TOP SECRET/S.I.™

HIGH STAKES GAMBLE
Vehicle Book – Book II

TOP SECRET/S.I.
Official Game Adventure

HIGH STAKES GAMBLE
Vehicle Book – Book II

By Doug Niles

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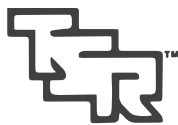
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The Fine Print

Advanced Vehicle Rules for the *Top Secret/S.I.* Game

The thrill of high-speed travel has always appealed to humans—and secret agents are no exception. Finely tuned equipment, dangerous terrain, and the risk of taking a vehicle to, or beyond, its limits, are integral parts of adventure.

The adventure is compounded when an aggressive enemy, using similar equipment, tries to thwart the aims of our hero—hence, the car chase.

Or, in its alternate forms, the boat chase, or the helicopter chase, or the airplane chase, or what have you. Chases give player characters the chance to challenge the skills and equipment of their opponents, to face dangerous situations, and to take breath-taking risks in the pursuit of their objectives. Results of a chase can be decisive, determining the success or failure of a mission— even ending the career of an unfortunate agent now and then.

This is a book for the *Top Secret/S.I.*™ game player and Administrator. While some of the rules within instruct the Admin in running the game, they are not separated from the player information. All of the rules in this book are optional, in terms of any *Top Secret/S.I.*™ campaign—consider them another level of reality rules, for those players who would like a little more detail.

One of the final sections of the book, **Campaign Guidelines**, is primarily information for the Admin. The section presents a rough overview of the Grand Prix, with suggestions for employing Formula One racing as a campaign environment.

The new rules presented here will allow you to create chases and calculate their effects, with more detail than is possible with the original game rules. Modifications to cars, new maneuvers, and more specialized rules for air and water vehicles can all heighten the reality of your gaming.

But boats and airplanes, though glamorous, have to rank second to ground vehicles—especially cars —in the secret agent's repertoire. And nowhere in the world can you find a faster collection of cars, nor a more glamorous setting for adventure, than on the Formula One Racing Circuit— otherwise known as the Grand Prix.

The Grand Prix

The Grand Prix (pronounced grahn—PREE; yeah, I know you know that, but I wanted to mention it anyway) is actually a series of races run throughout the world, during a season beginning in early spring and lasting into autumn. The courses vary from year to year, but races are held in Europe, North and South America, Africa, Australia, and—starting very recently— Japan.

Teams of engineers, mechanics, and drivers from many of the world's major automotive companies, as well as specialty firms, will enter cars in the series. Some of the wealthier teams will enter two cars in each race, with a spare car available if one of them is forced to retire—that is, leave the race before it is over because of some problem. Other teams can manage little more than a single car, and are lucky to get it running for the qualifying trials before each race.

The winner of the Grand Prix is determined by a point system which awards nine points for a first-place finish, six points for a second, four points for a third, three points for a fourth, two points for a fifth, and one point for a sixth-place finish. The overall winner is the driver with the most points at the end of the season—though he may not have won as many individual races as some other drivers.

See the campaign notes later in this book for more details about racing and the Formula One circuit.

New Driving Problems

Spinning Out

A car can go into a spin for one of a number of reasons, such as:

Braking Bad Break: If a driver rolls a Bad Break while applying the brakes desperately to slow down, he goes into a spin. The character is breaking desperately any time he tries to exceed the listed Braking Rating for his vehicle—and hence, must make a Driving Check.

Failed Bootleg or Braking Skid: Anytime a driver attempts one of these special maneuvers, but fails his Driving Check by 30 or more, he spins.

A Crash Table Result of 0 or 1: If a moving vehicle uses the Crash Table on page 86 of the *Players Guide* to determine the result of a mishap, the vehicle goes into a spin if a result of 0 or 1 is rolled.

Failed Cornering Check: When a character is required to make a Driving Check as a result of going around a corner at high speed, and the check fails, the vehicle goes into a spin.

Spinning out is not the most disastrous thing that can happen to a car—though it can possibly result in a crash or getting stuck. The Admin might determine the effect of the spin automatically, based on the surrounding features— a car that spins across an empty parking lot might have no problems—or he might want to randomly determine the result. For just such moments, the "Sunk in a Ditch" Table was designed.

Sunk in a Ditch Table

Setting: Result	Racetrack	Urban	Suburban	Rural	Wild
Mired	0	5	20	25	30
Crash	1-30	6-30	21-35	26-35	31-40
Stuck	31-60	31-60	36-70	36-75	41-80
No Problem	61 +	61 +	71 +	76 +	81 +

SETTING: This is the driving environment.
 • Racetrack applies only to enclosed tracks with guardrails and embankments.
 • Urban applies to all city driving situations.
 • Suburban applies to situations where build-ings and other man-made obstacles abound, but do not necessarily surround the driving area.
 • Rural applies to driving on country roads, and assumes ditches to either side, and some kind of pavement on the road.
 • Wild settings are those where the driving surface is, at best, gravel, and there are no man-made features surrounding the road itself.

MIRED: This car is stuck so deeply that it will probably take heavy equipment to get it out. It is possible that another vehicle could tow it out, but even if the necessary equipment (tow chain) is available, the driver of the stuck vehicle must perform the unstuck maneuver in order to free the vehicle.

CRASH: The vehicle suffers a randomly determined result from the Crash Table and is stuck.

STUCK: The vehicle is temporarily immobilized by the environment—i.e., sunk in a ditch. It can be freed if the driver successfully performs the unstuck maneuver.

Getting Stuck

A vehicle in the *Top Secret/S.I.*™ game could get stuck in a number of ways. A vehicle can get stuck as a result of a roll on the "Sunk in a Ditch" table. Furthermore, a driver can get stuck by failing a required Driving Check while the vehicle is negotiating some challenging feature of the road or trail. For example, a player taking his sports car through a muddy ditch, or trying to sneak his sedan down a narrow alley that is filled with garbage cans and refuse, would be required to make a Driving Check. Failure means the vehicle is stuck at the obstacle.

Effects of Protection Values On Collisions

Though the vehicle rules include the results of collisions between two vehicles, they do not take into account the significant effects that the relative mass of the two vehicles can have upon each other. Use this rule to more accurately create the results of a crash between two differing types of vehicles.

Subtract the lower Protection Value from the higher, and divide the difference by 10. For example, a pickup truck (Protection Value −50) colliding with a sports car (Protection Value −20) yields a difference of 30, divided by 10 to equal 3. The resulting number (3) is subtracted from the Crash Table roll for the vehicle with the best protection value—the pickup truck in this case.

Though the Crash Table only lists results up to 9, modifiers for speed and Protection Value should be calculated as if the table had no top end. For example, a car going 140 mph will take a +4 penalty on its roll on the crash table—but perhaps its Protection Rating gives it a −2 protection. Apply all modifiers to the final roll—for example, a roll of 7 + 4 − 2 = 9. Any final result that is greater than 9 is treated as a 9, however.

Bump/Push (−40 Modifier)

The driver attempting this maneuver must be able to move his vehicle into an area occupied by another vehicle. If this is possible, and the driver declares this special maneuver, he attempts to force the other vehicle out of control.

This maneuver is also modified by the difference in Protection Values of the two vehicles. The modifier applies to the bumping character's special maneuver Driving Check.

For example, a character in a pickup truck (Protection Value −50) tries to bump a sports car (Protection Value −20). The bumping character receives a +30 modifier to his Driving Check for this special maneuver—it practically cancels the −40 modifier for the maneuver.

If a successful bump or push occurs against the rear of the opponent's car, the victim must make an immediate Driving Check. Failure means that the vehicle begins to spin out of control. The driver gets another check to see if he can regain control; failure means the vehicle crashes.

If the bump or push is directed against the side of the victim's vehicle, the victim must make an immediate Driving Check, or lose control and crash in the direction he was pushed—there is no second check.

Control Spin (−40 Modifier)

This maneuver is perhaps misnamed—a spinning car is, after all, essentially out of control. However, a skilled driver, aided by luck, with a machine that handles well, might be able to come out of his spin in an advantageous position.

A character can elect to use this special maneuver when:

- The car is out of control as a result of a failed Driving Check, but it has not yet crashed —and the driver is entitled to one more Driving Check to see if he can avoid the crash.
- The vehicle spins because of a result gained from the Crash Table.
- The vehicle goes out of control because another character has peformed the bump/push maneuver against it.

If the control spin maneuver is successful, the car will spin to a halt. It can face in any direction the driver who made the check chooses, and will not suffer any damage from the spin. And the car can end up in a location of the driver's choosing, within realistic bounds.

If this maneuver is unsuccessful, the car immediately crashes. Determine a result from the Crash Table, but note that a +1 penalty applies to a crash when a driver has attempted and failed to use this special maneuver. Thus, a Crash Table result of 4 would actually become 5.

Unstuck (−20 Modifier + Road Condition Penalty)

Characters will find this special maneuver handy if they become rudely acquainted with the rules on getting stuck. The driver of a stuck vehicle can make one check per minute to attempt to free his vehicle. The Driving Check penalties for Road Conditions apply here as well, to wit: wet (−10), gravel (−20), dirt (−10), mud (−30), ice (−50), and snow (−30).

The handling rating of the vehicle will not help to modify this check, although a vehicle with four-wheel drive gets a +20 modifier. Tire chains will provide a +5 modifier for each tire with a chain on. In addition, each person pushing the car from outside (not the driver) earns a +10 modifier to this check.

If a car is stuck, and another vehicle is available

to pull it out, it can be freed automatically. Note that if it is mired, a successful check will be needed to tow it free.

Jump (–40 Modifier)

A vehicle can only negotiate a jump successfully under certain conditions. No driver can make a car simply hop over an obstacle. But, with a good head of steam, a suitable launching ramp, and a smooth landing surface (not to mention driving skill and luck), it is possible.

