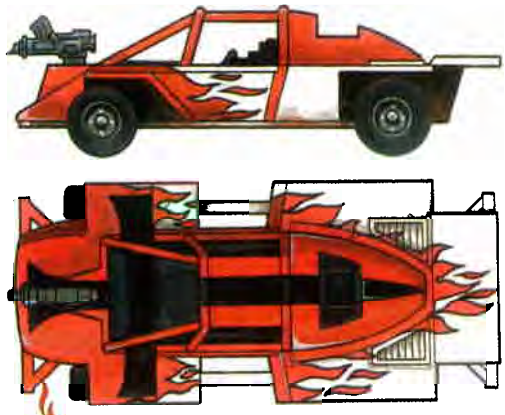
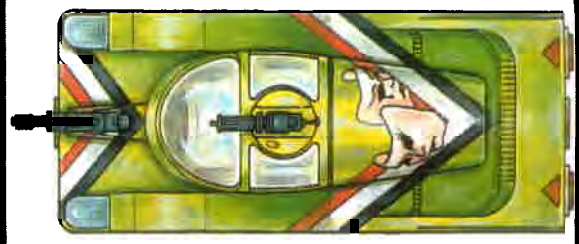

DARK™
FUTURE
THE GAME OF HIGHWAY WARRIORS





A paint scheme typical of the Knights of Darkness, a North Carolina gang which claims descent from a number of local ritualistic secret societies. The preference for a single large weapon over a number of smaller ones is typical.

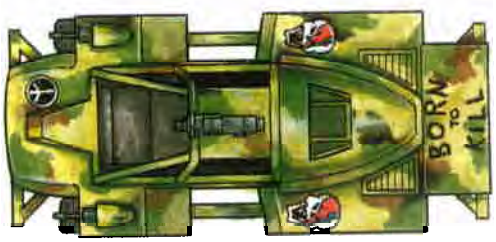






Some Ops prefer a minimum of personalisation on their vehicles. This Interceptor belongs to 'Cajun Jack' de Boursin, a Louisiana racing driver turned Op working from New Orleans. The similarities to racing colours are obvious.







Paramilitary touches are favoured by many outlaw gangs, especially in remote areas. Camouflage paint schemes and gung-ho slogans are a common combination. This example comes from the Spiders from Mars, operating in western Iowa.







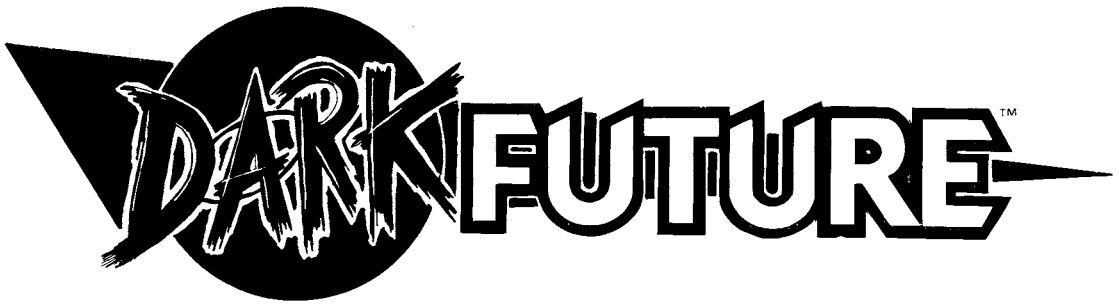
Some independent Ops differ little from the outlaw gangs they are hired to destroy. The wheel-flame pattern on this Interceptor is a more common sight on Renegades, as is a skull and crossbones, more or less stylised.



This veteran bike is typical of many lovingly-maintained bikes used by gangs and law-abiding citizens alike. Although the bike itself is unarmed, the rider will almost always be both well-armed and able to handle most kinds of trouble.



The Toraki Roadhawk is typical of the armed bikes now on sale to buyers on both sides of the law. Plasmet fairings provide rider protection as well as reduced drag; typical armament is twin machine-guns.



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ISBN: 1 869893 46 8

Product Code: 00291$_2$

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GAMES WORKSHOP™

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DARK FUTURE™

COMPONENTS

As you can see there's a lot to this game. Check the simple component list below to see that everything that should be in the box is actually there. If there is anything missing, write to the appropriate address below enclosing the coloured raffle ticket and a description of the item which is missing.

Dark Future Components
Games Workshop Ltd,
Chewton Street,
Hilltop,
Eastwood,
Nottingham
NG16 3HY

Games Workshop US
1220 Key Highway
Baltimore
Maryland
21230



TOURNAMENT RULES

This sheet presents a cut-down version, designed for tournament play and as a simple introduction to the main rules. Of course, if you'd rather head straight into the main rules - read on...

Note that this rule book has been perforated and drilled with holes so that you can use a ring binder and add additional pages of notes, copies of supplementary material from White Dwarf magazine, etc.

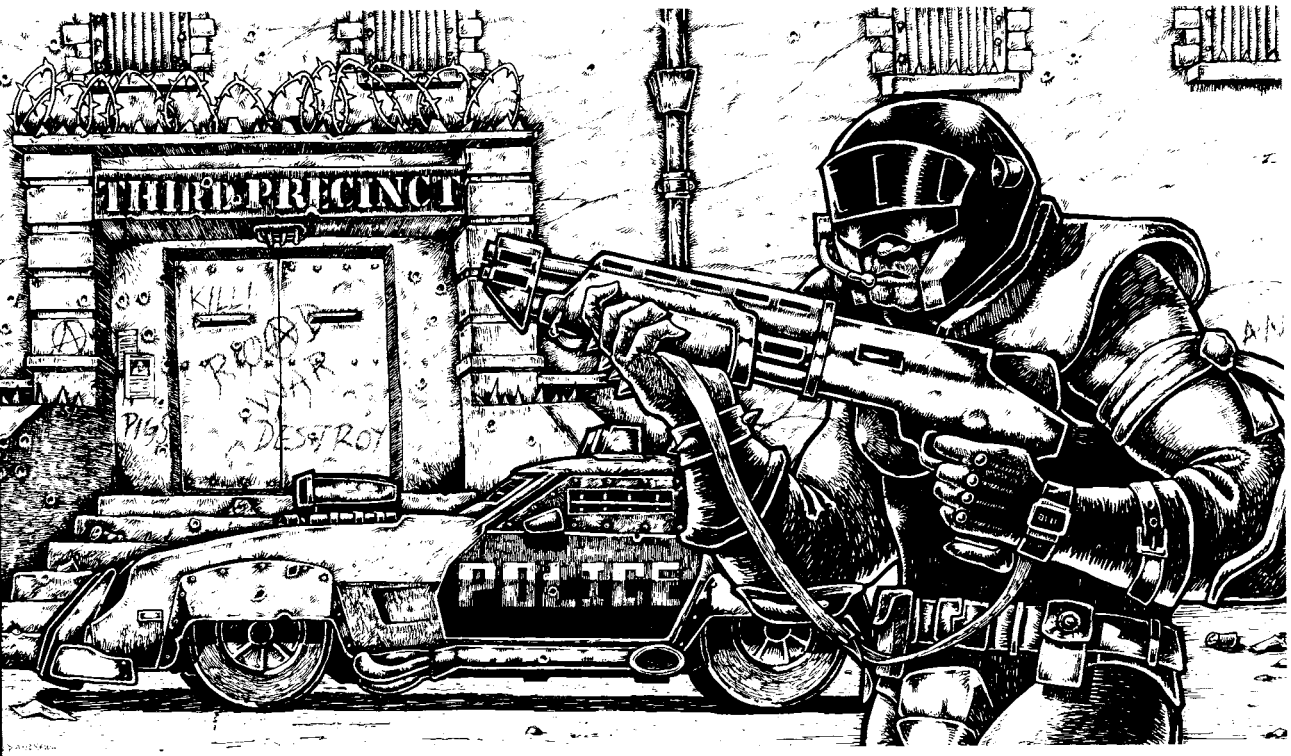
RULE BOOK

Many of you might feel somewhat daunted by the extent and apparent complexity of this rules book. Don't be!

The size of this book is due to the fact that the rules are *comprehensive* rather than being *complex*. Most of the systems have been designed to be as simple and realistic, as possible.

The best way to learn the rules is to play the introductory game a couple of times, read through the rule book completely, and then work through the different scenarios in the order they are given (p87). Initially you will have to refer to the rule book quite frequently as you play through each of the scenarios. However, once this is done, you should be familiar with the different sorts of rules and special cases, and should be able to play any subsequent games using just the quick reference sheets at the back of this book.

Because the game is designed to be a realistic simulation, new players can take part without really needing to have read the rules at all, provided there is one experienced player either taking part or refereeing. Somebody who is completely unfamiliar with the *Dark Future* system only needs a basic understanding of the principles of driving. You don't have to study the hazard and control loss rules to know that you can't go round a bend driving on the inside at 100mph without a pretty good chance that something's going to go wrong!

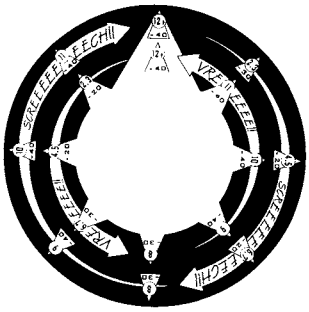


COMPONENT LIST



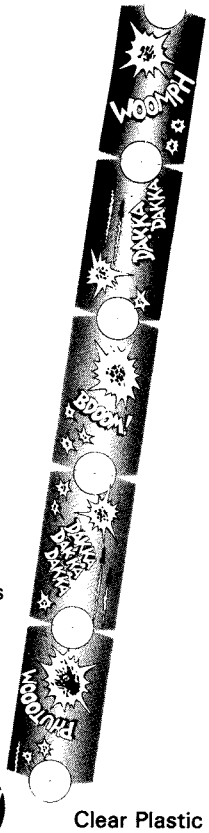
Introductory Rule Sheet
(read this first!)

This Rulebook

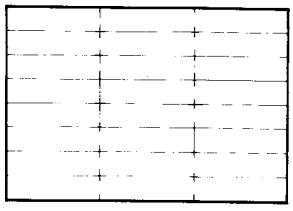


Spin Template

Three dice (the larger one is used as a phasing dice.)

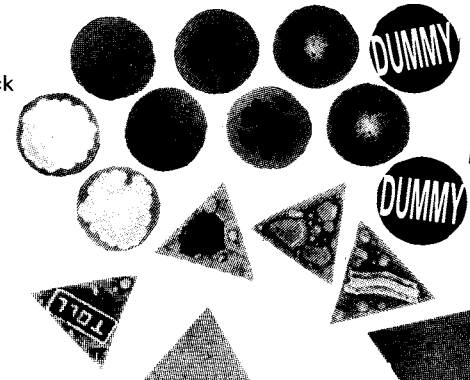


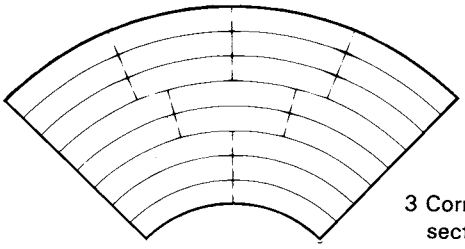
Clear Plastic Range Ruler



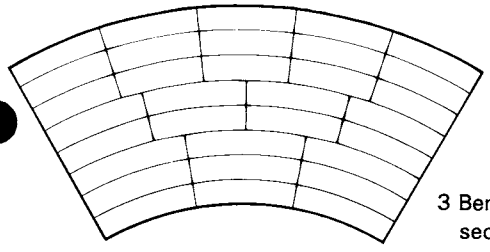
8 Straight track sections

Assorted Passive Weapon marker counters



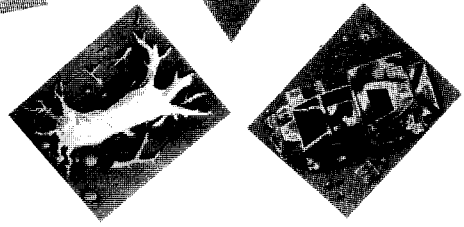


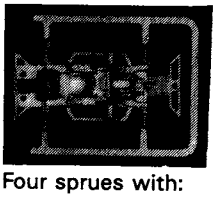
3 Corner track sections



3 Bend track sections

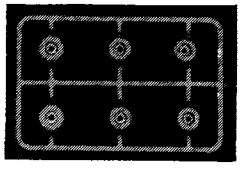






Four sprues with:
1 chassis

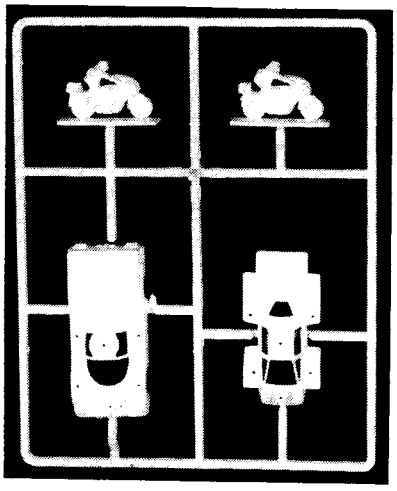
Four sprues with:
2 Large Wheels,
4 Small wheels



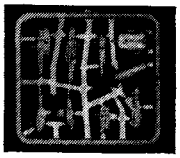
PLASTIC VEHICLES AND WEAPONS

Four sprues with:
1 Machine Gun
1 Autocannon
1 Chain Gun
1 Heavy Laser
1 Combat Laser
1 40mm Grenade Launcher
1 20mm Grenade Launcher
1 Missile Pod
1 Turret
1 Side Mounting Bracket

Two sprues with:
2 Bikes,
1 Interceptor body,
1 Renegade body



2 Transparent Interceptor Windscreens

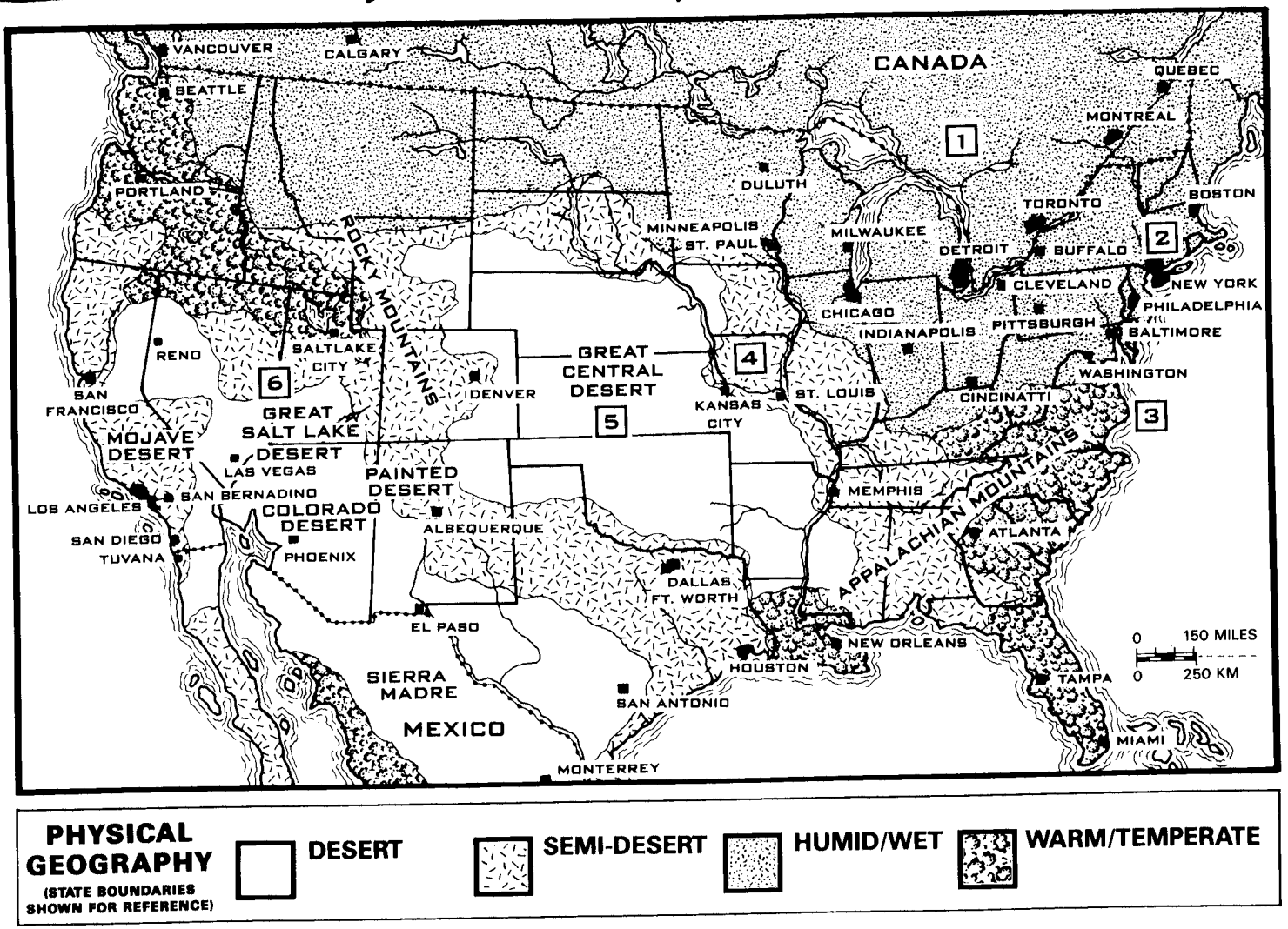


USA TODAY

The USA today is a proud nation of sweeping plains and rolling sandy deserts, around the perimeter of which cluster gleaming skyscraper cities. True, the drastic climatic changes of the last three decades have forced its citizens to leave its once-golden heartland to the elements, but in 1995 the United States are as civilised and progressive a nation as anywhere on earth.

USA Data

Population: 232 million
Pop. Density: 25 per sq.km
Capital: Washington (see note on Independent States)
Principal Cities: New York - 16 million
Los Angeles - 12 million
Chicago - 8 million
Currency: Dollar (Yen also legal tender in some states)
Trade Balance *(Official State Department figures for 1994)*: $6 billion surplus
Average Annual Wage: $84,200
Typical prices: bread (loaf) - $12
bottle of beer - $16
gallon of gasoline - $4
Major Exports: Technology, computers, weaponry, manufactured goods
Major Imports: Food, fuel oil, other fuels, raw materials



The numbered paragraphs below refer to the key numbers on the map above.

1 The desertification and pollution of mid-west and central North America has taken its toll of the Great Lakes, shrinking them into shallow waterways bounded by vast salt plains, and turning the world-famous Niagara Falls into little more than a muddy trickle.

2 The drastic rise in sea-level since WWII was countered on the east coast by the construction of an immense barrage joining Long Island to the mainland at its western end, and the building of vast concrete sea wall defences along the southern tip of Manhattan Island.

3 On the eastern seaboard, however, the rising Atlantic has eaten away into low-lying parts, flooding many hundreds of square miles and causing untold problems in relocating settlements and farmland.

4 Once the mightiest waterways in North America, the Mississippi and Missouri have dwindled away almost to nothing, clogged with refuse and polluted and poisoned by the factories of Kansas, Minneapolis and Chicago.

5 The endless rolling prairies of mid-west America have been superceded by an interminable sand and dust desert. It has been created over several decades by a series of ecological and natural disasters, notably the fact that the coastal waters of the Pacific are now so thick with pollution, the water is unable to evaporate to form the rain which once watered America's prime agricultural areas. At its worst, in Colorado, Wyoming and western Nebraska, the wilderness - known officially as the Great Central Desert - is one of the most inhospitable places on the planet. It is said to be advancing at around 1 km a month. Miami Beach will soon stretch all the way to Sausalito.

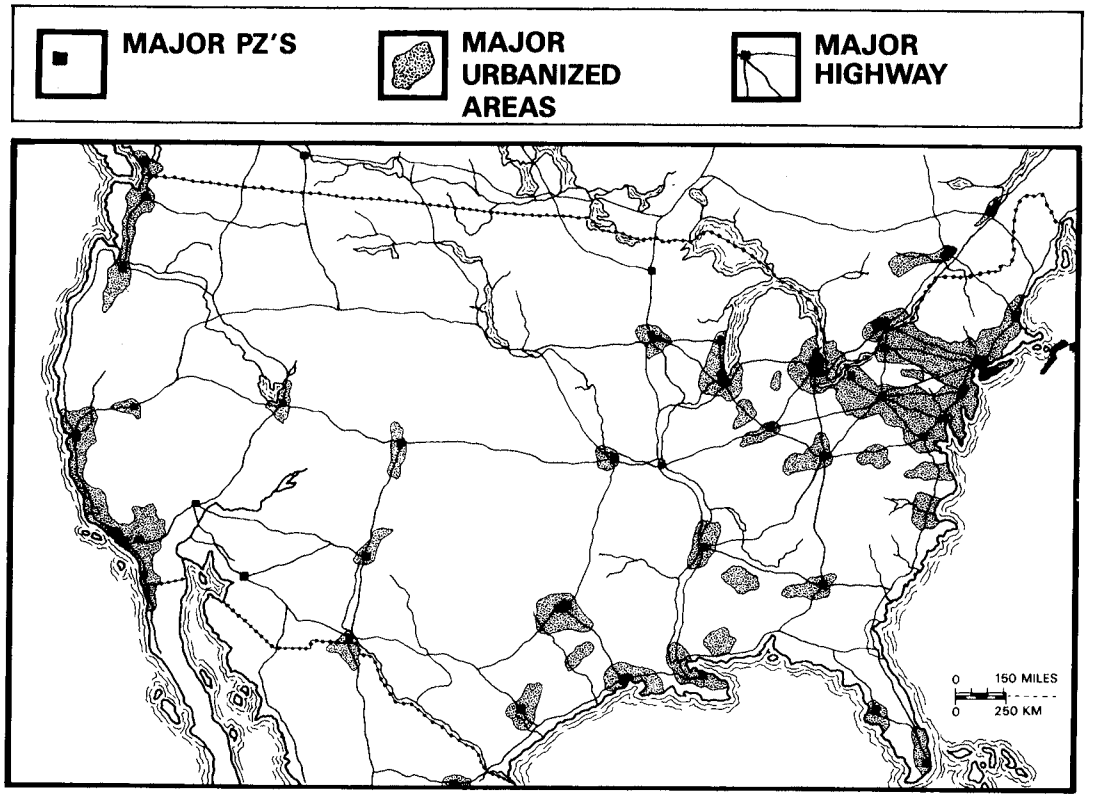
6 Watered by chilling rain from the Pacific, the rocky plateaux of Utah, Nevada and Arizona have developed into one huge cool wilderness comparable to the Atacama of South America. Las Vegas has become the last oasis on the edge of the desert, a rebel town harking back to the days of the first settlers. While along the Gulf of Mexico, the rising waters have turned New Orleans into a new Venice; its streets replaced by punt-thronged canals and all new buildings constructed on piles and stilts raising them above the water.

Water

One of the scarcest commodities in the US, especially in central and western regions, is drinkable water. A mixture of climactic change and unbelievable pollution has silted up many rivers altogether and spoiled many more. Expensive bottles are for many people the only supply of fresh drinking water; for others, in isolated communities sandside and the rougher parts of urban NoGo, even this option is not available.

Independent States

The US is still nominally governed from the White House in Washington, but power resides with the corporations. Some states, notably Missouri, Arkansas, Kentucky & Tennessee, have assumed greater powers of self-government, and are informally known as the Independent States (though none have officially seceded from the Union). They enforce state-line tariffs and other legal hazards, unwittingly creating a large smuggling industry.



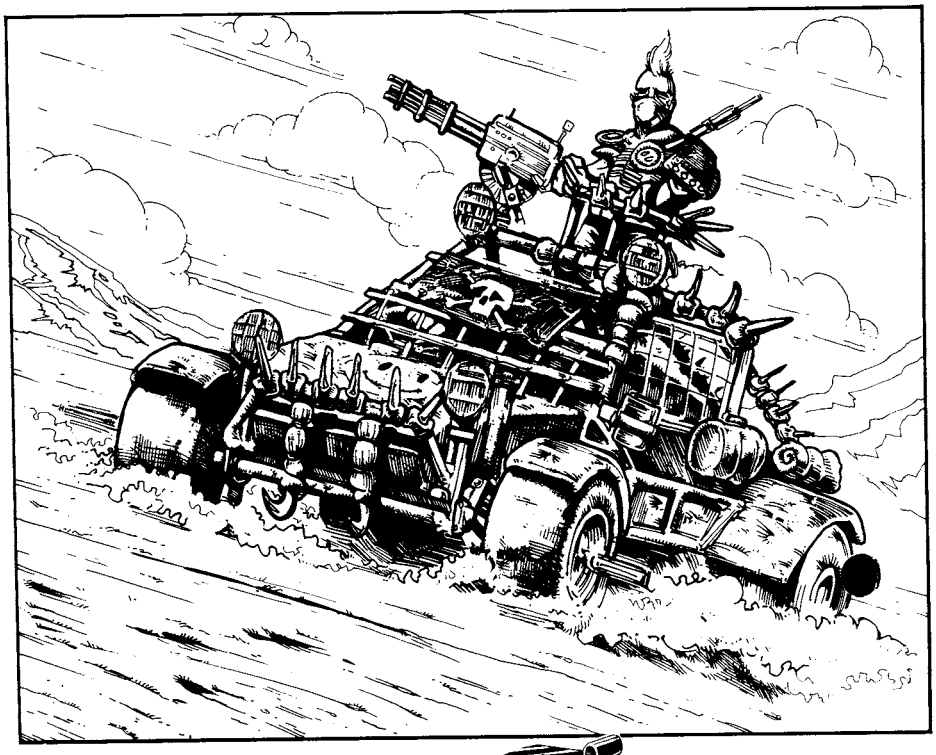
The Sanctioned Operative is a new breed of law enforcer. A blend of bounty hunter, hired gun and old-style fighter pilot.

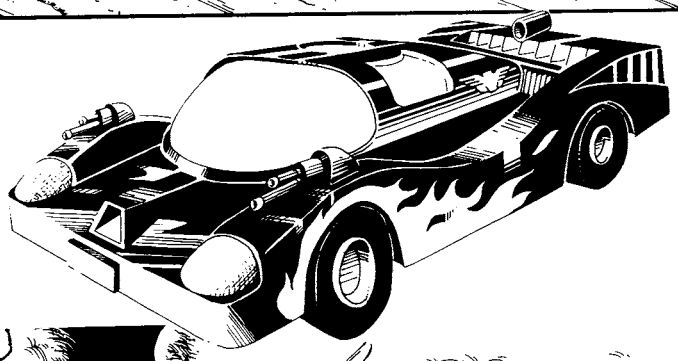
In the vast tracts of lawlessness outside the Policed Zones (PeeZees) of the great cities, motorised gangs reign supreme. They terrorise the scattered communities along the Interstates, and war constantly among themselves for territory and prestige. The roads have become a battle zone, where the slow and the weak soon die.

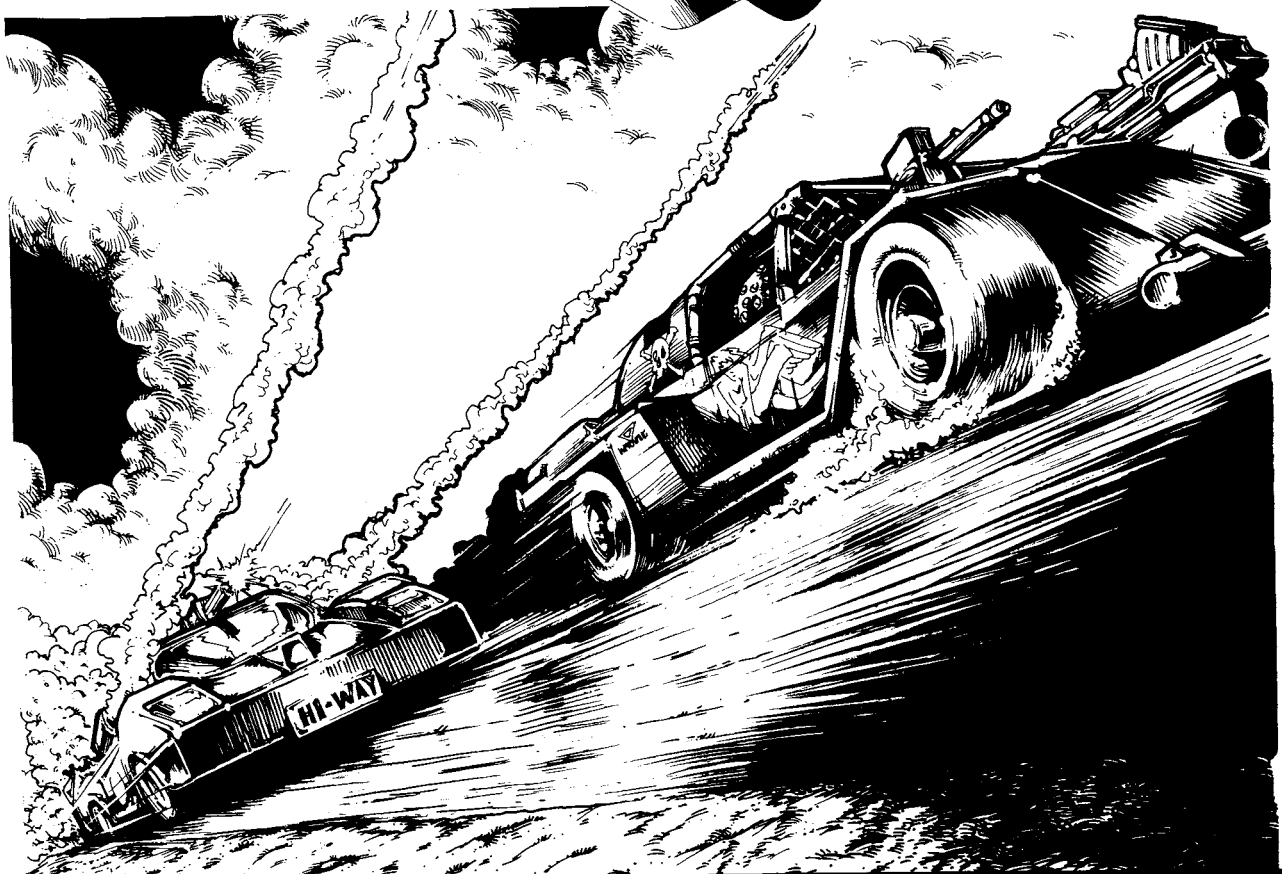
The Enderby Amendment of 1985 opened up the field of law enforcement to private individuals and organisations. The Sanctioned Op was born.

Some Ops can call on the resources of an agency, while others work alone. They cruise the Interstates in their heavily-armed Interceptors on a perpetual seek-and-destroy mission. Sometimes they're chasing bounties put up by the authorities. Sometimes they're hired by a community to defend it from predatory gangs. It's all money.

It's a dangerous business, and one that attracts all kinds. There are hard-bitten professional killers, self-styled knights in armour, veterans looking for the old thrills, ace racing drivers looking for a little more - the list is endless. Some like the money, some like the danger, some just like killing.







TURN SEQUENCE

SUMMARY, TERMINOLOGY

A game turn in *Dark Future* only represents a few seconds of 'real time', and because of the pace of the game, most encounters will be over in around a dozen turns. But even within the limited time span of a turn, an awful lot can happen and vehicles can manoeuvre and fire several times. To simulate this in detail, the turn is further sub-divided into *phases*. There are a maximum of six phases to a turn depending on the speed of the fastest vehicle (see p12) - the faster the cars are moving, the more phases there are in a turn (up to a maximum of six). In each phase, any vehicle in play may move forwards, provided it is going fast enough.

As well as moving forwards during a phase, drivers are allowed to perform one *action*. Actions are required to manoeuvre, adjust speed and fire.

Turns are always at least one phase long. In the unlikely event of all the vehicles in play being stationary, the turn still lasts for one phase.

THE PHASING DIE

The large die provided with this set is used to record the phases in each turn. One player should be given the die. This player is referred to as the caller and is responsible for seeing that the turn and phase sequencing rules are all observed.

The die is placed with 'one' uppermost for the turn's first phase. Once all vehicles have moved, taken hazard rolls, and fired, the player with the die announces the end of the phase. The die should be turned over to 'two' and the second phase begins.

The caller carries on overseeing the phases until the end of the turn, when the die is reset to 'one' for the start of the new turn's first phase.

Always keep the phasing die well out of reach during a phase, otherwise someone always picks it up and rolls it for a hit or a hazard roll. People are like that, you know.

ORDER OF PLAY

Each turn consists of up to six phases. Each phase should be executed in the following sequence.

Phasing Die
The caller sets the phasing die.

Actions and Moves
Each driver is allowed one action and, if they are going fast enough, a *move*, (see p12).

Drivers take their actions and moves in descendng order of speed, in miles per hour (eg, a driver at 70mph acts and moves *before* a driver at 65mph). The driver declares the action, moves and then executes the action before play moves onto the next fastest driver.

Drivers take their actions and moves in the following sequence:

TURN SEQUENCE

1. The player declares which *action* the driver is going to use. Drivers are allowed one action per phase, and may choose from:

   Manoeuvre (p13), brake/accelerate (p15 & 16), ram (p17), shoot (p22), regain control (p17) and reverse (p17).

2. Provided the vehicle is going fast enough, it moves forwards and executes manoeuvres and brake/accelerate actions. If the driver is braking or accelerating the vehicle's speed track should be adjusted *immediately after* the model has been moved.

3. The player now takes any hazard rolls required for the manoeuvres, driving round curves, and or suffering passive hits (see p30).

4. If the driver has declared a shoot passives action (and has neither panic braked nor lost control as a result of failing a hazard roll), he may now place passive markers, face down on the track.

5. If the driver declared an ordinary shoot action he may now fire (again, provided he has neither panic braked nor lost control).

   Drivers are not obliged to fire at this stage, they may still change their mind and not fire. Drivers who do choose to use the shoot action may check the fire corridor and measure the range. Once they've started checking the range and fire corridor, the driver is committed to firing.

   Target vehicles suffering damage or critical hits, are forced to take hazard rolls immediately.

Drivers of vehicles not going fast enough to move in the current phase are allowed an action, again in descending order of miles per hour. However they are restricted to using *shoot* actions with direct fire weapons, or using smoke, so they ignore steps 2, 3 and 4 of the sequence above.

Drivers of stationary vehicles (ie, ones at 0mph) are also allowed an action, although again they are only allowed to *shoot* direct fire weapons or lay smoke. When there are two or more stationary vehicles, the drivers should roll a dice to determine the order in which they declare and take their actions.

Endphase
After all drivers have taken their actions and moves, the caller declares the end of the phase. If there aren't any vehicles travelling fast enough to take a move in the next phase, the turn ends. The caller resets the die to 1, for phase 1 of the next turn.



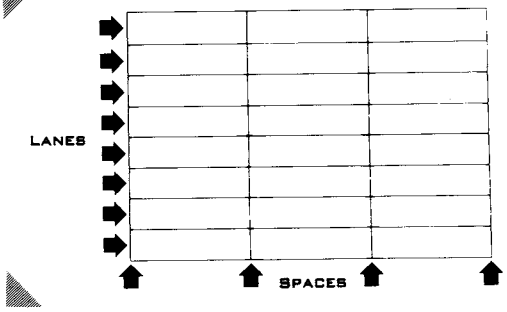
MOVEMENT

THE GRID

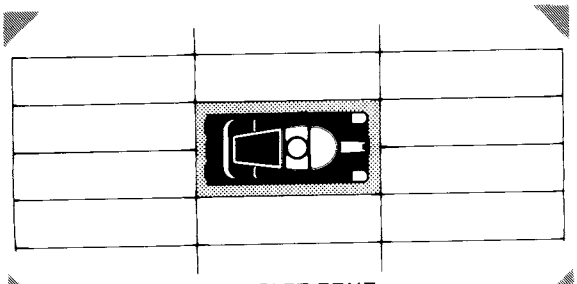
For your first few games, we suggest you lay out the track according to the diagrams given with the example scenarios (p87-89). Initially, while you are still learning the rules, you will find it easier to conclude these games when one of the cars crosses the 'finishing line'. Once you've got the hang of the basic mechanics, however, you can introduce the rules for track generation (p74). These create a 'rolling' track - sections are removed from the back and added to the front as the cars speed along.

The straight sections of track are marked with a grid of small rectangles called *lanes*. The lanes are divided at regular intervals into *spaces*.

LANES & SPACES



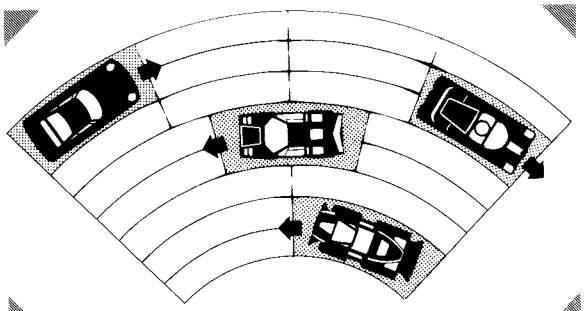
Cars should be placed so they occupy two *lanes* in the same *space*. The diagram below shows a car on a straight section - the shaded area is its *contact zone*, used for working out whether or not a manoeuvre results in a *collision* or a *crash* (see p52).



CONTACT ZONE

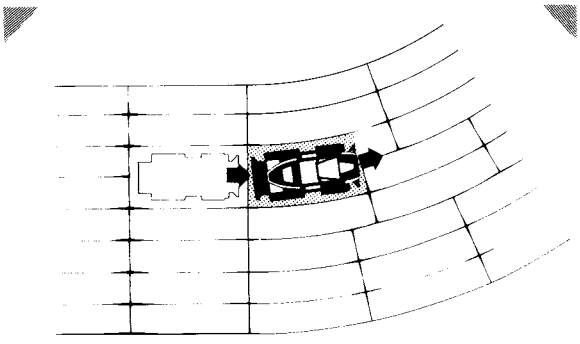
Whenever a manoeuvre would result in a car's *contact zone* overlapping with another, the two vehicles collide. If a car's *contact zone* goes off the edge of the road, or hits an obstacle, the car crashes and is removed from play.

Corners and bends have a curved grid. Cars should still be placed so that they occupy two lanes of the grid. However, the spaces are not as regularly defined as on the straight track sections. When a car is on a pair of lanes with even spaces, its position is easily discerned.

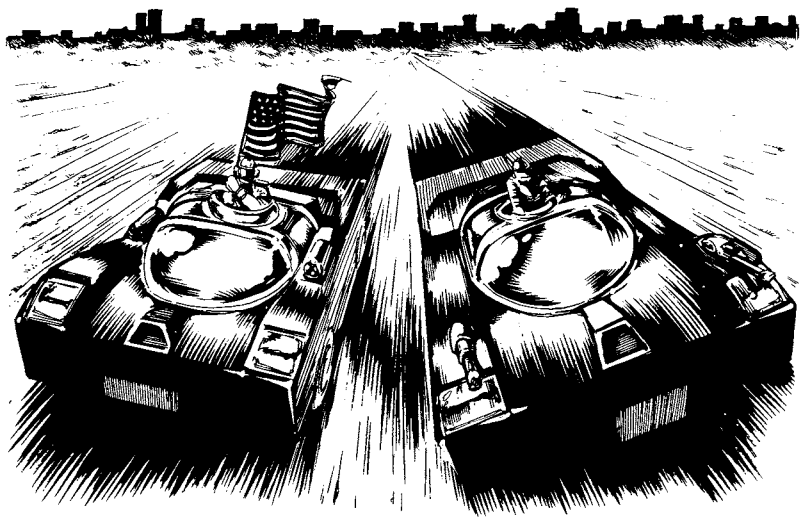


CARS ON 'EVEN' LANES

When a car is on a pair of lanes with uneven spaces, it should use the dividing line on the **outside** for judging its position and its moves. The diagram shows a car moving onto the uneven lanes of a curve - the vehicle is moved forwards to the dividing line on the the outer, right-hand side.



MOVING ONTO UNEVEN LANES.



Dateline: AMERICA

North America, 1995. The glorious United States of America. God's own country. Honest.

Life here is not good. It's fast and it's cheap, and it has a tendency to turn real dangerous when you least expect it. But for the right people the rewards are immense. Think about it. Someone, somewhere, must be profiting from all the chaos.

It is a time of heroes and anti-heroes, of upholders of the law and renegades from it. On the

DECLARING ACTIONS

Before moving, each player must state which *action* they intend to use during the phase.

The rules on actions are semi-abstract. They represent the relatively short period of thinking time over any given turn. A turn represents only a few seconds: in such a time it is very difficult to plan many actions or react to new events.

Only one *action* may be taken per phase. Drivers who have lost control of their vehicles cannot perform any actions at all - they are too busy trying to regain control!

The 'one action per phase' rule has a lot of important implications. The first is, of course, that it is impossible to manoeuvre and fire in the same phase.

The complete range of possible actions and their effects is outlined below, and detailed in the relevant rules sections later in the book. There are seven different actions:

Manoeuvre: either *drift* (ie, change lanes), or *U-turn* (ie, turn through 180°).

Accelerate: increase speed by up to the vehicle's current *acceleration characteristic* (p15).

Brake: reduce speed by up to the vehicle's current *braking characteristic* (see p16).

Reverse: travel backwards without changing facing.

Regain Control: attempt to keep the vehicle on the road and in the game!

Ram: compulsory action when colliding with other vehicles or making an intentional *sideswipe* (see p17).

Shoot: either fire at an opponent, or use a *passive* counter measure (mines, oil, smoke, etc. - see p22).

The player must state which action is going to be used before moving the model. Players can opt not to use any action at all. In this case the model simply moves forward, at a steady speed.

Drivers declaring shoot actions must state whether they are shooting passives or ordinary weapons. Drivers shooting ordinary weapons must say which one they're going to use.

Drivers declaring accelerate or brake actions have to give the acceleration or braking in mph. Drivers declaring a manoeuvre must state which one they are going to attempt.

SPEED FACTOR

The movement rules use a simplified system of measuring a vehicle's speed - called its *speed factor* (**SF**). The speed factor of a vehicle equals its speed in miles per hour, divided by twenty and rounded up to the nearest whole number. The following table summarises this rule:

Speed in mph	Speed factor
1-20	1
21-40	2
41-60	3
61-80	4
81-100	5
101-120	6

SPEED TRACK

The record sheets have space for recording the vehicle's current speed and speed factor. Each phase, the speed may be increased by up to the vehicle's *acceleration* or decreased by up to its *braking*.

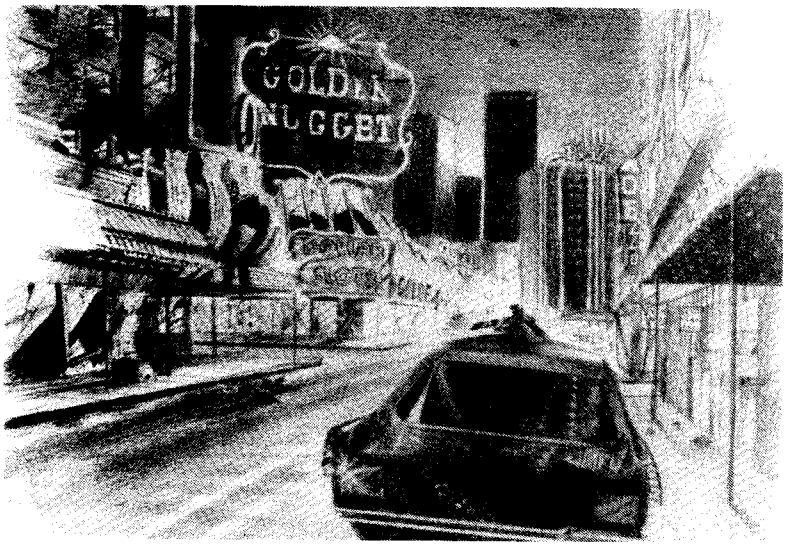
For example: an Interceptor has braking 40mph and acceleration 30mph. If, it is travelling at 60mph the player can set its speed anywhere between a minimum of 20mph and a maximum of 90mph.

Players should note that they can change the vehicle's speed during the turn by using *accelerate* actions to speed up or *brake* actions to slow down. Vehicles may also be forced to slow down because of *hazard* or *control loss tests* (see p38).

Other players are allowed to see how fast each vehicle is going. Players may wish to keep their record sheets secret but must declare any changes of speed during each phase. Players are allowed to ask each other how fast their cars are going at any time.



highways, Sanctioned Operatives pursue renegades from the new privatised justice. In the company boardrooms, computer jockeys and market terrorists plot takeovers and financial killings. In the shattered filth of the NoGo areas, black marketeers sell dreams and temporary freedom - for a price. The pleasures they sell are manufactured by the corporations, surreptitiously passed down the line from their secure Policed Zone factories. The addicted streetscum buyer feels he is in control. The black marketeer with the tell-tale bulge in his coat believes he is in control. The middleman with the nervous tic is certain he is in control.



PHASES & MOVES

In effect, a vehicle has as many *moves* per turn as its *speed factor*; a vehicle with a speed factor of 1 will move once per turn, a vehicle with a speed factor of 2 will move twice and so on. Sometimes a vehicle which starts the turn at, say 50mph, has lost speed by the end of second phase down to 40mph or less - in this case it doesn't get a move in the third phase.

The phases are numbered one to six. In the first phase every vehicle, apart from the stationary ones, *must* move forwards. In the second phase only vehicles moving faster than 21mph are moved. In the third phase only vehicles travelling faster than 41mph are moved, and so on up to the sixth phase when only vehicles travelling faster than 101mph are moved.

The table below can be used to see at a glance whether or not a vehicle should be moved. To use the table, first check the vehicle's current speed, read down the left hand column until you reach this figure and then read across. In each phase in which there is an 'x' indicated, the piece takes a move. In each move, the vehicle must go one square forward, and the driver may use one action.

Speed Factor	Speed in mph	Phase 1	2	3	4	5	6
1	Up to 20mph	X					
2	21 to 40mph	X	X				
3	41 to 60mph	X	X	X			
4	61 to 80mph	X	X	X	X		
5	81 to 100mph	X	X	X	X	X	
6	101 to 120mph	X	X	X	X	X	X

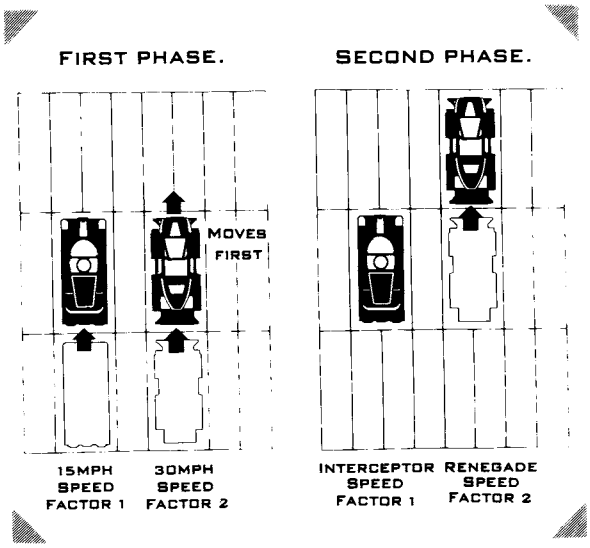
To decide whether a vehicle may move or not - simply compare its current speed factor with the number of the current phase; the speed factor must be greater than or equal to the phase number in order for the vehicle to move.

In most phases, particularly the early ones, there will be several vehicles moving. When this happens, move the faster vehicles first. Within each phase moves are taken in descending order of speed in miles per hour.

The diagrams below show this sequencing in a simple turn.

The Interceptor is moving at 15mph, so its speed factor is 1, and the Renegade is moving at 30mph so it has a speed factor of 2.

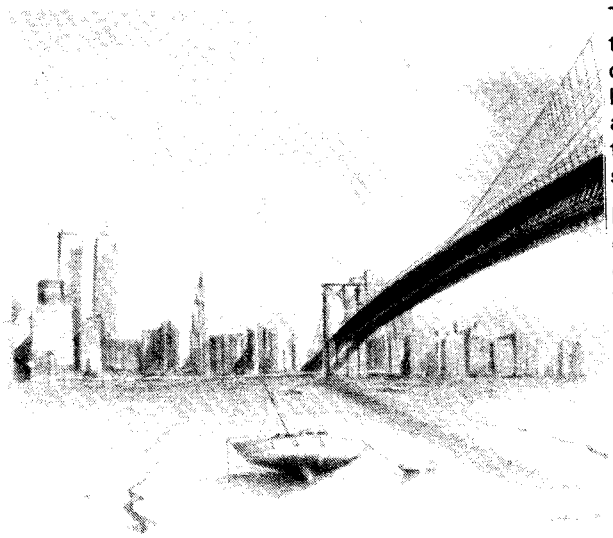
In the first phase both cars move; the Renegade is moving faster so it takes the first move, followed by the Interceptor. In the second phase only the Renegade is travelling fast enough for a move so it takes a second move while the Interceptor isn't moved. The turn then ends.



When there are two vehicles moving at exactly the same speed the one in front must move first. If the two vehicles are neck and neck or travelling in different directions let both players roll a die - whoever gets the lowest score must move first.

The order in which the vehicles are going to move should be determined by the caller at the start of each phase. The caller simply checks the speed of all vehicles in play. This will give the sequence of moves for the rest of the phase - the fastest vehicle moves first, second fastest second and so on.

Once the sequence of moves has been figured out by the caller the vehicles follow this sequence during the phase, regardless of changes in speed due to acceleration or braking, the only things that can interrupt this sequence are *collisions* (see p52).



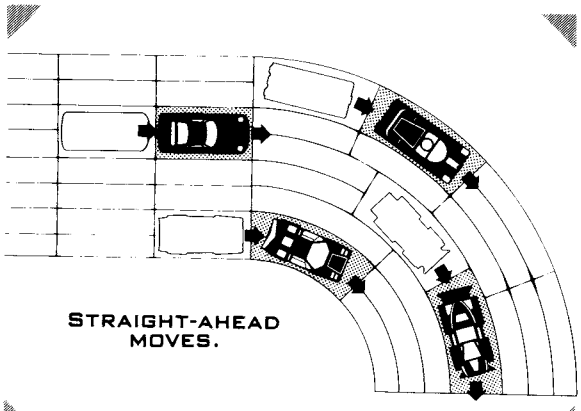
The corporations rule the world, throttling it with terrorist trade tactics, a stranglehold of computer datanets and useless but addictive products. Ruthless business strategy coupled with the all-pervading amorality that is the hall mark of the times, has created the *ultimate* exploitation machine slowly to but surely squeeze the planet dry.

Not that that would take much doing. Rapacious over-exploitation of the earth has had drastic effects on the climate and sea-level. Tokyo has walled itself in behind the Tokaido Bay Wall; London is on permanent flood alert; New Orleans has canals where streets used to flow; Houston is simply disappearing underwater a street a year. In the heartlands of America dust and bones are the only crops now.

On the mean streets of Denver, Pittsburgh and Minneapolis life is a cruel joke, but no-one's laughing. Laughter would only draw attention, and no-one wants to do that any more. Too many people lurk in the tower-

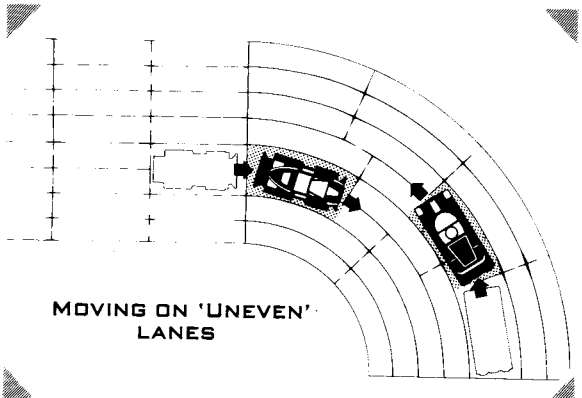
MOVING ON THE GRID

When a car is moving straight-ahead, its move is along the same *lanes* into the next *space*.



STRAIGHT-AHEAD MOVES.

When cars are cornering on 'uneven' lanes, count the next space by using the dividing lines towards the *outside* of the bend. The diagram below shows vehicles moving along 'uneven' pairs of lanes.



MOVING ON 'UNEVEN' LANES

The straight-ahead move is usually compulsory - if at the start of any phase, a vehicle is travelling fast enough for a *move* it **must** execute a straight-ahead move before doing anything else.

MANOEUVRES

In each of its *moves* a vehicle must go forwards along the same *lanes* into the *space* directly ahead. If the driver uses an *action* to *manoeuvre*, the car's position may be altered slightly, depending on which manoeuvre is chosen.

Vehicles which are not travelling fast enough to move in the current phase may *not* manoeuvre.

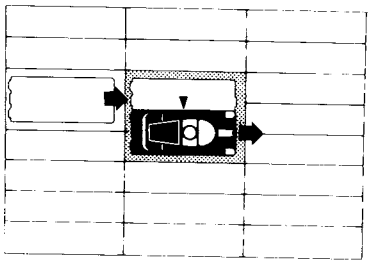
Basic manoeuvres must be announced before the vehicle makes the straight-ahead move. There are only two basic manoeuvres: *drifts* and *U-turns*. These are each detailed below.

Drivers aren't allowed to manoeuvre if there is another car, or the edge of the road, inside the manoeuvre's *contact zone.*

Provided the vehicle is on an open stretch of road, and not travelling dangerously fast, these manoeuvres may be completed safely and without any loss of speed. However, if the vehicle is going too fast it may be forced to brake or even go into a skid - see p38.

DRIFT

When a car uses a *drift* manoeuvre it completes its straight-ahead move and then, staying in the same space, may shift one lane in either direction. The basic *drift* move is shown below.



DRIFT

Vehicles on corners or bends are allowed to drift but only to the lane on the outside. When a vehicle is drifting into an 'uneven' pair of lanes its final position should be determined by aligning the car with the square divider on the outside of the pair of lanes.

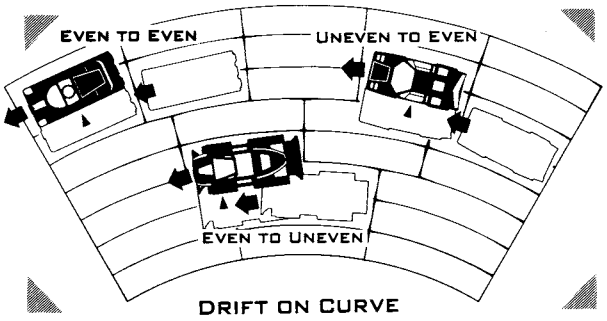
blocks with stolen IR sights and an itchy trigger. If you are lucky, the local brotherhood will watch over you in exchange for bleeding you dry. Italian mob, Jap yakuza, Hispanic bloods, it's all the same: it's still your blood that they're sucking. You've been abandoned to your fate by the stinking rich, who lurk in their PZs behind electrified fences, not realising their hired security are screwing them too. What else is left but rebellion and a brief stab at notorious glory? Nothing.



A typical southwestern Hispanic gang. Hispanic gangs rule the streets of many area of the south and southwest. Often they act as enforcers and collectors for the Blood, which can call up a virtual army at need.

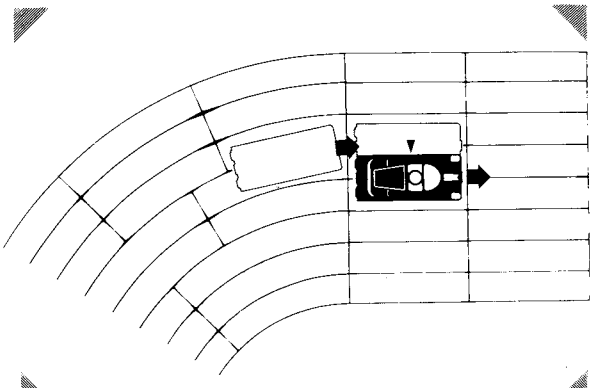


Where a car is drifting from an even pair of lanes to an uneven pair of lanes this will mean that the car's forward move will be shorter than if the car had carried on moving in the same lanes. An example of such a move is shown below. Note that a drift to the outside is the only manoeuvre that a vehicle may voluntarily undertake while on a curved section.



DRIFT ON CURVE

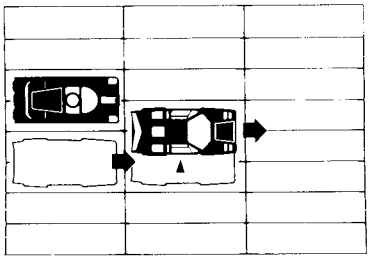
Cars which start the move on a corner or bend, but which are moving onto a straight section are allowed to execute a *drift* in either direction. This is illustrated by the vehicle in the diagram:



DRIFT INWARDS AFTER A CURVE.

Cutting Up

The rules on movement allow drivers to cut each other up by starting the move next to them, drifting and finishing in front. This is illustrated below.



'CUTTING-UP' DRIFT

Drivers can't use a drift to cut up a car which has yet to move during the current phase (unless it's a stationary vehicle whose action will not involve a collision with the vehicle doing the cutting up). Whenever a player wishes to cut-up a stationary vehicle, the player controlling it must declare his action at once. If he is moving off, the cut-up is not allowed.

Vehicles are not allowed to use a *drift* manoeuvre to move next to a car and then across into contact. This is a special attack called a *sideswipe* - covered in the rules on *Ramming (see* p52).

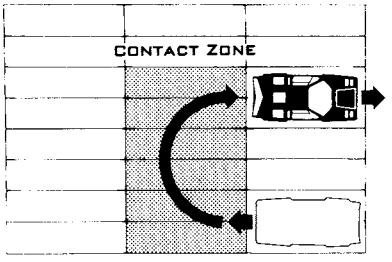
Safety Limits

Drivers will automatically succeed in making *drift* manoeuvres, unless exceeding 80mph.

If the driver exceeds 80mph, he must make a *hazard roll* (see p38) to complete the manoeuvre successfully.

U-TURN

The car simply executes a broad *U-turn* leaving it facing in the opposite direction, see below.

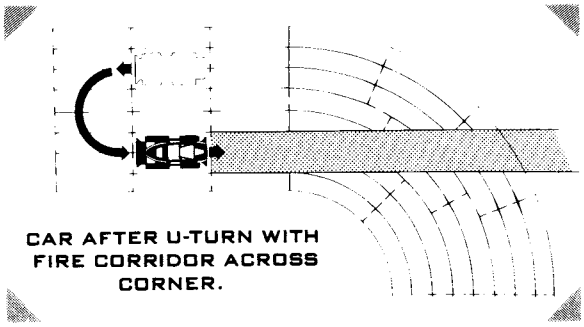


U-TURN

U-turns may not be attempted if there are obstacles or other vehicles in the *contact zone* shown by the shaded area on the diagram above. This means that a U-turn cannot be used to ram somebody.

The most lethal weapons are forward firing, so people being chased are going to have to turn to face their pursuers at some point.

The best time to do this is a couple of spaces after a bend. Take the bend on the outside and then U-turn so your line of fire covers the the entire width of the corner, as shown below.



CAR AFTER U-TURN WITH FIRE CORRIDOR ACROSS CORNER.

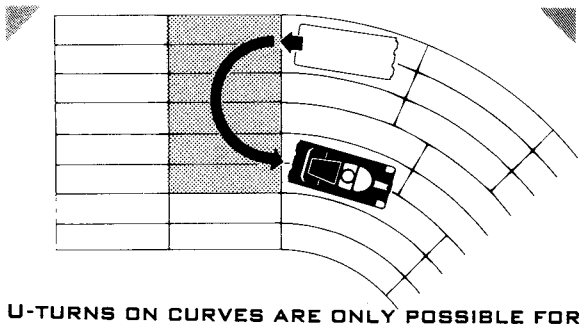


The new GenTech Panther CTI. You could say that stands for Comprehensive Technological Innovation, or maybe Compassionate Total Involvement. From the people who care, the all-new .625 spot-guided Gas Recoil seven shot automatic handgun.

GENTEC

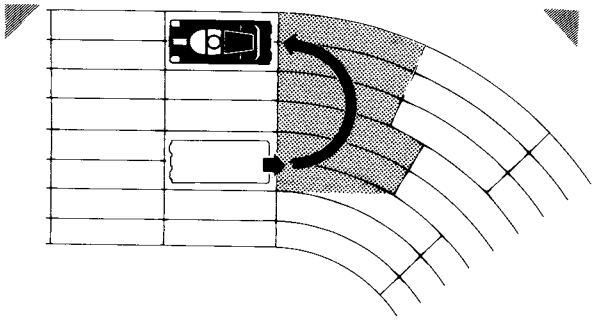
We show you how to show 'em who's boss.

Vehicles on curved tracks can't try U-turns, unless they're on the edge of the track, U-turning across a straight section.



U-TURNS ON CURVES ARE ONLY POSSIBLE FOR VEHICLES ON THE EDGE OF THE TRACK.

A car on a straight next to a curve *is* allowed to U-turn across the curve.



U-TURNING ACROSS THE EDGE OF A CURVE.

U-turns by reversing vehicles (see below) follow all the rules given above. A vehicle which is reversing on a curve can only U-turn from the edge of the track, across a straight section. A vehicle is allowed to reverse from a straight, across the edge of a curve.

The U-turn, and its contact zone is always six lanes wide, as shown on the diagrams.

Safety Limits

U-turns may be completed automatically only at speeds of up to 10mph. At speeds of between 11 and 30mph, a *hazard roll* is required to complete the manoeuvre successfully (see p38).

Making a *U-turn* obviously means yanking the wheel to full-lock - a very dangerous thing to do at speed. A driver who attempts a U-turn at 31mph or faster automatically loses control *before* the manoeuvre is executed. The driver must take a *control loss* test immediately (see p42), instead of making the U-turn.

ACCELERATION

Acceleration characteristics for the vehicles in this game are:

Renegade	20mph
Interceptor	30mph
Bike	40mph

A summary of all characteristics for all the vehicles in this game may be found on p83. *Acceleration* characteristics are given in miles per hour. This is the most the vehicle can accelerate in any *phase*.

Acceleration may be reduced by accumulating *damage* (see p28) and possibly as a result of *critical hits* (see p32).

When a vehicle's acceleration is reduced to zero, it is assumed that the engine is not producing enough power to propel the vehicle, which then automatically slows down by 5mph immediately after each *move*. Players may, of course, use a brake action (below) to reduce their speed by more than this - provided they do not exceed their current *braking characteristic*.

In order to accelerate, the driver drops to a lower gear while simultaneously booting the accelerator pedal. The player therefore first declares he is using an acceleration action, stating current speed, amount of acceleration, and new speed. Then, he moves the car straight ahead, and finally adjusts the speed track on his record sheet.

Accelerate actions may only be used by vehicles which are actually moving during the current phase.

For Example: it is the third phase of the turn. A driver of a vehicle moving at 35mph has a speed factor of two, so cannot move in this phase. The driver cannot use an accelerate action to increase the vehicle's speed.

When a car using an accelerate action must take a hazard roll in the same move, the test is taken against the new, faster speed.





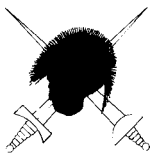
" - the News At Six, with Jay Hagman:

Good evening, the headlines tonight. Radiation leak in Idaho: CIA cover-up claimed. 4-tonne military satellite hits Albany residential district: eleven die. Temple Industries put in new bid for Takashima Chemicals amid rumours of boardroom assassinations. And we talk to Redd Harvest, and reveal the girl behind the gore. But first - "

MOVING OFF

The rules above state that if you're not going fast enough to move in the current phase then your action may only be *shoot*. The only exception is the case of a vehicle which is *stationary* at the beginning of phase 1. In this case, the vehicle is allowed to *accelerate* or *reverse* (see p17), and is moved after all other vehicles. When there are 2 or more vehicles moving off together, the one which is accelerating the most moves first.

In addition to accelerating or reversing, vehicles which are moving off may also perform a *U-turn* or *Drift* manoeuvre. This is the only occasion when a vehicle may perform two actions in one phase, and only applies to vehicles which are stationary at the start of phase 1.



MAXIMUM SPEED

Note that all vehicles in this game are rated for *maximum speed*. *Maximum speeds* are given in miles per hour. The maximum speeds for the vehicles in this game are:

Renegade	100
Interceptor	120
Bike	110

No acceleration may ever take a vehicle over its maximum speed.

Maximum speed is slowly reduced as the vehicle sustains increasing amounts of *damage*. It may also be reduced drastically as a result of sudden *critical hits*.

When a vehicle's maximum speed is reduced, and the vehicle is left travelling faster than the new maximum it obviously can't *accelerate*. Its acceleration is therefore treated as being zero (see above) until its speed has reached the new limit.

BRAKING

Braking is, of course, the opposite of acceleration. It is recorded in the same way and reduced by accumulating damage and certain critical hits.

A vehicle's *braking* characteristic can never fall below 5mph because of the friction in the transmission and wheels. Braking characteristics for the vehicles in this set are as follows:

Renegade	30 mph
Interceptor	40 mph
Bike	40 mph

By using the foot brake, and/or selecting a lower gear, the vehicle's speed may be reduced by up to the vehicle's current *braking* characteristic.

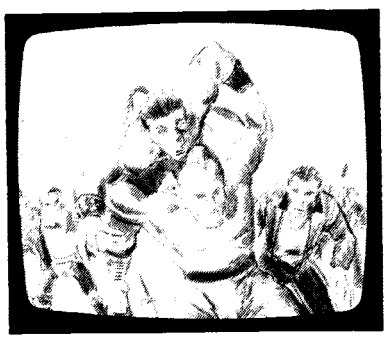
The vehicle's speed is adjusted immediately *after* it has made its move. This means that the vehicle must still move forward one space, regardless of its speed once the brake action is completed.

For Example: in phase two, a car travelling at 25mph must make a move. The driver uses the phase's action to brake. The vehicle's braking characteristic is 15mph so the driver can reduce speed by up to 15mph. The driver chooses the maximum brake so the car's speed goes down to 10mph, but it still has to move forwards.

Brake actions may only be used by vehicles which are actually moving during the current phase. This means that if a driver wants to use a brake action it must be done early on in the turn.

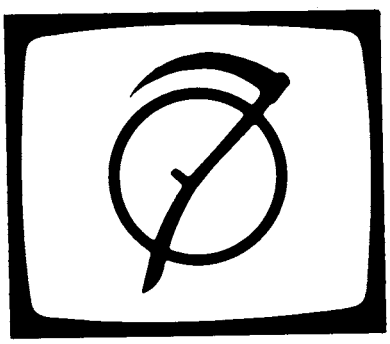
For Example: it is the fourth phase of the turn. A vehicle moving at 55mph has a speed factor of 3, so may not move this turn. The driver cannot use a brake action to decrease the vehicle's speed.

When a car must take a hazard roll in the same phase as braking, *hazard tests* are taken against the car's new, slower speed (see p38).



"COME ONE, COME ALL! It's the craftiest carve-up this side of Christmas! Ten all-star bouts, no rules. See Hymie The Cull, Pinky McLuhan and the GoGo Boys in real-life action. You can't get more real than real-life! Just be on Highway 212 south of Lexington at noon tomorrow. See you there!"

"Don't forget the names. Turner, Harvest and Ramirez. You no longer have a problem."





"You know, people ask me why I became a Sanctioned Operative for Silver Bullet. Harry, they say, just why do you risk it all time and time again?"

REVERSE

Vehicles (not bikes) which are stationary at the start of the first phase are allowed to make a reverse move. The car is assumed to be travelling at 10mph.

An ordinary, straight-ahead move does not usually require an action. This is not the case when a vehicle is moving in reverse. A reverse move does require an action and will therefore prevent the driver from being able to shoot, brake or accelerate.

Drivers are, however, allowed to perform a *drift* or even a *U-turn* while reversing - this is treated as a part of the reverse action.

Drivers are allowed to reverse on curved tracks but may not *drift* or *U-turn*.

Vehicles which are reversing ignore *hazard rolls* (see p38).

At the end of the reverse move, the car's speed is reduced back to zero - next turn it may either accelerate and move forward or reverse again.



REGAIN CONTROL

The rules on control loss are given on page 42. A driver who has lost control of a car is forced to take a *control loss* test at the start of each move. A driver who passes the test is forced to use a regain control action. The driver cannot perform any other actions such as shoot or manoeuvre.

RAM

Rules for rams - how they happen and the damage caused - are covered on pages 52-57.

Ram actions are used to restrict the circumstances in which one vehicle can run into another one. A player might be quite happy to sacrifice one of his drivers to ensure a quick victory or merely for revenge. In reality the driver of the car wouldn't be happy to give up his life quite so readily.

A driver who is still in control can only drive into somebody by using a ram action. Drivers who are about to run into something don't have time to think about shooting or manoeuvring.

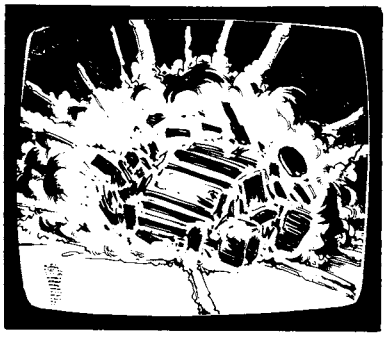
Rams occur when either:

a collision will result irrespective of any manoeuvre the driver might like to make

or:

when, after making a forward move, a driver slams into the side of a car in an adjacent lane. This is known as a *sideswipe.*

In each case, the driver *must* choose the *ram* action.



"Hey people! I'm tellin' ya! No doubt about it, the Scorpions kicked some butts too-naht! Man, they was bursting across the highway like so many squashed gophers! Too much! We'll be showing you that and a whole load more after these commercials, so don't go away now. This is Channel 23, the place to be. Check it!"



KTLD Albuquerque

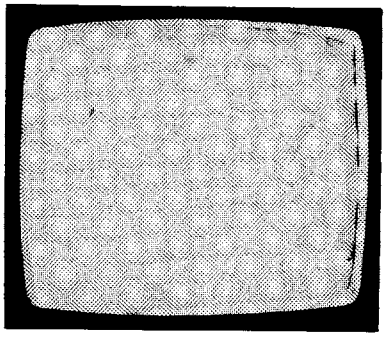
" - news reaching us of a serious incident involving a Harrison-Clyde trans-con convoy entering Alby City influx this pm. Reports are sketchy but unconfirmed rumours speak of an ambush using automatic weapons laid on by thugs from the Lariat Clan, resulting in the deaths of many truckers. Headhunter Security, current contract-holders for for the area, have so far refused to comment. You'll hear more when we do.

You're listening to KTLD-Albuquerque, all day all night all right! This is the new one from Slam Victim - "

"Maximum You, for a new, younger you. It may cost a little more, but it feels a whole lot better!"



"Mr Ochida! Steve Frewer, Channel 7. We'd just like to ask you some questions about Goldwater's involvement in the crisis in the Philippines - Now don't be stupid, Mr Hasegawa - No, put the gun down now - That isn't going to solve anything - "



IN THE CITY

"Name? Social security code? Occupation? Nature of business in Los Angeles Central Policed Zone IV? Permission to enter granted. The computer says you're clear, but be out again by 22:00 or you'll be going back to your San Bernadino sleaze-pit in an ash-tray. Next!" - Duty Patrolman Hogan Jenkins, Legal Eagles Security, westside filter zone, LA Central IV.

Society has always been divided between the haves and the have-nots, but by 1995 events have made such divisions directly obvious. Across all of North America the once-gleaming skyscraper cities have been physically divided into Policed Zones (PZs) and Non-Policed Zones (more commonly known simply as NoGo). Such a division happened rapidly after the introduction of the Deregulation of Law Enforcement Act of 1985. In the rich enclaves the police continue to patrol as before, employed by the wealthy citizens as always. But as policing declined in the poorer and more remote areas, physical barriers started to be erected to keep out 'undesirables'. Wire fences developed into electrified grids, and then into solid steel-reinforced walls honeycombed with the latest intruder detection and laser repulsion systems. Intruders are now less frequent than they used to be.



The citizens of the PZs tend to be either public servants (doctors, teachers, bureaucrats) or employees of vast, multi-national corporations. Not that the age-old American tradition of free enterprise is completely dead, but the corporations have been very thorough in their attempts to secure their positions. The political, economic, and even cultural spheres of American life are all, to a greater or lesser degree, controlled and directed by the all-persuading influence of these multi-billion dollar and yen operations. The greatest exports from North America are currently weapons and defense systems, but the corporations have their fingers in so many pies it is often difficult to narrow down what each one does or doesn't actually manufacture. Many American corporations are owned or part-owned by overseas concerns, including the Japanese, Germans and members of the Pan Istamic Congress. Indeed these are fast approaching total ownership of many sectors of American industry without most people realising (foreign ownership usually being hidden behind intermediary companies).

As corporate employees, the citizens of the PeeZees enjoy many benefits in terms of security, housing and facilities for themselves and their families. However, the corporations demand feudal-style loyalty in exchange for such benefits, and corporate employees are often little more than modern-day bonded serfs living in luxurious imprisonment.

"Oh, hi! What? You want to ask me some questions? Sure, but hey! That's way too much of a truly ga-ga jacket, darling, so street, so renegade! You simply must tell me where you got it! I'm sorry, what was it you wanted?" - F John Horowitz-DuCasse Jr, socialite, LA Central IV.



DOWNTOWN

Given a captive population of wealthy increased-leisure citizens, some parts of the city PZs have developed into decadent playgrounds where the only passport required is money and the only limit on pleasure is stamina and the strength of one's stomach. The young, rich trendsetters live in a permanent whirl of all-night clubs and gala openings, covered with glee by news-starved tabloid scandal-sheets who feed the wannabee company kids. The real





rich kids are most likely to be the offspring of high-level executives or media people, a new aristocracy of blase spoilt brats grown old before their time on wild living and severe overdoses of privilege.

For the corporate workers, life isn't one large party, but luxury is still plentiful and gratification instantly available. The rise in violent sports, especially motor duels in NoGo areas, has been met by a technically sophisticated but morally bankrupt TV service, which continually broadcasts such bloodthirsty spectacles to an increasingly jaded audience.

ROBOTOWN

The expanding American economy is supported by great reliance on ultra-high technology and its successful application to even quite sophisticated tasks. The hard work of manufacturing the goods is done by industrial robots on computer-controlled production lines. Corporate workers are more likely to be supervisory or service personnel than production-line slaves. Many work in computer design and operation, governing the product lines, and more still work in advertising, marketing and media, selling the new products to the consumers.

Within a PZ, the bigger corporations may well have their own compounds holding luxury high-rise apartments as well as the scrupulously sterile robot production lines and marketing and design offices. It is not unknown for corporate children to be born in the company medi-centre, learn in the company school with all the other corporate kids, shop in the company shop, watch the company TV channel - and respond with destructive teenage rebellion the first opportunity they get. Corporate kids soon find other things to sing than the company song.

'The Earth is still spinning and you're watching Los Angeles Channel 23, the station with an attitude. Coming up soon news and traffic, shock 'n' horror, and rock 'n' roll! Hot new vids from around the world. Music from Kickback, action from Chain Gun and Bad Movie. Right now, we've got a PeeZee on the line. Hello?.''

'Hey, I don't wanna rain on no-one's parade but those jerks in central government just can't face the fact that they're losin' it. What've they got left? It's Game Over, man!''

'Uhuh. Get of the air, we just don't care. When nukes are inevitable, lie back... and watch the latest. This is Bad Movie!''

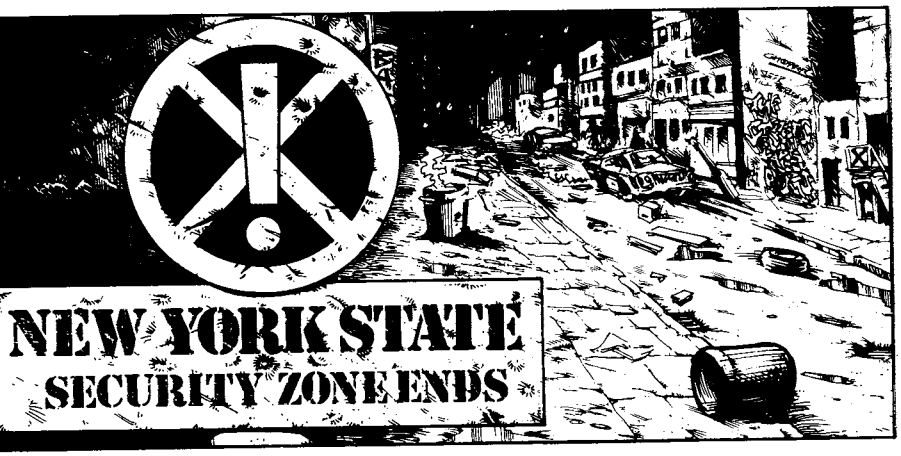




''Hey! It's new. It's now. It's a revolution in cleaning technology. Say good-bye to stubborn stains and distracting dirt from goods. Designed by the latest computer AI-simulation techniques. Your neighbour buys it, so should you. Today.'' - another truly great product from Paradise, GenTech's Household Division.

NOGO

"When you're driving in NoGo, slow down if you have to but don't stop, not for anything!"
- Friendly advice for PZ dwellers courtesy of the Trans-Am Corporation of Cleveland



Outside the relative safety of the corporate compounds, the PZs, Safe Towns and commercial zones, outside the jurisdiction of the company cops and the federal enforcement agencies, there is only NoGo. Its terse name says it all, and has come to stand for a whole way of life fundamentally at odds with the cosier existence inside the wire fences that separate it from the PZs.

NoGo is home to those who don't count, who can't cope, who don't want to be corporation servants, who want easy victims and easy profits. The poor, the rebellious, the individual and the criminal all make their home, whether by misfortune or design, in the decaying suburbs and abandoned city centres. More huddle together in cardboard shanties, industrial warehouses, abandoned cars and storm drains. Further out of town, on the fringes of open country away from the police-patrolled freeways, yet more band together in small communities united by a frontier-town mentality and a very real fear of the roving bands of motorised bandits who prey on them.

Some History

There have always been parts of a town or city where respectable people just didn't go. After the privatisation of law enforcement and the rapid bankruptcy of inner city government the rich grouped together and fenced themselves in, and such areas grew to cover all land outside the wire. The withdrawal of federal policing didn't seem to affect the poorest areas, especially when private concerns took over the responsibility. But an effective service costs money, and in many areas the so-called guardians of the law took to extorting their fee from the unwilling citizens, while in others policing simply ceased and many streets were left to the first gun-toting punk to stake his claim. Some 'service status' areas, especially alongside the patrolled freeways, manage to support policing of a sort; others are under the jurisdiction of units employed by the local hoods from one mob or another; most have been totally abandoned.

"Yo, dirtboy! Me'n'th'crew are hitting southside NoGo tonight for some serious fuuun! Yeah, shics, baby-blues and zoomjuice by the skipper. Don't be a skirt, c'mon too! See you zero at Gibby's - and dress 'propriate, y'know. Ska!" - Cally F, rich kid looking for a good time, baby!, Seattle Central PPZ2.





Of course, there are still afew (albeit a declining minority) independent towns and communities which somehow manage to maintain a largely peaceful existence outside the suffocating 'protection' of the corporations. But whether it's a shanty town hide out for no good desparadoes, or a haven for the standards of a by-gone era, it's still NoGo - where outsiders who aren't either looking for trouble or running from it are a rare sight indeed.

You Want It? We Got It!

In some parts of NoGo you can find anything you want - if you look hard enough, and can afford it when you find it. Hi-tech software, drugs, fuel oils, electronics, live animals, body parts, uncontaminated water, cybernetics, antiques, anything that can command money or be swapped for something else. Black-market shopping centres organised by mob-funded gangs or independent entrepreneurs set up at night in the delapidated shopping malls, slipping away again at dawn before the security patrols arrive. Customers come from everywhere, including from inside the PZs, looking for rare or illegal items.

Territory and street-status are all-important in the seedier NoGo areas. Whether you make your pad in a cardboard hut on the outskirts of El Paso or have your own steel-doored retreat on the thirtieth floor of a building off Time Square, that place is yours and no creep's going to take it off you without a fight. To make sure of this, many citizens band together into some form of ad hoc community, organisation or street-gang.

For the young, gang membership means an impromptu uniform, secret slang and symbols, initiations and territory. Life is a full-scale war in which the only enemies are the rival gangs of like-minded kids. Pleasure is provided by increasingly intense music, watching the duels on the TV and occasional pleasure raids inside the PZs, financed by extortion and mugging and more exotic crimes.

Some of the more organised NoGo communities are able to employ their own security or police units, but keeping out their less respectful neighbours is always a problem, especially when they have their own security. Mob affiliation is high, with many citizens throwing their lot in with the yakuza, mafia or blood. Of course, some citizens have no choice about joining - in many areas membership is compulsory. Some citizens, though, won't join. These loners, if they are strong or skilled enough to survive, are the most dangerous of all.

Despite the glamour of street life, so many NoGo dwellers would rather not live there. Dreams of scraping enough money together to move inside the wire to safety rarely come true. With all the pressures on their money, from the extortionate bills of the privatised water and electricity companies, the security fees and gang insurance, few make it.



By night Emile Delfino stalks the lower city. A lone figure in battle fatigues, his probing eyes hidden by the screen of a thermal imager. Catlike, he scans the darkened streets. From his rooftop vantage he spies figures moving through the shadows, keeping close in amongst the boarded shop fronts and burnt out apartment blocks. He recognises them as C'Cats, the scum who took his sister. Emile is a superb marksman. Four shots and four lie dying in the street. One seems still to be moving, another shots stills him. He is the judge and the jury. He is his own executioner. The scum will pay for everything they've done to him and his country, pay over and over again.



"This is my street, girl, so just you take that pretty white face back to Pigtown before I cut it right off. No slummers here, unnerstan? Now get, and thank your mama we don't eat people no more!" - Maria Xaviera Menudo, 15-yr old Death Angel member, Seattle southside.

SHOOTING

Shooting takes place after a vehicle has taken its move, plus any associated damage and hazard rolls. A vehicle may shoot in any phase, provided the driver hasn't already used up the phase's *action*.

MOVING & SHOOTING

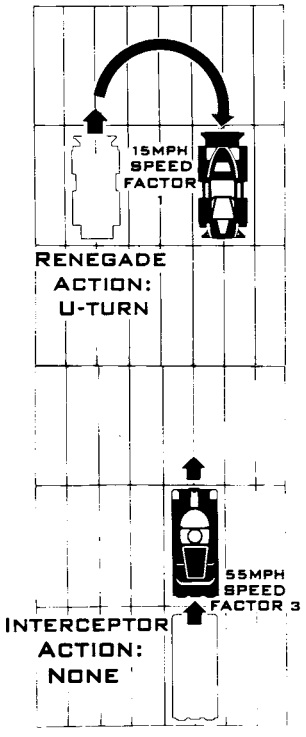
First Diagram: In the first phase, the Interceptor is travelling at 55mph, the Renegade at 15mph. The Interceptor moves first, goes straight ahead

The Renegade then executes a U-turn - it can't fire because this phase's *action* has been used to manoeuvre.

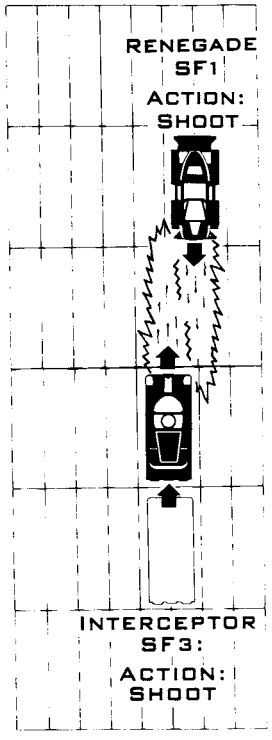
Second Diagram: Phase 2. The Interceptor moves first and again goes straight ahead so the driver can use the action for firing. The Renegade is not travelling fast enough to make a move, but is still allowed to fire.

Third Diagram: Phase 3. The Interceptor drifts to avoid a collision.

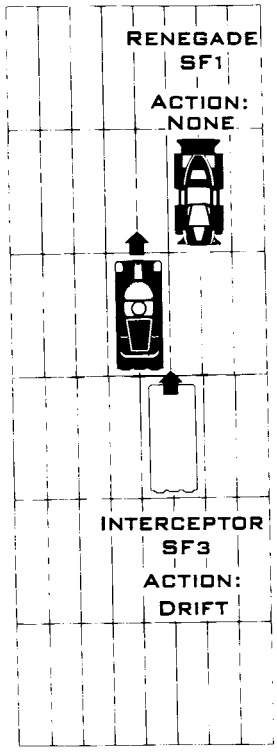
PHASE 1

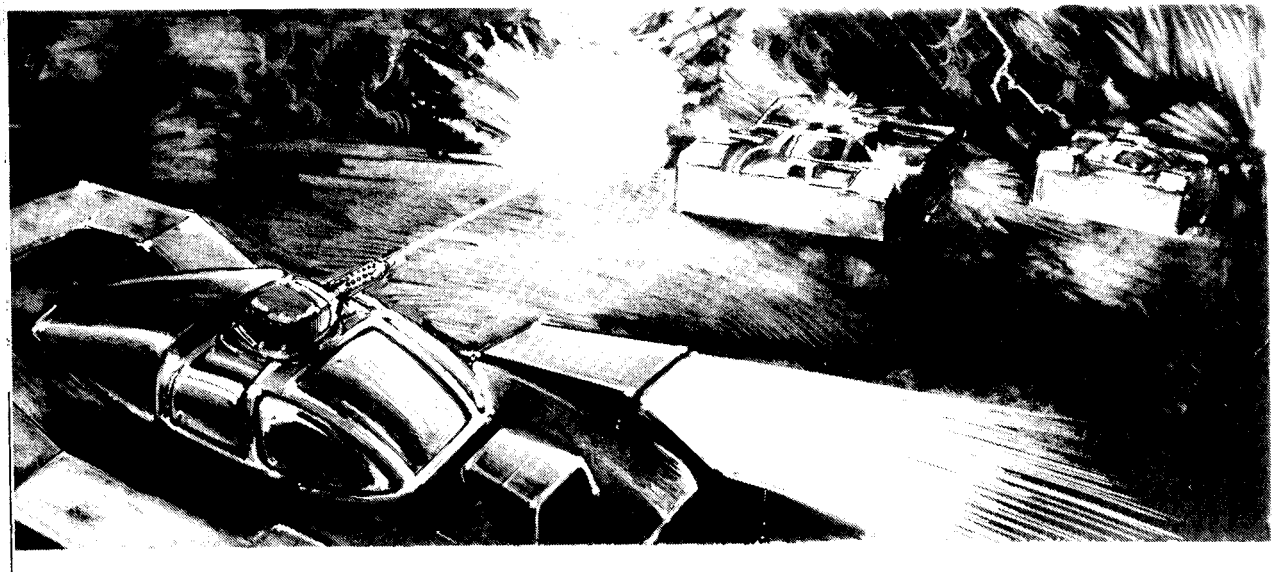


PHASE 2



PHASE 3





'Shoot' is a general term used to cover the use of any one vehicle-mounted weapon (including *passive counter measures*), or a pair of turret-mounted weapons. Full rules on the use of weapons are given on pages 25-29

Drivers declaring shoot actions must state which weapon is going to fire before the model is moved.

The driver uses the action to bring the weapon on target by manoeuvring his car. Firing the weapon once it's on target is only a small part of the *action*.

Drivers who've declared a shoot action at the start of their move are not committed to fire until they start to check the fire corridor and range.

Shooting actions are unusual because drivers are allowed to use them in phases in which their car isn't actually moving. This means that in an extreme case where there are two cars in play, one at speed factor 1 and the other at speed factor 6, the drivers of both cars could, in theory, have six shots.

Because shooting takes place after movement, players may have already used up their action and may not be able to fire. Drivers who use their action, are forced to panic brake, or who lose control cannot shoot in the same phase.

A shoot action isn't just a question of pressing a button, it involves making sure the car is correctly aligned on the target, chosing which weapon to use and so on. Each shot requires time, preparation and concentration, which is why each shot requires an action.

FIRING PASSIVE WEAPONS

The vehicles of Dark Future may be equipped with two kinds of weapons: direct fire combat weapons, and passive weapons.

Passive weapons fire counter measures onto the road behind a vehicle. Explosive passive weapons detonate when a vehicle passes over them. Simpler passive weapons, like oil and smoke, are designed more to cause drivers to lose control than to damage vehicles.

Vehicles can only carry passive weapons if they have a *passive weapons mount* (see p83). A smoke layer, for example, cannot be mounted in place of a chain gun, say, and vice versa.

Weapon Types

Immediately after having moved and after passing any relevant *hazard* and/or *control loss* tests, a player who declared a 'shoot passive' action may place a suitable counter on the grid as described below. Note that drivers can only use passive weapons in those phases in which their vehicle is actually going to move. Stationary vehicles, however, may always deploy smoke.

Spike layers are crude, often home-made weapons, generally scattering a dozen or so razor-edged caltrops. These are quite devastating against standard pneumatic tyres and can even cause a lot of damage against solid rubber tyres.

Oil layers are also fairly simple. They are generally just an oil reservoir with a pump which delivers the oil to a nozzle or a row of nozzles mounted at the rear of the car. Oil slicks don't cause damage as such but each hit reduces a vehicle's *handling* (p40) and might force the target to brake or suffer control loss.

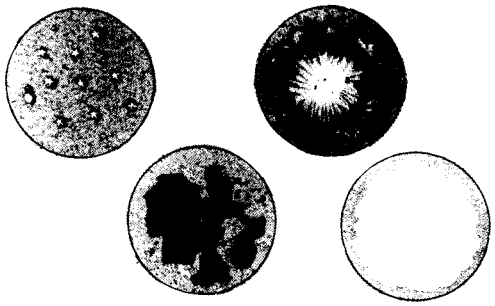
Pattern Mines are small but powerful landmines laid in a very tight cluster. Each individual mine has a separate and highly sensitive detonator. The instant one of the mines explodes, the entire carpet of mines will automatically detonate.

Smoke Layers don't cause damage but the clouds of smoke they produce can obscure enemy fire and pose a very real hazard to high-speed pursuers.



DEPLOYMENT

Passive weapons are represented by the coloured markers included in the box. For added visual impact, however, you should make your own smoke markers from cotton wool glued onto card. The markers are placed on the road and will either cause damage or force *hazard roll tests* (p38) for any vehicle driving over them too fast.



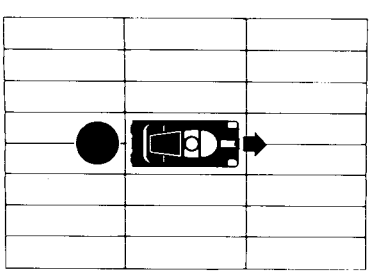
DUMMIES

At the start of each game, players should grab a handful of dummy passive markers, plus markers to represent any real passives that are actually fitted to their vehicles. Drivers of vehicles without passive weapons may not deploy dummies.

Deploying passive weapons requires a *shoot* action. The driver must have declared *a shoot passives* action, completed the intended move and then passed any relevant *hazard rolls.*

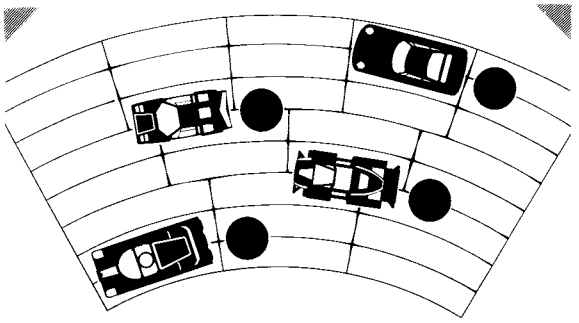
Provided the driver doesn't *panic brake* or *lose control*, he has the option to shoot and deploy the marker. The driver may choose either a dummy or a real marker.

The marker should be placed so that it occupies the two lanes immediately behind the vehicle. Oil, Mines, and Spikes counters (including dummies) are always placed face down, Smoke counters face up.



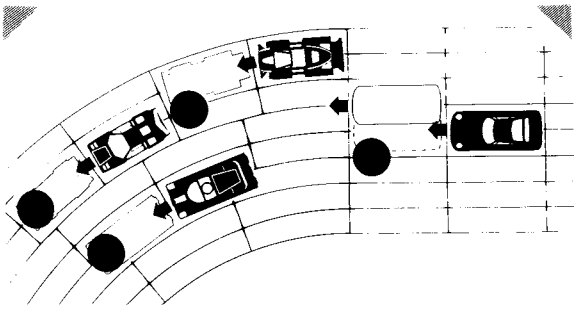
PLACING PASSIVE WEAPON MARKERS

When passives are laid on curves, the marker should be placed directly behind the vehicle, and then moved slightly so it only occupies two spaces. The final positions for the counters are shown below.



PASSIVE WEAPONS ON CURVES.

The markers are only turned over when they are overlapped by a vehicle's *contact zone*. Dummy markers and mines are then removed from play.



DRIVERS OF ANY OF THESE CARS CAN TURN THE MARKER OVER AFTER THEY HAVE COMPLETED THEIR MOVE.

Oil and Smoke

An oil layer can be *locked on* as part of a *shoot* action. This means that oil will be deployed after each of the vehicle's moves, without the driver having to use a shoot action.

Once locked-on, the oil can only be switched off by another shoot action. This action must be declared at the start of the vehicle's move, and only comes into effect if the driver manages to complete the move without losing control. Provided the action is completed, the oil is turned off, no marker is deployed, no ammunition is used.

When an oil layer is locked on and the car spins, the oil is assumed to be dispersed. No marker is placed, but the oil layer's ammunition is reduced by one.

Interceptors have two passive weapon positions - one on the left, the other on the right. Weapons laid from either of these are placed in the normal position, immediately behind the vehicle. If both weapons are used, one marker (player's choice) is placed on top of the other.

Stationary vehicles, and those not going fast enough to take a *move*, may only deploy smoke. Oil layers on stationary vehicles automatically turn themselves off.

Oil is treated as a *surface hazard*, this is important for the way it effects Bikes - see p70.

Oil markers stay in place, regardless of how many vehicles drive over them.

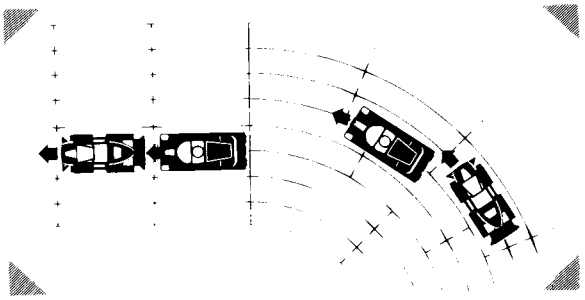
Smoke layers can be *locked on* in the same way as an oil layer. This means that the vehicle carries on laying smoke at the end of each of its moves without the driver having to spend an action. Thus, a locked-on smoke layer can be used to lay a continuous trail as the driver weaves across the road.

Smoke laid by a locked-on smoke layer in a spinning car is dispersed. No marker is placed but the weapon's 'ammunition' still goes down.

The smoke produced by a smoke layer is *persistent*, this means that, once deployed, the marker stays in place for the duration of the game.

TAIL GATING

Passive weapons can be used while being *tail-gated*. Tail-gating is shown below. It happens when there is a car in a space directly behind another car.



To deploy a passive when being tail-gated, the 'shooter' must roll a dice. If it scores an odd number, the shot has failed - assume the weapon has been scattered or, in the case of oil, it's just hit the other car's hood. If the dice score is an even number, the counter should be placed normally, if necessary underneath the other car model. This rule does not apply to smoke - which can always be laid even if there is a vehicle right on your tail.

Drivers who have a passive weapon counter laid under their vehicle must make the normal hazard and damage rolls for that weapon but not until immediately after their *next* move. This is an exception to the normal rules where drivers test for moving onto the marker but not off it.

HITS

Vehicles hit passives if the weapon counter is anywhere in their *contact zone* (see p52). Face down markers are then turned face up. Dummy markers are removed from play. When a vehicle contacts a passive marker, it completes its intended *move*, takes any damage (see p30) and then makes any *hazard roll* (see p38).

Damage and hazard rolls should be made immediately after the vehicle has been moved. A passive hit can thus damage a vehicle or force it to panic brake or lose control *before* it gets to shoot.

When you are about to hit a passive the best thing to do is drive straight ahead and, in most cases, don't brake. This gives the best possible control and doesn't force an extra hazard roll for manoeuvring.

Note that, since the first stage of most actions is a straight-ahead move, a vehicle which starts a phase immediately behind a passive weapon marker *must* run into it, even if its final position - after a drift manoeuvre, say - means it is not directly over the marker.

Damage rolls are taken *before* hazard rolls. The damage roll may, by cumulative damage or a lucky critical hit, affect the vehicle's *handling*, or the driver's *drive skill*. Any such effects are taken into account on the hazard roll. This rule also applies to oil, which automatically reduces the target's handling (see p30).

Use passive weapons thoughtfully. Their value isn't so much in the damage that they cause as, in the ways they can be used to force pursuers to lose ground. A passive weapon laid just before the inside lanes of a corner forces a pursuer to go round the longer, outer lanes.

DIRECT FIRE

The rules on shooting are very simple. For each weapon fired, the firer measures the range in squares, and rolls a dice. To hit the target, the dice score must equal or exceed the *range* in spaces. The score of the dice is modified by the weapon's *accuracy* and a variety of tactical factors.

When the dice rolled to hit scores a one - before these modifiers are applied - the shot *always* misses.

WHEN TO FIRE

Drivers can shoot if they declared a shoot action, and have not been forced to panic brake or lose control. Drivers do not have to have moved in a phase to take a shot.

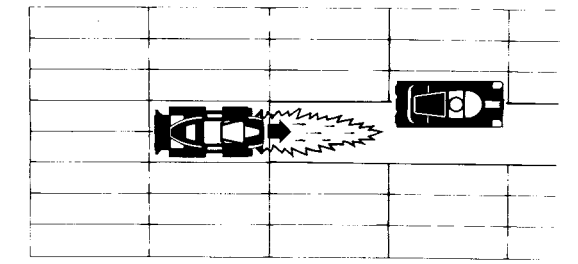
The player must declare which vehicle is firing, and which target is being shot at. Drivers who declare a shoot action before a *move* aren't committed to firing. They can change their minds after the move and not shoot, but must clearly state they are doing so.

Once a vehicle has moved, and the player has stated that he is going to shoot, he can't then change his mind. If, for example, a player measures the range and discovers that the target is beyond maximum range, the shot must be fired - the ammunition is wasted.

FIRE CORRIDORS

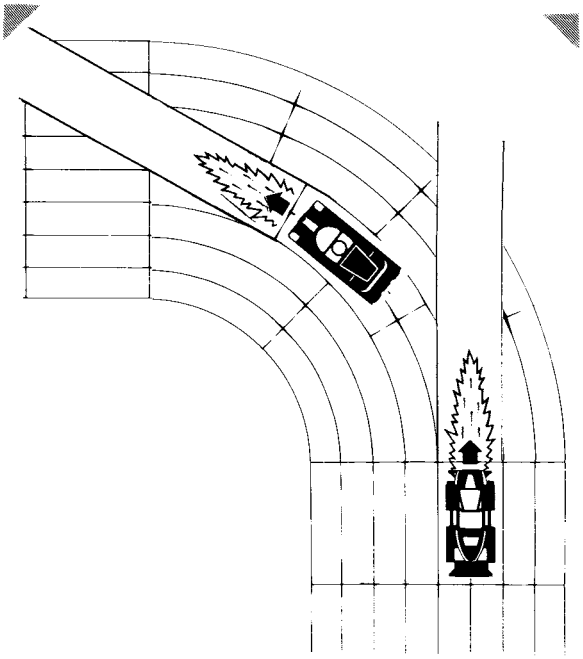
Weapons may only ever be fired at targets in their *fire corridor*. The fire corridor for any weapon on a fixed mount is shown below.

A vehicle need only be partially inside the corridor for it to be an eligible target. An example of this is shown below.



When the firing vehicle is on a curve, its fire corridor can only be checked by using the range ruler. The ruler should be placed directly in front of the firer, and aligned as precisely as possible so that its edge is flush with the space divider in front of the vehicle.

The same rule applies when firing at targets on curves where the fire corridor must be extended off the straight grid using the movement ruler. This is shown in the diagram below.

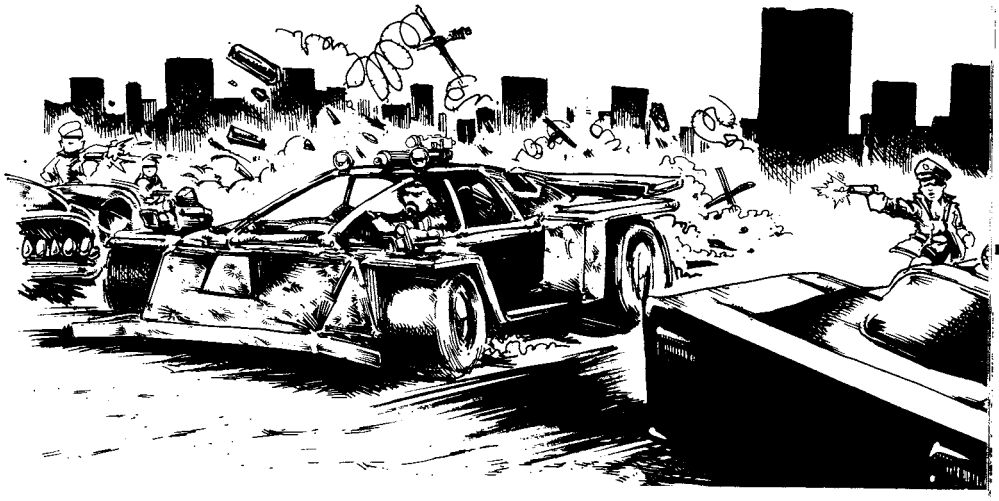


FIRE CORRIDORS AND CURVES

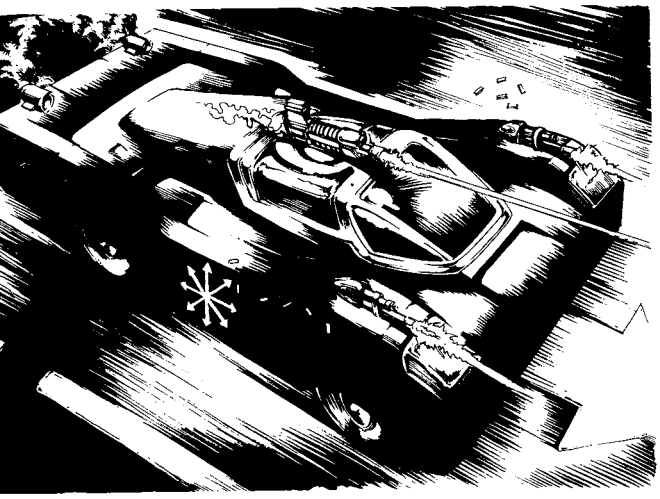
Whether or not a model is inside a fire corridor should be determined by the exact position of the *model* - not the rules on contact zones. This is particularly important when working out whether or not it is possible to fire at targets on curves. Cars which are at an angle to the grid because of spin also calculate their fire corridors using the range ruler.

A fire corridor may never be extended off the track sections. It is assumed that the roads are surrounded by either light vegetation or low hills which make it impossible to fire through or over them.

"Ftunk" went the barricades, followed immediately by the sharp, yapping barks of the piggies' pop-guns. In a blink I was through. No sucker two-bit roadblock's gonna keep me locked in Cincinatti tonight, I snarled to myself, wondering just how good I looked right at that moment. The road was clear ahead. I allowed myself a deep breath and kicked the floor..."



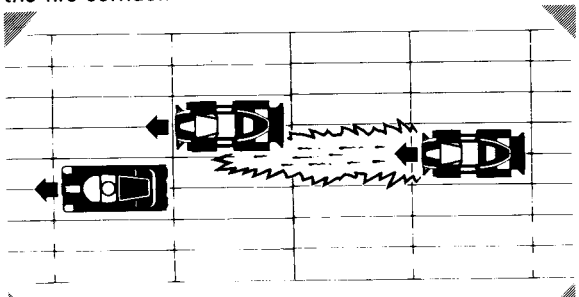
Al Garley, interviewed in 'Bandit', a Channel 7 Tuesday Night Special



TARGETS

A 'target' is a vehicle. Players are not allowed to shoot at passive weapon markers, nor may they single out a particular location on a car as their target.

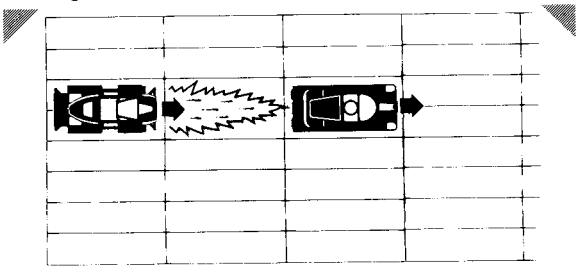
When there are two or more targets in the fire corridor, all fire must be directed at the closest one. This will mean that a friendly vehicle partly obscuring the fire corridor will effectively block out the real targets. The diagram illustrates this rule. The two Renegades are fighting on the same side. The one in front is preventing his comrade from engaging the Interceptor, because he is partially blocking the fire corridor.



BLOCKED FIRE CORRIDOR

MEASURING RANGES

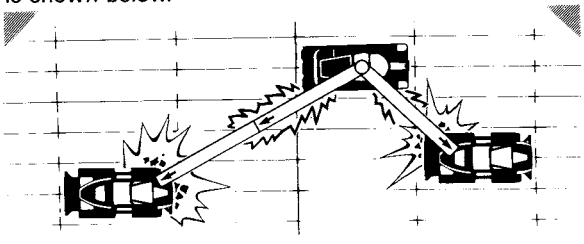
To measure a range count the number of *spaces* between the shooter and the target. Count the space occupied by the target but not the one occupied by the shooter.



2 SPACE RANGE

When shots are are not being aimed straight along the road, for example a shot at an angle from a turret, the range can still be measured by using the range ruler.

When using the ruler, put the front of it next to whichever weapon is firing, and measure to the closest point on the target vehicle. Count all the spaces in between, counting part of a space as one extra space of range. This is shown below.

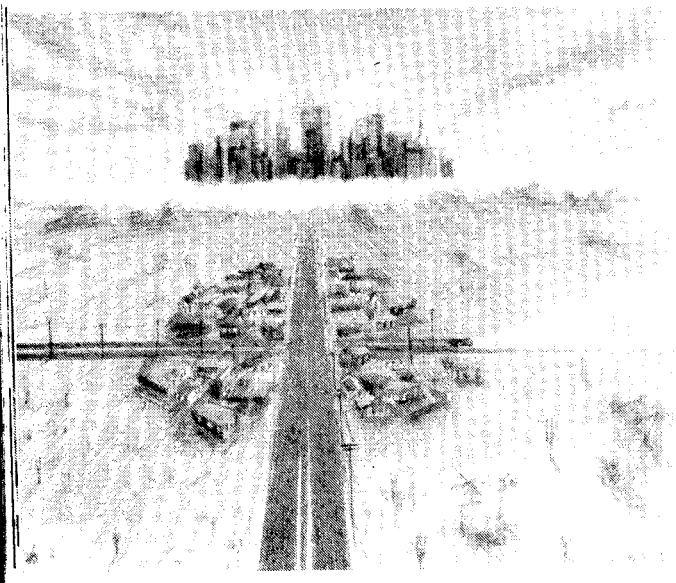


MEASURING RANGES FROM TURRET

Where the measured range is more than six spaces, but still within the weapon's *range*, count the target as only six spaces away.

Full details of the characteristics of all weapons available in this game can be found on p 83 .

Example: A machine gun is firing at a target 8 squares away. The range is counted as six, not eight



ON THE ROAD

The cities are crumbling, falling prey to their own acid pollution and ruthless overcrowding and exploitation. The relatively secure PZs are patrolled by uniformed psychos who uphold the rich man's law. You don't stop in a PZ, because there's always some upstart with a badge and a tazer moving you on. NoGo shivers by day, burns by night, a jungle of concrete and steel. There's always someone skulking around the next corner with first-degree murder and car-theft on their mind. You don't stop in NoGo, period. Where else is there but the open road?

City Streets

The streets of a city like Dallas, Denver or Boston can vary between quietly safe and horrifyingly dangerous, depending upon where you are and what time of day



HIT ROLLS

Whenever a shot is fired, the player should make a *hit roll* to see if it hits the target. To make a hit roll:

1. Measure the range in squares (shots at targets more than six squares away but still within the weapon's maximum range count as a range of six).
2. Roll one six-sided dice. If it scores a 1, the shot has missed - regardless of any modifiers.
3. Add the weapon's *accuracy*
4. Add or subtract any appropriate *tactical factors* (see below).

If the total equals or exceeds the range, the shot has hit. If it is less than the range number, the shot has missed and has no further effects.

Shots are always taken using accuracy, range and tactical factors according to the circumstances at the point when the weapon is fired.

WEAPON ACCURACY MODIFIERS

4.2mm MG	+2	Combat Laser	+2
20mm GL	0	Chain Gun	+3
Lightweight Laser	+2	40mm GL	0
40mm RAG	0	Heavy Laser	+2
6mm MG	+2	Missile Pod	+2
15mm Autocannon	+1		

TACTICAL FACTORS

Firing hood-mounted weapons	+1
Firing turret-mounted weapons	+1
Each smoke marker in the fire corridor (maximum -3)	-1
Firer travelling at 81mph or faster	-1
Target travelling at 81mph or faster	-1

TURRETS

Hit rolls from turret mounted weapons use all the normal rules. The difference lies in the way the targets are selected.

A turret is automated and computerised. It contains a sensor array along with a simple fire control computer which aims the weapon at the nearest available *enemy* target.

The principal advantage of a turret is that it allows the weapon freedom from the restrictive fire corridors outlined above. A turret-mounted weapon may fire in any direction, anywhere in a full 360° arc.

Turrets are intelligent, so they can distinguish between friend and foe amongst vehicles. A 'friendly' vehicle is anything that has started the game on the same side.

The guns mounted in the turret are only pointed at the target, it's up to the driver to fire them. The driver is presented with an image of the selected target via a head-up link. Firing the weapon requires a *shoot* action like any other shot.

The closest target should be measured in spaces, using the range ruler. When there are two or more targets at equal range the turret will select the one that is to the rear of the firing vehicle - good defensive sense, huh?

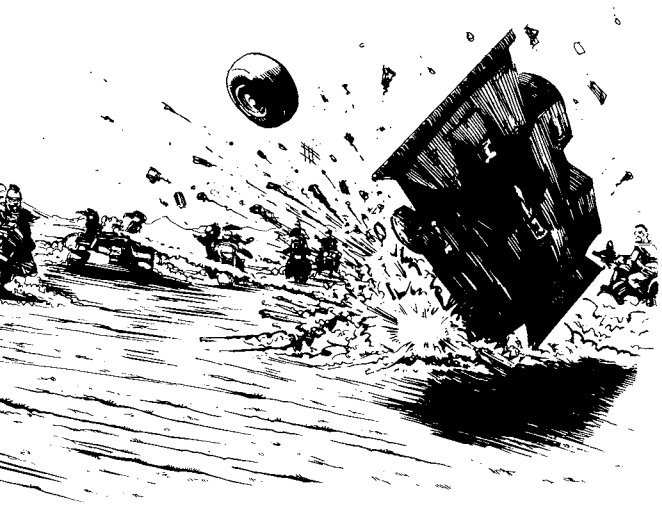
If there are two or more equi-distant targets to the rear, the player may select which one the turret aims at without having to use an extra action. When there are no targets to the rear and two equi-distant targets in front, the player may select one of them, again without having to use an extra action.

it is. In the protected PZs, regular police and other security patrols keep disorder to a mimimum. After all, that's what the citizens pay so much of their incomes for. Streets are often in good repair, and the vehicles likewise. Wealth has a habit of making itself visible in the PZs, and a flash new gull-wing is just another of this season's accessories, to complete an outfit along with the latest LCD-imagising datanet-linked mirror shades and new Korean DI-ed sensi-chip implants.

Urban vehicles don't usually carry weapons as a rule. Most PZs still retain laws prohibiting the display of weapons in public - except for law enforcers - and out-of-town vehicles are required to strip down before being allowed access, if they are let in at all. Most vehicles are constructed with the necessary ports and couplings to take weapons if the owner finds them necessary. The AAC currently run campaigns insisting that all members fit something high-calibre and belt-fed before venturing beyond the limits of a PZ.



DAMAGE



Damage rolls have a variety of causes - the most common cause is hostile fire, although drivers also take damage rolls when they hit mines, collide or crash.

Regardless of the cause, each roll is referred to as a hit. The dice roll and modifications are referred to as a *damage roll.*

Each damage roll follows the following sequence:

1. Roll a dice.
2. Add any modification for the type of hit. This is the *damage characteristic* in the case of weapons; for collisions the hit's damage will be modified by the speeds of the vehicles involved, for crashes the modifier is equal to the crashing vehicles' *speed factor.*
3. Subtract the target's armour.

The total is the number of damage points caused. If the total is zero or less the shot hasn't caused damage.

If the score on the dice is a 'natural' six - before modifiers for damage and armour are applied - the hit causes a lucky *critical hit* in addition to the ordinary damage (see p 32).

Natural sixes cause critical hits even if the hit doesn't cause ordinary damage. No amount of armour can stop a critical hit when the hit roll scores a six.

The total should be marked off the vehicle's damage track.

Weapon Damage Characteristics

Lightweight MG	+1	20mm GL	+2HE
Lightweight GL	+2HE	Combat Laser	+3
Lightweight Laser	1	Chain Gun	+5
40mm RAG	+8HE	40mm GL	+8HE
6mm MG	+1	Heavy Laser	+6
15mm Autocannon	+3	Missile Pod	+8HE

DAMAGE CHARACTERISTICS

A vehicle's *damage* characteristic depends on its size, weight and standard of construction. Initial damage characteristics for all the vehicles in this set are as follows:

Renegade	18
Interceptor	24
Bike	9

DAMAGE INCREMENTS

As vehicles take increasing levels of damage their performance and handling will slowly worsen. This is simulated by reducing the vehicle's characteristics when it falls below certain levels. The levels are called *damage levels* and the reduction in the vehicle's performance is referred to as *incremental damage.*

The record sheets are marked with the different levels at which *incremental damage* is taken. These are:

	Starting Level	Incremental Levels		
Interceptor	24	18	12	6
Renegade	18	12	8	4
Bike	9	6	3	



NoGo

Driving in, or more likely, through, NoGo is a very different matter. Most major routeways to the PZs are fenced off from the poorer areas they unfortunately have to pass through, but of course fences can be climbed over, broken through or tunnelled under. Unseen Highway Killers isn't just the name of a popular teenage pop group; it's also another danger for those who drive through NoGo. Particular favourites of the unknown snipers are the buses which run passengers to and from airports built on the edge of town. Really busy highways tend to be monitored by video and helicopter, and dotted with small fortified surveillance and emergency towers to reduce the risk of violence.

The actual streets of NoGo areas can vary greatly from wide, clean highways (occasionally) to buckled, cratered dirt-tracks (often). Road repair is not usually the highest priority of your average NoGo dweller. However, since a successful black market operation requires truck access, some of the more organised mobs will pay for the upkeep of key roads into and out

The moment a vehicle falls *below* the increment level its perfomance should be reduced. The reduction is the same for each increment level - the vehicle loses 10mph of maximum speed, 3mph of acceleration and one point of *handling* (see p40).

Note that a vehicle's starting damage total isn't a *damage level*, so vehicles don't take *incremental damage* when they first take damage.

The vehicles used in *Dark Future* are well prepared for what's going to be thrown at them. All the cars are fitted with armoured seats, doors and coachwork, along with armour plating protecting vital innards like the fuel tank and the engine. The floors are also armoured, with a strengthened chassis, as well as roll and ram bars fitted as standard.

Armour is a simple one number rating which covers all the car - front, sides, rear, roof and floor. Armour ratings are as follows.

Renegade 3
Interceptor 4
Bike 2

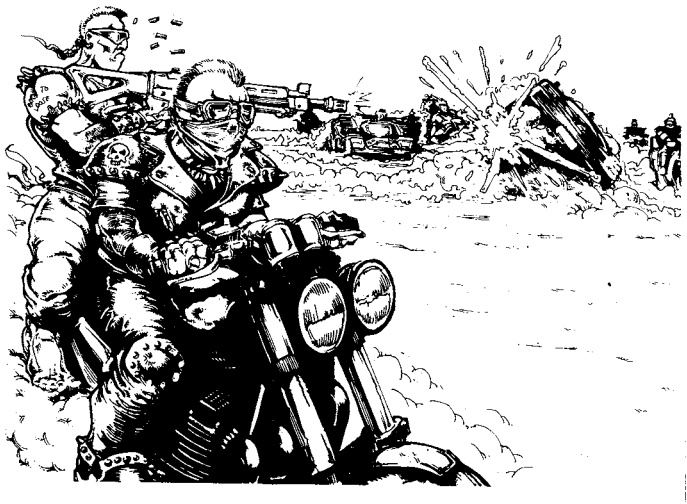


MULTIPLE HITS

Drivers can take multiple hits in several circumstances. The most common is where a car collides or crashes at speed. These are explained under *Collisions* (p52) and *Crashes* (p58).

