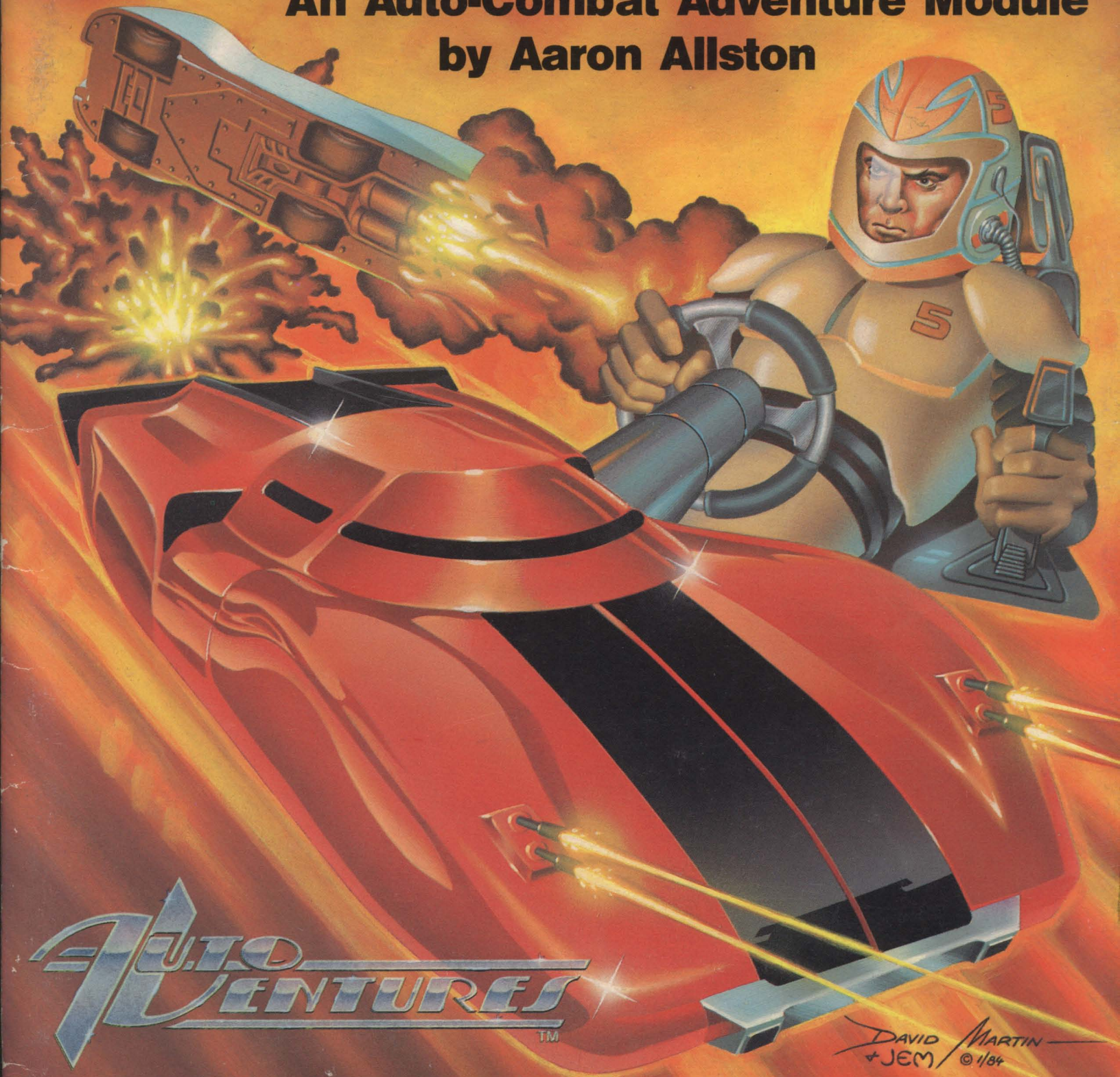


# TurboFire

An Auto-Combat Adventure Module  
by Aaron Allston



**AUTO  
VENTURES**  
TM

DAVID MARTIN  
+ JEM © 1/84

# TurboFire

## An *AutoVentures* Adventure

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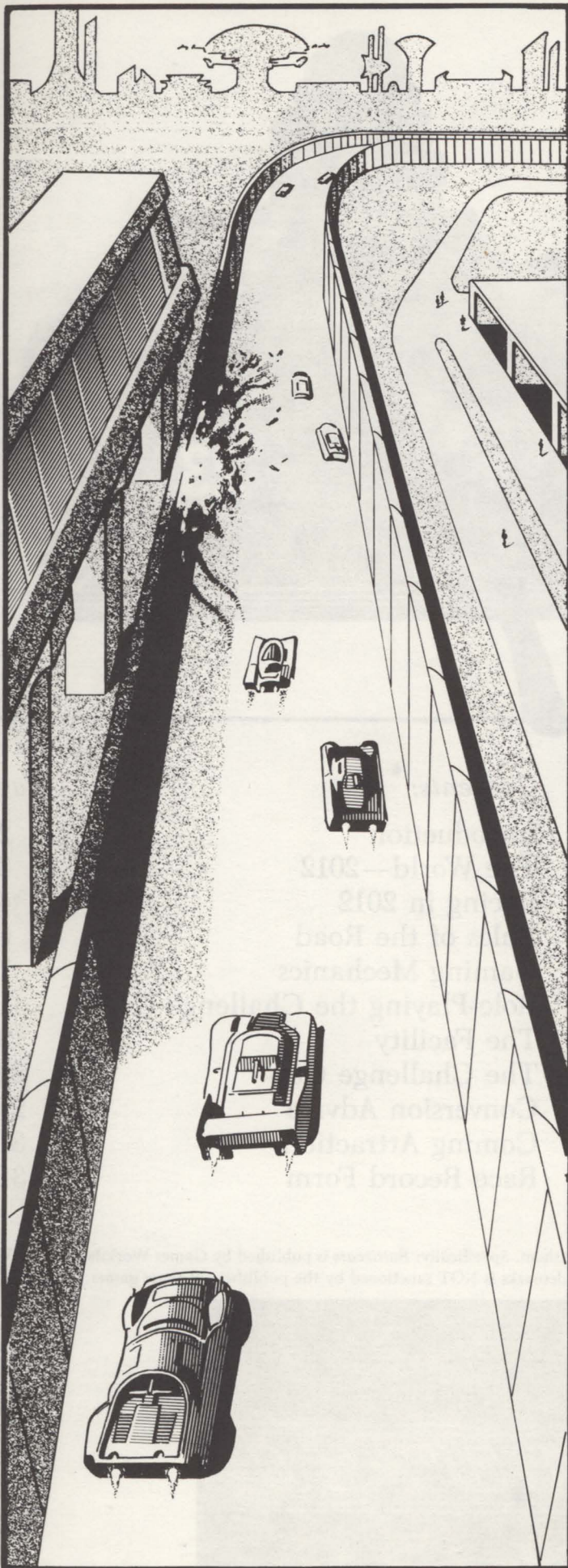
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## Introduction

Face facts: Auto combat games are a lot of fun. Better than cruising around in your Lamborghini Countach must be cruising in the Countach with the machine-gun under the hood—it's not only beautiful and monstrously fast, it's *lethal*. The American Dream, with beltfed ammo.

There are several auto combat car games on the market now, and their manufacturers aren't producing adventures and supplements fast enough to keep the games buyer happy.

That's where *Auto Ventures* comes in. Each *Auto Ventures* supplement will include adventures for all the major games in the combat-car field. Each supplement will feature a section on game mechanics for the adventure at hand (Can-Am duel racing, in this one), a programmed solo adventure or a gamemastered multi-player adventure (or both) suitable not only for car games but for role-playing games with vehicular combat modes (such as **James Bond 007** and **Espionage!**), and conversion advice at the back of each supplement for comparing equipment from game to game, plus full-color counters, maps, and more.

We're also providing a campaign world which you can use in your campaign or ignore as you please—the world-setting is only to provide some consistency to the series and springboard your own ideas, not to tie up game mechanics with some inflexible or illogical setting.

We hope you like **TurboFire** and the rest of the *Auto Ventures* line. The more you buy and play, the more money we receive (here's enlightened self-interest at its most honest) and the more *Auto Ventures* we produce. It's in our interest to show you a real good time.

—Aaron Allston

Page 2: Left, the race that took Mexico out of the 2012 competition for placement in the Challenge Cup: At the Mexico City National Raceway, driver Carlos Oliviera sideslips into the south bank after a brief exchange with the McLaren/Vickers team which eventually placed for the Challenge Cup. The higher spires of Mexico City can be seen in the background. (UPA-Mexico City)

# The World: 2012

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

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

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

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

Environmentalist resistance to nuclear power cooled noticeably the more the environmentalists had to sit in the dark and warm their bathwater over fires. Within a few years after the Oil Wars, the northeastern U.S. was once

again smoothly industrialized and a solid economic power. In addition, the U.S. Armed Forces constituted one of the best-trained and best-equipped forces in the world, eventually meaning that the U.S. began to reclaim its diplomatic clout by lending military forces where her allies needed them most.

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

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

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

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

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

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

# Racing in 2012

The sport of competition auto-racing has not faded from the scene in the world of 2012—it's still rolling along strong. Can-Am, Formula, dragstrip, coast-to-coast marathon, and other varieties of auto race are still being held worldwide.

Unquestionably the most popular variety of auto-race is the Can-Am Duel Circuit. The CADC is a series of armed-conflict road races, meets averaging two to three hours long on two to three mile tracks featuring hairpin curves, straight-aways, chicane turns—and, since 2002, armed vehicles.

The average CADC vehicle is a low-slung aerodynamic enclosed (unlike its 1980s incarnation) car, carrying either driver only or a driver-and-gunner combination. These vehicles, equipped with vacuum-enhanced cornering capability, camera panels with computer graphics for steering and gunning, Kevlar/ceramic-layered armored bodies, high-performance fuelburning engines, and machine-guns featuring high-efficiency Teflon-coated caseless ammunition, participate year-round in widely-watched competitions, climaxing during the fall in the annual Challenge Cup races. The most important race of the Western world, the CADC Challenge Cup, is the subject of this adventure. Here, the best eight teams from the Western world compete to find the winners from the CADC/American-Europe Division.

This variety of road-race is conducted in closed-canopy Can-Am vehicles powered by turbocharged engines which can move them at speeds of up to 220 mph on the straight-away.

These vehicles are protected by armored skins of layers of Kevlar mesh and a ceramic-ablat material. These skins are bolted onto the frame in sections and can be removed and replaced in seconds in the pits. In addition, the cockpit is surrounded by a secondary box of the Kevlar/ceramic mix, for increased protection of the driver and gunner.

Individual teams choose whether their vehicles are manned by only a driver, who operates all vehicular weaponry in addition to driving, or by driver and gunner. A vehicle carrying only one man will be lighter; however, that sole driver will be at something of a disadvantage in any combat, attempting to target and fire the vehicle weaponry while driving the vehicle between 120 and 220 mph. The driver-gunner pair weighs more, sometimes resulting in a loss of maximum speed in the vehicle; however, in a normal combat, the driver may concentrate on the track while the gunner does the fighting.

These vehicles use machine-guns in combat—either .50-caliber MGs with caseless ammunition (the “cartridge” is composed of a tough waxy material which disintegrates when the round is fired, eliminating the mechanical problems caused by the necessity to eject cartridges) or, more commonly, sets of .223-caliber light machine guns with Teflon-coated caseless ammo. No other vehicular weapons are allowed, and no personal weapons are carried.

The cockpit of today's racers holds an enormous amount of electronic equipment. At the crew's fingertips are the (joystick-variety) weaponry controls, camera viewscreens (there is a camera on every side of the vehicle, allowing for quick intelligence all around the vehicle without the disadvantage of large windows—in fact, Can-Am windows are reduced to 2" slits protected by thick plasteel armored window material), targeting computer hookups for those cameras (realized as crosshair targets maneuvered across the camera screens), a computerized map showing positions of

all vehicles on the track (monitored by the central computer at any decent-sized racetrack through radio trackers carried on all vehicles), life-support equipment for the crew, radio gear dialed into the temporary team channel and monitored by the team in the pits (communication between drivers is not against the regs, but is unnecessary, and a distraction), and continual-diagnostic hardware which shows the driving crew any damages or systems failures the vehicle is experiencing.

Other equipment carried by these racers includes superior fire extinguisher systems, wheel armor (mere extensions of the normal vehicular armor, but which completely protects vehicle wheels until blown away), and a fan-based suction system which pulls the vehicle tight to the track and allows it to perform much more strenuous maneuvers than would otherwise be possible. (On vehicles in minor divisions, air-foils are not uncommon; they're simply not as efficient, or costly, as the fan system.)

Most races are conducted on carefully-maintained tracks one to five miles in length (averaging about two and a half miles) and 30 to 50 feet wide at their narrowest points (30 being the most common minimum width). Races last two to three hours, with average vehicle speeds between 110 and 130 mph. No combat occurs in the first five laps.

The Millenium Park Race Circuit near the Quebec megacity is the setting for the 2012 CADC Challenge Cup, the subject of this adventure; it's two and a half miles long, with a minimum width of thirty feet, a race constituting 104 laps, with an average winning speed of 130 mph. As with most CADC raceways, Millenium Park is run clockwise. There are two required pit-stops per team per race; any additional stops taken simply eat away at the team's position. A vehicle which has sustained heavy damage in duel encounter (short of disqualification) will normally take a pit stop to reload ammunition and replace damaged armor components.

The driver of a vehicle pulling into the pits will not have to say a word to his team—they have monitors from the same diagnostic circuitry which updates the driver. Weaponry, if fired, is restocked with ammunition; if fired until empty, it's replaced to avoid the possibility of jamming from caseless-ammunition waste buildup. Damaged or worn tires are replaced, damaged armor is pulled and replaced with pristine sheets. The time taken from pull-in to pull-out breaks at under eighteen seconds, although a heavy job—changing all four tires, replacing lots of armor and ammo—can run as high as twenty-five.

On the average, a shots-exchanged encounter occurs between each surviving vehicle every fifteen to twenty laps. Since these drivers are racers first and duellists second, a bit more than half of these encounters result in a car being removed from the field. A car is duel-disqualified and must leave the race if one sheet of armor is breached or one wheel is destroyed. And more important to the driver than disqualifying his opponent is simply taking his opponent's position; frequently, encounters are resolved when the trailing vehi-

Page 5: D. A. Lombardy's Jaguar, with weapons by Wesson, which placed second in overall U.S. competition in 2012. Left to right: Genevieve Beaubier, a patron of the Lombardy team; D. A. Lombardy; Anya Rosnova, the Makarov Arms heiress; Alan Preiss, a vice president of Preiss Armors; and Andrea Dane, international fashion model. (UPA-Quebec)



## Background

cle has moved into the lead vehicle's position or when one driver feels his vehicle is in danger of disqualification—he backs off, giving the “victorious” vehicle the temporary lead, the “losing” vehicle dropping back and heading into the pits.

As a professional norm, vehicles don't open fire on one another until they're within 45'. Usually, one car will be slightly lateral to the other; the rear car doesn't want to fall victim to his own success if he causes a spinout in the lead car and then collides with the out-of-control vehicle.

Finally, some notes about the racing profession:

Auto-racing occurs as a sport only in the more affluent areas of the world—parts of the U. S. and North American continent, Europe, and some parts of Asia especially, although occasionally a good team will come out of South America. As with pro racing of thirty years before, the sport is incredibly expensive, supported by industrial sponsors in the automotive, armament, and computer-technology professions. Vehicle armor and the drivers' body armor are scabbed over with the promotional logos of the team's sponsors.

