

CORE INJECTION

C I N E M A T I C R P G

M E C H A N I Z E D A C T I O N



Welcome to CORE Injection: Cinematic RPG Mechanized Action -- a fan-produced e-book supplement for the Silhouette CORE game engine, produced by Dream Pod 9. As can be gleaned by the title, this book (the fourth in a series) presents a system for generating exciting mechanized (ie vehicular) action within an RPG campaign.

While unsuitable for tactical combat play, these rules are excellent for adding drama and tension to RPG games. Best handled with only a few vehicles, these rules should be broken out only when the prime PCs are either pursuing their foe (the chase in every sense of the word), or during the final showdown of the PCs and the NPCs in their mecha, as they circle, twist and weave against each other, then fly down into the city or canyon for some catch-me-if-you-can before flying high to continue the duel once more. As a bonus, these rules may also be used for pedestrian and equestrian chases!

I hope you enjoy and get good use out of the material in this e-book. Please feel free to stop by my website and/or email me any comments and feedback you may have.

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VERSION NOTES:

First Version, requesting comments

Back Cover absent.

Special thanks to AEG for their Spycraft RPG. Also thanks to Nick Pilon for his Dramatic Tactical System.

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FADE IN...

With a grin, Sergio pulled his Viper into a tight turn. The game was afoot. He'd gotten this far, he wasn't about to give up. Opening the throttle, the engines roared to life, pushing Sergio into his seat. The distance ticked, it would be over soon. One would be victorious... the other nothing but a memory.

The Chase. The pitched combat. The game of chicken.

Across genres and across oceans, mechanical action lies at the heart of many great stories. In Hollywood a chase scene is the de facto end to countless action movie. Transforming to humanoid mode and going machine-to-machine with the rival lies at the heart of scores of anime series. And James bond has them all. Pulling out the map and switching to the SilCore Tactical rules is one way to handle these, but at times this can prove more of a liability than a boon; the exactness of hexes, the difference in playstyle, the new rules, they can all serve to pull the attention away from the conflict, the action and the drama and instead reduce the climactic battle to minutiae.

Enter the Theatrical Armoured Action and Chase System (known as the TAAC system). Drawing from several sources, the following rules allow for intense dramatic tactical and chase action without breaking out the full Tactical ruleset. The power rests within the hands of both the players and the GM to paint a tapestry of high-octane feats and keep the focus on the characters, rather than the vehicles. Through the choice of maneuvers each turn, characters can strategize, take gambles, and take steps that will affect the outcome of the encounter.

The TAAC system is crafted such that any mechanical action can be portrayed, including chases, full-on combat, and everything in between. The transition between these different modes is relatively seamless, such that combat between two foes can change into a chase as one tries to escape momentarily, pulling a maneuver that points the two craft head-on as they play a game of chicken before resuming into a furball once again.

Unless otherwise mentioned, all rules from Chapter 5 of the SilCore rulebook applies as normal.

By its very nature, the TAAC system is generic in its description. The TAAC system is geared to handle engagements between all manner of vehicles, from bicycles to capital ships, from undersea to the wilds of open space, and everything in between (including equestrian and pedestrian chases, if desired). Thus, the Maneuvers are purposefully left abstract in their exact nature (save their game mechanics result). A character in a vehicle may floor it and downshift, while a pilot will slam it forward and hit the A/B (afterburners).

In the same way it's left to the GM and players to embellish regular character-scale combat, the TAAC system encourages participants to unleash their creative natures and describe the action with abandon. It is suggested that the victor of the Maneuver check be the one to describe the resulting scene (with GM moderation, if necessary), though this isn't strictly necessary. The key is to have fun, describing the action as appropriate for the genre and type of game. In other words, we invite you to not just gain on your foe, but to "Engines screaming against the redline, I cut close to the inside, skirting the nearby buildings around the corner, scattering the garbage cans in a plume of tire smoke as I close upon my prey."

Strap in, grab the controls, and prepare for TAAC action.



OVERVIEW

URNS AND ACTIONS IN TAAC

Chases are fast-paced and intense affairs, meant primarily for RPG campaigns. Each turn within the TAAC represents 15 seconds of time: longer than regular character-scale action, yet shorter than the full tactical rules. Much of the time spent during vehicular action is occupied with maneuvering, lining-up and preparation work (not to mention just holding on!). For this reason, the regular six-second turn has been expanded to fifteen to allow for the necessary action.

During a DTCS turn, each character inside a vehicle gets one action per turn, and can opt to take more actions at the standard Multiple Action Penalty (see SilCore 3.1.1).

ACTION TYPES

Possible actions for TAAC participants include:

- **Piloting:** One character must be designated the pilot or driver of the vehicle. Pilots, as the ones controlling the vehicle, occupy a special role within these rules. They are the only characters who may choose a Maneuver to perform each turn, as detailed under Procedure, below.
- **Fire Vehicular Weapons:** Characters may take control of and use vehicular-mounted weapons to attack a target. Regardless of the number of characters who may have access to a vehicular-mounted weapon, each weapon on a vehicle may be controlled (and fired) by only one character per turn.
- **AUX Systems and Other vehicle Functions:** As with vehicle weaponry, each function can only be activated and used by one character per turn.
- **Passengers:** Many vehicles also carry passengers, who do not have access to operating any vehicular functions. However, depending on the type of vehicle, they may be able to lean out the window and fire hand weaponry.
- **Repair:** Depending on the type of vehicle, a character may be able to perform repairs and jury-rigs to keep the vehicle operational or restore functionality to something destroyed during the action.
- **Other:** Additionally, crew and passengers may perform actions within the vehicle that do not involve the vehicles at all (first aid, computer use, attack each other, etc), though the GM may assign penalties as appropriate for the unstable conditions the vehicle presents.

LOCATIONS, SEATS AND ACTIONS

What actions each character can perform during a turn depend greatly on the vehicle itself. The interior setup of a car is very different from that of a mecha unit, an air-superiority fighter or a patrol craft. In looking at the vehicle, it must be determined how many seats there are, how many 'control stations' exist, and what flexibility exists for each control station (ie, what can each station control)?

To determine the answers, the type/class of vehicle and a vehicle illustration should provide good clues. Generally, the larger the vehicle and/or the more technologically advanced it is, the more flexible each station becomes.

Small vehicles generally have several, well-defined seats that once seated it is difficult for a person to move around, or to another seat. Cockpits in a fighter aircraft and mecha units are the most restrictive examples, while the interior of a car or the cockpit of a jet liner do allow some mobility, but not without difficulty (the back seat of a car is easy to move around, but to get from front to back would be a challenge). A bridge-type arrangement is usually large enough to allow easy movement from station to station.

As for what each station can perform, this again depends on craft type and technological level. While a modern-day dual-seat jet fighter allows no flexibility of who's pilot and who's the RIO, a more advanced mecha/fighter may allow either seat to assume pilot duties. Similarly on a bridge, there may be a well defined station for each ship operation, forcing characters to move from station to station if they wish to switch jobs (thus costing an action or a turn of movement). Gunnery stations may even be removed from the rest of the bridge duties, in another part of the ship. Conversely, a technologically advanced ship may have totally flexible stations that allow for any ship-board function. Taken to the extreme, the ship may even read the minds of its occupants, allowing total freedom. Of course, for single-pilot vehicles (most mecha, fighter jets, etc) the one occupant will control piloting, weapon systems, electronics, AUX, etc -- all the vehicle functions.

Ultimately, in an RPG campaign, the GM will be the final arbiter. Of course, if the vehicle is a single-seat design, then the pilot will be performing every action. For very large ships, see the Special Rules section.

MODES

Action is enjoined -- what's the situation? Within the TAAC, there are five different Modes (or orientations) possible to represent the situation of the encounter as well as the disposition of the opponents within. They are:

- **Chase:** The classic movie ender, this mode has one vehicle following the other as they both travel in roughly the same direction. The leading vehicle is known as the Quarry, while the pursuing vehicle is known as the Hunter. In the classic chase, the Quarry is trying to escape, while the Hunter tries to stop the Quarry from getting away, or, similarly, a race situation to a goal. However, this mode also models a combat situation where one vehicle has managed to get into the other's "six", that is behind them and in their vulnerable zone, as well as modelling a race situation. Both these situations are modeled under the Chase mode.
- **Engaged:** When the parties are actively involved in a circling, turn-and-burn, full tactical action against each other, they are said to be Engaged. Jockeying for position, each seeks the most advantageous position and use of the terrain to best place their shots and avoid return fire.
- **Approaching:** Also known as converging, when the participants are roughly heading towards and facing each other. This mode either takes place before the battle is joined (Engaged), or through deliberate maneuvering.
- **Proximity:** Only occurring with mecha-based units, Proximity battles equate to a brawl, where physical attacks and melee weapons prevail.
- **Disengage:** This mode effectively ends the combat or chase, as everyone heads away from each other. If the action is to be rejoined, it will either be in a Chase or Approaching mode.

When the DTCS is invoked at the start of a battle or chase, the GM chooses which mode is most appropriate for the situation. This mode continues to govern until an action (see Maneuvers) forces a change.

