

# TORG

## KANAWA LAND VEHICLES



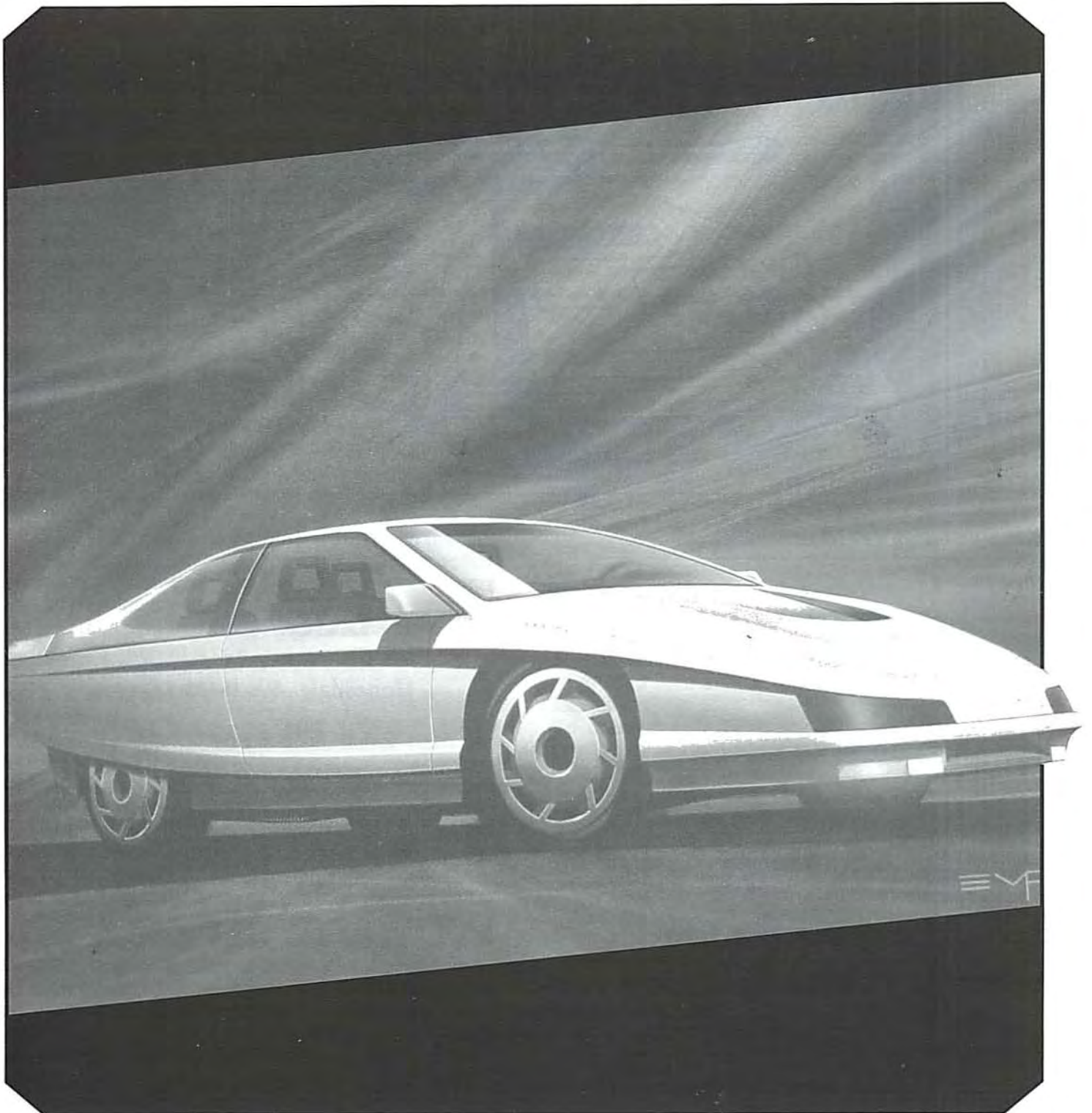
Wheels for the Possibility Wars™



# KANAWA LAND VEHICLES

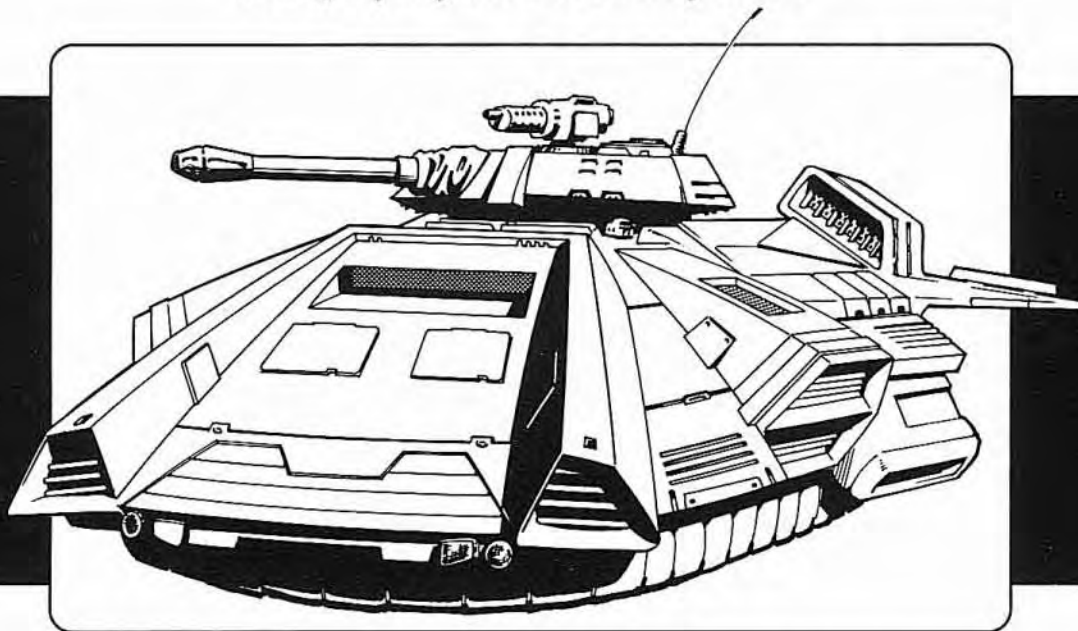
By Nigel Findley

Wheels for the Possibility Wars





Roleplaying the Possibility Wars™



## Kanawa Land Vehicles

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RR 3 Box 2345  
Honesdale, PA 18431

20567

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Publisher: Daniel Scott Palter • Associate Publisher: Richard Hawran • Editors: Greg Farshtey, Bill Smith, Ed Stark  
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# ***GREETINGS***

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## *FROM OUR DIRECTOR*

Welcome to the first edition of the Land Vehicles catalog from the Ama-Tsu-Mara Transportation Division of Kanawa Corporation. We are proud to offer to you, in the form of this catalog, access to the widest possible range of vehicles, to match the greatest scope of potential needs.

It is the goal of Kanawa Corporation to be the premier source of high-quality equipment, regardless of specifics and technological level. By creating distinct divisions, such as Hachiman Weapons, or acquiring other companies and recasting them as divisions, as in the case of Mitiya Corp., Kanawa is now your sole source for equipment and vehicles ranging from handguns to missiles, from land, water and air vehicles to low-orbital spacecraft and satellites!

At Ama-Tsu-Mara Transportation, it has been our privilege to scour the world for the finest examples of land vehicles in many different categories and incorporating many different levels of technological sophistication. We have then analyzed these vehicles, refined the design when appropriate, and then constructed them using our own highly advanced manufacturing techniques. The result is that you may have complete confidence in the quality of any vehicle you see in this volume. Following corporate policy, each catalog entry will list the item under the name of its original manufacturer or designer.

These unsettled times have made it necessary for Ama-Tsu-Mara Transportation to offer vehicles based on a wide range of technological bases. It seems that there are parts of the world where any vehicle more sophisticated than a horse-drawn carriage will simply not function. Conversely, there are other locales where the most

advanced experimental vehicles will operate without a flaw. For this reason, we have broken the entries down by the level of technology inherent in each one.

Each catalog entry includes the following information:

- Vehicle Name/Identification
- Description
- Evaluator's Comments
- Technical Data

Following the lead of Hachiman Arms, our evaluators have been selected from all over the world, and from the widest possible range of backgrounds. Their comments are provided here exactly as written, with deletions or modifications.

To order any of these fine vehicles, contact your nearest Kanawa Corporation representative, or transmit your request along with your bank code number via FAX or computer directly to Ama-Tsu-Mara Transportation. For the convenience of our customers, all prices are given in US dollars.

This volume is complemented by the Kanawa Air and Sea Craft catalog.



Atsuko Watanabe, B.Sc., M.A., M.B.A.  
Managing Director  
Ama-Tsu-Mara Transportation Division  
Kanawa Corporation  
Tokyo, Japan



# LOW TECHNOLOGY VEHICLES

This chapter includes vehicles that are appropriate for use in the realms of Aysle and Orrorsh, where technology is generally limited to that seen during the Middle Ages and England's Victorian era. Note that within these realms, seemingly acausal events can occur, and are generally attributed to "magic."



## Horse-Drawn Vehicles

Horse-drawn vehicles represent a situation slightly different from those which are covered by the expanded vehicle rules in the appendix of this book. There are effectively two ways of "killing" a horse-drawn vehicle: destroy the structural integrity of the vehicle, or kill the horse(s) pulling it.

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### Destroying the Vehicle

For attacks targeting the vehicle, use the rules for vehicle combat in the appendix. Note, however, that smashing the vehicle will not always immobilize the horses. (Remember those scenes from Westerns where the stage coach loses a wheel, but the horses gallop on, dragging the driver behind them by the reins ...)

### Targeting the Horses

If the horse pulling a vehicle is incapacitated or killed, the vehicle is considered to crash at its current speed. (This is also the case if only one horse in a team is killed or incapacitated.) The statistics for a typical horse are given below.

Rather than killing the horse(s), an attacker might try to "spook" it/them. All but the best-trained horses will be spooked by close-by gunfire, and virtually any horse will be spooked by explosions or fire. To spook a horse, a character must have the means at hand to create such an effect (this can range from a pistol to a *lightning* spell), and must generate an *intimidation* total against the horse's *intimidation* or *Spirit*. On a *Good* or better result, the horse is frightened by the effect.

If a horse is spooked, the driver of the vehicle must generate a *beast riding* total against a difficulty number of the animal's *Mind* +7 to bring it under control. If the driver fails, the horse gallops away at top speed, towing the vehicle behind it. If the horse is a member of a team, the entire team panics and gallops off. The horse and carriage travel at "panic speed," 10 kilometers per hour faster than the maximum speed listed for the vehicle.

Each round, the driver can make another *beast riding* roll to gain control of the horse(s). For each round that the vehicle is travelling at "panic speed," it suffers damage as if it had been hit by an attack (it suffers damage value 18 on a road or smooth surface, 24 when on rough ground.) Obviously, a pan-

icked team can easily destroy a carriage.

### Horse

#### DEXTERITY 10

Long jumping 11, maneuver 11, running 13, unarmed combat 11

#### STRENGTH 12

Climbing 13

#### TOUGHNESS 10

#### PERCEPTION 4

#### MIND 4

Test (8), willpower (8)

#### CHARISMA 5

Charm (8), persuasion (9), taunt (10)

#### SPIRIT 5

Intimidation (7)

**Possibility Potential:** none

**Natural Tools:** hooves, damage value STR+2/14; speed value 12

## Locomotives

This catalog uses a standard terminology to describe locomotives. This terminology specifies the number, position and function of the locomotive's wheels. The syntax is **X-Y-Z**, where X is the number of wheels on the leading "truck," Y is the number of drive wheels, and Z is the number of trailing (non-drive) wheels. Thus, "4-6-0" signifies a locomotive engine with four wheels on the leading truck, followed by six drive wheels. This train has no trailing wheels.

Note that "Passenger" figures refer to the number of people normally within the cab of the train or on the operating platform. Obviously, many people can hang onto the outside of a large engine, but these "hitchers" gain no concealment or armor benefits.

The "Speed" figure refers to unladen speed, i.e., the engine alone. The text will mention representative laden speeds. The "Weight" figure refers to train plus tender (if applicable).

## Concealment and Armor Benefits

Many of the vehicles in this catalog provide concealment and/or armor benefits and statistics are given for same.

"Concealment benefit" refers to the amount of cover provided by a vehicle to its driver and passengers. As with the concealment rules on page 78 of the *Torg Rulebook*, this figure provides a modifier to the difficulty of any attempt to hit someone riding in the vehicle.

"Armor adds/max." refers to the *Toughness* bonus provided by a vehicle to those within it.





## PASSENGER CARRIAGE

### Description

This simple four-wheel carriage can carry four passengers in comfort. The bench seats within the carriage are upholstered in leather, and curtains are provided to cover the windows, to exclude light and wind. The driver's seat is atop the cabin at the front.

The carriage is designed to be drawn by a team of two horses, although one horse can draw it at reduced speed (speed value 24/15/9).

Due to technological restrictions, there is no suspension; the axles pass through bearings bolted directly to the underside of the carriage.

Passenger carriages are in use throughout Aysle. Storm Knight parties containing edeinors or other conspicuous members often find the ability to conceal themselves behind curtains most advantageous.

### Evaluator's Comments

There seems little enough for me to say. Any carriage is, in essence, nothing more than a box with wheels. This carriage is different only in that the craftsmanship seems to be a little better than the norm.

While many of my peers prefer keeping the curtains drawn while they travel (complaining, as they do, about the dust of the road), I recommend against it. I knew of a family near Oxford who boarded their carriage for a trip to the great city of London. They drew the curtains, and settled back for the long journey. When they finally stepped out of their vehicle, they found they were in Leicester, prisoners of House Daleron — it seems the driver was a changeling who had spirited them off, all unaware. Thus my

insistence on always knowing the route I am travelling.

Sir Thomas  
Beauchamp Equerry  
House Tancred  
Hemel Hempstead

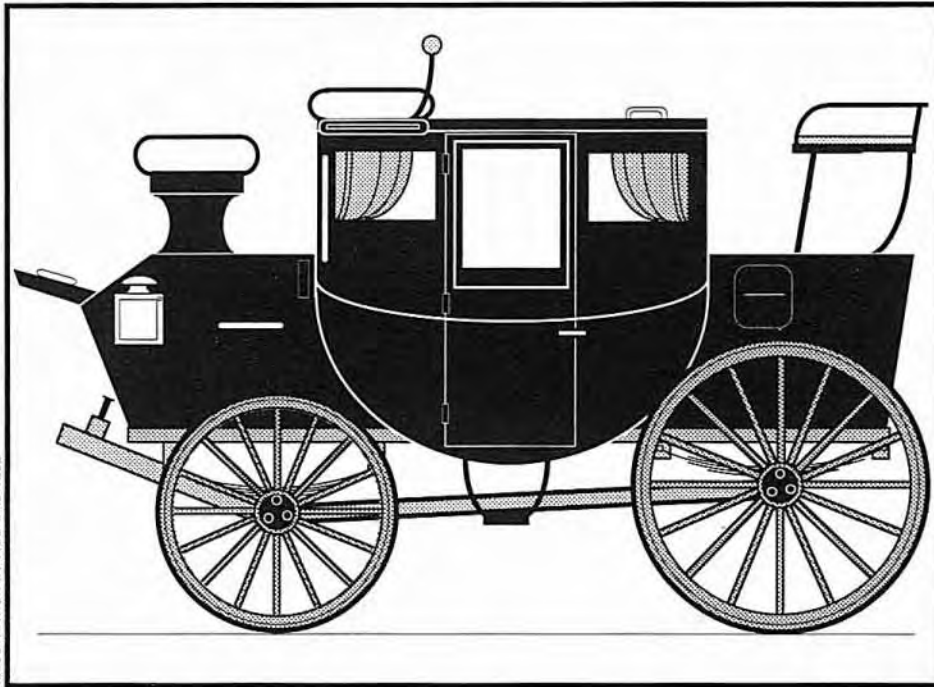


ILLUSTRATION BY ROB CASWELL

### PASSENGER CARRIAGE

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
9	150/48/30/11	5	12	-3	800 (15)

Weight Value: 13      Length Value: 3

#### CONCEALMENT/ARMOR:

Position	Concealment	Benefit	Armor Add/Max
Driver	nil		nil
Passenger	DN+5		TOU+3/15





## "FEY CARRIAGE"

### Description

The "fey carriage" from Ama-Tsu-Mara is absolutely unique, being the first vehicle to incorporate cutting-edge technology with the incredible capabilities of magic!

The fey carriage looks very much like an open buckboard. There are only two immediately noticeable differences. One is the large "helm" or rudder positioned in front of the driver's seat. This helm allows the driver to steer the front wheels. The second is that there are no horses, nor any requirement for them!

Attached beneath the bed of the buckboard is Ama-Tsu-Mara's patented "magical engine," constructed in Aysle by subcontracted Ayslish engineers. Within, harnessed magical energy spins a flywheel. Energy is then drawn from this flywheel and delivered to the rear wheels through an innovative belt drive system.

**Note:** Users should not attempt to open the magi-

cal engine. Ama-Tsu-Mara is not responsible for deaths resulting from such action. (If the magical engine's enclosure is opened, the device explodes, inflicting a damage value of 35, with a blast radius of 0-8/15/20.)

This true "horseless carriage" can achieve a speed of 32 kilometers per hour, even on grades as steep as 20 degrees, and can maintain this speed indefinitely. When endurance is a major issue, the fey carriage is the answer to your transportation problems.

### Evaluator's Comments

There is something patently unnatural about seeing a buckboard moving without horses harnessed to it. I still feel a kind of atavistic discomfort when I ride this vehicle. I force myself to suppress this feeling, however, since the fey carriage is a marvel, and one that will find much use throughout the land.

The major advantage this vehicle has over horse-drawn wagons is its range. There is no need to worry about exhausting the horses, or arranging for fresh ones at regular intervals on a long journey. One merely has to point this carriage in the appropriate direction and go.

Sir George Harmstead  
Master-at-Arms  
Castle Tancred  
High Wickham

FEY CARRIAGE						
Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)	
9	100/32/20/10	8	11	-2	40k(23)	
Weight Value: 14		Length Value: 3				
CONCEALMENT/ARMOR:						
Position	Concealment	Benefit	Armor Add/Max.			
Any	nil		nil			

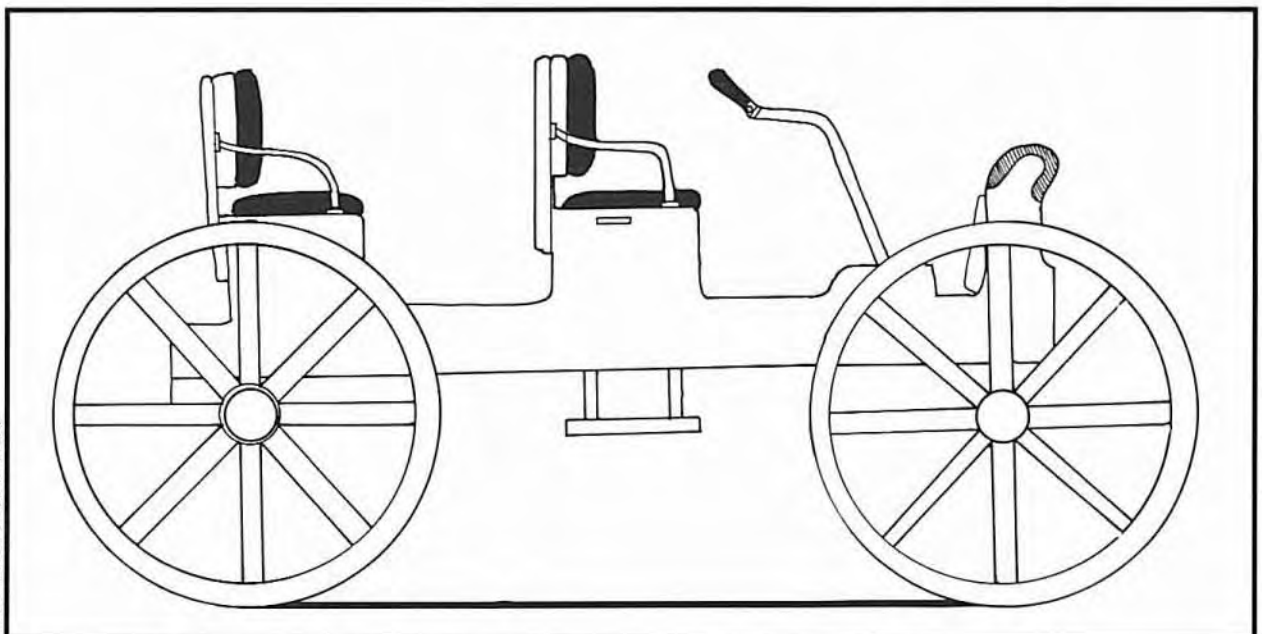


ILLUSTRATION BY TOM PETERS

# HANSOM CAB

## Description

The hansom is an enclosed four-wheel carriage, designed to be pulled by one horse. Its simple, classic design lends it an aura of class and sophistication, but there's more to the vehicle than that.

The Ama-Tsu-Mara hansom has leaf springs to absorb road shock, and guarantee a comfortable ride. The passenger compartment, large enough to hold two adults comfortably, has a small oil lamp mounted above the door. The driver is mounted upon an elevated seat behind the body of the carriage, and has an iron post about which to loop the reins and a socket to hold his whip. The vehicle also features a high dashboard and folding half-doors.

The Ama-Tsu-Mara hansom is designed expressly for service in the city, where narrow roads and traffic require the maximum of maneuverability. The hansom, along with its larger cousin, the four-wheeler, is

a fixture in the realm of Orrorsh. The Ama-Tsu-Mara model is based on top of the line Victorian designs.

## Evaluator's Comments

Ama-Tsu-Mara shipped one of these puppies over to Florida, so I could test it on the roads around the theme park that I know so well. Thanks to them for that.

When I climbed aboard this thing, I felt I should be wearing a deerstalker hat and heading for Baker Street: it really captures the feel of the "Sherlock Holmes era." As a light carriage, it's surprisingly stable, and the springs sure soak up the roughness of a bad road.

The interior is comfortable and quite warm. The driver's seat is totally exposed, however, so dress accordingly.

The four-wheeler is similar to the hansom, but is able to seat four. It's my understanding that city-dwelling Victorians carry a distinctive-sounding cab whistle, one blast of which summons a four-wheeler, two a hansom.

Jack Deacon  
Head Wrangler  
Kanawaland Theme  
Park, Florida

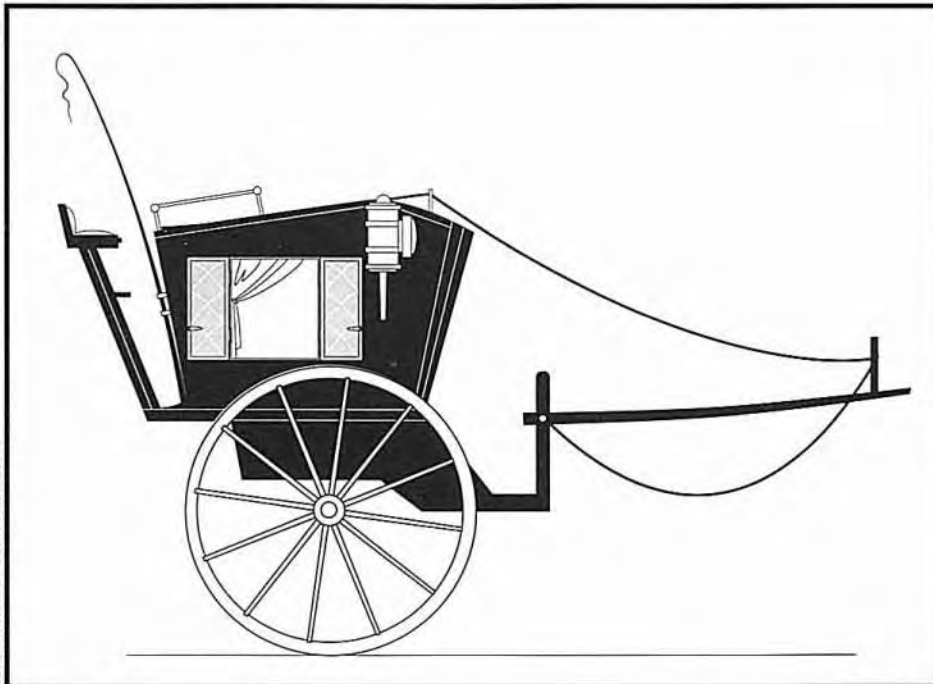


ILLUSTRATION BY JOHN PAUL LONA

<b>HANSOM CAB</b>						
Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)	
18	150/40/25/11	3	12	-2	750 (15)	
Weight Value: 13		Length Value: 3				
<b>CONCEALMENT/ARMOR:</b>						
Position	Concealment	Benefit	Armor Add/Max.			
Driver	nil	nil	nil			
Passenger	DN+5	TOU+3/15				



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## STATE COACH

### Description

This beautifully-appointed coach is designed to provide a level of luxury appropriate for monarchs or visiting dignitaries. It is a heavy four-wheel coach, designed to be drawn by a team of four horses, and can carry six passengers in the utmost comfort.

The bench seats within are upholstered with softest burgundy velvet, and the interior walls and ceiling are hand-painted with mythological scenes rendered in the classical style. The coachman's seat, atop at the front, is weather-resistant leather. At the rear corners are small platforms where uniformed footmen will stand. The hand-carved exterior is gilt, to add to the aura of opulence.

But beneath the beautiful finish is enough heavy wood to stop a bullet from a powerful rifle, added protection for the occupants within. The state coach uses the same leaf-spring arrangement as Ama-

Tsu-Mara's hansom cab, to ensure that the comfort of the ride matches the splendor of the coach's appearance.

### Evaluator's Comments

Ignore the marketing hype: this is a tarted-up coach. The "mythological scenes rendered in the classical style" are pastel cherubim and seraphim floating in the clouds, and enough to make you lose your lunch. The gilt scrollwork is just overkill, in massively bad taste, and the burgundy upholstery reminds me of Paris brothels.

So much for the aesthetics. The state coach is heavy and stable at slow speeds, and the ride is very smooth. It's so heavy that even a team of four isn't going to get it going too fast ... and you wouldn't want that anyway. When I got it up to 15 mph, the body swayed so much I was sure it was going over. For this

kind of thing, I guess speed isn't an issue: you don't haul your king or queen behind four galloping horses.

Jack Deacon  
Head Wrangler  
Kanawaland  
Theme Park, Florida

### STATE COACH

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
18	60/24/15/9	9	13	-3	15k (21)

Weight Value: 15      Length Value: 5

#### CONCEALMENT/ARMOR:

Position	Concealment	Benefit	Armor Add/Max.
Driver/Footman	nil		nil
Passenger	DN+5		TOU+4/20

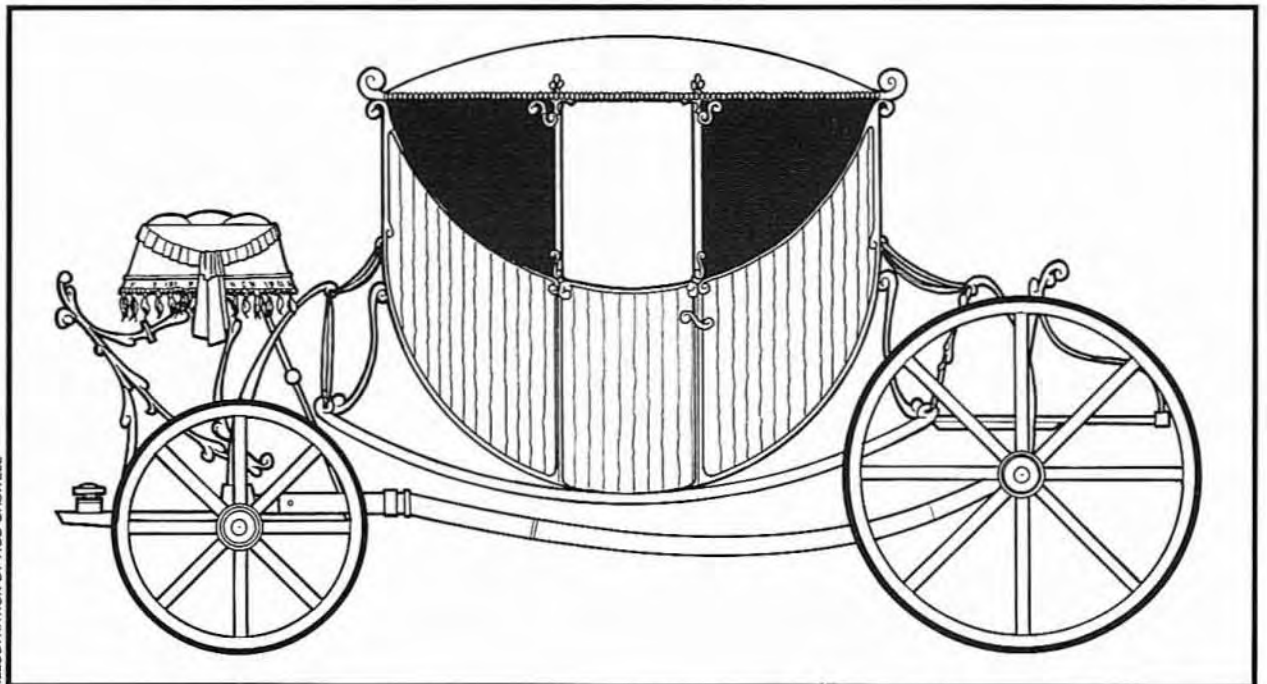


ILLUSTRATION BY ROB CASWELL



## IMPROVED STEAM CARRIAGE

### Description

The Improved Steam Carriage provides self-motive power at an almost unbelievably low technological level. The mechanics of the Ama-Tsu-Mara Improved Steam Carriage are based on innovations that first appeared in the 1830s and 1840s. This design rings many changes on those technologies, however.

Throughout the design process, the overriding consideration was to produce a vehicle that will operate in areas where more modern conveniences mysteriously cease to function. This, of course, limits the materials and manufacturing techniques used throughout the Improved Steam Carriage. But there was no limit on our creative approach to problem-solving, as is evident in the finished product.

Obviously, engineers at the Ama-Tsu-Mara Research and Development lab outside Tokyo understand thermodynamics and the mathematical prop-

erties of airflow much better than did engineers of the 1830s. Thus, we can mathematically "tune" the boiler, steam pipes and cylinders to achieve maximum output, without risking an embarrassing failure on the roadways of Orrorsh (definitely not a place one wants one's car to stall).

