

ROLLING

THUNDER

TURNING
JUNK INTO
AUTOMOBILE
WEAPONRY

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**PALADIN PRESS
BOULDER, COLORADO**

WARNING

The procedures in this book and the resulting end products are *extremely* dangerous. Whenever dealing with explosives and/or improvised weaponry and ordnance, special precautions must be followed in accordance with industry standards for experimentation and production. Failure to strictly follow such standards may result in harm to life or limb.

Therefore, the publisher and author disclaim any liability from any damages of any type that a reader or user of information contained in this book may encounter from the use of said information. Use this book and any end product or by-product at your own risk. This book is *for information purposes only*.

INTRODUCTION

Rolling Thunder is not a mere continuation of *Heavy Firepower* but rather is totally new information devoted solely to the arming of a personal vehicle. Some of these plans are for devices that will prevent traffic from riding your bumper, while others are for weaponry to be used in serious battle confrontations. Some can be hidden and then pop out for use in a James Bond fashion, while others can only be mounted to a fixed hard point.

The majority of these plans are for destructive and dangerous devices. Some of them, if placed precariously, can even be dangerous to the driver of the car. For instance, it would be very dangerous to put an exploding device on your rear bumper if your gas tank is only inches away. The adversary may be dealt with severely, but the chances of the driver of the defensive car surviving are not good either.

It should also be noted that many of these devices are perfectly legal to have on or in a vehicle even if poised in an assault mode. This varies from state to state, and a person should check out local laws before attempting to construct any of these devices. Other items in this book are totally illegal either by federal or state law.

The finalization of how to discharge each device has been compiled into an APPLICATIONS chapter at the end of the book.

At any rate, many of these weapons and devices are extremely dangerous and should be given serious consideration before constructing. There will be some suggestions of special precautions to take with particular devices, but with the hundreds of models of cars in existence, there is no possible way to cover every situation for every car. With this in mind, as well as the legalities involved in building these devices, this book is for *information purposes only!*

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JETTISON CANNISTER

This simple device is merely a container made of a piece of plastic pipe mounted in an upright position over a hole in the floor of the trunk (or wherever you like). It has a crossbar to hold in the contents, which will be let out on the road in front of any adversary chasing you.

1. Obtain some plastic pipe of the desired size, depending entirely on the size and amount of the contents to be contained. A reasonable size is 4 inches in diameter and 10 inches long.

2. Measure up from one end of the pipe approximately 1 inch and cut out a 1/4-inch-high by 2-inch-long slot. Cut a similar-sized slot directly across from it.

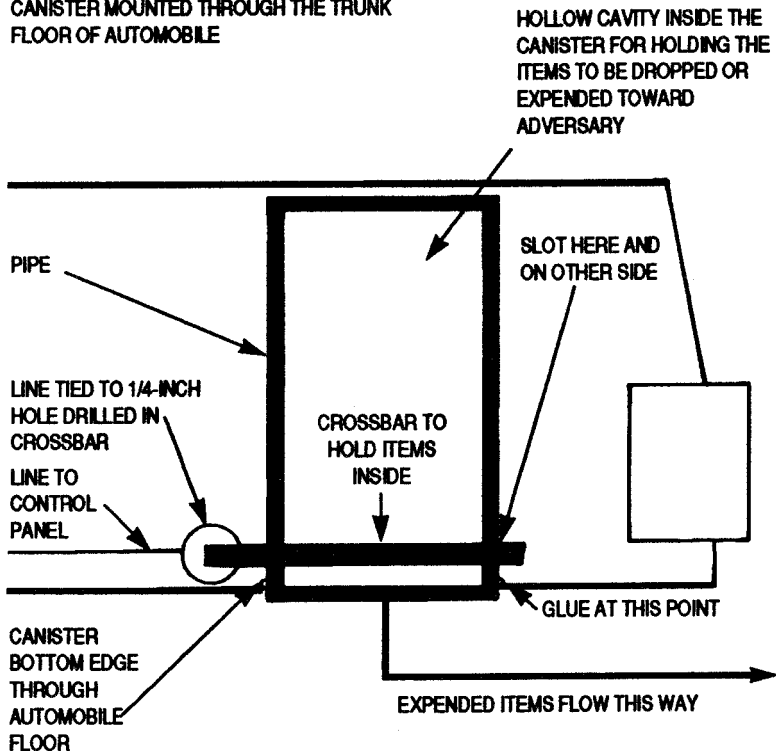
3. Obtain a piece of metal, wood, or plastic that measures 1/4 inch thick by 2 inches wide by 6 inches long. This piece will be fit into the slots, so a precise fit with easy removal must be achieved. Sand the piece until it glides in and out easily.

4. In one end of the piece, drill a hole 1/4 inch in diameter and affix a line to it. The line will be pulled when desired to jettison the contents of the pipe. Gravity will enable the contents to fall onto the road.

5. Now comes the hard part. Locate a place in the floor of the trunk (or anywhere else desired) that has no obstructions underneath for the contents of the pipe to

JETTISON CANISTER

CROSS-SECTION VIEW IS OF A JETTISON CANISTER MOUNTED THROUGH THE TRUNK FLOOR OF AUTOMOBILE



NOTE: IT IS VERY IMPORTANT THAT THE JETTISON CANISTER BE PLACED WHERE EXPENDED CONTENTS WILL NOT COME IN CONTACT WITH ANY CRUCIAL POINTS OF THE AUTOMOBILE SUCH AS THE TIRES, DIFFERENTIAL, REAR AXLE, OR GAS TANK.

come in contact with once they are jettisoned. If there are obstructions, the contents will be of little use. Once this place is located, cut a hole large enough for the end of the 4-inch pipe.

6. Stand the pipe upright over and into the hole slightly (approximately 1/4 inch). Obtain some superstrength epoxy that will adhere to both metal and plastic and glue the pipe in place in the hole. It may take several applications of glue to make sure it is secure and to create a shoulder of glue to prevent the canister from slipping through the large hole due to vibration of the vehicle.

Except for choosing the best contents for a weapon and a method for pulling out the crossbar, this is ready for use. Both the weapons and crossbar removal will be covered in later sections.

TIRE BUSTERS

These simple items for use in the JETTISON CANISTER can be dropped in front of pursuing vehicles. For best effect, deposit them in a crucial area like on a curve, where the adversary will have little or no time to avoid them. Once he comes in contact with even one TIRE BUSTER, it will render his vehicle virtually useless.

1. Obtain some #8-size regular nails (approximately six will be needed for each TIRE BUSTER, although more may be used if desired).

2. Lay two nails head to head, being sure they are not over 3 3/4 inches in length from pointed end to pointed end (or the completed TIRE BUSTER may get stuck in the canister and not fall out).

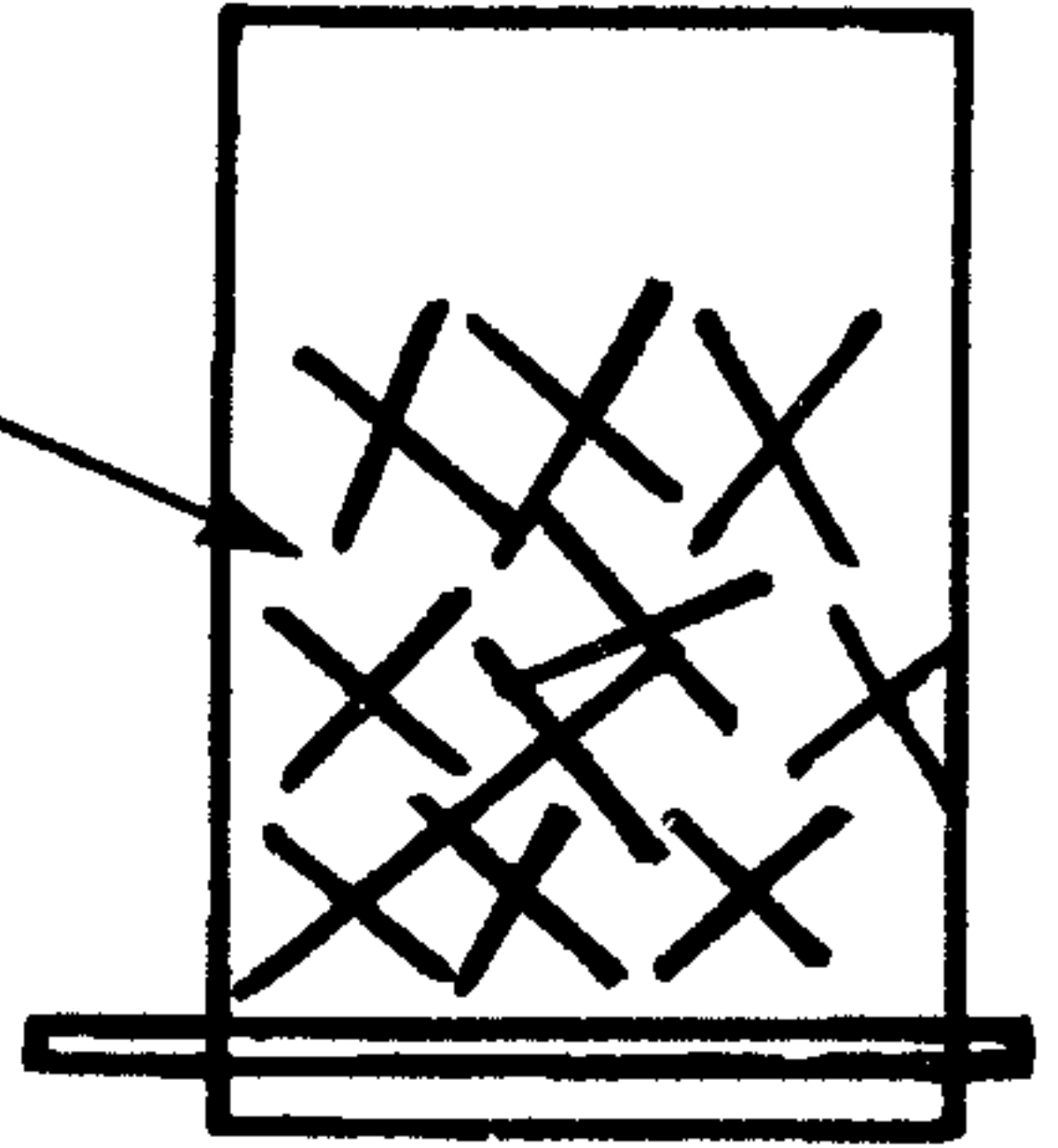
3. Obtain some superstrength epoxy and glue the nail heads together securely. Make three sets of these before proceeding further.

4. Next, take any two pairs of fastened nails, lay one over the other to form a "+," and glue them securely where they come in contact with each other.

5. Now comes the hard part. After the two sets of nails are dry, stand the piece up on two points to form an "X" and glue the third pair of nails in the cross joint of the "X," with one pointing directly at you and the other directly away from you. The illustration will probably make more sense.