TERRAIN

Terrain plays an important role in the TAAC. For one, it provides obstacles to avoid and scenery to chew through -- the visuals of the action. More importantly, the type of terrain can also favour one participant over than the other.

Before the engagement begins, the GM should decide where the chase takes place and thus the type of terrain. There are three basic types of terrain in this chase system, similar to the levels described within SilCore 3.2.6:

- **Open:** An open mall or field, a wide open road, open water or salt flats are all examples of open terrain. With few obstacles, this terrain favours the participant with the greater speed. Consult the chart below, and apply the listed bonus to any maneuver rolls made by the speedier participant:

SPEED RATIO	BONUS
Up to 3:2	+1
3:2 to 2:1	+2
2:1 to 3:1	+3
3:1 and Greater	+4

- **Dense:** City streets, corridors, canals or flying through mountainous terrain can all be considered dense terrain. A combination of obstacles and open space equalize the abilities of each participant; no bonus is applied.
- **Confined:** When the chase enters alleyways or winding roads, narrow rivers, or begins to fly under obstacles, the terrain has shifted to confined. Here, quick bursts of speed and going around the numerous obstacles favours the more nimble; the vehicle with the higher maneuver score increases their MoS on successful maneuvers by +1 (note do not modify the Maneuver Test, only the MoS if successful).

Along with the terrain itself, other factors may change the terrain type. While a highway would generally be considered Open terrain, during rush hour the crush of traffic could shift the terrain type to Confined. Similarly, while outer space is definitively wide Open, debris or asteroids could turn the terrain to Dense or Confined. A crowded mall can equal Dense terrain. Fog and other weather conditions may also change the effective terrain level. When in doubt, the GM should make a judgement call and apply as necessary.



Once set, the Terrain type generally does not change for the entire encounter. The exception to this is if a terrain change is dictated by a successful maneuver, or by GM call. While the latter happens most often during Chases, as the participants cover large distances, the GM may also set up a scenario that sees the terrain change over time:

“In ten turns, you will reach the city limits.”

“After striking the space station with missed blasts, the debris floating about has turned the Terrain to Dense.”

“While engaged, you have drifted from the shore, and the rock outcroppings give way to open water.”

Further effects of Terrain are described under each Mode type

DELTA

As the TAAC covers all manner of vehicles (and pedestrians too) over different types of terrain, a generic scale of measurement is required to avoid the complexity of scaling results to different chase participants. This value is known arbitrarily as Delta, taken loosely from scientific notation, where Δ = change (of distance) over time.

Delta incorporates both vehicular type, speed and terrain to create an effective range. To convert Delta to its real-world value, multiply it by the distances listed in the TAAC Distances table below; thus, a Delta of 4 in a foot chase equals 20m, while the same Delta in space is equal to 1.4km.

	OPEN	DENSE	CONFINED
Pedestrian	5	2	1
Ground Vehicle	50	20	10
Walker	50	20	10
Aircraft	250	100	50
Surface Ships	50	20	10
Submarines	25	10	5
Space	500	200	100
SPEED	1/2 Top Speed	Combat Speed	1/2 Combat Speed

The Terrain Table also lists the average speed of the participants during the action as a fraction of the slowest vehicle. This value is used primarily for Crashes and Complications.

Throughout the encounter, Delta will be gained or lost depending on the outcome of chosen maneuvers. Delta should be tracked for each engaged group, either by the GM or by one of the participants.

At the beginning of a chase, the GM should determine the distance between the chase participants and generate their starting Delta value. If the GM has no specific distance in mind, one can be generated using dice listed on the table below:

TERRAIN TYPE	STARTING DELTA
Open	3 dice + 2 dice
Dense	2 dice + 1 die
Confined	2 dice

BEHIND THE SCENES: DELTA

An large USA downtown city block is about a Delta of 8 if the city is considered Dense.



MANEUVERS

Maneuvers are the prime medium for action within the TAAC, opening up the myriad of options for the participants. A Maneuver represents the cat-and-mouse game of the pilots and drivers as they turn, change speeds, use terrain and perform daring stunts against each other, each seeking the advantage. In essence, Maneuvers are at the core of the TAAC and make it what it is.

Every turn, the pilot of each vehicle may choose to perform a Maneuver. Maneuvers are chosen in secret by each pilot from the pool available, depending on the Mode. Once everyone has chosen (or forgone any maneuvering) they are revealed simultaneously (see Procedure) to all participants.

Performing a Maneuver takes one action. Each Maneuver has a name, complexity, a set of requirements and lists the results of a successful execution; for more detail see Procedure.

For every mode except Chase, all participants draw Maneuvers from the same pool. However, due to the unequal nature of chases, the Chase mode has two Maneuver categories, classified by the stature of their namesake: Hunter and Quarry. Those who are chasing may choose Hunter Maneuvers, while those who are being chased may choose Quarry Maneuvers. .

COMPOUND MANEUVERS

Pilots may create new Maneuvers by choosing and combining two or more individual Maneuvers. This has the effect of increasing the Complexity; to determine the CPX of this new Maneuver, sum the CPX on the individual Maneuvers and add one.

$$\text{Combined CPX} = \text{Maneuver 1 CPX} + \text{Maneuver 2 CPX} + \dots + 1$$

Results from a successful combination of Maneuvers overlap rather than stack. For example, if two Maneuvers affect the Delta, only the highest Delta effect governs, the two are not added together. Aside from this, all effects from the chosen Maneuvers are applied, in whatever order chosen by the successful pilot. Note that prerequisites are still enforced for a Maneuver to be applied, though the results of one Maneuver may result in the satisfaction of the requirements of another, if the resolution order (and the MoS) is played right.

BEHIND THE SCENES: MANEUVER CARDS

The included cards allow each player to choose their Maneuvers in secret and then reveal them by placing (or throwing, as the player desires) them onto the table.

PROCEDURE

TURN SEQUENCE

The turn sequence within the DTCS is a hybrid of the character scale RPG rules and the larger hex-based tactical rules.

• Step One: Initiative

All characters involved roll an opposed Combat Sense test. No Margin of Success is determined; instead the combatant with the highest result has the initiative. Note however that the result of initiative is handled a little differently within the TAAC, see below.

• Step Two: Declare Extra Actions and Maneuvers

Each vehicle's Pilot chooses in secret what Maneuver they will attempt this turn. Maneuvers must be drawn from the pool available for the current Mode. Certain Maneuvers have prerequisites -- these must be met or else the Maneuver automatically fails. Performing a Maneuver costs one action.

Note that a pilot may choose not to perform a Maneuver if so desired.

Lastly, all characters must declare if they will take extra actions this turn, incurring standard Multiple Action Penalties.

• Step Three: Resolve Maneuvers

Maneuvers are declared simultaneously.

An opposed Piloting test, known as the Maneuver Check, is resolved between each Pilot.

To the victor goes the spoils -- in this case the effects of their chosen Maneuver are applied. The description of each Maneuver lists the results of a successful execution as well as any special rules that accompany it. Note that these results are the maximum possible results; the winner of the Maneuver need not apply their full value if they do not wish to.

Some Maneuvers have detrimental effects if the Pilot attempting them does not win the Piloting test or, worse, if they fumble. Fumbles have no automatic detrimental effect (other than losing the opposed test) unless indicated in the Maneuver chosen by the fumbling pilot. If nothing is listed on their chosen Maneuver, then unsuccessful pilots suffer no negative effects above those dictated by the results of the victorious Pilot's Maneuver.

If the test was a draw, then the round is a stalemate and no effects are applied.



If both sides fumble, it is quite possible the TAAC is over for rather catastrophic reasons on both sides.

If a pilot chose not to perform a Maneuver this turn, they are considered to have rolled a 1 on their opposed Maneuver test (however do not count this as a fumble).

Unlike most other actions, initiative does not play a role in determining the outcome of these Maneuvers. Each side chooses their Maneuver, the results of which occur before any other actions (by Initiative order) occur. Piloting is considered to be one long continuous action within the TAAC, with the participants spending their full turn, full concentration and their full action piloting their vehicle. Exact timing of the action becomes more fluid within that overall sequence.

Some Maneuvers have detrimental effects if the Pilot attempting them does not win the Piloting test or, worse, if they fumble. Fumbles have no automatic detrimental effect (other than losing the opposed test) unless indicated in the Maneuver chosen by the fumbling pilot.

● **Step Four: Resolve Actions**

The character with the highest Initiative result may act first and perform their action(s). The next highest will act second, and so on for the remaining participants in decreasing order. Note that this includes any additional actions for the pilots, if so declared during Step Two. The results of any actions taken are applied immediately, as per the regular RPG sequence.

Any and all actions performed during this step are governed by the results of the successful Maneuver from Step Three, if applicable. Further governance of actions are described under each Mode type, below.

● **Step Five: Miscellaneous Phase**

Any unusual events or special scenario actions are handled here. Unused actions are lost and the next turn begins from Step One.

