

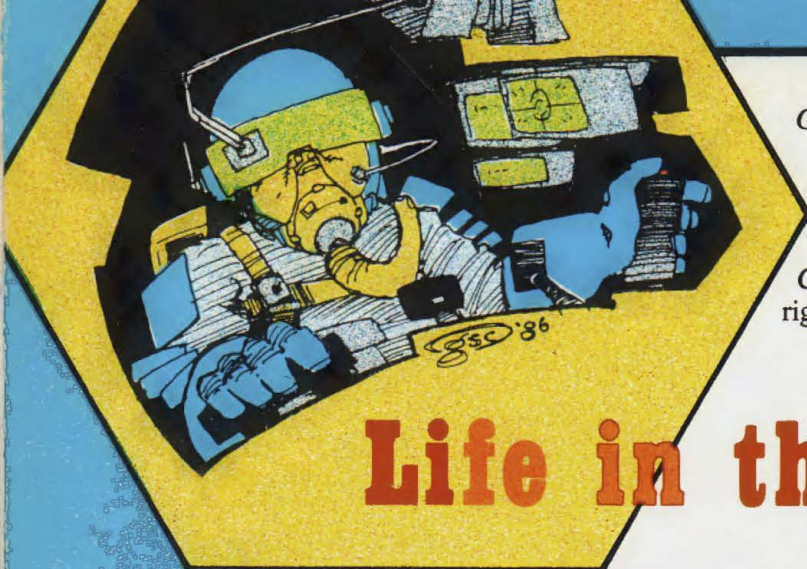
GURPS[™] AUTODUEL[™]

Roleplaying in the world of Car Wars



Denis Loubet BF

STEVE JACKSON GAMES



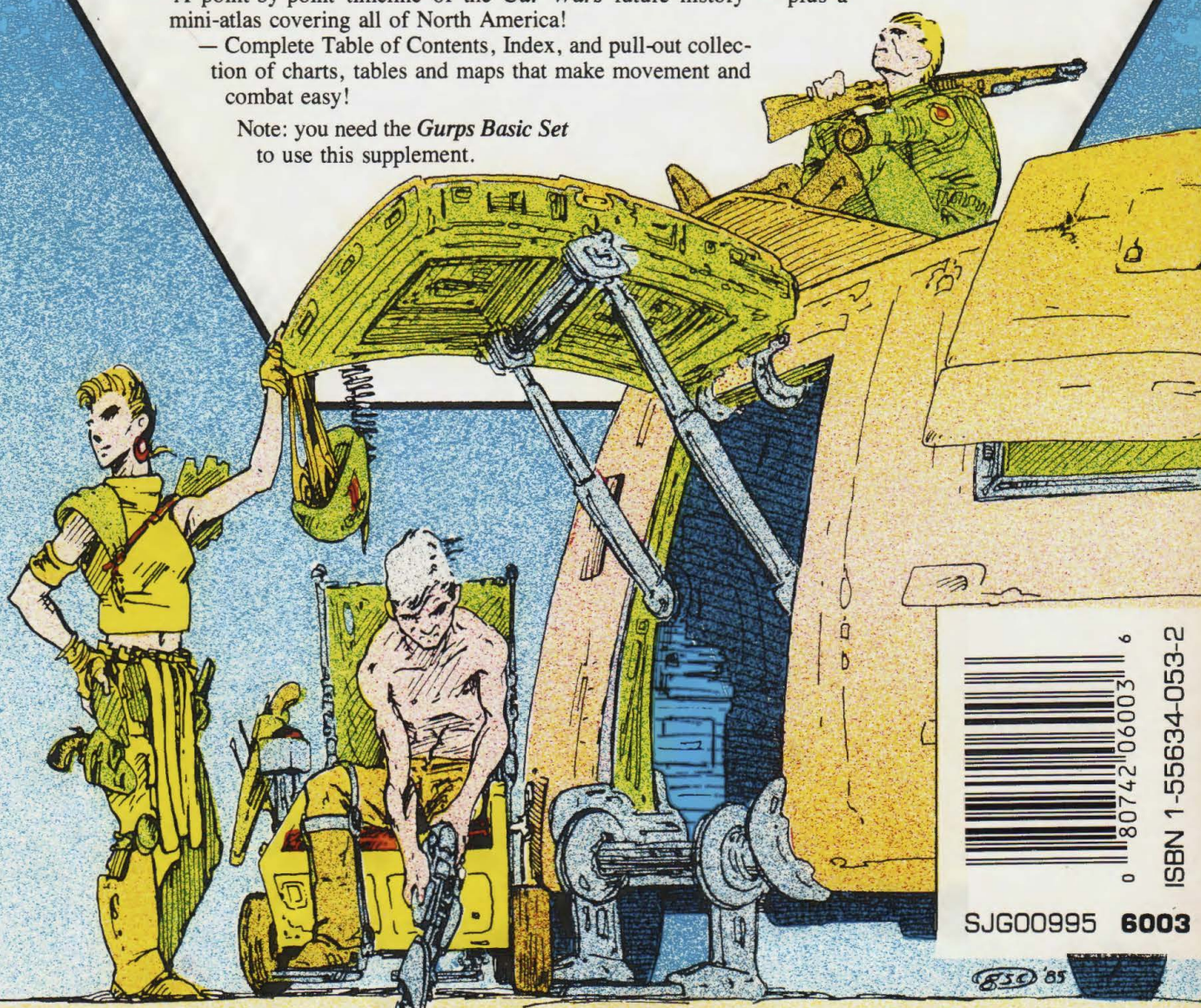
GURPS, Steve Jackson's *Generic Universal RolePlaying System*, brings you the high-speed adventure of autoduelling.