The exact state of the jumping environment will have to be left to the Admin. In general, the launching ramp must be higher than the landing— or angled higher, so that the vehicle's momentum can lift it upward. The vehicle must be going a minimum of 30 mph, to jump a 10′ gap. For each 10 mph above 30 added to the car's speed, another 5′ can be jumped. If the vehicle travels at least 60 mph, the distance jumped can be doubled by providing the car with a raised launching ramp.

If the jump special maneuver Driving Check is successful, the vehicle successfully soars through the air and lands, moving more or less straight ahead. Upon landing, however, the driver must make an immediate Driving Check—to regain solid control of the vehicle. If this check fails, the car spins—the driver must succeed with a second Driving Check to regain control or crash. If the jump succeeds with a Lucky Break, no Driving Checks are necessary upon landing.

If the jump maneuver Driving Check fails by 30 or more, or results in a Bad Break, the car crashes upon landing. The driver or the Admin should make an immediate check on the Crash Table, adding 1/10 the vehicle's speed (rounded down) to the Crash Table roll. For example, if the car took off at 75 mph, the crash table roll would be 1d10 + 7—a horrible crash, in other words.

If the jump fails by less than 30, with no Bad

Break, the vehicle fails to make the jump. It crashes short of the destination and is immobilized. The passengers only suffer wounds if the circumstances require—a failed jump over a mountain chasm would probably inflict 2d6 wounds of 2d6 points each. If the car lands in a muddy ditch, the passengers would escape without harm— albeit, on foot!

The Admin may assign a chance of vehicle damage from a jump, particularly in the event of a rough landing surface. This can be a flat tire, broken suspension (Handling Rating penalty), or anything else that seems likely.

Avoid Obstacle (Modifier Varies)

Though the Driving Check is the primary means of determining whether or not a driver can avoid a hazard that he suddenly discovers before him, several factors can modify that Driving Check. If the Admin does not want to simply make up an appropriate modifier, this maneuver explains how to calculate penalties and bonuses to this Driving Check.

The factors affecting this check are the speed of the vehicle, the Braking Rating of the vehicle, the distance to the obstacle, and the "space" factor—a combination of the size of the obstacle and the space around it. Refer to the chart on page 84 of the *Players Guide* to determine how many turns it will take the vehicle to reach the obstacle; if the obstacle will be reached within one turn, the player will have to make a Driving Check to avoid it.

This procedure assumes that one lane of a two-lane road, with a shoulder, is blocked. If the obstacle is wider, apply a –10 modifier if the other lane is blocked, and another –10 if the shoulder is blocked. In a narrow alley, with buildings to either side, the modifier would thus be –20 to the Driving Check. Also in this case, the only way to avoid the obstacle would be to stop, as there is no way around it.

Specific Damage Rules

The *Top Secret/S.I.*™ game rules allow vehicles to become disabled as a result of a Crash Table roll. This is admittedly a streamlining feature when weapons are used against the vehicle. These optional rules treat vehicles more like characters for combat purposes. A successful attack will damage a specific part of a vehicle, much like a specific wound only affects one part of a character's body.

Size Modifiers for Attack Rolls

All other things being equal, it's easier to hit the broadside of a dump truck than it is to make an end-on shot against a motorcycle. Attacks made against moving vehicles can include these modifiers to simulate this effect:

Type of Shot	Attack Roll Modifier
Motorcycle, end	½ ATT
Motorcycle, side	−10
Medium truck, side (dump truck, tank, etc)	+10
Large truck, side	+30

Vehicle Sections

Enclosed with this boxed set are a number of vehicle cards. The front of each card features a glossy illustration of the vehicle and its game statistics, as they would be if the car had just been purchased off the lot. On the back side of the card, there is space to make note of various modifications to the car, as well as a top-view diagram of the vehicle, with damage boxes just like the human hit location diagram on the agent dossier sheets. Each part of the vehicle has a location number and several damage boxes for the various sections. As the vehicle is damaged, you black out unused boxes, just as you would for a character.

In most cases, determining how many damage boxes each area of a vehicle is entitled to is a matter of dividing its Protection Value by 4, rounding up if necessary. For example, a sedan (PV −45) would have 11.1 damage boxes, rounded up to 12.

There are, however, some exceptions to the rule above:

- Tires have three damage boxes apiece.
- Engines are tougher to hit (and just tougher) than many other vehicle components —add 2 to the "generic" damage box number. The sedan above would have 14 engine damage boxes, rather than 12.
- Windows have four damage boxes unless bulletproofed. Bulletproofing gives windows eight damage boxes.

Vehicles only suffer damage from weapons capable of doing more than 1d4 points of damage. A pocket knife isn't going to do much against a car. A baseball bat would do a little more, a gun, still more. To reflect this, weapons that do bruise damage (assuming they do more than 1d4 points of damage in the first place) do only half damage, rounded up. Projectile weapons do full damage to vehicles.

Explosives do normal damage not only to the area hit, but to each adjacent area on the Vehicle Hit Location Diagram as well. (Adjacent areas are not determined by the hit location number of the area affected by the explosive (see below)—areas *physically* adjacent to the affected area on the hit location diagram are affected. For example, an explosive hit on the left wing of an airplane affects the wing, the left front body (area 5) and the left rear body (area 6). A tail hit (area 9) affects both tail planes (area 3) and, if your story would be made more dramatic, the gas tank (area 10).

Locating Damage on a Vehicle

The same system used to determine human hit location is used for vehicles: Make a d% roll. If the roll is lower than the percent chance of success, the shot hits. Read the ones digit rolled to find the hit location number. Check that number on the Hit Location Diagram for the target vehicle. Roll

damage dice for the weapon being used and assess damage to the area hit.

Note that vehicle passenger compartments do not have hit location numbers. In order to hit a passenger inside a vehicle, you must destroy all damage boxes in an area adjacent to the passenger compartment. Once you've done this, excess damage points (or subsequent hits to that area) go to the passenger most directly in the line of fire.

The only other way to hit a passenger is to roll a critical hit. Criticals go directly to the interior of the vehicle, if the shooter chooses.

As with explosives, adjacent areas are those which are physically next to the passenger compartment. Admins will have to make a lot of judgement calls when determining passenger compartment hits. Think about where the passengers are located in the vehicle type you're using, apply a little common sense, and make the best judgement you can.

Once you've determined that a hit penetrated to the passenger compartment, apply damage to a randomly determined body part. Only exposed body parts can be hit—it's unlikely a gunman can fire into a car and hit the driver in the abdomen, for example. Use the "Hard Cover" rules on page 73 of the *Players Guide*.

Damage Location Diagrams

Consult the table for the type of vehicle you're shooting at. There's a diagram for cars, another for airplanes, another for boats, and another for motorcycles and snowmobiles. This should cover most situations. If you need a diagram for some other type of vehicle, make one up, using the ones provided as a guide.

When using the diagrams to determine hit location, use common sense. The location of a hit often depends on the position of the attacker—a shooter on the left side of a car won't hit the right side (area 7) even on a roll of 7. Call such a hit a *left* side hit. A shooter directly in front of a car might roll a 7 hit, but call it a hit to the right headlight or right front

fender cap. A mine directly beneath a car will damage the lower portion of a fender, destroy a tire, or a gas tank, but it probably won't hit a windshield.

The Admin should use the player's die roll to determine the general location of a hit, but the final determination of hit location is up to the Admin—a windshield hit from below might be called an underbody hit, for example, with the damage being done to the engine or controls (since they're closest to the windshield on the diagram). Similarly, a helicopter strafing a car will do most of its damage to the upper surfaces of the car.
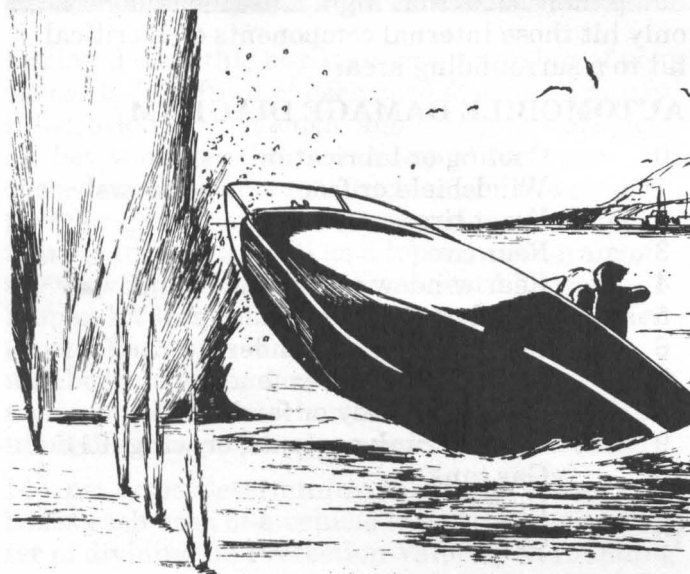
Always take into account common sense, the needs of your story, and player wishes when determining the exact location and effects of weapons fire against vehicles.

Note that several of the hit location numbers below refer to more than one part of the vehicle ("Rear window OR rear-side windows," for example). In cases like these, you can let the player decide where he or she hit, or you can make the decision yourself. If it's important that the contents of the trunk be undamaged, don't let them be damaged. If it would be fun, funny, or exciting to have the trunk contents hit, hit 'em.

Note also, that there are twelve hit location numbers on each chart. Areas 10, 11, and 12 can only be hit by players of high enough skill levels to bump their shots that high. Unskilled players can only hit those internal components on a critical hit to a surrounding area.