The full effects - ordinary damage, criticals, terminal damage and then any hazard rolls - must be calculated for each hit in sequence. Once a vehicle has lost its last damage point, players should still take damage rolls, although the only thing that is important is whether the dice scores a six, and thus causes a critical.

Once a vehicle is reduced to zero damage it suffers *terminal damage* (see p35). The effects of terminal damage vary, generally the car will be reduced to an immobilised wreck, and its weapons usually stop working.



MULTIPLE DAMAGE

A single hit may cause far more than just ordinary damage - it may also cause a *critical*, *terminal damage* or a *hazard roll*. When this happens the different stages of damage should be worked out in the following order:

1. Ordinary Damage
2. Critical Hits (p32)
3. Terminal Damage (p35)
4. Hazard Rolls (p38)

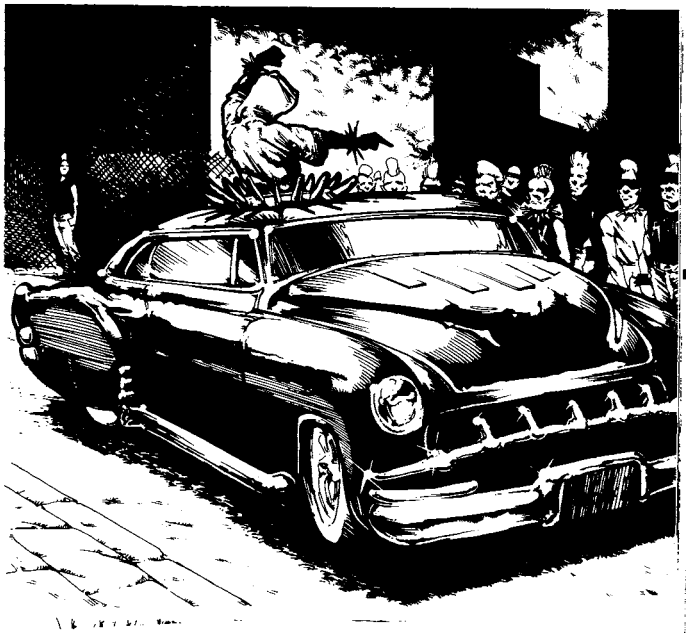


HE HITS

Grenade launchers have a high explosive warhead, designated by the letters 'HE' after the weapon's damage characteristic. HE hits are exactly the same as other hits except that they may force targets to take *hazard rolls* to simulate the additional effects of the blast (see p38).

of their trading areas. In neighbourhoods completely controlled by the yakuza or the mafia it is not at all surprising to find the perfect streets swept and washed daily. The black-windowed stretch limousines which cruise these streets carry hidden weaponry to get out of all those tricky little spots major-league gangsters tend to get caught up in.

An expensive or fashionable vehicle tends not to be the status symbol it is in a PZ area. Unless you have the sort of serious reputation that guarantees no two-bit street slime will rip off your prize sleaze-mobile every time your back is turned, it is far too risky to own a flash vehicle in NoGo. The money involved first in purchasing one, and then in keeping it in fuel, tends to be very prohibitive anyway. Everyday vehicles in NoGo tend to be functional rather than impressive; clanking conglomerations of cannibalised parts ripped off from other drivers and often held together by little more than prayer. Weaponry tends to be openly flaunted, despite the ineffectual threat of the law. It's always better to warn someone off sooner than have to shoot them later. It's not smart to get involved when driving in NoGo.



PASSIVE DAMAGE

OIL

A thick coating of oil is enough to make even the best drivers lose control. Encountering oil is particularly dangerous if the car is manoeuvring or taking other hazards. Even if a driver manages to survive the hazard, the coating of oil on the tyres will severly hamper the car's performance for several miles - far longer than most games.

Oil 'hits' don't cause ordinary damage. However, each time a vehicle drives through oil, its *handling* should be reduced by one (see p40).

Once this has been done, the vehicle may also be forced to take a hazard roll. The hazard's *safety limit* (p 38) depends on the move that has just been made. A driver who has just moved straight-ahead and has neither braked, nor accelerated, will be all right if doing less than 60mph. A driver who has made *any* other sort of move - a skid, a drift, a spin etc - is only OK if doing less than 30mph.

Cars on curves always test against the lower - and therefore more dangerous - 30mph safety limit. This applies even if the driver isn't performing any kind of *manoeuvre*.

When approaching a patch of oil the best thing to do is just drive straight over it. When going too fast, don't hit the brakes!

A vehicle's *handling* may be reduced by up to two points as a result of successive oil hits. Once a vehicle has taken two oil hits, its handling cannot be reduced any further by oil.

The safety limit for driving straight-ahead onto oil is quite high. For this reason oil is best used on corners and bends or to restrict the enemy's manoeuvres.

Hazard rolls for oil are taken immediately after the forward move. If the target is taking another hazard roll for the move, however, the test for the oil should always be taken last. Oil hazards are an exception to the usual rules, given on p38-41, which say that hazard rolls should be taken in descending order.

Drivers forced to *panic brake* because of another hazard roll, test against the 30mph limit.

For example: A driver doing 80mph hits a patch of oil on a curve with a 50mph safety limit. Because it's an oil hazard, the driver tests for the curve first. The hazard roll forces the driver to panic brake, which means that the oil hazard roll is taken against the 30mph safety limit.

PATTERN MINES

A pattern mine marker represents a cluster of a dozen or so compact mines, each with its own detonator and a powerful explosive charge. If one of the charges explodes, the entire pattern goes up.

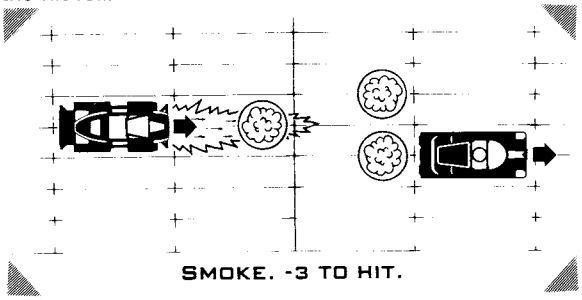
When a vehicle takes a pattern mine hit it suffers one hit at +3 damage. It must take a hazard roll if travelling faster than 50mph. The mines' weapon marker is then removed.



SMOKE

Smoke markers are always placed face up.

The main effect of smoke is to obscure the car from anything shooting at it from behind. There is a minus one hit modifier for each smoke marker in the shooter's fire corridor. This applies to any smoke marker which lies partially, or entirely, inside the fire corridor. The diagram below shows a car shooting with a wing-mounted weapon. There are three smoke markers actually inside the fire corridor so the shot takes places with a -3 modifier on the hit roll.



SMOKE. -3 TO HIT.



The maximum deduction for firing through smoke is -3. Where there are four or more smoke markers in the fire corridor the shot still takes place with a -3 hit modifier.

When working out how much smoke there is in a fire corridor, shooters count any smoke marker which is actually underneath the target model.

The safety limit for hitting smoke is 60mph, drivers at 61+ must take a hazard roll (see p38).

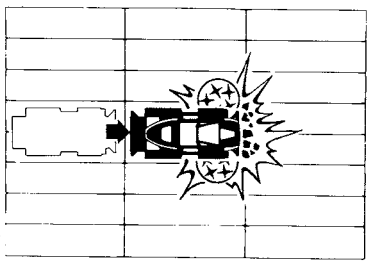
SPIKES

Hits from spikes use a special system for calculating damage. Each time a vehicle takes a spike hit, the player who deployed the spikes should roll a dice. If the dice scores a 5 or less, the spikes have no effect. If the dice scores a 6 the spikes cause a wheel critical at 0 damage (see p34).

Vehicles running over spikes at speeds of 20mph or less are immune to spikes - there is no need to roll for damage.

DOUBLE HITS

It is possible for a car to hit two passive weapons in one move. This commonly occurs when two passive weapons have been laid on top of each other, or where they are side by side and a car drives over the centre. Such a move is shown below.



CAR MOVING STRAIGHT-AHEAD HITS TWO PASSIVE WEAPONS.

There are of course other ways that a car can hit two counters - especially when U-turning or spinning.

When a car hits two identical weapons markers after a straight-ahead move (either on a straight or a corner) the effects will depend on the weapon:

Oil Treat as two hits.

Pattern Mines Roll for damage for both patterns, one after the other. Make only one hazard roll for both sets but make the safety limit 30mph instead of the usual 50mph.

Smoke Take one hazard roll against the normal limit. If the car chooses to fire out from the smoke, it does so with only a minus one to hit for the two markers underneath the model.

Spikes Treat this as a single hit.

The problems really begin when someone drives straight into an odd set of passive weapons - for example oil on one side and pattern mines on the other. In these cases the driver must treat each hit separately.

When two cars are collaborating to lay adjacent pairs of passive weapons they are often far more effective laying 'odd' sets - oil and pattern mines is one of the most devastating pairs.

In nearly every roadfight situation, you'll find yourself wanting to get behind your opponent and use your forward-firing weapons. It's the natural thing to do. There's nothing wrong with it, but don't let it rule your thinking.

Some drivers will take unnecessary risks because they can't think of anything but getting the other guy in front of them. Don't forget your passive weapon systems. Just because the other guy's behind you, you're not defenceless.

At the same time, remember the other side of the coin. Every year we lose a few juniors because they forget that the bad guys can mount passive weapons too. Even bikes - remember that. When you're on the other guy's tail, that doesn't mean *he's* defenceless, either.

- Hammond-Maninski training video

Filter

Also known variously as Influx, In/Out and StopGo, filter is a term for the border areas on the edge of the PZs through which traffic enters or leaves the area. Depending on the area, barriers range from raisable poles to switchable laser-curtains. No PZ has a completely open gateway. More importantly, perhaps, filter is also where the incoming trucks stop to unload their containers and pick up a new load for the return journey. Truck parks are very well fortified, usually guarded by electrified fences, armed guards and IR-enhanced German Shepherds; they form strong points along the perimeter of the PZs.



"Take an expressway to Heaven. The Whiteline Gabriel. Divine perfection. Everyday can be like Christmas morning. There, by the grace of God, you can go too. All the way to Paradise." Typically understated Whiteline Vehicle Corporation advert



CRITICAL HITS

Critical hits occur whenever a player scores a 'natural' six on a hit roll (a natural six is a dice roll of six *before* any modifiers are applied).

Whenever a *critical hit* is scored the player should roll for damage normally and then roll for the critical hit. To roll for the critical hit, the player must determine which *facing* is hit. Facings are either the sides, front, rear, floor or roof - this is usually obvious.

Once this is done the player uses the *Target Matrix* (below) to decide whether the hit strikes the bodywork, wheels, weaponry, the engine, or the driver. The player then rolls to see what has happened on the appropriate critical hits results table.

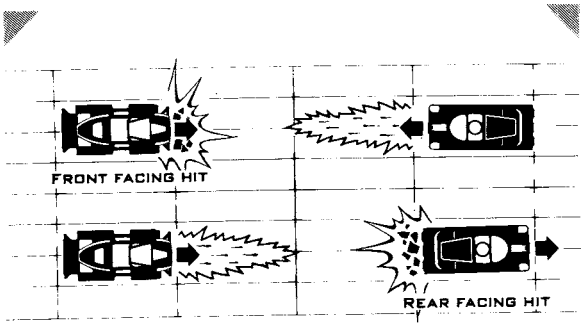
Players should note that the person actually rolling the dice should be whoever caused the hit. If the critical hit is the result of a crash (p58) or control loss (p42), the dice should be rolled by the driver of the car itself - not one of the other players.

Telekinesis fans might be interested to know that when rolling dice for the target matrix, high dice scores hurt more!

TARGET FACING

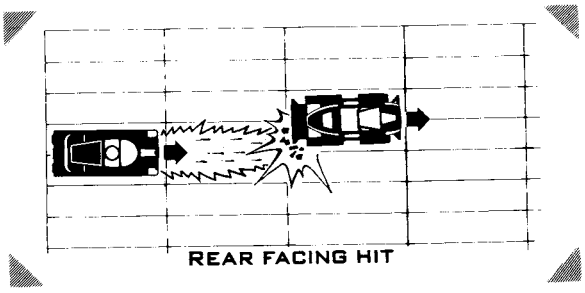
The target's *facing* is usually quite obvious from the relative positions of the target and firer.

Most shots are on the front or rear tables, as illustrated by the two cars below.



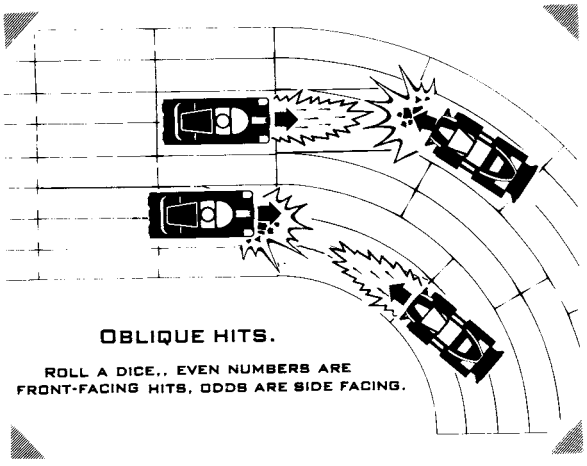
FRONT AND REAR FACING HITS.

When both cars are on straights and have at least one lane in common, the target's facing is still either front or rear. An example of this rule is shown below.



REAR FACING HIT

When the target is at 45 degrees to the road, where someone is firing onto or from, a corner, or where the target is in a completely different pair of lanes the shot may hit either the rear/front, or the sides. This is called an *oblique hit*, and is illustrated in the diagram below. When an oblique hit occurs, roll a dice. When the dice scores an even number, the shot hits the front/rear. When the score is odd, the shot hits the side.



OBLIQUE HITS.

ROLL A DICE,. EVEN NUMBERS ARE FRONT-FACING HITS, ODDS ARE SIDE FACING.

When a car has spun through 90 degrees, critical hits are taken on the 'side' profile.

Critical hits from passive weapons are floor facing.

Cars can also take critical hits when they roll or crash (see p46). Hits for rolling are taken on the roof. For crashes, the hit's facing is decided by rolling a dice:

Score	Facing
1,2	Roof
3	Left side
4	Right side
5,6	Front

SLANG TERMS

Technology

datanets, webside	worldwide accessible computer networks (there are several)
skyball, spyball	satellite
skypilot, sneak	satellite
skyballing, sneaking, snooping	satellite surveillance

Geography

sandside	the desert (no matter where)
dirtside	semi-desert wasteland (ditto)
NoGo	non-policed declining area
PZ, Safe Town, PPZ	policed secure area
dustbowl, no man's land	industrial manufacturing area

Entertainment

looies, kish, jangle	money
cattle, rough, loose	loose change
slice, spade, smooth, plastic	credit card
(zoom)juice	drink
juiced	drunk
ju-ju, baby-blues	drugs
ju-ju man	drug-dealer
hagging	looking for a woman
shic	eligible man
skimmie	eligible woman

Miscellaneous

slum	fake
slummer	PZ person visiting NoGo; counterfeiter
callie	west-coaster (typical cliched beefcake jock)
sam, sammie	Japanese person
gagging	eating
lamping, shredding	just hanging around
ticks	hours (4 ticks = 4 o'clock)
zero	midnight
klicks	kilometres
skirt	boring stay-at-home; straight; PZ dweller generally

TARGET MATRIX

Having established the target's facing, the next thing to do is roll to see what is actually hit. This is done by finding the appropriate table for the hit's *facing*, and rolling a dice.

Players only make one roll per critical hit. If, as often happens with weapons hits, the table gives something which isn't fitted or which has already been destroyed or disabled, the critical is wasted.

Because of this rule, vehicles with only one or two weapons are much less likely to suffer a weapons hit than a vehicle bristling with guns and equipment.

Hits on Sides, Wings and Passives must be followed by a second roll. Odd numbers are a hit on the left hand weapon station, evens are on the right.

Renegades only have one passive weapon station centred at the rear of the car. Their drivers must treat 'Passives' results on the tables below as automatic hits on this, central, weapon station.

FRONT FACING

D6 Roll			
1-2	**Bodywork**		
3	**Front Wheels**		
4	**Weapons**		
	roll again:	1,2	Wings
		3	Sides
		4	Hood
		5,6	Roof/Turret
5	**Engine**		
6	**Driver**		

REAR FACING

D6 Roll			
1,2	**Bodywork**		
3	**Rear Wheels**		
4	**Weapons**		
	roll again:	1,2,3	Passives
		4	Sides
		5,6	Roof/Turret
5,6	Roll again:	1,2	**Engine**
		3,4	**Fuel**
		5,6	**Driver**

SIDE FACING

D6 Roll			
1-2	**Bodywork**		
3	**Wheels**		
	roll again:	1,2,3	Front
		4,5,6	Rear
4	**Weapons**		
	roll again:	1	Wings
		2,3	Passives
		4,5	Side*
		6	Roof/Turret
5	Roll again:	1,2,3,4	**Engine**
		5,6	**Fuel**
6	**Driver**		

*There is no need for a second roll to which side is actually hit. Count this as a hit on whichever side is closest to the firer.

FLOOR FACING

D6 Roll			
1,2	**Bodywork**		
3,4	**Wheels**		
	roll again:	1,2,3,4	Front
		5,6	Rear
5,6	Roll again:		
		1	**Weapons** roll again: 1,2 Sides 3,4,5,6 Passives
		2,3	**Engine**
		4	**Fuel**
		5,6	**Driver**

ROOF FACING

D6 Roll			
1,2	**Bodywork**		
3,4	**Roof/Turret mounted Weapons**		
5,6	Roll again:		
		1	**Engine**
		2,3	**Fuel**
		4,5,6	**Driver**

Driving & Crime

tourist	private car
sneaker, slug	corporation vehicle
mobmobile	gangster stretch limo
big wheel, wrapper	large truck
jammer, treader, pusher, t-bone	trucker
bird	helicopter
bird cage, cage	heliport
blues, blue lights, state	state police
mercy boys	private police
zoo	agency or police HQ
wrap-up, smoothie	unmarked police car
sap, stupe, stiff	victim of crime
dirtboy, panzer boy/girl	NoGo street-punk
mujo	NoGo street-trash,
drag, dragger	tow-truck
body-boy, cutter	vehicle customiser
retouch, hammering	customisation
shiner	good road
bouncer	bad road
rattler	dreadful road
fluff	snow
ground, dusted, dust-up	sandstorm
stab, trash	a wreck
flamer, flare, red	burning wreck
peg, top	legal speed limit
hammer, metal, mallet	accelerate, accelerator
back up	slow down
squared	stopped
yooie, lewie	u-turn
bail, bail out	leave the road
flip, flip-flop	return trip, there and back
DX	long distance
back door	second driver guarding the rear
front door, stealing	lead vehicle of convoy
rocking chair, sitting	sitting in the middle of a convoy
flapping	driving right up on someone's tail
bite, snarl	hassle from police
ace	driver with too big an ego
alligator, ally	someone who talks too much (especially on-air or in combat situation)
coming out the windows	you're coming in loud and clear
faking, wigging	listening to other people talking (on air)

CRITICAL HIT RESULT TABLES

Having determined what has been hit, roll on the appropriate table below to find the effects.

DRIVER

D6 Roll

1,2 **Hurt.** The driver must take an immediate hazard roll if travelling faster than the safety limit of 40mph.

3,4 **Injured.** Reduce the driver's drive skill by one. Drivers travelling faster than the safety limit of 20mph are forced to take hazard rolls.

5 **Limb Disabled.** Roll a dice twice. On the first roll even numbers are arms, odd ones are legs. The second roll decides which side, as usual - odds left, even right. A lost leg reduces drive skill by one, a lost arm reduces drive skill by 2. The vehicle automatically loses control, and the driver makes a control loss test at the start of the next move.

Drivers who lose the use of both legs or both arms have their drive skill reduced to zero, their vehicle is treated as having *no driver.*

6 **K.O.** The vehicle has *no driver* (see below)

NO DRIVER

A vehicle with no driver automatically loses control and adds 2 to all *control loss* tests. The driver's drive skill is reduced to zero which will take the car's *adverse control* down to zero (see p40).

The vehicle carries on moving until it either slows to a halt or crashes. During this time, it's speed goes down by 5mph after each move, and may also fall as the result of skidding, spinning and running into things!

When a vehicle has *no driver,* it automatically crashes after any move which leaves it on a curved track section (see *Crashes,* p58).

ENGINE

D6 Roll

1 **Engine Block.** Roll a dice and add the hit's damage. If the total is a seven or more the engine is *disabled* (see below).

2 **Carburettor.** Halve the vehicle's current *acceleration characteristic.* Round any fractions down.

3 **Brake Cylinder.** The car's *braking characteristic* falls to 5mph.

4 **Generator.** The engine keeps going but there is insufficient power for any lasers, turrets or guidance systems. These immediately stop working.

5 **Ignition.** The engine is *disabled* (see below).

6 **Explosion.** The engine is *disabled.* The explosion causes another +2 HE hit. In addition, the vehicle must make a hazard roll against a safety limit of 50mph. Any critical hits caused by the explosion are taken on the car's *side facing.*

DISABLED ENGINE

When a vehicle's engine is disabled, its acceleration is reduced to zero. After completing each move, the vehicle automatically loses 5mph of speed (see p15).

If the vehicle has any lasers, they are allowed one last shot this turn with their stored power, and then stop working. If the lasers have already been fired during this turn, they have no power reserve and don't get this last shot.

Turrets and missile guidance systems stop working immediately.

WHEELS

Roll D6

1 **Brake pipe.** Halve the vehicle's current braking characteristic. Ignore fractions.

2,3 **Front Wheels - Steering Hit.** Roll a dice, and add the shot's *damage* (see p28). If the total is 5 or less, the critical has no effect, it is wasted. If the total is 6 or more, the vehicle's handling is reduced to 0 (see p40).

Rear Wheels - Axle Hit. Roll a dice and add the hit's damage. If the total is 7 or more, the vehicle's axle is broken, otherwise the critical has no further effects.

Vehicles with a broken axle lose two points of handling, and their acceleration is reduced to zero. The driver must take an immediate hazard roll against a safety limit of 40mph. This hazard roll must be taken after all subsequent moves.

When the vehicle finally comes to a halt, it is treated as a *wreck* (see p57).

4 **Split tyre.** After each *move* the driver of the target vehicle rolls a dice. If the dice score is less than the vehicle's current speed factor, the tyre shreds and has the same effects as a **Tyre Destroyed** result - see below.

If the score equals or exceeds the vehicle's current *speed factor,* the tyre has survived the move. Nothing else happens, but the driver must keep rolling at the end of the next, and all subsequent moves.

5,6 **Tyre Destroyed.** The vehicle's handling is reduced by two and it's maximum speed goes down by 10mph or down to 60mph - whichever is the slowest.

Once its handling has been reduced, the driver must take an immediate *hazard roll* with a *safety limit* of 20mph.

If, at the end of a move, the car is still travelling above the new, lower, maximum speed limit, the driver is forced to take a hazard roll. Treat the test's safety limit as the vehicle's new *maximum speed.*

BODYWORK

Roll D6

1 **Transmission.** Roll a dice, and add the hit's damage. If the total is seven or more, reduce the vehicle's acceleration to zero. Otherwise the hit is wasted.

2 **VDU destroyed.** Any turret or missile pods are out of action.

3 **Fuel line.** The vehicle is now *leaking fuel.* At the end of each turn the driver rolls a dice. If it scores one, the car's engine is *disabled.*

4 **Brake line.** Halve the vehicle's current braking characteristic.

5 **Weapon link severed.** If there are any weapons on the same facing as this shot go back to the appropriate target facing table on the target matrix. Roll as directed for a **Weapons** hit, the weapon selected is out of action.

As usual, the player is only allowed one dice roll on the facing table. If this result is an empty weapons mount the critical hit has been wasted.

6 **Screen.** The windscreen shatters. The driver takes a hazard roll against a *safety limit* of 30mph (see p38).

WEAPONS

D6 Roll

1, 2 **Damaged.** The weapon is slightly damaged. Its *accuracy* is reduced by two. On all subsequent shots, roll a dice. If the dice scores an odd number, it jams and does not fire.

This isn't a permanent jam so the driver can try shooting the weapon again. The same dice roll is made, needing an even number for success.

When deploying passives, this roll must be taken, even if the driver is only trying to deploy a dummy.

Players should note that the jam may recur. A successful roll to fire it doesn't mean it has repaired itself!

3 **Jammed.** Every time the driver tries to fire, roll a dice. If the score is 5 or less, the weapon is still jammed and may not fire. A score of 6 means the weapon instantly starts working again and the shot takes place as normal. Once a 6 has been scored the weapon starts working normally. No more rolls are needed to fire it.

4 **Command Link severed.** The weapon is totally unharmed but cannot be operated.

5, 6 **Destroyed.** The weapon cannot fire again.

If the weapon which has been hit causes *HE damage* (either mines or GLs), there is a risk that it will explode. The driver of the target vehicle rolls a dice, if it scores an even number there is no extra damage. If the dice score is an odd number, the weapon explodes. The explosion causes a +8HE hit.

FUEL

D6 Roll

1-3 **Holed.** The vehicle is now *leaking fuel*. At the end of each turn the driver must roll a dice. If it scores one, the car's engine is *disabled*

4-6 **Explodes.** The vehicle takes an immediate +8HE hit. Any critical hits resulting from the explosion are taken on the vehicle's rear facing. The engine is also immediately *disabled*.



TERMINAL DAMAGE

When a vehicle takes a hit which wipes out its last damage points, three things happen:

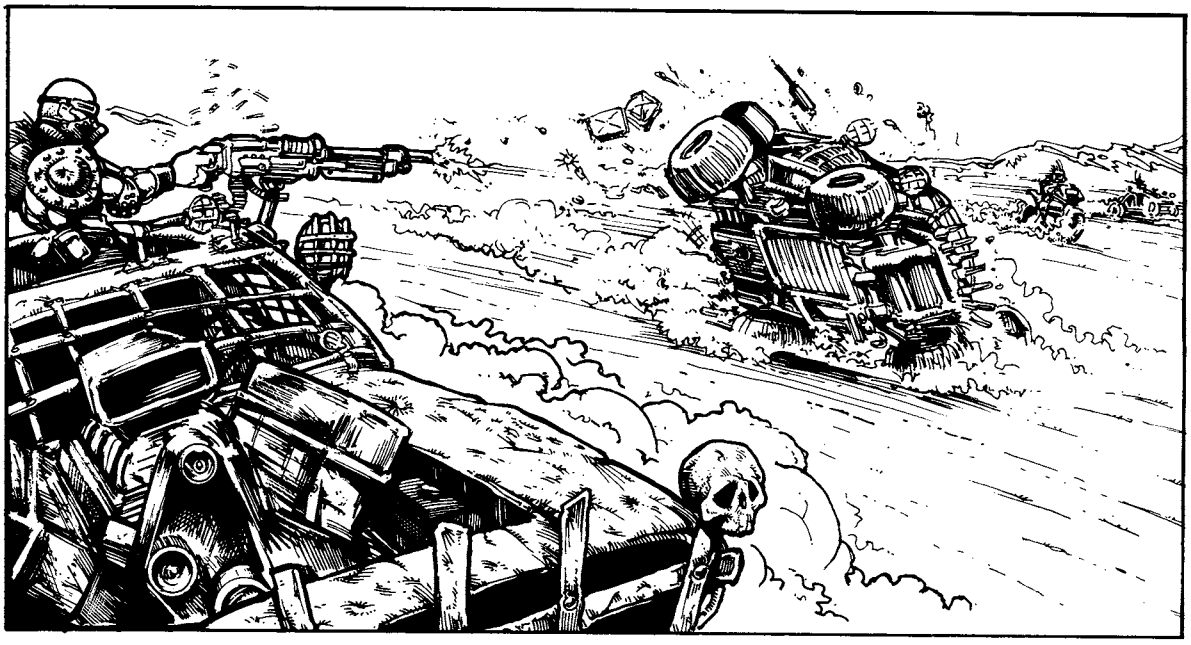
The vehicle's engine is *disabled* (see p34), all weapons cease functioning, and its handling is reduced to zero (see p40).

Any subsequent hits on the vehicle ignore normal damage rolls, but should still roll a dice to see if they score a critical.

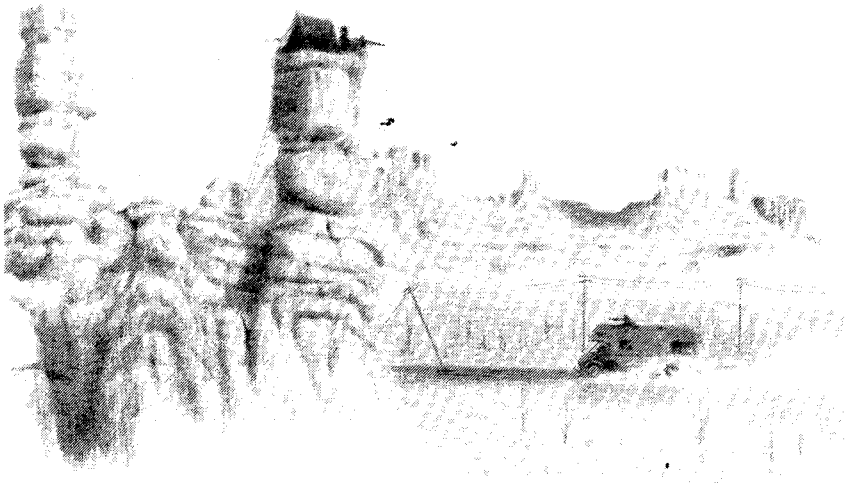
On this and any subsequent hit, the driver's player should roll a dice. On scores of 2 or more, nothing happens, but if the dice scores a 1, the car explodes causing a driver critical (see p34).

A car can only explode in this way once. Once the car has exploded any additional damage is effectively wasted.

For example: A car with only 2 points of damage left takes a hit which causes 4 points, the vehicle's engine is disabled, its handling reduced to zero, and the weapons stop working. The player who caused the hit rolls a dice to see if the car explodes - it scores a 2 so the car is OK. The car eventually crashes at speed factor 4. The driver rolls four dice - if any of them score a 1, the car explodes.



Desert Roads & Dirt Tracks



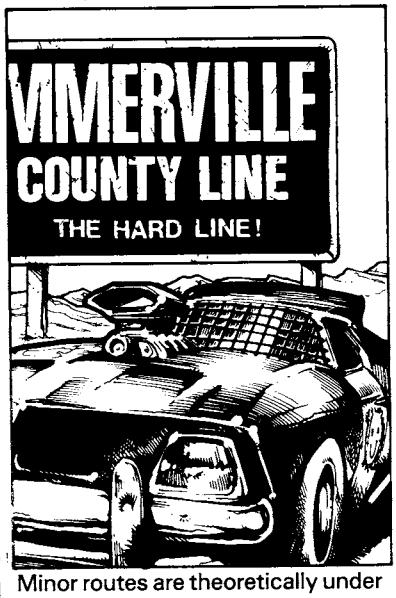
Beyond the cities the roads run forever, slicing up the dusty, lifeless land of the new Wild West, the Second Frontier. As the sand creeps ever onward, the land becomes more and more deserted, the roads open and free! Well, sporadically. As the desert gradually encroached on the more populated areas, some Americans saw the ecological catastrophe as the beginning of a new frontier spirit. They stayed where they were, and others moved from the overcrowded cities to join them in their ricketty settlements. The roads link them together, running like asphalt spiderwebs through the cruel terrain. The settlements operate under no-one's jurisdiction but their own; 'sandside justice', as it has come to be known, is to be avoided at all costs. It usually involves a lynching, and is not to be recommended.

Elsewhere, ranches cluster wherever there is a permanent source of clean water. Situated well outside the patrol areas of the state security police, many ranch houses are built like small fortified castles, surrounded by yet more electrified fences and automatic intruder alarms.

The sandside (common term for the desert) roads can be clear for kilometre after kilometre, often lulling inexperienced drivers into a false sense of security. This is Outlaw Country. You meet someone on the road, all he wants to do is kill you and take everything you have. Unless you manage to kill him first. On two wheels or four, the biker gangs and crazed loners patrol their territory, stalking their prey like wolves. Stalking them, of course, are the Ops and the bounty hunters. It's war out there.

Road Management

State authorities, their powers stripped by government privatisation and ecological collapse, have in many areas licensed out road ownership to private companies. Toll roads have an obvious disadvantage in that it costs money to travel on them (or at least to join them via the toll-gates), but this is counter-balanced by better road surfaces, and aerial and land-based security patrols. Problems come because many of the vehicles who use such roads are driven by inexperienced city-dwellers who seem to believe that they are now perfectly safe from attack. This attitude just leads to trouble, with the more organised gangs launching full-scale assaults on the highways in expectation of easy pickings. It isn't so easy to have a serious man-to-man duel on a privately-owned highway, however, without also bringing along the rest of one's gang to ride shotgun and keep off the lawmen while you finish your business.



Minor routes are theoretically under the protection of the state or county authorities. In other words, no protection at all. Sandside is littered with signs declaring this road or that to be the righteous property of one gang of cut-throat psychos or another.



"You see this, huh? All this is my land. You got that, city-boy? Mine. I don't give a donkey's hee-haw if you're lost. You get your fat beehind offa my land before I take this sawn-off and give ya'll an enema you won't never forget! Now git!"

Unusually helpful landowner, Contracosta County, California.



Road Users

Most legitimate road users crossing the wilder parts of the central USA do so at very great risk unless they travel in convoys. In the regions close to populated zones there is usually enough security coverage to dissuade all but the most careful small-time bandits from practising their trade, but further out the gangs run wild. Furthermore, because of the potentially rough conditions, trans-continental vehicles have to be very rugged in construction, prepared for assault both from the harsh elements and other road users.

Convoys are getting increasingly larger, because the gangs are becoming more and more daring. The largest corporations run immense trains of armoured lorries patrolled by fast jetcopters which can take off and land from flat-backed trailers while the convoy keeps moving. Further afield, affiliated Ops patrol the backwoods on the look-out for potential trouble. The huge armoured trucks now in use are quite capable of taking out just about anything in their path, and let nothing stand in their way (occasionally a problem when the thing in their way is a police roadblock or a car pile-up!).

However, the larger gangs are becoming more adept (or is that 'crazy enough'?) at actually boarding and breaking into a moving truck. There is little a truck driver can do in such an eventuality save swerve about in the hope of dislodging them, or climb out of the cabin to slug it out man-ro-man on the roof of the speeding sixteen wheeler! A few widely-reported incidents of jetcopter pilots ill-advisedly strafing the fuel tankers they were supposed to be protecting have put paid to other remedies.

Most of the large corporations operate their own haulage companies (TransCon, for example, are owned by GenTech), and there are a multitude of large and small independent haulage firms using both unionised and non-unionised labour. Some firms, such as The Express and TDS (Trans-Desert Services), specialise in fast, small-scale message-carrying duties, using very fast, lightly-armoured vehicles and long-range jetcopters to speed small packages through to outlying regions in safety. Others band together in loosely-organised trade associations to construct larger, regular cross-country convoys.

The convoys, of course, are there for protection against the marauding gangs which increasingly infest the outlying regions. Some bands, of course, are clean-living and operate within the law, grouping together for protection as they travel the country from town to town, making some money from legitimate jobs. Others veer either side of the law, not being averse to some shady county-line smuggling or the occasional hold-up if the road is clear. Others, though, are real bandits, amoral sickos who live by the gun, travelling the back-roads between the settlements on which they prey on customised bikes and in cars. If the gangs stay in one place for too long, the Ops can usually track them down and eliminate them sooner or later, but others avoid the law for years by carefully moving on after every hit.

And believe it or not, there is also the occasional private driver to be found battling their way through the wastelands. These can range from idiotic Sunday drivers insistent upon vacationing in the same place they always have, to well-equipped psychos on the look out for an excuse to vaporise some poor sucker. Such crazies are the subject of many bizarre tales related in truck-stop canteens across the continent. Everyone who travels sandside regularly gets to know that lone drivers are real bad news, and either steers well clear or just removes them from the road before they hurt someone.



"And I'm telling you, son, that you and your panty-waisted brothers from your snivelling commie Union of Haulage Operatives can take your lousy closed shop and blow it out your exhaust. Me and my buddies have been making this run for fifteen years, and no silver-plated jerk is gonna take it away from us. You come near me, boy, in that joke you call a rig, and I'll stomp you across the highway!"
Gerry Ford (no relation), driver, Coast-2-Coast Independent Truckers.

HAZARDS & CONTROL LOSS TESTS

SAFETY LIMITS

Whenever a vehicle corners, manoeuvres, takes a hit or collides with something, consult the list of *safety limits* below. If the incident is noted, and the vehicle is going faster than the listed safety limit, the driver must take a *hazard roll*.

Drivers who encounter a hazard when they're travelling slower than the limit are, of course, totally safe, and don't have to make a hazard roll. Drivers only have to test when they exceed the limit, so those going at exactly the same speed are also safe.

Note that when a driver uses an *accelerate*, or *brake* action, the speed is adjusted immediately *after* the vehicle is moved, before any hazard rolls are made.

Hazard rolls for curves, manoeuvres and all weapon hits (including passives) are taken just after each *move*, and their effects come into force immediately.

RAMS (see p52)

Sideswipe:
- Neck and neck (losers only) 40mph
- Opposed:
  - Winer 40mph
  - Loser 20mph

Shunt (both vehicles) 40mph

MANOEUVRES

Drift 80mph

U-turn . . . . . Safety limit 10mph
Vehicles trying a U-turn at 31+ lose control

Overlapping contact zones (bikes only, p64):
- Neck-and-neck 80mph
- Opposed 40mph

Dodge (bikes only) 40mph

PASSIVE WEAPONS

Oil:
- Straight-ahead move 60mph
- Any other move (Eg drift, U-turn or moving on a curve, etc) 30mph

Pattern Mine 50mph

Smoke 60mph

CURVES

Cars on curves test against the safety limit printed on the track.

When cars are on two lanes with different safety limits, they test against the higher, and therefore safer, limit printed on the outer lane.

HITS & CRITICAL HITS

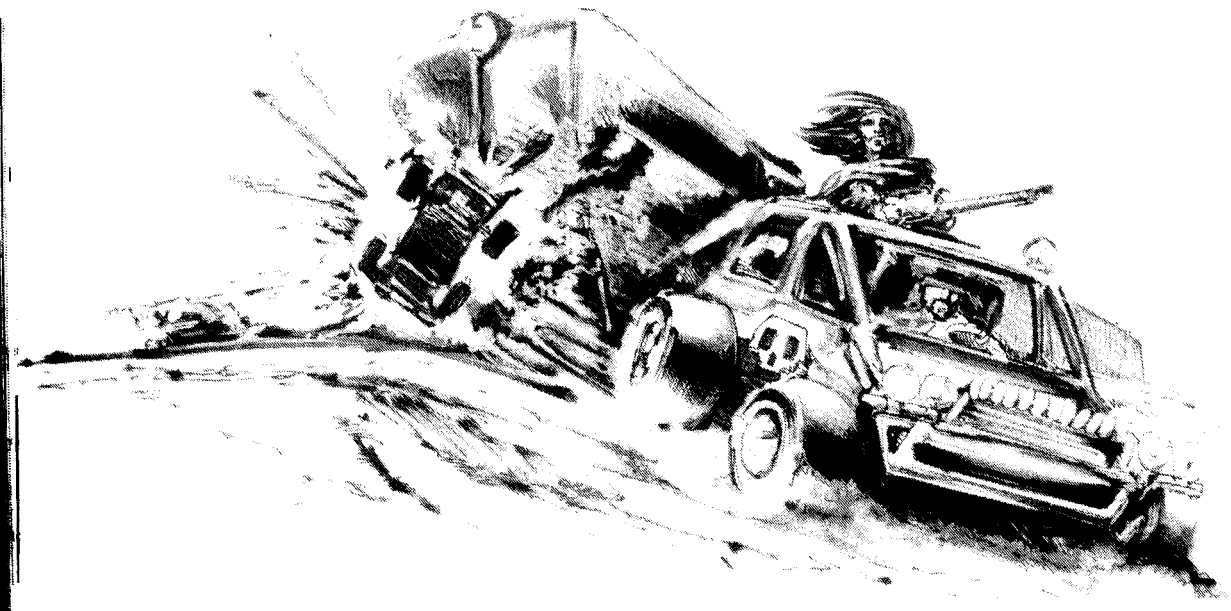
Random Road Hazards (p76):

Sand 30mph
Debris 10mph
Railroad crossing 60mph

HE hit of 4 or less (20mm GL) 50mph
HE hit of 5 or more (40mm GL) 30mph
Shattered Screen 30mph

Critical Hits:

Broken Axle 40mph
Tyre destroyed 20mph
Exploding Weapon . . . . . (+8HE) - 30mph limit
Exploding Engine . . . . . (+2HE) - 50mph limit
Exploding Fuel Tank . . . . (+8HE) - 30mph limit
Driver hurt 40mph
Driver injured 20mph



HAZARD ROLLS

To take a hazard roll:

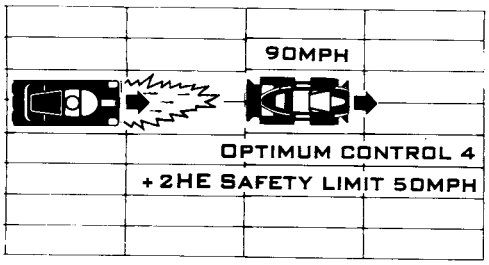
1. Roll a dice.
2. Add for excess speed. Add 1 for every 10mph (or part thereof) by which the vehicle exceeds the safety limit.
3. Subtract Optimum Control. Optimum control is either the vehicle's *handling* or the driver's *drive skill* - whichever is higher.

For example: A car going at 62mph encounters a hazard with a 50mph safety limit. The modifier for excess speed is 2.

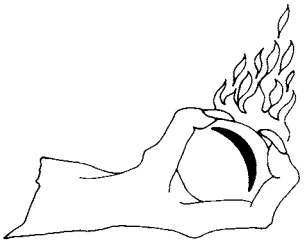
Once the total has been worked out consult the following table:

HAZARD ROLL RESULTS

Score	Result
0 or less	**OK.**
1-4	**Panic Brake.** The driver is forced to hit the brake pedal. The vehicle retains control but slows down by 5mph times the result, eg total of 3 means the vehicle slows down by 15mph. In any given phase, a car may only brake up to its current *braking* characteristic. If the brakes have already been used during the current phase, the earlier braking is subtracted from the remaining allowance. If the car's remaining braking is lower than the required *Panic Brake*, the vehicle brakes as far as it can and then suffers *Control Loss*.
5 +	**Control Loss** The vehicle is now *out of control*. Vehicles which lose control must automatically make a *control loss test* at the start of their next move, as detailed under *Control Loss* (see p42).



A car at 90mph with an *optimum control* of 4 takes a +2HE hit. The safety limit is 50mph. The player rolls a dice and scores a 5. The car is going exactly 40mph too fast so the driver must add 4 for *excess speed*. Taking the *optimum control* off brings the total to 5 which is a *control loss* result.



DRIVERS

Drivers are classified by a single number - their *drive skill*. Drive skill is an important factor used to decide how well the driver can take corners, manoeuvre and cope with obstacles. Drive skill is occasionally reduced, but only as a result of critical hits.

A driver whose *drive skill* is reduced to zero is assumed to be unconscious for the remainder of the game. A driver whose drive skill is reduced to less than zero is dead, the vehicle is said to have *no driver* (see p34).

Other Transport

The trains on the ram-track railway networks operated by InterAm Fixed-Rail and ISRS (Independent State Rail Services) are large enough to be safe from attacks which don't use surface-to-air armour-piercing guided missiles, but of course the tracks are less safe. The advent of the ram-track system and the ultra-high voltage and relative impermeability of the tracks involved, have reduced the frequency of attack, but services continue to be disrupted in many outlying areas. This fact, coupled with the very high prices charged by both networks, has kept the service free of regular customers for years.

Air travel is more popular, especially since crossing the country from coast to coast by land is now so nerve-wracking, but fares are very high and services often irregular. The advent of VTOL craft and high-atmosphere shuttle airliners has shrunk the world, but irregular supplies of fuel required keep many operators firmly on the ground. A resurgence of terrorist activity directed against American nationals - in the light of CIA and US Armed Forces 'activities' in The Philippines, Indonesia, Iran and most of Central and South America - has also seriously disrupted air travel. Only those private flights operated by corporations of the size of GenTech and Freeberg run regularly with any degree of success.

'I know that certain parties have been expressing concern about the impending depletion of fossil fuel stocks. There have even been some rumours that gasoline, petrochemicals and the like will run out before the end of this century. This is nothing but scaremongering hogwash. I can state definitively that at current rates of extraction and with Apco's accelerated prospecting program, we now have or are in a position to obtain adequate supplies of crude oil and all related products to last America well into the twenty-one hundreds.'

- Edward Morgenstern, Executive Vice-President of Apco, at the 1993 American Oil Industry Symposium, Houston.

HANDLING

A car's *handling* characteristic represents its ability to corner and manoeuvre. The handling rating is used when the vehicle is forced to take a *speed check* or a test for *control loss*. Handling characteristics are as follows:

Renegade 4
Interceptor 5
Bike 6

Handling is reduced by accumulating damage and by critical hits, especially on the tyres!

When a vehicle's handling is reduced to zero, it immediately loses control. The driver is forced to add 2 to all subsequent *control loss tests.*

Stopping

Vehicles with zero handling or no driver will eventually come to a halt. They must remain stationary for the rest of the game. Vehicles with no driver cannot shoot.

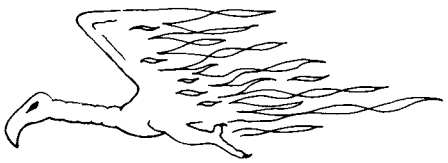
Optimum and Adverse Control

These are two terms used in the hazard and control loss rules.

To work out *Optimum control* compare the car's handling and the driver's drive skill. Optimum control is whichever number is highest.

To work out adverse control, use whichever characteristic is lower.

For example: The car's handling is 3 the driver's drive skill is 4. The car's optimum control is 4. It's adverse control is 3.



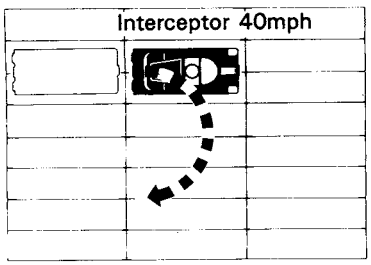
CURVES

Hazard rolls for cornering are taken after every move, which ends on a curve. Drivers who are travelling faster than the safety limit have to take a hazard roll when they first move onto the curve, and must keep taking them until they slow down to the safety limit, or get back onto a straight section.

Drivers who are moving off a curve and onto a straight section of track don't have to take a hazard roll.

MANOEUVRES

Cars take hazard rolls for manoeuvres *after* they are moved, and so can depend on completing whichever manoeuvre they were trying (not that they'll necessarily remain in control). This isn't true of *U-turns.* A U-turn has a *maximum limit* of 30mph. Cars trying to U-turn at 31 or faster automatically lose control *before* they are moved. They don't even start the U-turn and their actual move is dictated by the *control loss* result. Drivers who manage to regain control have got to do an ordinary straight-ahead move - they can't U-turn.



A car attempting U-turn at 31mph or faster automatically loses control

AUTOMATIC CONTROL LOSS.

HITS AND CRITICAL HITS

Certain *critical hits* force the driver to take a *hazard roll.* The safety limit for the hit is given in each individual entry on the *critical hits results* tables, and reproduced on the list on p38.

Any hazard roll forced by a hit or critical hit is taken after damage has been calculated and recorded. This may mean that the vehicle is taking the roll with an *optimum control* which has just been reduced as a result of the hit.

On *driver hurt* and *driver injured* criticals, the test is only taken once, the instant it happens. The player doesn't have to keep on taking the test in subsequent moves.

PASSIVE WEAPONS

Drivers take hazard rolls for passive weapon hits when they move onto a passive weapon counter, they don't need to test again as they move off.

The only exception to this is when a car that's being tail-gated drops a passive weapon directly under its pursuer. In this one case the target must take the hazard roll when it moves off the counter.

Any hazard roll forced by a passive weapon hit is taken after damage has been calculated and recorded. This may mean that the vehicle is taking the roll with an *optimum control* which has just been reduced as a result of the hit.



Petrol & Other Fuels

After decades of plentiful supply, America is now finally waking up to the fact that the oil is running out. Prices have soared as quickly as the dollar has devalued, and most of the country's oil is now imported from Canada and the Middle East. Federal and state laws are supposed to govern price, taxation and distribution, but these are easily side-stepped by the black marketeers who are quick to fill in when legal supplies are disrupted. The US Army's prime domestic

RAMS (see p52)

Head-on collisions bring cars to a complete halt. *Shunts* and *sideswipes* leave both cars moving. They are forced to take *hazard rolls* if travelling faster than the speed limit given above.

As a special rule, panic brake results are ignored when a vehicle is the target of a shunt ram. Target vehicle drivers getting panic brake results should treat them as 'OK', drivers of ramming vehicles, however, are still forced to brake.

PANIC BRAKING

Cars forced into *panic braking* reduce their current speed by 5mph times the result of the *hazard roll*. This adjustment should be made immediately, before the player progresses any further. The reduction in speed counts immediately. If the car is forced to take another *hazard roll*, the roll is made against the new, slower speed.

Cars are not allowed to panic brake by more than their *braking* characteristic in any one phase. This means that when a driver has used a brake action, or is forced to take several tests in one phase there's a risk of 'running out' of braking and losing control.

Example: Renegade travelling at 80mph moves onto a curve with a safety limit of 50mph.

The car takes the hazard roll for the curve and gets a 20mph panic brake result. This is well within the car's braking allowance of 30mph so the car is still under control. The panic brake takes the speed down to 60mph.

Later on in the same phase it takes a hit from a 40mm GL. This requires a hazard roll because the safety limit for a +8HE hit is only 30mph. The driver gets another 20mph panic brake result. With the earlier test for curve the car has exceeded its braking limit. The car's speed can only be reduced by 10mph because of the 20mph used for the first hazard roll. The car brakes by its last 10mph and goes out of control.

When approaching a hazard, brake down to the safety limit, if possible. In more drastic danger a foot-to-foot brake action can often make matters worse. The action eats up the allowance for panic braking. Multiple hazards should be encountered at an even speed, giving the maximum possible attention to reacting.

A *panic brake* result doesn't just mean the driver stomps a foot down on the brake pedal. Panic braking also takes into account the fact that driver focuses all his attention on keeping the car under control.

A driver who is forced to panic brake is distracted and cannot fire or use any sort of action for the rest of the phase.

For example: In phase 1 a vehicle at 60mph moves first and manages to score a 40mm GL hit on a car at 50mph. The driver of the target vehicle fails the hazard roll and panic brakes by 15mph. When the target vehicle takes its move the driver will not be able to take an action.

In certain rare cases, a panic brake result will prevent a vehicle being able to move in a phase where it otherwise would have been able to. If the example above took place in phase 3, the target vehicle would lose a move because its speed falls from 50mph (speed factor 3) to 35mph (speed factor 2).



MULTIPLE TESTS

Drivers may be forced to take several rolls if they hit two or more hazards during their move.

When a driver is forced to take several tests, they should be taken in sequence, taking hazards with higher safety limits first. Tests for oil, however, are *always* taken last.

For example: A car at 65mph moves onto a '60' curve and hits pattern mines. The pattern mines have a safety of 50mph. The tests are taken in descending order, so the driver rolls for the curve hazard and then the mines.

If a hazard roll forces a panic brake which brings a vehicle down to or below the safety limit for a subsequent hazard, there is no need to test.

Example (Cont'd): The hazard roll for the curves results in 20mph panic braking. The vehicle's speed is immediately reduced to 45mph, so there's no longer any need to take a hazard roll for the mines.

A car which loses control won't take any more hazard rolls until the driver regains control.

function is now to guard the precious oil supply routes, but somehow the mobs or terrorists manage to disrupt them month after month. There's an eager market for illegal fuel, no matter what the price.

Alternatives to standard diesel and gasoline are more readily available in some areas, especially the north, and it is not unusual to see vehicles powered by methane, propane or wood alcohol. Cynics are even predicting the return of steam powered vehicles in rural areas. There are an awful lot of cynics in America right now.



A car which loses control won't take any more hazard rolls until the driver regains control.

Cars which only have to take one hazard check in a phase rarely lose control unless they're doing something really stupid. The limit to the amount of panic braking is easily exploited. If you can hit a car more than twice in the same phase, or when it's speeding round a corner, the driver just won't be able to cope with reacting to everything. Eventually he's likely to 'run out' of braking and lose control.

Vehicles sometimes take hits when they are no longer actually moving. This happens in the later phases of the turn when the vehicle is not fast enough to take a move.

When these vehicles get panic brake results, their speed is altered immediately.

The vehicle has the usual allowance of panic braking, equal to its current *braking* characteristic. However, this allowance is for all of the rest of the turn. Vehicles which take several late-turn hits may find themselves out of control by the first phase of the next turn.

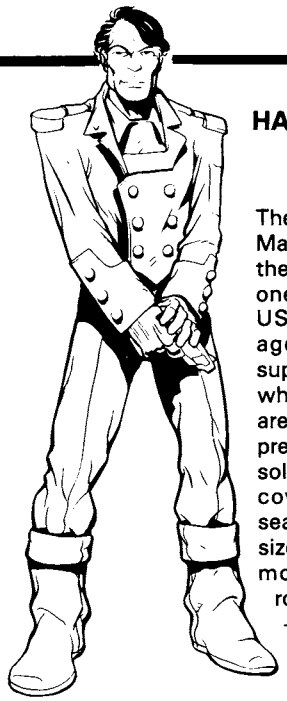
OPTIMUM SPEED

A driver who knows there's a hazard ahead can quickly figure out an *optimum speed.* The optimum speed is the one where even with a dice score of 6 on the hazard roll the vehicle is still only forced to panic brake.

For Example: A car with an ***optimum control*** *of 4 encountering a hazard with a 60mph safety limit has an optimum speed of 80mph. When it takes the hazard roll, the car will be adding 2 (for* ***excess speed****) but subtracting 4 (for the* ***optimum control****). Even the worst possible score - a 6 - will leave a total of 4 which is only a panic brake result.*

The same car taking the hazard roll while travelling at 81+ only subtracts 1 from the dice score, risking control loss.

Always hit corners travelling at the optimum speed, you only risk slowing down, and either get round quicker, or wind up down at the safety limit. Think twice about it if there is anyone who can fire at you and who stands a reasonable chance of hitting with HE.



HAMMOND MANINSKI INC. PITTSBURGH, P.A.

The standard uniform of Hammond Maninski Inc, the largest agency in the Fortress city of Pittsburgh and one of the largest in the eastern USA. Like many of the larger agencies, Hammond Maninski supplies a uniform for its Ops, from which only the partners themselves are exempt. At the time of going to press, Hammond Maninski is based solely in Pittsburgh, from where it covers most of the eastern seaboard. Given the agency's large size - as at July 1995, it could field more than fifty Ops, including rookies, weekenders and retirees - it seems likely that other offices will be opened in the near future.

CONTROL LOSS

When a vehicle fails a hazard roll by a margin of 5 or more, it is deemed to be *out of control.* Vehicles can also be forced to lose control as a result of *critical damage* hits.

Whatever the cause of the control loss, the rules which govern what happens next are the same. The driver is forced to take a *control loss* test before each subsequent move. The test results give the vehicle a compulsory move which may also force a *skid, spin* or even *roll.*

Drivers who have lost control are too busy wrestling with the steering wheel to use any *actions.* This stops them doing anything like manoeuvring, braking, accelerating or shooting until the car is back under control.

Vehicles which are out of control don't take hazard rolls.

Vehicles which have *no driver* or a handling of zero, immediately lose control, and add an extra two to their *control loss tests.*

CONTROL LOSS TESTS

Vehicles which are out of control carry on taking their moves in the usual sequence. However, they must make a control loss test just before each move. To test:

1. **Roll a dice.**
2. **Add current Speed Factor.**
3. **Subtract Adverse Control.** This is whichever is the lower out of the vehicle's *handling*, or the driver's *drive skill.*
4. **Add 2** if the vehicle has zero *handling* or *no driver.*

Once the total has been calculated refer to the following table.

CONTROL LOSS RESULTS TABLE

Score	Result
1 or less	**Regain control.** The vehicle *must move* straight-ahead. Once this has been completed, the driver instantly regains control, and this counts as the driver's action for the phase. The driver must roll for any new hazards encountered during the straight-ahead move.
2,3	**Skid and regain control.** The vehicle must take a *skid test* (see p 43) before it moves. This will mean that the vehicle may either carry on in a straight line or drift to one side or the other. The vehicle is treated as being *out of control* for the duration of this *move.* Once it has been completed the driver instantly regains control.
4,5	**Skid and remain out of control.** As above but the vehicle remains *out of control.*
6,7	**Spin.** Move the vehicle forward and test for a skid, then for a spin. Once a vehicle starts spinning it stays *out of control* and automatically spins in every subsequent *move* until it comes to halt.
8 +	**Roll.** As above but the vehicle *rolls*, see below. The car automatically comes to a halt.

Drivers take *control loss* tests at the start of each subsequent move until they regain control. Drivers of cars which have started to spin cannot regain control. They keep spinning, stay out of contol, and don't take control loss tests. This is explained in more detail in the sub-section on *Spinning*, below.

SKIDDING

Drivers of cars which are skidding take a *skid test* before each move. To test:

1. Roll a dice:

   On even numbers the car *skids straight* and loses 5mph speed.

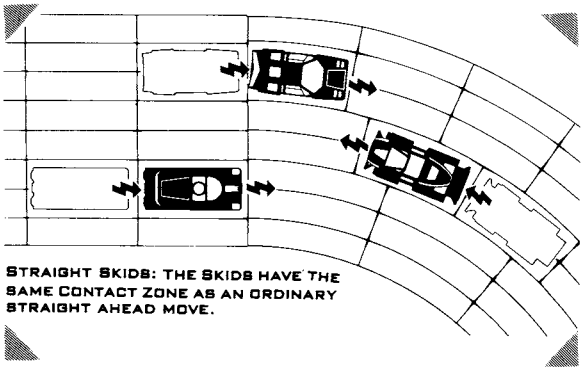
   On odd numbers the car *drift skids* and loses 10mph speed.

2. If the car *drift skids* and is now on a curve it automatically drifts outwards. If the car is on a straight, roll the dice again:

   - On even numbers the car drifts to the right.

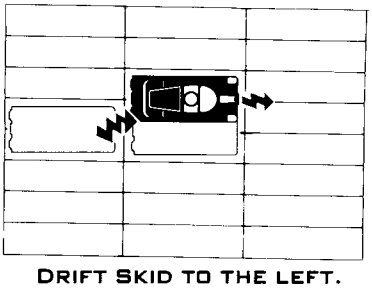
   - On odd numbers the car drifts to the left.

Straight skids are ordinary straight-ahead moves. Cars on curves carry on following the lane grid.



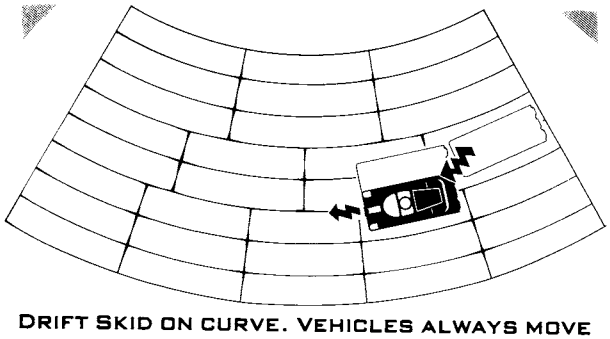
STRAIGHT SKIDS: THE SKIDS HAVE THE SAME CONTACT ZONE AS AN ORDINARY STRAIGHT AHEAD MOVE.

A *drift skid* is exactly the same as a drift manoeuvre.



DRIFT SKID TO THE LEFT.

As explained above, when a vehicle *drift skids* on a curve there's no need to test for direction. Vehicles drift skidding on curves always go outwards.



DRIFT SKID ON CURVE. VEHICLES ALWAYS MOVE OUTWARDS.



The overall paramilitary/punk style of the Maniax is given a personal treatment by the various local groups and chapters, as well as by a host of imitators who cash in on the fearsome reputation of the Maniax. Here, a subgroup within the Pennsylvania chapter performs for the camera.







Many road gangs adopt a 'professional' look, with racing leathers and garage patches. 'Pros' or 'Garage Freaks', as this type of gang is generally called, nearly always maintain their vehicles in peak condition, and take great pride both in their vehicles and in their driving skills. Some Pro gangs make a habit of hunting Sanctioned Operatives, who they see as the only opponents worthy of them.

SPINNING

Spin Test

Cars which spin when they have just lost control always take one skid test first.

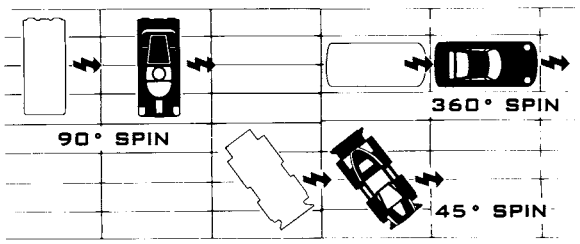
Note that when a car is aligned on the grid, the contact zone for its forward move is only two lanes wide. Where cars are spinning through 180 or even 360 degrees, the contact zone for the actual rotation following the forward move is always four lanes wide.

To spin a vehicle:

1. Place the *spin template* over the model so that the position marked with the arrow corresponds to the car's front.
2. If this is the first spin, test a dice for the direction. Odd numbers are anti-clockwise, even numbers are clockwise.
3. Roll the dice again and add the vehicle's *speed factor.*
4. The total scored indicates the vehicle's final position on the template. Move the vehicle to the position shown.
5. The spin template shows a speed reduction which should now be subtracted from the car's current speed. If the deduction is greater than the current speed, the car comes to a halt (it doesn't go into reverse!).

Straight-Ahead Moves

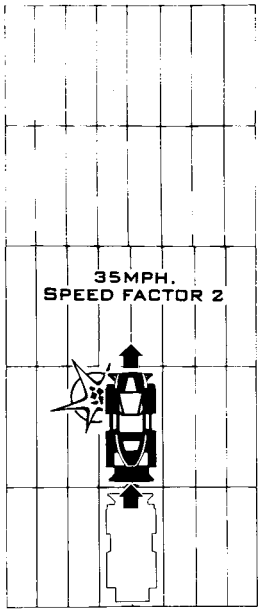
Cars which are *already* spinning don't test for a skid. They move straight-ahead using the special moves shown on the diagram below.



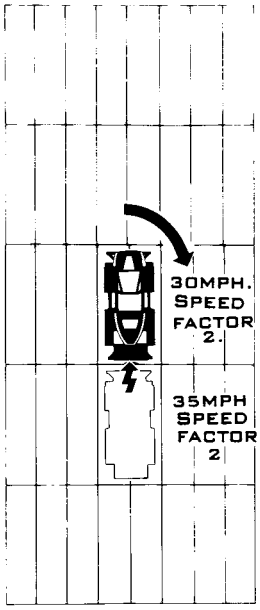
STRAIGHT-AHEAD MOVES FOR VEHICLES SPINNING

As you can see in the diagrams, the contact zones for vehicles which have spun through 180° or 360° are only two lanes wide for their next forward moves.

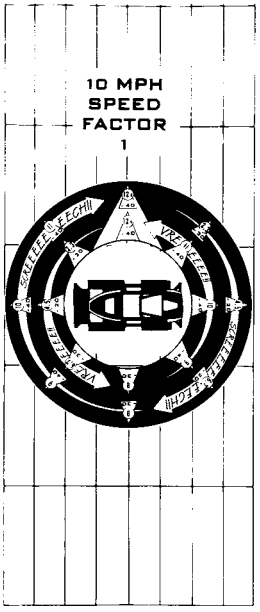




THE CAR HITS A MINE AND LOSES A TYRE. AT THE START OF THE NEXT MOVE ITS CONTROL LOSS RESULT GIVES A SPIN. THE DRIVER ROLLS FOR THE SKID TEST AND THE FIRST DICE SCORES AN EVEN NUMBER, SO THE CAR SKIDS STRAIGHT AHEAD.



THE DRIVER NOW TAKES THE SPIN TEST ROLLING THE FIRST DICE FOR DIRECTION. IT SCORES A 4 (A CLOCKWISE SPIN).



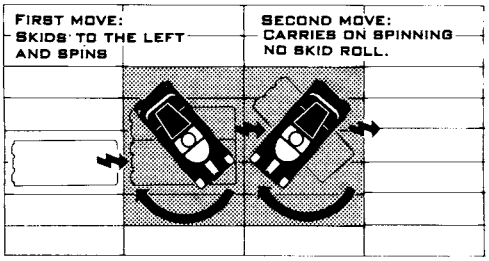
THE DICE FOR ROTATION SCORES A 2, PLUS SPEED FACTOR 2, GIVES A TOTAL OF 4.

"When you go into a spin, your first instinct will be to stand on the brakes and try to straighten out. That is the worst thing you can do - it helps the car to skid, and you'll be out of control longer. Get the wheels pointed the same way the car's going. Then gently pull out. Don't wrench the wheel or you'll skid again."

- Hammond-Maninski training video

As cars spin they slow down, as indicated on the spin template. In many cases this will bring the vehicle to a halt. When a car is still moving after the speed deduction it keeps spinning, ploughing along, spinning out of control, in the same direction. Until it comes to a halt, the car travels along the same line as when the spin started, regardless of the way the car is actually facing.

SPIN SEQUENCE

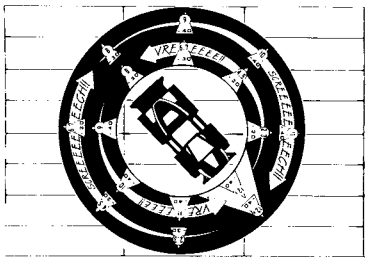


Cars which are making a second or subsequent spin move ignore stage 2 of the spin test procedure, they carry on spinning in the same direction.

Rotation

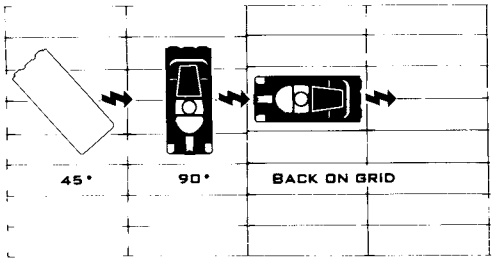
The spin template is marked with different positions for the car's rotation. Each position is marked with a speed deduction, this should be subtracted from the car's *current speed* immediately after the model is moved.

When testing for a second or subsequent rotation, remember to align the template with the front of the vehicle - not the direction of travel. This is illustrated in the diagram below.



USING THE SPIN TEMPLATE FOR VEHICLES WHICH HAVE ALREADY SPUN. ALIGN THE TEMPLATE WITH THE FRONT OF THE VEHICLE.

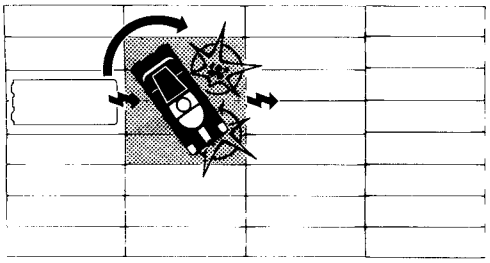
It is important to remember that vehicles are either on the grid or at 45° or 90°, as shown on the diagrams below. The models should be aligned as precisely as possible and a model which ends a spin parallel with the road must end up neatly on the grid.



If moving the model to the position indicated on the spin template would cause a collision with another vehicle, it isn't moved, although the effects of collision are calculated normally. If the car is still moving after the collision, it carries on spinning until it comes to a halt.

Contact Zones

The contact zones shown on the diagrams are used for judging collisions, and passive weapon hits. In the example shown in the diagram below, the car, which has just started to spin, is hit by both passive weapons.



CONTACT ZONE FOR SKID MOVE

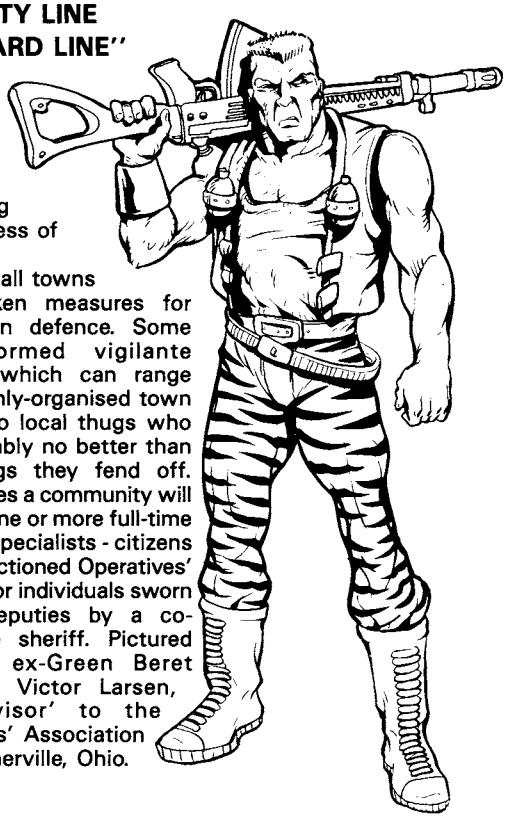
When a car is at 45° or 90° to the grid and is still moving, its move has the contact zone shown above. Even if the spin brings the vehicle back onto the grid, its contact zone is still four lanes wide for the forward move.

Crashes

Cars which are spinning crash if they are taking a spin test on a curved track. This is explained in more detail under *Crashes* (see p58)

Cars at 45° or 90° to the track have the contact zones shown above. If the contact zone goes off the edge of the road surface, this also makes the vehicle crash.

SUMMERVILLE COUNTY LINE "THE HARD LINE"



With the increasing lawlessness of sandside, many small towns have taken measures for their own defence. Some have formed vigilante groups, which can range from highly-organised town militias to local thugs who are arguably no better than the gangs they fend off. Sometimes a community will employ one or more full-time combat specialists - citizens with Sanctioned Operatives' licenses or individuals sworn in as deputies by a co-operative sheriff. Pictured here is ex-Green Beret Corporal Victor Larsen, an 'advisor' to the Residents' Association of Summerville, Ohio.

ROLLING

Cars which roll, first skid and then spin as explained above. After it has spun, the car model is then turned upside down: the car is *wrecked*. It can't take any further part in the game. The vehicle immediately takes *speed factor damage* - one hit per current speed factor, each hit with a damage equal to the vehicle's speed factor. Any critical hits are taken on the vehicle's roof.

Rolling cars ignore the speed reductions marked on the spin template.

> *For example: A vehicle **rolling** at **speed factor 3** takes three hits, each at +3 damage.*

Once damage has been calculated, the vehicle's speed falls to zero.

Cars which have *rolled* are left in place, with the model turned upside down. The car is then classed as a *wreck* (this is important for determining damage from rams - see p56).

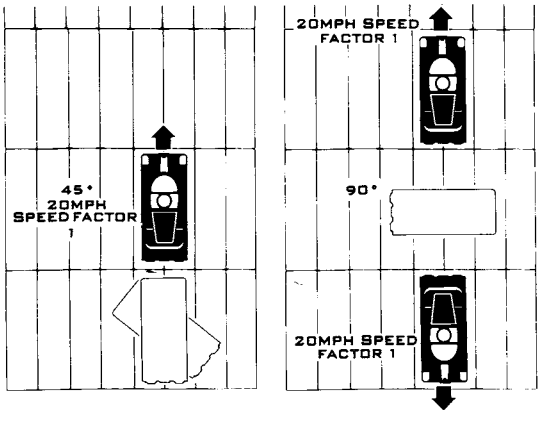
The skid or spin before a roll may result in the vehicle *crashing* off the road. In this case, the model should be removed from play, and take damage from the roll before taking the crash damage.

If the spin test causes a rotation blocked by the presence of another vehicle, work out the effects of the ram first, and then roll the car.

MOVING BACK INTO PLAY

When a vehicle spins, it will keep doing so until it comes to halt. If the vehicle comes to a halt at an angle to the grid, its next move must be a special *Re-Alignment* manoeuvre (which uses up the phase's action). Vehicles are not allowed to increase their speed to more than 20mph when making a re-alignment manoeuvre.

To re-align itself, the vehicle is rotated so it is back on the grid. If the vehicle is being turned from 45° it may only turn back through 45° and so will be heading in the same direction. A driver re-aligning from 90° has a free choice of vehicle facing.



REALIGNMENT MANOEUVRES

THE DRIVER CHOOSES WHICH WAY TO GO

Once the vehicle has been re-aligned it must make a normal straight ahead move. Re-alignment manoeuvres are shown above, along with the usual *contact zones*.

Because vehicles which spin on a curve automatically crash, a vehicle can never find itself off the grid on a curve.



I knew it was going to be one of those days. I was in the rec room shooting pool with Denny, and for the first time ever I was giving him a serious runaround. Fifty dollars on the game, and I was just lining up the eight ball when Mort buzzed me with an Immediate. The client was some turkey town out on seventy-eight - they must have seen me on some vulture show, because they asked for me by name. And they were willing to pay the rate. I waved goodbye to my fifty dollars and headed down to the ready bay.

It was a standard protection bust, and Big Andy had 7-11 almost ready. He was stomping around, chewing on an unlit cigar and bawling at the mechanics as they swarmed around the Interceptor like ants. She was all tanked up, the machine guns were loaded, and the last pack of mines was going in while they engaged the feed on the chain gun. I was in and strapped before Andy whacked the roof to tell me I could go. The big V12 howled into life like a demon on heat, and I pulled out into the compound. The concrete wall opposite splintered as I ran through the weapon check, and then it was out towards Filter West, and the desert.

As I headed for the sanction point I ran through the basics. Base told me the bad guys were an outfit called the Razorbacks, and I patched into Ratcatcher with the agency's access number and searched on the name. They were new, born out of a powerplay among the Flamin' Eagles further west a couple of months ago. They'd forced out the Damage Doctors from around Fredericksburg, and jacked up the protection until the worthy citizens figured out it was cheaper to hire an Op. They'd tried the cheap option first, and the Razorbacks had just offed a junior from some Sunday agency in Philly. So they needed the cavalry before the Razorbacks took the town apart.

About five miles before I hit Fredericksburg I saw the smoke. I pulled my silver dice out of the glove compartment and rolled them with one hand until I got snake-eyes, to get rid of a little bit of bad luck. Everyone develops twitches after long enough in this business. Then I ran another weapons check and tested brakes and steering. All okay, and ready to play.

The Razorbacks were partway through wrecking a diner when I found them. Obviously they were going to start at the edge of town and work their way inward. There were a couple of bodies outside, but I didn't waste time looking. I was watching the two who had pulled their Renegades onto the road. One started dropping oil straight off, hoping to slow me down and keep me too busy to snatch an opening burst. He succeeded on both counts.

I kept my foot on the floor and concentrated on catching them. You see the TV Ops like Johnny Salvo taking guys out with a chain gun from a half mile out, and sometimes you'll see some real-life Op get fancy and try the same thing. Sometimes it works. But I like things plain and certain - three guns from eighty yards is better than one from eight hundred. They were weaving in case I tried some sharpshooting, but that was their mistake. It meant I was closing faster.

I closed to a hundred, and just sat on their tails. I could see them looking round at me, waiting for me to do something, and I could see it was worrying them that I wasn't. They were so rattled that they forgot all about the series of kinks just before Grantville, and one of them gave me a long, loving look at his side as he went into the first left-hander. I fired the two mgs first, raking the side to test his armour. He swerved on instinct, and realised just at the last moment how close this was taking him to his partner. I smiled. It had nearly worked.

Into the right-hander, and the lead Renegade let me see him for just long enough. I thumbed the chain gun into life, and his front nearside wheel decided to take a sharp right and head for Green Point. My second burst helped him into the nicely-developing spin, and I stood on the brakes and watched his partner try not to run straight into him. He failed.

It was at about this point that I started to think about the rest of the Razorbacks. It could have been the tracers grazing my side that brought them back to mind. I looked in the mirror and saw four bikes roaring up to avenge their buddies. I pulled forward round the wrecks, with the bikers trying their hardest to make my tail look like a piece of Swiss cheese. The armour soaked up the worst - those little machine guns don't have much real bite - but I heard a rear tyre go. Have to take this nice and slowly.

The front two bikers saw me lay the mines, and slowed enough to get through them. The others, seeing their buddies braking, decided to charge forward at me, and obligingly ran straight onto the mines. I was pulling a tight U-turn at the time, and turned round just in time to see the second biker hit the deck a few yards in front. Pieces of bike were falling like confetti.

Suddenly, the two survivors came to the conclusion that they weren't so big and brave after all. They came through the smoke of the explosion flat out and firing wildly, obviously hoping to get past me and gone before I could turn and get after them. They were green enough to think it might work. Rubber squealed as I made a three-point turn in front of them. The first ran straight into my rear wing, flew off his bike like a bird, and hit the road about ten yards the other side of me. As I was now facing across the road, the second biker had to go through a curtain of fire from my twin front mgs to get past me - but he was going too fast to change his mind. He fell in two separate places.

I made sure the live one wasn't going anywhere and buzzed datanet to register the closing of the sanction. The money from the good citizens of Fredericksburg appeared in my account - less the agency's percentage of course - and I picked up another five g's from the State of Pennsylvania relating to bounties on their past careers. I spent an entertaining few minutes trying to talk the Governor's computer into giving me a bonus for taking one alive, but it was absolutely sure it had no instructions relating to additional payments and it kept saying it wasn't authorised to tell me who it took its instructions from.



SANCTIONED OPERATIVES

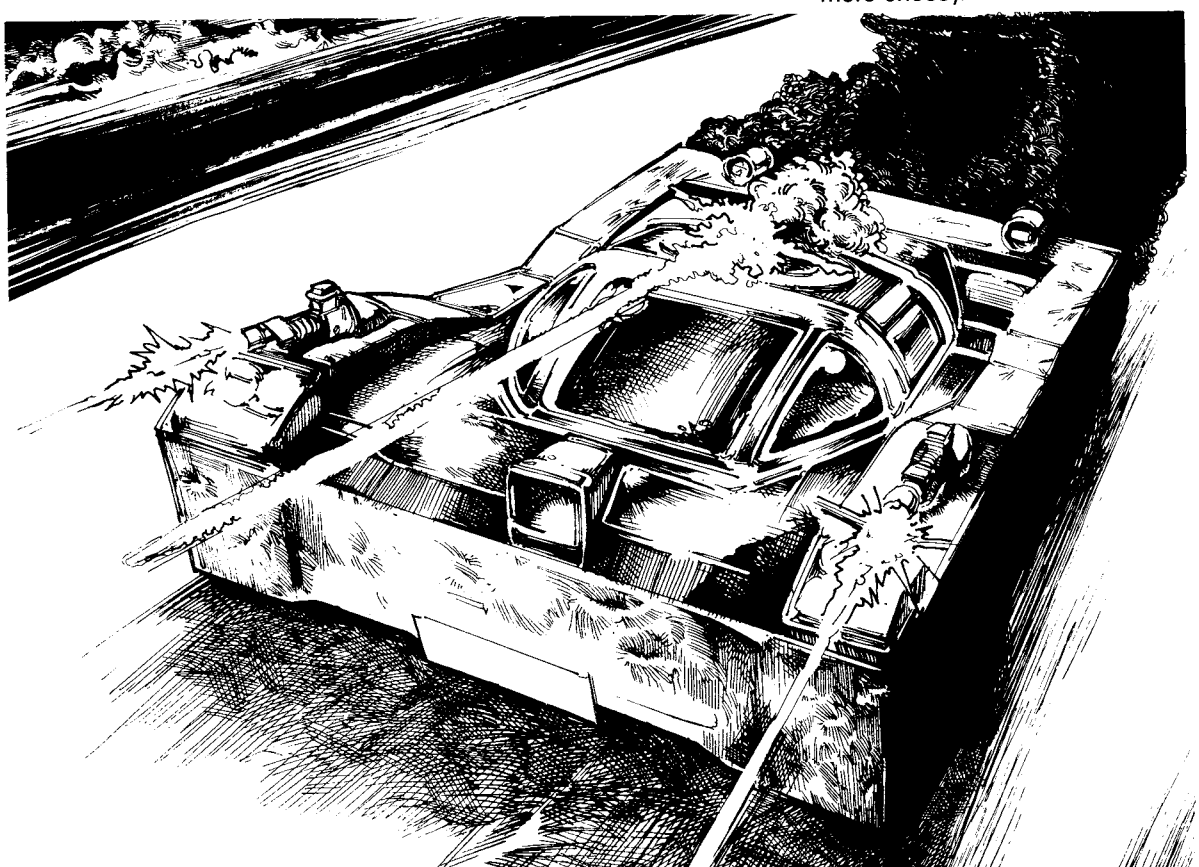
"This day will go down in the history of our great nation as the one in which every American citizen was finally given total power over his own life. From this day on we are all responsible for ourselves and our neighbour. Some say our nation won't survive, but I say this is where we start to survive!" *Senator Terence J Enderby, speaking immediately after the final reading of the Deregulation of Law Enforcement Act in the US Senate, June 23rd 1985.*

In agency offices across the nation you will find a small framed portrait of Senator Terence J Enderby. Some will even be decorated with flowers. The Enderby Amendment, as the Constitutional Act has become known, finally privatised the task of law enforcement throughout the United States. Immediately, the sloppy and corrupt state-employed police force had to clean up its act to compete with cost-cutting private organisations. Neighbourhoods were given the right to put their legal protection out for tender to whoever they felt provided the most efficient and economic service. Of course, in poorer areas legitimate operations tended towards the far-too-expensive, especially on a permanent 24-hour basis, so unlicensed security firms began worming their way in. In other areas the police simply pulled out for good.

There thus developed a market for a mid-price, freelance service, hirable for a specific contract without involving the full weight of a corporation operation. These licensed operators are known as Sanctioned Operatives, or Ops, and most work from small agencies dotted around all the major cities of the US. Others attempt to make it as independent operators, but without the back-up that even a modest agency can provide, most don't stay independent for long.

Over the last decade the Ops have developed quite a reputation, typically through having to handle all the dirty jobs that the corporations won't touch. Maybe there's an important convoy which has to run through outlaw country without being hassled by the local kill-crazy biker gang. Maybe someone's decided to start smuggling illicit computer chips over the county line again. Maybe some meathead is being such a pain in some corporation's backside that he's got to disappear for good. Maybe a one-horse town somewhere has finally decided to stop paying protection to the fuel-injected psychos who always appear on the last Friday of the month. Anything the corporate outfits won't touch for fear of messing up their neat monogrammed company jumpsuits.

The most frequent assignment for an Op is simply taking out one of the many renegade highway gangs that now litter every desolate bit of road between the Big Apple and the Big Orange. Many agencies have become extremely specialised, developing heavily-armed and armoured killing machines for pursuit and hunter-killer operations. However, in keeping with their hard-drinking Philip Marlowe media image, Ops are also being increasingly hired for more detective-style assignments, even corporate espionage. One further recent trend has been the hiring of Ops by local policing franchise owners to handle extreme situations in their neighbourhood. This has led to some alarming (violently fatal) confrontations with various hardcore criminal mobs. The agencies take the line that they go where the work is; the Ops would generally like to be a little more choosy.



THE AGENCIES

After the deregulation of 1985, many Ops started off as independents working out of small city-zone offices with little more than a desk and an ansaphone. The early days, as any surviving hand will tell you, were tough, one huge confusing mess of crossed-wire contracts and half-cocked botch-ups. The wrong people got terminated, the wrong people got away, and the Ops were right in the middle, messing it all up through a twin lack of preparation and support. There still are some loners out there trying to make a go of things the best way they can, but most Ops are now much more professionally organised. Op agencies are run just like any other business, with trained staff handling everything that is required to keep an Op out on the road doing his or her job.

The obvious thing to do when invalided out of service by injury or a sudden coming to one's senses, is to retire and run an Op agency sending younger agents out on the missions you can't handle anymore. The Hammond Maninski Agency based in Pittsburgh, Pa, for example, is named after its founder and owner. Maninski retired in '91 after receiving a debilitating lung wound while breaking a cross-border smuggling operation south of Cleveland, and immediately founded his agency. It now handles 90% of the Op business coming out of the fortress city, co-ordinating the activities of a dozen field operatives.

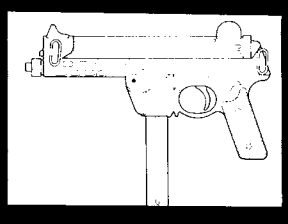
Typical Agency Structure

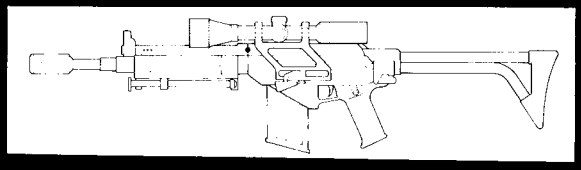
The Owner(s): An Op's professional career is about as long as that of a major-league football player - far too short, in other words. In the early days, statistics indicated that the average combat life of a rookie Op was only 23 minutes. Now, it's more like 23 days, although those that survive long enough to qualify as experienced can count on a couple of years of high-risk, high-income missions before the job's physical wear and tear catches up with them. The number of Ops still on active duty after 2 years are a tiny minority, living legends almost, surviving through a combination of good luck, and unbelievable reflexes. And when you've been going that long, chances are you'll be too hooked on your own adrenalin to quit anyway.

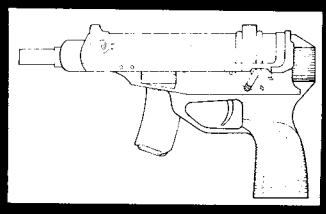
Central Co-ordinator/Local Co-ordinators: Bidding for contracts and seeing them through to a satisfactory conclusion is the job of the co-ordinators. Each agency has several, some dotted around local offices in other parts of the US, Canada and even Mexico. Co-ordinators are experts at information-gathering, via their networks of human field agents and mechanical spies (the datanets and low-orbit skyball satellites) scattered throughout the PZs and NoGo. The co-ordinator also has to handle the Ops, coping with fiery tempers, sullen depressions or obsessive addictions and physical abuse. Again, many co-ordinators are ex-Ops who can't quite cut it any longer.













The Ops: Obviously the most important component in any agency set-up, the Ops have to be treated with kid gloves while simultaneaously not being allowed to run wild. Life in the front-line is hazardous and takes its toll of every Op's personality; but if every other part of the agency is working to perfection an Op can do his job to the full, and any foul-ups are down to himself or that ever-present unknown coefficient, chance.

"You don't have to be crazy to get into this business. You do have to be a little crazy to stay in it."

- Harry Parfitt, Silver Bullet

Legal & Admin People: Insurance is a very important part of every Op's life. Many think of nothing else; it's what keeps them going in moments of extreme stress while out on a mission. For others, it's just the safety net they can fall back on when the inevitable happens. The agencies negotiate special deals with the likes of Imperial City and Whitecastle on behalf of their operatives. The legal experts also have to be adept at extracting the agency's fee from some of their more shady customers when the latter believe they don't need to pay up.

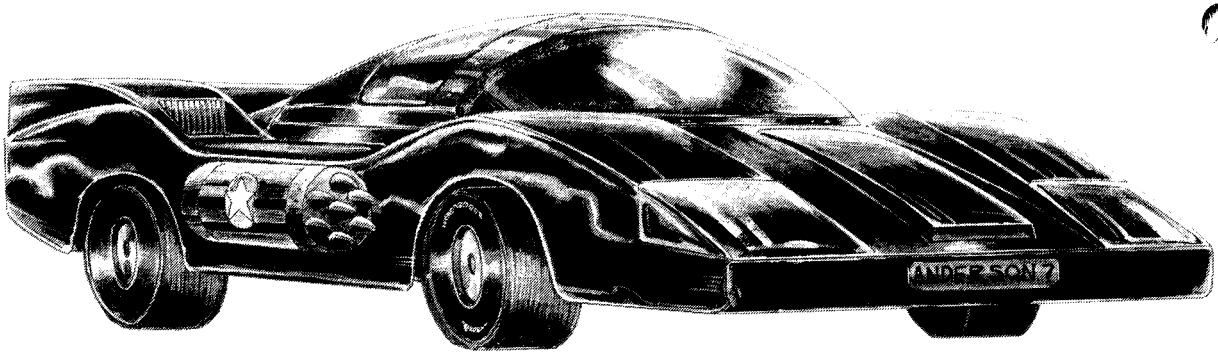
Mechanics/Developers: An Op working for a major agency may find him or herself in charge of the very last word in ultra-sophisticated hi-tech supra-mobile killing machines. The sleek be-weaponed Interceptors and pursuit vehicles have been developed and re-developed incessantly over the last decade, and are now reaching the peak of perfection in terms of aerodynamic design, road-holding and weaponry. The agency mechanics and vehicle design experts use the latest computer-assisted facilities to wring a few more metres per second out of their Ops' vehicles.

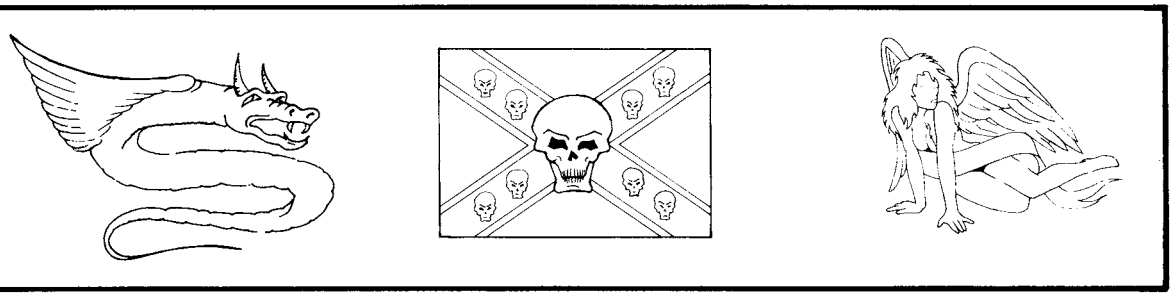


Field Agents: An Op agency is only as effective as its information gathering. Without up-to-the-minute data an Op isn't going to get very far. As a result, the most organised agencies retain field agents throughout the country, gathering snippets of hard fact or rumour whenever it reaches their eyes and ears, and passing it down the line to the co-ordinator who can then hopefully build a clear enough picture of a situation for an Op to go to work safely.

"Okay, hotshot. You just climb in your car and go get the bad guys. You don't need me. You don't need that oil leak fixing, or those slugs taking out of your gearbox, or those stripped-out tyres changing. You just go ahead."

- Herb Mortensen, chief mechanic, Enforcer, San Francisco





'Okay, people, heads up. My name's Gerry Hauser and I'm here to welcome you to Hammond Maninski. Now I know you're all itching to get out there and start closing contracts, and I know that some of you have already been cutting yourselves a rep elsewhere and think you know it all already, but there are a few things I have to say up front. I'll keep it short, but please listen - or at least, don't come back and haunt me if you don't listen.

Number one, you've all done well to get this far. You're all a cut above, and don't let anyone tell you otherwise. But, I'm afraid, none of you is on the payroll yet. We're looking for five junior Ops out of this intake, so as you can see, we're going to have to lose a few of you. And don't quote me on this, but having gotten this far into Hammond Maninski can cut you some ice with smaller agencies, so if we can't take you it doesn't mean that nobody will. Some of you have been this route before - it's good to see you back, we've been following your work, and better luck this time.

Number two - and you old hands can take a snooze if you like - all of you have your reasons for wanting to be a Sanctioned Op. We can make some shrewd guesses from your files, but ultimately your reasons are your own business, and we respect that. All we care about is how good you are. But I want you all to stop and think. I want you all to ask yourselves whether your reasons - whatever they are - are worth dying for. If you can't honestly tell yourself yes, then maybe you'd better consider some other line of work - and we do have some clerical and support vacancies for those who are interested.

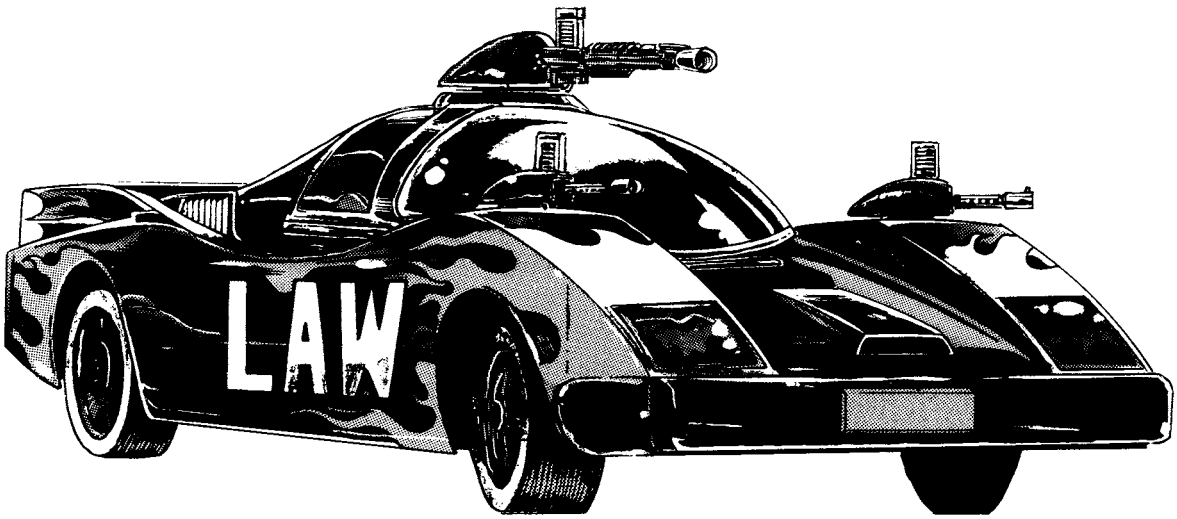
And I want you to ask yourselves whether your reasons will affect your performance on the road - because if you have real strong, emotional reasons, they can affect your judgement sometimes, and that can kill you. We're going to be running some simple psychological profiles in the next stage of selection - after all, you're asking us to trust you with several thousand dollars' worth of our equipment, so we have to know a little about you.

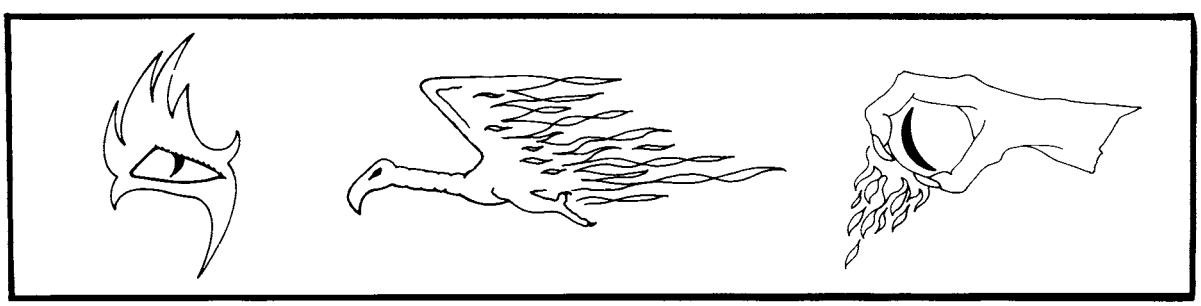
Okay, now you've probably heard all about the average combat lifetime of a Sanctioned Op. Twenty-three minutes, right? Don't laugh - that is the national average. Including independents, including wackoes, including everybody. Now I'm not about to give you a statistics lecture, but if you remove all the lifespans of 23 minutes and under from the sample, the average shifts quite a way. It's like a threshold - a barrier, like the sound barrier. What that means is that if you're good enough to make it through the first 23 minutes, you're good enough to last a long, long time. We want to see every Op make his or her bundle and retire, and that's not just because we're sentimental. A dead Op generally means a wrecked Interceptor, and even the boys in accounts weep when that happens.

How do we do that, you ask? Simple. We only take the best, we have the best mechanical and organisational backup in the country, we have a library of videos and computer simulations for all you tacticians. In short, we do everything we can to make sure that our Ops are the best, and get the best. Other agencies aren't so careful, which is why they're smaller. And why they have lower completion averages and higher loss rates. And why people like Cal Eddington back there - say hello, Cal - come back to us after making a name with other agencies.

Well, I guess you've heard quite enough from me for now, and they tell me the test track is ready, so let's get down there and have you people do some hot-dogging. I'm sure we can persuade Cal to ride quarterback, the rest of you sort yourselves into pairs. We'll go through the workshops on the way so you can meet our mechanics. Remember, an Op's best friend is the spannerman, 'cos without him the car doesn't go...'

- typical induction session, Hammond Maninski Inc., Pittsburgh

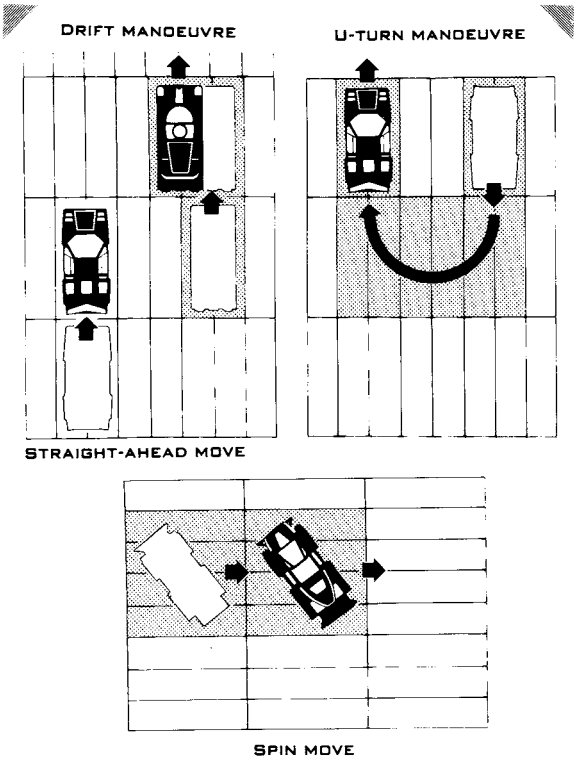




RAMS AND CRASHES

Whenever the contact zone of a moving vehicle overlaps the contact zone of another vehicle, a *ram* occurs. Whenever the contact zone of a moving vehicle covers an area off the road surface, the vehicle *crashes* and is removed from play.

The diagram below shows the contact zones for the most common positions and manoeuvres.



A ram happens when one car runs into another. The vehicle executing the move which causes the collision is referred to as the *rammer*, the other vehicle is called the *target*.

Vehicles always make *moves* in sequence - they are never moved simultaneously. Players should check to see whether their intended *move* will result in a collision before they actually move the model itself. If the move will cause a collision, the model is left in place.

Note that a vehicle may never perform any other actions in the same phase as a ram - it is impossible to accelerate into the back of a vehicle, for example.

RAM SEQUENCE

Rams follow this sequence:

1. Calculate the contact zone of the vehicle's intended move.
2. If a collision is about to take place, leave the rammer model in place.
3. Decide whether the ram is a head-on, a shunt, or a sideswipe. This is explained in the sections on types of rams, below.
4. Calculate damage using the rules given under *Ram Damage* below.
5. Reduce the vehicles' speed by the amounts given for that type of ram.
6. Any vehicles which are still moving and under control must now take a *hazard roll* against the *safety limit* for that ram.



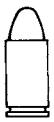
TYPICAL OPS

There are as many different types of Op as there used to be fish in the poisoned oceans. Some are honest, down-to-earth people who treat their work like an eager civil servant treats a pile of accounts books. These are the Ops who sleep easy in their beds at night. Others are less easy to pigeon-hole. Like any stressful and dangerous occupation, the Ops have attracted people looking for excitment, for unrestrained sadism, for a way of going out in glory, or just for a way of escaping from normal society.



HARRY PARFITT

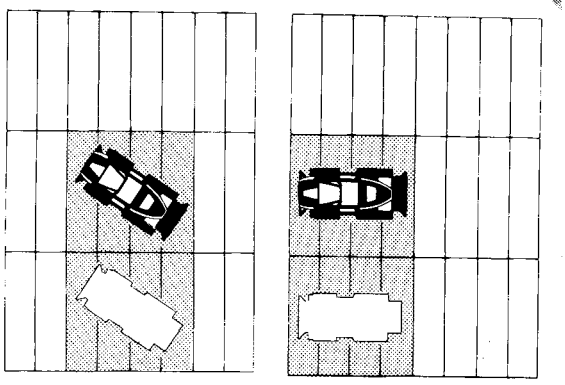
Harry is an old hand, and one of the coolest guys in the business. An ex-Marine and ex-cop too, he's a senior partner in Seattle's Silver Bullet agency. Currently working out of Vancouver, he's a very experienced tactician who specialises in hunting down and eliminating the biker gangs who swarm around the badlands of Washington state and Montana. Harry and his squad of four are adept at hiding just inside the Canadian border to catch renegades sneaking back after raids in the US (the Canadian government approved such actions in spring 1992).



VEHICLES SPINNING

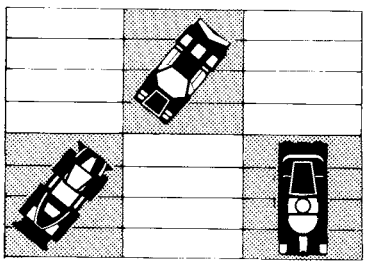
The contact zones for cars at an angle to the grid are always four lanes wide, as illustrated below.

FOUR-LANE CONTACT ZONE

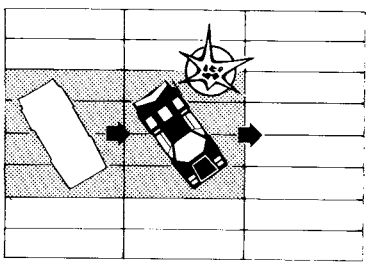


A stationary vehicle which is at an angle to the grid because of a spin, has the contact zone shown below.

STATIONARY VEHICLES

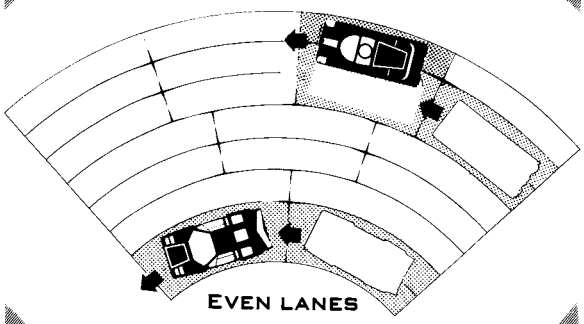


When a car at an angle to the grid is still moving, its contact zone covers the entirety of all four lanes in the space it is moving into. This is regardless of the position of the model. The diagram below shows an extreme case of this rule. The car is at an angle to the grid and moving forwards. Because of the contact zone rules, it hits the mines, even though the tyres scarcely contact.



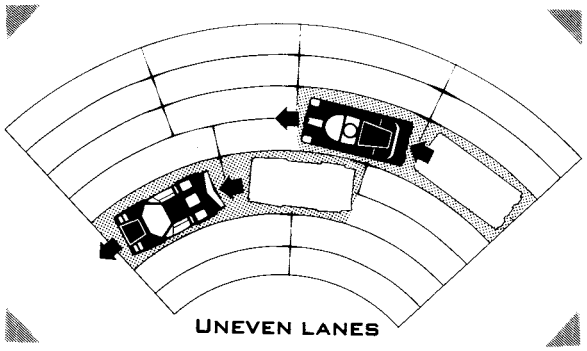
CURVES

When a car on a curve is occupying 'even' lanes, its contact zone is determined easily, as shown below.



EVEN LANES

Cars on uneven lanes judge their contact zones by using the space dividers on the outside lane. The diagram below shows a few examples of the contact zones for cars on uneven pairs of lanes .



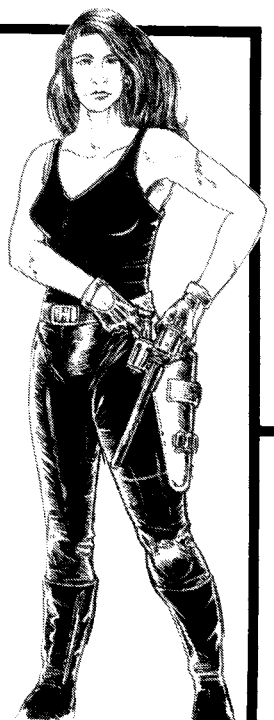
UNEVEN LANES

On curves, the track grid, rather than the model is used to judge contact zones. This is especially important when players are using converted die cast cars. A few car models may be a little too large and overhang the edges of the space. It is thus possible for two car models to be touching without a collision actually occurring.

The different personalities of the Ops is markedly reflected in both their appearance, and in the way they go about their business. Some delight in living up to the macho leather-and-studs image the popular media typically assigns to the Ops. The clichéd Op wears a mohawk and leather, chews on a cigar butt, walks with a limp earnt in an earlier action, fires a pump-action shotgun one handed at ninety-five to cripple a speeding renegade. Some Ops delight in living up to this image twenty-four hours a day; others choose to personalise themselves a little more.

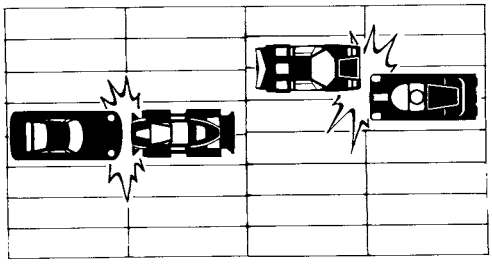
REDD HARVEST

The media have been pursuing Ms Harvest for months, anxious to get an exclusive on the hottest operative around. Typically reticent, however, she doesn't want to know, and stays well away from the glare of publicity (she's getting extremely skilled at shooting the cameras out of TV choppers!). Currently operating her G-Mek V12 'Nola Gay out of the Denver depot of the THR agency (she's the 'H'), Harvest is young and dynamic in combat, but somehow seems subdued and lost away from it. Perhaps she's just found her niche in life.



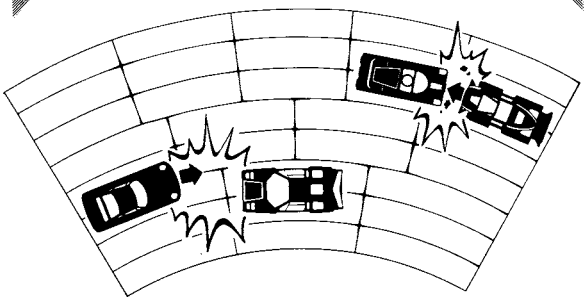
HEAD ON

A head-on ram occurs when a vehicle rams another vehicle travelling in the opposite direction. This may happen when both vehicles are occupying the same two lanes or when they have only one lane in common. These two variants are illustrated below.



HEAD-ON RAMS

Head-on rams can happen on corners and bends. The diagram below illustrates head-on rams on curves. The lane markings are used for determining whether the vehicles are head-on, *not* the angle of the models. Despite the angles of the models, all the rams in the diagram below are treated as *head-on*.



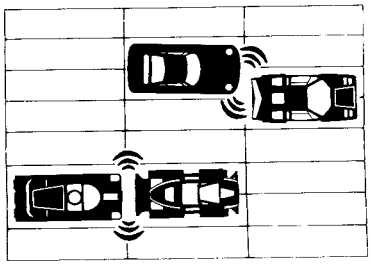
HEAD-ON RAMS ON CURVES

When a vehicle is about to collide with something, its model isn't moved. In a head-on ram, both vehicles come to an immediate halt. In all the diagrams above, the cars finish their move in the same place as they started.

SHUNT

A shunt occurs when both vehicles are moving in the same direction. Obviously, a shunt can only ever happen when the target is moving slower than the rammer.

Shunt rams can take place if the vehicles have one or both lanes in common, in the same way as head-on rams.

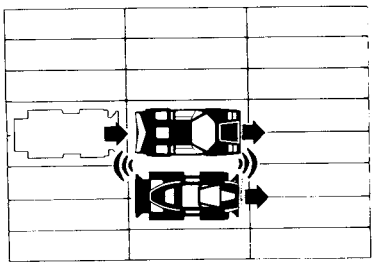


SHUNTS

Shunts can occur on straight sections of tracks or on curves, in the same way as a head-on ram.

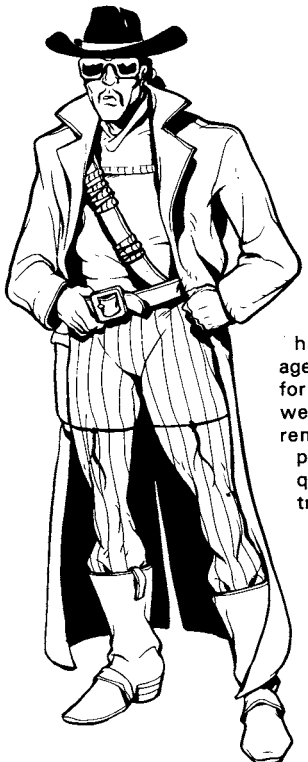
SIDESWIPE

A driver can *sideswipe* when the target is on adjacent lanes in the same square. The rammer simply yanks the steering wheel over and smashes into the target on the side. A driver may only attempt a sideswipe after a straight-ahead move, and only if the player declared a *ram* action. The following diagram illustrates a typical sideswipe. The Interceptor has just made a straight-ahead move bringing it neck and neck with the Renegade and the driver uses the move's *action* for a sideswipe.



SIDESWIPE.

The amount of risk and damage depends largely on the directions in which the cars are travelling. If both cars are travelling in the same direction it is called a *neck and neck.* If one car is stationary, or the two cars are travelling in opposite directions, it is called an *opposed sideswipe*

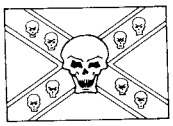


THE EXPRESS

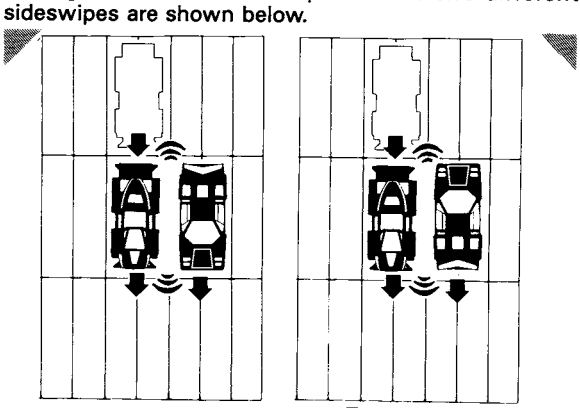
THRU WIND AND RAIN AND GLOOM OF NIGHT.

'Wild West' fashions are much favoured by The Express, a southwestern-based agency which combines sanctions and interdicts with secure rapid haulage operations. All the agency's Interceptors are fitted for either role, and part of the weapons payload can be removed to make room for passenger or cargo space quickly and easily. On long-haul transportation contracts, The Express Ops generally work alone, in a stripped-down Interceptor where armour and armament have been cut to a practical minimum to make room for fuel and cargo space.

There are the loners, who disappear for days or weeks on end before returning with the body of their quarry, and then leave for open country again with hardly a word. Others are the cool, calculating type, who get on with doing their disliked job as well as they can, reminding themselves always of the dollars building in the bank. Some are raving patriots, believing themselves to be the reincarnated spirits of Wild West heroes or Johnny Reb generals. Decked out in flags and old-style six-shooters they roam the dustbowls in their metal steeds looking for rustlers and indians to bring to good old American justice.



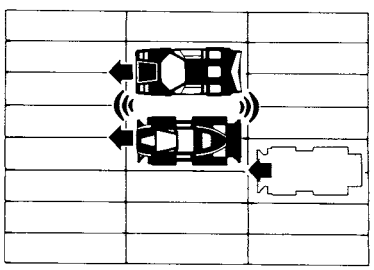
Neck and neck sideswipes rarely cause much damage; they are used mainly to try to force the other car to lose control or to go off the road. Examples of the two different sideswipes are shown below.



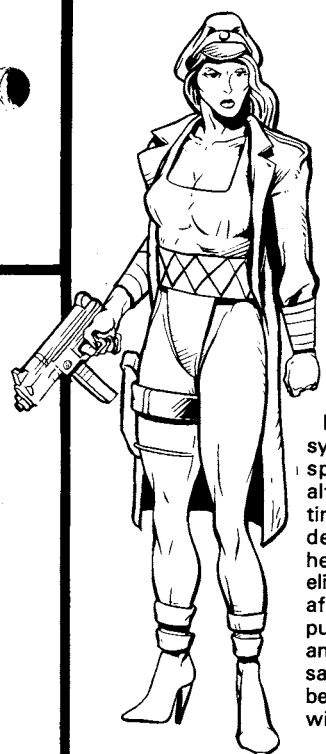
NECK & NECK SIDESWIPE.

OPPOSED SIDESWIPE.

As stated above, sideswipes may only be done *after* the rammer has completed a *move*. Because sideswipes require an *action* this may only be a straight-ahead move. The following diagram shows an illegal sideswipe. The driver drifts across into the target square and cannot sideswipe because the drift used up the phase's action.



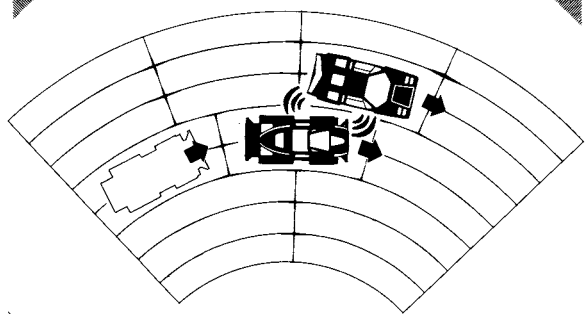
ILLEGAL SIDESWIPE



KATHERINE ROMANOFF

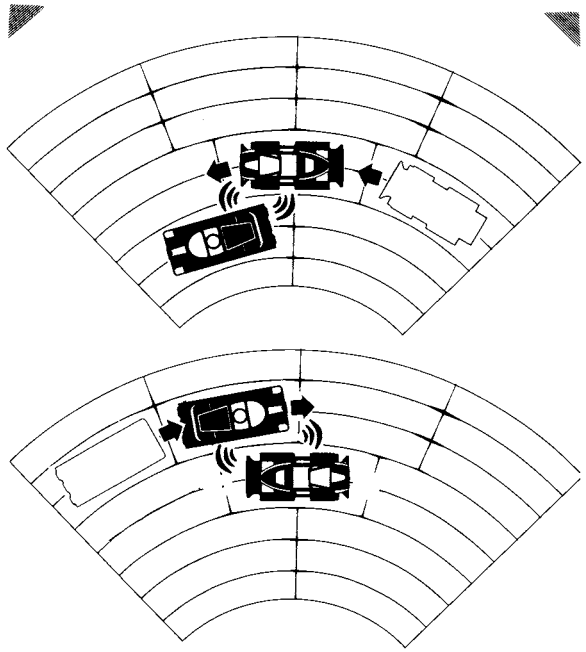
An independent registered in Manhattan, Catherine is descended from White Russian refugees from the 1918 revolution. Potemkin, her early mark V8, is named after a Russian battleship; it has upgraded auto-turreting systems, but lacks some of the speed of the later models - although Catherine's skill and timing can make up for a great deal. Catherine seems to see herself as a descendant of the elite Tsarist cavalry officers, even affecting a Russian accent in public. She can be high-handed and dismissive at times; some say that she is an independent because no agency would put up with her attitude.

On curves, cars are quite often 'staggered' with the front of one car a half space further forward than the other car. In these situations, drivers may only attempt sideswipes if the front of their car is *behind* the front of the other car - drivers on curves cannot make sideswipes with the rear ends of their vehicles.



SIDESWIPES ON CURVES.

Sideswipes are not subject to the rules for drifts, which prohibit moving inwards on a curve. Cars on curved sections of track are allowed to sideswipe from an outer lane to an inner lane.



LEGAL SIDESWIPE.
CARS ARE ALLOWED TO SIDESWIPE TARGETS ON INSIDE LANES.

The outcome of a sideswipe depends largely on a sideswipe test. The test should be taken immediately on contact, before calculating damage.

To take a sideswipe test, both drivers should:

1 Roll a dice

2 Add the vehicle's optimum control unless it is out of control, in which case add its adverse control

3 The rammer adds a further +1

If the totals are the same, the outcome is a draw. Otherwise the player with the higher score is the winner, and the player with the lower score the loser.

