

RHAD RULES

The RHAD Rules are an alternative system of rules the Red Hook Autoduellists adopted back in the early 90's to make handling count for something and yet not sog down an evening with its mess of details. The RHAD Rules are quick and simple yet still carry Car War's treasured feel of realism.

REFEREES

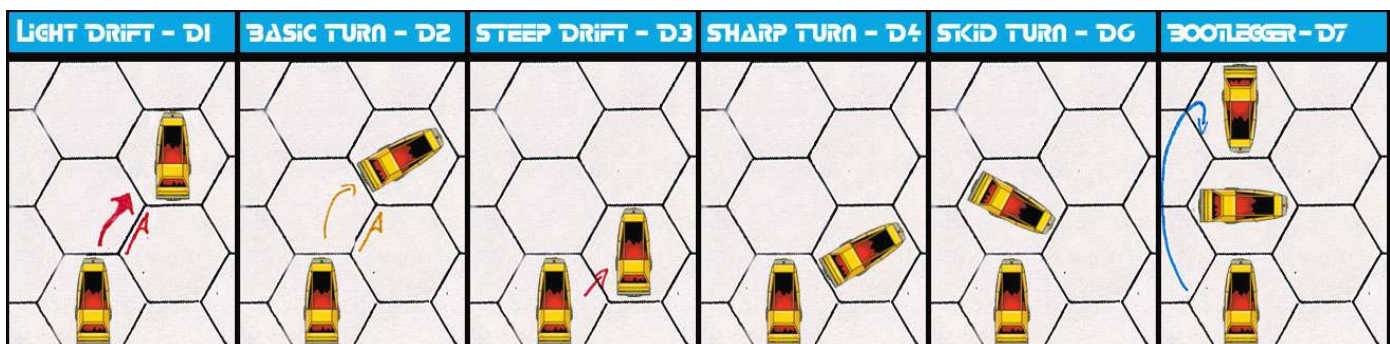
If you and your friends can get along without one, more power to you, but squabbling wastes time. We found the game to be considerably more entertaining when players take turns being the rules referee. A referee doesn't actually drive a vehicle but simply keeps track of all that is happening and provides the deciding verdict on complicated situations.

THE MAP

Get rid of it. Instead use one of the large vinyl hex maps they sell in gaming stores. Likewise, get rid of the little cardboard chits, they float around far too easily. In their place, we recommend MicroMachines. Put some crazy glue on the tires and they make the perfect miniatures. Matchbox and Hot Wheels cars may look cooler and be easier to customize, but they are simply too big (unless you happen to have a ping pong table to play on.) MicroMachines perfectly fit the hex map, making it very easy to count "car steps." MicroMachines are also considerably cheaper, meaning you can get away with things like smacking one with a hammer to show the debris left over by a collision, or roasting a few with gasoline to show the effect of a flamethrower (just be sure to do the fire effects outside and with a fire extinguisher on hand, Beavis).

THE TURNING KEY

One of the benefits of using a hex map is that if you are willing to put up with a slightly clunkier form of handling you do not need to use the turning key. On the hex map, always keep your vehicle pointing toward a flat edge. You can travel along an edge inbetween hexes (this counts as 1 car step, see the Light Drift below), but when you finally land in a hex you need to decide which flat edge to face. You cannot face an intersection. From there, rotating the vehicle in a hex is a D3 maneuver for every edge change. If the car is turning instead of drifting an extra D1 is added on. The only exception to this is the Bootlegger Reverse, which is technically a D9 maneuver, yet is kept at a D7 since no one would survive it if they tried it. Here are the most common maneuvers in better detail.



The turning key still works great with a hex map, but here is a very big hint which will make you game more enjoyable: take your turning key, and stab a thumbtack up through its base. Then take a pencil and push its eraser onto the thumbtack point. This gives the turning key a handle and makes it considerably easier to move around and lift up off the map.

HANDLING HANDLING

Under the RHAD Rules, handling becomes a fight to stay above zero. Which may seem quite daunting to the drivers of Vans and Heavy Pickups, but as you can see on the revised Speed Table on the next page, travelling at safe speeds increases ones handling dramatically.

Basically, the Speed Table is a mirror image of how a round in the game plays out. It starts with everyone accelerating/decelerating to the speed they plan to stay at for that round (with the possible exception of slamming on the brakes). Then five phases of movement and combat follow, handling class modifiers are accumulated (due to hazards, manuevers, weapon hits, talking on the cell phone, etc....). Lastly, on the thin sliver of time between rounds, handling is considered and crashes happen. The actual movement of the crash will occur in the following round.

