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## BACKSTORY

Anti-Gravity Racing collapsed 2170. The world plunged into chaos as economies were effectively wiped out overnight. Social order broke down, with chaos reigning supreme for the better of the decade. Anti-Gravity Racing survived, but went underground after the fallout, kept alive by those who were able to and willing to keep the weak flame alive. The fallout would require the better of the 2170s to stabilise and recover from. 2182 saw the emergence of a global amateur Anti-Gravity racing scene by groups of localised die-hard fans and enthusiasts with restored craft racing on makeshift circuits. Seeing the life and active amateur scene, at the Anti-Gravity Rebirth Festival of 2185, the Belmondo Foundation announced the ARC-150 Amateur Racing League.

## INTRO STORY FOR THE GAME

Since you were a kid, your parents told you about fantastic races where specially built Anti-Gravity vehicles used to shoot each other and run at insanely high speeds. And when they told you about those races, all you could think of was to be in one of those racecrafts, racing at the speed of sound and shooting all your foes.

Unfortunately, with the fall of the AG League, all that you know about them is what your parents told you about. No more tracks, no more racers. Nothing. Until Now.

The year is 2185, new companies are rising, and the dream of a return for Anti-Gravity Racing starts again.

TEAMS - Amphithere

ARC-150 ship: Amphithere - Draco AM14

Prototype: Amphithere - Draco AT14

Pilot: Leopold Von Strauss

The formation of Amphithere symbolised not the company's own ambition, but the foundation for something greater than itself: the return of AG racing in it's purest form.

In 2169, the European Union was experiencing its most successful period ever in its racing division, embracing a league of danger and spectacle. That year, elite Union pilot and AG entrepreneur Leopold Von Strauss became disillusioned with the sport's ideals. Feeling that the current league's violent, over-commercialised approach was unsustainable, he took the decision to resign from his post, citing an inability of the Union to "race the right way". This move was met with scorn by many social commentators who couldn't understand why a Union pilot would want to leave during it's most successful period.

Of course, they would know soon enough. In 2170, the leagues collapsed in a depression that lasted for several years and put an end to many much-loved racing teams, including that of the European Union. Von Strauss withdrew from the public spotlight to spend some years testing civil ships for the Union's R&D division. A passionate supporter of racing, he soon became tired of a scene in which there was none; so in 2174 he returned to Germany and, using his own funds and public presence, embarked on a project to bring back racing "the right way".

This project began with the construction of a headquarters and test circuit near Lake Schluchsee. With a subpar presence of AG-racing in Germany compared to those of the UK and France, his start was rocky; but he was able to convince several displaced employees from former European teams to join up. By 2177, Draco Cavernae was completed, and Von Strauss's small team began construction on a prototype ship for a potential new league. Holding onto his substantial contacts with his former employer, Von Strauss was able to source many of his parts from the European Union; this resulted in a chassis that bore significant resemblance to that of his old team: a high-thrust, tight-handling craft.

When the prototype was demonstrated in 2182, it caused a stir. The sleek ship exceeded all expectations and paved the way for the formation of Amphithere as a full development team. The Draco AM14 they went on to create boasts the tightest handling of any team and can easily dominate through the corners, while a good amount of thrust makes it quick off the line and able to excel in technical sections.

Leopold Von Strauss's intention all along was to ignite amateur competition among

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new teams. The success story that is Amphithere has done just that, inspiring many other teams to return to AG racing. With Amphithere responsible for the new formation of the ARC-150, Von Strauss himself has since gained popularity in the public eye; and his outstanding performance on the track is a testament to the survival power of AG racing as a whole

#### TEAMS - CEN-R

ARC-150 ship: CEN-R AR.34

Prototype: CEN-R PS-01A

Pilot: James Sorgiovanni

Originally a Swiss Technical Institute, CEN-R formed a racing team under the direction of Anatoliy Stepanov. Staffed with the former employees of an iconic Russian AG team, CEN-R provided an opportunity for them to vent their anger about the direction their old team had been taken during the last incarnations of the leagues.