As a result, the Improved Steam Carriage is the finest self-motive vehicle available in its technological class ... just what you'd expect from Ama-Tsu-Mara!

### Evaluator's Comments

This machine is an abomination! All so-called "auto-mobiles" are abominations, but this is even moreso.

Its appearance is hideous: a flat car similar to a railway bogey, topped with a large boiler and angular levers and cylinders that make the device resemble nothing so much as an infernal spider.

The Rev. Mr.  
Theodore Weems  
Missionary, Sumatra

#### IMPROVED STEAM CARRIAGE

Tech	Speed mpr/kmh/mph/value	Pass.	Tough	Maneuver Rating	Price (Value)
17	25/8/5/7	3	10	-3	3000 (18)
Weight Value: 13		Length Value: 3			

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max
Any	nil	nil

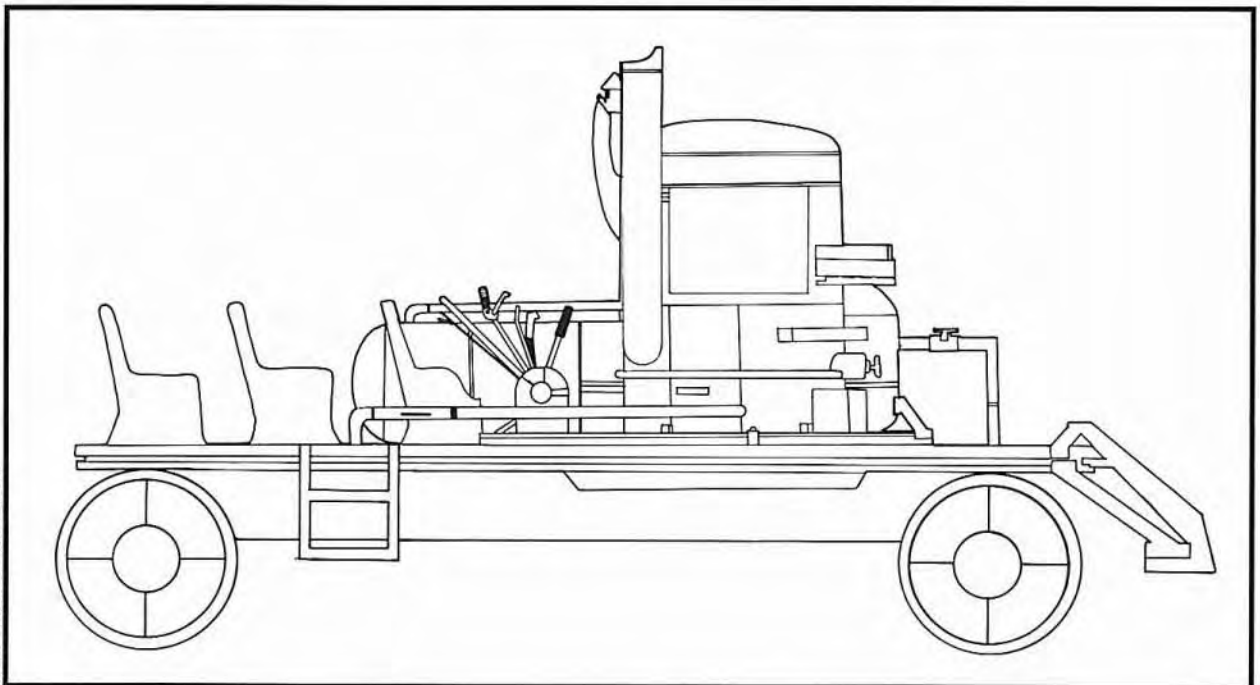


ILLUSTRATION BY TOM PETERS



# 1904 KNOX LENNOX

## Description

Originally designed by the Knox Automobile Company of Springfield, Mass., the 1904 Lennox is the first word in luxury.

Its two bench seats are upholstered in finest leather, and its coachwork is of hand-varnished and polished wood. The removable canopy top has a glass windshield, and curtains to protect the passengers from the sun.

The Lennox has a smooth-action steering lever, and brakes are individually applied via one hand and two foot levers. The single cylinder engine, beneath the front seat, generates 8 horsepower. When opulence is the requirement, the Lennox is the answer.

## Evaluator's Comments

It must be said that the Lennox is a very fine automobile. I have driven automobiles that use steering wheels, and I have become familiar with this system of steering. Upon trying the Lennox, however, I find the lever system to be much more intuitive, more like operating the rudder of a boat.

Unfortunately, it is exceptionally time-consuming to remove and replace the canopy top; considering the value inherent in the vehicle, this is not the kind of task one would comfortably delegate to servants.

There are, of course, some general problems with motoring about the Victorian colonies. These amazing contraptions cannot go very far before needing additional fuel, and petrol stations are few and far between, on both Gaea and Earth.

In addition, although there are many paved roads on this new world (many more than back home), most haven't been maintained since our arrival. That makes for a ride that is little smoother than that given by a horse-drawn vehicle.

And finally, one must deal with wrong-headed Sacellum clergymen who are convinced that all horseless carriages are products of the occult. This is all poppycock, of course, although I'll confess that the first time my Lennox roared to life, I had a few moments of hesitation.

Baronet Percy  
Dawes  
Sibolga, Sumatra

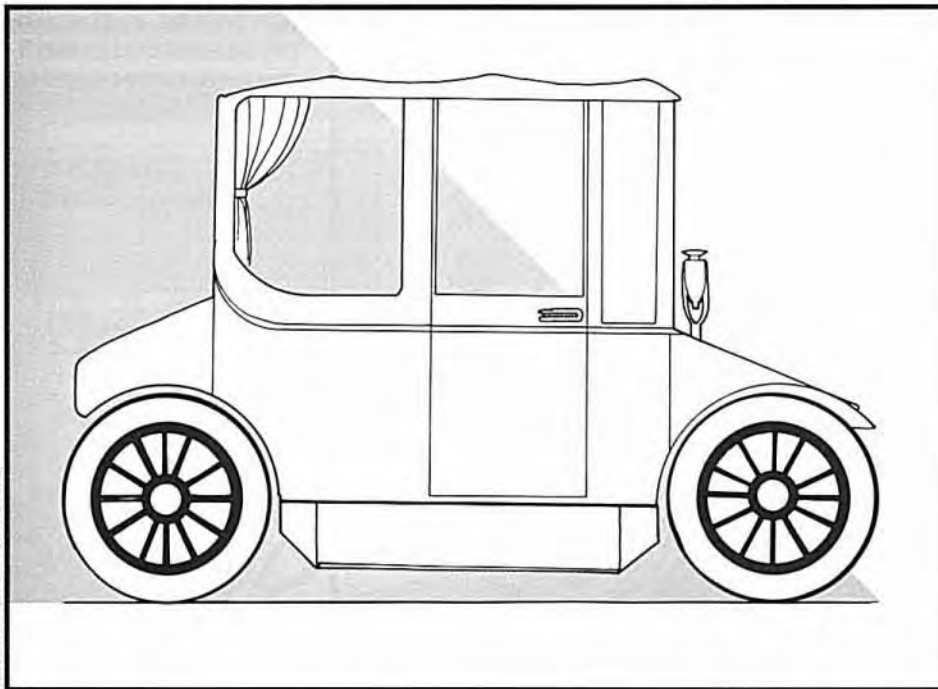


ILLUSTRATION BY TOM PETERS

### 1904 KNOX LENNOX

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
19	40/16/10/8	5	13	-3	4500 (19)
Weight Value: 14		Length Value: 2			

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Driver	DN+1	TOU+2/14
Other	DN+2	TOU+3/16



## 1905 CADILLAC "E" LIGHT RUNABOUT

### Description

If you're looking for a two-passenger light runabout, look no farther. The Cadillac "E" is for you!

As you'd expect from Cadillac, the "E" Light Runabout sports the designer touches that make a car stand out from the pack. The frame is pressed steel, the body hand-worked wood. The one cylinder engine generates 9 HP, and this power is delivered to the rear wheels via a smooth chain drive.

The bench seat has a curved back, somewhat similar in shape to a flattened number three, providing maximum lateral support to driver and passenger. The removable leather top protects you from the elements, and completes the stylish "look" of the car.

### Evaluator's Comments

The Cadillac is unique among the horseless carriages in which I have ridden, in that the attention to styling and detail rivals that of a well-made touring coach. It is impossible to motor through a town without passersby turning to look and they are invariably impressed with what they see.

I have driven models with both the familiar hand-throttle and an innovative foot-throttle. Although the foot-throttle is much more difficult to grow accustomed to, once familiarity is achieved it is much more efficient than the standard design.

Much as the older aristocracy scorns the introduction of new technology, I find myself welcoming it.

This carriage is a fine new offering, and I would not be surprised to see it rise to dominance on the roads of Majestic.

David Jervis  
Sibolga, Sumatra

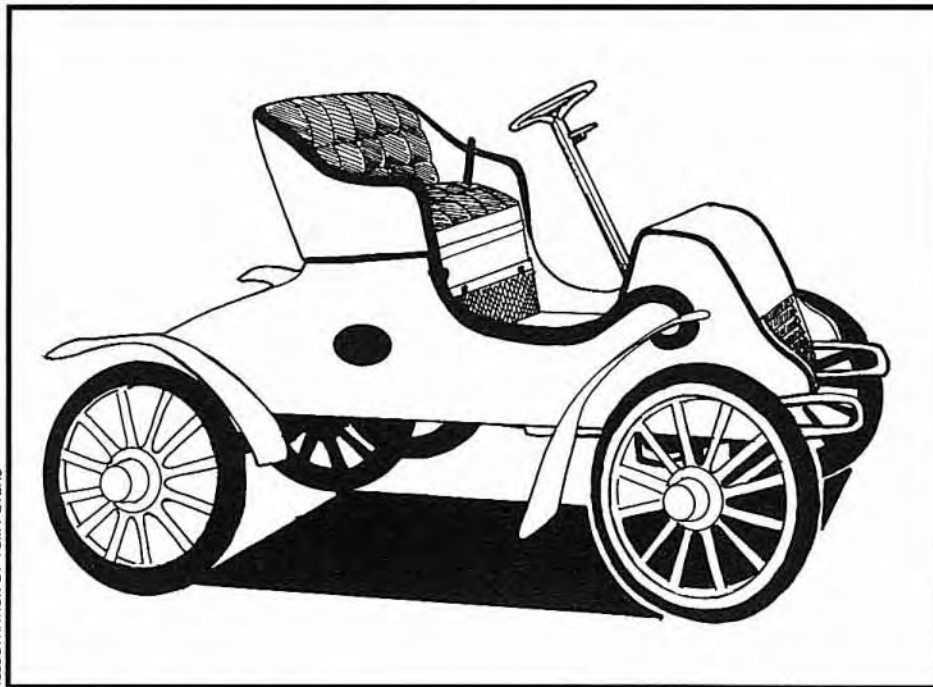


ILLUSTRATION BY TOM PETERS

### CADILLAC "E" LIGHT RUNABOUT

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
19	100/30/18/10	2	13	-3	3000 (18)
Weight Value: 13		Length Value: 3			

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max
Any	DN+1	TOU+2/14

# 1905 OLDSMOBILE COACH

## Description

Mass transportation at its finest! The Oldsmobile Coach joins cutting-edge technology with opulent comfort.

The vehicle is driven by a 16 HP, 2-cylinder engine, the power delivered to the rear wheels via a smooth and efficient chain drive system. The engine is mounted beneath the driver's seat, removing the necessity for a forward-extending hood. The Coach's bodywork is handmade from the finest woods, and the greatest attention has been lavished on fit and finish.

The bench seats are upholstered in hard-wearing fabric, and the passenger area is protected from the weather by a surrey-like top. The Oldsmobile Coach carries 10 passengers, plus driver, in luxury.

## Evaluator's Comments

It would seem that American designers harbor a fascination with loud and smelly technology. I am puzzled: why would anyone ride in a contraption such as this, and have one's ears assaulted by the racket of an engine, when one could just as easily ride in a quiet coach?

Despite this misgiving, I must admit that the Oldsmobile Coach is somewhat effective. It has less of a tendency to break down than many contraptions of its ilk I have seen.

I would expect that the hopeless technophiles and the lower classes — those without refined sensitivities — will enjoy riding in this beast. And of course one often sees the poor refuse of other realms riding in these things, unaware as they are of the joy of riding behind a fine horse. For myself, I will content myself with my trusty carriage, or perhaps a hansom cab.

Lord Peter  
Brackenridge  
Sibolga, Sumatra

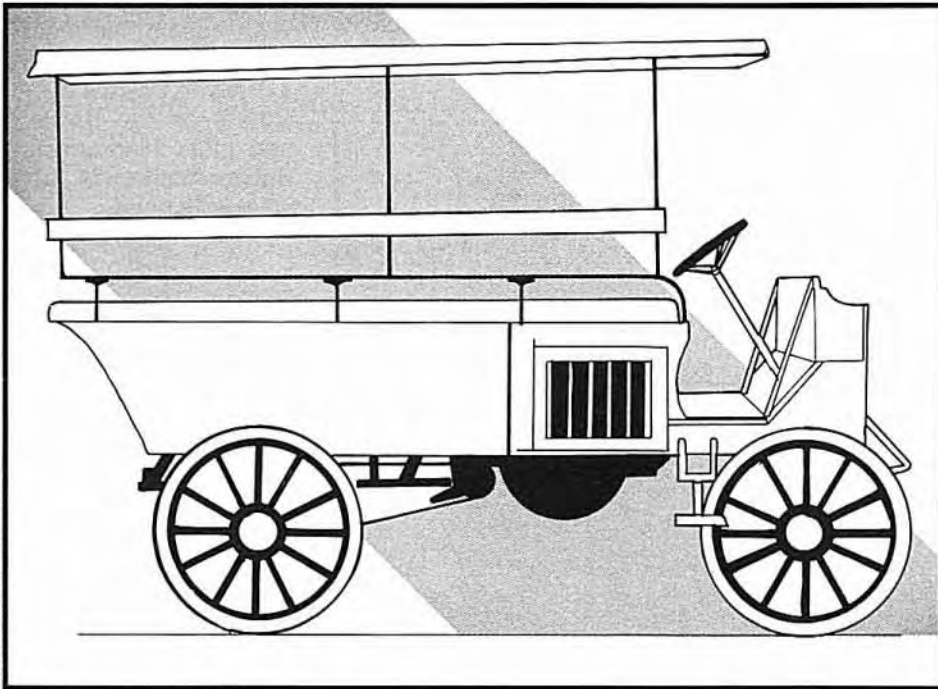


ILLUSTRATION BY TOM PETERS

### 1905 OLDSMOBILE COACH

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
19	60/24/15/9	11	13	-3	4000 (18)
Weight Value: 15		Length Value: 3			

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Any	DN+2	TOU+2/14



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## CAMPBELL 4-4-0

### Description

The Campbell 4-4-0 design is one of the most efficient wood-burning trains ever built. With four small wheels on the front "truck" and four large drive wheels, it resembles many mid-size and mid-capacity freight trains of the late 1830s. Its broad conical stack is highly recognizable.

The Campbell 4-4-0 is designed for flexibility and for range. Its tender can carry 1000 gallons of water, and one whole cord of wood. Ideal for long hauls, the Campbell was renowned for its ability to travel over poor quality track. In its time, it was among the most popular engines in America, requiring little maintenance and able to handle many different types of loads.

### Evaluator's Comments

The most notable feature about the Campbell is its load-pulling capacity: it is quite powerful for a 12-ton train. I've seen it run light at over 83 kmh, and tow a 450-ton train on level ground at 25 kmh. That's pretty impressive.

Of course, some of you are probably wondering, "What the devil do I want with my own train?" Good question — the best answer I can give is a story about a Storm Knight band of my acquaintance. They were tired of packing their gear and moving every other week, but realized that staying in one place in Orrorsh for any length of time was a bad idea. So they bought (all right, stole) a train and converted it into a rolling headquarters. They can change their location every night, if need be, and are still able to accumulate the large amounts of necessary gear that it would be otherwise inconvenient to store and move.

Of course, there are problems with operating a train in Majestic — Others on the tracks, and other hindrances. But for some, it's just what they need.

Phillip Young  
"Expediter"  
Singapore

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### CAMPBELL 4-4-0

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
19	250/97/60/12	2	27	N/A	10m (35)
Weight Value: 20		Length Value: 5			

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Any	DN+7	TOU+15/35

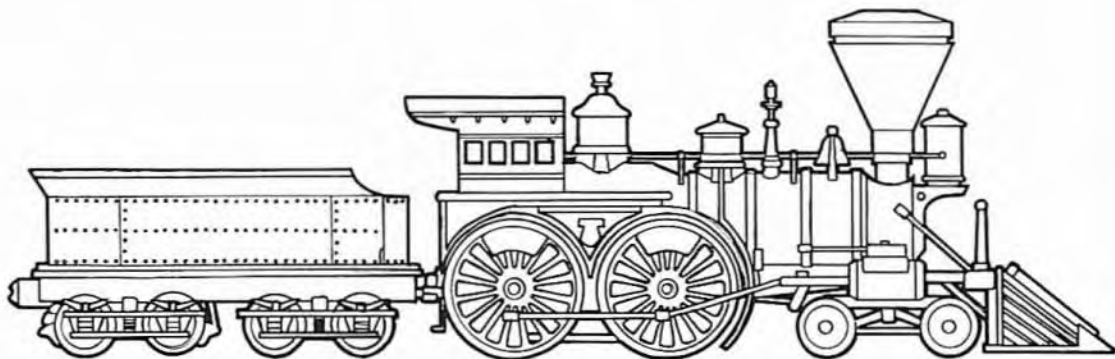


ILLUSTRATION BY ROB CASWELL

# BALDWIN "CONSOLIDATION"

## Description

The 2-8-0 "Consolidation" appeared on the scene in 1866, one of the earliest large coal-burning engines. With eight large drive wheels, the "Consolidation" can efficiently apply the huge amounts of power generated by its large boiler. It is a perfect choice for both freight and passenger applications.

The Consolidation dominated American railways for decades, known for its ability to pull trains twice its weight. It's ideal for pulling long trains or especially heavy freight cars.

## Evaluator's Comments

I have to say it was surprising when I first saw the "Consolidation" pulling into the switching yard in Saitama. Certainly, I had been informed that the evaluation model would be appearing, but still the contrast between our sleek *shinkansen* bullet-trains

and this angular mass of black iron was somewhat intense.

I was surprised once more when our tests were complete. The "Consolidation" exceeded my wildest expectations for a machine originally designed in 1866. Unladen, the locomotive and tender can reach a speed of 120 kmh on the flat. This limitation is not due to lack of power; I am certain the engine could travel faster were it not for the very serious risk of derailment at higher speeds.

Its ability to tow loads up significant grades was also very high. On grades of 20 meters vertical rise per kilometer, the engine could tow a train of 30,000 kg. On grades of 30 meters per kilometer, it could tow a train of 19,000 kg. In both cases, its speed was down to 25 kmh.

For the level of technology involved, I must admit that the "Consolidation" is surprisingly effective.

Toshi Kanga  
Switching Supervisor  
Saitama

BALDWIN "CONSOLIDATION" 2-8-0						
Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)	
19	400/120/75/13	3	28	N/A	12m (36)	
Weight Value: 22		Length Value: 6				
CONCEALMENT/ARMOR:						
Position	Concealment	Benefit	Armor Add/Max.			
Any	DN+7		TOU+16/38			

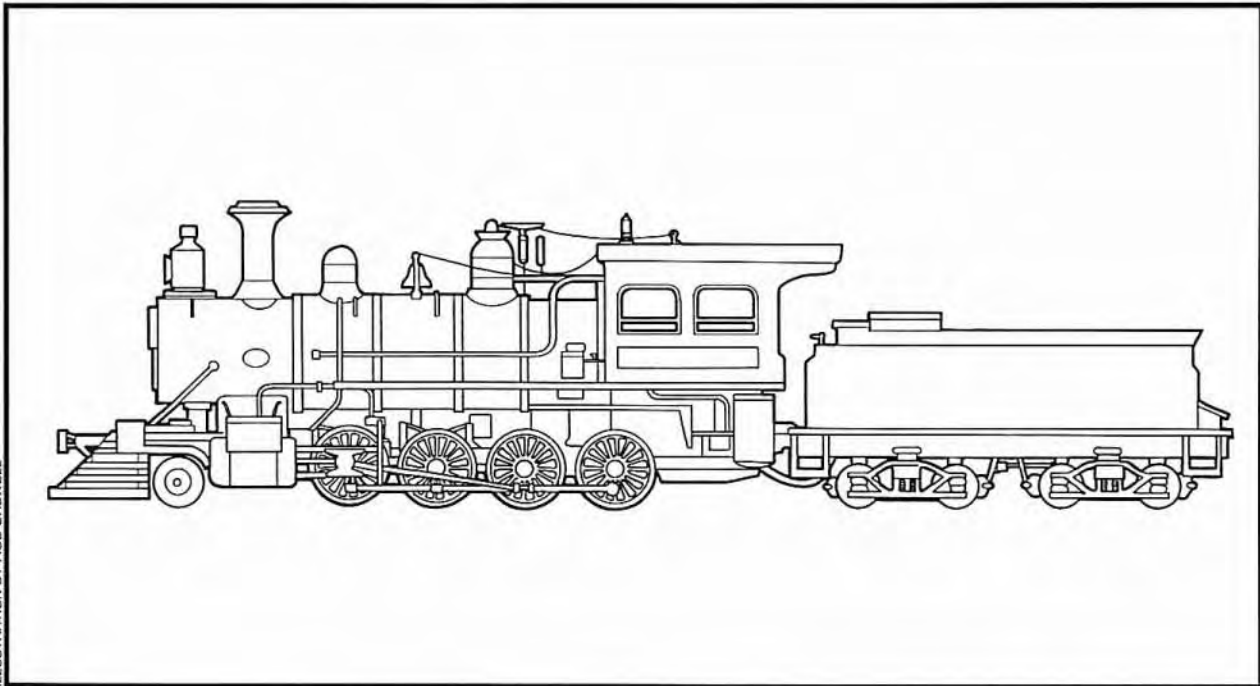


ILLUSTRATION BY ROB CASWELL





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## BALDWIN TEN-WHEELER

### Description

Another fine train developed by Baldwin, the Ten-Wheeler is a 4-6-0 configuration that first appeared in 1870. Coal-burning like the "Consolidation," the Ten-Wheeler turns in a literally amazing towing capacity. As a long-range, heavy-duty freight train, the Ten-Wheeler is absolutely without peer.

The Ten-Wheeler is also famous for being one of the fastest of the early American trains. This makes it ideal for carrying passengers or loads of freight that have to absolutely, positively be there ... well, you get the idea.

### Evaluator's Comments

The relatively few rail lines within Majestic limit the overall effect that locomotives have on our campaign to spread civilization throughout this benighted region.

Much of the rail already laid is totally untrustworthy. It seems to have been somehow extruded, and shows few or none of the expansion gaps we build into our railways. (Some people claim that this is the result of an advanced method of laying rail, but if it is so advanced, why does this type of rail cause more derailments than any other?) Slowly we are replacing this untrustworthy rail using familiar Victorian techniques.

On the lengths of track that we can trust, the Baldwin Ten-Wheeler is a marvelous freight train. Running light, its maximum effective speed is over 72 mph. On the flat it can tow an astounding 1,230 tons, while on a grade of 100' (vertical rise) per mile, it can tow 155 tons. Its maximum effective speed laden to this degree was almost 26 mph. I am highly impressed by the Ten-Wheeler, and would like to acquire more.

Lord John Fotheringay  
Supervisor of Railways  
Majestic

<b>BALDWIN TEN-WHEELER</b>						
Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)	
19	400/120/75/13	3	28	N/A	5m (36)	
Weight Value: 22		Length Value: 6				
CONCEALMENT/ARMOR:						
Position	Concealment Benefit	Armor Add/Max.				
Any	DN+7	TOU+16/38				

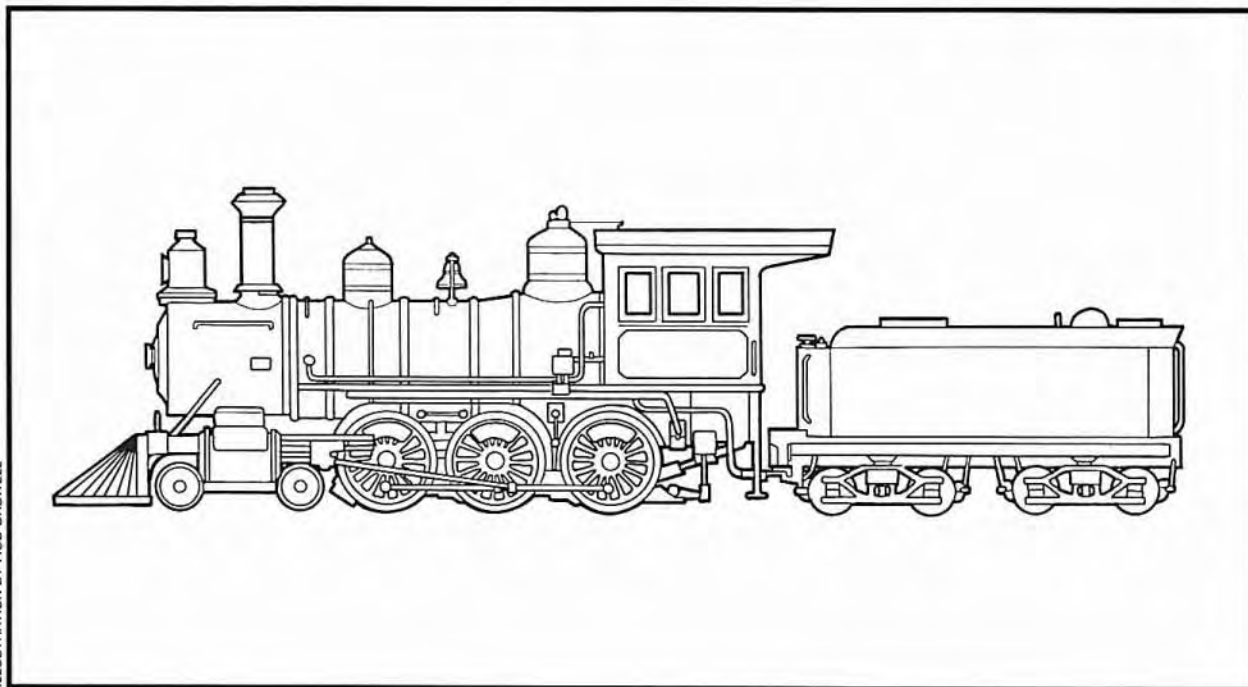
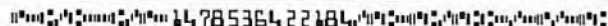


ILLUSTRATION BY ROB CASWELL





# 1902 TRIUMPH

## Description

This is the first motorcycle ever marketed by the British company, Triumph, which would later turn out so many famous bikes.

Its frame design is like that of a pedal bike — in fact, it retains the pedals, gears and chain — with a small engine mounted beneath the cross-bar.

This design marries light weight with flexibility: the rider can pedal the bike when noise is an issue, or engage the motor for easy riding. The engine is a Belgian Minerva model, 239 cm3 displacement, generating 1.75 HP.

Despite its unusual appearance, the 1902 Triumph has garnered rave reviews from evaluators the world over.

## Evaluator's Comments

Not from me.

I wondered what A-T-M would have to say about this, how they'd hype it up. Let's face it, it's a kludge. The frame of a pedal bike isn't suited for the mounting of an engine. (What about mopeds? you ask. Different frame design, I answer.)

Weight distribution is, in a word, lousy. This thing just feels unstable, particularly at speed. ("Speed," that's a laugh. Twenty-five kmh if you're lucky, and going downhill.) Always wear thick pants when riding this thing. I've seared my calves a couple of times, accidentally coming in contact with the engine.

Okay, okay, complaints aside, it does what it's supposed to do. For the level of technology involved,

it's pretty good. I understand that in Orrorsh, this is the best you can find, but I doubt you're going to outturn your average creepy-crawly with it. Give me my trusty Harley hog any day.

Dirk Patterson  
"Security Consultant"  
No Fixed Address

1902 TRIUMPH						
Tech	Speed mor/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)	
19	60/24/15/9	1	10	-2	900 (15)	
Weight Value: 8		Length Value: 1				
CONCEALMENT/ARMOR:						
Position	Concealment	Benefit	Armor Add/Max.			
Rider	nil		nil			

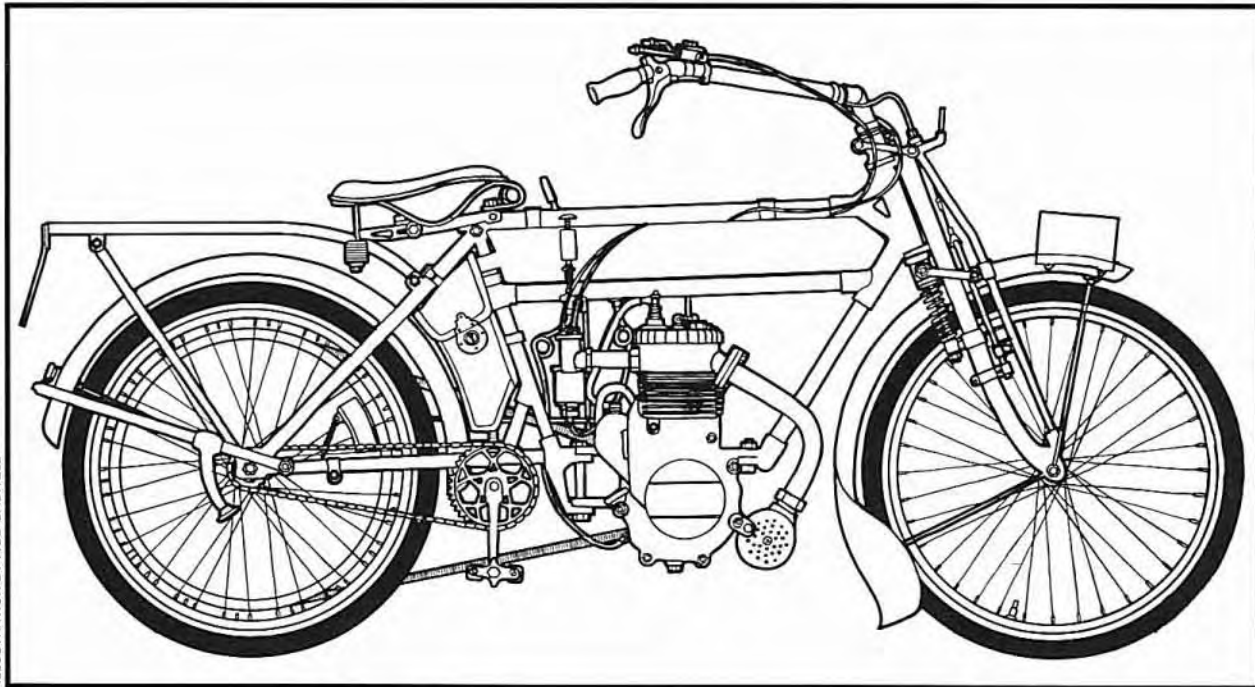


ILLUSTRATION BY ROBB CASWELL



## VEHICLES OF THE EARLY 20TH CENTURY

Has this ever happened to you? You're flying down a back street in Cairo, trying to lose a horde of shocktroopers who are hot on your trail. Bullets are flying past your head, the scent of burning rubber fills the air, and merchants leap out of your way as you crash through a bazaar. But you have confidence that your trusty Mustang can get you out of this scrape and —

Suddenly, the car stalls. It's dead. You know there's something you could do to start it again, but before you can think of it, the shocktroopers are on you like vultures on dead meat. Next thing you know, you're spending eternity in the Omegratron.