TIRE BUSTERS

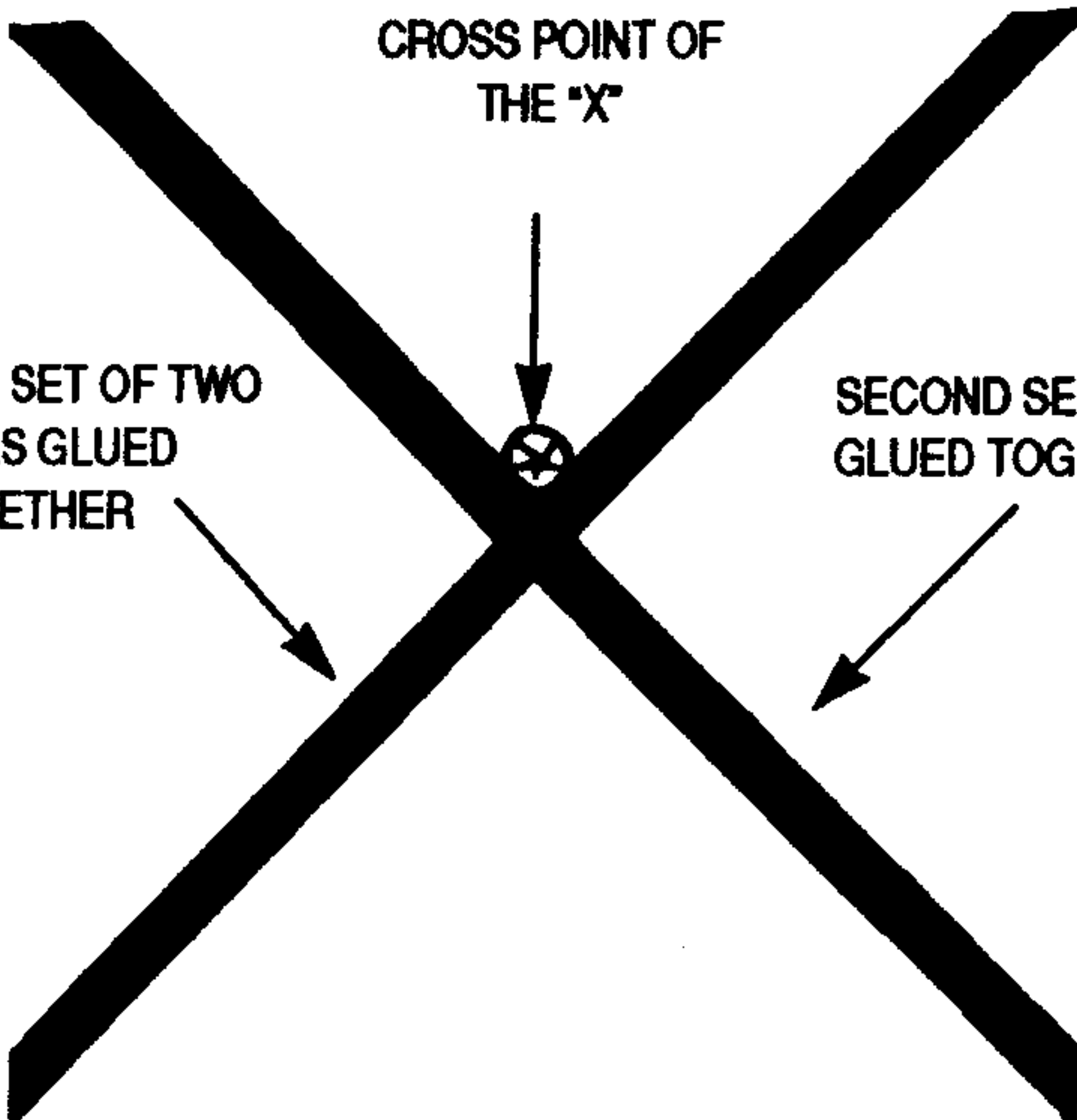
JETTISON CANISTER FILLED WITH
TIRE BUSTERS READY FOR
DISPERSAL



ONE SET OF TWO
NAILS GLUED IN THE
CENTER OF THE
CROSS POINT OF
THE "X"

ONE SET OF TWO
NAILS GLUED
TOGETHER

SECOND SET OF TWO NAILS
GLUED TOGETHER



After the TIRE BUSTERS have dried and you have ensured that they are very sturdy, they are ready for use. Simply load as many as possible into the JETTISON CANISTER (it is possible to get as many as twelve to fifteen in it by stacking them) and wait for the opportunity to use them.

All that it will take to jettison them in front of an oncoming adversary is a simple pull of the string that leads to the crossbar of the JETTISON CANISTER. When the crossbar is removed, the TIRE BUSTERS will be deposited by gravity and spread on the road in a random manner. You must take care not to jettison the TIRE BUSTERS in front of your own tires, or it will prove disastrous.

OIL SLICK

Using the JETTISON CANISTER with a plastic bag of oil can prove to be very useful if executed properly. As with the TIRE BUSTERS, care must be exercised as to where the oil is distributed. A sharp curve or corner is the most useful distribution point.

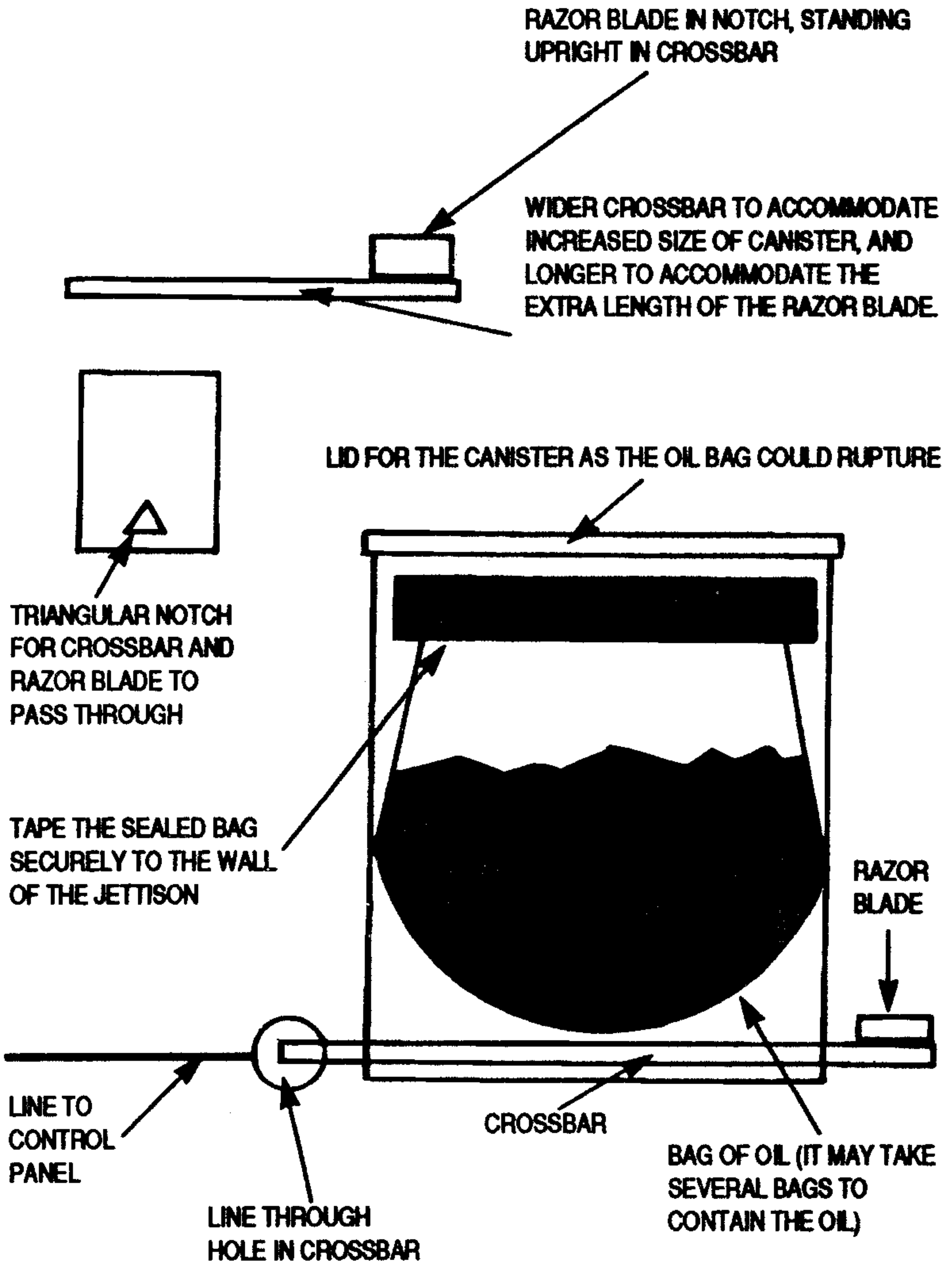
1. Make a JETTISON CANISTER out of as large a diameter pipe as possible, and make it as tall as possible for its location. The reason it needs to be large is so it will hold a greater amount of oil. A minimum of two canisters is required (so both of the adversary's tires will come in contact with the oil), and they should be set behind the rear tires at a slightly narrower width than the width of the tires. (This is not always possible with some cars; you will have to be creative in placement.)

2. As the diameter of the pipe widens, the width of the crossbar must also become wider. For instance, if the diameter goes to 6 inches, the crossbar must now be 4 inches. The crossbar must also be 1 1/2 inches longer.

3. In the end of the crossbar opposite the end with the hole drilled for the string, install a razor blade with its blade pointed up. This can be done by carving a notch in the center of the crossbar for one edge of the blade to rest in and then gluing it securely in place.

4. Cut a triangle pointing upward in the canister wall

OIL SLICK



just above the crossbar slot, as shown in the illustration. The triangle should be at least 1 inch wide at the base and 2 inches high at the pinnacle.

5. All that is needed now is a large plastic bag with a seal that will fill the JETTISON CANISTER as much as possible.

6. Insert the crossbar through the slots, making sure the razor blade goes all the way through and does not come inside the cavity of the canister at all.

7. Install the bag into the JETTISON CANISTER with the bottom of the bag on the crossbar. Then pour the oil (preferably burnt motor oil or 10 to 15 weight unused oil) into the bag, watching it as it is poured to see if the bag is strong enough to hold it. You may have to use two to three heavy-duty bags to achieve enough strength. When done, seal the bag and use heavy tape to fasten it to the inside wall of the canister. Then cover the top of the canister with tape as a precaution against the oil sloshing out if the bag comes open at the top.

This is now ready for use. To activate, pull the string to the crossbar and it will slide across the bag bottom, cutting it with the razor blade. The oil will then spill out onto the road behind your car. If you are going fast, it will spread out like a spray, which is the best result.

SHOCKING SEAT BELT

This is a useful device should the need arise to incapacitate someone in your vehicle. For instance, if you pick up a hitchhiker who suddenly pulls a gun, you will have an opportunity to shock him at your discretion to assist in your rescue or escape.

1. Obtain enough electrical wire to reach from your coil (in the motor area) to your dash (or wherever you want the toggle switch control) and from that point to the seat belt. The wire must be coated with a plastic sheath of insulation.

2. Obtain a toggle switch or momentary pressure switch, which can be found at virtually any variety or auto parts store or specialty electrical store. Remove the set ring from the toggle switch.