Now . . . Complete roleplaying in the *Car Wars* world of the future, where the right of way goes to the biggest guns! —

Life in the Fast Lane!

- In the 96 pages of *GURPS Autoduel*, you'll find:
- Detailed vehicle design rules. Choose your own tires, engine, suspension, weapons, and accessories — to fit your own fighting style — and fight!
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 - Complete character rules that let you play any sort of *Car Wars* character — an arena champion, back-roads smuggler, policeman, or even cycle gang member!
 - A point-by-point timeline of the *Car Wars* future history — plus a mini-atlas covering all of North America!
 - Complete Table of Contents, Index, and pull-out collection of charts, tables and maps that make movement and combat easy!

Note: you need the *Gurps Basic Set* to use this supplement.



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STEVE JACKSON GAMES

GURPS™ AUTODUEL™

A Science Fiction Game World for the Generic Universal RolePlaying System

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Introduction

Car Wars, as most of you know, is a game about vehicular combat and duelling in the 21st century.

It's a boardgame — and more. The original rules were boardgame rules, but the short notes about the game's setting seemed to fire roleplayers' imaginations.

Starting with the game's initial release in 1981, the buyers demanded more and more *Car Wars* material. They wanted rules for more vehicle types and gadgets, to be sure, but they also wanted descriptions of the world of the 2030s, adventures for fully fleshed-out characters, descriptions of cities and organizations and people. Though many just wanted to duke it out with armed vehicles, others wanted a full roleplaying game of the *Car Wars* universe.

Well, here it is. In *Car Wars*, characters were vehicle components — less important than a well-balanced vehicle design. In *Deluxe Car Wars*, the expanded game, they were more important, to be sure — but the cars still had top billing. Here, it's the characters who are most important — and the cars are the supporting players. With the release of *GURPS*, we can finally put together that full roleplaying supplement: *GURPS Autoduel* really *is* the world of the 2030s — seen this time from the perspective of the people.

What It's All About

Here's how *GURPS Autoduel* is set up:

The rulebook is in four main sections. *Autoduel America* explains the history and present state of society in 2036. *The Autoduellist* gives character creation rules, including special skills, and a complete list of deadly personal weapons and equipment. *Autoduelling* covers building, driving, and fighting all sorts of combat vehicles — cars, motorcycles, even trucks! And *The Autoduel Adventure* gives plenty of useful advice to prospective GMs, as well as descriptions of powerful organizations and non-player characters.

In the center of the book are not one, but *two* pullout sections. The first is a map of Autoduel America, showing the

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new political boundaries and the major cities and highways. On the back are the tables and lists of modifiers that will make vehicular combat and movement go much more smoothly.

The second pullout is an 8-page adventure section, with complete scenarios and a number of adventure ideas for the GM. Players *should not* read this section at all. The last page is a sheet of hex-grid paper suitable for photocopying and using for vehicular combats.

