



MOTORCYCLES OF WORLD WAR TWO

A FREE ON-LINE SUPPLEMENT TO THE WORLD WAR TWO ROLEPLAY GAME

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Use of this Net-Extra game supplement requires the World War Two RolePlay Core Rulebook and the Dungeons & Dragons Player's Handbook.

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NET-EXTRA



Motorcycles have been an invaluable asset to militaries since WWI. While they came to be overshadowed by the jeep, motorcycles have been deployed in everything from dispatch to reconnaissance, traffic control and combat. Both the Allied and Axis forces used them in Europe and North Africa. You'll find in the World War Two RolePlay book several pictures of motorcycles. Unfortunately, we did not have time to provide stats or rules on how to use them in a campaign, but with this free game supplement, that has been rectified.

This NetExtra covers the new skill Drive Motorcycle as well as gives game statistics for several motorcycles used in the war by the United States, Canada, Soviets, and Germans. There were many different kinds of bikes used in the war, researching the nuances of them all would take a lot of time, so hopefully the 6 covered here will be enough to suffice to get you started.

SKILLS

DRIVE MOTORCYCLE (DEX)

Check: Though useable untrained, the results of doing so can be detrimental to the driver and the bike. With no ranks in the skill, a player may make a drive check, adding their Alertness modifier to the roll instead of their Dexterity. Any roll less than a 20 is a failure – this should mean that they could not get the bike started, could not shift gears, etc. If game play allows, and at Game Master discretion, a cursory overview of the bike's mechanisms can be given to a character, awarding them 1 rank in the skill. This will allow very basic driving of the vehicle without major penalty. Any drive failures that result in falling from a moving motorcycle are subject to the rules for "Jumping from a Moving Vehicle" on page 190 in the WWII RPG Core Rulebook. See the following table for details and DC values.

Circumstance Difficulty Check (DC)

No Training	20, use ALR instead of DEX — simplistic driving only
Cursory Training	N/A — advanced maneuvers performed at -2 penalty
Simple Maneuvers	10
Landing After Jump	20
Soft Terrain	15
Hard Turn	20
Spin-Out/180° Turn	25
Duck Obstacle/Slide	up to 25
Fast Mount/Dismount	15
Soft Fall	15
Cover	20
Turn Away from Sidecar	up to 25
Turn Towards Sidecar	up to 30

Simple maneuvers: This includes driving over sticks/limbs in the road, rough road, potholes, driving across fields, etc. Failing a drive check causes the driver to wreck the bike, fall from the bike, or come to a dead stop. A side-car adds a +2 stability bonus, and will keep the bike from falling.

Landing after Jump: You can get the bike to leap obstacles such as ravines – often the jump is the easy part. Getting the bike to land successfully is what causes problems. If you fail your Landing check, you fall off the bike as you land and take the appropriate falling damage. This usage does not take an action, but is part of the bike's movement.

Soft Terrain: Moving a motorcycle through soft terrain – sand, gravel, loose soil, snow, swampy ground, etc – can be difficult, particularly at high speeds. Reducing the speed to 25mph (220ft/round) negates the need for a Drive check. Higher speeds require the check to maintain control of the bike, or you will spin out. Going too slow (less than 15mph / 132ft/round) can cause the bike to become mired if the terrain is of that nature (DC 10). A bike with a side-car steps the high speed check on soft terrain down to a DC of 10, but is also more prone to becoming mired (DC 15).

Hard Turn: Vehicles can make a 45° turn every other round. By making a hard turn, the motorcycle makes a full 90° turn in a single round. Loose/sloppy road conditions increase the DC by another 5. Failure of the check indicates that the bike has lost its grip and has spun out, requiring a fall check for damage to the driver. See Turn Away From/Towards Sidecar below for situations when a motorcycle is equipped with a sidecar. This is a move action.

Spin-out/180° Turn: A motorcycle driver can attempt to lock the brakes and swing the bike around. This brings the bike to a dead-stop for the round, and can begin movement again the following round, assuming the Drive check was successful. A failed attempt indicated a crash. This is a move action.

