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A USER'S GUIDE TO VOX SVL

STATIC VELOCITY
LEVITATION
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MAGNETIC PRESS

Welcome to the world of SVL

The dawn of the smart car in the mid-2000s dovetailed perfectly with the nascent development of the "smart tarmac" in the late-2010s, giving the popular "hyperloop" movement a run for its money, almost literally. While numerous charismatic billionaires touted the inevitability of high-speed rail systems connecting major cities with pressurized tubes of air, the expense of such a network and limited entry and exit points made it a concept ripe for criticism and improvement. While the convenience of such high-speed connectivity couldn't be denied, the price of entry made it difficult to swallow.

Meanwhile, a group of privately funded engineers developed what they called "smart tarmac" – a solar-powered, high-density paving tile that not only generated power from the sun, but used that power to turn the street itself into an informative display, using a mesh of tiny LEDs to project images, safety notices, and traffic information in real time. This technology was bursting with potential, but the size of the development team – and budget – kept it from blossoming beyond the gimmicky downtown citywalk and amusement park display.

Enter megacorporation UBIQUO, and trillionaire magnate GOLAN LAZARUS. Lazarus saw beyond the smart-tarmac team's original vision, marrying their technology with existing inductive charging technologies to develop lightweight electric cars that re-charge as they drive over the solar-powered tarmac's surface. The surface patent was immediately secured, and a new generation of automobile batteries were put into development. But then something wonderful came out of Ubiquo's laboratory.

With the incredible weight reduction of the vehicle, unburdened by a massive standard combustion engine, or numerous heavy storage batteries, the concept of levitation found its way onto the drawing board. Considering that the smart tarmac would naturally grow statically charged with so many vehicles passing overhead at such high speeds, the thought of surrounding the car's carriage with a like-charged set of electromagnets gave birth to the levitating vehicle. Granted, these vehicles only levitated over patented smart tarmac tiles, and only over certain speeds, but that didn't matter.

Within six years of its unveiling, STATIC VELOCITY LEVITATION – or "SVL" – became the transportation system of tomorrow.

LE FÉDÉRATION INTERNATIONALE DE LA VITESSE ÉLECTROSTATIQUE (FIVE)

While it took nearly two decades for smart tarmac technology to become widespread commonplace across the planet, the earliest adopters were the ones to push innovation. And like all young technology, that innovation was spearheaded by the entertainment industry. Specifically the competitive auto industry and the growing popularity of motorsports.

The first organization to embrace the technology was the venerable FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE, whose history in motor sports stretched nearly to the dawn of the automobile itself. With the continued popularity of Formula One World Championship racing, the organization saw the potential, and dangers, inherent in the new piloting systems – it was a vehicular science based more on aerobatics and electromagnetic manipulation than familiar friction-based auto racing. They had seen numerous amateur attempts at SVL racing turn tragic, so they set out to formalize a set of rules and regulations that were quickly adopted by racing clubs around the world. This sub-group of FIA became known as LE FÉDÉRATION INTERNATIONALE DE LA VITESSE ÉLECTROSTATIQUE, or "FIVE", as its initials would suggest.

Since the official formation of FIVE, SVL racing has become the most popular, fastest growing, and highest grossing sport on the planet. With World Cup competitions in several major nations, sponsored by the largest corporations on the planet, SVL racing has led headlines second only to major political shifts, terrorist attacks, and regional warfare. Twelve of the top twenty-eight celebrities on the planet are former SVL drivers, most of them retired young in favor of lucrative (and infinitely safer) endorsement deals.

UBIQUO

Multi-trillionaire Golan Lazarus was born into money. Generations of primarily petroleum-based drilling and extraction had established a massive family fortune long before he was even a strategic suggestion by his father's financial planner to secure the company's long-term heredity. With holdings in several dozen sovereign countries, his family had no single nationality, and after three generations of such unspecific patriotism, they became widely considered the richest "Citizens of The World."

He was never really interested in the oil trade, but he grew up learning about each territory they occupied around the world. And there were many territories – Golan Global Industries could be found wherever there was even the hint of oil. And that was true in the marketplace as well – while their empire was built on the extraction and sale of raw crude, they quickly diversified to participate in all petroleum-based industries: gasoline, petroplastics, asphalt, paraffin products, lubricants... there was hardly a single commercial product on the shelves that didn't owe some debt to their oil.

When Golan became of age to enter the family business, he quickly and aggressively invested tiny fragments of revenue into expanding the company's interests. He knew the oil would one day run dry, so diversifying broadly and quickly would provide a safety net when that day inevitably came. Soon they were not just providing raw materials for third party consumer products, they were producing market-ready commercial goods of their own. After all, why sell paper when you can own the words and ideas printed on it, too?

Nearly everything synthetic was inside their repertoire. From fashion to foodstuffs to micromedicine and military hardware, they had their hands in everything. And thus, the banner brand "UBIQUO" was born.

While their vast interests and commercial successes were already legendary, it was the advent of Ubiquo's patented SVL smart tarmac and rechargeable electric vehicle that placed them ahead of any financial competition. They had become wealthier than any other nation on the planet, so it was only logical that they establish their own sovereign territory for their world headquarters.

Taking advantage of various political and financial hardships affecting the area, Ubiquo purchased the 138 square mile stretch of islands that made up the former, denationalized Florida Keys, converting them into a massive "corporate campus" with its own national identity.

