver (Driver-0)
Gunner x2 (Gunner-0)
Weapon: SMG, 1x load
Weapon: 4x LAW
Armor: 10 (2 points on all sides except top)

Highway 2000

Vehicle Type: Mid-sized
Acceleration 40
Max Speed 100
Turn Rate C
Wheels A
Armor Class 2
Average Damage 25

Purchased Items:

.20-cal (hand-held)
Rockets x3 (hand-held?
Gunner x2 (weight not considered; one would thik that a normal mid-sized car with no weapons or armor could carry three normal humans, but as one in **Highway 2000** can't carry two extra gunners, we can presume that the extra weight going into gunners goes into instrument bays which the fellows here don't need)

Quick Combat System

Sword of the Lord goons are Driving 6, Combat 7, Perception 7

Personal Equipment:
Assault Rifle (1d6) or 4 light rockets (2d6), all hand-carried

Vehicle:
Armor: 2 pts per side except top (vehicle is convertible)

Conversion Advice

In this section, I'll present advice on converting vehicles from one auto-combat game system into another. Each of these systems has its own unique strengths and weaknesses. **Car Wars** is the most versatile in terms of movement and car-building mechanics, but has the slowest-moving and most-involved playing time. **Battlecars** can be learned and played within minutes, and is a nice, clean design with superior components; however, it's the most abstract of the three, with a movement-point system instead of a more realistic miles-per-hour system. (In case anyone is curious, in the *AutoVentures* releases I arbitrarily decided that one movement point was worth approximately 15 mph, and based all design decisions on the notion.) **Highway 2000** has the least-logical campaign-setting, a too-heavy dependance on random rolls for encounters, and no rules for wheels-shooting, turning, or pedestrians, but of all the basic games has the most variety of vehicle styles and speed variation. (The original **Car Wars** didn't have any vehicle larger than a van until the release of **Truck Stop**; **Battlecars** didn't even have motorcycles until the release of **Battlebikes**.)

So, in this section I'm going to provide some advice for showing how the three systems relate in case players of one game are interested in the others. First we'll look at how **Car Wars** and **Battlecars** compare, then **Battlecars** and **Highway 2000**, and finally **Highway 2000** and **Car Wars**. We'll concentrate on vehicular equipment, for the players who'd like to run the same cars in all three systems. (This presumes you'd ever have the opportunity or desire to, say, take a **Battlecar** and race it in **Highway 2000**.) Since most of the following section is "soft" advice, rather than "hard" rules, it can't be considered an entire integrated conversion system, but it should enable you to create a car in one system and then make as close a clone as the rules will allow in the other systems.

We're not presenting conversion advice for the game mechanics, as once you convert your vehicle it operates under the game mechanics of the new game — which is simple enough to remember.

Car Wars and *Battlecars*

Body Sizes: I'm inclined to consider all of the **Battlecars** vehicles equivalent to the **Car Wars** midsized body style. It can be argued that placing large weapons in, say, four weapons pods would bump them up to **Car Wars** luxury vehicles, but calculating each weapon pod to be worth about 1½ spaces in **Car Wars** gives us the midsized comparison. **Battlebikes**, considering how much they seem to be able to carry, should be turned into Heavy cycle styles.

Armor: Consider one point of **Car Wars** armor to be worth one square of **Battlecars** armor. Therefore, the four cars presented in **Battlecars** carry the equivalent of 72 or 84 points of **Car Wars** armor, a decent but not staggering quantity. **Battlebikes** have side armor and **Car Wars** cycles do not, so when converting from **Battlebikes** to **Car Wars** you should redistribute the side armor to front and back and when converting from **Car Wars** to **Battlebikes** simply choose the bike style with the closest equivalent amount of amor.

Chassis Strength: **Battlecars** doesn't worry about weight carried; simply consider all **Battlecars** vehicles to have exra-heavy chassis strengths.