MANEUVER CHECK PROCEDURE

Piloting Skill Roll

- ± Attribute Score
- ± Vehicle Maneuver Rating
- + Special Terrain Mod (if any, see Terrain)
- Vehicle Damage
- Pilot Damage
- ± Circumstance (GM Dictated)

Maneuver Checks (the opposed Piloting test) follow a revised Complexity rule: Each pilot compares their Piloting CPX score to the CPX of their chosen Maneuver. Characters who do not possess a skill CPX rating that matches the complexity rating of the task suffer a -1 penalty to their rolls for each point of CPX below the required rating. In the opposite case where a character's CPX rating is above the base complexity of the task, the character receives a +1 bonus to their roll. This is the maximum bonus; extra knowledge can only make tasks so much easier.

Speed and environment modifiers (except as noted under Terrain) are not applied, as they affect both sides equally. All other modifiers to the test, including the vehicles' maneuver rating, character attributes, multiple action penalties, damage, etc, are applied normally. Emergency dice may also be used as normal.

DTCs SUMMARY

● **Set Up**

- GM determines participants, Terrain type and Mode as well as other conditions or special rules

● **Initiative**

- Combat Sense Test by each Character
- Leadership used by large-crew vehicles of NPCs

● **Declare Extra Actions and Maneuvers**

- Each Pilot chooses what maneuver to perform this turn from the list of available maneuvers
- Available maneuvers are determined by the current Mode
- If a Pilot wishes to take any extra actions above piloting (ie their maneuver) they must declare so now

● **Resolve Maneuvers**

- Opposed Piloting check is made, highest result is winner and applies the effect of their chosen maneuver
- Any obstacles or collisions are handled

● **Resolve Actions**

- Other characters may act in order of initiative, all actions are resolved
- Pilot may also perform other actions, if declared, in order of initiative

● **Miscellaneous Phase**

- Unusual or special events handled



ATTACKING WITHIN THE TAAC

While pure chase scenes often involve no gunplay, the TAAC is geared to allow it and to cover all manner of vehicle disputes. Within the TAAC, combat modifiers are collapsed or evened out between the participants when compared to the full tactical system as many modifiers affect the combatants equally, or are handled via Maneuvers (ie, who managed to have a better position for this turn). In essence, the Maneuver roll is indicative of the pilots spending the full turn using their position, the surrounding terrain, and other factors to gain the advantage and result they seek.

Delta plays a special role in the TAAC, incorporating both speed and terrain modifiers to create an effective range. In practice, Delta takes the role of hexes for determining weapon ranges inside these rules; thus, a vehicular weapon's BR, as listed for regular mechanical action, can be used within the TAAC without any conversion. Character-scale weapons (ie, hand weapons) on the other hand will need to have their ranges compared to the actual range (conversion from Delta to metres) as necessary.

Beyond Delta, Weapon Accuracy values apply as normal, and Maneuver results take the place of any other battlefield conditions. Additionally, within the Chase Mode the Quarry suffers a penalty due to their disadvantaged position relative the Hunter.

Once a hit is determined, weapon damage and effects are handled per SilCore section 5.5, with exceptions listed under Special Considerations, below.

VEHICLE WEAPONS FIRE AND DEFENCE	
ATTACK	
	Gunnery Skill Roll (Piloting if Melee Attack)
±	Attribute
±	Accuracy
±	Weapon Mount (See Special Considerations)
-	Range (Per Delta and BR)
±	Maneuver Result
DEFENCE	
	Piloting Skill Roll
±	Attribute
±	Vehicle Maneuver Score
±	Maneuver Result
-	Quarry Penalty (if applicable)

CRASHES

With extreme speed and maneuvers comes the nearly inevitable chance that something will go awry. Skids, drifts, slips and fishtails are all possible, and unfortunately they usually end in colliding with the surrounding terrain.

Crash Tests are special Piloting tests to avoid a piloting mishap or collision when called for by a maneuver or by a complication (see below). The base threshold for the test is based on the Terrain, with further modifiers for speed and conditions.

CRASH TABLE			
TERRAIN		SPEED	
Open	4	Pedestrian	15m
Dense	5	Ground Vehicle	60 kph 10 MP
Confined	6	Walker	60 kph 10 MP
		Aircraft	240 kph 8 MP
CONDITIONS		Surface Ships	40 kph 6 MP
Excellent	+1	Submarines	20 kph 3 MP
Neutral	+0	Space	500 kph 8 MP
Unfavorable	-1	Speed based per Terrain Table	
Poor	-2		
Disastrous	-3	-1 if speed over above listed value; an additional -1 per additional value	

In all cases Crash Tests are considered as part of the DTCS Maneuver action, and thus do not incur multiple action penalties.

- If the test is successful (MoS >= 1) the vehicle is safe, and no effect is applied.
- An MoS of 0, indicates a near-mishap (obstacle clipped, vehicle skidded or fishtailed, etc), and a -1 modifier is applied to the Pilot's Maneuver Test next round.
- If the test is failed (MoF >= 1) the vehicle has suffered a mishap, and likely collided with something or broken something through stress. Handle these cases as Ramming, using SilCore Section 5.4.3.



Unless hitting another participant, the GM should assign a size to the obstacle. If unsure, the GM may roll two dice on the following table:

Roll Result	Obstacle Type	Obstacle Size	Examples
3,4	Small	1-3	Pedestrian, Motorcycle, Mailbox, Boulder, Barrel
6	Medium	4-8	Car, APC, Newsstand, Sappling
5	Large	9-14	Tank, Tractor Trailer, Tree
1,2,7	Huge	15+	Building, Bridge Abutment, Redwood, Ravine

The GM may also modify the obstacle's damage capacity by modifying its effective size. For example a water-filled barrel's size may be reduced to represent its absorbent qualities, or the opposite, increasing the effective size of a reinforced concrete barrier. The Terrain type, as indicated above under Delta, indicates the vehicle's current speed.

Damage is applied based on the effective sizes, modified by the vehicle's current speed (per the Impact Speed Modifier table in Section 5.4.3) and multiplied by the MoF of the failed Crash Test.

COLLISIONS

If a Maneuver result dictates a collision between the participants, handle as per the rules found in SilCore 5.4.3. If the collision was due to a successful Maneuver, use the MoS, if due to a failed or fumbled Maneuver, use the MoF to determine the result.

BEHIND THE SCENES: SPEED

While at first glance it may seem odd to have a Crash Test modifier for speed when speed is already factored into terrain type and the vehicle's MP ratings. By its nature, a sports car will be better able to take turns at higher speed than will your economy sedan -- hence DTCS speeds are based on fractions of MP. However, this alone does not take into account one other important aspect of collision avoidance: the amount of time to react. Travelling at 200 kph gives much less time to react than at 100 kph, making a collision all the more likely.

COMPLICATIONS AND OBSTACLES

Crashes or Collisions are generally dictated by the maneuvers performed by the participants, but the GM may also call for additional Crash Tests in the form of obstacles.

Even wide-open terrain may contain obstacles and hazards to avoid, and as the terrain gets more populated, the chances of such increase dramatically. At any time, if they feel the terrain warrants it, the GM may invoke a complication. Alternately, the GM may prefer to keep obstacles more random, they may roll two dice each round to determine if an obstacle presents itself in front of the chase participants.

TERRAIN TYPE	OBSTACLE OCCURS ON
Open	1,2
Dense	1,3
Confined	1,4

During the Chase Mode, complications usually affect both participants. With the participants travelling on different vectors in the other modes, the GM may roll (or decide) complication checks for each participant individually. While not impossible, complications normally do not occur during the Proximity Mode.

MODES

CHASE

The Chase mode has one vehicle behind the other as they travel in roughly the same direction. The leading vehicle is known as the Quarry, while the pursuing vehicle is known as the Hunter. Unlike the other Modes, not all maneuvers are available to all participants; they may only choose maneuvers from the pool of the same name, Hunter or Quarry.

Note that it is possible in a chase for the Hunter to pass the Quarry if their Delta gain is high enough -- this is entirely valid and reverses the position (Hunter becomes Quarry, and vice-versa).

At any point, the Hunter may also choose to turn around. This requires no Maneuver test, the mode becomes Disengage and the Delta is increased by 4.

From behind the Quarry, the Hunter is at a great advantage. They may react more easily to the Quarry's attempts to disengage, and they are within the Quarry's vulnerable zone for weapons fire. Any Defence test made by the Quarry to Hunter weapons fire is at a -2 penalty -- the attacks are striking the rear. Quarry attacks strike the Hunter on the Front Arc.

During the Chase Mode, the Hunter may only fire upon the Quarry with Forward-facing weaponry, while the Quarry may only return fire with Rear-firing weaponry. Turreted weapons can be used no matter whether the Hunter or Quarry.

ENGAGED

With participants circling each other, taking tactical positions and careening all over the battlefield, no vehicle is at an advantage or disadvantage. Attack and Defence rolls are handled as normal, governed by Maneuver results.