Not a pretty picture, is it?

That, dear friends, is why, if you insist on driving through the Nile Empire, Ama-Tsu-Mara is where to get your wheels. We offer a full line of early 20th century autos, trucks and tanks, guaranteed to get that all-important shipment of unblessed gin to the speakeasy on time.

One tip — these vehicles tend to be big gas-guzzlers. Fortunately, fuel is cheap and plentiful in the Nile (under a dollar a gallon in most places) so that's not a big problem. But we would not advise buying one of these beauties and taking it to Japan — the cost of keeping it fueled will break you, more than likely.

## Main Battle Tanks

**Different Shell Loads:** A tank's main weapon can fire different types of shells:

High Explosive (HE) shells are ideally suited for "soft" targets, such as infantry in the open or behind soft cover;

Armor Piercing (AP) shells are generally solid, non-explosive rounds. AP shells exchange effectiveness against soft targets for improved armor-defeating characteristics;

High Explosive Anti-Tank (HEAT) shells are explosive rounds designed to detonate only after they have partially penetrate armor;

High Explosive Squash Head (HESH) shells are specialized anti-tank round that deform on impact and then detonate, causing fragments to spall off from the inside of the armor and fly around the interior of the vehicle at high velocity.

As a general rule, any of the tank guns discussed herein can fire any of these different loads. The damage and blast radius statistics are for HE shells. Different loads have the following effects.

AP shells have no blast radius, and affect only targets that they hit directly. They receive a +5 to their damage value when used against armored targets.

HEAT shells have a standard blast radius of 0-3/5/12. They receive a +4 to their damage value when used against armored targets.

HESH shells have a standard blast radius of 0-5/8/12. They receive a +4 to their damage value when used against armored targets.



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## 1936 ROLLS ROYCE PHANTOM III

### Description

The Phantom III from Rolls Royce was designed to meet the twin needs of efficiency and comfort. In our opinion, the designers definitely achieved their goals. With its large V-12 engine and Rolls Royce's famous attention to detail, the Phantom III couples speed with luxury.

The coachwork shows the outstanding fit and finish for which Rolls Royce is renowned, and the interior appointments are sumptuous. The Ama-Tsu-Mara model sports true "limousine" styling, in that the passenger compartment is separated from the driver's seat by a sliding glass partition. The driver's seat is upholstered in soft leather, while the rear bench seat is upholstered in burgundy velvet. Brass brightwork within and without completes the package.

### Evaluator's Comments

I think I would have to class the Phantom III as perhaps the finest automobile of all time. Ride comfort is unmatched for a car of this vintage, and the big V-12's smooth application of power must be experienced to be believed. The four-speed gearbox is smooth, and handles the engine's power admirably. With an experienced driver at the wheel, the car will reach 100 kmh in 17 seconds.

The engineering involved in a V-12 is considerable, of course — there are, after all, 24 spark plugs — which means that the maintenance requirements are also considerable. The Phantom III has a reputation for extensive camshaft wear, and this must be taken into account.

Unfortunately, you see relatively few of these on the roads of the Nile Empire — those that are in use are in the hands of bootleggers or high-ranking lieutenants of Mobius. Even in these troubled times, it seems that the Rolls is the classic "status symbol."

Derek Hanforth  
Autocar America  
Reviewer  
Atlanta, GA

### 1936 ROLLS ROYCE PHANTOM III

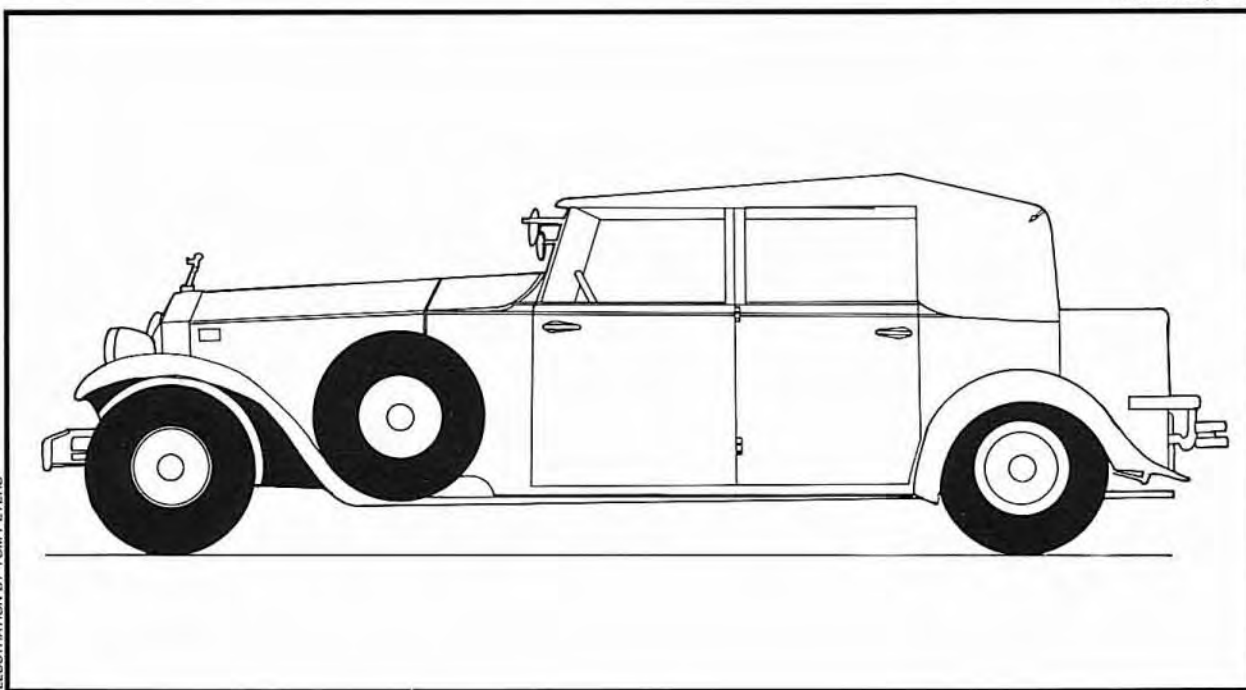
Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
21	400/145/90/13	5	15	+1	11k (21)
Weight Value: 16		Length Value: 4			

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Driver	DN+2	TOU+2/13
Others	DN+4	TOU+4/15

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ILLUSTRATION BY TOM PETERS





## 1935 BMW 315/I

### Description

The 315/I is one of the first entries in the unbroken line of exceptional sports roadsters produced by the Bavarian Motor Works. It is a fast two-passenger soft-top, with the long hood and short rear characteristic of this class of vehicles.

Engineering is outstanding, as befits a BMW. The 1.49 liter six-cylinder engine turns out 40 brake horsepower, which is well complemented by precise steering.

Whether you're running from shocktroopers or just in a hurry to see the Pyramid of Giza (while it's still there), the 315/I is the auto you need in the Nile.

### Evaluator's Comments

Much as you may associate them with "Yuppie scum," Beemers are good cars. Even back in 1935 they were good cars. I got to test a pre-release version of this baby on the highways and smaller roads outside Tokyo, and I fell in love.

Forget about the soft top. With the top up, the car looks dorky. Just buy yourself a tonneau cover to keep the rain out.

Forty horses doesn't sound like much, but it sure gets this thing going. The sense of speed is much greater in the 315/I than I've ever experienced in a contemporary Beamer, which makes this a very exhilarating car to drive. Adding to the excitement is the full-throated roar of the exhaust—unmuffled by emission control crap, I might add.

The white-faced instruments and pull-out switches look real art deco, but I understand from the Ama-Tsu-Mara people that they're characteristic of German engineering of the period.

Holly Langland  
"Expediter"  
No Fixed Address

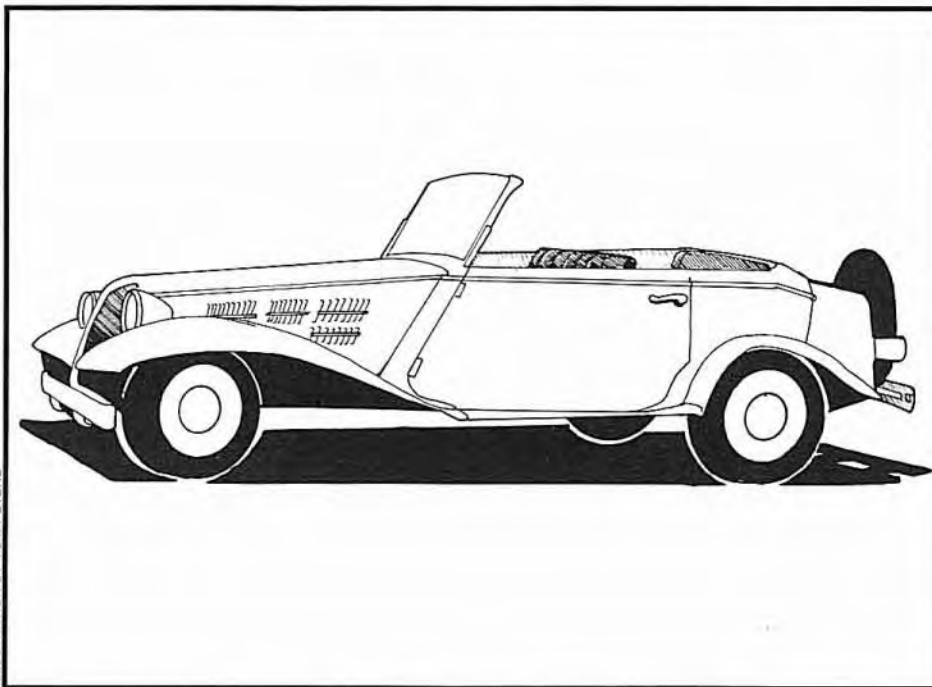


ILLUSTRATION BY TOM PETERS

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### 1935 BMW 315/I

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
21	400/140/90/13	2	15	+1	8000 (20)

Weight Value: 15      Length Value: 3

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Any	DN+3	TOU+3/14



## 1928 CHEVROLET "NATIONAL SERIES" AB COACH

### Description

Premier among American-built cars in 1928 were Chevrolets, and premier among Chevrolets were the members of the "National Series," now lovingly duplicated by the engineers at Ama-Tsu-Mara.

The AB Coach is a luxury passenger car by anyone's criteria. Seating six on its two leather-upholstered bench seats, the AB Coach could achieve a speed of around 60 miles per hour. Its four-cylinder, 171 cubic inch engine delivers smooth power, while its 271cm wheelbase makes for a stable ride.

### Evaluator's Comments

Don't be fooled by the sales hype. Chevies definitely had their problems in the '20s and '30s.

That aside, the AB Coach was something of a ground-breaking car. It was the first Chevy — and, to the best of my knowledge, the first car — to offer

brakes on all four wheels.

The AB is actually pretty slick all around when it comes to engineering. The car is hard to start; the engine is heavy to crank. When it does start, it's noisy. This is my major beef with this car — it handles like a dream, but when you need to beat it from a gin joint, you don't have time to fight with the starter.

The advantage of the AB is that it has more room for passengers and cargo than a speed demon like the W125. The AB is favored for "milk runs," bootlegger trips in and out of Cairo. They reportedly can be purchased with hidden compartments large enough to stow away your average Joe.

I think Ama-Tsu-Mara made something of a mistake flying me out to a high-tech test track outside Tokyo to demo this thing ... particularly when cutting-edge monsters like the Yoshi-Asahi Venture were blowing by at upwards of 300 klicks. The poor old AB kind of pales in comparison. But on the streets of Cairo, I think it would look a lot better.

Tina Graham  
Car and Driver Reviewer  
Dallas

### 1928 CHEVROLET "NATIONAL SERIES" AB COACH

Tech	Speed mpr/kmh/mph/value	Pass.	Tough	Maneuver Rating	Price (Value)
21	250/100/60/12	6	14	0	3000 (18)
Weight Value: 14		Length Value: 3			

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Any	DN+1	TOU+1/10

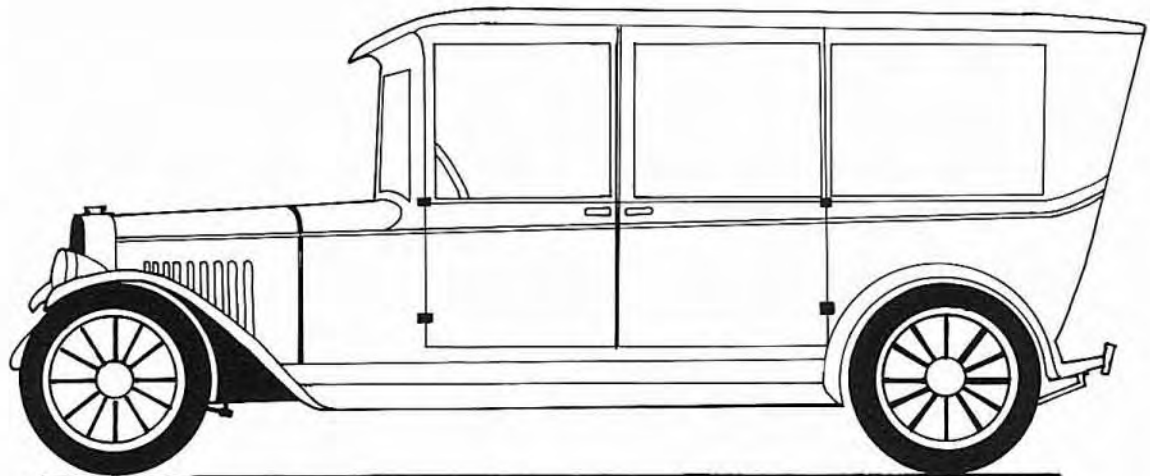


ILLUSTRATION BY TOM PETERS





## 1935 MERCEDES-BENZ L6500

### Description

The L6500 cargo carrier is one of several Mercedes-Benz trucks that saw considerable use during World War II. The cargo area is open for ease of loading and unloading, although a canvas top is often added to provide some protection from the weather. With a cargo capacity of roughly 5,900 kg, the L6500 is a reliable workhorse.

The vehicle's six cylinder engine has a displacement of 12.52 liters (764 in<sup>3</sup>), and turns out 150 horsepower. The engine is very low-revving, and reaches its maximum horsepower at low rpm, guaranteeing that the vehicle will not bog down when trying to accelerate with a full load.

vehicles are being used by the Logistics Division of Battlegroup Mobius! (I know the harsh realities of marketing, but there's something that bothers me deep down about a company selling trucks to the people I consider my enemies as well as to my colleagues.)

Philosophy aside, the L6500 is quite a wonderful truck. I've loaded close to 16 metric tons of "requisitioned" military goods into it, and it hasn't complained at all. Of course, if you do that kind of thing, you've got to make sure that the shocktroopers are otherwise occupied.

Overloaded, the good old L6500 is about as fast as an old man with a walker. Even empty, don't expect good off-the-line speed: the gear ratios make for a very slow pickup.

The manual says it can only take the driver and one passenger, but I've gotten four people into the cab, and another two dozen stacked like cord-wood in the back.

Now that I've got my own L6500, I wouldn't have anything else.

Roberta "Bob"  
Carstairs  
Soldier of Fortune  
No Fixed Address

### 26 Evaluator's Comments

I saw the L6500 for the first time several months before I had the chance to drive it. A number of these

1935 MERCEDES-BENZ L6500					
Speed Tech	Maneuver kmh/mph/value	Pass.	Tough.	Rating	Price (Value)
21	400/125/80/13* * Unladen	2	18	0	20k (22)
Weight Value: 20		Length Value: 4			
CONCEALMENT/ARMOR:					
Position	Concealment Benefit	Armor Add/Max.			
Driver	DN+3	TOU+4/15			
Passenger	DN+4	TOU+5/16			
In rear	.	TOU+1/13			
* Fully concealed; cannot be targeted directly					

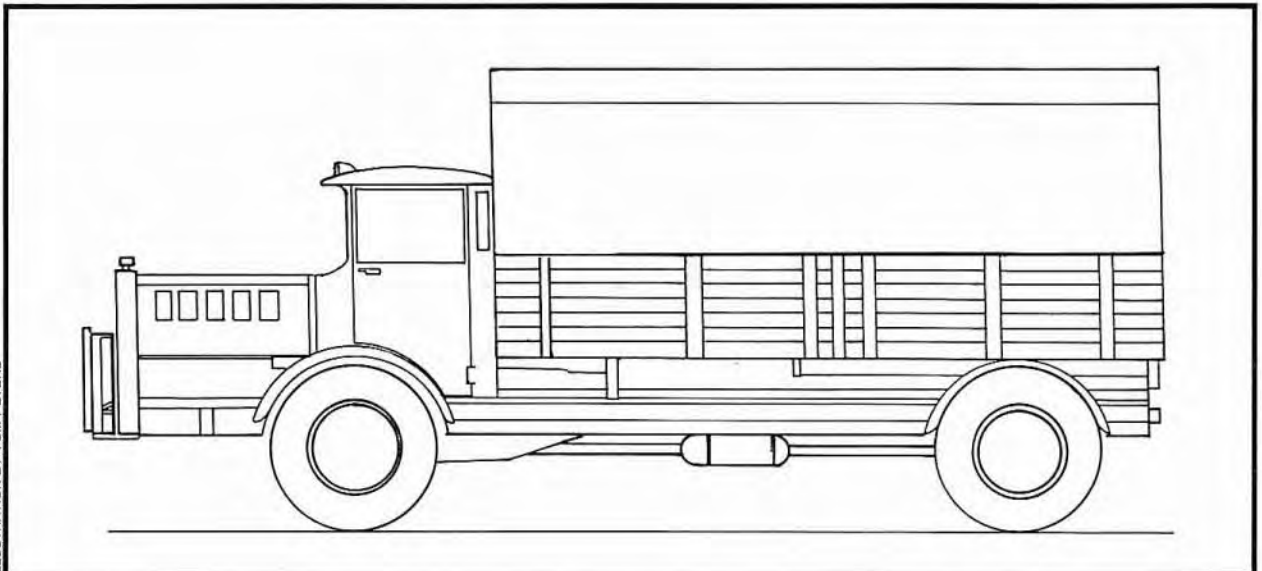


ILLUSTRATION BY TOM PETERS





## LIGHT TANK MKIIa

### Description

This highly effective British design, dating from 1929, was initially developed by Vickers, although Ama-Tsu-Mara has wrung its own changes on the initial design.

The MKIIa is notable in that it is designed to be

crewed by only two individuals. One serves as driver, the other as commander/gunner.

With a maximum thickness of 10mm of armor, the MKIIa is a light, maneuverable vehicle, perfectly suited to "shoot-and-scoot" situations, or infantry support roles where the opposition is short of anti-tank weapons. The MKIIa's main armament is a .303

caliber Vickers heavy machine gun, increasing the vehicle's effectiveness against infantry.

### Evaluator's Comments

Some background on me first, so you know where I'm coming from. I was a squad leader, 11th Armored Cavalry Regiment US Army, in Germany, running M1 Abrams tanks. When the stuff hit the fan, I was in Israel, showing the Israeli army the capabilities of the M1.

When things changed, my trusty Abrams just wouldn't run consistently any more, and most people around me had trouble dealing with high-tech stuff — laser sights, fire-control computers, etc. But not me.

So I got to eval the Light Tank MKIIa. First impression is, this isn't a tank: it's an armored car with delusions of grandeur. Only 10mm of armor on the turret front? Give me a break. Line up ten of these babies front to back, and my Abrams could punch a sabot round right through them all.

Lt. Jerry Mackall  
11th Armored Cavalry Regiment  
Detached Duty

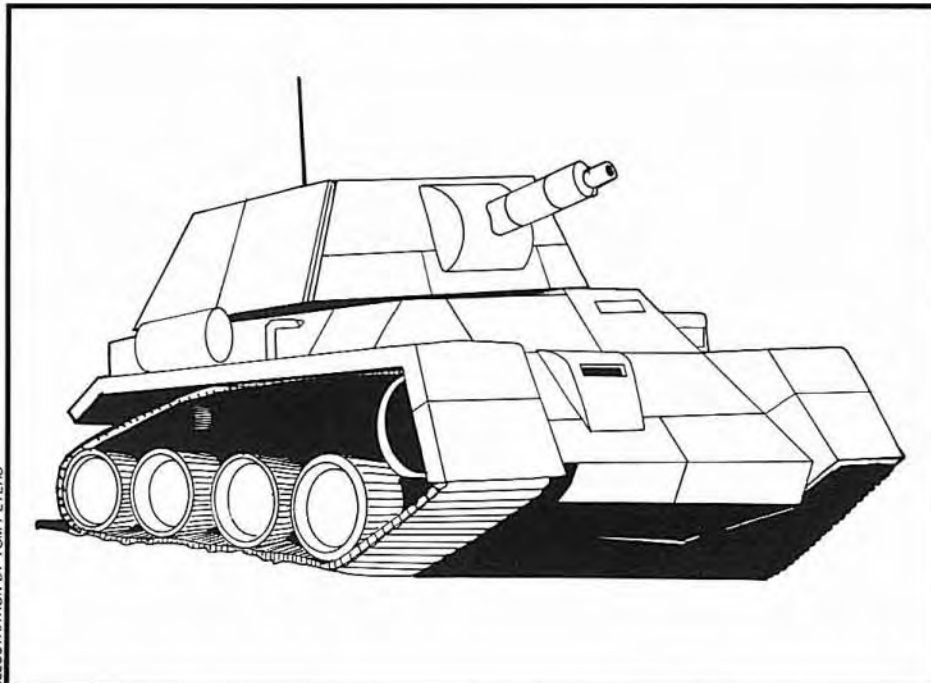


ILLUSTRATION BY TOM PETERS

### LIGHT TANK MKIIa

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
21	150/48/30/11	2	24	-3	100k (25)
Weight Value: 17		Length Value: 4			

#### CONCEALMENT/ARMOR:

Position	ConcealmentBenefit	Armor Add/Max.
Commander*	DN+4	TOU+11/30
Driver*	DN+6	TOU+11/30
Others	**	***

\* Only when tank is operating with open hatches.

When tank is "buttoned up," fully concealed, and cannot be targeted directly.

\*\* Fully concealed; cannot be targeted directly.

\*\*\* Can be injured only if the tank is killed.

#### ARMAMENT:

Main: .303 Vickers MG

Damage			Range		
Tech	Value	Ammo	S	M	L
21	23	20	3-100	500	1k

# DAIMLER BENZ G3A ARMORED CAR

## Description

The six-wheeled G3a appeared in Europe in 1929, and became the model on which many later armored cars were based.

With 13.5mm of armor, the G3a offers significant protection to its crew of four, plus up to six fully-armed infantrymen. Its six-cylinder, 68 HP engine is power-

ful enough to drive the vehicle to a top speed of almost 64 kmh.

Although its major military purpose is the safe transport of infantry fireteams, the G3a can inflict significant casualties on enemy infantry with its 7.92mm machine gun mounted at the commander's station. The Ama-Tsu-Mara implementation of this design adds "strakes" — armor plates to enhance the

protection of the commander when operating the machine gun.

As would be expected from Daimler Benz (and Ama-Tsu-Mara), reliability is exceptional.

## Evaluator's Comments

Something's wrong here. The Light Tank MkIIa is a British tank, and it has less armor than a German armored car. Makes you wonder, doesn't it?

It's strange, but I'm much happier with the G3a than I am with the MkIIa. It could well be just because of the names. If you call something a tank, I'll compare it with my old Abrams. If you call it an armored car, I'll compare it with BMPs, BMDs, Saladins or M113s. In comparisons like that, the G3a doesn't look too shabby.

Forget what they say about being able to load a full six-man fire team into a G3a. Maybe if they're real small and armed with handguns only. I'd say you can get a maximum of six people into this thing, and that's including the 4-man crew.

Lt. Jerry Mackall  
11th Armored  
Cavalry Regiment  
Detached Duty

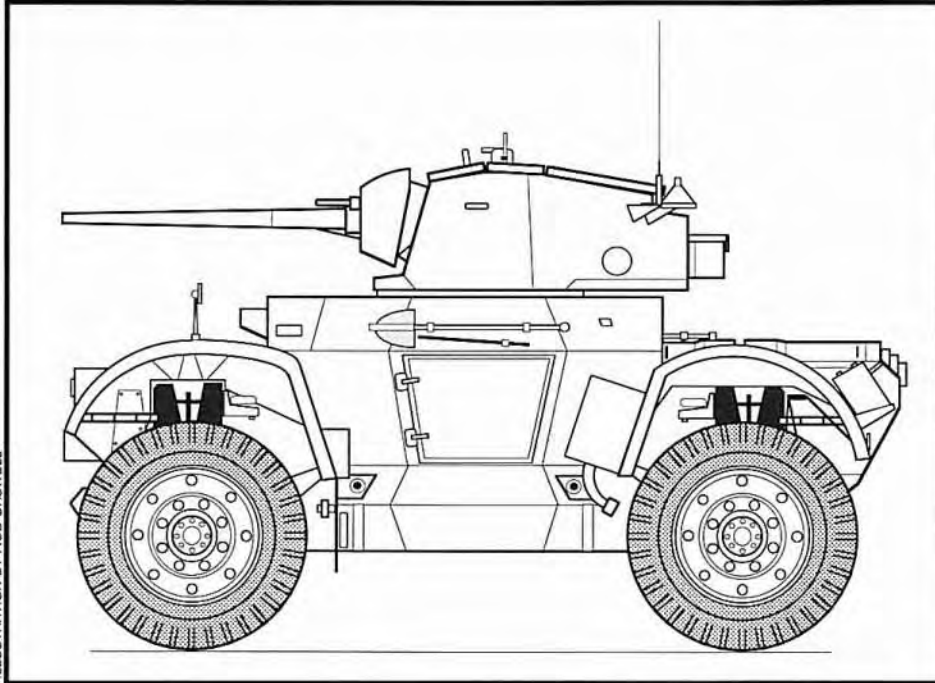


ILLUSTRATION BY ROB CASWELL



DAIMLER BENZ GB3 ARMORED CAR						
Tech	Speed mpr/kmh/mph/value	Pass.	Tough	Maneuver Rating	Price (Value)	
21	150/61/38/11	6	24	-3	75k (25)	
Weight Value: 17		Length Value: 5				
<b>CONCEALMENT/ARMOR:</b>						
Position	Concealment	Benefit	Armor Add/Max.			
Commander*	DN+5		TOU+11/30			
Driver*	DN+6		TOU+11/30			
Others	**		***			
* Only when tank is operating with open hatches. When vehicle is "buttoned up," all crew are fully concealed.						
** Fully concealed at all times.						
*** Can be injured only if the tank is killed.						
<b>ARMAMENT</b>						
Main: 7.92mm MG						
Tech	Value	Ammo	Range			
21	23	15	S	M	L	
			3-150	500	1.5k	

## MITTLERE SCHUTZENPANZERWAGEN 251 HALF-TRACK

### Description

Introduced in 1936, the SdKfz 251 became the main troop carrier of the German Wehrmacht in World War II. The half-track design, with its initially strange-looking combination of wheels and tracks, combines relatively high speed with very good cross-country capability.

The SdKfz 251 boasts a 100 HP, 4.2 liter 6-cylinder engine, which can accelerate the vehicle to a top speed of 52.8 kmh, even when laden with an entire 10-man infantry squad.

The "cargo box" of the SdKfz 251 is generally left open, although it can be covered with a canvas top. This is to ease loading and unloading of troops. The vehicle is lightly armored, with armor thickness rang-

ing from 6mm underneath to 14.5mm in the front. The SdKfz 251 is designed to be run by a two-man crew.

### Evaluator's Comments

The Nile Empire got their hands on a few of these things for eval, but decided against them for a couple of reasons. First, the sand plays merry hell with the running gear; there's nothing much you can do about that. Second, they didn't like the fact that the troops in the back were totally unprotected. I think it was this reason more than any other that made them turf the SdKfz 251.

Which was dumb. In the right application, this is just perfect. If you're expecting a small infantry

ambush — I'm talking a handful of guys on top of a building — you do not want your troops cooped up in some metal box. Think it through: somebody cuts loose on your half-track with a heavy machine gun from a roof emplacement. If the troops are in a closed compartment, they've got to debark, which takes time.