Engines: There's not a great deal of comparison between **Car Wars** and **Battlecars** on the matter of engines. In the former game, they're electrical battery cells; in the latter, they're more realistic fuel-burning engines. If transferring from **Battlecars** to **Car Wars**, consider your engine a Super. If going from **Car Wars** to **Battlecars**, consider yourself to have a regular engine with no supercharger hookup possible. If converting a cycle from **Battlebikes** to **Car Wars**, you'll be disappointed: There are fewer equivalent spaces, so you'll probably have to balance engine size versus number of weapons and compromise your vehicle. On the other hand, converting from **Car Wars** to **Battlebikes**, you should get a real thrill . . .

Auto-Steer/Suspension: Vehicles with Auto-Steer in **Battlecars** would have Heavy suspension in **Car Wars**. Vehicles without would have Light suspension. Therefore, any vehicle with Heavy suspension in **Car Wars** should have Auto-Steer when converted back the other way.

Tires: The heavier tires in **Battlecars** are equivalent to heavy-duty tires in **Car Wars**, and three-point **Battlecars** tires should become Standards when converted.

Weapons: Weapons comparisons are pretty easy. By and large, both games have the same sort of weapons, producing the same sorts of effects, to wit:

***Battlecars* Weapon**	***Car Wars* Weapon**
Rockets	Heavy Rocket
Shells	Recoilless Rifle or Rocket-Launcher
Machine-Gun Rounds	Machine Gun
Flame	Flamethrower
Smoke	Smokescreen
Mines	Minedropper
Oil	Oil Spray
Spikes	Spikedropper

Note to **Battlecars** players: Passive weapons may not be mixed in **Car Wars** spaces. On the other hand, as an advantages, a Turret may contain *any* missile weapon, not just Machine-Gun Rounds.

Other Equipment: Well, a fire extinguisher is equivalent to a fire extinguisher. Consider a Gunnery computer from **Battlecars** equivalent to a Hi-Res targeting computer from **Car Wars**; they're pretty good. The poor sods doing the driving in **Battlecars** have no body armor like their neighbors on the other side of the pond, but that's easy to fix; just as in **Car Wars**, simply double the amount of damage a pedestrian can take from 3 to 6 to simulate his wearing some of the plastic-mesh stuff.

Reflexes: **Battlecars** doesn't use a reflex system, so **Car Wars** players converting had better be resigned to performing vehicle functions at the vehicle's normal handling capacity. Sorry, guys.

Battlecars and *Highway 2000*

Vehicle Specs: **Battlecars** vehicles in **Highway 2000** operate as Mid-Size vehicles and Sports-Cars. A **Battlecars**

vehicle without a supercharger would be Mid-Sized, Speed 1, with the + 20 mph Special. Vehicles *with* Superchargers are Sports-Cars with the + 20 Special. **Battlecars** with the Auto-Steer function would have the Autodriver Special in **Highway 2000**; the two function differently but are equivalent.

Weapons: Here we have little comparison between weapons lists; the **Highway 2000** list is more extensive, concentrating more on active weapons, while **Battlecars** has more passive weapons. The comparisons:

Highway 2000 Weapons	Battlecars Weapons
.50 Cal Machine Gun	Machine Gun Rounds
Flame Thrower	Flame
Rocket Launcher	Rocket

Other Equipment: Auto-sprinklers are equivalent to **Battlecars'** fire extinguishers. Turrets function much the same in both games. We dealt with necessary Speed Modifications in the section above on Vehicle Specs.

Armor: This is a sticky question, as the armor systems between the games are so dissimilar — **Highway 2000** armor isn't apportioned between sides of the vehicle and doesn't go away when hit (although the Average Damage, which is another armor equivalent in **H2000**, does). It's best to presume that each AC point from **Highway 2000** is worth ten squares of armor in **Battlecars** — therefore, AC 5 would be worth 50 squares of armor — and make the cars with 84 blocks take no more than AC 8, or 72 blocks no more than AC 7. Always use the normal Average Damage for a vehicle style.

Tires: This is an irrelevant consideration when converting to **Highway 2000**, since that game doesn't have rules for shooting out tires. When converting to **Battlecars**, use three-point tires.