Only one arc's worth of weaponry may fire towards an opponent per turn. Common sense should prevail when firing upon an opponent -- if you fire your front weapons you cannot also fire your rear ones. In general this is the front-firing weaponry, but certain ships (especially capital ships) this could be a side arc, or the unit may choose a different arc due to damage. Only the winner of the Maneuver check may choose to fire weaponry from facing other than Front, if they so wish.

Incoming are assumed to strike the Front Arc unless indicated differently from a Maneuver. If the victor chooses to fire Side or Rear arc weaponry, then return fire may target those facings in addition to the Front arc.

PROXIMITY

Proximity equates to Mecha-based units locked in physical combat. Maneuvering is over, at this point the mecha are toe-to-toe (or claw to claw, or other as appropriate). Thus, no maneuver checks are made, instead the vehicles are trading melee attacks, and may choose special attacks from the standard martial arts list (if available in the campaign).

The only exception to the above are the maneuvers Escape and Gain Distance. Choosing one of these Maneuvers costs an action for the pilot, though defending against it (ie, the opposed Piloting Test by the opponent) counts as no actions.

APPROACHING

Both participants are speeding towards each other. Every turn, automatically decrease the Delta by 6. Only forward-facing and turreted weaponry may be used, and all attacks strike the Forward Arc. When the Delta goes below 0, the Mode switches to Disengage.

DISENGAGE

A Disengaged Mode generally equates to the end of the action. Every turn spent in the Disengaged Mode, automatically increase the Delta by 6. If both pilots choose to re-engage, the mode Changes to Approaching. If one chooses to re-engage, the mode changes to Chase, with the re-engager becoming the Hunter. In either case, no Maneuver tests are necessary.

While Disengaged, only rear-firing or turreted weaponry may be used, and strike the rear arc.



SPECIAL AND OPTIONAL CONSIDERATIONS

MULTIPLE PARTICIPANTS

While the classic movie chase generally has but the chaser and the chesee, many campaigns will revolve around small-unit actions, with several player piloting vehicles and/or facing off against multiple opponents. Pilots each turn must choose a single target to be their focus. When the action becomes crowded, if each vehicle ends up paired off against only one opponent, the battle has become a series of one-on-one duels, and the procedures remain unchanged. Roll for each engaged pair and handle normally. If a pilot switches targets, roll for Starting Delta as per Delta, above.

However, when multiple opponents engage a single target the procedure is handled in a similar manner to the Multiple Defence Rules per SilCore 3.3.2. Every turn, a pilot may direct their primary attention against a single target -- the target against whom their maneuver was declared. Any counter-maneuver from that target is on even footing -- both pilots are engaging each other. However, defending against maneuvers from pilots who are not the pilot's current focus suffer an incrementing -1 penalty to the defensive Piloting/Maneuver test, to a maximum of -3. As all maneuvers are declared at the same time, the pilot suffering the multiple attackers may choose their order of maneuver defence, thus choosing whom to apply their penalties.

If the defending pilot wins the opposed test against an additional opponent, then the attacker's maneuvers are not applied; however, the defending pilot's maneuver is also not applied, as a maneuver may only be directed against a single target each turn. It is recommended to leave the dice from the Maneuver Check on the table for the entire turn for easy comparison.

Example: Pilots X and Y are ganging up upon pilot A. Pilot A chooses to maneuver against Pilot X this turn, and both Pilot X and Y engage Pilot A. Pilot A's opposed Piloting test against X is handled as normal, however he suffers a -1 penalty against his Piloting Test versus Pilot Y.

If pilot Z enters the fray (now Pilot A is in real trouble), and Pilot A continued to focus on Pilot X, he would have to declare a -1 and a -2 penalty against the other pilots engaging him -- in this case he chooses the -1 against Pilot Z and the -2 against Pilot Y. Ganging up really works.

Pilot A gets lucky and makes his roll against Pilot X and Pilot Z. His chosen maneuver is applied to his engagement with Pilot X (his declared target), while Pilot Y's maneuver is applied against Pilot A. Nothing occurs with regards to Pilot Z -- she lost the piloting roll, but wasn't the target of Pilot A's maneuver. If she acts, she acts with no benefit or penalties from maneuvers.

MISMATCHED ENCOUNTERS

Occasionally the action participants will be piloting disparate types of vehicles and movement modes. When this occurs, the mode and speed of the slowest participant will govern the encounter's Delta and Speed.

With aircraft, this may slow them to a speed they cannot stay aloft (stall speed), or some may not wish to come down to that lower speed. In this case, the encounter plays as a series of Approaching followed by Disengage Modes, repeated as the faster participant comes around for another pass.

In the case of Chases, there may exist a situation of overwhelming superiority by the faster participant, in the order of 5:1 or more. In this case, the entire Chase may be played out by one single Maneuver Test: will the faster vehicle catch up, or does the slower yet nimble one manage to duck out somewhere. If the Chase is being handled on the open Salt Flats, then the TAAC shouldn't be invoked at all; the results are inevitable (unless you wish to include gunplay).

PEDESTRIAN ACTION!

While these rules are primarily meant for mechanical action, these rules may also be used to create exciting chases of any kind, be it on foot, horseback or hoverboards. All the rules that govern mechanical chases apply; simply substitute the Athletics skill for Piloting where appropriate. Soccer fields would constitute Open terrain, and city streets and corridors are Dense terrain, while stairways and manufacturing floors would be considered Confined.

Anytime a result calls for damage, treat 'Ramming' damage as 'Falling' Damage, per SilCore 3.2.8, counting 2m per MoF or MoS, as appropriate. For specific damage to MPs, treat each 1 MP as 5m off the character's base speed (healed at the same rate as normal wounds, substituting 5m for a point of damage). Any Maneuver score damage is a -1 to AGI.

For character-scale chases, Turns remain 6 seconds in length.

Note that while it is possible to run foot-based combat through these rules, it is not recommended. These rules should only be used for chases (the Chase Mode) when all participants are on foot.



LARGE VEHICLES AND TAAC

These TAAC rules are geared primarily towards smaller vehicles where the PCs play the role of the entire crew, from multiple single-seat fighters to larger vehicles of up to 6 occupants -- the typical gaming group in size. (These may even include gigantic ships that manage to operate with only a crew of a few, as in the case in Core Command) However, these rules still work well within the context of large vehicles with lots of crew, extending even to gigantic multi-section ships.

When considering these vehicles, the main goal of the TAAC should be recalled: to create an RP-centric resolution system that emphasizes PC action in the battle.

When using a vehicle where the PCs are not the entirety of the crew, perform the following calculation:

$$(\# \text{ of Tactical Actions}) - (\# \text{ of PCs}) - 1$$

If the number generated is positive, this number is the total number of NPCs who operate as 'virtual crewmen' under these rules. Treat each NPC in exactly the same manner as a PC within the DTCS rules, with the only exception that they can never declare nor take any additional actions per turn. Unless specified by the GM, they possess the following skill rolls for any skill they are required to perform:

TROOP QUALITY	SKILL LEVEL
Green	1
Regular	2
Veteran	3
Elite	4

Repeat this procedure for every section of the ship, even those sections where there are no PCs. Remember that each weapon can only be fired by one crewperson per turn; thus most turrets on large ships (when built as separate sections) will only be able to fire once per turn.

Example: A ship has 4 actions under its Tactical stats. There are two PCs on board, so the ship generates 4-2-1 = 1 virtual crewman.

Rather than take any specific actions themselves, a PC can elect to 'direct' other (NPC) crewmembers within a section. To direct, the character makes a Leadership test at a Threshold of 5. One-half of the resultant MoS may be distributed as bonuses to the test results of NPC's. Note that directing is not counted as an action -- thus do not count the PC in the formula above for determining the number of NPC actions.

On larger vehicles, Initiative is usually not rolled for each individual PC or NPC. Commanders instead take charge, and roll a Leadership test to determine the ship's Initiative. This Commander may be a PC or an NPC, depending on the scenario and all actions for that ship are resolved on the Commander's Initiative result. Optionally, if the PCs are scattered throughout a multi-section ship (especially if they are directed as described above), they may roll initiative separately for each section.

Command tests for initiative do not cost any vehicle actions, however, it does prevent the Commander from performing any other actions for the turn. If the Commander operates any vehicle function it is considered a multiple action, penalizing both their Initiative roll and their skill test per the usual Multiple Action Penalties. However, a commander may both direct actions (as indicated above) as well as Command with no penalty.

DIRECTING LIMITS, OPTIONAL RULE

The maximum bonus a PC may generate from their Leadership test while directing is limited by their CPX score in Leadership.

OPPONENT TYPE (AKA MOOKS)

A common staple of the adventure and anime genre are the faceless hordes the hero(es) must wade through before reaching the big bad. In the TAAC system, there are three classes of opponents, each one progressively more detailed (and harder to kill). They are the Mooks, the Bosses, and the Kingpins.

- **Mook**

Mooks are the faceless fodder, hired goons, the nondescript joe averages. They are great in number, but low in qualities.

Mook vehicles in the TAAC system take damage in the same manner as do characters. For a Light Damage effect, they suffer a -1 to all actions performed by the vehicle; a Heavy Damage results in a -2 to all actions. When the vehicle reaches a cumulative -5 penalty, it is considered destroyed. Overkill results continue to function as normal.

