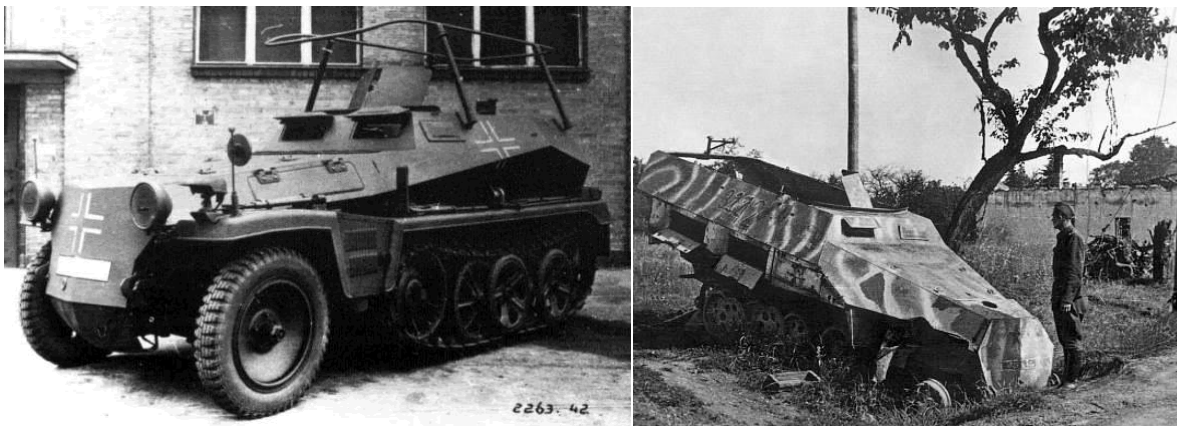


Baptism of Fire: World War Two Role Play

Free Vehicle Expansion: German Halftracks

SDKFZ 250 & SDKFZ 251



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German Halftrack Template

	1	2	3	4	
1		RARA			1
2	W	E	E	W	2
3		D	P		3
4	T	PG	G	T	4
5	T	P	F	T	5
6	T	P	P	T	6
	1	2	3	4	

D - Driver Compartment

E - Engine

F - Fuel Tank

G - Gunner Compartment

P - Passenger

PG - Primary Gun

RA - Radiator

T - Track

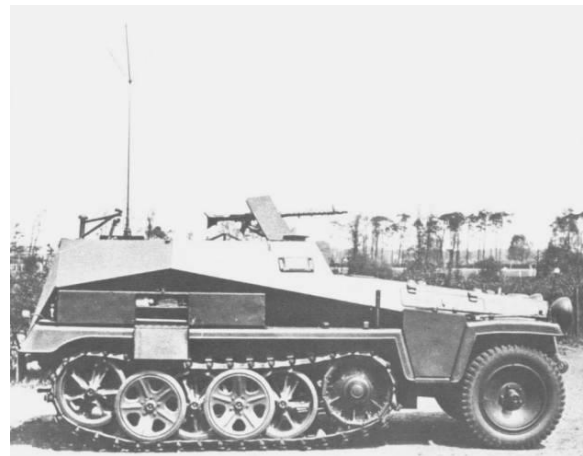
W- Wheel

Template Special Rules

Any time a side hit of 4, 5, or 6 is rolled, an additional roll must be made to see how high up on the vehicle the hit is. Roll a 1d4. A roll of 1-2 indicates that the shot hit the tracks. If this shot penetrates through the first track, this shot will pass underneath rows 2 and 3 (no damage) and hit the track on the opposite side. A roll of 3-4 indicates that the shot hit above the tracks. Rows 2 and 3 are in line of the shot, rows 1 and 4 are skipped.

Unless players specify the passenger location they are sitting in beforehand, randomly determine which players are in a passenger compartment that has been hit. In most vehicles, the back passenger compartments may seat two to three passengers. The full complement of passengers possible will be specified by the vehicle type.

Sdkfz 250 Light Half Track



The Sdkfz 250 Light Half track was primarily used as a scout half track or as a Panzer Grenadier support half track to accompany the panzer forces in their advances.

While smaller and faster than the ubiquitous Sdkfz 251 half track, the 250 was more limited in its uses and suffered from the lack of powered front wheels; the 250 used its tracks to move the whole vehicle.