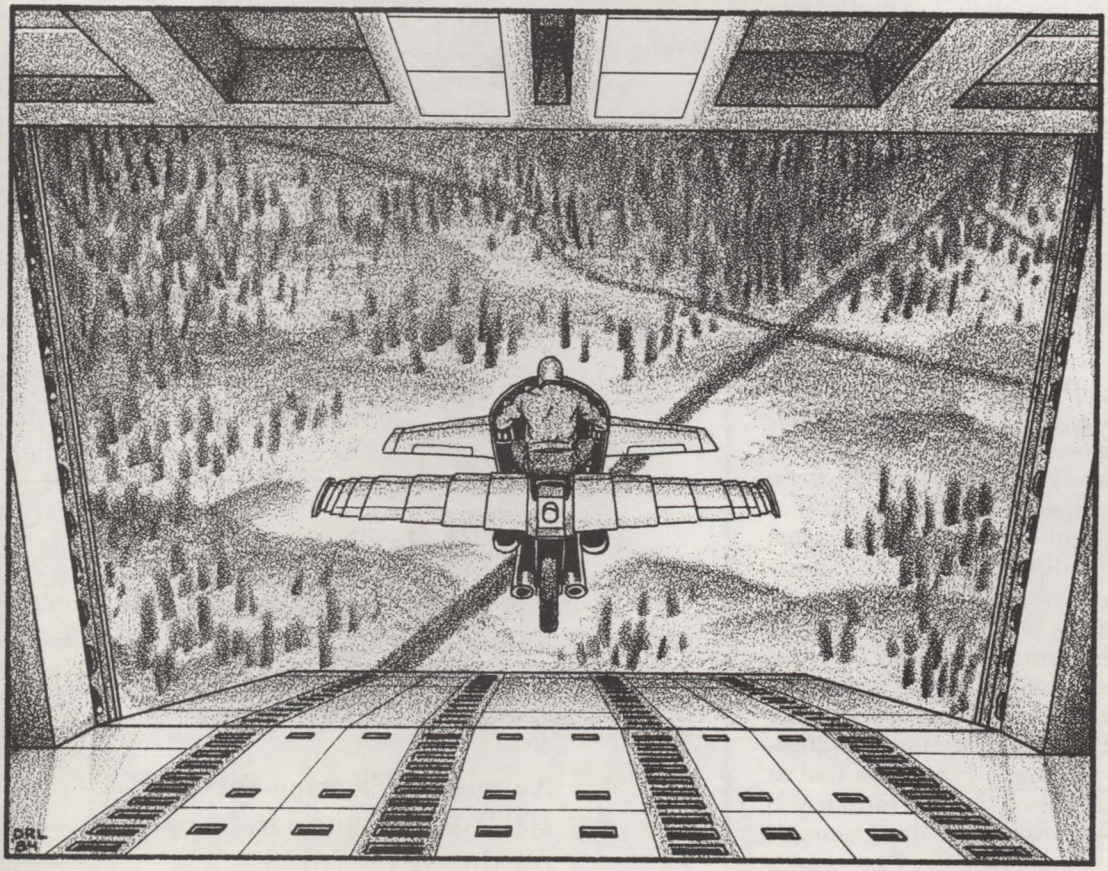
Highway 2000 and *Car Wars*

Now, we have the two games with the greatest number of comparisons.

Body Styles: Of the two games, **Highway 2000** has more numerous body styles, but several similar styles often relate to one **Car Wars** body style. Some notes:

Highway 2000 Style	Car Wars Equivalent
Cycle Pack	Cycle styles, generally a mix
VW	Subcompact
Compact	Compact
Mid-Sized	Mid-sized
Sports-Car	Mid-sized
Caddy	Luxury
Rolls	Luxury
Flatbed	Pickup
Van	Van
Wagon	Station Wagon
18-Wheeler	**Truck Stop** tractor-trailer rig
Bus	**Truck Stop** 40-space bus/ RV body

If converting from **Highway 2000** to **Car Wars**, you will lose 10 mph of speed from Cycles, the Caddy, and the Rolls, and 20 mph from the Sports-car, but you'll *add* the + 10 mph Special to VWs, Compacts, Vans, and Wagons, and the + 20 Special to Flatbeds (assuming that, in **Car Wars**, you're designing them with Large or Super engines. If not, use the speed listed in **Highway 2000**, and drop in a Small to Medium power plant to fit the speed listed). In conversions from **Highway 2000** to **Car Wars**, you'll never have to use the Speed 2 modifications, due to the latter game's unfortunate restriction on vehicle speeds.