- **Bosses**

Bosses are the 'elite' mooks. Rising in rank, they have gained some skill and can hold their own in most fights.

Bosses take damage as above, except they have five separate damage tracks, taken from SilCore 5.5:

SYSTEM	EFFECT	AT -5
Fire Control	Apply the modifier to all attack rolls	No weapons fire allowed
Structure	Reduce the vehicle's armour by modifier	Vehicle Destroyed
Crew	Apply the modifier to all crew actions	Crew Dead
Movement	Apply the modifier to piloting checks and speed	Vehicle Immobile
Aux	Apply to all Aux, Comm., ECM, etc tests	No Aux/Comm/ECM use allowed

Overkill results continue to function as normal.

- **Kingpins**

Kingpins are at the top of the organization. They are THE villain, the big bad, the anti-heroes. They are the classic NPC, and follow all the same rules as the players.

DISTANCE BETWEEN ENGAGED GROUPS

During combats with many vehicles, there may be a multiple number of engaged couplets (or larger groups), as described above under Multiple Participants. For the purposes of certain actions and attack types -- AE, Walking Fire, and WA, for example -- it becomes important to know the distance between the engaged groups. This can be accomplished via GM call, or it may be handled in the same manner as when a PC chooses to engage a new target: roll randomly as per Starting Delta to determine how far away from the intended target other enemy units are located. From there, it is easy to determine (via their respective Delta) how close friendly units are as well.

DISTANCES AND GROUPS

The "problem" of distances between combatants in an RP-centric and non-map game is one with a long tradition. From the first fireball thrown, GMs have had to create on the fly just who was where and what would affect them. Within the TAAC system this is no different -- sorry GMs. One half-way solution is to use a map or piece of paper to roughly give indication of where the engaged groups are in relation to each other. Of course, leaving it more vague allows more cinematic latitude... "I try to draw my opponent closer to his teammates, setting them up for my Plasma Breath attack!"



WEAPON MOUNT TYPE

The way a weapon is mounted within a vehicle impacts how well the weapon may be used during combat. Weapons with a restricted firing arc often must settle for a less-than-optimum shot, if they can even fire at all! Conversely, a turreted weapon has the ability to line up on a target even at off-angles and often without having to move the vehicle. To model this within the game, apply the following modifiers to the attack rolls based on the weapon's mount.

Regular Mount	+0
Fixed Mount	-1
Turret Mount	+1
Slow Turret	+0

MELEE WEAPONS

While certain Maneuvers explicitly require a melee attack, melee attacks (for those units capable of such via melee weapon or manipulator arms) can be made in place of any other attack at any time, provided the units are at a Delta of 0.

RECOIL FLAW

To properly use a weapon with the Recoil Flaw, the vehicle must be stopped, in effect having chosen no Maneuver for the turn.

If the vehicle does fire the weapon while on the move, change the Delta away from the target equal to the number of as listed in Appendix G of SilCore.

ENTANGLE PERK

Units ensnared by an Entangling attack are stuck, unable to move until they break free. During that time, they are considered immobile: they cannot take any Maneuvers except to attempt to break the entangle (as per SilCore Appendix F) and are treated in the same manner as a unit choosing not to perform any Maneuvers this turn. Once free, the unit may choose Maneuvers freely.

MANEUVER CARDS

The following pages include the Maneuver cards for use within the TAAC system. They should be printed double sided, and cut along the lines (note that a few cards are double-sized). At the start of TAAC action, each participant requires a set of cards for the current Mode type. These cards are then used to chose and/or build Maneuvers, with players revealing them to each other at the start of Phase 3. This can be done with great flourish if desired.

These conditions must be met at the start of the Maneuver or the Maneuver automatically fails.

This is the Compexity level of the Maneuver

NAME OF MANEUVER
(Any Delta requirement is listed here)

1
CPX

This is a description of the Maneuver.

Success: This is what occurs if the Maneuver is succesful.

Special: Any special rules regarding this Maneuver type is listed here.

Fumble: If something excessively bad occurs on a fumble, it is noted here.

SAMPLE CARD

MANEUVER TYPE

The Mode in which this Maneuver may be used.

<p>GAIN CPX</p> <p>This is the basic Chase maneuver: you do your best to close in on your quarry.</p> <p>Success: You gain on your target (decrease the Delta between you and your target) a distance equal to your MoS.</p>	<p>DOWNSHIFT CPX</p> <p>Modulating speed, gait and gearing (as appropriate) for extra gains, this maneuver is slightly more sophisticated than a regular Gain maneuver.</p> <p>Success: Decrease the Delta equal to MoS x 1.5 (round up).</p>	<p>1 CPX</p> <p>PUSH IT</p> <p>Holding the engines at the redline, pushing it to its limits and disregarding warning bells or those awful noises from the engine, you pour it on and keep it at the max for as long as possible to gain on the target. While there's a chance damage will be done, the gains can be worth it.</p> <p>Success: Decrease the Delta by the MoS plus the MoS of the KNO roll (below)</p> <p>Special: You must also make a KNO Piloting test vs a Threshold of 5. This Piloting test does not count as another action for multiple action penalties. If the test is failed, a vehicle suffers one-half the MoF reduction to its MP base speed. This may cause the Terrain bonus for speed to be altered. A failed test may also reduce the Delta gain.</p> <p>Fumble: The vehicle suffers -1 to its maneuver rating and must still make the damage avoidance roll as per above.</p>
<p>RAM (Must begin with a max Delta of two)</p> <p>With a burst of speed you run into your opponent, with hopes of knocking them off kilter (and not knocking yourself about in the process). In effect, the you deliberately run into the quarry; this is also the classic tackle. This often leads to a spectacular end to the chase.</p> <p>Success: Treat as a rear Ramming attack per SilCore 5.4.3. Additionally, both participants must make Crash Tests. The Delta after this maneuver becomes one.</p>	<p>2 CPX</p> <p>SQUEEZE (Must begin with a max Delta of two)</p> <p>Pushing the quarry off the road/track is the goal, getting in close and nudging, or slamming, is the tactic.</p> <p>Success: You have potentially ended the chase by causing your Quarry to crash/wipe out. The Quarry must make a Crash Test at the base Threshold + MoS to avoid colliding with the surrounding terrain. The Hunter must also make a Crash Test, at the base Threshold. If the Hunter's Crash Test is failed or fumbled, treat it as a Sideswipe Ramming attack per SilCore 5.4.3.</p>	<p>3 CPX</p> <p>CUT-OFF (Must begin with a max Delta of one)</p> <p>With a quick move you pull out in front of their quarry, cutting them off before hitting the brakes.</p> <p>Success: The chase ends having stopped quarry.</p> <p>Special: Quarry must make a Crash Test to avoid colliding with the Hunter at a base Threshold of 4. If this test is failed or fumbled, treat it as a rear Ramming attack, with the Quarry being the rammer.</p>
<p>PACKAGE (Must with a max Delta of three)</p> <p>Moving in to cut off all paths of escape, the you corner the quarry against other objects or into a corner where there is no chance of escape.</p> <p>Success: The chase is ended by capturing/stopping the quarry without damaging them.</p> <p>Special: Apply the following Terrain modifiers to your Maneuver test: Open -2, Dense +0, Confined +1 (it's easier to box in if there is more stuff).</p> <p>Fumble: The two vehicles smack together in a sideswipe collision. Treat as a sideswipe Ramming attack per SilCore 5.4.3.</p>	<p>3 CPX</p> <p>SHEPPARD (Must begin the turn with a max Delta of five)</p> <p>Rather than direct action against the quarry, the hunter instead plays psychological games with them, goading them into bad choices and to head in the direction the hunter wants.</p> <p>Success: A successful hunter may select one of the following outcomes:</p> <ul style="list-style-type: none"> - The quarry is forced to make a crash check at the base Threshold + MoS. - Alternately, the hunter may force a change of terrain (open, closed, dense, etc) if the GM deems a change of terrain is/was nearby. This often is done to put the quarry at a disadvantage. <p>Special: The Hunter may use INF for his Maneuver Check</p>	<p>3 CPX</p> <p>TAIL (Must begin with a minimum Delta of six, max of twelve)</p> <p>Not all chases are to stop the quarry, at times the Hunter wants to follow. This maneuver lets the quarry think they're getting away, but the Hunter is really in continued pursuit and following them.</p> <p>Success: The Hunter makes a CRE Stealth Test, adding one-half the Maneuver MoS opposed by the Quarry's PER Notice test. If the Hunter succeeds, the chase seems to end with the hunter being lost; however the Hunter continues to follow at a discreet distance. The Quarry may not make any Spot tests to notice the hunter for the combined Maneuver and Stealth MoS in minutes.</p> <p>Special: Apply the following Terrain modifiers to your Maneuver test: Open -2, Dense +0, Confined +1. The Hunter may use his INF for his Maneuver Check.</p>