Unfortunately, old habits die hard, and the team presents a slight disruptive influence, with certain pilots known for simply attempting to cause damage rather than having any real interest in racing. Members of the team have caused trouble behind the scenes, and there are lingering rumours that the team were involved with other criminal organisations. While nothing has been proven, this has earned them a poor reputation among fans and the scene as a whole.

Thanks to this reputation, some of the higher-ranking teams have taken it into their own hands to keep the sport clean by, paradoxically, laying into CEN-R wherever they can be found. However, an understandable increase in shields of the craft is indicative of CEN-R's determination - under Stepanov's direction, CEN-R are strongly motivated to prove that they are still true to their old ideals, able to put their current issues and troubled history behind them and stand against their rivals as a serious competitor once again.

#### TEAMS - iFreet

ARC-150 ship: iFreet A150

Prototype: iFreet IP0A

Pilot: Anisa Dima

It only takes one person with a passion to achieve great things. This is dramatically demonstrated by the history behind Project iFreet.

When Japan's leading AG developer collapsed, somebody had to step in. Morocco's Anisa Dima found herself working in Japan when her company went into liquidation, following a long period of commercial failure. The rescue came at a price: under

new guise, the company refused to stick to its old ideals, and many of its previous supporters turned their backs. Convinced that the soul of her company had been destroyed, Dima took matters into her own hands.

Travelling back to her homeland of Morocco, she began a pet project to create her own AG racer, aiming to surpass her previous employer in every respect and return to the ideals she'd previously stood by. With limited access to technology and blueprints, she was forced to design many aspects of the ship herself and chose to focus on agility. The resulting design took its cues from her previous employer, producing a high-thrust, high-handling ship. Though its performance was limited, the prototype craft impressed many AG fans when it rolled off the production line in 2170, and Dima was able to convince a number of people to form a team and continue the project.

It wasn't to last. The sudden collapse of the leagues ended any hope of a racing team, and many of its members lost faith and left. The prototype was covered in tarpaulin, placed in a garage and the door was shut.

It took ten years before the garage was opened again. An older and more determined Anisa Dima, having noticed AG racing's impending return, revived her team. The project was christened "iFreet", after the fire Jinn "ifrit". Working with many key members from the Japan days, the designs were updated and rebuilt with cutting-edge technology. The resulting ship boasts the most powerful thrust out of all its rivals and handles very well, able to give Amphithere a run for their money. The design is also reminiscent of its forebears, with its visible spine and separated rear section.

It's clear that iFreet's passion for racing still burns strong among the team. With their proud goal of keeping AG racing alive and such a strong development team behind them, big things are expected of this little team.

TEAMS - Helios

ARC-150 ship: Helios 1C

Prototype: Helios 0010B

Pilot: Haldi Lexial

Oceania has never really featured in the AG scene. Stuck on the opposite side of the world, they've always been a little bit left out of what has been traditionally regarded as a European sport.

This changed in 2178. Noticing the impending return of the racing, a group of young AG enthusiasts from New Zealand went into business with a team of their own. Basing their operations in Wellington, they aimed to fill the oceanic gap in a

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new era of racing. With little racing pedigree or experience in the scene, the craft they produced was uncharacteristically heavy for a racer and struggled to match the standards of the other teams.

Helios were not to be outdone, however. Oceania's only other AG connection was an experienced weapons outfit based in Australia; New Zealand's close ties came in handy when Helios made moves to strike a partnership. The resulting deal gave Helios access to state-of-the-art weapons and shielding technology, and the ship they went on to design was christened the 1C.

In the unique position of Oceania's only team, Helios found themselves becoming a unifying influence on the rest of the region and decided to embrace this. Hiring pilots from Australia, Papua New Guinea, Singapore and the Philippines, they have gained the full support of many countries around Oceania and are proud to represent their region in the heated competition of the leagues.