In recent years, the sport has picked up a much greater than normal following in the international wealthy elite who in previous years would have been known as the “jet set.” This has had the effect of giving the sport, more than ever, an aura of the decadence of the jet-set elite, generating a lot of copy in the press and renewing the interest of the common man in the sport. The image of the pro driver—the iron-nerved, aggressive, uncompromising individual, surrounded by jaded “Beautiful People,” corporate-sponsor wealth, inevitable and numerous groupies, and media coverage—is held in fascination and envy by the common man. Whether or not it's true for each individual driver, it's the image which has surrounded them all.

## Rules of the Road

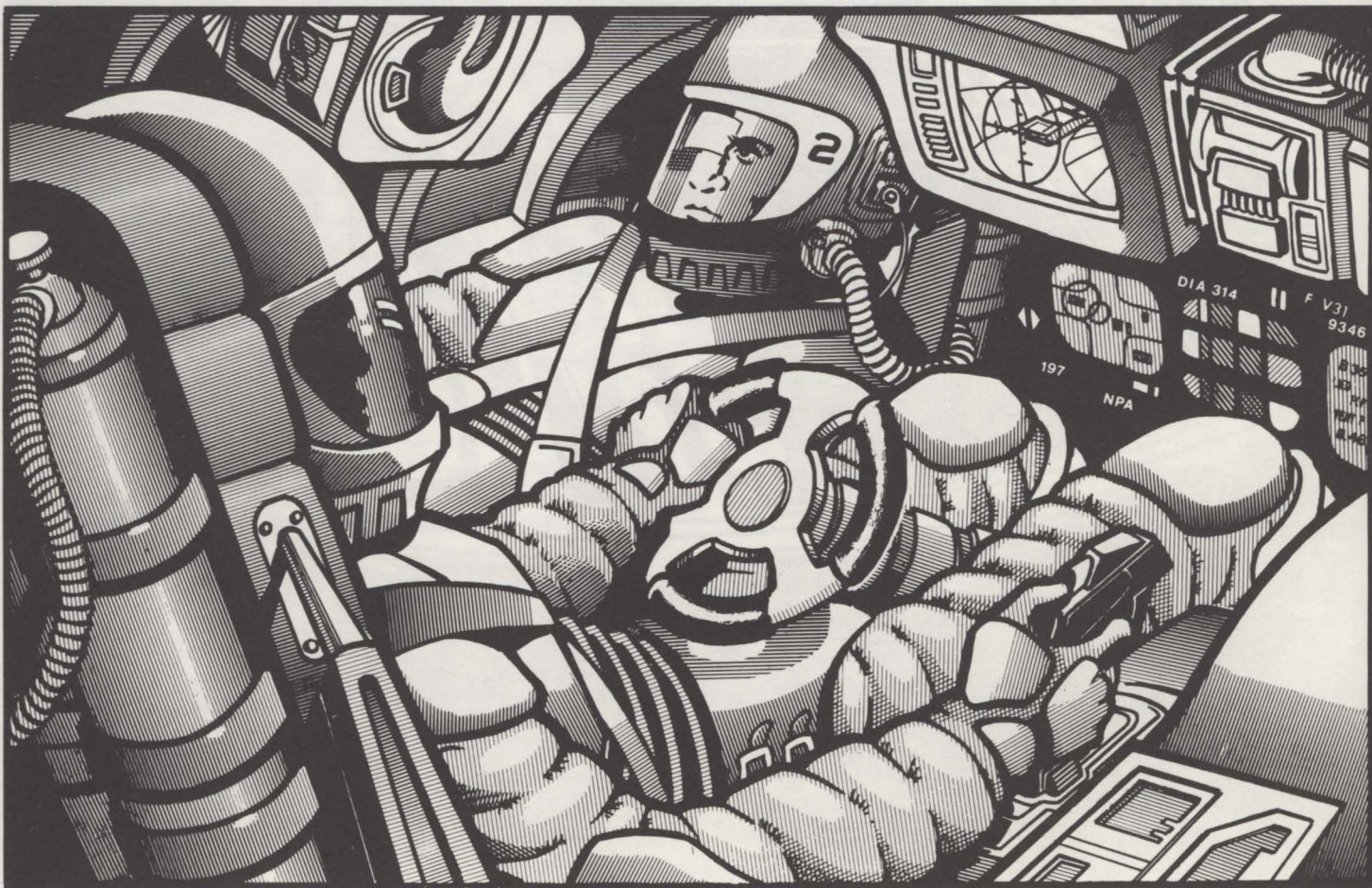
There are some very basic things to consider when competing in Can-Am and other combat racing competitions if you don't want to end up spread across forty yards of asphalt.

First, you're in this competition to cross the finish line, not to off the competition. You'll be facing these drivers again, hopefully for years. Go out blowing away the other teams, and there'll be no official censure, there's nothing against it in the regs, and you may win the meet; but the next time you hit the track every driver on the field will be gunning for you.

Second, remember that not every combat must have a resolution. In general, when one racer makes his move on another, moving up to pass, combat occurs. Make your move, pass your target—if neither of you has been eliminated by then, fine; you move on to the next engagement and let *him* handle the drivers crawling up *your* rear.

Third, note that it's a courtesy and common practice to stay out of other drivers' duels. If you come up on a battle for position in progress, hang tight and let the combat resolve itself before making your own move. Once again, you avoid hard feelings—hard .223-cal. Teflon-coated feelings—and one of the two may eliminate the other, saving you the trouble.

This is a professional racing sport, not one of those death-derby competitions for punks looking for quick money or an easy out. Run your laps, eliminate the competition when necessary—quickly, efficiently, and preferably safely, roll across the line, make your sponsors happy, take your winnings and head off to the next meet. That's the formula for staying on top . . . if you can do it.



# Gaming Mechanics

## CAR WARS

### Equipment

The new equipment necessary for CADC racing in **Car Wars** includes the following:

**Can-Am Body, Large:** Price \$50,000. Weight 500 lbs. Load 4,800. 13 Spaces. Armor cost/weight \$80/4 lbs. Ten-point full-coverage wheelguards come automatically, no extra cost or weight, and provide complete tire protection until blown away. The Can-Am Body can only travel on superb roads, roads maintained especially for road racing; on normal roads, this body style will take ½d6 damage to its bottom armor per two miles driven.

**Can-Am Body, Small:** Price \$40,000. Weight 400 lbs. Load 3,700. 10 Spaces. Armor cost/weight \$65/3 lbs. Full wheel coverage and good-roads disadvantage as above.

**Engine, Turbocharged, Large:** Price \$40,000. Weight 1100. Spaces 6. DP 8. Power Factors 3600. Maximum Speed 220 mph. Size of engine includes size of fuel tank; the ordinary tank gives the vehicle a top-speed range of 120 miles when full. Note: If a turbocharged engine is installed in a normal **Car Wars** vehicle style, it suffers a subtraction of 40 mph to its maximum speed due to the lack of aerodynamic quality of a normal body, and thus would be able only to manage 180 mph flat out.

**Engine, Turbocharged, Small:** Price \$30,000. Weight 900. Spaces 5. DP 7. Power Factors 3000. Maximum speed 200 mph, with range quality and vehicle-style disadvantages as noted in the description of the large engine; a small Can-Am engine in a normal car would move at 160 mph.

**Suspension, Chap VacuFan:** Price \$35,000. No extra weight. Provides HC 6, HC 5 if mounted on "normal" vehicles.

**Suspension, Airfoil Heavy:** Price 200% of body cost. Provides HC 4, no bonus if mounted on "normal" vehicles.

**Tires, Can-Am Standard:** Price \$600 per, weight 50 lbs per. DP 9. Can-Am cars fitted with normal tires suffer a -20 mph modifier to the maximum speed of the vehicle and lose 1 HC. Can-Am tires take ½d6 damage per 2 miles driven on ordinary roads; they're designed only for superior racing roads. Note: Some teams experiment with six-wheeled racers. Treat these exactly as four-wheeled vehicles for our purposes; if a wheel in the supposed two-wheel position is blown away, consider them both gone.

**Tires, Can-Am Rain:** Price \$800 per, otherwise like Standard. Rain tires enable the car to take no +1 to the Danger factor of all maneuvers on slick roads. During torrential downpours, even rain tires behave as normal, but you won't find a driver willing to race during such a rain; races are cancelled and rescheduled.

**Light Machine Gun:** To hit 6, Damage ½d6, DP 2, Price \$3000, weight 35 lbs, spaces ½ (two LMGs can fit in any one-space weapons area), Shots 20, CPS 50, WPS 1. An extra magazine costs \$50 and only adds ½-space to the size of the weapon. A similar model of LMG may be carried by hand (a vehicular model must be converted in the shop to be carried by hand); there, it has a to-hit score of 7, which returns to a to-hit of 6 if the weapon is mounted on a tripod. Note: With two linkages, four LMGs can fire at a time from one trigger.

**Half-turret:** 180° firing arc only; 1 space. -10 mph to maximum speed if mounted to fire front or either side; no

modifier to maximum speed if mounted to fire to rear arc. Fifty pounds, \$4000.

**Armor Bay:** Acts as 10 points armor on six sides of cockpit (protects driver and gunner only). Two-man bay 120 lbs and \$3,500; one-man bay 100 lbs and \$3,000.

Notes on standard **Car Wars** equipment:

**Fire Extinguishers** are required on all CADC vehicles.

**Extra-Heavy Chassis Strength** is required on all CADC vehicles.

A normal **Small Turret** mounted on a Can-Am racer subtracts 10 mph from its normal maximum speed; a normal

**Turret** mounted on a Can-Am racer subtracts 15 mph. **Hi-res Targeting Computers** are the normal targeting mechanism.

**Weapons Linkages** are required for any two LMGs firing out of the same weapons space.

**Body Armor** acts as normal body armor, except that it costs \$1000 and has double its normal DP against fire attacks.

**Gunners** may opt to sit in the tail-gunner position shown on page 6; there is no effect on game mechanics from this choice.

### Reflexes

Most drivers in CADC-finals competition will be Driver-3 or above in skill. Therefore, a reflex roll will usually add 1 or 2 to a vehicle's HC. As for individual reflexes, use the ones listed for non-player vehicle drivers on the vehicle record sheets; if playing the crew of a vehicle, roll for yourself. If you're not playing an experienced character, give each vehicle's driver five "levels" to split between Driver and Gunner as he pleases, with the proviso that he must have at least Driver-3; gunners get three levels.

### Movement

Since all CADC vehicles move at speeds in excess of 100 mph, sometimes in excess of 200 mph, we must extend the Movement Chart and the Control Table.

Extending the Movement Chart is a cinch. If a vehicle is moving, say, 160 mph, simply move it in the phases if it were moving 100 mph and 60 mph—thus, "2" in phases 1, 2, 4, 6, 8, and 10, "1" in other phases. If you wish to, you may physically extend the chart by adding a piece of paper to the chart provided in your **Car Wars** game.

For speeds above 100 mph, use the following addition to the Control Table for race cars only:

#### Handling Track Status

Speed	0 or better	-1	-2	-3	-4	-5	-6	modifier
105-110	safe	4	4	5	6	xx	xx	4
115-120	safe	4	5	6	xx	xx	xx	4
125-130	safe	4	5	6	xx	xx	xx	5
135-140	safe	5	5	6	xx	xx	xx	5
145-150	safe	5	6	xx	xx	xx	xx	5
155-160	safe	5	6	xx	xx	xx	xx	6
165-170	safe	6	6	xx	xx	xx	xx	6
175-180	safe	6	6	xx	xx	xx	xx	7
185-190	safe	6	xx	xx	xx	xx	xx	7
195-200	safe	6	xx	xx	xx	xx	xx	8
205-210	6	xx	xx	xx	xx	xx	xx	8
215-220	6	xx	xx	xx	xx	xx	xx	9

### Acceleration, Deceleration, Straightline Movement, Maneuvers

These are essentially identical to the appropriate rules in



## Gaming Mechanics

the *Car Wars* rulebook. However, note that the most common maneuvers in racing are the drift, steep drift, and swerve, and that the Bend, Tight Bend, and Hard Swerve make the vehicle roll on Crash Table 1 automatically if they are ever performed at speeds in excess of 140 mph.

### Combat

**Explosions:** An explosion may occur any time the “engine” (which actually constitutes both engine and fuel tank) takes damage. When an engine has taken damage, roll 1d6. If the number rolled is less than the damage which the engine has taken, there will be an explosion. Roll 1d6 for the number of turns until the explosion occurs; the explosion will occur just before Phase 1 of the designated turn. Note that successful activation of a fire extinguisher prevents this. When an explosion occurs, it does 3d6 damage to every component in the automobile, and does 1d6 damage in a 1” blast radius from the force of the explosion and flying shrapnel. The driver (and gunner, if there is one) will be protected at least partially by the rear panel of the armor bay; if the bay and their body armor stop enough damage that they are not killed, they will have survived the explosion. The vehicle is now on fire, and does ½d6 damage to every vehicle component within it per turn. Explosions may also occur at other times: Anytime a vehicle rolls a 6–9 on Crash Table 1 (i.e., “roll and burn”) it’s only a matter of time; consider the fire extinguisher inactive, and roll 1d6 for the number of turns until the explosion.

**Targeting:** The following vehicle components may be targeted: Any side of armor, turret, any wheel. Note that a breach through wheelguard armor to reach a wheel does not count as an automatic disqualification of the vehicle; the race officials have the same diagnostic equipment the drivers and pit crews do, and can tell the difference. (However, if you then blow the wheel away, it does.) Half-turrets are the usual – 3 to target, but may only be targeted from the rear and sides.

**Automatic Fire:** Not allowed in CADC racing. Every burst of fire has to be manually controlled.

**Uncontrolled Vehicles:** Gunners simply can not assume control of a vehicle if the driver is incapacitated. In addition, any vehicle moving more than 140 mph which becomes uncontrolled goes automatically to Crash Table 2, but does not add the speed modifier from the Control Table until it has to roll a second time on Crash Table 1 or 2. For instance, let’s presume the McLaren-Vickers driver was unexpectedly injured by fire from linked MGs. He’s unconscious, and his machine is hurtling at 180 mph. He goes automatically to Crash Table 2, without adding the modifier for his 180 mph velocity. Unfortunately, he still adds the 4 to the roll required by *Car Wars* in its Uncontrolled Vehicles section. He rolls a 2, + 4 is 6, meaning he executes a major fishtail and rolls again on Crash Table 1—and this time, he does add his + 7 modifier for travelling at 180 mph. This may be the last we see of McLaren-Vickers in this meet . . .

**Leaving Vehicles** (an especially useful paragraph if your car is about to explode): Each CADC vehicle is required to have two “doors” which human beings are supposedly able to enter through. However, the doors are mostly ornamental these days; the driver and gunner enter the vehicle when no top armor has been bolted on, enter the armor bay and dog the top down, and have the armored sheets bolted in place. Quick entry, then, is an impossibility. In a real emergency, the driver or gunner may hit a “panic button” which sets off small explosive charges to blow off the top armor

and the top armor of the armor bay. It takes no time for the explosion to take place, full second for the crew to emerge, and thereafter they may run at full speed from the vehicle.

**Driver Shooting:** A driver, of course, may fire the weapons in his vehicles, just as in any *Car Wars* game. However, in any turn in which he’s maneuvered above 120 mph, he takes a negative 2 “to hit” modifier (thus, if he normally needs a 6 to hit, now he needs an 8). If he shoots first in any turn he’s going to maneuver, he shoots normally but takes a + D2 to the next maneuver he tries.