The ways in which the sideswipe test affect the outcome of a ram are detailed later *Ram Damage* below and *Hazard Rolls* (p38).

RAM DAMAGE

Ram damage is assessed in the normal way - a ram will cause a certain number of hits, each with their own *damage* characteristic. There are four different types of ram damage, depending on the nature of the ram.

The four types of ram damage are:

Relative speed factor hits

Combined speed factor hits

Relative speed factor damage

Combined speed factor damage

A relative speed factor hit is one hit. The hit's damage characteristic can be calculated by subtracting the speed factor of the slower vehicle from the speed factor of the faster.

For example: After a neck & neck sideswipe a vehicle is forced to take a relative speed factor hit. The vehicles are travelling at speed factor 3 and 4. The relative speed hit is at +1 damage.

A combined speed factor hit. This is one hit, with a damage characteristic equal to the total of the two vehicles' speed factors.

For example: after an opposed sideswipe a vehicle is forced to take a combined speed factor hit. The two vehicles are travelling at speed factors 1 and 3 respectively. The combined speed factor hit is one hit at +4 damage.

Combined speed factor damage can be calculated by adding together the speed factor of both vehicles. This total gives both the number of hits and the damage characteristics of each hit.

For example: A head on-ram occurs with two vehicles both travelling at 57mph - a speed factor of 3. 3+3 is 6, so combined damage for this collision is 6 hits at +6 damage. Pretty drastic, huh?

Relative speed factor damage can be calculated by subtracting the speed factor of the slower car from the speed factor of the faster car. Where both vehicles have the same speed factor no damage is caused.

For example: A vehicle travelling at speed factor 5 shunts a target moving at speed factor 4. ***Relative speed factor damage*** *is one hit at +1.*

Hits caused by rams are calculated normally by rolling a dice, adding the hit's *damage* characteristic and subtracting the target's *internal armour*. If the dice rolled for damage scores a six, the hit also causes *critical* damage.

RAM DAMAGE

Head-On
Both vehicles take *combined speed factor damage.*

Shunt
Both vehicles take *relative speed factor damage*. Where both vehicles have the same speed factor no damage is caused, but the vehicles still make the appropriate hazard roll (see p38).

Sideswipe

Neck & Neck
The *loser* of the sideswipe test takes *a relative speed factor* hit. If the test resulted in a draw, both vehicles take a relative speed factor hit.

Opposed
The *loser* of the sideswipe test takes a *combined speed factor* hit. If the test resulted in a draw, both vehicles take a combined speed factor hit.



Vigilantes & Mavericks

Major hazards to an official Op's work, renegade Ops seem to be on the increase. Pressure twists their attitudes and turns them into outlaw vigilantes, cruising the highways and dirtroads, erasing anyone in their path. Others switch sides altogether, taking it upon themselves to remove as many Ops as they can before they are themselves terminated.

The most organised agencies have contingency plans for dealing with vigilantes and mavericks. Lone wolves make them look bad, and can threaten their all-important agency-client relationship; it is in their interest, and that of the Ops they support, to remove the bad apples from the proverbial barrel with all speed. Naturally, some are harder to catch than others. There is also a worrying rise in the incidence of city cops going out on the prowl as unofficial vigilantes at night, removing villains that the law has set free. Many public officials now see fit to remind everyone that perhaps Enderby was wrong.



SPEED ADJUSTMENT

Head-On
After a head-on ram both vehicles automatically come to a halt.

Shunt
Work out the difference between the two vehicles' speeds in miles per hour. Halve this number and round any fractions up. This total should be added to the target's speed and subtracted from the rammer's speed.

This leaves both vehicles travelling at the same speed, or with the one in front going slightly faster. Players should note that when two vehicles are travelling at the same speed it is always the one in front that moves first.

> *For Example: A car travelling at 60mph shunt rams a target which is travelling at 40mph. The difference in speed, divided by two, is 10mph. The target accelerates to 50mph, the rammer slows down to 50mph.*

Sideswipe
If they were travelling in the same direction, both vehicles lose 10mph. If they were travelling in opposite directions, both vehicles lose 20mph.

HAZARD ROLLS

Vehicles which have been involved in a sideswipe or a shunt may still be moving.

Vehicles involved in a *shunt* must take a hazard roll against a safety limit of 40mph. Drivers of vehicles which are the target of a shunt ram ignore *panic brake* results on hazard rolls. They stay in control and don't brake.

After a *neck and neck sideswipe*, only the loser need take a hazard roll. This is against a *safety limit* of 40mph.

After an *opposed sideswipe* the winner tests against a 40mph safety limit, the loser tests against 20mph.

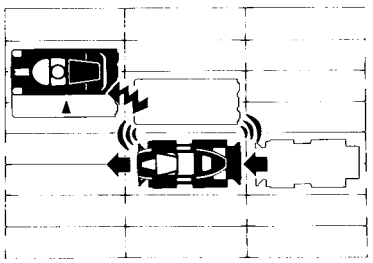
CONTROL LOSS

Drivers who lose control will, of course, be forced to take a control loss test at the start of their next move.

When a car skids after a sideswipe, there is no need to take a skid test. The car automatically drift skids and the direction in which it skids *isn't* randomised.

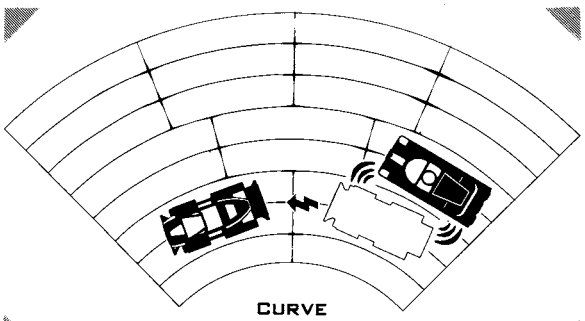
Cars on straight tracks skid outwards, reacting to the sideswipe. This is illustrated below. The Renegade has just lost a sideswipe, failed the hazard roll, and lost control. In its next move, if it does *skid*, it will automatically do so in the direction indicated.

SKIDDING OUT AFTER A SIDESWIPE



STRAIGHT

Cars which start to skid on a curve also by-pass the skid test. Cars which were sideswiped from an inner lane *drift skid* outwards. Cars which were sideswiped from an outer lane *skid straight*, but lose 10mph as if it were a *drift skid*.



CURVE

STATIONARY CARS & WRECKS

A collision with a car which is stationary and facing in the opposite direction to the rammer's direction is always treated as a head-on ram.

Collisions with stationary vehicles pointed in the same direction as the rammer are treated as shunt rams, provided the target isn't a wreck.

Certain cars are deemed to be *wrecks*. These are cars which have taken terminal damage, have rolled, or, have a **broken axle** as a result of a critical hit (see p34). Any collision with a wreck is treated as a head-on ram.

Finally, collisions with any vehicles which are at an angle to the grid are treated as head-on rams.

Moving After a Shunt Ram

After the damage has been calculated and the two vehicles' speeds adjusted, both vehicles will be in the same positions as they were at the start of the phase, but they will now be at the same speed.

This means that the target vehicle must now take its move. Provided the vehicle hasn't lost control, the driver is allowed to declare an action, move forward and then execute the action in the normal sequence. If the driver is out of control, the move must be preceded by the usual control loss test (see p42).

Once the target has completed its move and any associated actions, the driver of the ramming vehicle may then complete his move, although the driver can't perform any actions.

If either vehicle's move results in another collision see p52.

SPINS AND SKIDS

Vehicles which are spinning or skidding must execute their moves in a strict sequence - forward moves, drift skids and spins, in that order. The player must check the contact zone for each part of the sequence before moving the car model - if a collison will occur, the move comes to an end.

The rotation of a spinning model may cause it to hit another vehicle. In these cases, there is no need to roll for rotation. The car model isn't actually moved, and the collision is treated as a sideswipe. If the car is still moving after the sideswipe, it is still classed as spinning. In its next move, and all subsequent ones, it moves straight-ahead and rolls for rotation normally (see p44).

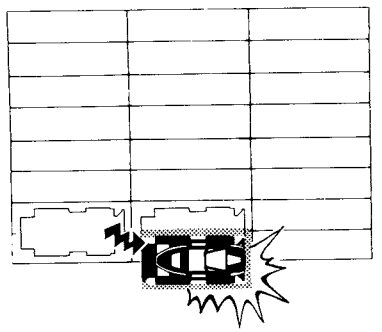
After a shunt ram, a car which is skidding or spinning will get to take its normal forward move in which case it simply completes the straight-ahead move, then tests for the skid and/or the spin.

Vehicles which are rolling may have one of the four stages of their move blocked by another vehicle - in which case take as many of the stages as possible, and work out the collision at that speed. The car then rolls and comes to a halt.

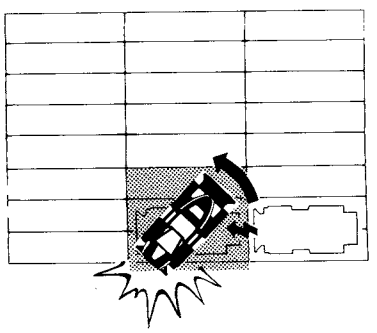
CRASHES

CRASHING

Whenever a vehicle's *contact zone* strays off the road surface it will crash immediately. A few examples of this sort of crash are shown on the following diagrams:



CRASH. THE CAR IS OUT OF CONTROL, SKIDS TO THE RIGHT AND CRASHES.



CRASH. THE CAR SKIDS STRAIGHT, SPINS AND CRASHES

When a car crashes, the driver rolls for damage and then removes the model from play. The car is completely out of the game.

Drivers aren't allowed to make a manoeuvre which would cause a crash. Vehicles only crash when they are out of control.

They say that you see your whole life flashing before your eyes. That's not true.

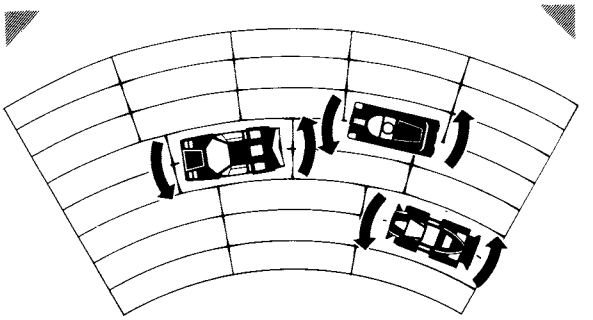
All I could think of as the world barrel-rolled about me was the date I had that night. And that's what I saw. I saw me picking Janine up outside her place. I saw the inside of Lorenzo's just like I was standing there. I saw the meal, the candles, the wine - eveything. I spent the whole evening with Janine in a couple of seconds.

Then the ground came in from the upper-left corner of the windshield and hit me. Shards of armaplas rattled off my helmet like hailstones. I don't know quite what happened next. There was kind of a blur, and I was fifty yards from the wreck, running. A giant hand slapped me to the ground as the tank blew, and I woke up in the vulture copter. They were flying me to Denver for a patch-up and this guy was jabbering about what a great bit of television and how I could do an interview later.

CURVES

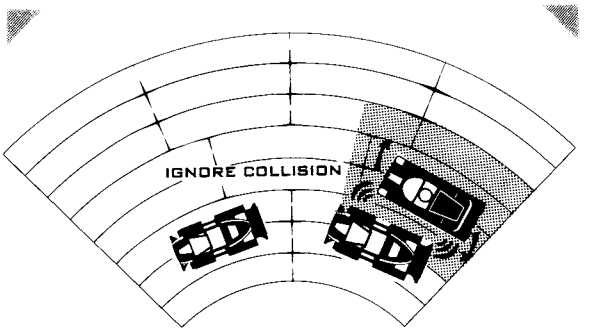
In certain circumstances vehicles on corners are forced to crash, even when their contact zone doesn't go off the edge of the track. This happens when a vehicle ends its move on a curved track and either has *no driver*, or is forced to rotate because of a spin test.

Cars crashing on curves don't pose any danger to other cars nearby - it is assumed that the crashing car conveniently cartwheels through the air and lands well out of harm's way.



A CAR FORCED TO ROTATE ON A CURVED TRACK SECTION AUTOMATICALLY CRASHES. THE MODEL IS REMOVED FROM PLAY IMMEDIATELY, AND OTHER VEHICLES AREN'T AFFECTED.

Even if there is another vehicle or a passive weapon in the spin's contact zone - any of the lanes adjoining the vehicle - the spinning car is still removed from play the moment it starts to rotate. Any collisions that would have been caused by the rotation are ignored.



VEHICLES CRASH IF THEY HAVE *NO DRIVER* AND END A MOVE ON A CURVED TRACK. THE MODEL IS REMOVED FROM PLAY IMMEDIATELY.

CRASH DAMAGE

Unless you are playing a campaign, where the outcome of scenario will have a bearing on a vehicle's state of repair in subsequent engagements, there is no need to roll for crash damage. Simply remove the vehicle from play.

Otherwise, crashed vehicles take *speed factor damage*, as per rams (see p56). A crashing vehicle thus takes a number of hits equal to its current speed factor. Each damage roll is also modified by the current speed factor. For example, a vehicle which crashes at 75 mph (speed factor 4), takes 4 hits each with a damage characteristic of +4.





It's a hot summer night and we're ready to roll, just like the song says. Yokki got us some dukey new ju-ju from this slummer he sees sometimes, and we're burning on all twelve, hot and tight. Hoichi's tapped a whisper about the Phantoms lamping a meet around zero out on sixty, and we're going out to flare them for what they did to Mikko. We're all full metal and we're going to take them and take their turf. Ain't nobody messes with the Samurais.

Hoichi pulls down his nightshades and moves out. His rig's like a tank, the time he's put in on it. One night he came back with this box he wouldn't show to anyone. I reckon he got it from his uncle in Sabre, on account of this being special. Hoichi's from an old family, and Mikko was his sister. They're heavily serious about these things, the old-country mujos.

I fire up and pull out behind Hoichi, moving over to the right as Kira and Toshi pull their bikes up to wing left. With Akka and Shuro tailgating, the Samurai roll out. Watch out, world.

As we come up towards 23rd and Weston, Hoichi pulls ahead and passes the banzai for weapons test. Kira and Toshi fall in behind me and we take the corner like fighters peeling an attack dive. A building marked public library meets the end of the world as we go. Everything works. The two lead bikers pull back to vee-forward, and we head out sandside.

Hoichi's the boss because he's the best, and we're all with him on this hit because it's his hit. He said it was his *giri* - some old-country mujo word. Means it's personal. He reads all this stuff - like, paper reading - all about the old country and stuff, and he sometimes sits very still, for hours sometimes, just like staring into space and not saying a word. He taught Kira this dumb game, taking turns to put bottle tops on a heap of squares and taking some off sometimes. Not a single gun in it, but Hoichi says it's about winning fights.

We all remember what Hoichi told us. He sat and thought about this hit for a couple of days. Most people would be straight out there, but Hoichi sat and stared and then he played his game with the bottle tops, and then he said he knew how we'd do it. They got to hear us coming, so first time out we hit real hard.

We see the lights of the meet, and Hoichi brings us into line. I move level with him, and the bikers move up so we're all in a line. Hoichi calls the speed and we match it. As we come over the rise we see them. They heard us coming all right, and a couple of them have made it to their buggies when we hit. All guns, full metal. Everyone stays in line and we burn straight past. Hoichi says they'll have to come after us. Shuro got winged as we went through, but everyone looks okay. I check my mirror and see two buggies starting to burn and two more coming after us.

The bikers pull forward as Hoichi and I start laying smoke and oil. We spread out and pull bootleggers left and right, and by the time the two Phantoms make it through the smoke we're all facing them squared and blazing, and there's no place for them to go.

One Phantom flares out right away and nearly lewies into his buddy, but number two is smart. He stands on it and lets the flare go past. Kira and Toshi try to bail out as the burner skids towards them; Toshi makes it. The Phantom's going down fighting, and he's firing as he backs off into the smoke. Hoichi takes a hit and flares - we yell at him to get out, but he starts yelling in old-country talk and puts the hammer down, straight into the Phantom.

We're very quiet as we go home. Our eyes hurt from the flare-out, but there's tears from the heart too. Hoichi was weird, but he was the best, and we're going to miss him. He used to talk a lot about the old-country stuff, and the way a Samurai ought to die. Most of it went straight by us, and he'd smile and say one day we'd understand. If he was right about how a Samurai dies, he did it right tonight, with all the zeroes.





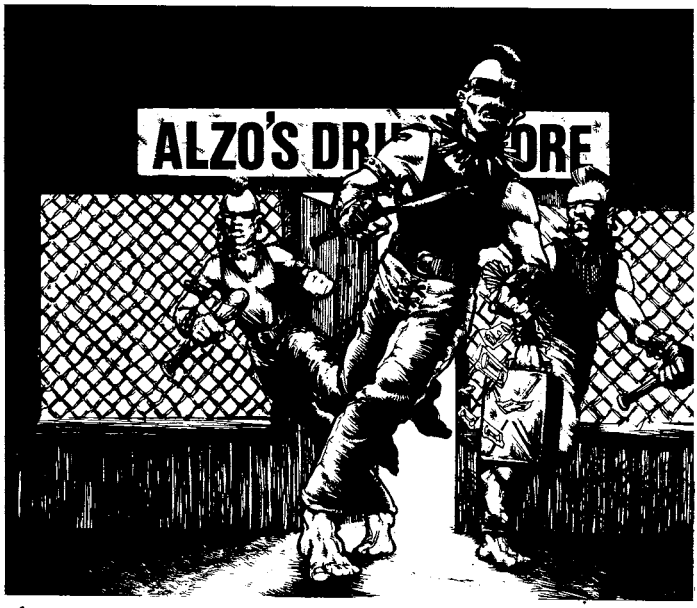
The aftermath of a successful convoy hit by the Sand Devils on the road from Omaha to Des Moines. Unusually for Outlaw gangs, the Sand Devils have been known to combine forces with the Spiders from Mars for large-scale attacks.

RENEGADES

First time I seen Kay look nervous. Figure he'd be good for no show. 'Skins are right round block, hidin' in shadows, waiting for T-Birds. Then they come, carrying torches, moving through the rubble and debris. They owed us for Sly, Deb, Runner and Joe. Kay whispers ''Get ready.'' First 'Bird walks straight into Hiyni, then the fighting starts. 'Skins burst out all round them, go in with chains and knives. Kay takes a rock early, he goes down. Mohawk hits T-Bird's big man, gives him our mark.

Then **Blatta, Blatta, Blatta.** Stupid 'Birds start shooting. Blonde punk with an auto. She takes out Micky, Sinbad and Franco. Too quick, everyone's run. 'Cept me - laying low - and the blonde chick. I work round behind her. I'm a mean shot. The knife seats itself between her shoulders, real neat. Then I mark her good. I check Kay, he's bleedin' real bad. Drag him back to docks, but he dies by morning - wishing T-Birds never showed. Between me and Mohawk for Kay's place, Mohawk looks at me, then the knives are out...

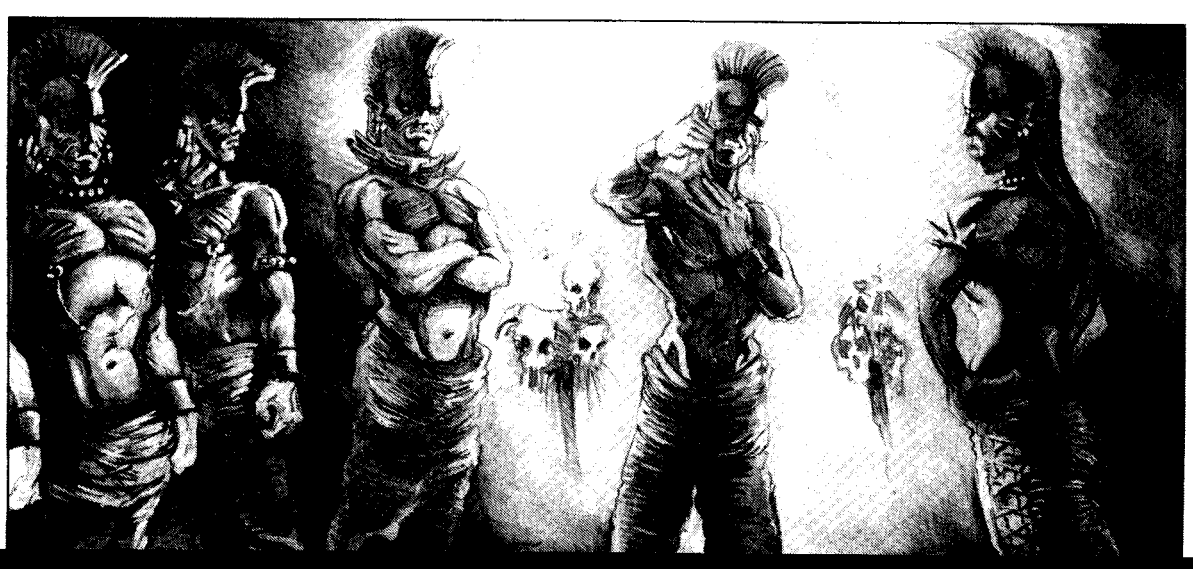
It's a dog-eat-dog world. The corporations extort money from those who've got it (however they got it!) through subtle means, advertising, peer pressure and worse. Those with money force those without to do the worst jobs, or just hive them away out of sight into some roach-breeding ground they call a Rehousing Zone. There the strong prey on the weak, and the weak prey on the feeble (and then maybe the feeble hire the strong to beat up on the weak for them - this chain never ends). Many who couldn't take another minute of life in the cramped, fetid stink of NoGo hit the open roads for the wastelands and a kind of freedom; many of those that stayed tried to carve out their own empire from shattered streets and trash piles.



NOGO REBELS

The street kids of Detroit, Denver and Philly - and of all the other sleaze-pits too - learn right from kindergarten just what their place is in their refuse pile of a world. They grow up tough, pulling their first armed robbery at ten to become initiated into the local gang, committing their first murder at eleven. By the time they reach their mid-teens they've seen it all, done it all, and all they want to do is burn it all down again so no other sucker has to go through what they had to.

The street gangs lack power and organisation, but they make up for it in youthful daring and a stunning single-mindedness. High on corporation chemicals and the latest underground hardcore sensation, they hit any target weaker than themselves in search of easy pickings. Each gang has its own identity, of course, to mark out its members for their rivals. The simplest use street clothes: leather jackets, studs and mohawks; the craziest use tattoos, ritual scarring and bodily mutilation. All are desperately tribal, marking out their patches like feral animals with graffiti and the corpses of unwary or unlucky trespassers. At night, the NoGo areas of every city in America are illuminated by the flickering light from burning cars and tracer bullets; broken glass and small arms fire serenade the stars.





TYPICAL NOGO GANGS

T-Birds, New York: Taking their inspiration from Red Indian culture, the T-Birds decorate themselves with feathers and elaborate tattoos and patches of birds of prey. (Last of the Mohicans was reputed to be one of only two books ever read by gang founder Kim Renaldo; the other was probably *Jonathan Livingston Seagull*.) The size and quality of artwork spread across their shoulders and tattoed across their chests indicates status and prestige among the gang. T-Birds make their bases in the upper levels of abandoned apartment blocks and sky-scrapers (or eyries as they refer to them). Many T-Birds have a penchant for mysticism connected with birds, and some gang members appear to function almost as tribal shamans, demanding tribute and sacrifices from lesser members. T-Birds are specialists at apparently senseless murder; they have an unequalled reputation for terror.

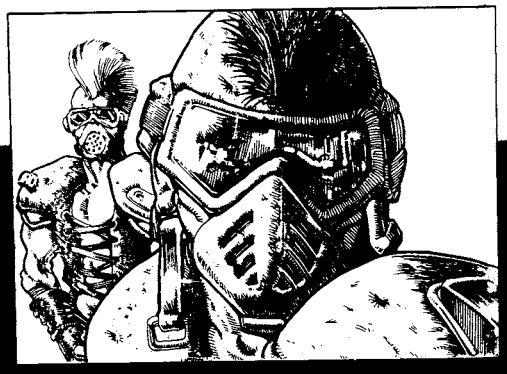
The Vees (Detroit): Technically-adept but with a penchant for inter-gang bloodbaths, the Vees use protection rackets and incessant random hold-ups to finance the running of their own pirate TV station. VTV shows staged and real car duels. Named after the V-shaped scars their members inflict on their faces, the Vees are among the most feared gangs in the state.

'You're watchin' VTV. Vees are winning out in Detroit. No-one touches us. Before the next vid we're gonna show you something that you ain't gonna forget in a hurry. The guy on your screens is Saturns. Las' night Saturns tried to hit us on southside. In case Saturns thinks they gonna try it again, maybe this changes mind. We're gonna cut his head off...''

SANDSIDE BANDITS

The highway warriors who carve up the badlands at the heart of America also organise themselves into gangs, but out in the endless wilderness there are many crazed loners as well. The Ops call sandside rebels Renegades, and it's a term which has been carried through to the gibbering commentaries of the TV shows following many of the freeway duels which result from the meeting of Op and Renegade. The TV channels, especially those pirates run by the Renegade groups themselves, glamorise the exploits of the smugglers, duellers and crazies at every opportunity, building their frequent confrontations with the representatives of the law to the level of awesome gladiatorial spectacles (TV's like that).

Sandside America is an immense expanse of wilderness and roadway, and is home for a great many types of Renegade. The bikers and four-wheeled roadhogs make a living from all manner of illegal activities, including smuggling, highway robbery, extortion, show duels and so on. Others stay inside the law, acting as escorts for convoys or guardians for isolated settlements. The Renegades themselves are equally as varied in personality and style. Some adopt the classic leather and chrome image of the biker. Others go in for more foppish dress, or a cowboy motif, or camouflage gear. Whoever they are, though, the Ops are interested in them. They are the enemy, after all.





"I always get a thrill when the pedal hits the metal, and this time was no exception. I'd just hit a stop-n-shop in some little place outside Bakersfield for a few Ks, and was running for the border so's I could pick up Fliss in Tijuana like I promised. Thirty klicks to go and the radio flashed me an Op heading for an intercept two klicks, with two outriders and a TV chopper close behind. I sorta smiled to myself at this point, cos I'd been wanting to try out my new twin 12 millimetre."

Lance Felix, currently Bethesda Memorial Hospital, Oakland.

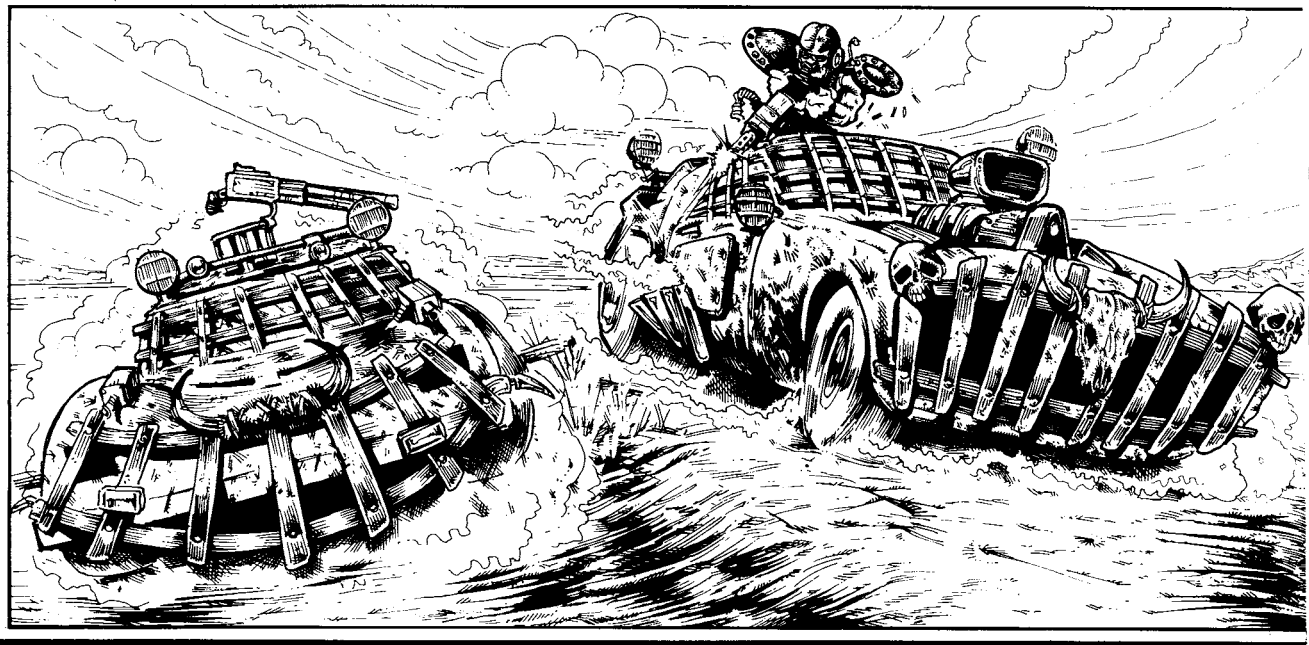


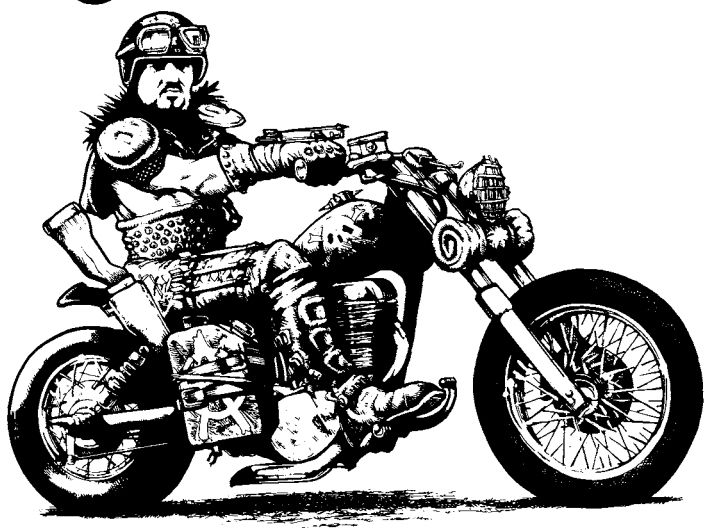
Infamous Renegades

Eric 'The Bear' Martino: A loner, and a specialist at smuggling prohibited articles into the Indepedent States, The Bear currently has a $72k price on his head, dead only, from the office of the Governor of Tennessee. Despite plenty of obvious agency and police interest, he continues to operate out of the Memphis region without hindrance.

The Knights of Illinois: Proto-typical grease-bound Hells Angel descendants, the two-wheeled Knights thrive on high-speed duelling and equally mobile armed robbery. Mean to the point of sadism, they live up to the greatest Renegade clichés with every chain, stud, spike and sawn-off.

The Clean: Near-legendary gang of psychos who cruise upper New York State in apparently defenceless humble delivery vans. They dress square, short hair and all, and wear uniform jumpsuits; their vehicles pack more hidden firepower than the average US helicopter gunship. Their sole aim seems to be to remove every other vehicle from the highway. Surely due for elimination by one of the better Ops agencies soon.





The rules presented up till now have dealt almost exclusively with cars. But of course, Renegades and Interceptors are by no means the only vehicles to be found engaged in the deadly highway conflicts of the Dark Future. Bikes are cheaper and more manoeuvreable - but offer correspondingly less protection to the driver, and can't carry nearly as much armament. Nonetheless, there are plenty of biker gangs terrorising the Interstates...

RULES SUMMARY

The rules for cars are assumed to apply to bikes, unless stated otherwise. So there isn't a new set of rules to learn, just a few variations to reflect the different ways in which bikes behave.

A bike and its rider are treated as a single, integral model. If the bike is removed from play, so is the rider. If the bike is wrecked or takes terminal damage the rider immediately leaves play at the start of the turn after the bike comes to a halt. The rider leaves before the start of the turn's first phase - so cannot be harmed in any way.

Moving bikes occupy two lanes in the same way as a car. This represents the amount of space actually needed around a moving motorcycle to ensure its safety.

Bikes are allowed to dodge around obstacles by using a special *dodge* action, temporarily reducing their contact zone (see below).

Bikes use normal factors for control loss tests, but they roll rather than spin. Rolling bikes are like rolling cars - they take a skid test, fall, damage and come to a halt.

Bikes can't use any of the large cumbersome weapons which can be fitted to cars. They have to use smaller, lightweight variants.

Bikes can't ram or sideswipe cars. When a bike does run into a car, it always comes off worse.

RIDING

The main differences between bikes and cars, apart from the greatly enhanced acceleration and handling of a bike, is that the consequences of losing control are far, far worse for bikes.

ACTIONS

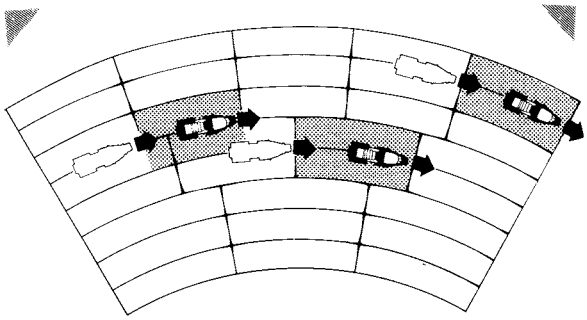
The actions available to a rider are largely the same as a driver. Riders, however, aren't allowed to reverse or perform sideswides against cars or bikes travelling in the opposite direction. They are allowed a special *dodge* action which allows them temporarily shift onto a single lane.

Dodge actions are classed as a *manoeuvre*, see below.

MOVEMENT AND MANOEUVRES

CONTACT ZONES

Bike models should be placed on the boards so that the bike's wheels are over a lane divider, and the front of the base is close to the space divider in front of the bike. This is shown below.

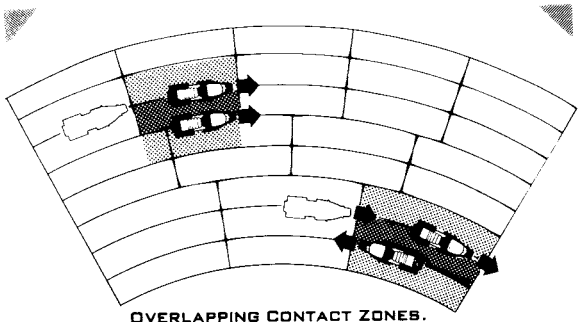


BIKE CONTACT ZONES

The bike model is assumed to occupy both lanes, as illustrated on the diagrams. When a bike moves straight-ahead it covers one space, in the same way as a car.

Bikes moving onto, along or off 'odd' pairs of curved lanes observe the same rules as cars - the space divider that counts is always the one on the outside lane. Where a bike is drifting it should move forward so it is alongside the outer lane divider at the end of their move, this is illustrated in the diagram above.

As a special exception, bikes are allowed to share one or both lanes of their contact zones, but only with other bikes. The following diagram shows a few examples of how bikes can pass very close to each other without colliding. This situation is referred to as *overlapping contact zones*.



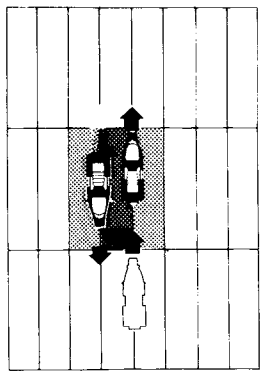
OVERLAPPING CONTACT ZONES.
NECK & NECK OPPOSED

Riding this close to another bike doesn't cause a collision, but it is not without risks. When bikes end a move with overlapping contact zones, both riders must take an immediate hazard roll. The safety limit is 80mph if the two bikes are going in the same direction; 40mph if they're travelling in opposite directions.



The hazard roll is taken using the normal rules and sequencing - see *Hazard and Control Loss Tests*, p38, (Bikes in these positions are allowed to sideswipe each other - see *Collisions*, p70).

IN PHASE FOUR A BIKE TRAVELLING AT 70 MILES PER HOUR FLASHES PAST ANOTHER BIKE AT 30MPH. THE RIDER TAKES THE HAZARD ROLL IMMEDIATELY AFTER THE MOVE. THE OTHER BIKE IS GOING SLOWER THAN THE 40MPH SAFETY LIMIT, SO DOESN'T NEED TO TEST.

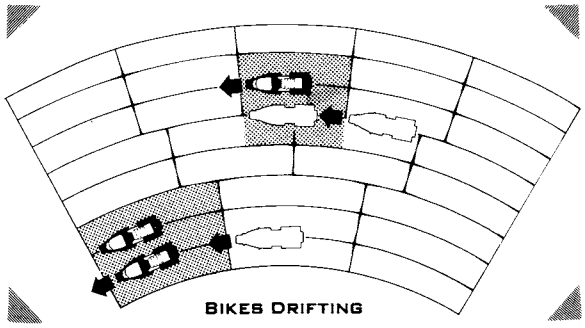


OVERLAPPING CONTACT ZONES

Stationary bikes, whether upright or fallen, have the normal 2 lane contact zone.

DRIFT

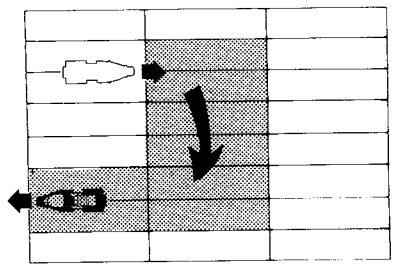
The contact zone for a drifting bike is the same as that for a car. They are shown below. Bikes are allowed to drift outwards, but not inwards, on curves in the same way as cars. The manoeuvre has the usual 80mph safety limit.



BIKES DRIFTING

U-TURN

A bike U-turning is subject to the normal restrictions and speed limits. The maximum speed to attempt the manoeuvre is 10mph, the safety limit is 31mph.



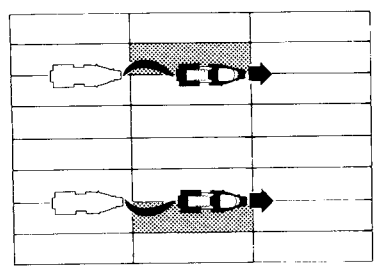
BIKE U-TURNING

DODGE

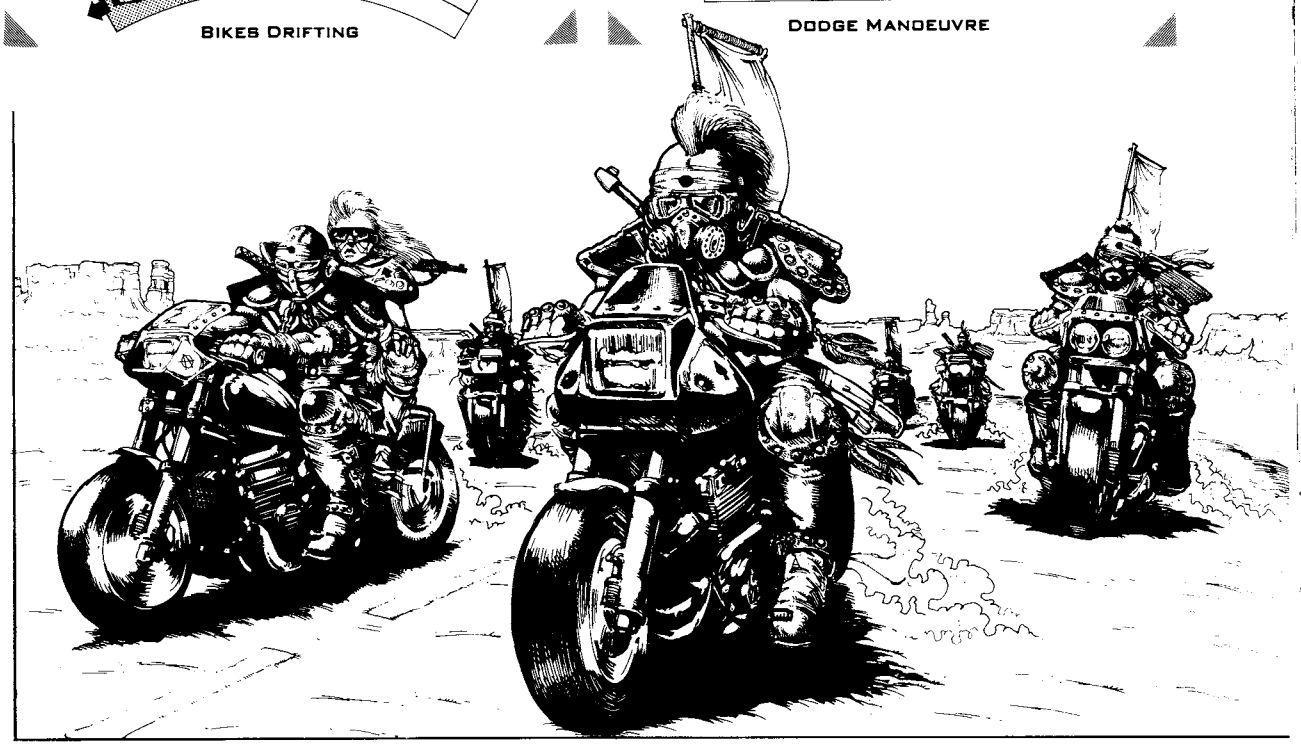
The fact that a bike occupies two lanes in the same way as a car reflects the fact that although bikes aren't very wide, they still need a lot of clearance space on either side if they're travelling at speed. The dodge manoeuvre offers them the opportunity of squeezing through much tighter spaces when they are travelling slowly.

Dodge manoeuvres are hazards with a safety limit of 40mph.

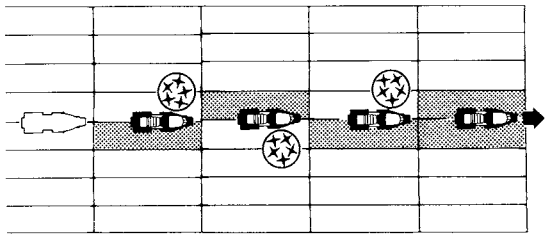
A rider employing a dodge action makes a normal straight-ahead move, but with the reduced contact zones shown on the diagram below. The rider is free to choose which side the bike's contact zone goes on.



DODGE MANOEUVRE

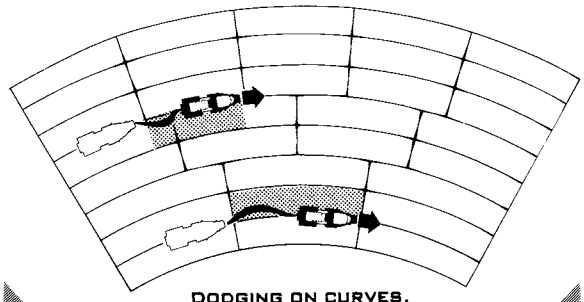


The value of a dodge is that it allows the bike to avoid hitting passives. In the diagram below a rider slaloms through a set of spikes, and emerges unscathed.



DODGING THROUGH PASSIVES

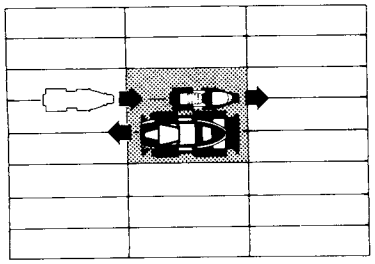
Bikes are allowed to dodge when they are on curved tracks, some examples are shown on below.



DODGING ON CURVES.

In the move following a dodge, the rider can use any action, including another dodge, in either direction. If the rider doesn't use another dodge, the bike's contact zone goes back up to two lanes, and all the usual rules apply.

Riders can only dodge surface hazards, such as passive weapons. They can't dodge other vehicles, either cars or bikes.



THE RIDER CANNOT USE A DODGE ACTION TO AVOID HITTING THE CAR.
THIS IS TREATED AS A SIDESWIPE, SEE COLLISIONS.

Riders who panic brake or lose control still complete the dodge, and have the reduced contact zones.

MOVING OFF

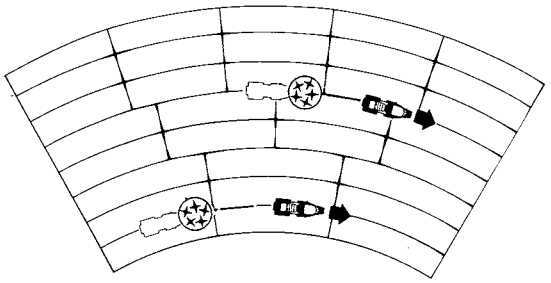
Bikes which are moving off are allowed to travel in either direction, and can simultaneously drift or U-turn, in the same way as cars.

A bike moving off in a different direction is turned around and aligned against the dividing lines at the opposite end of the square. Bikes can only do this when they're moving off and aren't accelerating to more than 20mph (such a manoeuvre will effectively take up the whole turn).

SHOOTING

PASSIVE DEPLOYMENT

Motorcycles end the move aligned with the space dividers to their front. Passives laid by a bike are placed behind the bike model, as shown below.

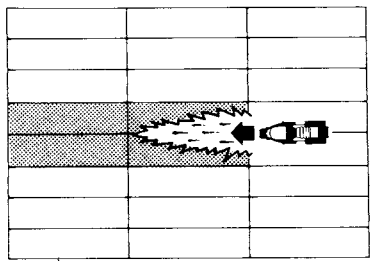


BIKES DEPLOYING PASSIVES.

Note that stationary bikes cannot deploy *any* passives.

DIRECT FIRE

The fire corridor for both left and right-hand mounted weapons is the same, as shown below.



FIRE CORRIDOR FOR BIKE WEAPONS

"Lot of people got a heavy downer on bikes. You can't hang an A-cannon on a bike, they say, all you got is a couple of tiny little mgs, so how you gonna do anything about anything.

Me, I reckon bikes got a lot going for them. Starters, a bike is a small target. You're on a bike, a shot that might take out a Renegade will go right past you three times out of four.

Also, a bike moves better. Say you're catching a mark and he starts dropping mines. In a Renegade you got to slow right down and pull wide round them. On a bike you can weave through them, and if you're real good you hardly lose any speed at all.

Okay, so you're not packing a cannon or missiles, but I always say that the ammo don't count so much as where you put it. If you shoot straight and think about what you're doing, there's no difference between a big gun and a little gun. If you get a good hit on a tyre or a driver's head, it don't matter if you're using a cannon or a zip gun. Not hardly. Course, if you're not that good, then big guns make up for you some, but that ain't what I'm talking about."

- 'Big Joe', a biker with the Sand Devils

When bikes are shooting from curves their fire corridors should be judged using the ruler template, see p 25.

The tables below summarise the range and accuracy characteristics for bike mounted weapons:

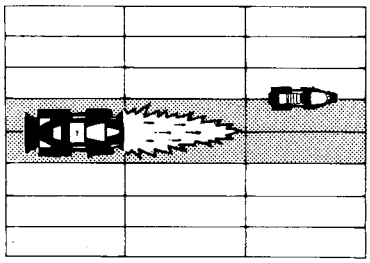
Weapon	Range	Accuracy
4.2mm MG	8	+2
20mm Tube GL	12	0
Combat Laser	12	+2
40mm RAG	12	0



BIKE TARGETS

Bikes can only be fired at when one of the lanes they're occupying is inside the shooter's fire corridor.

Where there is only one of the bike's two lanes in the shooter's fire corridor, shots are subject to a -2 hit roll penalty.

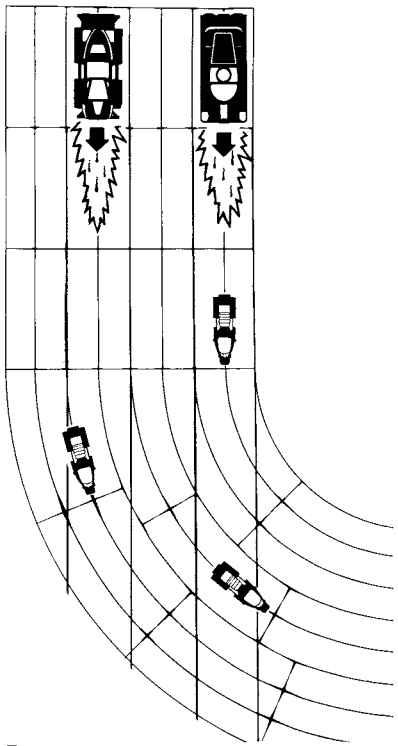


ONLY ONE LANE IN THE FIRE CORRIDOR:-2 TO HIT

If both lanes are in the fire corridor the shot is subject to a -1 hit penalty.

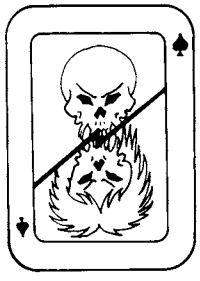
Where target or firer are on a curve, check the fire corridor using the template. Only part of the model needs to be in the other lane for the bike to count as occupying two lanes.

Bikes which have fallen over can't b e fired at by anything other than turret mounted weapons.



BOTH LANES IN FIRE CORRIDOR:-1 TO HIT.

Some of the good ol' boys of the Albuquerque-based Lariat Clan. Like a number of other southwestern gangs, the Lariat Clan sees itself as a successor to the outlaw gangs of the Wild West. It avoids old-west fashions, however, seeing this as affectation. The Lariat Clan's speciality is bushwhacking convoys in carefully-planned ambushes, much as the gangs of the old west attacked stagecoaches and trains.





DAMAGE

PASSIVE HITS

Bikes can in some cases avoid passive markers by using a dodge action - see **Dodge**, p65.

Hazard rolls for pattern mine hits are taken against the bike's *reduced handling* (see p70).

Bikes hitting oil test against their full handling if they are moving straight-ahead, on straight track, and have not adjusted their speed earlier in the phase, otherwise they test against the lower safety limit and their *reduced handling* (see p70).

Bikes will only take a hazard roll for spikes if they take a critical hit, and always take hazard rolls for criticals against their *reduced handling* (see p70).

Riders take hazard rolls for smoke against their full handling characteristic.

INCREMENTAL DAMAGE

Bikes suffer incremental damage in the same way as cars: see **Damage Increments** (p28).

Bikes take incremental damage when they fall below 6 and 3 points, as shown on the record sheets.

The effects of incremental damage are the same as for cars; handling -1, acceleration -3mph and maximum speed -10mph.

TERMINAL DAMAGE

Bikes take terminal damage tests in the same way and in the same circumstances as cars.

When the bike comes to halt it falls and the rider escapes (if still alive). The model is left in position on the road surface, at a slight angle to the grid to indicate that it has fallen. It is treated as a *wreck* and the rider automatically leaves play at the start of the next turn.

ROAD DAMAGE

Bike riders are far more exposed than their counterparts inside cars. *Road damage* represents the rider coming into contact with the road surface - when the bike falls over and the rider is knocked off or thrown.

A rider is forced to take road damage - when the bike rolls, crashes or is involved in a head-on ram.

Road damage is simulated by an automatic *driver critical*. The player should find the driver section of the critical hit results table (p34) and roll a dice. The dice is subject to modifiers depending on the bike's speed, as listed on the following table:

Speed factor	1	2	3	4	5	6	7	8+
Modifier	-4	-2	–	+2	+3	+4	+5	+6

This special modified rider critical is referred to as a *road damage test.*

For example: An out of control bike rolls at 35mph, which is speed factor 2, and the rider takes road damage. The player rolls for a driver critical, but subtracts two from the score.

Bikes and their riders are treated as a composite entity - even when a rider has taken road damage he is still assumed to be on, or at least very close to the bike.

CRITICAL HITS

TARGET MATRIX

Bikes use a different *target matrix* to cars, and some critical hit results differ.

FRONT

1,2 **Bodywork**
3 **Front Wheels**
4 **Weapons**, roll again. Odd numbers left, even numbers right
5 **Engine**
6 Roll again
  1-2 **Fuel**
  3-6 **Rider**

SIDES

1,2 **Bodywork**
3 **Wheels**, roll again
  1,2,3: front
  4,5,6: rear
4 **Weapons**, roll again
  Odds: front*
  Evens: passives
5 Roll again
  Odds: **Fuel**
  Evens: **Engine**
6 **Rider**

* If the damage is for a crash, roll, or internal explosion, roll again: odd scores mean left side, even scores mean right.

REAR

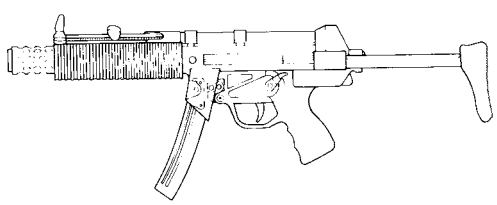
1,2 Bodywork
3 Rear **Wheel**
4 Passives
5 Roll again
  Odds: **Fuel**
  Evens: **Engine**
6 **Rider**

FLOOR

1,2 Bodywork
3 **Wheels**, roll again
  Odds: Front
  Evens: Rear
4 **Weapons**, roll again
  Odds: Front, roll again:
    Odds: left
    Evens: right
  Evens: Passives.
5 **Engine**
6 **Rider**

ROOF

1,2,3 **Bodywork**
4,5,6 **Rider**



RESULTS

BODYWORK

D6 Roll **Effect**

1 **Transmission.** Roll a dice and add the hit's damage. If the total is 6 or more, the bike's acceleration falls to zero. If the total is 5 or less, the hit is wasted.

2 **Clutch Cable.** The bike cannot exceed its current speed factor characteristic for the rest of the game.

3 **Fuel Line.** The bike is leaking fuel. At the end of each turn, the rider rolls a dice. If it scores a 1, the bike's engine is *disabled*.

4 **Brake Cable.** The bike's current braking characteristic is halved, rounding fractions down.

5 **Weapons link severed.** One of the bike's weapons links is severed. To determine which one, roll a dice:

1,2 Left-hand
3,4 Right-hand
5,6 Passive

If the result is a weapon not fitted to the bike, the hit is wasted.

6 **Accelerator Cable.** The bike's acceleration is reduced to zero.

WHEELS

D6 Roll **Effect**

1 **Brake Cable.** The bike's current braking characteristic is halved, rounding any fractions down.

2,3 **Wheel Bearing.** Roll a dice and add the hit's damage. If the total is 6 or less, the shot hasn't managed to break the wheel bearing, but the bike's handling goes down by 1.

If the score was 7 or more, a wheel has fallen off! If the bike is travelling at 81mph or faster it crashes. The model should be removed from play, the bike takes crash damage (see p58) and the rider takes road damage. If the bike is travelling at 80mph or less, it automatically rolls on its next move, see p64.

4 **Split tyre.** As for cars, see **Critical Hit Results** (p34).

5,6 **Tyre Destroyed.** As for cars, see **Critical Hit Results** (p34). As with any bike critical hit, the hazard roll is taken against the bike's *reduced handling* (p70).

WEAPONS

Weapon criticals on bikes have exactly the same effect as ones on cars (see p35):

D6 Roll **Effect**

1,2 **Damaged.**

3 **Jammed.**

4 **Command Link Severed.**

5,6 **Destroyed.**

ENGINE

D6 Roll **Effect**

1 **Engine Block.** Roll a dice, add the hit's damage. If the total is six or more, the bike's engine is *disabled*. If the total is 5 or less, the hit has no effect.

2 **Carburettor.** The bike's acceleration is reduced to one-third of its current characteristic, any fractions should be rounded down.

3 **Brake Cylinder.**
As for cars, see **Critical Hit Results** (p34).

4 **Generator.**
As for cars, see **Critical Hit Results** (p34).

5 **Ignition.**
As for cars, see **Critical Hit Results** (p34).

6 **Explosion.**
As for cars, see **Critical Hit Results** (p34).

FUEL

D6 Roll **Effect**

1-3 **Holed.** As for cars, see **Critical Hit Results** (p35).

4-6 **Explodes.** The bike takes an immediate +8HE hit, the engine is *disabled*.

RIDER

D6 Roll **Effect**

1-2 **Hurt.** As for cars, see **Critical Hit Results** (p34).

3-4 **Injured.** As for cars, see **Critical Hit Results** (p34).

5 **Limb Disabled.**
As for cars, see **Critical Hit Results** (p34).

6 **K.O.** The bike has *no rider*.

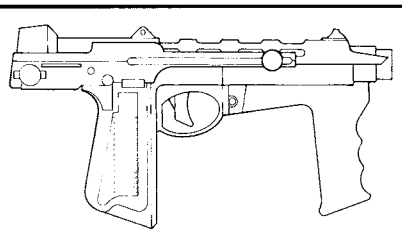
Bikes with *no rider* automatically *roll* in their next move (p46).

When a bike has *no rider* and finishes a move on a curve, it automatically crashes. The bike model is removed from play and takes crash damage.

Bikes with a *disabled engine* will slow to a halt. Once they have come to a halt they may be abandoned by the driver at the start of any turn. The player simply declares that the rider is leaving his bike before the start of the first phase. The bike model is left in place, at a slight angle to the grid - if anything hits it, it is treated as a *wreck* (p57).

If the rider doesn't abandon the bike, he may push it. Pushing counts as a normal action and gives the bike an acceleration and maximum speed of 5mph. The rider cannot shoot in the same *turn* that the bike is pushed.

In the unlikely event of a bike's full handling characteristic falling to zero, the bike automatically loses control.



BIKE HAZARD AND CONTROL LOSS TESTS

Bikes have a *handling* characteristic of 6. For a bike, this characteristic is intended for basic manoeuvres, like drifting and cornering. The high characteristic represents the fact that at high speeds bikes are much better at getting round corners than cars. However bikes are in many cases more vulnerable than cars; they only have two wheels and are far less stable.

Bikes test against their full handling characteristic for manoeuvres and curves.

Bikes taking hazard rolls for any other reason have their handling characteristic reduced by 3 for that test. This is called the bike's *reduced handling* figure. The list below details the tests when the bike is forced to test against *reduced handling*:

HE hits

Oil on curves (and straights if the rider adjusted speed earlier in the phase)

Critical hits

Mine hits

Debris

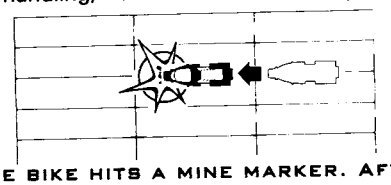
Sand on curves

Collisions

CONTROL LOSS TESTS

Bikes use the normal factors for control loss tests - the player rolls a dice, adds *speed factor* and deducts the bike's *adverse control*.

It is important to note that the bike's *adverse control* is determined by comparing the rider's drive skill and the bike's full handling, not its *reduced handling*.



THE BIKE HITS A MINE MARKER. AFTER CALCULATING DAMAGE IT TAKES THE HAZARD ROLL AGAINST ITS REDUCED HANDLING OF 3.

The results of the test are given on the following table:

Bike Control Loss Test

1 or less	Regain Control
2,3	Skid & Regain Control
4,5	Skid out of Control
6+	Roll

Regaining control and skidding are handled in exactly the same way as for cars (see p44).

ROLLING

When a bike gets a *roll* result on a control loss test, check its speed. If the bike is travelling at 81mph or faster, it crashes. The bike model is removed from play immediately. The bike does not make a forward move, and other vehicles aren't affected by its demise. The bike takes speed factor damage for the crash (as detailed in **Crash Damage**, p56), and the rider takes *road damage* - see **Road Damage**, p68).

If a bike rolls at 80mph or slower, it takes a standard skid test, moves, and then rolls. The bike takes speed factor damage -2 and the rider takes *road damage*.

For example: rolling bikes take speed factor damage -2. A bike rolling at speed factor 4 would take 2 hits, both at +2 damage.

Damage, and thus any critical hits, is taken on a random facing:

1 Left side	4 Floor
2 Right side	5 Front
3 Roof	6 Rear

The bike then comes to an immediate halt, and its speed track should be adjusted accordingly. The bike model should be placed on its side at an angle to the grid to represent the fact that it has fallen.

If the bike takes terminal damage, or the rider is KO'd the bike is treated as a *wreck*.

In the event of both the bike and the rider surviving the roll, the bike remains in place until the start of next move, at which point the rider is allowed to pick the bike up and resume play.

COLLISIONS

Like car drivers, bikers can't make a ram action unless the collision is inevitable, or they are sideswiping. Bikes are further restricted in that they can only sideswipe other bikes, and only when the target is travelling in the same direction - a *neck & neck* sideswipe.

Rams involving bikes follow the usual pattern - see **Ram Sequence** (p52).

BIKE VS. BIKE

Head-On

The usual rules are used - both bikes take combined speed factor damage, come to a halt and fall. Riders who survive this take *road damage* at the speed the bike was travelling at the moment of impact.

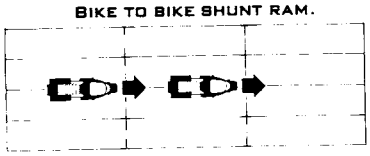
Note that collisions with stationary and fallen bikes are always treated as head-on rams.

Shunt

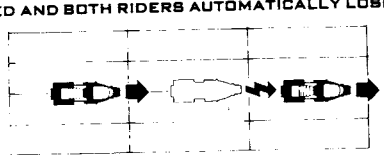
The usual rules are used, but bikes involved in shunts with other bikes automatically lose control - there is no need to take the usual hazard roll.

When a move would lead to a bike-to-bike shunt ram, the ramming model is left in place, as usual.

BIKE TO BIKE SHUNT RAM.



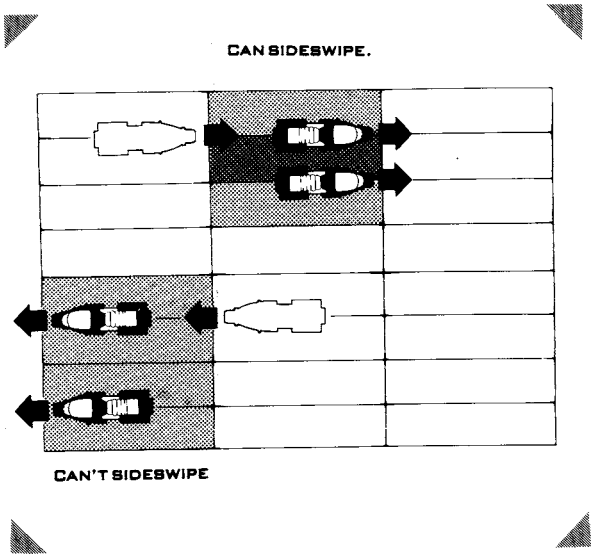
1. THE RAMMER'S FORWARD MOVE WOULD CAUSE A SHUNT SO THE MODEL STAYS IN PLACE. THE TWO VEHICLES' SPEEDS ARE ADJUSTED AND BOTH RIDERS AUTOMATICALLY LOSE CONTROL.



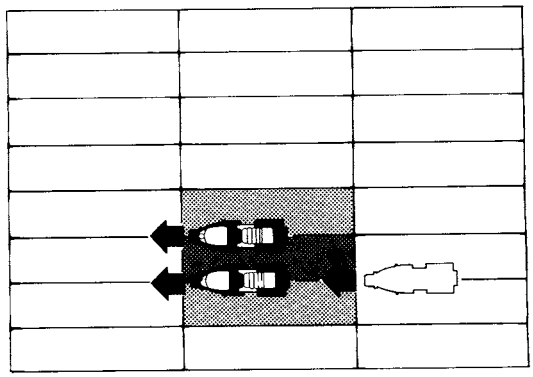
2. AS ALWAYS WITH A SHUNT RAM, THE TARGET VEHICLE WILL BE THE NEXT TO MOVE. IT WILL BE OUT OF CONTROL BECAUSE OF THE SHUNT, SO THE MOVE MUST BE PRECEDED BY A CONTROL LOSS TEST.

Sideswipe

Bikes can only sideswipe each other when they are travelling in the same direction, and have overlapping contact zones.



Bikes with overlapping contact zones are forced to take hazard rolls after their move. Riders forced to panic brake, or who lose control, can't sideswipe.

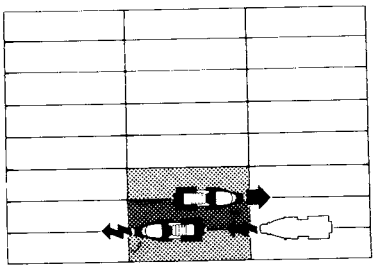


THE PURSUING BIKE IS ABOUT TO MOVE AND DECIDES TO USE A STRAIGHT-AHEAD MOVE WITH A RAM ACTION FOR A SIDESWIPE. THE CONTACT ZONE FOR THE LEAD BIKE'S MOVE OVERLAPS THE PURSUER'S CONTACT ZONE. AFTER THE MOVE IS COMPLETED THE PLAYER TAKES A HAZARD ROLL, SCORES LOW AND IS FORCED TO PANIC BRAKE. THE BIKE CAN'T SIDESWIPE, AND HAS EFFECTIVELY LOST THIS MOVE'S ACTION.



The Kill Crazy Commandos, based in southside Denver NoGo and known to operate as far south as Colorado Springs. At the time of going to press, bounties on this gang totalled in excess of $300,000.

Two bikes may be involved in an accidental *opposed* sideswipe, if one were out of control and skidding into the target. An example of this is shown below.



THE SKIDING BIKE ACCIDENTLY SIDESWIPES THE OTHER BIKE.

CALCULATE THE DAMAGE AS NORMAL

In cases like this use the normal rules, given under **Collisions** (p56). Note that when taking a *sideswipe* test, riders of bikes which are out of control use *reduced handling*, rather than the full characteristic.

BIKE VS. CAR

A partial head-on ram with a motorcycle is always treated as a sideswipe. This is explained in detail in the rules on sideswiping, below.

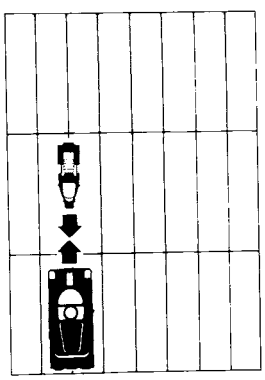
Head-On

When a bike is involved in a head-on collision with a car, both vehicles suffer one *combined speed factor* hit. The rider of the bike must also take *road damage*. The bike is then removed from play. It is assumed to have crashed, but doesn't take additional *crash damage* - it's already suffered badly enough!

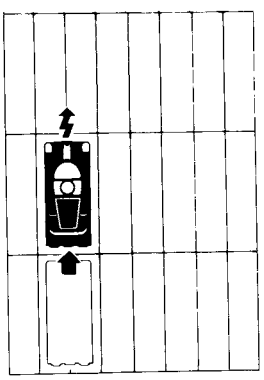
If the car was the rammer it then completes its move.

Whichever vehicle was the rammer, the car now slows down by 30mph and goes *out of control*. Its next move must be preceded by a *control loss test*.

CARS VS BIKE, HEAD-ON.



IT IS THE CAR'S MOVE. THE CAR TAKES A SPEED FACTOR HIT, THE BIKE CRASHES AND IS REMOVED FROM PLAY.



THE CAR COMPLETES ITS MOVE, LOSES 30MPH OF SPEED AND GOES OUT OF CONTROL.

Shunt Rams

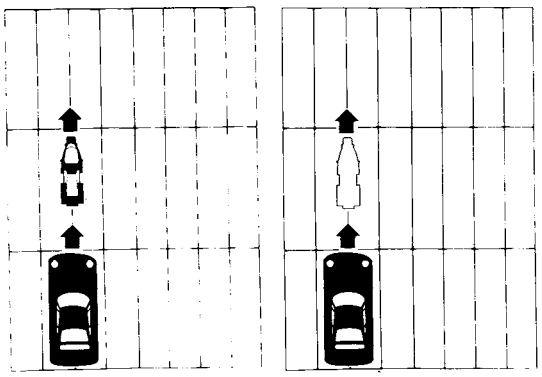
In bike vs car shunt rams both sides suffer a *relative speed hit*, as explained in **Ram Damage** (p56).

When a bike shunt rams a car, the bike slows to the same speed as the car. The car's speed is unaffected.

When a car shunt rams a bike, the bike automatically accelerates to the car's speed-at-impact. The car slows down by 10mph.

It is important to note that for shunts the ramming vehicle still isn't moved, even though the bike doesn't fill the whole square.

SHUNT RAMMING A BIKE.



(FIRST DIAG) CAR'S MOVE: THE CAR MODEL ISN'T MOVED. THE MODEL STAYS IN PLACE, THE EFFECTS OF THE RAM ARE CALCULATED NORMALLY. BOTH VEHICLES MUST TAKE HAZARD ROLLS.

BIKE'S MOVE: AS WITH ALL SHUNT RAMS THE BIKE IS NOW MOVING FASTER THAN THE CAR, SO IT MOVES NEXT. IF THE BIKE LOST CONTROL BECAUSE OF THE SHUNT'S HAZARD ROLL, ITS MOVE MUST BE PRECEDED BY A CONTROL LOSS TEST.

The car driver doesn't need to take the usual hazard roll, while in both cases the biker automatically loses control.

POWER

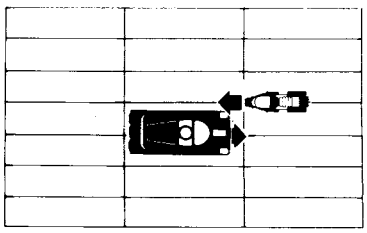
The various renegades are the most obvious signs of the rampant crime wave eating away American society like malignant tumours. All one need do is expand one's sights a touch, however, for the real criminals to appear. In keeping with the physical corruption wrecking the land, there is human and moral corruption at all levels of society. If you want to know who the biggest, most corrupt criminals in America today are, just look and see who's got the most power.



Sideswipes

Bikes taking sideswipe tests automatically lose against cars.

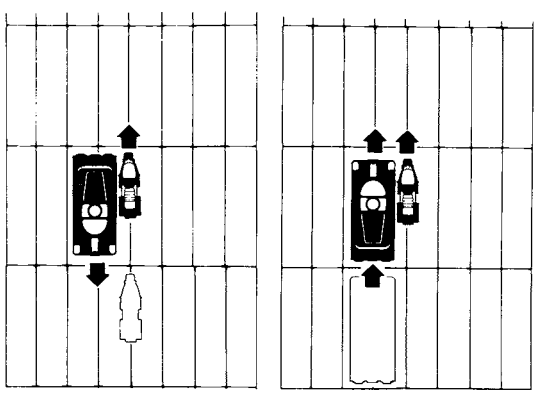
A partial head-on or shunt ram with a motorcycle is always treated as a sideswipe. A simple example of this is shown below.



SIDESWIPE. IF THIS WERE A COLLISION BETWEEN TWO CARS IT WOULD BE TREATED AS A HEAD-ON RAM. BECAUSE THE OTHER VEHICLE IS A BIKE IT IS TREATED AS AN OPPOSED SIDESWIPE.

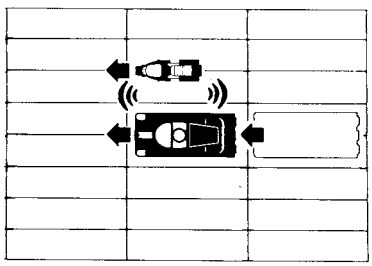
Because of this rule it is usually only possible to shunt or head-on ram a bike when the vehicles have both lanes in common.

As these rams are treated as sideswipes, the moving vehicle's model is moved, bringing the models briefly into contact. A couple of examples are shown below.



PARTIAL COLLISIONS INVOLVING BIKES ARE TREATED AS SIDESWIPES, THE MOVING VEHICLE'S MODEL IS MOVED.

Cars don't need overlapping contact zones to sideswipe bikes. They are allowed to sideswipe from the usual positions, as shown below.



CAR SIDESWIPING BIKE

WRECKS AND FALLEN BIKES

Fallen bikes are usually *wrecks*, although occasionally a car will hit a bike which has fallen but is still functioning; either way the results of the impact are the same.

When a car hits a fallen bike, treat the incident as a head-on ram. After calculating damage, the bike is removed from play, and the car will complete its move, but lose control.

When a bike hits a wrecked bike it automatically *crashes*. The moving bike is taken out of play, taking *crash* and *road damage*. The wreck remains in place.



The Military

As we said earlier, sophisticated arms have become one of the United States' greatest exports. At home, weapons sales to the Pentagon are as immense as they ever were, the result of an inneffectual Senate and a powerful industrial lobby group.

Furthermore, covert operations by the CIA within the US - including political and economic assassination - are now publically acknowledged by Washington. Involvement in deliberate reactor meltdowns and other ecological experiments in the sandside regions are also hinted at by certain sources, though again without any concrete evidence being offered. The FBI's power has been limited by the decline of Federal government, but, perhaps ironically, what little hope there is for the few remaining champions of traditional values (like civil rights and law and order) lies with the Bureau. Fed up with seeing the efforts of hard working agents being undermined by lack of state funds and inter-departmental politicking, Director Sam McCabe has started to inject some of his own personal fortune to refit the Bureau. So now there is a steady increase in the numbers of sleek and hyper sophisticated FBI vehicles to be seen cruising the city streets and interstate highways. And there will always be enough uncorruptible, single-minded devotees of law and order to maintain the FBI agents' age-old nickname of the Untouchables.

TRACK GENERATION

INITIAL TRACK GENERATION

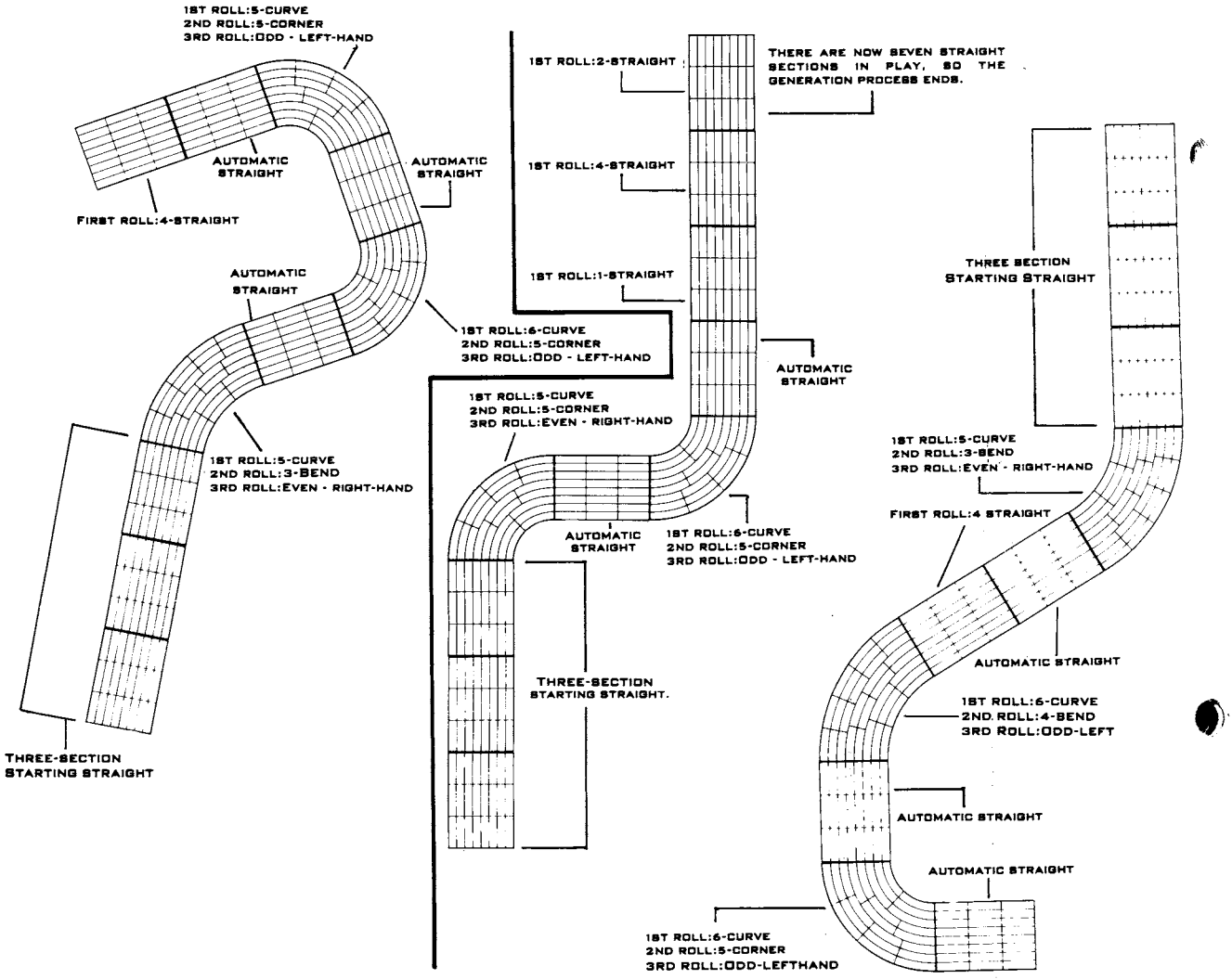
For your first few games, we recommend you set up the track according to the introductory games. Once you've got the feel of the game, however, you can set up track lay-outs by using the simple system below.

At the start of the game, draw three straight track sections. Place them end-to-end at one side of the table. Once the first three sections have been laid, either of the players rolls a dice for the third. A score of 1-4 is a straight, a 5 or 6 is a curve. This process continues until there are ten track sections in play.

Curves are either ninety-degree *corners* or 60 degree *bends* To see what sort of curve and which way it's going, you must roll two dice one after another. The first roll is for the type (either a corner or a bend), the second roll is for direction (left or right). On the first roll, a score of 5 or 6 gives a tight *corner*, a 1, 2, 3, or 4 gives a broader *bend*. On the second dice, odd numbers give curves to the left, evens are to the right.

When a curve is placed, the track section following it is always a straight. Track sections after curves *aren't* randomly generated, they are always straights.

SAMPLE TRACK.



The Gangsters

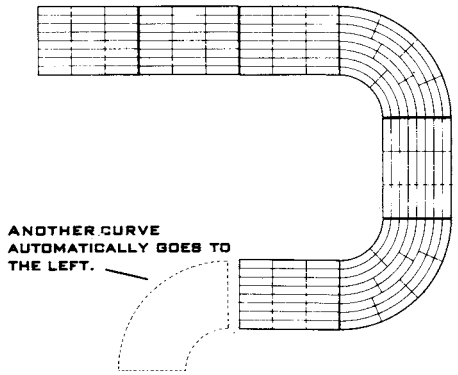
The Mob made the best career decision in history when they merged with the corrupt ruling classes of Washington, Hollywood and beyond. Now they dominate all major crime throughout the east coast and north conurbation, having been ousted from the west coast by the various yakuza. The latter are devastatingly efficient and ruthless, and are rapidly infiltrating the mafia networks of Detroit and Chicago with a combination of terror and rewards. Some family dons have managed to strike deals with their eastern counterparts to restrain the new street gangs from certain key areas, but relations are still tenuous in the extreme.

The smaller criminal gangs range from the west coast's Chinese triads and Mexican bloods to the radical black Islamic Fundamentalists of the New York NoGo labyrinths. Factions ally and fall apart on a weekly and daily basis, and none have the firepower or sophistication to oust the mafia or yakuza.

In certain rare circumstances you might find that all sections of a particular type are already in use, as in the example above. Whenever this happens, and the track called for is a curve, use the other sort of curve - ie switch bends for corners and corners for bends.

If the required track is a straight, and all the straights are in play, the track generation ends. The finish is deemed to be wherever the track has stopped and no new track is generated (the second part of the diagram above illustrates this rule).

When a series of bends in the same direction is generated, the track is in danger of turning back on itself. When there have been two curves in the same direction, any following curve is automatically in the opposite direction. This is called the *180° rule*, illustrated on the diagram



CONTINUOUS GENERATION

The early scenarios are played out over a stretch of seven track sections. Once the cars move off the end, the game is over. The continuous track generation system is used in the more advanced scenarios to allow the game to keep going until the cars are destroyed or the lead car manages to get sufficiently far ahead to escape. As the cars race along the road, track sections are removed from the back and new ones laid in front to replace them. As the game progresses, the cars move forward, new boards are laid down and old ones are removed.

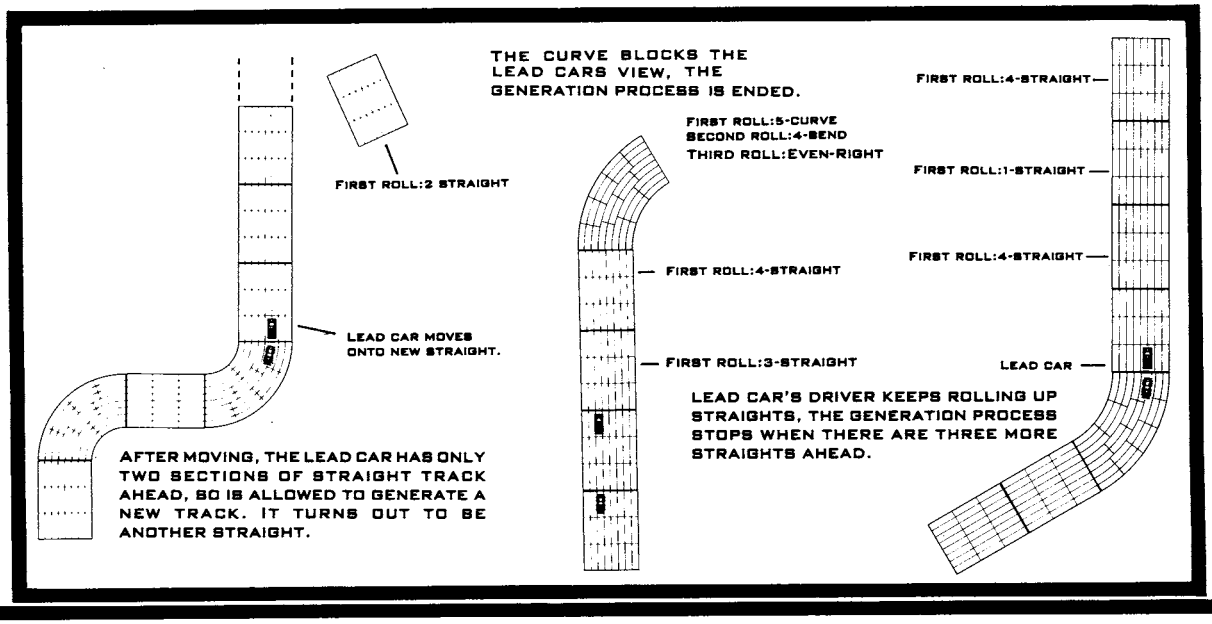
To start the continuous generation process, the players should place three straight sections on the table and then generate new ones upto the limit of the lead driver's line of sight. This is up to the next curve, or three straight sections ahead.

The dice for generating track should be rolled by the driver of the lead car.

New track is generated by the same dice sequence used in the initial track generation rules given above - ie on the first dice roll 1-4 is a straight, 5 or 6 is a curve. The rule that every curve is followed by a straight also applies.

STRAIGHT SECTIONS

The big advantage of a straight is that drivers can see what's ahead. A leading vehicle which is on a straight section is always allowed to generate more track so that there are either three sections of track after the one the car is on, or up to a curve - which blocks the driver's line of sight.





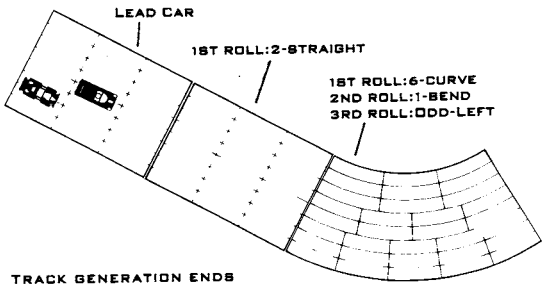
CURVES

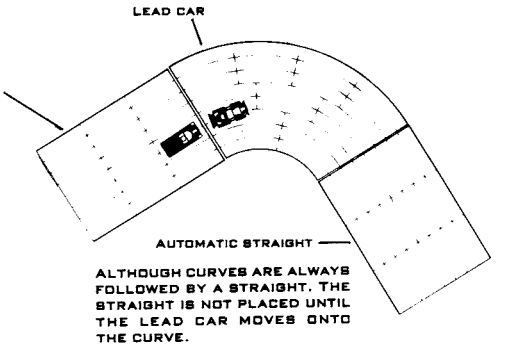
Curves block a driver's view of the road ahead. When a curve is generated the process stops and nobody finds out what's round it until they are in a position to see.

Whenever a curve is generated, the player rolls to see which sort it is and which direction it's going in. *Continuous generation* then stops.

Curves are always followed by a straight. The straight isn't placed on the table until the lead vehicle moves onto the curve itself.

Extra track is generated after a curve only after a car has moved off the curve and into the mandatory straight.

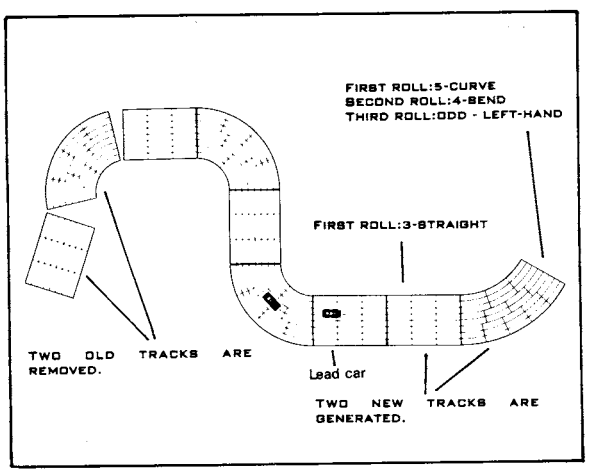


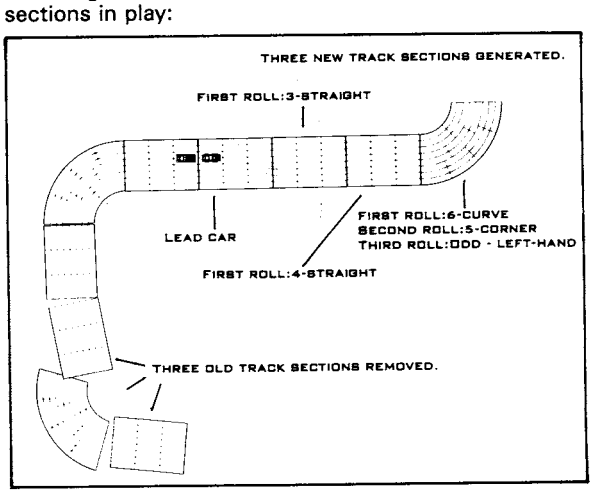


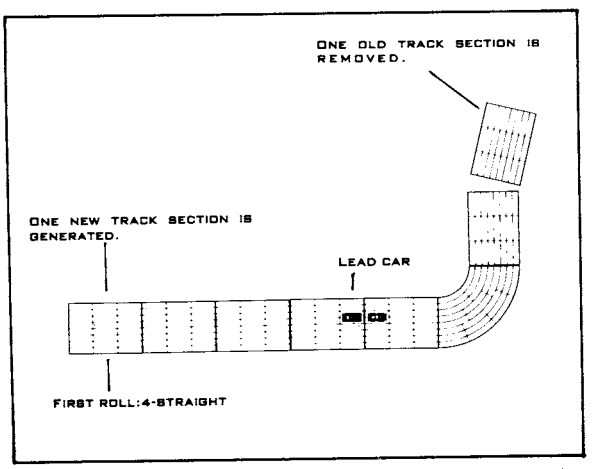
REMOVING TRACK

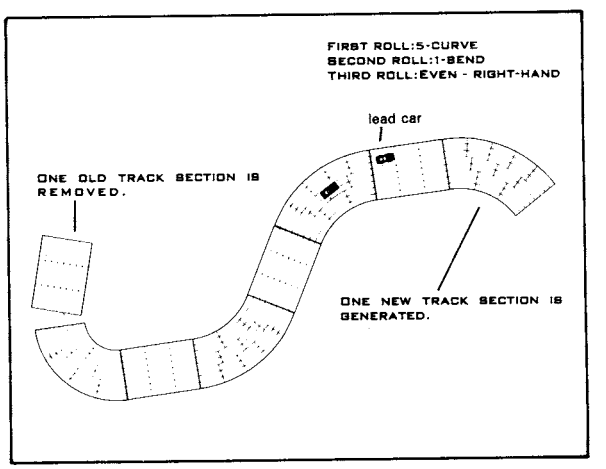
The rules so far have concentrated on placing the track in front of the chase. This section is equally important. In order to keep the track sections circulating, 'old' track must be taken off the back of the seven section stretch. This is fairly important if you happen to be driving something on the section which is being removed...

In the random generation system there may never be more than seven track sections in play at any one time. Whenever a new section of track is being placed and there are already seven sections in play, the one at the back must be removed. The diagram below illustrates the process of removing the track so there are never more than seven sections in play:











If there are any vehicles or passive weapon markers on this section, they are removed from play. Cars removed in this fashion aren't damaged but can't take any more part in the game. This is referred to as *leaving play* - the moment a car goes off the end of the track system it is out of the game and cannot re-enter, although there is no risk of damage.

Cars are most likely to fall behind in this way when the leading car moves onto a straight section after a corner.

Vehicles cannot stop themselves being removed from play even if they have yet to move in the current phase and their move will take them onto a new board.

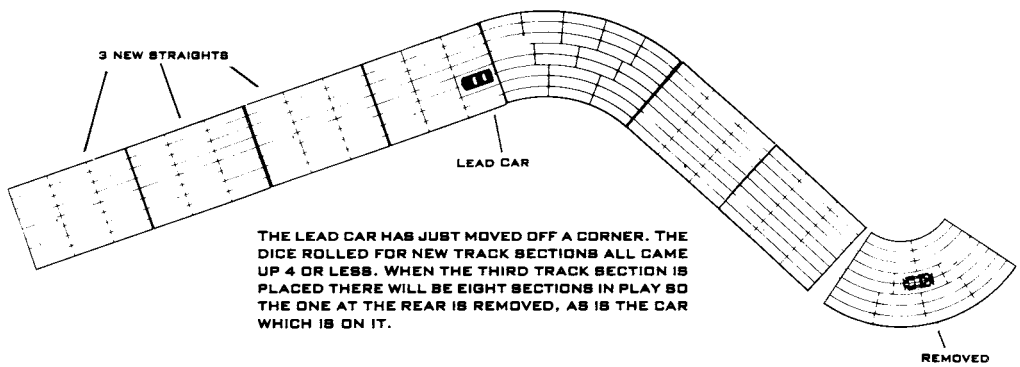
CHANGING DIRECTIONS

The rules above assume that all the cars are heading in the same direction. If a car U-turns, then there may be vehicles going in opposite directions.

In cases like this, track is generated for the lead car going in the *direction of play*. The direction of play is determined by the majority of cars - if there are two cars going the same way and another one going in the opposite direction, the direction of play is that travelled by the two cars. Whenever there are equal numbers of vehicles in opposite directions, the old driection of play remains in force. Cars going in the opposite direction to the direction of play will drive off the edge of the board and *leave play*. They may not re-enter the game.

When the direction of play is changed, new track is generated using all the rules given above.

Particularly astute players might have noticed that this means that if the cars turn round they'll be going along an entirely different stretch of road - because it's being generated all over again. This happens so rarely that it isn't usually worth keeping a record of the old track. Recording track as it is removed - along with the position of any passive weapons, wrecks etc - can add a little extra detail to the game, but more often than not, it's wasted effort.



THE LEAD CAR HAS JUST MOVED OFF A CORNER. THE DICE ROLLED FOR NEW TRACK SECTIONS ALL CAME UP 4 OR LESS. WHEN THE THIRD TRACK SECTION IS PLACED THERE WILL BE EIGHT SECTIONS IN PLAY SO THE ONE AT THE REAR IS REMOVED, AS IS THE CAR WHICH IS ON IT.

The Corporations

Further rumours assert major criminal connections between the gangsters and the larger corporations which now hold so much sway over daily life in the US. While this is probably true for many smaller operations, it is unlikely that the larger concerns do more than hire the hoods for specific shady tasks.

The largest corporation in the US - and in Japan and Korea too - is GenTech, a gigantic industrial combine at the forefront of technological innovation which has a finger in every profitable pie in the continent. Recent reports hint that GenTech is in turn funded by a shadowy industrialist organisation known as Temple, who are known to have had links with a number of fringe religious cults and reactionary pressure groups in the past.

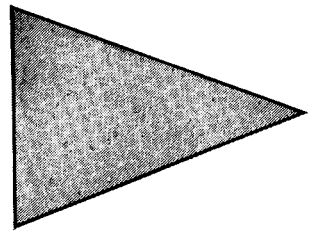


RANDOM ROAD HAZARDS

Storming along with your foot to the floor is all very well when you've got a clear, straight stretch of road ahead. But the desert roads and dirt tracks in the USA of the Dark Future are not always as well maintained as they should be. To reflect this poor state of repair, we've included a number of *road hazard* markers in the box, and the system below explains how you should place them on the track when generating continuous, new sections of track.

There are three types of road hazard:

Sand



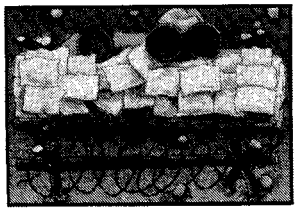
The product of constant drifting, or sudden, vicious sandstorms.

Debris



Garbage, eroded pavements and the wreckage of earlier combat.

Obstacles

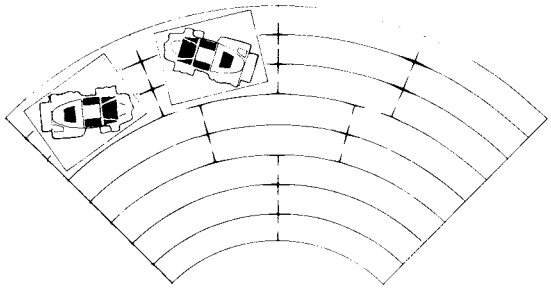


The remains of old road blocks, fallen trees and wrecks.

When to use Random Road Hazards

Whenever a new section of track is brought into play, roll a dice for the placement of a random road hazard. If the dice scores a 1 there is some sort of random hazard on that track section.

Random hazard markers are placed on the edges of the road so that they occupy three lanes in a single space.



Very rarely, there won't be enough markers to represent all the hazards required, or there won't be enough of the same type. In these cases, place as many of the appropriate markers as you can, and ignore ones which can't be represented - don't roll for a different type if you run out of one.

Of course, experienced modellers may wish to make their own, three-dimensional markers for hazards. Sand, flock, or ballast is readily available from any model shop and can easily be glued to strips of card to create the desired effect.

Generation

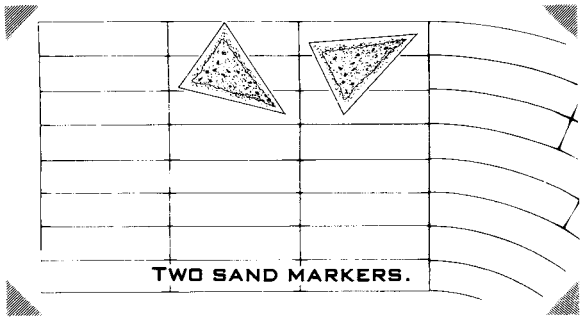
To determine the number and nature of the obstacles both the large dice should be rolled.

The number on the higher scoring dice gives you the type of road hazard:

Highest Score	Road Hazard
6	Sand
5	Debris
4 or less	Obstacles

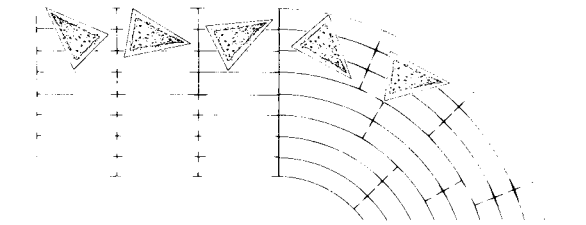
The number on the lower scoring dice gives the side of the road on which they should be placed - odd numbers are left, evens are right. This is also the number of markers to be placed.

Markers should be placed, in the order generated, from the space nearest to the start of the track, and working forwards in the direction of play.



TWO SAND MARKERS.

On straight sections there are 3 spaces on the tracks, on curves there are 2-5 spaces. Sometimes there will be more than enough counters to fill the entire side. In these cases, any counters which won't fit should be placed on the next track section.



THE TWO DICE GIVE 5 SAND MARKERS ON THE LEFT HAND SIDE OF A STRAIGHT. THE FOURTH AND FIFTH SAND MARKERS ARE PLACED ON THE NEXT TRACK ALONG.

Doubles

If the dice score a double one or a double two there is a rail-road crossing, see the special rules below.

If the dice score a double 3 or higher - there are obstacles on both sides of the road. Roll the two dice again, first to generate the obstacles on the left, then for the ones on the right. Use the system above for determining the number and nature of the obstacles. If either dice throw scores a double, ignore the result and re-roll.

Effects of Road Hazards

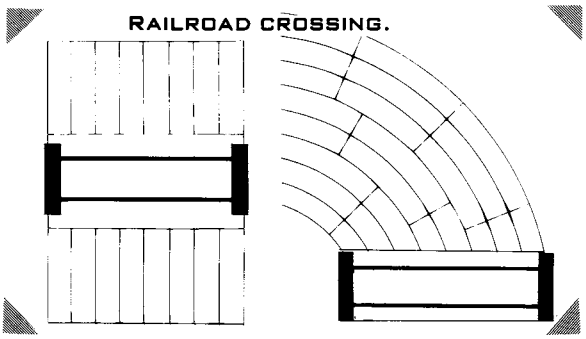
Sand
Drivers moving through sand must take an immediate hazard roll against a safety limit of 30mph.

Debris
Drivers moving through debris test against a safety limit of 10mph.

Obstacles
A collision with an obstacle is treated as a *collision with a wreck* (see p57). In most cases this will be a straight head-on ram. In the rare event of it being a *sideswipe* caused by skidding, the vehicle automatically loses the *sideswipe test* (see p54).

Obstacles can't be destroyed by firing at them or driving into them.

Railroad Crossing
Railroads on straight track sections should be placed across the central spaces, those on curves are placed on the end spaces, as shown on the diagram



A railroad crossing is treated as a hazard with a 60mph safety limit. In addition to this, drivers moving onto the railroad must roll the dice again. If the dice score a double 1 the car gets mashed to teeny bits by a speeding express train. The vehicle and all others on the railroad section are removed from play immediately. Drivers of vehicles hit by trains suffer a critical hit with +2 to the roll on the results table (p34). The train is assumed to have passed and has no further effect on the game - although there's the same chance of another coming along.

THE CHURCH - OLD AND NEW



The hardline old-time religions have survived, especially amongst the older, moneyed classes, by virtue of their alarmist ultra-right preachings of doom and disaster. Their power over the sinner in the street has been whittled away, first by a strong east coast Islamic movement, and then by a number of much newer (or perhaps much older!) cults which have begun springing up among the forgotten people of NoGo.

The cults seem to hark back to pre-Christian paganism, demanding extreme measures such as mutilation and sacrifice to effect a change in society and to give the individual acolyte new powers. Their influence is pernicious in the extreme, as disillusioned people stop believing in science and technology and start looking beyond typical human behaviour for a way out of the cess-pit that is their lives. The new cults seem to offer worshippers hope and freedom - especially in view of the increasing rumours of top flight scientists disappearing after circulating reports of a breakdown in the laws of physics, and an erosion of the principles that hold the universe together. But whether this is groundless scare-mongering, or the first signs of something more sinister, is hard to tell. So far, no one has been able to produce an establishment figure to go on the record with some hard facts, but then, that is hardly surprising.

'As a scientist, you come to depend on certain things. You come to expect that, if an experiment is repeated a number of times under exactly the same conditions, the results will be the same each time. You come to believe in certain fundamental laws of physics, and you come to expect matter and energy to behave in certain ways under certain conditions. So when this doesn't happen - for no reason you can discover - you naturally begin to worry'.

- Prof. Norman Schultz, MIT, November 12th 1994. Prof. Schultz disappeared two days later, and he has not been seen since.



The Media

The corporations own every last part of the legal media, through dictatorial advertising accounts and direct (hidden and public) ownership. Game shows, chat shows and other lowest-common-denominator entertainment runs 24-hours. Glossy soaps promote the latest company products while presenting a fantasy world of money and glamour far removed from real life.

However, broadcasting equipment is cheap and people are always willing to broadcast their own views to the world. Pirate radio and television stations are everywhere, and it is only through these that any truth about the world is broadcast.

THE DARKSIDE

Despite the unswerving optimism that politicians and businessmen show in public, the United States are in a mess. The twin vices of unlimited money and uncontrollable violence are slowly but surely dragging the country down into an era of hi-tech barbarism. It is a country where anything can be bought if the price is right, where a life is cheaper than a tankful of gasoline, where the only important things are making the sale and making the kill. In 1995 the CIA, for the first time in its 48-year history, carried out more operations within the USA's border than outside it.

The physical conditions which have forced so many people into the cities are worsening daily. The increasingly-frequent revelations of secret government experiments in nuclear physics and radiation have been blamed for speeding up the catastrophe. The corporations, unchecked by a feeble government entangled in its own free-market theories, continue to pump filth into the world and conduct their own highly dangerous experiments. Rumours abound of pharmaceutical corporations using sections of NoGo as test areas for new viral strains; others whisper of sterile desert labs used for probing further and further into sub-atomic physics in the quest for true artificial intelligence. Occasionally someone claiming to be a research scientist from some corporate lab or other will try to tell the world that the laws of physics are falling apart around our ears, and then disappears. Such rumours are snapped up by a populace ever-eager to believe in every last superstition and conspiracy.

Among the lost kids of NoGo, cultism is rife. Sects and cults of every shade flourish - especially those with encourage violence and drug abuse. Sometimes they invent their own, or steal ideas from a vid. Sometimes other names appear on investigators' files, and the professors they ring up about them try to change the subject...

How much longer can it last?

(AKASHIMA CD-EPROM (STORAGE FACILITY X-414F (READY
Hello you sucker bitbox. My name's the Harvester and I'm going to read your mind. Tapeworm incept. Shredder incept. Go, baby. No use you jerks hiding this stuff randomly 'cos I can see the slime you leave behind. Open sesame!

(File AG.72451. Record 8004. 4/27/95. RFH. Code 1.
Ongoing Temple Corporation sv. operation now reveals almost 74% ownership of all Californian business with turnover $30 million plus through GenTech Corporation front. Ownership of Californian businesses of turnover $10-30 million now at 52%. Honshu operative Silver Fox disappeared; suggest Temple found her.

(File AG.72452. Record 8004. 11/2/94. DCS. Code 3.
Suspicions of increased Ugretsu yakuza activity in Denver confirmed by assassination of agent Hammerhead together with four Cappalino secondmen at prearranged meet. Ugretsu believed working for Hokusai.

(File AG.72452. Record 0221. 1/19/95. CN. Code 0.
Operation Gunsmoke commenced 2100 19th Jan. SW Nevada (region GEF, vicinity Bear Rapids) 85% clear by incept following train crash chemical spillage cover-story. Remaining 15% (est.3,126) recovered after close down. Bodies incinerated. Six operatives terminated on site following reactive psychosis outbreak three hours after close down.

(File AH.00401. Record 0228. 3/12/95. FDR. Code 3.
Dogman, aka Joseph Stephan Harvard, murdered two Mexican-origin farm workers by biting out throats while victims restrained. Witnessed by Black Widow gang u/cover operative Stormfish at hideout 31k SW of Reno. U/cover remains.

(File AH.00401. Record 0227. 12/25/93. CN. Code 0.
Kühn Experiment XVII proved affirmative on examination of video tapes this am. Dr H cannot explain what's on the tapes, & persuasion has stopped working. Believe he's genuinely terrified. Tapes destroyed. No copies retained. Kühn returned to SabLoc. Operatives Lionheart and Quicksand terminated after viewing tape. Station commander Steeleye relocated South Korea 12/27/93.

(File AH.00401. Record 9623. 9/1/94. TFP. Code 2.
Increased T-Bird acitivity in Lakeside IL after arrival in area of one Charlie Dogg, supposed shaman and healer of T-Bird proto-cult. Dogg reported to be ordering weekly blood sacrifice. Surveillance suggested. //No action.

(File AH.40401. Record 9623. 7/5/95. FDR. Code 1.
Ice-9 protective matrix alert, Datanet level 14 origin Yokohama. Trace wake corresponds intruder codename Harvester. This time we've got him. Feedback delay on what looks to me like a faulty Soviet military webcutter unit allows pinpoint to Apartment G512, New Hirohito Centre, Yanshin, Yokohama Unprotected Zone F. Suggest termþ;oilk;oiyd

That's all I need to know. Erase. Esc-G incept.
I'm outa here, guys - check ya later.
The Harvester.

VEHICLE DESIGN

The basic scenarios provide the players with 'ready-to-use' cars, each with pre-set characteristics and weapons. This section, designed mainly as an aid to long running campaign games, tells you how the basic cars can be modified and customised to the driver's wishes.

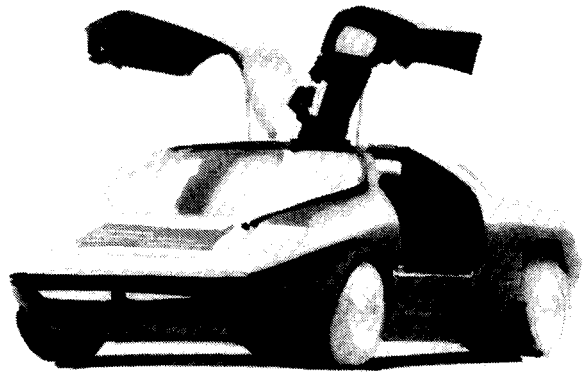
Everything that could be mounted on a vehicle is given a weight and a cost.

Weights are given in abstract *weight points.*

Vehicles have *payload* ratings. The payload rating is the maximum number of weight points which may be fitted to the vehicle, without altering its characteristics.

In the campaign games the players are awarded varying sums of money and may spend this on new cars to replace any losses and new gear for the cars. In this section the cars are given a maximum weight allowances which may not be exceeded.

Weapons are given a cost and a weight rating. The cost is the basic cost for a fully loaded weapon.



	COST	MAXIMUM PAYLOAD
Vehicles		
Bike	$15,000	250
Renegade	$35,000	600
Interceptor	$70,000	850

		Weight
Lightweight Weapons		
4.2mm Machine gun	$6,000	80
20mm Tube GL	$6,000	60
Combat Laser	$10,000	70
40mm RAG Tube	$6,000	50
Medium Weapons		
Machine Gun	$5,000	175
15mm Autocannon	$9,000	250
20mm Grenade Launcher	$5,500	150
Combat Laser	$10,000	100*

** The laser's weight rating takes into account the extra generators and power packs*

	COST	WEIGHT
Heavy Weapons		
Chain Gun	$22,000	300
40mm Grenade Launcher	$15,000	250
Heavy Laser	$18,000	200
Missile Pod	$25,000	300
Passive Weapons		
Spike Layer	$1,500	100
Pattern Mine Layer	$5,000	150
Smoke Layer	$2,000	50
Oil Layer	$3,000	75
Lightweight Passives		
Spike Layer	$1,000	60
Pattern Mine Layer	$4,000	100
Smoke Layer	$1,500	50
Oil Layer	$2,000	50
Turrets		
Turret	$25,000	150

WEAPONS MOUNTS

Bikes have two front mounts, and one passive. Bikes can only take lightweight weapons.

Lightweight weapons can be fitted to cars - they are not exclusive to bikes.

A Renegade has four ordinary weapons mounts available - these are the hood, the roof and the two wings. Renegades have only one passives position, so they may never carry more than one passive weapon.

An Interceptor has six ordinary weapons mounts: hood, roof, two front wings and two side-mounts. They have two passives positions, left and right.

Both vehicles may be fitted with turrets.

Heavy weapons may only be mounted on a vehicle's hood, roof or turret, or side mounts. Because the Renegade doesn't have side-mounts, this means that the only place they can have a heavy weapon is on the hood, roof or turret.

Turrets may not be used to mount missile launcher tubes.

All fixed mounted weapons are forward firing.

LINKING WEAPONS

Linking weapons is free. It should be denoted on the reference sheet by drawing a line between all the weapons concerned and writing 'Link' on the line.

Any identical weapons mounted to the vehicle may be linked so that they all fire when the driver uses a *shoot* action. When weapons are linked the shoot action must be used to fire all of them - the driver has no choice.

Different types of weapon *cannot* be linked together. Weapons mounted in turrets can't be linked with other weapons.

There is no theoretical limit to the number of weapons which may be linked together, except the weapons mounts on the vehicles themselves.

When shooting with linked weapons the driver must roll for each shot in turn - working out any resultant damage *before* going on to work out the next shot.



THE G-MEK INTERCEPTOR

(Reproduced by kind permission of the G-Mek Corporation)

Note: This drawing shows only one of the possible weapon configurations of the G-Mek Interceptor. Each vehicle is armed and equipped according to the customer's specifications before delivery.

Specifically designed for fast pursuit and road combat situations, the G-Mek Interceptor features a plasmet bodyshell as standard, with four external weapon points and housing for passive weapons.

Roof hard-point

Again, the roof hard-point is capable of mounting a wide range of weapons - in this instance, the popular combination of a Sabre Cobra 40mm grenade launcher in a Steeleye Guardian C4 turret mounting, with the optional addition of a Blacklight TVI7 gun-camera. With 360° rotation and a maximum elevation of 23°, the Guardian is the bestselling turret mounting among Sanctioned Operative agencies.

Motor

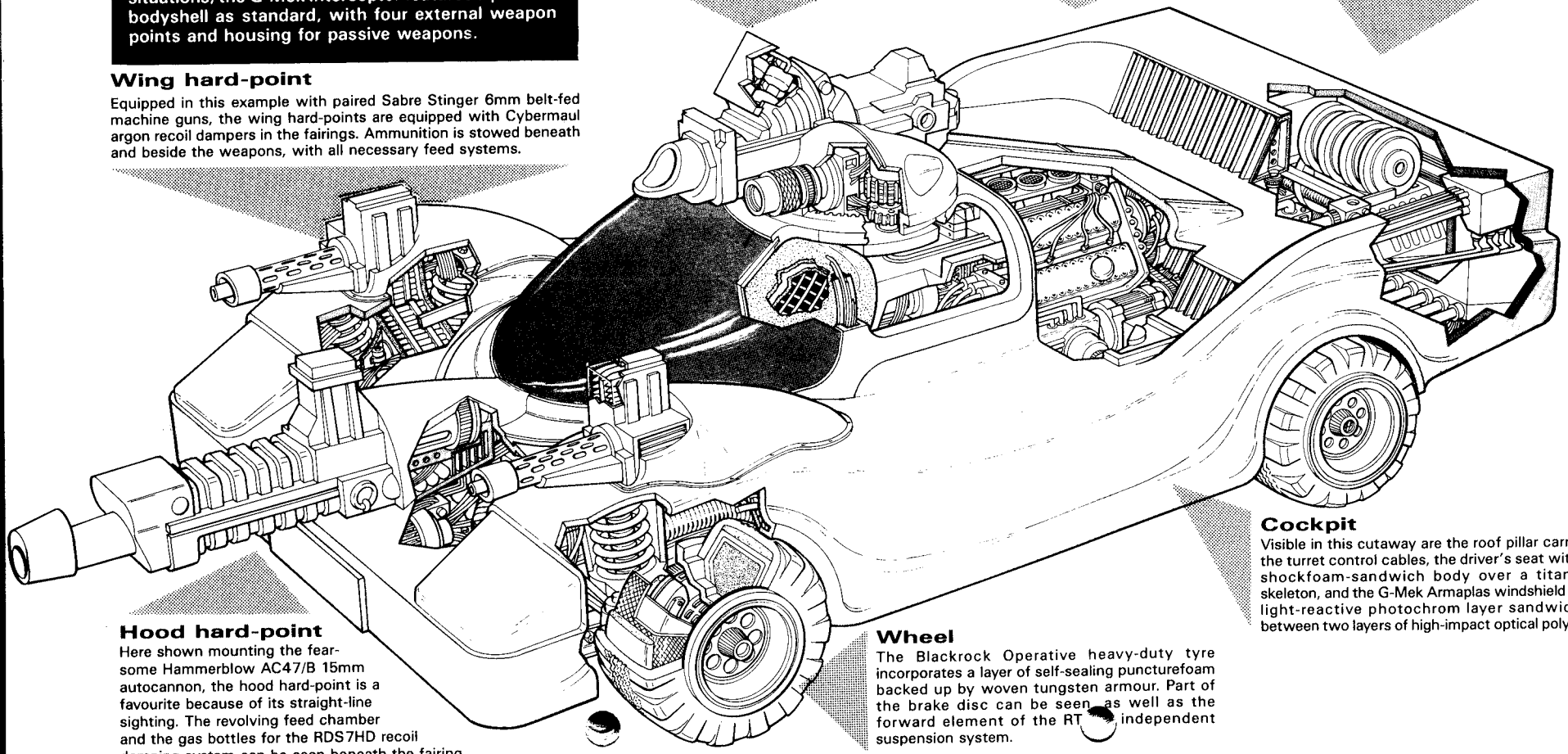
The G-Mek Greyhound V8 DOHC (double overhead cam) with its 473 cubic-inch engine capacity is the standard power plant for the Interceptor, and is mounted directly behind the cockpit.

Passive Weapon Point

Twin rear weapon points accommodate the Cybermaul Trapdoor pattern-mine layer and a TailGator smoke and oil layer, discharging through pipes running parallel to the engine exhausts.

Wing hard-point

Equipped in this example with paired Sabre Stinger 6mm belt-fed machine guns, the wing hard-points are equipped with Cybermaul argon recoil dampers in the fairings. Ammunition is stowed beneath and beside the weapons, with all necessary feed systems.



Cockpit

Visible in this cutaway are the roof pillar carrying the turret control cables, the driver's seat with its shockfoam-sandwich body over a titanium skeleton, and the G-Mek Armaplas windshield with light-reactive photochrom layer sandwiched between two layers of high-impact optical polymer.

Hood hard-point

Here shown mounting the fearsome Hammerblow AC47/B 15mm autocannon, the hood hard-point is a favourite because of its straight-line sighting. The revolving feed chamber and the gas bottles for the RDS7HD recoil damping system can be seen beneath the fairing.

Wheel

The Blackrock Operative heavy-duty tyre incorporates a layer of self-sealing puncturefoam backed up by woven tungsten armour. Part of the brake disc can be seen, as well as the forward element of the RT[illegible] independent suspension system.

VEHICLES AND HARDWARE

The table below summarises the characteristics of all vehicles in this set.

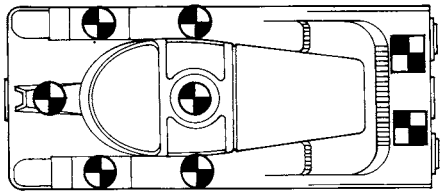
SUMMARY TABLE

	Damage	Armour	Speed	Acc	Braking	Handling
Renegade	18	3	100	20	30	4
Interceptor	24	4	120	30	40	5
Bike	9	2	110	40	40	6

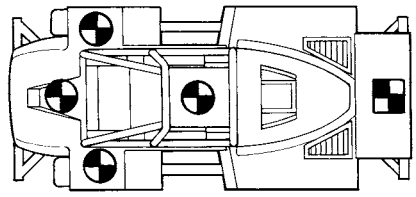
WEAPONRY

Weapons Mounts

Weapons mounts aren't part of the vehicle's full characteristic profile but they are important. The table below lists the weapons mounts for the vehicles in this set:

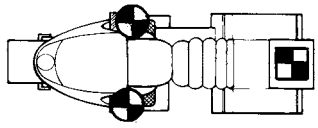


INTERCEPTOR
Hood, wings, roof, sides, two passive weapons mounts



RENEGADE
Hood, wings, roof, one passive weapon mount

BIKE
Left and right front fairing mounts, one passive weapon mount.



Passive weapon positions may be used to mount *passive weapons only.* They cannot be used to mount ordinary weapons. Each *passive weapon* mount can hold a maximum of one passive weapon.