Sdkfz 250 Characteristics

Nationality:	Germany	Availability:	1941-1945 Rare
Acceleration:	90	Range:	200
Top Speed:	360 (40 mph)	Range Off Road:	120
Failure:	3/100	Fuel Type:	Petrol
Defensive Value:	13	Weight:	6.5 tons
Crew:	3 to 7 (1 driver, 1 radio operator (front passenger), 1 gunner, up to 4 passengers)		

The basic 250 was equipped with a single center pintle mount MG34. Later in the war, variants included 20mm, 37mm and even a 75mm gun mounted in the passenger compartment.



The most famous variant of the 250 was the 250/3 command and communications half track used by General Erwin Rommel in North Africa. The passenger compartment of "The Greif" aka "The Griffon" (as Rommel's vehicle was known) housed radios, cypher gear and a large frame antenna. The 250 was very successful with a production run of over 6500 from 1941 until the end of the war.



The Sdkfz 250/3 variant replaces one of the passenger compartments with radio equipment. The vehicle can carry two fewer passengers as a result.

Armor

Front:	1
Sides	1
Rear	1
Top	0
Bottom	0

Weapons

Pintle Mounted MG34

Ammo: 7.92 mm, 500 rounds
Critical: 20
Rate of Fire: 1+/1d20/80
Failure: 1
Accuracy: 0
Range: 0-50/51-100/101-299/300-440
Damage: 3d10
Recoil: 2

The SDKF 250 had a center pintle mounted MG 34. This weapon could be fired to the front and sides of the vehicle while giving the gunner a reasonable amount of protection from return fire. A gunner shield gives the gunner 90% cover in the direction that he is pointing the weapon. He has 75% cover from all other directions.

The weapon could not easily be made to fire to the rear of the vehicle. Attempting to do so

would require the gunner to climb on top of the front of the vehicle. A risky proposition if the vehicle is moving at the time. The gunner shield would still provide the gunner with 90% cover in the direction that he is pointing the weapon (towards the rear of the vehicle), however he would be completely exposed to fire coming from any other direction.

The recoil takes into account that the gun is mounted.

Sdkfz 251 Half Track



The Sdkfz 251 Half track was the primary armored personnel carrier (APC) of the German army during World War II. It served on all fronts from the pre-war years of 1938 all the way until 1945. Its light armor offered protection from light fire arms and from artillery shell fragments and its speed allowed the infantry to keep pace with the panzers during attacks.

While the original goal was for infantry to dismount during an attack either from the rear door or over the sides of the half track, many Panzergrenadiers used the 251 as a mobile

firing platform and shot over the side walls of the passenger compartment. While the driver's compartment featured top cover and armored vision slits, the passenger compartment was open topped and generally a miserable place to be during inclement weather. Tarps were often times draped over the passenger compartment to offer some protection from rain and snow.

During the course of the 251's operational life, the model saw many modifications and improvements. The sharply angled nose plate over the engine was simplified, the front machine gun mounting was given an armored shield to protect the gunner, extra machine guns were added and the model variants were fitted with all types of weapons including rockets, flame throwers and even 75mm tank guns. All in all, over 23 variants of the 251 were introduced during the course of its over 15,000 unit production run. Even with the large production run of the 251, there were never enough to go around and many infantry units had to make due with trucks for transport.

The 251 had wider tracks than most other countries' half tracks so it tended to be more reliable for off road travel (Drive skills add + 3 for driving off road skill roles.)

The 251 had towing hooks for trailers or artillery pieces.

Armor

Front:	1
Sides	1
Rear	1
Top	0
Bottom	1

Sdkfz 251 Characteristics

Nationality:	Germany	Availability:	1938-1945 Uncommon
Acceleration:	90	Range:	186
Top Speed:	315 (33 mph)	Range Off Road:	112
Failure:	3/100	Fuel Type:	Petrol
Defensive Value:	12	Weight:	7.8 tons
Crew:	3 to 13 (1 driver, 1 radio operator (front passenger), 1 gunner, up to 10 passengers)		

Weapons

Pintle Mounted MG34

Ammo: 7.92 mm, 500 rounds
Critical: 20
Rate of Fire: 1+/1d20/80
Failure: 1
Accuracy: 0
Range: 0-50/51-100/101-299/300-440
Damage: 3d10
Recoil: 2



The SDKF 251 had a center pintle mounted MG 34. This weapon could be fired to the front and sides of the vehicle while giving the gunner a reasonable amount of protection from return fire. A gunner shield gives the gunner 90% cover in the direction that he is pointing the weapon. He has 75% cover from all other directions.

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