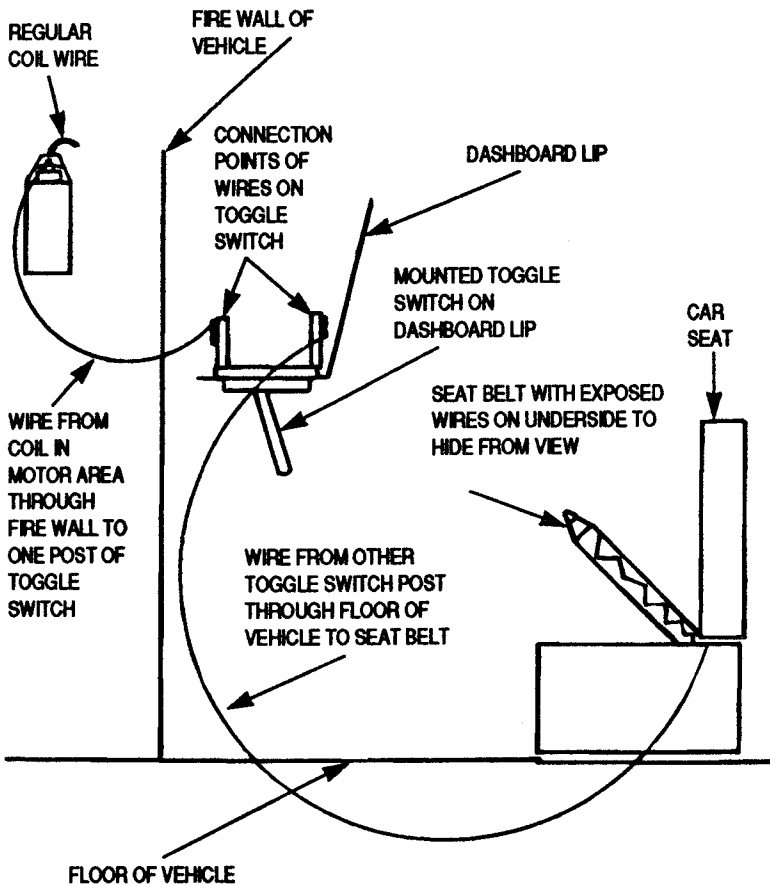
3. Drill a hole in the place you want the switch to be located. The size of the hole will depend solely on the size of the switch.

4. Insert the switch into the hole and secure it with the set ring, as shown in the illustration. Turn the switch to the "off" position.

5. Remove approximately 1/2 inch of the plastic sheath from each end of the wire that will run from the coil to the switch

6. With the motor off, remove the coil wire from the

SHOCKING SEAT BELT



top of the coil and insert one bared end of the wire inside the cap. While holding this wire inside the coil wire cap, reinstall the coil wire with cap to the top of the coil.

7. Now run the rest of the wire to the toggle switch. It may be necessary to drill a small hole for the wire to pass through the floorboard or fire wall to get it to the switch.

8. Attach the bared end of this wire to one side of the toggle switch.

9. Remove the plastic sheath from the wire that will reach the seat belt, approximately 1/2 inch from one end and 12 inches from the other.

10. Attach the 1/2-inch bared end to the other side of the toggle switch.

11. Now run the rest of the wire to a seat belt. It will be necessary to run this wire through holes in the floorboard to conceal it.

12. Glue the 12-inch bared end of the wire securely to the underside of the seat belt, making sure to get the glue only on the back side of the wire. If left on the front, it will act as a sheath on the wire and render it useless.

After drying, the SHOCKING SEAT BELT is ready for use. Although the most common place to rig this is to any of the seat belts except the driver's, other locations are possible (but not nearly as concealable).

If using more than one, it is absolutely necessary to install a toggle switch for each location. If a friendly person is sitting in the car, using a mass control will shock him or her and thus hinder his or her escape. Should a situation arise like a hijacking, simply insist that the abductor wear the belt as it "is local law to wear one and if you don't they may stop us and you don't want them to do that." This may or may not work, but it is an example of what you can do to get him to wear the belt.

Once it is on, simply slow or stop the car without arousing suspicion, flick the switch, wait for a reaction

ROLLING THUNDER

to the impulse (it may not work if the passenger is wearing some type of insulator), then get out and run. Leave the switch on while running and don't look back.

SMOKE SCREEN

At times it may only be necessary to prevent your adversaries from seeing you and not cause them any real harm. A smoke screen is ideal, as all it will do is cause them to slow down to regain their vision or avert an accident. At the same time it will give you the opportunity to speed up and get away.

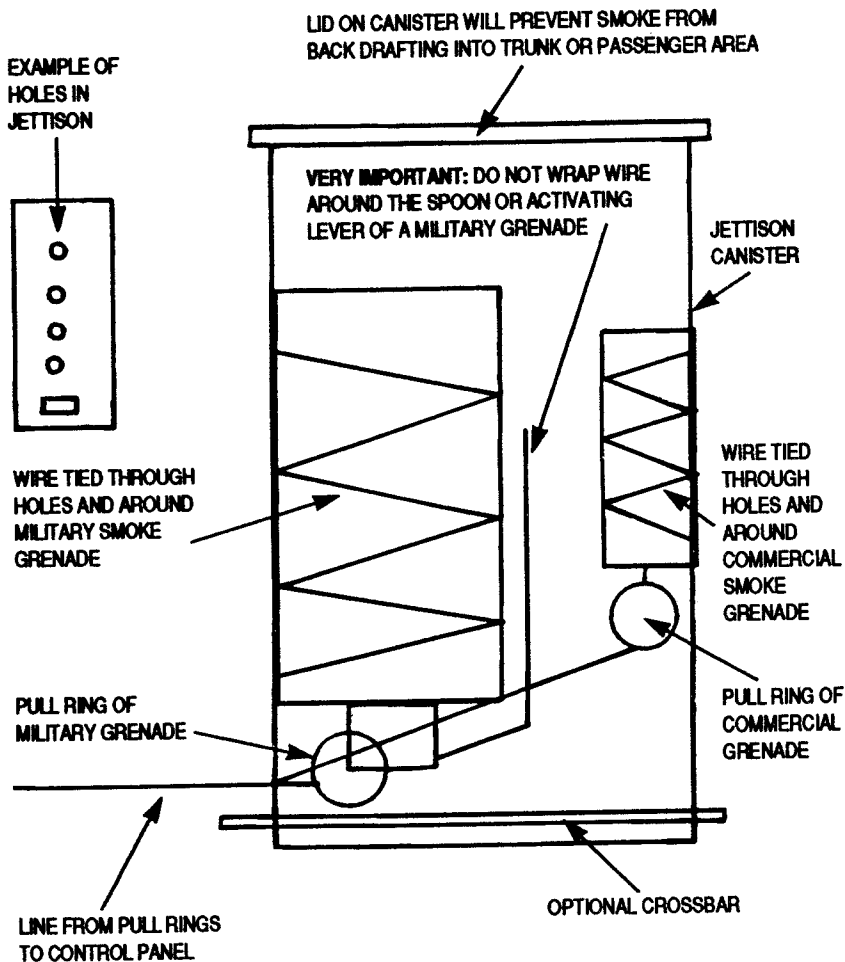
1. Obtain a genuine military smoke grenade or any commercially available smoke grenade that has a pull ring. An easy place to find military smoke grenades is through *Shotgun News*, P.O. Box 669, Hastings, NE 68901. A subscription to this paper is a good investment, as many military- and firearm-related items can be found within its covers that cannot be found anywhere else. Commercial smoke grenades are available from Superior Communications Company, Inc., Spotswood, NJ 08884.

2. On a premounted JETTISON CANISTER, measure down from the top approximately 4 inches and drill four 1/8-inch holes in a line 1 inch apart, as shown in the illustration.

3. Place the smoke grenade upside down in the canister and lace some wire or strong string through the holes and around the canister in a staggered fashion, as shown in the illustration. This will hold the grenade in place. After it is laced, the wire or string must be bound togeth-

SMOKE SCREEN

NOTE: ILLUSTRATION DEPICTS BOTH A MILITARY AND COMMERCIAL GRENADE ONLY TO SHOW WHAT EACH LOOKS LIKE. DO NOT INSTALL TWO IN THE SAME JETTISON CANISTER.



er securely to make sure the grenade will not fall out. The usual crossbar at the bottom can be useful to prevent the grenade from falling out, but it can also prevent a good discharge of smoke.

4. Finally, simply run the string normally used to remove the crossbar to the pull ring of the grenade. These pull rings are not easy to remove and may require a more rigid and stronger string that will not stretch easily. It is also a good idea to straighten the pull pin attached to the the pull ring on military grenades, as they are extremely difficult to remove.

You can expect varied results. Military smoke grenades expend upwards of 100,000 cubic feet of smoke; commercially available models can go down to as little as 10,000 cubic feet. The military models are more efficient and durable, being able to withstand heat, cold, moisture, and other extreme weather conditions. Commercial grenades are much less expensive and somewhat easier to use but are not very durable and produce inconsistent results.

The speed of your vehicle will have a great effect on the smoke's dispersion. In other words, the faster you go, the less dense the smoke will be. If you want to create a scene, then little or no motion at all is the way to go.

CAUTION: Military and commercial smoke grenades generate *extreme* amounts of heat and burning residue. The JETTISON CANISTER should be placed carefully to prevent any contact with flammable or explosive materials. Another good preventative measure is to glue a plastic lid in place on top of the canister to prevent smoke from back drafting into the trunk or passenger area.

BLINDING LIGHTS

BLINDING LIGHTS can be useful even when you are not being threatened by someone in another vehicle, as they can be used as powerful backup lights. For self-defense, they would be especially useful to get someone riding the bumper of your car to back off to a proper distance. They can even be used in the daytime.

1. Purchase any commercially available sealed-beam accessory light (with adjustable bracket). These can be found in almost any auto parts store or the auto section of any variety store.

2. Determine the best location to mount the light on the rear of your vehicle. Aim it directly into the eye path of oncoming vehicles. The bumper usually is the best choice, but sometimes it can be mounted much higher.

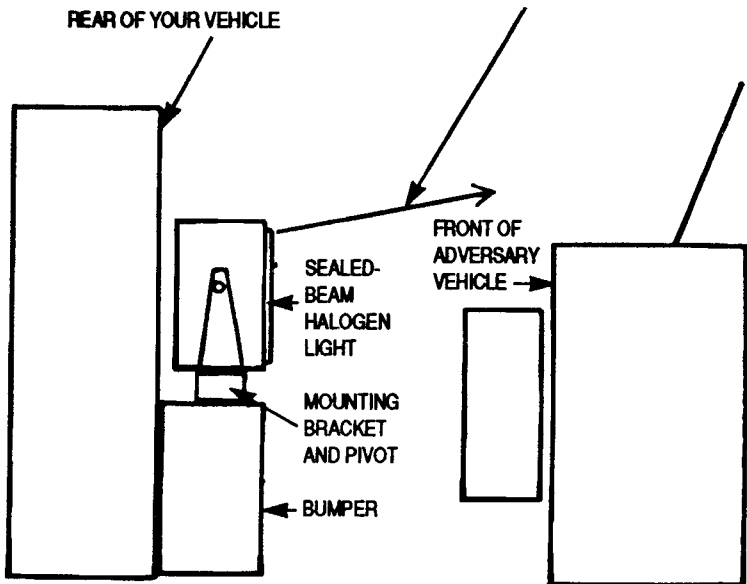
3. Since each brand of light has a different mounting bracket, simply follow the instructions about electrical hookup and mounting.

4. Find a suitable location for the activating switch, as it can be hazardous to turn these lights on accidentally.

BLINDING LIGHTS can be an ultimate stopping force if enough lights are placed properly to fill the vision of an adversary to the point where he can't look away for relief and pursue you safely at the speed you are going. Granted, all he would have to do is back off, but he would not be able to get close.