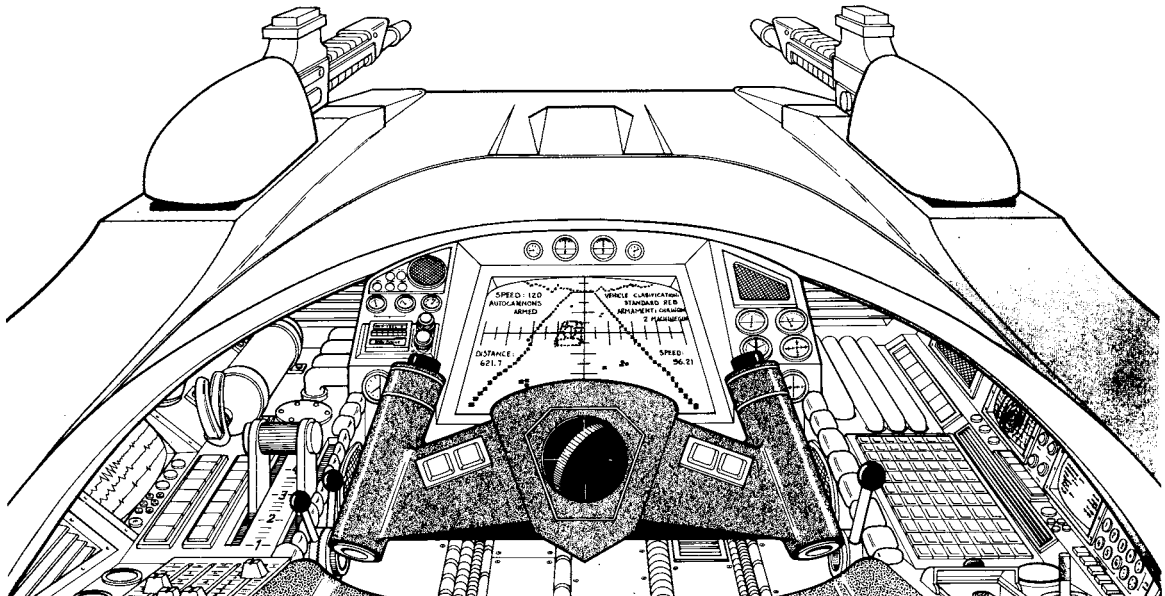
Other weapons positions can carry one weapon. Any weapon fitted to a fixed mount must be forward facing.

In addition to these fixed mounts, any car may be fitted with a *turret.* Turrets can hold one *heavy weapon* or two *medium weapons.*

Weapons are defined by the most important performance considerations like how likely a shot is to hit its target, how much damage it is likely to cause and so on. These different aspects of a weapon's performance are called *characteristics.* Each weapon is defined in terms of the following characteristics:

Range	in spaces
Accuracy	to be added to the hit roll
Damage	to be added to the damage roll
Shots	number of times the weapon may be used before re-loading

Weapons are further sub-divided into three main categories: *medium weapons, heavy weapons* and *lightweight weapons.* The main difference is that heavy weapons may only be fitted to hood, side or turret mounts. Heavy weapons cannot be fitted to a car's wings. Lightweight weapons are the only sort that may be mounted on bikes.



HEAVY WEAPONS

Chain Gun

Chain guns are manufactured by and for the military. They are basically electrically powered machine guns. The steel belt holding the ammunition is fed by a powerful motor which allows the gun to load, fire, and discard cartridges at a much faster rate than any conventional machine gun.

Chainguns and their ammunition are incredibly expensive. The weight of the ammunition and high rate of fire restricts the number of bursts the weapon can fire.

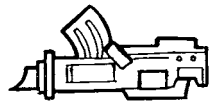


Range . . . . . 16 **Shots** 6
Accuracy . . . . . +3 **Cost** $22,000
Damage . . . . . +5 **Weight** 300

A hit from a chain gun is usually pretty devastating, but they've only got six chances. They should be saved for really easy targets - usually a one or two square range. You've only got three shots, so spend them wisely!

40mm Grenade Launcher

Grenade launchers are cheap, reliable weapons which fire powerful high explosive shells. These weapons are not very accurate but the results of a hit are usually devastating.



Range . . . . . 18 **Shots** 8
Accuracy . . . . . 0 **Cost** $15,000
Damage . . . . . +8HE **Weight** 250

Heavy Laser

Heavy lasers, like their smaller counterparts, draw their power from the vehicle itself. The heavy laser uses so much power that the vehicle must be fitted with several large, expensive and easily damaged power packs. These are charged from the engine and each shot uses the entire power supply available. Like a light laser, a heavy laser may fire only once per turn.



Range . . . . . 30 **Shots** . . . . Once per turn
Accuracy . . . . . +2 **Cost** $18,000
Damage . . . . . +6 **Weight** 200

Missile Pod

Each of these sepcailly designed pods can carry six rocket-assisted, armour piercing missiles with high explosive warheads.



Range . . . . . 24 **Shots** 6
Accuracy . . . . . +2 **Cost** $25,000
Damage . . . . . +8HE **Weight** 300

MEDIUM WEAPONS

Machine Gun

6mm machine guns are the most common form of vehicle-mounted weaponry. Their high rate of fire usually ensures at least a couple of direct hits from every burst. Their drawbacks are the sheer weight of ammunition and a tendency to jam.



Range . . . . . 16 **Shots** 12
Accuracy . . . . . +2 **Cost** $5,000
Damage . . . . . +1 **Weight** 175

With twelve shots machine guns rarely run out of ammunition. It's best to fire at any opportunity when the chance of hitting is about one in three or higher.

15mm Autocannon

An autocannon is similar to a large calibre machine gun. It has a slightly slower rate of fire than a machine gun, but the weight of the armour piercing ammunition means that hits cause considerably more damage.

Range . . . . . 18 **Shots** 8
Accuracy . . . . . +1 **Cost** $9,000
Damage . . . . . +3 **Weight** 250

20mm Grenade Launcher

Even relatively small calibre weapons can fire grenades with a very powerful high explosive warhead. The blast from just one hit is enough to cause very heavy damage, and may even force the target to go out of control. Magazine fed variants are ideal vehicle weapons as they can fire several times before needing to be reloaded.



Range . . . . . 16 **Shots** 10
Accuracy . . . . . 0 **Cost** $5,000
Damage . . . . . +2HE **Weight** 150

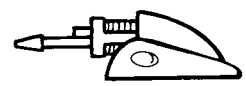
The rules on hazards, detailed later, mean that hits from HE weapons like this can force vehicles out of control. The faster the target is moving, the more likely it is to lose control.

At high speeds the chances of hitting might be low, because of the weapon's poor accuracy but the results can be devastating. For this reason it's generally worth firing at fast moving targets whenever the opportunity arises.

Combat Laser

Lasers draw their power from the vehicle's engine through a complex and vulnerable charging system. The laser's power supply can charge and store enough power for one shot every couple of seconds. Because of this, a laser can shoot only once per turn.

There's no need to keep a record of the number of shots fired because lasers keep going until they are destroyed or their power supply fails, usually as a result of the car's engine being disabled.

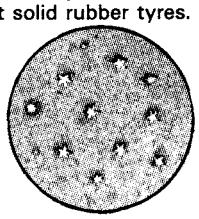


Range . . . . . 20 **Shots** . . . . Once per turn
Accuracy . . . . . +2 **Cost** $10,000
Damage . . . . . +3 **Weight** 100

PASSIVE WEAPONS

Spike layers

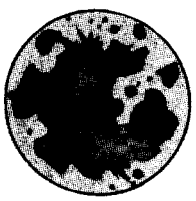
Crude, often home-made weapons, generally scattering a dozen or so razor-edged caltrops. These are quite devastating against standard pneumatic tyres and can even cause a lot of damage against solid rubber tyres.



Damage . See the special rules under **Passive Weapons** (p 30)
Shots 12
Cost $1,500
Weight 100

Oil layers

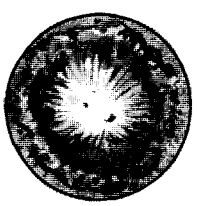
Oil layers are generally just an oil reservoir with a pump which delivers the oil to a nozzle or a row of nozzles mounted at the rear of the car. Oil slicks don't cause damage as such but each hit reduces a vehicle's *handling* (p 40) and might force the target to brake or suffer control loss.



Damage . . . A *hazard roll*, the target loses 1 point of handling
Shots 12
Cost $3,000
Weight 75

Pattern Mines

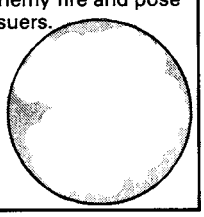
Pattern mines are small but powerful landmines laid in a very tight cluster. Each individual mine has a separate and highly sensitive detonator. The instant one of the mines explodes, the entire carpet of mines will automatically detonate.



Damage . . . . +3 damage and a 50mph *hazard roll*
Shots 6
Cost $5,000
Weight 150

Smoke Layers

Smoke layers don't cause damage as such but the clouds of smoke they produce can obscure enemy fire and pose a very real hazard to high-speed pursuers.



Damage . . . . . 60mph *hazard roll*
Shots 20
Cost $2,000
Weight 50

LIGHTWEIGHT PASSIVES

The effects of bike passives are exactly the same as their car mounted counterparts.

Spikes
Shots 6
Cost $1,000
Weight 60

Oil
Shots 6
Cost $2,000
Weight 50

Pattern Mines
Shots 4
Cost $4,000
Weight 100

Smoke
Shots 12
Cost $1,500
Weight 50

LIGHTWEIGHT WEAPONS

Motorcycles use a series of special lightweight weapons. These tend to be every bit as efficient as their larger, car-mounted counterparts, but the amount of ammunition available is generally much lower.

Lightweight weapons can be used on cars, in which case they are treated as *medium weapons*.

Bikes have three weapons mounts - one on either side of the front fairing and one passive mount. *Fairing mounts* may each carry one lightweight weapon. The passive mount may take one lightweight passive weapon.

Lightweight MG

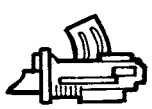
Lightweight, 4.2mm MG's, use mainly plastic components. Their characteristics are as good as a car's, although they eat ammunition far quicker. They have a slightly higher rate of fire than car mounted variants, but the velocity of the shot is lower.



Range 8
Accuracy . . . . . +2
Damage . . . . . +1
Shots 6
Cost $6,000
Weight 80

20mm Grenade Launcher

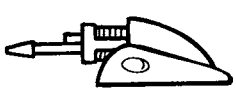
Although very similar in effect to the car-mounted variant, the lightweight 20mm GL has reduced range and less than half the number of shots of its heavier counterpart.



Range 12
Accuracy 0
Damage . . . . . +2HE
Shots 4
Cost $6,000
Weight 60

Lightweight Combat Laser

The lightweight laser is arguably the most versatile and effective of all bike-portable weapons. Its unlimited number of shots make it invaluable for long chases.



Range 12
Accuracy . . . . . +2
Damage . . . . . +1
Shots . . . . . NA
Cost $10,000
Weight 70

40mm RAG Launcher Tubes

The use of rocket assisted grenades in low-recoil launching chambers allows a motorcycle - mounted weapon to deliver warheads causing nearly as much devastation as their car-mounted counterparts.



Range 12
Accuracy 0
Damage . . . . . +8HE
Shots 1
Weight (loaded) 50
Cost $5,000

THE RENEGADE

Through Englewood still in fifth, fast foot steady and sweating a bit. That stupid Velvets song going round in my head for the billionth time. Candy said I shouldna had that dumb musichip implant. Spose you can get tired of anything. Never get tired of this, though, hammer down and hightailing for the county line.

One street, one store, a few houses, flashing by in fast forward. Gone again as if they hadn't happened. The road's clear ahead, smooth and straight like it could run right through to Kansas City. Betty Blue's holding the road as good as she ever was. Who was it wanted me to trade her in, oh yeah, Philly. A new rig didn't do that chook much good. Must visit him sometime.

The car bounces over some kink in the road and the trunk lets out another rattle. If any of those circuit boards are bust I'm not gonna get paid, which would be seriously dumb after all I had to do to get them outa Hirax's warehouse. Jeez, the look on that skirt's fizz when I stuck the twelve-bore in his mouth. Shouldn'ta pressed that alarm neither; some poor sucker's gotta clean him offa all that machinery now. That's what / call a dirty job...

No sign of the law yet. The Man said he'd sort the Denver mercy boys, but Hirax are big enough to have some tame Ops around too. Come on, boys and girls, catch me if you can. Huh! I got that itch in my trigger finger. Ain't no one gonna stomp my tail today if I can help it.

The rig bounces again, shocks rattling over some ancient railway crossing half-buried in the road. Nothing to do but keep my hands on the wheel and my eyes on the road, and hopefully I'll cross into Kansas without no jumped-up Lone Ranger putting the bite on me. The road starts to dip, beginning the long incline down from the plateau. Always reckoned I could sit back and just let the car glide down the mountain until I reached the Missouri.

Never get tired of this view neither, despite the seriously abandoned nature of the landscape round here. Looks like God sorta forgot this bit, or maybe He's just scraping it clean before he makes it green again. Up ahead, a flash of sunlight on a windshield. I got company. Still a few klicks out, but he's motoring. Looks like a V8 - can only be an Op. Wonder where his pals are?

Fully alert now. Shift down a gear, switching off the cruise control. No use me flying off the side of the hill trying to avoid a head-on. Flick down the specs and suddenly I can see him properly, the range counting down in green in a corner of the lense. Another flick and fire control lights up on the dash. I feel like a surgeon or something, laying out all the scalpels and saws before operating on the patient.

Steady on 90. Deep breath. Relax the hands on the wheel, hold it firm but easy. Dash tells me there's another fly, behind me some way but catching. Gotta get rid of the skirt in front or I'll be so much dead meat. Another dot, another Op, way to the north. No, wrong shape and moving too fast. Must be a chopper. Probably TV, picking up on the Ops' messages and looking for some footage for the evening news. Hurry up, gents, or it'll all be over.

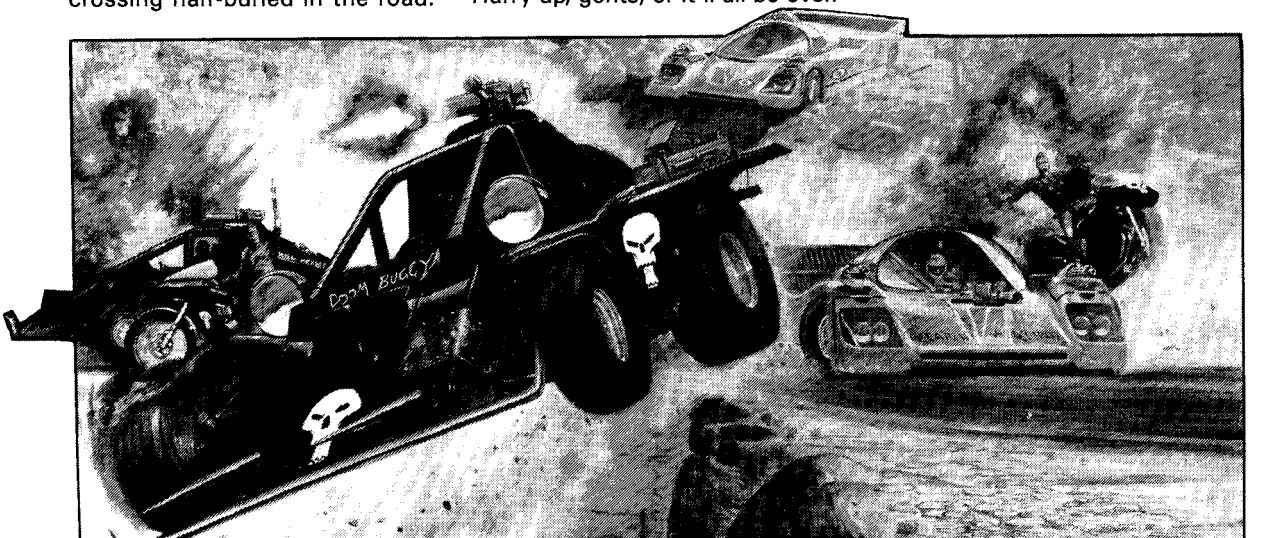
The car heading towards me is light blue, and got the Turner-Harvest-Ramirez logo. Damn it, these guys gotta reputation. No time for niceties. Hope this nucklehead likes playing 'dare'.

A shadow flashes across me as the TV chopper sails between me and the sun. Enjoy the show, boys. I didn't paint my name on the roof of the car for nothing. Just keep those cameras rolling.

Over the next rise. Two hundred metres, maybe less. That caught him. Cracking straight at him. Coming straight at me. I know what he's thinking. This guy can't be serious. He's gotta swerve sometime. Too close for your nice new grenade launcher, son! Sixty, fifty, forty, thirty. Come on, sucker. Twenty. I can see his eyes burning holes through his shades. Ten. Five. Flick the switch. He flinches, his ears suddenly full of 150 decibels of feedback.

The Interceptor swerves at the last possible moment. Bad move, kid. Wheels freewheeling in the air, soaring high over the verge and down into the gully thirty metres below. Hope the cameras got that one. I gotta be contender for kill of the day if that gets to the Six O'Clock News. Hell, they should name that one after me!

Second Op comes up hard over the top of the hill. Bet he turned off his comms pretty quick too! Twin lines of tracers flash over my left wing, but I'm gone, pedal to the floor and weaving. I'm the Pony Express, and I gotta be in Kansas by nightfall. Ain't no sucker gonna stop me now...



GAMES

The introductory games can each be played as often as the players wish. Players are strongly advised against trying to learn the game by leaping in feet first and using the full rules for continuous track generation and vehicle design. These games introduce the rules gradually, from a very simple game to one which uses all the rules in the set.

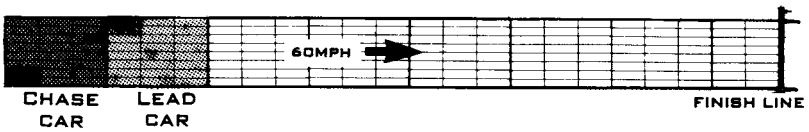
Players familiar with the *Dark Future* system will find the rules easy to use, but are still recommended to go back to Game One if the game involves any players who haven't yet tried the rules.

Each game should start with one of the players rolling a dice: if it scores an odd number the driver is the *lead car*, if it scores an even number the driver is the *chase car*.

GAME ONE

''So Dogbreath wants to be boss, huh? Ain't happy with my leadership huh? Okay, dirtball, we got ways of dealin' with this. 'Course, I coulda just blown his face right off the front of his head, but that don't prove nothin'. So I says to him, get into that heap of yours and let's do this proper out on the straight eighty-eight. If you can take me before I get to the county line, you get to be boss. You got the guts for that, dirtball?''

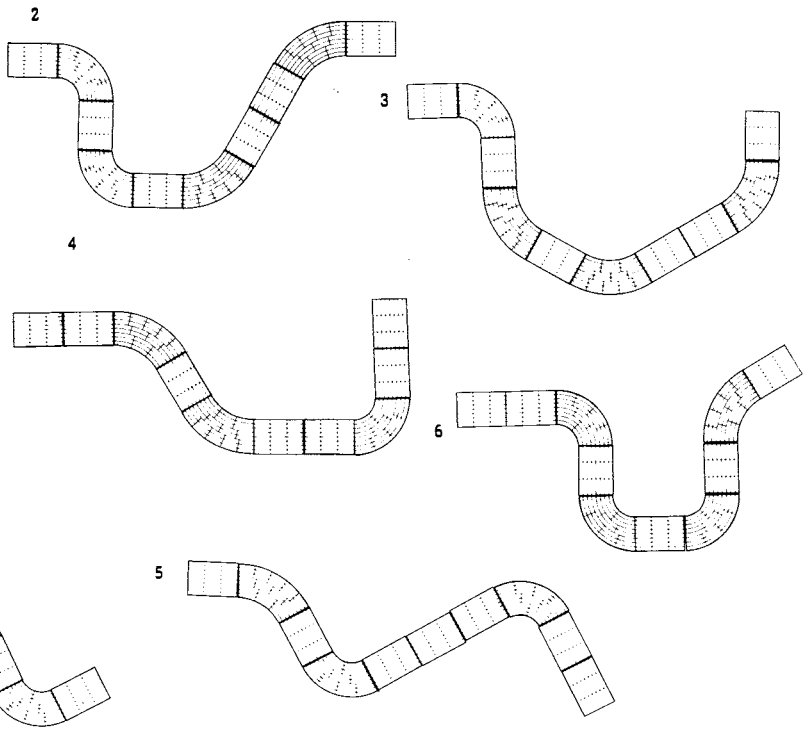
1. Lay out all the straight sections as shown on the diagram. The driver of the chase car at the rear may place it anywhere in the shaded track section at the start of the course. The driver of the lead car may then place his model anywhere in the shaded track section in front.
2. Fill in two of the vehicle record sheets for Renegades armed with a hood-mounted MG and an oil layer. Both drivers have a *drive skill* of 3.
3. Both cars start at 60mph (speed factor 3).
4. The lead car wins by moving across the 'finish' line. Once this happens the game is over, and the lead car has won. The pursuer can only win the game by stopping the lead car reaching that line.



GAME TWO

''So there I am, cruisin' around thinkin' maybe I'd drop in on old man Holder's garage and diner and collect a little up-front on the protection, when this Renegade pulls out from the Hicksville spur. He's wearing' Xtremes markings, either trespassin' or scoutin'. Got to watch those Xtremes every minute, or there won't be no Cougar territory left. He pulls away pretty fast - looks like he's fixin' to lose me in the Snakeye Curves and make it back over the gulley to Xtreme turf. Well, you ain't gonna walk away from this Cougar, pal...''

1. Roll a dice. Find the diagram which corresponds with the score (right) and lay out the entire track. The driver of the chase car may place it anywhere on the first track section. The driver of the lead car may then place his model anywhere in the track section in front.
2. Fill in two of the vehicle record sheets for Renegades armed with a hood-mounted MG and an oil layer. Both drivers have a *drive skill* of 3.
3. Both cars start at 60mph (speed factor 3), as in Game One.
4. Victory is determined as explained in Game One.



GAME THREE

"Right from the start I knew I had him. There he was, with this chain gun pointed right up my tail, and I thought, keep comin' sucker. I met your kind before. I wove around a little to keep out of his sights, and as I went into the curve I hit the switch and dumped mines all over the outside. Speed he was doin', he'd have to take it wide - straight into them..."

1. The players now roll a dice to see how their Renegade is armed. Both players can choose either a *defensive* or an *offensive* car. They make this choice and complete the car's record sheet, *before* rolling the dice to determine which car is placed in front. Both drivers still have a *drive skill* of 3.

Offensive Cars

1	Hood-mounted MG.	Oil layer
2	Two wing-mounted 20mm grenade launchers.	Smoke layer
3	Two wing-mounted MGs.	Spike layer
4	Hood-mounted 40mm grenade launcher.	Smoke layer
5	Hood-mounted 15mm autocannon.	
6	Hood-mounted chain gun	

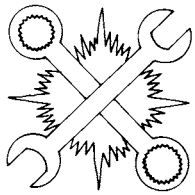
Defensive Cars

1	Hood-mounted MG.	Spike layer
2	Hood-mounted MG.	Smoke layer
3	Hood-mounted MG.	Oil layer
4	Hood-mounted 20mm grenade launcher.	Oil layer
5	Hood-mounted 20mm grenade launcher.	Pattern mine layer
6	Hood-mounted 15mm autocannon.	Pattern mine layer

2. Roll a dice, set up the corresponding track, and place the cars as directed in Game Two.
3. Roll two dice, add the scores together and multiply by ten for the vehicles' starting speed, in miles per hour. Roll again on scores of 2,3,4. Either player can choose to re-roll the dice if they score 10 or more. The driver of the lead car may choose to roll again on any score of 8 or more. Players re-rolling dice are allowed to keep rolling the dice until they score something that neither side will veto.

These rules effectively give a minimum starting speed of 50mph. Either driver can object to a speed of 100+. The lead car's driver is allowed to object to a speed of 70mph or more. The rule is intended to avoid the embarrassing situation of being forced to hit a corner at 70+.

4. The victory conditions are the same as for Game One.



GAME FOUR

"I been waitin' for you Scorpion. Ever since that time six months ago out of sixty-four. Been savin' real hard, squeezin' all the cash I can get. Thinkin' of you, I built me this here dream machine, just for your benefit. You had the edge back then, Scorpion - but this is now."

1. Both players draw up a vehicle record sheet using the rules given under **Vehicle Design** Each player is allowed $50,000 to arm and equip their car. They must buy a Renegade and at least one weapon, either a passive or an ordinary one.

The *drive skill* of each driver is determined randomly. Roll a dice and consult the following table:

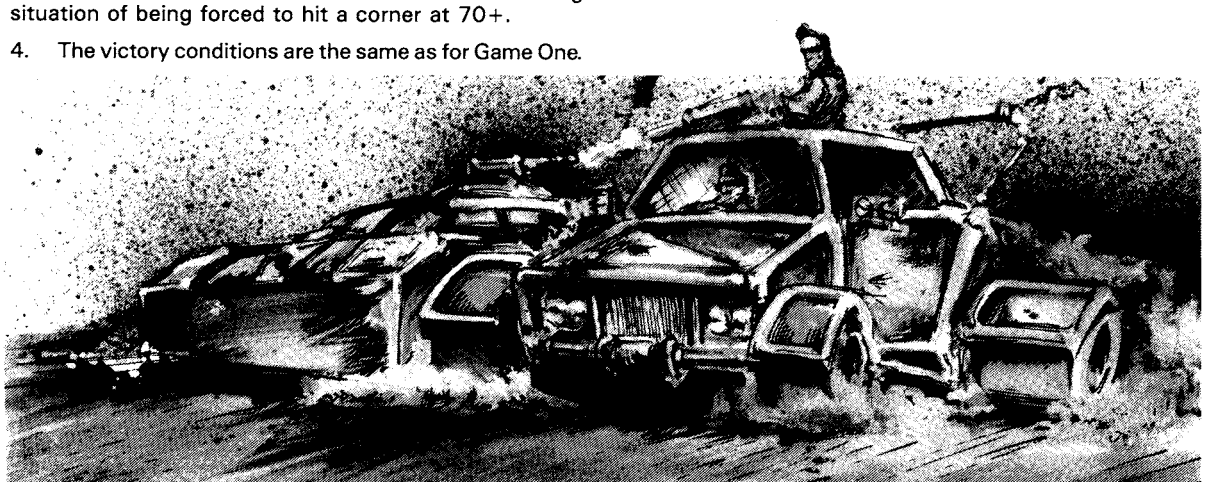
Score	Drive Skill
1	2
2	3
3	3
4	3
5	4
6	5

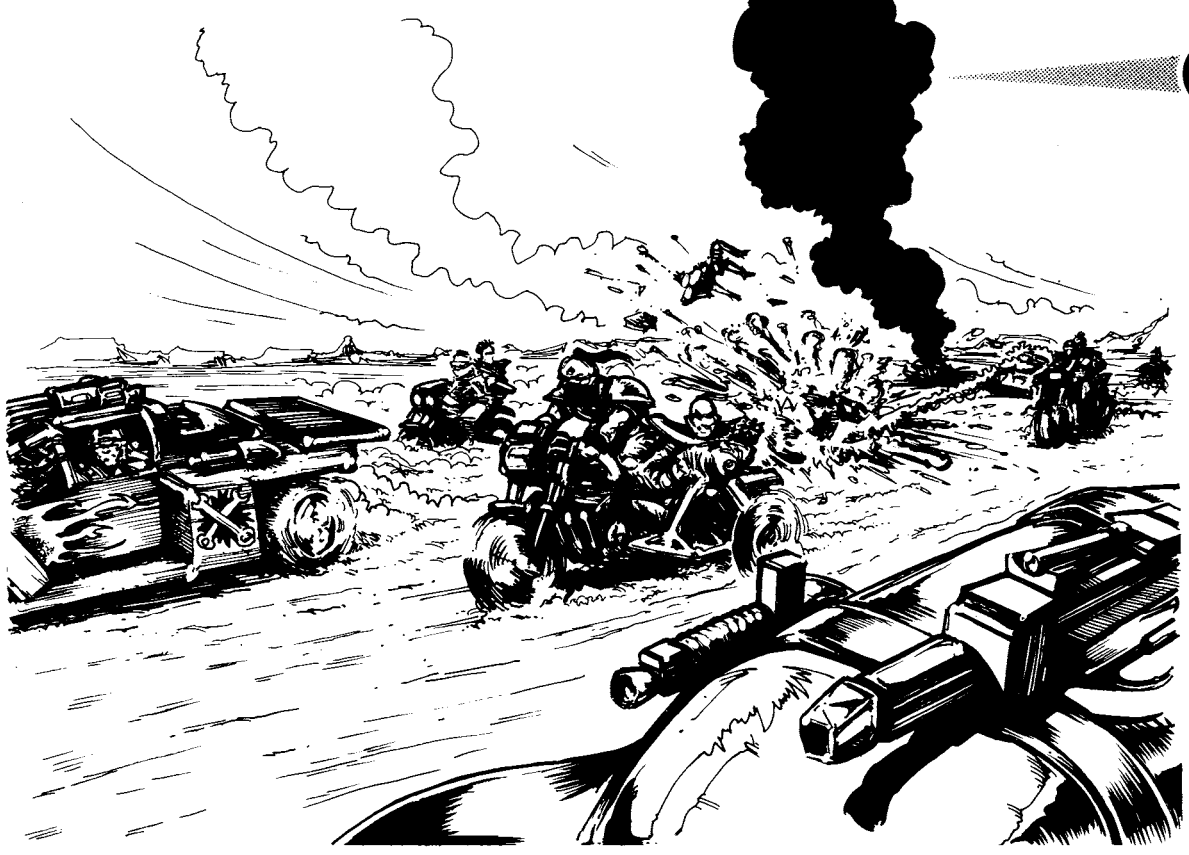
2. Players dice for position and then set up the track as in Game Two.
3. The players roll for the starting speed as detailed in Game Three.
4. Victory conditions are as Game One.

GAME FIVE

"I just put the pedal to the metal and went for broke. I laid mines on the outside of the bends to slow him down, and opended myself up as much of a lead as I could. Hammer down on the straights, weave a little as he pulls into view behind me, and just head for home. If you're goin' to pull hit-and-run raids into enemy territory, you gotta be as good at runnin' as you are at hittin'..."

1. Both players have $50,000 to spend, and generate *drive skill* scores as explained for Game Four.
2. The track is laid out using the rules for Initial Track Generation (p 74).
3. The players roll for the starting speed as detailed in Game Three.
4. The lead car wins by moving off the seventh track section.





GAME SIX

"I patched into datanet as soon as the office had registered acceptance of the sanction, and got a trace on the outlaws almost straight away. Heading west on forty-four, right into the desert. They must have a base out there someplace. In a couple of minutes I had visual, and though they were pushing their Renegades to the limit, they knew they couldn't outrun me."

1. Both players roll a dice. The one with the lower score has $100,000 to purchase and equip an Interceptor. The other player also has $100,000 to purchase and equip an Outlaw gang.

   The minimum sizes for the gang is either two Renegades, three bikes, or one Renegade and two bikes. Players are of course free to exceed these minimums, provided each vehicle has at least one weapon. The player with the Interceptor is an *Op*. The Outlaw gang always starts as the *lead side,* the Op is the *chase side*. The outlaw vehicles may be driven by different players.

2. The track is laid out using the rules for Continuous Track Generation (p 75).

3. Starting speeds are as detailed in Game Three.

4. The game progresses until all the vehicles on one side are either wrecked, crashed or immobilised without weapons.

GAME SEVEN

1. Both players roll a dice. The one with the highest score is called the *attacker*. The attacker has the option of designing a gang or an Op, the other player must design a gang, which is referred to as the *target*.

2. Other rules, and victory conditions for the Op vs Gang engagements, are as detailed in Game Six. In Gang vs Gang games the *attacker* may only claim a victory if the entire *target* gang is taken out. The target gang win by managing to get all its vehicles safely out of play and/or taking out or outdistancing the attackers.

GAME EIGHT

"My first contract. The agency guided me on Intercept, now I see the target heading straight toward me, screaming down the Interstate at about a hundred. I boot the gas pedal and the Interceptor roars with power. See who's nerves give first..."

1. Design sides as per Game Six, and determine the attacker as per Game Seven.

2. The attacker has the option of choosing an intercept or a pursuit. If the player chooses a pursuit, use the rules given for Game 6.

3. Victory conditions rae as for Game six.

   If the attacker chooses an intercept, lay out seven sections of track according to the Continuous Track Generation rules (p 75). The target side must set up on the third track, moving at 60mph, heading towards the attacker. The attacker may set up anywhere on track sections 5, 6 or 7 facing towards the target and may choose any speed between zero mph and maximum speed.



THE INTERCEPTOR

Feet on the dash, hands behind my head: real comfy. Just closed my baby blues so I could get a better picture of Molly the way she looked last night, and the com goes off. Junior. The cylinders spluttered into life as I tapped the two-way.

"Boss, we got a rattlesnake running for the border. Denver HQ just flashed me. Some dirtsider's just taken Hirax's new test site for ten million worth of experimental 'lectronics."

"Gotcha 10-1 loud'n'clear, Junior. What's your 10-20?" Crunk, and my teeth rattle as I clear the kerb and hit the highway. Wish I could get the hang of talking and driving at the same time after all these years.

"Just passed Byers on 17, heading west. You want I should stay with it?"

"10-23 while I check with the sneak. Yep, we got him. He's on 122, heading north-east, pretty swiftly too. Just cleared Englewood. My guess is he'll bail onto 17 at Aurora, so you'll be right with him. I'll pursue from this side and try to flap him just as he gets to you. Stay on line, kid, while I talk to the zoo."

Rocky at Denver HQ gave me the good news. Hirax must want that stuff back real bad if they're paying that much for our services. Only trouble is how're we gonna recover the stuff from the slaphead. Most nearly all of my hits end up as flaming balls of exploding juice and melting metal. Gonna have to keep Junior on a leash too or he'll blow it for both of us. I tell him that. Just like Ramirez to give me some dirtboy rookie this tour. I don't tell him that. Englewood flashes by at 120. The road's clear, which is something. I should just get up behind him as the kid does.

Like something in a factory my left hand moves around the dash, priming the forward-firing cannon for action. Ammo check. Temperature check. Tracking computer on and running. Sights up and humming.

Buzz the zoo. Rocky confirms skyball. Weather fine and clear from here to St Louis. Jud Garland and Stevie Lucas covering southside up from Pueblo as back-up if the creep makes a real run for it. No way he's gonna take out four of us.

The road dips over the edge of scarp. There's another blip on the skyball map, TV chopper out of Denver Central PZ. Vultures. Just you watch I don't shoot out your cameras for you jerks. Radio crackles again.

"Boss, I got an eyeball, four clicks out."

"I got him, kid. Watch the road - all those dips are gonna make it hard to keep hold of him from where you are. Be real careful. I'm not going to make it before you meet him."

Goddamn it, I added under my breath. This guy looks a pro, which the kid definitely ain't. And ain't gonna be if he screws this one up.

Here we go. Deep breath. Lord God watch over and protect me now. And Molly, if I don't make it. Another deep breath. Let's go.

Needle stuck on 105 but my boot's hovering over the brake. The road dips and I lose him and Junior for a second. The road rises again. For one moment I imagine neither are gonna be there, but the sunlight flashes on the dirt's trunk to prove me wrong. TV chopper flashes across the road, obviously hoping for something spectacular. Still, they know better than to try interviewing an Op during a combat manoeuvre now. Praps Charlie's giving them a world exclusive on what it's like to be a creep whose number's just come up.

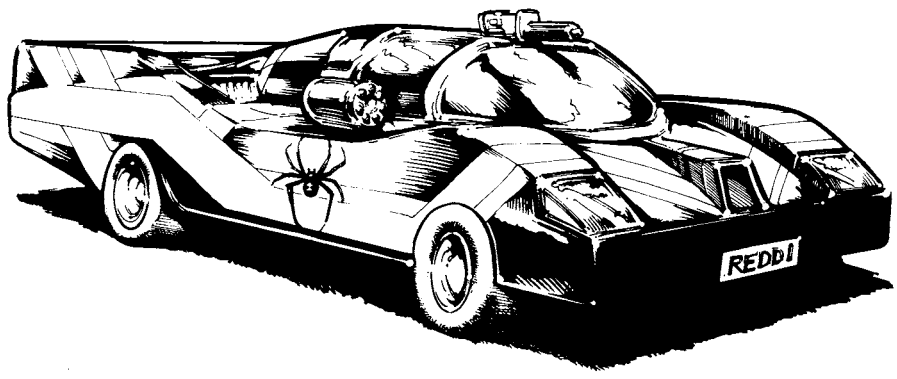
I can see Junior and the knucklehead clearly now. Oh come on, guy! I really think he's gonna try the old Chicken routine. Junior won't fall for that one, surely? Another dip in the road and I lost sight again. Damn this switchback ride; worse than Frisco in the fog.

"Boss, I can take him, I can take him!" Junior yells over the air. "Come on stupe, come on. Hey! Where'd that bast- oh Christ no - "

SKREEEEEEEEEEEEEEE

My hand flicks off the comm automatically. Head ringing and eyes watering, my car breaks the crest of the dip too late to see the explosion, but the noise of it reaches me a split second later. There's blood in my mouth from where I bit my lip, and then I recover myself. Jees, that's a good one, but I'll make sure he doesn't try that twice.

My foot goes down hard, and the tracking swings my sights down onto the speeding coupé. Tracers flash through the air. Screw Hirax's precious electronics - this sucker's not going to get away alive now...



ACTIONS

Drivers are allowed only one action per phase:
Manouevre Drift or U-turn. **Brake** Reduce speed by up to Braking Characteristic. **Regain Control** Compulsory action. **Accelerate** Increase speed by up to Acceleration characteristic. **Ram** Compulsory action on straight-ahead move or Sideswipe.

HAZARDS

SAFETY LIMITS

Manoeuvres

Drift	80mph	
U-turn		
Safety limit	10mph	
Maximum limit	31mph	Vehicles trying a U-turn 31+ lose control
Dodge	40mph	Bikes only
Overlapping contact zones		Bikes Only
Neck and Neck	80mph	
Opposed	40mph	

Passives

Oil	
Straight-ahead move	60mph
any other move - ie drift, U-turn or moving on a curve	30mph
Pattern mine	50mph
Smoke	60mph

Rams

Sideswipe:	
Neck and Neck (losers only)	40mph
Opposed:	
Winner	40mph
Loser	20mph
Shunt (both vehicles)	40mph

Random Hazards

Sand	30mph
Debris	10mph
Railroad	60mph

Hits & Critical Hits

Shattered Screen		30mph
Broken axle		40mph
Tyre destroyed		20mph
Exploding Weapon	(+8HE) -	30mph
Exploding Engine	(+2HE) -	50mph
Exploding Fuel Tank	(+8HE) -	30mph
Driver Hurt		40mph
Driver Injured		20mph
HE hit of 4 or less (20mm GL)		50mph
HE hit of 5 or more (40mm GL)		30mph

HAZARD ROLLS

Roll a dice.

Add 1 for every 10mph (or part thereof) over the safety limit.

Subtract optimum control.

Score	Result
0	**OK**
1-4	**Panic Brake** by total times 5mph
5+	**Control Loss**

CONTROL LOSS

Roll a dice.

Add the current *speed factor.*

Subtract *adverse control.*

Add 2 if the vehicle has 0 *handling* or *no driver.*

CARS

Score	Result
1 or less	**Regain control.**
2,3	**Skid and regain control.**
4,5	**Skids and remain out of control.**
6,7	**Spin.**
8+	**Roll.**

SKIDDING

Roll a dice. On even numbers the car *skids straight* and loses 5mph speed. On odd numbers the car *drift skids* and loses 10mph speed.

If the car *drift skids* and is now on a curve, it automatically drifts outwards. If the car is on a straight, roll the dice again: on even numbers the car goes to the right, on odd numbers it drifts to the left.

SPINNING

Place the spin template over the model.

On the first test, roll a dice: even is clockwise, odd is anti-clockwise.

Roll a second dice.

Add *speed factor.*

The total scored indicates the vehicle's final position on the template.

Move model and deduct speed from the vehicle's speed track.

BIKES

When calculating *adverse control* you must use *reduced handling* for:

HE hits Critical Hits Mine Hits
Debris Sand on Curves Collisions
Oil on curves (and straights if speed change)

Score	Result
1 or less	**Regain Control**
2,3	**Skid and Regain Control**
4,5	**Skid Out of Control**
6+	**Roll**

ROLLING

If faster than 81mph, the bike crashes. At 80mph or less, the bike skids and suffers *speed factor damage* at -2.

SHOOTING

Measure the range.

Roll a dice.

Add the weapon's accuracy.

Apply tactical factors.

The total must equal or exceed the range in spaces, although dice scores of 1 always miss. If the range is greater than 6 but less than the weapon's range characteristic, treat it as 6.

Accuracy		Tactical Factors	
Machine Gun	+2	Hood-mounted	+1
Autocannon	+1	Turret-mounted	+1
20mm GL	0	Each smoke marker (max 3)	-1
Combat Laser	+2	Firing vehicle at 81+mph	-1
Chain Gun	+3	Target vehicle at 81+mph	-1
40mm GL	0	Bike target	
Heavy Laser	+2	One lane	-2
Missiles	+2	Two lanes	-1
Lightweight MG	+2		
Lightweight GL	0		
Lightweight Laser	+2		
40mm RAG tubes	0		

DAMAGE

Roll 1 dice for each hit. An unmodified hit means an additional critical.

Add the weapon's damage characteristic.

Subtract the target's armour.

Subtract the result from the target's damage points total.

Machine gun	+1	Heavy Laser	+6
15mm		Missiles	+8HE
Autocannon	+3	Lightweight MG	+1
20mm GL	+2HE	Lightweight GL	+2HE
Combat Laser	+3	Lightweight Laser	+1
Chain gun	+5	40mm RAG Tubes	+8HE
40mm GL	+8HE		

CHARACTERISTICS

Passive Weapons

Oil: -1 handling, max -2.
Pattern Mines: +3 damage, 50mph safety limit.
Smoke: -1 hit rolls, 60mph safety limit.
Spikes: 6's score a tyre critical, base damage.

CRITICAL HITS

TARGET MATRIX

FRONT

1-2 **Bodywork**
3 **Front Wheels**
4 **Weapons**, roll again:
  1,2 Wings
  3 Sides
  4 Hood
  5,6 Roof/Turret
  Bikes: Odd numbers left, Even numbers right
5 **Engine**
6 **Driver**
  Bikes, roll again:
  1-2: Fuel
  3-6 Rider

SIDE

1-2 **Bodywork**
3 **Wheels**, roll again:
  1,2,3 Front
  4,5,6 Rear
4 **Weapons**, roll again:
  1 Wings
  2,3 Passives
  4,5 Side
  6 Roof/Turret
  Bikes: odd numbers are front even numbers passives
5 Roll again:
  1,2,3,4 **Engine**
  5,6 **Fuel**
  Bikes: odds - Fuel evens - Engine
6 **Driver/Rider**

REAR (Cars)

1,2 **Bodywork**
3 **Rear Wheels**
4 **Weapons**, roll again:
  1,2,3 Passives
  4 Sides
  5,6 Roof/Turret
5,6 Roll again:
  1,2 **Engine**
  3,4 **Fuel**
  5,6 **Driver**

REAR (Bikes)

1,2 **Bodywork**
3 **Rear Wheel**
4 **Passives**
5 Roll again:
  Odds: **Fuel**
  Evens: **Engine**
6 **Rider**

FLOOR (Cars)

1,2 **Bodywork**
3,4 **Wheels**, roll again:
  1,2,3,4 Front
  5,6 Rear
5,6 Roll again:
  1 **Weapons**. Roll again:
    1,2 Sides
    3,4,5,6 Passives
  2,3 **Engine**
  4 **Fuel**
  5,6 **Driver**

FLOOR (Bikes)

1,2 **Bodywork**
3 **Wheels**. Roll again:
  Odds: Front
  Evens: Rear
4 **Weapons**. Roll again:
  Odds: Front - roll again - Odds: Left Evens: Right
  Evens: Passives
5 **Engine**
6 **Rider**

ROOF (Cars)

1,2 **Bodywork**
3,4 **Roof/Turret Mounted Weapons**
5,6 Roll again:
  1 **Engine**
  2,3 **Fuel**
  4,5,6 **Driver**

ROOF (Bikes)

1-3 **Bodywork**
4-6 **Rider**

CRITICAL HIT RESULTS

CARS

WHEELS

D6

Roll Effect

1 **Brake pipe cable.** Halve braking.

2,3 **Front Wheels:**
Steering. Dice + damage. On 6+ handling is reduced to 0
Rear Wheels:
Broken Axle. Dice + damage. On 7+ acceleration is reduced to zero, 40mph hazard roll.

4 **Split tyre.** Tyre shreds if dice rolled after each move is less than speed factor.

5,6 **Tyre Destroyed.** Handling -2, maximum speed down by 10mph or 60mph - whichever is slowest. Hazard roll with 20mph safety limit.

FUEL

D6

Roll Effect

1-3 **Holed.** Vehicle is now leaking fuel. On roll of 1, engine disabled.

4-6 **Explodes.** Engine disabled: +8HE hit.

WEAPONS

D6

Roll Effect

1,2 **Damaged.** Accuracy -2. Roll before each shot, can't fire on odd scores.

3 **Jammed.** Won't fire until driver scores a 6 on a shoot action.

4 **Command Link severed.** Weapon out of action.

5,6 **Destroyed.** The weapon cannot fire. HE weapons roll again, on odd numbers they explode at +8HE.

ENGINE

D6

Roll Effect

1 **Engine Block.** Dice roll + damage. Score 7+ - engine disabled.

2 **Carburettor.** Halve acceleration.

3 **Brake Cylinder.** Braking to 5mph.

4 **Generator.** Lasers, turrets & guidance systems out of action.

5 **Ignition.** Engine disabled.

6 **Explosion.** Engine disabled, +2 HE hit.

DRIVER

D6

Roll Effect

1,2 **Hurt.** 40mph safety limit.

3,4 **Injured** Drive skill -1, 20mph safety limit.

5 **Limb Disabled** Roll a dice: even are arms, odd legs. Legs, drive skill minus 1. Arms drive skill -2. Automatic control loss.

6 **K.O.** Vehicle has no driver.

BODYWORK

D6

Roll Effect

1 **Transmission.** Die roll + damage. On 7+ acceleration reduced to 0.

2 **VDU destroyed.** Turrets & missile guidance units KO'd.

3 **Fuel line.** The vehicle is now leaking fuel.

4 **Brake line cable.** Halve braking.

5 **Weapon link severed.** Roll on *Weapons* table.

6 **Screen.** 30mph safety limit.

BIKES

BODYWORK

D6

Roll Effect

1 **Transmission.** Dice + damage. 6+, acceleration falls to zero. 5 or less, the hit is wasted.

2 **Clutch Cable.** The bike cannot exceed its current speed factor characteristic for the rest of the game.

3 **Fuel Line.** The bike is leaking fuel. Each turn roll a dice. On a 1, engine is *disabled*.
Brake Cable. Halve braking.

5 **Weapons link severed.** To determine which one, roll a dice:
1,2 Left-hand
3,4 Right-hand
5,6 Passive
If no weapon fitted, the hit is wasted.

6 **Accelerator Cable.** Acceleration is reduced to 0.

WHEELS

D6

Roll Effect

1 **Brake Cable.** Halve braking.

2,3 **Wheel Bearing.** Dice roll + damage on 6 or less, handling goes down by 1. On 7+, a wheel has fallen off! Bike crashes at 81+mph. At 80mph or less, automatic *roll* (p70).

4 **Split tyre.** As for cars.

5,6 **Tyre Destroyed.** As for cars. The hazard roll is taken against the bike's *reduced handling*.

WEAPONS

Weapon criticals on bikes have exactly the same effect as ones on cars (see above).

ENGINE

D6

Roll Effect

1 **Engine Block.** Dice roll + damage. On 6+, the engine is*disabled*. On is 5 or less, the hit has no effect.

2 **Carburettor.** Acceleration reduced to one-third.

3 **Brake Cylinder.** As for cars.

4 **Generator.** As for cars.

5 **Ignition.** As for cars.

6 **Explosion.** As for cars.

FUEL

D6

Roll Effect

1-3 **Holed.** As for cars.

4-6 **Explodes.** An immediate +4HE hit and the engine is *disabled*.

RIDER

Rider criticals have exactly the same effect as Driver criticals on cars (see above).

Bikes with *no rider* automatically *roll* in their next move (p70).

When a bike has *no rider* and finishes a move on a curve, it automatically crashes. The bike model is removed from play and takes crash damage.

Bikes with a *disabled engine* will slow to a halt. Once they have come to a halt they may be abandoned by the driver at the start of any turn. The player simply declares that the rider is leaving his bike before the start of the first phase. The bike model is left in place, at a slight angle to the grid - if anything hits it, it is treated as a *wreck* (p57).

If the rider doesn't abandon the bike, he may push it. Pushing counts as a normal action and gives the bike an acceleration and maximum speed of 5mph. The rider cannot shoot in the same *turn* that the bike is pushed.

In the unlikely event of a bike's full handling characteristic falling to zero, the bike automatically loses control.

VEHICLE DESIGN

CLASSIFICATION

	Damage	Armour	Speed	Acc	Braking	Handling	Cost	Payload	Hardpoints
Renegade	18	3	100	20	30	4	$35,000	600	Hood, wings, roof, and one passive mount
Interceptor	24	4	120	30	40	5	$70,000	850	Hood, wings, sides, roof, and two passive weapons mounts
Bike	9	2	110	40	40	6	$15,000	250	Two side and one passive mount

Heavy Weapons may only be side, hood, roof or turret mounted. Either car can be fitted with a turret.

LIGHTWEIGHT WEAPONS

4.2mm Machine Gun

Range	8
Accuracy	+2
Damage	+1
Shots	6
Cost	$6,000
Weight	80

Lightweight Combat Laser

Range	12
Accuracy	+2
Damage	+1
Shots	1/turn
Cost	$10,000
Weight	70

20mm Tube GL

Range	12
Accuracy	0
Damage	+2HE
Shots	4
Cost	$6,000
Weight	60

40mm RAG

Range	12
Accuracy	0
Damage	+8HE
Shots	1
Cost	$5,000
Weight	50

MEDIUM WEAPONS

Machine Gun

Range	16
Accuracy	+2
Damage	+1
Shots	12
Cost	$5,000
Weight	175

20mm Grenade Launcher

Range	16
Accuracy	0
Damage	+2HE
Shots	10
Cost	$5,500
Weight	150

15mm Autocannon

Range	18
Accuracy	+1
Damage	+3
Shots	8
Cost	$9,000
Weight	250

Combat Laser

Range	20
Accuracy	+2
Damage	+3
Shots	1/turn
Cost	$10,000
Weight	100

HEAVY WEAPONS

Chain Gun

Range	16
Accuracy	+3
Damage	+5
Shots	6
Cost	$22,000
Weight	300

Heavy Laser

Range	30
Accuracy	+2
Damage	+6
Shots	1/turn
Cost	$18,000
Weight	200

40mm GL

Range	18
Accuracy	0
Damage	+8HE
Shots	8
Cost	$15,000
Weight	250

Missile Pod

Range	24
Accuracy	+2
Damage	+8HE
Shots	6
Cost	$25,000
Weight	300

TURRETS

Cost	$25,000	**Weight**	150

PASSIVES

Spikes

Damage	See the special rules under **Passive Weapons** p3
Shots	12
Cost	$1,500
Weight	100

Oil

Damage	30/60mph *hazard roll*, the target loses 1 point of handling.
Shots	12
Cost	$3,000
Weight	75

Pattern Mines

Damage	+3 damage and a 50mph *hazard roll*
Shots	6
Cost	$5,000
Weight	150

Smoke Layers

Damage	60mph *hazard roll*
Shots	20
Cost	$2,000
Weight	50

LIGHTWEIGHT PASSIVES

Spikes

Damage	As above
Shots	6
Cost	$1,000
Weight	60

Oil

Damage	As above
Shots	6
Cost	$2,000
Weight	50

Pattern Mines

Damage	As above
Shots	4
Cost	$4,000
Weight	100

Smoke

Damage	As above
Shots	12
Cost	$1,500
Weight	50

DARK FUTURE

INTERCEPTOR

DRIVER

NAME		SKILL	

VEHICLE STATS

HANDLING	ACCELERATION	BRAKING	MAX SPEED	ARMOUR
5	30	40	120	4

DAMAGE

24	23	22	21	20	19	18*	17	16	15	14	13	12*	11	10	9	8	7	6*	5	4	3	2	1

*Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

WEAPONS

HOOD:

RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

RANGE	ACCURACY	DAMAGE

SHOTS

L. WING:

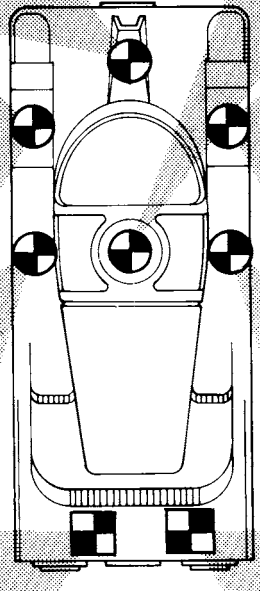
RANGE	ACCURACY	DAMAGE

SHOTS

R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS



L. SIDE:

RANGE	ACCURACY	DAMAGE

SHOTS

R. SIDE

RANGE	ACCURACY	DAMAGE

SHOTS

L. PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

R. PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

DARK FUTURE

RENEGADE

DRIVER

NAME		SKILL	

VEHICLE STATS

HANDLING	ACCELERATION	BRAKING	MAX SPEED	ARMOUR
4	20	30	100	3

DAMAGE

18	17	16	15	14	13	12*	11	10	9	8*	7	6	5	4*	3	2	1

*Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

WEAPONS

HOOD:

RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

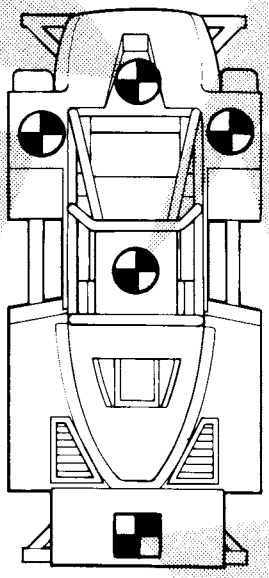
RANGE	ACCURACY	DAMAGE

SHOTS

L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS



R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

DARK FUTURE

INTERCEPTOR

DRIVER

NAME		SKILL	

VEHICLE STATS

HANDLING	ACCELERATION	BRAKING	MAX SPEED	ARMOUR
5	30	40	120	4

DAMAGE

24	23	22	21	20	19	18*	17	16	15	14	13	12*	11	10	9	8	7	6*	5	4	3	2	1

*Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

WEAPONS

HOOD:

RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

RANGE	ACCURACY	DAMAGE

SHOTS

L. WING:

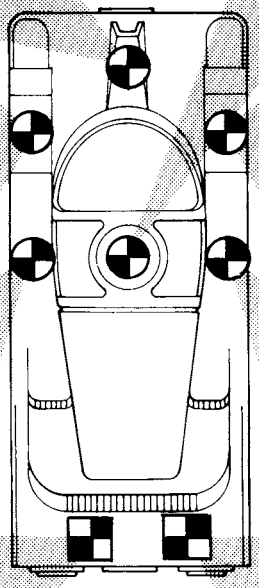
RANGE	ACCURACY	DAMAGE

SHOTS

R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS



L. SIDE:

RANGE	ACCURACY	DAMAGE

SHOTS

R. SIDE

RANGE	ACCURACY	DAMAGE

SHOTS

L. PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

R. PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

DARK FUTURE

RENEGADE

DRIVER

NAME		SKILL	

VEHICLE STATS

HANDLING	ACCELERATION	BRAKING	MAX SPEED	ARMOUR
4	20	30	100	3

DAMAGE

18	17	16	15	14	13	12*	11	10	9	8*	7	6	5	4*	3	2	1

*Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

WEAPONS

HOOD:

RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

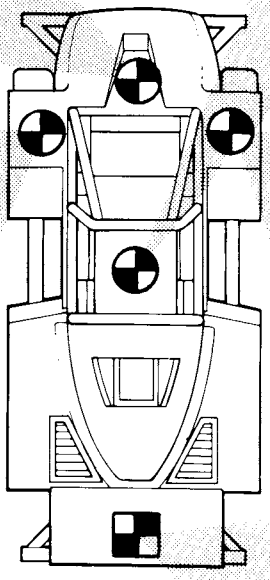
RANGE	ACCURACY	DAMAGE

SHOTS

L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS



R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

DARK FUTURE

DRIVER

NAME		SKILL	

VEHICLE STATS

HANDLING	ACCELERATION	BRAKING	MAX SPEED	ARMOUR

DAMAGE

CRITICAL HITS

SPEED

WEAPONS

HOOD:

RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

RANGE	ACCURACY	DAMAGE

SHOTS

L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

L. SIDE:

RANGE	ACCURACY	DAMAGE

SHOTS

R. SIDE

RANGE	ACCURACY	DAMAGE

SHOTS

L. PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

R. PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

DRIVER

VEHICLE STATS

DAMAGE

CRITICAL HITS

SPEED

WEAPONS

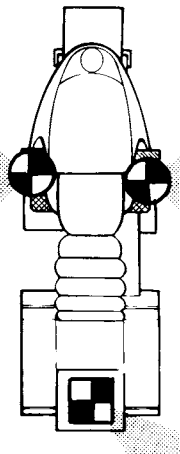
BIKE

NAME		SKILL	

HANDLING	ACCELERATION	BRAKING	MAX SPEED	ARMOUR
6	40	40	110	2

9	8	7	6*	5	4	3*	2	1

*Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.



LEFT

RANGE	ACCURACY	DAMAGE

SHOTS

RIGHT

RANGE	ACCURACY	DAMAGE

SHOTS

PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

DARK FUTURE

BIKE

DRIVER

NAME		SKILL	

VEHICLE STATS

HANDLING	ACCELERATION	BRAKING	MAX SPEED	ARMOUR
6	40	40	110	2

DAMAGE

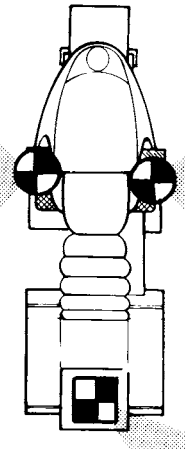
9	8	7	6*	5	4	3*	2	1

*Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

WEAPONS



LEFT

RANGE	ACCURACY	DAMAGE

SHOTS

RIGHT

RANGE	ACCURACY	DAMAGE

SHOTS

PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

DARK FUTURE

DRIVER

VEHICLE STATS

DAMAGE

CRITICAL HITS

SPEED

WEAPONS

NAME		SKILL	

HANDLING	ACCELERATION	BRAKING	MAX SPEED	ARMOUR

HOOD:

RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

RANGE	ACCURACY	DAMAGE

SHOTS

L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

L. SIDE:

RANGE	ACCURACY	DAMAGE

SHOTS

R. SIDE

RANGE	ACCURACY	DAMAGE

SHOTS

L. PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS

R. PASSIVE

RANGE	ACCURACY	DAMAGE

SHOTS



Welcome to **White Line Fever**, the first rules supplement for **Dark Future**. In these pages you will find advanced rules for manoeuvres, hazards and shooting, a wealth of new equipment to spend your bounties on, and an advanced vehicle design system allowing you greater freedom than ever before in designing your own Interceptors, Renegades or bikes.

Some of the material in this book was developed for the original **Dark Future** rulebook, but had to be left out for space reasons. Some of it arises from the comments and suggestions of those who played the game, both during playtesting and after it was released. Yet more was suggested by the work of the artists and model-makers who have been involved with the **Dark Future** range of products. Whatever its origins, we decided that this material was too good to hold back from you, so here it is. We hope that you'll enjoy it as much as we have.

And there will be more. **Dark Future** continues to grow, and we've even had to leave some material out of *this* supplement for reasons of space. In the words of Mad Mickey Mulligan of the Black Widows, as he ejected from his burning Renegade on Interstate 15, *"You'll be hearin' more about this, you better believe it!"*

DARK FUTURE™

WHITE LINE FEVER

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ISBN: 1 869893 55 7

Product Code: 002924

A GAMES WORKSHOP Product

Games Workshop Design Studio,
Enfield Chambers, 14-16 Low Pavement,
Nottingham NG1 7DL.

Games Workshop US,
1220 Key Highway,
Baltimore,
Maryland 21230, USA.

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ADVANCED RULES FOR HIGHWAY WARRIORS

PITTSBURGH, JANUARY 1996, 8.50 A.M.



Gerry Hauser (photo courtesy of HM Inc)

"Okay, people, I'll keep this short and sweet.

First, I want to say it's good to see you all here. You won't have seen much of me since your induction session into Hammond Maninski, but we've all been watching you from the back room. And you've done good out there. Real good.

As it says on your timetable, this is a bridging session. The Agency has decided that you're too good to be Juniors any more, so as of nine o'clock this am, you're all on Intermediate grade. Instead of riding some hotshot's wing all the time, you people will be leading on contracts. You'll get your own wingmen from our last intake of Juniors - check the admin computer for allocations. Look after them, keep 'em in line, and don't risk them; remember what your own first few missions were like. But don't risk yourselves for them if they screw up - if they're big enough to be Sanctioned Ops, they're big enough to handle their own mistakes.

Okay, that's rank and responsibility out of the way, so we come to privilege. Your payscales have been updated, and you'll begin to notice that we'll be asking you to handle tougher sanctions. More lucrative ones, too.

Besides all this money, power, danger and glamour, Intermediate grade gives you preferred access to equipment. Up to now, you've been using fleet cars with a limited range of equipment. Now, the Agency feels you can be trusted with some of the Big Stuff. This includes engine sizes up to V12, plus rocket boosters for you dragsters - stand up, Louie Medina, we all know about that Baltimore run last month. You also get to play with RoboSteer, fire control computers, and lots of other fun toys. Just make sure you keep it all in one piece, though - it's expensive.

And just to show you how much the Agency values your skills, there are crash bags, passenger cages - even ejector seats. Yeah, I hear you, Cal, an ejector seat isn't much good if you're doing 75 down Interstate 81 on your roof. You just have to try and keep your Interceptor right way up, okay?

Yes, Polovski, you do get to play with depleted uranium ammo now. But you just remember the cost. Every time you miss with DU, an accountant cries.

Okay, settle down, people - you'll find equipment lists in your upgrade package, so you can read it all through in your own time.

There's just one more thing to cover, and that's personalisation. As I said, up to now you've been using fleet cars, with limited equipment options. Part of your upgrade is that each of you gets his or her very own Interceptor. And you get to equip it as you please, from the equipment you have listed in your package. Yay, aren't we good to work for?

Two points. Number one, the Agency gives you the car, with a motor size of your choice. That's a little reward for all your good work. Everything else you pay for yourself. You're professional Operatives, and you can handle it. Like I said, your contracts will be getting bigger from now on. And you keep the car if you leave the Agency.

Number two, take some time and thought before you go hanging chain guns everywhere. Talk to your garage crew - they know all about power-to-weight and stuff like that, and they'll save you building something that fights like a gunship and moves like a slug. You can still requisition fleet cars for general work, so you might like to build your own Interceptor with a particular type of mission in mind. Or you might just sit down and design your dream machine. Do what you like - your car, your money.

Okay, I guess that's all my talking done with, so let's mosey on down to the test track. Part of your bridging session is a little workout with a couple of the Seniors, going over some fancy moves, sharpening you up and showing you how to counter a few kinds of screw-up. And you people are honoured - I've just had word that one of your sparring partners is going to be the Big H himself. Mister Hammond Maninski, in person. Once you see what he can do with one lung shot to glory, you'll realise just how far you still have to go. But if you keep on like you started out with us, you'll get there. Okay, let's go."

- Hammond Maninski staff upgrade session. Gerry Hauser, vice-president in charge of training, presiding.

"In the Japanese language, there is a word: zanshin. Literally translated, it means 'readiness'. In the martial arts, it is the skill of co-ordination; the ability to perform two or more actions with one set of movements. Roadfighting is no less a martial art than jujitsu or kendo, and the driver who wishes for a long and successful career must be able to act more quickly and efficiently than his opponent."

- Rashomon Kurosawa
Shogun Agency,
Oakland, California

ADVANCED MANOEUVRES

This section introduces a number of new rules to allow drivers to take more drastic action on the road. Under certain circumstances vehicles may travel at higher speed factors than those listed in the basic game. The rules below explain how and when this can happen. Drivers can also attempt to swing their car around in the road when they want to change direction more quickly than would be possible with a standard *u-turn*. Drift rules are expanded to allow drivers the option of risking a double drift (called a swerve) or to drift inwards on a curve, and a new collision rule makes it possible for car drivers to push stationary vehicles out of the path of their own, while travelling at slow speeds. Finally, some actions may now be combined in a single phase, though this option also has associated risks.

Drivers may perform any one of the following actions (advanced manouevres expalined in this section are listed in *italics*):

Accelerate

Brake

Drift

Swerve (effectively, a double drift)

U-turn

Bootlegger Turn (ie a fast U-turn)*

Ram

Bulldozer Move (ie push a stationary vehicle out of the way)*

Reverse*

Regain Control

Shoot - new rules for shooting may be found in the *Advanced Shooting* section.

Dual Action - any of the following combinations may be attempted in the same phase:

Drift & Shoot
Accelerate & Drift
Brake & Drift
Brake & Shoot
Accelerate & Shoot

* These manouevres cannot be made by bikes.

SPEED FACTOR 7+

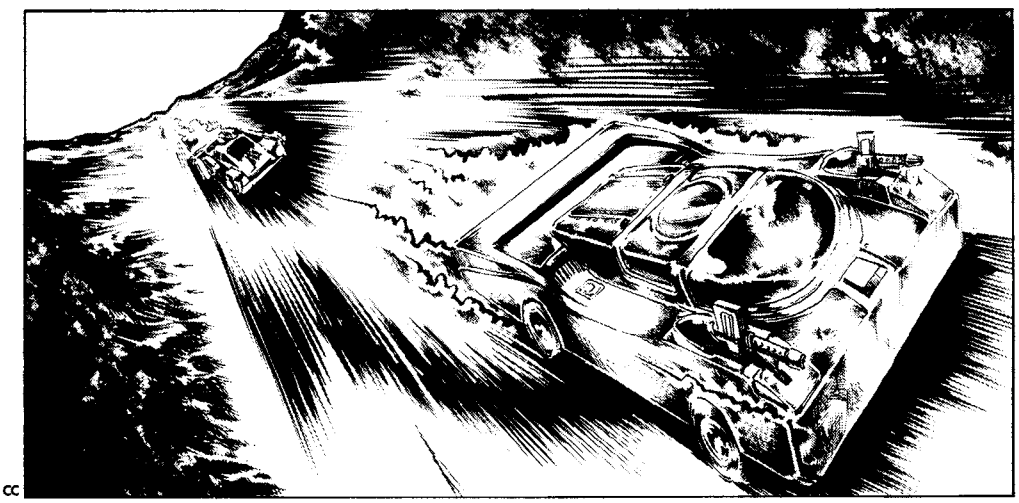
In the basic rules, the fastest any vehicle can travel is speed factor 6 - giving a maximum of six phases per turn. The new engine types and other devices introduced in this volume permit vehicles to have speed factors of 7 or more.

Drivers of vehicles at speed factors of 7+ start taking double moves, as shown on the following table. In phases where a driver takes a double move the car model is moved twice but the driver still only gets one action. This action may be used in either the first or the second move, but not both.

When there are two or more vehicles taking a double move in the same phase they should both take their first moves, in descending order of speed, and then take their second moves, again in descending order of speed.

		PHASE					
MPH	SPEED FACTOR	1	2	3	4	5	6
121-140	7	xx	x	x	x	x	x
141-160	8	xx	xx	x	x	x	x
161-180	9	xx	xx	xx	x	x	x
181-200	10	xx	xx	xx	xx	x	x
201-220	11	xx	xx	xx	xx	xx	x
221-240	12	xx	xx	xx	xx	xx	xx

x - ordinary move; xx - double move



CC

Harry Parfitt's Silver Bullet Interceptor lures a Renegade into a trap.

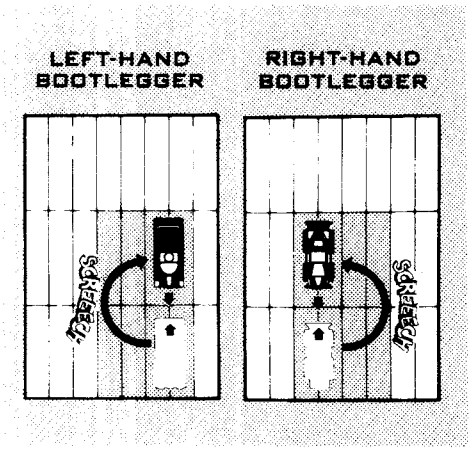
BOOTLEGGER TURNS

In a bootlegger turn, the driver turns the car in such a way, and at such speed, that the back wheels spin out, turning the car right round on itself while still in motion.

The controlling player must make a special *bootlegger test* to complete the manoeuvre successfully.

Only cars may attempt bootlegger turns. Bikes may *never* perform this manoeuvre.

A successful bootlegger move is illustrated on the diagram below. The vehicle is moved straight ahead, into the square in front. The car is then turned through 180° and has its speed reduced to zero.



*The manoeuvre shown on the diagram above is a **right-hand bootlegger**. A **left-hand bootlegger** is an exact mirror image, with the large contact zone on the left hand side of the vehicle.*

A bootlegger may only be attempted when the vehicle has enough room. The shaded area on the above diagrams show the area required for a bootlegger. This is the manoeuvre's *contact zone*. A bootlegger may not be attempted if there is another vehicle or the edge of the road in the contact zone.

Just like U-turns, bootleggers can only be attempted on straight track sections.

If there are any passive weapons in the contact zone, the manoeuvre may be attempted but the vehicle must make *damage* and *hazard rolls* for each weapon *after* the move. If there are 2 or more weapons in the contact zone, roll for damage for all weapons and then take hazard rolls, starting with the lowest safety limit and working up to the highest one. As always, however, tests for oil are taken last, against the lower safety limit of 30mph.

Safety Limits

Cars must be travelling at between 31 and 60 miles an hour in order to attempt a bootlegger. A driver who attempts a bootlegger at 61mph or faster (*speed factor 4+*) automatically loses control. Instead of making the bootlegger turn, the car stays in place, tests for *control loss* and makes the move indicated by the result of the test. Cars travelling below 31mph may not attempt a bootlegger - they simply don't have the required momentum.

Bootlegger Test

In making most other manoeuvres, a vehicle's final position is guaranteed. Although a car may *lose control* as a result of failing an associated *hazard roll*, it always completes the manoeuvre. To complete a bootlegger the player must take a special *bootlegger test* before moving the model.

A driver attempting a bootlegger must first state whether it's a left or a right-hander and then make a *bootlegger test* as follows:

Roll a dice

Subtract the vehicle's *adverse control*

Add +1 for each oil or mine counter in the contact zone

Add +1 if there is any debris anywhere inside the contact zone

Add +1 if there is any sand inside the contact zone.

Calculate the result and consult the following table:

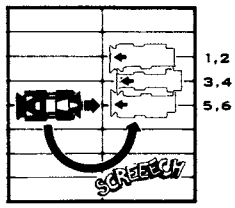
Bootlegger Test Table

1 or less **Success!** Move the vehicle to the intended position, reduce speed to 0.

2,3 **Failure.** The driver rolls a dice, consults the diagram below and then and moves the car to the position shown for the corresponding score.

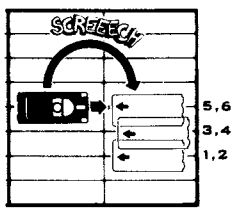
RIGHT-HAND BOOTLEGGER

Roll a D6 to determine final position.



LEFT-HAND BOOTLEGGER

Roll a D6 to determine final position.



*The car is still moving, but at speed factor 1, and takes a tyre critical at 0 damage. On its next move, the car must make a straight-ahead **reverse** move in the same direction as it was travelling **before** the bootlegger. Because the car is now at speed factor 1, this next move will be in phase 1 of the next turn. This move is automatic, there is no need to take a **control loss test**. The car is assumed to be moving backwards at 10mph.*

4+ **Oversteer.** Instead of making the intended move, the car goes out of control and takes a *tyre critical* at 0 damage. The driver must take an immediate *control loss test*, adding +2 to the total. The vehicle makes the move indicated by the test, instead of the intended bootlegger. The +2 modifier makes it far more likely that the car will spin or even roll.

"If it's worth doing, it's worth doing fast."

- Al Garley, interviewed on 'Bandit', Channel 7.

When you're flappin' an Op, you wanna move straight in and get the job over with. It's a natural reaction, instinctive. You can't let it take over or the next time you get a gut feeling could be when a hundred rounds of 6mm ammo smacks into your body.

See, there was this slick-ass Op out of Tuvana, once. He came into my territory and told a loada TV jerks that he was gonna 'flush me out'. I'd never heard of this guy, no agency I knew of. But there he was, eatin' up the prime time makin' sure every mujo on the net remembered his ugly face. He loved it. He couldn't see the road for dollar signs. He was a glory boy, easy meat.

I caught up with him a week later, on Route 66. It wasn't easy enough to give me a feeling, but just enough to convince me that I could burn off his V8 and take him apart, back end first. I was arming a HiVap when he pulled off the kind of bootlegger I'd only seen in *Johnny Salvo* re-runs. He took it faster than anything I'd ever seen. The HiVap kicked off just as his MGs perforated the hood and filled my legs with hot lead.

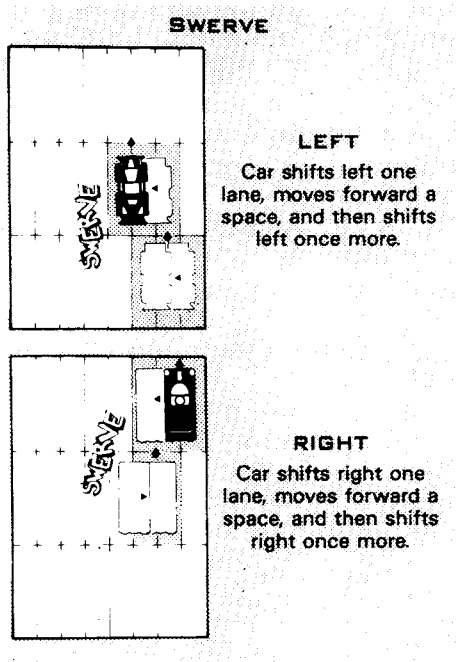
The state picked me up while I was bleedin' to death. Took me a whole week to remember the Johnny Salvo Op, but when I asked what'd happened, they said I was the only one on the road. When it was their turn to ask questions, I gave 'em answers they didn't believe.

There are some smooth movers out there, I'm tellin' ya.

- Jay Wagner, interviewed from Denver High Security Prison for *Road Fighters* magazine.

SWERVES

A *swerve* manoeuvre is the only one where a vehicle does *not* make a straight ahead move first. When a car uses a swerve manoeuvre, it first shifts one lane to the left or right, then it completes a straight ahead move, and finally shifts another lane. This second lane shift must be in the same direction as the first.

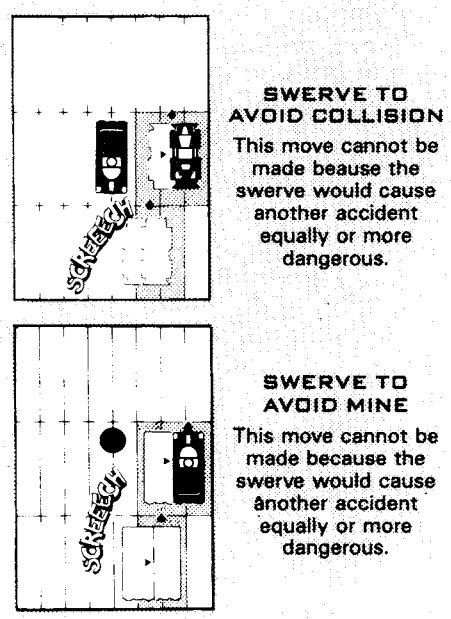


Swerve moves have three stages - the first lane shift, the straight-ahead move, and the second lane shift. Passive weapon *hazard rolls* resulting from each stage of the move are taken immediately, before the next stage. If the vehicle loses control after the first shift, or the straight-ahead move, it doesn't make the final shift.

Swerves may only be used when moving onto, along or off straight sections of track. Drivers cannot swerve while on curves.

Once the manoeuvre is started, it must be completed in its entirety. Drivers cannot, for example, take the first lane shift and the straight-ahead move, and then opt not to take the second lane shift. Completion of the manoeuvre may be prevented by *control loss*.

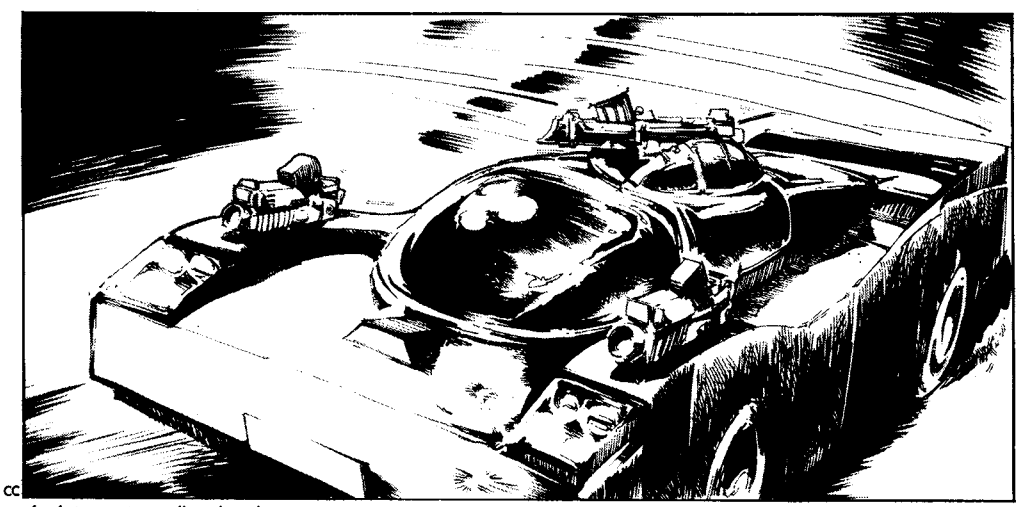
Because a swerving car is allowed to shift lanes *before* the straight-ahead move, it may be able to dodge something which it would otherwise have been forced to hit. The following diagram shows a couple of examples of this - in the first one the car swerves and manages to avoid a ram, in the second one the swerve is used to avoid hitting a passive weapon.



Safety Limits

The driver must take a standard *hazard roll*, against a safety limit of 40mph - failure prohibits the manoeuvre. *Hazard rolls* are not taken for each shift that makes up the swerve.

The shaded areas on the diagrams above show the *contact zone* for a swerve. However, unlike all other manoeuvres, swerves are not necessarily prohibited whenever another vehicle or the edge of the road overlaps with the manoeuvre's contact zone. Drivers *are*, in certain circumstances, allowed to swerve, even if the manoeuvre involves running over a passive weapon, or will cause another collision or a crash.



An Interceptor pulls a bootlegger.

Put simply, the rule is that swerves risking rams or crashes may only be made to avoid more serious rams or crashes. Drivers aren't allowed to swerve to avoid a collision, a passive weapon, or a hazard, if the swerve move would lead to an equally, or more, dangerous accident. The hierarchy of danger is as follows:

Least dangerous	Smoke
	Sand
	Debris
	Spikes
	Oil
	Mines
	Shunts
	Sideswipes
	Crashes
Most dangerous	Head-on Rams

For example:

A driver can't swerve to avoid a shunt if this would cause another shunt, a sideswipe, a crash, or a head-on ram.

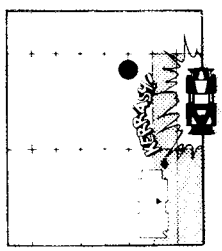
A driver may swerve to avoid a crash if this would result in a shunt.

A driver can swerve and crash rather than make a head-on ram.

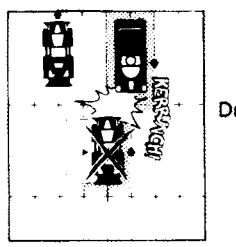
A driver can't swerve to avoid a head-on ram if this would cause another head-on ram.

Examples of illegal swerves are shown below.

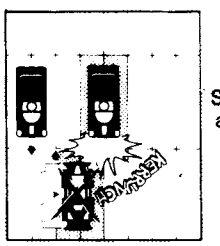
ILLEGAL SWERVE MOVES



Drivers cannot crash rather than hit mines.



Drivers cannot hit an on-coming car to avoid a shunt.



Swerving and causing an equally dangerous head-on ram is also prohibited.

Note that the priority of danger ignores whether secondary collisions are with friendly or enemy vehicles. Thus it is possible to swerve to avoid a head-on ram and, as a result, sideswipe or shunt a friend.

A bike that makes a sideswipe during a swerve automatically goes out of control.

DRIFTING ON CURVES

When a vehicle drifts outwards on a curve, it takes a *hazard roll* for the drift - not for the limit printed on the curve lanes. This allows drivers to take curves safely while travelling at high speeds, by coming at the curve from the inside, and drifting rather than staying in lane.

LIGHTLAW TYRES

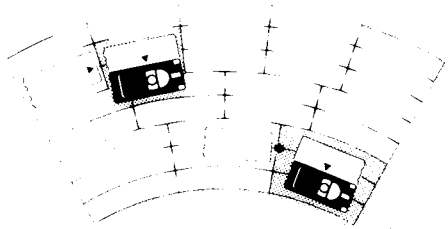
Drifting Inwards on Curves

In the basic rules, cars are prohibited from drifting inwards on a curve. The advanced rules allow such a manoeuvre as detailed below.

Vehicles drifting inwards on curves execute their straight-ahead move and then shift in by one lane. This is is illustrated in the diagram below.

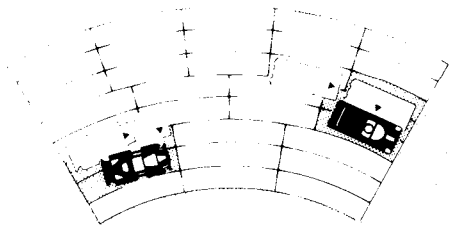
When a vehicle is drifting inwards, the extent of the straight-ahead move should be determined by the nearest space dividers to the *outer* side of the vehicle's final position.

Even lanes to uneven lanes



Even lanes to even lanes (last space of curve)

Uneven lanes to uneven lanes



Uneven lanes to uneven lanes (last space of curve)

This may sound more complicated than it actually is! The diagrams should explain the rule. When drifting from even lanes, a vehicle will advance just as far as if it had moved straight ahead in the same lanes. When drifting from uneven lanes, the vehicle's forward move is greatly reduced - except when moving onto the last space of the curve.

Safety Limits

Cars drifting inwards on curves take *hazard rolls* against the safety limits printed on the outside lane of the final position - not against the 80mph safety limit for a drift (which is what they would test against if they were drifting outwards).

"You got some hotshot stuck on your tail, it's a good way to get some breathing space. Just stand on it and pull a bootlegger. Either he goes past, which means you put the hammer down and open a lead before he can turn on you, or you end up in a head-on, which means you, can at least shoot a few things at him as you go by. One thing, though - don't lay mines first."

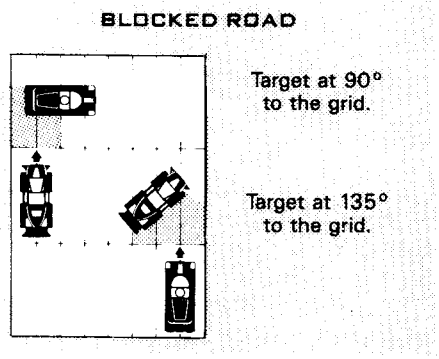
- Lance Felix, interviewed in *Road Fighters*, July 1995 issue.

"Hit hard, run fast - that's my motto. Ain't nothin' better than seein' some weighed-down Interceptor gettin' smaller in the mirror. Don't need armour 'less you got a morbid fear of dyin' in which case what the hell are you doin' in this business?"

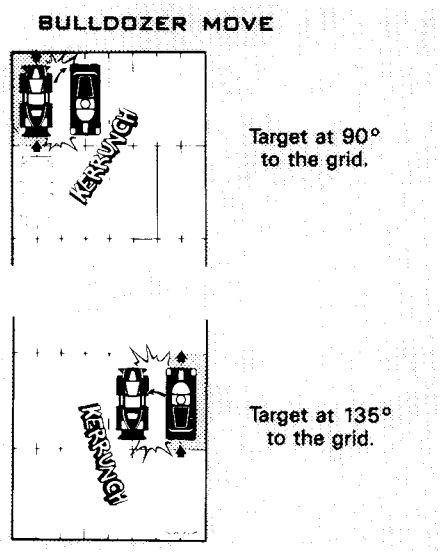
- Malcolm Malvinas interviewed on 'Bandit', Channel 7

BULLDOZER MOVE

Sometimes the road can get partially (or even completely) blocked by a car which has spun, as shown in the diagram below. The special *bulldozer move* lets slow-moving vehicles push stationary ones out of the way without risking serious damage.

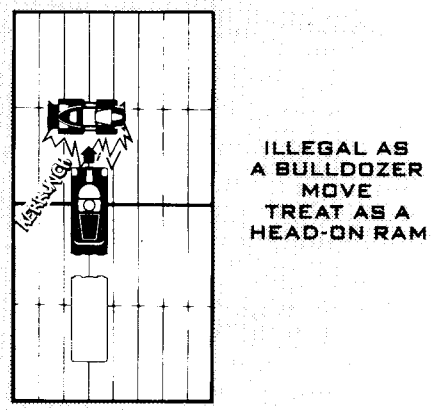


A bulldozer move allows the moving vehicle to enter the space and displace the target so that it aligns with the grid and only occupies two lanes, as illustrated in the diagram below.



Both vehicles suffer a single hit at -1 damage, which is very unlikely to hurt either of them. Critical hits (ie scores of 6 on the damage dice) are ignored.

The target must be at an angle to the grid, and the rammer must be either left or right of the centre, as shown in the diagram below. A car hitting a stationary car in the middle rather than to the left or right of the centre can't bulldoze; it treats the move as a head-on ram.



Bulldozer moves *cannot* be used against cars which are still aligned on the grid. These are treated as ordinary shunt or head-on rams, as explained in the **Dark Future** rulebook.

Bulldozer moves can only be made against stationary vehicles. If the target vehicle is still moving, treat the collision as a ram.

Bikes may not make bulldozer moves.

Safety Limits

To make a bulldozer move, the rammer must be travelling at 20mph or slower (cars can bulldoze as part of a reverse move). If the rammer is travelling at 21mph or faster, the collision must be treated as a head-on ram.

DUAL ACTIONS

Dual actions allow drivers to do two things at once. The following dual actions are permitted:

Drift & Shoot
Accelerate & Drift
Brake & Drift
Accelerate & Shoot
Brake & Shoot

Both actions have exactly the same effect as if they were being performed independently.

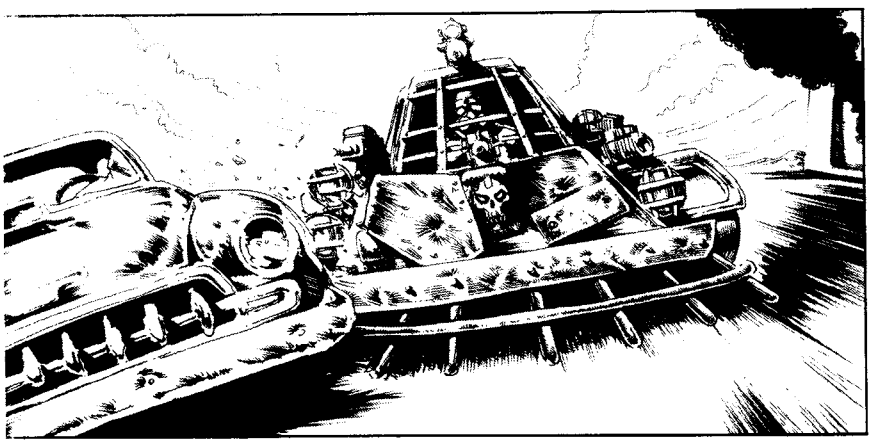
The two actions are assumed to be taking place in the order stated - for example, a driver using a *brake and shoot* action will have adjusted the vehicle's speed by the time it comes to shooting.

A driver performing an *accelerate and drift* will take any *hazard roll* against speed *after* the acceleration.

When a shoot action is combined with an accelerate, brake, or drift action, the driver's shots are subject to a -1 *hit roll* penalty. The penalty applies even if the shot is being fired with the assistance of, or automatically by, a fire control computer (see the *New Equipment* section).

Drivers forced to take *hazard rolls* during a phase in which they've performed a dual action are subject to a -1 penalty.

A hazard roll with a -1 penalty can be surprisingly dangerous, and can upset careful optimum speed calculations.



CC

A Renegade finishes off the opposition.

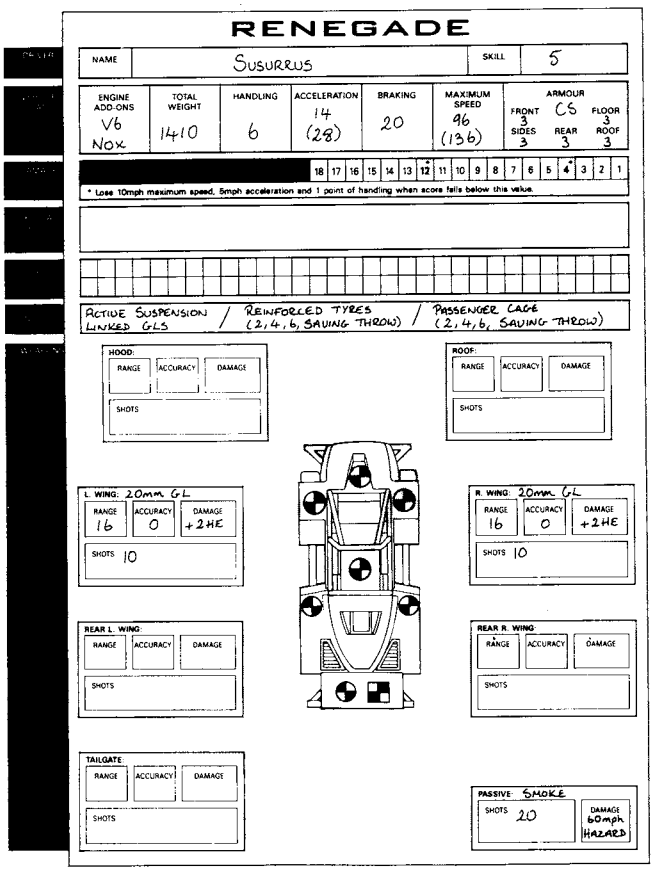


SUSURRUS

Nobody knows his real name. What is known is that he operates independently, out of the Sierra Madre, after a brief association with the Lariat Clan. One of the Ops who took him on and lived gave him this title, Susurrus, *a rustling, a whisper.* He hates Ops because they're stupid enough to fight for a justice he believes doesn't exist. He hates other Outlaws because they're usually just stupid. His targets are normally solo Ops or Outlaws. He occasionally hits supply vehicles and is not averse to taking on uneven odds.

His Renegade's profile has been built up from verified accounts of his appearances, which have been on the increase over last year. Speculation that he is in the pay of some gang is probably unfounded. His car would cost in the region of $52,000 which, given his ruthless efficiency, he should be capable of funding without support.

Over the past twelve months, Susurrus has twice been hunted by Sanctioned Ops, both from the Express agency. One Op survived by using his ejector seat. The other was killed after a long chase which proved the superiority of the Outlaw's driving skill. Disappearances of known Outlaws in the area are now being accounted for by his actions.

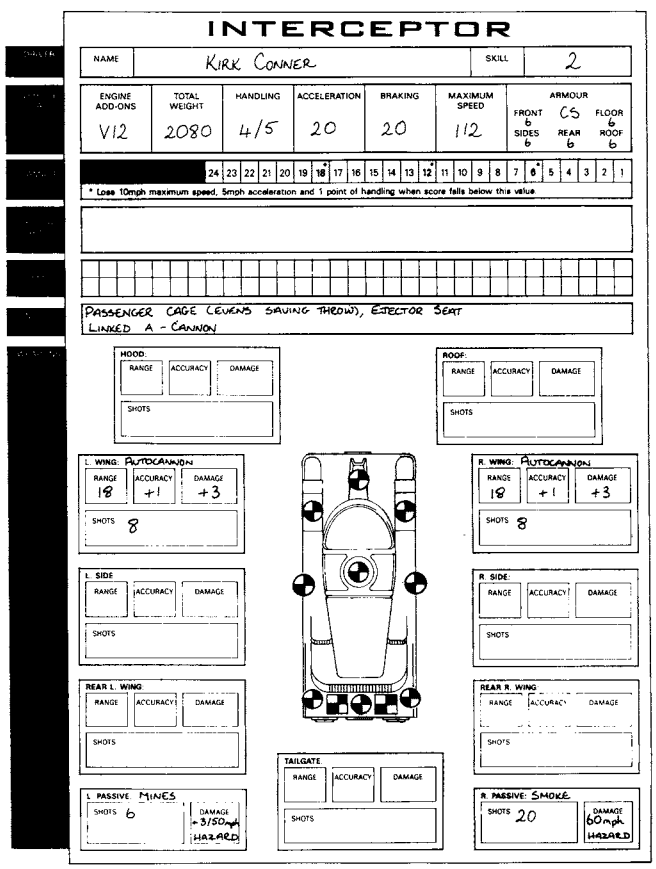


KIRK CONNER

Conner started his varied career trading 'ware for the keyjumpers down Newark Nogo. He made many enemies in the process, expecially after he and three other hackers burned a mob mainframe for a small fortune. He moved on to join Silas Zendik's gang in Oakland, using his computer expertise to provide them with details of juicy hits. However, in keeping with his wildcard image, he informed on the gang after being contacted by a member of the Shogun agency. Most of the gang was wiped out in the rapid succession of sanctions that followed. Conner then joined the agency, putting his talents to the enforcement of law.

His success has persuaded the agency that Conner is now ready to become a Sanctioned Op. The simulations look good, the training exercises have worked out and Conner has designed his own vehicle, *Odyssey 4.* It's a sophisticated machine that incorporates the latest safety devices, heavy firepower and a lot of silicon, to the tune of $143,500, in fact.

Interested parties wait to see how he performs behind the wheel. The pressure is on for Conner because the moment he takes his dream machine onto the interstates, there are going to be Outlaws who want to sanction him.



"You can have armour up to your eyeballs. You can have the firepower of an A-38. You can have more electronics than Datanet. But if you get a tire blown out from under you, you're going to look as dumb as the next guy. So be smart. Fit Blackrock Operatives™. And keep the wheels on your wheels."

- Blackrock Tire Corporation ad

ADVANCED HAZARDS

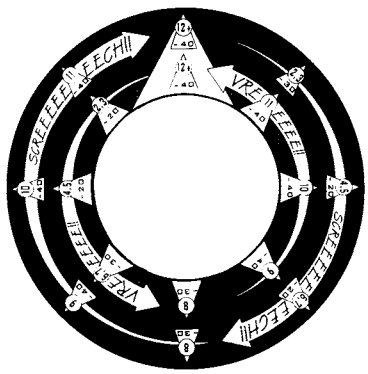
This section expands the rules for spinning and rolling a vehicle. The execution of spins and rolls have been changed - that is, made deadlier - in the process, as the possibility of spinning on curves is introduced.

SPINNING

SPIN MOVES

In the basic **Dark Future** rules, a car which has started to spin makes a skid test once, and then carries on skidding in a straight line. In the advanced rules, spin moves are *always* preceded by skid tests.

The skid test is executed before the straight-ahead move and before the spin test. The normal skid test is taken using two dice; the car *drift skids* if the *first* dice is an odd number. The second dice, if required, decides the direction of the drift skid (drift left on an odd number, drift right on an even number).

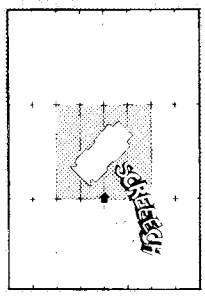


Note that this skid is not an extra move - it simply adds the possibility that the car will drift from side to side as it takes the straight-ahead part of the spin move.

If a car drift skids while it is at an angle to the grid, it moves straight ahead, and is then shifted one lane to the left or right as appropriate. In this context, left and right are judged by the car's direction of travel rather than its front facing.

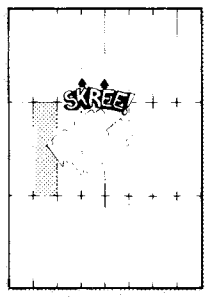
The three parts of an advanced spin move - straight ahead, possible drift skid and final spin test - should be taken in a strict order. If one stage of the move would cause a collision, the move ends immediately.

ADVANCED SPIN MOVE



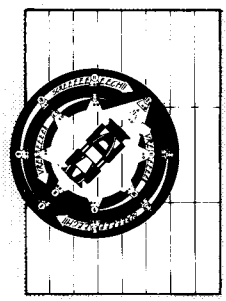
STRAIGHT AHEAD

At the beginning of its move, the car has already spun through 135°. The driver takes a skid test - both dice score odd numbers so the car drift skids to the left. The diagram illustrates the car's straight ahead move.



DRIFT TO LEFT

The drift skid moves the car to the left. The contact zone for this part of the move is the lane the car is about to enter. If there is another vehicle in the contact zone, the model stays put, its move ends and the effects of the collision should be calculated immediately.

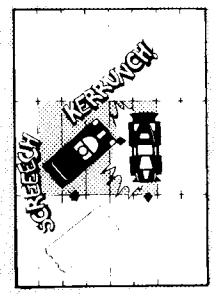


SPIN TEST

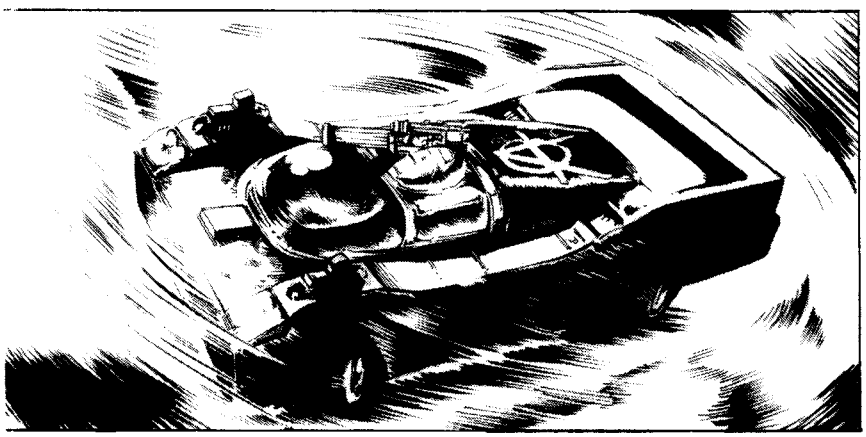
If it's avoided any collision so far, the car is now ready to take the standard spin test. Remember that in this position the spin template is aligned against the front of the spinning vehicle - not along the road grid.

It is quite possible for a vehicle executing a spin move to hit a vehicle while drift skidding. This should always be treated as a *sideswipe*, regardless of the car's angle to the grid. If the on-coming vehicle is moving in the opposite direction to the spin, the collision is treated as an *opposed sideswipe*.

In this example, a car at 90° to the grid is involved in an *opposed sideswipe* as a result of a drift skid.



OPPOSED SIDEWIPE DURING A SPIN



CC

An Interceptor tries to recover from a spin.

SPINNING ON CURVES

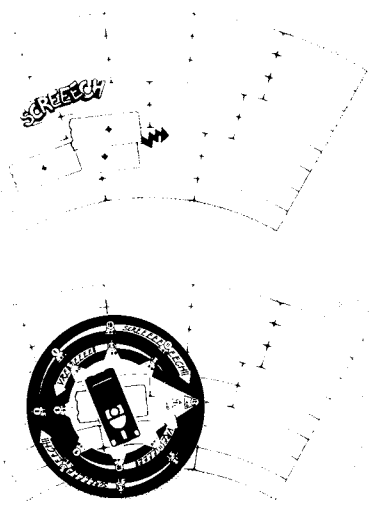
Cars spinning on curves use all the normal rules for determining how they spin.

The car's position is judged from its centre point, which can be represented by the peg-hole on the roof weapon mount. When moving the model, always make sure that at the end of each move the car's centre point is over a lane divider.

The car follows the normal rules on *space* dividers. If it's on uneven lanes, it uses the space dividers on the outside lane. The centre point of the car should be aligned halfway between the front and rear space dividers.

The car takes skid tests before moving, as detailed in the preceding section. Treat a drift skid inwards as a straight skid, and any other result as a drift skid outwards.

SPINNING ON CURVES



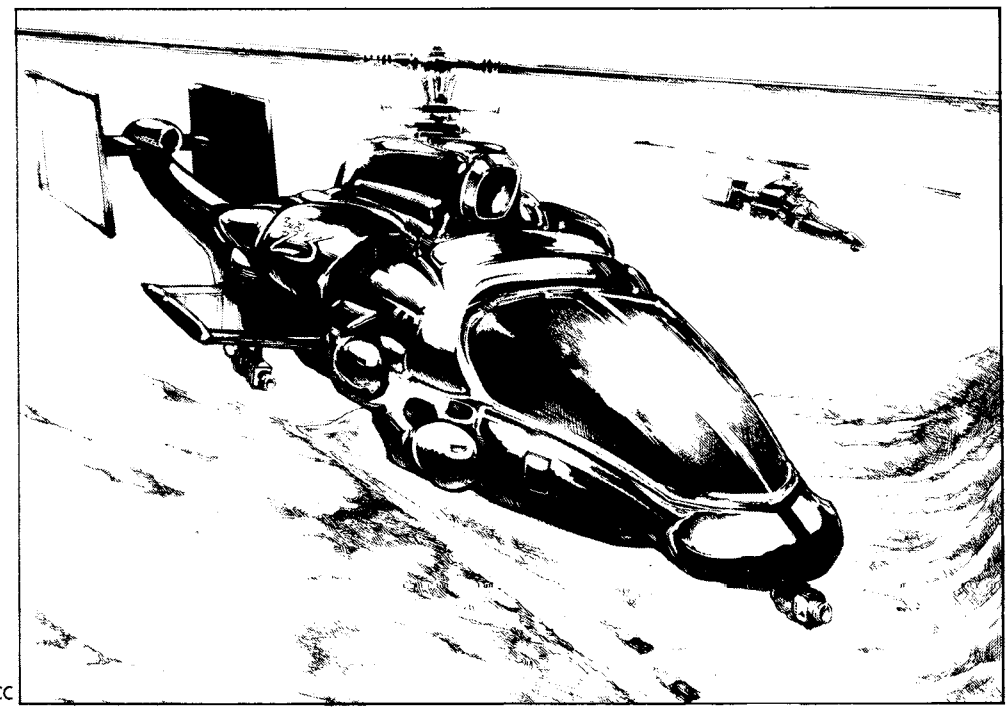
ROLLING

In the basic rules, a vehicle which rolls has its speed reduced immediately to zero, coming to rest as if it has run into a brick wall. In the advanced rules, a rol is always preceded by a spin, (using the advanced spin rules, above) and the vehicle slows down over several phases, continuing to spin and roll until its speed is 0. Each phase that a vehicle rolls, it loses 10mph. This 10mph speed reduction is in addition to speed lost through the spin! This means that a vehicle can keep on spinning and rolling for some distance, presenting a serious hazard to other road users.

A rolling vehicle still takes speed factor damage as indicated in **Dark Future.** After each spin and roll move, roll a dice to determine the facing on which the vehicle has landed and consult the table below. Place the model on the grid appropriately and apply any critical results to that facing.

D6 Roll	Facing Damaged
1-2	Roof
3-4	Front
5	Side; Roll again: Odd - left Even - right
6	Floor

*For example, in phase 1, a car rolls as a result of control loss. The first step is to make the vehicle go through an advanced spin move, as described on the previous page. The vehicle's speed prior to the result was 80mph. The skid test determines the final position of the vehicle and the speed reduction (-40mph in this case). The speed is modified by a further -10mph for the roll (to 30mph) and a D6 is rolled. The D6 rolls a 5 so the car rolls onto its side (a further D6 roll of 1 indicates the left side). It then takes speed factor damage. It's new speed factor is 2, so it takes 2 +**2 hits** to the left side facing. If the vehicle survives these hits, it will spin and roll again in the next phase.*



CC

Helicopters from LA's Channel 23 catch another sanction for prime-time TV.

The Op drove through smoke for the first eight seconds. He came out of it it at just over sixty and held it there while he cut ninety round a right. He didn't see the pattern mines until he was on them.

"Sh- " The car jumped beneath him. Left leg was hot, wet, sticky. He kept a steady grip on the wheel and lost his scream to engine roar.

Two seconds later he was laughing and crying and screaming as the Renegade's tail filled his vision. The Interceptor left a wake of empty cartridges as twin autocannon opened up.

The armour crumpled and punctured beneath the hail of shaped ammo. The Outlaw was still looking into the rear view mirror when his chest hit the windscreen.

"...And in five we open the lines on 0070-4242-4001 and we wanna hear from anyone in a hotspot, so we can see what's goin' down tonight. Last night saw the Thrash Hammers burn two fresh Dancers in a spectular hit, over on Wildside - retaliation for an action we caught last week. Hello Wildside, take it easy this evening!

"You're watchin' DSTV2, it's nine-twenty-one, and your eyes are gonna love you..."

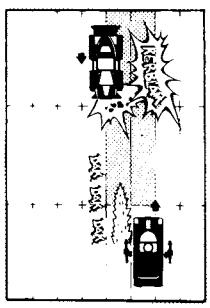
Neon Jon Jakob
Urban Action
DSTV 1995

ADVANCED SHOOTING

This section explains how fire corridors may be changed for wing - or rear-mounted (and rear-facing) weapons. Rear mounted and rear firing weapons are also introduced. Bikers may now add extra forward firing weapons by equipping their vehicles with outrigger mounts. Finally, details of the advantages and disadvantages of linked weaponry are explained.

FIRE CORRIDORS

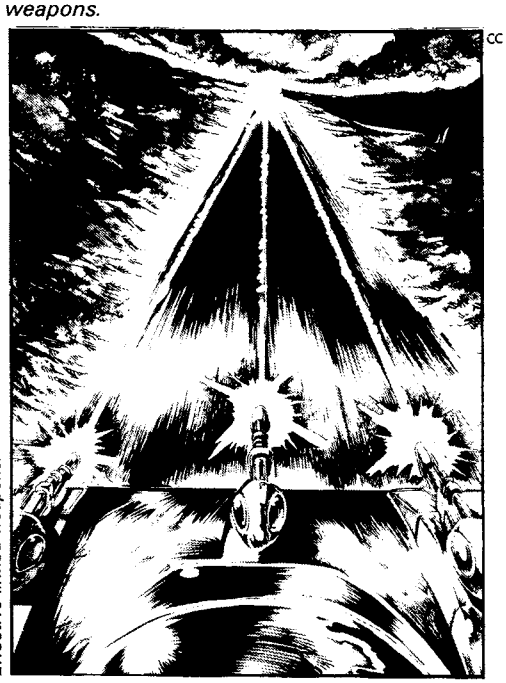
The following rules provide for variations in fire corridors according to the position of the firing weapon. Weapons mounted on wing (either front or rear) and side hard points have fire corridors one lane to the left or right (depending on which side of the car the weapon is mounted) of the central corridor applying to hood, roof, and tailgate-mounted weapons. This is shown in the diagram below.



FIRE CORRIDOR FOR LEFT SIDE AND WING-MOUNTED WEAPONS

The fire corridor is shifted one lane to the left of the normal corridor.

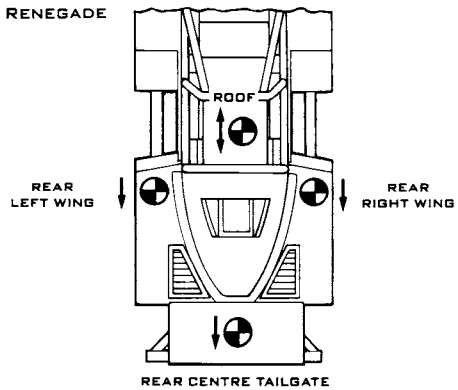
With a hood-mounted weapon, drivers must be more or less directly behind their targets. This can be extremely dangerous when the target is using passive weapons. Wing and side-mounted weapons offer the possibility of being able to fire at the target without running into the passive weapons.

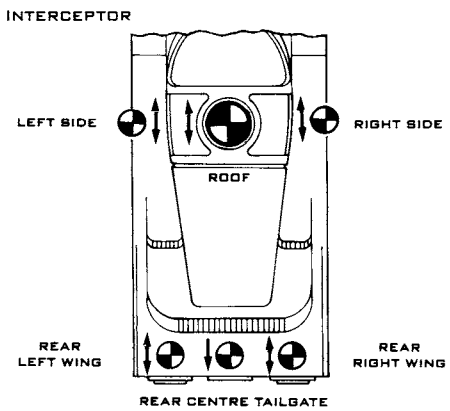


Effective linked weapons.

REAR HARD POINTS

Both Renegades and Interceptors have three rear hard points (weapon mounts), one in the centre (the *tailgate*) and one on each *rear wing.*





Each rear hard point may be used to mount one heavy or medium weapon.

Renegade rear-wing mounts may only be used for rear-facing weapons (see below). Interceptors may use rear-wing mounts for forward or rear-facing weapons. These are subject to all the normal rules given for ordinary, front wing mounts.

Tailgate hard points may *only* mount rear-facing weapons.

The Dark Future car models don't have all of these new weapons mounts marked on them. Using the diagrams above as your guide, it's easy to make new holes where required. A pin, heated in a candle flame, will pierce holes for the new weapons mounts. Always take care when handling such items.

REAR-FACING WEAPONS

Any vehicles with suitable hard points (ie roof, side or rear) can be fitted with rear-facing weapons. A vehicle with a tailgate gun cannot have a rear-facing gun on the roof.

Weapons on roof, side or rear wing hard points may be backward or forward facing (a Renegade's rear wing-mounted weapons may *only* be rear facing). The tailgate hard point can *only* carry rear-facing weapons (for obvious reasons!). Note that when a hard point is used to mount two medium weapons, these must both be facing in the same direction.

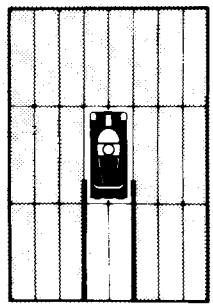
All rear-facing weapons are subject to *hit roll* penalties. Rear-facing weapons on tailgate or roof mounts are subject to a -1 hit roll penalty. Rear-facing, side or wing-mounted weapons are subject to a -2 hit roll penalty.

The hit roll penalties make rear-facing weapons far less accurate. However, they can still be counted on to score hits at very close ranges. This makes them a useful deterrent against tailgaters; they're much better than any number of 'If you can read this, you're too close' stickers.

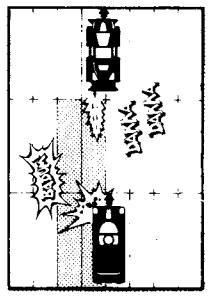
Rear-facing weapons mounted on central hard points (ie roof or tailgate), have fire corridors corresponding to the one for forward firing hood-mounted weapons. Rear-facing weapons on the rear wings or sides have fire corridors corresponding to those for forward-facing side or wing-mounts. The fire corridors for rear-facing weapons extend behind the vehicle. The following diagram shows the fire corridor for rear-facing weapons mounted on either a side or a rear-wing mount.

Note: Interceptors with a tailgate-mounted weapon and a turret have a restricted arc of fire, preventing the turret from engaging targets directly behind the vehicle.

BLIND SPOT FOR TURRETS, CUPOLAS AND PINTLE MOUNTS ON INTERCEPTORS WITH TAILGATE MOUNTED WEAPONS.



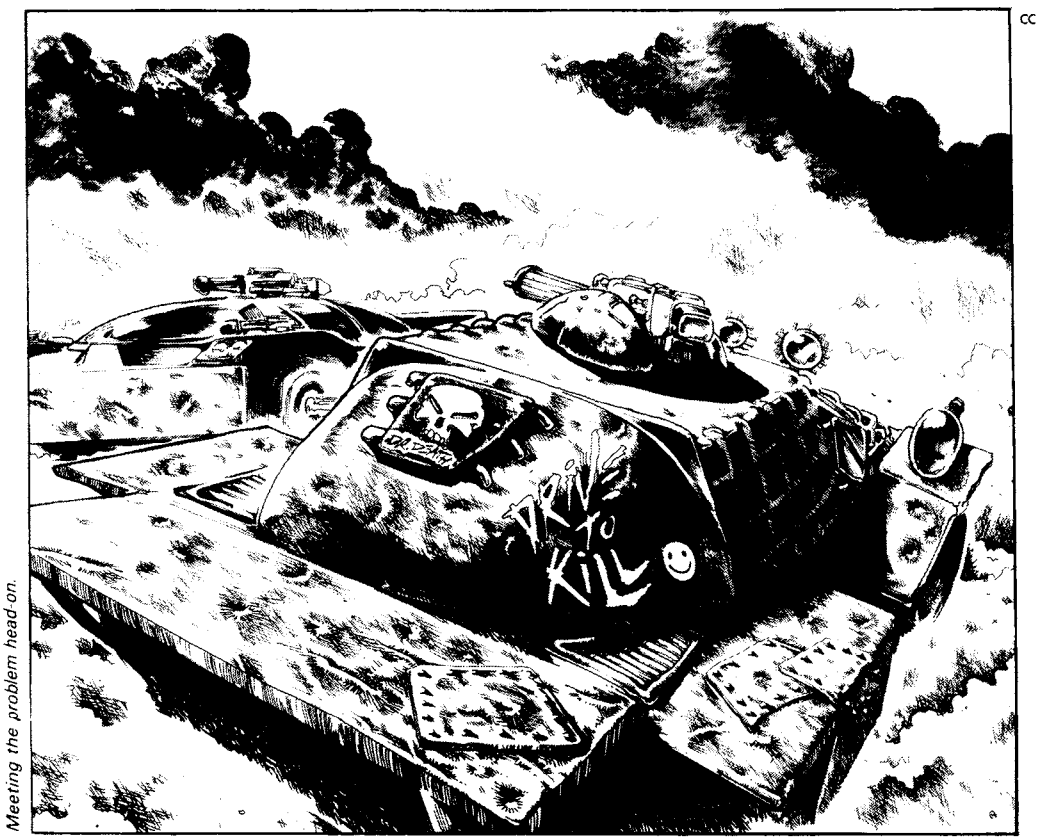
Tailgate weapon may only use this fire corridor if mounted in conjunction with turret, cupola or pintle mounts. Restriction does not apply to Renegades.



FIRE CORRIDOR FOR REAR FACING WEAPON ON LEFT SIDE OR LEFT REAR-WING MOUNT

The rear fire corridor is shifted one lane to the left of the normal corridor.

Interceptor drivers be warned! The use of rear-mounted weapons makes the Renegade far more dangerous. The Renegade's rear hard points now allow it to carry five heavy weapons.



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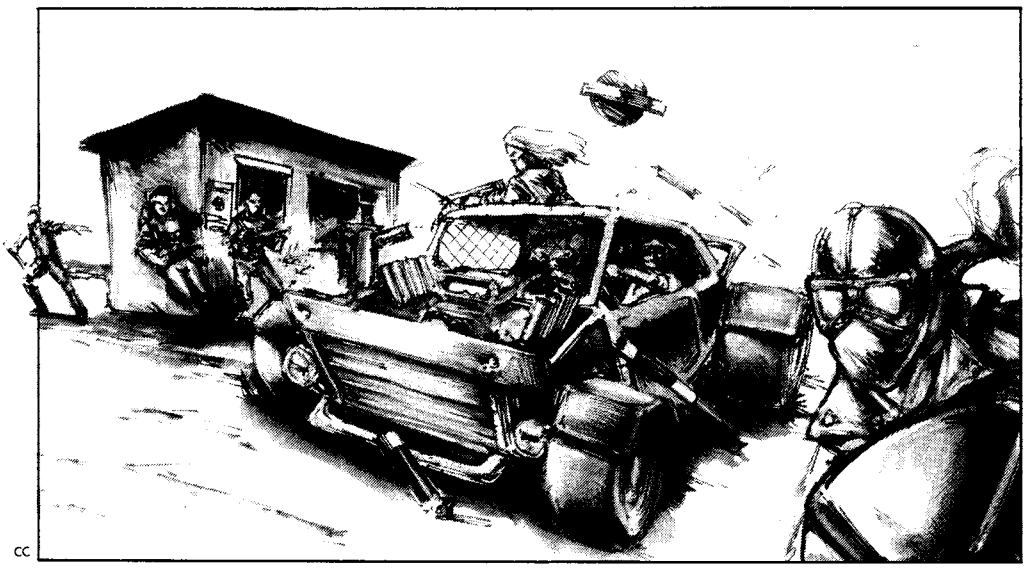
Meeting the problem head-on.

"Everyone's got their own ideas. I mean, no two guys are going to come up with the same machines. Me, I upgraded to V12, strengthened the chassis and got me some serious weaponry. You got a pair of buzzguns up front, you only got to hit the other guy one time, you know?"

- interview with Joe Hanson, *Road Fighters* Magazine

"If you ask me, 'riggers are what makes a bike a serious proposition. You see this little thing with a couple of 4.2s you ain't gonna worry. But when you're ridin' iron with a pair of linked A-cannon, man, you get respect."