RECOVERY

RHAD Rules also brings with it something new called Recovery. Irregardless of whether a vehicle has hit the crash table or not, at the very tail end of the round, after all vehicles have had their handling checked, the cars themselves recover from the activity - the base handling class of the vehicle is added to the current Handling Class, up to the maximum of the car's base handling class. A vehicle cannot recover to a handling class which is better than what it was built with.

So.... Tad is in a Killer Kart travelling at 55mph. Because of an uneventful previous round, his current Handling Class is at its max of HC4. During this round he did a Steep Drift to avoid a patch of oil (D3) and nothing else. Right after the fifth phase of movement his handling for the round is figured out. The Steep Drift knocked it down to HC1 (by subtracting the D3), but Tad's admirably safe speed has brought on a +1 bonus meaning he ends the round with an HC2. Since HC2 is greater than zero, it avoids the crash table. After all the vehicles in the game have handled their handling, they then recover. Tad's Killer Kart has a Base HC4. He manuevered himself down to HC2. Adding the base HC to the current HC should put him at an HC6, but since you cannot correct to a greater handling than what the vehicle is capable of, Tad starts the next round with an HC4.

All of this is kept track of on ones vehicle sheet (or possibly by the referee). Modifiers should be added or subtracted as they happen during the round (if only to avoid the whole "what did happen this round?" conundrum).

| Speed | 1 | 2 | 3 | 4 | 5 | HC mod. | RAM |
|-------|---|---|-----|-----|-----|---------|------|
| 0 | * | * | * | * | * | +10 | 0 |
| 5 | | | 0.5 | | | +6 | 1d-4 |
| 10 | | | 1 | | | +6 | 1d-2 |
| 15 | | 1 | | 0.5 | | +4 | 1d-1 |
| 20 | | 1 | | 1 | | +4 | 1 |
| 25 | | 1 | | 1 | 0.5 | +2 | 1 |
| 30 | | 1 | | 1 | 1 | +2 | 1 |
| 35 | 1 | 1 | 1 | 0.5 | | +1 | 2 |
| 40 | 1 | 1 | 1 | 1 | | +1 | 3 |
| 45 | 1 | 1 | 1 | 1 | 0.5 | +1 | 4 |
| 50 | 1 | 1 | 1 | 1 | 1 | +1 | 5 |
| 55 | 2 | 1 | 1 | 1 | 0.5 | +1 | 6 |
| 60 | 2 | 1 | 1 | 1 | 1 | +1 | 7 |
| 65 | 2 | 1 | 1 | 2 | 0.5 | 0 | 8 |
| 70 | 2 | 1 | 1 | 2 | 1 | 0 | 9 |
| 75 | 2 | 1 | 2 | 1 | 1.5 | 0 | 10 |
| 80 | 2 | 1 | 2 | 1 | 2 | 0 | 11 |
| 85 | 2 | 2 | 1 | 2 | 1.5 | 0 | 12 |
| 90 | 2 | 2 | 1 | 2 | 2 | 0 | 13 |
| 95 | 2 | 2 | 2 | 2 | 1.5 | 0 | 14 |
| 100 | 2 | 2 | 2 | 2 | 2 | 0 | 15 |
| 105 | 2 | 2 | 2.5 | 2 | 2 | -1 | 16 |
| 110 | 2 | 2 | 3 | 2 | 2 | -1 | 17 |
| 115 | 2 | 3 | 2 | 2.5 | 2 | -1 | 18 |
| 120 | 2 | 3 | 2 | 3 | 2 | -1 | 19 |
| 125 | 2 | 3 | 3 | 2 | 2.5 | -1 | 20 |
| 130 | 2 | 3 | 3 | 2 | 3 | -1 | 21 |
| 135 | 3 | 3 | 3 | 2.5 | 2 | -2 | 22 |
| 140 | 3 | 3 | 3 | 3 | 2 | -2 | 23 |
| 145 | 3 | 3 | 3 | 3 | 2.5 | -2 | 24 |
| 150 | 3 | 3 | 3 | 3 | 3 | -2 | 25 |
| 155 | 4 | 3 | 3 | 3 | 2.5 | -2 | 26 |
| 160 | 4 | 3 | 3 | 3 | 3 | -2 | 27 |
| 165 | 4 | 3 | 3 | 3.5 | 3 | -3 | 28 |
| 170 | 4 | 3 | 3 | 4 | 3 | -3 | 29 |
| 175 | 4 | 3 | 4 | 3 | 3.5 | -3 | 30 |
| 180 | 4 | 3 | 4 | 3 | 4 | -3 | 31 |
| 185 | 4 | 4 | 3 | 4 | 3.5 | -3 | 32 |
| 190 | 4 | 4 | 3 | 4 | 4 | -3 | 33 |
| 195 | 4 | 4 | 4 | 4 | 3.5 | -4 | 34 |
| 200 | 4 | 4 | 4 | 4 | 4 | -4 | 35 |
| 205 | 4 | 4 | 4.5 | 4 | 4 | -4 | 36 |
| 210 | 4 | 4 | 5 | 4 | 4 | -4 | 37 |
| 215 | 4 | 5 | 4 | 4.5 | 4 | -4 | 38 |