A lot of hope has been placed on the broad shoulders of Helios's craft, but the team does not doubt itself. On the contrary, Helios are looking forward to making Oceania's impact on the ARC-150 unforgettable.

TEAMS - Solaris

ARC-150 ship: Solaris C062

Prototype: Solaris CP01A

Pilot: Gary O'Connor

When the depression hit, it hit hard. The AG industry in Europe was one of the many casualties.

Even in 2170, Ireland had never hosted it's own team or institute, instead supporting the Federal European Union in its industrial and research endeavours. Ireland hosted numerous manufacturing and supply plants and was one of the 12 HQ locations for the EU's racing initiative. A deep-seated passion for racing ran through the country.

Of course, racing wasn't going to last. When the leagues fell, the European Union had to take action. Already focused on research and development, they shut down their racing initiative, returning strictly to civil R&D. This move saved the Union, but Ireland suffered; many passionate personnel were lost, and in 2171 the offices and factories lay derelict.

In a country such defined by motorsport, this couldn't stand. As early as 2176, former employees were beginning to secure parts and design prototypes. The resulting startup project attracted former EU employees from all over Europe and in

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2178 the project was given a name: Solaris. Sponsored by various other European corporations, and having worked extensively on the agile EU craft, Solaris had all the knowhow to design and build one of the most agile ships on track.

The C062 that resulted is agility taken to its logical extreme. A tiny, light ship, it is quick off the line, able to hold it's own on the straight and can give even Amphithere a run for their money through the corners. With no funding from the EU, such a focus on agility took it's toll on the ship's shielding, and the craft can only sustain thin shields.

Nevertheless, Solaris are confident in their craft. With a strong lineup of pilots and equipment, Solaris feel it is their duty to once again unite Europe as their predecessors once did. It's clear that they are to be a strong contender for the first ARC-150 season, and while their unique ship may lack some punch, it more than makes up for itself in agility.

Other teams may have stronger firepower, but to coin a phrase: they'll have to catch them first.

## **TEAMS - Zepher**

ARC-150 ship: Zepher ZX

Prototype: Zepher ZY

Pilot: Yucchan

Japan has always been the center of AG-Racing. Any AG fan will tell you about the long and colourful history Japan's racing scene possesses, and for hopefully obvious reasons the country is held in very high regard by the scene as a whole. One only needs to look upwards to see the relics of the past.

But mention "Zepher" during those early years and you will struggle to find a response, as the team was not very well known in the public - almost completely hidden in the shadow of the big business. Based in Mount Unzen and taking their name from the word "Zephyr" or "Light wind", Zepher have unfortunately been plagued with troubles and uncertainty since their inception, where they were met with scorn by assembling a strictly female team. With their unusual location, the test track they developed was continually turned down for inclusion in the racing leagues, and they attempted numerous times to enter higher competition, without success. Their controversial political stance caused some additional issues, and they struggled to find sponsorship.

When the league collapsed, Zepher's relative anonymity was its saving grace. Without any true ties to the league corruption, they became one of the more

popular AG companies and spent the intervening years as a civil manufacturer before the sport was resurrected.

Zepher finally caught their break in the form of the ARC-150 - a fresh start. After spending so much time in uncertainty, they were excited to finally go racing. Ostensibly continuing their work in civil AG, they quietly designed a totally new model of racer, pouring their heart and soul into the project to create a ship unlike anything seen previously. Designed as the sleekest ship on the scene, the Zepher ZX boasted the lowest cd-value of any ship, doing justice to its name. Painted in an overall green, the ship evokes the mountain circuit that is its home.

Zepher's intervening years had earned them a cult following, and in 2185 the ship was revealed to wild acclaim - an instant success. Not only did it earn them a place in the league, their test track became one of the official league circuits - Zepher's alpha track, "Alphard".

Just like their country of origin, Zepher boast a long and colourful history of AG development and connection. They have put in the hard work and endured the trials, but their determination has paid off. As the ARC-150 begins, it's clear that Zepher are more than ready to go racing.