- Mike the Psych, South Colorado Maniax



CC

Nogo gang warfare.

OUTRIGGER MOUNTS

In the advanced rules, bikes are allowed a pair of *outrigger mounts*. Outrigger mounts cost $5,000 for a pair, and do not add to the bike's weight. They may mount lightweight or medium weapons, which must be forward-firing. In order to balance the bike, both outrigger mounts must be occupied by identical weapons, and the weapons must be linked (see below).

Outrigger-mounted weapons use the normal two-lane fire corridor for bike-mounted weapons.

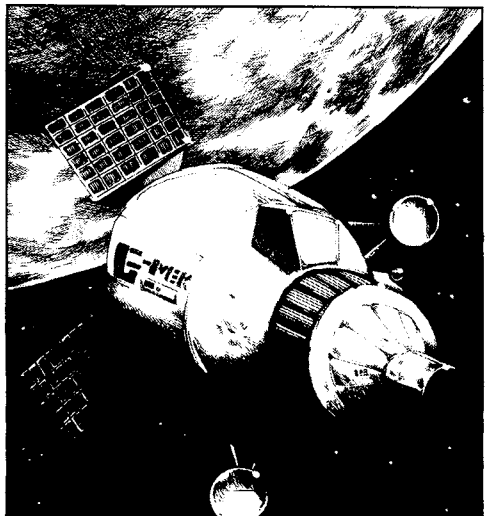
To model outrigger-mounted weapons, you can simply snap the mounting peg off the weapons and glue them to the panniers of your bike model using a polystyrene cement. If you are an experienced modeller, you might like to experiment, making your own outrigger mounts from bits of sprue or suitable items from your spares box.

Outrigger mounts may carry *two* 50mm missile tubes each (ie 4 tubes on a pair of outriggers). This is the only time when an outrigger mount may hold more than a single weapon.

Medium weapons on outrigger mounts may not be double-loaded. Lightweight weapons may be double-loaded as normal. (See the new rules in *Weapon Systems* for details of double-loading.)

A bike may not be fitted with outrigger mounts *and* crash bars (see *Safety Devices*) - the player must choose one or the other.

CC



Looking for Outlaws.

Outrigger mounts are very vulnerable. When a bike with outrigger mounts takes a side hit, the hit is always on the outrigger mount. When a bike with outrigger mounts takes a hit from the front on left or right weapons, roll a dice - if the dice scores an odd number, the outrigger mount takes the hit.

Bikes which have had one outrigger mount disabled will automatically fail a *control loss test* every time a weapon on the remaining outrigger mount is fired.

HARD LINE Security

LINKED WEAPONS

The following rules explain how two or more identical weapons mounted on different hard points may be linked. Provided the weapons are facing in the same direction, a single shoot action will then fire all of them.

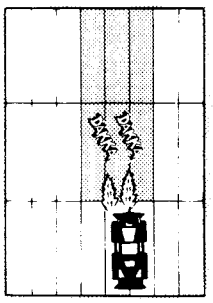
Note that only identical weapons which face in the same direction may be linked.

A machine gun, for example, can never be linked with a laser, and a 40mm GL can't be linked with a 20mm GL. Nor may players link front and rear-facing weapons together.

Weapons on different mounts may be linked; such as sets of identical, forward-firing weapons on front and rear mounts, for example.

When weapons are linked, they are all fired using the same shoot action. Although it costs nothing to link two weapons, the link cannot be side-stepped. Once a number of weapons have been linked, the driver must fire *all* of them - even if he only wishes to use one.

Because it is possible to link hood, roof, wing, or side-mounted weapons together, the individual weapons may have different fire corridors. The appropriate amount of ammunition must be expended for all the linked weapons following each shoot action which fires them - even if there is only a target in the fire corridor of one of the weapons.



TWO LINKED WEAPONS

The driver of the car has a hood-mounted MG linked to one on the left-wing.

When linked weapons have different fire corridors, each one must shoot at the closest target in its own fire corridor. A separate *hit roll* is made for each weapon firing.

This makes it possible for a driver to fire at two or more different targets using the same shoot action. There are no *hit roll* penalties for this.

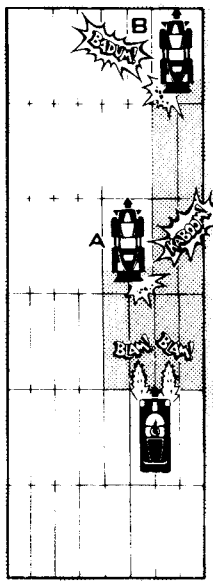
The potentially broader fire corridors of linked weapons can be both an advantage and a handicap. Most of the time, linked weapons allow the driver to engage targets in a much broader fire corridor, and often the driver can engage two or more targets at once. However, the fact that all of the weapons must fire can often lead to wasted ammunition when weapons are firing with no target.

Occasionally, a driver may find himself unable to shoot at what seems a clear target when he has a friendly vehicle in the fire corridor of a different linked weapon.

Drivers with linked weapons systems may have both friendly and enemy targets in their fire corridor. When this happens the driver can only shoot by passing a *cool test* - rolling a number less than his *drive skill*. If the dice roll is equal to or greater than the driver's skill, the result is failure and the driver may not fire at all - he has wasted his shoot action.

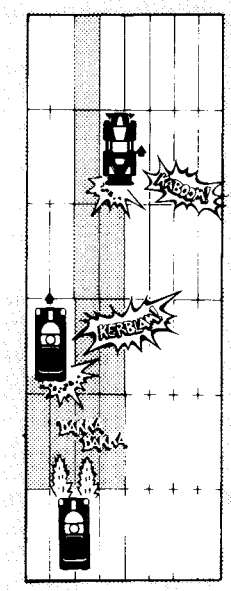
"Four linked 4.2s don't weigh that much more than a chain gun. Don't hardly cost no more either. Only difference is, you're hitting the other guy with four little bullets instead of one big one. Four chances to hit him instead of just one. I reckon it make sense."

- Ed Martinez,
Independent Op,
Boulder, Colorado



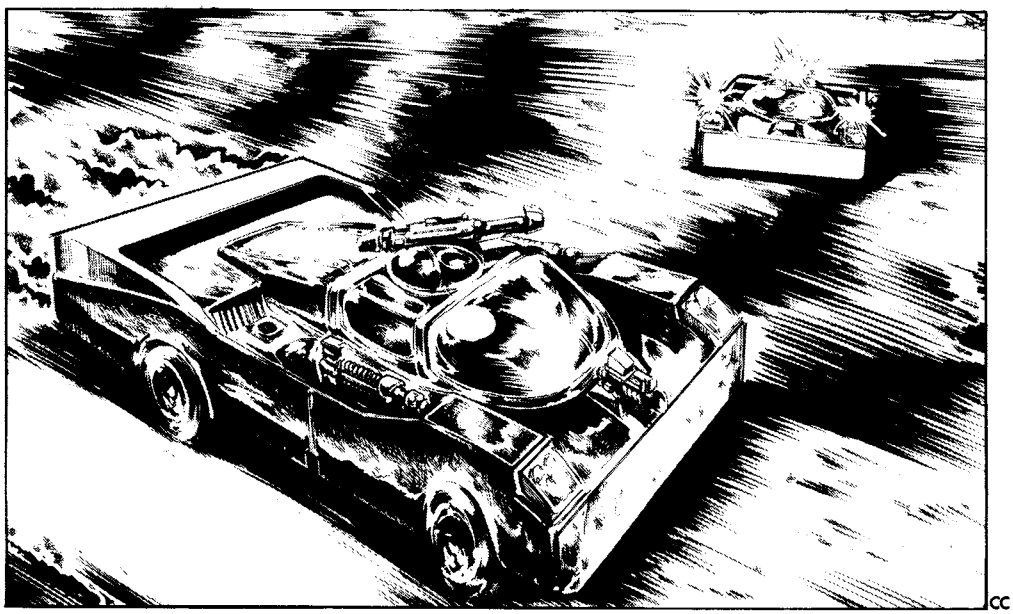
THREE LINKED WEAPONS

The Interceptor has GLs mounted on the roof and both wings. The roof and left wing-mounted weapons fire at Renegade A, while the right wing-mounted GL fires at B.



FRIENDLY AND ENEMY TARGETS IN FIRE CORRIDOR

The driver has one friendly and one enemy target for his linked wing MGs. To be able to fire, he must pass a *cool test* against his drive skill of 4. The player wishes to fire, so rolls a dice for the *cool test*. It scores a 3 which is just enough to pass the test. The driver fires - engaging the enemy target with the left and hood-mounted MGs and the friendly car with the right-wing MG.



Even Ops sometimes turn renegade.

"Right from World War One, the classic fighter tactic was to get on your target's tail and just sit there shooting. So they started putting rear-firing weapons on planes. They do it on cars nowadays, too. So take a good look at a target before you engage - a rear firing gun can ruin your entire day."

- M/Sgt Bruce Hickrock (retd) G-Force training video

NEW EQUIPMENT

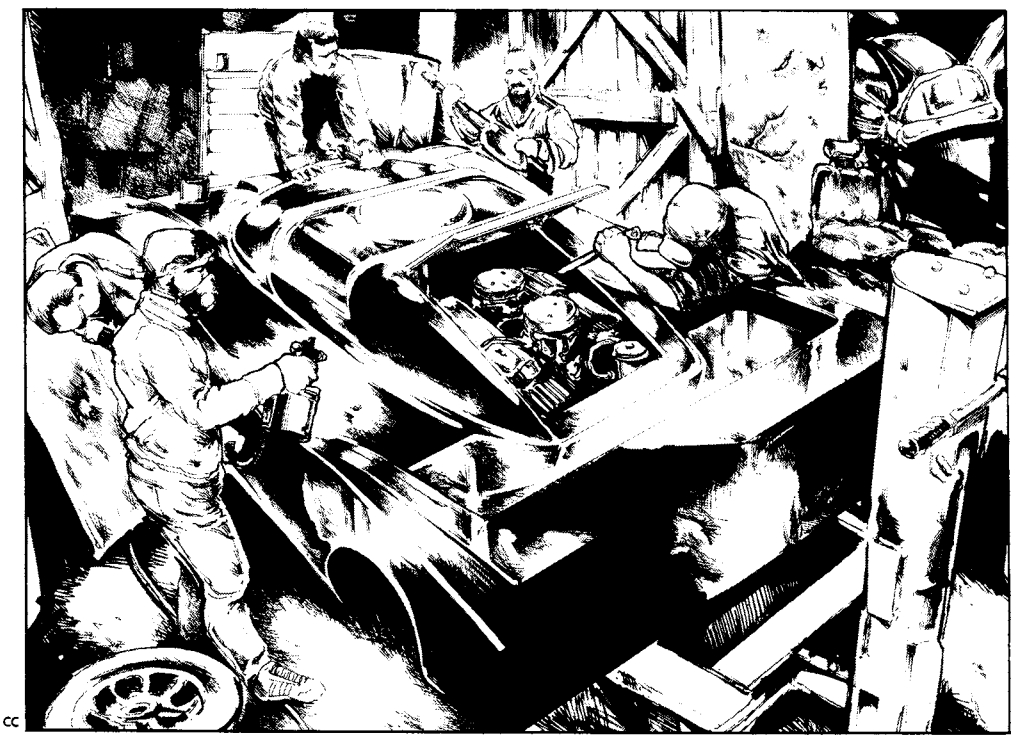
This section allows players to custom build or buy vehicles to meet their exact requirements. A variety of components and systems gives drivers the option of spending their money on the areas most important to them. A less powerful engine might be chosen in order to leave more money available for weapons, for example.

A choice of engine types and systems is presented first, followed by a number of devices which can improve handling and vehicle response. Expanded armour rules allow drivers to opt for varying amounts of armour on different facings, to equip their cars and bikes with more expensive lightweight armour, or to dispense with it altogether for the sake of greater speed.

Drivers of all vehicles can choose from an increased variety of weapon mounts and weapon systems. There are also different ammunition and missile types, each with different effects. Special ammunition may provide drivers with tactical opportunities rather than heavier firepower. Weapons may also be modified to carry extra ammunition. Fire control computers may be installed to assist target designation and acquisition, or the type of ammunition delivered by the weapons under their control.

Finally, and appropriately, the introduction of safety devices means that even a driver who loses an engagement may live to fight another day. These devices are likely to be of interest to players of campaign games (covered in more detail in **Dead Man's Curve**).

Designing vehicles of whatever type isn't just a question of what you can afford and what goes in or gets left out. Think about what you want from a vehicle in play. If you find it difficult to keep your foot off the gas pedal, build yourself a car that can manoeuvre at high speed. Side armour and rear firing weapons would be more useful than a forward firing chain gun to a driver who overtakes a lot. Players should not fall into the trap of seeing vehicle design as a random process. Drivers should adopt a style to suit a vehicle, and a vehicle should be modified to suit the driver's style. One affects the other. Remember that and you're heading for a win.



CC

An experienced team refit an Interceptor.

ENGINES

POWER PLANT

There are three different engines which can be fitted to a car - a 4-litre V6, a 6-litre V8 and a 7.2-litre V12.

Cars may be purchased with any size of engine already fitted. The tables below give the cost price of an engine and chassis. Note that the weight of the car doesn't change with a larger engine - the weight of the engine is taken into account on the power to weight ratio tables in the section on *Advanced Vehicle Design*.

Engine and Chassis

Type	Engine	Cost	Weight
Renegade	V6	$20,000	1000
	V8	$35,000	1000
	V12	$60,000	1000
Interceptor	V6	$50,000	1000
	V8	$70,000	1000
	V12	$90,000	1000

Regardless of the engine chosen, the effects of Chargers, Nox and Oil Injection (see below for all of these) are cumulative.

CHARGERS

The rate at which fuel can be be pumped into the engine is one of the more important factors which determines the engine's speed and power. Engine charging systems come in a variety of different forms, and the word *charger* is used to cover systems like fuel injection, superchargers, turbo-chargers, and intelligent fuel-feed mechanisms.

Chargers can be fitted to any vehicle, with any power plant. A charger increases a vehicle's *acceleration* by 4mph and its *maximum speed* by 16mph. Chargers work with the car's engine, and they are disabled if the engine is disabled.

Only one charger may be fitted to an engine.

Vehicle	Cost	Weight
Any	$5,000	0

NOX

Nox is an extremely powerful explosive which can be fed into the engine to give it an instant boost in speed and power. The substance is contained in a small armoured canister in the engine, and the feed is operated by a switch on the dashboard.

Once the Nox is switched on, the vehicle's *acceleration* is doubled, and its *maximum speed* is increased by 40mph (10mph in the case of a bike). At the end of each phase in which it is used, the player must roll two dice. On a score of a 2 or a 12, the engine explodes with the same effect as an *exploding engine* critical hit. The engine is disabled regardless of the critical hit result, otherwise the vehicle is undamaged. On any other roll, there is no effect.

Nox may be turned on using a standard *accelerate* action, which cannot be part of a dual action. The vehicle may accelerate up to its increased *acceleration* characteristic during the same phase.

Nox may be turned off using a standard *brake* action, which cannot be part of a dual action. In that phase, the driver *must* reduce speed by at least 5mph. The Nox is assumed to be turned off before the vehicle moves. There is no need to roll for an explosion this phase.

When Nox is used in an engine fitted with a charger (see above), it explodes on a 2, 11 or 12. When it is used with an engine that is producing oil smoke through an oil injection system (see below), it explodes on a 2, 3 or 12. When it is fitted with both, it explodes on a 2, 3, 11 or 12.

Vehicle	Cost	Weight
Any	$2,000	0

Don't overload a car with weapons and armour and then rely on the Nox switch to get you out of trouble. Nox is far too risky to use to tail an enemy over a long stretch. It takes a long time to outrun someone who's on your tail, so again the Nox is too risky.

Nox is best used for a short burn. When a car is being chased, Nox can give it time and space for a U-turn. When chasing, the Nox is useful for keeping up, but in this situation fire as often as possible, even when there's only a slim chance of hitting - you've got to slow down the quarry quickly, or the chances are you'll blow yourself to tiny pieces.



CC

"How many of 'em you say there was?"

He was in a department store that took up Wendell Project's Southside levels three through five, examining a tie-rack in the menswear section on fourth. Looking around, he saw faces he didn't know. Nothing told him he'd been followed here.

He'd noticed the tail after leaving for work - from another hotel - over an hour ago. He'd fogged the line and called the office from his car. Security already knew, told him go to Lacey's department store. Standard evasion techniques on the way. Assistance at destination.

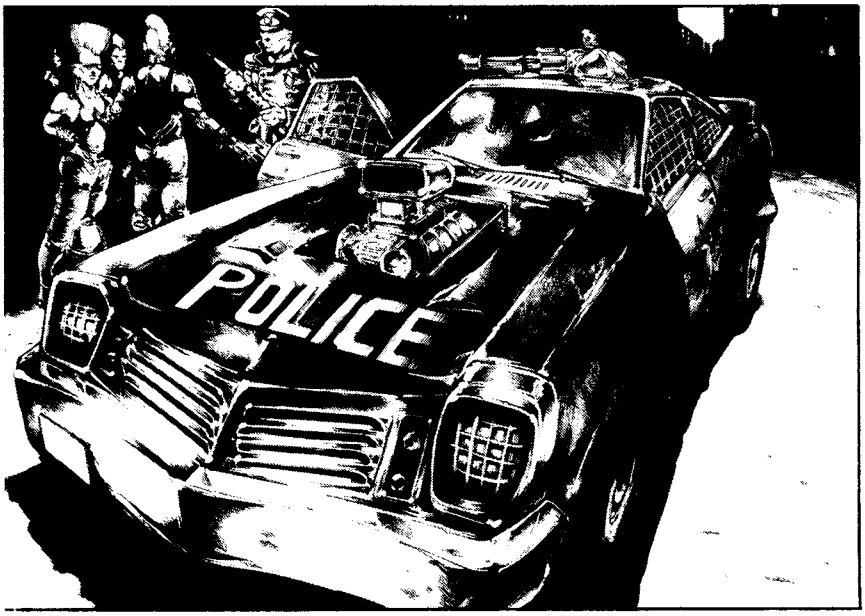
Here he was. He seemed to have lost his pursuers after leaving his vehicle in a lot, one quarter mile away, and tubing across Central and back on different lines. There were times when rush hour could be useful. He waited, went to take a look at the hats.

Outside, a dark man spoke quietly, hands cupped as if he was warming them with his breath. "He entered the safe point at 8.45, hasn't left since. Three Grattern AG secondmen are in the area. If we go in, I suspect they will, too. It would be more efficient to use an area effect technique. Request authorisation."

"Wait." The electronic voice hissed in his left ear. "Granted." The dark man killed the line and made a sign to another. As the other man left, the dark man surveyed the scene and started walking away from the archology: stationary traffic the length of Southside, AM shift workers pouring along the sidewalk. Too many variables to be accurate.

He stopped by a vendor, then walked away, eating chestnuts. With cold efficiency, his men blew Lacey's apart.

Arrest.



CC

''You want to hide your yellow belly in a tin can, boy, that's just fine by me. Means you can't run so good. And I got me a can opener here, you ain't never gonna forget!''

- Monitered CB transmission, Sand Devils vs Stateline gasoline convoy escort, May 17th 1995

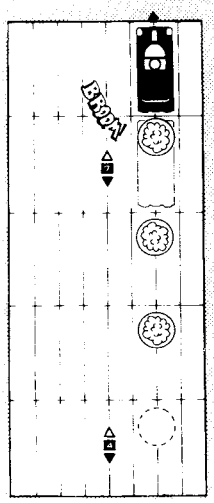
OIL INJECTION

When relatively small quantities of oil are drawn into the engine, they turn the vehicle's exhaust into a dense blue fog - a perfect substitute for a conventional smoke layer. Because it only requires a small electric pump and a little lubricant oil, an oil injection system does not take up a passive weapon space.

The system works like an ordinary smoke layer, but has an effectively unlimited number of shots. It is switched on or off with a *shoot* action. The smoke it produces has the same safety limits and effects on shooting, and can be locked on in the same way as an ordinary smoke layer. However, oil smoke is not persistent in the same way as smoke from a smoke layer or phosphor ammunition (see *Special Ammunition*).

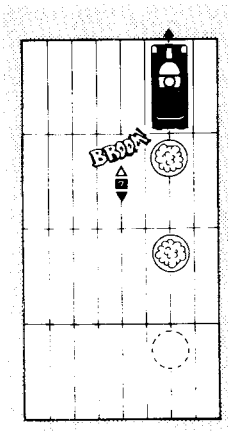
When the oil injection system is locked on, it leaves a trail of smoke markers behind the car. The trail may never be more than 3 markers long; when there are three markers behind the car, the one at the back is moved to the front each time the car moves. An oil injection system fitted to a bike leaves a smoke-trail which is only 2 spaces long.

OIL INJECTION.



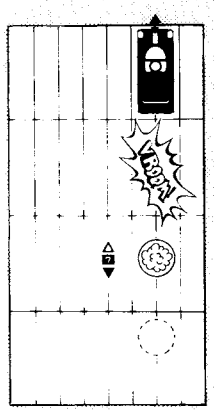
As the car moves forwards, the rear marker moves to the front. The trail stays 3 markers long.

As soon as the injection system is switched off, the rear-most marker is removed. Markers are removed at the end of each further phase until there are none left.



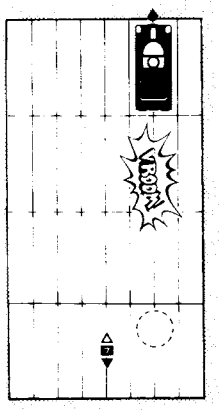
FIRST PHASE

The driver switches off the oil injection, the rear counter is removed.



SECOND PHASE

The rear counter is removed.



THIRD PLACE

The last counter is removed, and the smoke has disappeared.

*These rules don't apply to smoke laid by a conventional smoke layer, or by phosphor ammunition (see the section on **Special Ammunition**). This is assumed to be a much more persistent gas, which lasts for the whole engagement.*

Fitting an oil injection system slightly reduces an engine's performance. A vehicle fitted with an oil injection system loses 2mph of *acceleration* and 4mph of *maximum speed*.

Vehicle	Cost	Weight
Any	$2,000	0

STAY ALIVE IN '95

You never know who you're likely to meet, but you can be pretty sure they'll be unfriendly.

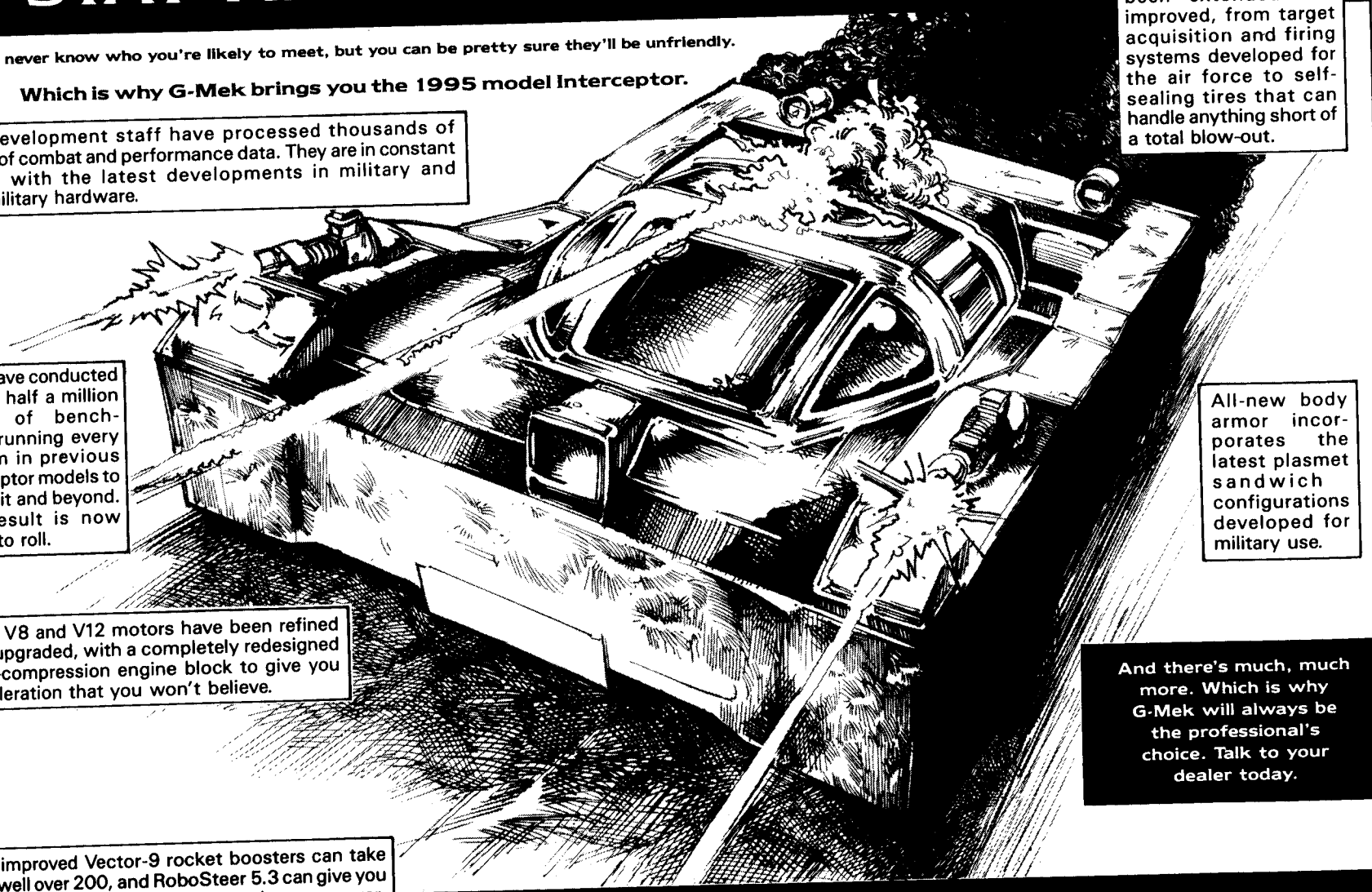
Which is why G-Mek brings you the 1995 model Interceptor.

Our development staff have processed thousands of hours of combat and performance data. They are in constant touch with the latest developments in military and paramilitary hardware.

They have conducted almost half a million hours of bench-tests, running every system in previous Interceptor models to the limit and beyond. The result is now ready to roll.

Both V8 and V12 motors have been refined and upgraded, with a completely redesigned high-compression engine block to give you acceleration that you won't believe.

The improved Vector-9 rocket boosters can take you well over 200, and RoboSteer 5.3 can give you that vital edge in almost any combat maneuver.



The range of options has been extended and improved, from target acquisition and firing systems developed for the air force to self-sealing tires that can handle anything short of a total blow-out.

All-new body armor incorporates the latest plasmet sandwich configurations developed for military use.

And there's much, much more. Which is why G-Mek will always be the professional's choice. Talk to your dealer today.

The 1995 G-Mek Interceptor. It's tough out there.

DRIVING SYSTEMS

ACTIVE SUSPENSION

An active suspension system is capable of adjusting itself so that the car tilts into corners, rather like a motorcycle. The system has simple sensors to pick up when the car is going round a corner. These are linked to a computer which electro-magnetically adjusts the height and stress for the suspension on all four wheels. This greatly improves the car's cornering.

Active suspension increases the car's *handling* by +2.

The costs and weights for an active suspension system are as follows:

Vehicle	Cost	Weight
Renegade	$8,000	30
Interceptor	$12,000	40

The system uses powerful electro-magnets. It stops working if the vehicle suffers a critical hit on the *generator*, or if the *engine* is disabled. When this happens, any *handling* bonus for the active suspension is lost.

ROBOTIC DRIVE

A robotic drive system may *only* be used when combined with active suspension (see above). The system is linked to the steering, throttle, brakes, active suspension, and transmission. Its sensors and logic units are capable of creating an accurate computer model of what is happening to the vehicle. This model, combined with driver input from the steering and other controls, is evaluated by the data processing systems, and the computer ensures that the vehicle responds with the maximum efficiency and safety.

Robotic drive increases a car's *handling* by +3 points. Any bonus for the active suspension is lost.

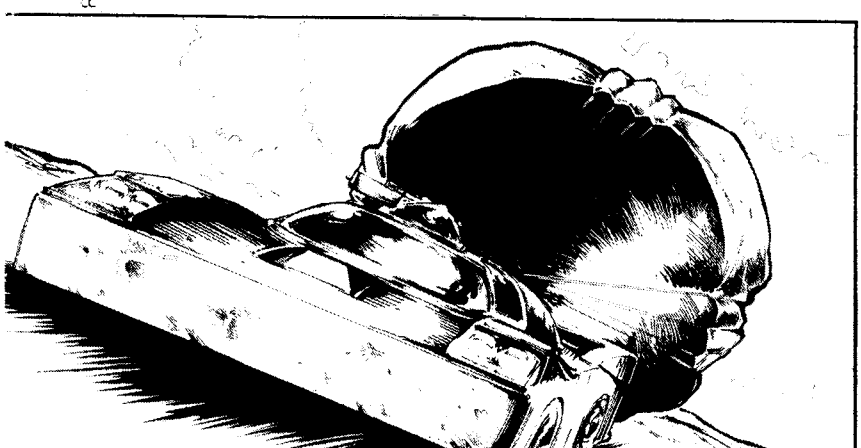
Robotic drive can either be fitted along with active suspension as a complete system, or later on as an upgrade. Either way, it's expensive.

Vehicle	Cost	Weight
Renegade		
Complete system	$12,000	50
Upgrade	$7,000	20
Interceptor		
Complete system	$15,000	60
Upgrade	$10,000	20

Robotic drive stops working if the active suspension system is disabled (see above), and the +3 *handling* bonus is lost.

"Heard of a guy once who used a drag chute when he got blown off a canyon road into a three-hundred foot drop. Didn't help."

- unattributed.



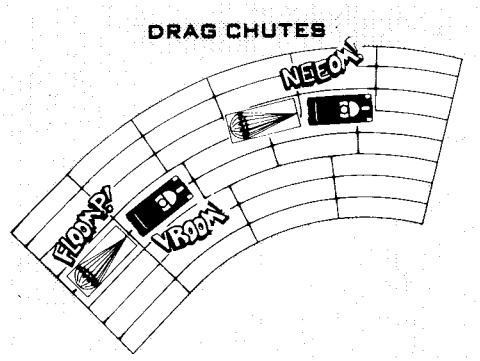
DRAG CHUTES

Drag chutes are usually mounted high up on the vehicle's rear - they do not occupy a passive weapons space.

Drag chutes can be released by a vehicle travelling at more than 60mph. Releasing the drag chute counts as a *shoot* action. The driver must roll a dice to see if the chute opens. If the dice scores a 1, the drag chute doesn't open, is automatically jettisoned and has no further effect.

Provided the drag chute opens, the vehicle decelerates by 30mph per move, down to a minimum speed of 60mph (eg if it is travelling at 85mph, the vehicle slows down to 60mph). The chute stays open until the vehicle's speed reaches 60mph. Its effect can be enhanced by *brake* actions.

While it is open, the chute is represented by a drag chute marker. This is placed immediately behind the vehicle, as shown in the diagram.



When the vehicle reaches 60mph, the chute is automatically jettisoned. The marker should be removed from play at the start of the next turn.

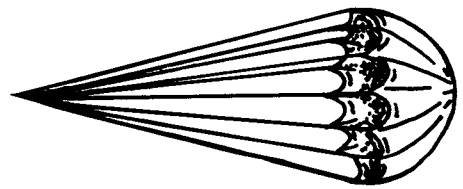
A drag chute affects *hit rolls* in a similar way to a smoke marker, except that the *hit roll* penalty is -2 per chute marker. The -2 penalty can be added to smoke penalties, up to a maximum of -3.

While drag chutes are obviously useful for enhanced braking, they can also be quite deadly for any vehicle which runs into them.

If any vehicle collides with a drag chute (it has the same contact zone as a car) - the chute is removed from play, but the driver of the colliding vehicle is forced to take a *hazard roll* if travelling faster than the 10mph *safety limit*.

Cost and weight are as follows:

Vehicle	Cost	Weight
Any	$3,000	20



Photocopy the dray chute marker, cut it out, and glue it to a piece of card.

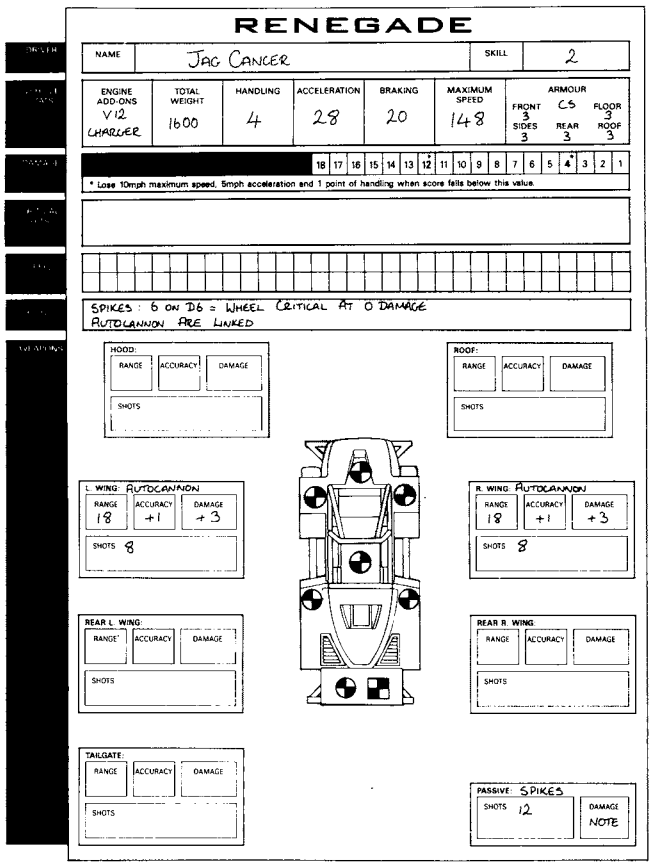


JAG CANCER

Jag Cancer is one of the most evil, wanted Outlaws in the US today. He has connections in the Lariat Clan, the Maniax and the Kill Krazy Kommandos but remains fiercely independent of any group. Since 1992, Cancer has been responsible for the deaths of thirteen sanctioned Ops and at least one Outlaw who crossed him (which is how he came by $84,500 worth of supercharged V12 Renegade). What makes these facts more worrying is that Cancer used to be a biker. He grudgingly moved over to four wheels when he realised that the extra firepower was worth it.

Apart from his deserved notoriety, Cancer is a skilled mechanic who rebuilds almost anything he uses - and that includes the 15mm A-cannon mounted on his car. When Turner, Harvest and Ramirez ran his psych profile, the only conclusion they reached was that the man is totally xenophobic.

The media have made him the archetypal anti-hero of the age, televising at least two attempts to kill him. Neon Jon Jakob once said he was the only man he'd vote for president because "he's honest."

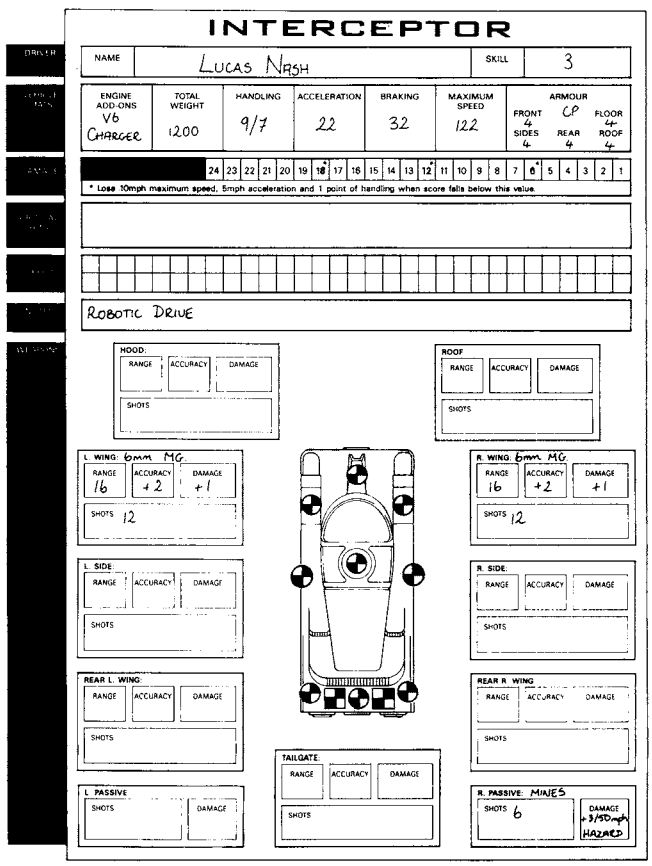




LUCAS NASH

Nash is the kind of Op who keeps a bottle of scotch stashed below the dash. It's a habit that cost him his job when he joined Turner, Harvest and Ramirez as a promising young recruit, two years ago. They didn't fire him. They just waited till he'd sobered up and then they showed him the Interceptor he'd written off in the middle of Manhatten PeeZee.

He moved to Miami and managed to get a job as a wingman for Cal Booker, an Op who specialised in escort runs for high profile media types and corporate execs. He had some success and earned enough off the fat boys to build a $97,000 Interceptor. He worked with Booker for another year and moved on again. Now he stays in a place long enough to do a job. After that it's another city, or another corporation, and another sanction. He has 15 sanctions to his credit.



THE BEST ROBOTIC DRIVE JUST GOT BETTER

Introducing RoboSteer 5.3, the latest upgrade to the most successful robotic steering system in the world.

Better than 5.2? How can that be? Read on:

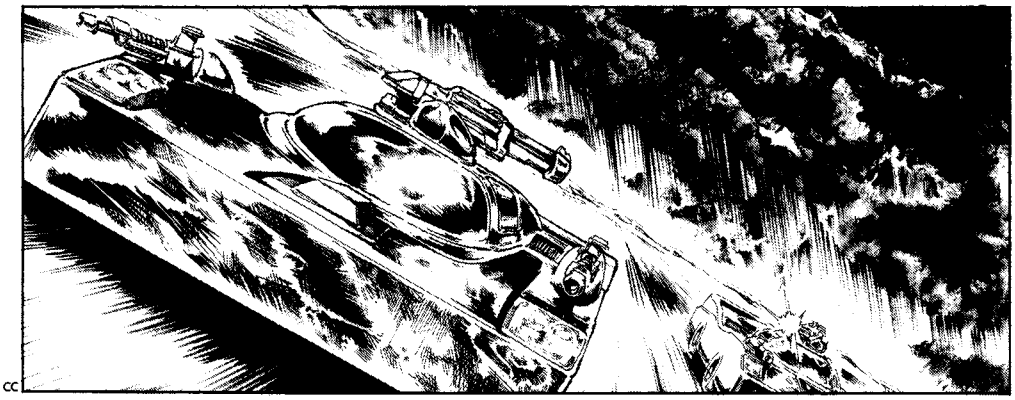
Expanded 1.25 gigabyte memory allows storage of more than 14,000 additional condition parameters - no matter where you are and what you're doing, it won't be *anything* RoboSteer isn't prepared for.

Deep Six™ RISC processing system with 128 parallel processing chips gives a typical response time of less than a millisecond, with full backup, interrupt and double-check systems built in.

Doubletalk 3.5™ I/O standardiser ensures total compatibility with all computerised suspension and on-board systems, including many still in development.

Rodin-3 AI emulator allows RoboSteer to familiarise itself with your own driving style - as personal as a retina print - and respond as if it were reading your mind.

You can get on with your job.



CC

ROCKET BOOSTERS

Rocket boosters are used to increase the acceleration and maximum speed of a car. They come in single and twin rocket versions, and occupy passive weapon spaces. Because an Interceptor has two passive mounts, it may not be fitted with a single rocket booster, since this would unbalance the vehicle and make it uncontrollable. A Renegade may not be fitted with twin rocket boosters, since it only has one passive weapon space. Bikes may not be fitted with rocket boosters.

Switching rocket boosters on and off requires a *shoot* action. This action is declared at the start of the turn, and the effects come into play once the vehicle has moved. The *shoot* action cannot therefore be prevented by a *panic brake* or a *control loss* result on a hazard roll.

Twin rocket boosters are linked, and turning on both of them counts as a single action.

Burning rockets do not interfere with subsequent manoeuvres, or actions other than accelerating and braking.

Boosters may be used in one of two modes - *pulse* or *cruise*.

In **pulse mode**, the boosters burn a lot of fuel to give rapid acceleration; in cruise mode they burn steadily to maintain speed.

Rocket boosters cannot be locked in pulse mode - each pulse requires its own *shoot* action. This cannot be part of a dual action.

Each pulse increases the car's speed up to an increased maximum speed, as detailed on the table below:

Rocket Booster Pulse Table

Vehicle Weight	Single Booster Acc	Single Booster Max	Twin Booster Acc	Twin Booster Max
800 or less	60	210	80	240
801-1000	50	200	70	230
1001-1200	45	190	65	225
1201-1400	40	180	60	220
1401-1600	36	170	55	210
1601-1800	32	160	50	200
1801-2000	30	150	45	190
2001-2200	26	140	40	180
2201-2400	24	130	36	170
2401-2600	22	125	32	160
2601-2800	20	120	30	155
2801-3000	18	115	28	150
3001-3200	16	110	24	145
3201-3400	14	100	20	140

If pulse mode takes a vehicle above its normal maximum speed, the vehicle decelerates to its maximum speed at 5mph per phase after the booster is turned off.

Boosters may be locked in **cruise mode** in the same way as an oil or smoke layer. They may only be set on *cruise* if the car is travelling at 120mph or more at the start of the move. The boosters will automatically keep the vehicle at the same speed - the driver cannot use any form of brake or conventional accelerate action until the boosters are switched off.

Players setting boosters in cruise mode should note down the speed the boosters are maintaining on the systems/status section of their vehicle record sheet.

Single rocket boosters have an ammunition rating of 24 shots, and twin boosters have 36. Each move in pulse mode expends 2 shots, and each move in cruise mode expends 1.

Rocket boosters automatically cut out if the vehicle spins or rolls. If the vehicle recovers, they may be re-activated using *shoot* actions, as detailed above.

If a rocket booster suffers a *critical hit* and explodes, it causes an additional +8HE hit and a 30mph hazard roll. If one of a pair of twin rocket boosters is disabled, the other one can no longer be used.

For example: A Renegade is cruising along the freeway at 60mph. Suddenly, the driver catches sight of an Interceptor storming round a bend behind him.

Three consecutive pulses bring the Renegade up to 180mph - a little dangerous for the road conditions, but the Interceptor in the rear view mirror is already getting smaller. In the fourth phase he decides to switch into cruise mode, so his car will keep going at a steady 180mph.

The Interceptor's almost out of sight when the Renegade's driver spots a corner up ahead. He cuts the boosters, brakes and comes out of the corner at 65mph. Another pulse eases the car up to 115mph - not quite fast enough to cruise. He hits the switch again and pulses up to 175. Next phase he switches back to cruise mode, and the road ahead is clear and straight.

Vehicle	Cost	Weight
Interceptor*	$45,000	225
Renegade	$30,000	150

* The cost and weight takes the Interceptor's twin-rocket system into account.

ENHANCED COMPUTERISED BRAKING

Enhanced computerised braking systems (ECB) regulate brake-fluid pressure to give a vehicle optimum braking for its current speed and movement. This increases the vehicle's *braking* allowance by +6mph, and adds an extra +10mph to the vehicle's *panic braking* allowance. These values should be noted on the vehicle's record sheet.

For Example: an Interceptor with a basic braking characteristic of 30 is fitted with ECB. Its braking allowance is increased to 36, and its panic braking allowance in increased to 46. Its braking characteristic is recorded as 36/46 on the record sheet.

Cost and weight are as follows:

Vehicle	Cost	Weight
Renegade	$4,000	0
Interceptor	$6,000	0

REINFORCED TYRES

A great deal of research and development has gone into tyres, leading to the development of reinforced tyres such as the Blackrock Operative with its woven tungsten armour and self-sealing puncturefoam insert.

When a vehicle fitted with reinforced tyres takes a critical hit to the wheels, the driver rolls a dice. On even results the shot ricochets harmlessly off the reinforced tyres, and there is no critical hit after all. On odd results the critical hit takes place normally.

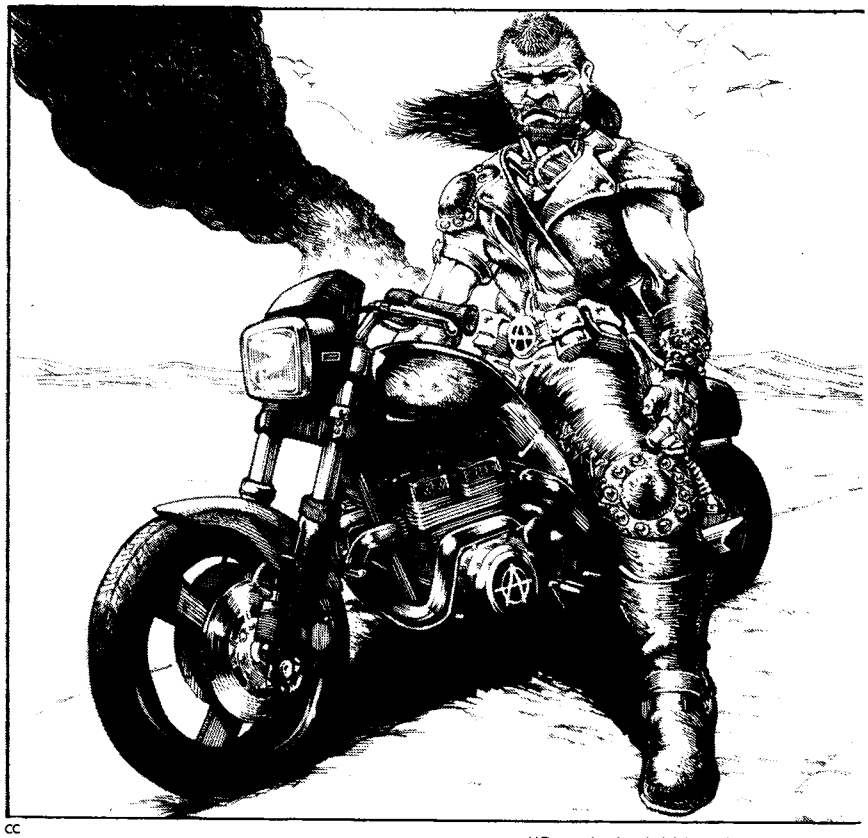
Cost and weight are as follows:

Vehicle	Cost	Weight
Renegade	$5,000	0
Interceptor	$8,000	0
Bike	$3,000	0



CC

A Renegade with rear firing weapons.



CC

BIKE DRIVING SYSTEMS

Two-Wheel Drive

A two-wheel drive system on a bike gives the rider greater control over his machine and alters its final characteristics as follows:

Handling:	+1
Braking:	+10mph

Bikes must be purchased as two-wheel drive variants; the drive can't be fitted at a later date.

The handling bonus is applied to the bike's full handling characteristics, so the bike's *reduced handling* will also be increased by +1.

For example: a bike is fitted with two-wheel drive, increasing its handling to 7. Its reduced handling is therefore increased to 4.

Computer Drive

A bike-mounted computer can be used to control the engine, active suspension units, throttle and steering. Computer drive increases the engine's performance and the bike's handling as follows:

Handling:	+1
Acceleration:	+5mph
Braking:	+5mph

The handling bonus is applied to the bike's full handling characteristics, so the bike's *reduced handling* will also be increased by +1.

Bikes must be fitted with computer drive when they are bought. The effects of two-wheel and computer drive are cumulative when the systems are combined.

System	Cost	Weight
Two-Wheel	$3,000	0
Computer	$2,000	0
Both	$5,000	0

"Boresky had ridden alone for fifteen years, doin' software runs from Quebec to El Paso by the grace of God and a fork-mounted twen'ie-mil grenade launcher. Too many people knew him - jealous of his style, ya know? Anybody but him woulda seen the hit comin'. Good thing he had a recovery clause in his contract.

"He was still gettin' used to the idea of persuadin' the Japanese neuromotors in his new left leg to do what he wanted, when I met him. He said he'd retired, that runs cost too much to insure now. Then I mentioned this guy from Tampa Bay. Specialised in Titanium custom sidecars with stabilised miniguns. He still wasn't convinced. So I sold him a story about a poor girl from Montana who'd ended up carryin' fire control software in her head, and got bored when she wasn't movin', ya know?

"Well, we been partners ever since."

Shelly Hinkley:
sidecar rider with
Japleg Zak Boresky

ARMOUR



CC

Dillan's footsteps echo in the expanse of the desert warehouse. Behind him, early sunlight creeps through from an open hangar door. He crosses the hastily laid concrete, his shadow leading the way into the gloom at the far end. Caught in a single shaft of light is the reconditioned body of his V8 Renegade.

A man in dirty overalls crawls out from beneath it. "You've got your plastic floor panels," he says, wiping his hands on a rag pulled from a chest pocket. Dillan nods. The man looks back at the glossy black car. "Everything that isn't new is as good as." Dillan studies the mechanic's permanent grin. "I've linked the GLs, too. Come back next month and I'll have some shaped plastic for ya." Dillan tries not to cringe as the mechanic winks this last piece of info at him. Instead he begins walking around the car. "I've seen to everything, Mr Dillan." The mechanic's suddenly acquired mask of sincerity makes the Outlaw want to vomit.

"What," he asks, "is this?" Dillan keeps his eyes on the gold stripe that has been painted down the length of the vehicle.

The mechanic shrugs and laughs nervously. "Just a finishing touch, er, Mr Dillan. Make it go faster."

The Outlaw seems to have a headache. He rubs his fingers on the bridge of his nose. He walks back around the vehicle, a sad smile on his face. He nods at the little man in dirty overalls and hits him with the back of his hand.

The armour rating of a vehicle represents the simple protection of the bodywork plus several panels of *carbon steel* armour. Carbon steel armour plates are fitted as standard on all cars. It is relatively light and extremely strong. Standard Interceptors have 4 points of armour per facing; Renegades have 3.

This section provides rules for adding extra carbon steel armour to the car's different *target facings*. This is obviously a sensible thing to do, particularly on the vehicle's front and rear facings, which are the most common targets. Extra floor armour can also be extremely useful, to protect the vehicle against shrapnel from pattern mines.

Putting vast amounts of armour on any one location doesn't ensure total safety. The armour can never completely cover every single square inch of a vehicle, nor can it be counted on to stop a lucky shot getting through. Enemies who score a 6 on their damage roll still get a *critical hit*, regardless of armour. No target facing can have an armour rating of more than 6.

When a vehicle with different armour ratings on different target facings is being fired at from an angle, the players need to know which target facing a shot actually hits. This can be done using the *Critical Hits* section in the **Dark Future** rulebook.

CARBON STEEL ARMOUR

Cars

The costs of extra armour are given on the table below. The costs and weights given are for *one* extra point of armour on the given target facing.

Target facing	Cost	Weight
Front	$2,000	35
Rear	$2,000	35
Sides*	$2,000	35
Floor	$1,200	35
Roof	$800	20

*Costs and weights are to cover both sides - side armour *must* be balanced in this way.

For Example: An Op has a standard Interceptor with an armour rating of 4. He spends $4,000 on two additional points of frontal armour, increasing the car's frontal armour rating to 6. The armour weighs 70 points.



Bikes

Production bikes have two points of armour as standard. This armour can be increased in the same way as a car. Extra points of armour cost and weigh the same, irrespective of facing. Note that the cost and the weight for one point of side armour covers both sides.

	Cost	Weight
Carbon Steel (per facing)	$1,000	16

Bikes may never have more than 4 points of armour on their sides, 6 on the front, rear and floor and 3 on the roof facing.



CC

CARBON PLASTIC ARMOUR

Carbon plastic technology provides extremely efficient, lightweight armour. Carbon plastic is as tough as carbon steel. It is also flexible, heat resistant and - more important - less than half the weight. Using lightweight armour reduces the vehicle's weight, allowing it to accelerate faster or carry more weaponry.

Another great advantage of carbon plastic armour is that it provides effective defense against AP hits (see *Armour Piercing Effect* in the section on *Weapon Systems*). No other armour can guarantee any kind of protection against this type of ammunition. An AP hit can completely negate carbon steel armour, at worst, such armour will only have a reduced effect. The carbon plastic armour rating is deducted *in full* from the hit's damage roll, regardless of the AP weapon's *damage* rating.

Vehicles can be purchased already fitted with carbon plastic armour. These vehicles have the same armour ratings as the standard carbon steel versions, but weigh 350 weight points less. The costs for ready-made carbon plastic armoured vehicles are added to the basic price of the chassis and engine; they are as follows:

Vehicle	Cost	Weight
Renegade	+$15,000	650
Interceptor	+$15,000	650
Bike	+$5,000	150

Converting to Carbon Plastics

Vehicles can be converted to lightweight armour, but this is expensive because of the cost of stripping the car, fitting carbon plastics and then re-assembling the car. The costs of converting a car to all carbon plastic armour are given below. These prices are to replace the car's *integral* carbon steel armour; any *additional* armour already fitted may be left in place or stripped out, without affecting the cost. A car will lose the benefit of any armour that is stripped out.

Vehicle	Cost	Weight Saving
Renegade	$20,000	-350
Interceptor	$20,000	-350
Bike	$10,000	-50

Additional Carbon Plastic Armour

Carbon plastics can be used to upgrade existing armour in the same way as carbon steel. Costs and weights are:

Target facing	Cost	Weight
Front	$5,000	20
Rear	$5,000	20
Sides*	$5,000	20
Floor	$3,000	20
Roof	$1,000	10

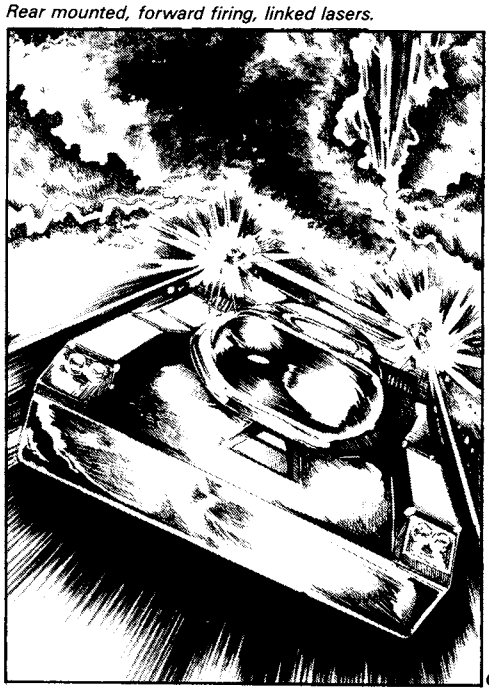
*Cost and weight are for armour fitted on both side armour *must* be balanced.

Bikes

Cost and weight are the same irrespective of facing. The cost and weight of one point of side armour covers both sides.

	Cost	Weight
Carbon Plastic (per facing)	$2,000	8

Rear mounted, forward firing, linked lasers.



CC

'I think scum like you should be off the road. Let's do it the easy way.''

- monitored CB transmission, Turner, Harvest & Ramirez vs Kill Krazy Kommandos, Interstate 25 near Pueblo, Colorado, September 14th 1995.

STRIPPED-DOWN VEHICLES

Cars come out of the factory already armoured. Stripping the armour out, replacing structural sections of bodywork with lightweight tubing, replacing metal body panels with plastics - all these thing reduce a vehicle's weight. Making it lighter makes it faster. Many people trade armour for speed, seeing this as an acceptable risk. Many others think this is crazy. It's all a matter of outlook.

A stripped-down car has an armour rating of zero, but the weight of chassis and engine falls by 500 weight points.

Cars can be bought already stripped-down at the standard purchase price or they may be stripped down at a later date. The costs for stripping down an existing car are given below:

Vehicle	Cost	Weight Saving
Renegade	$5,000	-500
Interceptor	$5,000	-500

If the car is fitted with additional armour, this may either be stripped or left in place, without affecting the cost.

There is, of course, nothing to stop the player replacing armour on certain sections with conventional carbon steel or even lightweight carbon plastic armour after the vehicle has been stripped down - additional armour must be paid for at the normal rate.

For Example: A standard Renegade is stripped down and fitted with 3 points of carbon plastic armour to the front. This costs $5,000 for the strip and $15,000 for the armour. The vehicle still has 3 points of armour on the front and has saved 440 points of weight.

Stripped Bikes

Bikes can be purchased without armour at the normal price or they can be stripped down later at no extra cost. Stripped bikes have an armour rating of 0 and weigh 100.

"Watch your back!" The cry from below was screamed over the combined roar of the Renegade's V12 and 200kph wind but Jonni 2K heard it. He turned in the small space, swinging the cupola mounted chain gun around. Hair blew across his face as he clicked the gun's motor. Trodes fell from both temples, winding into a Miritech fire control deck taped below the gun motor. The chain gun followed wherever he looked. The trigger was manual. A grid with a floating green pinpoint jumped into view. The road stretched all the way back to Detroit's Wildside Nogo, receding through the grid, into the haze.

Out of the heat haze, the Interceptor came. Evening sunlight glistened on a red flake paint job. Jonni 2K focused his gaze on the hood, staring trance-like until the green pinpoint settled on the Interceptor. Crosshairs appeared with a blink - and he squeezed.

DAKKADAKKADAKKAD-AKKADAKKADAKKA!

KABOOOM!! Red flake and plexiglass engulfed in a fireball. Flashing crosshairs in his plastic eyes. A wheel dancing crazy patterns in the air. There was another howl from below, not a warning this time, but a cry of victory.

WEAPON SYSTEMS

TAIL GUNNERS

Many roadfighters, deterred by the expense of a turret, install cupola or pintle mounts in their vehicles. A cupola is a crude form of manned turret - essentially, it is a power-assisted roof weapon mount that allows a gunner to swing round 360°. A pintle mount is a fixed mount that provides a 90° arc of fire to either the front or the rear of the vehicle.

A tail gun position may only be fitted to a Renegade or Interceptor in place of a roof-mounted weapon. They can mount one *lightweight* or *medium* weapon; *heavy* weapons may not be mounted.

Tail gunners are hit on any roof/turret critical. When a tail gun takes a *critical hit*, roll a dice: on odd scores the gunner is hit, on even scores the weapon itself is hit. Additionally, when a vehicle with a tail gunner takes a *driver critical*, roll a dice: on odd scores the driver is hit, and on even scores the tail gunner is hit.

Gunner Criticals

Tail gunners are very vulnerable. When a tail gunner takes a *critical hit*, roll on the following table:

D6 Roll	Result
1,2	**Injured** The weapon's accuracy is reduced by -1 for the rest of the engagement.
3	**Seriously Injured** The weapon may only fire once per turn, and its accuracy is reduced by -1. Both effects last for the rest of the engagement.
4,5,6	**KO** The weapon may not fire for the rest of the engagement.

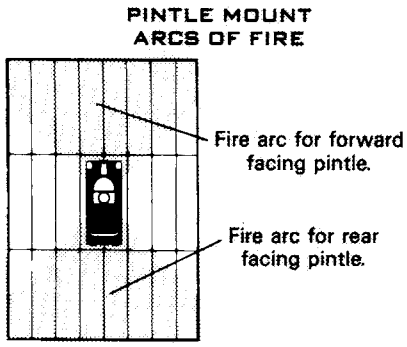
Roof Mount	Cost	Weight
Pintle	$6,000	100 (including gunner)
Cupola	$10,000	200 (including gunner)

Tail gunners class the vehicle as a Two-Seater when rolling for *critical hits*. The gunner himself costs $5,000 but his weight is already incorporated into the roof mount.



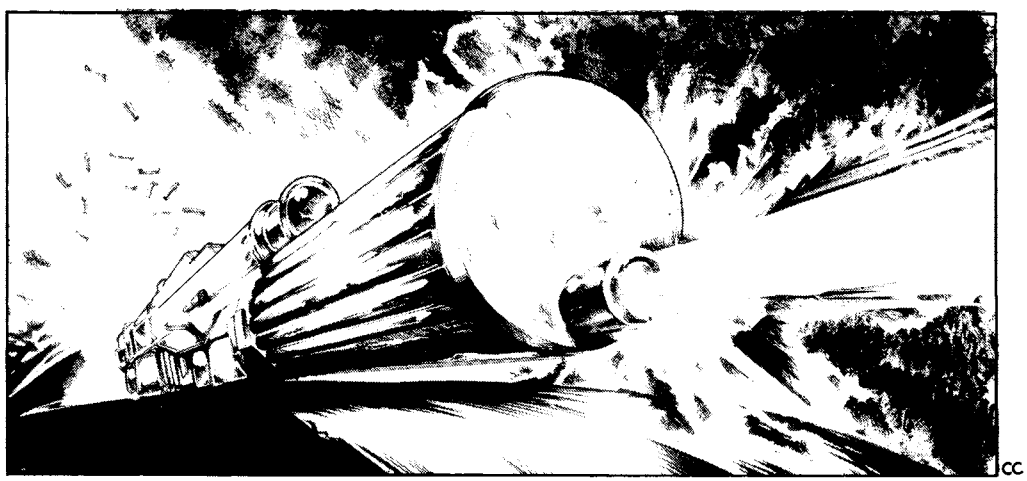
MINIGUN

The minigun is a high-tech version of the old-fashioned gatling gun, with an electric motor powering a number of revolving barrels which give it an incredible rate of fire. Shot for shot, a minigun is not much more powerful than a normal 6mm machine gun, but its considerably higher burst rate make it a fearsome weapon indeed.



Range:	12
Accuracy:	+2
Damage:	+4
Shots:	4
Cost:	$12,000
Weight:	100

The minigun is a *lightweight* weapon.



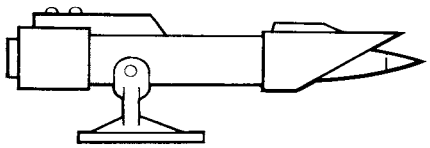
The Chain Gun

50MM MISSILE TUBE

The 50mm missile tube is a lightweight weapon; essentially, it is the equivalent of one chamber of a missile pod. Like the 40mm RAG launcher, it is a one-shot weapon. 50mm missile tubes may carry any type of missile; the price and weight given below are for an unladen launcher tube.

Bikes can carry up to two 50mm missile tubes on each outrigger mount. On cars, 50mm missile tubes may only be fitted to wing or side mounts.

Pairs or sets of tubes can be linked in the normal way. 50mm missile tubes can be linked to a missile fire computer in the same way as normal missile pods.



Range: 20
Accuracy: as missile type
Damage: as missile type
Shots: 1
Cost: $4,000
Weight: 30

This is a new weapon so you won't find a model of it in the box. You can make a missile tube by cutting a small section of sprue and gluing it to whichever weapon mount you choose. This will make the missile tube easily identifiable in play.

MISSILE PODS

A missile pod is a cylindrical housing containing 6 missiles in individual launcher tubes. A missile's thrust fires backwards out of the launch tube. This means that missile pods can only be mounted on a side or roof mount; they can't be mounted on the hood because the blow-back would incinerate the driver!

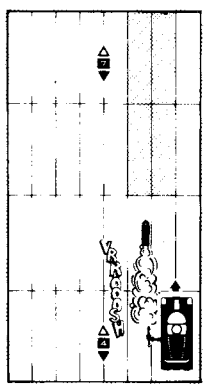
In the basic **Dark Future** rules, a missile pod comes with 6 high-explosive missiles - these are reckoned into its price and weight. The statistics given below are for an empty missile pod, which may be loaded with any of the missile types described in this section.

Range: 50
Accuracy: as missile type
Damage: as missile type
Shots: up to 6
Cost: $15,000
Weight: 120

Prices have been changed for the advanced rules; this is to reflect the increased usefulness of missiles. Missile pods must be bought empty and missiles purchased separately.

Missile pods can have mixed loads in the same way as other weapons (see *Mixed Ammunition Loads*). Again, the 6 missiles in each pod must be recorded in order of firing, and may only be fired in that order (unless a missile fire computer is fitted, in which case the order may be changed - see below).

Missiles have a *minimum* range of two spaces; if the range is too short, the missile will not be properly armed, and has no effect. Some missile types have special range considerations, explained under the relevant entries. Apart from this, they use all the normal firing rules.



FIRE CORRIDOR FOR SIDE-MOUNTED MISSILE LAUNCHER

Note the minimum range of two spaces - the missile cannot hit anything in the space directly in front of the car.

Missile pods on turrets cannot be linked to a turret fire computer and gain no benefits from one. They may still be linked to a missile fire computer.



CC

Brother, there's no percentage in shuttin' your eyes when there's fuel injection headed your direction. Keep 'em wide, man. Stitch 'em open if you have to. It don't matter how much silicon you got stashed in the dash - you wanna *see* him burn.

Stripe's cell looked like a disaster area. Magazines, clothes, ripped food packets and other less easily identifiable litter ran from wall to wall. Even the bed was buried under the junk. Lighting from a UV strip alongside the door, a blinkered candle on a shelf, and the stray beams from Halogen Hall that seeped through the blinds cast jagged shadows over the scene.

The pale skinned youth sat in the middle of the floor. His hands ran over a laminated LCD pad rolled out in the densest area of emptied food packets. On the wall, a wide screen flashed with laser effect as he took on the might of the Arachnix Hegemony and won. Again.

The buzzer sounded as he was punching up another hi-score. The next offensive could wait a moment. The universe according to GameTek disappeared and a wide angle view of the hallway filled the screen. His visitor was in full street armour, his face covered in crawling holo-tattoos of yellow and purple dragons. The boy opened the door with a pad function.

Stripe's nose wrinkled with the smell of sweat, blood and booze. The Outlaw's did the same at the lingering odour of two-day-old Chinese meal remains. He shut the door behind him. Stripe didn't turn, he just waved with one hand while he readied his Z-Jet with the other. Intergalactic war was waiting. The Outlaw didn't want to keep him.

"A DRI minigun. Can you get me one?"

'What happened to the Fulwell, don't know how to reload it? I can get you a manual."

The remark bounced off the Outlaw's armour. "Get me someone who can do the deal. Talk to them. There's two percent for you."

'Five. I need some new software." Stripe was getting used to doing business. The Oultaw didn't smile, but he nodded to the youngster and left.

Stripe grabbed a jacket and went through the pockets. He took out his last fifty dollar bill and carefully unrolled it. War could wait till after he'd celebrated.

MISSILES

The various missile types are listed below. With the exception of smoke, all the missile types listed below follow the usual rules on fire corridors and eligible targets.

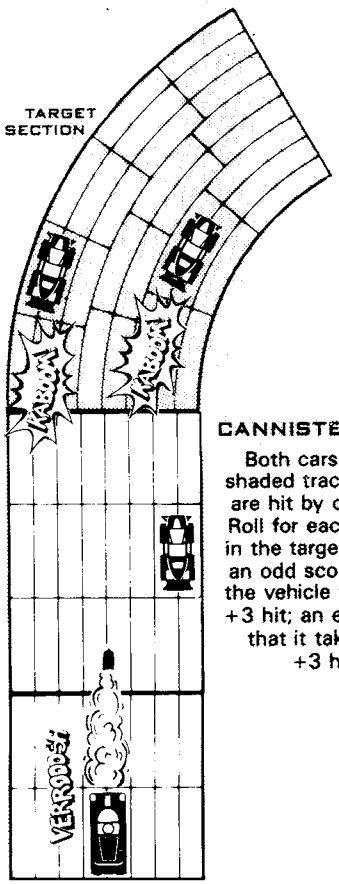
The accuracy characteristics for missiles assume that some form of guidance is built into the missile itself; this can be enhanced by putting the missile under the control of a missile fire computer - see the next section.

CANNISTER

Cannister missiles have a warhead which explodes in the air close to the target, much like an old-fashioned shrapnel shell. This gives the missile a large area of effect, although the damage on targets within the area is relatively light.

Cannister missiles disregard normal *hit rolls*. Instead of rolling to hit, the shooter nominates any *one* track section within range, to which a line of sight can be traced. This target track section can be a straight or either kind of curve.

The shooter rolls a dice for *each* vehicle on the target track section. If the roll is odd, the vehicle takes a single +3 hit, and if the roll is even, the vehicle takes two +3 hits.



CANNISTER SHOT

Both cars on the shaded track section are hit by one shot. Roll for each vehicle in the target section: an odd score means the vehicle takes one +3 hit; an even score that it takes two +3 hits.

Cannister missiles cannot be fired after a move in which the firer has manoeuvred, performed any kind of action other than *shoot*, or been forced to take a *hazard roll*. Provided these conditions are fulfilled, the shot automatically hits the target track section.

Because the cannister is bursting above the targets, all hits are taken on the targets' roof facings.

The last rule is one of the advantages of cannister shot. Most drivers rarely bother adding armour to the top or sides of their vehicles.

Accuracy	NA
Damage	+3 (one or two hits)
Cost	$10,000 per missile
Weight	30

HIGH EXPLOSIVE

This is the missile with which a missile pod is equipped in the basic rules. High Explosive is useful because apart from the damage it causes, it forces the driver to take a *hazard roll*.

Accuracy	+2
Damage	+8HE
Cost	$4,000 per missile
Weight	30

HIVAP

Short for **Hi**gh **V**elocity **A**rmour-**P**iercing, a HiVAP missile has a high-powered propellant system and a solid tip. To do damage, it relies on force of impact rather than an explosive warhead. The missile keeps accelerating throughout its flight, so the longer the range, the higher the velocity, and the greater the damage.

HiVAP hits cause AP damage. The hit's *damage* characteristic depends on flight time - the range between target and firer. The damage characteristic of a HiVAP missile is equal to the range in spaces, subject to a maximum of 15.

For example: A HiVAP shot with a measured range of 12 spaces hits a target with 8 points of carbon steel armour. The shot's damage is +12AP. As this exceeds the target's armour, damage is calculated by rolling a dice, adding 12 for damage and ignoring the armour.

Eventually, a HiVAP missile will run out of propellant and start slowing down. At ranges beyond 25 spaces, the damage starts falling by 1 point per space - so a hit at a range of 30 only causes +10AP damage. A HiVAP missile cannot hit a target which is 40 or more spaces away.

HiVAP ammunition combined with a missile fire computer can give more or less perfect accuracy, combined with assured target termination on shots at optimum ranges. Ops should be warned, however, that the high price of such a system is not cost-effective on targets with low bounties.

Accuracy	+2
Damage	1 per space AP
Cost	$10,000 per missile
Weight	30

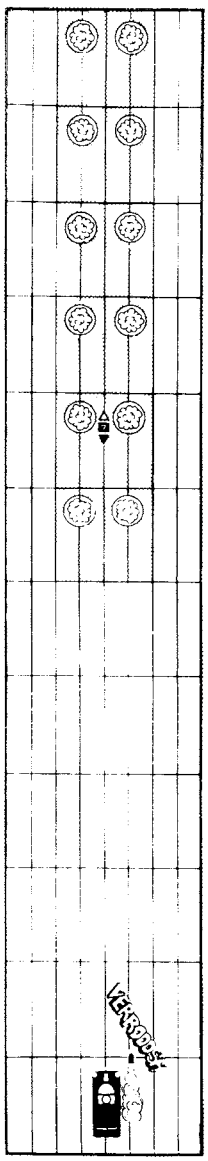
SHAPED PLASTIC

Like a shaped plastic grenade, the warhead of this missile is designed to direct the force of its detonation inward into the target. It is *armour piercing*.

Accuracy	+2
Damage	+6AP
Cost	$5000 per missile
Weight	30

SMOKE

A smoke missile fills the fire corridor shown on the diagram with smoke markers. This area is 6 spaces long, beginning 6 spaces from the firer. This 4-lane wide fire corridor is used regardless of whether the firing vehicle has a missile fire computer. As with phosphor shells (see *Special Ammunition*), the range template should be used when the fire corridor goes over a curve. When smoke is fired with a missile fire computer, the driver may choose the range at which the missile's effects begin, including ranges below 6 spaces (but not below the 2 space minimum).



SMOKE MISSILE

The smoke missile fire corridor is four lanes wide and six spaces long. The corridor begins six spaces from the firing vehicle (this may be reduced to two spaces if using a missile fire computer).

Twelve smoke markers are laid as shown within the fire corridor. This smoke is persistent and lasts until the end of the game.

The smoke laid by a missile is *persistent*, and lasts for the rest of the game.

Accuracy	NA
Damage	NA
Cost	$2,000 per missile
Weight	30

Don't think this is merely a defensive munition. Smoke fired into a group of fast-moving vehicles can force at least one of them out of control. Losing control at high speeds is always dangerous; losing it at high speeds while in tight formation is invariably disastrous!



TGSM

TGSM

The TGSM (**T**erminally **G**uided **S**ub-**M**unition) missile is a very high-tech weapon. Each TGSM missile is equipped with range sensors, and a short distance from the target it fires off 6 smaller high explosive missiles.

Shots from TGSM missiles are calculated normally. If the missile scores a hit, the parent missile has locked on to the target and successfully fired the sub-munitions. To find out how many of the sub-munitions hit, roll a dice and consult the following table.

Dice Roll	No. of sub-munition hits
1,2	4
3,4	5
5,6	6

The effects of each TGSM sub-munitions hit should then be calculated separately.

Accuracy	+4
Damage	+4HE (per sub-munition)
Cost	$12,500 per missile
Weight	30

When firing TGSM determine the target facing as follows.

Dice Roll	TGSM hits
1,2	Roof
3	Left Side
4	Right Side
5	Front
6	Rear

The large number of potential HE hits can be devastating for a target travelling at speed. The target will have to take a number of standard hazard rolls, and is in very real danger of running out of panic braking allowance and losing control.

''You can always tell when an OP's made enough for his own machine. He comes down here full of big ideas, just like a kid who's been give the run of a toyshop, an' you can't tell him a damn thing.

Take young Davey Willis, now. His thing was missiles. He was going to have HiVAP and cannister and fire control computers and all kind of other stuff, and when I mentioned carbon plastic armour and reinforced tyres, you'd have thought I'd said something about his mother.

Well, away he went with all his missiles, like a dog with two tails. But then this lone biker started tailgating him, with a pair of A-cannon on 'riggers. Musta been using DU, too, 'cause he made some real big holes. Davey dropped mines, but Charlie was good. Just wove in and out like they weren't there, shooting away. There wasn't a thing Davey could do about it, 'cause with all his missiles he didn't have space for nothin' rear-firing.

Well, it was just a matter of time before something gave out. In the end it was a rear tyre, but by now the whole of Davey's dream machine was Swiss Cheese City.

Now some mechanics would rub an OP's face in something like that, but not me. Not a word. But it was still a week before he spoke to me.''

- Herb Mortensen,
chief mechanic,
Enforcer, San Francisco

AMMUNITION

In the basic rules each weapon uses a standard ammunition type, referred to as *general purpose* or GP. GP ammunition for grenade launchers is, of course, explosive, and this is still referred to as HE. This section covers three types of *special ammunition* - depleted uranium, phosphor and shaped plastic. When a weapon expends all of its ammunition (at a rate of one shot per shoot action), it may not fire again for the remainder of that game.

A weapon firing special ammunition keeps the same *range, accuracy, ammunition* and *weight* characteristics - only *damage* is changed. This is because the ammunition either doesn't cause damage (ie phosphor) or it's better at causing damage (ie is *armour piercing*, see below).

Most weapons can take some form of special ammunition. The cost may vary from weapon to weapon.

In a dark corner of an old warhouse, a figure slid into shadow. Rand rigged a torniquet for what was left of his leg. There was no pain. Shock had its advantages. He could hear howls as the two pursuing Vampires climbed the stairs.

Two minutes ago, he'd been taking the route through Newark Nogo in an agency Interceptor. The street had erupted with gang warfare. He'd been caught in rocket launcher crossfire. Responding as best he could, he'd climbed out of the wreck, grabbed his shotgun, and reached the cover of this warehouse before the Interceptor's ammo went up. An alarm would be screaming on his controller's desk. If he could reach the rooftop, there'd be an agency copter to pick him up in minutes. But his leg refused to climb any further and the Vampires were too close.

They were just discernable as a boy and a girl when the Vampires reached the top of the stairs and ran towards him. Both dressed in black, neither older than fifteen at most - their insane yelping revealing gleaming steel fangs. All this he took in with a glance. But whatever they were on tonight, they were too far gone. They came straight at him with fangs and claws. He squeezed the trigger. The teenagers summersaulted backwards, their flesh exploding. Somebody must have owed him a favour...

He pulled a small aerosol from a jacket pocket and sprayed a combination of plaskin and anaesthetic over his leg wound. Rand felt cold comfortable numbness. He heard a chopper approaching. That got him moving but he was hopping and leaning against the wall as he went. Two floors to go.

ARMOUR PIERCING EFFECT

Military technology has devised a wide range of relatively lightweight munitions which are capable of piercing the awesome armour of a battle tank. Versions of these weapons, designed for use on military light attack vehicles, are available to Ops and, like everything else, can be purchased on the black market by those with enough hard cash.

Armour piercing shots are denoted by the letters AP after the ammunition's damage characteristic.

Damage from AP hits is subject to special rules. If the target's armour is equal to or less than the weapon's damage rating, armour is not subtracted from the damage roll.

For example: A shot causing +8AP damage hits a target with 6 armour. 8 is higher than 6, so the armour is ignored on the damage roll.

If an AP shot hits a target whose armour is *higher* than the shot's damage, work out damage normally - but *halve* the value of the target's armour, rounding up to the nearest whole number.

Carbon Plastic Armour

One of the design functions of carbon plastic armour is to counter armour piercing hits. AP hits always take the *full* damage roll penalty for carbon plastic armour.

For example: An Interceptor has 4 points of carbon steel and an additional 2 points of carbon plastic armour, for a total of 6. It takes a +8AP hit. The weapon's damage is higher than the armour rating so the carbon steel armour is ignored, and the damage roll is taken with a -2 penalty for the carbon plastic armour.

The same vehicle then takes a +4AP hit. As the total armour exceeds the hit's damage, the carbon steel counts at half its value (2), and the carbon plastic still has its full effect (2). The damage roll is taken with a -4 armour penalty.

DEPLETED URANIUM

Using a safe waste product from the nuclear industry, depleted uranium ammunition combines a superdense projectile with an advanced propellant charge. The results can be devastating.

Weapon	Damage	Cost
Autocannon	+3AP	$1,000 *per shot*
Minigun	+5AP	$2,000 *per shot*
Chain Gun	+6AP	$3,000 *per shot*



CC

An Outlaw has to look after herself.

SHAPED PLASTIC

A shaped plastic charge explodes on impact with a target. The charge is designed to channel the force of the explosion inwards, enabling it to blast through heavy armour.

Shaped plastic rounds are only available for 40mm grenade launchers and 40mm RAG launchers.

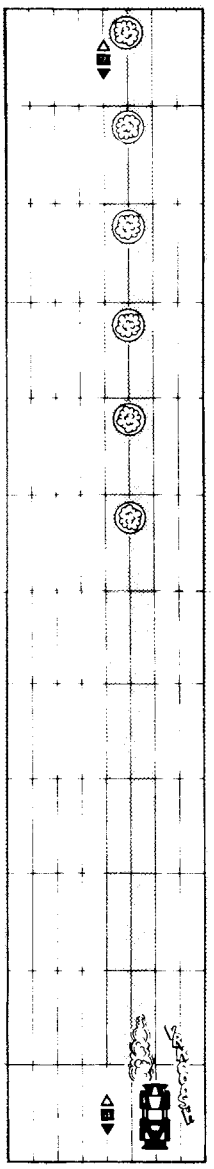
Weapon	Damage	Cost
40mm GL	+6AP	$1,200 *per shot*
40mm RAG	+6AP	$1,500 *per shot*

PHOSPHOR

A phosphor shot is a low velocity round which burns in flight, giving off a dense, choking cloud of smoke.

Each phosphor shot projects a trail of 6 smoke markers starting 6 spaces from the firer and carrying on in a straight line. A simple example is shown on the diagram below.

PHOSPHOR SHOT

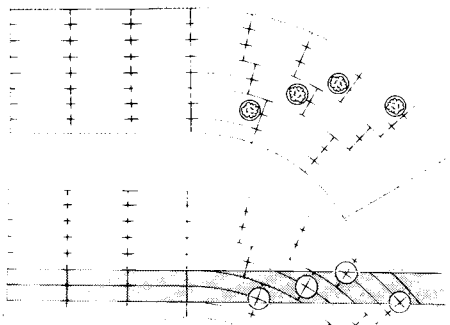


The phosphor shot fire corridor is two lanes wide and six lanes long. The corridor begins six spaces from the firing vehicle.

Six smoke markers are placed as shown within the fire corridor. This smoke is persistent and lasts until the end of the game.

When the shot fires across a curve, place the range template as shown on the diagram below. Wherever a lane divider intersects with a pair of space dividers inside the area covered by the template, place a smoke marker. The marker's position should be adjusted so that it could have been laid by a car travelling in the same direction, as shown in the second part of the diagram.

PHOSPHOR SHOTS ON CURVES



Markers are laid where a lane divider intersects a pair of space dividers. The markers are then adjusted to a position in which a car could have laid them.

Phosphor shots *never* cause damage. They are assumed to be fired on a fairly high trajectory, so they are not affected by the presence of vehicles in the fire corridor.

Phosphor smoke is *persistent*, and the markers remain in place for the rest of the game.

In a game with lots of people using smoke layers, oil injection and phosphor shells, chances are you'll run out of smoke markers. To overcome this, wherever there's a trail of smoke, remove all the markers except for the ones at either end, or use lumps of cotton wool as markers (a very effective alternative).

Weapon	Damage	Cost
20mm GL	nil	$200 *per shot*
40mm GL	nil	$500 *per shot*
40mm RAG	nil	$500 *per shot*

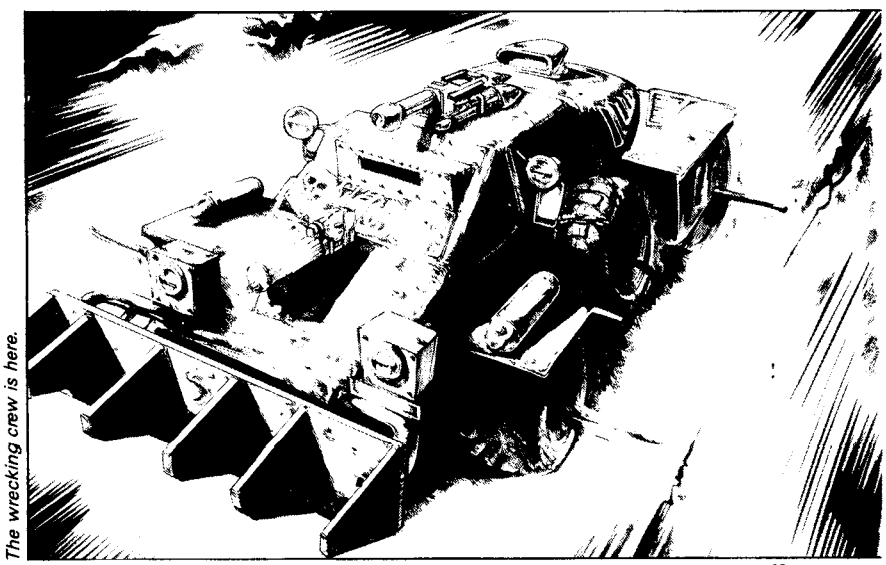
He was a floor up when a scream cut through the noise of rotor blades. Momma had found her babies. Vampire habits being what they were, he'd have a few moments while she feasted before he was tackled again.

The door at the top of the last flight opened. A chopper crewman ran down the stairs - and something followed. The man turned as the Vampire leapt. The two of them came tumbling down on Rand. He heard the crack that broke the chopper man's neck. The dead man's weight pinned him upside down on the stairs. The Vampire reached for him as he freed the shotgun from beneath the body between them.

He fired again and again and again - "Get off me! Get off! GET OFF!" - blasting shredded Vampire back up the stairs until what remained collapsed in a heap. He dropped the empty weapon. On pure adrenalin, he scaled the smoking carnage and crawled up to the rooftop.

He fell through the helicopter's open hatch. He closed his eyes, ready for take-off. When it didn't come he looked forward into the cockpit. The pilot was a bloody mess hugging the console. Climbing out of the co-pilot's seat was a red-eyed female Vampire, licking blood from her fangs.

"Hush baby," she crooned, "Momma's here to make things better."



The wrecking crew is here.

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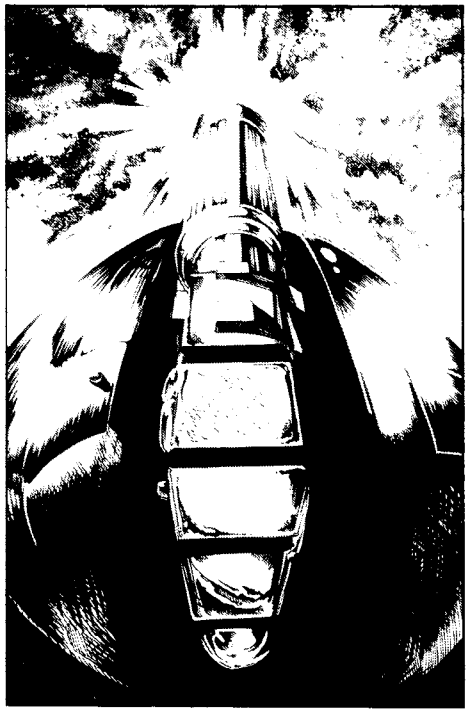
It s just before 6.

A man in faded jeans and scuffed shoes climbs out of a Mitsokai Rapier MG and slams the door shut behind him. He fastens studs on a faded jacket, pockets bulging with cigarette packets. His hair sits cropped above the temples but straggles down over the collar for the sake of a three gramme net-tech socket behind his right ear. Another struggler, broadcasting Nobody-at-all on every frequency.

High on cruze, he moves through the half-light, between four-tonne transports, up the steps beyond. He enters the block-wide NewsNet foyer with a card taped in the Rapier's deck. His journey takes him down a flight of stairs leading off the foyer. To the rhythm of the corporation's sponsored pulse, he rigs timed halluc releases in basement ventilation units.

Now back through the foyer, winding self adhesive molecule chain across the main entrance, leaving the spindle there. Down the steps in a dance, over the road again, then out of the autumn chill as the Rapier's heater wraps around him. The Rapier blinks from red to blue and pulls away down the street.

It's just after 6. Parts of smiling screaming NewsNet employees begin falling down the steps. Chaos in the city.

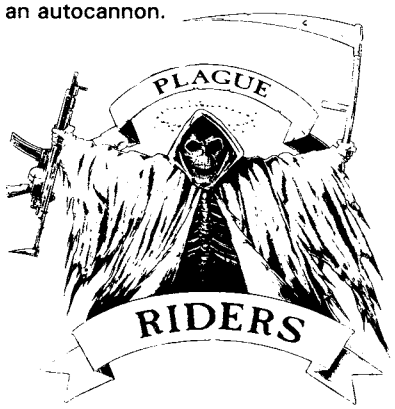


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MIXED AMMUNITION LOADS

Special and GP ammunition can be mixed in grenade launchers, chain guns and autocannon.

GP ammunition must still be bought in lots equivalent to one full magazine. Special ammunition is purchased by the shot - this is either a single round for a grenade launcher or a couple of dozen shells to comprise a short burst for an autocannon.



Once purchased, the shells can be freely mixed within a magazine, at no extra cost. The driver has to keep a detailed record of which type of ammunition is next in the magazine.

Purchasing special ammunition for a mixed load does not, of course, increase a weapon's available ammunition - it's only possible to get so many shots in a magazine. Therefore, every special shot loaded into a weapon reduces its GP shots by -1.

For example: A starting Op buys an autocannon (with 8 GP shots) along with 2 depleted uranium shots. The player then decides on the firing order; in this case, he decides to save the expensive (but deadly) depleted uranium until last. In the shots section of the weapons record sheet he writes "GP, GP, GP, GP, GP, DU, DU". Each time he fires the autocannon, he crosses off the shot he has used.

DOUBLE LOADING

Car-mounted weapons can be modified to take a larger ammunition load. The required modification may be something as simple as a larger magazine, or a storage tray. This is called a *double loading facility.*

Once a weapon has double-load facility, it may carry up to twice its normal number of shots. The cost of a double reload is twice the cost of a single reload, as given in *Advanced Vehicle Design.*

The costs to convert weapons to take double loads are given on the tables below; a weapon which is not on the tables may not be double loaded. The costs to convert to double load are just for the facility - the extra ammunition must be bought separately (at the cost of a reload). A basic weapon does have a single load included in the price.

The tables also give the additional weight of the weapon with a double load; this must be added to the basic weight rating for the weapon whenever the weapon is carrying more shots than its normal single load.

Weapon	Cost	Add. Weight
Heavy Weapons		
Chain Gun	$3,000	+200
40mm GL	$2,000	+125
Medium Weapons		
6mm Machine Gun	$1,000	+125
Autocannon	$2,000	+125
20mm GL	$1,000	+100
Lightweight Weapons		
4.2mm Machine Gun	$1,000	+45
20mm GL	$1,000	+40
Minigun	$2,000	+125
Passive Weapons		
Spike layer	$1,000	+50
Mine Layer	$2,000	+125
Smoke layer	$1,000	+25
Oil layer	$1,000	+50
Lightweight Passives		
Spike Layer	$1,000	+30
Mine Layer	$2,000	+75
Smoke Layer	$1,000	+10
Oil Layer	$1,000	+25

Just because a weapon has a double-load facility fitted, that doesn't mean that it must always be double-loaded. If a driver has used up to one full load of a double-loaded weapon, it is only necessary to buy one additional load to top up the weapon to its full double load. On the other hand, a driver with a completely empty weapon may just purchase and use a single reload to save money and weight.

When double-loading facilities are combined with special ammunition and mixed loads (see above), the contents of a magazine can start to get very complex, but they must still be recorded in detail.

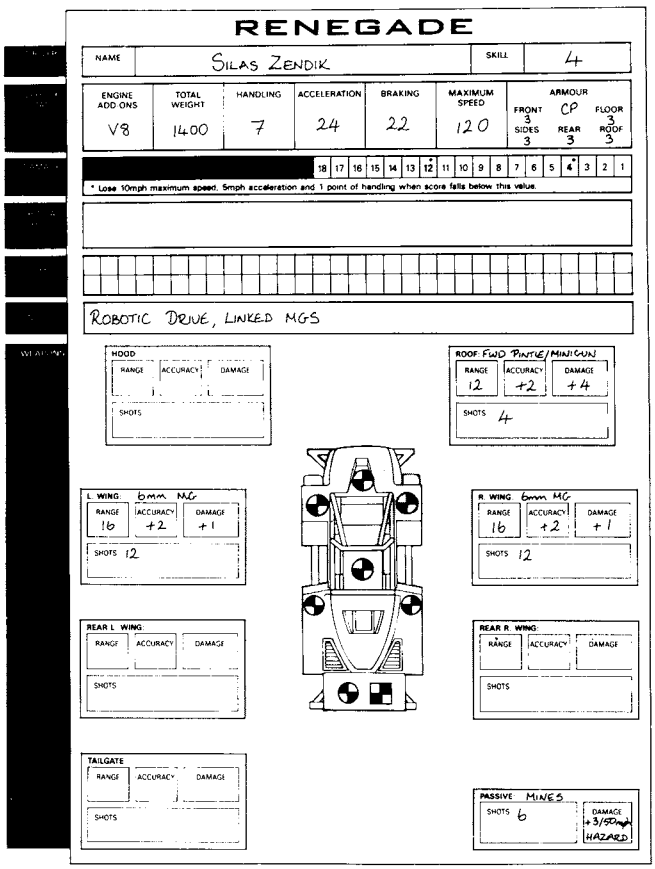


SILAS ZENDIK

Zendik became an Outlaw after escaping from a pyschiatric institution in Oakland where he'd spent most of his life. He was helped by a nurse at the institute, Kay McNally, who had fallen in love with him. They designed the carbon plastic V8 car together. They made the $100,000 they needed to build it by doing dirty jobs for dirty people. Zendik drives and McNally works the minigun. Their charisma helped them form a small gang that hired itself out to a variety of underworld operations.

For a while, their gang was one of the most successfully disruptive influences in North California. Zendik's luck changed when he was double-crossed by his hacker. Most of the gang were wiped out by Shogun Ops but Zendik and McNally escaped again.

They haven't been seen much since. A couple of months ago, a stringer for *Road Fighters* magazine caught up with the Outlaws and asked them if they'd retired. Zendik replied, "I'm waiting for someone."





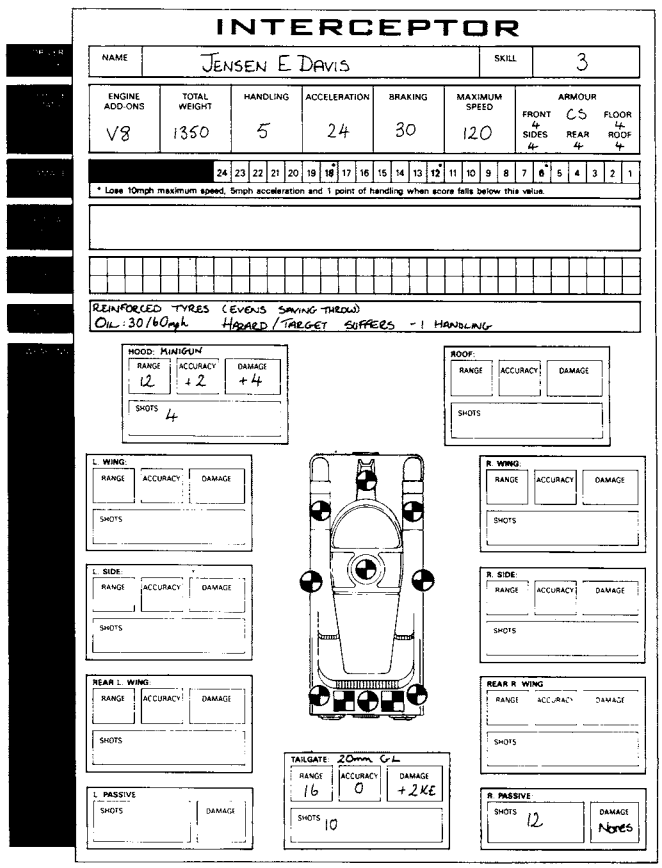
JENSEN E DAVIS

He was a tough cop, a cliché perhaps, but true nonetheless. A couple of years ago, he had the unenviable task of cleaning up Chicago's Nogo. He was doing a good job, too good. He uncovered corruption that had reached the highest levels of the Chicago police force. He was forced out of the department and warned to keep his nose clean, after somebody broke it for him.

Instead, he set himself up as a Sanctioned Op and started work on the interstates of Illinois. To date, he has completed 57 sanctions. He's gained a reputation for being ruthless, cold and efficient in the process. He's spent most of the money he's made equipping his Interceptor ($98,000).

Perhaps because he's been stabbed in the back before, Jensen's design incorporates a rear-firing 20mm grenade launcher and an oil unit. Anybody who tries the tactic this time, won't find it so easy.

Davis sometimes works under contract for other agencies, mainly Hammond Maninski and Turner, Harvest and Ramirez.



Outside the hacker's thirty-fifth storey window it was foggy with pollutants. Even on a what counted as a clear night, you still couldn't see the stars. Those days were long gone. But if you could have, you would have been able to follow a moment of NetSat-19's circumpolar orbit as the hacker powered up his deck. Apart from its zero gravity dance, it unconsciously caught, identified and juggled half a million communications per second, scattering them to unerringly precise destinations both across the globe and to manned near space facilities.

The statistics weren't important to the hacker. Nor were they impressive. He was, after all, about to steal NetSat-19 from the long invisible arm of Corporate Communications, just for a moment - three seconds in time, four point three five seconds of arc. He already had a buyer, a static voice that had talked to him from a commercial music library in New Mexico. The relay to that anonymous user would be open right on time, the hacker would make a cross check to see that payment had begun its circuitous route to one of his bank accounts, and then he'd shut down. Then he'd go to bed.

FIRE CONTROL COMPUTERS

In the basic game, all weapons are controlled by the driver, and he must drive and fire at the same time. A fire control computer can fire a weapon (or a set of linked weapons) automatically, leaving the driver free to drive, manoeuvre, fire other weapons and so on. Fire control computers are expensive, and often considered a luxury, but they can certainly be useful! However, a natural result of 1 on a *hit roll* is still a miss.

Fire control computers operate in *modes*. The modes a computer can function in are explained individually, below.

A computer always starts the game in *standby* mode; switching from one mode to another requires the driver to use a *shoot* action, and the computer cannot engage a target in the same phase as switching mode. Firing is adjudicated at the end of each phase.

The player must keep a constant note of the current mode. The abbreviations given should be used to save space.

Fire control computers regard any vehicle other than a wreck as a potential target. Cars are *wrecked* by rolling over.

Bikes

Fire control computers treat hostile bikes the same as cars for targeting purposes.

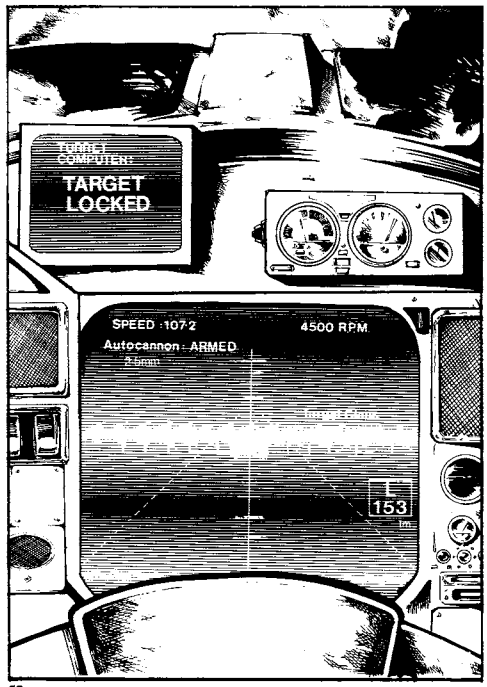
Friendly bikes do not block the fire corridor of a weapon controlled by a fire control computer, even though their contact zone is the same as a car's.

TURRET FIRE COMPUTER

In the basic game, turret-mounted weapons are controlled by the driver via a head-up display. A turret fire computer takes over this function, linking directly to the turret's motor units and sensors.



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Weapons firing with the assistance of a turret fire computer receive a +1 bonus on all *hit rolls.* At ranges over 6 spaces, this bonus increases to +2.

The broad-spectrum fire control sensors are able to target through dust and smoke. Weapons firing with the assistance of a turret fire control computer are subject to a maximum -1 *hit roll* penalty for firing through smoke, as opposed to the maximum -3 penalty without a turret fire computer.

A turret fire computer can be used for cupola mounted weapons but *not* for pintle mounted ones. When the computer controls a cupola mounted weapon, it must be operated by the gunner, not the driver.

Turret fire computers are of no use for turret mounted missiles. A missile fire computer must be used in these circumstances.

Modes

Turret fire computers can be used in the following *modes*:

Standby (O) - The system is off. It does nothing.

Engagement (E) - The computer automatically fires the turret-mounted weapon once per phase at the nearest available target.

Designation (D) - The driver must note down the identification of *one* enemy vehicle. The computer automatically fires the turret-mounted weapon at this target whenever possible; otherwise, it fires at the nearest enemy target, as for *Engagement* mode. The target can be changed by selecting this mode again. This still requires a *shoot* action.

Cost: $10,000
Weight: 0

MISSILE FIRE COMPUTER

Any missile-armed vehicle may be fitted with a missile fire computer. A missile fire computer combines sensor arrays, missile guidance systems, and a ranging and targeting computer.

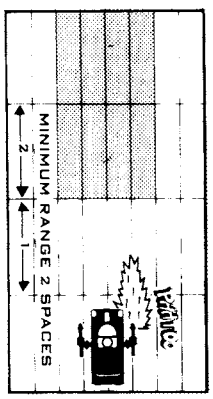
The system can arm and activate the missiles, and guide them to the target via a wire or radio link. This gives the system a much broader fire corridor and greatly enhanced accuracy, especially at longer ranges. The fire computer also allows the driver to designate targets, locking missiles onto them and firing automatically while he concentrates on driving or fires other weapons.



The computer's broad-spectrum sensors allow targeting even through smoke. Missiles fired from a pod linked to a fire control computer are subject to a maximum -1 *hit roll* penalty when firing through smoke, as opposed to the normal maximum penalty of -3.

The minimum range for missiles is programmed into the missile fire computer, and it will not fire on targets which are too close. When firing at a vehicle which has spun to 45° or 90° or is on a corner, the range should be checked using the movement ruler. If *any* part of the target is within 1 space of the front of the firing vehicle the fire computer cannot, and will not, select that target.

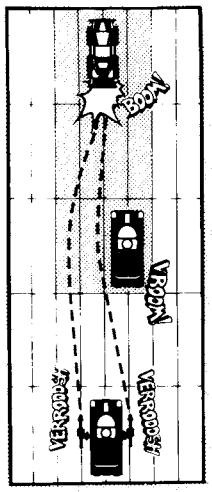
Missile fire computers are able to steer missiles in flight. Because of this, missiles launched under the control of a fire computer have an enlarged fire corridor, as shown in the diagram below. Any missiles linked to the system can engage targets in this fire corridor, regardless of where the missile pod is mounted on the firing vehicle.



FIRE CORRIDOR FOR MISSILE POD WITH MISSILE FIRE COMPUTER

The fire corridor is four lanes wide, but the missile cannot hit anything at a range of less than 2 spaces.

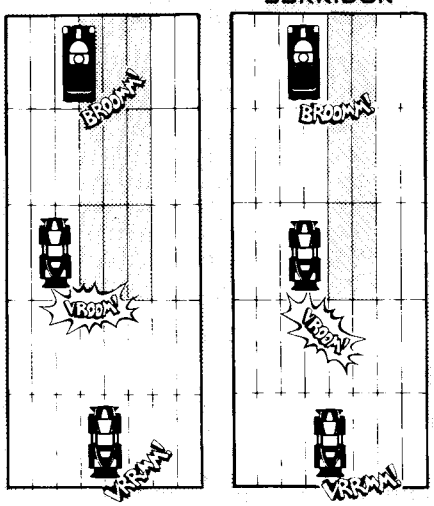
Missile fire computers are programmed to recognise and ignore friendly vehicles. Any vehicle which starts the game on the same side is regarded as a friend and cannot be engaged; anything else is regarded as an enemy. They can steer missiles around friendly vehicles, suspending the usual rule whereby weapons may only fire at the first vehicle in the fire corridor. The fire corridor is only blocked by a vehicle completely blocking both lanes to the target.



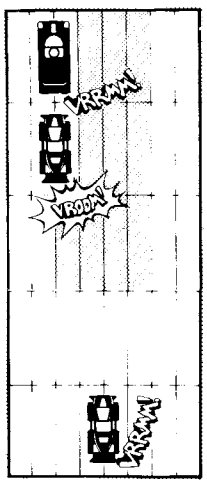
MISSILE FIRE COMPUTER IGNORES FRIENDLY VEHICLES

Under the guidance of a missile fire computer, missiles may fly past friendly vehicles which would otherwise be blocking the fire corridor.

ELIGIBLE TARGET **BLOCKED FIRE CORRIDOR**



Targets with only one lane inside the fire corridor are still eligible targets, as usual. The target cannot be engaged if there is another vehicle blocking that lane in either the space immediately behind the target, or the one behind that.



BLOCKED FIRE CORRIDOR

If the car blocking the shot were 2 spaces further back, the target could be engaged.

Missiles firing with the assistance of a functioning missile fire computer add +1 to their *hit rolls* at ranges of 5-6 spaces. They add +2 at ranges of 7-8 spaces, and add +3 at ranges of 9 or more.

Right now, he sat with an interface pad rolled out on the table in front of him. He stared at the blank wall from behind a pair of mirror-spheres which projected data onto his chemically enhanced retina. His fingers tapped.

He saw the countdown reach zero and felt the link-up. He smiled, flicked to a Berlin telephone kiosk and dialled from a memory function. A quarter second and two flicks later, the BluLine Finance page flashed up inside the mirror-spheres. There had been no transfer. He caught his breath and checked the page address. He was right where he was supposed to have been.

He flicked out faster than he should have, leaving a trail from BluLine's Executive Suite all the way to Harlem. He cut the link he'd made between NetSat-19 and the anonymous static voice from New Mexico that had set him up, and cut out from the mains to separate him from the world that had just ripped him off. The deck still on battery, he checked to make sure the silicon wasn't failing him. On the last round of checks the clock in his left eye went dead. Something from NetSat's defenses was in his deck - *while he'd been in BluLine*. His felt his heart thrash. He told his hands to remove the mirror-spheres but they jerked and knocked the interface pad from the table instead. Brightness burned somewhere along his optic nerve and a noise grew louder inside his ears, like crashing waves in a rising storm. He shook his head to try and fling the mirrors off. His legs and arms were jerking now, and he felt the chair going over backwards. *'Why is it taking so long to fall?'* he thought.

While a hacker died in Harlem, an insurance broker in London noted the assault on NetSat-19, and a communique was sent to Corporate Communications accounts showing the rise in the premium. On the Tokyo Stock Exchange, shares in New Mexico's Smart Security Systems climbed slightly.

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(DN/Ext 4E1)

Turrets
When a turret mounted missile pod is being controlled, the computer selects targets from a 360° fire arc. All the other missile fire computer rules apply.

Modes
A missile fire computer may operate in the following *modes.*

Standby (O) - The system is off. It does nothing.

Lock On (L) - The system locks onto the closest target. Using a single shoot action, the driver may fire *any* missile in *any* pod linked to the computer. This allows the driver to select the missile to be used, suspending the normal rule about firing missiles in strict loading sequence.

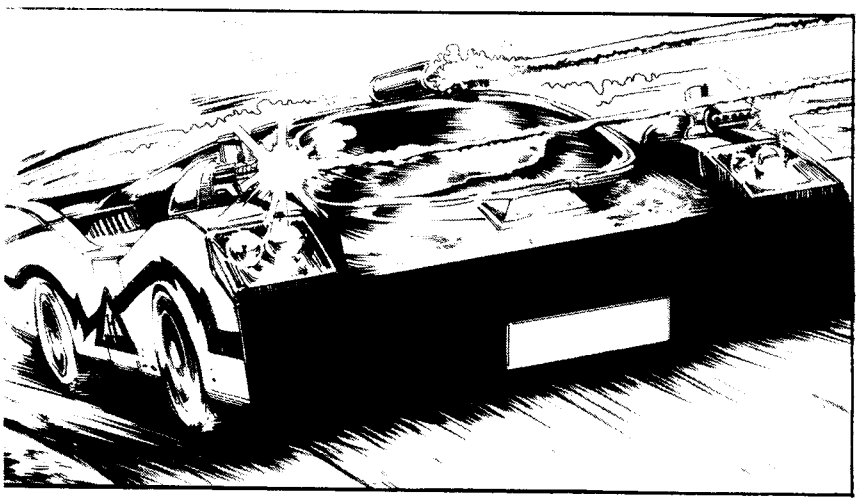
Salvo (S) - The system automatically locks its entire available arsenal on the nearest target, ignoring those that are within the 2 space minimum range. The driver has the option of firing a single missile or the full missile load; either option takes a single *shoot* action.

Engagement (E) - The system automatically launches one missile per phase at the nearest available target, until all missiles are expended or the mode is changed. The computer will fire the lowest numbered chamber available to shoot. Where there are two loaded chambers on the same number, the driver is free to chose. In this mode the computer will not fire smoke missiles, and treats chambers containing a smoke missile as being empty.

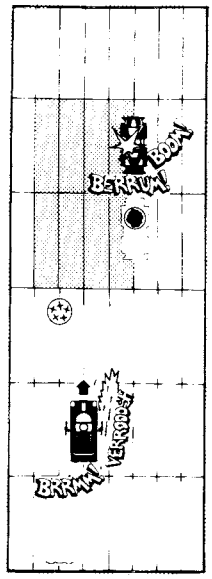
Cost: $10,000
Weight: 0

Engagement mode can be a dangerous option. The system can fire faster than the driver can think. Drivers who don't have any actions left to switch the system into a different mode may find themselves wasting valuable shots or running out of missiles.

Designation (D) - This is a variation of *salvo* mode. The driver notes down the identification of *one* enemy vehicle; the computer locks onto this vehicle if it is in the fire corridor, as in salvo mode. If the designated vehicle is not in the fire corridor, the computer locks onto the nearest enemy vehicle, as if in salvo mode. The target can be changed by selecting this mode again. This still requires a *shoot* action.

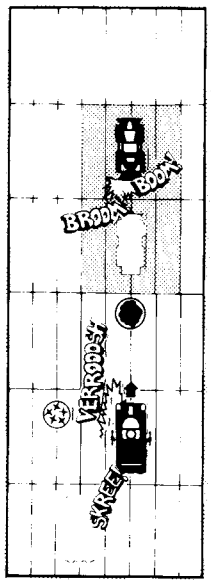


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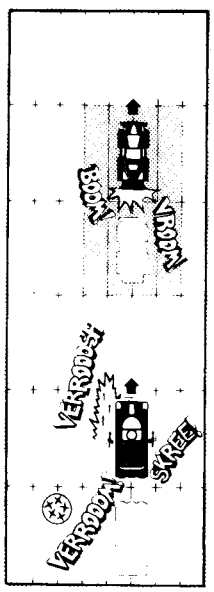
PHASE 1

The missile fire computer is in *engagement* mode. During the first phase the driver drifts, bringing the target into the fire corridor. The sytem automatically fires one missile. The missile hits and knocks out the target's last remaining weapon, mounted in the turret.



PHASE 2

The driver swerves to avoid the mines. He has no more actions in this phase, so he can't switch the missile fire computer out of *engagement* mode. Regardless of the driver's wishes, the computer automatically fires another missile - again it hits. The target vehicle has now taken terminal damage but isn't yet a wreck.



PHASE 3

The driver is forced to panic brake as a result of hitting the oil. This deprives him of the phase's actions and again he can't stop the computer wasting another shot on the already crippled target.

SAFETY DEVICES

Driving and weapons systems are not the only 'extras' which can be added to a vehicle - there is also the safety of the driver to consider. The rules assume that the drivers will be wearing padded fireproof clothing, and a lightweight, broad visibility helmet. Players now have the option to invest in other safety devices designed to keep drivers alive even if they lose an engagement (and their vehicle). This caters for players running campaign games, who want to keep the benefits of their drivers' experience. **Dead Man's Curve** deals with this type of game in more detail.

CRASH BARS

Crash bars may only be fitted to bikes - indeed, they are the only safety device which may be fitted to a bike. Crash bars and outrigger mounts may not be combined.

When a bike which is fitted with crash bars takes a side hit as a result of a roll, crash or collision, subtract -2 from the damage. Bikes with crash bars also subtract -2 from *critical hit* rolls arising from a side hit as a result of a roll, crash or collision.

Vehicle	Cost	Weight
Bike	$500	0

CRASH SUPPRESSION SYSTEMS

Crash suppression systems combine a strengthened frame around the driver, inflatable crash bags, and additional padding in the driver's compartment.

A crash suppression system gives the driver a *saving throw* against any driver *critical hit* resulting from a crash or a roll. Whenever such a hit is sustained, the player rolls 2 dice and adds their scores together. If the total is equal to or more than the vehicle's current speed factor, the crash suppression system has neutralised the hit, and the critical result is ignored.

Vehicle	Cost	Weight
Any car	$5,000	Weight:

EJECTOR SEATS

Ejector seats can get a driver out of potentially fatal situations, allowing him to fight another day. They present the only realistic means of escaping from a vehicle which is travelling at high speed.

An ejector seat can be fired using a *shoot* action. This is the only action that a driver is allowed to make while a vehicle is out of control.

The player states that the *shoot* action to eject is being used *before* the car model is moved, and before any control loss tests. The driver automatically escapes and the vehicle now has *no driver.* Driver results from *critical hits* should be re-rolled.

Vehicle	Cost	Weight
Any car	$7,500	30

Ejector seats are a last resort. They are rarely used in early games, as players are quite happy to battle on to the last with little regard for the fate of their drivers. A player with an advanced character will be more concerned with the fate of the driver than the fate of the car.

PASSENGER CAGES

Extra armour around the driver - on the seat, the door panels and bulkheads - gives the driver an extra *saving throw* against driver *critical hits,* regardless of their cause.

When the car suffers any driver *critical hit* result, the player is allowed to roll a dice to see if the armour stops the hit. If the dice scores an even number the armour has stopped the hit, if it scores an odd number the armour has been breached or by-passed and doesn't affect the hit.

Vehicles can be fitted with both a crash suppression system and a passenger cage, in which case the driver is allowed two saving throws against a driver *critical hit* result from crashing or rolling.

Vehicle	Cost	Weight
Any car	$5,000	30



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Crash suppression in action

"I hadn't slept for three years, since the accident on I 20. Then I started using neural cutout with a Uni-Med pink noise generator. The surgeons said it would do the job, and it did, pretty well. But I still suffered occasional hallucinations, afterprints, perspective loss. Should have given the game up as a bad deal, but me and the road, we were like *that*.

"Anyway, I was on two wheels when I got hit by a cowboy jammer who was riding my frequency, for the Maniax probably. The guy must have been sittin' in my screwed sub-conscious for half an hour while he bypassed the Uni-Med's trigger code. One second I was cruising at eighty, the next thing I knew, the Rockies formed a tunnel, with the sky in the middle. I lost my breakfast just before the road became a wall, falling past me. Now I ride keyboards and steer psych-profiles."

Ben Slater,
Recruitment Officer,
Turner, Harvest & Ramirez

THREE-WHEELERS

Motorcycle-sidecar combinations and trikes are two of the more exotic and interesting vehicles employed by Renegades across the USA. These optional rules allow Renegade bike gangs to use heavier equipment in a more versatile manner than would be possible with bikes alone.

In June 1995, Washington Boulevard was three lanes wide in each direction. It ran east to west, straight as a dye, for a little over two miles. It was lined on both sides by apartment and industrial blocks at least a quarter of a mile high. Residents and visitors alike called it the Canyon.

Jamal Vahz Azis shielded his eyes from the sun as it settled neatly into the boulevard's far western vanishing point. Over a hundred feet above his head hung one of the thousand sheets of gauze that polarised light as it poured into the Peezee during the blistering day. He didn't object to the heat. Time and money - and revenge - were on his mind.

TRIKES

The basic characteristics for a trike are:

Damage	Armour	Speed	Acc	Braking	Handling
12/8/4	2	110	35	35	3

MOVING

Manoeuvres

Trikes are treated as cars for the purpose of determining their contact zones, the driver's choice of actions and manoeuvres, but they're treated as bikes for collisions - which means that they aren't allowed to deliberately sideswipe cars, bikes or trikes going in the opposite direction.

Hazard Rolls and Control Loss

Trikes have an ordinary handling characteristic - they're never forced to test against *reduced handling*, unlike motorbikes.

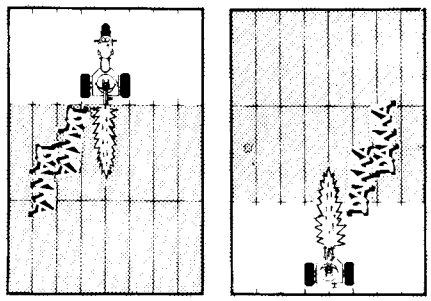
Up to a point, trikes which have lost control behave like cars. However, trikes are slightly less stable than cars. To simulate this, when trikes suffer *spin* results at speeds of 81mph or more, they automatically *roll* instead. Trikes which roll are treated as wrecks. They can't be righted.

When trikes roll or crash, any crew take *road damage* like normal bike riders.