| Speed | 1 | 2 | 3 | 4 | 5 | HC mod. | RAM |
|-------|---|---|---|-----|-----|---------|-----|
| 220 | 4 | 5 | 4 | 5 | 4 | -4 | 39 |
| 225 | 4 | 5 | 4 | 5 | 4.5 | -5 | 40 |
| 230 | 4 | 5 | 4 | 5 | 5 | -5 | 41 |
| 235 | 5 | 5 | 5 | 4.5 | 4 | -5 | 42 |
| 240 | 5 | 5 | 5 | 5 | 4 | -5 | 43 |
| 245 | 5 | 5 | 5 | 5 | 4.5 | -5 | 44 |
| 250 | 5 | 5 | 5 | 5 | 5 | -5 | 45 |
| 255 | 6 | 5 | 5 | 5 | 4.5 | -6 | 46 |
| 260 | 6 | 5 | 5 | 5 | 5 | -6 | 47 |
| 265 | 6 | 5 | 5 | 6 | 4.5 | -6 | 48 |
| 270 | 6 | 5 | 5 | 6 | 5 | -6 | 49 |
| 275 | 6 | 5 | 6 | 5 | 5.5 | -6 | 50 |
| 280 | 6 | 5 | 6 | 5 | 6 | -7 | 51 |
| 285 | 6 | 6 | 5 | 6 | 5.5 | -7 | 52 |
| 290 | 6 | 6 | 5 | 6 | 6 | -7 | 53 |
| 295 | 6 | 6 | 6 | 6 | 5.5 | -7 | 54 |
| 300 | 6 | 6 | 6 | 6 | 6 | -7 | 55 |

THE CRASH TABLES

The crash tables have also been revamped to remove some of the randomness which, if you believe Albert Einstein, simply doesn't happen in physics. There are still two separate tables, but they work in the same way. If ones HC drops to zero or worse, it is placed on the appropriate table and then one die is rolled to see just how badly the crash went. Accessories which modify the crash table, such as Spoilers and Airdams which do a "-1 on the crash table per 60mph," now increase a vehicles HC by 1 per 60mph.

So.... Tad is back in his Killer Kart, but now he is careening down the highway at 125mph. He recovered from the last round perfectly so he starts this one with an HC4. The speed brings him down to HC3. Doing a Steep Drift (D3) reduces it to HC0. This alone will eventually land him on the crash table, but before the round is up he takes seven points of damage from a rocket launcher hit (D2) and is knocked down to HC-2. Finally the last phase is over and handling is checked. Since nothing solid was hit, Tad takes his HC-2 directly to Crash Table 1 and rolls one die - 4 - which results in a major skid. All tires on his car take 3 points of damage. The actual skidding will take place during the next round of combat. His vehicle then recovers by its base HC4 to start off the next round with a current Handling Class of 2.

In the following round, if Tad were to try another Steep Drift he would find himself right back on the crash table. Now, if Tad hadn't been a cheap bastard and invested in a spoiler (HC+1 per 60mph travelled) he would have only gone to the crash table with an HC0, taken 1 point of damage on two tires and recovered to a full HC4. But. What can be said? It's a Killer Kart, those things don't even come with a cigarette lighter stock.