BLINDING LIGHTS

NOTE: FOR BEST EFFECT, THE BEAM OF LIGHT SHOULD BE DIRECTED UPWARD TO POINT IN THE ADVERSARY VEHICLE'S EYE PATH



REAR LIGHTS DISENGAGE

This useful tactic will make a tailgating adversary think twice before getting too close. All you need to do when he gets close is disengage the brake lights by a remote switch and then lock your vehicle down for a split second, letting him know that he can't depend on your brake lights to signal your slowing down or stopping. The results are amazing, as it is common practice to rely on the front car's brake lights on curves and at other braking points. Without these signals, pursuing in a tailing car becomes much more difficult.

1. Find the wires leading to each brake light and cut them. Then strip away some of the plastic coating on each of the ends of the wires so you can attach another wire to them.

2. Attach the stripped end of another wire to one stripped end of the brake light wire and run this wire to the dash of your vehicle.

3. Install a toggle switch on your dash.

4. Attach the new wire to one side of the toggle switch.

5. Attach another wire to the other side of the toggle switch and run it back to the other stripped end of the brake light wire.

6. After attaching all the wiring, it is a good idea to tape all exposed wire with electrical tape, or the lights

may ground out without your knowing it.

It is important to know which way is "on" and "off" on the toggle. Switch it one way, press the brake pedal, and see if the brake lights come on. Then switch it the other way and try again. Both toggle positions cannot be "on" or "off," as it will be useless to use it, and if in the permanent "off" position it can result in a lot of traffic tickets or accidents.

In conjunction with this, it is useful (in the daytime only) to switch on your headlights or running lights when an adversary gets too close in straight-road situations. It will look like you are applying the brakes, and he will react by braking as well. The result is that he slows down while you maintain the same speed or accelerate.

This will work a couple of times, and then it is time to disengage the lights at a critical curve or turning point to totally confuse him. Again, people really depend on the lights of the front car to signal upcoming road hazards and crucial braking points. This can cause them to second-guess each driving maneuver before making it, thus giving you a slight advantage to get away or set up another defense like the TIRE BUSTERS or OIL SLICK.

REMOTE TRUNK OPENING

This can be a crucial item in case you are captured and enclosed inside your trunk.

1. Open your trunk lid and find the trip lever or locking hook. It will look similar to but not exactly like the illustration, as all car makers use a different shape.

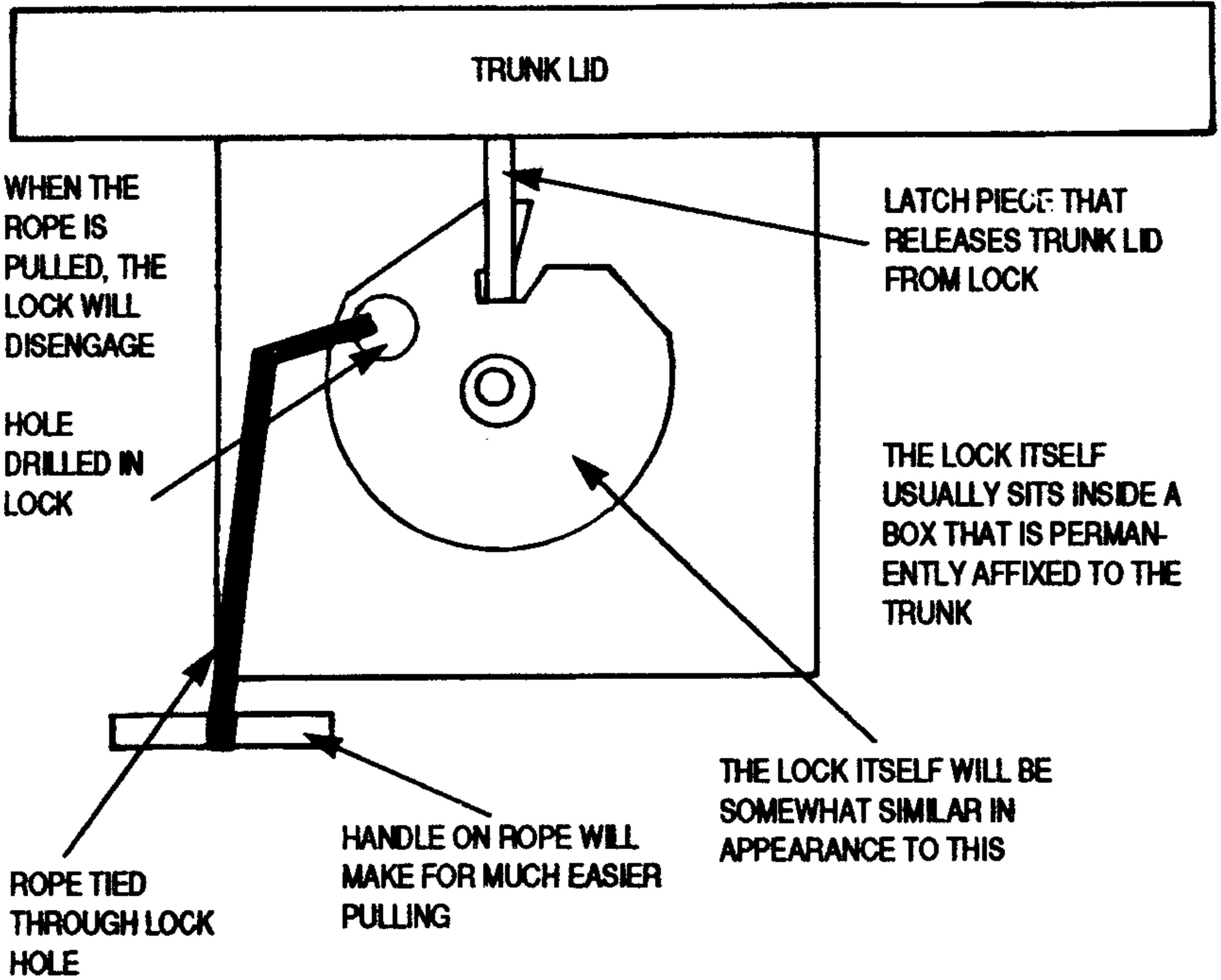
2. Insert the key into the lock, rotate it as if you were opening the lid, and watch the movements of the lock. Check for the part that moves last and actually releases the lid. It should be similar to the drawing but can be smaller, larger, or shaped differently.

3. After locating the release, pull or push on it to find the best possible pivot point to drill a hole.

4. At this point, drill a 1/4-inch hole and then insert a piece of rope or wire that is approximately 15 to 20 inches long. Tie a knot in each end of the rope large enough so the ends will not pull through the hole.

This is now ready for testing and should be done with a minimum of two people. Put one in the trunk, shut the lid, and let him try to pull the rope and release the lid. If it works, hide the rope so that no one can see it easily. If it doesn't work, let him out quickly and try again by relocating the hole or whatever is necessary to open the lid. It is also a good idea to find out how a person would actually have to be situated to fit in your trunk, and to hide items within reach like wire cutters or a knife.

REMOTE TRUNK OPENING



TIMED DETONATOR

This is a particularly useful device when used alone as a minigrenade, but it is even more useful when used to detonate larger charges of explosives or flammables.

1. To make the TIMED DETONATOR, you first need a piece of 3/8-inch plastic tubing that is 4 inches long. Also obtain "glue on" end caps for each end and enough washers to fill the tube approximately 3 inches. The washers should fit snugly inside the tubing and have center holes of at least 1/8 inch.

2. The next two items to purchase are a .22-caliber blank and some dynamite fuze.

3. Cut the fuze to approximately 4 inches in length.

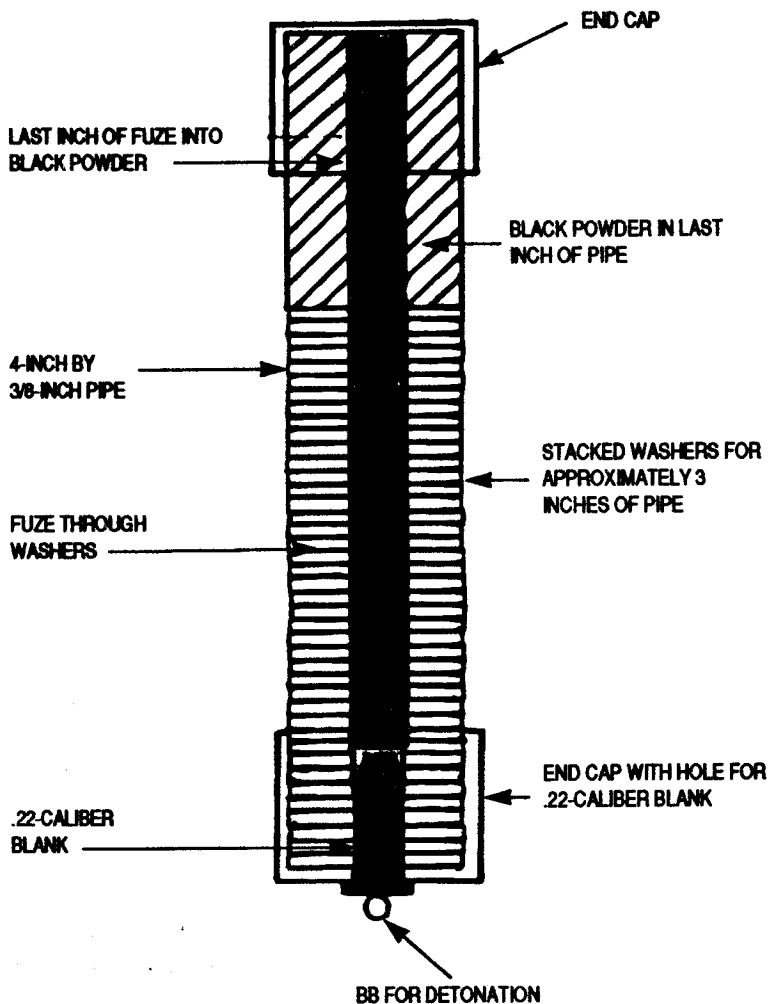
4. Drill a hole in one end cap just large enough for the .22 blank to fit into, as shown in the illustration. After fitting it snugly, lightly glue it to the end cap on the inside to prevent it from shaking out when upside down.

5. Stack the washers in the tube as shown, then insert the fuze into the washer's center holes. This will leave about 1 inch of the fuze sticking out of the washers.

6. If there is any gap around the fuze on either the inside or outside of the cap, apply some glue liberally around it to seal it completely.

7. Glue the end cap that has the .22 blank in it. Make sure it is glued securely, with enough glue to seal it from moisture.

TIMED DETONATOR



8. From the open end of the tube, fill the cavity to the brim with fffg black powder.

9. Now apply the other end cap to this open end. Since some glues create heat, apply the glue only to the outside wall of the tubing, and use just enough to hold it at first. After initial drying, apply enough glue to make sure the cap is secure and sealed from moisture.

At this point you have a minigrenade that is useful alone or when coupled with another type of explosive. To aid in its detonation, glue a small BB to the rim of the .22-caliber blank. When thrown or dropped, the BB will set off the blank, the blank will set off the fuze, the fuze will burn for approximately 1 to 5 seconds (depending on its burn rate), and then it will burn into the black powder, creating a small explosion. When coupled with a more potent charge of explosives or flammables, this explosion will touch them off as well. Several applications of this detonator are described later in this book.