AUTOMOBILE DAMAGE DIAGRAM

0	Cooling or lubrication system
1	Windshield or front-side windows
2	Front tire
3	Rear tire
4	Rear window or rear-side windows
5	Left front body or fender
6	Left rear body or fender
7	Right front body or fender
8	Right rear body or fender
9	Trunk, trunk contents, or wing (F1)
10	Gas tank
11	Engine
12	Controls

AIRCRAFT DAMAGE DIAGRAM

0	Cooling or lubrication system
1	Windshield or side windows
2	Left wing, right wing, or rotor (helicopters) *
3	Left tailplane or right tailplane
4	Propellor, engine housing (jets), or rotor (helicopters)
5	Left front body
6	Left rear body
7	Right front body
8	Right rear body
9	Tail or tail-rotor (helicopters)
10	Gas tank
11	Engine
12	Controls

* When all wing spaces are gone, or on a critical hit to the wings, or when the landing gear are extended, this can be considered a landing gear hit.

MOTORCYCLE/SNOWMOBILE DAMAGE DIAGRAM

0	Cooling or lubrication system
1	Windshield or passenger
2	Front tire or ski (for snowmobile)
3	Rear tire or tread (for snowmobile)
4	Engine
5-6	Passenger (left side)
7-8	Passenger (right side)
9-10	Gas tank
11	Engine
12	Controls

BOAT DAMAGE DIAGRAM

0-1	Windshield or side windows
2	Left bow
3	Sail or left bow
4	Left stern
5	Sail or left stern
6	Right bow
7	Sail or right bow
8	Right stern
9	Sail or right stern
10	Gas tank
11	Engine
12	Controls

Damage Effects

Depending on the location of damage, the performance of vehicles can be seriously impaired. Specific effects are described below. One general rule applies to *all* hit locations, however: When all damage boxes in a particular area are filled in, subsequent damage to that area goes to the location directly behind the destroyed one. For example, all of a sedan's 12 trunk boxes are filled in. Excess and subsequent trunk hits go to the gas tank. If all of the gas tank boxes are filled in (and the tank doesn't explode), subsequent hits go to the passenger compartment.

Critical hits bypass surrounding areas, if the shooter wishes, and go directly to underlying areas. For example, a critical hit to the windshield can be taken as a windshield hit or to the passenger compartment (player's choice).

ENGINE damage causes decreased Maximum Speed and Acceleration. Each rating loses 10% (rounded up) of its original total for each engine damage box that has been filled in. Neither rating can be reduced below 10% (rounded up) of its original total as long as at least one engine box remains undamaged. When all engine damage boxes are filled, the vehicle's engine is destroyed.

If the *COOLING SYSTEM* is destroyed, it will cause the engine to overheat (and stop running) within 1d10 turns of the destruction of the cooling system. If the system is damaged, but not destroyed, the vehicle stands a chance of overheating. Check after each hour of damaged operation by rolling d%. The chance of overheating is equal to the number of damaged boxes x10— thus, three damaged cooling system boxes would give a vehicle a 30% chance per hour of overheating.

WINDSHIELD, SIDE WINDOW, and REAR WINDOW damage forces the driver to make an immediate Driving Check; failure sends the vehicle out of control. The driver must then make a second check, or crash. In addition, if hits penetrate the passenger compartment, passengers are injured as described above.

CONTROL damage affects steering, throttle, brakes, and/or electrical systems. (The Admin can use 1d4 to determine which system is damaged, or pick the one with the most dramatic game result.) If a control system is destroyed, the vehicle will not run. Partial control damage is treated the same as cooling system damage—check every hour, based on the number of damage boxes filled in. If the check is lower than the percent chance of malfunction, the vehicle stops running.

FENDER damage primarily causes cosmetic damage.

GAS TANK damage will cause the gas to leak out. A driver with a damaged gas tank must check every five minutes that the car runs to see if he is out of fuel. The number of damage points, x10%, equals the chance he will run out of gas.

Of course, any flame touching the gas will reduce running out of fuel to a low-priority problem. Anytime a fuel tank is hit by a bullet, there is a 10% chance that it will explode. In this unhappy circumstance, treat each passenger as if he received full damage from eight sticks of dynamite (1d6 wounds, for 1d8 points of damage each).

If the fuel tank is damaged by incendiary ammunition, including tracers, it will automatically explode. If the damage was caused by an explosive attack, there is an 80% chance that the fuel tank will explode.

TRUNK damage has a 10% chance, per hit (cumulative) of jamming the trunk shut. There is also a 20% chance, each time the trunk is hit, that some object (roll randomly if more than 1 are present) in the trunk will be hit as well.

WING damage will cause an aircraft to lose its airfoil. The vehicle crashes, or cannot take off, if any wing is destroyed. The aircraft loses 5% of is maximum speed for every point of wing damage,

to a miniumum of its stall speed.

ROTOR/PROPELLOR or ENGINE HOUSING damage will result in impaired flying. If the last propellor or engine housing on a vehicle is destroyed, it crashes (or cannot take off). Treat points of damage as Cooling System damage—there is a % chance every hour of operation that the system will fail. Aircraft with two or more engines can fly with a single engine, but Maximum speed and Ceiling are both reduced to 50%.

TAILPLANE damage is treated like wing damage.

TIRE, SKI, or TREAD damaged affects ground vehicles as explained for Tire Damage in the *TOP SECRET/S.I.*™ rules. Aircraft are affected if the a tire or ski has been destroyed, and the vehicle tries to take off or land. All Piloting Skill checks for such attempts are made at ½ ATT—¼ ATT if two or more tires or skis have been destroyed.

SAIL damage affects the speed and handling of a sailboat. Each point of damage subtracts 10% of the boat's maximum speed, and gives a −1 penalty to the Handling Rating. If the sail is destroyed, the boat cannot move—except by oars, paddles, a motor, or a tow.

A character with mechanic skills can make a valuable contribution to the success of a mission. Besides making emergency repairs in the field, mechanics can work on and improve the condition of their machines through diligent (and expensive) care.

However, the Admin needs to exert a few controls over this to prevent player abuses. For one thing, the deterrents to auto work—locating all the tools, pain and discomfort from working in awkward positions, the time needed to perform the work—are no particular obstacle to a PC. And even if they could be simulated in a game, who would want to?

If your group of players is interested in simulating the care and feeding of vehicles with greater detail, these rules provide the framework. Players will be able to improve the ratings of their vehicles in certain areas, based on the use of mechanic skills. However, vehicles in the campaign will run the risk of breakdown from random causes—much as in real life.

The rules are not specific regarding exact modifications, beyond general categorization. As always, player research should be rewarded—a player presenting evidence that a certain modification would be beneficial should be granted the opportunity to try and make the improvement— perhaps gaining a +2 to Handling, or an extra mph or two to Acceleration.

Modifying Vehicles

A mechanic can attempt to make the following modifications to a vehicle. A mechanic can attempt only one modification of each type on a given vehicle. Modifications can only be attempted by mechanics with at least first-level Basic Mechanic Skill.

To make the modification, the mechanic must spend the time and money listed for that type of modification. He then makes a Mechanic Skill Check. If he is successful, the modification works, and has the listed results. A Lucky Break adds a +1 to all benefits provided. If the check fails, the modification has no benefit, and all drawbacks (decreased Range, for example) still apply. On a Bad Break, the modification actually lowers, by 5, each area that would have benefited from the modification. However, no rating can be lowered to less than 1.

For example, a successful carburetor modification adds +1 to a vehicle's Acceleration, but decreases range to 70% of normal. On a Lucky Break, the Acceleration actually gains +2. A failed skill check does not affect the Acceleration of the vehicle, though its Range still falls to 70%. On a Bad Break, however, the Acceleration Rating would suffer a disastrous −5 penalty.
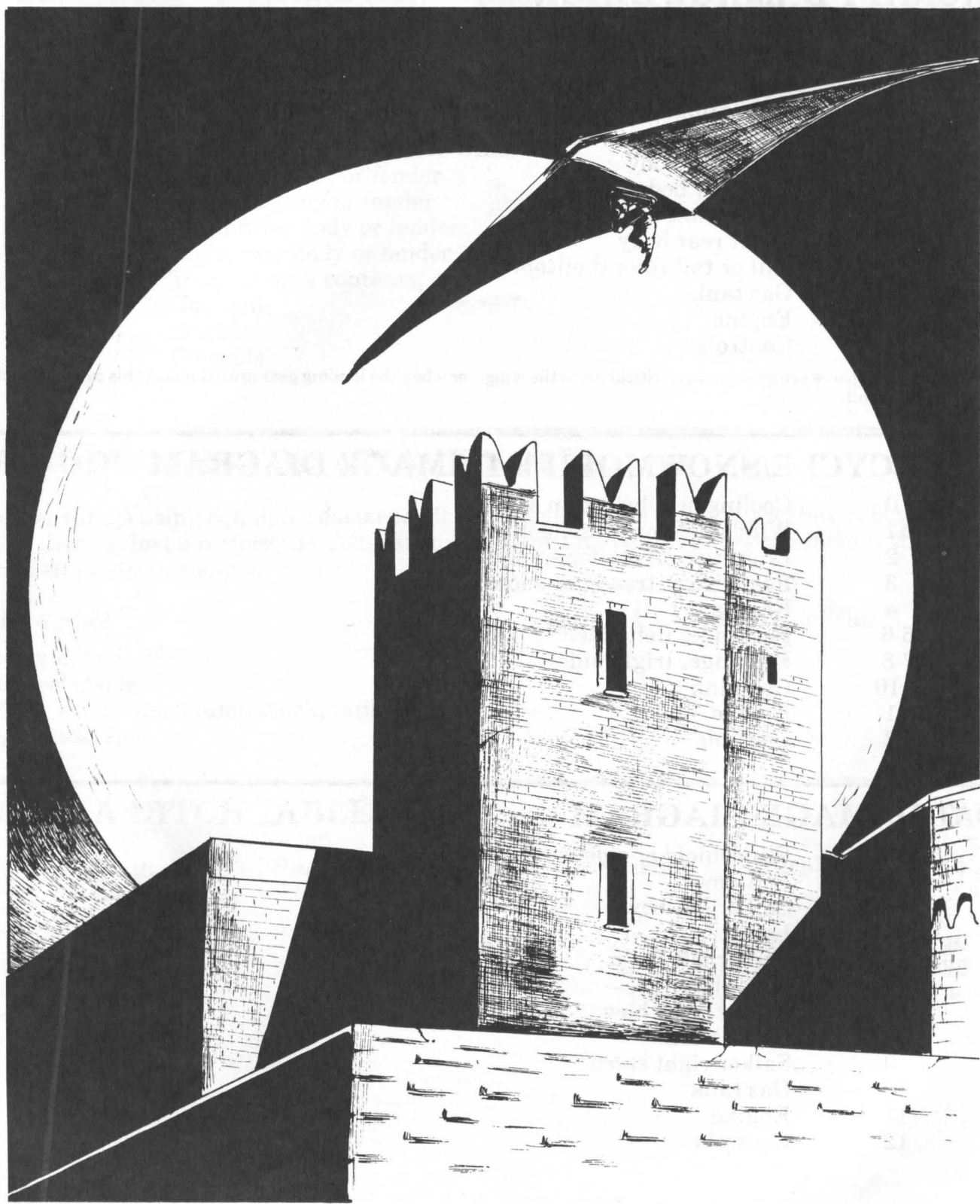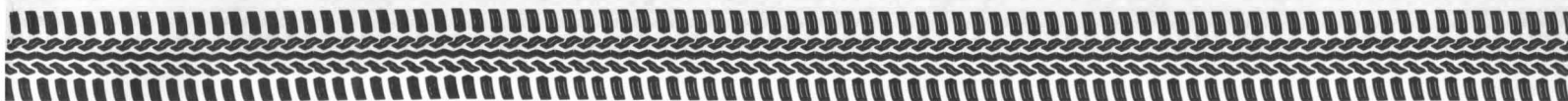
Modifications cost a given (sometimes randomly determined) amount, plus an amount determined by the value of the car. (It takes more money to soup up a Rolls Royce than a Chevy). Round off all vehicle costs to the nearest thousand—this makes the percentage cost easy to determine.