### Maximum Speed

As you’ve seen, various nonaerodynamic vehicle components may actually reduce the maximum speed attainable by a racing vehicle. Another thing which will slow a vehicle is excessive weight. Over 2,950 lbs, each extra 100 lbs of vehicle weight (or fraction thereof) decreases the vehicle’s maximum possible speed by 5 mph.

### The Map and Roadway

The map given in the inside front cover of this supplement represents a track 2½ miles long and 30’ wide. Thus, when gaming combat, use standard *Car Wars* road sections—clear, not debris-littered—and only use two lanes. The map itself is in the same strategic scale as the map on the back page of the *Sunday Drivers* rulebook; one map inch equals 20 *Car Wars* inches.

### Pit Stops

Don’t forget that all vehicle damage occurring in combat is completely fixed at each pit stop.

### The Counters

The vehicle counters provided are in proper scale for both *Car Wars* and *Battlecars*; however, care must be taken when they’re cut out. *Car Wars* vehicle counters are 1” by ½”, as these counters are outlined, so only cut on the solid lines shown for the counters. (The dotted lines are for *Battlecars* players to utilize.)

## BATTLECARS

### BattleCars Cards:

To represent the vehicles participating in a CADC rally, it’s best to use photocopies of the battlecar cards so that modifications may easily be made. On your photocopies, make the following modifications:

Scratch out any reference to the Supercharger or Power Brakes. CADC engines are turbocharged, monstrous affairs that make normal superchargers look slow, and are all equipped with power brakes.

Replace any mention of Auto-Steer with a Gunnery Computer. All cars have a handling system—a vacuum-fan suction system—superior to Auto-Steer, and the suction system

Page 9: Typical pit stop, brought in at 14 seconds: Left to right, crewmen for the McElroy Australian team correct the sight picture of the forward armament, replace the ammunition for right-front light machine gun, bring out an armored plate to replace the damaged left-front bumper (rear), finalize replacement of a damaged tire, and refuel the vehicle. Picture courtesy of the Australian Racing Board.

does not take damage; it is only destroyed if the whole car is.

The two cars which have two weapons pods in the center section will be two-man vehicles; the space which would have been central weapons actually becomes a seat for a gunner. (A gunner adds 1 to his to-hit score since he does not have to concentrate on driving.) Scratch out one of the central weapons pods and let the other pod be the Gunner, also with a Gunnery Computer. (Since weapons pods have eight damage boxes but people and computers each have only three, you'll want to scratch out two damage blocks on the remaining weapons pod, leaving it with six. Mark three of them "gunner" and the other three "computer.") On the other two cars, which have only one central weapons pod, scratch out the central pod altogether.

Make the following notation somewhere on the card copies: "Tyres protected by armour blocks. Driver, gunner, gunnery computers all protected by extra 6-point armour block on all sides, not shown on card."

Add another line of boxes above the Speed Track labelled "10" through "15". With the super turbocharged engines available, battlecars in the CADC may move at up to speeds of 15.

Scratch out any forward-pointing turrets.

### Arming Your Car

Battlecars on the professional duel-racing circuit may only be armed with machine-gun rounds. Only three pods per car may be loaded with MG rounds; most commonly, they're armed with at least one pod in front and one in back; driver preference dictates where the last one goes. Remember that weapons are loaded and all armour and component damage fixed at each pit stop.

### Acceleration & Deceleration

Maximum acceleration for CADC vehicles is 4, on roads only. These vehicles may only operate on good roads. Deceleration is as per power brakes, and the power brakes are not destroyed unless the car itself is.

### Maximum Safe Speeds for Cornering

	On Road	On Slick Pavement (Grass)
45 Degree Corner	11	7
90 Degree Corner	7	3
135 Degree Corner	3	2

### Skidding

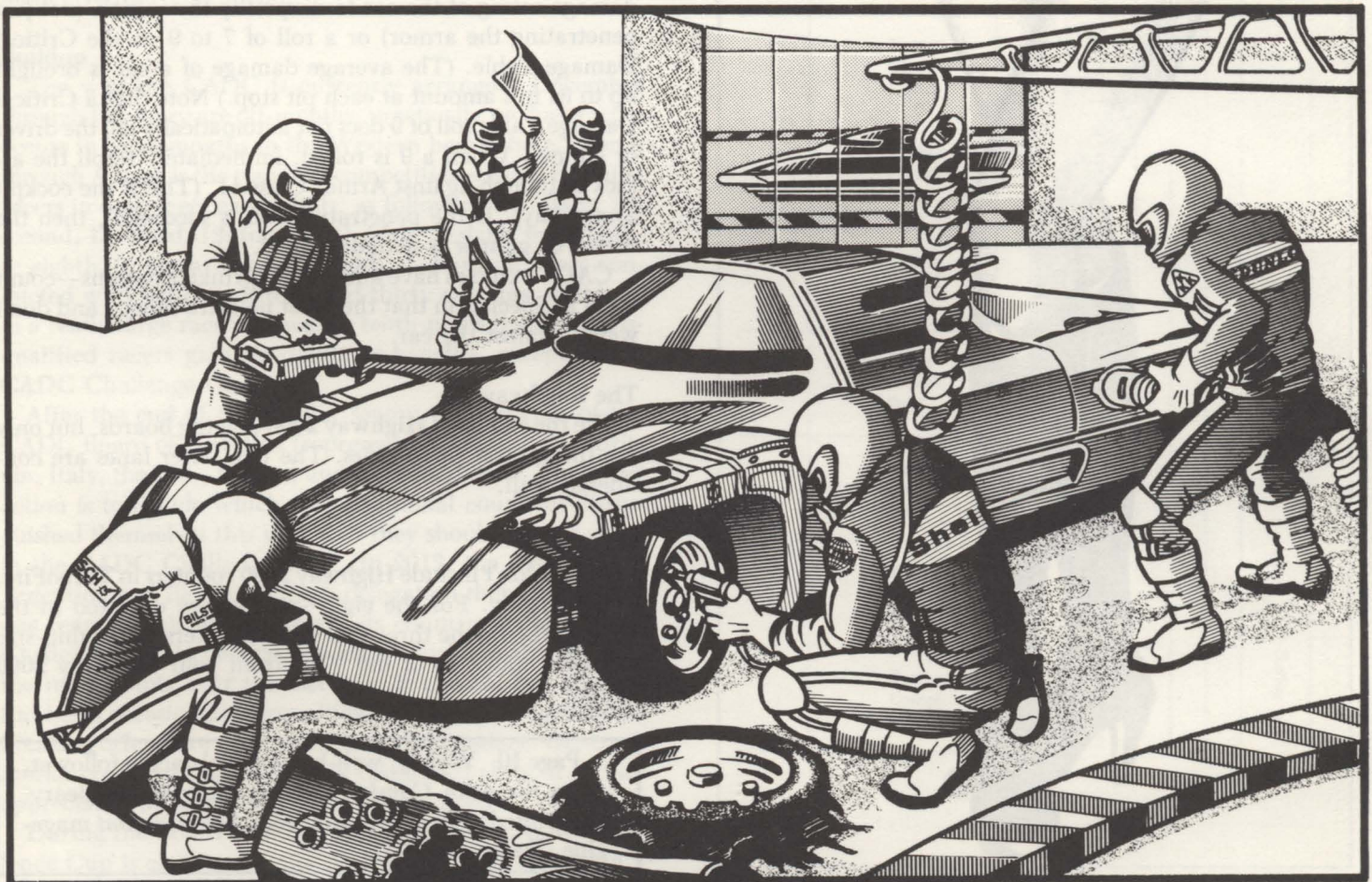
Since Smoke, Oil, and Spikes are not allowed in pro race duelling, the only times skids occur are when a car corners at more than the maximum safe speed, and when the driver is incapacitated while the car is in motion.

### Drift Table Extension:

SD	9	10	11	12	13	14	15
Distance Drifted	1 Die	1 Die + 1	1 Die + 2	1 Die + 3	1 Die + 4	1 Die + 5	1 Die + 6
Damage per Tyre	2	2	3	3	3	3	4

### Setting Up Terrain

Considering the speeds possible with CADC vehicles, it's best to use both playing boards, end-to-end, and more than two if you have more than one Battlecars game available. Lay out the "track" with terrain to either side so that the





track is three points wide—i.e., vehicles could drive three abreast.

#### The Counters

The counters provided are in scale for both **Battlecars** and **Car Wars**. When you cut them out, cut them on the sides across the straight lines, but across the front and back where the dotted lines indicate, so that you'll have counters  $\frac{1}{2}$ " wide and  $\frac{3}{4}$ " long, just as in your **Battlecars** game.

### HIGHWAY 2000

#### Vehicle Composition

All vehicles in CADC competition are Sports-cars, modified to their maximum speeds of 200, with the Special of + 20 mph for a total ground speed of 220. If they mount normal 360° turrets, they don't get that + 20 Special. If they mount turrets to cover any firing arc other than the 6-8 arc, they receive only the + 10 mph special; and they can carry a turret covering the 6-8 arc with the full + 20 mph special. They observe the standard weight and money restrictions (although you may consider one dollar in game money to be roughly equivalent to \$1,000 in the game-world described at the front, when dealing with Can-Am vehicles.) They all have the Autosteer special.

Vehicles may only carry machine-guns, no more than three (although .20-cals and .25-cals count as one-half a machine gun; a car could carry six .25-cals), and no heavier than .50-cal. It takes cumulative hits worth the value of the damage rating of the car to disqualify the vehicle (not just penetrating the armor) or a roll of 7 to 9 on the Critical Damage Table. (The average damage of a car is brought up to its full amount at each pit stop.) Note that a Critical Damage Table roll of 9 does not automatically kill the driver or gunner. When a 9 is rolled, immediately reroll the attack as though against Armor Class 11. (This is the cockpit armor bay). If the penetration roll is successful, then the driver or gunner is actually killed.

CADC vehicles have automatic sprinkler systems—count them as Specials in that they cost no extra money and don't weigh against the car.

#### The Roadway

Use the standard **Highway 2000** playing boards, but only use the central three lanes. The two outer lanes are considered wall.

#### Counters

We couldn't include **Highway 2000** counters in **TurboFire**, unfortunately. For the eight-vehicle race depicted in the adventure, use the three sports car counters, three mid-size counters, and two of the VWs from your **Highway 2000** game.

Page 10: Wyndy, well-known duel-racing follower, poses for *Auto Combat* photographer Mike Cleary. (Reprinted with permission from *Auto Combat* magazine, December 2011)



## Role-Playing

country represented by one of the teams, as evidenced by this year's choice of Quebec's Millenium Park.

Sometime in September or October, the Challenge Cup is held. The top three finishers then advance to the November World Duel-Racing Championship, where the three best teams face off against the three best teams of the Eastern hemisphere, traditionally represented by Japan, China, and the Philippines.

Generally, a top-notch team will participate in about twenty races during the active season, plus the CADC Challenge Cup if it's very good and the World Duel-Racing Championship if it's a championship team.

Here's a quick chart to keep the sport's international organization in mind:

### World Duel-Racing Organization

#### Western Division

##### *(Permanent Members)*

France  
Germany  
Great Britain  
Italy  
Texas  
United States

##### *(Alternates)*

Argentina  
Australia  
Belgium  
Brazil  
Mexico  
Spain

#### Eastern Division

##### *(Permanent Members)*

China  
Japan  
Philippines

##### *(Alternates)*

Korea  
India

Obviously, the sport has more support and following in the western world, though the eastern world finalists—especially the experienced and efficient Japanese team—are tough competitors. In 2012 the World Duel-Racing Championship is being held in Hong Kong; in 2013, the probable locale is Mexico City.

That, in a nutshell, is the season. The mechanics of performing sponsor endorsements, testing out each new miniscule improvement to engine or brake or handling performance, and so on are best left to a full role-playing game system.

## Gaming the Race

### The Start

The try-outs for a car's position at the start of the race take place the day before the race. We won't have to worry about gaming *that*—it can be handled with a couple of simple die rolls.

In **Battlecars**, roll 1d8 for each vehicle in the race. (In the case of a tie, roll again to see which of the tying scores is superior—thus, a sample set of rolls could be 8, 6(1), 6(2), 6(3), 5, 4(1), 4(2), 1; note that three racers rolled 6 and two 4, and then dice were rolled to see which 6 and which 4 were

better than the others.) In **Highway 2000**, roll 2d6, rerolling ties as per **Battlecars**. In **Car Wars**, roll reflexes. In each game, the highest score indicates the best placement for a car just before the start, the lowest score indicating worst placement, medium scores indicating average positions.

Then, at the start, each car rolls 1d6. On a 1, the driver in question has made some miniscule timing slip which will cost him some position. For each car which has rolled a 1, roll 1d6 to see how many positions it has lost. For example, assume that the starting lineup is:

(1) France (2) Italy (3) Great Britain (4) Texas (5) United States (6) Belgium (7) Germany (8) Argentina.

Each of those teams now rolls 1d6. Great Britain and Germany both roll a 1. Each of them rolls 1d6 to see how many positions it loses. (Each rearrangement is carried out in turn, not all at once.) Great Britain rolls a disappointing 5, losing 5 places, so the arrangement is now:

(1) France (2) Italy (3) Texas (4) United States (5) Belgium (6) Germany (7) Argentina (8) Great Britain.

A sad showing for the Brits. Germany now rolls a 4, but can't lose 4 positions—only 2—so the end of the lineup is now (6) Argentina (7) Great Britain (8) Germany.

Now, roll 2d6 for teams in positions 1 through 7; this represents how much distance there is between cars at the end of five laps, the minimum noncombat time enforced by the CADC. The 1d6 roll represents inches in **Car Wars**, squares in **Highway 2000**, and points in **Battlecars**.

Keep track of all this information just for the moment—we'll show you how to use it in the next section.

### The Race Record Form

On Page 11 is a copy of the Race Record Form used to determine winners and standings of all cars in a race. (The full form is on page 32.) Permission is given to photocopy for personal use, naturally.

This is how the form works:

At the very top is a line which says "Race/Site: \_\_\_\_\_." In this case, the appropriate information is "CADC Challenge Cup/2012/Millenium Park."

Next, there are lines for team information. Under "Team" you write France, or Italy, or whatever. Under "Colors" you write which colors the team counter is in—for easy recognition. Under "Rating" we place a number which is very important to the race's outcome.

A vehicle's Rating, basically, is its maximum speed—as we've already indicated, in **Car Wars** and **Highway 2000** it's 220 mph, and in **Battlecars** it's 15 points. If a vehicle in **Car Wars** or **Highway 2000** is slower due to unaerodynamic turrets or something of the sort, put down its maximum possible speed.

In **Car Wars**, if the vehicle has less than an HC of 8 at this point (6 for the handling system and 2 for the reflex roll of the driver), subtract 5 from the Rating for every 1 the HC is under 8. (An ordinary **Car Wars** vehicle with a maximum speed of 100 mph and an HC of 3 would have a race-rating of 75.) In **Battlecars**, if for some reason there's an ordinary non-racing vehicle on the track, subtract 1 point from its Rating if it has ordinary Autosteer and a total of 2 points if it has no steering enhancement at all. (An ordinary **Battlecars** vehicle with a maximum speed of 9 points and no extra steering equipment at all would have a Rating of 7.)



## Role-Playing

In **Highway 2000**, subtract 15 mph if the vehicle for whatever reason doesn't have the Autosteer special. But maximum-efficiency race vehicles will now have a rating of 220 in **Car Wars** and **Highway 2000**, and 15 and **Battlecars**.

Below that, we have the actual record of the race. On the line labelled "Start", write out the names of the teams and their *original* starting positions before the 1d6 slip-up roll.