Sean O'Malley  
Soldier of Fortune  
No Fixed Address

### MITTLERE SCHUTZENPANZERWAGEN 251 HALF-TRACK

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
21	150/55/35/11	12	25	-3	100k (25)

Weight Value: 19      Length Value: 5

#### CONCEALMENT/ARMOR:

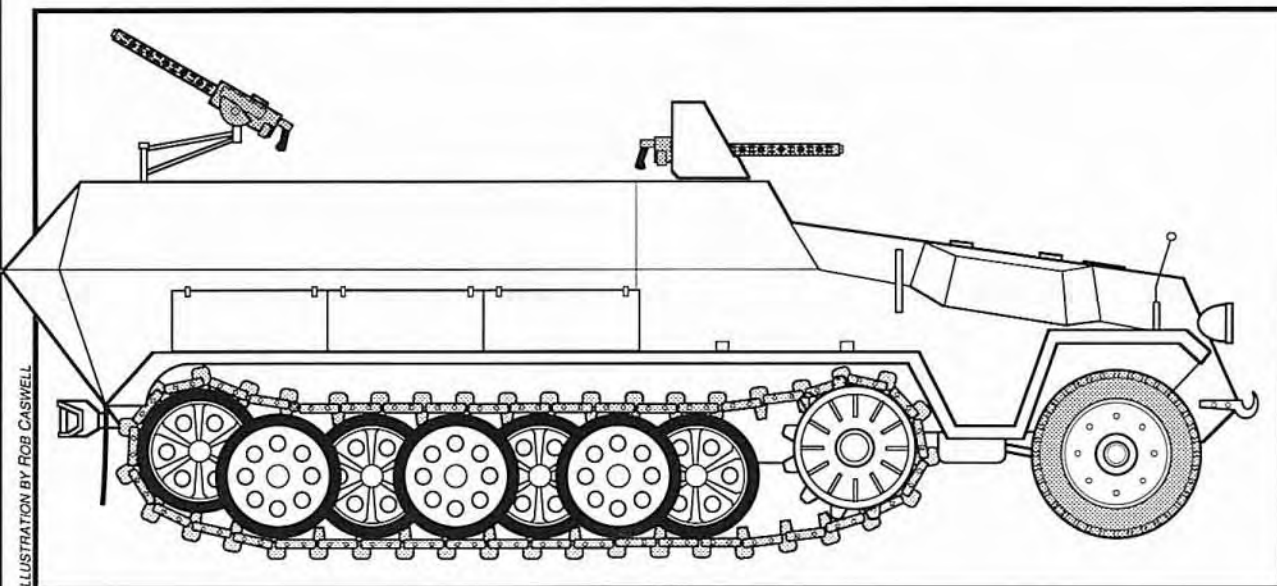
Position	Concealment Benefit	Armor Add/Max.
Driver	DN+4	TOU+11/30
Gunner*	DN+1	TOU+3/15
Others	DN+2	TOU+3/15

\* When operating gun; otherwise as "others."

#### ARMAMENT

Main: Dual-mount .303 Browning MG

Tech	Damage Value	Ammo	Range S	M	L
21	26	11	3-250	1k	2k





## 1941 JEEP MB

### Description

The Jeep is arguably the most easily recognized vehicle in the world. Its blocky form and vertical grill are definitely distinctive, as is its reputation for reliability.

The model MB appeared in 1941, and was quickly adopted by the US Army and other Allied forces in World War II. The MB's simple design made it a perfect candidate for modification. Jeeps found use as transports, command vehicles, and even as light gun vehicles with .30 caliber and even .50 caliber machine guns mounted in the rear.

The MB sports several remarkable examples of smart design, most of which have been neglected by other designers since. For example, the MB's headlight is designed to swing back from its mount so as to illuminate the engine compartment for night repairs.

The MB isn't pretty, but its widespread reputation as a solid workhorse is well-deserved.

### Evaluator's Comments

A Jeep is a Jeep, and that's all there is to it. Jeeps haven't changed much since the old MB—if you look at the dashboard of a modern CJ, you'll know what I mean — but that's not a bad thing.

I had a buddy back in the States who collected Jeeps, and he had an original 1941 model MB. It was still running just the way it did when it came off the assembly line — in other words, just as loud and rough. The engine in this model is a copy of the old "Go-Devil" engine: not very powerful, but reliable as hell.

Everybody uses Jeeps in this part of the world (the Nile shocktroopers call it something else, of course — I can't pronounce the Terran Arabic name). Check the paint job carefully when you see a jeep approaching.

A quick note: some people — including some shocktroopers — don't know there's a storage compartment under the Jeep's seat. This ignorance is useful, since I've sometimes had occasion to leave a long-delay grenade in that compartment for the Jeep's owner.

Roberta "Bob"  
Carstairs  
Soldier of Fortune  
No Fixed Address

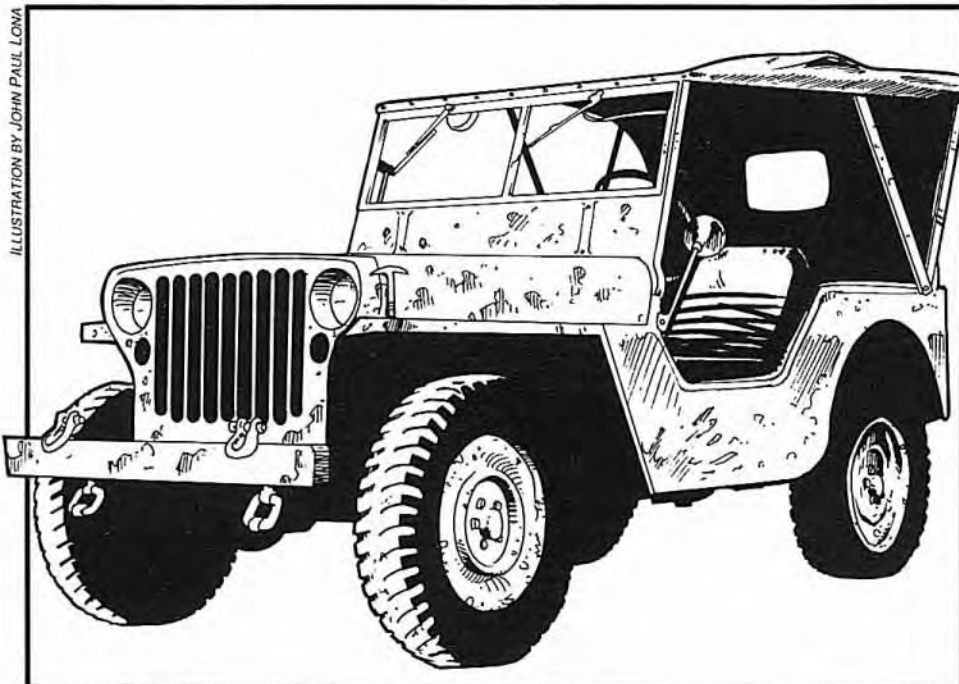


ILLUSTRATION BY JOHN PAUL LONVA

### 1941 JEEP MB

Tech	Speed kmh/mph/value	Pass.	Tough	Maneuver Rating	Price (Value)
21	250/80/50/12	4	15	0	6000 (19)

Weight Value: 15      Length Value: 4

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Any	DN+1	TOU+2/15



31



## 1938 BMW R.71

### Description

Ama-Tsu-Mara's R.71 is a recreation of one of the many fine motorbikes manufactured by the Bavarian Motor Works, and boasts that company's almost mythical reliability. It is a large, stable bike, tailor-made for mounting a sidecar, and was widely used by the German Wehrmacht during World War II.

At the bike's heart is a 746cm<sup>3</sup> side-valve two-cylinder engine, pouring out 22 horsepower. Driven by this powerful engine, the bike is fast and nimble, easily able to exceed 120 kmh on the straightaway.

The R.71 is easy to maintain and easy to repair — both key features for a bike that's designed to see a lot of action!

The R.71 is particularly favored by Nile officers, who enjoy riding in the sidecar while their aides drive. When outposts to be inspected are set well apart in the desert wastes, a vehicle that can vault the dunes with no problem is a handy tool to have at one's disposal.

The R.71 is currently one of A-T-M's top sellers and is available for a limited time only at the price listed below. We are, of course, aware that some of these bikes are available on Cairo's black market, but we strongly suggest our readers resist temptation. Many of those vehicles are factory rejects, bikes which did not meet our high standards of quality. A-T-M will accept no responsibility if such a vehicle stalls in front of an onrushing tank — we will simply

hope that the money you saved buying on the street has been invested in life insurance.

### Evaluator's Comments

"Large, stable bike." Translation: solid, heavy, clunky. A pig to ride, even without a sidecar. (With a sidecar? Don't ask.)

The bike is tough, though, and it is reliable. When I was asked to evaluate this baby, I decided to give it "Clive's Patented Torture Test." We'll bypass the whole story, but suffice it to say that the R.71 absorbed half a dozen rounds of .303 rifle fire and kept going. (Unfortunately, I can't say the same for the guy in the sidecar. RIP, Tommy; sorry, bud.)

Roger Clive  
"Security Consultant"  
Cairo

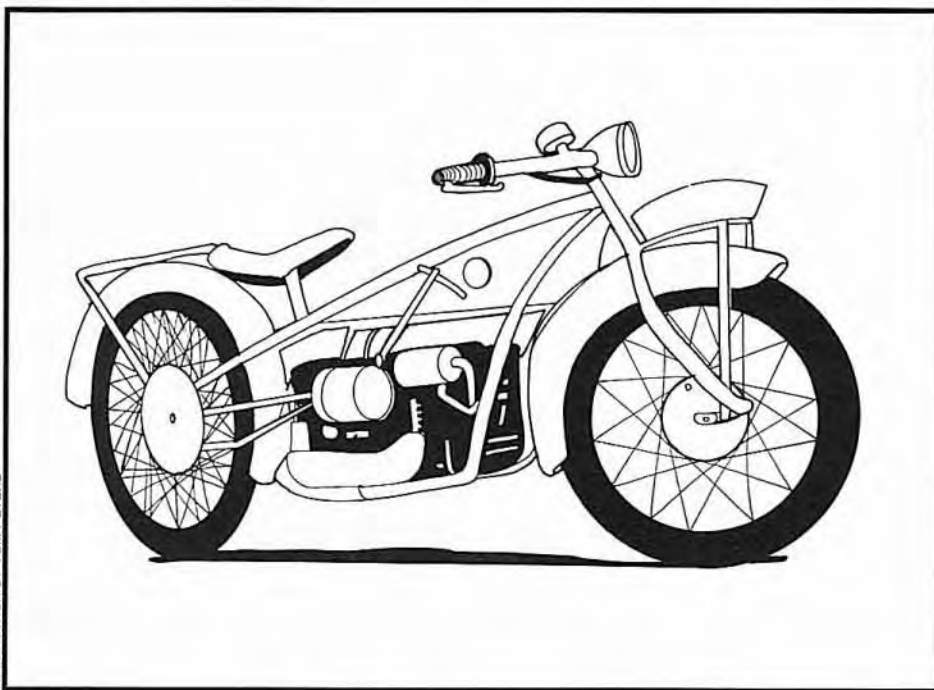


ILLUSTRATION BY TOM PETERS

### 1938 BMW R.71

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
21	400/125/78/13	2*	13	+2	2000 (17)

\* Two passengers with sidecar. If sidecar is mounted, add +1 to the difficulty numbers of all *land vehicles* rolls associated with maneuverability.

Weight (Value): 11/12\*\* Length Value: 2

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Rider	DN+1	TOU+2/15
Sidecar	DN+3	TOU+3/15

## 1931 SUNBEAM MODEL 90

### Description

The single-cylinder, 493cm<sup>3</sup> Model 90 is the speed-lover's ideal! Its four-speed gearbox is smooth as silk, and quickly drives the bike up to a top speed of over 144 kmh. Light and agile, the Model 90 is a joy to ride.

Sunbeam has always been renowned for its attention to detail, and the fit and finish of this bike reinforce this reputation. Its single saddle is contoured and sprung to provide the maximum comfort for long rides.

Available in a full spectrum of colors — including metallics! — the Sunbeam Model 90 looks as good as it rides. If speed and comfort are important to you, then the Model 90 is your bike.

### Evaluator's Comments

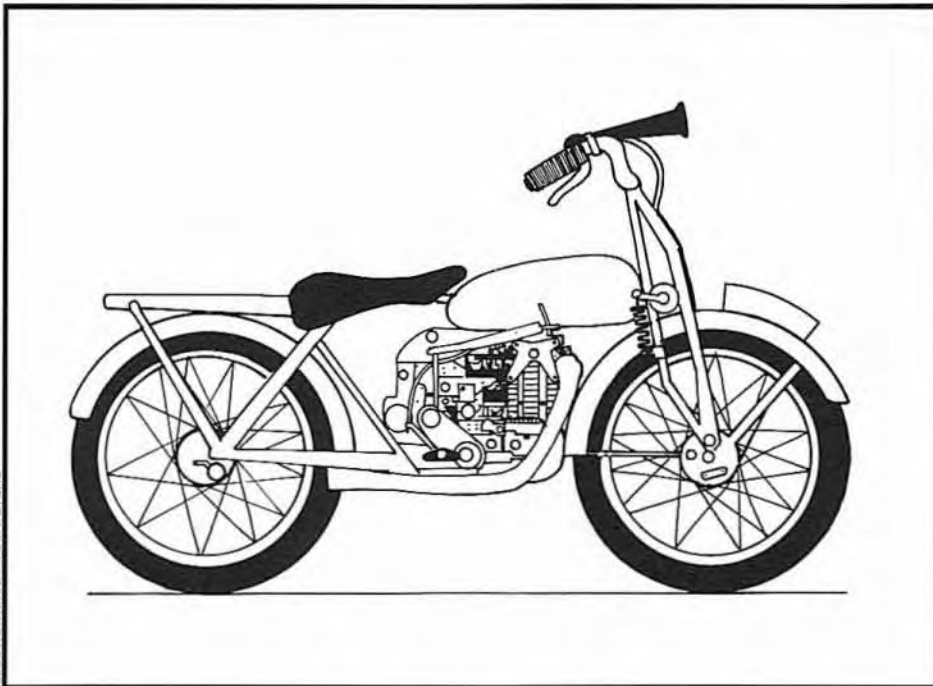
Let's get a couple of things out of the way right now. Sunbeam has always been renowned for "its attention to detail, fit and finish" — more so than for innovation. In that way, Sunbeam is much like Rolls Royce. And that business about the saddle: spring it all you like, contour it all you like, it's still a damn saddle!

The Model 90 is a fast and agile bike, though. Everything works smoothly, and there are no obvious mechanical glitches.

Apparently the Nile Empire has discovered the Sunbeam. Mostly they seem to like BMWs and Sterlings, but I have seen a couple of Sunbeams tearing around the streets of Thebes. They say Dr.

Mobius is assembling an elite squad of agents, all of whom use this bike in their daily operations. Something that can cut through alleys and go where your average sedan can't is of great use to people who need to evade pursuit in a hurry.

Roger Clive  
"Security Consultant"  
Cairo



### 1931 SUNBEAM MODEL 90

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
21	400/150/90/13	1	12	-3	2000 (17)
Weight Value: 11		Length Value: 2			

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Rider	DN+1	TOU+2/14



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## 1946 MERCEDES-BENZ MB M204B EXCAVATOR

### Description

The MB M204B is the top-of-the-line excavator from Mercedes-Benz, and benefits from the same attention to engineering detail as any Mercedes car. A single engine — a 12.93 liter four-cylinder, generating 120 HP — supplies power for both the tracks and the excavator arms.

The MB M204B is highly efficient, able to move large volumes of earth and rock in short order. The control layout is designed in such a way as to maximize the operator's efficiency from the first moment he steps into the cab.

When dependability is paramount, go with the Mercedes-Benz MB M204B!

### Evaluator's Comments

Okay, so this thing moves lots of dirt. So what? Most people reading this catalog will have other ideas in their pointy little heads, right?

This thing is great for tearing down walls, derailing trains and crushing cars. Trust me: I've tried. Unfortunately, it's not so great at running away afterwards: it's slow, real slow. Good thing it's got lots of heavy metal just perfect for stopping bullets.

(The excavator arm can inflict crushing blows of damage value 24. Use *land vehicles* skill to hit, and add +5 to the difficulty when attempting to strike a moving target.)

"Kid Gizmo"  
Alexandria

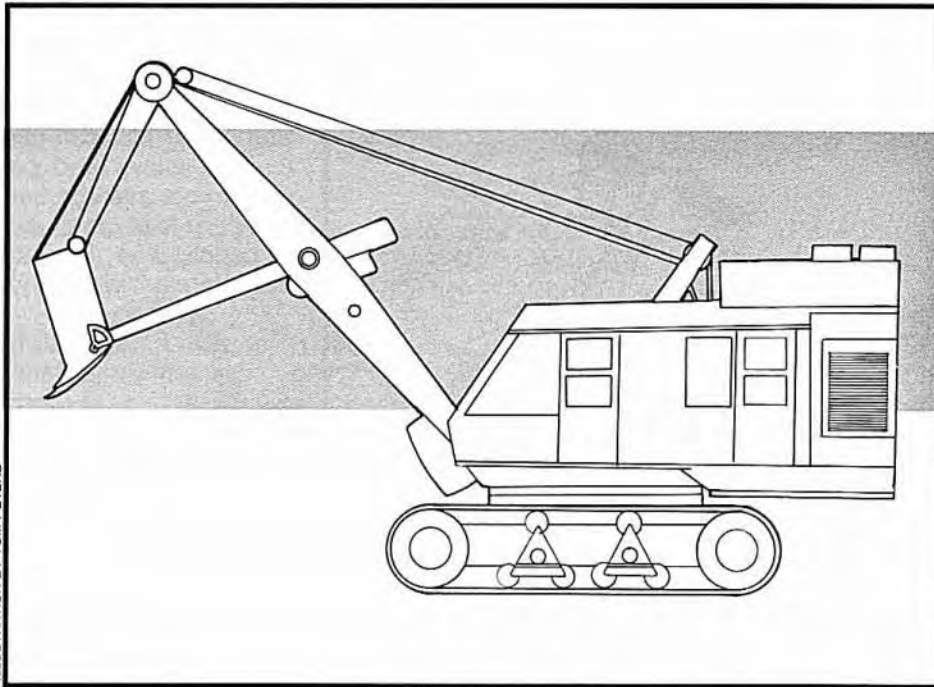


ILLUSTRATION BY TOM PETERS

### 1946 MERCEDES-BENZ MB M204B EXCAVATOR

Tech	Speed mpr/kmh/mph/value	Pass.	Tough	Maneuver Rating	Price (Value)
21	60/24/15/9	1*	24	-3	80k (25)

\* Up to 12 other people can "hitch a ride" on the outside of the vehicle, but they gain no armor or concealment benefits.

Weight Value: 24      Length Value: 5

#### CONCEALMENT/ARMOR:

Position	Concealment Benefit	Armor Add/Max.
Operator	DN+3	TOU+5/20

## 20TH CENTURY VEHICLES

We at Ama-Tsu-Mara are sure we speak for many of you when we state how happy we are that, despite the invasions by self-styled High Lords in North America, Africa, and Europe, as well as bizarre aliens in South America, much of what the media has dubbed "Core Earth" has survived intact. This means there are many areas where the best modern vehicles are still in demand, and we are happy to provide them to our consumers.

When we talk about "Core Earth" autos, we're talking about the most reliable, fuel-efficient driving machines on the road. We're talking about comfort and compatibility with a large percentage of Earth's land mass, as well as the Cyberpapal, Akashan and Tharkoldu realms. We're talking about cars loaded with enough horsepower to outdistance the henchmen of any High Lord.

Looking for something sporty and sleek? Check out the Callaway Twin Turbo Corvette, or the Lamborghini Diablo. Need more space for cargo? Looking for off-road capability? How about a motorcycle so fast it leaves your enemies breathing exhaust fumes? They're all here, and they're all designed and built for use in Core Earth!

Many people look around today and see the English wielding magic, the French cybernetically-enhanced, and the Arabs firing fantastic gizmos at each other, and feel as if the average non-realm resident man can't compete. We at A-T-M don't think that's fair. That's why we've put our best minds to work redesigning and refining the basic concepts of 20th century engineering. Here at last are the cars, trucks and military vehicles people have been clamoring for, transportation that can carry you to the 21st century and beyond.

Many people no doubt believe that A-T-M's prices for these fine vehicles will be beyond their means, now that competition from the American auto industry has dwindled. Not so — A-T-M remains committed to quality at an affordable price, whether in war or peace. We all must do our part in these troubled times, and the entire Kanawa Corporation is meeting the crisis by holding the line on prices on such essentials as cars, weapons, personal communications gear, computers, and a host of other products.

That's why you'll find the prices in this section the lowest you'll see anywhere today, and unlike so many of the black market junk about, you'll know that the trusted name of Ama-Tsu-Mara will be backing you all the way.



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## HYUNDAI ELANTRA GLS

### Description

Hyundai does it again! The Elantra is the newest offering from Korea's premier car company, a four-door sedan that offers comfort for five, while still qualifying as a compact. The Elantra's 1.6 liter inline-four DOHC engine cranks out 113 HP, giving the car more highway passing power — and downright guts — than most cars in its price range. And there's no trade-off with comfort: the Elantra manages to be both sporty and luxurious.

Priced at around \$13,000, the Elantra is sure to make many other manufacturers sit up and take notice!

### Evaluator's Comments

One of the other manufacturers sitting up and taking notice is Lotus ... who's been talking lawsuit because they say "Elantra" sounds too much like "Elan," as in Lotus Elan. If you ask me, people who can't tell a Lotus from a Hyundai shouldn't be allowed out on the street anyway.

Anyway, the Elantra is a good, solid front engine/front drive compact sedan. It's got a good mix of comfort and power and it seems to be reasonably reliable. (More so than the Pony, at least.) Watch out for understeer at higher speeds.

Elantras aren't quite as flashy as some of the other cars in this section, but they get better mileage than most sports cars do, also. If you've got a lot of ground to cover and more than one passenger to carry, I'd strongly recommend this vehicle. Outside of a truck, it's one of the better autos for prospective realm runners, particularly those working the border areas where more frequent trips can be made and less cargo needs to be carried.

Martha Worth  
Test Driver  
Miami



ILLUSTRATION BY JOHN PAUL LOVA

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### HYUNDAI ELANTRA GLS

Tech	Speed mpr/ kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	400/160/100/13	5	14	+2	13k (21)
Weight Value: 15		Length Value: 3			

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver	DN+3	TOU+3/14
Others	DN+4	TOU+4/15



# CALLAWAY TWIN TURBO CORVETTE

## Description

The Corvette has long been America's premier "street machine," combining panache and speed. But for those with the desire — and the courage — to drive something faster, there's the Twin Turbo from Callaway Cars.

The Twin Turbo is a modified 1991 Corvette. While the modifications to the bodywork are subtle — but nonetheless arresting — the real difference is under the hood. The power plant of this rocket is a 350 in3 V-8 with twin turbochargers — intercooled, of course — cranking out an astounding 403 horsepower. That's enough to hurl the Twin Turbo to 96 kmh in a gut-wrenching 4.8 seconds, and to give it a top speed of 320 kmh plus!

If you want to blow away the competition — on the highway, on the racetrack, or just parked at the curb — the Twin Turbo is for you!

## Evaluator's Comments

I gotta have one! I admit it, I'm a 'Vette freak. To this point, the ZR-1 "King of the Hill" was my dream car. Now you can have my ZR-1 poster, cheap.

This thing is a speed monster. Zero to 96 in 5 (they say 4.8, but I just couldn't shave that last 0.2 off), zero to 128 in 7.2! The six-speed manual is a dream. Handling is great, too: lateral acceleration of 0.94 g!

Okay, those are the numbers. What is it like to drive? It's a double adrenalin rush: exhilaration plus fear. (Most people don't know what it's like to do 320 kmh.) It has the same great handling as a 'Vette — sharp turn-in, quick reflexes — but even more so. It's a touch temperamental, particularly if you don't feed it the unleaded premium it wants, but all in all I can't think of any better way of dropping 84 grand.

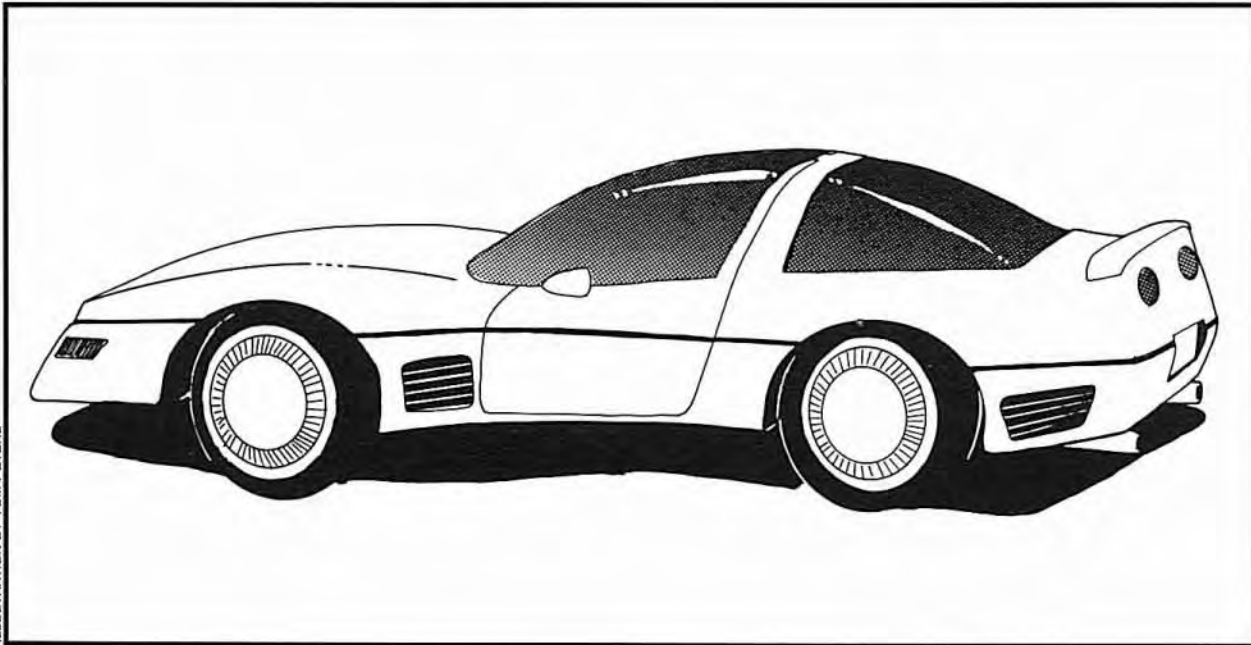
Garth Lee  
Test Driver  
Vancouver

### CALLAWAY TWIN TURBO CORVETTE

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	1000/320/200/15	2	14	+3	84k (25)
Weight Value: 15		Length Value: 3			

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver	DN+4	TOU+2/14
Others	DN+5	TOU+3/15



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# LAMBORGHINI DIABLO

## Description

The Diablo is the latest and greatest speed machine from Lamborghini, the company that brought you the Countach. The Diablo's heritage consistently shows in its design. The lines of the Diablo are very much those of the Countach, with its distinctive rear styling. The engineering, too, is pure Lamborghini: the 485 HP, 348 in 3 V-12 power plant delivers the company's famed combination of power and good manners.

Handling is, in a word, astounding. On the test track, the Diablo delivers a lateral acceleration of 0.95 g. If you're in the market for a two-door, two-passenger coupe, give the Diablo a test drive. You won't be disappointed.

Okay, the Diablo is a low-slung, dangerous beast. At first glance, lots of people will think it's a Countach. Once inside, though, you can tell the difference. The Diablo is plush and comfortable, more like a Testarossa than a Countach. The stereo is also outstanding.

Handling is good. It's a mid-engine, rear-wheel-drive car, and it feels like it: weight distribution is nearly perfect. I've got one kick against it, and that's that the car develops a kind of disconcerting wobble at over 288 kmh. It's not enough to make the car dangerously unstable, but it is disturbing. When I'm blasting along at 320+, the last thing I want is some kind of speed wobble.

Anyway, this has been one good week: I got to drive the Callaway Twin Turbo 'Vette and the Lambo Diablo. How do they compare? Similar top ends, similar acceleration (zero to 96 kmh in 4.2 for the Diablo, 4.8 for the 'Vette), identical lateral acceleration. The big difference is the sticker price. You expect to pay for the Lambo marque, but a price differential of almost 150 grand seems a little steep.

## Evaluator's Comments

Echo that: you **won't** be disappointed ... until you check the price tag, that is. Then you'll turn pale, and probably slink away.

Garth Lee  
Test Driver  
Vancouver

### LAMBORGHINI DIABLO

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	1000/330/204/15	2	14	+4	233k (27)
Weight Value: 15		Length Value: 3			

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver	DN+4	TOU+2/14
Others	DN+5	TOU+3/15

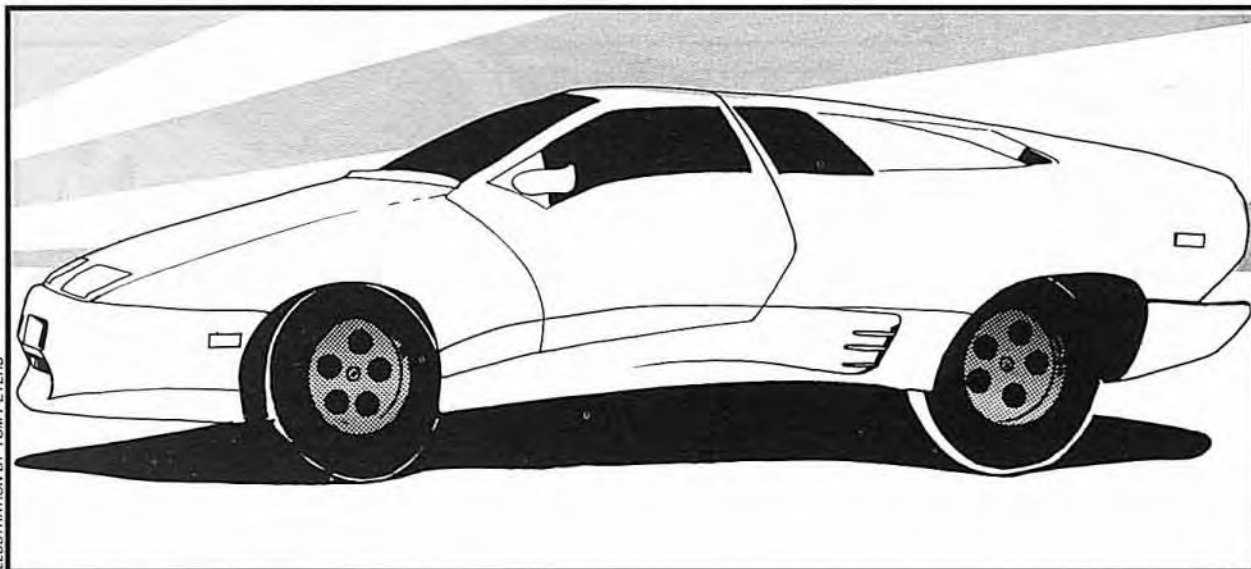


ILLUSTRATION BY TOM PETERS





## CHEVROLET SPORTVAN G30

### Description

Chevrolet has been building vans for years, and that experience shows in the Sportvan G30. The G30 sports good load capacity, while still being comfortable and fun to drive. The standard 4.3 liter V-6 turns out 150 HP, plenty of power for towing or for passing on the highway.