CARBURETORS: A carb modification costs $400 + 1% of the cost of the car being modified. It requires 20 + 2d10 hours of work. If successful, a carburetor modification adds +1 to a vehicle's Acceleration Rating.

ENGINES: An engine modification is the most expensive type of improvement, but can offer significant benefits. An engine improvement costs 10% of the cost of the car, plus another 1d10% of that cost—or 11-20% of the cost of the car. The final cost is only determined after the first 10% has been spent. An engine modification takes 50 + d% hours to complete. Naturally, the d% isn't rolled until the first 50 hours of work are done.

However, an engine modification can offer an improvement of +1 to Acceleration, and +10 mph to Maximum Speed. It does reduce the vehicle's range to 80% of that listed.

Conversely, a character can attempt to increase a vehicle's range with an engine modification. All details of cost and time required are the same as above. If this procedure is successful, the vehicle's

AIRCRAFT DAMAGE DIAGRAM

0	Cooling or lubrication system
1	Windshield or side windows
2	Left wing, right wing, or rotor (helicopters) *
3	Left tailplane or right tailplane
4	Propellor, engine housing (jets), or rotor (helicopters)
5	Left front body
6	Left rear body
7	Right front body
8	Right rear body
9	Tail or tail-rotor (helicopters)
10	Gas tank
11	Engine
12	Controls

* When all wing spaces are gone, or on a critical hit to the wings, or when the landing gear are extended, this can be considered a landing gear hit.

MOTORCYCLE/SNOWMOBILE DAMAGE DIAGRAM

0	Cooling or lubrication system
1	Windshield or passenger
2	Front tire or ski (for snowmobile)
3	Rear tire or tread (for snowmobile)
4	Engine
5-6	Passenger (left side)
7-8	Passenger (right side)
9-10	Gas tank
11	Engine
12	Controls

BOAT DAMAGE DIAGRAM

0-1	Windshield or side windows
2	Left bow
3	Sail or left bow
4	Left stern
5	Sail or left stern
6	Right bow
7	Sail or right bow
8	Right stern
9	Sail or right stern
10	Gas tank
11	Engine
12	Controls

AUTOMOBILE DAMAGE DIAGRAM

|	
0	Cooling or lubrication system
1	Windshield or front-side windows
2	Front tire
3	Rear tire
4	Rear window or rear-side windows
5	Left front body or fender
6	Left rear body or fender
7	Right front body or fender
8	Right rear body or fender
9	Trunk, trunk contents, or wing (F1)
10	Gas tank
11	Engine
12	Controls

SIZE MODIFIERS FOR ATTACK ROLLS

All other things being equal, it's easier to hit the broadside of a dump truck than it is to make an end-on shot against a motorcycle. Attacks made against moving vehicles can include these modifiers to simulate this effect:

Type of Shot	Attack Roll Modifier
Motorcycle, end	½ ATT
Motorcycle, side	−10
Medium truck, side (dump truck, tank, etc)	+10
Large truck, side	+30

SUNK IN A DITCH TABLE

Setting: Result	Racetrack	Urban	Suburban	Rural	Wild
Mired	0	5	20	25	30
Crash	1-30	6-30	21-35	26-35	31-40
Stuck	31-60	31-60	36-70	36-75	41-80
No Problem	61 +	61 +	71 +	76 +	81 +
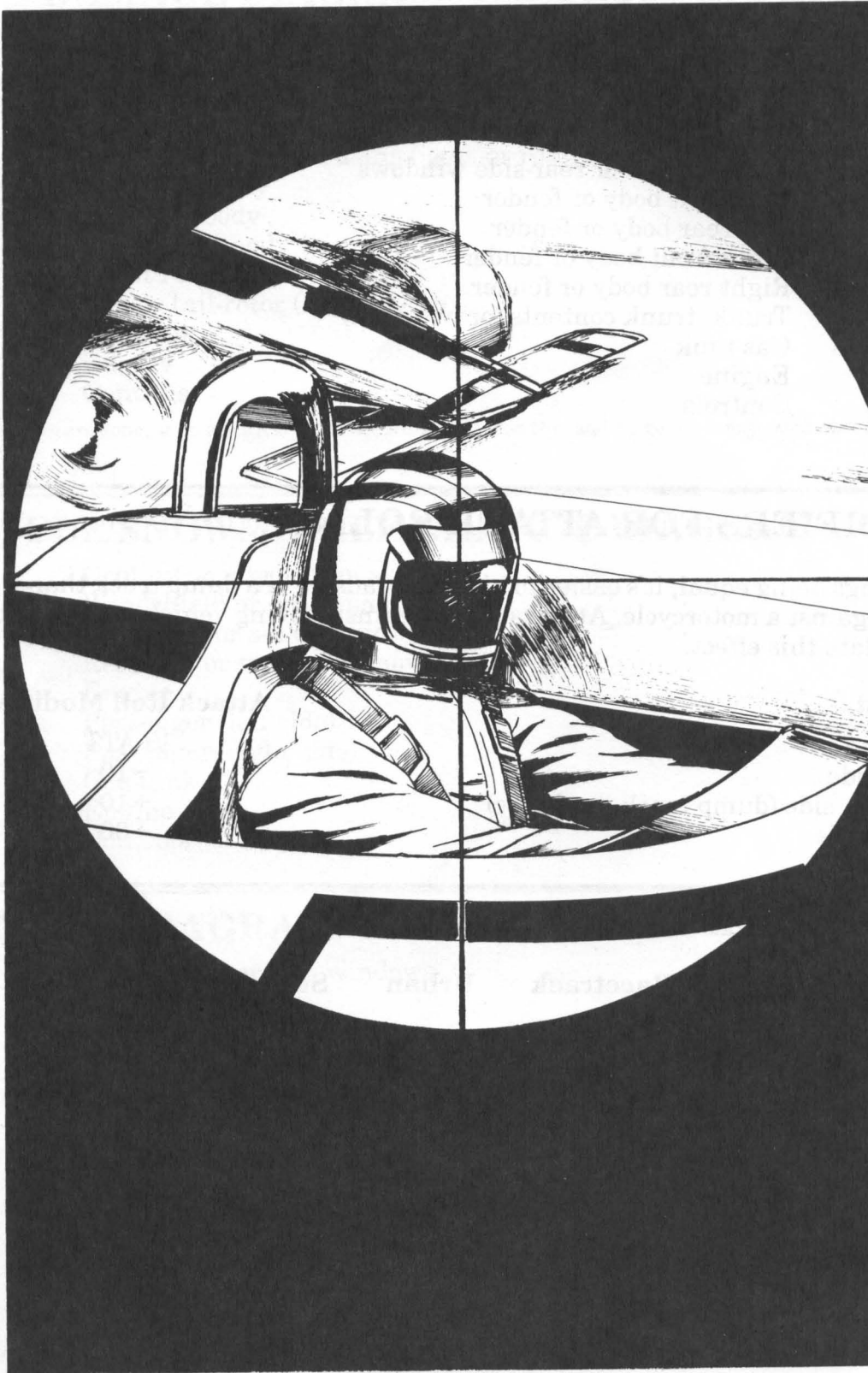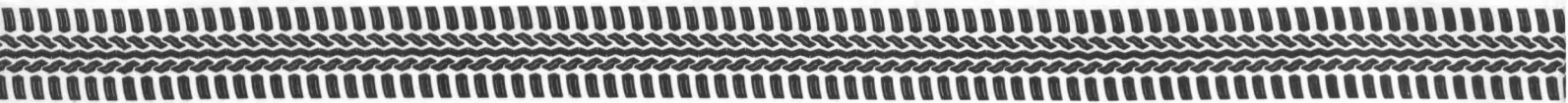
range is doubled, without increasing the fuel capacity of the vehicle. However, the Acceleration suffers a -2 penalty, and the Maximum Speed falls to 70% of that listed for it.