TEAMS - A.T.L.A.S

ARC-150 ship: A.T.L.A.S Enforcer

Prototype: A.T.L.A.S Khimera One

Pilot: Arthur Fenix

A.T.L.A.S have a curious history. Originally founded in 2181 by Russian businessman and public personality Oleg Ziemliy, 'Anti-gravity Transportation, Logistics and Shipping Co' was intended to ride the wave of returning ag-development and make some cash as a short-hop shipping company. Designing and building a heavy cargo transporter nicknamed the TCS-1775 'Nut Cracker', the business saw profits for a time. Oleg, however, was renowned for his inconsistency, and as the company began to grow in size, it became clear that he was not interested in supporting it. Nor did he appear to be particularly great at the job, for A.T.L.A.S failed to keep pace with the rest of the market and found themselves unable to compete with many other, more competently managed start-up companies. This earned them a lot of scorn from various groups complaining of A.T.L.A.S's lack of quality or innovation. In 2183, with the company heading towards bankruptcy, Nikolai Gasparov had the courage to take over as head, allowing Oleg Ziemliy to finally jump ship and pursue other projects.

Where other people had seen a liability, Gasparov saw an opportunity, realising that the perfect way to make A.T.L.A.S profitable was to turn it from a mismanaged transport company into a racing team. Taking out a large loan that would put A.T.L.A.S millions of dollars in debt, he was gambling the success of the company on this idea, and this did not earn him any friends; indeed the opinion of A.T.L.A.S was to drop further after such a risky exercise, with some groups openly scorning them.

Hiring a small team of workers, Nikolai completely stripped down the old TCS, and keeping only its basic platform, he rebuilt the ship as a heavily modified racing prototype named the Enforcer. The resulting craft is a good all-rounder, quick and surprisingly agile as well as inheriting the power and toughness of its ancestor. The exercise used up almost all of the funds AT.L.A.S had in store, and Nikolai was understandably very nervous at the prototype's final unveiling in 2184. On track, however, the prototype's strengths shined through, with many impressed by the determination of A.T.L.A.S to produce such a speedy and agile craft after a history of sub-par gear. Sponsors soon approached, and Nikolai's company was saved.

A.T.L.A.S may have made some enemies, but they have come a long way in only a few short years. With a ship on par with their rivals and a second prototype under construction, they are more than ready to make an impact on the ARC-150.

TEAMS - Logos

ARC-150 ship: LOGOS RS-150

Prototype: LOGOS λν [Lambda Nu]

Pilot: Spyridon Logo

The Logos team are a hot topic. A small rogue outfit from Greece, they have not released any specification on their ships or their team as a whole, and their secrecy has earned them the attention of a curious public going into the first season of the ARC-150. Adding to the mystery, all attempts by the media to fully investigate the Logos operation have failed, and it's unclear what their main motivations are.

However, what is clear is Logos' design study: pure speed. With a slim, black ship glimpsed only on private test circuits, Logos' approach to racing seems to be speed and stealth. Their pilots are well drilled, and their pre-season testing, when captured, shows a definite focus on a top speed unmatched by any other team. Speculation about their technology runs rampant and Logos have made no further comment since their public release in 2181.

Regardless of Logos' motivations, they are expected to excel in the ARC-150. With speed and stealth as their strongest features, AG-fans are eager to see this precision strike in action.

## **Myron (draft)**

The Myron team started as a backyard project in middle america. Happy amateurs playing with professional equipment gave rise to a ship that could travel very fast in a straight line, but was more or less useless for any track that had a curve to it. Eventually, however a young man named Grant Boonliang got involved, the young man who had a degree in avionics added to the Myron the agility it needed to compete in the amateur ag-league, in addition to this Grant was also a natural pilot, and also the only one brave enough to pilot the fragile but powerful craft. In the end the american public had thirsted for their own AG team to root for, and the fan response became the wind beneath the wings of this fledgling team.