After the line labelled "Start", we update the race at Lap 5, when people may begin shooting, and thereafter every 10 laps until the race's end. This is how:

Each 10 laps of roadway completed we'll consider to be worth approximately 3500 inches (**Car Wars**), points (**Battlecars**) or squares (**Highway 2000**). Thus, a car with a best-possible Rating (220 mph, or 15 points, as noted) will add 3500 to its "Completed" score (see the box labeled "Completed"?) At lap 5, the car in position 8 (or the last position, in a larger race) is considered to have a "Completed" of 0. Remember when we had cars in positions 1 through 7 roll 2d6 to determine the distance between each one? Well, Car 7's 2d6 roll becomes its "Completed" for Lap 5; the roll for Car 7 plus Car 6's roll becomes Car 6's completed; and so on.

For example, we *know* that, in our example above, the lineup at the end of Lap 5 was (1) France, (2) Italy, (3) Texas, (4) United States, (5) Belgium, (6) Argentina, (7) Great Britain, and (8) Germany. At end of Lap 5, the vehicles in positions 1 through 7 roll that 2d6. Let's say those 2d6 rolls were 2 (France), 4, 2, 7, 3, 12, 5 (Great Britain). So, Germany, in Position 8, has completed 0. Great Britain has completed 5; Argentina, 17; Belgium, 20; United States, 27; Texas, 29; Italy, 33; and France, 35. For the end of Lap 5, we now know the teams, we know their positions, and we know their Completed scores.

Now, we look at the Race Record Form to see which teams are within 3 of one another in their Completed scores. Three inches, three points, or three squares is the maximum distance at which combat is initiated on the professional circuit. We see in the example that Argentina and Belgium are 3 apart; the U. S. and Texas are 2 apart; and Italy and France are 2 apart. Therefore, we can have three combats (which is a lot for Lap 5, but that's the way the dice fell this time). Pull out the playing boards and conduct your three combats, the leading combat first; combat is finished when one vehicle is incapacitated or breached or loses a wheel, as described earlier, or one combatant says "breaking off" and gives the lead to his opponent; move his vehicle back so that it's 4" behind its opponent and consider the combat over.

Now, we advance to Lap 15. In light pencil, *add 3500* to everybody's "Completed" score. You may have to make some changes to these scores, as follows:

(1) If the vehicle lost a combat by breaking off, subtract the number of inches/points/squares that it had to move back to break off.

(2) If the vehicle decided to put in for a pit stop in the last ten laps, roll 3d6 + 7 for the number of seconds the pit stop took. Multiply that score by 20 and subtract the result from the vehicle's Completed score—for instance, a pit stop taking 17 seconds would subtract 340 from the vehicle's Completed score.

(3) If the vehicle has less than the maximum possible Rating, subtract 135 from the Completed for every 5 the

score is under 220 (**Car Wars** and **Highway 2000**) or 400 for every 1 point under 15 (**Battlecars**).

(4) Roll 2d6 twice for each car. If the first result is larger than the second, add the difference to the vehicle's Completed. If the first is smaller than the second, subtract the difference from its Completed.

Once you have everybody's Completeds down, you can see what the positions are—obviously, the highest Completed is in position 1 and the lowest is in position 8 (or less, if cars have been eliminated).

Once all that's done, you can see again which cars are within 3 of each other on the completed score and conduct those combats. Also, if any cars which did not drop in for a pit stop changed positions—for instance, if the Completed scores indicate that Italy took first place from France—you may conduct an encounter between Italy and France, placing France 3" behind Italy regardless of what their respective Completed scores are.

Then, you march on to Lap 25, add 3500 more . . . and so on.

Other things to remember: Note that combat between cars may be broken off at any time, by one combatant announcing that he's breaking off. Should his opponent decide to finish him off anyway, the duel should become a fight to the death, and each subsequent battle the offender is in during the race should become a duel to the death.

Also, it will inevitably happen that some vehicles lag so far behind that the leading vehicle will lap them. When this happens, combat is a likelihood. To determine if a vehicle has lapped another, simply subtract 3500 (in your mind) from the lead vehicle's score; if the result is more than or within 3 of the rear vehicle's score, the rear vehicle has been lapped and combat can occur.

For simplicity's sake, we recommend that all combat occur on the straightaways. (In **Highway 2000**, this is mandatory, as there are no provisions for curved roadway.) If, however, you simply *must* battle on curved roadways:

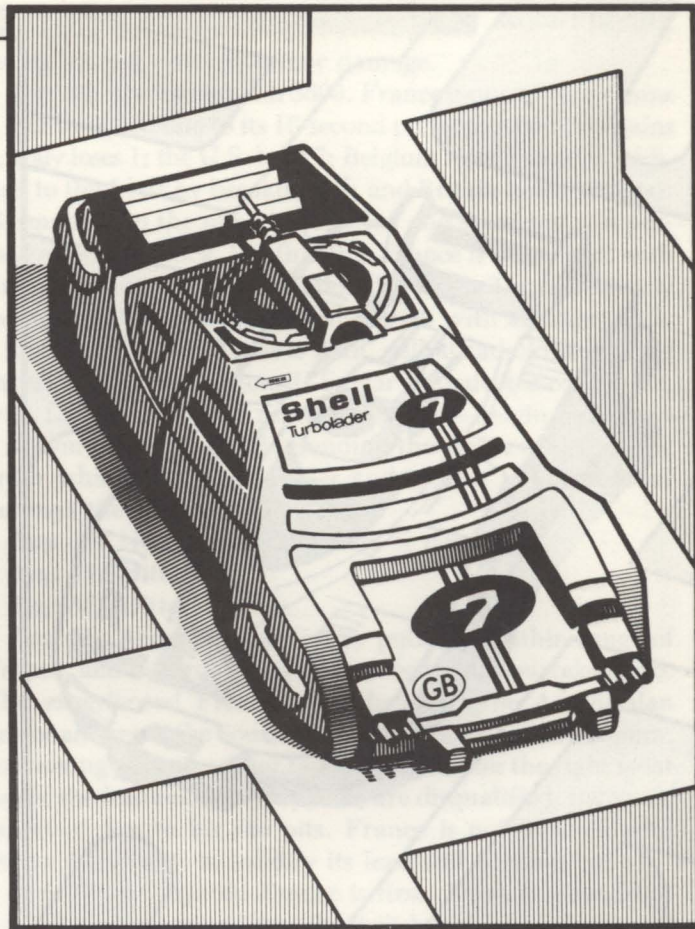
In **Car Wars**, the hairpin curve at the junction of the West Run and the Straightaway should be simulated by placing one straight track panel next to one curved panel next to one straight panel next to a curved until a 180° curve has finally been accomplished. On the north curve in the Chute, use two straight tracks for each curved one, ditto on the curve on the west side of the Chute; for the curves on the east side of the Chute and the East/Straightaway junction, use three straights per curved. The chicanes on the West Run should be accomplished by placing one left-hand curve, a straight track, a right-hand curve, a straight track, and so forth for eight lengths of highway.

In **Battlecars**, for the West Run hairpin, place terrain on the boards and stagger the boards so that a 180° turn is accomplished after three boards. The Chute/west and Chute/north turns are 180°s after five boards, and the two East Run turns are approximate 135° turns after seven boards.

At any rate, at the end of Lap 115 (although at Millenium Park it's actually only Lap 114), the surviving car with the highest completed score is the winner. If all his competition has been disqualified before then, the race is won when the last disqualification takes place.

Remember that each car must take a minimum of two

## Texas



Team: Texas

Designation: Chaparral-Colt

Colors: White, blue trim

Driver: Jim Cord

### Car Wars

Can-Am chassis

Extra-heavy chassis strength

Large turbocharged engine

Chap VacuFan Suspension, HC 6

Tires, Can-Am Standard x4

Driver (Reflex Roll 4, Driver-4, Gunner-3)

Weapons: 6x LMG; four front-mounted, all linked;  
two in half-turret, linked

Ammo: 6x LMG load

Accessories: Fire extinguisher

3x Link

Half-turret

One-Man Armor Bay

One Set Body Armor

Hi-Res Computer

Armor: 90 points (F20, R20, L20, B20, T5, U5)

### Battlecars

Use the car card which (before modifications) would have had Weapon Pods A-D, Super-Charger, Gunnery Computer, and Fire Extinguisher. In addition to previous modifications (scratching out Pod C, etc.), redesignate Pod D as Turret A and fill it and the two weapons pods with Machine-Gun Rounds.

### Highway 2000

Acceleration 60

Max Speed 220

Turn Rate B

Four Wheels

Armor Class 6

Average Damage 25

Specials: +20 mph

Autosteer

Auto sprinklers

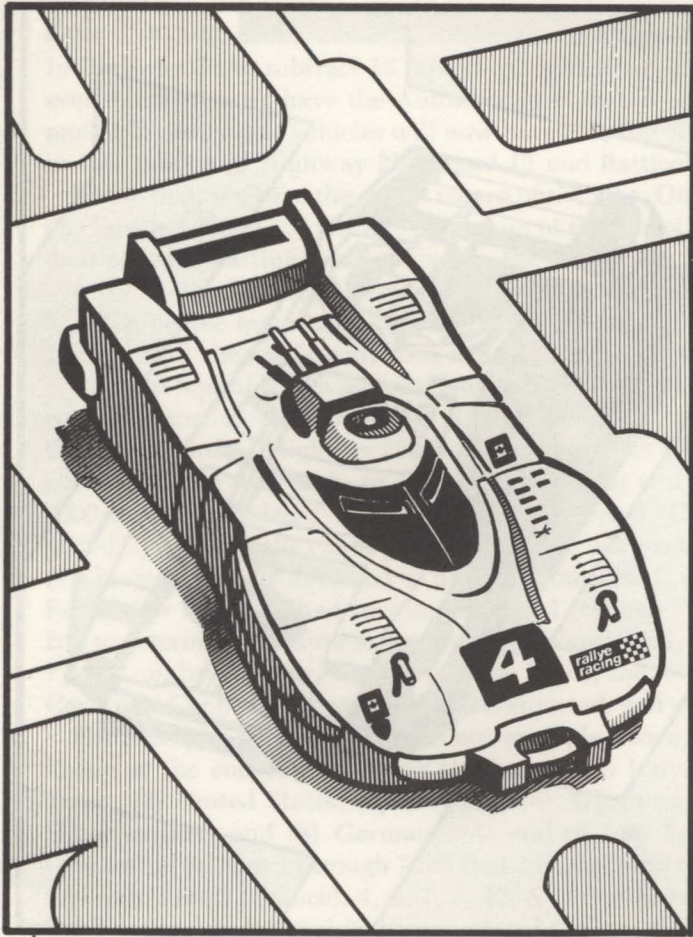
Purchased items: Speed Mod +80 mph

Six .25-caliber MGs (four firing  
at 2, two at 6-8)

Turret, 6-8 range, for two MGs

AC +4





## Great Britain



Team: Britain  
 Designation: McLaren-Vickers  
 Colors: Deep Orange  
 Driver: Howard Smythe  
 Gunner: James Astin

### Battlecars

Use the car card which (before modifications) would have had Weapons Pods A-B, Turrets A-B, Autosteer and the Supercharger. In addition to previous modifications (gunner added, etc.), redesignate the Turrets to be Weapons Pods and fill them with MG Rounds.

### Car Wars

Can-Am Large Chassis  
 Extra-heavy chassis strength  
 Large turbocharged engine  
 Chap VacuFan Suspension, HC 6  
 Tires, Can-Am Standard x4  
 Driver (Reflex Roll 2, Driver-6, Gunner-2)  
 Gunner (Gunner-3)  
 Weapons: 4x LMG, two front-mouthed, linked; two back-mounted, linked  
 Ammo: 4x LMG load  
 Accessories: Fire Extinguisher  
 2x Link  
 Two Man Armor Bay  
 Two Sets Body Armor  
 Hi-Res Computer x2  
 Armor: 85 points (F20, R19, L19, B20, T3, U4)

### Highway 2000

Acceleration 60  
 Max Speed 220  
 Turn Rate B  
 Wheels 4  
 Armor Class 6  
 Average Damage 25  
 Specials: +20 mph  
 Autosteer  
 Auto sprinkler  
 Purchased items: Speed Mod +80 mph  
 Four .25-caliber MGs (two firing at 2, two firing at 7)  
 Gunner  
 AC +4

pit stops, and may take more if damage to the vehicle requires it. A car cannot even finish the race—all 114 laps—without its two pit stops; it would run out of fuel. Of course, if a race is sufficiently bloody that all other cars are eliminated before both stops are required, there is no penalty.

### Sample Race

Now, just for clarity's sake, let's run through a sample race, start to finish, on the Race Record Form to make sure we understand how it works.

The eight teams are France, Italy, Texas, the U.S., Great Britain, Belgium, Germany, and Argentina. They all have the maximum possible Rating, and we'll write up the sheet as per *Car Wars* and *Highway 2000*; the only difference in a *Battlecars* game would be that the Ratings would be 15 instead of 220.

In the roll for initial start position (remember, 1d8 for *Battlecars*, 2d6 for *Highway 2000*, and reflex roll for *Car Wars*), we find that the starting lineup is France, Belgium, Germany, Texas, Argentina, Great Britain, Italy, and the United States. So we record the teams' positions on the "Start" blank on the Race Record Form:—France 1, Belgium 2, etc.

Each team now rolls 1d6, with a 1 meaning the driver made some slip during the start and lost position. Here, Belgium was the only unlucky one; we roll 1d6 to see that it loses (ouch) 6 places by the end of Lap 5. Looking at the line for Lap 5, we see the revised order. Now we roll 2d6 for each team in positions 1 through 7, the result of the roll indicating how many inches/points/squares are between each car, but being expressed as the team's "Completed" score. For instance, the team in position 7—the U.S.—rolls a 6, and so its completed score is 6. Team 6—Italy—rolls 10, and its Completed is 16. Britain rolls a 3, for 19; Argentina a 10, for 29; Texas a 10, for 39; Germany a 7, for 46; and France a 5, for 51.

Now, combat (if any) occurs. Italy and Britain are close enough, Italy 3" in the lead; the players haul out the gameboard and run the combat. The result: Britain breaks off after heavy damage to the front armor and heads in to the pits.

*Lap 15:* Each vehicle adds 3500 to its Completed. Individual driver skill (the 2d6 variable for gaining/losing ground, as shown on page 14) indicates that France loses 2 inches/points/squares; Germany loses 5; Texas gains 2; Argentina gains 8; Britain gains 2; Italy gains 4; the U.S. loses 2; and Belgium gains 1. In addition, Britain had put in for a pit stop last time, which took 14 seconds, losing it 280 inches/points/squares, and had had to break off combat in its previous battle, losing it 1. Take a look at the Lap 15 line of the sample record sheet (pg. 19) to see the changed standings: Texas has moved on Germany and is neck-and-neck with that team. (The Texas vehicle may opt to be 1 to 3 inches/etc. behind, if that would advantage its combat ability.) Italy and teams after it have moved up in position to take up the position lost by Britain, which is now in eighth place. Belgium and the U.S., with the latter in the lead, are now in a position for combat.

The combats are performed by the players. In a nasty bit of back-and-forth shooting, Texas eliminates Germany but must put in to the pits. The U.S./Belgium war is inconclusive, with Belgium breaking off and losing 1 inch/etc., both

teams having suffered minor damage.