And on the back cover flap is a set of 12 *Cardboard Heroes*® figures for your autoduelling campaign, as well as vehicle counters, other counters you will need for vehicular combat, and two turning keys for movement. Just turn the page, and you're ready to go!

Where Credit Is Due

We didn't invent most of the material that's gone into *GURPS Autoduel*. The original *Car Wars* rules are by Steve Jackson and Chad Irby, and the game has been added to and expounded upon by numerous talented contributors since 1981. In the course of writing *GURPS Autoduel*, a lot what we've done has been to revise, adapt and coordinate the views of these contributors. To everyone who's contributed a *Road Atlas & Survival Guide* entry, an article detailing some aspect of the autoduelling world, a letter discussing the philosophy and background of the setting, or just talked to us at a convention: Thanks. We appreciate it.

And since these things are never solo efforts, we also want to thank those Steve Jackson Games staffers that contributed ideas, helped edit when the time got tight, and even ended up writing small (and not-so-small) parts of this book: W. G. Armintrout, Norman Banduch, Ray Greer, Steve Jackson, Warren Spector, and Allen Varney. And a special thank-you to the tireless production staff, Melissa Snell and Kyle Miller.

— Aaron Allston and Scott Haring

AUTODUEL AMERICA

1

Everybody, Game Master and players alike, should read this section. The GM has additional material on this world later in this book.

American History Since 1990

American (and world) history since the last decades of the 20th century is a story of chaos, collapse and gradual reconstruction.

Land of Milk and Honey

The decade of the 1980s is remembered as a "Golden Age" by people who have grown up on the stories of cheap oil and world domination. In reality, the era was not as idyllic as modern movies present it. However, the 1980s had many advantages over today.

For example, the strong US economy exerted considerable influence over the world. America was considered one of two "superpowers" whose whims could affect the entire planet (the Soviet Union was the other). Petroleum was still in good supply. And there had never been a nuclear exchange between warring nations.

The Oil Dries Up

As the 1990s drew to a close, continuous consumption of petroleum products finally depleted the world oil reserves.

The United States, desperate to control its remaining resources, nationalized its oil reserves. The move infuriated three of the major oil-producing states — Texas, Louisiana, and Oklahoma. They announced their independence and, working together under the name of the Free Oil States, fought the US in a bloody rebellion. America never reclaimed them. The loss of their oil production significantly harmed the US economy.

The oil depletion had even more serious consequences in the Middle East, where nations whose sole significant export was oil found themselves rapidly losing money and influence. Terrorism increased drastically in the region during the 1990s; revolution and warfare were the status quo.

Death Sports

A major change in America's entertainment preferences began to take place. *Death sports*, sporting events in which the participants risked — and often lost — their lives, became popular. Public pressure led to the legalization of sports-related manslaughter.

Psychologists concluded that death sports helped their audiences cope with their own deepening frustrations — with the worsening economy, with tightening government control, with the overall stress of modern living — by viewing these murderous sports and vicariously "murdering" every obstacle in their way. Vigilantism, too, was on the upswing in the 1990s.

But the cultural changes cited so far were relatively minor. Two other events of global importance brought today's world into being.

The Grain Blight

In 2012, a microorganism appeared in grain fields in Nebraska and the Ukraine. The virus, called *The Blight*, destroyed the US and Soviet grain crops, including most stored grain. It then spread through North and South America, Europe, Asia, and Africa, leaving famine in its wake.

International Trends

(We reprint, by permission, extracts from John J. A. Belwether's electronic news article "Where We're Going," *National Times Sunday Supplement*, July 27, 2036.)

In considering the directions our society is moving in, we can make out several large-scale developments:

Civilization is returning. Each year the frontiers are pushed back. Each year, areas of the United States and North America are reclaimed from lawlessness. Each year, the national government recovers a little more, and regains the respect of a few more towns. Universities are returning to basic research; highway systems improve; food (including real beef!) is widely available in most cities; there is even talk of resurrecting the transcontinental railway network!