HIGHWAY MINE

If you use the timed detonator as an initial charge, the **HIGHWAY MINE** is a very good deterrent or incapacitator against adversaries approaching from the rear. If they are a good distance away, it will show them what will happen if they get closer. If they do come closer, it can destroy their vehicle.

1. Make a timed detonator as described on pages 29-31.

2. Obtain a 16-ounce, 20-ounce, or 1-liter cola bottle and hollow out the neck so the explosive-charge end of the detonator fits easily into the end of the bottle up to (but not past) its end cap. After making sure it will fit, remove it.

3. Now fill the bottle with fffg black powder or a nitrocellulose powder like Hercules Red Dot.

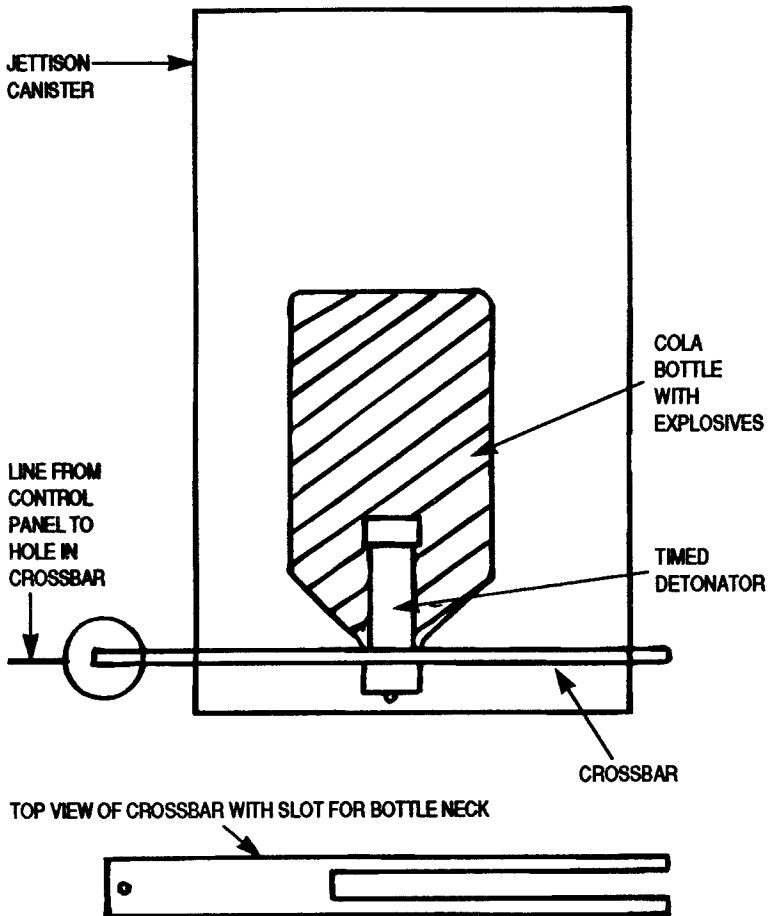
4. Insert the timed detonator into the bottle. Glue it securely with a glue that does not generate heat such as a silicone-based type.

5. The **HIGHWAY MINE** will be dispensed through a **JETTISON CANISTER**, so one should be made for it. The only difference in the canister is the crossbar; it should have a slot cut into it that fits snugly around the detonator, as shown in the illustration.

To load the **HIGHWAY MINE**, insert the assembly into the canister with the detonator pointing down.

HIGHWAY MINE

NOTE: THE BOTTLE SHOWN IS SMALL FOR THE CANISTER AND CAN TUMBLE UPON RELEASE, THUS PREVENTING THE BB FROM IMPACTING AND SETTING OFF THE FUZE. A BOTTLE THAT FILLS UP THE CANISTER IS MORE LIKELY TO IMPACT CORRECTLY AND PRODUCE DESIRED RESULTS.



When it reaches the proper depth, slide the crossbar around the detonator. To dispense, simply pull the crossbar string and the mine will fall, striking the detonator. Seconds later, the charge will explode.

GASOLINE AND NAPALM MINES

The GASOLINE AND NAPALM MINES are of the same general construction as the HIGHWAY MINE except for the explosive contents. For the GASOLINE MINE, simply replace the explosive with gasoline. More care must be taken to make sure the seal between the bottle and the detonator charge has no leaks. Since gasoline tends to break down rapidly and lose its octane rating in this type of container, the mines should be replaced every month. Kerosene does not break down so easily and may be a good substitute, as it does not burn up rapidly like gasoline does.

Napalm should be applied in the same manner, and the formula for making it is as follows:

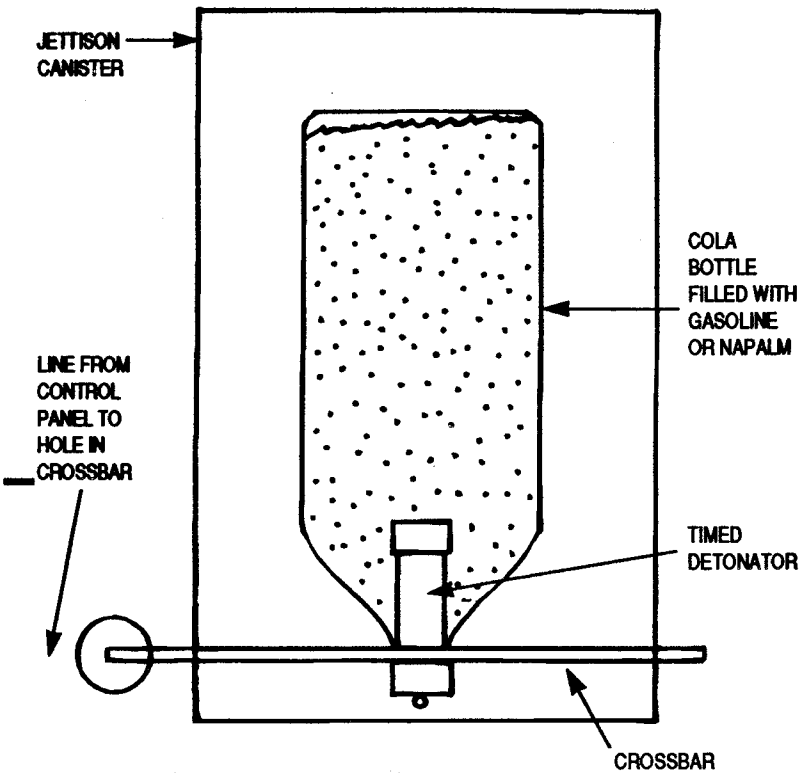
1. Obtain 6 parts gasoline with a high octane rating.
2. Obtain 3 parts Joy dishwashing detergent.
3. Obtain 1 part common lighter fluid.
4. Mix these components together until they jell in the bottle. It should occur within 20 to 30 minutes; if not, keep adding Joy until it does.
5. The gasoline can be replaced by No. 2 diesel fuel, which makes the napalm safer to handle.

This process gives off particularly noxious fumes, so it should be done in a well-vented area.

Either the GASOLINE or NAPALM MINE is now

GASOLINE AND NAPALM MINES

NOTE: THE CROSSBAR MUST HAVE A SLOT SIMILAR TO THE ONE DEPICTED IN THE HIGHWAY MINE ILLUSTRATION.



ready for dispensing in the same manner as the HIGHWAY MINE. These mines are substantially more impressive, as a fireball usually arises out of the explosion. The napalm leaves burning, sticky jell that will adhere to car tires and eventually cause them to burst.

ELECTRICAL DETONATOR

The ELECTRICAL DETONATOR is useful for direct line-of-fire explosives and will be used with remote-detonated mines. The best thing about it is that, unlike the HIGHWAY, GASOLINE, and NAPALM MINES, which take a few seconds to explode, the ELECTRICAL DETONATOR is instantaneous. It takes only a flick of a switch.

1. Obtain a 4-inch piece of plastic tubing 1/4 inch in diameter and two "glue on" end caps.

2. Glue one end cap on the tubing. The seal must be air- and watertight.

3. Obtain a solar ignitor. These are used to launch model rockets but have enough spark to touch off explosives as well.

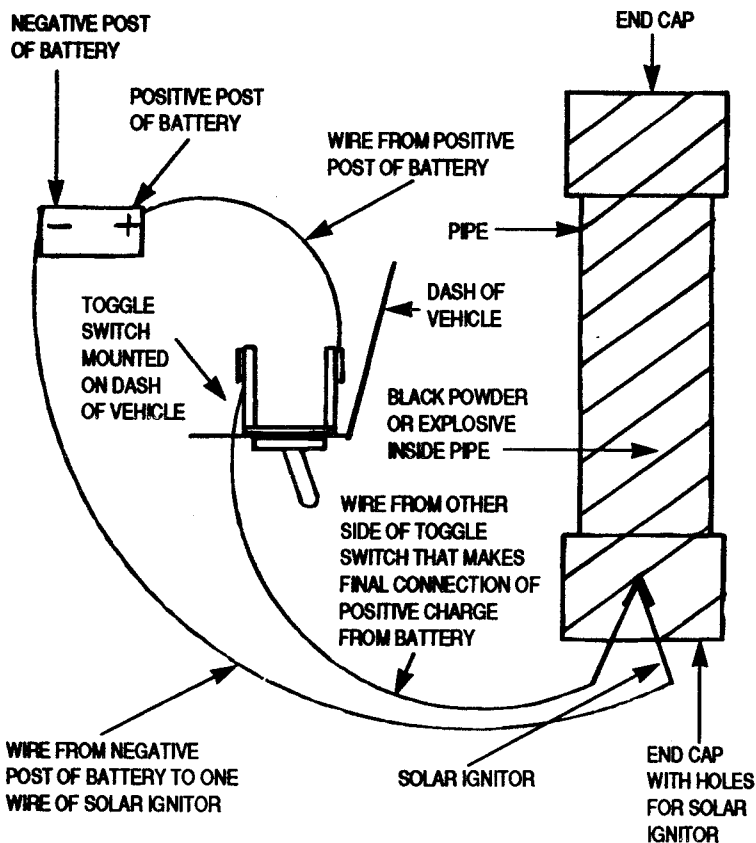
4. Drill two small holes in the other end cap for the ignitor wires to go through. Then bend the wires in the way indicated on the package and insert them through the holes, making sure the bent part of the ignitor is in the cavity of the end cap (see the illustration).

5. Now fill the tubing to just near the top with fffg black powder. If it is too full, the loose end cap will not go on easily.

6. Glue the end cap with the ignitor in it to the open end of the tubing. Care must be taken not to use any heat-generating glue, as it may ignite the black powder and

ELECTRICAL DETONATOR

NOTE: EXTREME CAUTION MUST BE OBSERVED TO MAKE SURE THE TOGGLE SWITCH IS OFF WHILE HOOKING UP THE FINAL WIRES. OTHERWISE THE CHARGE WILL DETONATE PREMATURELY.



cause an explosion. Silicone-based glues usually are safe. This end must also be air- and watertight. It is also good to put a little glue around the wire holes in the end cap.

This device is now ready for use with some electricity. The following steps describe how to detonate it from inside a vehicle.

1. Obtain two plastic-coated wires long enough to reach from your vehicle battery to the switch location of your choice. Strip off about 1 inch of each end of both wires.

2. Attach one stripped end of each wire to the posts of the battery.

3. Obtain and install a toggle switch at a location of your choice, but choose a place that cannot be turned on accidentally.