SUSPENSION: A modification to the springs and shock absorbers of a vehicle costs 2d6x$100, plus 1% of the cost of the vehicle. It requires 10+2d10 hours.

To determine the exact effect of a suspension modification, roll a d6 each for the Handling and Braking Ratings. The resulting numbers are the positive modifiers that apply to their respective ratings.

The drawback to such a modification is the stiff and uncomfortable ride offered by the vehicle as it jolts over every slight bump in the road. This rarely has an effect on the game, but a devious Admin might think of an occasion to remind the players of their comfort sacrifice.

Installing Special Equipment

Player character mechanics can also modify their vehicles by adding special pieces of equipment. Some of these might be PC inventions, unique to your campaign—but others are more universal. Each item has its cost, as added weight affects the performance of any vehicle. Like modifications, special equipment installation can only be performed by a mechanic with at least a first-level Basic Mechanic Skill.

A base cost is given for each item of special equipment, along with the time (in hours) needed to install it. Add 1% of the car's cost to the base cost to determine the actual installation cost.

Some of these special accessories are listed here. Each item added to a vehicle has the following effects: Max Speed (-5 mph), Acceleration (-2 mph), Braking (-3 mph), and Handling (-5). Multiple items have cumulative effects, though no rating will be reduced below 1.

Oil Slick: Base cost—$400, Work time— 10+1d10 hours.

The vehicle can drop an oil slick behind it. The slick covers a 20′ diameter circle. If the driver of a vehicle is forced to make a Driving Check while crossing the oil slick, his Driving Skill is reduced to ½ before any other modifiers are calculated. For example, an oil slick on a curve would affect all driving checks of characters attempting to take the curve at faster than normal conditions.

Caltrops: Base cost—$500, Work time— 10+1d10 hours. Replace after each usage.

A set of these pointed tire-busters can be dropped over a 20′ wide section of roadway. Any tire rolling over the caltrops will suffer 1d4 points of damage. In addition to the installation cost, the steel caltrops cost $150 a load.

Extra Gas Tank: Base cost—$200, Work time— 6+1d6 hours.

An extra tank will double the range of a vehicle.

Smoke Screen: Base cost—$800, Work time — 12+2d6 hours. Recharge after each use ($100).

A cloud of smoke can be released that will trail 200′ behind the vehicle. Any driver taking a vehicle into the smoke must make a ½ Driving Check every turn he remains in the smoke. Failure means he loses control—he must make a second Driving Check (at normal attribute), or crash.

Maintenance and Repair

Mechanical breakdowns are a common feature of modern life. Vehicle breakdowns can be particularly vexing—especially when the driver is a secret agent embarked upon an urgent mission. This thought alone will give cheer to the long winter nights of many an Administrator.

Of course, the percentage chances of vehicle breakdown should not overrule the other aspects of a roleplaying campaign—if the dice give the

Admin an unsuitable result, he should ignore it. However, in a campaign with PC mechanics— particularly when those characters have modified and improved their vehicles, they should occasionally encounter a mechanical problem.

Breakdown Frequency

As a general rule, you should check for a vehicle breakdown after every 100 miles (give or take a few) of travel. Alternatively, check once each gaming session during which the vehicle is used.

There is generally a 5% chance per check that a vehicle suffers a breakdown. Increase this by 10% if the vehicle has performed a jump, or a bump/ push special maneuver, or has been involved in a chase or other situation that pushes the vehicle to its limits. (That's a 10% modifier for every such special maneuver or chase!)

If a breakdown is indicated, the Admin can apply it immediately, or wait until some opportune moment in the near future.

Repairs

Many—even most—breakdowns are not serious. Anyone who knows his way around an engine can tinker for a few minutes and find a loose or corroded connection, a joint in need of lubrication, or a worn belt. Thus, the first mechanic to investigate a breakdown can make a Mechanic Skill Check as he initially seeks the problem. If the check is successful, he finds the difficulty and corrects it in 1d6 minutes.

However, if this initial check is unsuccessful, parts and labor will be required. Furthermore, if the initial repair roll results in a Bad Break, there will be difficulty in obtaining the parts needed for the repair—typically, a 1d10 day delay.

This assumes that the PCs are in a city or town with a source of standard auto parts—the Bad Break means that something special is needed. If the breakdown occurs far from any source of parts,

any need for parts (indicated by failing the initial Mechanic Skill Check) will create difficulties.

Making the actual repair is a matter of buying the parts, having a mechanic work on the problem, and making a skill check to see if the repair is successful.

Typically, parts will cost 1d6x$100 for every $10,000 of the vehicle's cost (rounded down). For example, parts to repair a car that cost $36,000 would cost $300-$1800.

A mechanic must work for 2d6 hours before making a Mechanic Skill Check to see if the repair is successful. If that check fails, he must spend another 1d6 hours working before he can try another skill check. If any of these skill checks fail with a Bad Break, the mechanic discovers a need for that rare part—naturally, obtainable only after a 1d10 day delay.

Repairs by Default

Characters without mechanic skills can attempt to make repairs, using the Basic Mechanic Skill by default. In addition to the standard penalty (make the check at ¼ INT), such repairs take twice as long as they would take a skilled mechanic. This applies to the initial skill check as well as all subsequent rolls.

Multiple Mechanics Helping

More than one character can help to make a repair, modification, or installation. Only one can work at full efficiency, however. The second character helping on a job can take care of ½ hour of the job for every hour that he spends working. Third and additional workers helping knock off a mere ¼ hour per hour of work.

TOP SECRET/S.I.™

The vehicle rules are designed around automobiles, but several modifications allow them to simulate boats and motorcycles as well. More significant differences are presented for aerial adventuring.

Motorcycles

Motorcycles can perform all of the special maneuvers that cars can. However, a motorcycle can only bump/push against another motorcycle, or smaller vehicle. When performing a jump, a character driving a motorcycle suffers only a −20 modifier for the special maneuver, not the −40 that applies to a car.

If a motorcycle is ever forced to spin, for any of the reasons explained above, it crashes immediately. The driver makes an immediate check on the Crash Table, and cannot receive a result lower than his speed (divided by 10%). For example, a motorcyclist who spins around a corner at 45 mph will suffer at least result 4 on the Crash Table. Rolls that are too low must be re-rolled until a legitimate result is obtained.

Snowmobiles

Like motorcycles, snowmobiles can perform all of the special maneuvers allowed to cars—they can only bump/push other snowmobiles, however.

Also like motorcycles, a snowmobile will crash if forced to spin. Roll a normal check on the Crash Table—there is no minimum result (unlike motorcycles) that needs to apply.

Boats

Boats can perform the braking skid, swerve, jump, and bump/push special maneuvers. Boats, like motorcycles, will never spin as a result of the driver losing control. Instead, if a spin result is indi-

cated for a boat, the driver must make an immediate Driving Skill Check. If he succeeds, he retains control of the boat. If he fails, the boat capsizes.

Characters can be injured when a boat capsizes as a result of loss of control. Each character in a boat that capsizes while traveling 20 mph or faster must make a MOV check to see if he can fall cleanly into the water. Failure means that he suffers 1 or 2 wounds of 1d10 points of bruise damage each, to randomly determined areas.

Boats are obviously not subject to tire damage, but their hulls present a different vulnerability. Any Crash Table result that indicates body damage causes minor leaks in the boat. As long as the boat remains moving, or is actively bailed, it will remain afloat. If it drifts or sits at anchor without bailing, however, it will sink in 1d6 hours.

A Crash Table result of 8 or 9 means that the boat sinks in 2d6 turns.

Airplanes and Helicopters

Aircraft differ from land and water vehicles in a number of crucial ways, including their basic ratings. These are explained here:

MAX SPEED, PROT, #PASS, RANGE, and *COST* mean the same things that they do for land vehicles.

STALL SPEED is the minimum speed needed for an aircraft to remain airborne. When taking off, a plane must accelerate to its stall speed before its pilot can attempt to take off.

CEILING is the highest altitude the aircraft can attain. The ceiling listed for aircraft in the *Top Secret/S.I.*™ game is measured in thousands of feet.

Taking Off and Landing

A pilot must make a successful Piloting Skill Check in order to lift an airplane or helicopter off the ground. An airplane must at least be traveling at its stall speed—a helicopter need only be running smoothly.

A Bad Break on a takeoff attempt means that the aircraft develops a problem that aborts the takeoff. Normally, this is a problem that can be fixed by a mechanic with 1d6 minutes of tinkering (after the engine has been turned off). If the roll is a 99, however, treat the aircraft as if it had just suffered a breakdown—see the repair rules.

When landing an aircraft, the pilot must approach the landing surface and make a Piloting Skill Check. If it is successful, he can set the aircraft down with no difficulty. If it fails, he can repeat the check. A fast plane with a short runway might have to circle the field between each attempt, but most runways are long enough to give a pilot three attempts before he has to circle.

If this check is a Bad Break, he lands the plane, but roughly. On a 95-98, it immediately suffers a breakdown (as explained in the repair rules). On a 99, the pilot must roll a d10 and find the resulting category on the Crash Table—that is the effect of his landing.

(*Designer's Note:* This makes landing a plane a little more dangerous than it is statistically. If you don't want to employ this level of risk, however, just apply this procedure for non-routine landings.)

Moving and Maneuvering Aircraft

ACCELERATION: In level flight, or when taking off, propeller-driven aircraft can accelerate by adding 1% (rounded up) of the aircraft's Maximum Speed to its current speed every turn. If the aircraft is in flight, it can accelerate by 10% of its Max Speed in a turn by diving at least 100' for every 10 mph (or fraction of 10 mph) added to its speed. For example, a twin engine commuter plane (Max Speed = 220) must dive 300' in order to add 22 mph to its speed in a given turn.