Duck obstacle/Slide: The average WWII era military motorcycle is just under 3.5 feet tall and just over 3 feet wide. Assuming the rider provides 3 feet on top of the bike's height, 6 feet of clearance is needed to duck without penalty (DC of 10). Every 3 inches under 6 feet adds 1 to the DC. This is valid down to a height of 3.5 feet. Under 3.5 feet requires the rider and bike to duck, down to 3 feet of clearance. Less than 3 feet clearance is deemed impossible to duck/slide. Any clearance from 3 to 3.5 feet high is automatically a DC of 25. Failing to duck/slide means that the rider is potentially forcefully dismounted from the motorcycle, or that the bike and driver crash, either of which incurs falling and/or impact damage. A sidecar inhibits ducking anything less than 3.5 feet. Duck obstacle/slide is a move action.

Fast Mount or Dismount: You can attempt to mount the motorcycle as a free action, provided that you still have a move action available that round. If you fail the Drive check, mounting or dismounting is a move action.

Soft Fall: You can react instantly to try to take no damage when you fall off a bike—when it has blown a tire, been damaged, or when it falls, for example. Failing a soft fall results in a crash. This usage does not take an action.

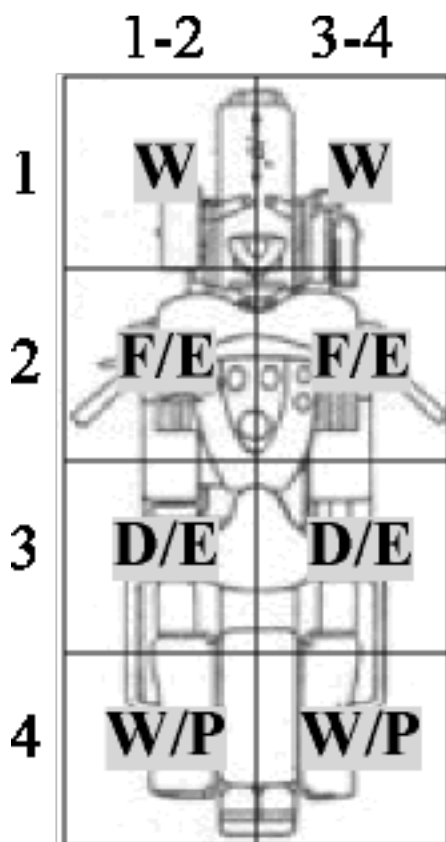
Cover: While riding the bike, you can react instantly to drop down and hang alongside the bike, using it as cover. You can't attack while using your bike for cover. If you fail your Drive check, you don't get the cover benefit and instead crash. This usage does not take an action. A bike with a side-car gives a +5 stability bonus to the bike.

Turn away from sidecar: Turning with a sidecar is more limiting than without. Making a turn away from the sidecar (a left turn with a right-side mounted sidecar) takes a wider turn (33.3 degrees) without penalty. You can attempt to make a normal turn at full speed at a DC of 20. Failure results in the bike continuing forwards, skidding. Making a full, hard-turn would be the maximum difficulty (DC 25). Failing a hard turn results in a crash.

Turn towards sidecar: Turning with a sidecar is more limiting than without. Making a turn towards the sidecar (a right turn with a right-side mounted sidecar) takes a wider turn (22.5 degrees) without penalty. You can attempt to make a normal turn at full speed at a DC of 25. Failure results in the bike continuing forwards, skidding. Making a full, hard-turn would be the maximum difficulty (DC 30). Failing a hard turn results in a crash.

Action: Varies by action type.

MOTORCYCLE VEHICLE INFORMATION



Motorcycles can transport one to two people on the vehicle directly, assuming the bike is equipped with a passenger's seat. Additionally, some can be equipped with a sidecar. Sidecars can have a gun mounted to it.

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MOTORCYCLE TEMPLATE

When a motorcycle is hit, a d4 is rolled to determine if the hit was high or low. 1-3 is low, 4 is high. If the hit was low, follow the template. If the hit was high the damage is directed at the driver.

If a sidecar is present, extend the template to the right (as drawn) and roll a d6, any result over 4 is in the sidecar – a roll of one down the column is a miss, a 3 is the wheel.

W: Wheel

F/E: Fuel Tank & Engine

D/E: Dirver Compartment & Engine

W/P: Wheel & Passenger Compartment

Motorcycles have essentially no armor.

The following Vehicle Descriptions are designated as Open Game Content.

HARLEY-DAVIDSON WLA

Disregarding some of the original specifications delivered by the US Military was probably the best thing Harley-Davidson could have done. They trusted their own insight and delivered a bike that they were convinced the soldiers would prefer over what was actually ordered – and they were right. Orders for the WLA overshadowed the rival Indian 741B, eventually producing around 90,000 vehicles.