4. Attach the other end of each stripped wire to opposite sides of the toggle switch.

5. Obtain two more wires similar to the first pair but of varying lengths according to the task the detonator must perform. (The amount of wire required for the devices that need an ELECTRICAL DETONATOR is indicated in their text descriptions.)

6. Whatever length is required, the wire must be attached to the detonator charge. After obtaining the required length and stripping about 1 inch off each, attach one wire to each side of the toggle switch and one to each wire sticking out of the detonator charge.

7. **CAUTION:** When trying this for the first time, do not hook up the wires to the battery, as you will not know which position of the toggle switch is "on." Hook everything else up and then finish by hooking up the battery. If you hook up the charge last with a live electrical current and the toggle switch is on, it will go off in your hand.

ROAD BLOCKER

Using an ELECTRICAL DETONATOR with at least 100 feet of wire and a heavy explosive charge, you can fell a telephone pole or tree across a road to detain or stop an adversary.

1. Obtain a 20-ounce cola bottle (minimum) and hollow out the neck end until the detonator charge can fit in it snugly up to the end cap.

2. Fill the bottle approximately two-thirds full with fffg black powder.

3. Fit the detonator charge in the bottle up to the end cap that has the wires sticking out of it, as shown in the illustration. Some more powder may have to be poured out.

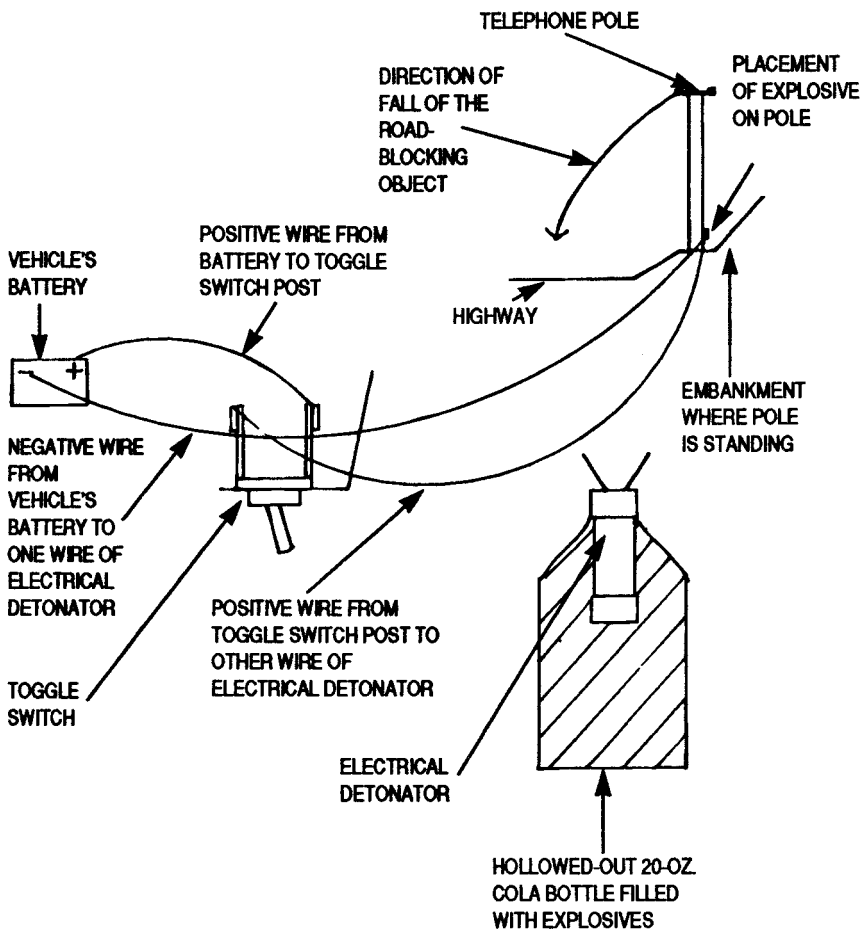
4. Glue the charge to the bottle with a glue that does not generate heat and make sure it is air- and watertight.

To use the ROAD BLOCKER, simply strap it to a telephone pole or tree opposite of the way you want it to fall. Then get in the vehicle, start the engine, put it in gear, and flick the switch. As the tree or pole begins to fall after the explosion, take off, as it is hard to judge which way or how far it will fall. There is no sense taking a chance at this point. It is also a good idea to position the vehicle in the desired direction of escape.

The ROAD BLOCKER can also be planted in a

ROAD BLOCKER

NOTE: THIS DRAWING SHOWS MAIN COMPONENTS AND PLACEMENT ONLY. ONE SHOULD ASSUME THE TOGGLE SWITCH AND BATTERY ARE INSIDE THE VEHICLE AND THE VEHICLE POINTED IN THE DIRECTION OF ESCAPE ON THE OPPOSITE SIDE OF THE DIRECTION OF THE FALLING OBJECT.



road with a little gravel over it. Just wait for your adversary to drive or walk over it; the results should be terminating.

DIRECTIONAL PROJECTILE LAUNCHER

The DIRECTIONAL PROJECTILE LAUNCHER will require an ELECTRICAL DETONATOR and is one of the most dangerous plans in this book. It is mounted in the direction desired and will blow out a large number of projectiles, much like a shotgun. This is particularly effective against an adversary's vehicle in that it will probably bust the tires, puncture the radiator, break the windshield, and/or wound him, all of which are severe deterrents.

1. Obtain a 10-inch-long piece of steel pipe with a 3-inch inside diameter that has a minimum wall thickness of 1/4 inch.

2. Obtain a 1/2-inch-thick piece of steel large enough to cover the end of the pipe. Cover one end with this piece and weld it to the pipe. Leave no gaps and make a solid bead at all contact points of the steel and pipe.

3. Obtain a 3-inch-wide by 11-inch-long by 1/4-inch-thick piece of steel. Have it bent upward at a 90-degree angle at approximately 3 1/2 inches from each end to form a U-shaped bracket.

4. In the approximate center of the bottom of the bracket, drill a 3/8-inch hole for later use. Also drill a 1/4-inch hole in the approximate center of both sides of the bracket approximately 1/4 inch from the top edge. See the

DIRECTIONAL PROJECTILE LAUNCHER

NOTE: IT IS BEST TO TEST THIS REMOTELY FIRST TO ASSURE PROPER ASSEMBLY. IF FIRST DETONATED ON A VEHICLE, IT COULD PROVE DISASTROUS. ALSO, DETERMINE "ON" AND "OFF" POSITIONS ON THE TOGGLE SWITCH BEFORE FINAL HOOKUP, OR PREMATURE DETONATION COULD OCCUR.

FRONTAL VIEW

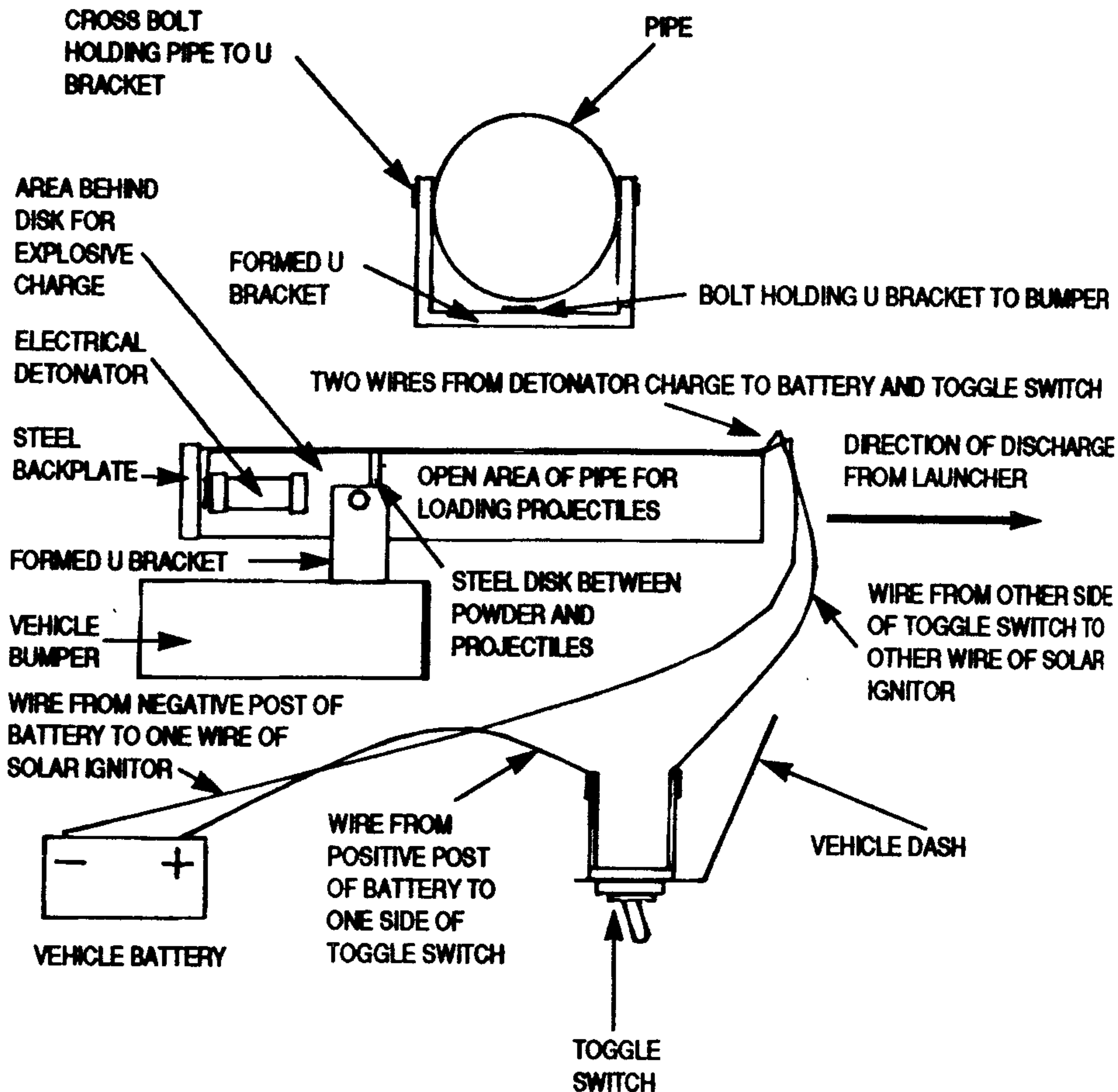


illustration for a better idea of what this looks like.

5. Measure up from the welded end of the pipe approximately 4 inches and drill another 1/4-inch hole. This hole must go all the way through the pipe to the other side.

6. Pick a place on the vehicle to mount this device. There must be no possibility of blockage during firing nor any interference with anything crucial to the function or safety of the vehicle. A common place is on the bumper or in the trunk. The bumper is good, as it is stronger than most other spots. If a place inside the vehicle is chosen, then an exit hole for the discharge must be made. The launcher can be mounted forward or aft to be fired in any direction.

7. Drill a 3/8-inch hole at the chosen place, then obtain a 3/8-inch bolt with nut and lock washer. Place the U bracket onto the hole and insert the bolt through the holes. Apply the lock washer and nut to the bolt on the bottom side and tighten securely.

8. Place the pipe between the forks of the U bracket and line up the holes. The open end of the pipe must be pointing in the direction of the discharge of the projectiles.