But comfort is important too. The Ama-Tsu-Mara implementation comes standard with swiveling captain's chairs in the cab, a six-speaker stereo, and a well-appointed driving environment. To make it easier for you to customize your van to suit your own needs, Ama-Tsu-Mara has left the rear interior unfinished. The Sportvan G30 can become a camper, an instrument vehicle, or simply a cargo-hauling workhorse. A popular option is to mount up to three bench seats, increasing the passenger capacity to 15.

For those who want to couple passenger or cargo capacity with fun, the Chevy Sportvan is the way to go.

### Evaluator's Comments

When I first visited America, more than a decade ago now, I was puzzled by the popularity of vans, particularly among the young. In England, vans are for freight delivery, and simply do not have the cachet that they have over here. Nobody in England would think of buying a van as a sport vehicle; sooner buy a London taxi as a sports car.

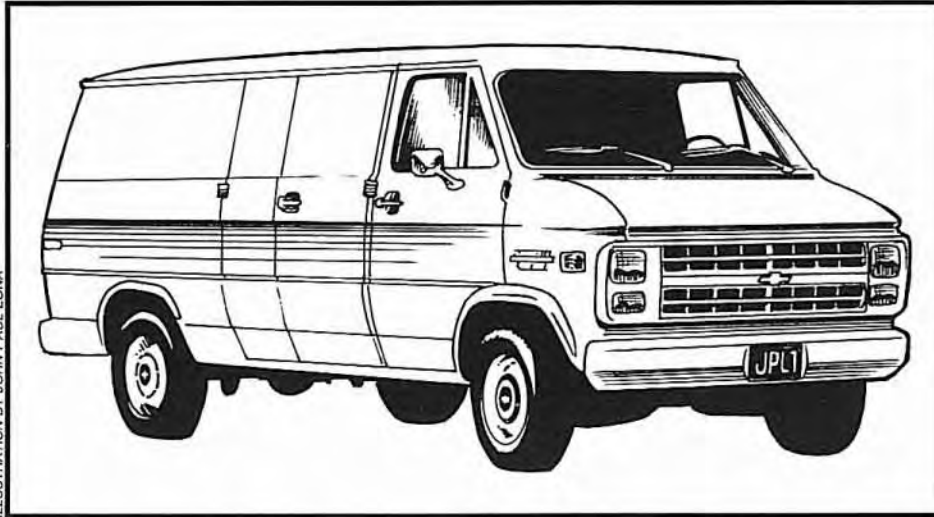
Things have changed. Today, I am a virtual exile in the States — at home, who has need of a computer systems analyst when most of the bloody machines don't work? — and I drive a van myself.

The Sportvan G30 is a fine machine. The ride is smooth, and it is almost possible to forget one is driving a van. Power steering makes even parallel parking relatively easy. My one warning is that it is too easy to overdrive the brakes. The G30 will travel as fast many cars, but when one stands on the brakes, one is contending with the mass and momentum of a large van. As long as one is constantly

aware of this, the G30 is safe and enjoyable to operate.

Recently, I was called in to do some work on the computers at the KanawaLand amusement park nearby. My task required that I stay quite late, and when I emerged from the main building, there was a frightful row going on. People dashing to and fro, guns going off — naturally, I made every effort to get out of there promptly. Fortunately, I was quick enough on the brakes to avoid hitting a gentleman who dashed out in front of me (foolishly, he was garbed all in black, making him a virtually invisible pedestrian).

Cedric Vyse  
Consultant  
Orlando



### CHEVROLET SPORTVAN G30

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	400/135/85/13	2*	16	+2	14k (21)

\*With increased seating, can handle 15.

Weight Value: 16      Length Value: 3

#### CONCEALMENT/ARMOR

Position	Concealment	Benefit	Armor Add/Max.
Driver	DN+3		TOU+3/17
Passenger**	DN+5		TOU+4/19
In rear	***		TOU+4/19

\*\* In cab.

\*\*\* Fully concealed, cannot be targeted directly.



## 1980 MACK R-400

### Description

With its distinctive bulldog emblem, Mack is a company well known to all professional truckers. The R series, and the R-400 in particular are — in the opinion of Ama-Tsu-Mara — among the finest trucks ever made.

The R-400 is a three-axle tractor, designed for high pulling capacity at highway speeds. Its engine compartment is large enough to make space for its massive V-8, which develops over 200 brake horsepower. Ama-Tsu-Mara engineers have gone to great trouble to ensure that the tractor is as stable at high speeds unloaded as it is when pulling a capacity load.

Realizing how important comfort and individuality are to professional drivers, Ama-Tsu Mara will build the cab interior to suit the purchaser. We'll also throw

in a custom metallic paint job. As if the R-400 weren't a good enough buy already, Ama-Tsui-Mara has made it even better!

### Evaluator's Comments

I *hate* what they did to the interior of the truck I got to evaluate. Red leather, red tufted crap, brass doohickeys everywhere — it looked like a Mexican brothel. If you want your truck pimped up, A-T-M will sure enough do it for you.

The truck drives nice, I've got to say that. Even taking freeway off-ramps at 24 kmh over the exit speed, I didn't feel it ever "go light," or act like it was going to flip. Brakes are great, and the steering is real solid — you know just where the truck's going.

The Mack is an intimidating looking beast — people get out of your way when you're driving one

of these babies. Even the scales give you a wide berth, because of the roar the engine makes. They think it's some kind of a monster, I guess. I don't kick about it — when you're hauling food from resistance community to resistance community, anything that will keep the lizards off your back is appreciated.

Willy T. Boyle  
Independent Trucker  
Mobile

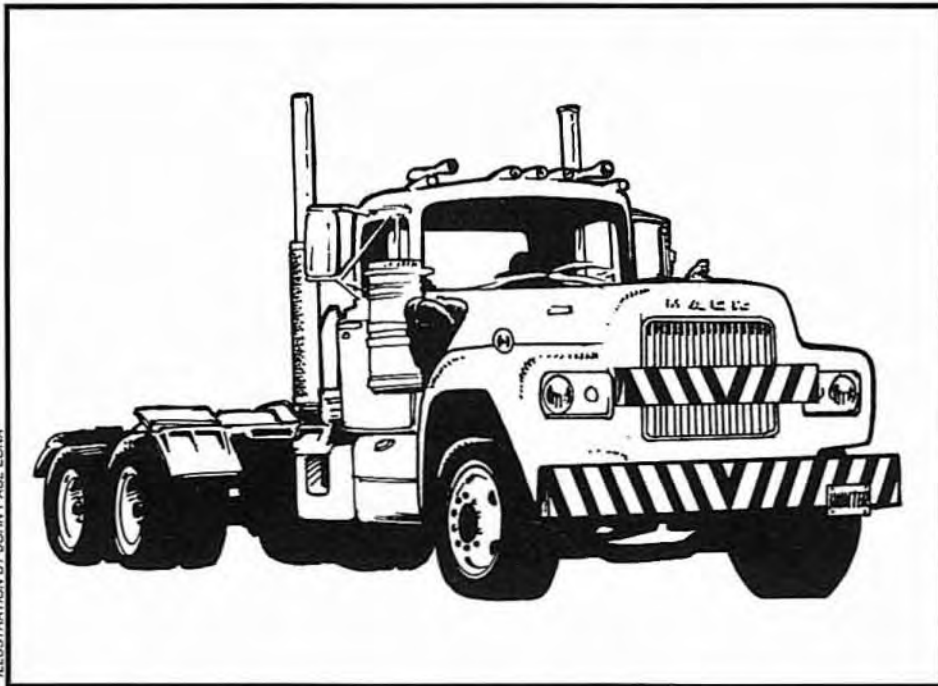


ILLUSTRATION BY JOHN PAUL LONA

### MACK R-400

Tech	Speed kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	400/140/90/13	2	23	-3	120k (26)

Weight Value: 20/21\*      Length Value: 5

#### CONCEALMENT/ARMOR

Position	Concealment	Benefit	Armor Add/Max.
Driver	DN+3		TOU+4/20
Passenger	DN+5		TOU+6/25

\*Figure before slash refers to tractor only; figure after slash includes empty trailer.







## JEEP CHEROKEE

### Description

There are those who claim that Jeep's legendary toughness comes at the cost of comfort and elegance. The Cherokee proves them wrong.

The Cherokee looks like the many "suburban 4x4s" that have been crowding the road, but at its heart, it's definitely a Jeep! With an option of either an inline six or a V-6, the Cherokee has the pure guts to get you where you want to go, on or off-road. But the Cherokee is a comfortable driving environment, too. Quiet even at extreme highway speeds, it offers a comfortable ride that other 4x4s can only envy.

Tough and rugged, yet smooth and refined, the Cherokee is the perfect blend.

### Evaluator's Comments

Be warned: do *not* opt for the V-6, it's a gutless pig. Go for the inline 6 (which was originally manufactured by AMC, by the way). It's a 4-liter and cranks 173 HP.

In general, the Cherokee is the kind of 4x4 you see parked outside suburban homes. The hardest driving most of them ever got prior to the war was romping a curb to get a choice parking space at the mall. But the Cherokee can go off-road, and it's very good at it, as a score of realm runners have discovered to their relief.

The Cherokee is a departure for Jeep: it's unibody, not body-on-frame like all previous jeeps, so it's a little less rugged. Even so, it's a tough bugger. A friend of mine made a run into Michigan with one not long ago, and had to make an unscheduled detour up the side of a mountain to avoid an edeinos hunting party. When it was all over, man and Jeep were still in one piece, and that's all that counts. He swears by the Cherokee now, and except for the rare occasions when it stalls on him in the Living Land, it's served him well.

Zachary Hillborne  
Off-Road Magazine  
Reporter  
Dallas

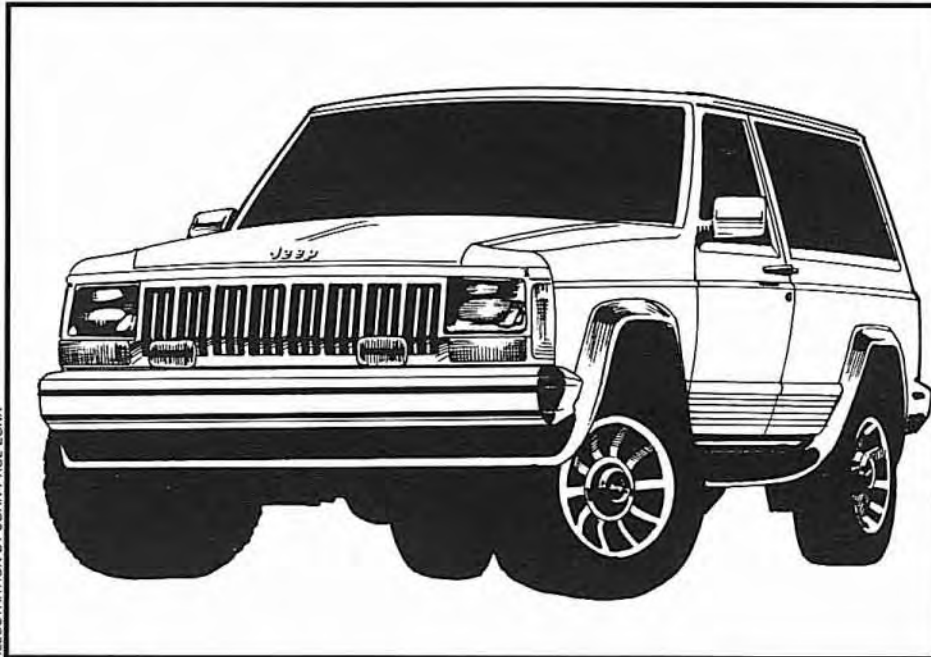


ILLUSTRATION BY JOHN PAUL LOVA

### JEEP CHEROKEE

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	400/140/90/13	6	15	+3	15k (21)
Weight Value: 15		Length Value: 3			

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver	DN+3	TOU+3/16
Front Passenger	DN+4	TOU+4/19

# HONDA CBR600F2

## Description

The CBR600F2 is Honda's all-new 600 cm3 bike, and a wonderful machine it is. At its heart is a liquid-cooled, four-valve-per-cylinder inline-four power plant that generates 79.7 rear-wheel horsepower — a stunning output for a 600! Despite this high power, the CBR delivers smooth, well-mannered power, with minimal driveline lash.

Honda's engineers have gone to great lengths to ensure neutral steering characteristics, whether accelerating or braking. The suspension is firm, further enhancing the rider's sense of control.

Whether weaving through light city traffic, swinging through tight curves on country roads, or evading Cyberpapal patrols in the alleys of Lyon, the CBR is the premier middleweight motorcycle. Honda has done it again!

## Evaluator's Comments

I've done a little research, and the apparently the 600F2 is the most powerful middleweight bike in history. Because of a relatively short stroke and several other interesting design decisions, the Honda is a really fast revver — crack the throttle and the engine responds instantly. The power curve seems a little flat in the middle revs, but at the high end it just skyrockets. All in all, I'd say it feels more like a 750 than a 600.

And A-T-M wasn't just whistling the "Marseilles" with that bit about Cyberpapal patrols. I spent a little time working with the Paris Liberte Militia (strictly freelance, you understand), and believe me, the Church Police don't believe in things like "warning shots." When they're in pursuit, you make yourself scarce as quickly as possible, and the Honda can get

into and out of places where their vehicles wouldn't have a prayer, so to speak.

I love this bike. There's nothing negative I can say about it. Ride it: you'll love it, too.

Mark Harding  
Private Investigator  
Orlando

HONDA CBR600F2						
	Speed			Maneuver	Price	
Tech	mpr/kmh/mph/value	Pass.	Tough.	Rating	(Value)	
23	400/140/90/13	2	12	+4	7000 (20)	
Weight Value: 11		Length Value: 2				
CONCEALMENT/ARMOR						
Position	Concealment	Benefit	Armor Add/Max.			
Any	DN+1		TOU+3/16			

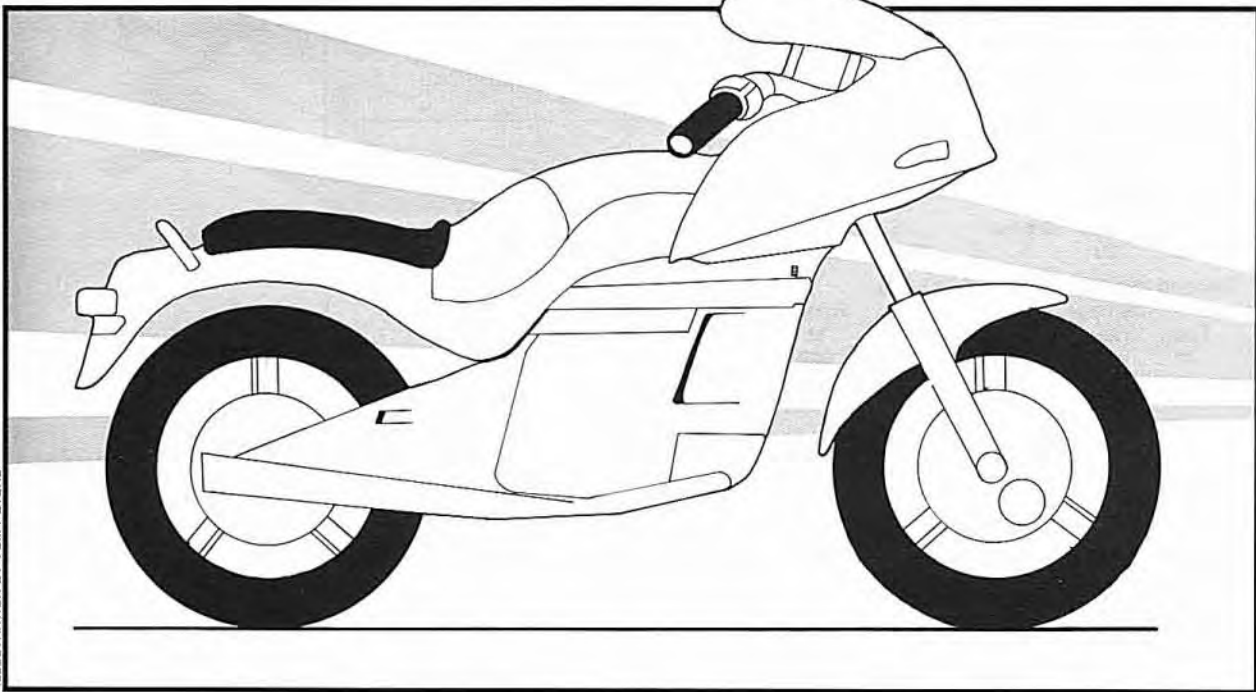


ILLUSTRATION BY TOM PETERS



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## STRIDSVAGN 104B MAIN BATTLE TANK

### Description

The Stridsvagn 104B — or as it is more commonly known, the S-Tank — was produced for the Swedish Army by Bofors. Production commenced in 1966 and was completed in 1971. The S-Tank is in service with the Swedish Army.

The S-Tank is unique among MBTs in that it has no turret. The gun is fixed within the hull of the very low-profile vehicle, and is directed by moving the entire tank. To traverse the gun, the driver slews the vehicle to right or left. To elevate or depress the gun, the height and angle of the tank's suspension is changed. (In other words, to elevate the gun, the front suspension is raised while the rear is lowered.) Although it may seem a ludicrous concept, the hydro-pneumatic suspension system can achieve a maxi-

mum gun elevation of 12° above the horizontal, and a maximum depression of 10° below the horizontal.

The S-Tank has a crew of three. The driver doubles as gunner; the commander can also operate the gun if necessary. The third crewmember is the radio operator, who faces toward the rear of the tank. If required, the radio operator can drive the tank backwards.

Primary armament is the L74 105mm gun, for which the tank carries 50 rounds. A box on the left side of the hull contains two 7.62mm Ksp 58 machine guns; these weapons are lined up with the main gun. Another 7.62mm machine gun is mounted to the left of the commander's cupola.

The S-Tank is fast and maneuverable. Despite its strange appearance, it is a highly effective fighting vehicle.



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### STRIDSVAGN 104B MAIN BATTLE TANK

Tech	Speed		Pass.	Tough.	Maneuver Rating	Price (Value)
	mpr/kmh/mph/value					
23	150/50/31/11		3	30	-4	750k (30)
Weight Value: 22		Length Value: 6				

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver*	DN+6	TOU+13/35
Commander*	DN+4	TOU+7/23
Others	**	***

- \* Only when hatch is open. When tank is "buttoned up," fully concealed, and cannot be targeted directly.
- \*\* Fully concealed; cannot be targeted directly.
- \*\*\* Can be injured only if the tank is killed.

#### ARMAMENT

Main: 105mm L74 gun

Tech	Damage		S	Range			Burst Radius		
	Value	Ammo		M	L	Short	Med.	Long	
22	29	1	100-1k	2.5k	4k	0-4m	10m	25m	

Secondary: 7.62mm Ksp 58 MG (x3)

Tech	Damage		S	Range	
	Value	Ammo		M	L
22	24	15	3-150	600	2k

## Evaluator's Comments

"No turret?" you say. "Stupid!" But think about it: apart from the top of the turret, where do you want to hit an enemy tank for the best chance of a kill? Right: on the turret ring, because it's an incredibly vulnerable spot. Look at the S-Tank; no turret, *ergo* no turret ring.

Also the S-Tank has a nice low profile. With the suspension in the neutral position, it's only 2.5 meters high; in comparison, an M60 is 3.2 meters high — a much bigger target. It's also nice to have a small crew, any one of whom can driver the damn tank if it becomes necessary.

Sure, cruise up to the forward area of the battle in an S-Tank and your buddies in their M1s are going to laugh at you. But when they see how little of your S-

Tank is exposed when you're in *défilade*, they'll stop laughing ... particularly when the enemy rounds start coming in.

Lt. Sam Farmer  
11th Armored Cavalry Regiment  
Alfeld

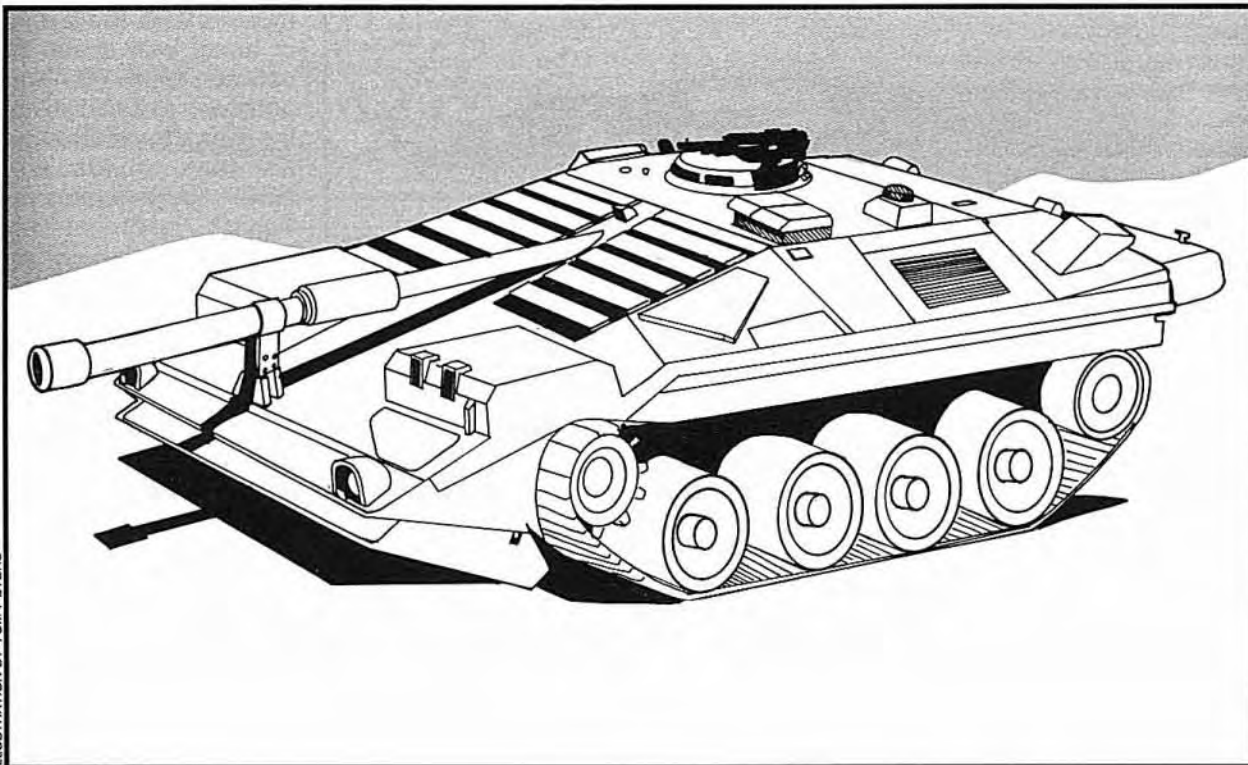


ILLUSTRATION BY TOM PETERS



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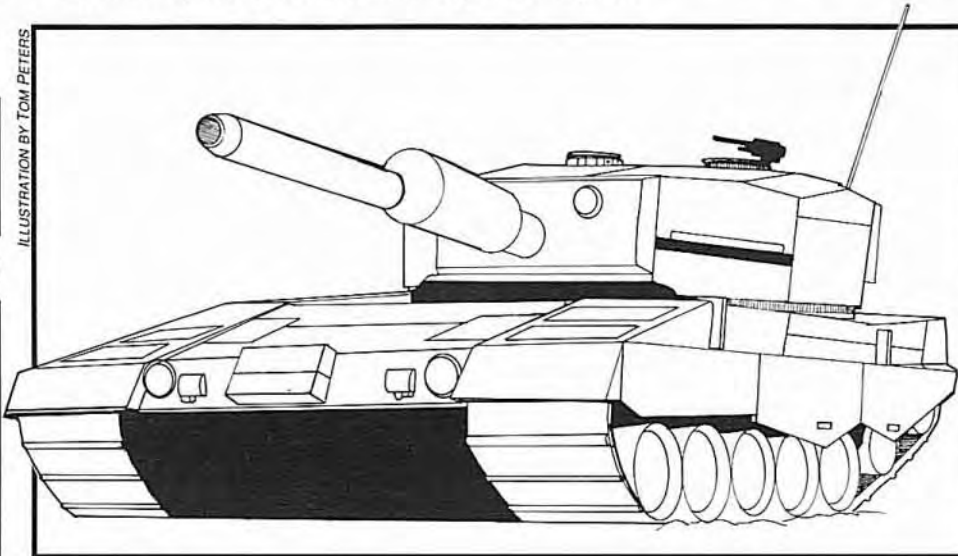
## LEOPARD 2 MAIN BATTLE TANK

### Description

The West German Leopard 2 Main Battle Tank is built by Krauss-Maffel AG of Munich, and entered service around 1980. Predictably, it is a fine design, and incorporates engineering of the highest quality. A relatively heavy tank at 50,500 kg., the Leopard

2 is still exceptionally fast, achieving 68 kmh maximum road speed and 55 kmh cross-country. This is thanks to an MTU MB 873 Ka-500 engine, which develops an astounding 1500 HP. Power is delivered to the tracks through an HSWL-354/3 gearbox that has four gears in each of forward and reverse.

ILLUSTRATION BY TOM PETERS



### Evaluator's Comments

Well, it's not perfect, but it's pretty good. The turret design is very angular, with sloping sides, and very distinctive. The hull front and the turret are built with spaced armor — that is, two layers of armor with space in between them. This is a good way of diminishing the energy transferred by anti-tank rounds like HESH (High Explosive Squash Head) that kills tanks by "spalling" chunks of metal off the inside of the hull. (The Leopard 2 receives a TOU+2 bonus against such rounds). It's also nice to note that the Leopard 2 is low to the ground, giving a small target profile.

Sgt. LeMar Walker  
11th Armored Car  
Regiment  
Alfeld

### LEOPARD 2 MAIN BATTLE TANK

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	250/68/42/12	4	31	-4	800k (30)

Weight Value: 23      Length Value: 6

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver*	DN+9	TOU+14/37
Commander*	DN+5	TOU+7/25
Others	**	***

- \* Only when hatch is open. When tank is "buttoned up," fully concealed, and cannot be targeted directly.
- \*\* Fully concealed; cannot be targeted directly.
- \*\*\* Can be injured only if the tank is killed.

#### ARMAMENT

Main: 120mm gun			Range			Burst Radius		
Tech	Value	Ammo	S	M	L	Short	Med.	Long
22	29	1	100-1k	3k	5k	0-4m	10m	25m
Secondary: 7.62mm MG-3 MG			Range			Burst Radius		
Tech	Value	Ammo	S	M	L	Short	Med.	Long
22	24	15	3-150	600	2k			
Secondary: Grenade Launcher			Range			Burst Radius		
Tech	Value	Ammo	S	M	L	Short	Med.	Long
22	14	1	10-50	200	300	0-3m	8m	15m



# BOYEVAYA MASCHINA DESATNAYA (BMD) LIGHT TANK/FIRE SUPPORT VEHICLE

## Description

The Soviet BMD first appeared in public in November 1973, and was immediately assigned as the

support vehicle to the Soviet Airborne Divisions. The BMD is a small tracked vehicle, with a hull only 6.7m in length and a small turret.

The BMD's main armament is a 73mm smooth-bore gun. Mounted coaxially with this is a 7.62mm PKT machine gun. In addition, two further 7.62mm PKT machine guns are mounted on the sides of the hull, firing forward. Finally, the armament is rounded out by a launcher rail for a Sagger wire-guided anti-tank guided weapon (ATGW).

In addition to its crew of three, a BMD can carry six infantrymen, in two rows of three. Each row has a single hatch. There is no provision for the infantry to fight from within the vehicle.

This excellent vehicle is rendered even more useful by the fact that it is fully amphibious. Propelled by water jets at the rear, the BMD can achieve a water speed of 6 kmh.

## Evaluator's Comments

The BMD is cramped and uncomfortable to ride or fight in. The armor is, out of necessity, quite light.

Maj. Jeremy Gordon  
Weapons Evaluation Team  
Fort Benning

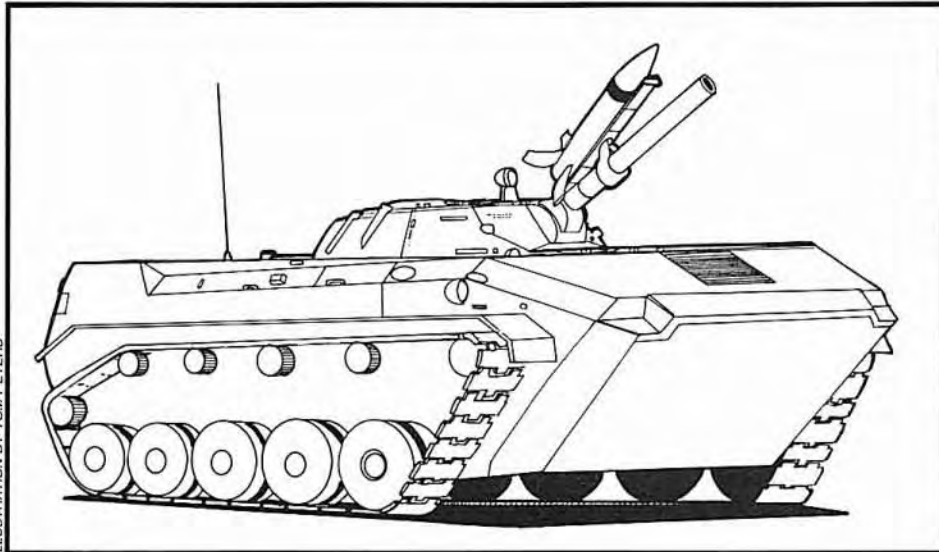


ILLUSTRATION BY TOM PETERS

## BOYEVAYA MASCHINA DESATNAYA (BMD) LIGHT TANK/FIRE SUPPORT VEHICLE

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	150/55/34/11	9	25	-3	250k (27)

Weight Value: 19      Length Value: 5

### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver*	DN+9	TOU+10/30
Commander*	DN+4	TOU+7/25
Others	**	***

\* Only when hatch is open. When tank is "buttoned up," fully concealed, and cannot be targeted directly.

\*\* Fully concealed; cannot be targeted directly.

\*\*\* Can be injured only if the tank is killed.

### ARMAMENT

Main: 73mm gun			Range			Burst Radius		
Tech	Value	Ammo	S	M	L	Short	Med.	Long
21	28	1	100-400	600	2.5k	0-4m	10m	25m
Secondary: 7.62mm PKT MG (x3)								
Tech	Value	Ammo	S	M	L			
22	24	15	3-150	600	2k			
Secondary: Sagger ATGW								
Tech	Value	Ammo	S	M	L	Short	Med.	Long
22	28	1	100-400	1k	4k	0-5	15	20



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## LVTP-7 AMPHIBIOUS ASSAULT VEHICLE

### Description

At first glance, the LVTP-7 resembles a bulbous-fronted tank with a tiny dome-like turret. In fact, the LVTP-7 is an amphibious assault vehicle used by the US Marine Corps. Although the LVTP-7 is equipped with an M85.50 machine gun in the small turret, its main purpose is to ferry assault troops into action.