The reasons for the resurgence of organized government are many. But we may single out the development of a fleet of combat-ready vehicles as one important factor in stifling countryside crime and anarchy. It has often been said that an armed society is a polite society; it appears, too, that armed vehicles make for safe highways — in general. Cycle gang assaults have declined; the country is *open* again! Of course, duels over minor lane-change disputes are on the rise, proving that the autoduellists' greatest enemies are often themselves.

We may now begin to look forward to our next great long-range goal, a return to those happy days when personal weapons were unnecessary.

(continued on next page)

3

AUTODUELLING

Vehicle Construction

The world of autoduelling is much more than cars — it's motorcycles, utility trucks, big rigs, trikes, and off-road buggies. A duellist's vehicle is his or her most important possession. In *GURPS Autoduel*, players may spend as much time customizing their vehicles as they do designing their characters!

Vehicle design and construction can be very complicated and difficult — just ask the Wright brothers, or General Motors, or NASA. However, to attempt to keep things simple for the purposes of this game, all vehicles, from a bicycle to an Imperial Star Cruiser, will be built using the same general principles:

Every vehicle will have a body type (or chassis, or frame, or hull, or fuselage) of a set size and capacity. How much you can put on this chassis depends on two things: Weight capacity and Space capacity. Weights will be expressed in pounds (or in the case of mammoth vehicles, like a battleship or a space station, tons); spaces will be expressed in cubic feet (or even larger units if necessary).

Since the largest vehicle dealt with in *Autoduel* will be the tractor-trailer rig, we'll stick with pounds and cubic feet. But the principles used here will apply to all vehicle construction in *GURPS*.

We'll start by building, from the ground up, the most common autoduelling vehicle — the car. After putting in the basics, then we'll move on to all the options that make these fighting vehicles unique and deadly — everything from lasers to roll cages. Then we'll go back and talk about the other vehicle types available to your character in the world of *Autoduel*. Just pretend you're Lee Iacocca, and away we go . . .

Tech Levels

The *Autoduel* world of 2036 is primarily TL7, with the following exceptions:

Antique gas-burning cars, where encountered, are TL6.

Certain ancient war-surplus weaponry may be TL6.

Much long-distance transportation is by airship — which is basically a TL5 concept. But the airships of 2036 are refined, efficient, and beautiful, and should be considered TL7.

The "cutting edge" of medical technology — Gold Cross cloning and braintaping, for instance — is TL8. But ordinary hospitals are TL7.

Vehicle Component Stats

When cubic feet are listed for many of the weapons and accessories used in duelling vehicles, we are not talking about strict cubic displacement, but the amount of space required to operate the item. If you measured the water displacement of a machine-gun to determine its exact volume (the way Archimedes would have, if Archimedes had a machine gun), you'd find that the volume wouldn't be more than 1 cubic foot or so. However, once you put that machine gun in a vehicle, strap on the servos and the hydraulic guidance, and take into account the space in the vehicle you can't use because the machine gun is in the way, you'll find that the effective space taken up by a machine gun may be as high as 5 cubic feet.

Also, *Autoduel* is compatible with the game that inspired it, *Car Wars*. For that reason, many of the numbers given here for various vehicular components correspond directly with their *Car Wars* counterparts. Because *Autoduel* is set 50 years in the future, there is no way to "reality check" any of the numbers here. Even hardware clearly inspired by 1980s military equipment does not have to have the same performance characteristics — a lot of things have happened in 50 years, both good and bad, and some equipment may be much lighter/more compact/cheaper than its 1980s equivalent, and other items may be heavier/less compact/more expensive. So if the numbers for a particular gun don't exactly match what the U.S. Army Manual says, don't worry — things have changed in the next 50 years . . .

The Basics

Body Types

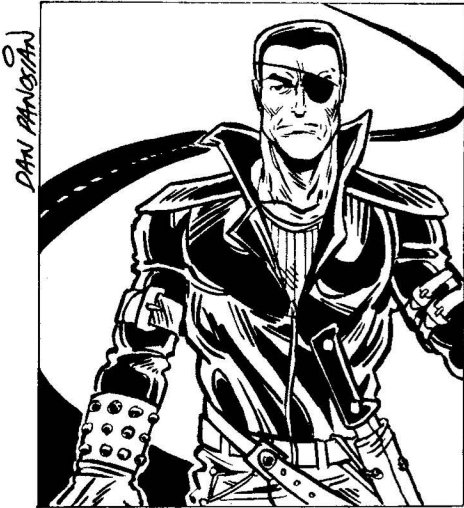
There are seven different kinds of cars readily available to players:

Type	Price	Weight	Max. load	Cu. ft. cap.
Subcompact	\$300	1000	2300	35
Compact	\$400	1300	3700	52
Mid-size	\$600	1600	4800	68
Luxury	\$800	1800	5500	100
Station Wagon	\$800	1800	5500	72(+35)
Pickup	\$900	2100	6500	65(+55)
Van	\$1000	2000	6000	125(+25)

Type is, obviously, the type of vehicle. *Price* is the cost of the chassis. If the prices seem extremely reasonable, remember that we haven't added the engine, tires, suspension, springs, weapons, accessories, or armor yet! *Weight* is the weight of the chassis itself, and it counts against the weight capacity of the vehicle. *Max. load* stands for Maximum load, and is the most weight the chassis can bear, in pounds. *Cu. ft. cap.* stands for Cubic foot capacity, and is the other limiting factor when building vehicles; the numbers in parentheses indicate cargo capacity. With only a few exceptions, cargo space cannot be used for vehicular equipment.

Just what do you get for the low price listed above? Well, you get a stylish body, seats, a heads-up display for the driver, a simple electronic firing control system, headlights, doors, brakes and a radio.

All seven car types handle the same, with two exceptions: Vans and overloaded pickups are notoriously tough to handle on the road. For a pickup weighing over 5500 lbs. or a van of any weight, the driver suffers a -1 to his Driving (Car) skill.



Surrendering

A duellist in trouble has two ways to get out of an arena duel.

An autoduellist who escapes from the arena through any of the exit gates is out of the fight — he cannot reenter, and he places in the standings just as if his vehicle had been “killed” at the time he exited. In official AADA competition, the exit gates are not opened until 30 seconds after the duel has begun. Some arenas also have pedestrian escape routes, to be used by a duellist who’s abandoned his vehicle.

Drivers may also “yield” by radio — surrender — to their fellow duellists. If any duellists accept this surrender, the surrendering vehicle is considered “killed” instantly for standing purposes (but *not* for salvage rights purposes). By AADA regulations, a surrendered vehicle must proceed to the nearest exit at top speed, and may fire only upon vehicles which have fired on it since the surrender. Duellists who accept a surrender may not fire on the surrendered vehicle . . . but other duellists may!

Winning Duels

The victors of a duel are the occupants of the last functioning vehicle on the duel field.

A vehicle is considered “killed” if it can neither move nor fire.

It is also considered “killed” if its crew are all dead . . . though it could be brought “back to life” — an *undead* vehicle, in duellist slang — if commanded by the crew of another dead vehicle.

The second-place finishers of a duel are the occupants of the next-to-last functional vehicle on the field; the third-place winners would be the occupants of the vehicle rendered non-functional immediately before the second-place finisher’s; and so on.

Thus, if you win second place out of a field of 17 drivers, you win 8 points for the duel.

A driver who earns 55 points in a single season is considered to have had a successful season; a driver who earns 75+ points had a very successful season, and has earned enough notoriety for sponsors and patrons to take notice; a driver who earns 90+ points in a single season is a world-class duellist. Since it’s not feasible to play out the entire autoduelling season for every one of the hundreds of participants, simply assume that any player amassing more than 55 points in the year will qualify for the regional tournament.

Prizes

Successful drivers win prizes based on how they place in a duel, according to AADA regulations. The size of the prize also depends on the importance of the duel (see table).

Place	Type of Competition				
	Regional Duel	Regular Season	Regional Champ	National Champ	Internat’l Champ
First	\$15,000	\$25,000	\$75,000	\$200,000	\$500,000
Second	10,000	17,500	50,000	100,000	250,000
Third	7,000	12,500	30,000	60,000	200,000
Fourth	3,000	10,000	18,000	30,000	150,000
Fifth	1,500	7,000	12,000	20,000	100,000
Sixth	1,000	3,000	10,000	15,000	75,000
Seventh	750	1,500	7,500	10,000	50,000
Eighth	600	1,000	4,000	8,000	30,000
Ninth	500	750	2,000	6,000	20,000
Tenth	300	500	1,000	4,000	10,000

Anarchist Relief Front (ARF)

This gang of crazies wants to overthrow the American governments (and other governments, too). While the idea is not entirely without merit, the ARF approach — an organized group promoting anarchy — is decidedly strange. Nevertheless, the ARF is an effective gang of terrorists engaging in continual acts of sabotage and murder across the continent.