UltraForce cycle launcher from the *Flying Dutchman*, the UltraForce-D.C. combat zeppelin.

Weapons: Once again, we have lots of comparisons between the two systems:

Highway 2000 Weapons	Car Wars Weapons
.25 cal machine gun	No equivalent. Use LMG from *AutoVentures' TurboFire*
.50 cal machine gun	Machine Gun
.70 cal machine gun	Vulcan from **Autoduel Champions**
20mm Anti-Tank Gun	Anti-Tank Gun
Rocket-launcher	Rocket launcher or recoilless rifle
Contact Mine	Mine-dropper; note: **Highway 2000** mines are more powerful than **Car Wars'**

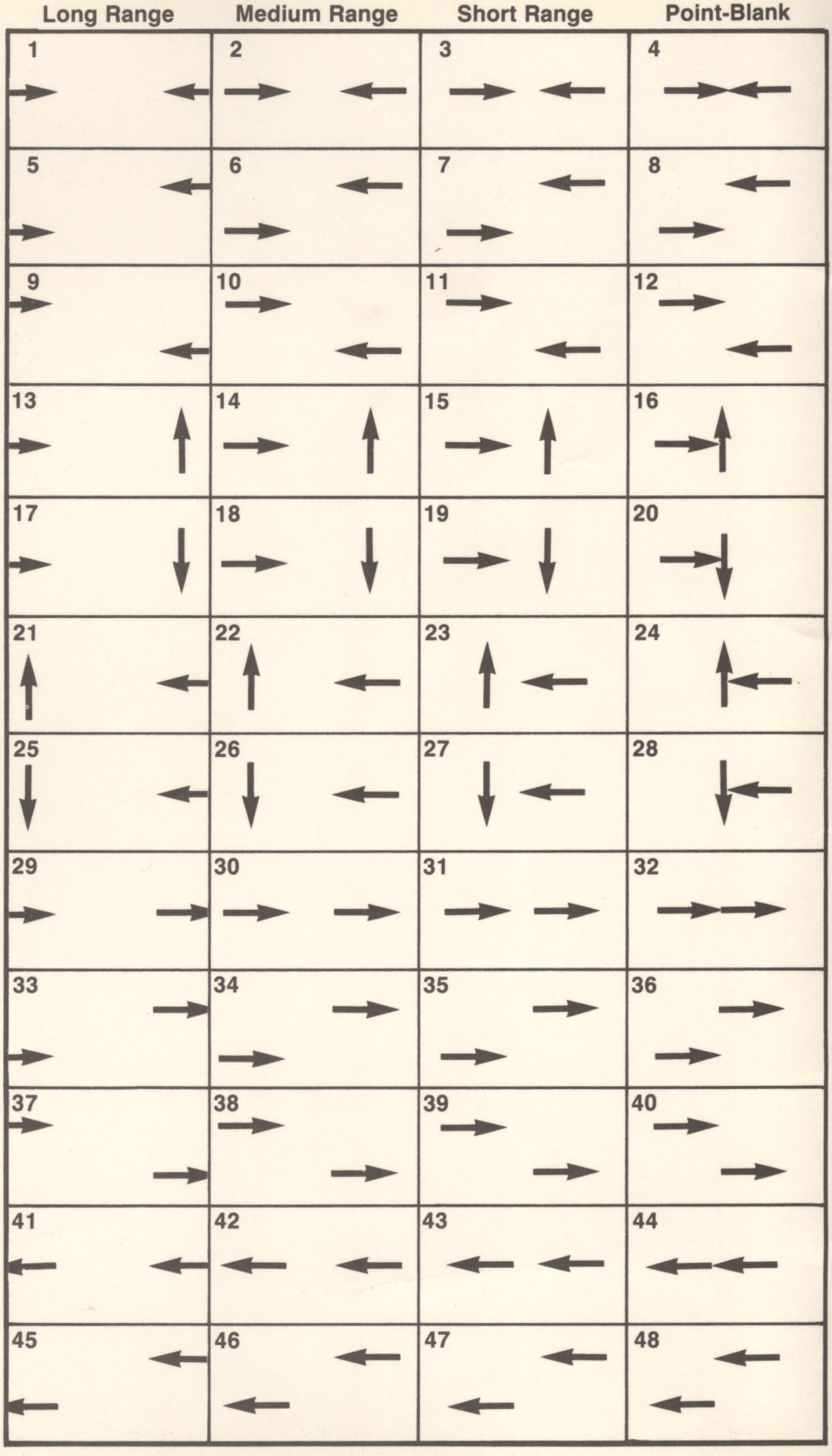
Armor: As with the **Battlecars/Highway 2000** conversion, the armor equivalencies cause some problems here. (Despite the fact that the two games compared here have lots of equipment similarities, **Car Wars** has more in common armor-wise with **Battlecars**.) In general, I've assumed that each AC in **Highway 2000** was worth two points of armor per side in **Car Wars** — AC 8 would be 16 points of armor per side or 96 points of armor. After computing how many points of armor the AC is worth, the converter can redistribute the armor on the **Car Wars** vehicle for a more appropriate construction. To reverse the process, add up all the armor on a **Car Wars** vehicle and divide by 12 — rounding up with remainders of .5 or greater — to get the **Highway 2000** AC. Always use the normal Average Damage for the **Highway 2000** vehicle.