A prop-driven aircraft cannot accelerate while climbing. A jet aircraft can accelerate up to 5% of its maximum speed (with a maximum of 50 mph) per turn, whether in level flight or climbing gradually (less than a 45 degree angle).

Helicopters function as propeller-driven aircraft for purposes of acceleration.

DECELERATION: Though a pilot can ease up on the throttle and extend the flaps and actually lose speed as the plane descends (as, for instance, during a landing approach), in general, an aircraft cannot decelerate while diving. In level flight, it can drop 1% of its Max Speed per turn. If the aircraft climbs 100' for every 10 mph (or fraction) decelerated, it can drop its speed by up to 10% of its Max Speed in a single turn.

MANEUVERING: An aircraft turns very gradually in a two-second *Top Secret/S.I.*™ game turn. If the pilot makes a successful Piloting Check, he can turn up to 15 degrees in a single turn. If the check fails, he can only turn five degrees.

Helicopters can maneuver much more easily, of course. A helicopter can turn as much as 180 degrees in a single turn (with a successful Piloting Check). Failure limits the turn to 90 degrees.

Helicopters can perform the bump/push special maneuver against a car or other ground vehicle.

DIVING: An aircraft cannot lose all of its downward momentum in a two-second turn, especially if the dive is a steep one. When pulling out of a dive, an aircraft can reduce its downward movement by 50% in a turn, unless that downward movement is less than 100' per turn. When it is less than 100', the aircraft can cease diving and resume level or climbing flight.

For example, an airplane is diving a steep 450' per turn when the pilot decides to pull out of the dive. On the next turn, he can slow the dive to 225'. The next turn, he only dives 115' (rounding off for simplicity's sake), and then 60'. Since he descended less than 100' on that last turn, he can resume level flight on the next turn.

The depth of rules detail presented in this book goes beyond what is needed to run an occasional car chase. If your Admin and players are interested in using vehicles in your campaign in a realistic and exciting fashion, however, you should find what you need here.

As always, you should modify and expand these rules to suit your exact needs—subject to Administrator approval, of course. If you would like to factor in the effects of rain tires versus racing slicks, apply a modifier based on the tires and the road or track condition. If a player thinks of a piece of special equipment that is not listed, allow him to work out the details—being sure that you assign realistic (or slightly inflated) estimates for time and cost.

Campaign Features of the Grand Prix Environment

One possibility for players who really enjoy vehicle-related adventures is to structure a campaign around the Formula One racing season.

The Grand Prix has a number of features that make it an inherently adventurous setting. For one thing, it is a dramatically international circuit, covering four or five continents for its approximately 16 races. In recent years, the Iron Curtain has even parted to allow the circuit into Hungary.

Another feature of Grand Prix racing is the money required to enter a team on the circuit, or to follow the races from country to country. It is definitely a high-profile, high-glamor lifestyle. When the cost of an engine might run $100,000 or more—and such an engine can be sacrificed in time trials simply to guarantee a good starting position—great wealth is at hand.

Thirdly, the Grand Prix offers an inherent sense of adventure that could only be amplified by the addition of espionage plot twists and complications. The speed of the cars, the fierce competition between teams and drivers, and the high profile provided by an entourage of reporters and sportswriters, all combine to provide an ideal setting for *Top Secret/S.I.*™ game adventures.

A typical season might include the following races, at the listed dates.

> **Late March:** Rio De Janeiro, Brazil
> **Mid-April:** Jerez, Spain (near Seville)
> **Late April:** Imola, Italy (near Bologna)
> **Mid-May:** Monte Carlo, Monaco
> **Late May:** Spa-Francorchamps, Belgium (near Malmedy, Liege)
> **Mid-June:** Montreal, Canada
> **Late June:** Detroit, USA
> **Early July:** Paul Ricard, France (near Marseille, Toulon)
> **Mid-July:** Brands Hatch, England (near Dartford, southeast of London)
> **Late July:** Hockenheim, Germany (near Mannheim, Heidelburg)
> **Mid-August:** Hungaroring, Hungary (near Budapest)
> **Late August:** Osterreichring, Austria
> **Early September:** Monza, Italy (near Milan)
> **Late September:** Estoril, Portugal (near Lisbon)
> **Mid-October:** Mexico City, Mexico
> **Late October:** Adelaide, Australia (southern coast)
> **Mid-November:** Suzuka Circuit, Japan

Suggested Character Roles or Covers

Driver: The driver of a Grand Prix racing car is at the top of his field—among the best in the world. Currently this is an all-male fraternity. Formula One drivers are highly paid professionals, who receive a lot of publicity and enjoy a glamorous

and exciting image in the eyes of the public. Like stars in any field, racing drivers can be temperamental, aloof, and arrogant —but they can drive like the wind.

Mechanic: A mechanic on a Formula One racing team is often an engineer, and is always an expert on high-performance equipment. The mechanics put in long hours, and must be driven to achieve perfection. Generally, several mechanics will be assigned to each car on a team.

Journalist: The Grand Prix generates more publicity than any other auto-racing event (except the Indianapolis 500), and an entire cadre of TV, magazine, and newspaper writers will follow the circuit with the teams and cars. These reporters can become intimately familiar with the inner workings of the circuit—and might go to extreme lengths to gain a scoop on the competition.

Formula One Racing Cars

Formula One cars, as well as the whole Grand Prix circuit and schedule, are regulated by the Federation Internationale de l'Automobile—the FIA. The Federation changes the requirements steadily in order to cope with new technology, and also to prevent the long-lasting dominance of any single team.

Formula One racing cars are designed with one purpose in mind: racing. Like an airplane, the car features monocoque construction, that is, the driver's compartment, or "tub," is built as a single piece to which all other components are attached. The body of the car is made of carbon fiber and Kevlar.

A Formula One car has a six-speed gearbox and the engine is a gasoline-burning internal cumbustion engine capable of far higher r.p.m.'s than an ordinary auto, but also has a much shorter life expectancy. Until recently, turbo-charging of Grand Prix cars (using the force of exhaust gasses to increase engine output) was commonly prac-

ticed. For both safety and cost considerations, however, turbo-charging was banned by the FIA. Now all engines are naturally aspirated—that is, they combust only the air that is pulled into the engine normally. Fuel for the car comes in fuel cells to lessen the chance of an accident in the pits.

The tires of a Formula One racer are generally wide and devoid of tread. These "racing slicks" are made of a soft rubber, and generally will not last the length of a single race. Their width, and the low center of gravity for the car, allow unparalleled cornering, braking, and acceleration —on a dry track. For wet conditions, Grand Prix cars employ tires with a more typical tread pattern. Often, a car will require several tire changes during the course of a race.

The front and back of the car are equipped with actual wings. These serve to use the force of air created by the car's movement to hold the vehicle more tightly to the ground, increasing traction and effectively lowering the center of gravity still further. Such wings are adjustable, and will be altered to accommodate the realities of different tracks. A track with more curves will call for a steeper pitch to the wing, whereas one involving many high-speed straightaways will require that the wing be set in a more streamlined fashion.

Grand Prix—Monte Carlo

The Monaco Grand Prix is one of the oldest races in this classic series, originating in 1929. It has been run more than 40 times, and has been won by most of the great drivers of Grand Prix history —Graham Hill, Jackie Stewart, Niki Lauda, and Alain Prost to name a few.

Now, in an age when nearly all Formula One racing is conducted upon closed circuits and prepared tracks, the Monaco Grand Prix is something of an anachronism. The race is run through the streets of the principality. The track is more narrow, on the average, than any other Grand Prix course. It contains 10 corners per lap, no less than three of which require drivers to use bottom gear. It requires a constant balance between braking and acceleration, involving uphill and downhill sections—even a tunnel!

As much as a quarter of the track runs along the waterfront, with only a guardrail separating the cars from a harbor full of fabulous yachts. The course circles the great casino, passing between it and the Hotel De Paris. The corner, at St. Devote, is the first corner after the starting line, and as often as not, one or more cars collide there, before completing a single lap. On average, about half the 20 starting cars manage to finish the race.

Because of the narrow confines of the course, the Monaco Grand Prix has one of the smallest fields of the entire circuit. Only 20 cars are allowed to race, though 26 or 27 are usually trying to qualify. Bad times in the timing laps have resulted in many fine drivers being prevented from entering the race.

Also because of the narrow track, and its many curves, the Monaco Grand Prix has the reputation of lacking some of the excitement in races where overtaking and passing are easier. Gaining an advantageous starting time at Monte Carlo is important for a driver's chances—because of the difficulties in overtaking, an early lead is a more significant advantage than it is in many other races.

Still, the Monaco Grand Prix seems to offer no shortage of excitement. In recent races, even when first place has gone to the driver making the best start, there have been tense battles for second and later places—important factors in the point structure of the Grand Prix competition.

Neither are accidents uncommon on the course, though fatalities have fortunately been rare. The tight confines of the track give the race more than its share of spinouts and collisions, leading to the retirement of many a racer.

The race used to be run for 100 laps, though in recent years this has been shortened to 78 laps. Monaco rewards a car with powerful acceleration, being less concerned with top speed. Cornering and braking ability are also important—perhaps most significant, however, is a driver's determination, courage—and luck!

It is unlikely that even the most enthusiastic of gamers would want to roleplay, in two-second increments, the entire course of two-hour auto race. And imagine the nightmare if 20 PCs or more, all controlling their own vehicles, were clamoring for the Admin's attention. No, such detail is not within the province of an espionage roleplaying game.

However, this does not mean you cannot have adventures surrounding, or even including, a race itself. The key is in selecting the appropriate events to roleplay, and in streamlining the description and occurence of the race so that it becomes a workable gaming activity.

For one thing, the PC racer needs an antagonist more specific than "all the other drivers." A personal rivalry is always good, especially if the two rivals are vying for the same spot in the race. Even if it is not the win (though that is the most dramatic), a battle for second or third place can provide plenty of excitement.