ARF is badly-organized and badly-equipped, but extremely unpredictable. They could give any group of players all they could handle.



Big League Unlimited Duelling (BLUD)

The exact origins of Big League Unlimited Duelling are shrouded in obscurity, but the consensus is that BLUD got its start in the small towns of Kansas, Nebraska, and Missouri in the early 2030s. Today, the Midwest continues to be its strongest power base, but BLUD has informal chapters all over North America.

In almost every way, BLUD is the antithesis of the American Autoduel Association. The AADA is slick and organized; BLUD revels in its lack of structure. The AADA portrays its champions as gleaming, mechanized warriors, heroes to the world; BLUD has no champions and laughs at the notion of heroes. The AADA goes to great lengths to ensure spectator safety and avoid unnecessary deaths; BLUD has expressed no concerns.

BLUD has no formal organization and no known leaders. Groups become BLUD chapters pretty much by declaring themselves to be so. Individual memberships work the same way.

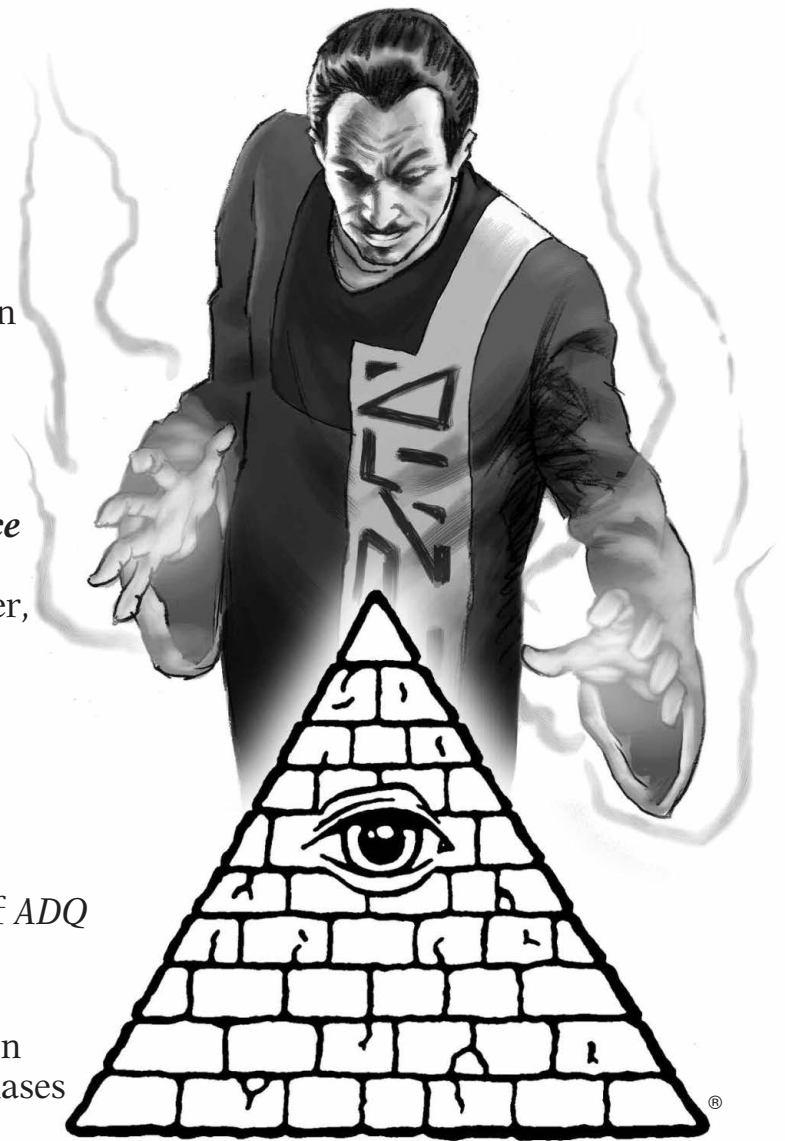
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