## **Avatara(draft)**

Initially conceived of in India the avatara was intended to be the first official foray into the world's most popular sport for the republic of india, lacking expertise and experience in the field however the avatara team found themselves having to turn to outside help, which came in the form of brazilian street racer Carlos (lastname) who with his many years of experience in the rou7gh and tumble world of street racing brought both experience in the piloting department as well as in having a feel for what a craft needed from an engineering standpoint in order to be a competitive force in regular races. eventually the avatara team would draw it's fan base from both brazil and India and thus becoming the first truly international team on the grid.

## TRACKS - Nazca Remains

Finalized: 30th September 2087

Location: Peruvian desert

In- game story:

While the almost 300 meters of large line-shaped symbols in the desert of Nazca have always fascinated archaeologists and scientists, the abandoned constructions and buildings mainly remained undiscovered until 2087. That year, an AG-Research establishment bought the whole piece of land for a very large amount. Their goal was to create a iconic racetrack while leaving the remains untouched. While a noble goal, it resulted in a very windy course of the track, and as large amounts of tourists were certain to damage the location, only video broadcast of the races was possible.

With such an outlandish proposition, the project's initial sponsors began to drop out after the circuit failed to make money, and the track was eventually left abandoned. But good ideas never completely disappear, and after almost 100 years people are starting to view the circuit as an investment once again. With such a mystical and convoluted history behind both the track and the ruins themselves, the circuit has become iconic in the ARC-150 lineup, and while it hasn't been maintained in years, this seems to only increase the appeal.

In 2185, pilots are once again making their way back to the remains. The track is twisty and challenging, with landslides, collapsed sections and other wear and tear providing rude surprises for any inattentive pilot. Even if fans can't be there in person, Nazca Remains will definitely be one of the headline events for the new age of AG racing.

## TRACKS - Cassandra

Finalized: 20th February 2178

Location: Barcelona, Spain

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#### In-game story:

Completed in 2178 and situated on the luxurious shores of the Mediterranean, northern Spain, Cassandra stresses the importance of tourist influx to the city of Barcelona. The circuit is well known and iconic of the ARC-150, designed specifically to match well with Barcelona's urban spaces and buildings. It's startline hotel, civic center underpass and tunnel through the underground mall are just some of the track's landmarks, and the skyline of Barcelona has become almost universally known among AG-fans. The city itself has earned a reputation as a powerful tourist attraction thanks to the attention it enjoys when hosting the league. The beauty of the city at late evening and night is not lost on visitors.

The track itself is characterized by winding tight corners and narrow sections. A cresting turn surrounding the civic center gives patrons a wonderful view over the city and the race; the sweeping turn down into the tunnels requires spot-on airbraking to navigate correctly, and unskilled pilots can find themselves thrown off the track. The final chicane before the finish line has earned a fierce reputation for destroying the craft of pilots unfortunate enough to make a mistake.

Pilots on Cassandra need to be constantly aware of the path ahead, because it might just disappear in front of their eyes. Race with caution and enjoy the scenic view to the sea.

#### TRACKS - Kealakekua Bay

Finalized: December 1st, 2184

Location: Kealakekua, Hawaii, Big Island

#### In-game story

##### Long Description (VO)

Hawaii has always embraced tourism and competition during its history, presenting itself as an iconic vacation spot and world famous travel location.

When AG racing returned in 2180, Hawaii realized the huge business potential present in AG competitions, and the Hawaiian governments decided to finance the construction of a circuit on their own home ground. With heavy political and financial support from the governments, the designers of the Kealakekua Bay Speedway spared no expense when constructing their track, employing bleeding-edge technology and materials along an incredibly ambitious route.

Located between Kealakekua and Hōnaunau, the track they created punches straight through the metropolis, winding up and over one of the biggest mountains on the island and right through the central mall and transit complex of Naopo. Envisioned as a speedway, it has become well known for fierce combat-based races

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and it's characteristic sweeping drop section down the mountain. The circuit's design gives it some of the steepest climbs and sharpest drops of all ARC-150 venues, and pilots climb almost a kilometre from bottom to top before dropping 600 metres in less than ten seconds on the final approach to the finish line. As the most expensive construction project in recent memory, Kealakekua Bay has firmly planted Hawaii back on the map. come for the surf; stay for the combat racing.