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<p>PASS (Must begin with a maximum Delta of two)</p> <p>It's a race! You gun it and try to take the lead!</p> <p>Success: The positions of the chase are reversed: you are now the leader (and the Quarry) with a Delta equal to one-half the MoS. The Quarry now becomes the Hunter.</p> <p>Special: This move counters the Quarry Maneuver: Block.</p> <p>Fumble: You misstime the pass attempt, and lose much momentum in avoiding the consequences. Increase the Delta by your MoF (in addition to any Delta gain by the Quarry's maneuver).</p>	<p>2 CPX</p> <p>LAWS OF PHYSICS</p> <p>"Nobody can do that in a Fang!" "Well I ain't nobody!"</p> <p>Success: You are so adept you pull a maneuver that drops jaws for miles around, seemingly breaking all laws of the universe. You may duplicate any maneuver here, negate any maneuver bonuses by the quarry, reverse positions, gain on the Quarry (except multiply the total Delta gained by 3), win the chase any manner you desire if you are within a Delta of 5, etc. (GM Discretion)</p> <p>Special: ONLY those who have Complexity 5 in their piloting skill may use this maneuver. The character must burn a Genre Point or an Emergency Die to perform this maneuver.</p>	<p>1 CPX</p> <p>SHORTCUT</p> <p>Do you know where you're going? Do you need to stop for directions? Can you cut them off at the pass?</p> <p>Success: The MoS of the Navigation test (see below) is added to the maneuver MoS to determine Delta gain.</p> <p>Special: You must make a KNO Navigation test against the following thresholds:</p> <ul style="list-style-type: none"> 4 - Home turf 5 - Familiar with area 6 - Vaguely know the area 7 - Computerized map system available 7 - Reading off a map * <p>* counts as another action, apply standard multiple action penalties</p> <p>This maneuver may also be performed if another character is available (either with knowledge, reading off a map, or an AI). Reduce the Navigation MoS by one before applying it to the Piloting MoS to determine gain on target (due to slower reaction time).</p> <p>Fumble: As the Hunter loses sight of the target while performing this Maneuver, add the Hunter's MoF (if any) of the Navigation Test to the Quarry's MoS to determine the MoS for the Quarry's successful maneuver.</p>
<p>PULL AHEAD/LOSE</p> <p>This is the basic chase maneuver: You as the quarry do your best to lose your pursuer.</p> <p>Success: You pull ahead (increase the Delta between you and your target) a distance equal to your MoS.</p>	<p>1 CPX</p> <p>CLOSE SHAVE</p> <p>Obstacles are a quarry's best friend, or can be. Being in the lead you can see them coming, getting in close and using them in an attempt to slow the hunter.</p> <p>Success: Increase the Delta by the MoS plus the MoS of the Crash Test (below)</p> <p>Special: You must make a Crash Test at the base Threshold; if this test is failed, you have crashed (and no Delta gained if your Maneuver was successful).</p> <p>Apply the following Terrain modifiers to your Maneuver test: Open -2, Dense +0, Confined +1.</p>	<p>1 CPX</p> <p>HUNTER</p> <p>PUSH IT</p> <p>This is in effect the same maneuver as listed above under Hunter, with similar results.</p> <p>Success: Decrease the Delta by the MoS plus the MoS of the KNO roll (below)</p> <p>Special: You must also make a KNO Piloting test vs a Threshold of 5. This Piloting test does not count as another action for multiple action penalties. If the test is failed, a vehicle suffers one-half the MoF reduction to its MP base speed. This may cause the Terrain bonus for speed to be altered. A failed test may also reduce the Delta gain.</p> <p>Fumble: The vehicle suffers -1 to its maneuver rating and must still make the damage avoidance roll as per above.</p>
<p>DOWNSHIFT</p> <p>Modulating speed, gait and gearing (as appropriate) for extra gains, this maneuver is slightly more sophisticated than a regular Lose maneuver.</p> <p>Success: Increase the Delta by MoS x 1.5 (round up).</p>	<p>2 CPX</p> <p>BARNSTORM/STUNT (Must begin with a minimum delta of five)</p> <p>Named after the stunt-piloting of old, you use the terrain to your advantage: flying a plane through a barn (naturally), pulling a jump or some other feat the hunter will have to follow, or be left behind.</p> <p>Success: You attempt an amazing stunt and choose a stunt Threshold. You must make a Crash Check against this Threshold, as must the Hunter.</p> <p>Special: If the Hunter decides not to follow the stunt, the Quarry's lead increases by a distance based on the combined MoS for the stunt as well as the maneuver test MoS, and the total result is multiplied by two. The GM may rule that no large enough obstacles exist nearby to perform this maneuver.</p> <p>Fumble: You automatically Crash.</p>	<p>1 CPX</p> <p>HUNTER</p> <p>QUARRY</p>

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<p>BAIT 3 CPX</p> <p>In many ways, the quarry controls the chase. Where they go, the hunter must follow. Where they pretend to go, the hunter may also follow... This maneuver is the Quarry equivalent of Sheppard.</p> <p>Success: A successful quarry may select one of the following outcomes:</p> <ul style="list-style-type: none"> - The hunter is forced to make a crash test at the base Threshold + MoS. - Alternately, the quarry may force a change of terrain (open, closed, dense, etc) if the GM decreases a change of terrain is/was nearby. This often is done to put the hunter at a disadvantage and to accentuate the quarry's strengths. <p style="text-align: right;">QUARRY</p>	<p>FADE AWAY (Must begin with a minimum delta of eight)</p> <p>Stealth can be a wonderful thing. If they can't find the quarry, they can't chase the quarry.</p> <p>Success: The Quarry makes a CRE Stealth Test, adding one-half the Maneuver MoS opposed by the Quarry's PER Notice test. If the Quarry succeeds the chase ends with the Quarry ducking out and hiding. The Hunter may not make any Spot tests to notice the quarry for the combined Maneuver and Stealth MoS in minutes.</p> <p>Special: Apply the following Terrain bonuses to your Maneuver test: Open -2, Dense +0, Confined +1. The Quarry may use his INF for his Maneuver Check.</p> <p style="text-align: right;">QUARRY</p>	<p>BACK OF MY HAND 1 CPX</p> <p>This is your old stomping ground. You know where things are... or at least you saw it once in a TV show.</p> <p>Success: The MoS of the Navigation test (see below) is added to the maneuver MoS to determine Delta gain.</p> <p>Special: You must make a KNO Navigation test against the following thresholds:</p> <ul style="list-style-type: none"> 4 - Home turf 5 - Familiar with area 6 - Vaguely know the area 7 - Computerized map system available 7 - Reading off a map * <p>* counts as another action, apply standard multiple action penalties</p> <p>This maneuver may also be performed if another character is available (either with knowledge, reading off a map, or an AI). Reduce the Navigation MoS by one before applying it to the Piloting MoS to determine gain on target (due to slower reaction time).</p> <p>Fumble: As the Quarry loses sight of the target while performing this Maneuver, add the Quarry's MoF (if any) of the Navigation Test to the Hunter's MoS to determine the MoS for the Hunter's successful maneuver.</p> <p style="text-align: right;">QUARRY</p>
<p>IN MY DUST (Must begin with a minimum Delta of fifteen)</p> <p>You are so far ahead you give a wave and leave the hunter behind, winning the chase.</p> <p>Success: You have won the chase, the hunter far, far behind.</p> <p style="text-align: right;">QUARRY</p>	<p>HAIRPIN TURN (Must begin with a minimum Delta of nine)</p> <p>Grab the break, extend the fins, and turn sharply so that the hunter can't react.</p> <p>Success: You win the chase, turning down somewhere the hunter cannot follow fast enough.</p> <p>Fumble: You must make a crash check against a the base Threshold.</p> <p style="text-align: right;">QUARRY</p>	<p>BOOTLEGGER REVERSE (Must begin with a max Delta of six)</p> <p>3 CPX</p> <p>A classic maneuver, you pull a quick one-eighty (or half loop, in the air) and turn to face your foe! The trick is not to lose control...</p> <p>Success: The Mode changes to Approaching.</p> <p>Special: With your opponent in your six, it's hard to pull off without them being able to counter-maneuver; apply a -1 to your Maneuver test.</p> <p>Failure: If the Quarry loses the Maneuver Check, they must make a Crash Check at the base Threshold. If the result was a fumble, the base Threshold rises by 2.</p> <p style="text-align: right;">QUARRY</p>
<p>BLOCK (Must begin with a maximum Delta of two)</p> <p>You are in the lead, and you're determined to keep it that way.</p> <p>Success: You stay in the lead, keeping the Delta the same and gaining a +1 to your Maneuver roll the following turn.</p> <p>Special: This maneuver may only be countered by the Pass maneuver. In other words, the Delta may never be reduced below 1 by the Hunter if the Quarry chooses this maneuver, unless the Hunter chooses the Pass maneuver.</p> <p>Fumble: The vehicles have collided, treat as a Ram.</p> <p style="text-align: right;">QUARRY</p>	<p>LAWS OF PHYSICS?</p> <p>5 CPX ONLY</p> <p>"Nobody can do that in a Fang!" "Well I ain't nobody!"</p> <p>Success: You are so adept you pull a maneuver that drops jaws for miles around, seemingly breaking all laws of the universe. You may duplicate any maneuver here, negate any maneuver bonuses by the hunter, reverse positions, lose the hunter (except multiply the total Delta gained by 3), win the chase any manner you desire, etc. (GM Discretion)</p> <p>Special: ONLY those who have Complexity 5 in their piloting skill may use this maneuver. The character must burn a Genre Point or an Emergency Die to perform this maneuver.</p> <p style="text-align: right;">QUARRY</p>	<p>BOOTLEGGER REVERSE (Must begin with a max Delta of six)</p> <p>3 CPX</p> <p>A classic maneuver, you pull a quick one-eighty (or half loop, in the air) and turn to face your foe! The trick is not to lose control...</p> <p>Success: The Mode changes to Approaching.</p> <p>Special: With your opponent in your six, it's hard to pull off without them being able to counter-maneuver; apply a -1 to your Maneuver test.</p> <p>Failure: If the Quarry loses the Maneuver Check, they must make a Crash Check at the base Threshold. If the result was a fumble, the base Threshold rises by 2.</p> <p style="text-align: right;">QUARRY</p>