Math Camp Quicksand Warning! Technically, if you see the procession of Handling as a ladder one climbs step by step, then a rung is missing at HC0. Tad's recovery should really have put him at HC1 instead of HC2. Basically, the RHAD Rules go by what our pocket calculators tell us. Negative two plus four equals two. If you can't trust your pocket calculator who can you trust? (especially when you are befuddled by what is tantamount to $4-2 = 2$)

CRASH TABLE 1 - Stupid Manuevers

| HC | Die Roll and Effect | Damage | Deceleration | Control |
|----|---------------------|--|------------------|--------------|
| 0 | 1-3: Trivial Skid | none | 5 MPH | |
| | 4-6: Minor Skid | Two tires take 1 point of damage | 5 MPH | 1 Skid Rolls |
| -1 | 1-3: Minor Skid | All tires take 1 point of damage | 5 MPH | 1 Skid Rolls |
| | 4-6: Moderate Skid | All tires take 2 points of damage | 10 MPH | 2 Skid Rolls |
| -2 | 1-3: Moderate Skid | All tires take 2 points of damage | 10 MPH | 2 Skid Rolls |
| | 4-6: Severe Skid | All tires take 3 points of damage | 20 MPH | 3 Skid Rolls |
| -3 | 1-3: Severe Skid | All tires take 3 points of damage | 20 MPH | 3 Skid Rolls |
| | 4-6: Spin-Out | All tires take 4 points of damage | 20 MPH | 1 Spin Roll |
| -4 | 1-3: Spin-Out | All tires take 4 points of damage | 20 MPH | 1 Spin Roll |
| | 4-6: Guppy Over | All tires take 5 pts. The side landed on takes ram damage. | 20 MPH to a Stop | 1 Guppy Roll |
| -5 | 1-3: Guppy Over | All tires take 5 pts. The side landed on takes ram damage. | 20 MPH to a Stop | 1 Guppy Roll |
| | 4-6: Roll Over | All tires take 5 pts. Each side rolled on takes ram damage. | 20 MPH to a Stop | See Desc. |
| -6 | 1-3: Roll Over | All tires take 5 pts. Each side rolled on takes ram damage. | 20 MPH to a Stop | See Desc. |
| | 4-6: Crash | All tires take 5 pts. Each side rolled on takes ram damage. Occupants take 1 point of damage automatically. | 20 MPH to a Stop | See Desc. |
| -7 | 1-3: Crash | All tires take 5 pts. Each side rolled on takes ram damage. Occupants take 1 point of damage automatically. | 20 MPH to a Stop | See Desc. |
| | 4-6: Crash and Burn | All tires take 5 pts. Each side rolled on takes ram damage. Occupants take 2 points of damage automatically. Explosion possible. | 20 MPH to a Stop | See Desc. |
| -8 | 1-6: Crash and Burn | All tires take 5 pts. Each side rolled on takes ram damage. Occupants take 2 points of damage automatically. Explosion possible. | 20 MPH to a Stop | See Desc. |

CRASH TABLE 2 - Oh Sh*t Look-Out

| HC | Effect | Damage | Deceleration | Control |
|----|------------------------|--|------------------|--------------------|
| 0 | 1-3: Trivial Fishtail | none | 5 MPH | |
| | 4-6: Minor Fishtail | Two tires take 1 point of damage | 5 MPH | 1 Skid Rolls |
| -1 | 1-3: Minor Fishtail | All tires take 1 point of damage | 5 MPH | 1 Skid Rolls |
| | 4-6: Moderate Fishtail | All tires take 2 points of damage | 10 MPH | 2 Skid Rolls |
| -2 | 1-3: Moderate Fishtail | All tires take 2 points of damage | 10 MPH | 2 Skid Rolls |
| | 4-6: Severe Fishtail | All tires take 3 points of damage | 20 MPH | 3 Skid Rolls |
| -3 | 1-3: Severe Fishtail | All tires take 3 points of damage | 20 MPH | 3 Skid Rolls |
| | 4-6: Flying Fishtail | Each tire takes two dice of damage | 20 MPH | 1 Flying Fish Roll |
| -4 | 1-3: Flying Fishtail | Each tire takes two dice of damage | 20 MPH | 1 Flying Fish Roll |
| | 4-6: Guppy Over | All tires take 5 pts. The side landed on takes ram damage. | 20 MPH to a Stop | 1 Guppy Roll |
| -5 | 1-3: Guppy Over | All tires take 5 pts. The side landed on takes ram damage. | 20 MPH to a Stop | 1 Guppy Roll |
| | 4-6: Roll Over | All tires take 5 pts. Each side rolled on takes ram damage. | 20 MPH to a Stop | See Desc. |
| -6 | 1-3: Roll Over | All tires take 5 pts. Each side rolled on takes ram damage. | 20 MPH to a Stop | See Desc. |
| | 4-6: Crash | All tires take 5 pts. Each side rolled on takes ram damage. Occupants take 1 point of damage automatically. | 20 MPH to a Stop | See Desc. |
| -7 | 1-3: Crash | All tires take 5 pts. Each side rolled on takes ram damage. Occupants take 1 point of damage automatically. | 20 MPH to a Stop | See Desc. |
| | 4-6: Crash and Burn | All tires take 5 pts. Each side rolled on takes ram damage. Occupants take 2 points of damage automatically. Explosion possible. | 20 MPH to a Stop | See Desc. |
| -8 | Crash and Burn | All tires take 5 pts. Each side rolled on takes ram damage. Occupants take 2 points of damage automatically. Explosion possible. | 20 MPH to a Stop | See Desc. |