#### Short description (menu)

As the recipients of heavy political and financial support from the Hawaiian governments, the designers of the Kealakekua Bay Speedway spared no expense in the construction of a world-class ARC-150 venue. Located between Kealakekua and Hōnaunau, this track punches straight through the city and sweeps across one of the largest mountains in the area, changing altitude by almost a kilometre during the lap. Make sure to keep control on one of the most combat-oriented circuits in the ARC-150.

#### TRACKS - Draco Cavernae

Finalized: August 11th, 2177

Location: Lake Schluchsee, Black Forest, Germany

#### In-game story:

Draco Cavernae was more of a dream than an investment. With the return of AG-racing uncertain in 2174, Leopold von Strauss set out to revive the sport as a whole after several years of test driving commercial AG ships for the European Union. The cornerstone of the Amphithere project, Draco Cavernae was conceived as the test track and headquarters of the team, hence its Latin namesake: Dragon's Cave.

The track is buried into Germany's Black Forest on the coast of Lake Schluchsee, and the main HQ tower can be seen from the town bearing the same name. An obvious choice for a league track when the ARC-150 began in 2185, the track's initial purpose as a testing circuit is clear in its design; About mid-range in difficulty, it features an open unpaved section where visibility can be brought dangerously low by clouds of dust, and the track culminates in a huge sweeping turn that can launch unsuspecting pilots into the lake.

## **TRACKS - Hubian**

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## **Finalized: September 20th, 2185**

### **Location: Suzhou, China**

In-game story:

Hubian is a massive construction Black marble paths laid through gorgeous woodwork and house design are just one of the features; the outside gardens are decorated by bamboo and trees under a breezy atmosphere. China spared no resources to make this lakeside track as beautiful as possible.

But don't let the view distract you. The track is one of contrasts; while the outside sections wind through the gardens, the indoor sections will require special attention as they are littered with tight 90 degree corners and narrow straights, where racing line is more important than ever. While the outdoor sections are not as unforgiving as some of the tracks that came before it, the bumpy, outward-camber roads through the gardens can easily throw even an advanced pilot off if they come unprepared.

TRACKS - Basin Park

Finalized: April 23rd, 2168.

Location: Botafogo, Rio de Janeiro, Brazil

In-game story:

This State-of-the-art business park built over the old Botafogo district which was torn apart and deserted by Rio's Drug War, driven through 2030 to 2095 causing massive material destruction and many casualties, is now a revitalization of a rich district of the south side of Rio.

Originally named Guanabara Bay after the homonym bordering bay, Helio Niemeyer (great-grandson of worldwide famous architect Oscar Niemeyer) decided to change it's name since they've found a water basin underneath the complex's park, which gave the name for it.

Passing through the complex's vast offices and diving through the beautiful Botafogo Beach, getting close to the Sugarloaf Mountain, you will experience the greatest statement that nature and humanity can live together hand in hand.





## TRACKS - Basin Park Hill

Finalized: February 13th, 2176

Location: Botafogo, Rio de Janeiro, Brazil

### In-game story:

Two years after Basin Park was made, Helio Niemeyer thought about using Corcovado Hill for another project called the Basin Park Hill. Using its blessed location close to Rio's most well-known symbols in the world: Cristo Redentor, or Christ the Redeemer and one of the most beautiful sights in the world, he made a hill complex altogether with Basin Park for reallocating the company's headquarters on Rio.

This track is mostly inspired on an old circuit known as "Jacarepaguá Autodrome", but this one is high up in the sky. Wandering through one of the world's seven new wonders, passing through the building complex and cornering the Corcovado Hill for an amazing sight, this track is really dangerous, since there are lots of tight turns and the fall is thousands of feet high.