Optional Rules: Exact data for the sidecar was not readily available, but generally speaking the sidecar will add 275 pounds to the vehicle weight and reduce top speed and range to 84%. This is listed as optional here because none of the stats for the WLA with sidecar could be confirmed. Stats with sidecar is listed second.

HARLEY-DAVIDSON WLA

Nationality	United States, Canada (WLC)	Availability	1942-1945+ Common
Acceleration	225 / 180	Range (Road)	116 Miles / 97 Miles
Top Speed	585 (65MPH) / 495 (55MPH)	Range (Off Road)	58 Miles / 49 Miles
Failure	2/300	Fuel Type	Gasoline
Defensive Value	18	Weight	585 / 860



BMW R12

Whereas most of the world used motorcycles in supporting roles, Germany specifically developed motorcycles for combat roles and even included them alongside cavalry. The R12 was used by both the German military and civilians all across Europe. Before it was eventually replaced by the BMW R75, around 36,000 vehicles were manufactured.

BMW R12

Nationality	Germany	Availability	1935-1940+ Common
Acceleration	225 / 180	Range (Road)	158 Miles / 134 Miles
Top Speed	559 (62MPH) / 475 (53MPH)	Range (Off Road)	79 Miles / 67 Miles
Failure	2/300	Fuel Type	Gasoline
Defensive Value	18	Weight	415 / 690



BMW R71

The R71 was a significantly faster than the R12 and the R75. They were not heavily used in the war, but were copied by the Russians and released as the M72 and exported to China. Only 3458 R71s were manufactured.

BMW R71

Nationality Germany	Availability 1938-1941+ Rare
Acceleration 225 / 180	Range (Road) 193 Miles / 161 Miles
Top Speed 699 (78MPH) / 587 (65MPH)	Range (Off Road) 97 Miles / 81 Miles
Failure 2/200	Fuel Type Gasoline
Defensive Value 18	Weight 412 / 687



BMW R75 “SAHARA”

The BMW R75 was developed as a replacement for the R12. While used in Europe, it saw extensive use in North Africa, gaining the nickname “Sahara”. A few thousand bikes were captured by the Soviet Union in 1942. BMW produced around 17,000 of these bikes total.

BMW R75

Nationality Germany	Availability 1940-1946+ Uncommon
Acceleration 225 / 180	Range (Road) 223 Miles / 187 Miles
Top Speed 531 (59MPH) / 450 (50MPH)	Range (Off Road) 111 Miles / 93 Miles
Failure 2/300	Fuel Type Gasoline
Defensive Value 18	Weight 804 / 1079



IZHEVSK MOTORCYCLES IZH-8

Produced by Izhevsk in Moscow in the late 1930s, about 5600 units were manufactured and used by the Soviets.

Game Rules Note: No data for equipping this bike with a sidecar was found.

IZH-8

Nationality	Soviet Union	Availability	1938-1940+ Rare
Acceleration	225	Range (Road)	186 Miles
Top Speed	504 (56MPH)	Range (Off Road)	93 Miles
Failure	2/300	Fuel Type	Gasoline
Defensive Value	18	Weight	357



ZIS M-72

The Russians copied the designs of the BMW R71 to create the M-72 after feeling their existing cycles were unsatisfactory. 5 units were reportedly purchased through neutral Sweden to reverse-engineer the German bike. The M-72 was made available for non-military use after the war and was produced until 1956. Approximately 6000 M-72s were produced from 1941 to 1945.

ZIS M-72

Nationality	Soviet Union	Availability	1941-1945+ Rare
Acceleration	225 / 180	Range (Road)	248 Miles / 186 Miles
Top Speed	504 (56MPH) / 423 (47MPH)	Range (Off Road)	124 Miles / 93 Miles
Failure	2/300	Fuel Type	Gasoline
Defensive Value	18	Weight	496 / 771



ADDITIONAL RESOURCES

The following links all help paint a much better picture of the history of motorcycles, particularly as used in WWII:

<http://motorcyclecity.com/military-motorcycles.htm>

<http://www.theliberator.be/liberator.htm>

http://en.wikipedia.org/wiki/Harley_Davidson_WLA

<http://www.autogallery.org.ru/mota.htm>

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