*Lap 25:* Everyone adds 3500. France gains 4; Texas gains 5, but loses 320 due to its 16-second pit stop; Argentina gains 1; Italy loses 1; the U.S. loses 7; Belgium loses 2 more in addition to the 1 lost by breaking off; and Britain holds position. Germany is in the pits, disqualified and swearing at a perforated engine block. We find that France is still ahead, with Argentina now in the #2 position due to the Texas/Germany mishap. Italy is third, Belgium fourth with an angry U.S. 1 inch/etc. behind. Texas is sixth, still ahead of the lagging British team. The Belgium/U.S. war is conducted once more, with far more definite results this time—Belgium destroys a tire on the U.S. vehicle, sending the States into a rolling crash which leaves the driver and gunner unharmed but destroys the vehicle.

*Lap 35:* No significant change or combats.

*Lap 45:* Ditto.

*Lap 55:* Ditto.

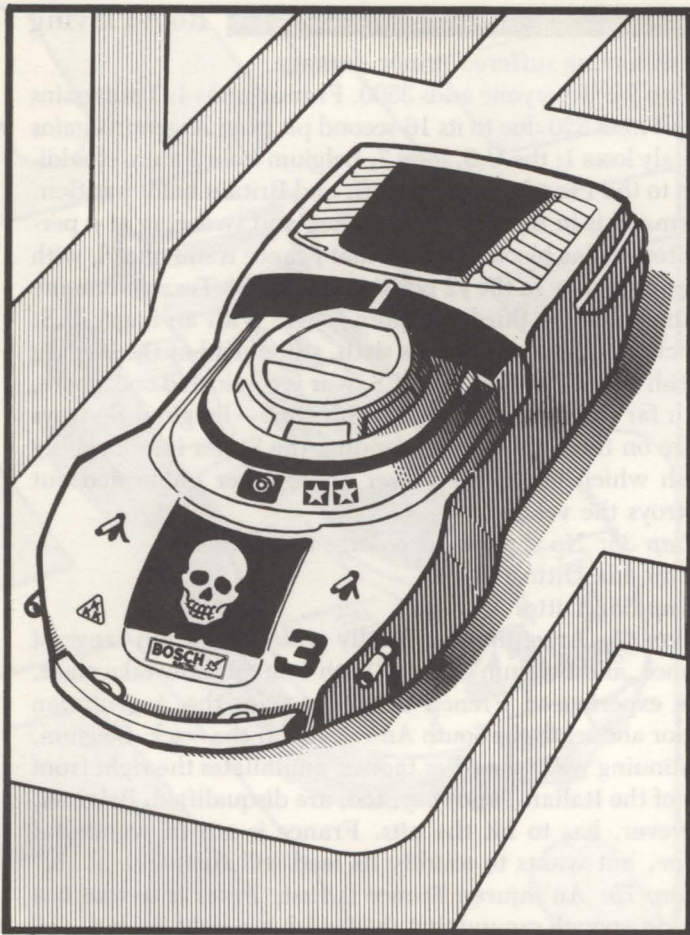
*Lap 65:* Argentina has finally pulled to within range of France, and Belgium of Italy. Both combats now take place. The experienced French team breaches the Argentinian armor and sends the South Americans off the track. Belgium, continuing with its earlier tactics, annihilates the right front tire of the Italians, and they, too, are disqualified. Belgium, however, has to hit the pits. France is not in wonderful shape, but wants to solidify its lead still further.

*Lap 75:* An injured France is first, Texas is second but has lost enough ground that the British are right behind, and Belgium is in last place. Of the four teams, France has taken no pit stops, and the other teams have had one each. In the Texas-British conflict, Britain is eliminated—and Texas must once again hit the pits.

*Lap 85:* Gauging the distance between it and its two opponents, the freshly-armed and armored Texas team decides to voluntarily drop back to feast upon an injured France. The referee subtracts 3500 from France's score to generate what Texas' Completed score must be for it to attack France, one lap behind. Texas handily eliminates the wounded French, taking some damage of its own. Belgium, noting that it is more than 3000 Completed points ahead of Texas but has only taken one pit stop, takes its second now.

*Lap 95:* We have a fresh Belgium in first place at 30918, and an injured Texas in second at 28048. Texas could try its slowing-down trick again, but the probability is that it would be shot to pieces. Its only options now are to run out the race in a solid and safe second place, slow down to attack Belgium and lose, ending in disqualification but still going to Hong Kong, or slow down and beat Belgium (unlikely) to take first. Texas takes the first option—these drivers have some concern for their lives, after all, and further combat was an unnecessary risk. At lap 114, the checkered flag falls on the Belgians, Texas rolls in at #2, and France will be the third team to go on to the world championships in Hong Kong.

Some notes on running these races: Have a calculator handy. Juggling all those numbers in your head can be nothing but trouble. Also, if your players go through more than one or two ten-lap stretches with no combat, remind them of the slowing maneuver to take out the leading vehicle. It'll speed play for those who prefer more combat and less race.



## Argentina



Team: Argentina  
 Designation: BMW-HAFDASA  
 Colors: Light blue, white trim  
 Driver: Miguel Ortez

### Battlecars

Use the car card which (before modifications) would have had Weapon Pods A-D, Super-Charger, Gunnery Computer, and Fire Extinguisher. In addition to previous modifications (scratching out Pod C, etc.), redesignate Pod D as Turret A and fill it and the two weapons pods with Machine-Gun Rounds.

### Car Wars

Can-Am Large chassis  
 Extra-heavy chassis strength  
 Large turbocharged engine  
 Chap VacuFan Suspension, HC 6  
 Tires, Can-Am Standard x4  
 Driver (Reflex Roll 2, Driver-6, Gunner-1)  
 Weapons: 6x LMG; four front-mounted, all linked;  
           two in half-turret, linked  
 Ammo: 6x LMG load  
 Accessories: Fire extinguisher  
               3x Link  
               Half-turret  
               One-Man Armor Bay  
               One Set Body Armor  
               Hi-Res Computer  
 Armor: 90 points (F30, R17, L17, B16, T5, U5)

### Highway 2000

Acceleration 60  
 Max Speed 220  
 Turn Rate B  
 Four Wheels  
 Armor Class 6  
 Average Damage 25  
 Specials: +20 mph  
           Autosteer  
           Auto Sprinklers  
 Purchased Items: Speed Mod +80 mph  
                       Six .25-caliber MGs (four firing at  
                           2, two at 6-8)  
                       Turret, 6-8 Range, for two MGs  
                       AC +4

## Race Record Form

Race/Site: CADC Challenge Cup / 2012 / Millenium Park

Team	Colors	Rating
France	Yellow + White	220
Italy	Red	220
Texas	White + Blue	220
United States	Red, White + Blue	220
Great Britain	Orange	220
Belgium	Black w/red+yellow trim	220
Germany	Silver + Blue	220
Argentina	Light Blue + White	220

	France	Italy	Texas	U.S.	Britain	Belgium	Germany	Argen.
Start	1	7	4	8	6	2	3	5
Lap 5	51 / 1	16 / 6	39 / 3	6 / 7	19 / 5	0 / 8	46 / 2	29 / 4
Lap 15	3549 / 1	3520 / 5	3541 / 2	3504 / 6	3221 / 8	3501 / 7	3541 / 2	3537 / 4
Lap 25	7053 / 1	7019 / 3	6726 / 6	6997 / 5	6721 / 7	6998 / 4		7036 / 2
Lap 35	10553 / 1	10513 / 3	10225 / 5		10221 / 6	10495 / 4		10532 / 2
Lap 45	14049 / 1	14011 / 3	13726 / 5		13716 / 6	13998 / 4		14035 / 2
Lap 55	17548 / 1	17505 / 3	17227 / 5		17218 / 6	17498 / 4		17537 / 2
Lap 65	21048 / 1	21003 / 3	20727 / 5		20715 / 6	21000 / 4		21045 / 2
Lap 75	24542 / 1		24220 / 2		24217 / 3	24173 / 4		
Lap 85	28044 / 1		24544 / 3			27678 / 2		
Lap 95			28048 / 2			30918 / 1		
Lap 105			12			11		
Lap 115			12			11		
Final	Third	Sixth	Second	Seventh	Fourth	First	Eighth	Fifth
Lap 135								
Lap 145								
Lap 155								
Lap 165								
Lap 175								

the major chicane run, which is only 500 feet long, leading into an easy left-hand curve which abruptly turns into the nasty hairpin at (4). The straightaway at (5) is about 3300 feet of arrow-straight track. (6), the turn from the straightaway into the East Run, is broad and regular; the East Run itself suffers numerous smooth but minor curves for some 2800 feet. (7) is the west-side curve into the Chute, the racetrack protrusion into the middle of the field, which passes by the pit area at (8), through the absolutely regular left-hand curve at the north tip of the Chute, and back to the starting position. Except for the inner wall along the Chute, the entire track is contained by a 15' wall equivalent to 30 points of armor per 10' length (AC 15, in Highway 2000).

The pit areas are some of the best in the CADC circuit, sporting 20 pit berths, each with full machinery, warehouse space, living quarters for the crew, and (for crew socializing after the race) one of the best-equipped facility bars in eastern Canada.

At (9), we have the helipad area, which services an even dozen helicopters. Six of the choppers are fire-fighting vehicles, and can be from one side of the track to the other within ten seconds. The other six are air-blower models, choppers which follow behind any combat by about two seconds, using powerful airhose equipment to blast light debris caused by combats to either side of the roadway. Zeppelins, popular among the wealthier teams for moving entire crew complements, put in at the helipad area but berth a few miles from Millenium Park. (10) is the hangar where the helicopters are housed and serviced.

At (11), we have Millenium Tower, domain of the wealthiest followers of the sport. The top of the tower features a combination restaurant/bar/observatory overseeing the entire track; steam-bath, masseur, hot tub, and other personal services are offered to the clientele.

At (12) is the grandstand area for the "merely very rich." Situated above the track on concrete stilts is a series of private boxes, which lead in the rear to a common restaurant/bar area. The race is viewed through huge picture-windows of D-Pont Plasteel, worth 24 points of armor in Car Wars and Battlecars, or AC 12 in Highway 2000. Bullets hardly ever hit the area, perhaps on a 1 in 6 chance anytime there's a combat between points (1) and (2) on the track. It's a bit of a charge to the clientele when it does occur.

(13) is the concrete display area used before and after races for socializing, advertising shots, awarding of the cups and prizes, and so on.

(14) is the middle-class grandstands, tiers of bleachers with plasteel window strips (16 pts armor or AC 8). (15) is the low-cost stands, a series of elevated bleachers fronted by huge sheets of ordinary armored glass, worth 8 points of armor or AC 4. Bullets strike the low-cost stands on a 1 in 6 chance with combats rolling south along the East Run; since the middle-class stands are immediately after a torturous turn, no bullets have ever hit them.

The picture on Page 13, which was taken during the 23rd lap of the 2010 Challenge Cup, also held at Millenium Park, shows a zeppelin's eye view of the wealthier-grandstand area along the pits and chute, with a Canadian fire-copter in the foreground. Quebec can be glimpsed in the background.

# The Facility

## Millenium Park Quebec, Ontario

Millenium Park, near Quebec, is the setting for the 2012 CADC Challenge Cup. It's a good track, used continually since its construction in 2000. Here are some of its features, keyed to the map on the inside cover:

(1) This is the start position for most races. The Millenium Park track is run clockwise, so vehicles travel south from this position some 1200 feet before starting the first turn, (2), which starts out sharp but gradually unwinds. At (3) we have

# The Challenge Cup

Now, let's get down to the business of the 2012 CADC Challenge Cup.

Each player participating in the adventure should pick a country to represent and design his vehicle for the meet. He can choose on his own whether he'll have driver alone or driver-and-gunner, choose his weapons and placements, etc. On pages 15, 16, 18, 21, 22, 25, 26, and 29 we provide you with sample teams to use as a basis for comparison, to use as the actual player vehicles if you wish, and to act as NPCs if you don't have eight players in the game. (All eight of these vehicles have maximum Ratings.) In fact, the referee may wish to limit the number of actual players to six, so that he has a couple of throwaway NPC racers—in case he wants one or another of them to perform in some peculiar manner.

If your players are gung-ho combat-cars enthusiasts with little taste for role-playing, you'll want to run through the race without any of the complications caused by role-playing. If you're running a role-playing campaign, or using **Turbofire** and Millenium Park as a setting for some other role-playing game, here are some events and complications to consider:

*Five Days Before the Race:* The crews arrive. Since most teams have heavy-duty corporate sponsors with an eye toward show, the teams will usually arrive via zeppelin, off-loading vehicles, personnel, equipment, and so forth into the pits. The team sets up its own equipment, checks out the facility equipment, and begins the arduous process of retuning the vehicles. Nothing much of role-playing interest occurs at this point, unless we have **Car Wars** mechanic characters, say coming to realize that there's a saboteur on the team . . .

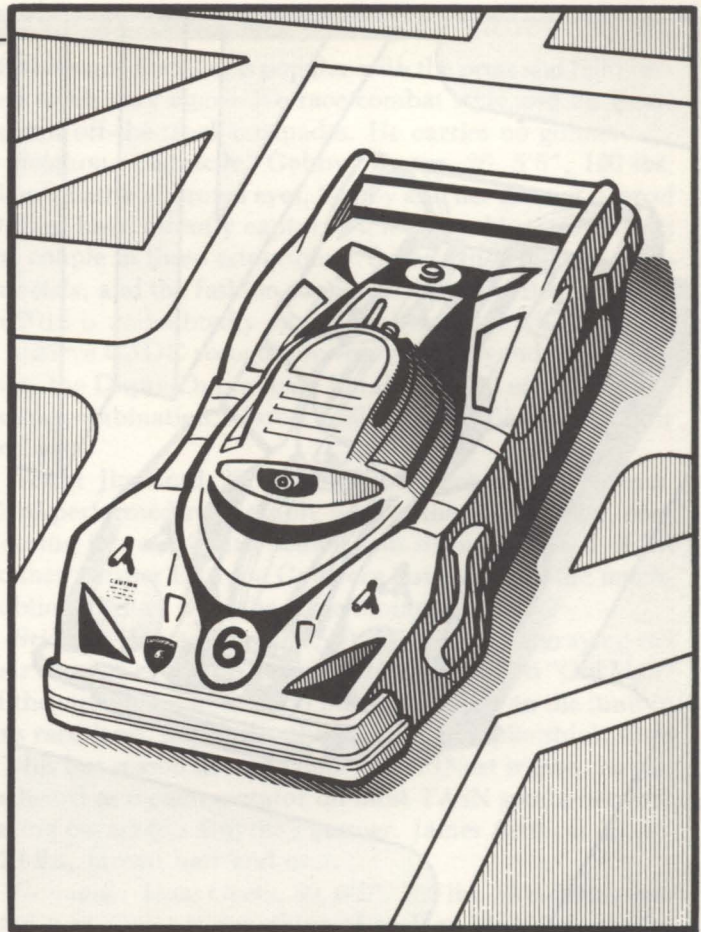
*Three Days Before the Race:* The drivers and gunners, and certain of the more tenacious wealthy followers and groupies, arrive at the site. The drivers begin practice runs on the track, refamiliarizing themselves with all its nuances. (Should a driver ever fail to do this, for whatever reason, for several days before the race, subtract 5 from his Rating in **Car Wars** and **Highway 2000**. Subtract 1 from the rating in **Battlecars**, but only through Lap 35.) An interesting prob-

lem for the teams to begin dealing with would be terrorist bomb-threat calls, where some anti-corporate group has decided to make the sponsors look bad by interfering with the western world's most famous meet.