If the race can be broken down into a duel between a pair, trio, or other small group of drivers, the special maneuvers and vehicle movement rules for the *Top Secret/S.I.*™ game should give you all the detail you need.

The Admin can determine starting positions for the significant cars by having the drivers make some Driving Skill Checks, and factoring in the relative speeds and handling abilities of the cars. Then he should get general strategies from the racers—"I'll try to gradually overtake Farini" or "I'm going to be cautious until someone comes up behind me."

To determine the flow of the race, have characters make Driving Skill Checks against the following chart. (A Bad Break means the driver has to make a pit stop.)
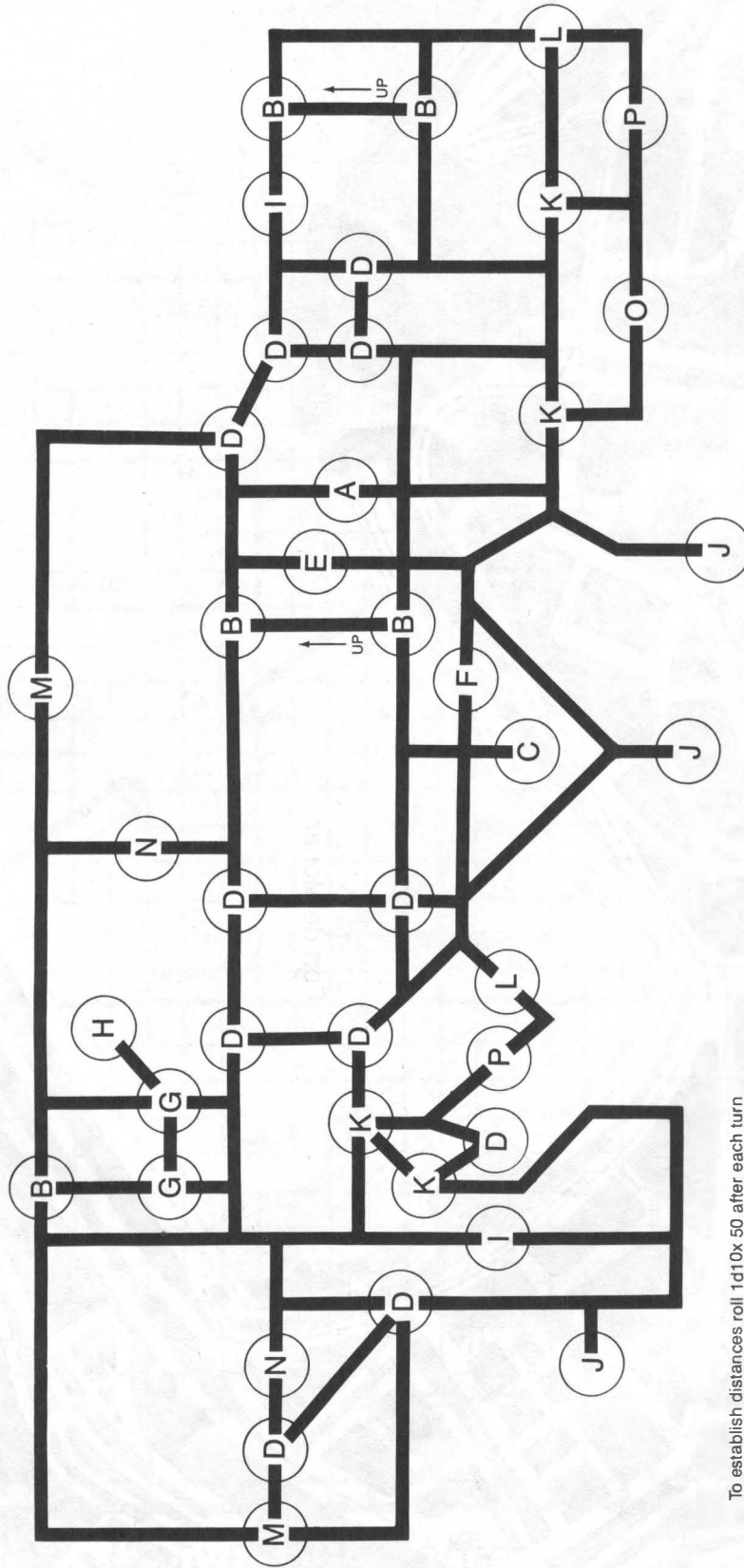
	Car A Succeeds	Car A Fails
Car B Succeeds	Even	Car B gains 1 car length
Car B Fails	Car A gains 1 car length	Even

Grand Prix Crashes

Though the speeds of Grand Prix cars far exceed that of normal street automobiles, crashes on the race course are not necessarily more brutal than they are on the open road. For one thing, all of the traffic is (presumably) traveling the same direction. For another, the driver is protected by fire-retardant clothing, a sturdy helmet, and body-securing harness. Also, the Formula One car is designed with protection in mind—in a violent accident, the wheels and engine can break away from the car while the driver remains safe and secure in the tub.
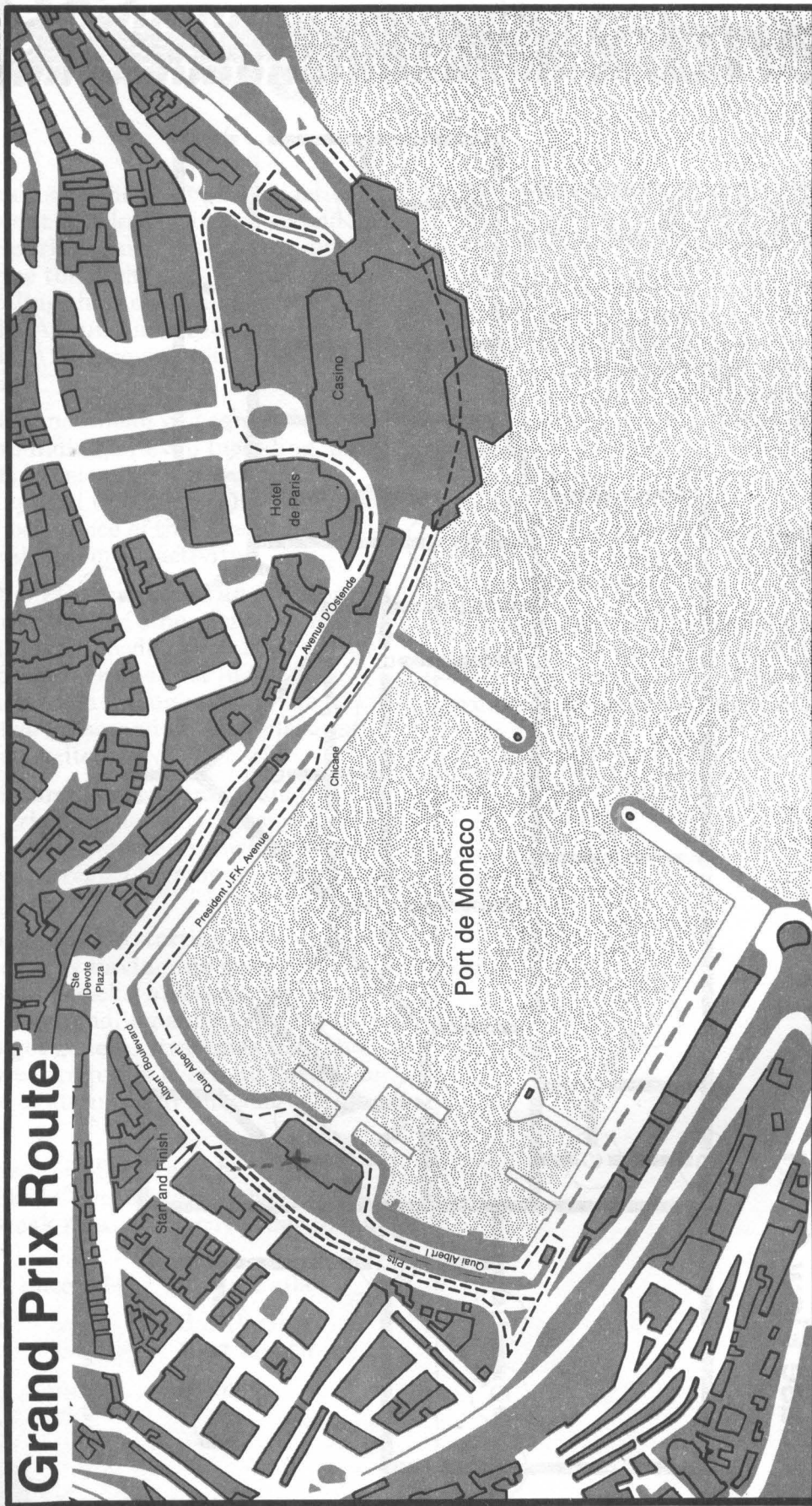
Thus, if a crash is indicated during the course of a race, use the standard Crash Table. You can even factor in the protection allowed by the reality rules for helmets and seatbelts!
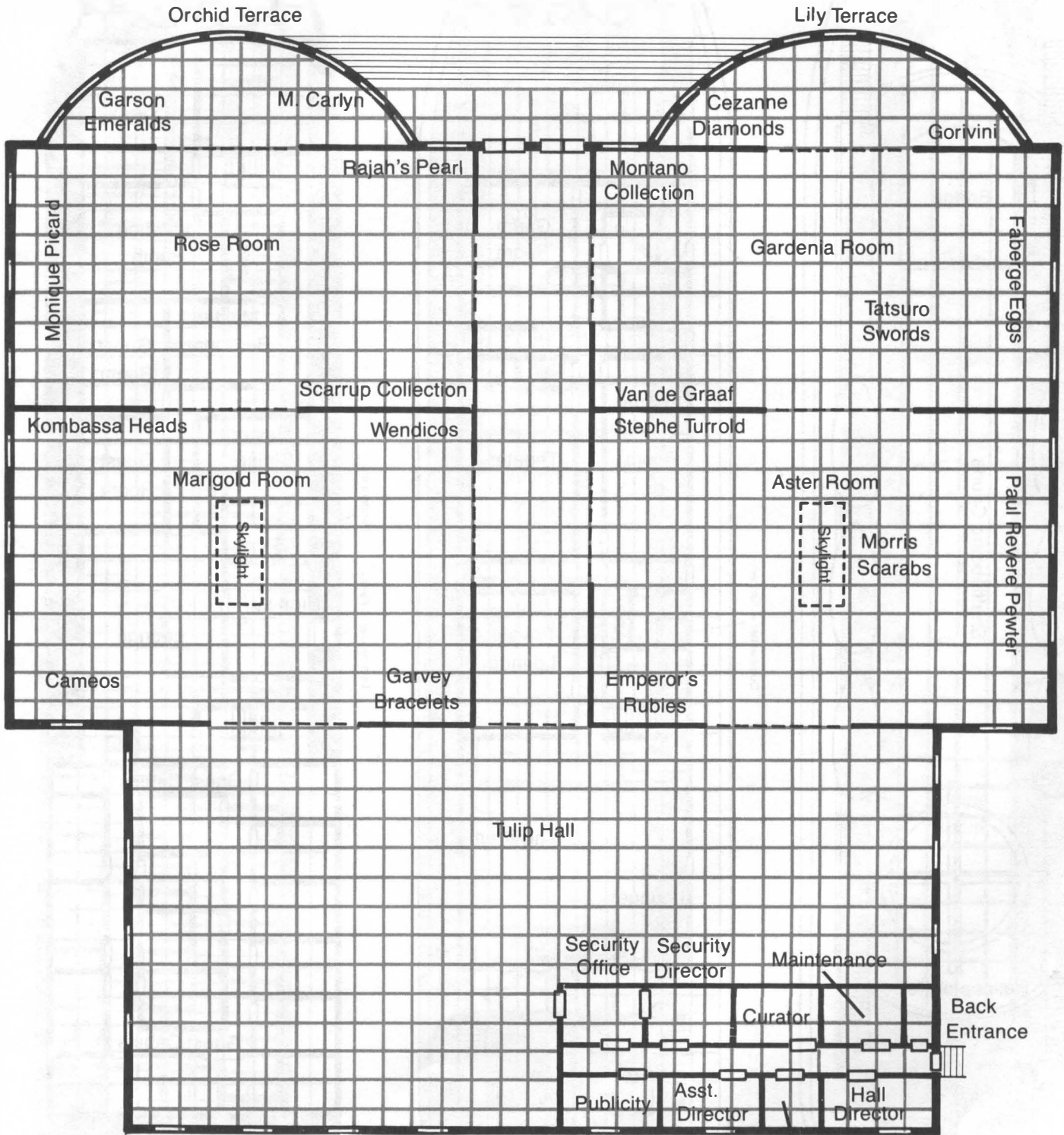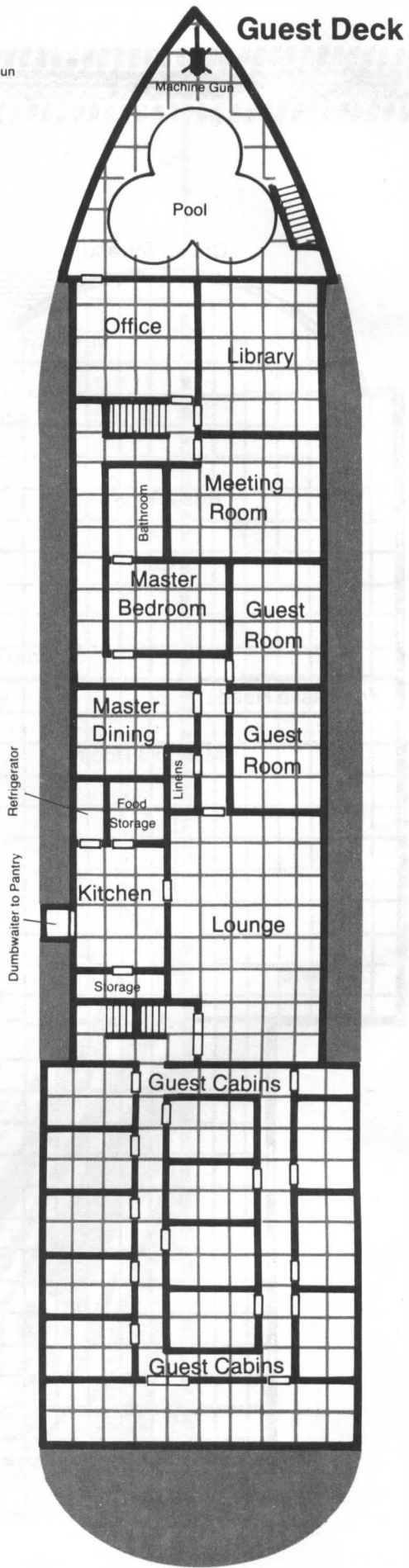
TOP SECRET/S.I.™