## TRACKS - Alphard

Finalized: December 22nd, 2174

Location: Mount Unzen, Japan

### In-game story:

Located in Kyūshū, Japan, nature has fought its way back to the peak of Mount Unzen after its last eruption cycle back in 1995. The home base of Zepher, the team constructed a winding, punishing track around the mountain to test their machines under extreme conditions. Named "Alphard", the track was to find its place in the official league roster once the ARC-150 began.

The track is separated into four areas, consisting of deep jungle, modern city, a Japanese garden and a path through a lava cave. The route is packed with sharp and blind corners and has plenty of jumps and drops. Not even the relatively tame corners provide much rest for a gamma pilot - the corners in Alphard need perfect timing to navigate properly.

Don't be distracted by the location - Alphard will punish those who come unprepared.

## OTHERS

State of the world in 2185 - if anyone has suggestions, additions, or corrections, add them!

Transport: With the emergence of anti-gravity technology, wheeled vehicles were put in an interesting position. It transpired that wheeled vehicles could have just as many futuristic innovations as ag-craft, and they become the standard for people who could not afford an AG-ship. With cars able to benefit from advancements like mag-lock, wheeled vehicles have become capable of extremely high-speed transport, and governments began building specialised highways for fast inter-city and even inter-country transport. Access roads remain in cities and most buildings are serviced by underground carparks; That said, city development is increasingly being designed with only pedestrian and flight access in mind; with the removal of roads, cities become a much more pedestrian-friendly place, leading to the creation of lots of plazas and green belts. Wheeled vehicles are still in use for purposes in which AG is too delicate; for example, military tanks would not be half as tough and stable as they are if they floated.

As far as flight is concerned, most areas where folks are expected to travel to will be serviced with landing pads and often carparks (craftparks?). Most carparks are simply large partitioned hangars, and are often underground. Some use the landing pad as also an entry hatch.

Building-to-building travel is fairly simple and does not require any particular rules system in most cases, however cities will designate certain paths for large amounts of through traffic. This is done with two variants; a low grid system that acts as the cities' main 'roads' (complete with signals where necessary) and a higher, faster layer of roads that acts like a highway link to different areas. (In Cassandra, the ships you see in the sky are travelling on this freeway layer.) Fast AG-craft can also follow the high-speed ground highways that cars do.

Mass transit for pedestrians still exists in the form of train or monorail systems. Most modern trains are maglev powered and mag-locked to the track, and no longer require rails in the traditional sense. (In fact, by this standard, the Chenghou Project monorail is obsolete.) Pedestrian access is greatly promoted, leading often to between-building walkways and other easy methods of getting around.

Cargo: Cargo transit is achieved by varied methods. Many ships have cargo holds, but some ships are capable of attaching trailers and pulling loads, similar to trucks. Mag-lock technology is used extensively throughout cargo transport, mainly to anchor down goods, but some designers have gotten creative and built mag-lock strips into the outsides of their vehicles, to which cargo can be locked.

Economy & Environment/Technology: The world has gradually recovered from the depression over 15 years and although the economy is still not at full strength, it is not as badly damaged and prices of goods and services are reasonable. Clever government action has prevented the damage from being as bad as it could have been, although some poorer cities will look very similar to how they did 15 years ago due to limited ability to develop.

Global Warming and similar environmental effects have been reduced by amazing levels thanks in part to the lower amount of motor vehicles and better ways of powering pretty much anything (It's worth noting that thrusters aren't the only way to accelerate an AG ship and they are simply preferred in motorsport) but also by national efforts to find alternative power sources. In particular, nuclear power plants have died out (the last nuclear power plant commissioned was done so in the 2040s). Most power is generated by thorium reactors.

Anti-gravity technology has progressed to the point of free flight thanks to new designs for AG devices that work in a very different manner to the old. Naturally, there is a trade-off in speed and maneuvering capability, which means 'floating' AG devices incapable of true flight are still preferred in motorsport. In particular, true-flight AG devices are incapable of making use of mag-lock technology, so there is still a market for both types of devices.