*Two Days Before the Race:* The jet-set track followers begin arriving in a virtual parade of frivolous expenditure. Naturally, the camera crews from the networks are in place to record the show. Demonstration races occur on the track, generally between demo-stunt drivers and second-string team drivers. (For an interesting quickie race during this time, take two or three vehicles and run them through about ten laps. Each lap is worth a Complete score of 350, there's no combat during the first lap, and the Completed is recalculated for each lap; roll the 2d6 for gain/loss each time around the track. And, of course, there's the combat.) Socializing begins that night—the lounges in the Millenium Tower are given over to a party of enormous proportions, attended by the wealthier patrons, sponsors, all the drivers and gunners from each team, favorite groupies (both female and male), the press, local politicians, international wealth-parasites, and more. A usual occupation at these events is to coerce the driving teams into becoming as fried as possible, since it's the last night before the race that the crews will indulge in excessive alcohol, drugs, and sex. These parties are also a favorite target for assassination attempts against the wealthy, resulting in the effect that just about everyone attending the event is armed.

*The Day Before the Race:* Later in the afternoon, the first-string driving teams begin taking practice laps preparatory to driving their qualifying laps. If they've indulged themselves to excess the night before, they'll suffer a "morning-after" disadvantage to their driving until about 3 p.m.: Instead of rolling 2d6 two times per ten laps to determine loss/gain (remember, if the first roll is larger than the second, the difference is the gain; if the second is larger, the difference is the loss), roll 1d6 for the first roll and 2d6 for the second. In short, the net effect of all that chemical recreation is that the driver loses a certain amount of concentration and reflex time the day after, resulting in speed and handling loss through the race—which is why they don't indulge the night before the actual race. Drivers really dedicated to the sport will have avoided the recreational pharmaceuticals, if nothing else. At any rate, by late afternoon they will have burned most of the excess crud out of their systems and will run their qualifying laps. If you're just playing a race game, the qualifying laps are handled by the 1d8, 2d6, or reflex rolls mentioned at points in the text. If you're role-playing the event, you may wish for each team to actually drive its qualifying laps. The team, exactly as it's to appear the following day, mans its vehicle and drives ten laps (use the 350/lap Completed figure with the 2d6 rolls for loss/gain each lap); the vehicle with the highest Completed score has first position, the lowest last. The media is covering this, although the really intensive media coverage doesn't start until the next day. That night, there's a facility/press reception in Millenium Tower, attended by a much-culled list from the night before, and mainly consisting of sponsors, the teams, the press, and a few of the elite. A dinner is held, interviews are conducted, and the teams trot off early to get a decent amount of sleep before the race.

## Italy



Team: Italy  
Designation: Ferrari/OTO-Melara  
Colors: Bright Red  
Driver: Santino Andolini

### Battlecars

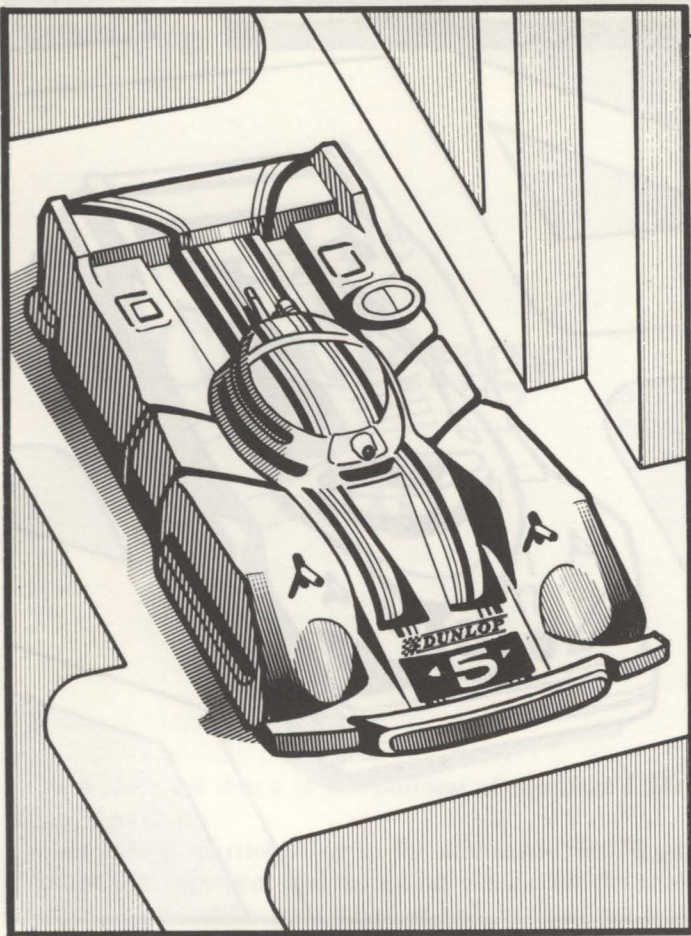
Use the car card which (before modifications) would have had Weapon Pods A-D, Super-Charger, Gunnery Computer, and Fire Extinguisher. In addition to previous modifications (scratching out Pod C, etc.) redesignate Pod D as Turret A and fill it and the two weapons pods with Machine-Gun Rounds.

### Car Wars

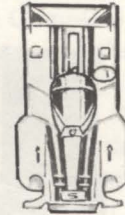
Can-Am Large Chassis  
Extra-heavy chassis strength  
Large turbocharged engine  
Chap VacuFan Suspension, HC 6  
Tires, Can-Am Standard x4  
Driver (Reflex Roll 6, Driver-3, Gunner-3)  
Weapons: 6x LMG; two pairs front-mounted, all linked; one pair in half-turret, linked  
Ammo: 6x LMG Load  
Accessories: Fire extinguisher  
3x Link  
Half-turret  
One-Man Armor Bay  
One Set Body Armor  
Hi-Res Computer  
Armor: 90 points (F30, R10, L20, B20, T5, U5)

### Highway 2000

Acceleration 60  
Max Speed 220  
Turn Rate B  
Four Wheels  
Armor Class 6  
Average Damage 25  
Specials: +20 mph  
Autosteer  
Auto Sprinklers  
Purchased Items: Speed Mod +80 mph  
Six .25-caliber MGs (four firing at 2, two at 6-8)  
Turret, 6-8 range, for two MGs  
AC +4



## United States



Team: United States  
 Designation: Ford Aerospace/GT  
 Colors: Red, White and Blue  
 Driver: Damian Markham  
 Gunner: Todd Hammer

### Car Wars

Can-Am Large Chassis  
 Extra-heavy chassis strength  
 Large turbocharged engine  
 Chap VacuFan Suspension, HC 6  
 Tires, Can-Am Standard x4  
 Driver (Reflex Roll 3, Driver-5, Gunner-1)  
 Gunner (Gunner-4)  
 Weapons: 4x LMG; two-front-mounted, linked; two  
 in half-turret, linked  
 Ammo: 4x LMG load  
 Accessories: Fire Extinguisher  
 2x Link  
 Half-turret  
 Two-Man Armor Bay  
 Two Sets Body Armor  
 Hi-Res Computer x2  
 Armor: 72 points (F16, R16, L16, B16, T4, U4)

### Battlecars

Use the car card which (before modifications) would have had Weapons Pods A-D. Turret A, Autosteer and Power Brakes. In addition to previous modifications to this card (Gunner added, etc.), scratch out Weapon Pod B, then fill Pod A and Turret A with Machine-Gun rounds.

### Highway 2000

Acceleration 60  
 Max Speed 220  
 Turn Rate B  
 Four Wheels  
 Armor Class 5  
 Average Damage 25  
 Specials: +20 mph  
 Autosteer  
 Auto sprinklers  
 Purchased Items: Speed Mod +80 mph  
 Four .25-caliber MGs (two firing at  
 2, two at 6-8)  
 Turret, 6-8 range, for two MGs  
 Gunner  
 AC +3

*The Day of the Race:* The teams suit up early and begin preparations for the race. The pit crew retunes and rechecks the vehicle, paying special attention if there is a hint of sabotage running around. Each team takes a few laps around the track to see how the tires to be used are holding air and how the vehicular systems are performing. The media crews set up their equipment for tape or broadcast of the event. Last-minute pit interviews are conducted. Drivers annoy the flag official by having him describe, in excruciating detail, how he drops his flag—what face muscles twitch, whether he waves the thing a trifle before he drops it or just drops it straight, which way he's looking when he drops it, and so forth.

Eventually, the driving teams are called to the track. They man their vehicles and roll out into the positions determined by the previous day's qualifying laps. The driving teams develop two-minute ulcers, the flagman gets his cue from the race officials and drops his flag, and the vehicles roar toward the first turn—and that's the start of the race. Referees, don't forget to utilize a lot of description and imagery to evoke the feel of the race to your players—anyone can move counters on a track, roll dice, and keep track of numbers, but your players want an *event*.

## Non-Player Characters

Following are pocket descriptions of a number of people you'd meet at the 2012 CADC Challenge Cup. They're provided simply for color in an auto combat campaign, although players using other role-playing systems may wish to write them up as actual, continuing NPCs. Some samples:

### The Teams:

*United States:* Damian Markham, 29, 5'11", 175, brown hair & eyes. Markham is the current "golden boy" of the circuit, working his way from an unimpressive career through 2009, the year he hit his stride, to the international championship status he bears today, including his 2011 win of the Duel Racing World Championship in England. His gunner is Todd Hammer, 6', 185, black hair & brown eyes. Hammer got his start testing weapons systems for the Armed Forces, joining the team as second-string gunner when he mustered out.

*France:* Jean-Claude Vertdulac, 31, 5'8", 150 lbs, brown hair & blue eyes. Jean is a seasoned veteran of the circuit, representing France as often as not in Challenge Cup matches, and has participated twice in World Championship races. He carries no gunner.

*Italy:* Santino Andolini, 27, 5'10", 160 lbs, brown hair & eyes. The arrangement of Italy's armament—heaviest equipment forward—is based on Santino's assertion that what's behind him is not important. In any combat involving Santino, if approached from behind, he will downshift to allow his opponent to pass and then endeavor to blast him

off the road. Andolini is popular with the press and followers due to his very aggressive race/combat style and his flamboyant off-the-track escapades. He carries no gunner.

*Belgium:* Gabrielle "Gabby" Dupre, 26, 5'5", 120 lbs, blonde hair and brown eyes. Gabby and her gunner, Marcel Dupin, have recently captured a lot of public attention as the couple in those astonishing "Spray-On Fashions" commercials, and the fashion support behind the Belgian team in 2012 is undoubtedly one of the variables which helped it achieve CADC recognition this year. Beyond that, however, the Dupre/Dupin team is a skilled and effective duel-racing combination. Marcel is 30, 5'9", 170 lbs, brown hair and eyes.

*Texas:* Jim Cord, 28, 6'1", 190 lbs, black hair & blue eyes. Cord performed remarkably well in the 2012 season, considering it was his first season solo since the death of his gunner/partner Enrique Guerrera last season in the much-publicized duel with the Argentinian team.

*Britain:* Howard Smythe, 39, 5'9", 160 lbs, graying red hair & green eyes. Smythe, the widely-respected "Old Man" of the circuit, is intent upon pushing himself to the limit in this race (and, hopefully, the World Championship), since it's his last season as a pro duel-racer. (Next season, he can be heard as a commentator on most TASN sports-network racing coverage.) Smythe's gunner, James Astin, is 32, 6', 170 lbs, brown hair and eyes.

*Germany:* Hans Goetz, 30, 6'2", 180 lbs, blonde hair and blue eyes. Goetz is something of an Iron Man as far as the circuit is concerned, having survived an excessive number of nasty crashes in circuit duels. Wired together and back on the track after an absence of a year, Goetz reestablished himself as the Porche/HK first-string driver in time for the Challenge Cup. His gunner, Martin Kraus, first-string gunner and third-string driver for the team, is 29, 5'11", 170 lbs, brown hair and blue eyes.

*Argentina:* Miguel Ortez, 26, 5'10", 155 lbs. Ortez, whose *wunderkind* career has only been recently eclipsed by American Damian Markham's comeback, is an aggressive and explosive duellist-racer, and has been twice cited by the CADC for pursuing combat encounters slightly beyond the normal boundaries of common sense, although this activity has not hurt any opponents to date.

(And a note again to referees: Your players certainly don't have to portray these competitors; they're merely included if you need the NPCs.)

### At Social Events:

*Genevieve Beaubier*, fashion heiress and patron of the second-place Lombardy team from the United States. Genevieve regards the sport with a sentiment rather more like hero worship than with the jaded amusement the sport offers her wealthy peers. Find her near any of the English-speaking teams at social events.

*Pierre Beauchamp:* Beauchamp, owner/director of Millenium Park, gave up a seat on Canadian National Steel to build his park and participate in his hobby. Beauchamp is lavish in his expenditures, condescending towards anyone but the truly elite (the wealthy and top drivers, of course), an aging multi-millionaire populating his second childhood with these dangerous but fascinating toys.



## Role-Playing

*Wyndy:* In the odd belt-notching social strata of duel-racing groupies, Wyndy is current queen, and likely to remain so for a while. Popular opinion has it that she'll eventually quit the field, have lurid autobiography ghost-written, and use the proceeds to follow the sport as a jet-setter.

*Alan Preiss:* The "blonde god" of duel-racing patrons is Vice President of Preiss Armors (owned by his family); he's a corporate parasite with no business talent and no salable advantages except a phenomenal profile. However, acting as photogenic PR for Preiss Armors in his support of the sport, he's done his company a lot of good, and has an enormous expense account and a perpetual invitation to stay away from the corporate headquarters.

*Anya Rosnova:* Daughter of Tsar Mikhail Romanoff's Russian Revolution right-hand ally (who was practically given the premier Russian armaments factories as reward), Anya is considerably less decayed than the rest of her peers; she's trying to establish contacts and play visible-PR to boost the duel-racing following in her homeland.

*M. G. McElroy:* Considered Australia's top driver, McElroy is attending in a leg brace, recovering from damage to his right knee sustained in his last race. McElroy is an intelligent, amusing, cynical survivor-mentality; he came to the sport after years of service in the Australian vehicular-combat police.

*Andrea Dane:* The U.S.'s top model is attending duel-racing events for show only—it's no particular interest of hers—because her chief clients are using her in a series of vehicle and weapon spots on the networks. Considering the lavish accommodations, easy work, masculine attractions, and other benefits, she doesn't particularly mind.

*Garvin Jester:* An inevitable lesser evil at duel-racing social events, Jester contracts and develops duel-racing simulations software for sale to the CADC and armed and police forces. Jester is wealthy, easily recognized by his skinny frame and squinty eyes, and a bit peculiar.

*Adam Pesker:* Another lesser evil—Pesker is a top interviewer for TBC Broadcasting, formidable at walking around innocuously, overhearing particularly incriminating statements, and popping in with a question, expose on his mind. His cameraman, Juliet Freis, equally adept at staying unseen until the denouement, trails him at about four feet with a microcam.

*Tara Mayer:* Disguised as a UPA copywriter, this representative of the People's Equality Front terrorist group is here to strike a blow for the common man against the giant corporations by slapping down some of the corporations' favored people, their sponsored racers. She intends to seduce one driver—preferably American, Texan, or British—and at some time slip him an ampule of Blitz, an over-the-counter recreational chemical which produces a short-lived, harmless, totally debilitating rush lasting about fifteen seconds. The catch is that her special ampule adheres to stomach lining and dissolves over a period of two days, and she's learned to time the dissolution within the two-hour timeframe of most CADC races. (This is a marvelous opportunity for role-playing, especially if she's caught the next day but not broken until the race is actually on—and the behind-the-scenes player-characters have to figure out which driver is the victim and call him off the field, or close down the race after

it's halfway through.)

Most of the sport's followers you'll encounter at on-site social events will follow the above pattern—extremely wealthy, usually without any responsibility toward maintaining or increasing that wealth, bored, jaded, often sexually ambivalent, living a thrillseeking existence, and held in both contempt and envy by the working man.