SHOOTING

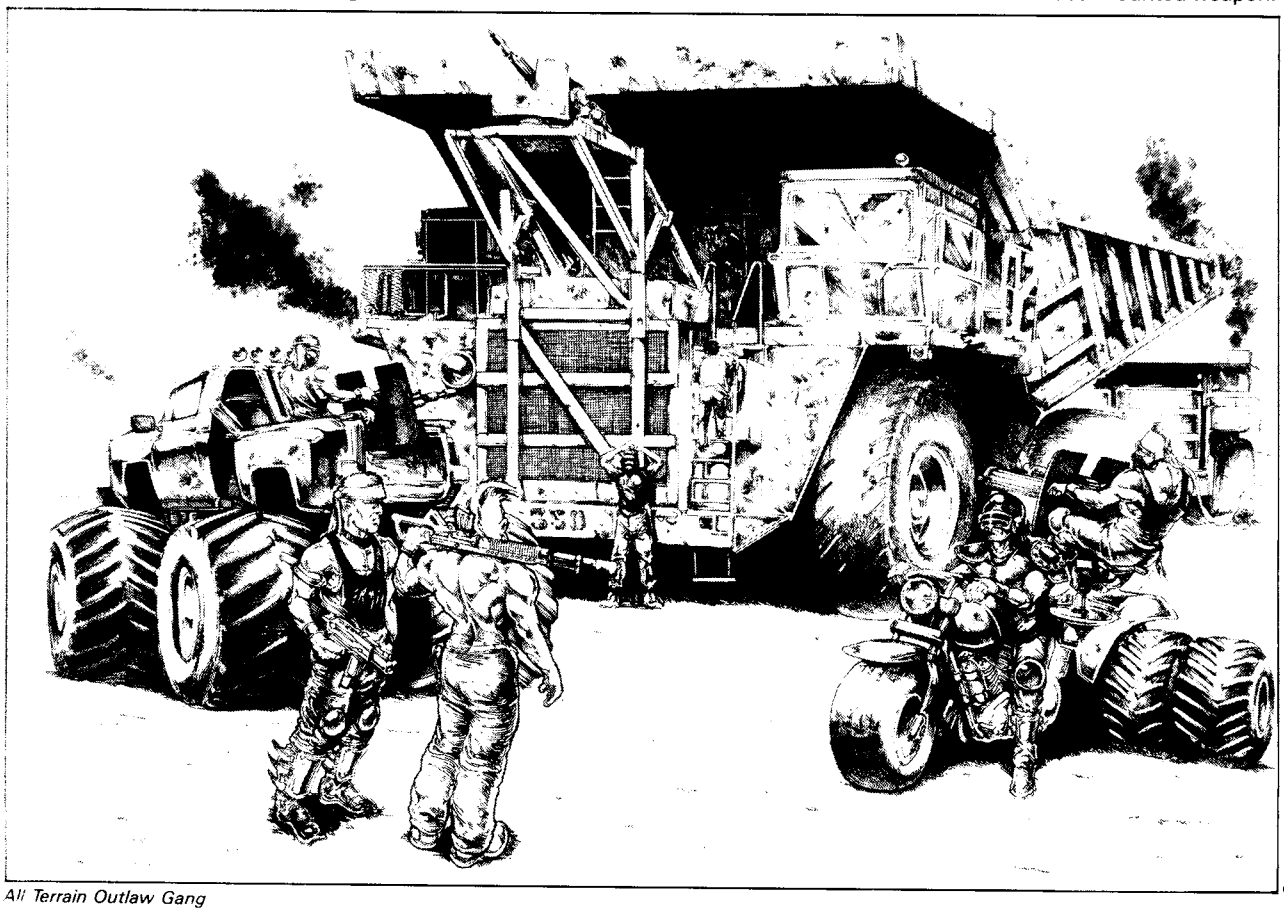
Any fire directed at a trike is subject to a -1 *to hit* modifier. This applies whether the trike occupies only one or both the lanes of the fire corridor.

Trikes may have a pintle mounted weapon for a tail gunner. The pintle mounted weapon may be either forward or rear firing. The fire corridors are shown on the diagram.



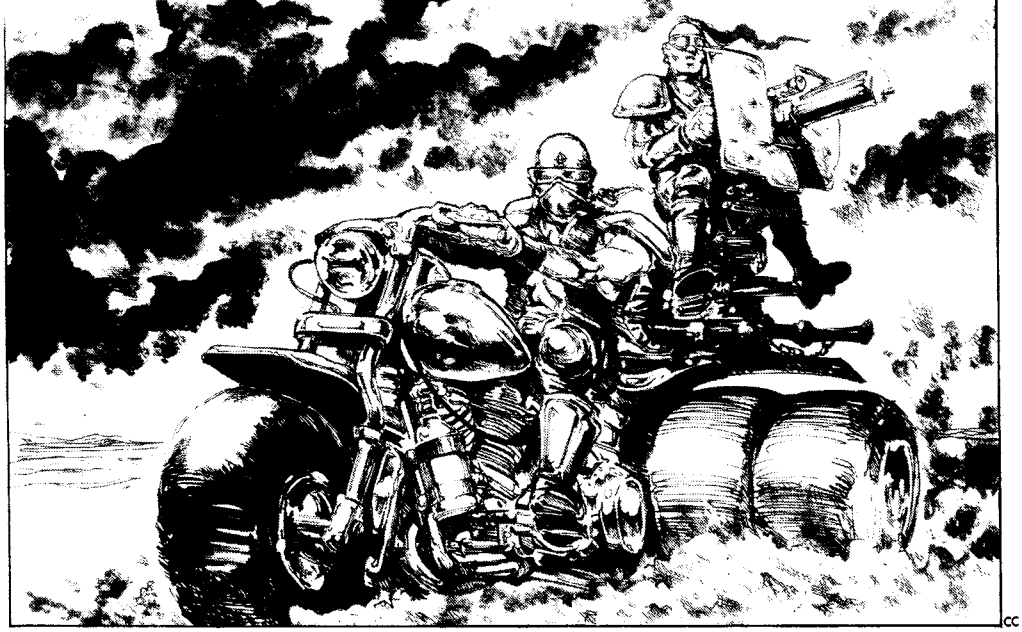
REAR FIRING FRONT FIRING

If the trike doesn't have a tail-gunner, any weapon must be fixed and forward firing, giving it the normal fire corridor for a hood-mounted weapon.



All Terrain Outlaw Gang

CC



Trike with pintle mounted 7.62mm minigun

CC

TRIKE TARGET MATRIX

D6 Roll	FRONT FACING
1,2	**Bodywork**
3	**Wheels:** roll again - 1,2 Front 3,4 Rear Left 5,6 Rear Right
4,5	Roll again - 1,2, **Weapons:** roll again - 1,2 Front Left 3,4 Front Right 5,6 Pintle 3,4 **Engine** 5,6 **Fuel**
6	**Rider**

D6 Roll	SIDE FACING
1,2	**Bodywork**
3	**Wheels:** roll again - odd numbers front even numbers rear
4	Roll again - 1,2,3 **Weapons:** roll again - 1,2 Front 3,4 Passive 5,6 Pintle 4,5,6 **Engine**
5,6	Roll again - 1,2 **Fuel** 3,4 **Tail Gunner** 5,6 **Rider**

D6 Roll	REAR FACING
1,2	**Bodywork**
3	**Rear Wheels:** roll again - odd numbers left even numbers right
4	**Weapons:** roll again - 1,2 Passive Left 3,4 Passive Right 5,6 Pintle
5,6	Roll again - 1,2 **Engine** 3 **Fuel** 4,5,6 **Tail Gunner** (if none, roll again - 1,2 **Bodywork** 3,4,5,6 **Rider**)

D6 Roll	FLOOR FACING
1,2	**Bodywork**
3,4	**Wheels:** roll again - 1,2 Front 3,4 Rear Left 5,6 Rear Right
5	**Weapons:** roll again - 1 Front Left 2 Front Right 3,4 Passive Left 5,6 Passive Right
6	Roll again - 1 **Engine** 2 **Fuel** 3,4 **Tail Gunner** 5,6 **Rider**

D6 Roll	ROOF FACING
1,2,3	**Bodywork**
4,5,6	Roll again - 1,2 **Pintle** (if none, **Rider**) 3,4 **Gunner** (if none, **Rider**) 5,6 **Rider**

Critical hit results are usually the same as for bikes. As stated above, trikes never test against *reduced handling*. On Bodywork result number 5 - *severed weapons link* - passive results should be re-randomised. Roll one dice: odds are left, evens right.

VEHICLE DESIGN

	Cost	Maximum Payload
Trike	$20,000	350

Armour

Trikes have two points of armour per facing. Armour can be modified or removed by following the rules for bikes.

Hard Points

Trikes have two front points which can accommodate one lightweight weapon each. They have two rear points, which may take lightweight or full sized passives.

Trikes may also have a pintle mount for a tail gunner. The pintle can mount a lightweight or medium weapon.

Six months of underworld dealings cost a lot of money. He'd wanted to buy an address - the address of the man who had killed his three brothers and his sister - the address of a Sanctioned Operative. This man was not easy to find, however. No one man had killed most of his family. No one man could have been in three different locations at the same time. But one man had given the orders. One man had organised, authorised and profited from their deaths. One man who had power because he had remained practically invisible for years. And Azis now knew he lived on Washington Boulevard, somewhere. He had spent his inheritance getting this far. He should have guessed he'd be buying a whole street.

So be it.

He climbed into his open topped Cervierra and started the ignition. The cost of undermining the security systems on every block in the street would keep his family in debt for the next decade. It would be worth it, he thought. A mile beyond the Canyon's eastern end he spoke a string of numbers into a microphone in the steering column. A light came on. "I have seen enough," he said.

The road shook as the Canyon collapsed in on itself.

I've always lived in a Tokyo cell. But Gen-Tech caught me in their system without authorised access. For my crime they imprisoned me here, in this world of mujos. I only travelled by fibre before, and now I am lost. Gen-Tech have blinded my hook-up with encrypted fog. At my deck's periphery there is boundless knotted nothingness. Sometimes it disguises itself as a user, another system, static. At other times it's pure fog.

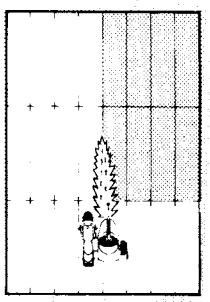
So I have to work slowly, unfolding the molecular creases with the few tools and routines I can trust. It doesn't matter if I use a different deck, or if I hook-up from somewhere else. Nothing has dispersed the fog, and I risk my mind every time I test for a weakness. For now, it remains across the periphery. Until I find my way through the fog, nothing is real.

I have another form of fog I want to show Gen-Tech. The fog of war.

MOTORCYCLE COMBINATIONS

A bike with a sidecar is treated as a trike in all respects. It has the same characteristics and uses all the moving and firing rules given above.

The only difference between a trike and a bike with a sidecar is the position of the gunner. The gunner is referred to as a side-gunner. The side-gunner operates a swivel mounted weapon on the front of the sidecar. This has a fairly limited fire corridor, as shown on the diagram.



FIRE CORRIDOR FOR SIDE-GUNNER

A side-gunner has half the fire corridor of a trike's rear gunner.

As with a trike, this weapons mount may be occupied by a fixed, forward-firing weapon controlled by the rider. The weapon has the usual fire corridor for a side-mounted weapon.

Note: Outriggers may not be fitted to bike-sidecar combinations.

Motorcycle combinations use the target matrix given below:

MOTORCYCLE COMBINATION TARGET MATRIX

D6 Roll	FRONT FACING
1,2	**Bodywork**
3	**Wheels:** roll again - 1,2,3 Front 4,5,6 Side
4	**Weapons:** roll again - 1,2 Front Left 3,4 Front Right 5,6 Side Mount
5,6	Roll again - 1 **Engine** 2 **Fuel** 3,4 **Side Gunner** 5,6 **Rider**

D6 Roll	ROOF FACING
1,2,3	**Bodywork**
4,5,6	Roll again - 1,2 **Side Gunner** 3,4,5,6 **Rider**

D6 Roll	RIGHT FACING
1,2	**Bodywork**
3	**Wheels:** roll again - odd numbers front even numbers side
4	Roll again - 1-4 **Weapons:** roll again - 1,2 Front 3,4,5,6 Side 5,6 **Engine**
5,6	Roll again - 1 **Fuel** 2,3,4 **Side Gunner** 5,6 **Rider**

D6 Roll	LEFT FACING
1,2	**Bodywork**
3	**Wheels:** roll again - odd numbers front even numbers rear
4	Roll again - 1,2,3 **Weapons:** roll again - 1,2,3 Front 4,5,6 Passive 4,5,6 **Engine**
5,6	Roll again - 1,2,3 **Fuel** 4,5,6 **Rider**

D6 Roll	REAR FACING
1,2	**Bodywork**
3	**Wheels:** roll again - odd numbers rear even numbers side
4	**Weapons:** roll again: 1-4 Passive 5,6 Side
5,6	Roll again - 1 **Engine** 2 **Fuel** 3,4 **Side Gunner** 5,6 **Rider**

D6 Roll	FLOOR FACING
1,2	**Bodywork**
3,4	**Wheels:** roll again - 1,2 Front 3,4 Rear 5,6 Side
5	**Weapons:** roll again - 1 Front Left 2 Front Right 3,4 Passive 5,6 Side
6	Roll again - 1 **Engine** 2 **Fuel** 3,4 **Side Gunner** 5,6 **Rider**

DESIGN SECTION

This is the last section of the book. It begins with advanced vehicle design, with which you can design cars and bikes from scratch without reference to the rest of the book. Start by choosing the vehicle type and engine size, and add the systems you want. Keep a check on total weight and cost. When you have totals for both, refer to the Characteristics page. Your vehicle should now be complete. It should then be a simple matter to transfer all the information to a vehicle record sheet (see below).

Then there are the scenarios: six games that make use of equipment and rules presented in this volume. You may find that they give you ideas for more games of your own. Modify the scenarios to suit you. They also prepare you for the campaign rules in **Dead Man's Curve**. These scenarios, or others that you prepare yourself, are a good place to introduce the non-player characters presented at intervals throughout this book. If your games are normally run by a referee, it's a good idea to leave the choice to him. If you're a player, you can pick a character to play, or just take the ideas that appeal to you and work up your own.

New vehicle record sheets are provided. These may be photocopied for personal use. These revised record sheets have a notes section to allow you to put in reminders for invisible additions to your vehicle (such as whether it has reinforced tyres). It's a good idea to note the type of armour used, as well as how much of it you have on each target facing. There are now record sheets for trikes and motorcycle combinations as well as blank ones for vehicles you design yourself using die-cast models (the GenTech car from the scenario section is one example).

That's it. Get the car out of the workshop and do what you have to do.

SAMPLE VEHICLE DESIGN

Here's an example of vehicle design. Kirk Conner is an Op, so he's going to build an Interceptor. Money's no object to him, so he picks a V12 model with standard armour.

Item	Cost	Weight
V12	$90,000	1000

He wants to live long enough to be as famous as Redd Harvest and maybe somebody will make a TV series about him (he's a *Johnny Salvo* fan). The car can take another 2 points of carbon steel armour on all facings to give the vehicle the maximum allowed armour rating (6 per facing).

2 points steel, all facings	$16,000	320

Trouble with all that armour is that you can't see it from the cockpit. He wants some reassurance.

Passenger Cage	$5,000	30
Ejector Seat	$7,500	30

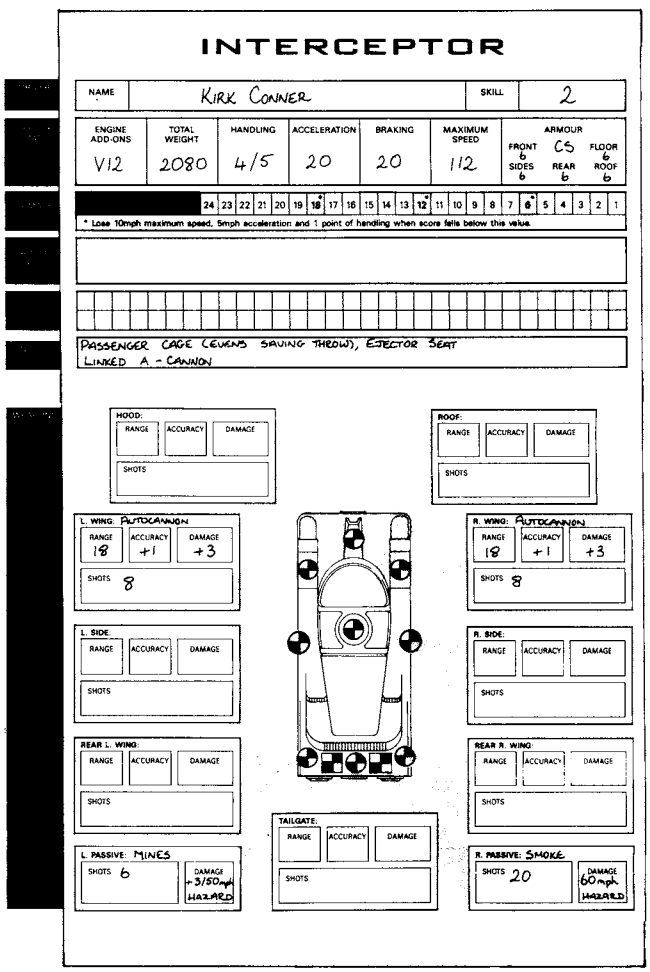
Now when he's out there on the highway, he doesn't want any of his old enemies creeping up behind him, so he decides to put passives into both mounts.

Mine Layer	$5,000	150
Smoke Layer	$2,000	50

And, of course, he wants twin, linked weapons capable of taking out anything he comes across. He'll mount them on the front wings.

Twin 15mm A-cannon	$18,000	500
Total Cost and Weight	$143,500	2080

It paid to get a V12 because the weight of this beast means his Max Speed is 112 and Acceleration and Braking are both 20. It also affects the Handling to give him a rating of 4/5. Odyssey 4 is ready to roll.



ADVANCED VEHICLE DESIGN

These tables summarise the information given in this book, providing a quick reference guide for designing or customising a vehicle.

VEHICLES

Vehicle	Engine	Cost	Weight
Renegade	V6	$20,000	1000
	V8	$35,000	1000
	V12	$60,000	1000
Interceptor	V6	$50,000	1000
	V8	$70,000	1000
	V12	$90,000	1000
Bike	-	$15,000	200

ENGINE ADD-ONS

Device	Cost	Weight	Notes
Charger	$5,000	0	Acceleration +4, max speed +16mph
Nox	$2,000	0	Acceleration x2, max speed +40mph, blows on a 2 or 12 on 2 dice.
Oil Injection	$2,000	0	see *Equipment* section.

ARMOUR

ADDITIONAL CARBON STEEL ARMOUR

Car

Target zone	Cost	Weight
Front	$2,000	35
Rear	$2,000	35
Sides	$2,000	35
Floor	$1,200	35
Roof	$800	20

Bike

Target zone	Cost	Weight
Any	$1,000	16

ADDITIONAL CARBON PLASTIC ARMOUR

Car

Target zone	Cost	Weight
Front	$5,000	20
Rear	$5,000	20
Sides	$5,000	20
Floor	$3,000	20
Roof	$1,000	10

Bike

Target zone	Cost	Weight
Any	$2,000	8

CARBON PLASTIC ARMOURED VEHICLES

Vehicle	Cost	Weight
Renegade	+$15,000	650
Interceptor	+$15,000	650
Bike	+$5,000	150

Carbon Plastic Conversions

Vehicle	Cost	Weight
Renegade	$20,000	-350
Interceptor	$20,000	-350
Bikes	$10,000	-50

REINFORCED TYRES

Vehicle	Cost	Weight
Renegade	$5,000	0
Interceptor	$8,000	0
Bike	$3,000	0

DRIVING SYSTEMS

ACTIVE SUSPENSION

Handling +2

Vehicle	Cost	Weight
Renegade	$8,000	30
Interceptor	$12,000	40

Upgrade - active suspension to robotic drive:

Brings handling bonus up to +3.

Vehicle	Cost	Weight
Renegade	$7,000	+20
Interceptor	$10,000	+20

ROBOTIC DRIVE

Includes active suspension. Handling +3.

Vehicle	Cost	Weight
Renegade	$12,000	50
Interceptor	$15,000	60

DRAG CHUTE

30mph braking. Shoot folds and jettisons at 60mph.

Vehicle	Cost	Weight
Any	$3,000	20

ENHANCED COMPUTERISED BRAKING

Vehicle	Cost	Weight
Renegade	$4,000	0
Interceptor	$6,000	0

ROCKET BOOSTERS

Type	Cost	Weight
Single	$30,000	150
Twin	$45,000	225

TWO-WHEEL DRIVE

Handling +1, Braking +10mph.

Vehicle	Cost	Weight
Bike	$3,000	0

COMPUTER DRIVE

Handling +1, Acceleration +5mph, Braking +5mph.

Vehicle	Cost	Weight
Bike	$2,000	0

SAFETY DEVICES

Item	Cost	Weight
Crash Suppression	$5,000	10

Cars only. Even numbers saving throw on any crash or roll result from a driver critical hit.

Ejector seat	$7,500	30

Cars only.

Passenger cage	$5,000	30

Cars only. Even numbers saving throw on any driver critical hit.

Crash Bars	$500	0

Bikes only. Subtract -2 from damage rolls and critical rolls resulting from a roll, crash or collision when the bike takes a side hit.

WEAPON SYSTEMS

WEAPON MOUNTS

Mount	Cost	Weight
*Cupola *(cars only)*	$10,000	200
*Pintle	$6,000	100
Outrigger *(bikes only)*	$5,000	0

* *Weight includes tail gunner. Cost of this additional crewman is $5,000.*

FIRE CONTROL COMPUTERS

Type	Cost	Weight
Missile Fire Computer	$10,000	0
Turret Fire Computer	$10,000 +turret	0

The costs and weights given below for the basic weapons include a single load of ammunition. Outlaws should pay special attention to cost. They will find it more expensive to equip their vehicles with certain weapons because they are *Sanctioned Weapons* which can only be obtained through black market sources.

WEAPONS AND RELOADS

Weapon	Cost	Weight
Heavy Weapons		
Chain Gun*	$22,000	300
Reload:		
GP (6 shots)	$7,500	
Depleted Uranium* (1 shot)	$3,000	
40mm Grenade Launcher	$15,000	250
Reload:		
High Explosive (8 shots)	$4,000	
Shaped Plastic* (1 shot)	$1,200	
Phosphor (1 shot)	$500	
Heavy Laser*	$18,000	200
Missile Pod* (unloaded)	$15,000	120
Missiles (each):		
High Explosive	$4,000	30
Shaped Plastic*	$5,000	30
HiVAP*	$10,000	30
TGSM*	$12,500	30
Cannister*	$10,000	30
Smoke	$2,000	30
Medium Weapons		
6mm Machine Gun	$5,000	175
Reload (12 shots)	$1,000	
15mm Autocannon	$9,000	250
Reload:		
GP (8 shots)	$3,000	
Depleted Uranium* (1 shot)	$1,000	
20mm Grenade Launcher	$5,000	150
Reload:		
High Explosive (10 shots)	$2,000	
Phosphor (1 shot)	$200	
Combat Laser*	$10,000	100

* denotes an item which is difficult for Outlaws to obtain; when buying this item for an Outlaw gang, add 50% to the listed cost.

Weapon	Cost	Weight
Lightweight Weapons		
4.2mm Machine Gun	$6,000	80
Reload (6 shots)	$1,000	
20mm Grenade Launcher	$6,000	60
Reload:		
High Explosive (4 shots)	$800	
Phosphor (1 shot)	$200	
Combat Laser*	$10,000	70
40mm RAG Launcher	$5,000	50
Reload:		
High Explosive (1 shot)	$750	
Phosphor (1 shot)	$500	
Shaped Plastic* (1 shot)	$1,500	
7.62mm Minigun	$12,000	100
Reload:		
GP (4 shots)	$2,500	
Depleted Uranium (1 shot)	$2,000	
50mm Missile Tube	$4,000	30
Passive Weapons		
Spike Layer	$1,500	100
Reload (12 shots)	$100	
Mine Layer*	$5,000	150
Reload (6 shots)*	$1,500	
Smoke Layer	$2,000	50
Reload (20 shots)	$100	
Oil Layer	$3,000	75
Reload (12 shots)	$50	
Lightweight Passives		
Spike Layer	$1,000	60
Reload (6 shots)	$50	
Mine Layer*	$4,000	100
Reload (4 shots)*	$1,000	
Smoke Layer	$1,500	50
Reload (12 shots)	$60	
Oil Layer	$2,000	50
Reload (6 shots)	$25	

DOUBLE LOADS

Cost is for facility only. Extra ammunition is paid for at the cost of a reload. Additional weight is added to a weapon carrying a double load of ammunition.

Heavy Weapons	Cost	Add Weight
Chain Gun	$3,000	+200
40mm GL	2,000	+125
Medium Weapons		
6mm Machine Gun	$1,000	+125
15mm Autocannon	$2,000	+125
20mm GL	$1,000	+100
Lightweight Weapons		
4.2mm Machine Gun	$1,000	+45
20mm GL	$1,000	+40
7.62mm Minigun	$2,000	+[illegible]

Passive Weapons	Cost	Add Weight
Spike Layer	$1,000	+50
Mine Layer	$2,000	+125
Smoke Layer	$1,000	+25
Oil Layer	$1,000	+50
Lightweight Passives		
Spike Layer	$1,000	+30
Mine Layer	$2,000	+75
Smoke Layer	$1,000	+10
Oil Layer	$1,000	+25

CHARACTERISTICS

In the basic game, vehicles were given simple maximum weight limits. Acceleration, braking and handling weren't affected by the vehicle's weight. In the advanced rules, *acceleration* and *maximum speed* are determined by the vehicle's *total weight* and the size of the *power plant*. *Handling* and *braking* are determined by the vehicle's *total weight*.

ACCELERATION & MAXIMUM SPEED

Having calculated the vehicle's total weight, find the table for the appropriate engine size. Read down the left-hand column until you reach the correct weight range and then simply read across for the vehicle's acceleration and maximum speed.

	V6		V8		V12	
Weight	**Acc**	**Max. Speed**	**Acc**	**Max. Speed**	**Acc**	**Max. Speed**
800 or less	24	120	30	142	32	170
801-1000	21	112	28	136	30	160
1001-1200	18	106	26	128	28	150
1201-1400	15	100	24	120	26	140
1401-1600	14	96	22	116	24	132
1601-1800	13	92	20	112	22	126
1801-2000	12	88	18	108	21	120
2001-2200	12	86	16	104	20	112
2201-2400	10	86	15	100	18	108
2401-2600	9	86	14	96	16	104
2601-2800	8	82	12	92	15	100
2801-3000	7	82	10	90	14	96
3001-3200	—	—	9	88	12	92
3201-3400	—	—	—	—	10	88
3401-3600	—	—	—	—	9	88
	Maximum weight 3000		Maximum weight 3200		Maximum weight 3600	

BRAKING AND HANDLING

Braking is affected by the vehicle's type and weight. Read off the braking characteristic against the total weight on the appropriate table.

Handling is also affected by the vehicle's weight. Heavier vehicles have problems cornering and manoeuvring at speed because of their greater inertia. They do however have an advantage - a large vehicle with a lot of weight is far less prone to the effects of mines and other HE hits. Handling can vary with the addition of driving systems so the figures below are bonuses or penalties for the vehicle's handling. Two figures are given. One is for HE hits, the other is for everything else, including control loss tests, spin tests, bootlegger tests, and all hazards other than HE hits. The two figures should be noted down separately on the vehicle's record sheet.

	Renegade			Interceptor		
Weight	**Braking**	**Non-HE**	**HE hits**	**Braking**	**Non-HE**	**HE hits**
800 or less	30	+1	-2	38	+2	-2
801-1000	26	+1	-1	35	+1	-1
1001-1200	24	0	0	32	+1	-1
1201-1400	22	0	0	30	0	0
1401-1600	20	0	0	28	0	0
1601-1800	20	0	0	26	0	0
1801-2000	18	-1	0	22	0	0
2001-2200	16	-1	+1	20	-1	0
2201-2400	15	-1	+1	20	-1	+1
2401-2600	14	-2	+1	18	-1	+1
2601-2800	12	-2	+2	16	-2	+1
2801-3000	10	-2	+2	15	-2	+2
3001-3200	8	-3	+2	14	-2	+2
3201-3400	6	-3	+2	13	-3	+2
3401-3600	4	-3	+2	12	-3	+2

BIKES

Weight	**Braking**	**Acceleration**	**Max. Speed**	**Handling***
200 or less	50	60	125	+1
201-300	45	45	115	—
301-400	40	40	105	—
401-500	35	35	100	—
501-600	30	30	95	-1
601-700	28	25	90	-1
701-800	26	20	85	-1
801-900	24	18	80	-2
901-1000	22	16	75	-3

* The same adjustment is made to *reduced handling*. Note that a bike with *handling* -3 will have a *reduced handling* of 0 and will automatically lose control unless equipped with Two-Wheel Drive and/or Computer Drive to give it a *handling* bonus.

SCENARIOS

GAME ONE

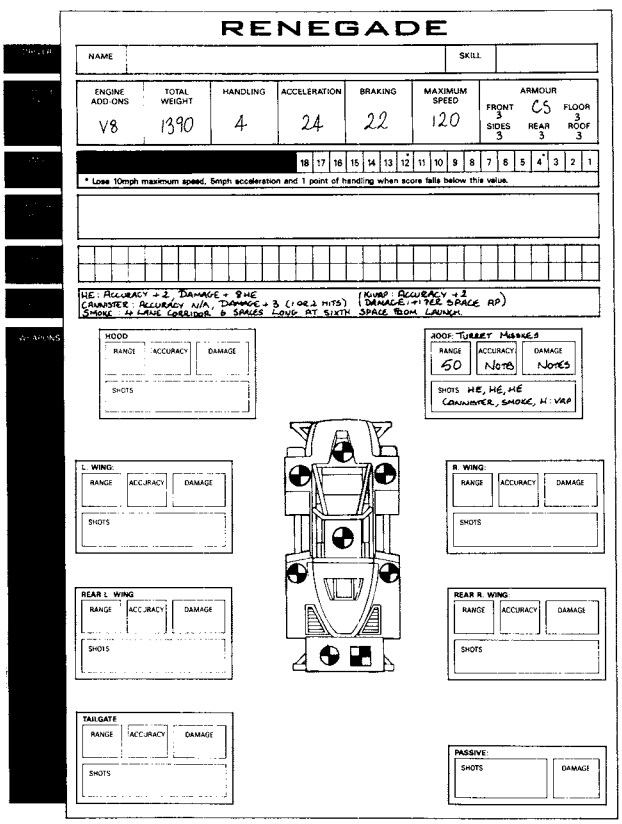
"You've come a long way, boy, I'll give you that. But you made a mistake when you told the guys you could do a better job than me. You don't even know all the roads around here. I wanna show you a little scenic route I used to take as a kid, called Bulldozer Alley. Let's say we take a trip down there. Now."

A western chapter of the Maniax has discovered, and successfully raided, a US government weapons cache in the Mojave desert in part of what used to be Fort Irwin Military Reservation. Now, there is a power struggle as the gang's two most prominent (and greedy) members gamble for control of the outfit. The weapons chosen for the duel come from the raided store, and the Outlaws have the tech to use them.

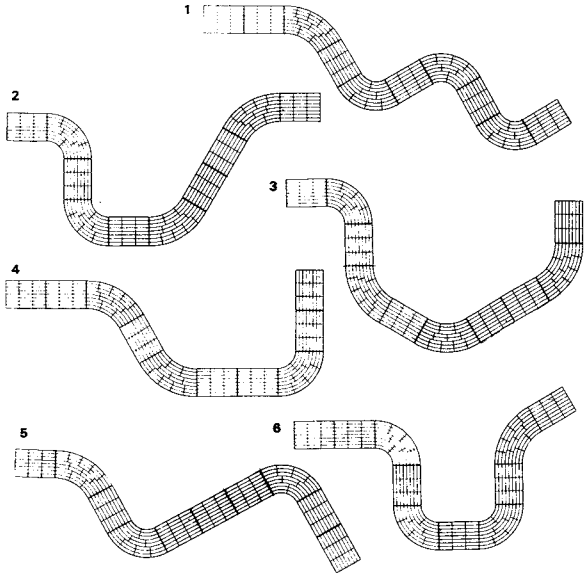
1. Both players drive identically equipped cars. They each roll for drive skill.

Score	Drive Skill
1	2
2	3
3	3
4	3
5	4
6	5

V8 Renegade + turret mounted missile launcher with missile fire computer (Missiles: HE, HE, HE, Cannister, Smoke, HiVAP)



2. Players roll the dice to choose starting track set-ups from those below.



Bulldozer Alley begins on the first section of track generated by a player.

3. Both drivers roll a dice to determine the lead car. The lead car begins the game anywhere in the second track section. The following car begins in the first track section. Each driver selects starting speed (anywhere from zero to maximum mph).

4. All track sections generated after the initial set-up will have sand or debris on them.

   Random hazard markers are placed on the edges of the road so that they occupy three lanes in a single space.

   There won't be enough markers to represent all the hazards required, or there won't be enough of the same type. Place as many of the appropriate markers as you can, and take up markers when both drivers have gone past them.

   Of course, experienced modellers may wish to make their own, three-dimensional markers for hazards. Sand, flock or ballast is readily available from any model shop and can be glued to strips of card to create the desired effect.

Generation

To determine the number and nature of the obstacles both the large dice should be rolled.

The number on the higher scoring dice gives you the type of road hazard.

Score	Road Hazard
1-3	Sand
4-6	Debris

The number on the lower scoring dice gives the side of the road on which they should be placed - 1-2 left, 3-4 right, 5-6 both. This is also the number of markers to be placed.

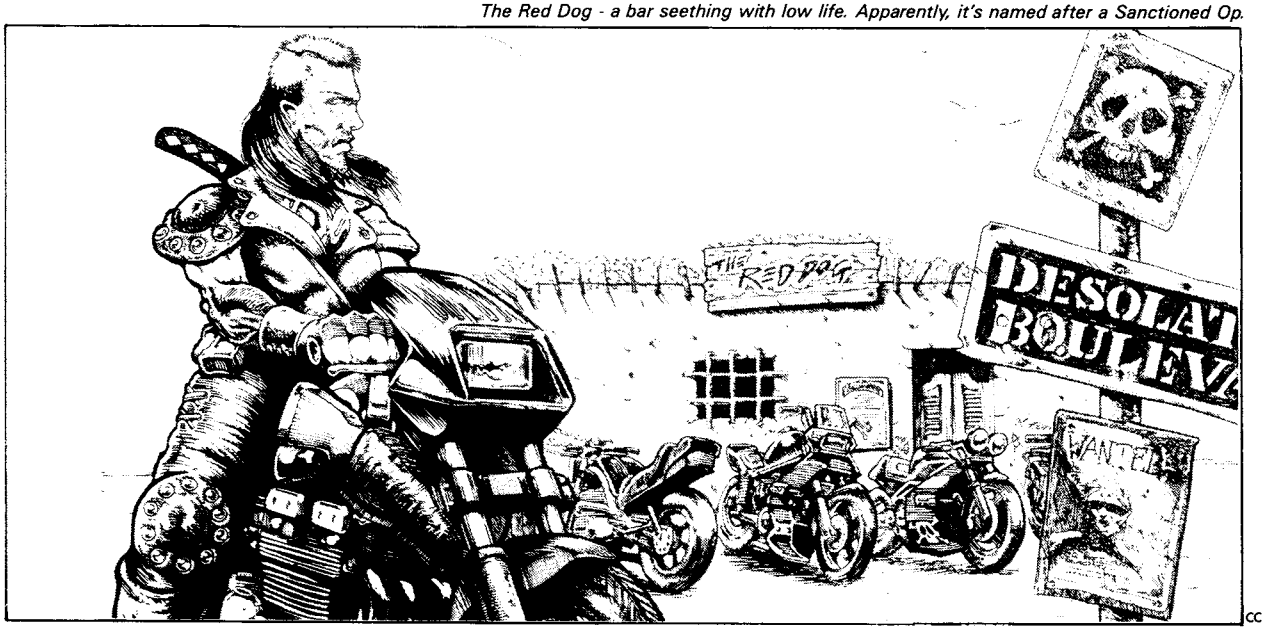
Markers should be placed, in order generated, from the space nearest to the start of the track, and working forwards in the direction of play.

On straight sections there are 3 spaces on the tracks, on curves there are 2-5 spaces. Sometimes there will be more than enough counters to fill the entire side. In these cases, any counters which won't fit should be placed on the next track section.

5. The winner is the driver of the first car to travel along ten sections of Bulldozer Alley.



The Red Dog - a bar seething with low life. Apparently, it's named after a Sanctioned Op.



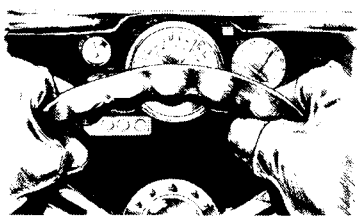
CC

GAME TWO

"You're right. We join up and nobody around here's gonna have the firepower to get in our way. Sounds like I'm the best man to run this gang. Don't like the idea, huh? Well, let's be pro, here. I know some good territory just cryin' for us to sort this out."

Another gang, about the same in strength as the Maniax chapter above, wants to join up with the chapter to secure a tighter grip on this stretch of desert. But there can only be one gang leader...

1. Both players have $100,000 to build and equip a Renegade from scratch.
2. The game continues as Game 1 above.



GAME THREE

"Here they come, spreadin' out to cover the whole damn highway. We can't miss."

Two opposing Outlaw gangs meet up on a deserted stretch of Interstate to settle old scores.

1. Each player has $200,000 to build an Outlaw gang. This must consist of a minimum of 2 Renegades and 3 bikes. This minimum may be exceeded if a player wishes.
2. A track is selected from those given in Game 1.
3. Players begin at opposite ends of the track, facing each other. Both players choose starting speeds from 0 to maximum mph.
4. Play continues until there are no opponents left alive or capable of doing damage. Any vehicle that moves off either end of the track is assumed to have left the battle and cannot be brought back into play. The winner is the player with at least one vehicle capable of firing and moving at the end of the battle.

GAME FOUR

The comm voice was clinical. "Mr Brunner, please fasten your seatbelt. We may have a problem."

An Express Sanctioned Op is escorting a GenTech corporation executive across country when a bike gang make an assassination attempt.

1. Players decide who will play the Op and exec and who will play the biker gang. You can roll a dice for this, the lower scorer taking the part of the Op and exec.
2. The exec's car is a custom built saloon that can be represented by an unarmed Interceptor or a suitable die-cast model. Basically, it's a V6 Interceptor with 4 points of carbon plastic armour on all facings and no weapons. The Op player has $100,000 to design and equip an Interceptor to escort the executive. The Outlaw player has $100,000 to design and equip a biker gang. Trikes may be used.

GENTECH CAR

NAME						SKILL 2
ENGINE ADD-ONS	TOTAL WEIGHT	HANDLING	ACCELERATION	BRAKING	MAXIMUM SPEED	ARMOUR: FRONT 4 SIDES 4 REAR 4 FLOOR & ROOF 4 CP
V6	650	6/2	24	38	120	

24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

* Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

3. Track selection is made from the choice given in Game 1. Extra track is generated using the normal continuous generation rules from **Dark Future**.
4. Decide whether the game is to be a pursuit or an intercept. Roll the dice: on a roll of 1,2,3,4 the game is a pursuit; on a 5 or 6 the game is an intercept. In a pursuit game, the Op and exec vehicles start on track section 3 at any speed from 0-max mph. The bikers start on section 1 at 0-max mph. In an intercept game, the biker player starts on section 1 (at 0-max mph) and the Op player starts facing in the opposite direction, on section 8,9 or 10, moving at 60mph.



CC

Black markets operate in the Badlands.

GAME FIVE

"Fair trial, my ass. Get off my back while you've still got a face. That is your face I'm talkin' to, isn't it?"

An Op has turned renegade. He's in an agency car being pursued by a former associate. Missiles cannot be used in this game.

1. Each player has $100,000 to build their Interceptor.
2. A starting track is selected from those in Game 1.
3. The renegade Op begins the game on section 3. His pursuer starts on section 1.
4. Further track is generated as in Game 4.
5. The renegade Op wins the game by destroying or outdistancing his opponent. The agency Op wins by destroying or immobilising the fugitive.

GAME SIX

"The man waits, Rado. You ready?"

"Don't use words you don't understand, Mendez."

Mendez and Rado are rival trikers. Both have a lot of clout with the young rebels who have yet to join the ranks of the Outlaws. A Yakuza man who wants somebody to nurture the young talent in the area has offered $100,000 to fund a new Outlaw gang, to the winner of a race through a dangerous stretch of desert.

1. Both players have identical standard trikes. The trikes are unarmed.
2. Track is generated as in Game 1.
3. The first trike to complete twenty sections of track is the winner.

CC



Outlaw gangs join up for an attack on a fuel convoy.

DARK FUTURE

DRIVER

VEHICLE STATS

DAMAGE

CRITICAL HITS

SPEED

NOTES

WEAPONS

NAME		SKILL	

ENGINE ADD-ONS	TOTAL WEIGHT	HANDLING	ACCELERATION	BRAKING	MAXIMUM SPEED	ARMOUR FRONT / FLOOR / SIDES / REAR / ROOF

	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

* Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

HOOD:

RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

RANGE	ACCURACY	DAMAGE

SHOTS

WING:

RANGE	ACCURACY	DAMAGE

SHOTS

Using as many photocopies of this page as you need, draw or stick a picture of the vehicle of your choice into this space and place weapon boxes and markers appropriately.

SIDE:

RANGE	ACCURACY	DAMAGE

SHOTS

PASSIVE:

SHOTS	DAMAGE

TAILGATE:

RANGE	ACCURACY	DAMAGE

SHOTS

DARK FUTURE

RENEGADE

DRIVER

NAME		SKILL	

VEHICLE STATS

ENGINE ADD-ONS	TOTAL WEIGHT	HANDLING	ACCELERATION	BRAKING	MAXIMUM SPEED	ARMOUR FRONT / SIDES / REAR / FLOOR / ROOF

DAMAGE

18	17	16	15	14	13	12*	11	10	9	8	7	6	5*	4*	3	2	1

* Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

NOTES

WEAPONS

HOOD:

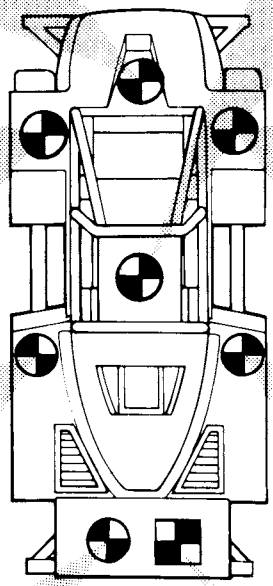
RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

RANGE	ACCURACY	DAMAGE

SHOTS



L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

REAR L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

REAR R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

TAILGATE:

RANGE	ACCURACY	DAMAGE

SHOTS

PASSIVE:

SHOTS	DAMAGE

DARK FUTURE

INTERCEPTOR

DRIVER

NAME		SKILL	

VEHICLE STATS

ENGINE ADD-ONS	TOTAL WEIGHT	HANDLING	ACCELERATION	BRAKING	MAXIMUM SPEED	ARMOUR FRONT / SIDES / REAR / FLOOR / ROOF

DAMAGE

24	23	22	21	20	19	18*	17	16	15	14	13	12*	11	10	9	8	7	6*	5	4	3	2	1

* Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

NOTES

WEAPONS

HOOD:

RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

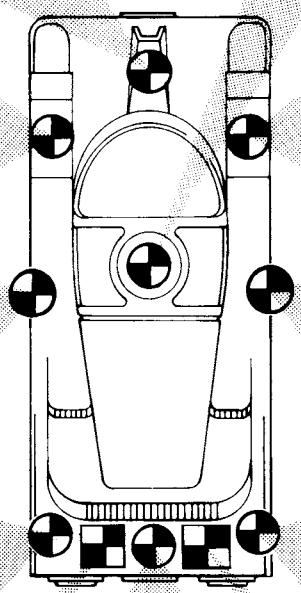
RANGE	ACCURACY	DAMAGE

SHOTS

L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS



R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

L. SIDE:

RANGE	ACCURACY	DAMAGE

SHOTS

R. SIDE:

RANGE	ACCURACY	DAMAGE

SHOTS

REAR L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

REAR R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

TAILGATE:

RANGE	ACCURACY	DAMAGE

SHOTS

L. PASSIVE:

SHOTS	DAMAGE

R. PASSIVE:

SHOTS	DAMAGE

DARK FUTURE

TRIKE

DRIVER

NAME		SKILL	

VEHICLE STATS

ENGINE ADD-ONS	TOTAL WEIGHT	HANDLING	ACCELERATION	BRAKING	MAXIMUM SPEED	ARMOUR
						FRONT / FLOOR / SIDES / REAR / ROOF

DAMAGE

12	11	10	9	8*	7	6	5	4*	3	2	1

* Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

NOTES

WEAPONS

LEFT:

RANGE	ACCURACY	DAMAGE

SHOTS

RIGHT:

RANGE	ACCURACY	DAMAGE

SHOTS

L. OUTRIGGER:

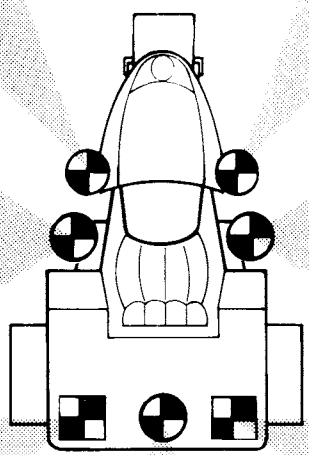
RANGE	ACCURACY	DAMAGE

SHOTS

R. OUTRIGGER:

RANGE	ACCURACY	DAMAGE

SHOTS



L. PASSIVE:

SHOTS	DAMAGE

R. PASSIVE:

SHOTS	DAMAGE

REAR:

RANGE	ACCURACY	DAMAGE

SHOTS

TAIL GUNNER YES/NO
REAR FIRING YES/NO

May only be rear firing if tailgunner is present. The weapon must be forward and fixed otherwise.

DARK FUTURE

BIKE

DRIVER

NAME		SKILL	

VEHICLE STATS

ENGINE ADD-ONS	TOTAL WEIGHT	HANDLING	ACCELERATION	BRAKING	MAXIMUM SPEED	ARMOUR FRONT	ARMOUR FLOOR	ARMOUR SIDES	ARMOUR REAR	ARMOUR ROOF

DAMAGE

	9	8	7	6*	5	4	3*	2	1

* Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

NOTES

WEAPONS

LEFT:

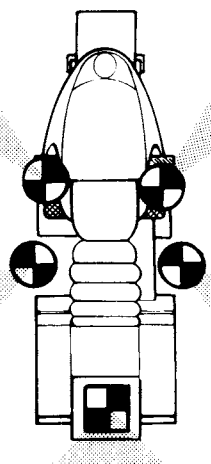
RANGE	ACCURACY	DAMAGE

SHOTS

RIGHT:

RANGE	ACCURACY	DAMAGE

SHOTS



L. OUTRIGGER:

RANGE	ACCURACY	DAMAGE

SHOTS

R. OUTRIGGER:

RANGE	ACCURACY	DAMAGE

SHOTS

PASSIVE:

SHOTS	DAMAGE

DARK FUTURE

MOTORCYCLE COMBINATION

DRIVER

NAME		SKILL	

VEHICLE STATS

ENGINE ADD-ONS	TOTAL WEIGHT	HANDLING	ACCELERATION	BRAKING	MAXIMUM SPEED	ARMOUR FRONT / SIDES / REAR / FLOOR / ROOF

DAMAGE

12	11	10	9	8*	7	6	5	4*	3	2	1

* Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

NOTES

WEAPONS

LEFT:

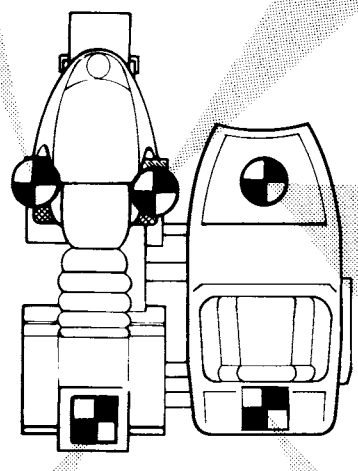
RANGE	ACCURACY	DAMAGE

SHOTS

RIGHT:

RANGE	ACCURACY	DAMAGE

SHOTS



SIDE GUNNER:

RANGE	ACCURACY	DAMAGE

SHOTS

L. PASSIVE:

SHOTS	DAMAGE

R. PASSIVE:

SHOTS	DAMAGE

DARK FUTURE

RENEGADE

DRIVER

NAME		SKILL	

VEHICLE STATS

ENGINE ADD-ONS	TOTAL WEIGHT	HANDLING	ACCELERATION	BRAKING	MAXIMUM SPEED	ARMOUR FRONT / SIDES / REAR / FLOOR / ROOF

DAMAGE

18	17	16	15	14	13	12*	11	10	9	8	7	6	5*	4*	3	2	1

* Lose 10mph maximum speed, 5mph acceleration and 1 point of handling when score falls below this value.

CRITICAL HITS

SPEED

NOTES

WEAPONS

HOOD:

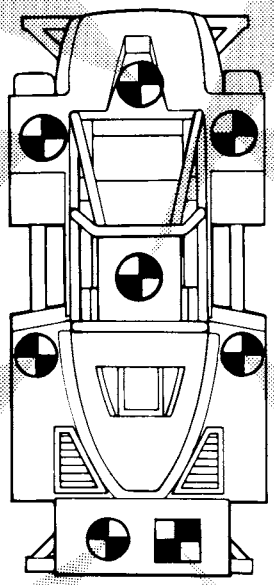
RANGE	ACCURACY	DAMAGE

SHOTS

ROOF:

RANGE	ACCURACY	DAMAGE

SHOTS



L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

REAR L. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

REAR R. WING:

RANGE	ACCURACY	DAMAGE

SHOTS

TAILGATE:

RANGE	ACCURACY	DAMAGE

SHOTS

PASSIVE:

SHOTS	DAMAGE

DARK FUTURE

DEAD MAN'S CURVE

by Richard Halliwell and Sean Masterson

The *Dark Future* and *White Line Fever* rulebooks cater for a series of one-off games. The players use cars for one game only, and start the next game with new cars and drivers. This article is the first part of a series that provides rules to allow players to use the same drivers and vehicles over a number of connected games called a *campaign*. In a campaign, what happens during one game affects what happens during the next. Players get the chance to develop roadfighting characters. The more games a player runs his character in, the tougher and more skillful the character becomes. He'll get richer, too. He will find himself under more pressure. And he'll be able to buy new equipment to repair or modify his vehicle and recruit drivers to fight alongside him.

Playing a Dark Future campaign is much more fun than playing one-off games and little extra effort is involved. Players begin a campaign with equal funds and have to earn more money, not just to buy new equipment, but to keep their drivers and vehicles roadworthy.

A story is built up around each game. It begins before the roadfight takes place and continues after it has ended. Players can try to out-manoeuvre each other before the roadfight begins. After combat, players are faced with the damage done to their vehicles' armour and systems and their drivers' mental state. Players have to cope with other unpleasant aspects of the world their characters live in. Big media deals are always in the offing for moderately successful roadfighters. Dealing with the media in 1996 can be as dangerous to a person's health as roadfighting itself.

Everything has a price, even the act of survival. Sophisticated technology can lengthen a driver's lifespan but the price isn't just paid in dollars...

PLAYERS AND UNITS

A Dark Future campaign can be set up among any number of players, six being the optimum number. Campaigns are just as suited to two players, with an optional referee or Gamesmaster (GM). Each player controls one or more *units*. A unit is either an Outlaw Gang or a Sanctioned Op. The more players there are, the better it is for each person to play one unit. Smaller games are made more interesting if players control two units each, such as a game with two players, each controlling one Sanctioned Op and one Outlaw gang. The choice is left to the players. If six people are happy running two (or even more) units each, then they are free to do so. The one restriction is that all the players should agree to begin the campaign with the same number of units, even if they drop one of these units out of play later.

A balance should be found between the types of unit being played. There's no problem with several players running Outlaw gangs because Outlaw gangs come into conflict with each other all the time. However, if too many players choose to run Operatives, it may become difficult to arrange games, as Ops do not usually fight one another!

Each unit consists of a number of drivers or characters (the two terms are interchangeable). The campaign game comprises a sequence of Dark Future games with each player pitting one unit against an opposing unit belonging to another player. These articles explain how the sequence of games fits together and what happens to survivors.

Sanctioned Ops and Outlaw Gangs

The type of unit determines, to some extent, how many drivers it contains. Sanctioned Operatives always begin a campaign as solitary, independent drivers who have managed to acquire the funds they need to go it alone in a roadfighting career. A single driver and vehicle make up the unit (although Ops can build up agencies as the campaign progresses).

A player who takes the Outlaw role starts with a unit consisting of at least two drivers and a corresponding number of vehicles. Outlaws come from a background where a certain amount of interdependence has helped them survive thus far. The unit is made up of a number of drivers right from the beginning. The vehicles may be cars, bikes, trikes, or motorbike-sidecar combinations.

Assuming that players' characters survive the roadfights they participate in, they can be played for as long as a player wishes. Players can retire their Op and Outlaw characters from active play at any time. Even when a unit is taken out of active play, it might sponsor new gangs or agencies - for example, the controlling player might donate $100,000 from the unit's funds to set up a new unit for a new campaign.

Before long, players running campaign games will find themselves constructing their own vividly-detailed Dark Future environment. The process should be as much fun as the games themselves.

Points

Much of a driver's progress is recorded in the various points systems introduced or expanded upon in this book. The points systems affect each other, as well as the driver, in intricate ways.

Drivers who survive a game gain *mileage points*. As mileage increases, so does drive skill. Players also gain *psychosis points* which reflect the increasing stress caused by the career and lifestyle of a highway warrior. Finally, *kudos points* may be accrued by drivers who survive long enough to become famous or notorious.

Mileage points, drive skill, psychosis points and kudos points can never drop below zero.

These different types of points and their game effects are described in full later (see *Mileage*, *Psychosis* and *Kudos*).

BEGINNING A CAMPAIGN

A campaign begins with each player choosing a unit type. Each unit receives $100,000. For Ops this represents a mixture of self-raised funds and perhaps sponsorship from a friendly agency. For Outlaw gangs, the money represents help from underworld sources of all kinds: the mob, for example, or booty from previous raids.

Players spend the money as they see fit. Vehicles are chosen, designed and equipped with weapons and other systems from Dark Future and White Line Fever. Everything a player wants his unit to use in its first game must be paid for out of these funds. The only exception to this is the driver. A Sanctioned Op player gets his first driver free. An Outlaw player gets his first two drivers free. At the beginning of a campaign game, all drivers have a drive skill of 2.

There are no restrictions on how the players spend their money, other than that all players must agree on the equipment they're going to allow into their games. The choice of vehicles may be widened to allow an Op to buy a Renegade and an Outlaw to buy an Interceptor. However, drivers who choose a vehicle not normally associated with their particular role will find themselves disadvantaged at some point during the course of their campaign.

Campaign games are played out in a number of *contract sequences*. The main feature of a contract sequence is the stage involving roadfights, played out using the usual Dark Future rules. These games are called *engagements* to differentiate them from the campaign game. The different combinations of engagement are:

Op vs Outlaw Gang
Outlaw Gang vs Outlaw Gang
Outlaw Gang vs Renegade Op
Op vs Renegade Op
Renegade Op vs Renegade Op

THE CONTRACT SEQUENCE

A contract sequence represents several factors of the campaign game. Firstly, it serves as a measure of time. It could be 48 hours or it could be two weeks. However much of the calendar it represents, its limits are defined as the maximum amount of activity one roadfighter can engage in, compared to another.

The kinds of activities that take place during the contract sequence are slightly different for Ops and Outlaws. The contract sequence regulates when and how these activities take place, regardless of the characters' roles. The number of engagements that a driver may take part in is regulated by the contract sequence. This ensures that opposing drivers progress at a realistic rate. A contract sequence consists of one engagement for each unit in the campaign and the consequences of those engagements being calculated for every driver involved.

In the case of an Operative, the beginning of the contract sequence represents a period of activity when different corporations or state authorities are offering bounties for the elimination of Outlaw gangs and renegade operatives in the Op's area. The Sanctioned Op must find an opponent on whom a bounty is offered, seek out and engage him, then take the consequences.

In the case of an Outlaw gang, the contract represents cut-throat underworld influence on their activities. An Outlaw gang might attack an Op after deciding that he could become a problem for their operations in the future. The gang can take preventative action by hunting him down.

Alternatively, the sequence could represent gangs fighting each other to defend or invade territory. If the gang is subjected to an attack by an Op, then this roadfight merely represents the gang's struggle for survival over a short period of time.

A picture of what is going on is gradually built up in the players' minds. This picture is the background against which the game is played. As you read through these rules, ideas will come to you or you will find ways of incorporating the ideas you might already have. By the time you're ready to play, you'll know exactly why the scum oughtta be blown off the road!

Campaign games, then, are played out in a series of contract sequences. At the start of each sequence, a player must have record sheets for all his characters and vehicles ready. You'll also need to keep a record of each driver's mileage points, psychosis points, kudos points and so forth. When the contract sequence is played, everything that happens in any particular phase is assumed to take place simultaneously.

The contract sequence begins with *attack declarations* when the players determine which units are going to fight. The roadfight itself is covered by the section on *Approach and Engagement* which is followed by optional rules on night driving and roadfighting in hostile environments. The remaining phases of the contract sequence are outlined in the section on *Survival* and fully explained in the sections that follow it.

ATTACK DECLARATIONS

The matter of who attacks whom is decided by a series of *attack declarations*. Attack declarations work like this:

1. Only one attack declaration can be made by each unit in each contract sequence.
2. A unit can only be the subject of one attack declaration in each contract sequence.
3. A unit cannot make an attack declaration if it is already the subject of an attack declaration by another player.
4. When an attack declaration is made, the two units involved in the declaration must conform to one of the engagement types described earlier (eg Op vs Outlaw Gang or Outlaw Gang vs Outlaw Gang). Attack declarations cannot be made otherwise (ie a Sanctioned Op cannot make an attack declaration against another Sanctioned Op).

There are a number of reasons for these restrictions, which vary from case to case. A unit cannot attack another unit that is already the subject of an attack declaration because, for instance, when an Operative takes up a contract on an Outlaw, that Op has exclusive rights to that Outlaw for the period of that contract sequence.

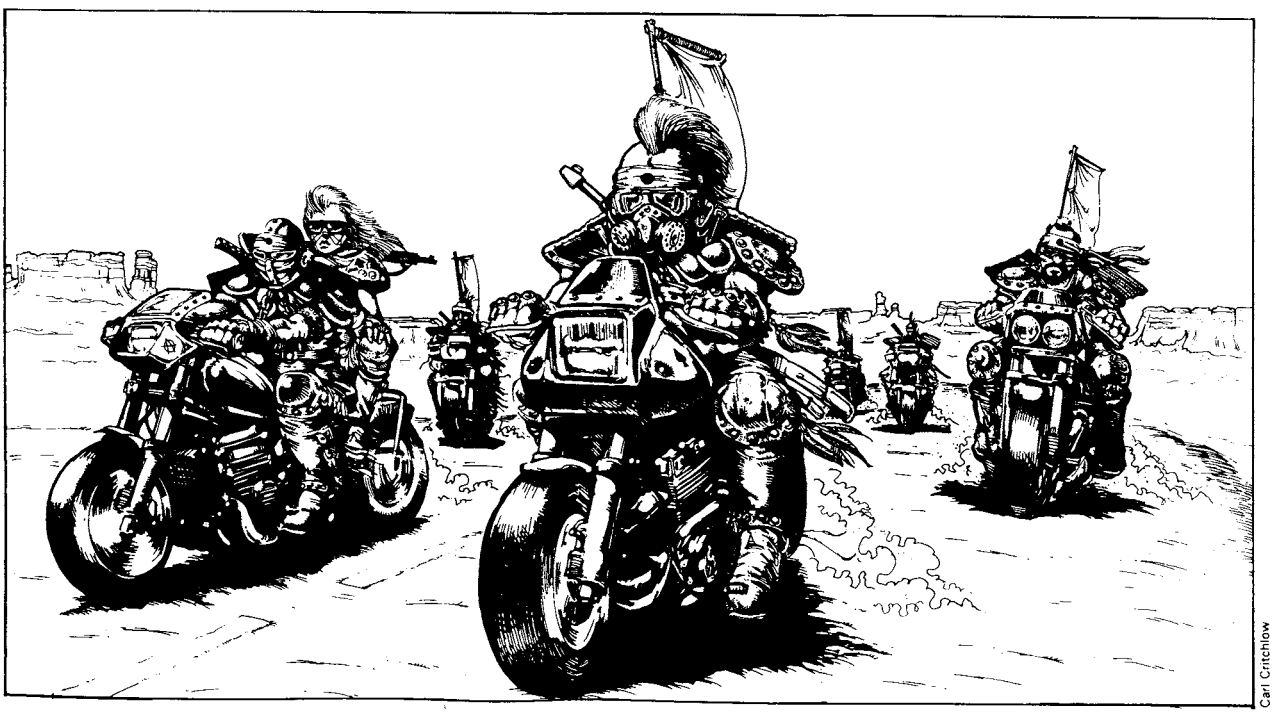
When two Outlaw gangs take each other on for territorial reasons or for the sake of rivalry, more powerful underworld forces are keen to see which side proves itself stronger by its own merit, and passes the word that the two belligerents should not be interfered with for the time being.

If two gangs arrange to fight each other, they must do so secretly, to avoid the attentions of the media and the authorities, so a Sanctioned Op who wants to take a contract out against one of those gangs simply cannot find out the gang's location for the period of this contract sequence.

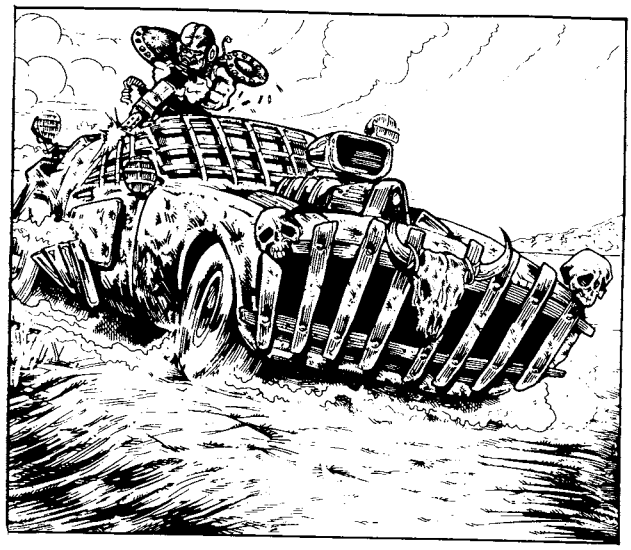
Units can only make one attack declaration per contract sequence because each attack requires planning and training. In addition, the consequences of the attack are time-consuming. A unit can decline to be the subject of any attack declaration but it must retire from the campaign immediately if it does so (ie the characters have gone into retirement). The player who controlled it cannot create a new unit for the campaign until the beginning of the next contract sequence.

A contract sequence begins with players making attack declarations with each of their units. This is done as follows:

1. Each player rolls a dice. Starting with the player who rolled the highest score, and going clockwise around the table, players are allowed to declare an attack by one of their units on a unit controlled by another player, subject to the restrictions mentioned above.



Carl Critchlow



Carl Critchlow

2. When a player has made one attack declaration, it becomes the next player's turn to make one. As each declaration is made, the choice of units to attack decreases, so players should ensure that they don't 'double book' a unit, by arranging more than one engagement for it.
3. When all the players have made an attack declaration with one of their units, the player who made the first attack declaration can make an attack declaration with another unit, if he's playing more than one unit in the campaign. Attack declarations are made for extra units in the same order as before.
4. No engagements are played until all the players have arranged all the engagements for the contract sequence.

Units that either do not make an attack declaration or become the subject of one during the attack declaration phase cannot enter an engagement until the next contract sequence. Drivers in these units receive no pay, unless they're Outlaws, nor can they accumulate kudos or mileage points. If drivers in such units have more than 2 psychosis points, they must still make a psychosis test as instructed in the section on *Psychosis*.

A roadfighter's career is made up of one or more contract sequences. When all the engagements arranged in the attack declaration phase have been played and when the consequences of all those engagements have been determined for all the drivers involved, a new contract sequence can begin. If players don't want to start a new contract sequence, they must retire from the campaign. Players running Op characters who want to turn Renegade and become Outlaws can do so now. At the beginning of a new contract sequence, a new round of attack declarations is made. The circumstances that determine whether or not there can be another contract sequence are described below under *Winning, Losing and Starting Again*.

For example: four players, A, B, C and D, begin a campaign. Player A and player B each control one Op; players C and D both run an Outlaw gang. All four players have designed their units. They each roll a dice and B rolls highest, so the order in which the attack declarations will be made is B, C, D and A. B says that C's gang has got the locals worried, and he has been hired to clean up the area for them, so he declares an attack against C's gang.

It should now be C's turn to declare an attack but his only unit is already the subject of one. His gang knows that the locals are after their blood and he's going to spend this contract sequence trying to survive their wrath. It moves on to D's turn to declare an attack. The only person with a unit that can be attacked is A. Well, apart from the road combat experience he'll get from attacking an Op, it shouldn't do his gang's reputation any harm if they're seen to be on the offensive. He declares an attack against A's solo Op. Finally, it's A's turn to make an attack declaration. He can't, of course, because there are no units for him to attack, and he doesn't have a unit capable of attacking anyway. So his Op has heard down the grapevine that some Outlaws are using him to prove how tough they are. He's not worried. It's in these kinds of circumstances that Ops get their reputation. He'll still be able to claim bounty from state authorities if he defeats D's gang. That's what he got into this job for. The attack declaration phase is complete.

Attackers and Defenders

Units making attack declarations are known as the *attackers* for that engagement. Their opponents are the *defenders*. The differences between attackers and defenders are explained in the next section.

APPROACH AND ENGAGEMENT

When one player makes an attack declaration on another, an engagement is played between the two units. All the engagements that occur in a contract sequence are considered to take place simultaneously, so they may be played in any order that suits the players.

The attacker can specify how many of his unit's vehicles will take part in the engagement. In addition, attackers are subject to the restrictions of the engagement objectives described below. The defender must use all the vehicles in his unit but is not subject to the engagement objectives.

The process that determines the nature of the engagement, and what each side's vehicles are doing just prior to it, is called the *approach*. There are three types of approach: the pursuit, the intercept and the ambush. The three types of approach providing three different types of game and they can lead to exciting developments early on in an engagement. An attacker may find a well prepared opponent turning the tables on him. The approach also determines exactly when and how vehicles on both sides enter a combat situation.

When one player is about to play another, both are entitled to know their opponents' drive skills and their units' total dollar value.

THE APPROACH

Once the two sides have arranged to fight the engagement, allocated drivers and vehicles, and prepared record sheets, the game should be started by making an *approach roll*. Whoever wins the approach roll will have some say in how the two sides meet. The side that loses the approach roll is considered to be *cruising*. Cruising units are subject to a number of restrictions, explained below.

To make the approach roll both players roll one dice and apply drive skill and information bonuses.

Drive Skill Bonus

If a unit's least skilled driver has a drive skill of 4 or more, the controlling player gains a bonus to the dice roll.

Lowest Drive Skill	4-5	6-7	8-9	10
Approach Roll Bonus	+1	+2	+3	+4

Information Bonus

Accurate and detailed information can be a vital factor in getting the jump on a target or avoiding being taken by surprise. Various sources of information exist and can be used by anyone who can afford their services.

Ops can use the services of a special tracing agency called Ratcatchers. Ratcatchers can give details of gangs, including names, bounties and last known location. Information is compiled by a combination of satellite tracking, state and federal authorities, undercover Ops and many other sources. Most of these involve scouring computer networks worldwide to find out what certain individuals are getting up to. An Operative or agency can spend up to $15,000 on Ratcatchers data before an engagement. For each $5,000 spent, they gain a +1 bonus to the approach roll. The money must be spent before the approach roll is made.

Outlaws can buy information available on the grapevine, which consists of a loose association of hackers on the payroll of organised crime. These hackers tap into various useful areas of the computer networks, stick their fingers in the wind and sell the data to anyone with the cash. A gang may spend up to $20,000 prior to an engagement; for each $10,000 spent, they gain a +1 to the approach roll. The money must be spent before the approach roll is made.

Approach Result

Once both players have rolled a dice and added and bonuses, subtract the defender's total from the attacker's total and consult the following table:

Total	**Result**
0 or less	The defender may choose the type of engagement: intercept, pursuit or ambush
1 to 2	The attacker may choose the type of engagement but is restricted to a choice of intercept or pursuit
3 or more	The attacker has a free choice of the type of engagement: intercept, pursuit or ambush

Because both sides must make dice rolls to determine the nature of the approach, it may be the case that an attacker who rolls badly finds himself in a very unsatisfactory situation.

ENGAGEMENT TYPE

The winner of the approach roll chooses whether the engagement that is about to take place is an intercept, a pursuit or an ambush.

After the engagement, when the players calculate how many mileage points their drivers have earned, the number of mileage points available to the surviving drivers will depend on the type of engagement they have just fought. Being the winner or loser of an approach roll does not in any way affect a unit's status as attacker or defender.

For example: Lucas Nash, an independent Sanctioned Op, declares an attack on a newly-formed Miami-based Maniax gang consisting of two Renegades. The Maniax have been kept informed by their bigger cousins' hacker crews (though this help cost them $10,000) and have a +1 on their approach roll. Nash doesn't use Ratcatchers so he has no modifiers to apply. The Maniax roll 5 (+1) = 6. Nash rolls a 3. The Maniax score is subtracted from Nash's score to give a total of minus 3. This is less than zero so the defender is allowed to choose the nature of the approach - he's managed to out-manoeuvre the Op. The Maniax player sets up an ambush. Nash will be attacked by one car in each direction.

So, even though Nash took a contract on the Outlaws, and is therefore technically the attacker, the Maniax have successfully turned their defence into an attack which will make the situation as unfavourable for the Op as possible. If Nash survives, he might start thinking about a subscription to Ratcatchers.

Intercepts and ambushes are *combat engagements*. They involve a vicious head-on clash between two opposing units. Pursuit is a *flight engagement*. It involves one unit chasing another. The criteria that determine how many mileage points are earned differ for the two types of engagement because they require different skills on the part of the drivers involved. Mileage points are fully explained in *Mileage*.

Intercept

1. Generate a stretch of 7 track sections.
2. The winner of the approach roll chooses which end of the track he wants to start from.
3. The loser of the approach roll places his vehicles first, within 2 track sections of the opposite end. These vehicles start the engagement under all cruising restrictions (see below). They must be facing so that they are heading towards the enemy unit.
4. The winner of the approach roll places his vehicles within 2 track sections of his nominated end, heading in towards the middle.
5. The winner then selects any starting speeds for his models. Different vehicles can travel at different speeds. There are no cruising restrictions.

Pursuit

1. Generate a stretch of 7 track sections.
2. The unit that lost the approach roll must place its vehicles anywhere in the 3rd or 4th track sections, facing in the direction in which the track was laid.
3. This unit is subject to all cruising restrictions (see below).
4. The winner of the approach roll starts anywhere on 1st track section and may choose a starting speed of at least 60mph or the safety limit if the vehicle is on a curve. There is no maximum limit. The vehicles should face in the direction in which the track sections were laid.

Ambush

1. Generate a stretch of 9 track sections. The usual rules on track generation are then used. However there may be a maximum of 9 track sections in play throughout the game.

   Allowing 9 track sections to stay in play is going to make it much more difficult for the quarry to shake pursuers, reflecting the fact that the ambushers have a much better knowledge of the locality.
2. The unit which lost the approach roll places all its vehicles anywhere on the 3 central track sections. The player may choose the direction of travel for these vehicles, but they must all travel in the same direction and obey all cruising restrictions (see below).
3. The winning unit places vehicles on the 2 sections at either or both ends of the track.

   The ambusher is allowed to sandwich the target between two groups of moving vehicles. Vehicles in front of the target can either be moving in the same direction as their quarry - placing passives or making life difficult with rear-firing weapons - or can be heading towards the target in intercept fashion. Vehicles behind the target must head towards it.
4. The ambusher can also place any number of his vehicles on the 2 lanes nearest to any road side, facing in any direction, on any of the track sections generated for the start of play (including those occupied by the unit that lost the approach roll). These vehicles are assumed to be moving off. They start the first turn at 20mph, speed factor 1.

   Ambushes can become chaotic, especially when both sides have lots of vehicles and the ambusher has cars in both intercept and pursuit positions. The unit being ambushed should try to minimalise casualties on initial contact and then get out of there as fast as possible!.

CRUISING RESTRICTIONS

Engagements often start with one side simply driving along the highway, blissfully unaware of what's about to hit them. These vehicles are said to be *cruising*.

Dark Future characters are used to driving very dangerously for much of the time. Drivers act differently when they're not in a combat situation. The rules below are designed to keep drivers at a safe, economical speed, and keep them on the right side of the road until they see the enemy. (British readers should note that in the US the right side is indeed the right side.)

All the cruising vehicles belonging to a player must travel in the same direction, although their speeds may vary slightly, as detailed below. They must occupy only the right-hand side of the road - ie the 4 lanes to the right of the double yellow line.

Vehicles on straight sections start the game travelling at a cruising speed of between 50mph and 80mph. The player chooses a speed from within this range when the vehicles are placed on the board at the beginning of an engagement. Vehicles on curves must start at the safety limit for that part of the curve.

While under cruising restrictions, vehicles must proceed at between 50 and 80mph, and must slow down to optimum speed for curves if they are not already travelling at that speed or slower. They must also remain on the right side of the road.

Cruising vehicles may enter the four lanes on the left-hand side of the track only if there is some form of obstacle - sand or debris, for example - on this or the next section of track. Vehicles dodging such obstacles must move back to the proper road position as soon as possible but they don't have to exceed safety limits to do this.

Cruising vehicles aren't allowed to drift on curves - they must stay in the same lanes as when they moved onto the curve.

Ending Cruising Restrictions

Cruising restrictions end when the cruising side spots the opposition. The enemy can be seen by a unit when that unit can trace line of sight, along the length of the board, between one of its vehicles and one of the enemy vehicles. It doesn't matter what range exists between the two units. Lines of sight are traced from the centre of one car model to any part of another model along a stretch of track sections.

Although line of sight is normally only traced along the board, it may be traced across board edges if a *vista* opens up. At the beginning of each turn, a side at cruising speed may roll a dice. If the dice scores a 5 or 6 assume a vista has opened up, allowing the cruising vehicles to spot enemy vehicles beyond. This rule simulates the fact that even on the most favourable ground or in the most meticulously chosen ambush position, there is still a chance of the ground rising or flattening to give one side a clear view of the other.

Once a driver has spotted a hostile vehicle - either by direct line of sight or by a vista - the entire side is freed from cruising restrictions. If the engagement begins with the opposition already in sight, assume that they have just come into view or that the cruising side has just identified them as hostile vehicles. The cruising side must still start the game within cruising speed but is immediately freed from cruising restrictions.

Entering Combat

When the two sides have finished their approach, the engagement begins and they enter combat. The engagement is then played using all the rules from *Dark Future, White Line Fever* and the rules in this article.

THE ENGAGEMENT OBJECTIVE

Unscrupulous players might want to set up a situation where they can leave the engagement before any combat takes place if doing so would be to their advantage. For instance, an Outlaw player who gets to choose the type of engagement could set up a pursuit against an Op just so that he could immediately turn around, move his vehicle out of play and gain the benefits of loot (explained in the next section), leaving the bewildered Op to face almost certain bankruptcy.

When a player makes an attack declaration against another player, his unit is obliged to reach the *engagement objective* in order to be able to claim any pay for this contract seqence. This is because an attacker has made some kind of contract to take on his opponent in a roadfight, which, if he is to maintain any kind of credibility with the people he's doing the job for, he must try to keep. A unit's engagement objective is met when at least one vehicle from the attacking unit has remained within four spaces of at least one vehicle from the defending unit for six phases (ie the range between the vehicles is four or less). This shows that the attacker has serious intent with regard to keeping his part of the contract.

Staying within engagement range makes it difficult for an unworthy attacker to break off an engagement without good reason. The six phases do not have to occur consecutively. They can be spread out over any length of time the attacker wishes. Similarly, if either side has more than one vehicle, it doesn't have to be the same two vehicles for all six phases.

The best way to record this is for the attacking player to keep a separate dice by his side (place it or choose a colour of dice so that it cannot accidentally be rolled or used for any other purpose) and use it in the same way the normal phasing dice works.

Sanctioned Operatives who deliberately fail to meet their engagement objective forfeit any pay which they might otherwise have been entitled to. They do not receive any mileage points for this engagement. If they deliberately fail to meet their next engagement objective, they will be branded as conmen and will lose their license. They must be removed from the campaign immediately.

Outlaws who deliberately fail to meet their engagement objective lose all their credibility with the underworld and their own members and cannot take a loot test for this contract sequence (loot tests are explined later in *Pay*). They do not earn any mileage points for this engagement. If they deliberately fail to meet their next engagement objective, they are racked by internal dissent and must disband immediately. They are removed from play.

Exceptions

If a unit fails to meet its engagement objective because of any of the following conditions, then it has not failed deliberately and can claim any pay to which it is entitled and play subsequent contract sequences:

1. If a vehicle belonging to the unit is destroyed or takes any number of critical hits before the required number of phases have been spent to meet the terms of the objective, the engagement can end without penalty, regardless of whether or not the objective is reached.
2. If any of the unit's vehicles crash before the engagement objective is reached, the controlling player can attempt to disengage without penalty.
3. If a defending unit moves out of play before the attacker can reach the engagement objective, the engagement ends without penalty. This condition does not apply if both units are Outlaw units.
4. Units which are ambushed are not subject to the restriction of engagement objectives, regardless of their original status as attacker or defender.



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The engagement objective only has to be made by the unit that is the attacker for this engagement. Therefore, in the example given above, if the Op had taken out a contract on the Outlaw unit, and was therefore the attacker, but then lost the approach roll, the Outlaw player would be perfectly entitled to set up the engagement in such a way as allowed him to escape before the Operative could shoot at him.

However, if the situation was the same but the Outlaw unit was the attacker, to move out of play (by, for example, reversing off the first track section immediately) would cause the Outlaw attacker to incur all the penalties for deliberately failing to meet the engagement objective.

Condition 3 does not apply if both units are Outlaws because a lot of rivalry exists between Outlaw gangs. They both have to feed off the same innocent victims to survive. If they meet up in an engagement and then simply choose not to fight each other, word will get round pretty fast. The result will be that the sandside town dwellers they usually prey upon will be less afraid of the gangs and will arm themselves better and fight better. It is therefore assumed that the gang will not make a loot test because they lack the confidence to attack town dwellers with such high morale.

ENDING AN ENGAGEMENT

Engagements end for a number of reasons. Units can drive into the desert or be left immobile, with some or all of their equipment intact. They might destroy the vehicles they encounter or be destroyed themselves.

The engagement must continue until only one side has any active vehicles left in play. An active vehicle is one which has all of the following:

1. A working engine.
2. At least some remaining ammunition, not counting passives, and the means to fire it.
3. A driver who has not suffered a critical hit that results in the vehicle being treated as having no driver.

The side that ends the engagement with the only active vehicles in play has *salvage rights*. At the end of an engagement, there will probably be a number of wrecks lying along a stretch of interstate. Some of the equipment left in all this wreckage might be re-usable. This is why salvage is vital in a campaign, as it's the means by which equipment can be recovered and re-used, regardless of who originally owned it. The reason why a player must have an active vehicle in order to be able to claim salvage is that the player's driver needs to be able to guard all the wrecks until a salvage team arrives at the site. If neither side has any active vehicles left at the end of an engagement, then neither player can claim salvage. The equipment is lost to the desert.

Because salvage takes place after an engagement, it is discussed in the *Survival* section.

WINNING, LOSING AND STARTING AGAIN

A campaign can last for as many contract sequences as the players want or until only Op units or only one Outlaw unit remains in the campaign. If only one unit remains in the campaign, its controlling player has won (see below). If more than one unit remains in the campaign and they are all Op units, then the campaign ends not with a player victory but with a victory for the side of law and order (unless, of course, one or more of those units decide to turn Renegade and become Outlaws).

Players are allowed to give up any unit under their control. They may do this after an engagement and start again with a new unit.

Players might want to give up units for a number of reasons. Another player's unit might have established such a lead, in terms of available firepower and driving ability, that opposing players decide there's no point in competing against the unit any more, because they don't think that they can beat it. The player who controls that unit has won the campaign.

Of course, if a player's unit is completely destroyed during an engagement, he must either start again from scratch with new drivers and vehicles or continue in the campaign with any other unit he still has. A player who continually loses units or starts new ones rather than persevering with the ones he has will find himself incapable of defeating a unit that has lasted several contract sequences. If a player wants to win a campaign, he should not give up too easily. If an opposing player's unit only has the advantage of a few contract sequences, the lead can be eroded by skillful play. However, a player who tries to bring a unit into a campaign where all the likely adversaries have survived a lot of battles isn't going to do anything other than provide target practise for those units.

If several units are involved in a campaign, it doesn't matter how many drop out or are destroyed at any one time, as long as two opposing units can still fight each other. If the campaign reaches a stage where there are no opposing units for a contract sequence, it ends there.

NIGHT DRIVING

Ops and Outlaws can't always wait for the sun to come up before they do what they have to do. If roadfighting is the deadliest activity in the USA, roadfighting at night is as deadly as you can get.

When an attack declaration is made, it's either because an Op has been offered a contract on a gang that's currently in his territory, or because a gang has somehow found the opportunity to attack one of its rivals or a hated Op foe. When either side gets an opportunity to take on an opponent, it must act quickly. If the call comes in the middle of the night, so be it. They get into their cars and go.

Roll a dice after the attack declaration has been made but before the approach roll is taken. A result of 6 indicates that the engagement will take place at night.



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CONDITIONS AT NIGHT

Dark Future vehicles have headlamps and brake lights just like the cars we're all used to. Because of their powerful beams, there is no change to the rules on spotting enemy vehicles at the beginning of an engagement, as long as the cars being spotted actually use their lights.

Any driver entering a night fight will have an anti-glare windscreen or goggles so players don't have to worry about the dazzling effects of oncoming beams. Cars and bikes must use their headlamps unless they or their drivers have night driving equipment.

Computer drive and robotic drive come with integral night fighting equipment such as thermal imaging and light intensification systems. Vehicles fitted with either of these systems need not use headlamps at night. Drivers with artificial eyes (see *Cybernetics*) are also exempt from the need to use headlamps.

Units of drivers with mixed equipment (ie some vehicles and drivers with night driving gear and others without) might as well all drive with headlamps burning because once a vehicle using headlamps has been spotted all the vehicles in that unit are spotted (since they're driving in relatively close formation).



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An entire unit which uses some form of night driving facility is far more difficult to spot. The unit is spotted only when its opponent rolls equal to or greater than its range in spaces on a dice or when the unit opens fire, whichever happens first. This roll can be made once per phase. A unit is always visible at ranges of 2 spaces or less. A spotting unit with night driving gear adds +3 to the score on the dice.

Hitting targets is more difficult at night because the vehicles are harder to see. A weapon linked to any kind of electronic fire control computer makes rolls to hit as normal. All unassisted rolls to hit suffer a -1 modifier in addition to any other modifiers. Smoke and other sight blocking devices are still effective.

Track Generation at Night

Whatever a driver uses to see at night, his visibility is reduced. In game terms, this affects track generation. As far as initial track generation is concerned, in Ambush and Intercept engagements is the normal procedure followed. In Pursuits, only the first 4 track sections are laid.

Night drivers cannot see as far ahead down the road as they can during daylight. In terms of track, drivers can only see 2 spaces ahead of them (this does not count for spotting vehicles, which may be seen further away if either direct or vista line of sight is possible). Therefore, new track sections are only generated when the lead vehicle enters the last-but-one space of the last track section that was laid down.

Encountering Random Hazards at Night

When an engagement takes place at night, random road hazards are much more dangerous because they're placed much closer to the lead vehicles than in a normal game.

All of this makes travelling at high speeds extremely dangerous at night. That's just the way it should be.

Calculating Mileage Points at Night

Successful roadfighting at night is something that teaches a driver a lot. It also earns him the respect of others. At the end of an engagement that was fought at night, the number of mileage points awarded to a driver is multiplied by 1½. Round fractions up.

HOSTILE ENVIRONMENTS

The climatology of Dark Future America could take up a volume in its own right. Most of the continent is now desert. Sometimes it rains near to a mountain range but most of the country sees few water clouds. From Miami to Seattle, there's little variation in the weather. But the wind brings dangers to the dying century.

Clouds of pollutants, some potentially lethal, drift across the the sand dunes unhindered. Obliteration of protective atmospheric layers results in periods of intense ultra-violet radiation that blinds the unprotected or seeds cancer in their cells. Leaked biological and chemical agents contaminate remote areas. And the legacy of meltdowns and leaks from fission plants can be found from coast to coast.

After placing vehicles at the beginning of an engagement, roll one dice for local road conditions that may affect play. A result of 6 means that some potentially harmful condition exists. Roll again on the *Environmental Conditions Table* or choose one. The condition described lasts for the duration of that game. Bear in mind that high radiation, sand storms and biochemical agents will not be found near or in urban settings. If one of these results is rolled for an engagement in Nogo or PZ, it should be ignored and rolled again.

Drivers of Interceptors are protected from some of the harmful effects caused by these conditions - however an Op who has to leave his vehicle will expose himself to any dangers present.

Environmental Conditions Table

Roll	Result
1	High Radiation
2	Fires
3	Ultra-Violet
4	Sand Storm
5	Pollutant
6	Biochemical Agent

High radiation: abnormally and dangerously high radiation levels are present in this area. This could be a leak from a nearby fission plant, the result of an accident with a toxic waste container or residual fall-out from an atomic weapons test. All vehicles are fitted with simple geiger counters, so the players are always aware of this condition. The radiation will interfere with missile guidance and detonation systems. Every time a missile is fired roll 2 dice. If the first dice rolls a 6, the missile's flight track is highly eccentric and it misses its target. If the second dice rolls a 6, the missile can hit the target as usual but will detonate improperly, causing only half damage.

High radiation levels may be harmful to drivers. Drivers in Interceptors will be completely protected. Drivers of Renegades and bikes are more vulnerable. The GM should roll a dice for each unprotected driver. A result of 6 means the driver suffers from radiation sickness. Roll another dice for that driver to determine the number of contract sequences for which his drive skill is reduced by -1 because of the nausea he suffers. Reductions don't come into effect until the beginning of the next contract sequence (make a note now). A result of 6 on this dice indicates a fatal dose of radiation which cannot be treated. The driver will function normally for the course of this engagement and then expire. A driver who isn't affected by a lethal dose may spend $1,000 multiplied by the number of affected contract sequences on treatment that will cure him immediately (or at least negate the effects of the sickness).

Fires: somewhere nearby, a fire burns out of control. Perhaps it's on a nearby off-shoot of the Interstate or the result of some violent activity off the road altogether. Regardless of the reason, billowing clouds of black smoke are being carried in this direction by a strong wind. At the beginning of each turn, roll a dice. On a score of 6 a cloud of smoke obscures vision on the stretch of road occupied by the players' units. This smoke will dissipate at the beginning of the next turn unless another 6 is rolled. While the smoke drifts across the highway all rolls to hit are made with a -1 modifier (except those made by weapons connected to fire control computers) and all hazard rolls are made with the same -1 modifier.

Ultra-Violet: depleted ozone levels above this region allow too much ultra-violet radiation to penetrate the atmosphere. Drivers who are inside Interceptors, have goggles or are fitted with cybernetic eyes are unaffected. A note should be made each time a driver subjects himself to too much UV without eye protection. After 4 UV exposures, the driver's sight is so severely impared that he must buy replacement cybernetic eyes or retire from the campaign. If the engagement takes place at night and this result is rolled, ignore it and roll again.



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Sand Storm: strong winds whip up a sand storm of tremendous destructive power. Adverse control is modified by -1 for three and four-wheeled vehicles, -2 for bikes. Any weapons fired without the benefit of a fire control computer suffer a -1 to hit modifier in addition to any other tactical factors. Drag chutes cannot open properly and will automatically jettison when they fire. Lasers do half damage.

Pollutant: one of the many clouds of pollutant that contaminate North America is drifting over this area. Roll a dice to determine its nature:

1-3 Toxic Gas: exposed drivers without filter masks must roll a dice at the beginning of each turn. A roll of 6 indicates a lung full of toxic gas that induces a KO driver critical immediately.

4-6 Corrosive Agent: the wind-borne substance is highly corrosive in nature. At the end of each engagement, roll a dice for each vehicle. A roll of 6 means that some external component has been damaged. This can be armour or a weapon system of the controlling player's choice. Damage costs $250 to repair.

Roll another dice for each exposed driver. A result of 6 indicates that the corrosive agent settled on his skin. He ends the engagement in an injured condition.

Biochemical Agent: either as a result of recent corporate warfare, covert military action or failed experimentation, a biological or chemical agent is currently active in this region. Roll a dice to determine its nature.

1-3 Hallucinogen: any exposed driver without a respirator immediately receives 2 psychosis points. Any rolls an exposed driver has to make during this engagement are taken at -1, in addition to any other modifiers. Drive skill is also reduced by -1 for the period of this engagement. These negative modifiers reflect the fact the affected driver is trying to separate reality from those impossibly large turbo-charged pink elephants heading in his direction.

4-6 Nerve Gas: lingering lethal nerve gas is present. Exposed drivers must roll a dice at the beginning of each turn. They are contaminated by the gas on a roll of 6. Contamination kills instantly. The gas can be absorbed through skin pores so filter masks offer no protection.

SURVIVAL

When the engagement has been played, the rest of the contract sequence can be implemented. This involves each player making a series of tests and decisions for each of his drivers.

The procedure is broken down into a number of phases and the tests and choices should be made in the order described below. The procedure must be completed by all the players before a new contract sequence can commence.

As players go through the phases, vehicle record sheets should be kept close to hand and frequently updated. Keep track of a driver's psychosis points, kudos points and so forth on an extra sheet of paper.

All the new terms, tests and choices mentioned below are fully explained in the following sections.

Injury Phase

Check on the results of each driver's injuries to see if he's dead, disabled or just scratched. See *Death, Injury and Escape.*

Salvage Phase

The players decide who, if anyone, can claim salvage. See *Salvage.*

Mileage Phase

Surviving drivers calculate their mileage points. Any drive skill bonuses are implemented immediately. See *Mileage.*

Pay Phase

Units determine their pay. Ops receive an engagement fee. Gangs take a loot test which simulates their criminal activities prior to the next contract sequence. See *Pay.*

Psychosis Phase

Surviving drivers calculate psychosis points for the engagement. Drivers with 2-12 points must take a psychosis test as instructed. Drivers who fail the test must roll for a disorder. Any instructions to spend money must be acted on immediately. See *Psychosis.*

Kudos Phase

Surviving drivers calculate their kudos points for the engagement and can take any media rolls if they are entitled to do so. Any further psychosis points gained in this process are added to the driver's total immediately. A driver gaining new psychosis points in this phase records them now but does not test for another disorder until the next psychosis phase. See *Kudos.*

Recruitment Phase

Outlaw Gangs which have been reduced to a single active vehicle are allowed to replace losses. Other new gang members can be recruited if finances permit. Ops who are in a position to form an agency may do so. See *Recruitment.*

Re-Equipment Phase

Both sides may now spend cash to repair, re-load, improve and re-design their vehicles. Surplus equipment may be sold off. See *Re-Equipment.* Following the rules for re-equipment are details of cybernetic enhancements for drivers and rules for using built-in software packages to hack into an enemy's computer system.

Record Keeping Phase

Record sheets should be updated with any new vehicle and driver characteristics. Any cash that hasn't been spent can be saved for the next sequence (banked or hidden away in a gang hideout). The unit is now ready for the start of the next contract sequence.



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DEATH, INJURY AND ESCAPE

If a driver doesn't make it through the engagement itself, all the following phases become irrelevant. Even if the character survives the combat, serious wounds can have drastic implications for that character's development through the course of the campaign. To this end, the Dark Future injury rules are expanded as follows.

CHARACTER VULNERABILITY

Any KO result on a driver or tail gunner critical hit means that the character has been killed. However, the chance of suffering a KO hit is too low - a driver can roll a car at 80mph with a 90% chance of survival! The *serious trouble test* is introduced here to make things a little tougher on drivers in potential fatal situations.

The Serious Trouble Test

When a car rolls, crashes or is involved in a head-on ram, the driver takes an immediate serious trouble test. The driver rolls one dice, adds his drive skill, and subtracts his current speed factor (or the combined speed factor in the case of a head-on ram) and consults the following table:

Table	Result
-4 or less	**Dead:** the vehicle takes speed factor damage as normal. The driver is killed automatically. If there is a second crew member, he should take two criticals.
-3 to -1	**2 Driver Criticals:** the vehicle takes speed factor damage and criticals as normal. Roll for two additional driver criticals. If the vehicle involved is a two-seater, one of the criticals should be taken by the other crew member.
0 to 2	**1 Driver Critical:** The vehicle takes speed factor damage as normal. Apply any criticals normally and roll for one additional driver critical.
3 or more	**Safe:** The vehicle takes speed factor damage as normal. Apply all criticals, including driver and tail gunner criticals, normally.

For example: a Renegade taking a 60° bend at 100mph suffers control loss and crashes on the outside of the curve. The Outlaw player rolls a dice and scores 4, then adds his drive skill of 2 to get a 6. Cross referencing this on the Serious Trouble Table with his speed factor of 5 gives a 1 Driver Critical result. The Renegade holds together in the crash and the driver only rolls for one driver critical to give him a Limb Disabled result. He's got off lucky. The car can be repaired. He gains a psychosis point for losing the limb.

HEALING

Drivers who survive an engagement will be in one of four conditions: *unhurt, hurt, injured* or *limb disabled*. The effects of these results on a driver are as follows:

Unhurt: no problem at all.

Hurt: a couple of new scars but nothing to worry about.

Injured: drivers who suffer an injury lose 1 point of drive skill until they have healed up. The driver's drive skill is reduced by -1 for the following contract sequence, returning to normal thereafter.

Limb Disabled: disabled limbs will not heal. The player should refer to the new *Limb Disabled Table* (see *Cybernetics*).

Recovery Clauses

A Sanctioned Operative can take out a *recovery clause* at the cost of $1,000 per contract sequence. This must be paid before the driver takes part in an engagement. In a contract sequence for which a recovery clause has not been paid for, the Op gets no insurance cover.

When an insured Operative dies as a result of an engagement, the player is allowed to roll one dice. On a roll of 5 or more, a medical jetcopter or clinicopter arrives on the scene in minutes and whisks the Op away to a hospital in the nearest PZ where expensive medical technology restores the character's life functions before it really is too late. The Op must miss the next contract sequence because he's hospitalised for this period. Only one recovery clause may be taken out by an Op in a single contract sequence.



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A character whose life functions are restored as a result of applying a recovery clause gains D6 psychosis points immediately.

EJECTOR SEATS

A driver whose vehicle is fitted with an ejector seat can eject instead of taking a serious trouble test. Ejecting takes up a shoot action - the only action a driver can take while out of control. A driver who ejects can do nothing else for the rest of the engagement.

A driver attempting to eject from a rolling vehicle must roll a dice: on a 6 the vehicle rolls too fast for an eject and the driver must stay with it and take the consequences. On a roll of 1-5 the driver can eject normally.

There is one addition to the rules on ejector seat installation. Ejector seats cannot be fitted to two-seater vehicles (ie vehicles with a tail gun position).

ESCAPE

A driver might still be alive when his vehicle is destroyed. He may or may not be injured. This doesn't matter if the driver belongs to the winning unit. He can find some means of getting home with other drivers who have survived or, at worst, he should be able to call for assistance on a radio.

Drivers on the losing side must try to escape. Drivers who escape on foot are probably going to find themselves in the middle of a desert, miles away from the nearest habitation. If this happens it's best to assume that a vulture TV station's camcopter was covering the roadfight (they do manage to catch a very high percentage) and will radio a scavenger gang (see below) that there are survivors. A scavenger gang will pick up someone who has no other means of rescue for a $200 fee. If a driver can't or won't pay, make a note to that effect. He will never be offered rescue in this way again. If he finds himself in this situation in the future, he will be left to die in the desert.

An Operative who has a recovery clause can set off the alarm that calls out a clinicopter for no charge, and suffers no psychosis points for invoking the clause in this manner. However, he must still take out a new clause before the beginning of his next engagement if he wants to keep his insurance cover.

If every member of a unit that just won an engagement has to be rescued by scavengers or by invoking a recovery clause, that unit cannot claim salvage.

SALVAGE

Salvage works because a sub-culture of extremely efficient roadfight scavengers exists across America. Scavengers are not Outlaws in the Dark Future sense but they often operate outside state laws in practice. No matter where an engagement is fought, scavengers will see it. They might be watching the fight on TV like anyone else, they might happen to be based nearby or they might have been tipped off that an engagement was going to take place.

The scavengers are well equipped for their role. When the engagement has ended, they will move in with trucks fitted with winches, cutting gear and other recovery devices. Some scavenger groups maintain mob, yakuza or corporate connections. These sometimes have heavy-duty helicopters to carry out their work. Other groups have media connections from which they receive a limited form of sponsorship to run their operations. However they acquired the means, the vehicles are recovered and taken back to the scavengers' secret desert warehouses.

The scavengers earn enough money from such sales to survive. Most of their income is derived from their mechanical expertise. Weapons and other equipment can be recovered and put on the black market. However, to keep unwanted noses out of their livelihood, they do business with Ops and Outlaws alike. They offer to sell some of the equipment recovered from the engagement to whichever side won the right to claim salvage.

SALVAGE CONDITIONS

Salvage is claimed by the player who controlled the last active vehicle in the game.

Equipment can be salvaged from any of the vehicles that have become inactive as a result of the engagement. Salvaged equipment can then be fitted to other vehicles, sold off for extra income, or kept in storage by the player so it may be fitted or sold at a later point in the campaign.

Some equipment cannot be salvaged. This equipment is too sensitive and fragile to withstand the kind of treatment a vehicle must have endured before it became a wreck.

Weapons, turrets, engines and some miscellaneous equipment can be removed but driving systems or fire control computers cannot. When an engine is salvaged, any add-ons (ie Nox cannister, oil injection or charger) are lost. Armour cannot be salvaged.

Entire vehicles cannot be salvaged if they have crashed, rolled or have taken terminal damage. A vehicle which has taken at least one terminal damage roll is deemed to be a write-off, regardless of the cause of the terminal damage roll. Write-offs cannot be repaired and are only fit for salvage.

Equipment can be salvaged from such vehicles, though is is slightly more expensive, even if the models were removed from play during the game.

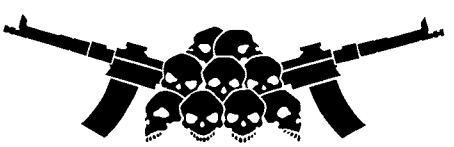
Other vehicles can be salvaged and then repaired. Repair is explained in the *Re-Equipment* section.

Players are allowed to salvage items which have been damaged as a result of critical hits, although the critical hit must be repaired before the item will function again (see below).

Salvaging equipment can be financially beneficial but still requires some expenditure. This money must be available before the salvage takes place. The scavengers have to be paid for their services immediately. Therefore, players can't wait until their drivers have been paid for this contract sequence before they salvage, nor can vehicles and equipment be saved to allow salvage to take place in the next contract sequence. If financial restrictions prevent a player from salvaging equipment and vehicles, then the hardware is lost.

The cost of salvaging items from a vehicle depend on whether or not that vehicle is a write-off. They are given on the *Equipment Salvage Cost Table.* Also given on this table is the cost to repair a critical hit which the equipment may have suffered (this has to be paid in addition to the actual salvage cost).

There is no cost to strip an item from a vehicle or to refit it to another vehicle. Drivers pay scavengers for their ability to recover equipment, regardless of the state of the vehicle it comes from. It's assumed that the drivers' own backup crews then handle repairing this equipment and refitting it to the drivers' vehicles. This is *redesign* and is explained more fully in the *Re-Equipment* section.





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Equipment Salvage Cost Table

Item	Cost to Salvage from: Write-Offs	Others	Cost to Repair Critical
Weapon*	$500	$250	$250
Engine	$500	$250	$250
Turret	$500	$250	$250
Cupola	$500	$250	$250
Pintle	$500	$250	$250
Outriggers	$500	$250	$250
Reinforced Tyres	$500	$250	$250
Drag Chute	$500	$250	$250
Rocket Booster	$500	$250	$250
Ejector Seat	$500	$250	$250

* A weapon with a double loading facility retains that facility if salvaged. Any ammunition in the weapon is also salvaged.

The costs to recover whole vehicles (along with any equipment carried by them) are given below. Only vehicles which have not become write-offs can be salvaged. The *Cost to Repair Critical* column indicates the cost required to repair critical hits done to part of the vehicle - not to any item carried by it. Therefore, a critical hit to a Renegade's chain gun would cost $250 to repair, whereas a critical hit that broke the Renegade's axle would cost $1,000.

Recovering whole vehicles is the only means by which armour, engine add-ons and computers can be recovered. With the exception of armour, these cannot be removed. The cost to recover whole vehicles and to repair critical hits are given on the *Vehicle Salvage Cost Table.*

Vehicle Salvage Cost Table

Vehicle	Cost	Critical
Renegade	$5,000	$1,000
Interceptor	$5,000	$1,000
Bike	$2,500	$500
Trike	$3,000	$500
Combination	$3,000	$500

A player can salvage, even if he only wants to store the equipment or sell it later. A player who stores equipment simply takes note of the fact. *Resale* is explained in the *Re-Equipment* section.

MILEAGE

Mileage is important to every driver. It's an expression of basic road combat experience. A driver's level of expertise can be judged by his number of *mileage points.*

GAINING MILEAGE

Mileage points are earned as a direct result of taking part in an engagement. They have a twofold effect on the game. The first and most beneficial of these effects is that drive skill increases as mileage points are earned. The second effect mileage points have concerns the campaign game and the driver's long-term reputation. The more engagements a driver takes part in, and the more people that are involved in them, the greater the chance a surviving driver has of attracting media attention. This is how drivers earn kudos points (explained in *Kudos*).

Mileage From Engagements

Each engagement follows one of two basic forms: *combat* or *flight* (see *Approach and Engagement*). The manner in which drivers earn mileage points depends on which of these forms the engagement takes. After the engagement, each surviving driver consults the *Engagement Mileage Tables* below.

A Note on Casualties

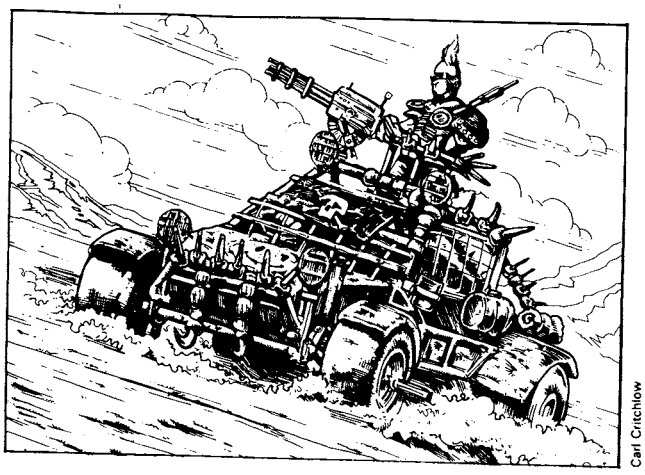
A vehicle can end up in one of several states as a result of losing a roadfight. A vehicle can be immobilised or disabled as a result of having a broken axle or knocked out engine. It can become a wreck as a result of crashing, rolling or taking terminal damage. It can be disabled as a result of having no driver. For the purposes of the *Engagement Mileage Tables* below, survivors are vehicles that have not suffered any of these results. Disabled vehicles are those that have suffered one or more of these results.

Combat Engagement Mileage Table

1. The driver receives one point for fighting the engagement.
2. A drive skill bonus is added. The player takes his opponent's highest drive skill and subtracts -2. The remainder is added to the total mileage points earned. Negative results are ignored.
3. The casualty ratio for that engagement is added. This is calculated by dividing the original number of drivers in the engagement by the number of survivors. Fractions are rounded down.



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For example: in a combat engagement, two Ops fought two Outlaws - one of each was killed, giving a casualty ratio of 2 (4 divided by 2). The highest Outlaw drive skill was 3; subtracting 2 gives a drive skill bonus of 1. So the surviving Op receives 1 point for the engagement, plus 1 point for drive skill bonus, plus 2 points for casualty ratio - a total of 4 mileage points. The highest Op drive skill was 4; subtracting 2 gives a drive skill bonus of 2. The Outlaw gets 1 engagement point, 2 drive skill bonus points and 2 casualty ratio points for a total of 5 mileage points.

Flight Engagement Mileage Table

1. The driver receives one point for fighting the engagement.
2. A drive skill bonus is added. The player takes his opponent's highest drive skill and subtracts -2. The remainder is added to the total mileage points earned. Negative results are ignored.
3. One additional point is added for each enemy vehicle that was disabled in the engagement.
4. One point is subtracted for each friendly vehicle that was disabled in the engagement.

For example: in a flight engagement between an Op and three Outlaws, the Op disabled two of his opponents and the third escaped. The highest Outlaw drive skill was 2; subtracting 2 gives a drive skill bonus of 0. The Op gets 1 engagement point, no drive skill bonus points, plus 1 point for each of the disabled vehicles - a total of 3 mileage points. The Op's drive skill was 4, giving a drive skill bonus of 2 (4 minus 2). The Outlaw gets 1 engagement point, plus 2 drive skill bonus points, less 2 points for his disabled comrades - a total of 1 mileage point.

As drivers acquire more mileage points, their drive skill increases, as indicated below:

Campaign Mileage Table

Mileage	Drive Skill
5	3
10	4
20	5
40	6
80	7
120	8
160	9
200	10

Drive skill can never exceed 10.

Mileage And Kudos

As a driver's mileage points total increases, it becomes slightly easier to earn kudos points. This reflects the fact that kudos is of prime importance to the media. When they realise they have a moderately successful character on their hands, it's usually in their interest to help the character become as well known as possible, before his career comes to an end. See *Kudos* for more details.

PAY

Ops and Outlaws earn their pay in different ways. Ops receive a fee based on their opponents' bounties. Outlaws form raiding parties and steal or extort money from their victims. Only Op units that have fought in this contract sequence receive any pay. Outlaws get their loot anyway - if they're not out roadfighting, they've got all the more time to mount raids and enforce their protection rackets.

Any money that remains at the end of a contract sequence can be saved for spending in the future. Ops place their money in the safe hands of the giant financial corporations; Outlaws are more likely to stash the loot away in their gang hideout. Money saved from sequence to sequence is readily available whenever the players want to spend it.

OPERATIVES CLAIM BOUNTY

Every Outlaw has a price on his head. This depends on the Outlaw's drive skill at the time of the roadfight and is given on the table below.

Outlaw Bounty Table

Drive Skill	Bounty	Drive Skill	Bounty
2	$6,000	7	$120,000
3	$12,000	8	$250,000
4	$20,000	9	$500,000
5	$40,000	10	$1,000,000
6	$80,000		

An Op who takes on an Outlaw gang and survives receives half the bounty for the driver of each car which either crashes, or takes at least one point of terminal damage. Ops are paid the full bounty if the Outlaw is killed during the battle.

OUTLAWS LOOT

Outlaw Gangs and Renegade Ops receive money on the basis of their criminal activity between engagements. At the end of each engagement an Outlaw gang which has still got one or more active vehicles takes a *loot test*. This determines how much money they get to spend on their vehicles before the next game.

Loot Test

1. **Cars:** Roll one dice per surviving car. Bikes and trikes count as being worth half a dice roll each, so only roll a dice for every two bikes or trikes (ie single bikes or trikes are not counted). A maximum of 4 dice may be rolled.
2. **Drivers:** Add the appropriate modifier for the gang member with the highest drive skill:

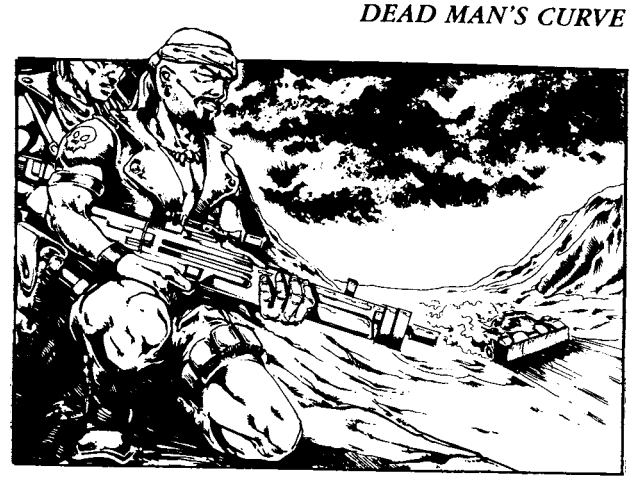
Drive Skill	Modifier	Drive Skill	Modifier
2 or 3	0	7	20
4	3	8	30
5	6	9	40
6	12	10	50

3. **Arsenal:** The damage modifiers of all the ranged weapons in the unit are added together and divided by 4. Round fractions up. The maximum arsenal bonus is 5. Add this to the running total.
4. **Loot!** The gang gets the final total, times $5,000.

For example: a gang with 3 Renegades and a bike survives an engagement intact. Three dice are rolled for the cars (the bike is ignored). The scores add up to 11. The leader has the highest drive score - 14. A bonus of 3 is added, bringing the score up to 14.

The cars have 2 a-cannon (+3 damage each), 2 x 6mm MGs (+1 damage each), and the bike (which is included in this part of the calculation) has a l/w GL (+2 HE). The damage modifiers add up to 10. This divided by 4 and rounded up (10 divided by 4 equals 2½, round up to 3). This is added to the running total (3 plus 14 equals 17) which is then multiplied by $5,000 to get $85,000 - the total amount of money stolen by the gang between the end of this engagement and the beginning of the next contract sequence.

Gangs tend to acquire more money than Ops, but the money has to be split between all the gang members, so they have to grab as much as they can.



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PSYCHOSIS

A professional roadfighter is in an almost constant state of stress. Drivers who live long enough begin to exhibit combat fatigue syndrome similar to that suffered by many members of the armed forces. This unhealthy mental state is worsened by the media, which brings its own pressure to bear on those involved with the violent struggle for survival. Vulture station crews incite the belligerent factions on both sides of the law. And it's all too easy for people to lose sight of their original ideals when some media corporation exec is offering a backhander they desperately need.

To expect human beings to remain stable under such extreme conditions is ridiculous, but few stop to examine the consequences of their actions. The price many pay for their cause is their sanity. Institutions across the USA are full of ex-Ops and Outlaws to prove it.

The mayhem, destruction and killing involved in their professions leaves many Ops and Outlaws emotionally scarred, twitchy, and in the worse cases, completely deranged. To reflect this, a player must keep track of his character's *psychosis points*. Psychosis points are received as follows:

1. At the end of every engagement, each surviving driver receives 1 *psychosis point* for each driver fatality on his side, and a half a point for driver fatalities on the opposing side (round down).
2. A driver receives 1 psychosis point as a result of limb loss.
3. A driver receives D6 psychosis points as a result of invoking a recovery clause after becoming a roadfight fatality.
4. A driver receives 1 psychosis point for each roll he makes on any of the *Media Tables* (see *Media*). These points are added to the driver's total at the end of the next engagement.

Some of the disorders a character can suffer result in modifications to his driving ability, combat performance or status. Such modifications take effect at the beginning of the next contract sequence.

Psychosis Tests

Drivers with 2 or more psychosis points must take a *psychosis test* at the end of the psychosis phase. To test, the player rolls 2 dice. If the dice total is greater than the driver's current psychosis points total, the driver is unaffected and doesn't need to test again until the end of the next psychosis phase. If the total scored on the dice is less than or equal to the driver's current psychosis points, the driver is compelled to take a *disorder test* (see *Disorders*).

Psychosis points are held over from contract sequence to contract sequence. Therefore, it's inevitable that some drivers must gain disorders if they survive long enough. It's also more likely that in some circumstances drivers will be more susceptible to extreme disorders. It's a harsh fact of life.

For example: an Op takes part in an engagement which results in him killing three bikers. He also suffers a limb disabled result in the process. He receives 4 psychosis points as a result. He takes the compulsory psychosis test and rolls 7 on two dice. He's passed the test and doesn't need to proceed to the disorder test.

However, that engagement has taken his kudos level to 26, making him famous. In the pay phase, the driver gets to make a roll on a Media Table. The magazine interview he agrees to costs him another psychosis point. In the next contract sequence, apart from any psychosis points he gains from the engagement he takes part in, he has to add the point he got for taking that media roll. The chances are that in the forthcoming sequence, this driver is going to fail a psychosis test.

DISORDERS

Sanctioned Operatives always follow the procedure for gaining disorders, explained below. Members of Outlaw gangs behave slighty differently, however. Follow the normal procedure for the first Outlaw who suffers a disorder, rolling as usual each time he gains a disorder. However, every time another gang member fails a psychosis test that gang member automatically gains the the same disorders as the first member, in the same order. This refelcts the fact that as the Outlaws go gradually insane, they follow suit, slowly building up a collective gang image. This does not occur in addition to taking the normal disorder test that follows a failed psychosis test; it happens instead.

The normal procedure is as follows. Whenever a driver is called to take a disorder test, roll a dice, add the driver's psychosis points and consult the table below:

Disorder Severity Table

Score	Result
1-8	Roll on the *Harmless Disorder Table.*
9-11	Roll on the *Minor Disorder Table.*
12-13	Roll on the *Costly Disorder Table.*
14+	Roll on the *Dangerous Disorder Table.*

Harmless Disorders

Harmless disorders are minor peculiarities in behaviour which will mark a driver as an eccentric, but won't affect his combat performance. Invent a disorder or roll one dice and apply the result below.

1 **Clothing Fixation:** The driver insists on wearing some weird form of clothing. The player may choose or roll again:

Odds: Headgear - choose or roll again:

1	Flying goggles or tank commander's helmet
2	Silk Scarf
3	Brimmed/floppy hat
4	Mirror shades (or other dark glasses)
5	Ski mask
6	Hockey mask

Evens: Other clothes - choose or roll again:

1	Paramilitary uniform
2	Loud shirt
3	Day-glo trousers
4	Hologram T-shirt
5	Macintosh
6	Rags

2 **Hairstyle:** The driver becomes obsessed with a particular hairstyle. The player may choose a distinctive hairstyle or roll on the following table.

1	Mohican/crest (dyed if desired)
2	Shaved head
3	Flat top
4	DA
5	Very long (this can go to waist or below)
6	Dreadlocks

3 **Strong, Silent Type:** The driver almost completely clams up. He only ever communicates in grunts and monosyllables.

4 **Phobia:** The driver has an irrational fear of something that will not normally affect his performance in a roadfight. The player may choose a phobia or roll on the following table.

1	Insects/Arachnids
2	Animals
3	Crowds
4	Heights
5	Darkness
6	Open spaces

5-6 **Talisman:** The driver's vehicle must sport some sort of distinctive talisman. The player may choose one or roll on the following table.

1	The driver paints distinctive kill markings on his door, front wing or hood
2	Huge furry dice
3	Animal skull on front bumper
4	Long aerial with flag or pennant (US, Confederate, agency, gang etc)
5	Religious token - cross, icon, figurine etc - fadd to roof or hood
6	White wall tyres

Minor Disorders

Minor disorders have a slightly more pronounced effect on a character and consequently a detrimental effect on his combat performance. Roll one dice and consult the table below.

1 **Manic-Depressive:** At the start of each engagement the player rolls a dice.

Odds: the driver is depressed; reduce drive skill by -1 for this engagement.

Evens: the driver is manic; increase drive skill by +1 for this engagement.

These modifications do not affect a driver's bounty value.

2 **Very Unreliable:** When the driver is part of an attacking unit, roll a dice at the start of each engagement, before the approach roll is made. If the dice scores a 1, the driver has failed to show up. If there are any other drivers in the unit, they must fight the engagement. Otherwise, the engagement is cancelled and the driver cannot take part in another engagement until the next contract sequence. Gangs and Renegade Op opponents can still take a loot test. If it was a gang member who failed to turn up at the engagement site, he and his vehicle must be ignored for the purposes of that gang's loot test in this contract sequence. If a driver who failed to turn up was a solitary Outlaw, he does not take a loot test in this contract sequence.

3 **Phobia:** The driver has an irrational fear of a particular type of opponent. When faced with opponents who fit the description of his phobia, a driver loses 1 point of drive skill due to nervousness. This modification does not affect the driver's bounty value. The penalty ends immediately if all the opponents who fit the phobia description are knocked out of the game by a crash, roll, disabled vehicle or no driver result. The player can either invent a phobia which must have some kind of detrimental effect on the driver's playability or roll on the following table:

1-2 Vehicles - choose or roll again:

1-2	Renegades
3-4	Interceptors
5-6	Bikes, trikes and sidecar combos

3 Opponents - choose or roll again:

1-2	Drivers of respected status or higher (see *Media*)
3	Operatives (Sanctioned or Renegade)
4-5	Outlaws
6	Drivers whose vehicles have a talisman

4-5 Vehicles equipped with a particular weapon - choose or roll again:

1	Chain gun
2	Missiles
3	Autocannon
4	Grenade launchers
5-6	Laser (any)

6 Vehicles of a particular colour - choose or roll again:

1	Red
2	Yellow
3	Blue
4	Black
5	White
6	Green

4 **Adrenalin Rush:** Each time the driver passes a control loss test, roll a dice. On a roll of 6, his drive skill is increased by +1 until the next control loss test has to be taken (the drive skill is treated as normal for this test). Each time the driver fails a control loss test, roll a dice. On a roll of 1, the driver begins to shake uncontrollably, reducing his drive skill by -1. Thereafter, roll a dice every time a driver passes a control loss test. On another roll of 1 the shaking stops and drive skill returns to normal.