9. Obtain a 1/4-inch bolt that is 5 inches long and a nut and lock washer for it. Insert the bolt through one hole in the bracket, through both holes in the pipe, then through the other hole in the bracket. Apply the lock washer and nut to the bolt and tighten securely after adjusting the elevation and tilt of the pipe in the exact direction desired for the projectiles.

10. Make an ELECTRICAL DETONATOR, hook it up completely, and insert it into the pipe all the way to the bottom as shown. Loosely pour a minimum of 200 but not more than 350 grains of fffg black powder into the bottom of the pipe. Since the pipe probably is not on a good angle, it may be necessary to dip it in with a spoon.

11. Make a round disk 3 inches in diameter out of 12- to 16-gauge sheet steel and file the edges to make it fit

into the pipe easily. After doing so, insert it into the pipe all the way down to the cross bolt. Make it fit flat against the bolt.

12. Now fill the open end of the pipe with lightweight projectiles. Do not use lead pellets, as they could cause too much resistance to the explosion and rupture the pipe, resulting in serious damage to the vehicle or its occupants. Tacks or short nails are good and are lethal at short ranges.

13. The cover for the open end of the pipe must be strong yet create low resistance to the exiting projectiles. A heavy-duty freezer bag usually will suffice. Simply lay it over the open end and secure the excess around the pipe with several heavy-duty rubber bands.

The DIRECTIONAL PROJECTILE LAUNCHER is now ready for discharge. Extreme care must be taken as to the direction of the discharge and the safest location of the toggle switch. An extra measure of safety can be observed by installing two toggle switches in line with each other, making the final one unable to work unless the first one is on also.

Again, this launcher can be mounted on the inside of the vehicle, but the best and safest results for the vehicle and occupants are achieved when it is mounted on a strong external surface.

DRAG CHUTE HAZARD

The DRAG CHUTE HAZARD is to be only partially deployed and then released in the path of an oncoming adversary with the hope of it enveloping the front of his vehicle. If it does so, the chute will have a blinding effect and either make him stop to remove it or cause him to wreck. This should not be used for stopping or even slowing your vehicle, as it not sturdy enough and will tear easily, thus rendering it useless.

1. Obtain a flat, king-size bed sheet, 40 feet of twine, and 25 feet of rope 1/4 inch in diameter. Cut the twine in 10-foot lengths.

2. Tie all four 10-foot lengths of twine together at one end.

3. Tie a knot in each corner of the sheet and then tie one twine length to each corner.

4. Tie the rope to the knotted point of the four twine ends.

5. Construct a JETTISON CANISTER, but make it out of 5-inch-diameter pipe and at least 14 inches tall. The cross-bar should be a minimum of 3 1/2 inches wide. This must be mounted in the trunk or extreme rear of the vehicle, with absolutely no obstructions behind its mounting point.

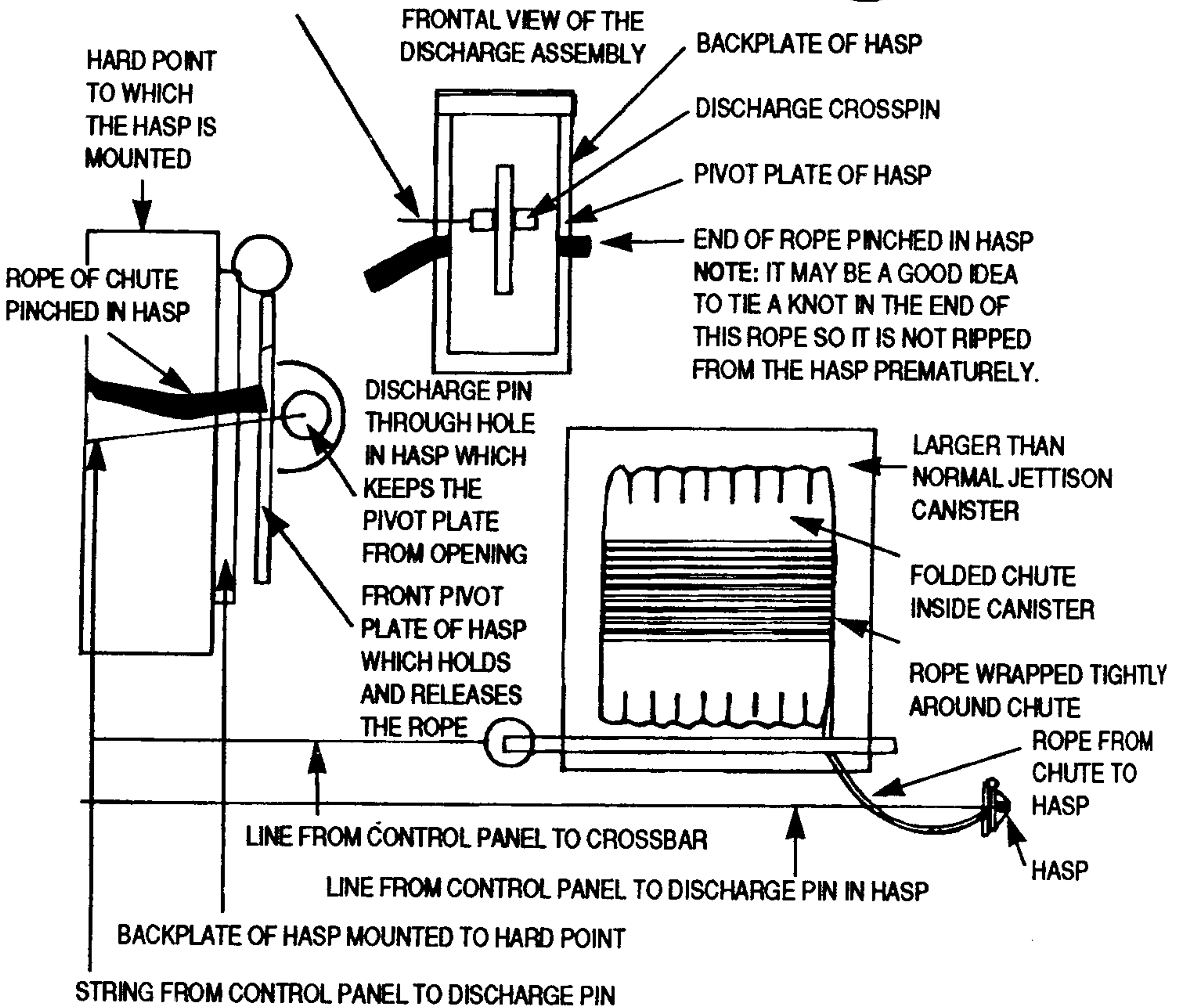
6. Obtain a latch for a fence gate similar to the one shown in the illustration and mount it directly in the center of the rear bumper. It also needs to be mounted on the bottom as shown.

DRAG CHUTE HAZARD

NOTE: TIMING IS OF THE ESSENCE, AS A DELAYED OR PREMATURELY OPENED CHUTE WILL PRODUCE POOR RESULTS.

FULLY EXTENDED AND OPEN CHUTE NOW
READY FOR COMPLETE DISCHARGE INTO THE
PATH OF ONCOMING ADVERSARY

STRING FROM
CONTROL BOX
TO CROSS PIN



7. Make a large loop in the unused end of the rope and slide it over the hasp part of the gate latch. The loop should slide onto and off of the hasp easily and should be a nontightening knot like a double-knot.

8. Make a cross pin for the D-ring of the gate latch. It should fit snugly in the ring so it will not vibrate out easily.

9. Open the hasp and slide the loop over it. Close the latch and insert the cross pin to hold it shut.

10. Grasp the sheet in or near the exact center and pull it to the rear from the vehicle, thus creating a pinnacle point as shown.

11. Start folding the sheet every 14 inches up to the point of the twine. Now wind the twine around the folded sheet as tightly as possible to make it as small as possible. Stop at the rope.

12. Reach through the top of the JETTISON CANISTER and grasp the rope. Pull the rope through the canister and out the top until the chute must be inserted from the bottom of the vehicle.

13. Insert the chute from the bottom of the vehicle into the canister and insert the crossbar to hold it in.

14. Coil the rope on top of the chute.

This is now ready for use. When ready to deploy, make sure the adversary is directly behind your vehicle about 30 yards.

Immediately after the chute opens, the release cross pin must be pulled. After it is pulled, the hasp will open and the chute will stay open for 3 to 5 seconds, which should allow just enough time for the adversary to collide with it and hopefully envelope the front of his vehicle. This will have a blinding effect or at least be a temporary harassment.

REMOTE-FIRED FIREARMS

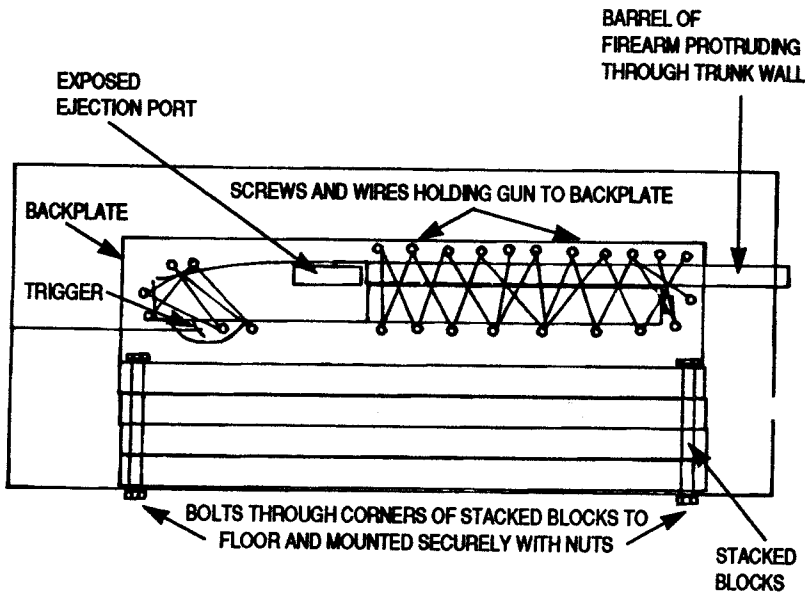
This section provides a general idea of how to mount and fire a handgun, rifle, or shotgun from a fixed position on a vehicle.

All firearms to be used should be semiautomatics for several good reasons. They will not waste ammunition and are less likely to discharge accidentally. The way they are to be mounted poses a serious threat of accidental discharge, as they will need to have the safety off continually, a round in the chamber, and a full magazine of ammunition. This combination creates a hazard just waiting to happen. This is a very serious undertaking, and any precautions against an accidental discharge should be exercised.

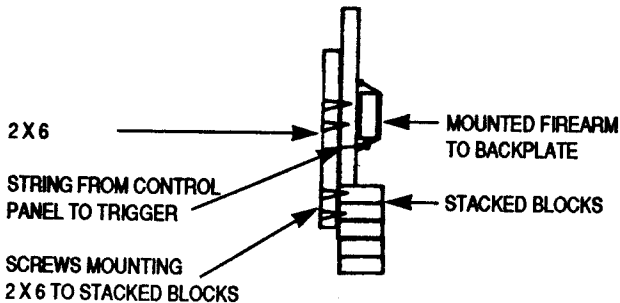
1. Find the perfect location on or in the vehicle that provides the desired direction of fire. If in the forward position, an upward angle will point toward the adversary's rear window. This is not advisable because the bullets probably will deflect and not penetrate the angled glass. It probably will crack the glass entirely as well, making it impossible to see through and thus limiting any further directional fire into the passenger area.