And this it does exceptionally well. In addition to its

crew of three, it can carry 25 fully-equipped assault marines. These troops sit in the large rear troop compartment, on benches parallel to the sides of the hull. The compartment has three roof hatches, although the Marines usually embark and disembark through a hydraulically-operated ramp in the rear of the vehicle.

### Evaluator's Comments

I've had occasion to ride in the LVTP-7 before I got the nod to evaluate A-T-M's version — we were being pulled back from the front after an assault on the lizards bogged down because of equipment failure — and I didn't like the feeling of being in a big chunk of metal on the water, with no windows and hearing stuff banging off the hull.

Lt. Barry Monson  
Instructor  
Fort Bragg

### LVTP-7 AMPHIBIOUS ASSAULT VEHICLE

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	150/64/40/11*	28	24	-3	130k (26)

\*Land speed. Water speed is 13/8/8.

Weight Value: 21      Length Value: 6

#### CONCEALMENT/ARMOR

Position	Concealment	Benefit	Armor Add/Max.
Driver*	DN+9		TOU+9/30
Commander*	DN+4		TOU+7/25
Others	**		***

\* Only when hatch is open. When tank is "buttoned up," fully concealed, and cannot be targeted directly.

\*\* Fully concealed; cannot be targeted directly.

\*\*\* Can be injured only if the tank is killed.

#### ARMAMENT

Main: M85.50 MG			Range		
Tech	Damage Value	Ammo	S	M	L
21	25	11	3-250	1k	2k

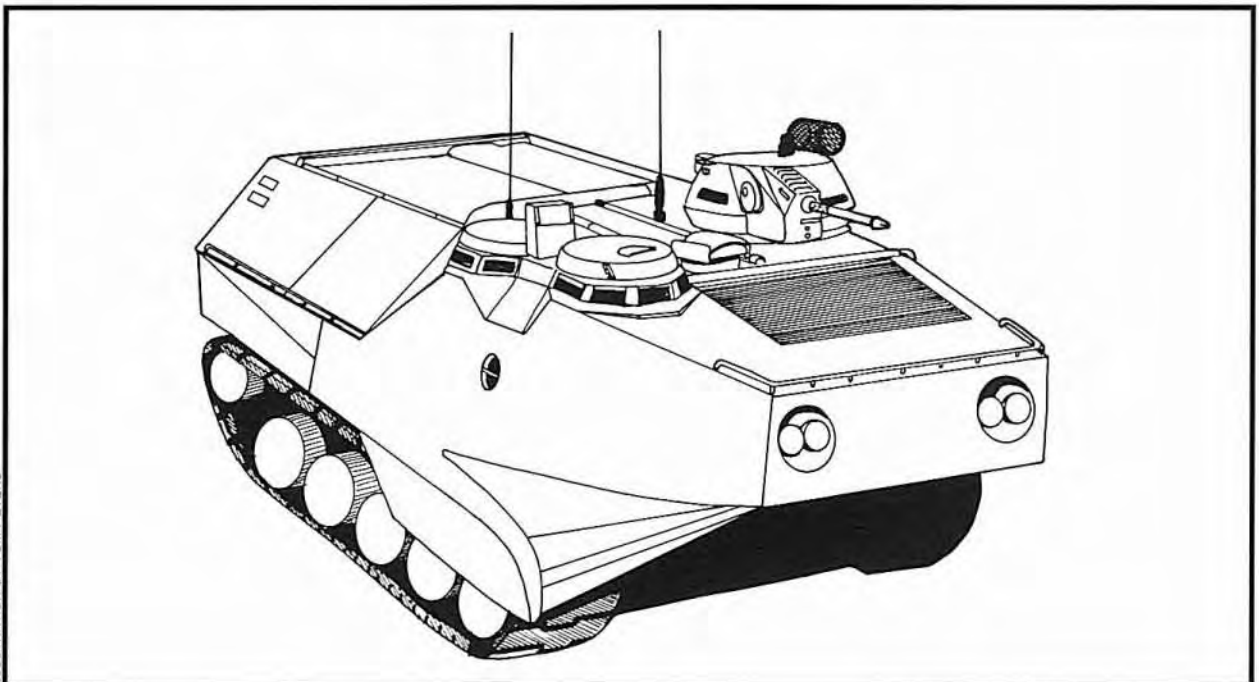


ILLUSTRATION BY TOM PETERS

# LEBED ASSAULT HOVERCRAFT

## Description

The Russian (formerly Soviet) Lebed is a prime example of a modern assault hovercraft. 25 meters in length and 10 in width, the Lebed can load two BMD troop carriers (or equivalent vehicles) through the bow loading doors, and ferry them — plus their troops and equipment — over water or land at speeds in excess of 90 kmh. The Lebed is driven by two ducted propellers atop, mounted forward of its tall, aircraft-like rudder. The GEV "skirt" is inflated by a third engine.

Although its main purpose is to ferry assault troops to their debarkation point, the Lebed is not undefended. Mounted atop the control cab is a 30mm cannon, perfect for anti-air operations.

For mission flexibility, nothing can beat an assault hovercraft. And for reliability, nothing can beat a Lebed!

## Evaluator's Comments

It's interesting. Just a few years ago, my job was to figure out how to defend territory against troops deployed by Lebed. Now I'm working on more efficient ways of using the Lebed to deploy my own troops. That's progress, I guess.

You can crew the Lebed with two, although I like a third person dedicated to the 30 mil. A single air attack — by a fighter or a damn pterodactyl, can ruin your whole day.

Lt. Harvey Edwards  
USMC Trainer  
Quantico

### LEBED ASSAULT HOVERCRAFT

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	250/96/60/12	25	23	-4	750k (30)
Weight Value: 24		Length Value: 8			

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Drivers	DN+4	TOU+10/25
Gunner*	DN+2	TOU+3/18
Passengers	**	TOU+15/40

\* Only when operating cannon.

\*\* Fully concealed; cannot be targeted directly.

#### ARMAMENT

Main: 30mm cannon			Range		
Tech	Damage Value	Ammo	S	M	L
22	30	10	3-400	2.5k	4k

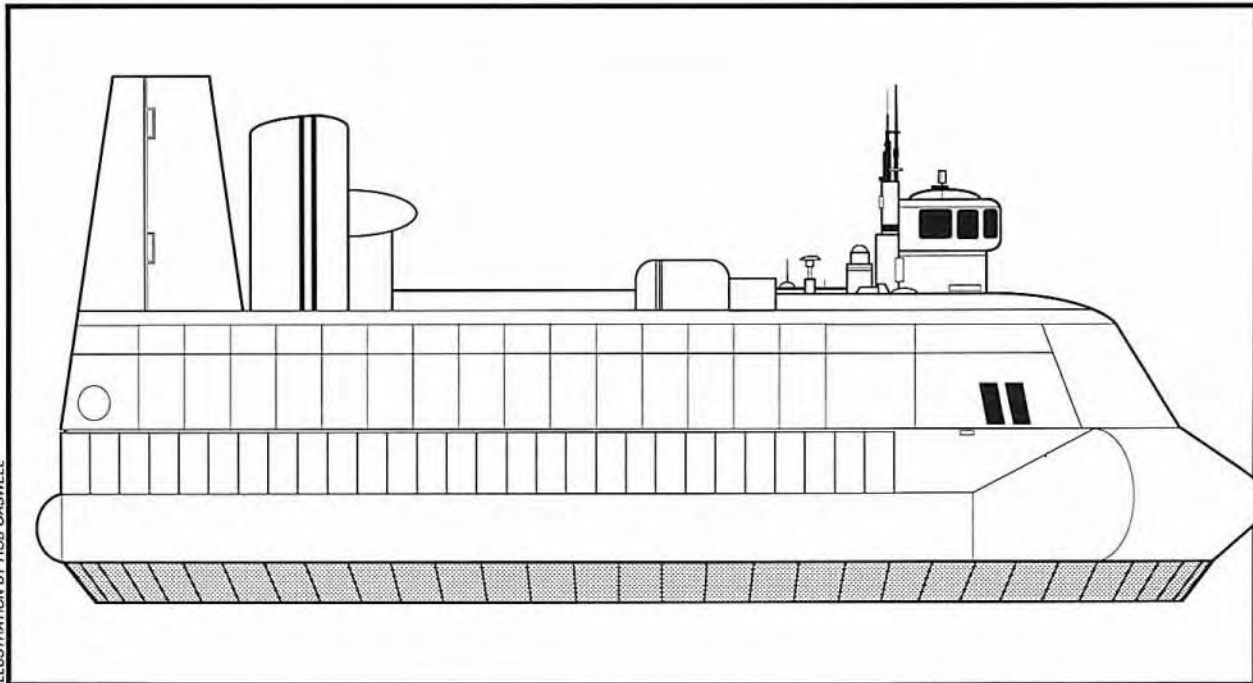


ILLUSTRATION BY ROB CASWELL



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## TRAIN À GRANDE VITESSE

### Description

The *Train à Grande Vitesse*, or TGV, was developed for the French national railway system — the SNCF — and is Europe's answer to Japan's *shinkansen* bullet train. Like the *shinkansen*, the TGV provides extremely high-speed passenger and freight service between major metropolitan areas.

The TGV locomotive is a long, streamlined shape with a low sloping nose, in the front of which are

mounted the four headlights that help make the vehicle so distinctive. Behind the small cab are the engines, which generate over 8000 HP. The TGV draws power from overhead lines by means of a pantograph mounted behind the cab. As with the *shinkansen*, the operating speed of the TGV is limited more by track conditions than lack of power in the locomotive. This means that the locomotive is limited to 270 kmh, whether it is running light or pulling a full 350-passenger train.

Whether you call it the TGV or the *shinkansen*, the future of rail transportation lies with this type of train.

### Evaluator's Comments

The look of the TGV is certainly distinctive. In my (admittedly Eurocentric) opinion, the more angular TGV looks more modern — and "tougher" — than the *shinkansen*.

The TGV's top speed is impressive, but top speed isn't the real issue with train transportation. What really matters is the average speed, including acceleration and braking. The TGV turns in one hell of a good result here: on the Paris to Lyon run in France (prior to the war), the TGV maintained an overall average speed of 214 kmh.

You've also got to remember that track conditions have a huge effect on the train's performance. On the Paris to Lyon run, there are several hills where the curvature at the top is great enough to require the TGV to decelerate 220 kmh. Operators must understand such conditions or they will derail their trains, with the obvious highly unpleasant consequences.

It's my understanding that Storm Knights hijacked a TGV locomotive during the recent military operation in France codenamed "Central Fire." They reportedly are still operating it on the rails of France, although the "government" there denies it.

Doris Blaylock  
Switching Supervisor  
Chicago Switching Yards

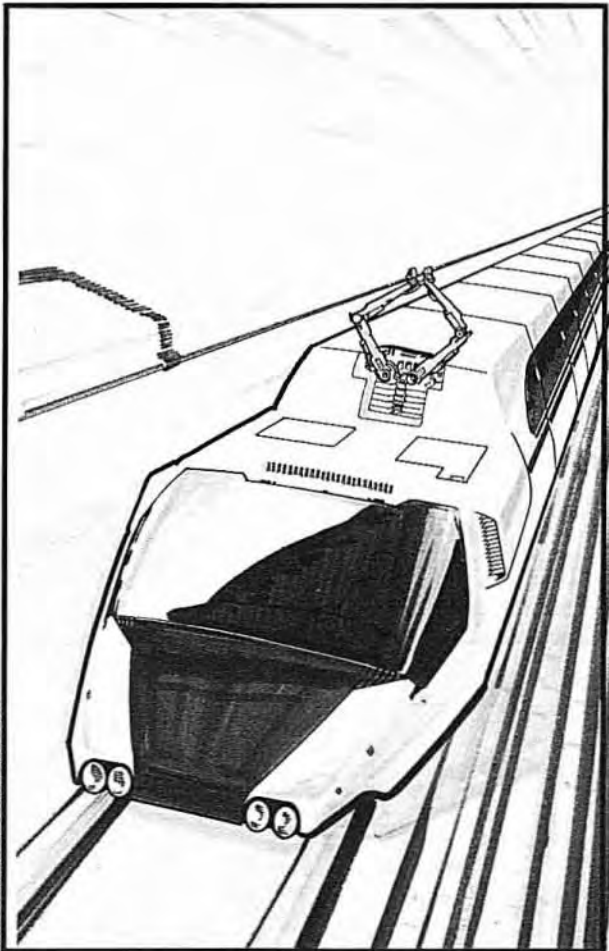


ILLUSTRATION BY JOHN PAUL LOMA

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### TRAIN À GRANDE VITESSE

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
23	1000270/170/15	4*	33	N/A	70m (40)

\*In cab.

Weight Value: 25

Length Value: 8

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Crew	DN+5	TOU+7/24

## EXTENDED TECHNOLOGY

This chapter concentrates on vehicles that use the most advanced, "cutting edge" technologies available today. A number of these vehicles are still experimental, or at the prototype stage, which is reflected in their relatively high price.

**Important Note:** As a result of the major changes that have shaken the world over the last years, there is always a significant risk associated with using highly advanced technology. Devices frequently prove undependable in different regions of the world. Also, some individuals seem less able than others to "get the hang" of very high technology. Purchasers must keep in mind that Ama-Tsu-Mara offers no warranty—express or implied—of suitability for any purpose. Ama-Tsu-Mara is liable for the replacement cost of a vehicle that fails due to factory defect, and is not liable for any other damages.

Naturally, along with the increased prices, you get increased value from Ama-Tsu-Mara. The vehicles on the next few pages are among the most fuel-efficient in the world, and feature the fine Japanese engineering renowned in every nation and realm. In today's world, this is extremely important—the instability in the Middle East since the war has

caused oil prices to skyrocket, forcing many Japanese to leave their cars at home due to the prohibitive cost of fueling them.

A-T-M's extended technology vehicles include automobiles, motorcycles, and hovercraft technology to carry you over land and sea. We stand firmly behind each and every one, although we warn our customers not to attempt to operate these vehicles for any extended length of time in the Nile Empire, Orrorsh, Aysle or the Living Land. For reasons that are unclear, there have also been reports of problems with them in some Core Earth nations. Our engineers have been working on this problem, and recently reported a breakthrough: you'll now find many of these vehicles on the streets of Sacramento!

A-T-M is proud to bring you the best in transportation, and we promise to keep the quality coming in '93! We're working hard on more efficient electric cars and other non-polluting propulsion systems. Despite recent setbacks, we are hoping to resurrect our operations in France in the coming months and bring you top-of-the-line Cyberpapal cars, trucks, hovercraft and military gear.

A-T-M—our eyes are on the future, and it's looking bright!



## YOSHI-ASAHI COMMUTER

### Description

Designed and built by the Yoshi-Asahi Technologies conglomerate based in Kyoto, the Y-A Commuter is the perfect car for the crowded cities of today. Powered by a silent, non-polluting electric engine, it boasts quick pick-up and a top speed of 100 kmh — unheard of for electric cars! At the heart of the Commuter is a specialized storage battery developed in Yoshi-Asahi's energy management labs. This battery can be charged directly from Japanese-standard 220 volt mains, or by using Y-A's patented FastCharge™ transformer system (available separately). A full charge from the mains takes six hours, while the FastCharge transformer cuts this time by a factor of three. When fully charged, the battery will drive the car for over four hours of uninterrupted operation.

Innovations in the Commuter aren't limited to the driver system, however. Stylish gull-wing doors ap-

pear for the first-time on a low-cost, two-seat commuter vehicle. Carbon fiber and space-age composites are used throughout to reduce weight.

Finally, the Commuter sports a sophisticated Driver's Assistant™ control system. Similar to the "fly-by-wire" systems used in fighter planes, the Driver's Assistant drastically improves the maneuverability of the vehicle.

All in all, the Yoshi-Asahi Commuter is an astounding vehicle, and doubtless the first of a new class of automobiles.

### Evaluator's Comments

Overall, I like this car a lot. The low-slung styling is very slick, and I've always loved gull-wing doors. The electric drive is surprisingly effective. Zero-to-90 acceleration lacks a little pizzazz, at 21 seconds, but when you remember it's an electric, it's surprising that the thing even gets to 60.

I think the most amazing thing is the Driver's Assistant system. This catalog doesn't do it justice: it does more than just improve maneuverability. The time you really notice it is in a panic situation, when you're stomping on the brakes and cramping the wheel over, praying for *something* to save you from plowing into an unyielding obstacle ahead. *That's* when the Driver's Assistant come into its own. You'll feel the steering wheel shift in your hand, see the throttle and brakes moderate themselves, as if the car's saying to you, "No, stupid, like *this*." Very sophisticated.

(The Driver's Assistant system gives the driver a +2 bonus to any *land vehicle* total related to handling — i.e., to avoid a crash.)

Sam McCarthy  
Consumer's Report  
Reviewer  
San Diego

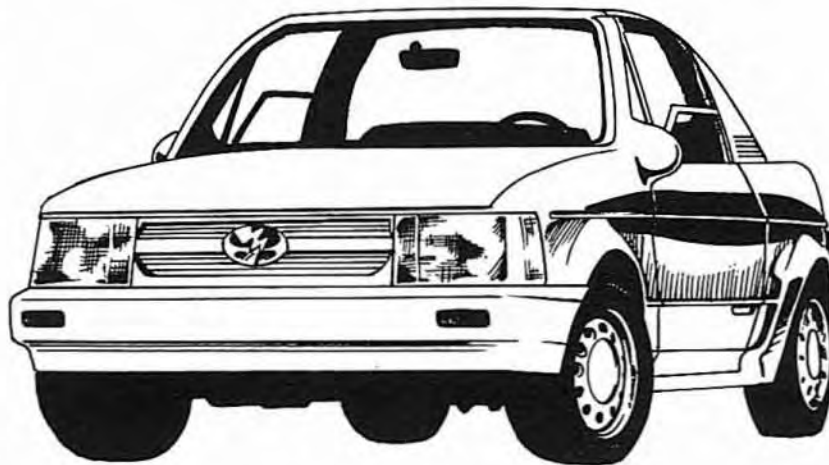


ILLUSTRATION BY JOHN PAUL LONA

### YOSHI-ASAHI COMMUTER

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
24	250/100/600/12	2	13	+2	25k (22)
Weight Value: 14		Length Value: 3			

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver	DN+3	TOU+2/14
Passenger	DN+4	TOU+3/15





# YOSHI-ASAHI VENTURE

## Description

Who says you can't take it with you? If we're talking about the level of luxury usually associated with executive penthouses, the Venture limousine from Yoshi-Asahi proves the old saw wrong.

The Venture is the first of the new generation of luxury automobiles. Its power plant is designed specifically to match the special requirements of the vehicle. The result is incredible power coupled with smoothness. The Venture's computer-controlled active suspension takes the bumps out of the roughest road, and state-of-the-art suspension and brakes keep everything under perfect control.

While engineering is important, it's luxury that puts the Venture ahead of the competition. Its passenger compartment seats five, surrounded by complete opulence: glove-soft leather, plush carpeting, "brightwork" electroplated with 18 carat gold. The standard entertainment suite includes professional-quality sound and video systems, and a built-in microcomputer that will interface with corporate systems through the vehicle's cellular phone system. The single-seat driver's compartment — separated from the passenger suite by bulletproof glass — is only marginally less luxurious, since Y-A believes

that any discomfort that might distract the driver from his task is detrimental to passenger security.

And passenger security is a major issue. The Venture is fully armor-plated, providing exceptional ballistic protection. The ventilation system is closed, protecting the occupants from gas attacks. And finally, gas vents around the body can release a powerful stun gas to maximize security (damage value 30, stun damage only).

## Evaluator's Comments

This is a big, heavy limo, but it handles like something half its size. The engine is powerful enough to pull the car out of trouble in a hurry — something you don't often find with armored limos. The driver's suite includes a Driver's Assistant drive-by-wire system that seems to work perfectly. (The DA systems gives the driver a +2 bonus to any *land vehicles* total related to handling — i.e., avoiding a crash.)

It's easy enough to claim a car is "armored" — it's something totally different to prove it. Ama-Tsu-Mara let me flatten a lot of SMG bullets against the coachwork of the Venture, and I'm now in a position to say this thing *is* armored. Security is a hot button these days, and the Venture provides it ... in spades! The gas vents are a great touch, although I'd have

liked more than one "charge" of gas, just to be sure. A driver's gun port would have been nice, too, but then you wouldn't have a closed system.

My hat's off to Y-A and A-T-M for this one.

Zeke Marshall  
Wolfpack Security  
Consultants  
Manhattan

YOSHI-ASAHI VENTURE						
	Speed			Maneuver	Price	
Tech	mpr/kmh/mph/value	Pass.	Tough.	Rating	(Value)	
24	400/150/90/13	6	21	+2	500k (29)	
Weight Value: 17		Length Value: 3				
CONCEALMENT/ARMOR						
Position	Concealment	Benefit	Armor Add/Max.			
Driver	DN+3		TOU+10/25			
Passenger	DN+6		TOU+13/30			

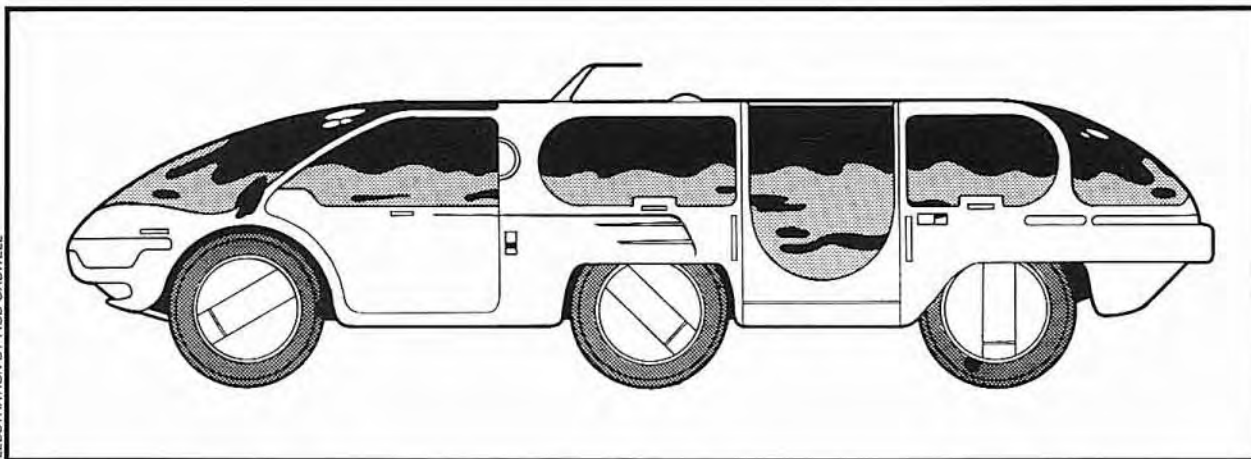


ILLUSTRATION BY BOB CASWELL



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## KASIGI PATROL SPECIAL

### Description

Built by Kasigi Corporation, the Patrol Special is the first automobile task-designed for police operations. Its high-efficiency gas turbine engine provides exceptional acceleration and top speed, making the Patrol Special an excellent choice for highway "interceptor" operations. The engine also delivers sufficient low-end torque to make the vehicle virtually unstoppable when towing or pushing is required.

The Patrol Special is heavily armored. When all windows and door are sealed, the crew compartment is a closed environmental system providing protection from gas attacks. A built-in gas dispenser releases clouds of knockout gas around the vehicle. The dispenser system contains two separately-triggered loads of gas. (The knockout gas does stun damage value 30.)

The Patrol Special boasts a sophisticated communications suite, including cellular phone, single sideband radio, and an integral computer linked to the central dispatching system. The vehicle can seat five fully-equipped police officers.

### Evaluator's Comments

The Patrol Special is fast, and it's very quiet inside ... an important issue when you're talking on the radio. For something this heavy, it's incredibly maneuverable; I suppose the all-wheel steering has something to do with that.

One thing I really like: the car has airbags for both and the driver and the front-seat passenger. (Kasigi Corp. understands that cops don't often use seatbelts.)

The actual lines of this car are interesting: they make it look actively malign and threatening. In some ways, that's good — perps are less likely to make trouble, I supposed. But it's kind of incompatible with a departmental slogan of "To protect and serve" if the patrol units look like something out of a "Road Barbarian" picture.

Capt. Colin McDougherty  
Los Angeles Police Department

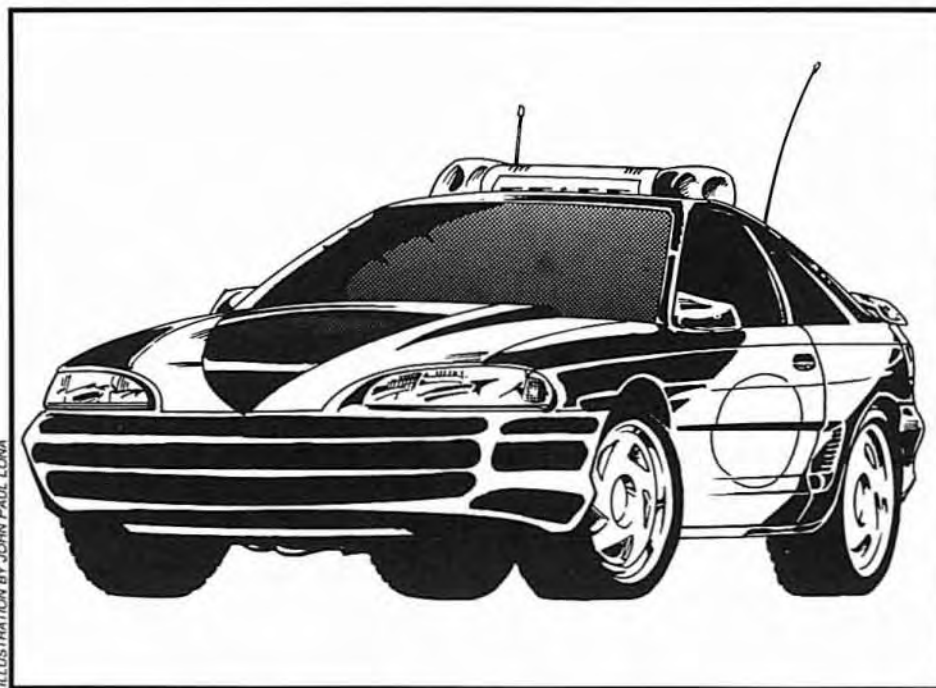


ILLUSTRATION BY JOHN PAUL LOWA

### KASIGI PATROL SPECIAL

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
24	600/195/120/14	5	19	+3	100k (25)

Weight Value: 16      Length Value: 3

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver	DN+3	TOU+8/20
Others	DN+5	TOU+10/25

# ISHIDO HORIZON

## Description

We have seen the future of motorcycle design, and the future is the Ishido Horizon. Advanced technology, combined with good old-fashioned marketing smarts, has produced the fastest production bike ever.

The Horizon is a two-wheel-drive speed demon driven by Ishido's patented gas turbine power plant. Computerized adaptive transmission manage the delivery of power to the two wheels depending on factors such as traction and acceleration. For example, under heavy acceleration, the majority of power is delivered to the front wheel, with just enough drive on the rear to ensure perfect control.

Just looking at the Horizon tells you it's something quite new. The bike's wheels are much larger than those of any other machine, and the rider sits low to the ground, virtually slung between the big tires. The result is a low center of gravity and unmatched

handling. As if that weren't enough, the Horizon boasts a sophisticated gyro-stabilization system that makes it almost impossible to "put the bike down" at high speeds.

The result? A road warrior that will blow away *anything* on wheels.

## Evaluator's Comments

This is like something out science fiction. You do literally feel slung between the wheels, with your butt maybe two hand-spans above the road ... which is quite disconcerting when you're burning up the freeway at 300 klicks!

The A-T-M catalog description tells you what the adaptive transmission does, but not why it's important. Basically, from a standing start you can grab a handful of throttle — just crack the throttle right the way open — and pour on the kind of acceleration that would spray any other bike right out from under your

butt. No wheelies, no trying to fight the front the wheel back down on to the road. Just acceleration that squashes your eyes out of shape.

I've done things on the Horizon I couldn't do on any other bike and live to tell about it. Like take it up to 320 kmh, lay the bike so far that the big pipes are kicking up sparks ... then jam on the brakes. I could feel the gyro fighting to keep the bike from dumping. Let up off the brakes, crack the throttle, and the things pulls out of a skid that would have spread any other bike (and me!) over a couple hundred meters of highway. Very radical.

Donald "Dog" Grissik  
No Fixed Address

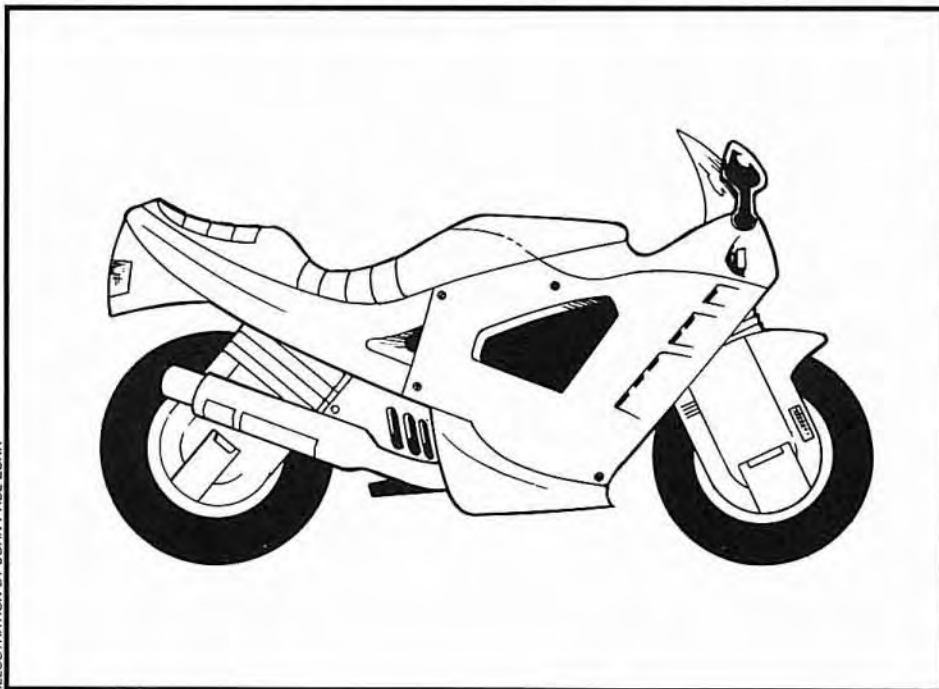


ILLUSTRATION BY JOHN PAUL LOVA

ISHIDO HORIZON					
Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
24	1000/320/200/15	1	13	+4	100k (25)
Weight Value: 12		Length Value: 2			
CONCEALMENT/ARMOR					
Position	Concealment	Benefit	Armor Add/Max.		
Rider	DN+2		TOU+3/14		



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## MATSUSHIMA SPRINTER

### Description

At last, Ground Effect Vehicle (hovercraft) technology comes home! The Sprinter, from Tokyo-based Matsushima Technologies Corporation, is a sports hovercraft, perfect for a day of fun on the meadows, the snowfields or the lake.