Other Equipment: Well, as usual, auto sprinklers are the rough equivalent of fire extinguishers. Turrets are turrets. The gunner is the gunner, even though he's a crewman in **Car Wars** and a weapons component in **Highway 2000**. Autodriver comes vaguely close to Heavy suspension. If converting from **Highway 2000** to **Car Wars**, the only vehicles under the size of van with six wheels which can be converted are vans and flatbeds (pickups); nothing under the size of a Bus can have eight wheels. Note that equipment rolled as Specials in **Highway 2000** will still take up weight and space in **Car Wars**.

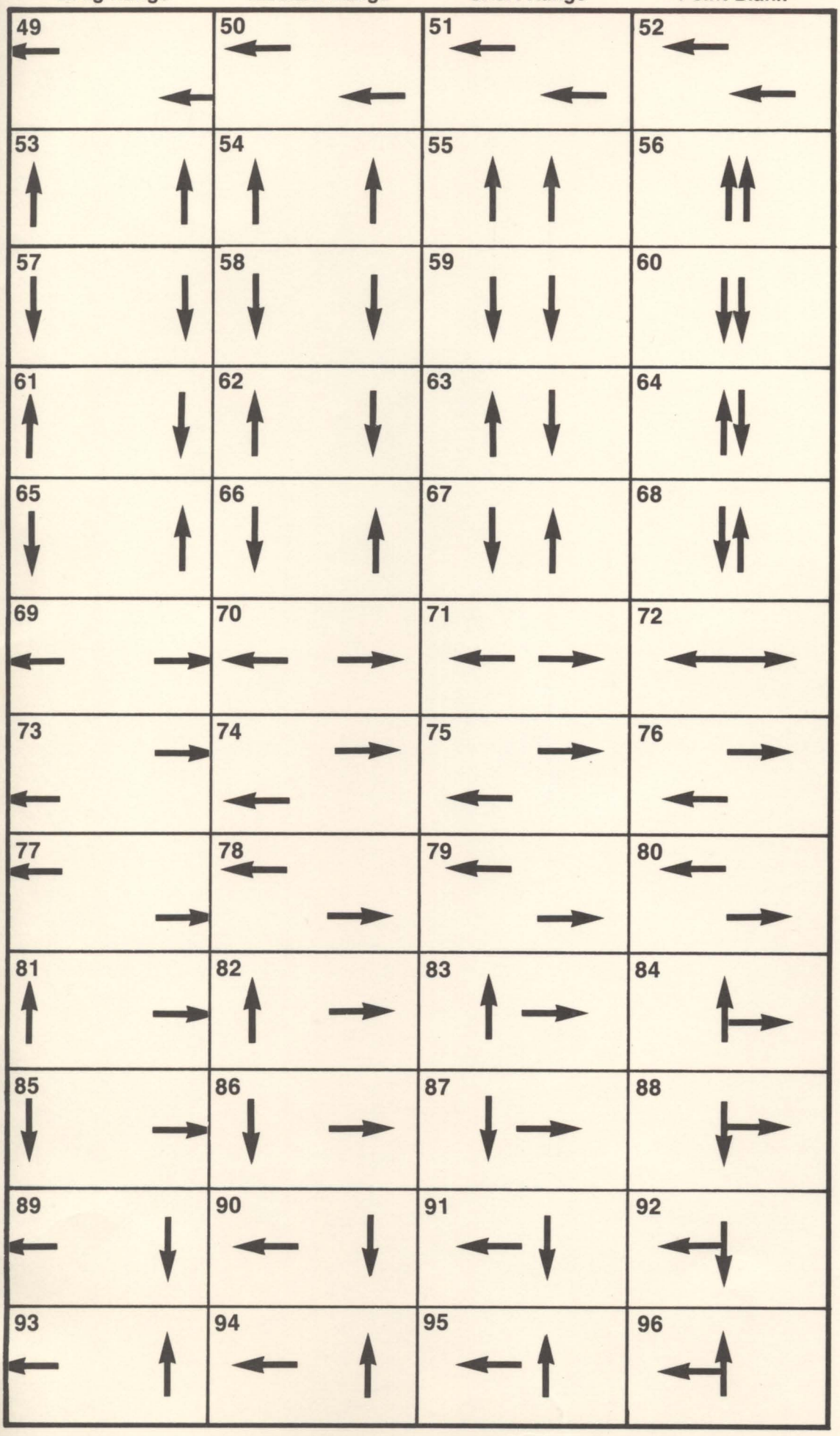
Final Notes

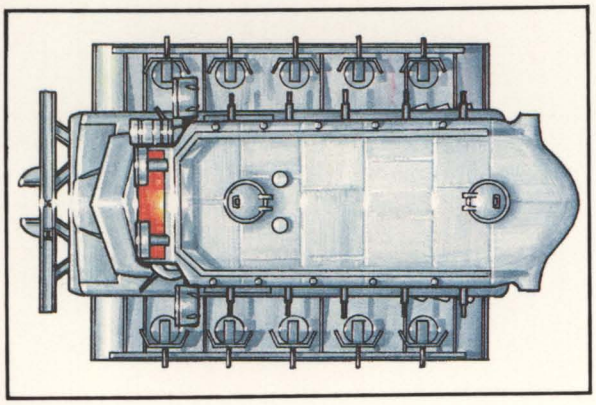
Obviously, when you convert a vehicle from one game to another, it will not remain identical. Often as not, **Battlecars** vehicles will have to lose a weapon or two in conversion, while the armor/weapons weight/space ratios vary between **Car Wars** and **Highway 2000**. However, the three games do convert fairly well, dependent upon the fact that games simulating the same sort of milieu must have game mechanics covering the same milieu functions — in more simple terms, if we have a game about cars with machine guns, the mechanics must allow you to drive and shoot MGs. So there will always be a comparison. Your only real problem in conversion is that you're dealing with *both* games' limitations when doing the actual converting — for instance, converting betwen **Car Wars** and **Highway 2000**, you can't have speeds above 100 mph on the one had or shoot at tires on the other. So it goes. At any rate, if you do decide to duel-race vehicles between the three systems, have fun.