Roll again the next time the driver fails a control loss test, and so on.

5 **Absent-Mindedness:** The driver loses concentration from time to time. At the start of each turn, the player rolls a dice; on a roll of 1 the character's drive skill is reduced by -2 for that turn only.

6 **Hypochondria:** The driver is always suffering the effects of some imaginary illness. At the beginning of each engagement, roll a dice; on a roll of 1 the symptoms are particularly strong and the character's drive skill is reduced by -1 for the whole of the engagement.

Costly Disorders

Costly disorders are not dangerous to the driver but they eat into his income. Some types of costly disorder are listed below with dice rolls for random generation. As always, players are free to choose a disorder or invent their own if they wish.

1-3 **Expensive One-Off Payment:** The driver is compelled to buy something he has always wanted. After this the disorder has no further effect. The player may choose something, other than a weapon or an item of equipment, which must cost $5,000 or more, or may roll again:

1 Expensive Suit (costs $5,000)

2 Chrome Engine (costs $8,000)

3 Custom Paint Job - roll again:

Odds: expensive airbrushing (costs $10,000)

Evens: awful two-tone respray costing $5,000. Roll twice for the colour combination:

1	Fluorescent orange
2	Lime green
3	Lemon
4	Royal purple
5	Cream
6	Metallic pink

4 Charity donation: the character may repair any damage, and fully reload any weapons on the car but any remaining earnings from the last engagement and half his banked assets are given to charity.

5-6 Refit - roll again:

Odds: Doeskin Upholstery - the driver must spend $3,000 having the vehicle fitted with doeskin upholstery and walnut facias.

Evens: Public Address System - the driver insists on going into action action playing Wagner, Bolt Thrower or Lust Lobster CDs very loudly over an external car music system. The system costs $3,000. The habit means the the opposition will know they're under attack at the start of the engagement, and so are instantly exempted from any cruising restrictions.

4-6 **Expensive Habit:** Roll again to give the particular habit and then deduct this sum at the end of this and each subsequent engagement.

1-2 Fortress building - the character spends one third of all income on converting his home into an impregnable fortress.

3-4 Visiting psychiatrists - roll a dice at the end of each contract sequence (including this one). Multiply the result by $1,000. This is the amount the driver spends on visiting analysts between contracts.

5-6 Gambling - immediately after the driver is paid for each contract sequence (including this one) he rushes out to the nearest den of iniquity and throws vast amounts of money away in frivolous gambling games. Calculate the amount spent in each contract sequence at the rate of 2D6 x $1,000.

Dangerous Disorders

Dangerous disorders have a serious effect on a character's combat performance and life expectancy. The player may invent a disorder provided the other players agree that it is sufficiently dangerous and detrimental to the character's chances of survival. Alternatively, roll a dice and apply the result below.

1 **Foolhardy:** The driver insists on stripping all armour from his vehicle.

2-3 **Heavy Foot:** Any accelerate or brake action the character makes must be at the full allowance.

4-5 **Trigger Happy:** The character must fire whenever he has the opportunity to hit a target, no matter how slim. The weapons used must either be the most powerful or linked - ie the weapons fired are those with the highest damage rating.

6 **Over-Cautious:** An over-cautious driver may never make a manoeuvre at a speed in excess of optimum speed.



Carl Critchlow

How Long Disorders Last

Some disorders, as explained above, are like impulsive emotions which have an effect once and then trouble the driver no more. Others become a condition. When this is the case, drivers should roll a dice to see how many contract sequences the disorder lasts. Harmless disorders have a modifier of -2, minor disorders have a modifier of -1, costly disorders have a modifier of 0 and dangerous disorders have a modifier of +1. Results of 0 or less are treated as 1. This roll is made for each disorder the driver suffers from. The roll may only be made once per disorder.

If a GM runs the campaign, he may make the roll in secret and only tell the driver when the disorder has worn off.

The fact that a driver may suffer from a disorder and then be cured of it over time does not mean he can't suffer from that disorder again if he rolls it in a future disorder test.

Even if a disorder has worn off, a driver can continue to exhibit the symptom. If the driver took to carrying a talisman, for example, as the result of a disorder, he could continue to use that talisman after the disorder had worn off if the player who controlled him wanted to. A player can decide that the although a driver may be cured of a disorder, he retains the item, appearance or effect described for that disorder because he wants to.

Contradictory disorders cancel each other out. If a driver has maintained the effect of a disorder and subsequently gains a contradictory disorder, he must abandon the original disorder effect. This mainly applies to Heavy Foot and Over Cautious, which contradict each other. Players might decide that some of the harmless or minor disorders contradict each other (especially those that affect clothing style or vehicle presentation). In this case, it's up to the player. If a player can't imagine his driver having a tank commander's helmet and a mohican haircut (not surprising), he can decide that his character is simply changing his approach to roadfighting fashion and discard whichever disorder came first. On the other hand, a character wearing a hologram t-shirt who suddenly develops a craving for wearing tattered rags might accomodate his new desire by ripping his old shirt to shreds.

Losing Psychosis Points

Once a driver has failed a psychosis test and rolled for a disorder, he rolls 2D6 and subtracts that number from his psychosis points total - the stresses of battle that have been building up are alleviated by his new outbreak of crazy behaviour. A driver never has less than zero psychosis points.

To be continued - part 2 of this article contains the rules for kudos, recruitment and re-equipment, plus hints on running campaigns with a GM.

DARK FUTURE

DEAD MAN'S CURVE

by Richard Halliwell and Sean Masterson

Here's the concluding part of the Dark Future campaign rules that were published in *White Dwarf 123*. The following pages deal with the effects of success as a roadfighter and the inevitable attention of the media, with recruiting new drivers and building up Op agencies and Outlaw gangs, and with re-equipping and repairing both cars and drivers, including details of cybernetics and computer hacking. There are also some hints and tips on playing Dark Future campaigns with an independent referee, known as a Gamesmaster (or GM).

KUDOS

Success means different things to different people. While almost everyone sees some advantage in survival, others see it merely as a means to an end. Some Sanctioned Ops spent their youth in the PZ, watching action vids about the Outlaws and the threat they pose to American civilisation. They see their careers as positive measures in the struggle to hold on to what's left. The media corporations are happy to foster this attitude as an investment in the future. Other, often more experienced, Ops don't think the battle lines are that clearly defined.

Most Outlaw gangs are out to get whatever they can, but motives and ambitions differ from gang to gang. What most Outlaws share in common is a battle for survival outside the safe web of corporate-manipulated PZs. Some just want a little territory, in NoGo or beyond, where they can make the best of their existence. They don't want to contribute to a system that has leeched the planet dry and they will fight for whatever they have managed to achieve, whether it be an old shack they can use as a garage for their vehicles or a route to a food supply.

Other Outlaws know that if they're strong enough they can wield power. And why shouldn't they? The corporations do whatever they need to in order to get whatever they want. If another Outlaw gang has something they can use, they'll go in there and take it. They don't want to know if there's a future unless they feature prominently in it. Their attitude provides inspiring material for media types and so they feed the system in spite of themselves.

Survival breeds success by its very nature. It takes hard work, has some advantages, but, of course, brings new problems. A driver who survives a few engagements has to prove his right to continue to survive.

KUDOS POINTS

Successful Ops and Outlaws attract the attention of the media and, consequently, the public. *Kudos points* are a measure of their media visibility. This degree of visibility largely depends on how long the character has been around, what he has done, and how flamboyant he is. Every driver will earn kudos points, if he survives long enough. They are the inevitable by-product of a driver being able to drive down a stretch of Interstate without anybody stopping him.

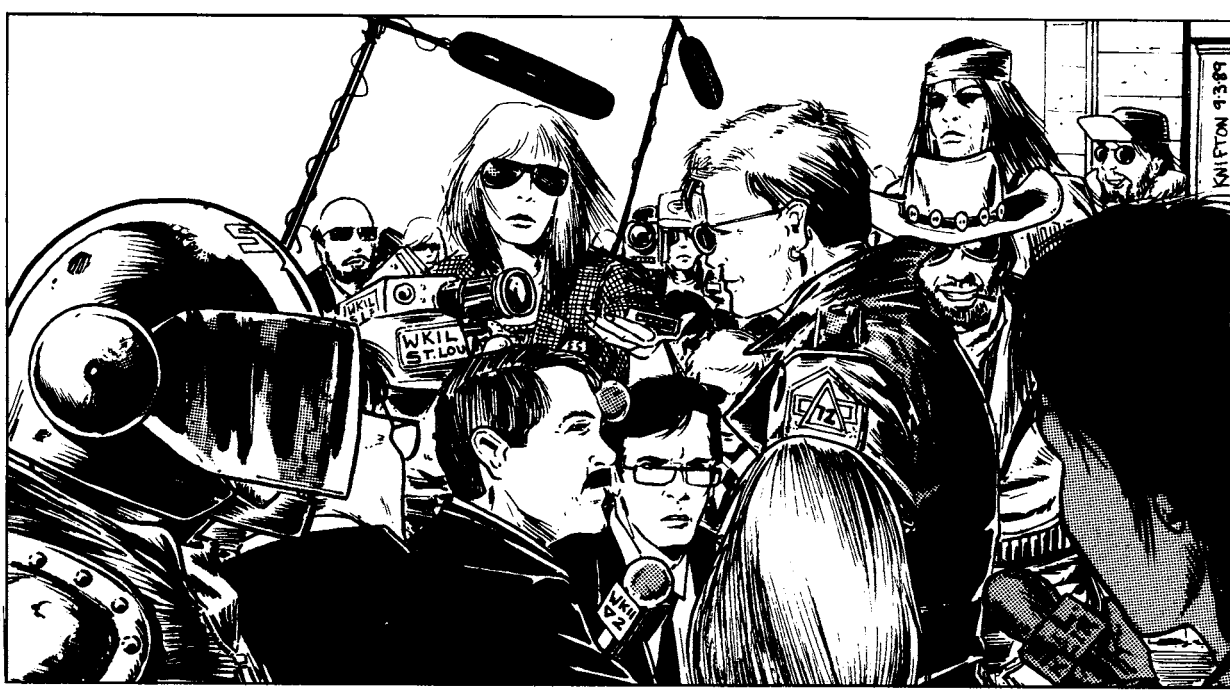
Famous Ops can make sponsorship deals, bringing in an additional income or cutting the costs of equipment and maintenance. Notorious Outlaws can use their fearsome reputations to get hold of equipment more cheaply on the black market, to demand higher protection fees and generally make more of their criminal activities. Both sides will attract attention from the TV vulture stations in the process, with the advantages and disadvantages that brings.

Each driver's kudos should be calculated in the kudos phase of every contract sequence. Kudos is a combination of how long the driver has been operating as a roadfighter, measured by mileage, and his eccentricity.

Mileage

The longer a driver has been in the roadfight business, the better known he is. Each driver earns 1 kudos point for every 10 mileage points he's accumulated. So, for example, a driver with 24 mileage points has 2 kudos points.

If the driver has less than 10 mileage points, he earns no kudos points at all - the effects of eccentricity are ignored and no roll is made for media visibility.



Pete Knifton



Eccentricity

The driver's mental and physical condition can have an effect on his accumulation of kudos points. The media may find certain character traits attractive for publicity purposes, and others counter-productive to their needs. The effects of *eccentricity factors* should be applied every time a driver re-calculates his kudos point level.

Eccentricity factors are cumulative and compulsory.

Eccentricity Factors	Kudos Modifier
Harmless Disorders:	
Clothing Fixation	+2
Hairstyle	+2
Strong, Silent Type	+1
Phobia	-1
Talisman	+1
Minor Disorders:	
Manic Depressive	+1
Very Unreliable	-2
Phobia	-2
Adrenalin Rush	+1
Absent-Mindedness	+1
Hypochondria	-1
Costly Disorders:	
Expensive Suit	+1
Chrome Engine	+1
Custom Paint Job:	
Airbrush	+1
2-tone	-1
Charity Donation	+1
Upholstery	0
PA System	+3
Fortress Building	+2
Visiting Psychiatrists	+1
Gambling	+1
Dangerous Disorders:	
Foolhardy	+3
Heavy Foot	+2
Trigger Happy	+3
Over-Cautious	-1
Status:	
Highest drive skill in gang/agency	+1
Independent Op	+1
Lone Outlaw	+1
Biker	-1
Been a member of 2-3 gangs/agencies	+1
Been a member of more than 3 gangs/agencies	-1
Op drives Renegade	-1
Outlaw drives Interceptor*	+1

* This does not affect Operatives who become Renegade Ops.

MEDIA VISIBILITY

The driver's total kudos points (ie mileage points divided by 10 and rounded down, plus modifiers for eccentricity) determine his status as a media personality, according to the following table.

Kudos Effect Table

Kudos Points	Media Visibility
0-5	Obscure
6-10	Known
11-15	Respected
16-20	Famous
21-25	Star
26+	Living Legend

Having determined a driver's media visibility, the driver may take advantage of it, if he wants to, by making rolls on one or more of the *Media Tables* as instructed. These rolls are made at the player's discretion - the driver isn't forced to roll on these tables if he wants to avoid the added stress and problems that fame can bring.

Obscure

The driver is hardly known and gains no special advantages.

Known

Many people can half-remember the driver's name when they hear it, without knowing why they remember it and without being able to put a face to it. Roadfight buffs know the driver's name and most of his professional history. If the driver fought in this contract sequence, roll one dice.

1-5	Nothing out of the ordinary happens.
6	Roll once on *Media Table 1.*

Respected

The driver is reasonably well-known. A significant proportion of the general public know something about him. If the driver fought in this contract sequence, roll one dice.

1-3	Nothing out of the ordinary happens.
4-5	Roll once on *Media Table 1.*
6	Roll once on *Media Table 2.*

Famous

The driver is very well-known. Most people are aware of his name and most recent exploits. If the driver fought in this contract sequence, roll one dice.

1	Nothing out of the ordinary happens.
2-3	Roll once on *Media Table 1.*
4-5	Roll once on *Media Table 2.*
6	Roll once on *Media Table 3.*

Star

The driver is a household name. His exploits are known and talked about by everyone and he is sought after by the media and other groups. If the driver fought in this contract sequence, roll one dice.

1	Roll once on *Media Table 1.*
2-3	Roll twice on *Media Table 1.*
4	Roll once on *Media Table 2.*
5	Roll twice on *Media Table 2.*
6	Roll once on *Media Table 3.*

Living Legend

The driver is numbered among the all-time greats. His name is on everyone's lips and he's guaranteed to boost the ratings of any vulture station or chat show on which he appears. If the driver fought in this contract sequence, roll one dice.

1	Roll once on *Media Table 2.*
2-3	Roll twice on *Media Table 2.*
4-5	Roll once on *Media Table 3.*
6	Roll twice on *Media Table 3.*



Carl Critchlow

MEDIA TABLES

If a driver decides to take the rolls to which his media visibility entitles him, consult the following tables. If the driver has the option of taking two rolls, he can take the first and then decide whether or not to take the second. Note that there are different results depending on whether the driver is an Op or an Outlaw (Renegade Ops roll as Outlaws).

For every roll the driver makes on a *Media Table* in this contract sequence, he must add +1 psychosis point to his total in the psychosis phase of the next contract sequence. Careful record keeping is recommended.

Media Table 1

Roll	Op	Fee	Outlaw	Fee
1	TV Appearances	$5,000	Extra Protection	$5,000
2	Magazine Interview	$7,500	Organised Crime	$7,500
3	Advertising Deal	$10,000	Vulture Backhander	$10,000
4-5	Free Weapons	$10,000	Black Market Credit	$10,000
6	Free Equipment	$10,000	Black Market Credit	$10,000

Media Table 2

Roll	Op	Fee	Outlaw	Fee
1	TV Appearances	$10,000	Extra Protection	$10,000
2	Magazine Interview	$15,000	Organised Crime	$15,000
3	Advertising Deal	$20,000	Vulture Backhander	$20,000
4-5	Free Weapons	$25,000	Black Market Credit	$20,000
6	Free Equipment	$25,000	Black Market Credit	$25,000

Media Table 3

Roll	Op	Fee	Outlaw	Fee
1	TV Rights	$100,000	TV Documentary	$50,000
2	Royalties	$75,000	Extra Protection	$75,000
3	Advertising Deal	$100,000	Organised Crime	$75,000
4	Free Weapons	1 Item	Black Market Credit	$50,000
5	Free Equipment	3 Items	Black Market Credit	$75,000
6	Free Equipment	$100,000	Black Market Credit	$100,000

TV Appearances

The Op receives the sum indicated for appearing on chat shows and/or vulture station roadfight programmes.

Magazine Interview

A magazine such as *Lifetime* or *Roadfighters* runs an article on the Op, with an extended interview and action holo-feature. The Op receives the indicated fee.

Advertising Deal

The Op receives the sum indicated from a corporation in return for having that corporation's logo or product name prominently displayed on one or more of his vehicles.

Free Weapons

The Op receives weapons of his choice, to the value indicated, from an armaments corporation. In return, the Op either makes an advertisement where he endorses the company's products or displays that company's logo on his vehicle.

Reloads and special ammunition can be chosen if weapons themselves are not required. If any of the equipment requires installation, it is fitted free of charge. The amount shown must be spent on weaponry - any remainder is wasted, it may not be saved.

When a number of items is mentioned instead of a sum, the Operative may have this many weapons of his choice, each with a double loading facility, if desired, and a full load of ammunition. The ammunition type and mix may be chosen by the Op.

Free Equipment

The Op chooses items of equipment - other than weapons - from a manufacturing corporation. In return, the Op makes an advertisement in which he endorses that company's product by displaying the company's logo on his vehicle.

If any of the equipment requires installation, it is fitted free of charge. The amount shown must be spent on equipment - any remainder is lost, it may not be saved or banked. When a number of items is mentioned instead of a sum, the Op may choose that number of items, regardless of cost.

TV Rights

A TV company makes the offer shown for the TV rights to the Op's name and life story, which will be turned into a top-rating mini-series with leading screenstars!

Royalties

A publishing company offers the Op a sum to have a ghostwriter pen his autobiography - a sure-fire bestseller!

Extra Protection

The Outlaw gang's increasingly fearsome reputation enables them to force more protection out of their territory. They set the indicated sum in addition to the results of their loot test for this contract sequence.

Organised Crime

The gang is contracted to do a few 'odd jobs' for a local organised crime outfit. In return they receive the indicated sum.

Vulture Backhander

The gang is given a payment by a vulture TV station in return for setting up a raid or a roadfight for transmission on demand.

Black Market Credit

The gang's reputation has spread well into the black market and they are able to negotiate certain discounts and favours amounting to the sum given. This money may only be spent on weapons and equipment. Anything left at the start of the next contract sequence is lost.

TV Documentary

The gang is made the subject of a fly-on-the-wall TV documentary, something that always makes popular viewing in the PZs. In return for their co-operation they receive the indicated sum from the TV company's slush fund.

THE PRICE OF FAME

As well as the financial advantages, success has a price. Being firmly in the public eye can expose you to all sorts of cranks, most of whom are employed by media corporations. These rules cover the less welcome things which fame may bring.

Once per contract sequence, after making any rolls on the *Media Tables*, roll one dice for each driver who has 10 or more mileage points. For every time a driver rolled on a *Media Table*, add +1 to the score on the dice. On a roll of 1-5 nothing unusual happens; on a roll of 6 or more, make one roll on the *Media Manipulation Table*.

Media Manipulation Table

Roll	Result	
	Op	Outlaw
1	High Visibility	Organised Crime
2	Blackmail	Organised Crime
3	Investigation	Member Killed
4	Compensation	Member Killed
5	Libel	Vigilante
6	Assassination	Internal Feud

High Visibility

The Op is watched wherever he goes and has great difficulty in moving undetected. Treat his drive skill as 2 points lower for the purpose of making his next approach roll.

Blackmail

An unpleasant secret has surfaced from the Op's past. He must pay $10,000 times his current kudos score to keep it covered up. If an Op can't or won't pay, roll 2 dice to determine the cost to the Op in lost kudos points.

Investigation

A complaint has led to the Op being investigated by the authorities. He may not take part in an engagement during the next contract sequence. Roll one dice; on a score of 4 or more, he loses his license and must either retire or become a Renegade Op (ie an Outlaw). The player may subtract -1 from the dice roll for every $10,000 spent on bribes. This money must be spent before the dice is rolled. An experienced driver will not leave an agency because of suspension during investigation.

Compensation

The Op is sued by relatives of someone who was killed in one of his previous engagements. He must spend $5,000 times his kudos score in legal fees, and miss the next contract sequence in court. Roll a dice: on a result of 4-6 the Op loses the case, and suffers an extra $100,000 costs and loses 2 dice of kudos points. Each $10,000 the Op spends on bribes subtracts -1 from the dice roll. This money must be spent prior to the dice roll being made. If the Op loses the case and cannot afford to pay compensation, he loses his license and must either retire or become a Renegade Op. An experienced driver will not leave an agency because he's in court.

Libel

The Op become the subject of a libellous article, book or programme. The Op must spend $5,000 times his kudos score on bribes or legal fees in an attempt to prevent publication or broadcast. If the Op can't or won't fight the case, the scandal costs him 2 dice worth of kudos points.

Assassination

Someone tries to assassinate the Op. Roll one dice: the Op is killed on a roll of 1.

Organised Crime

The gang comes to the notice of organised crime, which decides that these upstarts may be getting too big to be left at large. It costs $10,000 multiplied by the highest kudos score in the gang to convince them otherwise. If the gang cannot or will not pay, it must disband immediately (ie none of the vehicles or drivers from that gang can take any further part in the campaign).

Member Killed

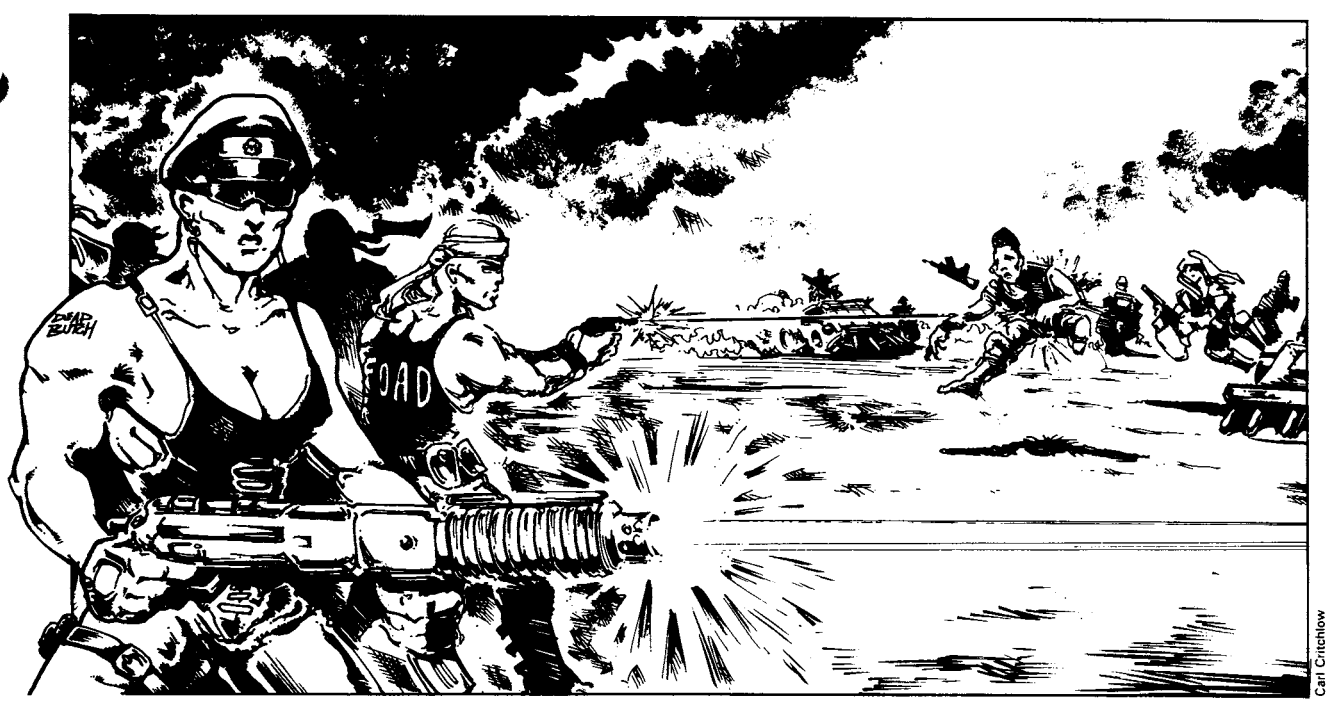
One gang member is killed in a brawl with a member of a rival gang or a brave citizen. The gang loses the member with the lowest drive skill. It may not recruit a replacement until the end of the next contract sequence.

Vigilante

The gang is being stalked by a crank vigilante intent on dealing out his own form of justice. Roll one dice for each character. On a roll of 6, the vigilante kills that character. New recruits can only be brought into the gang at the end of the next contract sequence. Irrespective of how successful the vigilante is in his mission, he will not return to haunt the gang again, though another vigilante might if the gang is unfortunate enough to roll this result again.

Internal Feud

The gang is split by internal dissention and leadership disputes. Roll one dice for each gang member: on a roll of 1 that driver leaves the gang, taking his vehicle and other equipment with him. Those who leave are given to the next player in a clockwise direction (or the other player in a two player game), who may form them into a new gang if he wishes. The new gang will be arch-enemies of the original gang.



Carl Critchlow

RECRUITMENT AND EXPANSION

During the recruitment phase, players may be able to replace their losses and recruit new members to their agencies or gangs.

FORMING AGENCIES

Ops are allowed to form agencies. Forming an agency costs $10,000. Once formed, the Agency may license new Ops for $5,000 a piece (ie the agency can pay $5,000 for a new driver). These new characters begin with a drive skill of 2.

The agency must provide the funds for any new vehicles. It may not recruit a driver unless a vehicle is provided during the re-equipment phase - this means players may want to estimate their expenditure during that phase before hiring new drivers. Any number of new drivers may be recruited in this phase if sufficient funds are available. If a player finds he hasn't got the money to provide a vehicle for a new driver in the re-equipment phase, the driver is lost. Alternatively, the player may retire one of his existing drivers to make a vehicle available.

The agency can head hunt experienced drivers (see *Random Driver Generation*). Experienced drivers provide their own vehicles but can be equipped with an agency vehicle if the controlling player wishes (and can afford this). Experienced drivers are those with drive skills above 2. They must be paid 10% of the value of their own vehicle at the end of each contract sequence, in addition to any salvage and bounty that they are entitled to. If payment is not made, the driver will leave the agency immediately and will not work for it again.

Experienced drivers who leave the agency (or who are retired from it by the player) always take their vehicles with them - if the driver has more than one vehicle, he takes the most expensive with him, leaving the others as agency property.

An agency driver who becomes experienced through play must be treated like any other experienced driver. Drivers who move from one agency to another must serve one contract sequence notice before they move to the new agency. When a player is hiring an experienced driver, assume that the driver has already served this notice and is available immediately. Players can sell drivers (and their vehicles) to other players, whether or not those players are in the same campaign.

The only exception to this is the driver who founded the agency. The only money he earns comes from salvage, bounty and any media deals he makes (see *Kudos*).

The agency may run a fleet of any number of vehicles. It is free to choose which drivers and which vehicles are being used after it is given the contract but before the approach roll is made. An experienced driver must take part in 1 engagement per contract sequence. If he does not, the agency does not have to pay him but he will leave rather than sit around twiddling his thumbs.

An agency can take part in any number of engagements in a contract sequence if it uses different drivers and vehicles for each engagement. At the end of an engagement, the bounty must be split equally between the drivers who were involved and the agency they work for. As long as a driver survives the engagement, he is entitled to a share of the bounty. Therefore drivers who eject, are hospitalised or who even lose their vehicles are still entitled to be paid.

> *For example: 3 Turner Harvest and Ramirez Ops wipe a gang off the road and are entitled to $40,000 bounty. The 3 Ops each get $10,000 and the agency (THR) gets $10,000.*

Any salvage that agency Ops can claim is split among the drivers in any manner the controlling player desires. The agency claims no part of the salvage reward.

At the end of each contract sequence the agency must pay $10,000 basic running costs, regardless of how many drivers it employs, in addition to any payments for experienced drivers. An agency that can't cover its expenses must disband or form into an Outlaw gang immediately (ie become Renegade Ops).

When an agency is reduced to a single driver - whether or not that driver is the one who founded the agency - the driver no longer has to pay the $10,000 monthly running costs for the agency. The central fund can be absorbed into the character's own finances and the character directly controls any money the agency earns while it has only one driver. However, unless the controlling player wishes, the agency continues to exist. New drivers and vehicles can be brought in under the rules above. As soon as a new character joins the agency, all the normal rules for running the organisation come into effect.

GANGING UP

Gangs may recruit new drivers in the same way as Ops who form agencies. The gang must operate a central fund just like an agency. Experienced drivers (who provide their own vehicles) must be paid 10% of the value of their vehicle per contract sequence, in addition to any salvage and loot they are entitled to and they must fight in 1 engagement per contract sequence.

If any of these conditions are not met, the driver will leave the gang at the end of the contract sequence. The drivers the Outlaw player began with do not follow the rules for experienced drivers, no matter how high their drive skills become.

Gangs cannot be split into several groups. However, if an Outlaw gang is the attacker in an engagement, it can choose to keep some vehicles in reserve, ie out of the engagement. These vehicles still count towards the gang's loot test.

Outlaw gangs reduced to a single vehicle and 2 surviving drivers may obtain a basic or stripped V6 Renegade. This is free. Gangs reduced to a single vehicle and only one driver can recruit one new member (with a drive skill of 2) who provides his own basic or stripped V6 Renegade. In either case, weapons and equipment must be drawn from the gang's resources (eg the bank, salvage or moved from the other car).

Alternatively, a player may choose to run a lone Outlaw. Lone Outlaws don't make a loot test at the end of an engagement. When a player has 2 or more lone characters, he can choose to merge them to form a new gang. The new gang makes a loot test immediately but only uses a $1,000 multiplier instead of the normal $5,000 (see *Pay*). The gang may then spend any of this money to repair, reload and purchase new weapons before its next engagement. Future loot tests are carried out normally.

A gang must disperse if all its vehicles are written off. Any money held by the gang, and any equipment in its store, are lost. The player is allowed to save any one surviving character to start a new gang, with the usual $100,000 and one new driver. The player must buy two vehicles.

RANDOM DRIVER GENERATION

If a player wants to recruit an experienced driver (ie one with a drive skill higher than 2) for his gang or agency, he has to see if there are any such characters available during the recruitment phase.

There are always characters (Ops or Outlaws) of drive skill 2 available for recruitment. If Op players roll a 1 or if Outlaw players roll a 1 or 2 on the *Driver Generation Table*, it means that only novice drivers are available for recruitment. Any other result indicates the availability of an additional experienced driver.

Roll a dice and cross reference the result with the character type on the *Driver Generation Table*. The funds columns indicate how much the player can spend on that driver's vehicle (experienced drivers provide their own vehicles). The figure is a maximum. Less can be spent on the vehicle if the player desires. Any money left over is lost.

Drive Skill Generation Table

	Drive Skill		Funds	
Dice Roll	Ops	Outlaws	Ops	Outlaws
1	2	2	*	*
2	3	2	$100,000	*
3	3	3	$100,000	$70,000
4	3	3	$100,000	$70,000
5	4	3	$150,000	$70,000
6	4	4	$150,000	$110,000

* When characters with a drive skill of 2 are recruited, the recruiting unit must provide the vehicle. If the unit hasn't got enough money to buy a new vehicle, no driver can be recruited.

Other Characteristics

A randomly generated driver is assumed to have the minimum number of mileage points for his drive skill level. To determine the number and type of any disorders, roll a dice and add the character's drive skill. This is the number of psychosis points the driver has acquired.

The number on the dice is also used to determine the number of psychosis tests the character must make before he's used in an engagement. Any disorders are noted, along with their kudos modifiers. Use the number of mileage points to determine the character's kudos points and modify the result by the effects of any disorders. The driver does not make any media rolls he may be entitled to until he has fought in an engagement. The driver has $2,000 times his drive skill in cash.



Carl Critchlow

RE-EQUIPMENT

In the re-equipment phase drivers can put right any damage caused to their vehicles by the last engagement. They can also buy and sell items of equipment. There are few restrictions regarding how this is carried out. Players can acquire the extra cash they need to repair their unit's vehicles by selling surplus gear.

REPAIR

Vehicles which have sustained partial damage may either be used again, starting with this damage, or they may be repaired. Repairing 1 point of damage costs $250. Players can repair any or all points lost. The vehicle's characteristics are restored as its damage level rises past the damage increment levels.

Any critical hits must be repaired. Repairing a critical hit requires the attention of highly skilled mechanics and costs $250. The affected area is then fully restored to its original condition.

Once any repairs have been completed, the player is allowed to purchase new equipment and re-design his vehicle.

Vehicles which have suffered terminal damage may neither be repaired or used again. Equipment may be salvaged from them.

Repair does not have to be carried out in the same contract sequence in which the vehicle suffered damage. If a vehicle is capable of being driven in its damaged state, then a player can leave it in that state, though doing so is extremely risky for the driver concerned. Otherwise, vehicles can remain in storage until the controlling player is ready to spend money on them to make them roadworthy again. However, a player must always have enough roadworthy vehicles for all the drivers in his unit - if he doesn't he must retire the extra drivers from the campaign.

RESALE

As a result of salvage and re-design, drivers often end up with surplus equipment. Drivers with surplus weapons, turrets or engines may try to sell them. They may not sell other equipment. If the surplus equipment comes from a player's own vehicle, that player must first pay the cost for stripping the equipment - $250 per item. Each Op character or Outlaw gang has a store where surplus equipment may be held.

A player who wishes to sell items of equipment must roll one dice for each item. Each pip on the dice is equivalent to 10% of the original purchase price. Add another 30%. This represents the highest offer that the player is given for the item. The player must accept this price.

When Ops sell equipment, the fraction of the original cost that they are sold for is based on the ordinary price for that item of equipment. Outlaws sell sanctioned weapons at a fraction of their black market value.

Sale of surplus equipment may only occur in this manner. Players cannot sell equipment to other players. This does not prevent one driver in a player's unit selling or giving equipment to another driver in the same unit.

For example: an Op wishes to sell a 6mm MG. The player rolls a dice and scores a 4 - 40% of the MG's purchase price. Another 30% is added to this to make the total offer worth 70%. 6mm MGs cost $5,000, so the offer is $3,500. The Op got a good deal.

Meanwhile, a successful Outlaw has just ended the career of a young Op and has managed to salvage a Heavy Laser from the wreck of the poor Op's brand-new Interceptor. The Outlaw can't believe his luck; he hates lasers and the HL's black market price is $27,000. He decides to sell it and rolls the dice. He scores a 1 - a 10% offer. Adding 30% brings this up to a paltry 40%. $10,800 for this kind of mil-tech! It's daylight robbery but it's the best offer he's going to get.

REDESIGN AND NEW VEHICLES

Drivers may now modify their vehicles in any manner they choose, subject to the restrictions of the rules and financial resources.

Once salvage costs have been paid for the recovery of old equipment, or new equipment has been purchased, no costs are incurred for the modification of a driver's vehicle by stripping weapons or adding new ones. However, players should make any necessary adjustments to the vehicle record sheet for overall changes in the vehicle's characteristics which might be incurred by the redesign process.

There is nothing to prevent a driver owning as many vehicles as he can afford. If a driver wants to purchase a new vehicle and any equipment for it, he can do so now. Drivers with more than one vehicle choose which one to use in the forthcoming engagement after accepting or declaring an attack at the beginning of a contract sequence.

Units that have recruited new drivers in this contract sequence should buy the extra vehicle(s) and equipment they need now. Any driver that doesn't have a vehicle is lost.

CYBERNETICS

Dark Future technology is advanced and deadly. Much of it is designed to kill. And more is designed to enhance a driver's survivability. People will go to any lengths to survive, even if they are hardly recognisable as human beings as a result of their efforts. Cybertechnology can keep a driver on the road, even after battles have torn his body to shreds. Some people are actually attracted to the machine option, seeing the potential of electronic and mechanical enhancements for their careers. Others purchase cybernetic devices to keep up with the opposition. Some techno-freak drivers use deadly computer viruses to attack their enemies. But the complexities and hazards of hacking can have fatal results for those who try it.

As the end of the century approaches, the shape of humanity is changing. Some would say it's disappearing altogether.

LIMB DISABLED

These limb disabled rules replace the limb disabled, driver critical hit result in the *Dark Future* rulebook. When a driver suffers a limb disabled critical hit he should roll on the *Limb Disabled Table* below to determine which limb (or organ - the term limb is used throughout Dark Future to refer to both) is affected. Suffering this type of critical hit causes the driver to gain a psychosis point.

Limb Disabled Table

Roll	Result
1.	**Eyes:** the blast blinds the driver. The vehicle has no driver.
2.	**Skin:** the driver is severely burned. Reduce drive skill by -1.
3-4	**Arm:** an arm is disabled. Reduce drive skill by -2.*
5.	**Leg:** a leg is disabled. Reduce drive skill by -1.*
6	**Limb pair:** roll again. Odds - arms; evens - legs. Both are disabled. The vehicle has no driver.

* When both arms or legs are disabled the vehicle is treated as having no driver.

FITTING CYBERNETICS

Every time a driver fits a cybernetic enhancement, +1 psychosis point is added to his current total. This is not in addition to a psychosis point gained by suffering a limb disabled critical hit. A driver may choose to have any cybernetic enhancement fitted regardless of whether he needs it or not. Enhancements are purchased during the re-equipment phase. A driver can purchase any number of enhancements as long as the required funds are available. All the effects of the enhancement come into play immediately.



Carl Critchlow

Cosmetics

All cybernetic enhancements are designed to suit style as well as function. Everybody wants some aesthetic factor taken into account, whether it be the display of grafted high technology or the subtle incorporation of the limb into the user's skin tone. Cyber boutiques can usually meet any such requirements within the listed cost of an item. Players can decide how they want their cyborg driver to look.

CYBER DEVICES

Arms

Arms cost $8,000 each. A driver who replaces one arm lost through combat will be able to continue functioning as a driver but will suffer a -1 drive skill modifier because of the slight imbalance between natural and prosthetic limb. If both arms are replaced, there is no drive skill modifier.

Legs

Legs cost $10,000 each. A driver who replaces one leg lost through combat will be able to continue functioning as a driver but will suffer a -1 drive skill modifier because of the slight imbalance between natural and prosthetic limb. If both legs are replaced, there is no drive skill modifier.

Eyes

For $15,000 a driver can fit a pair of artificial eyes. These have increased spectral range, allowing the driver to see into infra-red and ultra-violet frequencies. Limited zoom functions are also built into the eyes as standard. A driver with artificial eyes does not suffer from any of the negative modifiers normally caused by smoke or night driving (even when the two are combined).

Skin

Skin is one of the most esoteric cybernetic enhancements the boutiques and clinics have to offer. It's also one of the most expensive. There are two basic skin types.

Plaskin: this is most common skin replacement. It's even available in spray form as part of a first aid kit. However, an entire body can be covered with a thicker version (available in any colour or texture) for $18,000. There are several advantages. Plaskin is moulded to fit every contour of the body and stretches to allow the wearer to move and function normally. Apart from a little extra weight, the user can hardly tell it's there. It's resistant to heat and can toughen instantly to absorb kinetic impact. A driver who has plaskin fitted practically carries a passenger cage around with him. If the driver's vehicle crashes or rolls, the driver is entitled to a saving throw of 6 against a driver critical hit. This in additon to any saving throws other equipment might allow him to make.

Holoskin: this is a more advanced version of plaskin . It has all the benefits of plaskin but can change colour and pattern to merge with its surroundings. It also protects the wearer from the effects of any pollutants or biochemical agents. Holoskin costs $25,000.

The Plug

Most people have some use for a computer. But unless your driver only ever wants to use an old fashioned calculator, somebody's going to have to put a drill to his cranium. The operation is normally complete within thirty minutes and it leaves the patient with three grammes of carbon plastic net-tec sticking out from behind an ear. Running a cable from this socket to an interface device the size of a personal stereo unit allows the driver engage in the deadly pursuit of hacking - the penetration of the computer network that forms the universal communications and data processing medium used across the globe.

A plug and interface costs a driver $30,000 and 2 psychosis points instead of 1. Drivers can build up a library of mind controlled software developed specifically for roadfighters. Though software is more expensive than the similar hardware versions that are available, the advantage of software is that a driver can escape from a wrecked vehicle and carry his most vital driving and combat systems in his head (hardware systems can't be salvaged from vehicles). So the driver doesn't run the risk of having to buy everything again should he lose his vehicle. A driver can use software in a vehicle that already has the hardware version fitted but gains no additional benefits from this. Some software allows drivers to engage in a deadly form of hacking (see below).

All the programs described below require the user to wear a plug. The interface is connected to the relevant vehicle sytems. A driver may install as much software as he wants (no additional psychosis points are gained from installing software). However, some software cannot function unless a driver has other cybernetic enhancements in addition to the plug itself.

Fire Control: there are two types of fire control software; turret fire and missile fire. Each can only be run on a driver with artificial eyes. Each works the same way as the relevant fire control deck and costs $15,000.

Drive: again, there are two types of drive software; one for bikes and one for cars. The bike version is the equivalent of computer drive and costs $8,000. The car version is the equivalent of robotic drive (which will work in an Interceptor or Renegade) and costs $18,000. Drive software can only be used by drivers with pairs of artificial legs and artificial arms.

Doublethink: this software allows the driver to perform any dual action without the usual negative modifier. One program functions for any type of vehicle and costs $8,000. Doublethink does not require the driver to use any other cybernetic enhancement.

Roadfight: is an exceptional piece of software in that it incorporates all of the programs listed above (including both types of fire control and drive programs) as sub-routines. It costs $40,000. For the program to function fully, a driver must have all the relevant cybernetic enhancements. A driver does not need any enhancements, however, if he only wants to take advantage of a part of the program that doesn't require them (eg a driver who only wants to use the Doublethink routine contained in the Roadfight package can do so whether or not he has any other enhancements; a driver who wants to use the fire control routines must have artificial eyes).

Hack-Attack: this is a powerful, modular program that allows a driver to try and infiltrate the electronic systems in another driver's vehicle and deposit a computer virus that will corrupt those systems. Up to 6 Hack-Attack modules can be stacked together to make a more powerful weapon. Hack-Attack modules cost $2,000 each. For details of how this program works see *Hacking*.

Head-Hunt: this is another modular program used to defend drivers from hostile hackers. Basically, it forms a shield against Hack-Attack. It is sometimes capable of causing fatal injury to a hostile hacker. Up to 6 Head-Hunt modules can be stacked to create a more powerful defence. Head-Hunt modules cost $2,000 each. For details of how this program works see *Hacking*.

HACKING

Anybody with a plug can go hacking. All they need is a piece of Hack-Attack software. By hacking, an individual can subvert security programs that defend computers in other vehicles.

Most vehicles have a computer that interfaces with Datanet, making them vulnerable to hackers. These computers often run mapping and road data programs. Others control weapon systems and vehicle performance. A few run intelligence gathering systems. Much of the computer technology that may be employed by a roadfighter is, by its very nature, vulnerable to outside interference.

Fire control and drive assist devices like robotic steering and computer drive acquire much of the data they need to function by analysing local road and traffic conditions. They do this by talking to eye-satellites orbiting overhead. Hack-Attack software works by reaching these satellites and then travelling down the same signal route used by the target vehicle, where the program attempts to penetrate the vehicle's anti-hacking defences in order to plant a virus program in the electronics. A virus program works by absorbing the processing power of the system it resides in, thereby making that system incapable of functioning as it should. It doesn't matter whether the virus enters the vehicle via a fire control computer (or software) or a drive assist device. Once it's in the vehicle, it can get to any electronic system and wreak havoc.

Hacking Conditions

Any vehicle with robotic drive, computer drive or a fire control device is vulnerable to hacking, whether the devices are software or hardware based. At the beginning of an engagement (ie when the cruising restrictions end) drivers who have any of these systems in software or hardware form immediately know whether their opponents are using any such equipment (again, whether it's in software or hardware form).

Any driver with a plug and Hack-Attack software can make an attack.

HACK ATTACKS

A hack attack is declared like any action. It may form part of a dual action and takes one shoot action to execute. A hack attack cannot be combined with another shoot action. The driver cannot make any hack attacks on a driver who has already become the victim of a successful hack attack. He can make hack attacks against any other drivers.

Each time a hacking driver attacks in this way, the player rolls one dice and adds the number of Hack-Attack programs the driver has installed. Then subtract the number of Head-Hunt modules employed by the driver under attack (if any) and consult the following table. The result is applied immediately.

Hack Attack Table

Total	Result
-1 or less	Backfire
0 to 4	Neutralised
5 to 8	System Malfunction
9 or more	System Hostility

Backfire

The opponent's Head-Hunt software counters the virus assault and traces the program's route back to the attacker's plug. It induces neural-cutout in the attacker. Roll one dice. On a score of 1-5 all the attacker's Hack-Attack modules are wiped (he must purchase new software if he wants to make attacks of this type in future engagements). Further, the cutout prevents any of the attacking hacker's software from functioning for the rest of this engagement. Beginning with the next phase, the attacking hacker must drive as if he had no software installed. On a score of 6 the defensive Head-Hunt program burns out the attacking hacker by transmitting a routine that induces brain death. Treat the result as a KO driver critical.

Neutralised

The Hack-Attack and Head-Hunt programs smash into each other in an electronic equivalent of a head-on ram. Both players roll a dice. A score of 6 means the player's Hack-Attack or Head-Hunt modules (whichever ones are being used) are destroyed. Any other score has no effect.

System Malfunction

The Hack-Attack program has penetrated the vehicle's defences and the virus infects one of the systems on board. The attacking player can choose which of his opponent's systems is affected. This can be robotic drive, computer drive, missile fire computer, turret fire computer or any piece of software (note: if the opponent is running Roadfight software, the attacker chooses which sub-program is affected). That system will not function for the rest of the engagement.

System Hostility

The computer virus is devastatingly effective. If the opponent has any of these systems installed in his vehicle, in software or hardware form, they behave as follows for the rest of the engagement.

Robotic Drive: handling -3

Computer Drive: handling -1, acceleration -5mph, braking -5mph

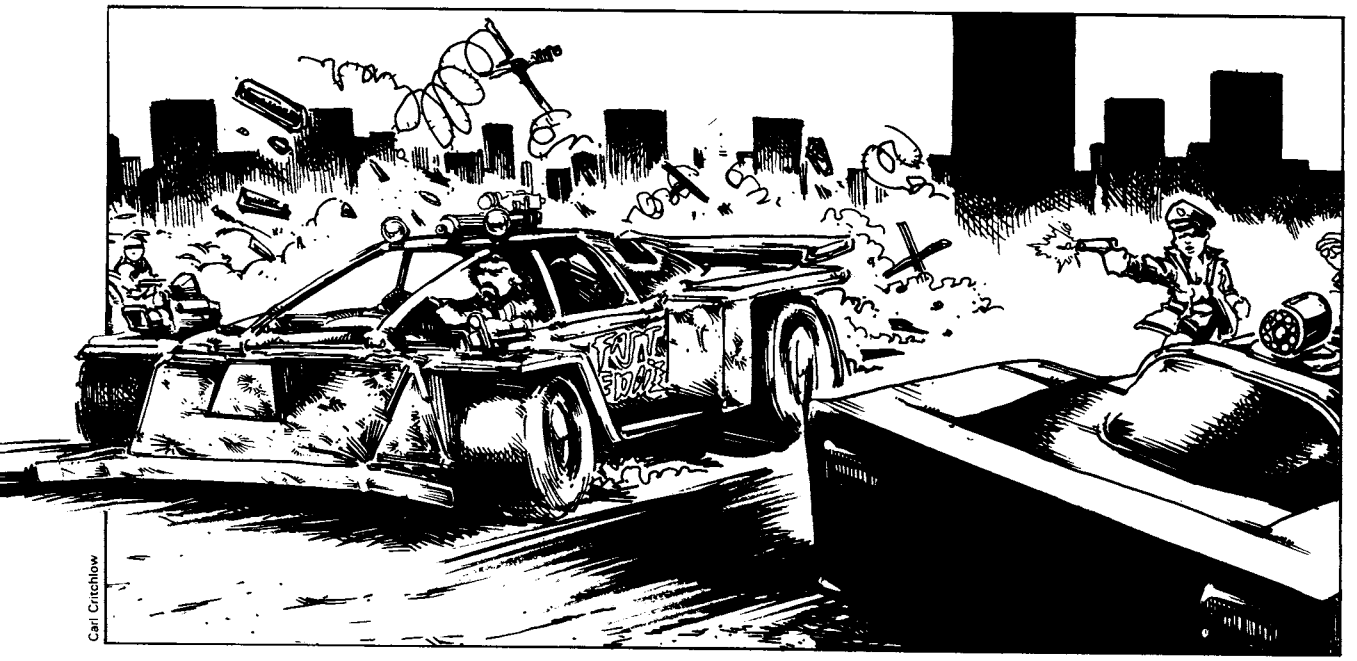
Missile Fire Computer: the computer's Identification Friend or Foe routines flip-flop so that the computer only ever fires at friendly targets. When there are none, it will not fire at all. The computer will begin misfiring in this way in the next available phase and will continue to fire until it runs out of missiles.

Turret Fire Computer: the computer suffers the same effects as the missile fire computer.

A driver with an adversely affected system cannot disable that system to negate the effects of the hack attack. He must cope with the system's new behaviour until the end of the engagement. This rule applies to both software and hardware based systems.

System Repair

It costs $500 to repair hack damage to a program/device/routine affected by hostility or malfunction. Damage must be repaired in the re-equipment phase. A system destroyed by hack damage is completely useless. It cannot be repaired.



GAMESMASTERS

There are many aspects of a Dark Future campaign which can be made more exciting by the presence of a Gamesmaster (GM). A Gamesmaster is an extra player who acts as an independent referee. The Gamesmaster doesn't control any drivers or vehicles of his own. In large games, players can take it in turns to be the Gamesmaster for a specific engagement, the role going from player to player as the contract sequence is played out.

A Gamesmaster can generate the conditions at the beginning of an engagement or develop the whole theme of the campaign, so that the players themselves do not reach disagreements over the conditions and progress of the game. He can control random hazards or features that make an engagement more interesting to play. And apart from adding his own creativity to the game, the Gamesmaster is the independent adjudicator on all aspects of the rules. For this reason, he should be thoroughly familiar with the rules. If players want a Gamesmaster to run their campaign, they should be prepared to accept his position as an adjudicator. This section contains a few guidelines on how to fill this role successfully.

In addition, this section includes some additional rules that can be added to the game whether it is a campaign or not. Some of these add variety to the environment in which an engagement takes place. Now players can fight engagements at night or under exotic, adverse road and atomspheric conditions. Rules for determining optional random factors are also included here. All these rules are usable without a Gamesmaster.

CAMPAIGN DEVELOPMENT

Just as individual games of Dark Future are exciting, the links between the games in a campaign should be made as dramatic as possible. The best way of linking games is to provide a plotline or campaign theme. The players take the roles of central characters; individual engagements form the highlights of the story, determining to a large extent what happens next. A character's development becomes a subplot that may be influenced by the campaign theme, or which may influence the campaign itself. The role of Gamesmaster is ideally suited for development of this aspect of the game.

The main question that needs to be answered is why the characters are fighting each other. They are, by nature of their contrasting roles, opposed to each other, but we've told you that much already. Finding out why these characters in particular have become involved in the struggle can provide specific details about the belligerents. This makes the campaign more interesting.

Perhaps the Op got his license because the local gang was chewing up the road so much, the people in his town couldn't go on any longer. They used to have a guardian Op who got killed by the leader of the Outlaw gang - the leader killed him and set his gang on the town because the inhabitants are all in the pay of a ruthless multinational corporation that intends to crush their Nogo shanty to provide more PZ leisure space. That's a simple example. It doesn't matter how complicated and interwoven you make your campaign theme, as long as eveybody enjoys the games they get out of it. Write spinoff campaigns. Have fun.

Of course, players often run more than one unit and this could lead to two or more plotlines. These could be part of one overall campaign backdrop. But it's a mistake to make a player face one of his own units with his other unit. In such a case, the thematic connections should be kept in the background or a new player should join the game.

Once a player knows that his driver is going to gain a disorder as a result of failing a psychosis test, and he knows how severe that disorder is going to be, the GM can choose the disorder if it helps him develop the campaign storyline as a result. Likewise, a GM can determine the result of a driver's media rolls or the effects of media manipulation.

When a GM becomes involved in a character's development in this way, he should remember that his role is impartial and his presence is supposed to work for the fun of the campaign, not for the benefit of a particular player. A GM should never apply harsh results because a player behaved disagreeably in a game session. If the players won't accept his independence, he should leave them to it. If he doesn't intend to be independent, he should become a player himself.

There are some other things GMs shouldn't do. A GM never takes rolls for a player's weapons or vehicles. A GM should never set up an unbalanced game without the consent of both players involved. A GM should not enter his own units on a regular basis. The only time the Gamesmaster should enter a unit is when he is running a third party for the purposes of a particular scenario which both the players have agreed to play.

GM-Controlled Units

When the Gamesmaster controls a third unit, it can lead to a very exciting game. If the players are going to play an intercept, for example, the GM can put civilian traffic on the road. Die-cast models can be used for this. If they all have V6 engines, no weapons or armour, weigh between 800-1400 units and are driven at drive skill 1, it will be fun to see if the players' drivers manage to swerve between them. It will tell you a lot about the drivers if they don't bother.

A GM could place another roadfighter unit in the vicinity of an engagement. This is more difficult to handle, especially if the unit consists of more than one vehicle. Lone Outlaws and Renegade Ops are good choices because they're likely to react badly to players' units no matter what side of the law they're on. But on those occasions when two Outlaw gangs fight, a lone Op will suit the purpose.

A unit of this type should be there for a purpose. It should add an overall tactical consideration that should affect both sides. The unit should be going somewhere. A GM-controlled unit's route should be pre-planned as much as possible. It might only be around for one or two turns either at the beginning or the end of the game.

A GM should not load the game up with so many tactical factors that the game is reduced to a snail's pace, or becomes unplayable other than by the GM himself. GM-controlled units can be fun but they should not be over-used.

DARK FUTURE™

ST. LOUIS BLUES

READY-TO-USE VEHICLES FOR DARK FUTURE

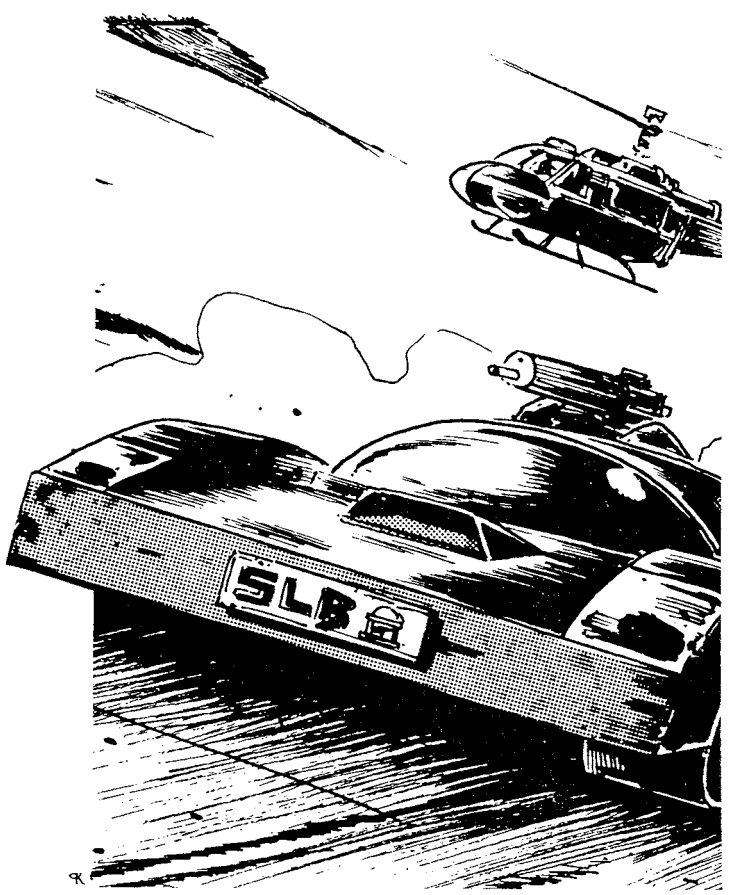
By Dean Bass

It can take a lot of time to design a few Interceptors and Renegades for *Dark Future* - so we've put together some ready-to-use vehicles allowing you to get straight to the fighting. This article explains how to use the data cards, and gives you the first set: Interceptors and bikes of the *St. Louis Blues*.

St. Louis Blues is the first part of an article giving you ready-designed cars and bikes for **Dark Future.** These vehicles are presented as *data cards*, showing all the information you need to use them immediately in play. The vehicles are designed using the advanced rules in **White Line Fever,** but you can use them with the basic **Dark Future** rules by ignoring new equipment and rear-firing weapons.

In addition to the rules for using the data cards, this month there are cards for 12 Interceptors and 6 bikes, just some of the vehicles used by the St. Louis Blues Op agency. In the next issue, we'll give you data cards for Renegades and bikes of the Plague Riders gang.

Of course, although we've provided background details for the St. Louis Blues and the Plague Riders, you can use these data cards for anybody you want - they don't have to be used with this agency and gang.



Damn, it was good! I was drivin' that ol' two-seat gunship with Davey James on my wing. Now, if you hang all them heavy ol' weapons on a thing that's only got a V6, you'll be strainin' to get over 90 or so. So we didn't figure we'd catch anything but bugs on the windshield. But them bikers, boy, they musta been takin' their afternoon nap. We got right up to them 'fore they saw us.

They sure sat up and paid attention when Davey took a snap-shot with his minigun, though. A couple of 'em musta had Nox on tap, 'cos they took off like a polecat up a tree. The rest were all lookin' round an' wonderin' what to do, so I let 'em have a suggestion - the high-explosive, twenty-millimeter kind. That convinced one biker - he rolled over in the dust on the shoulder of the road, nice as you please.

Davey didn't do bad, either, and we ended up with five more scalps. Shame about the two that got away, but still - they can tell their buddies about us. Then maybe they'll get real mad, and come lookin' for a fight again.

- 'Cowboy' Jim Dermotty after a skirmish with Plague Riders bikes, April 1995.

IT'S IN THE CARDS

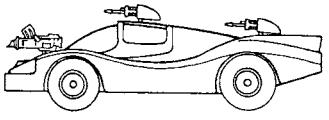
Why would you want to use data cards? You may have found that designing your vehicles takes up a fair amount of time. This is fine when you're working out all the details of a specific vehicle for yourself, but designing half-a-dozen vehicles can be a little time-consuming.

Data cards allow you to prepare even a large number of vehicles for a road encounter without too much work. The cards are ready for immediate use, and give you all the necessary information for reference during play.

The cards provide a variety of vehicles for a variety of jobs, from stripped-down *Performance* cars to heavily-armed *Gunships* and heavily-armoured *Tanks*.

CONFIGURATION	VARIANT	COST
PERFORMANCE INTERCEPTOR	SINGLE-SEATER V8 WITH STRIPPED ARMOUR	$100,000

WEIGHT	HANDLING
890	6
SPEED	**Vs HE**
108(148)	4
ACCELERATE	**MAX DAM**
19(38)	24
BRAKE	**INCREMENTS**
41/51	18, 12, 6



Lucy Pemberton (*drive skill* 7)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
40mm GRENADE LAUNCHER	HOOD	+1	+8HE	8	18	
L.W. COMBAT LASER	ROOF	+2	+1	1/TURN	12	FORWARD FIRING
L.W. COMBAT LASER	REAR CENTRAL	+1	+1	1/TURN	12	

NOX - INCREASED MAX SPEED AND ACCELERATION (148 & 38)

COMPUTER BRAKING - INCREASED BRAKE PLUS PANIC BRAKE

OIL INJECTION - SMOKE PRODUCTION - SEE RULES

NOX WILL BLOW ENGINE ON A 2 OR 12. IF OIL INJECTION ALSO ON, THEN WILL BLOW ON A 2, 11 OR 12.

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	0	0	0	0	0
CARBON PLASTIC	0	0	0	0	0

Each card contains the following information:

Configuration: the type of vehicle (eg *Interceptor Gunship* or *Performance Renegade*).

Variant: the number of crew (*single-seater* or *two-seater*), the engine size (eg *V6* or *V8*) and a note of whether the vehicle has *stripped* or *extra* armour.

Basic Vehicle Characteristics: the vehicle's *Weight*, *Speed* (with Nox figures in brackets if relevant), *Acceleration* (with Nox figures in brackets if relevant), *Braking* (split as braking/panic braking in vehicles with enhanced computerised braking), *Handling* (with normal handling in brackets in the case of cars with active suspension), *Handling vs HE hits*, *Maximum Damage* and *Damage Increments* (the three steps at which maximum speed, acceleration and handling characteristics are reduced).

Weapons: a list of the weapons that the vehicle carries, with details of their *Location*, *Accuracy*, *Damage*, *Shots*, *Range* and any *Notes* (eg *forward firing*).

Systems: additional engine and other systems, with any notes (eg order of missiles loaded into a pod).

Armour: the vehicle's *Carbon Steel* and *Carbon Plastic* armour, with points of each listed for *Front*, *Rear*, *Sides*, *Floor* and *Roof*.



Keeping Track

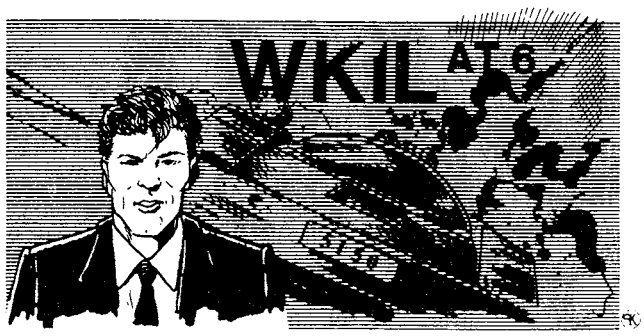
Although the data cards tell you everything you need to know about each vehicle to begin play, you will still need to keep track of things like speed, damage taken, critical hits, ammunition used and usage of special equipment. This can simply be done to a piece of paper, but it is much easier to keep track of everything if you transfer the vehicle details to the appropriate playsheet.

USING THE CARDS

There are three ways of choosing the vehicles to be used in a game. These are: *Selection, Semi-Random* (both using the cost of the vehicles to determine selection) and *Random*.

Before using either method, you should make sure that the cards are split into two packs: one for the Ops and the other for the Outlaws. Players should choose which side they are going to control (roll a dice if you can't decide), and select or draw cards from the appropriate pack.

The spread of vehicle costs has been designed so that a similar total cost can be reached by both sides using a mix of bikes and cars (as long as a sensible target cost is set in the first place). The three methods of using the cards give examples for three sizes of game: *quick, medium* and *long*. A *quick* game is a one-on-one game involving a maximum of 4 vehicles each; a *medium* game would have up to four players with about ten vehicles in total; and a *long* game could involve as many as ten players and revolves around fifteen or more vehicles.





SELECTION METHOD

In this system, the players first agree a maximum cost for each group of vehicles. Each player then simply picks a number of Op or Outlaw vehicles up to the maximum cost allowed. The value of all your vehicles added together may be less than the agreed maximum, but obviously this makes a weaker force.

If two or more players are picking from the same set of cards (eg there are two Outlaw players), they should each roll a dice, with the high scorer picking first.

For example: the players have decided on a maximum cost of $180,000. The Outlaw player then looks through the Outlaw cards and picks out a $70,000 Renegade, a $50,000 Renegade and two $30,000 bikes. The Op player looks through the Op cards and picks a $150,000 Interceptor and a $30,000 bike. The total cost of each player's vehicles is $180,000, the maximum they agreed upon. They are now ready to play what should be an evenly-matched game.

If you want, one player can pick his force first - each player should roll a dice, with the low scorer picking first. This gives the player (or players) picking second an advantage, because they can pick vehicles specifically for the task ahead. For instance, the Op player in the example above would probably make sure that the Interceptor was a Gunship as it's got a lot of killing to do.

By starting with different amounts of money to spend, you can vary the length of the game. Typical costs per player for different sizes of game are:

Quick game	$120,000
Medium game	$250,000
Long game	$560,000

SEMI-RANDOM METHOD

As above, you must first agree on a maximum cost for each player. Both packs of cards are then shuffled. Cards are dealt to each player from the appropriate pack, up to the maximum agreed. If the next card to be dealt would take the total cost over the agreed maximum, it is discarded and the player stops dealing (the minimum cost for a vehicle is $30,000, so you can stop dealing if you are within $30,000 of the maximum).

During the dealing of the cards, you may reject up to three cards: these are discarded and not counted against your total. After three rejections, you must keep all the cards as dealt until the maximum cost is reached.

For example: An Op player is to be dealt Op vehicles up to a maximum cost of $180,000. The first card dealt is a $100,000 Interceptor, which the player rejects. The second card is a $120,000 Interceptor which the player keeps. The third card is another $120,000 Interceptor - this would take the player over the $180,000 limit so it is rejected. The fourth card is a $40,000 bike which is accepted. This takes the player's total to $160,000, only $20,000 away from the maximum cost allowed - as the cheapest vehicle is $30,000, the player stops at this point.

This system may not give quite such a balanced game as the *Selection* method, but it forces the players to make the best of the vehicles they are dealt while retaining some element of choice.

As with the *Selection* method, you can roll for which player picks first. It's not quite so important with this method, but it can still make a difference to the cards you choose to reject.

Typical costs per player for different sizes of game are slightly higher than for *Selection*:

Quick game	$150,000
Medium game	$270,000
Long game	$600,000

RANDOM METHOD

This is the quickest and easiest system to use as the players don't pick their cards at all. The players first agree on a *number of cards* (rather than a total cost). Each player then randomly draws the agreed number of cards from the appropriate pack.

For the best results, the Outlaw players should draw two cards for every one card drawn by the Ops.

For example: two Op players each draw one card from the Op pack. There are also two Outlaw players, so they both draw two cards from the Outlaw pack.

UNBALANCED GAMES

After playing a few games of the two random systems, it becomes obvious that in the majority of games the two sides will be unbalanced, either in terms of the value of the vehicles, or because of the roles for which the vehicles are designed. It can be quite a pain having to chase three suped-up bikes in an Interceptor Tank, for example. However, don't forget that anything is possible given good tactics and better luck. One good critical hit can take out a $150,000 Interceptor! So don't be put off by seemingly unbalanced sides - it could turn out to be one of your most memorable games.

If the idea of unbalanced games interested you, try an even more random system, especially if you're playing a multi-player game. Shuffle both packs of cards together to form a single pack and then deal each player a single card. Using this system just about anything can happen. In the most extreme case, you might get one side with only a bike or two, while the other side has several vehicles covered with armour and bristling with weapons - simply lasting a couple of turns could be considered a victory for the bikes.

ONLY CHOOSING ONE SIDE

You can, of course, use this system to choose the forces for one player and fight them against vehicles that have already been designed using the normal rules from **White Line Fever**.

This can be done with either the *Selection* or the *Random Selection* methods. Calculate the total cost of the vehicles you have already designed and then use this as the maximum cost.

You can even combine designed vehicles with data cards on the same side - add up the cost of the vehicles you have already designed and then select or deal cards to make your total cost up to the agreed limit.

THE ST. LOUIS BLUES

- The following is from a Channel 23 interview with 'Little' Jim Howard, who has become the unofficial historian of the St. Louis Blues since being seriously wounded in the first battle with the Plague Riders.

The St. Louis Blues is an agency that breaks all the rules. The Enderby Amendment was designed to place the pursuit and apprehension of highway criminals in the hands of private individuals and organisations, so the last people you'd expect to set up a Sanctioned Operative agency would be the City of St. Louis Police. But then, they had a real good reason.

Early in 1994, the sand around St. Louis was a real bad place to be. The local Maniax were no softer there than they were anyplace else, but the real trouble came from three local gangs: the Sandbaggers, the Death Stalkers and the Shotgun Posse. Things got worse when the three gangs merged, and started calling themselves the Plague Riders. They had a good general, too. Inside a month, nothing came into St. Louis, and nothing came out. The city was completely sealed in.

After a few weeks, a stretch limo pulled up outside the city hall, and a man in an expensive suit got out and went to talk with the Mayor. He told the Mayor how bad it was that the city of St. Louis was getting sealed in by the Plague Riders, and how regrettable it would be if the city were to get completely throttled. He said that his people would be happy to take care of it, if the Mayor would smooth the way for certain deals his people wanted to make in St. Louis. The Mayor promised to think it over, and the man in the nice suit got back in his stretch limo and drove away. And the Mayor sat down and wondered what to do.

It was about March 1994 when the Chief of Police got a confidential report from Washington. He didn't like what he read, not one bit. The Mayor didn't like it, either. Some Federal people had infiltrated the Plague Riders, and they'd found out a lot of interesting things. Like the Plague Riders were into some kind of death cult, and the top levels of this cult led right back to the Mob. Like they got regular visits from stretch limos, carrying men in expensive suits.

And that, if you'll pardon the expression, was the birth of the Blues.

The Mayor and the Chief held a big meeting, and decided what they were going to do. Also at the meeting was a Sanctioned Op called Steve Johansen. The City Fathers had flown him in from Denver, where he'd just quit G-Force. It was said that someone had made him a better offer. When the meeting was over, Steve started making phone calls.

Over the next few weeks, a lot of Sanctioned Ops started flying into St. Louis. Ex-Express Op Cowboy Jim Dermotty came in from Houston, and loner Jules Mason arrived from Miami. And they didn't forget the local talent, either. The Laser Lady herself, Lucky Lucy Pemberton, spent a while at city hall, and when she came out she had her Interceptor painted in new colours.

Everyone knew that St. Louis was putting a team together, but the next move took everyone by surprise. The Mayor went on TV to declare war on the Plague Riders, and announced an amnesty for any Outlaws who would fight the good fight.

Well, he certainly got a reaction. The good citizens were outraged, and it took a week of fast talking before the Mayor was sure he wasn't going to get impeached. The vulture stations loved it, and the Mayor founded the Herbert J. Tucker Orphanage with the proceeds from an exclusive contract with W-KIL to cover the war.

Actually, the amnesty wasn't quite so generous as it sounded. The Mayor had somehow forgotten to mention on TV that you only got the amnesty if the team decided to take you. The bounties on the people they didn't take paid for a base for the new team, and most of the equipment they needed.

The amnesty pulled in some good people, too. Harry 'Faster' Davies and Jimmy 'Red Devil' McCorkindale had serious reputations as solo Outlaws, but the real catch was the Cherokee bandit known as Lone Star. He said he wasn't bothered about the amnesty - the Plague Riders had killed his brother, and if anyone was going to take them out, he wanted to be there. Given Lone Star's reputation, the public at large wasn't too happy, but the St. Louis Blues - as the team came to be called - didn't mind a bit.

Now you might expect that a mixture of Ops, loners and Outlaws would have problems fighting on the same side, but after a week or so shaking down, the old feuds were mostly forgotten. They knew they were all that stood between St. Louis and the Mob, and they put old scores to one side and got on with the job.



The Blues first saw action on April 27th, 1994, when a convoy set out west on I70 to Kansas City, under escort from four Blues Interceptors. The Plague Riders were smart. They hit the convoy just as it crossed the Missouri bridge. But what they didn't know was that the Blues' main strength had crossed the river down at St. Charles and joined I70 behind them. Even now, they were heading east to the combat zone with all guns loaded and all lights green.

After that first battle, the Plague Riders were more careful. Even so, within a month or so they had been pushed back as far as Columbia in the west, Cape Girardeau in the south and Mount Vernon in the east. Over the two years or so since then, there have been victories and defeats, but the tide of the war is moving slowly in the Blues' favour. Red Devil McCorkindale has just rejoined the team after a six-month stay in hospital, with a brand new Huydermans Dex-10 cyborg arm, while Lone Star disappeared after a battle on I44 just outside Springfield. Some say he was killed, but his Interceptor was never found, and there's a persistent rumour that he's taken to the hills to pursue his quest for vengeance.

The Plague Riders may be on the run, but the further they are pushed back into the sand, the harder it becomes to push them any further. They may never be completely eradicated. What matters, though, is that their stranglehold on St. Louis has been broken, and the man in the stretch limo hasn't been seen for some time.

The Vehicles

As with any agency, the success of the St. Louis Blues is down to much more than just the drivers. They have the usual backup facilities, with the best mechanics the City of St. Louis could find - including a few garage freaks and other Outlaw spannermen who came in under the amnesty. While several of the Blues' drivers have their own favourite cars, there is also a fleet of specialised vehicles, designed to do particular jobs.

Performance cars are designed for extended pursuit, when a gang has used a lot of fuel and ammo and wants to get away. They are light and fast, with firepower concentrated up front.

Gunships go all-out for attack. Firepower is the keyword, and they are used for secondary hits on Outlaw forces which are already involved in a fight, as well as in more general combat situations.

Tanks are the counterpart to Gunships. They are designed to soak up grief rather than hand it out, and are most often used to bait ambushes or for convoy support.

Multi-role designs aim at a perfect blend of speed, armour and firepower. They are generally used on routine patrols, or when the driver needs to be able to react to a variety of situations.

Road Bikes are light, fast, and lightly armed. They are primarily designed for scouting, but are also used by messengers - radio silence can sometimes give you a great tactical advantage - and by convoy outriders.

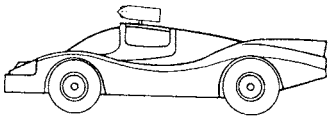
Heavy Bikes are built for serious fighting on two wheels, combining the manoeuvrability of a bike with enough firepower to stand toe-to-toe with a Renegade. They are used for general patrol work, as well as for hit-and-run raiding.

SANCTIONED OPERATIVE DATA CARDS

The 18 data cards that follow are vehicles used by the Ops of the St. Louis Blues, but they can, of course, just as easily be used for the Sanctioned Ops of your own agency.

CONFIGURATION	VARIANT	COST
INTERCEPTOR TANK	SINGLE-SEATER V6 WITH EXTRA CS ARMOUR	$120,000

WEIGHT	SPEED	ACCELERATE	BRAKE	HANDLING	Vs HE	MAX DAM	INCREMENTS
2125	86	12	20	4	5	24	18, 12, 6



Jim Dermotty (*drive skill* 6)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
MISSILE POD*	ROOF	+2/+2	+8HE/ +6AP	6	50	FORWARD FIRING

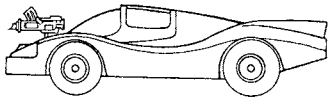
PASSENGER CAGE - DRIVER CRITICAL SAVING THROW

MISSILE POD IS LOADED WITH HE AND SHAPED PLASTIC (ARMOUR PIERCING) MISSILES IN THE FOLLOWING ORDER - HE, SP, HE, SP, HE, SP.

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	8	6	6	5	5
CARBON PLASTIC	0	0	0	0	0

CONFIGURATION	VARIANT	COST
INTERCEPTOR GUNSHIP	SINGLE-SEATER V8	$120,000

WEIGHT	SPEED	ACCELERATE	BRAKE	HANDLING	Vs HE	MAX DAM	INCREMENTS
1275	120	24	36/46	5	5	24	18, 12, 6



Steve Johansen (*drive skill* 7)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
40mm GRENADE LAUNCHER	HOOD	+1	+8HE	8	18	
15mm AUTOCANNON	ROOF	+1	+3	8	18	FORWARD FIRING
OIL LAYER	L.PASSIVE	-	-	12	-	SEE RULES
SMOKE LAYER	R.PASSIVE	-	-	20	-	SEE RULES

COMPUTER BRAKING - INCREASED BRAKING AND PANIC BRAKING

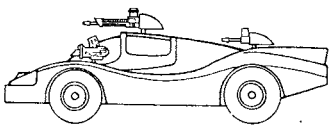
NO NOTES

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	0	0	0	0	0
CARBON PLASTIC	4	4	4	4	4

Drive Skills: if you're not using the St. Louis Blues agency, roll a D6: 1 = *drive Skill* 2; 2-3 = *drive skill* 3; 4-5 = *drive skill* 4; 6 = *drive skill* 5.

CONFIGURATION	VARIANT	COST
INTERCEPTOR GUNSHIP	SINGLE-SEATER V6	$100,000

WEIGHT	HANDLING
1450	5
SPEED	Vs HE
96	5
ACCELERATE	MAX DAM
14	24
BRAKE	INCREMENTS
28	18, 12, 6



Jules Mason (*drive skill* 4)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
15mm AUTOCANNON*	HOOD	+2	+3/ +3AP	8	18	
LINKED 20mm GRENADE LAUNCHER	FRONT WINGS	0	+2HE	10	16	
TWIN 6mm MACHINE GUNS	REAR CENTRAL	+1	+1	12	16	
OIL LAYER	L.PASSIVE	-	-	12	-	SEE RULES

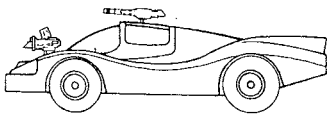
NO SPECIAL EQUIPMENT

SHOTS 2, 3, 4 ON AUTOCANNON ARE DEPLETED URANIUM IE. ARMOUR PIERCING.

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	0	0	0	0	0
CARBON PLASTIC	4	4	4	4	4

CONFIGURATION	VARIANT	COST
INTERCEPTOR GUNSHIP	TWO-SEATER V6	$100,000

WEIGHT	HANDLING
1710	5
SPEED	Vs HE
92	5
ACCELERATE	MAX DAM
13	24
BRAKE	INCREMENTS
26	18, 12, 6



Carl Beck (*drive skill* 3) and Joel Back (gunner)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
7.62 MINI GUN	CUPOLA	+2	+4	4+4	12	DOUBLE LOADED
20mm GRENADE LAUNCHER	HOOD	+1	+2HE	10	16	
SPIKE LAYER	R.PASSIVE	-	-	-	-	SEE RULES

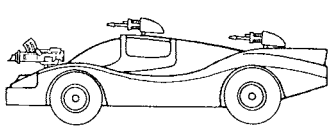
NO SPECIAL EQUIPMENT

NO NOTES

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	5	4	4	4	4
CARBON PLASTIC	0	0	0	0	0

CONFIGURATION	VARIANT	COST
PERFORMANCE INTERCEPTOR	SINGLE-SEATER V6 WITH STRIPPED ARMOUR	$100,000

WEIGHT	HANDLING
890	6
SPEED	Vs HE
108(148)	4
ACCELERATE	MAX DAM
19(38)	24
BRAKE	INCREMENTS
41/51	18, 12, 6



Lucy Pemberton (*drive skill* 7)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
40mm GRENADE LAUNCHER	HOOD	+1	+8HE	8	18	
L.W. COMBAT LASER	ROOF	+2	+1	1/TURN	12	FORWARD FIRING
L.W. COMBAT LASER	REAR CENTRAL	+1	+1	1/TURN	12	

NOX - INCREASED MAX SPEED AND ACCELERATION (148 & 38)

COMPUTER BRAKING - INCREASED BRAKE PLUS PANIC BRAKE

OIL INJECTION - SMOKE PRODUCTION - SEE RULES

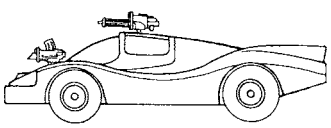
•

NOX WILL BLOW ENGINE ON A 2 OR 12. IF OIL INJECTION ALSO ON, THEN WILL BLOW ON A 2, 11 OR 12.

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	0	0	0	0	0
CARBON PLASTIC	0	0	0	0	0

CONFIGURATION	VARIANT	COST
INTERCEPTOR TANK	SINGLE-SEATER V6 WITH EXTRA CS ARMOUR	$100,000

WEIGHT	HANDLING
1935	5
SPEED	Vs HE
88	5
ACCELERATE	MAX DAM
12	24
BRAKE	INCREMENTS
22	18, 12, 6



Jimmy McCorkindale (*drive skill* 4)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
CHAIN GUN	ROOF	+3	+5	6	16	FORWARD FIRING
20mm GRENADE LAUNCHER	HOOD	+1	+2HE	10	16	
MINE LAYER	L.PASSIVE	-	+3	6	-	SEE RULES

NO SPECIAL EQUIPMENT

NO NOTES

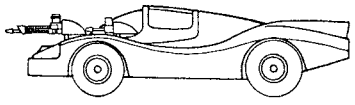
ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	7	6	7	5	5
CARBON PLASTIC	0	0	0	0	0

Lucy Pemberton is something of a speed freak. She says it's because firing lasers just doesn't seem right unless she's cruising over a hundred in her performance Interceptor. But despite her off-hand attitude and street-cool rap, she's a skilled driver whose ruthlessness is matched only by her efficiency. As the leading local Op, her move to join the Blues was almost inevitable, but she pretended that it was a tough decision - Johansen was glad she made it. The Laser Lady is one of the Blues most valuable assets and is the only Op in the outfit as skilled as Johansen.

ST. LOUIS BLUES

CONFIGURATION	VARIANT	COST
MULTI-ROLE INTERCEPTOR	SINGLE-SEATER V6 WITH EXTRA CS ARMOUR	$100,000

WEIGHT	SPEED	ACCELERATE	BRAKE	HANDLING	Vs HE	MAX DAM	INCREMENTS
1855	88	12	22	7(5)	5	24	18, 12, 6



Stavros Garvias (*drive skill* 3)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
15mm AUTOCANNON	HOOD	+2	+3	8	18	
LINKED 6mm MGS	FRONT WINGS	+2	+1	12	16	
OIL LAYER	R.PASSIVE	-	-	12	-	SEE RULES

REINFORCED TYRES - CRITICAL HIT SAVING THROW

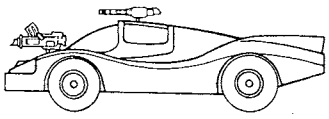
ACTIVE SUSPENSION - INCREASED HANDLING (7)

NO NOTES

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	6	5	5	4	4
CARBON PLASTIC	0	0	0	0	0

CONFIGURATION	VARIANT	COST
PERFORMANCE INTERCEPTOR	SINGLE-SEATER V8 WITH STRIPPED ARMOUR	$120,000

WEIGHT	SPEED	ACCELERATE	BRAKE	HANDLING	Vs HE	MAX DAM	INCREMENTS
975	136	28	41/51	6	4	24	18, 12, 6



Harry 'Faster' Davis (*drive skill* 5)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
7.62 MINI GUN*	ROOF	+2	+4/ +5AP	4+4	12	FORWARD FIRING
40mm GRENADE LAUNCHER	HOOD	+1	+8HE	8	18	

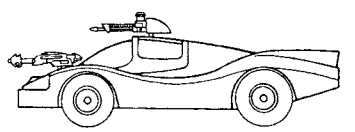
COMPUTERISED BRAKING - INCREASED BRAKE AND PANIC BRAKE

SHOTS 1, 2, 3, 4 IN MINI GUN ARE DEPLETED URANIUM, IE ARMOUR PIERCING; IT IS ALSO DOUBLE LOADED WITH 5, 6, 7, 8 AS NORMAL SHOTS. IT IS FORWARD FIRING.

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	0	0	0	0	0
CARBON PLASTIC	0	0	0	0	0

CONFIGURATION	VARIANT	COST
MULTI-ROLE INTERCEPTOR	TWO-SEATER V6 WITH EXTRA CP ARMOUR	$120,000

WEIGHT	SPEED	ACCELERATE	BRAKE	HANDLING	Vs HE	MAX DAM	INCREMENTS
1750	92	13	26	5	5	24	18, 12, 6



Lizzie Wyatt (*drive skill* 4) and Freeman Vanner (gunner)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
⁻ AUTOCANNON	CUPOLA	+1	+3	8	18	
. ./Y LASER	HOOD	+3	+6	1/TURN	30	

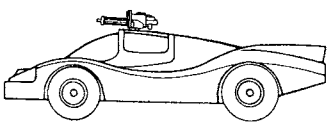
CHARGER - INCREASED MAX SPEED AND ACCELERATION (INCLUDED)

NO NOTES

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	4	4	4	4	4
CARBON PLASTIC	2	1	1	1	0

CONFIGURATION	VARIANT	COST
INTERCEPTOR TANK	SINGLE-SEATER V6 WITH EXTRA ARMOUR	$150,000

WEIGHT	SPEED	ACCELERATE	BRAKE	HANDLING	Vs HE	MAXIMUM DAMAGE	INCREMENTS
2045	86	12	20	4	5	24	18, 12, 6



Hannibal Fry (*drive skill* 3)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
CHAIN GUN*	TURRET	+3	+5	6+6	16	DOUBLE LOADED
MINE LAYER	PASSIVE	-	+3	6	-	SEE RULES

EJECTOR SEAT - SEE RULES

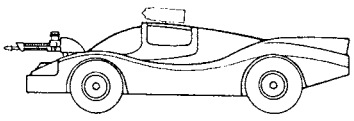
CHAIN GUN IN ROOF TURRET HAS A 360° ARC OF FIRE.

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	4	7	6	4	4
CARBON PLASTIC	2	0	0	0	0

Lizzie Wyatt and Freeman Vanner (multi-role Interceptor) are an ex-Turner, Harvest and Ramirez wing team from New York. Vanner is a brilliant mechanic who has been able to bring a good deal of practical expertise to the Blues, as well as proven marksmanship with an A-cannon, while Wyatt applies her finely honed driving skill. She quit THR after a vicious roadfight against a Maniax gang left her sightless. Though her eyes were replaced, she suffered a crisis of confidence and thought she was finished. News of the Blues was beginning to spread and Vanner tried to persuade her that it was a move she should make. She asked him, if it was such a good idea, why wasn't he going, too? Vanner looked startled and replied, "Who said I wasn't?"

CONFIGURATION	VARIANT	COST
MULTI-ROLE INTERCEPTOR	SINGLE-SEATER V6	$150,000

WEIGHT	HANDLING
1815	5(7)
SPEED	Vs HE
88	5
ACCELERATE	MAX DAM
12	24
BRAKE	INCREMENTS
22	18, 12, 6



Cal Booker (*drive skill* 5)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
15mm AUTOCANNON	HOOD	+2	+3	8	18	
MINE LAYER	PASSIVE	-	+3	6	-	SEE RULES
MISSILE POD* HE	ROOF	VARIES	+8HE	3	50	SEE BELOW
AP		VARIES	+6AP	2		
CAN		-	+3	1		

CHARGER - INCREASED MAX SPEED AND ACCELERATION (INCLUDED)

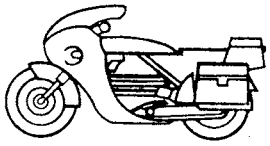
ACTIVE SUSPENSION - INCREASES HANDLING

MISSILE POD IS COMPUTER CONTROLLED (SEE RULES). PODS ARE IN ORDER HE, SP, HE, SP, HE, CAN. (HE = HIGH EXPLOSIVE, SP = SHAPED PLASTIC AND CAN = CANISTER).

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	4	4	5	4	4
CARBON PLASTIC	2	0	0	0	0

CONFIGURATION	VARIANT	COST
ROAD BIKE		$30,000

WEIGHT	HANDLING
241	7/4
SPEED	Vs HE
115	-
ACCELERATE	MAX DAM
50	9
BRAKE	INCREMENTS
50	6, 3



Jodi Anderson (*drive skill* 3)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
MINE LAYER*	PASSIVE	-	+3	4	-	SEE RULES

REINFORCED TYRES - SAVING THROW VS CRITICAL HITS

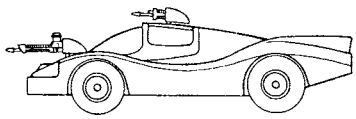
COMPUTER DRIVE - INCREASED ACCELEARTION, BRAKING AND HANDLING (INCLUDED)

NOTE - MINE LAYER IS A LIGHTWEIGHT VERSION

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	1	0	0	0	0
CARBON PLASTIC	2	2	2	2	2

CONFIGURATION	VARIANT	COST
PERFORMANCE INTERCEPTOR	SINGLE-SEATER V12	$150,000

WEIGHT	HANDLING
1080	9(6)
SPEED	Vs HE
150	4
ACCELERATE	MAX DAM
28	24
BRAKE	INCREMENTS
32	18, 12, 6



Sam Everitt (*drive skill* 2)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
15mm AUTOCANNON*	HOOD	+2	+3AP	8	18	
COMBAT LASER	ROOF	+2	+3	1/TURN	20	FORWARD FIRING

DRAG CHUTE - BRAKING SYSTEM, SEE RULES

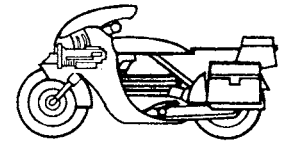
ROBOTIC DRIVE - INCREASED HANDLING (9)

AUTOCANNON IS FULLY LOADED WITH DEPLETED URANIUM (ARMOUR PIERCING) AMMUNITION.

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	0	0	0	0	0
CARBON PLASTIC	4	4	4	4	4

CONFIGURATION	VARIANT	COST
ROAD BIKE		$30,000

WEIGHT	HANDLING
340	7/4
SPEED	Vs HE
105	-
ACCELERATE	MAX DAM
40	9
BRAKE	INCREMENTS
50	6, 3



Lemmy Weston (*drive skill* 4)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
20mm GRENADE LAUNCHER	LEFT	0	+2HE	4	12	LIGHTWEIGHT
4.2mm MACHINE GUN	RIGHT	+2	+1	6	8	LIGHTWEIGHT

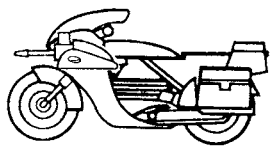
TWO WHEEL DRIVE - INCREASED BRAKING AND HANDLING (INCLUDED)

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	2	2	2	2	2
CARBON PLASTIC	0	0	0	0	0

The agency's bikers all come from the same NoGo gang, the Dellwood Devestators. Lemmy Weston (road bike) is probably the meanest biker the Devastator's ever had. He was reluctant to cross the wire and join up with the Blues but had nowhere else to go. As it turned out, he was surprised at the warmth of the reception (he'll never forget leading the Devestator's right up to the steps of city hall) and the respect shown by the other Ops and Outlaws. He's effectively the gang leader and has to answer only to Johansen himself. But there's no personality clash to get in the way - Johansen knows a competent roadfighter when he meets one.

CONFIGURATION	VARIANT	COST
ROAD BIKE		$40,000

WEIGHT	HANDLING
292	8/5
SPEED	Vs HE
115	-
ACCELERATE	MAX DAM
50	9
BRAKE	INCREMENTS
60	6, 3



Gel Decker (*drive skill*) 3

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
LINKED 4.2mm MGS	SIDES	+2	+1	6	8	LIGHTWEIGHT

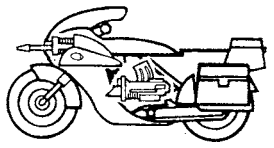
TWO WHEEL DRIVE - INCREASED HANDLING AND BRAKING (INCLUDED)

COMPUTER DRIVE - INCREASED HANDLING, BRAKING, AND ACCELERATION (INCLUDED)

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	0	0	0	0	0
CARBON PLASTIC	0	4	0	0	0

CONFIGURATION	VARIANT	COST
HEAVY BIKE		$40,000

WEIGHT	HANDLING
338	6/3
SPEED	Vs HE
105	-
ACCELERATE	MAX DAM
40	9
BRAKE	INCREMENTS
40	6, 3



Barker (*drive skill* 3)

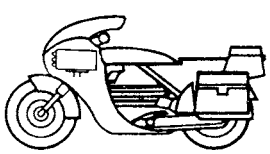
WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
COMBAT LASER	LEFT	+2	+1	1/TURN	12	LIGHTWEIGHT
20mm GRENADE LAUNCHER	RIGHT	0	+2HE	4	12	LIGHTWEIGHT
SMOKE LAYER	PASSIVE	-	-	-	12	LIGHTWEIGHT

CRASH BARS - ROLL, CRASH OR COLLISION DAMAGE DECREASED

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	0	0	0	0	0
CARBON PLASTIC	3	2	2	2	2

CONFIGURATION	VARIANT	COST
HEAVY BIKE		$50,000

WEIGHT	HANDLING
448	6/3
SPEED	Vs HE
100(110)	-
ACCELERATE	MAX DAM
35(70)	9
BRAKE	INCREMENTS
35	6, 3



Spike (*drive skill* 3)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
50mm HE MISSILE	LEFT	+2	+8HE	1	20	
50mm CANISTER MISSILE	RIGHT	-	+3	1	20	SEE RULES

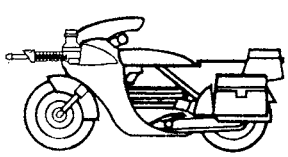
REINFORCED TYRES - SAVING THROW VS CRITICAL HITS

NOX - INCREASED MAX SPEED AND ACCELERATION (110 AND 70), BLOWS ON 2 OR 12.

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	6	4	3	3	2
CARBON PLASTIC	0	0	0	0	0

CONFIGURATION	VARIANT	COST
HEAVY BIKE		$50,000

WEIGHT	HANDLING
490	6/3
SPEED	Vs HE
96	-
ACCELERATE	MAX DAM
33	9
BRAKE	INCREMENTS
35	6, 3



A-cannon Anne (*drive skill* 3)

WEAPON	LOCATION	ACCUR	DAM	SHOTS	RANGE	NOTES
LINKED 15mm AUTOCANNONS	OUTRIGGER	+1	+3	8	18	

OIL INJECTION - MAKES SMOKE

ARMOUR TYPE	LOCATION				
	FRONT	REAR	SIDES	FLOOR	ROOF
CARBON STEEL	6	2	2	2	2
CARBON PLASTIC	4	0	1	0	0

If you want to be successful in this business - if you want to survive - you've got to plan your operations. Think ahead carefully and make sure you've got the cars and bikes to do the job. There is no such thing as a vehicle for all occasions. If it's got enough armour to survive a four-vehicle ambush, it's going to be too slow for pursuit. If it's got enough weapons for gang-busting, it'll be too obvious for convoy support. The answer is to have specific vehicles for specific jobs, and to use them right.

DARK FUTURE™

TOURNAMENT RULES

Welcome to the world Dark Future. The game that puts you at the wheel of one of the meanest street machines of the near future - the G-Mek Interceptor.

The rules system simulates the deadly encounters between a new breed of law enforcer - Sanctioned Operatives, and their stop-at-nothing outlaw opponents. It recreates the savage car wars that are fought across the highways of a USA ravaged by natural disasters a USA which is slowly turning into one big desert...

You can control either one (or more) Sanctioned Ops (SOs), or a group of outlaws. Games can be vicious dogfights, rapid intercepts, or hit-and-run ambushes. You can use just a couple of cars, or fill the road with Renegades and bikes. The Ops, just trying to earn a living have to blast the bad guys off the road. The Outlaws can try to outrun the Ops, or they can fight back. Then again, they might just be fighting each other...

This rule sheet is specially designed for those who are overawed by fat, complex-looking rulebooks. Actually, the game isn't that complicated, but we know how frustrating it can be when you can't get started without having to wade through pages and pages of rules.

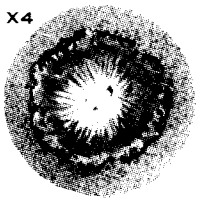
So, what you've got here is a stripped down version of the main game. Fun and easy to play, it introduces all the concepts of the rules system so that when you start to read it, you'll already have a pretty good idea how everything works.

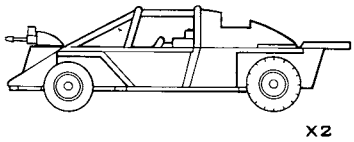


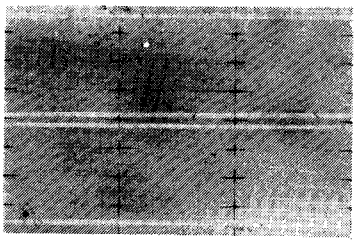
OK, blue eyes. So ya wanna be one o' th'Maniax, huh? Think you're some kinda whizz kid in a Renegade, do ya? Well, since you ain't hardly old enough to have left yer mommy's skirts, I won't go too hard on ya. There's a long straight stretch o'road up on highway 19. Know it? Well you and me's gonna head off over there - we'll call the Splintered Rock the start, and then... Well, first one past the old gas station is the winner. OK? Then we'll see whether yooz the stuff of th'Maniax. If you're still in one piece that is.

STARTING THE GAME

Sort out the components. You will need eight straight track sections, four pattern mine counters, eight dummy counters, two chassis, two Renegade bodies, two machine guns, four small and four large wheels.



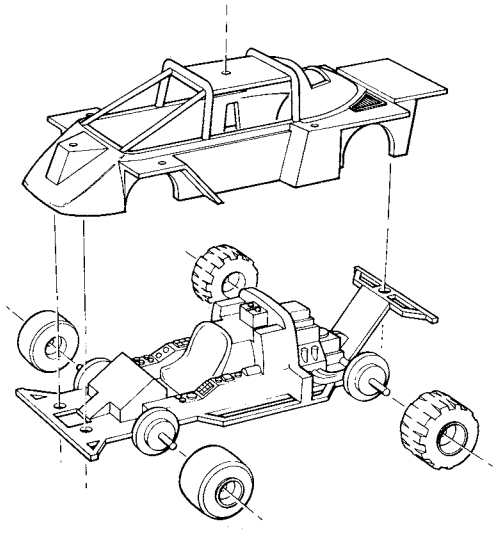






Put the other bits back in the box, you don't need anything else to play this introductory game.

The cars go together like this:

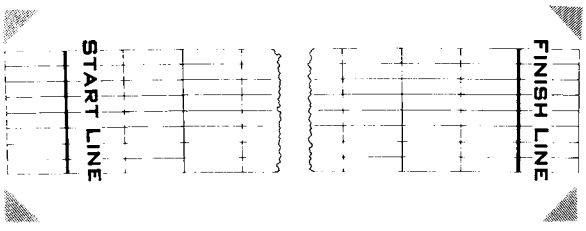


Each player controls one of the cars, which are armed with a hood-mounted machine gun, and a mine layer (you can't actually see this on the model). One Renegade belongs to 'Mad' Mike McQuaig, one of the Maniax (a vicious, Outlaw gang), the other to Ronny 'The Razor' (a would-be gang member).

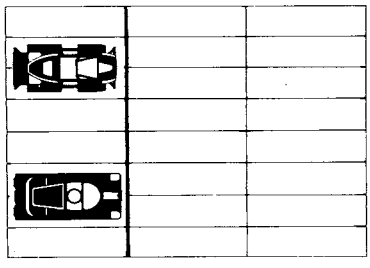
Each player has 2 mine counters and 4 dummy counters to use during the game when they want to deploy some mines (or try to fool the other player into thinking they've done so by using one of the dummy markers). In addition, they will need a piece of scrap paper to keep track of how fast their cars are going, how much damage they've taken and so on.

To start with, the players should note that their car has 12 damage points, and 3 armour points (these terms are explained under *Shooting* - see below)

Take the 9 track sections and lay them end to end on a carpet or table.



The two cars start on the first section, in the positions shown on the diagram.



STARTING POSITIONS

One player (the *caller*) should take the small *phasing* dice and place it to one side of the playing area. It doesn't matter who is the caller, but this is the player with the responsibility for making sure that each turn is carried out in the correct sequence, as explained below.

The game starts with both Renegades already moving. Before the first turn, both players secretly decide their vehicle's *speed factor* (any number from 1 to 6), and write it down on the piece of paper. The higher the number, the faster the car is moving. The players must keep track of their car's speed, and amend the *speed factor* on the paper as they accelerate or brake.

Both players then declare their speed factor. The caller sets the phasing dice to '1' for phase 1 of the first turn, and the game is ready to begin...



Object of the Game

The winner of the game is the first driver to cross the finishing line. If neither driver makes it, the game is a draw. If Ronny wins, or if the game's a draw, then the Maniax membership goes up by one...

TURNS & PHASES

How Many Turns?

The game lasts a variable number of turns - depending on how fast the two cars are travelling.

Turns are subdivided into **phases** numbered from one to six. Phase 1 is the start of the turn, then phase 2, and so on through to the last phase.

The Phase Sequence

Each phase should follow this sequence:

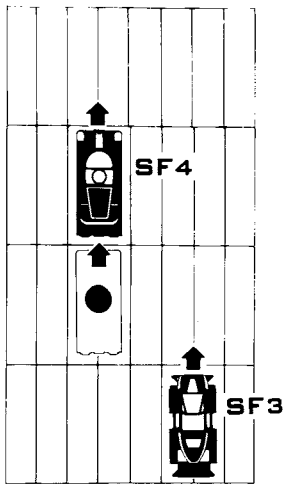
1. Decide which car is moving faster.
2. The driver of the faster car declares whether he is going to use an *action*, and then moves the car.

   When the two cars have the same speed factor, move the leading one first. If the vehicles are side by side, each player rolls a dice. Whoever has the highest score must move first.
3. The driver of the slower car may now declare an action. The car model may move, provided its *speed factor* equals or exceeds the number of the current phase (shown on the phasing dice).
4. The phase has now ended. Turn over the phasing dice to show the number of the next phase.

   If the number on the dice is greater than the faster car's speed factor, the turn ends - go to step 5. Otherwise, start the new phase by going back to step 1.
5. At the end of the turn, move the phasing dice back to the number 1, ready for the start of the first phase of the new turn. Go back to step 1.

How Many Phases in a Turn?

The *turn* consists of between one and six phases. Just how many depends on the *speed factor* of the faster car. The turn only ends when you reach a phase where neither car can move - see steps 4 and 5 on the list, above. Note that cars cannot have a higher speed factor than 6.



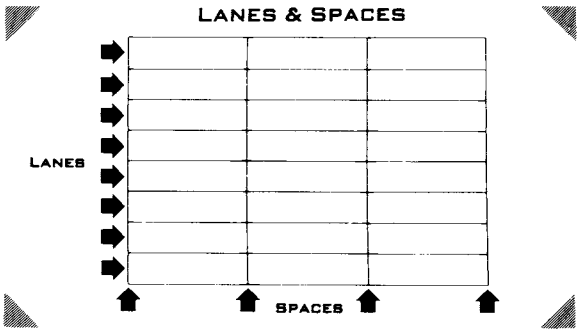
IT IS THE START OF PHASE FOUR. THE CAR AT SPEED FACTOR FOUR IS ALLOWED A MOVE, AND AN ACTION. THE CAR MOVES FORWARD AND LAYS A MINE.

THE CAR AT SPEED FACTOR THREE ISN'T ALLOWED A MOVE, BUT MAY SHOOT.

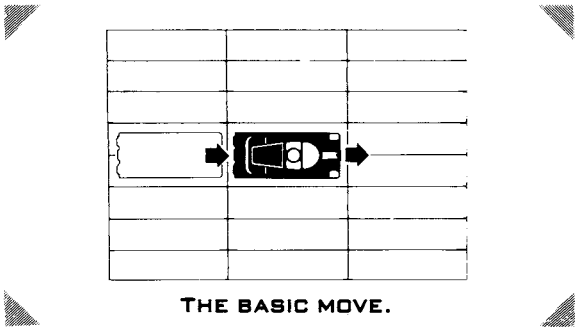
THE PHASING DICE IS THEN TURNED TO '5'. AS NEITHER CAR IS GOING FAST ENOUGH TO MOVE, THE TURN ENDS. THE PHASING DICE IS RESET TO '1' FOR THE START OF THE NEXT TURN.

MOVES

The tracks are divided up into *lanes* and *spaces*, as shown in the following diagram.



In each move the car simply moves from one space to the next, staying in the same lanes.



THE BASIC MOVE.

Remember, cars only get to take a *move* if they are going fast enough - see step 3 of the *Phase Sequence*, above.

Players can only change lanes by using a drift action as detailed below.

Changing Speed Factor

Each player chose a *speed factor* before the game started. Once the game has started, however, they may alter their factor by using *brake* or *accelerate* actions, as explained below.

The vehicle's speed factor determines whether or not it can move in a particular phase. If a vehicle's speed factor is less than the number of the current phase, the vehicle cannot move.

ACTIONS

Declaring Actions

The player must declare which action is going to be used, before the car model is moved.

One Action per Phase

Drivers are allowed to use only one *action* per *phase*. This means, for example, they can't drift *and* fire in the same phase.

The different actions which may be used are:

Accelerate: The driver moves the car forward and then increases the vehicle's speed factor by 1. This should be noted down on the car's record sheet.

Brake: As for accelerate, but the driver can *reduce* the car's speed factor by 1 or 2.

Drift: The car drifts one lane to the left or right, this is explained in the next section.

Shoot: The driver is allowed to fire the machine gun or lay mines. He must declare which he intends to use before he moves - see the section on **Shooting**.

Sideswipe: The driver deliberately slams into the side of the other car. See the section on **Rams**

Shunt: The driver rams into the back of the other car. See the section on **Rams**. A shunt action is obligatory if the car is going to hit something during its forward move.

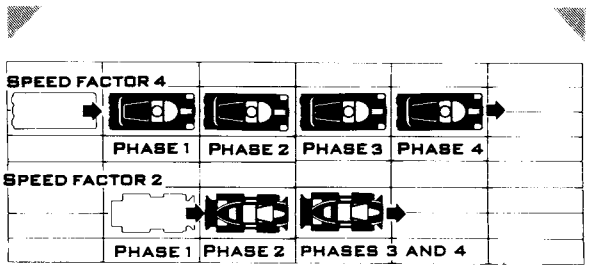
Timing

Actions are declared before moving, and come into effect immediately after the car model has been moved forwards.

> *For example: a player declares an accelerate action. He should move the model forwards one space and then write the new speed factor on the car's record sheet.*

Actions and Moves

As explained above, players are allowed one action in each phase. When one car is going faster, the slower car will run out of *moves* towards the end of the turn. An example is shown on the diagram.

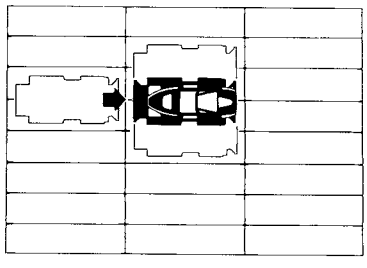


IN PHASES 1 AND 2 BOTH VEHICLES MOVE. IN PHASES 3 AND 4 ONLY THE FASTER VEHICLE MOVES.

When this happens, the driver of the slower car may only shoot the car's machine guns. In effect, he still has one action - but since all the others (including dropping off mines) require the car to be moving, the only option is shoot!

DRIFT

Drivers declaring a drift action move their car forwards first, and then shift it one lane to the left or right.



THE DRIVER DECLARES A DRIFT AND MOVES THE CAR FORWARD.
IT MAY THEN SHIFT ONE LANE TO THE LEFT OR RIGHT.

Cars cannot drift if there is another car in the way - this is treated as a sideswipe - see below.

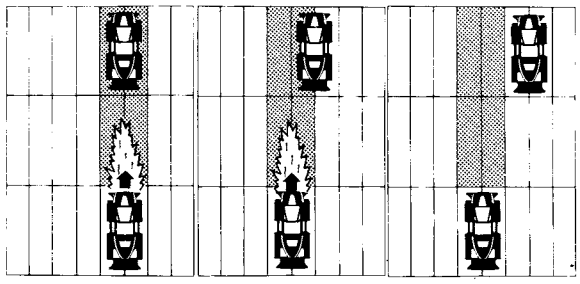
SHOOTING

Drivers employing a *shoot action* may either fire the machine gun or lay mines. We'll look at machine guns first. If the driver wants to place mines, see *Mines*, below.

Fire Corridors

To fire the machine gun, the car must have a target vehicle (you can't shoot at mines, only cars) in its fire corridor, as shown below.

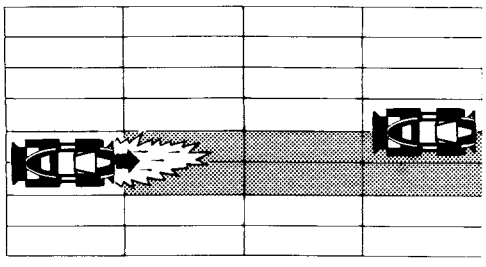
FIRE CORRIDORS



CAN SHOOT CAN SHOOT CAN'T SHOOT.

Measuring the Range

When shooting, count the number of spaces between the target and firer. Include the target's space but not the firer's. This is called the *range*.



3 SQUARE RANGE.

If the range is seven spaces or more, the target is out of range.

Rolling to Hit

Provided the target is inside the fire corridor and within range, the player rolls a dice to see if the shot hits. This is a *hit roll*.

To hit the target, the firer needs to roll a number higher than, or equal to the range. If the number is less than the range, the shot misses. If the shot hits, the firer determines how much damage it does.

Rolling for Damage

Roll a dice for each hit, add 2 (for the force of the machine gun bullets), and subtract 3 (for the target's armour). The resulting score is the number of points to be deducted from the target's damage points total (both cars started with 12 remember).

Terminal Damage

When a car has lost all its damage points, it is removed from play. The other player must still cross the finishing line to win.

For example, Mad Mike fires at Ronny at a range of 3 spaces. He needs to roll a 3 or higher to hit, and the dice comes up 6 - a hit! Rolling for damage, he rolls a 4. Adding 2 makes 6, less 3 (for the target's armour) gives a result of 3 damage points. Ronny hasn't been hit before, so his damage point total only goes down to 9.

MINES

The Markers

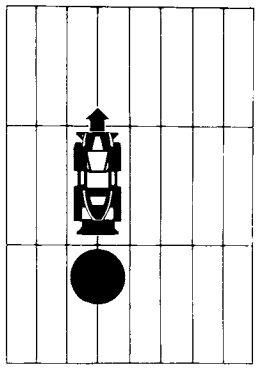
There are two types of markers - dummies and real mines. Dummies don't have any effect - they are only used to scare the other driver. Players using a shoot action are allowed to choose - in secret - whether they use a real mine marker or a dummy.



When Mines can be Laid

Mines can only be laid in a phase when the firing car is actually moving. After the car has been moved, the player places the marker, face down, just behind the car model as shown on the diagram, below. The marker *must* be placed in this position; players aren't allowed to put them anywhere else.

THE PLAYER DECLARES A SHOOT (MINES) ACTION, MOVES THE CAR FORWARDS...

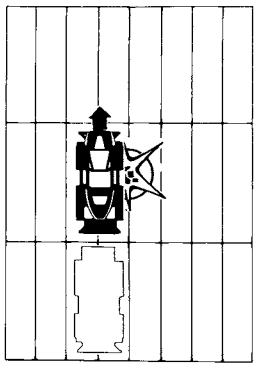


...AND PLACES THE MARKER FACE DOWN ON THE ROAD.

Contact Zones

When a car moves into a space with a marker, it automatically runs over it. Even if the marker only occupies one of the car's lanes the car will still suffer the full effects of running over it.

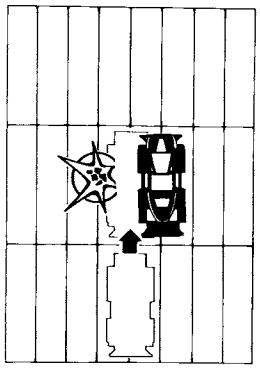
THE CAR MOVES FORWARDS...



...AND HITS THE MARKER.

Avoiding Mines

Because cars drift *after* they move forward, it is impossible to avoid hitting mines if they are directly in front of you. In the diagram below the car hits the mines as it moves forward, even though it's drifting across to try and avoid them. Remember, the first part of any move is straight ahead.



THE CAR HITS THE MINES EVEN THOUGH IT IS DRIFTING TO TRY AND AVOID THEM.

Mine Damage

When a driver runs over a marker he turns it face up. If the counter is a dummy, it doesn't cause any damage and is returned to the game box.

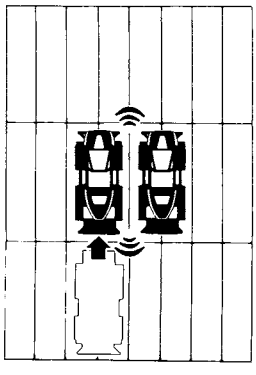
If the marker shows an explosion, the car has hit the mines. The counter should be returned to the game box and the player who placed the mines rolls for damage.

Mine damage is calculated in a similar manner to machine gun damage. Roll a dice, add 3 for the force of the explosion, subtract 3 for the target's armour, and deduct the final score from the target's *damage point* total.

RAMS

Sideswipes

Drivers can sideswipe after their forward move if this brings them neck and neck with another vehicle.



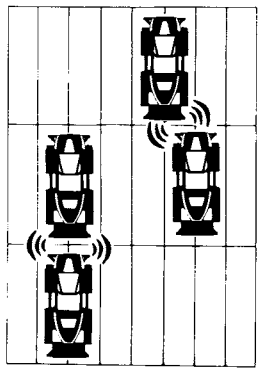
To resolve a sideswipe, both players roll a dice, and the player who is actually doing the sideswipe adds one to the score. The player with the lower score automatically loses 2 damage points. Where the totals are equal, both cars take two damage points.

Note that drivers can't sideswipe unless they are next to the target *after* completing their move.

Shunts

When they Occur

When a car is about to move, and is directly behind another car, a shunt is the automatic outcome and the driver must declare a ram action.



SHUNTS

The Rammer

Because the space in front is occupied by another car, the rammer does not move forward. The model stays in place, effectively losing its move. The players roll for the ram immediately.

Calculating Damage

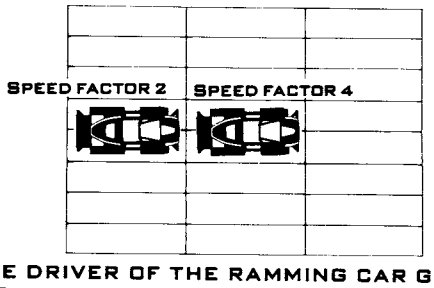
Both players should roll a dice, and the driver of the ramming car adds one to the score. Whichever player has the lower total now takes two points of damage. If the totals are equal, both cars take two damage points.

Speed

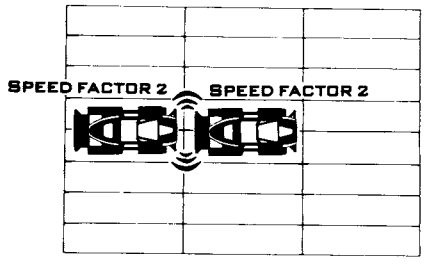
After calculating the damage, the speed factor of the rammer should be reduced to the same as the target, and the rammer's move ends.

SHUNT RAM

THIS IS THE POSITION AT THE START OF THE PHASE, SO A SHUNT RAM IS ABOUT TO OCCUR. THE PLAYERS ROLL TO SEE WHO TAKES THE DAMAGE...



THE DRIVER OF THE RAMMING CAR GETS THE HIGHEST SCORE SO THE TARGET LOSES TWO DAMAGE POINTS.



THE RAMMER SLOWS DOWN TO THE SAME SPEED FACTOR AS THE TARGET. THE RAMMERS MOVE ENDS.

OPTIONAL RULES

The optional rules below add more colour to the game and introduce more of the concepts used in the main rules book. Games may be played using either or both rules.

Hazard Rolls

Hazard Rolls simulate the fact that things can go wrong while driving, and the driver may occasionally be forced to hit the brakes, simply because he is going too fast.

When to Test

Cars must take a hazard roll in the following circumstances:

Drift	Drivers must take a hazard roll immediately after each drift. Drifts aren't too dangerous so the driver adds 2 to the dice score.
Mine Hits	Drivers must take hazard rolls immediately after calculating damage for mine hits.
Sideswipe	Both drivers take an immediate hazard roll.
Shunt	The rammer takes a hazard roll, the target doesn't.

How to Test

To take a hazard roll, the player rolls a dice and compares the score with the vehicle's current speed factor. If the score is equal to or greater than the speed factor, the driver has passed the test, and there is no further effect.

If the score is less than the speed factor, the driver *panic brakes*, reducing the car's speed factor by 1 point. The new speed factor should be written on the reference sheet and comes into force immeditely.

CRITICAL HITS

If the dice rolled for damage scores a 6, it causes a lucky critical hit *in addition* to normal damage (calculated as above).

To resolve the critical hit, roll the dice again and consult the following table to see what has happened.

1 **Brake Failure:** The driver can only reduce his speed factor by 1 for each brake action - he no longer has the option of reducing his speed factor by 2.

2 **MG:** The target's machine gun stops working

3 **Mine Layer:** The mine layer explodes. Causing another dice roll of damage (which may of course cause another critical hit...). The vehicle cannot use its mine layer again.