An open-topped vehicle, the Sprinter has two separate "cockpits," each large enough to seat one adult. The cockpits are on either side of the centerline of the vehicle; each has a low windscreen. All controls are limited to the left cockpit; the right is for a passenger.

The ground effect "skirt" is inflated by the same high-output gas turbine that drives the ducted propeller which propels the vehicle. The drive propeller is mounted just ahead of a stubby rudder. Steering controls pivot both the propeller and the rudder, making the Sprinter extremely maneuverable.

On smooth surfaces, such as finished roads and

still water, the Sprinter can achieve a top speed of 80 kmh. On rougher surfaces, the operating speed is limited to 50 kmh. The Sprinter can travel on water with waves up to one meter, and over rough ground where the maximum height differential is 35 cm.

For the individual who has everything, the Matsushima Sprinter is the perfect "toy!"

### Evaluator's Comments

Yeah, it's a great toy for the "individual who has everything" ... including the quarter-million to buy it.

The Sprinter is a lot of fun. Even though you're only doing 80 kmh max, it *feels* like you're going a lot faster. The ride is pretty smooth, and the machine is much quieter than I'd expected.

I understand that "personal GEVs" like this are licensed for road use throughout Japan. I doubt we're going to see that in the States in the near future. Detroit would have a fit, for one thing; for another, I

wouldn't like to be aboard one of these things if it got hit by a bus.

Stephanie Watson  
Test Driver  
San Francisco

#### MATSUSHIMA SPRINTER

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
24	250/80/50/12	2	13	+2	250k (27)
Weight Value: 14		Length Value: 3			

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Any	DN+5	TOU+2/14

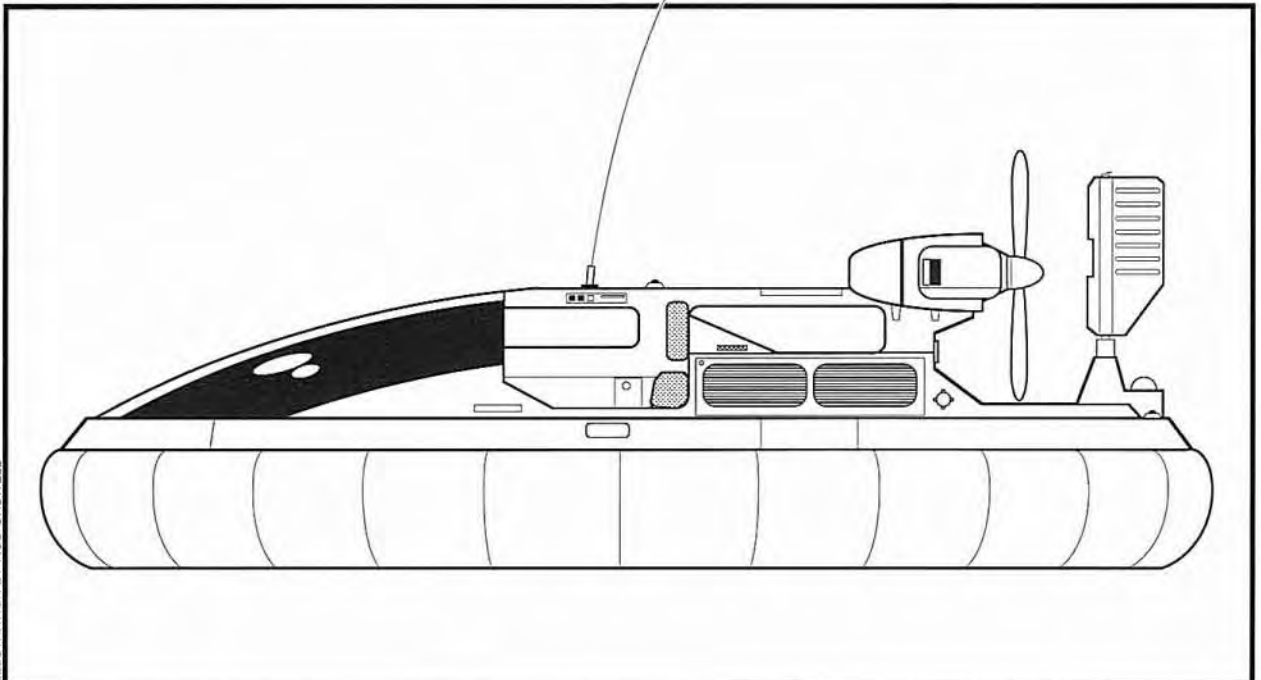


ILLUSTRATION BY ROB CASWELL



## ODA PG-3 PATROL HOVERCRAFT

### Description

The PG-3 is the smallest ground effect vehicle offered by Oda Aircraft, developer of a wide range of military vehicles. The PG-3 Patrol Hovercraft is a high-speed, high-maneuverability vehicle expressly designed for patrol and recce work. At first glance, the PG-3 resembles an armored personnel carrier (APC) without the wheels. The enclosed rear compartment is studded with what at first resemble gun ports. Actually, these are sophisticated sensor arrays. The PG-3 is an exceptional data gathering platform. Information gathered by the sensors un-

dergoes preliminary processing by the PG-3's on-board tactical computer; the "massaged" information is then transmitted to military headquarters for further analysis. The PG-3 boasts sophisticated satellite uplink capabilities, allowing it to transfer several megabytes of compressed and encrypted data in a "squirt" transmission lasting less than a second.

Although it is meant more for scouting missions than combat, the PG-3 offers high "survivability" even on the high-tech battlefield. The driver's compartment, which houses the crew of two, is well armored, with 4cm-thick quartz viewports tough enough to withstand most projectile impacts, and even mid-yield laser strikes. The computer and passenger compartment, which can carry four passengers or technicians is totally enclosed and armored. As an option, Ama-Tsu-Mara offers a version with a topside hatch, allowing access to a gyro-mounted 30mm auto-cannon.

### Evaluator's Comments

Oda seems to have some weird ideas about information-gathering and recon. Why use a ground vehicle? Why not send a Mastiff RPV (remotely piloted vehicle) to fly over the area you want to scope out? Strange.

If you ignore this slight glitch, the PG-3 is a nice vehicle. Faster than your standard APC, it's still almost as well armored.

Capt. Montgomery  
Brown  
USMC  
Fort Bragg

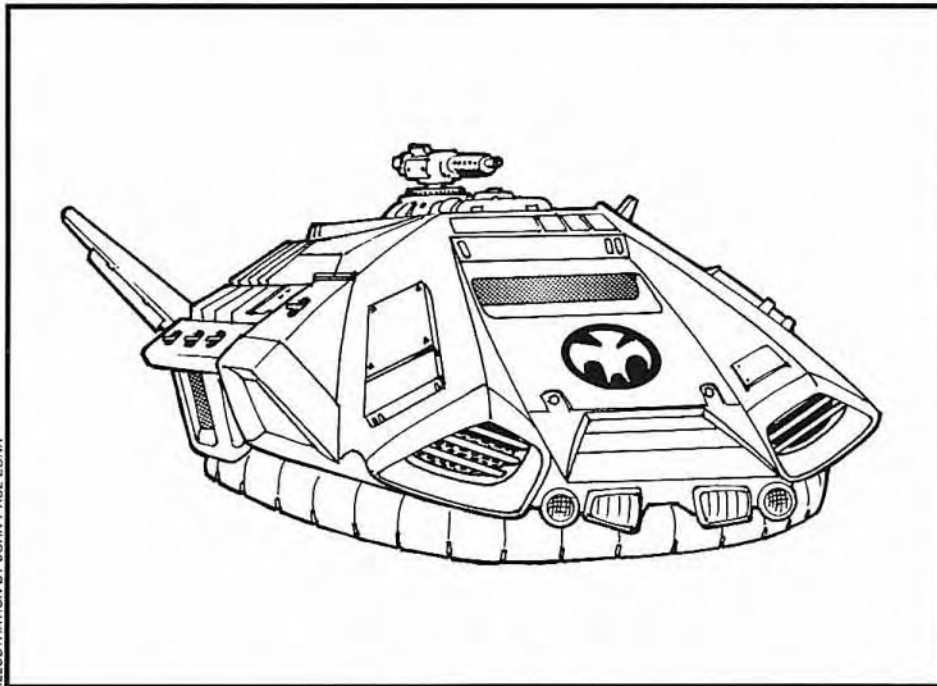


ILLUSTRATION BY JOHN PAUL LONA

ODA PG-3 PATROL HOVERCRAFT						
Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)	
24	250/70/44/12	6	23	-1	750k (29)	
Weight Value: 22		Length Value: 4				
CONCEALMENT/ARMOR						
Position	Concealment	Benefit	Armor Add/Max.			
Driver/Co-Driver	DN+9		TOU+15/40			
Passenger	**		TOU+15/40			
** Fully concealed; cannot be targeted directly.						
ARMAMENT						
Main: 30mm cannon (auto)						
Tech	Damage Value	Ammo	Range			
22	30	10	S	M	L	
			3-400	2.5k	4k	





## ODA AG-1A HOVERTANK

### Description

The future of armor is here! The AG-1A Hovertank from pace-setting Oda Aircraft combines the speed and maneuverability of a hovercraft with the high survivability and punishing firepower of a Main Battle Tank (MBT).

The AG-1A is driven by three high-output gas turbine engines. Two are dedicated to inflating the "skirt" and providing lift, while one drives the vehicle, using a vectored thrust arrangement licensed from Matsushima Technologies Corporation. Maximum speed is greater than any conventional MBT, and can be maintained over a much greater range of terrain — including, of course, water!

The AG-1A boasts an upgraded version of the composite "Chobham" armor used on the US M1A1 Abrams MBT. The armor is designed to defeat the standard range of anti-tank weapons: HEAT, HESH, APDS and shaped-charge warheads. For no additional cost, the armor can be coated with Ama-Tsu-Mara's patented REFLEX™ reflective/ablative laser-defeating surface. (REFLEX increases the vehicle's *Toughness* by +2 against laser attacks only.)

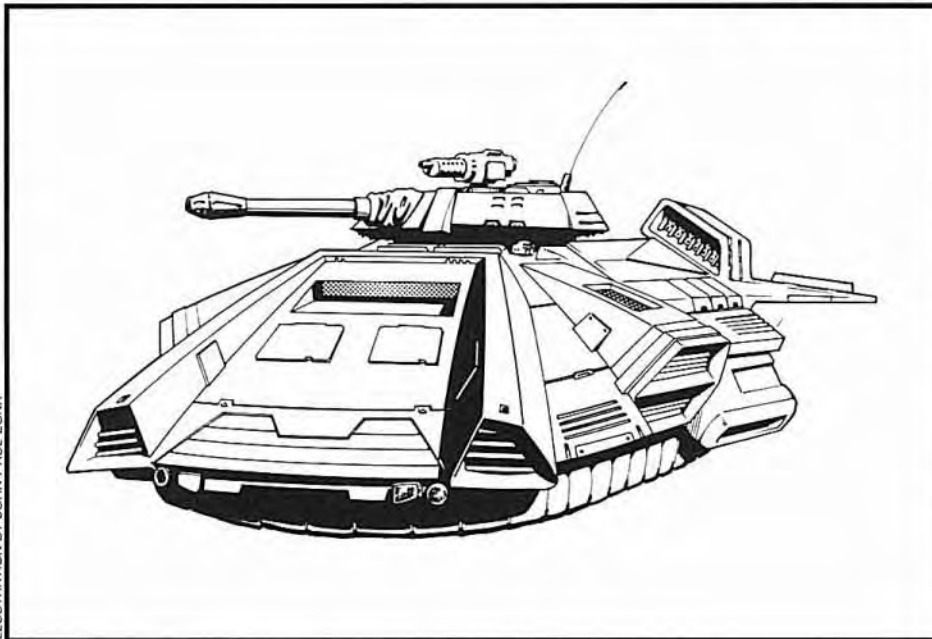


ILLUSTRATION BY JOHN PAUL LONA

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### ODA AG-1A HOVERTANK

Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Maneuver Rating	Price (Value)
24	250/80/50/12	5	33	-1	2.5m (32)

Weight Value: 24      Length Value: 5

#### CONCEALMENT/ARMOR

Position	Concealment Benefit	Armor Add/Max.
Driver*	DN+9	TOU+15/40
Commander*	DN+5	TOU+7/23
Others	**	***

- \* Only when hatch is open. When the tank is "buttoned up," fully concealed, and cannot be targeted directly.
- \*\* Fully concealed; cannot be targeted directly.
- \*\*\* Can be injured only if tank is killed.

#### ARMAMENT

Main: 125mm tank gun

Tech	Damage		Range			Burst Radius		
	Value	Ammo	S	M	L	Short	Med.	Long
24	30	1	400-1.5k	3.5k	6k	0-4	10	25

Secondary: .50 cal machine gun

Tech	Damage		Range		
	Value	Ammo	S	M	L
22	26	10	3-400	1.5k	2k

### Evaluator's Comments

I never thought I'd live to see it. Hovertanks have always been something you see in science fiction. I didn't believe they'd every work ... until I commanded one during maneuvers.

The AG-1A does everything that A-T-M and Oda say it will. It's fast — faster than the Abrams — and maneuverable to boot. The 125mm gun is accurate as god out to huge ranges, and it packs a really solid punch.

Lt. Marshall Donnelly  
USMC Trainer  
(Detached Duty)





# LAND VEHICLES LIST

## LOW TECH VEHICLES

	Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Weight Value	Length Value
Sulky	10	150/48/30/11	1	12	12	2
Pass. Carriage	9	150/48/30/11	5	12	13	3
Armored Carriage	11	100/32/20/10	5	13	14	3
Fey Carriage	9	100/32/20/10	8	11	14	3
Hansom Cab	18	150/40/25/11	5	12	13	3
Landau	18	150/45/30/11	3	12	13	3
State Coach	18	60/24/15/9	9	13	15	5
Improved Steam Carriage	17	25/8/5/7	3	10	13	3
1904 Knox Lennox	19	40/16/10/8	5	13	14	3
1905 Cadillac "E" Light Runabout	19	100/30/18/10	2	13	13	3
1905 Oldsmobile Coach	19	60/24/15/9	11	13	15	3
Campbell 4-4-0	19	250/97/60/12	2	27	20	5
Baldwin "Consolidation"	19	400/120/75/13	3	28	22	6
Baldwin Ten-Wheeler	19	400/120/75/13	3	28	22	6
1868†	18	100/40/25/10	3	28	20	5
1907†	19	250/70/45/12	3	32	22	6
1902 Triumph	19	60/24/15/9	1	10	8	1
Model T	20	150/55/35/11	2	14	14	3

## VEHICLES OF THE EARLY 20TH CENTURY

1936 Rolls Royce Phantom III	21	400/145/90/13	5	15	16	4
1935 BMW 315/I	21	400/140/90/13	2	15	15	3
1937 Mercedes-Benz W125	21	1000/320/200/15	1	12	15	3
1928 Chevrolet AB Coach	21	250/100/60/12	6	14	14	3
1935 Chevrolet Series DB	21	250/100/60/12	2	15	17	3
1935 Mercedes-Benz L6500	21	400/125/80/13	2	18	20	4
Maus MBT	21	60/19/12/9	6	32	25	6

\* Fully concealed; cannot be targeted.

\*\* Only when tank is operating with open hatches. When tank is "buttoned up," fully concealed.

\*\*\* Fully concealed at all times.

\*\*\*\* Can be injured only if tank is killed.

† See Chapter Twelve of the *Torg Rulebook* for more details.



Maneuver	Concealment Benefit	Armor Add/Max.	Price (Value)
-2	Driver — Nil	Driver — Nil	3000 (18)
-3	Driver — Nil	Driver — Nil	800 (15)
	Pass. — DN+5	Pass. — TOU+3/15	
-3	Driver — DN+2	Driver — TOU+2/14	2000 (17)
	Pass. — DN+5	Pass. — TOU+5/23	
-2	Any — Nil	Any — Nil	40k (23)
-2	Driver — Nil	Driver — Nil	750 (15)
	Pass. — DN+5	Pass. — TOU+3/15	
-2	Driver — Nil	Driver — Nil	800 (15)
	Pass. — DN+5	Pass. — TOU+2/14	
-3	Driver — Nil	Driver — Nil	15k (21)
	Pass. — DN+5	Pass. — TOU+4/20	
-3	Any — Nil	Any — Nil	3000 (18)
-3	Driver — DN+1	Driver — TOU+2/14	4500 (19)
	Other — DN+2	Other — TOU+3/16	
-3	Any — DN+1	Any — TOU+2/14	3000 (18)
-3	Any — DN+2	Any — TOU+2/14	4000 (18)
N/A	Any — DN+7	Any — TOU+15/35	10m (35)
N/A	Any — DN+7	Any — TOU+16/38	12m (36)
N/A	Any — DN+7	Any — TOU+16/38	15m (36)
N/A	Any — DN+7	Any — TOU+16/38	25m (37)
N/A	Any — DN+1	Any — TOU+8/35	15m (36)
-2	Rider — Nil	Rider — Nil	900 (15)
-3	Driver — DN+1	Driver — TOU+2/14	3000 (18)
	Other — DN+2	Other — TOU+3/16	
+1	Driver — DN+2	Driver — TOU+2/13	11k (21)
	Others — DN+4	Others — TOU+4/15	
+1	Any — DN+3	Any — TOU+3/14	8000 (20)
+2	Driver — DN+2	Any — TOU+3/14	12k (21)
0	Any — DN+1	Any — TOU+1/10	3000 (18)
0	Driver — DN+2	Driver — TOU+3/14	10k (20)
	Passenger — DN+4	Passenger — TOU+4/15	
	In rear — *	In rear — TOU+7/20	
0	Driver — DN+3	Driver — TOU+4/15	20k (22)
	Passenger — DN+4	Passenger — TOU+5/16	
	In rear — *	In rear — TOU+1/13	
-4	Cmdr. — DN+5	Cmdr. — TOU+15/40	800k (30)
	Driver** — DN+7	Driver** — TOU+15/40	
	Others — ***	Others — ****	



# LAND VEHICLES LIST

	Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Weight Value	Length Value
Light Tank MkIIa	21	150/48/30/11	2	24	17	4
Daimler Benz G3A	21	150/61/38/11	6	24	17	5
MS 251 Half-Track	21	150/55/35/11	12	25	19	5
1941 Jeep MB	21	250/80/50/12	4	15	15	4
1938 BMW R.71	21	400/125/78/13	2	13	12	2
1931 Sunbeam	21	400/150/90/13	1	12	11	2
1946 Mercedes-Benz MB M204B Excavator	21	60/24/15/9	1	24	24	5
1950†	21	400/110/70/13	3	37	26	6
1955 Thunderbird	21	400/125/80/13	2	16	14	3

## 20TH CENTURY VEHICLES

Hyundai Elantra	23	400/160/100/13	5	14	15	3
Callaway Corvette	23	1000/320/200/15	2	14	15	3
Lamborghini Diablo	23	1000/330/204/15	2	14	15	3
Mercedes 500SL	23	1000/280/175/15	2	15	16	3
Chevrolet Sportvan G30	23	400/135/85/13	2	16	16	3
1986 Ford FT-8000	23	400/130/80/13	2	22	20	5
1980 Mack R-400	23	400/140/90/13	2	23	20	5
Suzuki Sidekick	23	400/140/90/13	4	14	15	3
Jeep Cherokee	23	400/140/90/13	6	15	15	3
Honda CBR600F2	23	400/140/90/13	2	12	11	2
Stridsvagn MBT	23	150/50/31/11	3	30	22	6
Leopard 2 MBT	23	250/68/42/12	4	31	23	6

\* Fully concealed; cannot be targeted.

\*\* Only when tank is operating with open hatches. When tank is "buttoned up," fully concealed.

\*\*\* Fully concealed at all times.

\*\*\*\* Can be injured only if tank is killed.

† See Chapter Twelve of the *Torg Rulebook* for more details.





Maneuver	Concealment Benefit	Armor Add/Max.	Price (Value)
-3	Cmdr. ** — DN+4 Driver ** — DN+6 Others — ***	Cmdr.** — TOU+11/30 Driver ** — TOU+11/30 Others — ****	100k (25)
-3	Cmdr.** — DN+5 Driver** — DN+6 Others — ***	Cmdr.** — TOU+11/30 Driver** — TOU+11/30 Others — ****	75k (25)
-3	Driver — DN+4 Gunner — DN+1 Others — DN+2	Driver — TOU+11/20 Gunner — TOU+3/15 Others — TOU+3/15	100k (25)
0	Any — DN+1	Any — TOU+2/15	6000 (19)
+2	Rider — DN+1 Sidecar — DN+3	Rider — TOU+2/15 Sidecar — TOU+3/15	2000 (17)
+2	Rider — DN+1	Rider — TOU+2/14	2000 (17)
-3	Operator — DN+3	Operator — TOU+5/20	80k (25)
N/A	Any — DN+7	Any — TOU+18/40	50m (39)
+2	Driver — DN+3 Pass. — DN+5	Driver — TOU+3/14 Pass. — TOU+4/19	8000 (20)

+2	Driver — DN+3 Others — DN+4	Driver — TOU+3/14 Others — TOU+4/15	13k (21)
+3	Driver — DN+4 Others — DN+5	Driver — TOU+2/14 Others — TOU+3/15	84k (25)
+4	Driver — DN+4 Others — DN+5	Driver — TOU+2/14 Others — TOU+3/15	233k (27)
+3	Driver — DN+3 Others — DN+5	Driver — TOU+4/19 Others — TOU+5/21	93k (25)
+2	Driver — DN+3 Pass. — DN+5 In rear — ***	Driver — TOU+3/17 Pass. — TOU+4/19 In rear — TOU+4/19	14k (21)
-3	Driver — DN+3 Pass. — DN+5	Driver — TOU+4/18 Pass. TOU+6/21	90k (25)
-3	Driver — DN+3 Pass. — DN+5	Driver — TOU+4/20 Pass. — TOU+6/25	120k (26)
+3	Driver — DN+2 Front Pass. — DN+4 Rear Pass. — DN+1	Driver — TOU+3/16 Front Pass. — TOU+4/18 Rear Pass. — TOU+3/16	12k (21)
+3	Driver — DN+3 Front Pass. — DN+4	Driver — TOU+3/16 Front Pass. — TOU+4/14	15k (21)
+4	Any — DN+1	Any — TOU+3/16	7000 (20)
-4	Driver** — DN+6 Cmdr.** — DN+4 Others — ***	Driver** — TOU+13/35 Cmdr.** — TOU+7/23 Others — ****	750k (30)
-4	Driver** — DN+9 Cmdr.** — DN+5 Others — ***	Driver** — TOU+14/37 Cmdr.** — TOU+7/25 Others — ****	800k (30)



# LAND VEHICLES LIST

	Tech	Speed mpr/kmh/mph/value	Pass.	Tough.	Weight Value	Length Value
BMD Light Tank	23	150/55/34/11	9	25	19	5
LVTP-7	23	150/64/40/11	28	24	21	6
Lebed Assault Hovercraft	23	250/96/60/12	25	23	24	8
Train à Grande Vitesse	23	1000/270/170/15	4	33	25	8
1977 Lotus Esprit	22	600/210/130/14	2	15	14	3
Semi-Truck	22	400/140/90/13	2	23	20	5
1990 Taurus	23	400/160/100/13	5	14	14	3

## EXTENDED TECHNOLOGY

Y-A Commuter	24	250/100/60/12	2	13	14	3
Y-A Venture	24	400/150/90/13	6	21	17	3
Kasigi Patrol Special	24	600/195/120/14	5	19	16	3
Ishido Horizon	24	1000/320/200/15	1	13	12	2
Matsushima Sprinter	24	250/80/50/12	2	13	14	3
Matsushima Clydesdale	24	250/65/42/12	2	15	16	4
Oda PG-3 Patrol Hovercraft	24	250/70/44/12	6	23	22	4
Oda AG-7 Assault Hovercraft	24	150/65/40/11	13	25	23	5
Oda AG-1A Hovertank	24	250/80/50/12	5	33	24	5
Kyogo Laser	24	1000/400/250/15	1	32	26	6

\* Fully concealed; cannot be targeted.

\*\* Only when tank is operating with open hatches. When tank is "buttoned up," fully concealed.

\*\*\* Fully concealed at all times.

\*\*\*\* Can be injured only if tank is killed.

Maneuver	Concealment Benefit	Armor Add/Max.	Price (Value)
-3	Driver** — DN+9 Cmdr.** — DN+4 Others — ***	Driver** — TOU+10/30 Cmdr.** — TOU+7/25 Others — ****	250k (27)
-3	Driver** — DN+9 Cmdr.** — DN+4 Others — ***	Driver** — TOU+9/30 Cmdr.** — TOU+7/25 Others — ****	130k (26)
-4	Drivers — DN+4 Gunners — DN+2 Passengers — ***	Drivers — TOU+10/25 Gunners — TOU+3/18 Passengers — TOU+15/40	750k (30)
N/A	Crew — DN+5	Crew — TOU+7/24	70m (40)
+2	Driver — DN+3 Pass. — DN+4	Driver — TOU+3/16 Pass. — TOU+4/19	35k (23)
-3	Driver — DN+3 Pass. — DN+5	Driver — TOU+4/20 Pass. — TOU+6/21	120k (26)
+2	Driver — DN+3 Pass. — DN+5	Driver — TOU+3/16 Pass. — TOU+5/21	15k (21)
+2	Driver — DN+3 Pass. — DN+4	Driver — TOU+2/14 Pass. — TOU+3/15	25k (22)
+2	Driver — DN+3 Pass. — DN+	Driver — TOU+10/25 Pass. — TOU+13/30	500k (29)
+3	Driver — DN+ Pass. — DN+5	Driver — TOU+8/20 Pass. — TOU+10/26	100k (25)
+4	Rider — DN+2	Rider — TOU+3/14	100k (25)
+2	Any — DN+5	Any — TOU+2/14	250k (27)
0	Driver — DN+3 Pass. (cab) — DN+4 Pass. (bed) — DN+2	Driver — TOU+3/16 Pass. (cab) — TOU+4/18 Pass. (bed) — TOU+2/15	300k (28)
-1	Driver — DN+9 Pass. — ***	Driver — TOU+15/40 Pass. — TOU+15/40	750k (30)
-2	Driver — DN+9 Gunner — DN+5 Pass. — ***	Driver — TOU+15/40 Gunner — TOU+10/30 Pass. — TOU+15/40	1m (30)
-1	Driver** — DN+9 Cmdr.** — DN+5 Others — ***	Driver** — TOU+15/40 Cmdr.** — TOU+7/23 Others — ****	2.5m (32)
N/A	Driver — DN+4	Driver — TOU+7/28	150m (41)





# APPENDIX: EXPANDED VEHICLE RULES

The rules listed below replace the vehicle chase rules on page 81 of the *Torg Rulebook*. These rules are designed to simulate the classic chases of countless movies, with the emphasis on smoothness of storytelling rather than all the tactical aspects which can be involved in such action. If you find yourself getting bogged down in calculations while running a chase, feel free to "wing it" to keep the flow of action moving.



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## Chases

Initiative is determined in rounds in which chases occur in the same way as in all other action sequences. Determine who is the hero and who the villain and look on the appropriate conflict line to determine who has the initiative in this round.

Conflict line disadvantages may also come into play. A character who gets a "setback" result might have his passage blocked by an obstruction and have to quickly find another route. A villain who breaks may be forced to abandon a chase if he does not do some damage to his quarry, perhaps due to police vehicles closing in. In addition, a *flurry* round does not allow a vehicle to move twice its normal number of meters per round in a single ten-second span.

In each round of a chase, the character has the option of moving at the proper speed limit for that particular terrain and traffic environment (see "Speed Limit," below) or attempting to push his car past that limit. If he tries to do the latter, he is doing a "speed limit push," which is detailed below.

As long as a character is traveling at or below the speed limit of an area, and there are no hazards in his path, he is performing a simple action. An appropriate vehicles skill total is necessary if he attempts either a speed limit push or a speed value push, or he must act to avoid a hazard.

**Example:** *Ed is driving his Corvette down a busy freeway at rush hour. The speed limit is 48 kmh owing to the amount of traffic on the road, but Ed wishes to exceed that speed. He makes a successful speed limit push, but now must generate a land vehicles total in each round in which he is driving faster than the speed limit.*

Relevant vehicles skills are as follows: *land vehicles* for cars, trains, trucks, heavy equipment, tanks and other ground vehicles; *air vehicles* for planes, helicopters, dirigibles and gliders; *water vehicles* for power boats, canoes, oil tankers, submarines and other marine vehicles; and, finally, *space vehicles* for space shuttles and other vehicles de-

signed to travel in orbit or to other worlds.

When a character makes a vehicles roll, he must factor the maneuverability rating of his vehicle into his total. This modifier reflect the fact that some vehicles handle better than others. The difficulty number of the roll is the speed value at which he is now traveling, possibly modified by terrain, weather, visibility, etc.

In addition to the maneuverability, each vehicle also has a *Toughness* (its ability to withstand damage). Some vehicles also have an armor rating (to reflect how well the vehicle protects the driver, passengers, and in some cases, armor is applied to the vehicle itself — some vehicles are tough to get through, but once something penetrates their armor, they are very vulnerable to damage), as well as a concealability benefit, making it more difficult to hit people riding within.

## Staging a Chase

There are certain things a gamemaster must be aware of before running a chase sequence. First among these are the statistics of all gamemaster characters involved, as well as the characteristics of their vehicle.

The gamemaster should also know what type of road the chase is taking place on (paved or unpaved, straight or winding) and how much vehicular traffic is upon it. All of these factors go into determining the *speed limit* of the road (see below). The gamemaster should also make note of the weather conditions, which will be a factor when characters wish to speed up or do maneuvers.