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QUARRY

<p>LINE UP</p> <p>1 CPX</p> <p>Shooting is another way to win this race...</p> <p>Success: Any attack from your vehicle against your target this turn gains a bonus of one-half the MoS (round up). The Delta remains unchanged.</p>	<p>STAND OFF</p> <p>2 CPX</p> <p>Sometimes patience leads to the biggest rewards. Rather than attempting anything this turn, you try to keep the situation neutral, waiting for an opening.</p> <p>Success: The Delta remains unchanged. Essentially you "do nothing" this round, but gain a bonus to your Maneuver check next turn equal to one-half the MoS (round up).</p> <p>Special: This maneuver cannot be combined with any other.</p>	<p>EVASION</p> <p>1 CPX</p> <p>Throwing distance out the window, you concentrate on not getting hit!</p> <p>Success: You gain the MoS to your defence tests this turn.</p> <p>Special: Even if you lose the Opposed Test, you gain a minimum of +1 to your defence this turn.</p> <p>All actions taken by crew members this turn are at a -3 (whether the maneuver was successful or not) due to the violent motions of the vehicle.</p>
<p>STEADY HAND</p> <p>1 CPX</p> <p>They can't follow you if they're full of holes.</p> <p>Success: Any attack from your vehicle against your target this turn gains a bonus of one-half the MoS (round up). The Delta remains unchanged.</p>	<p>STAND OFF</p> <p>2 CPX</p> <p>Sometimes patience leads to the biggest rewards. Rather than attempting anything this turn, you try to keep the situation neutral, waiting for an opening.</p> <p>Success: The Delta remains unchanged. Essentially you "do nothing" this round, but gain a bonus to your Maneuver check next turn equal to one-half the MoS (round up).</p> <p>Special: This maneuver cannot be combined with any other.</p>	<p>EVASION</p> <p>1 CPX</p> <p>Throwing distance out the window, you concentrate on not getting hit!</p> <p>Success: You gain the MoS to your defence tests this turn.</p> <p>Special: Even if you lose the Opposed Test, you gain a minimum of +1 to your defence this turn.</p> <p>All actions taken by crew members this turn are at a -3 (whether the maneuver was successful or not) due to the violent motions of the vehicle.</p>
<p>ESCAPE</p> <p>1 CPX</p> <p>You give your opponent the slip, escaping from the current melee.</p> <p>Success: The Mode turns from Proximity to Chase and you become the Quarry, with a starting Delta equal to the MoS.</p> <p>Special: If your opponent fumbles, you may change the Mode to Engaged. If both participants choose Escape maneuvers, the Mode changes to Disengaged, with a base Delta of 4. If your opponent is somehow incapacitated (just been tripped or thrown, is prone, entangled, etc) you automatically succeed this maneuver.</p> <p>Fumble: Your back is turned to your opponent, and you are at -2 to defend this turn against their attacks.</p>	<p>DISTANCE</p> <p>1 CPX</p> <p>You hop back a couple of spaces, to give yourself room.</p> <p>Success: The Mode turns from Proximity to Engaged, with a starting Delta equal to half the MoS.</p> <p>Special: This maneuver is performed at a -1. If your opponent fumbles, you may double the starting Delta. If both participants choose Distance maneuvers, the Mode automatically changes to Engaged, with a base Delta of 3. If your opponent is somehow incapacitated (just been tripped or thrown, is prone, entangled, etc) you automatically succeed this maneuver.</p> <p>Fumble: Off balance from your attempt, you suffer a -1 to your defence rolls this turn.</p>	<p>NAME OF MANEUVER (Any Delta requirement is listed here)</p> <p>1 CPX</p> <p>This is the Complexity level of the Maneuver -----> CPX</p> <p>This is a description of the Maneuver.</p> <p>Success: This is what occurs if the Maneuver is successful. Additionally, any special information is noted, and any failure or fumble consequences.</p>

SAMPLE CARD

MANEUVER TYPE

PROXIMITY

PROXIMITY

HUNTER	HUNTER	HUNTER
QUARRY	QUARRY	QUARRY
SAMPLE	PROXIMITY	PROXIMITY

<p>ATTACK</p> <p>1 CPX</p> <p>This is the basic Engaged maneuver: you engage the enemy vehicle, maneuvering for the best position.</p> <p>Success: Any attack from your vehicle against your target this turn gains a bonus of one-half the MoS (round up). The Delta remains unchanged.</p>	<p>SIDE ATTACK</p> <p>1 CPX</p> <p>You come around, trying for a shot to your target's broadside.</p> <p>Success: Any attack from your vehicle against your target this turn strikes their right or left side (your option), thus the defender is at -1 to their defence roll. The Delta remains unchanged.</p> <p>Special: Check for Perks on the defending vehicle that may affect the outcome (Reinforced/Weak armour, All-Around, etc). Only weapons that fire into the side arcs may return fire.</p> <p>Failure: You yourself end up in a poor position, and are at a -1 to Defence this turn.</p> <p>Fumble: You are at a -1 to Defence this turn and -1 Piloting this and next turn.</p> <p style="text-align: right;">ENGAGED</p>	<p>REAR ATTACK</p> <p>1 CPX</p> <p>Going around, you try to attack the opponent from their vulnerable backside.</p> <p>Success: Any attack from your vehicle against your target this turn strikes their rear, thus the defender is at -2 to their defence roll. The Delta remains unchanged.</p> <p>Special: Your piloting roll is at a -1 to complete this maneuver. Check for Perks on the defending vehicle that may affect the outcome (Reinforced/Weak armour, All-Around, etc). Only weapons that fire into the rear arc may return fire.</p> <p>Failure: You yourself end up in a poor position, and are at a -1 to Defence this turn.</p> <p>Fumble: You are at a -1 to Defence this turn and -1 Piloting this and next turn.</p> <p style="text-align: right;">ENGAGED</p>
<p>SURPRISE ATTACK</p> <p>2 CPX</p> <p>With an unusual tactic, you attempt to strike your opponent unexpectedly through unusual maneuvering or hidden weaponry.</p> <p>Success: You and your target make an opposed CRE test; your target must subtract 1 + your MoS from their defence rolls this turn against attacks from your vehicle. The Delta remains unchanged. If you fail the CRE test, it is possible your target gains a defence bonus.</p> <p>Special: Hidden weaponry can be used once per battle for this maneuver, reducing the Complexity to 1.</p> <p>Fumble: You are at a -1 to Defence this turn and -1 Piloting this and next turn.</p> <p style="text-align: right;">ENGAGED</p>	<p>OFFENSIVE MANEUVER</p> <p>3 CPX</p> <p>With skill and panache, you position yourself beautifully for the most effective attack.</p> <p>Success: Any attack from your vehicle against your target this turn gains a bonus equal to the MoS. The Delta remains unchanged.</p>	<p>EVASION</p> <p>1 CPX</p> <p>Throwing offence out the window, you concentrate on not getting hit!</p> <p>Success: You gain the MoS to your defence tests this turn.</p> <p>Special: Even if you lose the Opposed Test, you gain a minimum of +1 to your defence this turn.</p> <p>All actions taken by crew members this turn are at a -3 (whether the maneuver was successful or not) due to the violent motions of the vehicle.</p> <p style="text-align: right;">ENGAGED</p>
<p>STALK</p> <p>1 CPX</p> <p>Rather than attacking, you seek to increase or close the distance to your opponent.</p> <p>Success: The Delta can be increased or decreased (your choice) by up to the MoS.</p>	<p>STAND OFF</p> <p>2 CPX</p> <p>Sometimes patience leads to the biggest rewards. Rather than attempting anything this turn, you try to keep the situation neutral, waiting for an opening.</p> <p>Success: The Delta remains unchanged. Essentially you "do nothing" this round, but gain a bonus to your Maneuver check next turn equal to one-half the MoS (round up).</p> <p>Special: This maneuver cannot be combined with any other.</p> <p style="text-align: right;">ENGAGED</p>	<p>AFTERBURNER/OVERDRIVE</p> <p>1 CPX</p> <p>You lay on the throttle, trading accuracy for speed.</p> <p>Success: The Delta may be increased or decreased by up to 2 times the MoS.</p> <p>Special: Any attack from your vehicle this turn suffers a -2 penalty.</p> <p style="text-align: right;">ENGAGED</p>