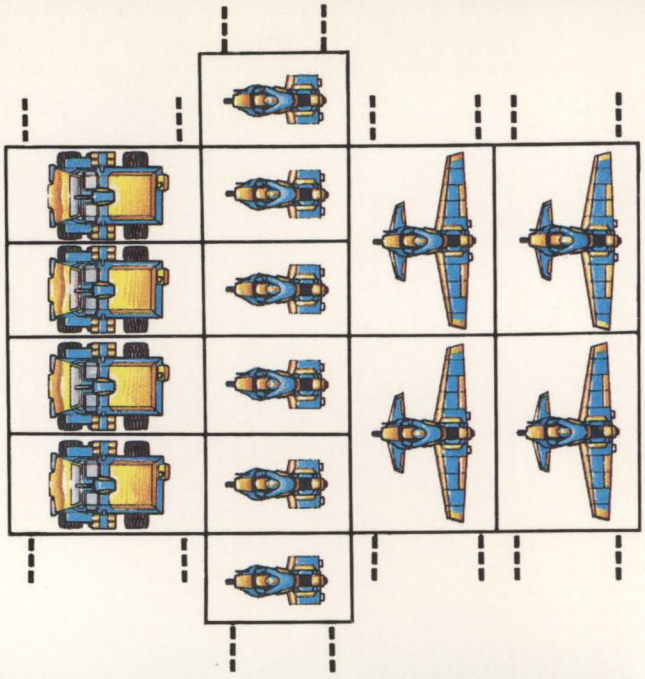
Quick Combat System Positions Charts



Long Range	Medium Range	Short Range	Point-Blank
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96







Quick Combat System Turn Sequence

- Vehicle A (driven by character with highest Driving roll) characters fire. (Character with highest Combat score notes range modifier, rolls to hit; if he hits, rolls to see where damage goes if there's a choice; rolls amount of damage dependent on weapon used; victim subtracts damage done from amount of armor on that side; if there's no more armor on that side, character rolls 1d6 to see which component is hit by remaining damage. Character with next-highest Combat score fires, and so on.)
- Vehicle B characters fire.
- Vehicle A player decides whether to choose maneuver first or make Vehicle B player choose maneuver first.
- If Vehicle A player chose to maneuver first, he announces maneuver. (Optionally, Vehicle B must roll vs. Perception to know what he did.)
- Vehicle B player chooses maneuver, announces. (Optionally, and if Vehicle A player chose to go second, Vehicle A player rolls vs. Perception to know what maneuver was chosen.)
- If Vehicle A player had chosen to maneuver second, he announces maneuver.
- Two maneuvers are compared; cars go to Position indicated.
- Next turn starts.

Damage Allocation

Roll	*Damage Goes to*
1	Front
2	Right Side (in **Battlecars**, right front)
3	Rear
4	Left Side (in **Battlecars**, left front)
5	Top (in **Battlecars**, right center)
6	Bottom (in **Battlecars**, left center)

Position/Weapon Chart

Weapon Mounting	*Car A Can Fire in Positions*	*Car B Can Fire in Positions*
Forward	1-20, 29-40	1-12, 21-28, 41-52
Right	11-12, 21-24, 39-40 47-48, 53-56, 61-64, 75-76, 81-84	11-12, 17-20, 35-36, 51-52, 57-64, 75-76, 89-92
Left	7-8, 25-28, 35-36, 57-60, 65-68, 79-80, 85-88	7-8, 13-16, 39-40, 47-48, 53-56, 65-68, 79-80, 93-96
Turret	all	all
Half-Turret	21-28, 41-96	13-20, 29-40, 53-96

Breached Armor Damage Allocation

Roll	*Damage Goes to*	*Can Take*
1	Primary (nastiest) weapon	3 pts.
2	Secondary weapon	2 pts.
3	Tertiary weapon*	2 pts.
4	Driver	3 pts.
5	Gunner or Passenger*	3 pts.
6	Engine	6 pts.

** If none, re-roll.*

Crash Damage

Position 4: Both cars take 3d6 damage to front armor.

Position 16 or 28: Ramming car takes 2d6 to front, rammed car takes 3d6 to hit side.

Position 20 or 24: Ramming car takes 2d6 to front, rammed car takes 3d6 to hit side.

Position 32 or 14: Rear car takes 1d6 to front, front car takes 1d6 to rear.

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