### The Head Mechanics

Names only are provided here in the unlikely event you'll need to know the name of the head of your pit crew.

*United States:* Mitch Laumer.

*France:* Etienne Saint-Hilaire

*Italy:* Cesare Vincenzo.

*Belgium:* Klaus Meister.

*Texas:* Howie Andrews.

*Britian:* Geoffrey Haynes.

*Germany:* Werner Schmidt.

*Argentina:* Alonso Ortez (brother of first-string driver Miguel).

### Other Plot Ideas

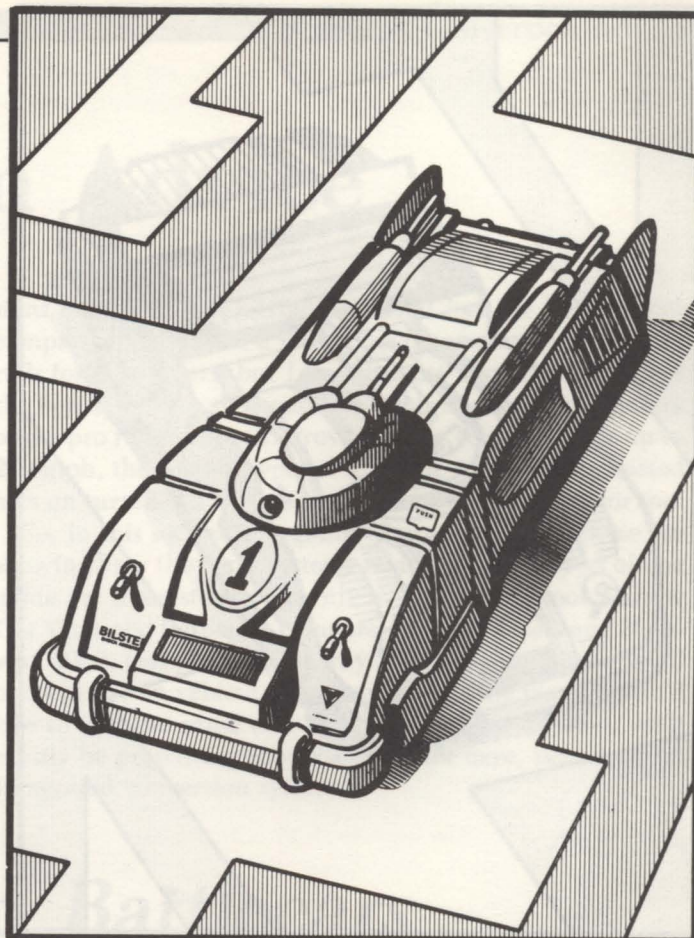
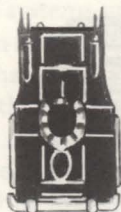
Since a racing-only campaign will not capture anyone's attention for too long, here are some ideas for keeping high-speed duel-racing in a more normal campaign.

*Test Driver:* It doesn't work this way in real life, but there's no reason that a player-character couldn't be a test-driver for a major corporation in the course of things *and*, say, the second-string driver on the corporation's sponsored CADC team. Our Hero could be testing out new vehicle systems in one adventure (perhaps vehicle systems that a rival corporation desperately wanted), driving around as a citizen looking for trouble in the next, and driving in a CADC match the next. The corporate-employee aspect gives the character access to a lot of money, new equipment, and a variety of things to do.

*Terrorists:* Players with an asocial bent may wish to game the People's Equality Front mentioned earlier. An interesting adventure might be to have a team of eight terrorists in normal duelling cars blow their way through Millenium Park's protective walls and tear along the track counter-clockwise—against the flow of the drivers—in order to blow them away. The terrorists will probably have heavier armor (in *Car Wars*, it's especially likely) but won't have the additional armored bay to protect the driving crew. The duel-racers will have lighter weaponry, but far superior speed and handling. The prospect of a game of chicken between pro duel-racers and terrorists (unlike our more suicidal terrorist friends, these want to live and to escape, so play them accordingly) is an entertaining one.

*Millenium Park:* The site of the adventure is useful for other adventures than CADC matches. Standard combat-car matches are occasionally held here, as are motorcycle races (armed and otherwise) and some varieties of Can-Am unarmed racing (although most unarmed races occur on unwallled tracks so the spectators will have a better view). The park, in fact, can serve as an adventure-setting for contemporary role-playing games, especially the major four spy games; the referee would have to eliminate the track walls and tone down the decadence of the track's social scene, but otherwise it's an easy conversion.

# Belgium



Team: Belgium  
 Designation: Lola-Matra  
 Colors: Black; Red and Yellow Trim  
 Driver: Gabrielle Dupre  
 Gunner: Marcel Dupin

### Car Wars

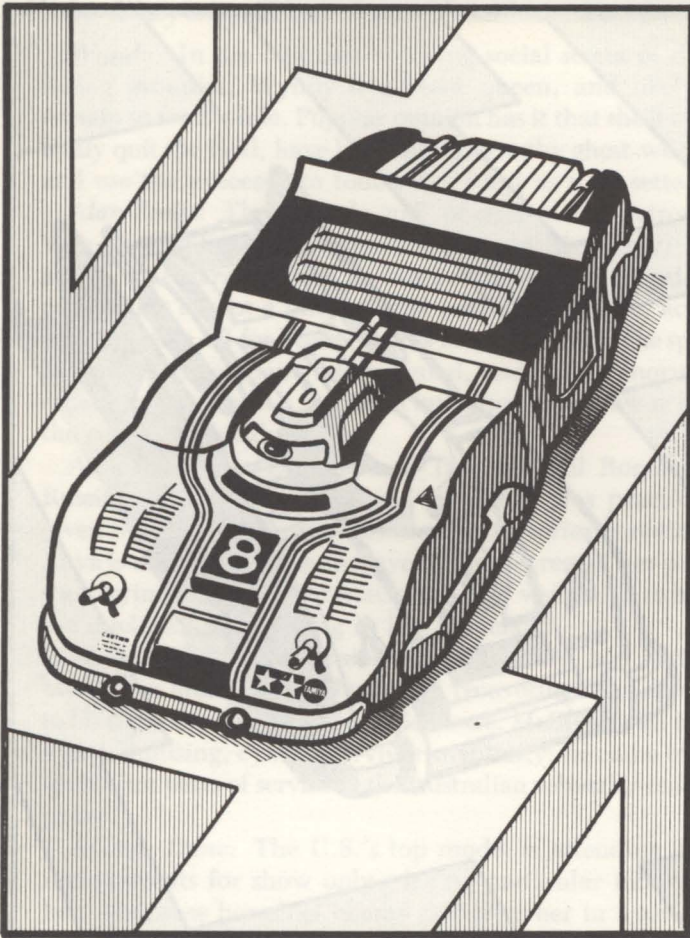
Can-Am Large Chassis  
 Extra-heavy chassis strength  
 Large turbocharged engine  
 Chap VacuFan Suspension, HC 6  
 Tires, Can-Am Standard x4  
 Driver (Reflex Roll 5, Driver-5)  
 Gunner (Gunner-5)  
 Weapons: 4x LMG; two front-mounted, linked; two in half-turret, linked  
 Ammo: 4x LMG load  
 Accessories: Fire extinguisher  
 2x Link  
 Half-turret  
 Two-Man Armor Bay  
 Two Sets Body Armor  
 Hi-Res Computer x2  
 Armor: 72 points (F14, R18, L18, B14, T4, U4)

### Battlecars

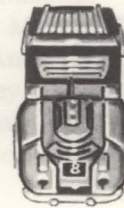
Use the car card which (before modifications) would have had Weapons Pods A-D, Turret A, Autosteer and Power Brakes. In addition to previous modifications to this card (gunner added, etc.), scratch out Weapon Pod B, then fill Pod A and Turret A with Machine-Gun rounds.

### Highway 2000

Acceleration 60  
 Max Speed 220  
 Turn Rate B  
 Four Wheels  
 Armor Class 5  
 Average Damage 25  
 Specials: +20 mph  
 Autosteer  
 Auto sprinklers  
 Purchased Items: Speed Mod +80 mph  
 Four .25-caliber MGs (Two firing at 2, two at 6-8)  
 Turret, 6-8 range, for two MGs  
 Gunner  
 AC +3



## France



Team: France  
 Designation: Renault/Dessault  
 Colors: Yellow and White  
 Driver: Jean-Claude Vertdulac

### Car Wars

Can-Am Large Chassis  
 Extra-heavy chassis strength  
 Large turbocharged engine  
 Chap VacuFan Suspension, HC 6  
 Tires, Can-Am Standard x4  
 Driver (Reflex Roll 1, Driver-4, Gunner-2)  
 Weapons: 4x LMG; two front-mounted, linked; two  
           in half-turret, linked  
 Ammo: 4x LMG Load  
 Accessories: Fire extinguisher  
               2x Link  
               Half-turret  
               One Man Armor Bay  
               One Set Body Armor  
               Hi-Res Computer  
 Armor: 117 points (F30, R25, L25, B25, T5, U7)

### Battlecars

Use the car card which (before modifications) would have had Weapons Pods A-D, Gunnery Computer, and Power Brakes. In addition to any previous modifications (scratching out Pod B, etc.), scratch out Pod D, redesignate Pod C to be Turret A, and fill it and Weapon Pod A with Machine-Gun Rounds.

### Highway 2000

Acceleration 60  
 Max Speed 220  
 Turn Rate B  
 Four Wheels  
 Armor Class 8  
 Average Damage 25  
 Specials: + 20 mph  
           Autosteer  
           Auto sprinklers  
 Purchased items: Speed Mod + 80 mph  
                   Four .25-caliber MGs, two firings at  
                   2, two firing the 6-8 range)  
                   Turret for two MGs, 6-8 range  
                   AC + 6

# Conversion Advice

It's been interesting to write an adventure for all three major games in the auto combat field, because those games are sometimes quite alike but more often so dissimilar. As a long-time designer for **Car Wars**, I went into the project with a certain amount of systems snobbery against the other two offerings, but as soon as I began the actual design I realized that each system had its own unique strengths and weaknesses. **Car Wars** is the most versatile in terms of movement and car-building mechanics, but has the slowest-moving and most-involved playing time. **Battlecars** can be learned and played within minutes, and is a nice, clean design with superior components; however, it's the most abstract of the three, with a movement-points system instead of a more realistic miles-per-hour system. (In case anyone is interested, I arbitrarily decided that one movement point was worth approximately 15 mph, and based all design deci-

sions on the notion.) **Highway 2000** has the least-logical campaign-setting and a too-heavy dependance on random rolls for encounters, but I found to my surprise that it was the *best* system to showcase the equipment and mechanics of the pro racing circuit: Provisions for vehicle speeds up to 220 mph, the various types of machine guns, and restricted arcs on turrets were already there, quite a blessing for me.

So, in this section I'm going to provide some advice for showing how the three systems relate in case players of one game are interested in the others. First, we'll look at how **Car Wars** and **Battlecars** compare, then **Battlecars** and **Highway 2000**, and finally **Highway 2000** and **Car Wars**. We'll concentrate on vehicular equipment, for the players who'd like to run the same cars in all three systems. Too, we'll mostly be presenting conversion *advice* here, not an entire integrated conversion system.

## Car Wars and Battlecars

**Body Sizes:** I'm inclined to consider all of the **Battlecars** vehicles equivalent to the **Car Wars** midsized body style. It can be argued that placing large weapons in, say, four weapons pods would bump them up to **Car Wars** luxury vehicles, but calculating each weapon pod to be worth about 1½ spaces in **Car Wars** gives us the midsized comparison.

**Armor:** Consider one point of **Car Wars** armor to be worth one square of **Battlecars** armour. Therefore, the four cars presented in **Battlecars** carry the equivalent of 72 or 84 points of **Car Wars** armor, a decent but not staggering quantity.

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

**Engines:** There's not a great deal of comparison between **Car Wars** and **Battlecars** on the matter of engines. In the former game, they're electrical battery cells; in the latter, they're more realistic fuel-burning engines. If transferring from **Battlecars** to **Car Wars**, consider your engine a Super. If going from **Car Wars** to **Battlecars**, consider yourself to have a regular engine with no supercharger hookup possible.

**Auto-Steer/Suspension:** Vehicles with Auto-Steer in **Battlecars** would have Heavy suspension in **Car Wars**. Vehicles without would have Light suspension.

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

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

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

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

**Other Equipment:** Well, a fire extinguisher is equivalent to a fire extinguisher. Consider a Gunnery computer from **Battlecars** equivalent to a Hi-Res targeting computer from **Car Wars**; they're pretty good. The poor sods doing the driving in **Battlecars** don't have body armor like their neighbors on the other side of the pond, but that's easy to fix; just as in **Car Wars**, simply double the amount of damage a pedestrian can take from 3 to 6 to simulate his wearing some of the plastic-mesh stuff.

**Reflexes:** **Battlecars** doesn't use a reflex system, so **Car**

## Conversion Advice

Wars players converting had better be resigned to performing vehicle functions at the vehicle's normal handling capacity. Sorry, guys.

We don't need to present conversion advice for the game mechanics, as once you convert your vehicle it operates under the game mechanics of the new game—simple enough to remember.

# Battlecars and Highway 2000

**Vehicle Specs:** Battlecars vehicles in Highway 2000 operate as Mid-Size Vehicles and Sports-Cars. I'd recommend that Battlecars vehicles without a supercharger be Mid-Sized, Speed 1, with the +20 mph Special, and that vehicles with Superchargers be Sports-Cars with the +20 Special. Battlecars with the Auto-Steer function would have the Autodriver Special in Highway 2000; the two function differently but are equivalent.

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

Highway 2000 weapons	Battlecars weapons
.50 Ca. machine-gun	Machine Gun Rounds
Flame-thrower	Flame
Rocket launcher	Rocket

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

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

**Tires:** This is an irrelevant consideration; since Highway 2000, has no provision for shooting out tires, any comparisons are useless.

# Highway 2000 and Car Wars

Now, we have the two games with the greatest number of comparisons. (It's a fact that Steve Jackson, co-designer of Car Wars, after reading through Highway 2000, was heard to say that the game was "so much like our early draft

of Car Wars (that) it's scary.")

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

Highway 2000 style:	Car Wars equivalent:
Cycle Park	Cycle styles, generally a mix
VW	Subcompact
Compact	Compact
Mid-Sized	Mid-sized
Sports-car	Mid-sized
Caddy	Luxury
Rolls	Luxury
Flatbed	Pickup
Van	Van
Wagon	Station Wagon
18-Wheeler	From Truck Stop, a tractor-trailer rig
Bus	From Truck Stop, a bus/RV body

There's nice complementarity to that list.