NEW WAYS TO DIE!

With the improved Crash Tables come better and more exciting ways to land a driver in the hospital or worse. Many of these are taken straight from the rules, but there are a few new ones to put a nice frosting on one's Get Well cake. Here's a run down on how to handle them. If using a hex map, 30 degrees is the change from a flat face to an intersection, and 60 degrees is the change from one flat face to the next flat face.

SKIDS AND FISHTAILS

The Difference between a skid and a fishtail is the part of the vehicle which gets tossed around. With skids the front end goes all over the place. With fishtails the back goes out. With minor skids and fishtails the two tires which take damage are always on the swinging end.

A skid roll determines what direction the vehicle will take as soon as it is given a phase in which to move.

- 1 the vehicle goes 60 degrees to the left
- 2 the vehicle turns 30 degrees to the left
- 3-4 the vehicle remains straight.
- 5 the vehicle turns 30 degrees to the right
- 6 the vehicle goes 60 degrees to the right

If the vehicle is forced to make multiple rolls. One is made for each successive car step the vehicle makes. So with a severe fishtail, the dice will roll and the car will change directions three different times with the first three car steps it takes in the round after control was lost.

SPIN OUTS

In a spin-out control is lost as the vehicle solidly spins in one direction, turning 90 degrees for every point that comes up on a single die roll (aka "The Spin-Out" roll). So if the driver rolls a 4. The car will, during the next four car steps, turn a full circle and be going in the original direction when the driver retakes control. If the driver rolls a 2. the car will only turn 180 degrees and be facing in the opposite direction of its momentum when the skid ends!

Talented drivers can extend but not restrict a spin by 90 degrees for each point of driver's skill. So if the driver who rolled a 2 has a driver's skill of +2, he can push the spin to get the car moving back in the original direction.

FLYING FISHTAIL

The Flying Fishtail is basically a spin-out except considerably more frightening since the car's tires will leave the ground and come smashing down as the driver fights to regain control. With the exception of the greater chance of doing tire damage, a flying fishtail is the same as a Spin-Out.

GUPPY OVER

Guppying over is another way of saying "Going Belly Up." Control is hopelessly lost and the vehicle flips onto one side then quickly skids to a stop. One die is rolled to determine the side one lands on.

- 1 - Top
- 2-3 - Left
- 4-5 - Right
- 6 - Underside / Upright.

Even if the car lands Upright, the side it lands on will take ram damage equal to the speed the vehicle was travelling minus 20 mph for the first automatic deceleration.

ROLLING & CRASHING

With rolling, the vehicle takes flight and will come crashing down on a side once per round until the vehicle has finally ground to a stop. With each roll, ram damage is taken to that side of the vehicle which hits the ground. Roll once per round to figure out what that side is. The last roll determines how the car will land.

- 1 - Front
- 2 - Left
- 3 - Right
- 4 - Back
- 5 - Top
- 6 - Underside / Upright.

EXIT AHEAD

And that is it. For handling at least. Everything else works the way they do with the normal Car Wars rules. Exotic Crash Tables can be easily jury-rigged to fit the Handling Class model by always starting at HC 0 and then having each change in handling cover the first two points normally rolled for the Crash Tables in the book.

Happy Handling!

And as Always....

DRIVE OFFENSIVELY.