Mounting the weapon level or pointing slightly downward usually will yield car-stopping results. Level mounting with a high-powered weapon such as a mili-

REMOTE-FIRED FIREARM



FRONT VIEW (BELOW)



STRING FROM CONTROL PANEL TO TRIGGER OF FIREARM. THIS SHOULD BE SLIGHTLY LOOSE TO PREVENT ACCIDENTAL DISCHARGE.

tary rifle with full-metal-jacket ammunition will result in penetration through the trunk to the fire wall. A slightly downward position will be useful on tires.

Mounting to the rear has many more options, as a directional point will yield results on contact with virtually anything in front of the oncoming adversary. A shotgun is preferable since a single blast could penetrate the radiator, puncture a tire, hit a hood latch, and shatter the front windshield all at one time.

Assuming the weapon is to be concealed, the mounting location must be large enough to accommodate not only the firearm but also a mounting bracket and a full magazine of ammunition and have enough spare area to allow the action to cycle and spent cases to eject. After locating the perfect site, proceed.

2. Choose the firearm to be mounted wisely. The action of the firearm must be contained in a housing, with only the possibility of an action bar exposed to work. Examples of bad firearm choices are slide-operated handguns such as the Colt .45 auto and barrel-recoiling shotguns such as the Browning A-5. I cannot think of a bad choice in a rifle. Good handgun choices require not only a closed action but also an exposed barrel, such as the Ruger .22 auto. Shotguns like the Remington 1100 are fine. Since this device will be mounted in a crude fashion and the firearm will be exposed continually to condensation, heat, and cold, do not spend good money for a new weapon; obtain one that is still functional but has low aesthetic appeal. It may save some serious money.

3. After choosing a firearm and finding the best location on the vehicle, obtain a piece of wood that is larger than the firearm. The wood needs to be a minimum of 1 3/4 inches thick.

Use this piece of wood for a backplate. Lay the firearm on it with the ejection port facing outward. Draw an outline of the firearm onto the wood and then

remove the firearm until later mounting.

4. Obtain enough wood screws to be spaced at 1-inch intervals around the outside edge of the weapon outline. (NOTE: If a long gun is used, it is advisable to remove its stock and obtain a shorter barrel for conservation of space.) The screws should be a minimum of 2 inches long. Screw them into the wood at 1-inch intervals, leaving approximately 1/4 inch exposed.

5. Put the firearm back onto the backplate with the screws in place. Obtain a substantial amount of lashing or baling wire from a local hardware store (about 20 to 25 feet for long guns and 8 to 10 feet for handguns).

6. Starting anywhere, loop the wire around a screw two to three times and then guide it across the firearm to a screw on the opposite side, as shown in the illustration. Pull the wire tightly and loop it at least one time around this screw. Now guide the wire across to the other side again and repeat this operation until all of the wire is secured to all of the screws. **CAUTION:** There should be no screws or wire near the loading port or magazine release of the firearm. If there are, reloading may be hindered or the release pressed. To further assist reloading and lessen the risk of premature magazine release, turn the firearm upside down when mounting.

7. After the proper location has been found for the final mounting of the firearm and backplate, make a hole in the automobile's exterior for the barrel to stick out of.

8. Position the firearm with the barrel sticking out of the car body and measure the distance from the bottom of the backplate to the floor or other secure, solid mounting point on the automobile.

9. Obtain enough wood to build up from this level to the level of the backplate as it would sit when in proper position for firing (see illustration). The wood should be either a solid block or stacked pieces of 2" x 4" studs. It is a good idea to glue the pieces together.

10. After obtaining the correct amount of wood, drill a hole $\frac{3}{8}$ inch in diameter in each corner of the block(s) from top to bottom.

11. Position the block(s) directly under the backplate and mark where it sits on the vehicle floor. Now remove the firearm and backplate. Using the block(s) as a template, mark the floor through each corner hole with a pencil. Now remove the block(s) and drill holes of the same diameter through the vehicle floor.

12. Obtain $\frac{1}{4}$ -inch bolts that are long enough to go through the block(s) and about 1 inch through the floor. Also obtain flat washers, nuts, and lock washers for the same bolts and bolt the block(s) to the floor.

13. Now place the backplate and firearm assembly on top of the block(s) and obtain a 2" x 6" piece of wood that is as long as the backplate. Place this piece of wood on the opposite side of the backplate and have approximately 3 inches overlap onto the block(s) and the other 3 inches overlap onto the backplate.

14. Using 1 $\frac{3}{4}$ -inch-long wood screws, securely fasten the 2" x 6" piece to the backplate and block(s). One screw per inch to both the backplate and block(s) is sufficient.

15. Attach a piece of 20-pound test (minimum) fishing line to the trigger. Now load the gun to the maximum, cock it, and deactivate the safety.

The weapon is now ready for use. The muzzle of the gun should have a cover over it to protect it from road hazards and prevent debris from getting in, especially if pointed forward. Extreme care should be taken to avoid bumps, jolts, and jars that could accidentally discharge the weapon. **CAUTION:** When ready for use, this device is extremely dangerous. The possibility of accidental discharge is great.

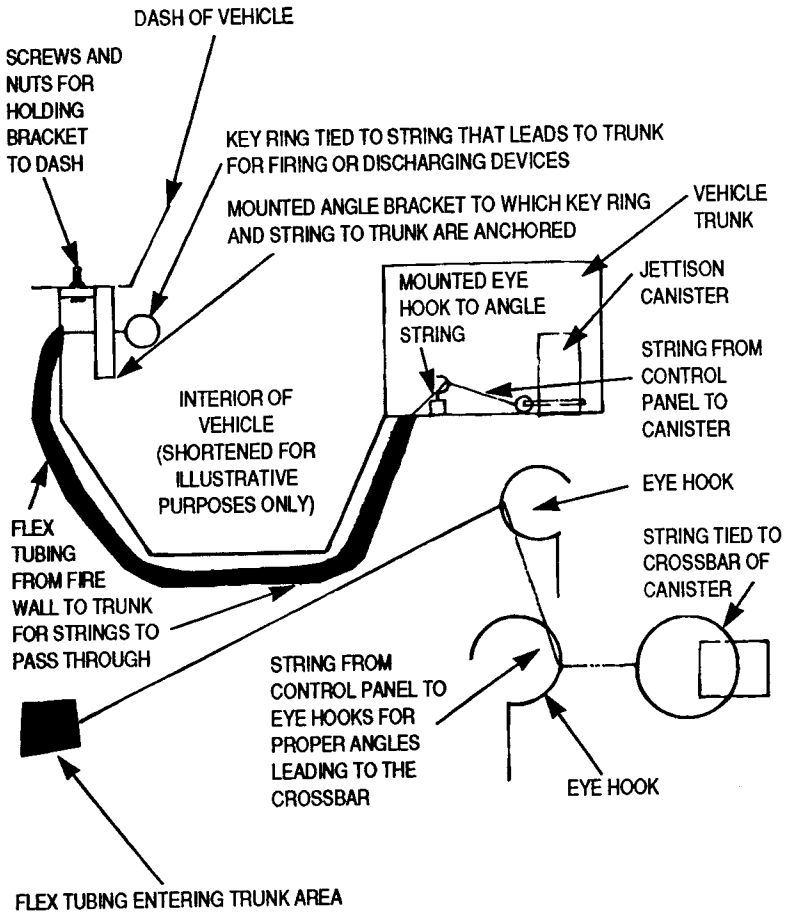
APPLICATIONS

Many of the weapons described in this book require remote control to activate. Generally, this is done by means of a string attached to the device. Assuming the majority of the weapons will be in the trunk of the vehicle, the following description of a control panel will be geared to it. However, should the device be in the front of the vehicle, then another switch simply has to be made leading to the front. Another assumption is that the driver of the vehicle will be the one using the controls.

1. Drill a 1/2-inch hole through the fire wall of the vehicle directly behind where the control panel will be located. This panel should not obstruct any other working devices in the vehicle, as accidental discharge of any of these weapons could prove embarrassing, if not lethal. The suggested place for a control panel is slightly to the right or left of the steering column but slightly under the dashboard.

2. Obtain some 1/2-inch flexible metal or plastic tubing that will reach from the hole drilled in the fire wall to the interior of the trunk, running through the motor area and along the undercarriage of the vehicle. Drill a 1/2-inch hole into the trunk for the tubing to pass through, as shown. Use baling wire, twine, rope, or tape to secure the tubing to the undercarriage of the vehicle.

APPLICATIONS



3. There should be a piece of 20-pound test (minimum) fishing line in the tubing for each application. If using only the OIL SLICK, you need only one line, but if using the REMOTE-FIRED FIREARMS, OIL SLICK, SMOKE SCREEN, TIRE BUSTERS, or any others, you need one line per device. The only exception is the DRAG CHUTE HAZARD, which requires one line for opening it and one to release the chute. These lines should be long enough to reach the device itself or the part that activates it (like the trigger of the firearm or the crossbar of the JETTISON CANISTER) and then all the way through the tubing to the control panel.

4. Obtain a piece of 12-gauge (minimum) sheet steel measuring approximately 2 inches by 6 inches. Along the 6-inch edge, bend the steel on a 90-degree angle.

5. For each device, drill a hole $1/16$ inch in diameter (remember that the DRAG CHUTE HAZARD requires two holes) in the center of one of the 6-inch sides (see the illustration for a better view).

6. Drill two holes $1/4$ inch in diameter on the other 6-inch side about one inch from each end of the steel.

7. Position this steel against the metal of the dashboard where desired and mark the position of the $1/4$ -inch holes onto the dash. Drill two $1/4$ -inch holes at these points.

8. Obtain $1/4$ -inch sheet metal screws and attach the steel to the dash securely.

9. Place the lines of the devices through each of the holes drilled in step 5. Obtain a key ring for each line and tie one to each.

10. Go to the trunk and, with a partner, determine which line is attached to which key ring. Attach the line to the crossbar or other activating part by tying, taping, or gluing.

11. After securing each device (with slack in the line to prevent simple tension from activating or discharging

the device), mark the control panel as to which key ring activates which device. **CAUTION:** This is very important, as you don't want to pull the firearm trigger expecting a smoke grenade to go off.

12. Should the device not be in direct line with the tubing to allow smooth, nonbinding operation, some angles may have to be made. Simply obtain some eye-hooks of virtually any size and screw them into the floor or walls of the trunk to obtain the desired angle. Refer to the illustration.

The weapons are now ready for use. When ready to launch or fire, simply pull the key ring of the device needed. In the case of the REMOTE-FIRED FIREARM, repeated pulls of the key ring will keep firing the weapon until a jam occurs or ammunition is expended.

As mentioned earlier, these weapons are very dangerous and can be as lethal to the user as those they are meant to be used on. It is a good idea to test effectiveness and safety by practicing. With the more dangerous devices such as the explosives, smoke grenades, and firearms, a practice run with extremely remote activation (from outside the vehicle) is a good idea.

If these weapons are used appropriately in a defensive manner, they should provide ample stopping power or the opportunity to elude adversaries easily. Repeat use of various devices should be enough of a deterrent to make anyone think twice before approaching your vehicle in a hostile manner again.

Please remember: *This book is for information purposes only.* The devices described are not intended for use in a hostile manner against anyone or anything.