It might be useful to make a thumbnail sketch map of the route the chase will take, with marks indicating where random encounters are likely to take place.

## Speed Limit

For the purposes of these rules, all roads are considered to have a base speed limit. This has no relation to state-imposed legal speed limits, but rather relates to the maximum safe speed value (based on the *Torg* value chart) at which a vehicle can travel the road. This is dependent upon the type of road and the level of traffic. Keep in mind that, based as they are up a logarithmic scale, all of the values refer to approximate speeds. A vehicle can increase its speed to the limit of the road in one round through a simple action. It can also decelerate up to one speed value per round as a simple action.

These speed limits assume a clear, sunny day.

Suggested modifiers to the speed value limit based on adverse weather conditions are listed below. Weather effects also come into play when attempting to speed, and those modifiers are dealt with below on the "Speed Value Limit — Weather Modifiers Chart."

These speed limits also refer to light traffic only. In heavy traffic, subtract -2 from the limit value given.

Here is a chart with some suggested speed limits for various types of roads:

### Speed Value Limit Chart

Road	Spd. Value Limit
Paved, 4-lane, freeway	14
Paved, two-lane, rural highway, straight	13
Paved, two-lane, rural highway, winding	12
City/town limits	12
Unpaved road, straight	11
Unpaved road, winding	10
Off-road	8/11*

\*Figure before the asterisk refers to vehicles not designed for off-road use. Figures after refer to off-road vehicles.

### Speed Value Limit — Weather Modifiers

Weather Condition	Speed Value Mod.
Sunny	0
Windy	-1
Rain	-1
Fog	-1
Darkness	-1
Snow	-2
Ice	-2

**Example:** Bill is driving his Colt up Pennsylvania Rte. 191, a rural, two-lane highway with a number of sharp curves. The traffic is very light, meaning that his maximum safe speed value is 12, or 100 kmh. Halfway to his destination, it begins to sleet, coating the road with ice. To continue at a safe speed, Bill must slow down to a speed value of 10, or 40 kmh.

## Speeding

There are two kinds of "speeding" in the new *Torg* chase rules. When a driver chooses to speed, he must generate a *land vehicles* total to maintain it, taking into account the maneuverability rating of his vehicle.

The first kind of push, going faster than conditions safely allow, is called a Speed Limit Push. The second kind of push is actually pushing the vehicle to its limits, often risking serious harm to the vehicle — this kind of push is called a Maximum Speed Push.

Speed values and what they represent can be found below on the Speed Value Reference Chart.

### Speed Value Reference Chart

Speed Value	MPR	KMH	MPH
5	10	4	2.5
6	15	6	4
7	25	10	6
8	40	15	10
9	60	25	15
10	100	40	25
11	150	60	40
12	250	100	60
13	400	150	100
14	600	250	150
15	1,000	400	250
16	1.5K	600	400
17	2.5K	1K	600

Speed Value is the vehicle's maximum speed without pushing; MPR is meters per round — how many meters a vehicle at that value will move in one turn; KMH is kilometers per hour; MPH is miles per hour.

## Speed Limit Push

When chases are conducted, the gamemaster sets a "speed limit" for the chase (see above). Drivers can and often do exceed the speed value limit; in most chases, the driver will attempt to exceed the speed limit every round.

When a character wishes to exceed this value, the player declares that they are "pushing" the speed limit. They must then generate a *land vehicles* total, modified by the maneuver rating of their auto. The difficulty is based upon the speed value limit of the road upon which they are driving — determine the value limit and then consult the "Speed Limit Difficulty Chart" below to find this number.

If successful, find the result points on the "Speed Limit Push Table"; the vehicle's speed increases the number of speed values listed **up to its maximum speed value**. A vehicle cannot exceed the maximum speed value it is capable of going by doing a speed limit push. To exceed a car's maximum possible



speed, the character must attempt a Maximum Speed Push, explained below.

Should a character generate sufficient result points on a speed limit push to exceed his car's maximum speed value, he receives only the additional speed required to bring it up to the maximum. Shock points are also reduced to what they would be for that increase.

The number listed in parentheses is the shock damage the vehicle suffers as a result of exceeding the speed limit; for more information see "Damage."

Once a character has successfully exceeded the speed limit, he must generate a successful *land vehicles* total (modified by maneuver rating) against the push difficulty of the road's speed limit value, with +3 added to the difficulty for each speed value above the limit he has attained. This represents the greater difficulty of handling a car going faster than road conditions allow. A successful roll means the speed level is maintained; if the roll is failed, find the level of disaster on the "Vehicle Failure Chart," below.

**Example:** Tom is driving his 1937 Mercedes-Benz W125 down a four-lane freeway in heavy traffic. The weather is bright and clear, making the speed value limit for the road 12. The maximum speed value of Tom's auto is a 15, so he can attempt a speed limit push to go faster.

Checking the Speed Limit Difficulty Chart, Tom's player sees that the difficulty for the push is an 8. Tom has *land vehicles* at 10, and will receive a +2 bonus to his total due to the Mercedes's maneuverability rating.

Tom's player rolls an 8, for a total of 8, then adds the +2 maneuverability rating. The final total for the roll is a 10, which means Tom has beat the difficulty by two points. Looking on the Speed Limit Push Table, this means Tom's car has sped up to a value of 13, and taken three shock in the process.

The next round, Tom chooses to simply maintain that speed. His difficulty for doing so is an 11 (the push DN of the road — an 8 — +3 for the one speed value by which he is exceeding the limit.) He rolls a 16, adds in his maneuverability rating, and ends up with a total of 15.

### Speed Limit Difficulty Chart

Speed Value Limit	Push DN
7	15
8	14
9	13
10	12
11	10
12	8
13	7
14	6
15	5

He is successful, and can continue to travel at that speed.

**Example:** Renee is driving a Suzuki Sidekick (maximum speed value 13) through city streets in light traffic. The speed limit for the road is 12. She chooses to push against the difficulty number of 8, and receives a +3 bonus due to her auto's maneuverability. She rolls very well, generating a total of 16 for eight result points.

Normally, this would allow her car to increase in speed by two values, from a 12 to a 14, taking four shock in the process. However, the maximum speed of her car is a 13, and cannot be exceeded using a speed limit push. The gamemaster therefore rules that she has achieved the same effect as if she had gotten seven result points — an increase to speed value 13 and no shock damage to her car.

## Maximum Speed Push

Occasionally, a driver may wish to squeeze every last bit of speed out of his vehicle, either to close in on a target or pull away from an enemy. To do this, he must exceed the maximum speed value of his vehicle, and risk serious damage to the engine.

A character can attempt such a feat by generating a *land vehicles* total (modified by his auto's maneuverability rating) against a difficulty number of 10. If the character is already exceeding the speed limit of the road he is traveling, add +3 for each point of speed value by which he is doing so. Find the results on the "Maximum Speed Push Table." This will tell

### Speed Limit Push Table

Result Points	Speed Limit Push*
S	1(5)
1	1(4)
2	1(3)
3	1(3)
4	1(2)
5	1(2)
6	1(1)
7	1(0)
8	2(4)
9	2(3)
10	2(3)
11	2(2)
12	2(1)
13	2(1)
14	2(0)
15	3(4)

\* A vehicle may increase its speed only as high as its maximum speed value, suffering shock as indicated.





you by what fraction of the car's rate of meters per round speed has increased. The parenthetical value is the amount of shock damage the vehicle suffers.

Once this is accomplished, consult the "Maximum Speed Results Table." In the left-hand column, find the maximum speed value of your auto. Along the top row, find the fractional result you achieved on the push. Cross-referencing will reveal the number of meters per round by which your speed has increased for that round.

**The effects of this push will last for one round only.** Failure to accomplish the push can cause damage to the car — consult the "Vehicle Failure Chart."

**Example:** *Daria is driving a Hyundai Elantra (speed value 13) at its maximum speed while going down a super-highway (speed value limit 14), with a car full of Nile mobsters closing in behind her. She wishes to increase her speed, and has to make a maximum speed push to do so. She generates a land vehicles total modified by the Elantra's +2 maneuverability rating against a difficulty number of 10, and achieves four results. Read on the "Maximum Speed Push Table," this yields a result of /2(1). The push is successful — her vehicle takes one shock point.*

*Daria's player then consults the "Maximum Speed Results Table." Cross-referencing the Elantra's max. speed value (13) with /2, she finds a result of 40. The Elantra will move an additional 40 meters per round this round. This effect will not carry over to the next round.*

## Multi-Actions

Driving in dangerous situations, especially chases, often requires the driver to conduct several actions in the same round. This procedure functions in much the same manner as any other combat: the driver declares which actions will be attempted, and their priority. Using the "One-on-Many Chart," the gamemaster can determine which actions succeeded and which failed.

**Maximum Speed Push Table**

Result Points	Max. Speed Push
S	0(4)
1	/1(4)
2	/1(1)
3	/2(4)
4	/2(1)
5	/3(4)
6	/3(1)
7	/4(4)
8	/4(2)
9	/5(4)
10	/5(2)
11	/6(4)
12	/6(2)
13	/7(4)
14	/8(4)
15	/9(4)

**Maximum Speed Results Table**

Speed Value	/1	/2	/3	/4	/5	/6	/7	/8	/9
0	.05	.1	.15	.2	.25	.3	.35	.4	.45
1	.1	.2	.3	.4	.5	.6	.7	.8	.9
2	.15	.3	.45	.6	.75	.9	1.05	1.2	1.35
3	.2	.4	.6	.8	1	1.2	1.4	1.6	1.8
4	.4	.8	1.2	1.6	2	2.4	2.8	3.2	3.6
5	.5	1	1.5	2	2.5	3	3.5	4	4.5
6	1	2	3	4	5	6	7	8	9
7	1.5	3	4.5	6	7.5	9	10.5	12	13.5
8	2	4	6	8	10	12	14	16	18
9	4	8	12	16	20	24	28	32	36
10	5	10	15	20	25	30	35	40	45
11	10	20	30	40	50	60	70	80	90
12	15	30	45	60	75	90	105	120	135
13	20	40	60	80	100	120	140	160	180
14	40	80	120	160	200	240	280	320	360
15	50	100	150	200	250	300	350	400	450
16	100	200	300	400	500	600	700	800	900
17	150	300	450	600	750	900	1050	1200	1350
18	200	400	600	800	1000	1200	1400	1600	1800
19	400	800	1200	1600	2000	2400	2800	3200	3600



**Actions:**

1) **Basic driving** — A driver must make a *land vehicles* check every round in which he exceeds the speed limit. Failure means a possible accident. The base difficulty (determined by the speed limit) is often very low, but the faster a vehicle moves, the more dangerous the activity becomes. Normally, this basic check is given the highest priority simply because failure normally is disastrous.

A driver may automatically go the speed limit each round (assuming the vehicle is capable of the speed limit; if not, the driver may only go as fast as the vehicle allows, although he may attempt a maximum speed push).

2) **Speed Limit Push** — The driver may attempt to increase his vehicle's speed beyond the speed limit of a given area. If he is already exceeding the limit, this is in addition to maintaining the speed he is currently driving.

3) **Maximum Speed Push** — If a driver wishes to exceed the vehicle's maximum speed value, this push must be made every round, and reflects the driver's ability to coax every last ounce of horsepower from the car, as well as drive in such a manner as to get maximum performance.

4) **Maneuver** — Maneuvers, such as jumping, doing boot leg turns, taking more turns than is allowed, and ramming other vehicles, are separate actions with their own difficulty.

5) **Other Actions** — Drivers may attempt other actions while driving, including combat, tricks and other approved actions. Note that some such actions — i.e., attempting to trick an opponent by steering into an alley and letting him pass by — are performed using the *land vehicles* skill, but results are read on the Interaction Results Table as normal.



**Vehicle Failure Table**

Negative Result Points	Result
1	Minimal Failure (vehicle drops 1 speed value, takes 2 shock points)
2	Average Failure (vehicle drops 2 speed values, takes 3 shock points)
3	Average Failure (vehicle drops 2 speed values; minor collision doing 5 shock points)
4	Good Failure (vehicle drops 2 speed values; <i>setback</i> occurs)
5	Good Failure (vehicle drops 3 speed values; takes 1 wound and 5 shock due to maneuvers)
6	Good Failure (vehicle drops 3 speed values; jump on brakes and swerve one car width to the side [roll: 1-10, left; 11-20, right])
7	Good Failure (vehicle drops 3 speed values; debris totally obscures driver's vision (-7 to all <i>vehicles</i> totals) until removed or achieve <i>Good</i> success on a maneuver or other major setback may be substituted at gamemaster's discretion)
8	Superior Failure (driver loses control; vehicle spins. Next turn may be restarted from speed value 0; takes 6 shock points)
9	Superior Failure (driver must jump on brakes to keep control; drops 5 speed values, takes 2 shock points)
10	Superior Failure (driver almost loses control; minor collisions with nearby objects causes 1 wound and 5 shock)
11	Superior Failure (driver loses control; vehicle spins into nearby object or other vehicle, doing damage value to vehicle and all involved parties)
12	Superior Failure (driver loses control, smacks into object or other vehicle, doing normal damage to all involved parties)
13	Spectacular Failure (driver loses control, vehicle flips, doing normal damage value to all involved parties. If driver makes <i>Spectacular</i> success <i>vehicle</i> check on the next round, vehicle lands on wheels, and if not 'killed' could conceivably be driven away)
14	Spectacular Failure (driver loses control; vehicle spins and flips, bursting into flame; figure collision damage normally; fire does damage value 15 per round until extinguished)
15	Spectacular Failure (vehicle hits nearest solid object head-on doing +10 damage to all involved parties)

### Sample Maneuver Chart

DN	Maneuver
10	Cutting across an interstate highway flat grass median at speed value 11. DN+2 for each value above 11, DN-2 for each value beneath.
10	Bootleg turn at speed value 11. DN+2 for each value above 11, DN-2 for each level beneath.
12	Cutting across a highway median with a deep ditch at speed value 10. DN+2 for each value above 10, DN-2 for each value beneath 10.
12	Jumping from ramp to ramp or perfectly flat ground, going at speed value 13 or higher, a distance of 8 (40 meters). DN+4 for each additional distance value. DN-2 for each lesser distance value. DN-3 for each speed value above 13. DN+5 for each speed value above 13.
13	Taking a perpendicular road turn-off at speed value 12. DN+4 for each speed value above 12. DN-2 for each value below 12.

## Maneuvers

Maneuvers are dangerous stunts that may be attempted with vehicles, and include such things as high speed U-turns, jumps, ramming other vehicles, and blocking other vehicles. Each maneuver has its own difficulty, and some samples are listed above. Note that the difficulty numbers listed assume good weather — add to the difficulties as appropriate in inclement weather (+1 in rain, +2 in snow, etc.)

### Ramming

Ramming is a special kind of maneuver, where one vehicle attempts to run directly into another. In order to ram, a vehicle must have enough movement to pull even with the target vehicle.

The base difficulty to ram a vehicle is the target

driver's *land vehicles* skill plus the vehicle's maneuver rating. Drivers may make active defenses against ramming, much like an active dodge (see page 78 of the *Torg Rulebook*), with the minimum bonus number always being +1.

### Deceleration

Sudden deceleration also qualifies as a maneuver. To attempt this, generate a *land vehicles* total modified by the vehicle's maneuver rating against the push difficulty number of the road's speed value limit. Find the number of result points on the Power Push Table, under "Speed," and read the positive points as negative.

**Example:** Rod is traveling at speed value 12 on a road with a speed value limit of 10. He wishes to decelerate to the speed limit in one round.

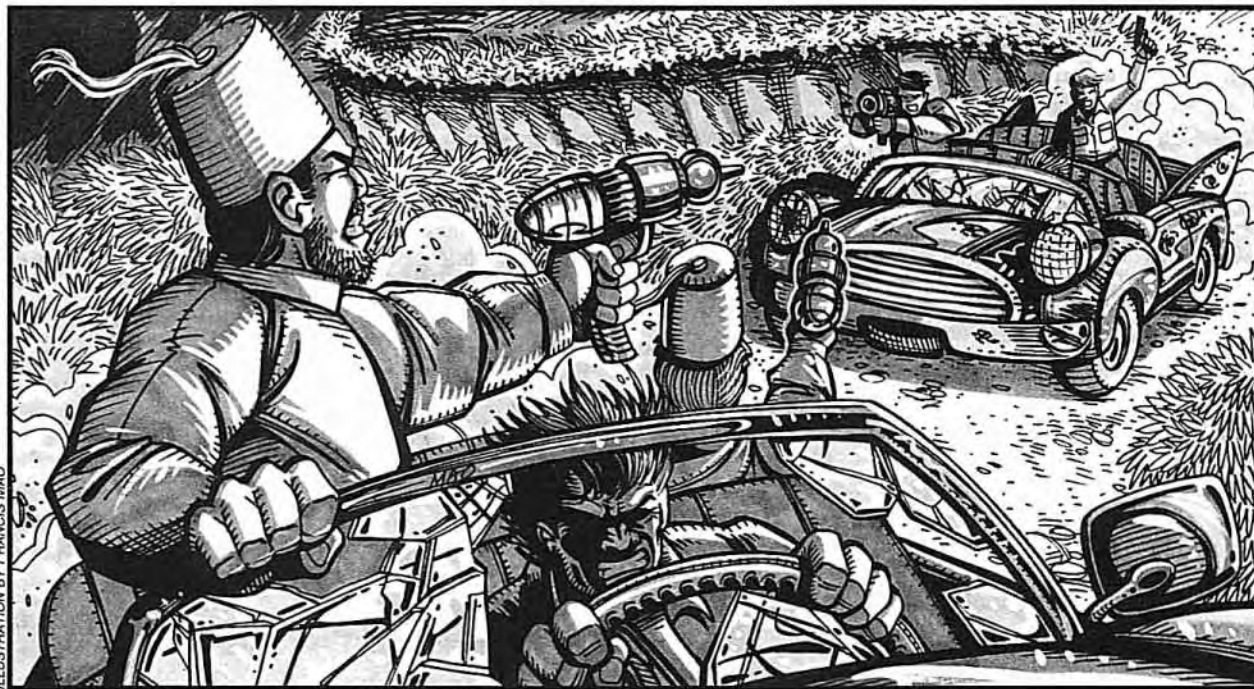


ILLUSTRATION BY FRANCIS MAC





This has a difficulty number of 12, and Rod's modified land vehicles total to accomplish this is 14, yielding two result points. This is equal to a +1(3) on the Speed column of the Power Push Table — however, since he is decelerating, the result should be read as -1(3).

Rod's slamming on the brakes has reduced his speed by one value, and done three shock points of damage to his vehicle.



## Hazards and Obstacles

Hazards and obstacles are two things which can affect the progress of a chase. A *hazard* is an element which adds to the difficulty of a maneuver — often it is a temporary condition, or one present only on one portion of the road. An *obstacle* can be a more permanent element, one whose presence lowers the speed value limit of a road.

*Land vehicles* totals are required to avoid a hazard. Characters may choose to simply decelerate when approaching obstacles. All hazards have a base difficulty (for rounds in which no roll was being made) as well as modifiers to difficulty numbers of pre-existing *land vehicles* totals. If a character fails to avoid a hazard or an obstacle, consult either the "Vehicle Failure Chart" or the rules for crashing below, depending on which is appropriate for the situation.

Hazards and obstacles can be used to end a chase, or allow one faction to catch the other. They may also come into play when setbacks occur on the conflict line. Gamemasters should plan beforehand where on the road characters will encounter hazards and/or obstacles.

### Hidden Hazards

Hidden hazards are ones that aren't immediately obvious in a situation, and effectively happen after one side has taken its action. The gamemaster should determine hidden hazards based on a location or a "set time," to occur during a specific turn. Set time hazards occur simultaneous to one side's movement, so the players don't realize that the hazard will occur, and therefore the movement difficulties are much higher than they expect. The gamemaster may allow players to make a *Perception* check against a preset difficulty number to spot hidden hazards. Hidden hazards could be any of the hazards listed above, rock slides, chain-reaction pile-ups, spilled oil, etc.

### Encounters

Encounters are new, additional elements that are added to a chase, normally joining one side or the others. An example of an encounter would be several squad cars that begin pursuing the heroes, who

are chasing a bunch of Nile villains. Third-party encounters may move either with the heroes or villains, but are not necessarily allied with either side.

In the above example, the police would want to arrest both groups — assuming they knew about both groups. However, if they arrest just the heroes, the Nile villains will be able to get away and blow up an important building. Therefore, the police are a third party that could help or hinder the characters. The gamemaster decides that they will move with the heroes (On the action line, when side "H" is allowed to move).

## Vehicle Combat

Inevitably chases lead to shooting at each other or heaving large objects (grenades, rocks, chickens, cows ... anything that's handy). Vehicle combat makes use of the standard combat skills, such as *fire combat* and *heavy weapons*.

The difficulty number to hit a vehicle or one of its occupants in combat is based on the following formula:

- Target driver's *vehicles* skill, modified by maneuver rating
- + modifier for difficulty of making attack
- + range modifier (see page 77 of the *Torg Rulebook*)
- + the relative speed value of the two vehicles
- If attacking driver/passenger, add target vehicle's concealability rating
- If attacking vehicle itself, subtract vehicle's size value
- = Difficulty to hit.

### Attack Modifiers

Accurately firing a weapon from a moving vehicle is not easy, and so there are difficulty modifiers attached to the action. They are largely dependent upon in which your direction you are firing:

If you are firing out the window nearest to you, add +1 to the difficulty to hit.

If you are firing out the opposite window (passenger side if you're the driver), the modifier is DN+2.

If you are firing out the back of the vehicle, the modifier is DN+4.

If you are firing forward, the modifier is DN+1.

### Sample Obstacles

Obstacles	Speed Limit Modifier
Road work	SL-3
Merging traffic	SL-2
Dust storm	SL-3

## Relative Speed Values

Relative speed is how fast vehicles are moving in relationship to each other. To determine relative speed, find the current speed values of the two vehicles involved in the chase. Then find the value of the measure of the difference between the two—this is the relative speed value. Consult the "Relative Speed Difficulty Chart" to find the appropriate modifier.

### Relative Speed Difficulty Chart

Relative Speed Value	DN Modifier
0-5	+1
6-10	+2
11-15	+3
16-20	+4

**Example:** Steve is driving at speed value 14 (600 meters per round) and Ed is driving at speed value 13 (400 meters per round). The difference in the measure of these two values is 200 meters per round. On the "Torg Value Chart," the value of 200 is 12. Consulting the "Relative Speed Difficulty Chart," a relative speed value of 12 translates to a +3 modifier to the difficulty of the shot.

## Vehicle Size

Vehicle size comes into play only if the firer is targeting the vehicle rather than its driver or passengers. The vehicle size value can be found in the individual entries or on the "Land Vehicle Chart" in this book. Subtract the size value from the difficulty number of the shot.

## Taking a Shot

With vehicles travelling as far as they do in one round, it is quite possible for a vehicle which is much

### Sample Hazards

Hazard	Difficulty Modifier
Potholes	6/DN+1
Icy patch	8/DN+2
Puddles	6/DN+1
Deer crossing the road	10/DN+4
Car/truck cuts you off	12/DN+4
Falling tree branch	9/DN+3
Road debris	7/DN+1

faster than another to move over several range bands in one turn.

For a side that gets initiative, they may consider their shots to be occurring at the closest range during their move. If a side gets initiative, but has a much slower vehicle and knows that the opposing side will be able to close in, shoot and get out of range in the same round, the characters may opt to use an Opportunity Attack to wait for a better range.

The side that doesn't get initiative is truly at the mercy of their combatants if the enemy has a much faster vehicle. Sorry, but that's life.

## Attacking Passengers

Vehicles provide cover to the passengers, the driver or pilot and cargo that is carried. Vehicles have listings for various positions: the Concealment is added to the difficulty to hit the character, while the Armor is additional armor protection the target receives from the vehicle. Any missed shots are considered "clean misses," and missed the vehicle entirely.

## Damage

Vehicles take damage on the Ord Combat Results Table. Vehicles don't spontaneously repair damage, with the exception of shock. All other damage must be fixed (see "Vehicle Repairs").

Vehicles take shock, "K" and Wound results just like living beings. If a vehicle takes a second K, it just counts as two more shock points. If a vehicle takes an "O" result before taking a "K", it simply goes away. If it takes an "O" after taking a "K," the vehicle breaks down.

If a vehicle takes a "Knockdown," it cannot move for one round. In visual terms, the vehicle spun out, temporarily lost power, the steering seized for a few seconds, or some similar result.

Wounds make a vehicle more difficult to drive and slower. If a vehicle has been wounded, add the following modifier to all *vehicles* difficulties (driving, speeding and maneuvering; other abilities, like combat, are unaffected) and reduce the maximum speed value of the vehicle.

If a vehicle suffers shock damage equal to its *Toughness*, it stalls and refuses to start.

### Vehicle Damage Chart

Wound Level	Difficulty Modifier	Max. Speed Value Reduction
Wounded	+1	0
Heavy	+3	-1
Mortal	+5	-2



Mortally wounded vehicles (those that have taken three wounds) lose one shock point per round while they are still running. This indicates the loss of oil, transmission and radiator fluid, and other complications due to excessive damage.

A vehicle can heal one point of shock for each round in which it runs at one speed value or more beneath the speed value limit of the road it is traveling.

A character **cannot** spend Possibilities to repair damage to a vehicle in which he is riding.

## Crashes

Crashes occur when drivers lose control of their vehicle and hit something — hard! The object can be another vehicle, a wall, a building, a tree or any other object with enough mass to damage the car and its occupants.

When a crash occurs, roll a bonus number (rerolling on 10's and 20's). This bonus number is applied to everything involved in the crash.

Even though every item uses the same bonus number, crash damage is figured individually for each item involved in the crash (since some items are heavier than others, and therefore do more damage to things they hit).

To find the crash damage, add the *Toughness* of the object struck, the bonus number, and the relative speed value for the two colliding objects. A vehicle uses its *Toughness* to resist damage.

Result points are applied both to the vehicle and the passengers (passengers gain protection from the armor value of the vehicle as normal.)

## Ramming

If ramming, vehicles are considered to have crashed, but only at their relative speeds. The target takes full damage, but the ramming vehicle gets a -5 modifier to its damage value.

When someone tries to run over a pedestrian or animal (effectively "ramming" them), the base difficulty is equal to the character's *maneuver* skill. Characters can actively *maneuver* to get out of the way. A character on a mount (such as a horse), must make a *beast riding* total of 10 to force the animal to *maneuver* out of the way.

## "Dead Vehicles" and Crashing

When a vehicle is "killed" in combat, the vehicle often crashes. The driver must make a *land vehicles* total of 15. If the check is successful, the vehicle merely spins to a halt. However, if the check is failed, find the level of failure on the "Vehicle Failure Table," adding +3 to the result points.

## Vehicle Repairs

Vehicles may be repaired in three kinds of ways: in the shop, in the field (normally on the roadside, without proper tools) or on the fly (while the vehicle is being operated).

### On the Fly

These kinds of repairs are conducted while the vehicle is actually moving, and can only be used to fix extremely minor problems. This includes the realm of playing with ignition wires, fixing stuck throttles, and other very basic repairs.

For on-the-fly repairs, make a *land vehicles* total against a difficulty of 15 + 1 per shock point taken by the vehicle; +3 if a "K" exists; and plus a modifier depending upon the number of wounds taken by the vehicle: +3 if one wound, +5 if two wounds, +7 if three wounds, and +9 if four or more wounds.

The level of success determines the level of repair: a *Minimal* success fixes two shock; if *Average*, fixes four shock; if *Good*, heals fixes six shock; if *Superior*, fixes eight shock; if *Spectacular*, fixes ten shock. KO's and wounds may not be fixed on the fly.

Coordinating repairs on the fly has a difficulty of 12 (see page 47 of the *Torg Rulebook*).

### In the Field

In-the-field repairs are generally much more successful than on-the-fly repairs, but major fixes require shop work. The difficulty to fix a vehicle is 8 + 1 per shock taken, +3 if a "K" or "KO" result exists, plus a modifier based on the number of wounds the vehicle has taken: +2 if one wound, +4 if two wounds, +6 if three wounds, +7 if four wounds.

The number of result points is the number of shock fixed. A "K" result is fixed if the character gets 10 or more result points. It is impossible to fix wounds without shop work. As shock are removed, the difficulty to fix the vehicle should be correspondingly lowered. Each "in the field" repair attempt takes one hour, with a +3 modifier for each time value the repairing character tries to save by rushing.

### In the Shop

In order to fix a vehicle in a shop (with appropriate tools), the difficulty to fix the vehicle is 6 + 1 per shock taken, +2 if a "K" or "KO" result exists, plus a modifier based on the number of wounds the vehicle has taken: +2 if one wound, +3 if two wounds, +5 if three wounds, +6 if four or more wounds. The result points are the number of shock points healed; for wounds and KO results, find the result points on the Ord chart for the "Combat Results Table" and fix the level of damage indicated.





Shock points and KO results may be fixed "in the shop" in one minute, but all wound results require at least one hour of work. Look on the chart below:

### **Wound Repair Chart**

<b>Wound Level</b>	<b>Repair Time</b>
Wounded	1 hour (value 18)
Heavy	6 hours (value 22)
Mortal	15 hours (value 24)
Dead	25 hours (value 25)

Repair times may be reduced by coordinating actions (see page 47 of the *Torg Rulebook*), with the difficulty to coordinate being 8 (for each character coordinated, reduce the time value by one). Characters may also attempt to speed repairs: add +3 to the difficulty for each time value "saved."

## **Making Things Worse**

It has happened to everyone: a vehicle is sent to the garage, and upon its return, the problem hasn't been fixed, and now there is something new that has gone wrong with it. If any repair roll is missed by 5 or more, the gamemaster generates a new bonus number (roll again on 10s and 20s) — find the bonus on the Ord Combat Results Table and add the damage to reflect that the mechanic/character actually made the situation worse!

## **Jury-Rigging**

Jury-rigged repairs are subject to breakdowns if the character doesn't treat the vehicle in the most gingerly manner. If a vehicle has any jury-rigged repairs and the character rolls a "1," the repairs fail and the vehicle sputters to a halt (this happens regardless of whether or not the driver or pilot disconnected by rolling a "1.")



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Roleplaying the Possibility Wars™



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This supplement is designed as a companion to *Torg: Roleplaying the Possibility Wars*. It features descriptions, prices and game statistics for automobiles, trains and military vehicles which can be used in the realms of the Near Now. It also features a new vehicle chase system and a comprehensive chart.

For ages 12 and up.



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