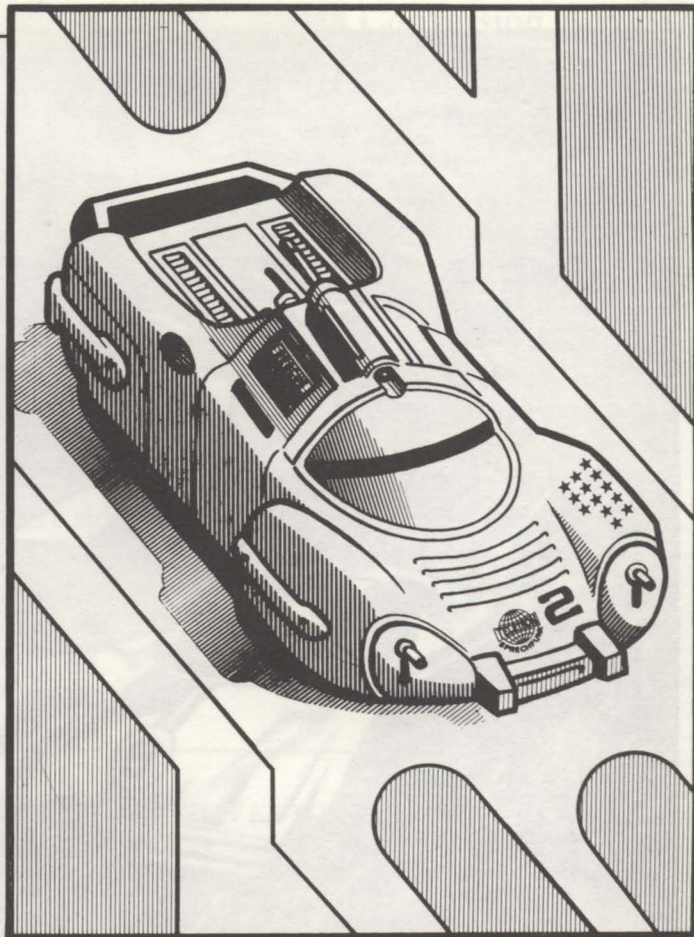
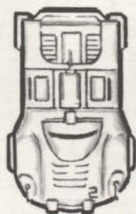
If converting from Highway 2000 to Car Wars, you will lose 10 mph of speed from Cycles, the Caddy, and the Rolls, 20 mph from the Sports-car, but you'll add the +10 mph Special to VWs, Compacts, Vans, and Wagons, and the +20 Special to Flatbeds (assuming that, in Car Wars, you're designing them with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

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

Highway 2000 weapons	Car Wars equivalents
.25 cal machine gun	No equivalent, but see the LMG design in Turbofire, in the section on game mechanics
.50 cal.	Machine gun
.70 cal.	No real equivalent, though you might try the Vulcan from Autoduel Champions
20 mm Anti-Tank Gun	Anti-Tank Gun
Rocket-launcher	Rocket launcher or recoilless rifle (designer preference)
Contact Mine	Mine-dropper; note that Car Wars mines are much less formidable than Highway 2000's.

**Armor:** As with the Battlecars/Highway 2000 conversion, the armor equivalencies cause some problems here. (Despite the fact that the two games compared here have lots of

# Germany



Team: Germany  
Designation: Porsche/HK  
Colors: Silver and Blue  
Driver: Hans Goetz  
Gunner: Martin Kraus

## Car Wars

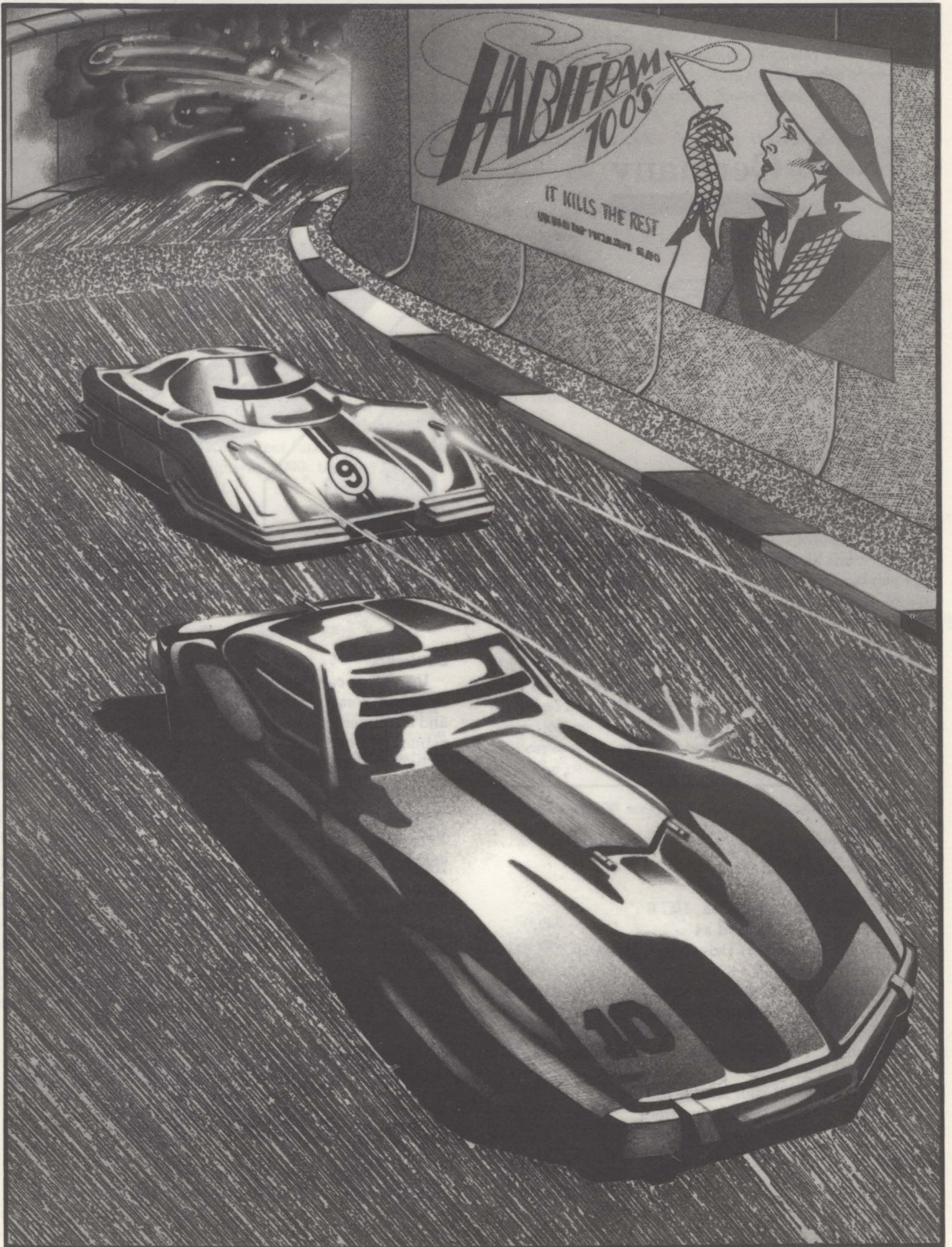
Can-Am Large Chassis  
Extra-heavy chassis strength  
Large turbocharged engine  
Chap VacuFan Suspension, HC 6  
Tires, Can-Am Standard x4  
Driver (Reflex Roll 5, Driver-4, Gunner-1)  
Gunner (Gunner-3)  
Weapons: 4x LMG, two front-mouthed, linked; two  
back-mounted, linked  
Ammo: 4x LMG load  
Accessories: Fire extinguisher  
2x Link  
Two-Man Armor Bay  
Two Sets Body Armor  
Hi-Res Computer x2  
Armor: 85 points (F24, R15, L15, B24, T3, U4)

## Battlecars

Use the car card which (before modifications) would have had Weapons Pods A-B, Turrets A-B, Autosteer and the Supercharger. In addition to previous modifications (gunner added, etc.), redesignate the Turrets to be Weapons Pods and fill them with MG rounds.

## Highway 2000

Acceleration 60  
Max Speed 220  
Turn Rate B  
Four Wheels  
Armor Class 6  
Average Damage 25  
Special: +20 mph  
Autosteer  
Auto sprinklers  
Purchased items: Speed Mod +80 mph  
Four .25-caliber MGs (two firing at  
2, two at 7)  
Gunner  
AC +4



equipment similarities, *Car Wars* has more in common armor-wise with *Battlecars*.) In general, I've assumed that each AC in *Highway 2000* was worth two points of armor per side in *Car Wars*—AC 8 would be 16 points of armor per side or 96 points of armor. After computing how many points of armor the AC is worth, the converter can redistribute the armor on the *Car Wars* vehicle for a more appropriate construction. To reverse the process, add up all the armor on a *Car Wars* vehicle and divide by 12—rounding up with remainders of .5 or greater—to get the *Highway 2000* AC.

*Other Equipment:* Well, as usual, auto sprinklers are the rough equivalent of fire extinguishers. Turrets are turrets. The gunner is the gunner, even though he's a crewman in *Car Wars* and a weapons component in *Highway 2000*. Autodriver comes vaguely close to Heavy suspension. If converting from *Highway 2000* to *Car Wars*, only vans and flatbeds (pickups) with an extra set of wheels should be converted, and *no* vehicles with two extra sets should be converted. Note that equipment listed and rolled as Specials in *Highway 2000* will still take up weight and space in *Car Wars*.

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

Page 30: The crash which killed Canadian driver/gunner team Jack Torrence and Elspeth Shea remains a mystery two years after the event. On the left-handed curve approaching the hairpin at Millenium Park, a sudden failure of the diagnostic onboard hardware kept the team from realizing anything was wrong: the crash occurred off camera and could not be analyzed. Englishman Howard Smythe, driving ahead of the Torrence/Shea team, couldn't devote much attention from his duel with Argentinian Miguel Ortez (10, foreground) but said, "They seemed to be moving fine, leading into the left-hander tight to the protective wall, and then endoed nose-first into the opposite wall. No warning, no wobbles, nothing." Quebec investigators could never prove allegations of sabotage made by the Canadian mechanic team, and the case remains open. (Reprinted by permission from "Can-Am Duelling: A History" by J. M. Stewart, Haven-Pierce Press, New York, 2012.)

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# Race Record Form

Race/Site: \_\_\_\_\_

<i>Team</i>	<i>Colors</i>	<i>Rating</i>
_____	_____	_____
_____	_____	_____
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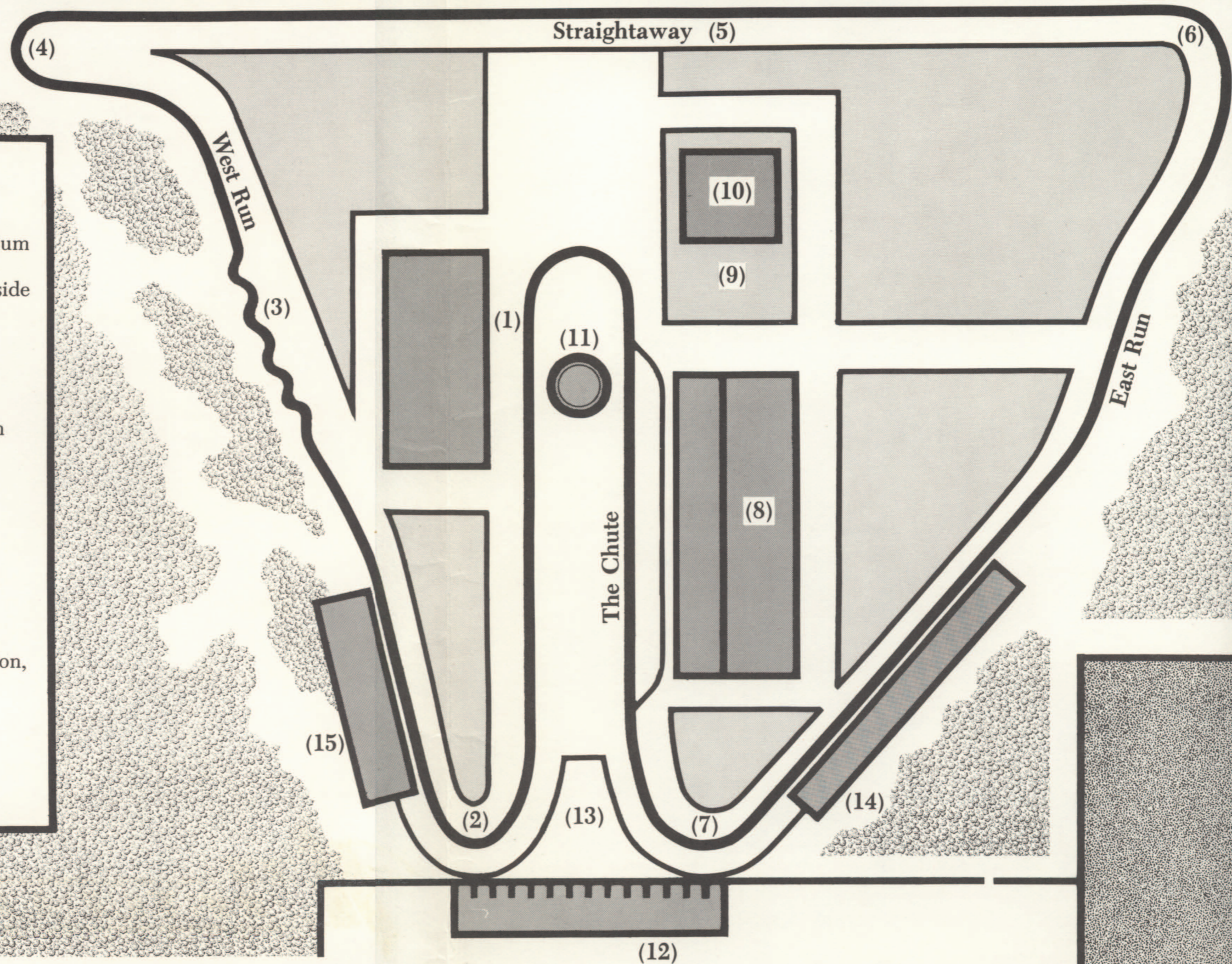
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Start								
Lap 5								
Lap 15								
Lap 25								
Lap 35								
Lap 45								
Lap 55								
Lap 65								
Lap 75								
Lap 85								
Lap 95								
Lap 105								
Lap 115								
Lap 125								
Lap 135								
Lap 145								
Lap 155								
Lap 165								
Lap 175								

# Millenium Park Quebec, Ontario

The major features of Millenium Park include:

- (1) Start position, on the west side of the Chute
- (2) Chute/West Run turn
- (3) West Run chicanes
- (4) West Run hairpin
- (5) Straightaway
- (6) Straightaway/East Run turn
- (7) East Run/Chute turn
- (8) Pits and Paddock Area
- (9) Helipad
- (10) Hangar
- (11) Millenium Tower
- (12) Grandstands: Season boxes
- (13) Display area
- (14) Grandstands: Standard
- (15) Grandstands: Low-cost

For a more detailed description, turn to page 19.



Below are reprinted the additional maneuvering charts for **Car Wars** and **Battlecars** players using TurboFire.

## Car Wars™

### Handling Track Status

Speed	0 or better	-1	-2	-3	-4	-5	-6	modifier
105-110	safe	4	4	5	6	xx	xx	4
115-120	safe	4	5	6	xx	xx	xx	4
125-130	safe	4	5	6	xx	xx	xx	5
135-140	safe	5	5	6	xx	xx	xx	5
145-150	safe	5	6	xx	xx	xx	xx	5
155-160	safe	5	6	xx	xx	xx	xx	6
165-170	safe	6	6	xx	xx	xx	xx	6
175-180	safe	6	6	xx	xx	xx	xx	7
185-190	safe	6	xx	xx	xx	xx	xx	7
195-200	safe	6	xx	xx	xx	xx	xx	8
205-210	6	xx	xx	xx	xx	xx	xx	8
215-220	6	xx	xx	xx	xx	xx	xx	9

## Battlecars™

### Maximum Safe Speeds for Cornering

	On Road	On Slick Pavement (Grass)
45 Degree Corner	11	7
90 Degree Corner	7	3
135 Degree Corner	3	2

### Drift Table Extension:

SD	9	10	11	12	13	14	15
Distance Drifted	1 Die	1 Die + 1	1 Die + 2	1 Die + 3	1 Die + 4	1 Die + 5	1 Die + 6
Damage per Tyre	2	2	3	3	3	3	4

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