Chase Flow Chart
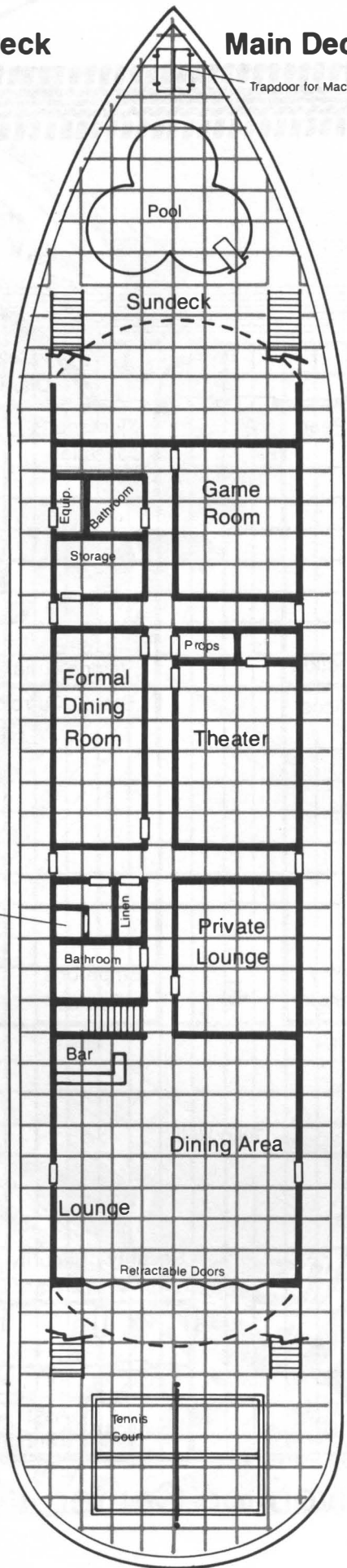

To establish distances roll 1d10x 50 after each turn

Grand Prix Route

Start and Finish

Ste Devote Plaza

Albert I Boulevard

Quai Albert I

Quai Albert I

President J.F.K. Avenue

Chicane

Avenue D'Ostende

Hotel de Paris

Casino

Port de Monaco

Orchid Terrace

Lily Terrace

Garson Emeralds

M. Carlyn

Cezanne Diamonds

Gorivini

Rajah's Pearl

Montano Collection

Monique Picard

Rose Room

Gardenia Room

Faberge Eggs

Tatsuro Swords

Scarrup Collection

Van de Graaf

Kombassa Heads

Wendicos

Stephe Turrold

Marigold Room

Aster Room

Paul Revere Pewter

Skylight

Skylight

Morris Scarabs

Cameos

Garvey Bracelets

Emperor's Rubies

Tulip Hall

Security Office

Security Director

Maintenance

Curator

Back Entrance

Publicity

Asst. Director

Hall Director

Secretary

Convention Center

Promenade Deck

Bridge

Shuffleboard Courts

Helicopter Pad

Main Deck

Trapdoor for Machine Gun

Pool

Sundeck

Equip.

Bathroom

Storage

Game Room

Props

Formal Dining Room

Theater

Dumbwaiter to Kitchen

Linen

Bathroom

Private Lounge

Bar

Dining Area

Lounge

Retractable Doors

Tennis Court

Guest Deck

Machine Gun

Pool

Office

Library

Bathroom

Meeting Room

Master Bedroom

Guest Room

Refrigerator

Master Dining

Linens

Guest Room

Food Storage

Dumbwaiter to Pantry

Kitchen

Lounge

Storage

Guest Cabins

Guest Cabins

Crew Deck

Laundry

Hold

Sauna

Gymnasium

Workshop

Repair Shop

Storage

Crew Cabins

Bathroom

Bathroom

Crew Cabins

Control Deck

Communication Room

Computer Room

Long Range Radar and Sonar

Planning/ Meeting Room

Galley

Dining Area

Interrogation

Laboratory

Weapons Storage

Engine Deck

Scuba Equiptment

Air Lock to Sea

Maintenance Shop

Spare Parts

Engine Room

One square = 10 feet

Second Floor

Bathroom

Den

Master Bedroom

Balcony

Bath

Bath

Guest Bedroom

Stairs to Terrace

Guest Bedroom

Linen

Sun Room Area

Bath

Bath

Open

Bathroom

Guest Bedroom

Guest Bedroom

Guest Bedroom

Bath

Communication

Weapons and Storage

Stairs Enclosed

Dispensers

First Floor

frige

Food Storage

Kitchen

Store Room

BBQ

Linen

Window

Glass Doors

Terrace

Dining Room

Closet

Cleaning Closet

Glassed-in Solarium

Living Room

Lounge

Stairs to Boathouse

Bar

One square = 5 feet