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<p>HIDE 3 CPX</p> <p>Hiding equals sneaky, sneaky equals advantage.</p> <p>Success: You have performed a misdirection of your opponent's attention. Make an additional opposed roll (with no Multiple Action Penalty) of your Piloting (using PER) versus their Notice (also using PER). If you succeed this second roll, you are hidden from your opponent.</p> <p>Special: Add a bonus equal to one-half the rating of the HoloField if present, or one-half of Stealth if vehicle is being tracked by electronic means. Additionally, modify the roll by the terrain as follows: Open Terrain: -2, Dense Terrain +0, Confined Terrain +1. The vehicle may remain hidden in following turns if desired; the other vehicle must make Notice or Sensor tests (remember to include HoloField/Stealth if present) to detect the hidden unit. Anytime the hidden unit wishes to break cover it may, gaining a +2 to its maneuver roll. The penalty for multiple opponents is doubled for this maneuver. If any enemy unit detects the hidden unit, or if the roll fails vs any multiple opponent, the unit fails to hide or is no longer hidden.</p>	<p>BREAK OFF 1 CPX</p> <p>Also known as "Escape", you choose to bolt from the current engagement.</p> <p>Success: The Mode turns from Engaged to Chase and you become the Quarry, increasing the Delta by the MoS.</p> <p>Special: If both pilots choose the Break Off maneuver, the Mode changes to Disengaged, increasing the Delta by 5.</p>	<p>RAM 1 CPX</p> <p>(Must begin the turn with a max Delta of two)</p> <p>With a burst of speed you run into your opponent, with hopes of knocking them off kilter.</p> <p>Success: Treat as a ramming attack per SilCore 5.4.3. Additionally, both participants must make Crash Tests. The Delta after this maneuver becomes one.</p>
<p>MOVE-BY ATTACK (Must begin the turn with a max Delta of three)</p> <p>You come in close, zipping by your opponent, attacking with a melee weapon before speeding off.</p> <p>Success: You may make a single melee attack against your opponent (suffering a Multiple Action Penalty). The Delta remains unchanged.</p> <p>Special: Requires a Melee weapon or manipulator arm to execute.</p>	<p>LAWS OF PHYSICS 5 CPX</p> <p>How did he do that?</p> <p>Success: You are so adept you pull the most amazing maneuver, placing the most amazing shot with the most amazing results. You may duplicate and combine any maneuver here, negate any maneuver bonuses by your opponent, change the mode, change positions, change the Delta by three times the MoS, or make an attack with no Multiple Action Penalty and with a bonus equal to your MoS. (GM Discretion)</p> <p>Special: ONLY those who have Complexity 5 in their piloting skill may use this maneuver. The character must burn a Genre Point or an Emergency Die to perform this maneuver.</p>	<p>SUBCONCIOUS PILOTING 2 CPX</p> <p>You give just enough attention to your piloting to keep from running into something or doing something stupid, freeing you to do something else.</p> <p>Success: You gain another action that you can take with no Multiple Action Penalty. The Delta remains unchanged.</p> <p>Failure: If your MoF is 2 or greater, you gain no additional action and are at a -1 piloting next round.</p> <p>Fumble: You must make a Crash Test at the base Threshold, gain no additional action and are at a -1 piloting next round.</p>
<p>MELEE! (Must begin the turn with a max Delta of one)</p> <p>You draw your opponent into a duel!</p> <p>Success: The Delta becomes 0, and the Mode changes to Proximity.</p> <p>Special: Normally can only be performed between Mecha, at GM discretion. If the opponent is immobilized for any reason, this maneuver is automatically successful.</p>	<p>PURSUE 2 CPX</p> <p>Getting into the opponent's 'Six' is critical in any engagement, allowing much greater control of the engagement.</p> <p>Success: The Mode turns from Engaged to Chase and you become the Hunter. Decrease the Delta by one-half the MoS.</p> <p>Special: This maneuver may only be performed in the turn following a successful Rear Attack maneuver, and suffers a -1 penalty to the Maneuver test.</p>	<p>COVER 1 CPX</p> <p>Terrain provides concealment – all Engaged participants know this and are using cover the best they can. But sometimes you want to milk that cover for all its worth.</p> <p>Success: Your vehicle gains an obscurement bonus equal to the MoS for the turn. The Delta remains unchanged.</p> <p>Special: Terrain type affects this roll, modifying the Pilot's opposed test score as follows: Open Terrain: -1, Dense Terrain: +0, Confined Terrain +1. Stealth or HoloField perks may provide additional obscurement bonuses, as appropriate. You may use your CRE for the Maneuver Test.</p> <p>Fumble: You get a bit too close and must make a Crash Test at the base Threshold.</p>

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<p>BREAK OFF</p> <p>Abort! Abort! Abort!</p> <p>Success: You break off and the Mode changes to Chase with you as the Quarry. The Delta remains unchanged and becomes the starting Delta for the Chase.</p> <p>Special: If both participants choose this Maneuver, the mode changes to Disengage.</p> <p>Fumble: With some poor positioning, you find yourself unable to react and suffer a -1 to your Maneuver Check next round.</p>	<p>BURN FAST</p> <p>Get in closer, faster.</p> <p>Success: Any attack from your vehicle this turn suffers a -1 penalty. Additionally, the Delta is further decreased by the MoS.</p> <p>Special: Due to the base decrease of 6 for the Mode, Delta is decreased a total of 6 + MoS.</p>	<p>5 CPX ONLY</p> <p>LAWS OF PHYSICS</p> <p>How'd he get up there?!</p> <p>Success: You are so adept you pull the most amazing maneuver, placing the most amazing shot with the most amazing results. You may duplicate and combine any maneuver here, negate any maneuver bonuses by your opponent, change the mode, change positions, adjust the Delta by three times the MoS, or make an attack with no Multiple Action Penalty and with a bonus equal to your MoS. (GM Discretion)</p> <p>Special: ONLY those who have Complexity 5 in their piloting skill may use this maneuver. The character must burn a Genre Point or an Emergency Die to perform this maneuver.</p>
<p>COVER</p> <p>You're trying to get close, and if something else can take the hits while you do, so much the better.</p> <p>Success: Your vehicle gains an obscurement bonus equal to the MoS for the turn.</p> <p>Special: Terrain type affects this roll, modifying the Pilot's opposed test score as follows: Open Terrain: -1, Dense Terrain: +0, Confined Terrain +1. Stealth or Holdfield perks may provide additional obscurement bonuses, as appropriate. You may use your CRE for the Maneuver Test.</p> <p>Fumble: You get a bit too close and must make a Crash Test at the base Threshold.</p>	<p>RAM</p> <p>(Must begin the turn with a max Delta of eight)</p> <p>Playing chicken is for wimps... go through them!</p> <p>Success: Treat as a front Ramming attack per SilCore 5.4.3. Additionally, both participants must make Crash Tests. Survivors find themselves in Disengage Mode with a Delta of one.</p> <p>Special: Certain vehicles may be able to make a single melee attack in addition to the Ram.</p> <p>You may make a single melee attack instead of the Ram attack, passing by your opponent rather than through them. Apply a -1 to your Maneuver Test for this option.</p>	<p>1 CPX</p> <p>ENGAGE</p> <p>(Must begin with a max Delta of sixteen)</p> <p>That's close enough. Time to tango!</p> <p>Success: The Mode is switched to Engaged. The Delta remains unchanged and becomes the starting Delta for the Engaged Mode.</p> <p>Special: If both pilots choose this Maneuver, the mode automatically turns to Engaged.</p> <p>Fumble: With some poor positioning, you find yourself unable to react and suffer a -1 to your Maneuver Check next round.</p>
<p>ATTACK</p> <p>Straight in means maneuvering is limited, but you can still gain an advantageous position.</p> <p>Success: Any attack from your vehicle against your target this turn gains a bonus of one-half the MoS (round up). The Delta remains unchanged.</p>	<p>CORKSCREW</p> <p>Dodging incoming fire, you speed towards your opponent.</p> <p>Success: You gain the MoS to your defence tests this turn.</p> <p>Special: Even if you lose the Opposed Test, you gain a minimum of +1 to your defence this turn.</p> <p>All actions taken by crew members this turn are at a -3 (whether the maneuver was successful or not) due to the violent motions of the vehicle.</p>	<p>1 CPX</p> <p>SLOW APPROACH/CIRCLE</p> <p>Just because you want to get there, doesn't necessarily mean you want to get there quickly.</p> <p>Success: The Delta loss is slowed equal to the MoS.</p> <p>Special: Due to the base decrease of 6 for the Mode, Delta is therefore decreased a total of 6 - MoS.</p>

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