4 **Tyres:** The car is not allowed to travel at speed factor 4 or higher. If the car is currently going at speed factor 4, 5 or 6 the driver is forced to use a brake action with each move, until the car is down to speed factor 3.

5 **Disabled Engine:** The car's engine stops working. The driver can't use accelerate actions for the remainder of the game. Its speed factor goes down by one at the start of each turn. Write this on the record sheet before the start of the first phase.

6 **KERRBOOOM!** The car explodes, and is immediately removed from play.



DARK FUTURE™

A DAY AT THE RACES

TOM SCUTT

"The engine roar is all I can hear, and we're not even moving yet. The road ahead shimmers in the heat rising from the hood. I hardly notice as the red light turns green..."

Since their first appearance in 1993, armed motorsports have been hugely successful, both in their own right and as a marketing venture. Those companies that took the plunge, and invested in the sport after its legalisation, reaped rich rewards. Initial outlay on constructing race tracks and attracting participants was soon recouped from ever increasing gate receipts, television rights sales and sponsorship deals - the money came flooding in.

Now, four years on, armed motorsport already has its fair share of heroes, and there are thousands of new stars waiting in the wings. There is something in the sport to attract everybody, from the rumbling might of the Ironclad to the breath-taking speed of the Dragster. Rules have been laid down, vehicle class specifications have been formalised, and plans for the second world championships are already underway. For combat racing at least, the future looks bright.

COMBAT RACING AS A CAREER

Players choosing to run a racing driver are allowed a starting fund of $100,000 with which they must buy their first car - a Jalopy. Some funds should be left in the bank for later; a career in combat racing is an expensive business. The new driver must build and pay for the Jalopy according to the class specifications (see later). Next, they determine their drive skill (roll D6: 1=2; 2,3,4=3; 5=4; 6=5). They are then ready to appear in their first Grade C race.

Racing cars are divided by Grade and Class. Grade C is the lowest, and there is only one class of car in this grade - the Jalopy. All new drivers must begin at Grade C. Whilst in Grade C, they have to be completely self sufficient for funds.

Once drivers have earned enough points, they are be able to progress to Grade B. Grade B classes are Tank, Renegade and Classic. The entry requirements for getting into these classes are detailed below. Most drivers sell a Jalopy before buying a Grade B vehicle.

When they enter a Grade B class, drivers get sponsorship. This normally involves having every spare inch of the car and the driver's clothing covered in advertising. Cars fitted with V6 engines in this grade get $5,000 sponsorship money before every race. V8 cars get $10,000 per race. This is, of course, in addition to any prize money earned.

Drivers may, if they are rich enough, decide to drive in more than one B Grade class. The need to buy and maintain more than one vehicle makes it a risky option but the rewards can be great.

Drivers can advance to Grade A by two methods. Either they can provide their own car and start racing once they have achieved the minimum entry requirements, or they can join a manufacturer's team. Since the former is enormously expensive, most Grade A drivers choose the latter option.

At the end of the first, and all subsequent races, when a driver has reached the entry requirement for Grade A, the player should roll two dice. A score of ten or more means that they have been signed up by a manufacturer's team and may enter Grade A. This roll may be made after every race until the driver gets signed up. On the first and all subsequent rolls, drivers who came first in the race are allowed to add 3 to the score.

Salvage, Repair, and Resale

Any car which has taken at least one Terminal Damage roll is deemed to be a *write-off*. Drivers who write off their car have to buy a new one from money in the bank. Any functioning weapons, turrets, and so on, may be salvaged from write-offs at a cost of $1,000 per item. Drivers may always take salvage from their own vehicle if they survive the race. Salvage can never be taken from other vehicles.

Vehicles, engines, weapons and turrets may be resold. When selling vehicles, players may strip them of weapons and turrets. Engines and other equipment must be left in place.

To determine the sale price, total up the cost of the items to be sold. The player rolls a dice, multiplies the result by five and adds 50. This gives a number between 55 and 80. This is the percentage of the original cost for which the item is sold. Players must accept this sum. They can't refuse and try the roll again.

Remember it is possible just to replace an engine, so when, for example, a driver moves from Tank V6 to Tank V8, all that is needed is to buy and fit a V8 engine, rather than buy a whole new vehicle.

Team Membership

When drivers are signed up with a team, their financial worries are virtually over. They do not have to buy a car, as this is provided by the team, to the driver's own specifications (within the class limits, of course). Repair, ammunition and salvage costs are met by the manufacturer. All the driver has to do is win races and pick up the prize money.

Drivers don't receive any sponsorship money when driving for a team. Instead, they get a nominal fee of $5,000 before each race.

A team position is secure, as long as the driver keeps winning. After each race in which a driver comes last, the player should roll two dice. This is known as the Team Place Roll. A score of 3 or less means that the driver has been thrown out of the team. The only way the driver can return to Grade A is to start racing once more in a Grade B V8, and get signed up to a team again.

Drivers aren't allowed to drive in more than one Grade A class.

MOVING ON

For some people, life as a racing driver just isn't enough. Some want to go out and set the world to rights, others are more interested in burning it to the ground. A driver may leave combat racing at any time to become an Op or start up a gang. They are allowed to take with them any cars owned and any cash in the bank (remember that Grade A vehicles are owned by the team rather than the driver). Ex-racing drivers use whatever money and vehicles they own to set up in their new career. Players starting a gang may recruit up to 3 other drivers for free, as long as they have more than one car.

HARDWARE

The surge of interest in vehicle racing led to the development of new equipment for racing cars. Most of these items quickly found their way onto the streets, of course. Unless stated otherwise, this equipment can be used in normal road combats as well as on race circuits.

Plastic Armour

In the main game, a vehicle's armour characteristic represents the bodywork, plus several panels of carbon steel armour. These carbon steel plates, although extremely strong, are too heavy for racing cars, so most are stripped of armour.

However, a car doesn't have to race completely unprotected. Lightweight carbon-plastic armour can be added to any of the car's different facings. In racing vehicles, armour is usually added to Tanks and Ironclads. Extra floor armour is also extremely usesful for protecting vehicles from the effects of pattern mines.

The costs of extra carbon-plastic armour are given on the table below. Costs and weights given are for one extra point of armour for each facing.

Facing	Cost	Weight
Front	$5,000	20
Rear	$5,000	20
Sides*	$5,000	20
Floor	$3,000	20
Roof	$1,000	10

* Cost and weight are for one point of armour on both sides. Side armour must be balanced in this way.

Example: *A driver has a Dragster (armour: 0) and adds 4 points of plastic armour to the rear facing. This costs $20,000 and adds 80 points of weight. The car now has an armour rating of 4 against shots which hit the car's rear - shots which hit other target zones use the car's normal armour value of zero.*

Plastic armour may be added to cars which already have an armour characteristic. A maximum of 10 points of armour can be added to a particular target facing in this way.

Example: *An Ironclad (armour: 4) has 5 points of armour added to the floor. This costs $15,000 and adds 100 to the vehicle's weight. A shot which hits the floor will now be up against an armour rating of 9.*

Adding vast quantities of armour to a vehicle doesn't ensure total safety. The armour can never cover every square inch of the car, nor can it be counted on to stop a lucky shot getting through. Enemies who score a 6 on their damamge roll still get a critical hit, regardless of the amount of armour.

Engines

A racing vehicle's acceleration and maximum speed are determined by its total weight, compared to the size of power plant. The braking characteristic depends on the total weight, and the type of vehicle. The characteristics are calculated using the table given under *Power to Weight*, below.

Drivers may wish to buy or sell engines at some point. The costs are given below. Fitting a replacement engine into a car costs an additional $5,000.

Engine	Cost
V6	$10,000
V8	$20,000
V12	$35,000

Nitride

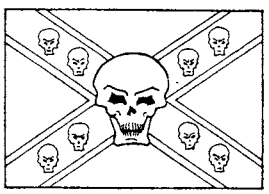
Nitride, NOx, nitrous oxide - there are plenty of names for it but, one thing's for sure - few components are as potentially lethal, or as popular. Nitride is a volatile oxidising agent which can be fed into the engine to make it instantly more powerful. The nitride is held in a small armoured canister in the engine, and is operated by a switch mounted on the dashboard.

Nitride can be turned on or off using a shoot action. Beginning with the next phase, the car's acceleration is doubled and its maximum speed goes up by 40mph.

Pushing an engine too far can be dangerous. At the end of each phase in which the vehicle is accelerating or cruising at above the normal characteristic, the driver must take a nitride test. The player rolls 2D6. On a 2 or a 12, the engine explodes with the same effect as an exploding engine critical hit. On any other result the car is okay, but another nitride test must be taken the next time the vehicle exceeds its usual maximums.

If the nitride is turned off while the vehicle is above its normal maximum speed, use the rules for exceeding maximum speed, given in the rulebook (page 15).

	Cost	Weight
Nitride Canister	$2,000	nil



Racing Tyres

"They're a major contribution to road safety."

Racing tyres, or slicks, are a product left over from the days when racing cars didn't carry weapons payloads. Slicks are made from a special rubber compound that gets more adhesive as the tyres get hotter. This gives the car improved handling and performance once the tyres have warmed up.

Racing tyres can only be fitted to racing cars. The compound stays at peak performance for only a few laps. Slicks fitted to a road-going vehicle would disintegrate after only a couple of miles. Slicks cannot be fitted to Dragsters, which have their own special tyres. They cannot be used by Tanks or Ironclads, because racing tyres cannot support the weight of these vehicles.

The following rules apply to vehicles fitted with racing tyres:

For the first 5 track sections after the start line, the vehicle has a -1 modifier on handling. Acceleration and maximum speed are as normal.

For the next 5 track sections, the vehicle's handling is normal.

After the tenth track section, and for the rest of the race, the vehicle has +1 handling.

A set of racing tyres costs $2,000. As they replace the normal tyres they do not affect the weight of the car. Unlike most equipment, racing tyres only last for one race; if a driver wants to use racing tyres in a subsequent race, a new set will have to be bought.

The Sleeping Gas Pedal

"There ain't any other feeling I know like waking up behind a wheel of an automobile moving at over two hundred miles per hour."

One of the big problems with high acceleration is remaining conscious. This is explained under *Blackouts*, below. The sleeping gas pedal means the unconscious driver no longer has to worry about their foot relaxing on the acclerator. Pressure Pads in the steering wheel detect the tell-tale slackening of grip which comes with unconsciousness, and the sleeping gas pedal immediately applies full acceleration. Control returns to the driver as soon as he comes round.

During every phase that the driver is unconscious, the vehicle must accelerate by the maximum amount possible. Nitride will only be used if it was already switched on before the driver lost consciousness, in which case it will remain on.

A sleeping gas pedal usually involves a pressure lock on the vehicle's steering, so it keeps travelling in a straight line.

If there is a potential wheelspin (see below) while the car is under the control of this system, the drive skill of the system is considered as 3 for the Wheelspin Effect table only (although it cannot be used to attempt to control the wheelspin). For any subsequent tests that may occur, such as *control loss*, use a temporary drive skill of 1.

	Cost	Weight
Sleeping Gas Pedal	$1,000	nil

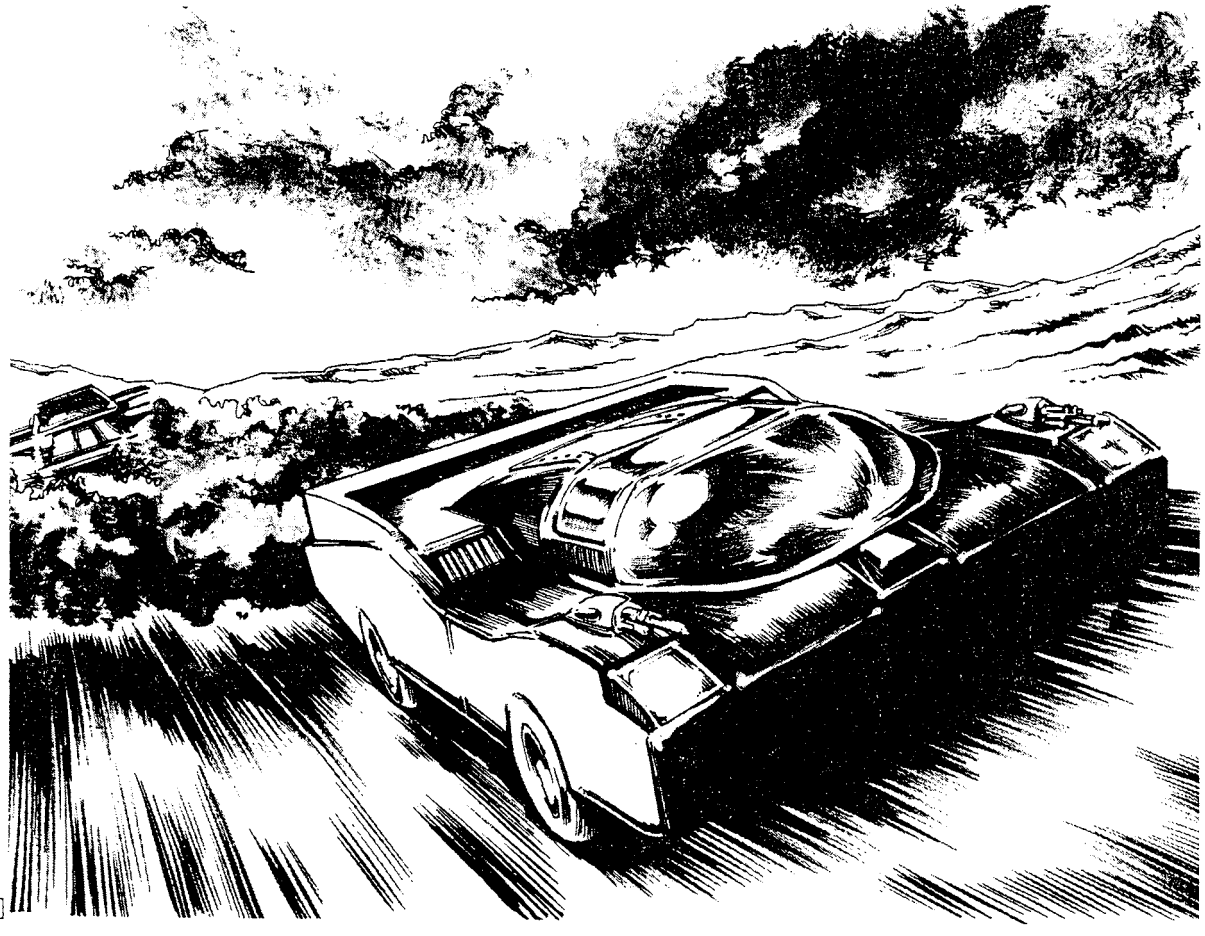
Sleeping gas pedals may only be fitted to drag racers - they are illegal in circuit racing.

Crash Suppression

Crash suppression systems combine a strengthened frame around the driver, inflatable crash bags and extra padding.

A crash suppression system gives the driver a saving throw against any driver critical hit resulting from a crash or roll. Whenever such a hit is sustained, the player rolls two dice. If the total is equal to, or more than, the vehicle's current speed factor, the crash suppression system neutralises the hit.

	Cost	Weight
Crash Suppression	$5,000	10



WEAPONS

Not only has racing led to the development of new equipment, it has also produced some rather dangerous new weapons. Since their introduction, the napalm layer and the wheel blade have become much loved by drivers both on and off the racing circuit.

Napalm was brough in to fill the gap left when pattern mines were disallowed from several racing class specifications. It has remained in use, despite many calls for it to be banned.

Wheel blades are an obvious combat accessory. In a sport where most of the action takes place with cars neck-and-neck at high speeds, the sideswipe is a deadly manouevre. The addition of wheelblades makes it more so.

Napalm Layer

"Other weapons are all sorta 'Bang, Bang - you're dead' things. Napalm ain't like that. It's more like a disease."

The napalm layer is a simple but deadly passive weapon. When the fire button is pressed, a measured volume of napalm is discharged into a small ignition chamber where it is set aflame before being deposited onto the road via a small nozzle. The nozzle moves rapidly from side to side in a 90-degree arc, ensuring coverage of a wide-area. When a vehicle drives through napalm, its wheels tend to throw the sticky, flaming substance onto the underside of the car, where it continues to burn.

A napalm marker represents a pool of burning napalm. It is placed like any other passive marker. When a vehicle contacts the marker, the driver must take a Napalm Hit Test, to see if any of the stuff has actually stuck to the car:

Napalm Hit Test
– Roll a D6. – On a 1, the vehicle has taken a napalm hit. – On 2-6, compare the score to the vehicle's speed factor. The vehicle is hit only if the score equals or exceeds its speed factor.

Vehicles which suffer a hit have burning napalm on the underside and wheels - start worrying! As you can see, if you must drive through napalm, it's a good idea to do it as fast as possible.

Drivers of vehicles which have suffered a napalm hit must roll for Napalm Spread at the end of each subsequent phase in which the vehicle actually moves.

Napalm Soread Test
– Roll D6. – Add 1 if the vehicle is at speed factor 3 or slower. Substract 1 if it is at speed factor 5 or higher. – Look up the result on the *Napalm Spread Table:*

Napalm Soread Table
2 or less: The napalm burns itself out.
3: The napalm is still burning, but doesn't do any damage this phase - roll again on this table next phase.
4: The napalm spreads. It is treated as two separate hits from the next move on, but doesn't cause any additional damage.
5 or more: The napalm is still burning - roll for damage with a +1 damage bonus, and roll again on this table next phase.

Any criticals should be rolled on the special *Napalm Critical Table*, below. Criticals from Napalm are judged to be at +2 damage.



Napalm Critical Table
1 Tyre damage: Roll again: 1, 2 Negligible. 3, 4 Slight: -3mph acceleration, -5mph top speed. 5, 6 Severe: -5mph acceleration, -10mph top speed, -2 handling.
2 Transmission: Roll again: 1-4 No effect 5-6 The heat causes the transmission to seize - reduce the vehicle's acceleration to zero and take an immediate hazard roll with a safety limit of 40mph.
3 Brake line: Halve the vehicle's braking characteristic.
4 Wheels: Roll again: 1-3 Front wheels; 4-6 Rear wheels Roll on the Wheels Critical hits table.
5 Passive: Roll on the "Weapon" critical hits table. If there is more than one passive weapon, roll to see which one is affected.
6 Fuel tank: The tank explodes. The engine is disabled, and the vehicle takes an immediate +8HE hit. Any criticals resulting from the explosion are taken on the rear facing.

A vehicle may take several napalm hits and thus have one or more fires burning on its underside. Each hit should be treated separately, and a separate roll made on the *Napalm Spread Table.*

When a vehicle hits two napalm markers in one move, treat it as a single hit, but subtract one from the *Napalm Hit Test.*

Napalm doesn't carry on burning forever. Every time a vehicle drives through Napalm roll D6 - on an even score the napalm marker should be removed from play; on odd scores, it stays there. This roll should be made regardless of whether the vehicle actually takes a napalm hit.

The flip-side of pattern mine counters make good napalm markers.

	Cost	Weight	Shots
Napalm Layer	$5,000	100	6

Wheel Blades

Wheel blades are large, sharp chrome-plated blades which project from the vehicle's wheels and spin at high speeds when the vehicle is in motion. Wheel blades come into effect whenever the vehicle is involved in a sideswipe, made either by you or against you. Any effects from the wheel blades occur after damage and hazard rolls for the sideswipe itself. Roll on the *Wheel Blade Effect Table* below and add 1 to your roll if you won the sideswipe test:

Note: The "1" result on the table below affects the vehicle with the wheel blades; any other result affects the opponent's vehicle.

Wheel Blade Effect Table	
1	Wheel blades on this side are destroyed, and cannot be used again. Roll a die: 1-3 No other effect. 4,5 Wheel Damage. Handling reduced by 1. 6 Wheel Critical at base damage.
2,3	No additional effect.
4	The target takes a hit at +2 damage, on its side facing.
5+	Wheel Critical. If it is not obvious which wheel is hit, roll D6: 1-3 front wheel; 4-6 rear wheel Roll on the Wheel critical table in the basic rules.

Vehicles fitted with wheel blades lose 5mph from their maximum speed.

	Cost	Weight
Wheel Blades	$3,000	50

VEHICLE CLASSES

Information and class specifications are given below. Where two classes differ only in engine size (ie Classic V6 and Classic V8) information which is common to both classes is given first, along with a general description of the vehicle. Information which differs with engine size is given in the specific class details. Cost and weight values are for the basic vehicle including the engine. *Total Equipped Weight* and *Cost* are the class limits for the fully equipped vehicle. *Base Prize Money* is used to calculate how much the winning driver earns (see *Circuit* and *Drag Racing*, below). The rest of the categories are self explanatory.

GRADE C

Jalopies

The humble Jalopy is the starting point of almost every racing driver's career. These cars are usually insurance write-offs or ex-company cars which have been rebuilt and fitted with mountings for weapons. Jalopies are fairly slow, poorly armoured and handle badly, but they're cheap!

Suitably converted die-cast models of modern cars make best Jalopies, although Renegade models will do.

Jalopy

Class Entry Requirements:	None
Weight:	750
Damage:	16 (incremental damage at 12, 8 and 4)
Armour:	2
Handling:	2
Weapon Mounts:	Hood, wings, one passive
Usable Weapons:	All medium weapons apart from Combat Lasers; all passives
Usable Equipment:	All except turret. Plastic armour may be added, up to a maximum of 5 pts on any one facing
Engine:	V6
Cost:	$10,000
Total Equipped Weight:	750 - 1,250
Total Equipped Cost:	$25,000 or less
Base Prize Money:	$7,500

GRADE B

Tanks

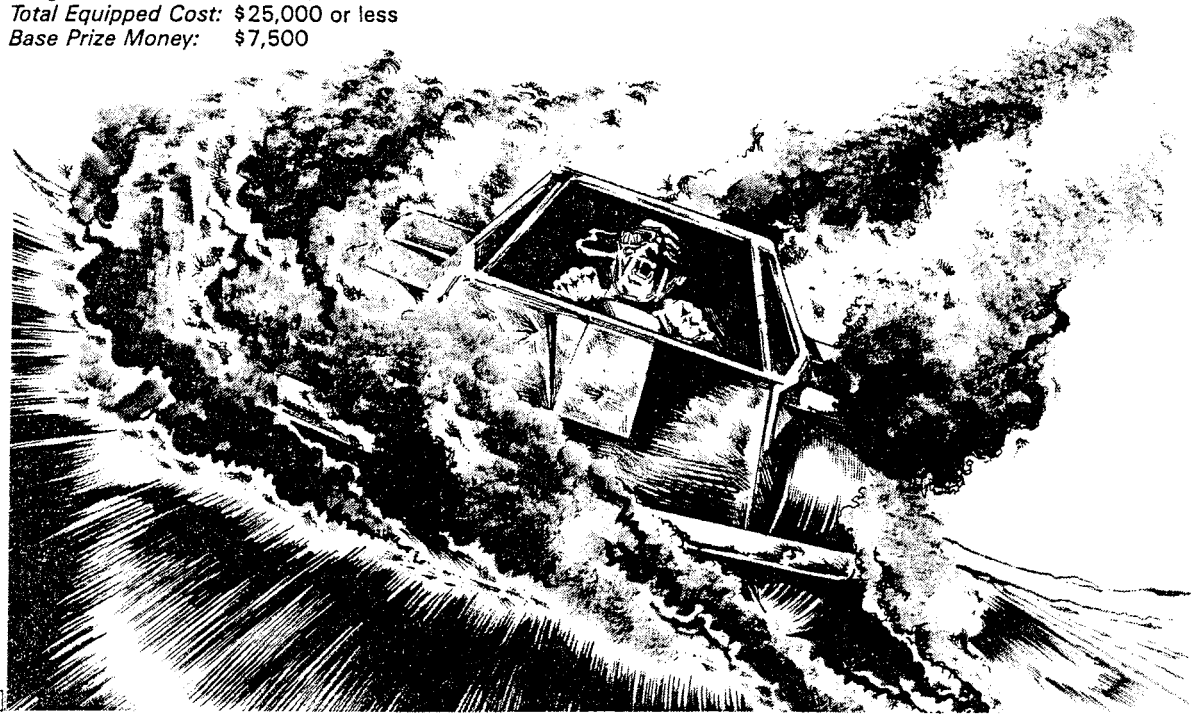
A "Tank" is, unfortunately, nor actually a tank at all, but the next best thing. Cars in the Tank Classes are actually Renegades that have been strengthened by having steel struts welded across the weak points of the car such as the doors, wheel arches and windshield. While this does not increase the armour value, it means that the vehicle can take more damage before it starts to fall apart. However, it does have the drawback of making the car rather heavy, and reduces its handling. There's nothing quite like driving your very own Tank - they may not go too fast, but they have got lots of weapons.

Tanks can be represented by converted die-casts or Renegades. Renegades can be converted by the addition of struts that strengthen the body work (bits of stretched sprue can be used for the struts).

The following information is common to both types of Tank:

Weight:	1,250
Damage:	24 (incremental damage at 18, 12 and 6)
Armour:	3
Handling:	3
Weapon Mounts:	Hood, Wings, Roof or Turret, one Passive
Usable Weapons:	All weapons permitted
Usable Equipment:	All except racing tyres. Plastic armour may be added, up to a maximum of 10 points on any one facing

	Tank (V6)	**Tank (V8)**
Class Entry Requirements:	4 or more pts earned in Jalopy class	4 or more pts earned in Tank (V6) class
Engine:	V6	V8
Cost:	$25,000	$40,000
Total Equipped Weight:	1,250-3,000	1,250-3,200
Total Equipped Cost:	$60,000 or less	$75,000 or less
Base Prize Money:	$15,000	$20,000



Renegades

The Renegades used for racing are stripped-down versions of the normal road combat vehicle. Stripping the armour out, replacing bodywork with lightweight tubing or plastic panels all reduces a vehicle's weight. Reducing the weight makes the car go faster.

The drawback is, of course, that the car is now totally unarmoured. Most drivers get round this problem with the addition of a few points of plastic armour to the rear of the car. This gives a degree of protection without adding too much to the weight.

The following information is common to both types of Renegade:

Weight:	500
Damage:	18 (incremental damage at 12, 8 and 4)
Armour:	0
Handling:	4
Weapon Mounts:	Hood, Wings, Roof, one Passive
Usable Weapons:	All medium weapons. All passives except pattern mines.
Usable Equipment:	All except turret. Plastic armour may be added, up to a maximum of 6 points on any one facing.

	Renegade (V6)	**Renegade (V8)**
Class Entry Requirements:	4 or more pts earned in Jalopy class	4 or more pts earned in Renegade (V6) class
Engine:	V6	V8
Cost:	$20,000	$35,000
Total Equipped Weight:	500-1,000	500-1,000
Total Equipped Cost:	$50,000 or less	$65,000 or less
Base Prize Money:	$12,500	$17,500

Classics

For sheer style you cannot beat the Classic car. Any Pre-1976 vehicle counts as a Classic. At a typical race you might witness a 1952 Studebaker Coupe lining up against a Morris Minor, or a Ford Prefect alongside a Volkswagen Beetle from the late 60's.

Quite why anyone would subject a valuable collector's item to such violent abuse is not obvious; but the Classic race is always a real favourite with the crowds. Some of the cars involved have been repaired so many times that there isn't a single original component left; but the owners always seem to find new sources for spare parts.

You will have to use converted die-casts for Classic car models. It is fairly easy to find models of cars from the 60's and early 70's, and the addition of a couple of wing mounted machine guns can only enhance their appearance.

The following information is common to both types of Classic:

Weight:	750
Damage:	16 (incremental damage at 12, 8 and 4)
Armour:	2
Handling:	4
Weapon Mounts:	Hood, Wings, one Passive
Usable Weapons:	All medium weapons and Chain Guns. All passives.
Usable Equipment:	All except turret. Plastic armour may be added, up to a maximum of 5 points on any one facing.



	Classic (V6)	**Classic (V8)**
Class Entry Requirements:	4 or more pts earned in Jalopy Class	4 or more pts earned in Classic (V8) class
Engine:	V6	V8
Cost:	$20,000	$35,000
Total Equipped Weight:	750-1,250	750-1,250
Total Equipped Cost:	$45,000 or less	$60,000 or less
Base Prize Money:	$12,500	$17,500

GRADE A

Ironclads

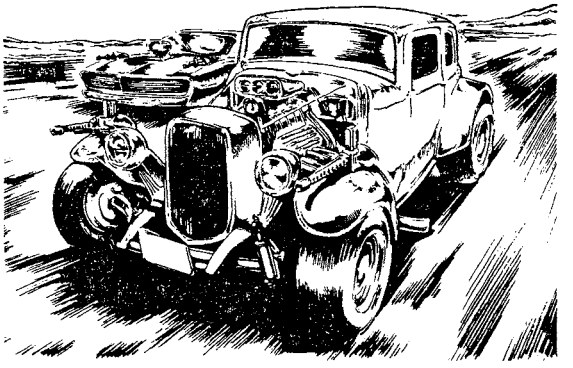
An Ironclad takes the concept of the Tank class one stage further, consisting of an Interceptor that has been strengthened to take more damage. As in the Tank cless, this extra strength is paid for by a reduction in speed and handling. Anybody who drives an Ironclad will find their experience as a Tank driver a valuable asset. An Ironclad race is a real war of attrition. The cars are equipped with an awesome amount of firepower, with armour to match.

Use Interceptor models for Ironclads. For extra realism add bars across doors, windshield and wheel arches.

The following details are common to both types of Ironclad:

Weight:	1,500
Damage:	32 (incremental damage at 24, 16 and 8)
Armour:	4
Handling:	4
Weapon Mounts:	Hood, Wings, Sides, Roof or Turret. 2 Passives
Usable Weapons:	All
Usable Equipment:	All except racing tyres. Plastic armour may be added, up to a maximum of 10 points on any one facing.

	Ironclad (V8)	**Ironclad (V12)**
Class Entry Requirements:	4 or more pts earned in Tank (V8) class	4 or more pts earned in Ironclad (V8) class
Engine:	V8	V12
Cost:	$80,000	$100,000
Total Equipped Weight:	1,500-3,200	1,500-3,600
Total Equipped Cost:	$150,000 or less	$175,000 or less
Base Prize Money:	$25,000	$30,000



Sports Cars

The Sports Car represents the glamorous side of combat racing. For real fame this is the car to drive. The vid and press are always full of the latest reports on the top Sports Car drivers. They are popular heroes in the same league as the best Ops.

A Sports Car is an Interceptor which has been stripped of internal armour, making it very light and fast. Most cars usually have a few points of plastic armour added to give at least a little protection. Sports Cars are fast and dangerous; and to judge by the reports in the daily papers, the same can be said of those who drive them.

Use Interceptor models for Sports Cars.

The following is common to both types of sports car:

Weight:	500
Damage:	24 (incremental damage at 18, 12 and 6)
Armour:	0
Handling:	5
Weapon Mounts:	Hood, Wings, Sides, Roof or Turret, 2 Passives
Usable Weapons:	All medium weapons. All passives except mines.
Equipment:	All permitted. Plastic Armour may be added, up to a maximum of 8 points on any one facing.

	Sports Car (V8)	**Sports Car (V12)**
Class Entry Requirements:	4 or more pts in Renegade (V8) or Classic (V8)	4 or more pts earned in Sports Car (V8) class
Engine:	V8	V12
Cost:	$70,000	$90,000
Total Equipped Weight:	500-1,000	500-1,000
Total Equipped Cost:	$120,000 or less	$150,000 or less
Base Prize Money:	$25,000	$30,000

POWER-TO-WEIGHT

Characteristics

The weights of each of the basic vehicle bodies are given in the class specifications. These take into account the weight of the engine itself. All the driver needs to do is add the weight of any weapons and equipment carried.

Weight	Acceleration			Maximum Speed			Braking*	
	V6	*V8*	*V12*	*V6*	*V8*	*V12*	*Type I*	*Type II*
400 or less	30	35	38	136	160	194	38	45
401-600	27	32	35	128	150	182	34	42
601-800	24	30	32	120	142	170	30	38
801-1000	21	28	30	112	134	160	26	35
1001-1200	18	26	28	106	126	150	24	32
1201-1400	16	24	26	100	120	140	22	30
1401-1600	14	22	24	96	116	132	20	28
1601-1800	13	20	22	92	112	126	20	26
1801-2000	12	18	21	90	108	120	18	22
2001-2200	11	16	20	88	104	114	16	20
2201-240	10	15	18	86	100	108	15	20
2401-2600	9	14	16	84	96	104	14	18
2601-2800	8	12	15	82	92	100	12	16
2801-3000	7	10	14	82	90	96	10	15
3001-3200	-	9	12	-	88	92	2	14
3201-3400	-	-	10	-	-	90	8	12
3401-3600	-	-	9	-	-	88	6	10

A V6 engine cannot carry a load of more than 3000 weight points. A V8 cannot carry a load greater than 3200 weight points. A V12's limit is 3600 weight points.

*Note: Type I cars are Jalopies, Classics, Renegade, Tanks and Dragsters. Type II cars are Ironclads and Sports Cars.

Dragsters

"Dragster drivers do it real fast," so the car stickers say, and no-one would argue with them. The Dragster is built purely for speed. A car normally gets from green light to the finish line in about 5 seconds. This doesn't leave much time for shooting, but at speeds exceeding 200mph, one good shot can turn the opposition into a cartwheeling fireball.

Good Dragster models can be quite hard to find; but they are around so keep looking. The results of a good conversion job make them well worth the search (try fixing large wheels to the rear of a Renegade model).

Dragsters are a strange shape... to reflect this, they have their own target matrix, which is given below:

DRAGSTER TARGET MATRIX

REAR

1	Bodywork
2,3,4	Rear Wheels
5,6	Engine - Roll again:
	1,2 Passive Weapon
	3,4 Fuel
	5,6 Driver

SIDE

1,2	Bodywork
3,4	Wheels - roll again:
	1,2 Front
	3-6 Rear
5	Roll again:
	1-4 Engine
	5 Hood Weapon
	6 Passive Weapon
6	Roll again:
	1-4 Driver
	5,6 Fuel

FRONT

1,2	Bodywork
3	Front Wheels
4	Rear Wheels
5	Roll again:
	1,2 Hood Weapon
	3-6 Engine
6	Driver

FLOOR

1,2	Bodywork
3,4	Roll again:
	1,2 Front Wheels
	3-6 Rear Wheels
5,6	Roll again:
	1 Passive Weapon
	2,3 Engine
	4,5 Fuel
	6 Driver

ROOF

1,2	Bodywork
3,4	Roll again:
	1,2 Front Wheels
	3-6 Rear Wheels
5,6	Roll again:
	1 Hood Weapon
	2,3 Engine
	4 Fuel
	5,6 Driver

The following information is common to all types of Dragster:

Weight:	300
Damage:	12 (incremental damage at 9, 6 and 3)
Armour:	0
Handling:	3
Weapon Mounts:	Hood, 1 Passive
Usable Weapons:	Machine Gun, Autocannon. All passives except pattern mines.
Usable Equipment:	All except turret and racing tyres. Plastic armour may be added, up to a maximum of 5 pts on the rear and 2 pts on any other facing.

	Dragster (V8)	**Dragster (V12)**
Class Entry Requirements:	4 or more pts in Renegade (V8) or Classic (V8)	4 or more pts in Dragster (V8) class
Engine:	V8	V12
Cost:	$70,000	$90,000
Total Equipped Weight:	300-800	300-800
Total Equipped Cost:	$120,000 or less	$150,000 or less
Base Prize Money:	$25,000	$30,000

NEW RULES

Speed Factor 7+

In the basic rules the fastest any vehicle can travel is speed factor 6 - giving a maximum of six phases per turn. The new power-to-weight ratio tables permit vehicles which have speed factors of 7 or more.

Drivers of vehicles at speed factors of 7+ start taking double moves, as shown on the following table. In phases where a driver takes a double move the car model is moved twice but the driver still only gets one action. This action may be used in either the first or the second move, but not both.

When there are two or more vehicles taking a double move in the same phase they should both take their first moves, in descending order of speed, and then take their second moves, again in descending order of speed.

MPH	SPEED FACTOR	PHASE 1	2	3	4	5	6
121-140 mph	7	xx	x	x	x	x	x
141-160 mph	8	xx	xx	x	x	x	x
161-180 mph	9	xx	xx	xx	x	x	x
181-200 mph	10	xx	xx	xx	xx	x	x
201-220 mph	11	xx	xx	xx	xx	xx	x
221-240 mph	12	xx	xx	xx	xx	xx	xx

x - ordinary move; xx - double move

HIGH ACCELERATION

There are two effects that the high acceleration of the racing car may produce. These are wheelspins and blackouts. Both can range in effect from minor inconvenience to bad news. Wheelspins can occur in all forms of racing as well as on the road. Blackouts, on the other hand, normally only occur in drag racing; although you can use the rules in circuit races if you wish. Be warned though - a blackout on a winding road is usually fatal.

Move Sequence

Tests for blackouts and wheelspins should be taken immediately after the player has declared an accelerate action which forces a test. Wheelspin tests should be taken before blackout tests. Drivers who don't accelerate by 40mph or more don't have to test for a blackout.

Drivers who lose control as a result of a wheelspin test, roll for control loss immediately. Drivers who black out as a result of high acceleration don't test for control loss until the start of the next move.

The full move sequence for a drag racer is therefore:

Test to regain consciousness
Wheelspin Tests
Blackout Tests
Control Loss Tests
Forward Move
Speed Track Adjustment
Hazard Rolls
Shooting



WHEELSPINS

It is, of course, perfectly natural to expect that when you slam the gas pedal to the floor your car will speed away, leaving only a cloud of dust and exhaust fumes in its wake. Things are not always this simple, however, for no matter how good a driver you are, you can never escape the danger of a wheelspin - something which is embarrassing at the best of times, and fatal at the worst.

Wheelspin Test

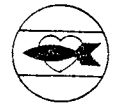
1. Roll 2D6.
2. Subtract adverse control.
3. Compare the result to the vehicle's acceleration, divided by 10 (rounded down).
4. If the total on the dice is greater, no wheelspin occurred; acceleration is as normal. Otherwise the wheels have spun, and the driver must roll for Wheelspin Effect.

Wheelspin Effect

1. Roll 2D6.
2. Add acceleration divided by 10 (round down).
3. Subtract drive skill.
4. Then refer to the *Wheelspin Effect Table* below.

Wheelspin Effect Table

1 or less	**No Effect:** the wheelspin is negligible. The car accelerates as normal.
2-7	**Half Acceleration:** the vehicle only accelerates by half (round down) the amount attempted.
8-9	**Skid:** the car skids and regains control. Refer to the Control Loss Results table in the rulebook. The car accelerates by half the amount attempted (round down).
10-11	**Hazard Roll:** the vehicle accelerates by half the intended amount, as above. The driver must take a hazard roll against a safety limit of 60mph.
12	**Control Loss:** the vehicle accelerates, as above, and ends the move out of control.
13+	**Split Tyre:** see Wheel Critical, in the rulebook.



Controlling Wheelspins

Once the potential effects of the wheeelspin have been seen, the driver may either comply with the result, or try to control it. Drivers attempting to control a wheelspin roll D6 and subtract their drive skill. This gives a modifier which must be applied to their original roll on the Wheelspin Effect Table, to give the final effect.

A Split Tyre result can never be modified, although a player attempting to control a wheelspin may accidentally modify a result into a "Split Tyre".

Only one attempt can be made to control a wheelspin. Drivers with low drive skills are usually better off riding with the wheelspin, as fighting against it will probably make things worse.

Example: Danny "Dragmaster" McCarthy, with a drive skill of 3, has just scored a total of 10, and suffered a hazard roll result on the Wheelspin Effects table. He decides that he cannot risk the hazard roll, so elects to try to control the wheelspin - he rolls a six! After subtracting Danny's drive skill of 3, he is still left with a +3 modifier which must be applied. 10 + 3 = 13 - a split tyre. Looks like Danny should have ridden with the wheelspin and gone for the hazard roll, but it's too late to change things now...

BLACKOUTS

"Every race I say to myself, 'This time I'm not going to pass out,' and it always happens, just the same."

One of the more dangerous aspects of drag racing is the tendency for drivers to black out due to excessive g-forces generated by high acceleration. Whenever drivers succeed in accelerating by 40mph or more, they must take a blackout test.

Blackout Test
1. Roll 2D6.
2. Add drive skill.
3. Add 2 if the driver has already suffered a 'hurt' or 'wounded' Critical.
4. On scores of 8 or less, drivers black out, otherwise they are unaffected.

A roll of 2, before modification, always results in the driver blacking out, regardless of drive skill.

Blacked Out Drivers

Drivers who black out have their drive skill reduced to 0 and the vehicle is treated as having *no driver*. This makes the vehicle lose control, as described in the main rulebook (p34). The driver doesn't have to take the control loss test until the start of the next move, after they've tested to regain consciousness.

Drivers regain consciousness if they roll their drive skill or less on a D6. The test to regain consciousness is taken before the control loss test.

Drivers who fail to regain consciousness on their first attempt, automatically recover on the second. Drivers of vehicles with a sleeping gas pedal may be forced to take a blackout test in the same move as they regain consciousness. These drivers subtract 2 from the black out test.

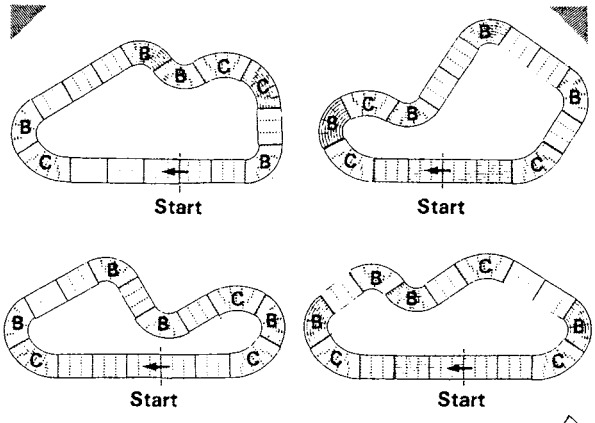
CIRCUIT RACING

The term "Circuit Racing" really covers everything that isn't drag racing. All races of this type, from Jalopies to Sports Cars, are held according to the same rules over the same distance - three laps. This may seem rather short; but few races make it to this distance, and some commentators have suggested that the circuit is outmoded, and that all vehicle combats should be held in an arena.

CIRCUITS

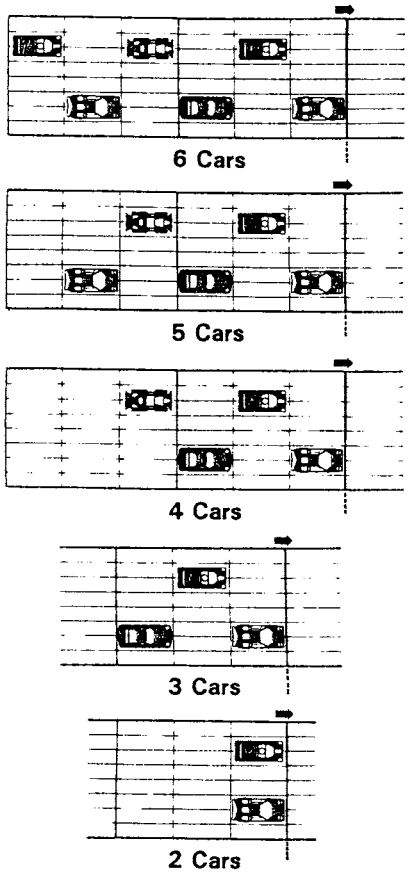
There are quite a number of combat circuits in America - a few of the more famous layouts are shown here. Prior to the race, a track may be chosen at random, or players may agree on another layout altogether.

Each player then throws two dice and adds their driver's drive skill - this reflects their performance in the practice laps. The driver with the highest total chooses a starting position, followed by the driver with the second highest total, and so on...



Circuits are found at: EUREKA, CALIFORNIA, BOULDER, COLARADO COLUMBIA, SOUTH CAROLINA

Starting Positions



Racing circuits are well maintained, not cluttered with debris. For this reason, the safety limit for drifting on a straight track is increased to 120 mph.

The Start

Once the last vehicle is in place, the game can begin. Drivers with nitride can turn it on just before the race begins, if they wish. All vehicles start off stationary.

Drivers aren't allowed to use any kind of weapon, except smoke, until they have completed their first lap. This rule, known informally as the "two minute truce", also applies to sidewipes. Any driver violating this rule is disqualified, and the race is restarted. Once a car is onto its second lap, anything goes.

The Finish

A race can be won in any one of three ways. As soon as any of these conditions is fulfilled the race is over:

1. A driver wins by being the first to complete three laps of the track.
2. A driver wins by having the only operative vehicle left. A vehicle is only classed as inoperative if it can neither move nor fire.
3. A driver wins by lapping all other vehicles. A vehicle is only lapped when another car is more than a lap ahead of it at the end of a phase.

The number of points a driver receives for winning a race is equal to the number of drivers who started it; 2 points for winning a two car race, 3 for winning a three car race, and so on. To find the amount of money the driver earns, multiply the number of points won in the race by the *base prize money* of the vehicle's class.

In races involving 4 or more cars, the driver who came second receives prize money equalling one-third of whatever was paid to the winner.

DRAG RACING

"Top of the world, Ma."

- Danny 'Dragmaster' McCarthy to his mother, on winning the 1993 Drag Finals at Memphis.

Drivers who just want to go really fast get into Sports Cars. Drag Racing is for those who not only want to go really fast, but have also lost their will to live. It takes a certain type of personality to drive a virtually unarmoured car at over 200mph, whilst undergoing enough g-force to render you unconscious for most of the race.

Combat is secondary in drag racing, and is usually used only as a last resort, when a race would otherwise be lost. Most of the time, drag racers are gambling with possible self-destruction in order to find that little extra speed which will give them the edge over their opponent. In drag racing, more lives are lost through error than through combat.

THE TRACK

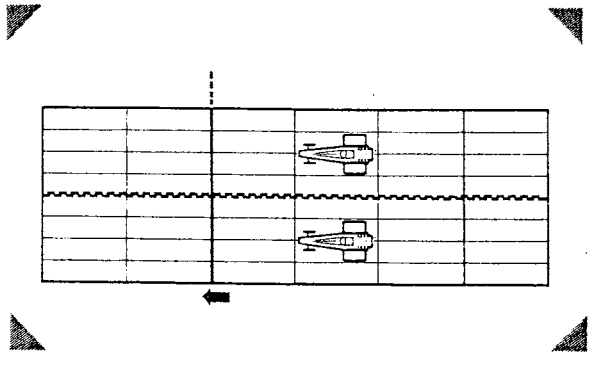
The drag racing track is always the same; one road section for the starting grid followed by 15 straight road sections, to do this, you have to "roll" track, as explained in the rulebook (p75).

The starting grid, and the next two track sections, have a chain link fence running down the middle, to separate the cars. This serves a similar purpose to the "two minute truce" in circuit racing. It may be useful to place a piece of chain or string down the middle of these track sections to remind the drivers that there is a fence there.

If a car runs into the fence, treat it as a shunt ram against a stationary vehicle (p57). The fence is very strong. It ignores damage, and never collapses or moves. A vehicle hitting it automatically takes one speed factor hit. All skid moves are drift skids away from the fence.

Drag race tracks are kept in perfect condition. Because of this, drifts in drag racing are taken against a safty limit of 120mph.

Cars should now be placed on the starting grid, as shown in the diagram. Drag races are always between two cars, never more. All drag races begin with the "burn"...



THE BURN

Drag races can be won or lost before cars ever cross the start line. Drivers purposely spin the back wheels whilst keeping the front brakes on. This process, known as "the burn", gets the engine and tyres hot, to increase handling, acceleration and top speed.

There are dangers involved, however; keep the burn going for too long and the driver runs the risk of damaging the tyres or blowing the engine. Letting the car tick over may cool the engine and the tyres down, but doing so might lose all the benefits gained. Needless to say, it's all a matter of experience.

The burn is split into phases. These are not "normal" phases and the cars don't actually move. One driver should keep a record of the number of burn phases played. Every phase, starting with the driver with the lowest drive skill, each driver must either "burn" or let the car tick over.

If the engine is left idle, roll two dice and refer to the *Tick Over Table*. Players who choose to burn should roll two dice, and add the car's *heat factor*, and refer to the *Burn Table*.

A vehicle's *heat factor* is equal to the number of times its driver has already rolled on the *Burn Table*, so keep a record of this! The *heat factor* may be reduced by letting the engine tick over, but it can never fall below zero.

At the end of the burn phase, the driver recording the number of phases played should roll two dice - if the total is less than the phase number, the red light has come on. This signals the beginning of the race. One more burn phase should now be played. At the end of this the green light appears and the race begins. Play then proceeds under normal rules.

Burn Table

1. Roll 2D6.
2. Add the vehicle's heat factor (number of times already rolled on this table).
3. Consult the table below.

2-5	Add 1 to Handling (up to a maximum of 2 above original value).
6-7	Add 2 to Acceleration (up to a maximum of 6 above original value).
8-9	Add 3 to Top Speed up to a maximum of 9 above original value).
10	Add 1 to Handling, 2 to Acceleration and 3 to Top Speed (up to maximums shown above).
11	**Overheating:** add 1 to the heat factor immediately.
12	**Serious Overheating:** add 2 to the heat factor immediately.
13	**Baked rubber:** the tyres overheat - subtract 2 from Handling, 4 from acceleration, and 6 from Top Speed - this may reduce these characteristics to below their original values.
14	**Tyre damage:** during the race, roll two dice at the end of each turn. If the total is less than the vehicle's speed factor, the tyre is destroyed. See the "Wheels" Critical Hit Table for the effects (p34). If you get another Tyre Damage or Baked rubber result on this table, the tyre shreds before the car even crosses the start line... You lose the race.
15	**Blown Gasket:** reduce Acceleration by 10 and Top Speed by 20. Roll 2D6 at the end of each turn - if the total is less than your speed factor, the engine seizes and is disabled.
16+	**Engine explodes:** the engine is disabled. The explosion causes a +6HE hit. Needless to say, the race is lost.

4. Increase the heat factor by one.

Tick Over Table

Roll 2D6:	
2-4	Subtract 2 from Heat Factor[1]
5-6	Subtract 1 from Heat Factor[1]
7	No effect
8	Subtract 3 from Top Speed[2]
9	Subtract 2 from Acceleration[2]
10	Subtract 1 from Handling[2]
11	Subtract 1 from Handling, 2 from Acceleration and 1 from Heat Factor[1,2]
12	Subtract 1 from Handling, 3 from Top Speed and 1 from Heat Factor[1,2]

[1] Heat Factor can never be reduced below zero.
[2] The results affecting Acceleration, Handling and Top Speed only reduce increases already given by the Burn Table; they do not take characteristics below original scores.

The Final Burn Phase

The final burn phase (ie the one after the red light has appeared) is important for two reasons. Firstly, one system can be switched on at the end of this phase. In practice, this usually means only Nitride or a Passive Weapon can be locked on. Secondly, a driver who rolls on the Burn Table in this phase may move his car one space forwards up to the start line... If, instead, the driver rolls on the Tick Over Table (this might be wise if the heat factor is high), they start the race one space back fron the start line.

THE FINISH

The race can be won in one of three ways:

1. Crossing the finishing line first. This earns the driver 3 points.
2. Rendering the opponent's vehicle inoperative. This earns the driver 2 points.
3. A driver may also win if the opponent's car is disabled during the burn. This earns 1 point.

The points gained in a race should be multiplied by the *base prize money* for the class, to find the driver's winnings. Drivers of cars which actually manage to finish, but in second place, receive a sum equal to one-third of that paid to the winner.





REDD·HARVEST
LEVEL 3 FILE



AN INTERVIEW WITH REDD HARVEST

by Billy Joe Hawkins

Redd Harvest is being hailed as one of the hottest Sanctioned Operatives of the last two years. People in the know are dropping her name in the same breath as Arnie Mendez, Fast Eddie Marks and the late, great Thunderbolt Jackson. In a little over three years, Redd has come from nowhere to claim the fourth best survival record (second if you reckon it by mission count), and is 57th and rising on the all-time scale.

Every kid on the street knows her scythe-and-sunset badge, her recent kills and the names of her cars, but what about the woman behind the wheel? Just who *is* Redd Harvest? Billy Joe Hawkins went to find out.

BJ: *Let's start at the beginning. You were born Rebecca Marie Harvest in New Orleans, Louisiana, November 7th 1972.*

RH: Yeah (*laughs*) great little town, back then.

BJ: *So what was it like, growing up in New Orleans back in the 'seventies and 'eighties?*

RH: Same as any other place, I guess. School, TV, more school, more TV. Used to watch a lot of TV.

BJ: *Any particular favourites?*

RH: You mean any early formative influences? Don't think so. I never used to bother with cop shows...

BJ: *There were a lot of them about then.*

RH: Liked the *A-Team*, though.

BJ: *Really?*

RH: Yeah, that little, crazy one. The pilot. He was cute. The rest were jerks.

BJ: *Then you entered Vassar in 1989, to study modern languages and business studies.*

RH: From the *A-Team* to adulthood... (*laughs*) My Dad's idea, he was going to make me into the executive of the year or something. I think he still weeps to think I'm not heading the board at GenTec.

BJ: *You didn't take to it, then?*

RH: It was okay for a while.

BJ: *And after about a year and a half you dropped out of college and started a musical career...*

RH: You're making it sound like the 'sixties.

BJ: *So how did the Lust Lobsters come about?*

RH: Alchohol. (*laughs*) Nothing worth hearing on the radio, a bunch of us figured we could do better. Anyway, how'd you find out about that?

BJ: *It's my job. I have it all here. A five-piece glam-punk revival band, you played bass and sang backing vocal, one album made it to the top 100...*

RH: The only album. Number 1 for three glorious weeks.

Lifetime

PHOTOGRAPHY SUPPLIED BY CHUCK BIRD, WKIL—TV EYE IN THE SKY REPORTER



BJ: *Where did you get the title from?*

RH: *More Fun With Cream Cheese?* It just sounded suitably dumb and slightly sick.

BJ: *And then there was the accident.*

RH: Yeah. I'd been thinking of quitting anyhow. But the recording contract had a honey of a penalty clause.

BJ: *What exactly happened?*

RH: The accident? Well, there'd been a party after a show - Pasadena, it was - it got a little out of hand, we got out the back door as the cops were kicking the front door down. Should never have let Lonny drive. *(pause)* Look, he wrapped the van round a bridge pillar, okay? Can we talk about something else now?

BJ: *Uh - sure. Despite the penalty clause, you quit the band at that point.*

RH: Yeah. Drafting in two session men and renaming it the Dead Lobsters. I mean, that is sick. I quit.

BJ: *So what then?*

RH: A couple of straight jobs. Mostly drifting. Punched keys for GenTec for a while, didn't like it, got into what they laughingly called special market research.

BJ: *By which you mean corporate espionage?*

RH: Call it what you like.

BJ: *And a spell as a private investigator?*

RH: Yeah, a few months. Missing persons a couple of interdictions, not exactly Hammett country.

BJ: *You took interdicts?*

RH: Sure, took out a couple of mob warehouses, made some money.

BJ: *And finally you became a Sanctioned Operative. Why was that?*

RH: I needed more money, fast. The record company's lawyers found me. That penalty clause again.

BJ: *So you joined Crockett, McCloud and Eismann.*

RH: Right.

BJ: And made your first three contracts, and paid off the record company.

RH: Uh-huh.

BJ: *And you stayed at it.*

RH: Right.

BJ: *Why?*

RH: (*pause*) I guess I liked the work.

BJ: *That all?*

RH: You got a better reason?

BJ: *So now you're a partner, and the agency is called Turner, Harvest & Ramirez. Have you ever thought of quitting? Retiring or something?*

RH: Every time I take a hit.

BJ: *Reckon you ever will?*

RH: Sure. Everybody does. (*laughs*) It's just a matter of time.

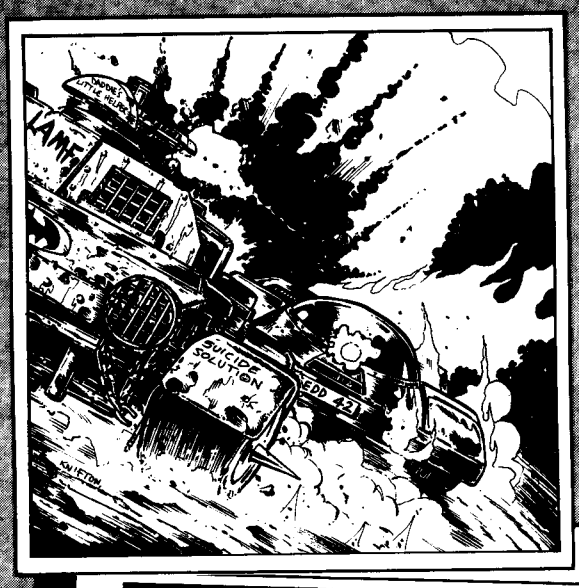
BJ: *Pardon?*

RH: Phone's ringing. Bye. It's been fun.

first published in *Lifetime* magazine, July 22nd 1995.

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MAGAZINE OF TOMORROW TODAY



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4th SERIES

REDD HARVEST

No. 15 in a series of 50

A partner with the hugely successful Turner, Harvest & Ramirez agency, Redd Harvest is credited with 157 completed sanctions, involving 253 confirmed kills and 69 probables; at the time of printing she is No. 4 among living Ops (No. 2 in terms of mission count), and No. 57 in the all-time rankings.

Issued free with MaxiMint Gum - a division of EasyFeed



REDD HARVEST

WKIL-TV

"...Hold it, Eddie, I'm getting a message that one of our roving cameras has something for us... yes, we're going live to ...Interstate 40, just under a hundred miles west of St. Louis."

"Yes, Don, we have the picture. Not a bad one at that - our technical boys fixed the link pretty fast."

"They know that WKIL can't lose a minute in bringing the finest road action to its viewers."

"I can see the cars now. They must be going pretty near flat out - it's certainly taking our camera a while to catch up. Wait - I think I can see a marking on the Interceptor. Let me just get computer enhancement on that ...yes, yes I have it, it's Redd Harvest's number one car, *'Nola Gay.*"

"We should be in for a good show then, Eddie. Turner, Harvest and Ramirez don't have TV affiliation, so they can be a little hard to pin down."

"But it's always worth the effort. WKIL, the Action Station, brings you nothing but the best."

"Absolutely right. Do we have a make on her opponent yet?"

"Opponents, plural, Don, our boys have monitored some CB and the Renegade's been calling for help. He got an answer from less than a mile away. Yes - there's a second Renegade behind the dunes, up ahead to the right. I don't think we're close enough to pick up emblems yet, but I'll see if the datanet will give us anything."

"It certainly looks like being a good fight - Redd's closing steadily on the first Renegade, but we don't yet know if *she* knows about the second. For all you stat-freaks out there, this is Redd's one hundred twenty-seventh sanction as an Op for Turner, Harvest and Ramirez. In the three years, two months and fifteen days of her career, she has notched up two hundred forty-three confirmed kills and fifty-eight probables, with the loss of nine cars on her side. In a straight pursuit situation like this, which she has encountered eighty-five times before, her success rate is ninety-two point nine-four percent - impressive in anybody's language. We'll have to see how the second Renegade tilts the odds."

"Okay, Don, I'm through to datanet. We're watching the Red Scorpions, and the sanction was filed by the Rocheport Residents' Association."

"Busting protection, right?"

"Right."

"Whoa! Things are starting to cook out there, Eddie. The second Renegade has just swung onto the road behind the first, and he's going head-on at Redd! Meanwhile, his buddy's pulled a bootlegger turn - looks like they're going to hit her one-two from the front. Has she been faced with this situation before?"

"No, but her victory ratio in head-ons of all kinds is seventy-eight point six percent, with three car losses in twenty-eight engagements."

"Okay, thanks, Eddie. The shooting has started! The Scorpion has opened up with what look like twin machine guns on the hood. He's still out of range, but they're closing fast, something like one hundred eighty miles and hour. And Redd's opening up now. She may not be able to get a second shot off before they pass each other, so this better be good."

"She certainly means business. She's giving him the works - both rocket pods and the chain gun."

"Yes, that's a good hit, the Scorpion's definitely in trouble."

"Number two's opened up with a grenade launcher! And an autocannon, by the looks of it! Looks like he's written off his partner, and he's giving Redd the choice of hitting head on or coming through a curtain of fire! It's easy to see why the Scorps have built up such a rep out on 40, Don!"

"Sure is. Scratch one Renegade."

"Uh-oh, looks like Redd's in trouble herself. She must have picked up a tyre hit someplace - that was a very dangerous skid."

"And I think... she's laying mines behind her. With the wreck on one side and the mines on the other, the Scorpion's got no place to go!"

"Hell! What a move! Did you see that?"

"Sure did, Eddie. She practically fed that chain gun down his throat. When he began to waver, she was sideways, past and gone! This is the kind of driving that's made Redd Harvest a household name!"

"They both suffered in that exchange. Looks like Redd's lost her windshield and part of a front wing, but the Scorpion's spilling oil, and he knows it - he's taking it real wide past the burner - and there go Redd's mines! He's still going - no! Skidded right into the burning wreck of his partner, and there they go! Would you look at that!"

"Well, it's another clean sweep for Redd Harvest ...hey, she's stopped. She's getting out of her car. Maybe she's overcome her normal aversion to television? Our 'copter's going in, let's see if she'll talk to us. That was some going there, Redd, do you have anything to say to the viewers of WKIL?"

"What the - what happened there, Don? Where's the picture?"

"I think she still dislikes television"

"We'll update you on that situation in just a moment, folks, but first let's look at that classic roadfight again..."

PHILADELPHIA
MARCH 14th 1995

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G-Mek V12 Interceptor

Payload	Two side-mounted missile pods Hood-mounted chain gun
Payload weight	900
Value	$142,000



G-Mek Model 14 V8 Interceptor

Payload	Turret-mounted chaingun Two wing-mounted 15mm autoguns
Payload weight	950
Value	$135,000



G-Mek Model 103S Interceptor

Payload	Two wing-mounted MGs Pattern mine deployment (passive left) Smoke layer (passive right)
Payload weight	550
Value	$87,000

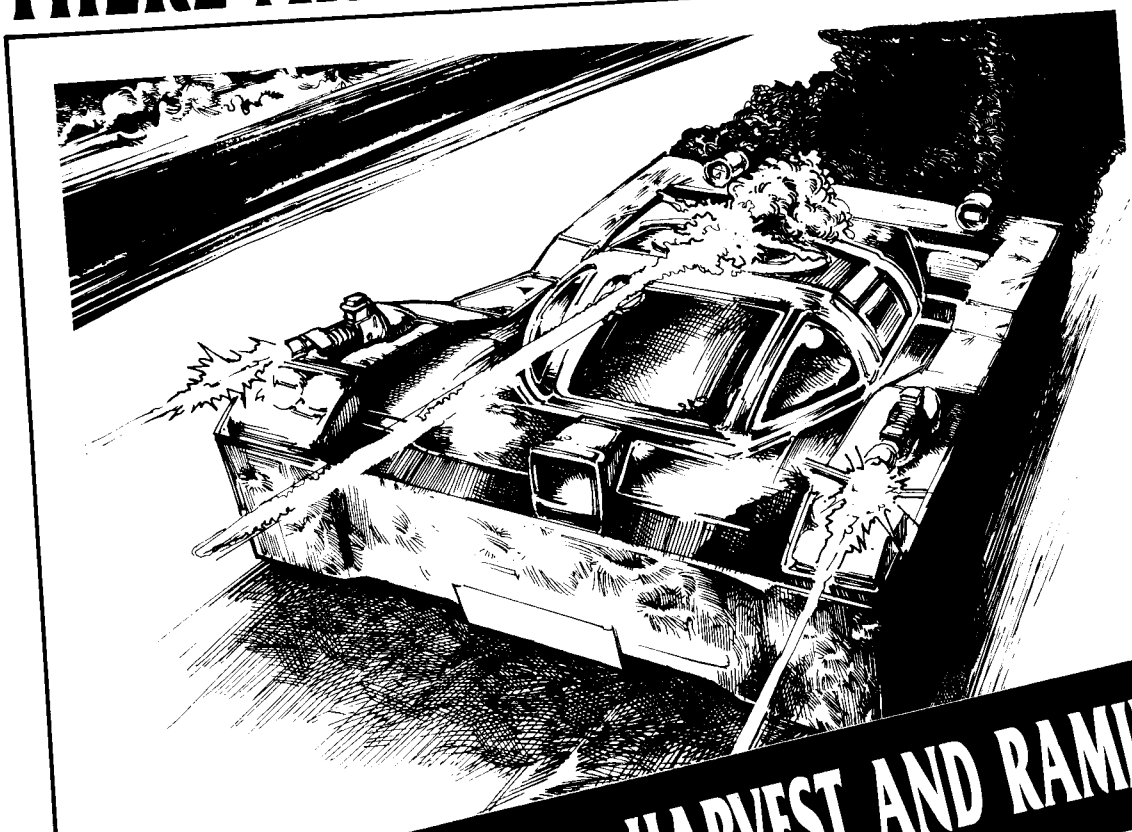
THR basic configuration: heavier roof or hood mounted weapons are fitted according to the contractual target.



Redd's car - a 90's Caddy. Added extras include switch-mount lasers in the wings, additional armour, pattern mine and smoke deployment systems.



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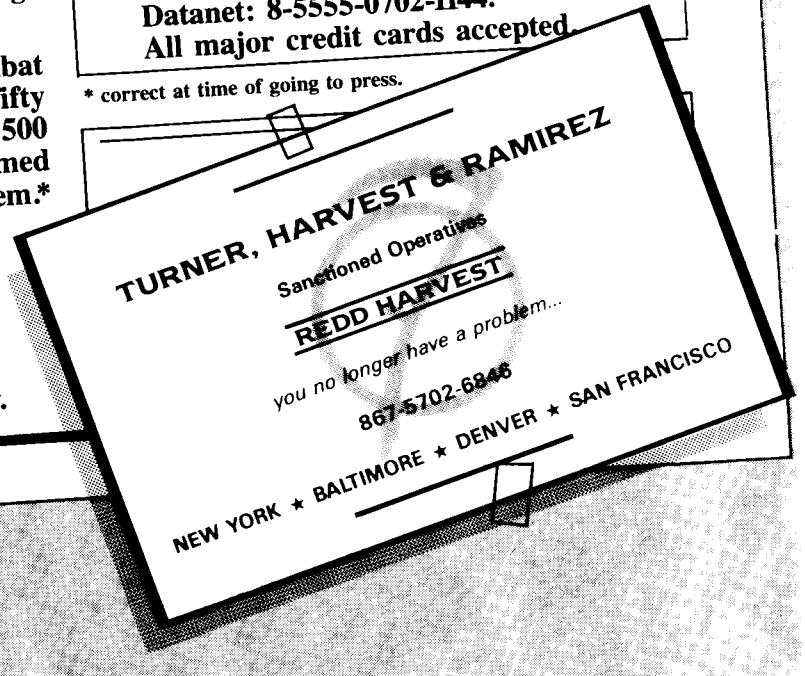
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DARK FUTURE™

STREET FIGHTER

PEDESTRIANS AND SMALL-ARMS BY RICHARD HALLIWELL

INTRODUCTION

Dark Future is first and foremost a game of road combat between armed cars. But there's a lot more to it than that. This article covers a few ideas to do with small arms - rifles, pistols and the like - which are hand-held rather than vehicle-mounted.

Now you can have passengers leaning out of car windows, blazing away with assault rifles. Roadblocks manned by armed pedestrians. Ops or outlaws getting out of their vehicles to fight on foot. NoGo street gangs fighting each other or anyone within reach.

TERMINOLOGY

These rules use a variety of definitions. A vehicle's *crew* is everyone currently inside the vehicle. The *driver* is the person at the wheel of the car. *Passengers* are anyone inside the vehicle, other than the driver. The driver can temporarily count as a passenger if the vehicle is stationary. The term *pedestrian* describes anyone who isn't in a vehicle.

UNITS

Pedestrian models must be organised into units of 1-15 models. A side can have as many units as the player likes. At the start of a game, all models must be a member of a particular unit, although there's no rule to prevent troops leaving units, forming new units, or switching between units during the game. You'll find it useful to keep track of unit composition during the game, so keep paper and pencils handy.

Every member of a unit must stay within 4cm of another member of the same unit throughout the game - this concept is called *unit coherency*. Models which break unit coherency are assumed to have left the unit; they may join another unit if one of its members is within 4cm, or they may form a one-man unit by themselves. Players are allowed voluntarily to split units, or to regroup individual models into new units.

TURN SEQUENCE

The play sequence is altered so that each turn includes a separate *pedestrian phase*. This takes place before the normal, *vehicle* phases of the main game. So the sequence of a turn now goes:

Pedestrian Phase
Vehicle Phase 1
Vehicle Phase 2
Vehicle Phase 3
...etc.

At the beginning of the pedestrian phase, both players roll a dice. The player with the highest score then *activates* one of his units. That is to say, he indicates a unit and says which action it will use this turn. Actions are covered below. Any movement and shooting by the activated unit is dealt with, and then the other player is allowed to activate one of *his* units. The players take turns to do this until all units have been dealt with - when one player runs out of units to activate, the other deals with all his remaining units in sequence. Note that a unit may not be activated more than once in a turn.

PEDESTRIAN ACTIONS

A pedestrian may take one action per pedestrian phase. Different members of a unit are allowed to use different actions if the player wishes. Possible actions are as follows:

Move	Up to 8cm (one space on the range ruler) in any direction.
Move and fire small arms	Models may chose to shoot either *before* or *after* their move.
Move and board a vehicle	See below.
Leave a vehicle and move	See below.
Leave a vehicle, move and fire small arms	Firing takes place *after* movement.
Fire small arms	See below.
Fire small arms from vehicle	See below.
Fire lightweight weapon	Spend the pedestrian phase using the sequence outlined below. Then the model can fire in any of the vehicle movement phases this turn.
Claim concealment	See below.

MOVING

To give the models extra stability, players may wish to fix them onto square bases up to 20x20mm. 20mm Citadel slottabases are ideal for this.

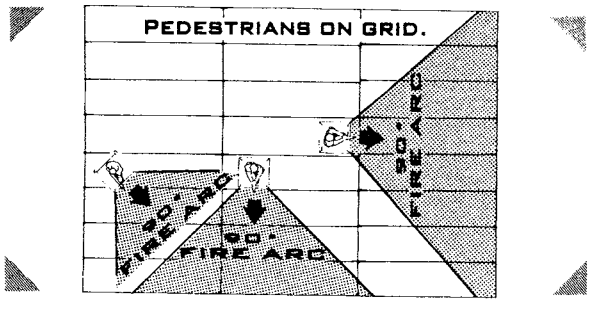
Pedestrian Movement

Pedestrians are moved in the pedestrian phase. They may move up to one space on the range ruler (8cm), in any direction.

A move does not have to be in a straight line. A model can turn as much and as often as the player wishes, provided it moves no more than 8cm overall. After movement is completed, the model can be turned to face in any direction.

On-Road Movement

Pedestrians may be placed on the road surface - in which case they must be aligned so the figure occupies one lane, as shown in the diagram below.



Pedestrians and Vehicles

Disembarking
If a vehicle starts the turn stationary, the crew can get out, using the *leave vehicle and move* or *leave vehicle, move and fire* actions. Crew members can only leave through the doors; only one crew member can use each door. Crew members riding on top of vehicles aren't restricted in this way, and they can all get off in the same pedestrian phase.

Boarding
Boarding vehicles is handled in exactly the same way as leaving them. Again, a vehicle must be stationary during the pedestrian phase for pedestrians to board it.

A pedestrian who boards a vehicle and takes the driving seat *isn't* automatically entitled to use actions in the vehicle movement phases. The player must roll a dice - if it scores an odd number the driver can't use actions this turn, but may start doing so in phase one of the next turn (assume he is desperately trying to get the car started in the meantime). If the dice scores an even number, the pedestrian is now considered to be the driver, and the vehicle can use actions normally.

Passengers and Vehicle Design
Each passenger occupies 100 weight points. If a vehicle starts the game with a crew of 2 or more, or picks up passengers during a game, the player must check to see whether these will exceed the maximum payload and start to slow the car down - see *Vehicle Design* on p81 of the **Dark Future** rulebook.

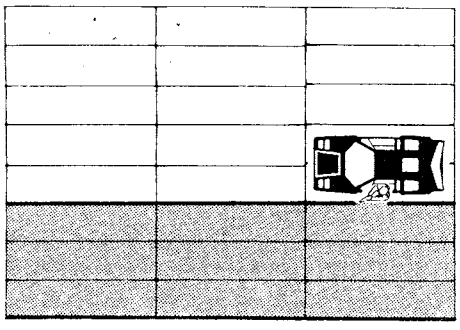
SHOOTING

Fire Arcs

The fire arc for a figure on foot is 90°, as in the diagram.

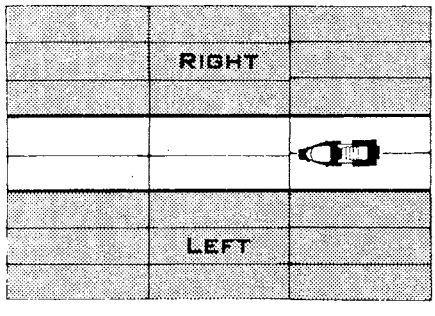
The fire corridor for a passenger depends on which side of the vehicle they are sitting on, as illustrated below. Changing sides on a vehicle counts as a move.

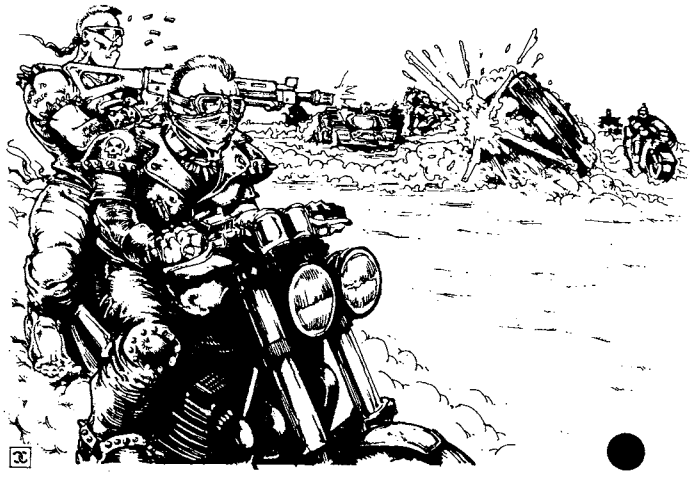
FIRE CORRIDORS FOR PASSENGERS.



Bike pillion passengers have a free choice of left or right-hand fire corridors, as in the diagram below.

FIRE CORRIDOR FOR PILLION RIDERS.





Small Arms Fire

Pedestrians may carry up to two small arms, or a single lightweight medium weapon. The minigun outlined below is a new lightweight weapon, and can be fitted to cars and bikes using the normal rules.

Small arms can't be fitted to cars, although drivers are allowed to carry one small arm on their person, ready for fighting on foot.

Small arms fire takes place in the pedestrian phase only. This means small arms only get to fire once per turn - they can't fire in the vehicle phases.

Shooting from Moving Vehicles

Passengers are allowed to shoot with small arms from inside a vehicle, provided the vehicle has room for them. The arc of fire will depend on the shooter's position. People riding on the outside of a vehicle will have a 360° arc of fire. Passengers actually inside the vehicle must be positioned on the left or right, in which case their fire arcs are as shown above.

Passengers firing small arms from a vehicle fire in the pedestrian phase, those with lightweight weapons have to use the *shoot lightweight weapon* action in the pedestrian phase, and fire in one vehicle phase.

The Renegades provided in the game are single-seaters. They may carry up to four passengers, however, hanging onto the sides and roof. These models may fire, but only in the pedestrian phase and only if the vehicle's current speed is 60mph or less - otherwise they'll be too busy just hanging on!

Bikes can carry one pillion passenger. The pillion passenger can fire small arms at any speed, but may not use *lightweight* weapons.

Interceptors can't carry passengers, other than a cupola gunner (see below).

Firing Lightweight Weapons

Pedestrians armed with lightweight weapons have to use the *fire lightweight weapon* action - this means that they can't fire in the pedestrian phase, but they can fire in **one** of the vehicle phases of that turn. The player chooses which vehicle phase to fire in.

Cupola Mounts

The miniatures range incorporates cupola gunners which may be placed on Renegades and Interceptors, in place of roof or turret mounted weapons. Cupolas can mount one *lightweight* or *medium* weapon, but can't take *heavy* weapons.

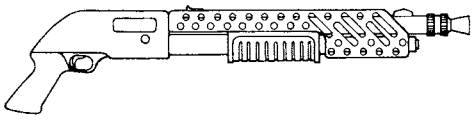
Cupola gunners have the same fire arc as a turret, and are hit on any roof/turret critical. When a critical hit is scored, the player should roll a dice - on odd scores the critical is on the gunner, on even scores it is on the weapon.

NEW WEAPONS

Small arms use the same characteristics as ordinary weapons, although it is assumed for vehicle design purposes that each small arm is 5 weight points. The minigun is 70 weight points and counts as a lightweight weapon.

Numbers of shots are given for each weapon. However, particularly in larger games, recording ammunition is tedious, and the players may agree to assume that each weapon has unlimited ammunition. Alternatively, you might roll a dice each time a weapon fires - on a 1, the ammo runs out and the model must spend its next pedestrian action stationary and reloading.

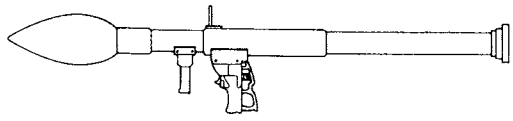
PUMP ACTION SHOTGUN



Range	6
Accuracy	+2
Damage	-1
Shots	6
Cost	$500

FALWELL ENFORCER 12-GAUGE PUMP-ACTION SHOTGUN.

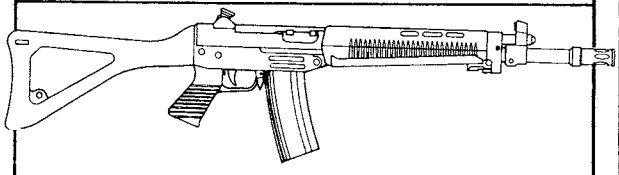
ROCKET PROPELLED GRENADE LAUNCHER (RPG)



Range	12
Accuracy	0
Damage	+6HE
Shots	1
Cost	$1,000

SABRE FREEDOM FIGHTER 3 ROCKET-PROPELLED GRENADE LAUNCHER.

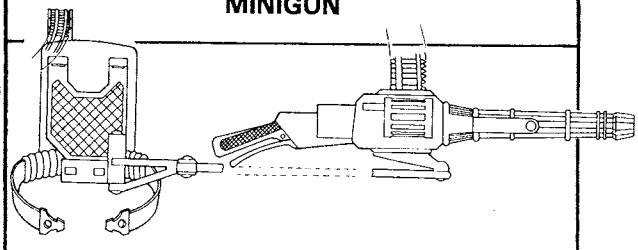
ASSAULT RIFLE



Range	12
Accuracy	+1
Damage	0
Shots	6
Cost	$750

SABRE-HAUSMANN EAGLE 7.62MM ASSAULT RIFLE.

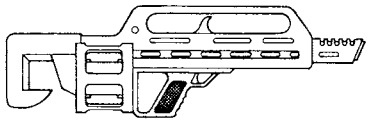
MINIGUN



Range	12
Accuracy	+2
Damage	+4
Shots	6
Cost	$10,000
Weight	70

DRI REAPER 7.62MM MINIGUN WITH MANPAK BODYMOUNT.

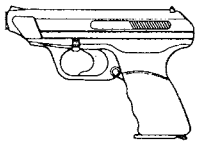
20mm GRENADE LAUNCHER



Range	12
Accuracy	0
Damage	+1HE
Shots	6
Cost	$5,000

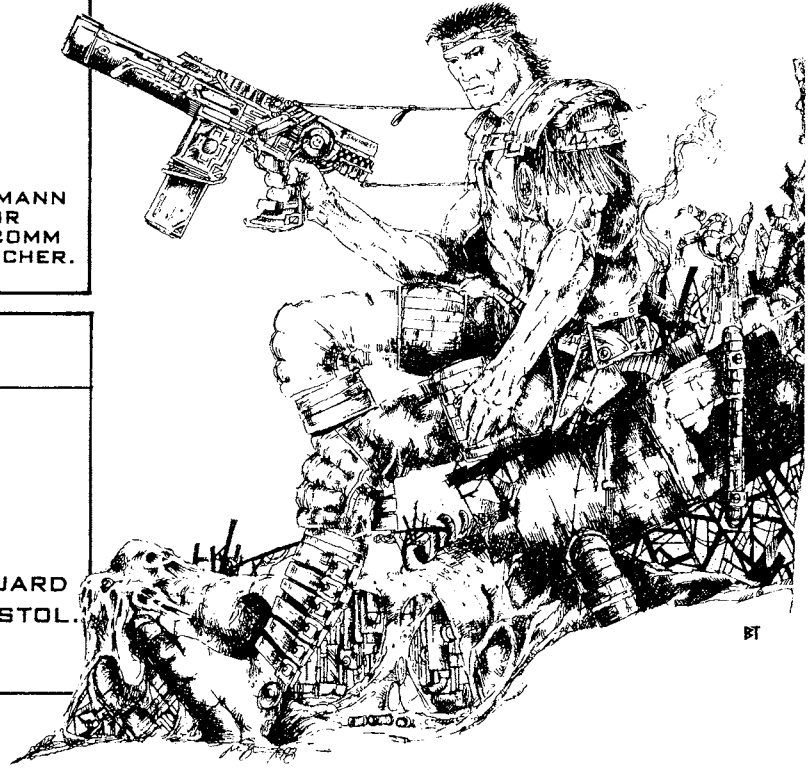
SABRE-HAUSMANN DOMINATOR DRUM-FEED 20MM GRENADE LAUNCHER.

AUTOMATIC PISTOL



Range	6
Accuracy	0
Damage	0
Shots	12
Cost	$250

DRI BODYGUARD 9MM AUTOPISTOL.



CLOSE COMBAT

If a pedestrian model moves into base-to-base contact with an enemy model, both players roll a dice. If the scores are tied, roll again. The player with the lowest score loses - his model suffers a critical hit at base damage. Close combatants suffering *hurt* or *wounded* results are knocked over. They are 'pinned' until there is no enemy model in base-to-base contact, and can't do anything until the turn after the one in which the enemy model moves away.

RANDOM HAZARDS

Roadblocks are placed whenever the dice rolled to generate a random hazard scores a double 3 or double 4. Roadblocks are never set up on curved tracks - they should be placed on the straight following the curve.

When a roadblock is generated, the players should roll the dice to see who's manning it. On even scores its a police roadblock, on odd numbers it's an Outlaw roadblock.

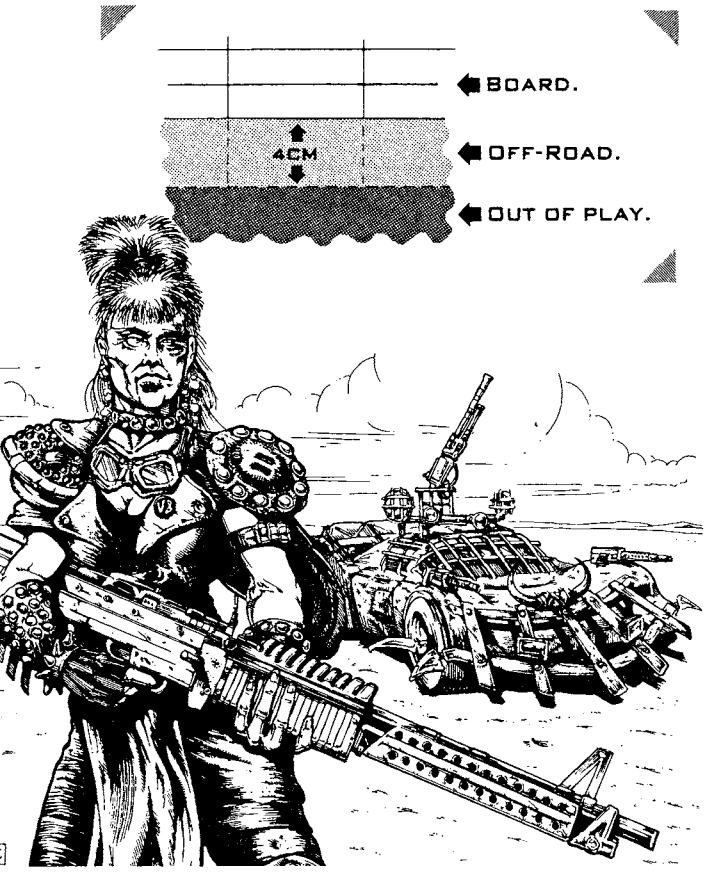
Outlaw roadblocks are set up and controlled by the player in charge of the target gang, police roadblocks are set up and controlled by an Op player. In gang vs gang encounters, the players roll the dice and the high scorer controls the roadblock.

To set up a roadblock, the controlling player takes all the available *obstacle* markers and places them on the track section. The obstacles can be placed at right angles to the road, so that they cover four lanes instead of the usual three. They can also be placed so that they are partially off the board.

The player placing the obstacles has a free choice of where to put them, but must leave a route which is two lanes wide, and which can be negotiated by ordinary *straight-ahead* or *drift* moves.

OPEN GROUND

Pedestrians may be placed on the board surface as explained above, or they may be *off-road*.



Off-road pedestrians must be placed within 4cm of the board edge. Assume that the grid extends off the board itself; pedestrians must be placed so that their base does not overlap a space divider.

Off-board pedestrians may move, fire and claim concealment according to the rules already laid down.

If a vehicle crashes into the off-road space occupied by the pedestrians, roll a dice and add the vehicle's *speed factor*. Do this for each model on the off-road space. On scores of 7 or more the model takes a critical, again adding the car's speed factor.

Pedestrians who are off-road may move directly out of play if their player wishes. Models which have moved out of play cannot rejoin the game later on.

CONCEALMENT

Pedestrian models can hide by using the *claim concealment* action during the pedestrian phase. Concealed models cannot be engaged until they lose concealment by shooting or moving.

Models on an open road cannot claim concealment - they are too obvious! However, models may claim concealment from obstacles or wrecks, but obviously this will only provide concealment from enemy models on the other side of the obstacle.

TARGETS

Pedestrians directing fire at vehicle targets use the main to hit rules (score to hit equals range). The score to hit a pedestrian is 4 at ranges of up to 5 spaces, 6 at ranges of 6 or more spaces.

The scores to hit is modified by the weapon's accuracy and the usual tactical factors.

Target is a pedestrian in soft cover -1
(Any pedestrian on the road edge can claim to be in soft cover)

Target is a pedestrian in hard cover . . . . . -2
(This includes those behind obstacles or inside buildings)

Firer is a pedestrian using a dual move and fire action . . -1
(This doesn't apply when shooting from a moving vehicle)

Firer is a wounded pedestrain . . . . . -1

DAMAGE

Pedestrians and Passengers

Each hit on a pedestrian gives an automatic critical, rolling on the *driver* table in the main rules (p34). Models suffering a 'hurt' result aren't allowed to shoot or move until the start of the next turn. Wounded models move at half rate, and suffer a -1 modifier when firing.

Pedestrians, pillion riders and passengers on the outside of vehicles don't have the protection of a car. Critical hits on these types add the weapon's damage rating to the roll for effect.

Multi-Crewed Vehicles

If a car has a crew of two or more the player must randomise 'driver' criticals amongst the crew.

Note that this system always makes cupola gunners very prone to damage - they will take randomised driver criticals as well as roof/turret criticals. But after all, they *are* fairly prominent targets.

DARK FUTURE™

TOURNAMENT RULES

BY RICHARD HALLIWELL AND SEAN MASTERSON

Dark Future Tournament Rules have been designed with a number of play options in mind. Primarily, they are a slimmed down version of the basic game rules, and tournament games run at conventions like **Games Day** will be played with them. Players may also choose to use these rules when they want a game of **Dark Future** without some of the more complex aspects of the main game system, especially when a large number of players are involved. Tournament games can be played by up to 6 players.

There are very few rule changes. Miles per hour is replaced by speed factor alone for simplicity's sake and spinning, rolling and detailed critical hits are replaced with a sudden death rule - crash and burn. Because the Tournament Rules use a circuit, rather than rolling track, a player wins by either being the first to complete three laps of the circuit, or by default if he is the last remaining player with a moving vehicle on the track. For ease of play in these circumstances, initiative is determined by the order of play moving clockwise to the next player, rather than by speed factor, with exceptions to avoid unrealistic events.

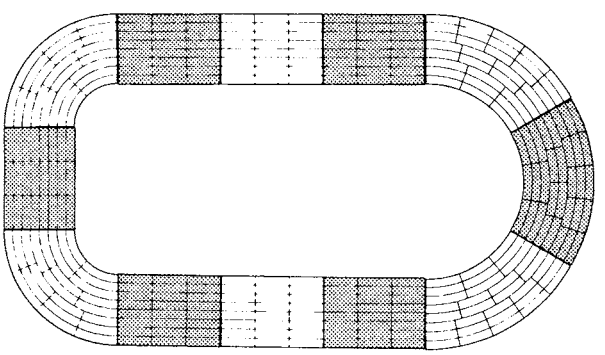
Most of the rules below apply to all vehicles. Some special cases for bikes are included at the end.

Very few examples or elaborations are given. Players familiar with the basic rules should find everything straightforward. Those seeking fuller explanations of particular rules are referred to the rulebook itself. These Toumament rules should be seen as a summary of rules used and special cases.

Drivers, to your vehicles!

SET UP

Set up a circuit of **Dark Future** track sections (which may be made up from the components of a single game set). The circuit comprises 7 straight sections, 2 right angle curves and 3 bend sections laid out as shown below.



Choosing a Vehicle

A maximum available points cost must be decided upon by the players, who may then spend the points to purchase any vehicle, with any combination of weapons, from the list at the end of these rules. Each player must have the same number of points available. Ideally, each player should have 10-25 points to spend.

Objective

The first driver to complete 3 laps of the circuit is the winner. If only one moving vehicle remains on the circuit at any point, its driver is declared the winner.

Starting Positions

The diagram shows shaded starting positions. The easiest way to assign these to players is to use 6 numbered cards and simply deal one out to each player. Alternatively, each player could roll a dice until they generate a score equal to an unused start position.

Players should then position themselves conveniently close to their starting positions, along with their record sheets and appropriate beverages.

One player then rolls the dice to determine the direction of play. On odd numbers the cars begin travelling clockwise around the circuit, on even numbers they travel anti-clockwise.

Players place their models on the circuit anywhere within their starting positions.

Counting Laps

Drivers don't have to complete consecutive laps in the same direction. Drivers who travel completely around a circuit in the opposite direction to the rest of the cars still count it as a lap.

Players always count laps against their starting position. To count a lap by crossing this line, a driver must complete the circuit in one direction. A driver who travels two-thirds of the way around a circuit, then changes direction and travels back to his starting position, cannot claim this as a completed lap.

The Caller

The caller is the person responsible for calling the phases and ensuring that each one is carried out in the correct sequence. This responsibility rotates from player to player.

The driver with the lowest numbered starting position acts as the caller for the first turn. When the player declares the turn over, the phasing dice are passed to the player in the next seat (ie, nearest to the caller in the direction of play), who assumes the responsibility for calling the phases in the next turn, and so on.

Initiative

In a Tournament game, players take their moves in a clockwise order beginning with the caller. Where this would cause an unrealistic result - like a car shunt ramming someone at a higher speed factor - the players should move in order of speed factor (highest first) to resolve the situation. A driver who is forced to move out of sequence in such a situation does not move again in that phase.

TURNS & PHASES

The Phase Sequence

Each phase should follow this sequence (except for those cases explained under *Initiative* above):

1. The caller declares any *action* he intends to use, then moves the vehicle if he's going fast enough to do so. Execute the action after the move, eg move model *then* shoot; move *then* adjust speed.
2. The driver of the next vehicle may now declare an action. The vehicle model may move, provided its *speed factor* equals or exceeds the number of the current phase (shown on the phasing dice). This step is repeated for each vehicle.
3. The phase has now ended. Turn over the phasing dice to show the number of the next phase.

   If the number on the dice is greater than the fastest vehicle's speed factor, the turn ends - go to step 4. Otherwise, start the new phase by going back to step 1.
4. At the end of the turn, move the phasing dice back to the number 1, ready for the start of the first phase of the new turn. The player on the caller's left becomes the new caller. Go back to step 1.

How Many Phases in a Turn?

The *turn* consists of between one and six phases. Just how many depends on the *speed factor* of the fastest vehicle. The turn only ends when you reach a phase where no vehicle can move - see steps 3 and 4 on the list, above. Note that vehicles cannot have a higher speed factor than 6.

MOVES

In each move the vehicle simply moves from one space to the next, staying in the same lanes.

Cornering

A vehicle cornering on evenly aligned lanes moves along the same lanes into the next space. Vehicles cornering on uneven lanes count the next space by using the dividing lines towards the *outside* of the bend.

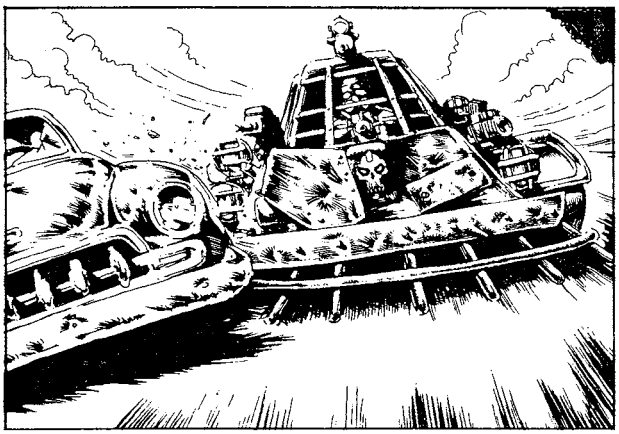
Remember, vehicles only get to take a *move* if they are going fast enough - see step 3 of the *Phase Sequence*, above.

Players can only change lanes by using a *drift* action.

Changing Speed Factor

Each player chooses a *speed factor* before the game starts. Once the game has started, however, they may alter their factor by using *brake* or *accelerate* actions.

The vehicle's speed factor determines whether or not it can move in a particular phase. If a vehicle's speed factor is less than the number of the current phase, the vehicle cannot move.



ACTIONS

The player must declare which action is going to be used before the model is moved. Drivers are allowed to use only one *action* per *phase*. This means, for example, they can't drift *and* fire in the same phase.

The actions which may be used are:

Accelerate: The driver moves the car forward and then increases the vehicle's speed factor by +1 or +2. This should be noted down on the car's record sheet.

Brake: As for accelerate, but the driver can *reduce* the car's speed factor by -1 or -2.

Dodge: Bikes only may attempt to dodge passives ahead of them. See **Bikes**.

Drift: The car drifts one lane to the left or right.

Head-on-Ram: Two vehicles travelling in opposite directions collide. See **Rams**.

Reverse: To reverse, a car must be stationary at the start of the turn. Reverse counts as an action but the driver may also *drift* or *u-turn*. Shooting is not allowed. Reversing cars only ever get one move per turn. Drivers may reverse on curves but may not *drift* or *u-turn* while doing so. Bikes may not reverse.

Shoot: The driver is allowed to fire ranged weapons or lay passives. He must declare which he intends to use before he moves.

Sideswipe: The driver deliberately slams into the side of another vehicle. See **Rams**.

Shunt: The driver rams into the back of the other car. See **Rams**. A shunt action is obligatory if the car is going to hit something during its forward move.

U-turn: The vehicle executes a broad U-turn leaving it facing in the opposite direction.

Drivers may not make a *u-turn* if they would come into contact with another vehicle while doing so. Drivers may *u-turn* over passives.

Vehicles on curves can't *u-turn* unless they're on the edge of the track, u-turning on the straight section. A vehicle on a straight section *is* allowed to *u-turn* across the curve.

U-turns by reversing vehicles follow all the rules above.

Timing

Actions are declared before moving, and come into effect immediately after the car model has been moved forwards.

Actions and Moves

As explained above, players are allowed one action in each phase. When one vehicle is going faster, the slower vehicle will run out of *moves* towards the end of the turn.

When this happens, the driver of the slower car may only shoot the car's weapons. In effect, he still has one action - but since all the others (including dropping off passives) require the car to be moving, the only option is shoot!

DRIFT

Drivers declaring a drift action move their vehicle forwards first, and then shift it one lane to the left or right.

Cars cannot drift if there is another car in the way - this is treated as a sideswipe - see below.

Vehicles may not drift inwards on curves.

SHOOTING & DAMAGE

Drivers employing a *shoot action* may either fire ranged weapons or lay passives. We'll look at ranged weapons first.

Fire Corridors

To fire ranged weapons, the driver must have a target vehicle (you can't shoot at passives) in his fire corridor. A vehicle's fire corridor can be determined by aligning the range ruler against the space divider in front of the vehicle.

Measuring the Range

When shooting, count the number of spaces between the target and firer. Include the target's space but not the firer's. This is called the *range*.

If the range is 7 spaces or more, the target is out of range.

Rolling to Hit

Provided the target is inside the fire corridor and within range, the player rolls a dice to see if the shot hits. This is a *hit roll*.

To hit the target, the firer needs to roll a number higher than, or equal to the range. If the number is less than the range, the shot misses. If the shot hits, the firer determines how much damage it does.

Some weapons are more accurate than others, a few have *hit roll* bonuses or penalties.

Damage

When a vehicle suffers damage as the result of enemy fire, mine hits or collisions, damage is calculated by rolling a number of *damage dice*.

The firer rolls one dice for each hit. This may be modified by the weapon's damage bonus or the vehicle's armour. The total should be subtracted from the target vehicle's *damage* characteristic.

Critical Hits

A critical hit is caused whenever the *damage dice* scores a natural 6. (A natural 6 is a score of a 6 before any modifiers are taken into account.) For each critical hit, the driver of the target vehicle must take an immediate *hazard roll* on the table's +2 column.

FIRING PASSIVES

The Markers

There are two types of markers - dummies and real passives. Dummies are only used to scare other drivers. Players using a shoot action are allowed to choose - in secret - whether they use a real marker or a dummy, unless they lay smoke (in which case a smoke marker is always used).

Deploying Passives

Passives can only be laid in a phase when the firing car is actually moving (except for smoke which can be laid by stationary cars). After the vehicle has been moved, the player places the marker, face down, just behind the vehicle model. The marker *must* be placed in this position; players aren't allowed to put them anywhere else.

Contact Zones

When a car moves into a space with a marker, it automatically runs over it. Even if the marker only occupies one of the car's lanes the car will still suffer the full effects of running over it.

Damage

When a driver runs over a marker he turns it face up. If the counter is a dummy, it doesn't cause any damage and is returned to the box.

If the marker shows anything else, the vehicle has hit passives. The player who placed the passives rolls for damage. If the passives were mines, the counter is returned to the box. Otherwise the marker remains on the track.

RAMS

Head On Ram

When a car is about to take a move which would result in hitting something which is travelling towards it, a head-on ram occurs.

When a head-on ram occurs, both cars take damage and come to a halt. This means that the car which caused the ram isn't actually moved - the model stays in place.

Add the two cars' speed factors at the point of impact. Each vehicle takes this number of damage dice.

A bike involved in a head-on ram automatically *crashes and burns*. Any car involved in the collision takes normal damage.

Sideswipes

Drivers can sideswipe after their forward move if this brings them neck and neck with another vehicle.

To resolve a sideswipe, both players roll a dice, and the player who is actually doing the sideswipe adds one to the score. The player with the lower score automatically loses 2 damage points. Where the totals are equal, both cars take 2 damage points.

Opposed Sideswipe

An opposed sideswipe is the same as an ordinary sideswipe but it happens when the cars are travelling in opposite directions.

Cars may sideswipe on curves. They may even sideswipe inwards on a curve. However, if the two vehicles involved are staggered by odd lanes the only car that may sideswipe is the one slightly *behind* the other.

The car driver declares the action, moves, and then sideswipes.

The only difference between an opposed sideswipe and an ordinary one is that it causes far more damage. The winner of the sideswipe test takes 1 damage dice, the loser takes 2 damage dice. In the event of a draw both sides take 2 damage dice.

Any bike involved in any kind of sideswipe with a car automatically *crashes and burns*.

Shunts

When they Occur

When a vehicle is about to move, and is directly behind another vehicle, a shunt is the automatic outcome and the driver must declare a shunt action. A slower vehicle may never ram a faster one. See the rules on *Initiative* when this is about to occur.

The Rammer

Because the space in front is occupied by another vehicle, the rammer does not move forward. The model stays in place, effectively losing its move. The players roll for the ram immediately.

Calculating Damage

Both players should roll a dice, and the driver of the ramming car adds one to the score. Whichever player has the lower total now takes 2 points of damage. If the totals are equal, both cars take 2 damage points.

Speed

After calculating the damage, the speed factor of the rammer should be reduced to the same as the target, and the rammer's move ends.

Bikes

Any bike involved in a shunt ram automatically *crashes and burns*.

Stationary Vehicles

Cars hitting stationary vehicles treat the collision as either a shunt or a head-on ram, depending on which end of the vehicle is hit. Bikes hitting stationary vehicles *crash and burn*.

HAZARDS

Hazard rolls are taken as they occur, and a vehicle may be forced to take 2 or more in the same phase.

Current Speed

Vehicles executing a *brake* or an *accelerate* action adjust their speed *before* taking any *hazard rolls* associated with the move.

Safety Limits

Each hazard has a *safety limit*. Drivers encountering hazards at the safety limit, or slower, ignore the hazard - they don't have to roll. Drivers encountering hazards while travelling *faster* than the safety limit are forced to take a *hazard roll.*

The safety limits for the various hazards are:

Hazard	Safe Speed
U-turn	1
Dodge (bikes only)	2
Oil	3
Mines	4
Moving along the grid on a curve	
Smoke	5
Drift	
Drift outwards on a curve	

The safety limit for a forward move on a curve is 4. Drivers must test against this limit after any move which leaves them on a curve. This means that they must test when they move onto the curve and after each move while going round. However, drivers moving off a curve onto a straight section of track don't test.

Drift moves on curves have their own safety limits. Drivers drifting on curves test against these limits only once. They ignore the usual 4 limit for a curve.

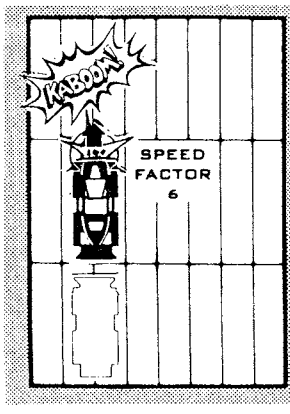
For example. A driver drifting outwards on a curve takes only one test, against the safety limit of 5.

Hazard Rolls

To take a *hazard roll* the driver simply compares the vehicle's current speed factor to the safety limit, and rolls on the appropriate column of the *Hazard Table.* The results are explained below.

HAZARD TABLE

Above Safe Speed by..	+1	+2	+3	+4 or more
Result				
Crash & Burn	-	1	1-3	1-5
Panic Brake	1-3	2-5	4-6	6
No effect	4-6	6	-	-



FOR EXAMPLE: A DRIVER HITS MINES AT SPEED FACTOR 6. THIS IS TWO OVER THE SAFETY LIMIT SO THE DRIVER ROLLS A DICE AND LOOKS UP THE RESULT ON THE '+2' COLUMN OF THE TABLE.

No Effect

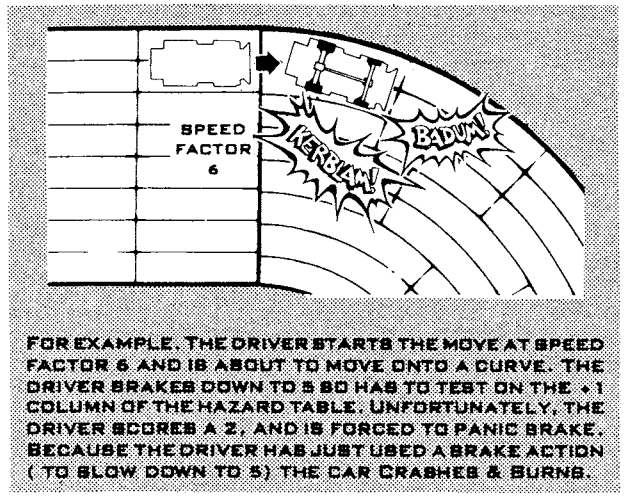
The driver manages to negotiate the hazard without slowing down or losing control.

Panic Brake

Panic braking automatically (and immediately) reduces the vehicle's speed factor by -1.

Panic brake results from *hazard rolls* caused by obstacles, passives or cornering deprive drivers of any shoot actions they may have declared at the start of their phase. Drivers forced to panic brake after their move may not go on to shoot or deploy passives that phase.

Vehicles suffering a panic brake result immediately after a *brake* action *crash & burn* instead. This is an important rule; it accounts for the demise of many a rash driver. The rule means that drivers who can't brake down to their safety limit as they run into a hazard, shouldn't even try.



FOR EXAMPLE. THE DRIVER STARTS THE MOVE AT SPEED FACTOR 6 AND IS ABOUT TO MOVE ONTO A CURVE. THE DRIVER BRAKES DOWN TO 5 SO HAS TO TEST ON THE +1 COLUMN OF THE HAZARD TABLE. UNFORTUNATELY, THE DRIVER SCORES A 2, AND IS FORCED TO PANIC BRAKE. BECAUSE THE DRIVER HAS JUST USED A BRAKE ACTION (TO SLOW DOWN TO 5) THE CAR CRASHES & BURNS.

This rule applies only to vehicles which have just taken a move - it doesn't apply to drivers taking HE or critical hits in another player's round.

For example: a driver takes his round moves forwards and brakes. Later, during the same phase, the car takes a HE hit and is forced to panic brake. The driver panic brakes - the car does not Crash & Burn.

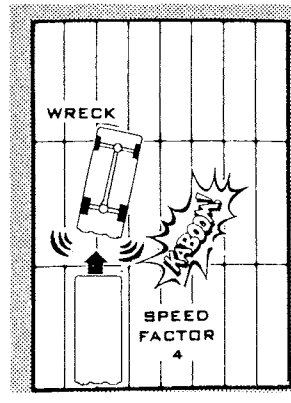
Crash & Burn

Once a vehicle suffers a *crash & burn* result it is out of the game. The moment the result occurs the model should be turned upside down and treated as a wreck.

Vehicles which *crash & burn* come to an immediate halt - they do not take any more moves, even if the *crash & burn* result takes place as a result of an opposing player's action or move.

Vehicles also *crash & burn* when their damage points are reduced to zero. Again, the model is turned upside down and the the vehicle comes to a halt.

Any collision with a wrecked car is treated as a head-on ram, so anything that hits a wreck will take as many damage dice as its own *speed factor,* and then come to a halt (unless a bike hits the wreck, in which case it *crashes and burns*).



THE RENEGADE'S'S MOVE WILL CAUSE IT TO COLLIDE WITH THE WRECK. THIS IS TREATED AS A HEAD-ON RAM, SO THE RENEGADE SUFFERS FOUR DAMAGE DICE.

BIKES

Players may control as many bikes as the points allowance to their game permits. When a player controls more than one bike, they all start from the same position.

Like cars, bikes occupy two lanes. This represents the amount of space needed around the bike to ensure its safety.

The manoeuvrability of a bike allows it to perform a *dodge* action around obstacles on the road. This is explained below.

Bikes can carry only one forward firing weapon and one passive because of their small size. The forward firing weapon may be a machine gun or a combat laser.

Movement

Bikes are placed on the board so that the bike's wheels are over a lane divider and the front of the model base is close to the space divider in front of the bike.

Bikes moving along or off uneven pairs of curved lanes always use the outside lane divider.

Bikes are allowed to share one or both of the lanes they occupy - but only with other bikes. Riding this closely to another bike is not without risk. When two or more bikes share lanes at the end of the move, both riders must take an immediate *hazard roll*. The safety limit is speed factor 4 for bikes travelling in the same direction; speed factor 2 if they're travelling in opposite directions. Bikes in this position are allowed to sideswipe each other if they're travelling in the same direction.

Stationary bikes, whether upright or fallen, have the normal 2 lane contact zone.

Actions

Sideswipe
A bike may sideswipe another bike moving in the same direction, if both are sharing lanes before the sideswipe takes place, and assuming they pass the *hazard roll* for sharing lanes. If they do not, they may not sideswipe. Bikes travelling in opposite directions cannot sideswipe. They would both *crash & burn* if they did.

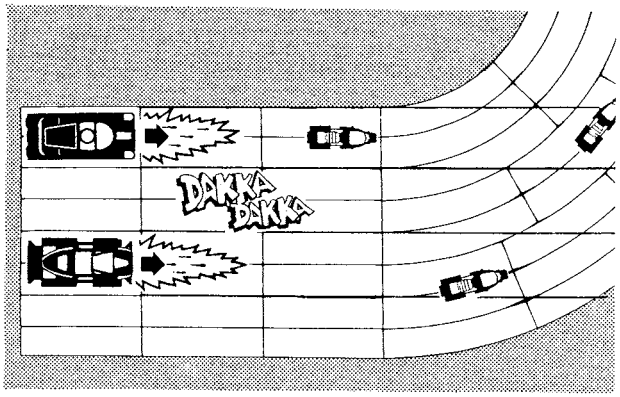
Dodge
Dodge manoeuvres are hazards with a safety limit of 2. A rider makes a normal straight-ahead move, but only takes up a single lane, as shown below. Bikes may dodge on curves. Whether the action is taken on a stright or curved section, the rider is free to decide which lane to occupy.

The value of a dodge is that it allows the bike to avoid hitting passives. Riders can only dodge surface hazards. They can't dodge other vehicles.

When a bike finishes dodging (it may dodge several times in succession and in either direction) it is considered to take up two lanes once more. Riders who panic brake still complete the dodge.

Bike Targets

Bikes can only be fired at when one of the lanes they occupy is inside the firer's corridor. If both lanes are in the fire corridor the shot is subject to a -1 hit penalty. If only one lane is inside the corridor, the *hit roll* is made at -2.



Where the target or firer is on a curve, check the corridor using the template. Only part of the model needs to be in the other lane for the bike to count as occupying 2 lanes.

VEHICLES

Each vehicle has a set of four basic *characteristics* which determine speed and the amount of damage it can absorb. Some vehicles have additional *special rules*. All vehicles have a points cost which must be paid. Any remaining points may then be spent equipping the vehicle with weapons.

CHARACTERISTICS

Maximum Speed	The vehicle's maximum *speed factor*.
Acceleration	The maximum amount by which the driver can increase the vehicle's speed factor with an *accelerate* action.
Braking	The maximum amount that the driver can reduce the vehicle's speed factor with a *brake* action.
Damage	When the vehicle loses its last point of damage it immediately *crashes and burns*.

Special Rules

Poor Handling	The driver subtracts -1 from each *hazard roll*.
Good Handling	The driver adds +1 to each *hazard roll*.
Lightweight	The driver subtracts -1 from any *hazard roll* from mine or grenade hits.

These modifiers are cumulative. *Hazard roll* modifiers are also compulsory.

ARMOUR

In addition to their individual characteristics, all vehicles have an *armour rating*. The vehicle's *armour rating* is deducted from the damage caused by each shot. *Armour ratings* are as follows:

Interceptor	4 points on all sides
Renegade	3 points on all sides
Bike	2 points on all sides

Bike Characteristics

5 Point Bike

Maximum Speed	5
Acceleration	2
Braking	1
Damage	9
Special Rules	*None*

CARS

The lists below cover variants of the two types of car provided in the game - Interceptors and Renegades - allowing you to play Tournament games with different points ranges.

Renegades

The Renegade is rugged, adaptable and fast. It's possibly the most popular car in the world. There are hundreds of Renegade variants, a few of which are listed overleaf.

5 Point Renegade

Maximum Speed	5
Acceleration	1
Braking	2
Damage	12
Special Rules	*None*

7 Point Renegade

Maximum Speed	6
Acceleration	1
Braking	2
Damage	12
Special Rules	*None*

9 Point Renegade

Maximum Speed	6
Acceleration	2
Braking	2
Damage	12
Special Rules	*None*

5 Point Stripped Renegade

Maximum Speed	6
Acceleration	2
Braking	2
Damage	9
Special Rules:	*Light-weight*

7 Point Heavy Renegade

Maximum Speed	5
Acceleration	1
Braking	1
Damage	18
Special Rules	*Poor Handling*

9 Point Heavy Renegade

Maximum Speed	6
Acceleration	1
Braking	1
Damage	18
Special Rules	*Poor Handling*

Interceptors

The Interceptor is another vehicle that has achieved world-wide success. In the four years since its launch, 50 million Interceptors have been sold across the globe. Again, there are many variants. Interceptors are used as prestige sportscars, patrol vehicles and as the standard machine for most US Ops.

10 Point Interceptor

Maximum Speed	6
Acceleration	2
Braking	2
Damage	18
Special Rules	*Good Handling*

12 Point Interceptor

Maximum Speed	6
Acceleration	1
Braking	2
Damage	24
Special Rules	*None*

15 Point Interceptor

Maximum Speed	7
Acceleration	2
Braking	3
Damage	18
Special Rules	*Good Handling*

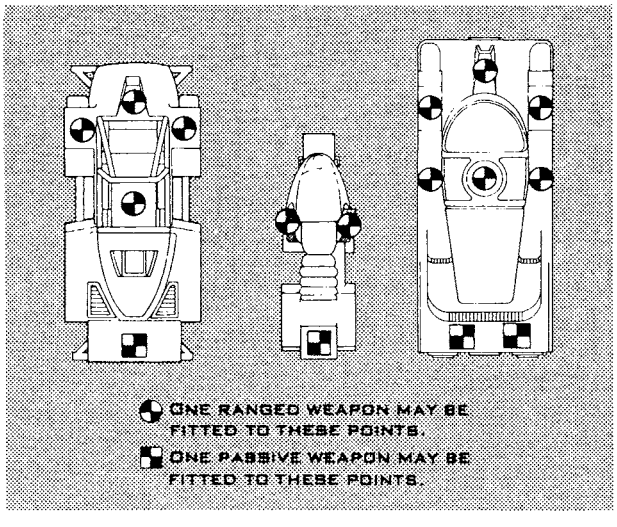
18 Point Interceptor

Maximum Speed	6
Acceleration	2
Braking	2
Damage	24
Special Rules	*None*

WEAPONRY

Weapons Mounts

Note: all weapons must fire forwards unless turret mounted.



Turrets (pts cost: 3)
Turrets take up the roof space. They can take one weapon which is then allowed a 360° fire arc.

Ranged Weapons

Each of the different weapons is detailed below. Special rules give them bonuses on *hit rolls* or *damage dice*, force the target to take *hazard rolls*, or restrict the weapon's rate of fire.

Ranged Weapons

Weapon	Hit Roll Modifier	Damage Modifier	Pts Cost	Hazard Roll Safety Limit
Machine Gun	+1	—	2	—
Auto Cannon	—	+2	2½	—
Grenade Launcher	—	—	1	4
Combat Laser*	+1	+2	2	—
Heavy Launcher	—	+4	3	3
Chain Gun	+2	+3	5	—
Heavy Laser*	+1	+4	3	—

* Only fires once per **turn**

Passives

Only one type of passive may occupy a single weapon mount.

Mines (pts cost: 2)
A player with a mine layer should draw four mine and four dummy markers at the start of the game. Markers are deployed face down and are turned over when hit by another vehicle.

Drivers hitting a mine take a *Damage roll* and a *hazard roll* against a safety limit of 4.

Smoke (pts cost: ½)
A player with a smoke layer should draw eight smoke markers at the start of the game. Smoke markers are always placed face-up.

If there are one or more smoke markers in a shot's fire corridor, the shooter subtracts -2 from the hit roll. Cars driving through smoke take a *hazard roll* against a safety limit of speed factor 5.

Oil (pts cost: 2)
At the start of the game, a player with an oil layer should draw four oil and four dummy markers. Markers are deployed face down and are turned over when hit by another vehicle.

Drivers hitting oil take a *hazard roll* against a safety limit of 3.

Spikes (pts cost: 1)
Players with a spike layer draw four spike and four dummy markers. Markers are deployed face down and are turned over when hit by another vehicle.

Roll a dice: on a result of 6 the vehicle takes tyre damage. Vehicles suffering tyre damage must take a *hazard roll* against a safety limit of 3. After the *hazard roll* has been completed, the vehicle's maximum speed goes down to 3. Drivers of vehicles travelling faster than their maximum speed are forced to use *brake* actions to slow down and count the move as a hazard with a safety limit equivalent to their new maximum speed. Cars only take tyre damage once. They ignore subsequent spike hits.

HARD-LINE Security