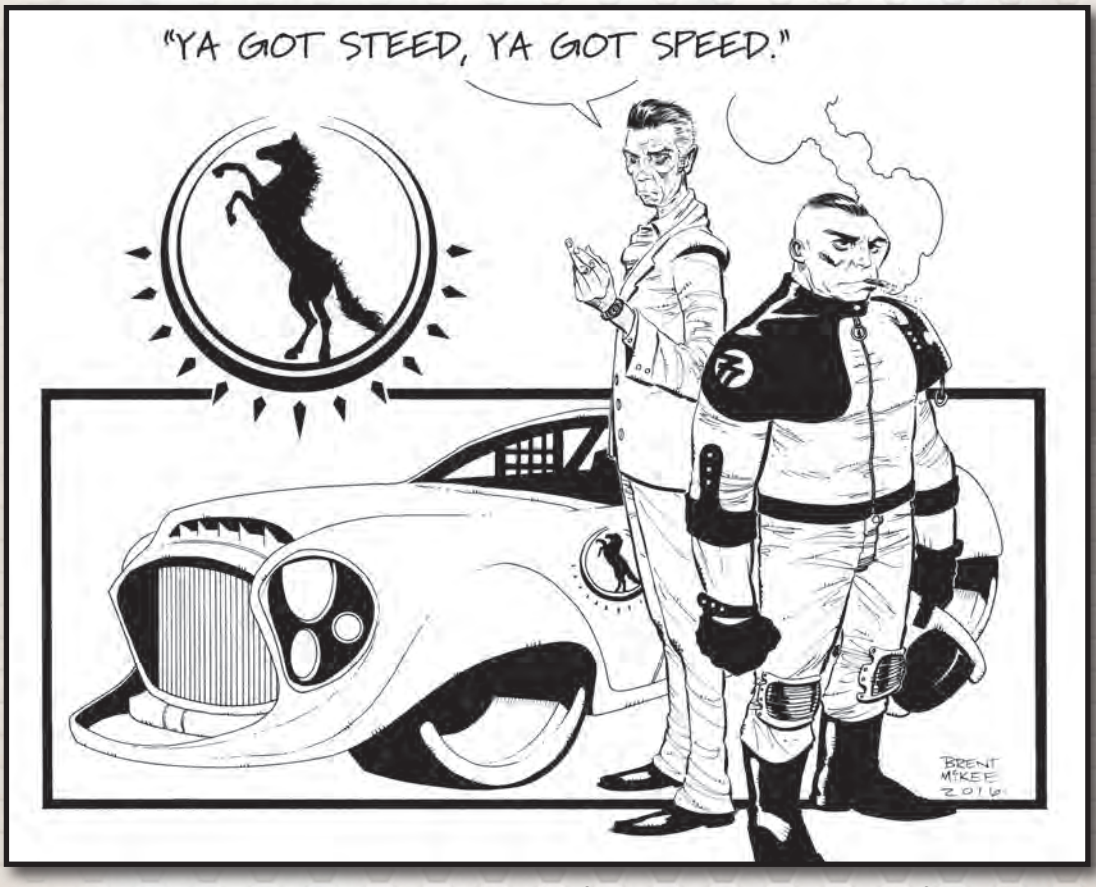
Uncontested and officially recognized by the United Nations as "The Free Keys", this new territory was quickly converted into one of the most advanced communities in the world, where many of the world's most innovative partnerships conducted groundbreaking research. The 120 mile long Overseas Highway and Seven Mile Bridge were replaced by the world's largest subterranean freeway tunnel. Powered by a massive network of aqua-turbines, The Free Keys became instantly self-sufficient, employing nearly every one of its 140,000 inhabitants.

Ubiquo CEO Golan Lazarus in front of the corporate HQ in The Free Keys.
(Illustration by Zach Howard, colors by Enrica Eren Angiolini)

STEED CORONA RACING

Steed Corona became a prestigious performance auto manufacturer in the United Kingdom when their hand-built, individually numbered battery-powered "Freedom" luxury sedan outsold the well-established market leader, Tesla. As initially a hobby pursuit for former Audi engineer HENRY BENTMOORE, the exceptional performance of the Freedom, as measured by battery life vs. vehicle weight vs. top speed, drew world interest, and multi-millions in investment dollars. The two largest investors, Steed Financial and Corona Consumer Products, agreed to the formation of joint venture STEED CORONA MOTORS, with Bentmoore at the helm.

With sufficient backing and a development direction that was considered "outside the box", Steed Corona was able to keep costs low while keeping brand value high, enough to make the Freedom series a viable competitor in the high-end luxury market. They followed lockstep behind Ubiquo's SVL development progress, becoming the second motor company to adopt the new technology.



A popular advertising cartoon featuring Steed Corona's most famous slogan.
(Illustration by Brent McKee)

This early adoption, of course, led them to be one of the first participants in the newly formed Fédération Internationale De La Vitesse Électrostatique. After his team won the first two World Cup championships, Bentmoore himself became the target of an investigation into improper wagering and odds-fixing. Although no solid proof surfaced, the overly-coincidental kidnapping of a competitor's wife a mere 24 hours before race day of the third World Cup race led investigators to his doorstep, with sufficient evidence suggesting his potential collusion in the crime. Although he maintained his innocence, he was promptly removed from the company board, and settlements were made with the victim's family in private. Bentmoore was never convicted, but his professional standing was finished.

Six-time champion MAX CHANCELOR
(Illustration by Max Fiumara)

Steed Corona continued to make quite a league record for themselves, with twelve championship cups to their name. Their current first-seat driver, Max Chancelor, has personally collected six of those trophies, missing out on a seventh when he was detained in Zurich for questioning in a local murder case. (He was later dismissed of all charges, although public suspicions, centered on his close relationship with the reclusive Bentmoore, continue to haunt him to this day.)

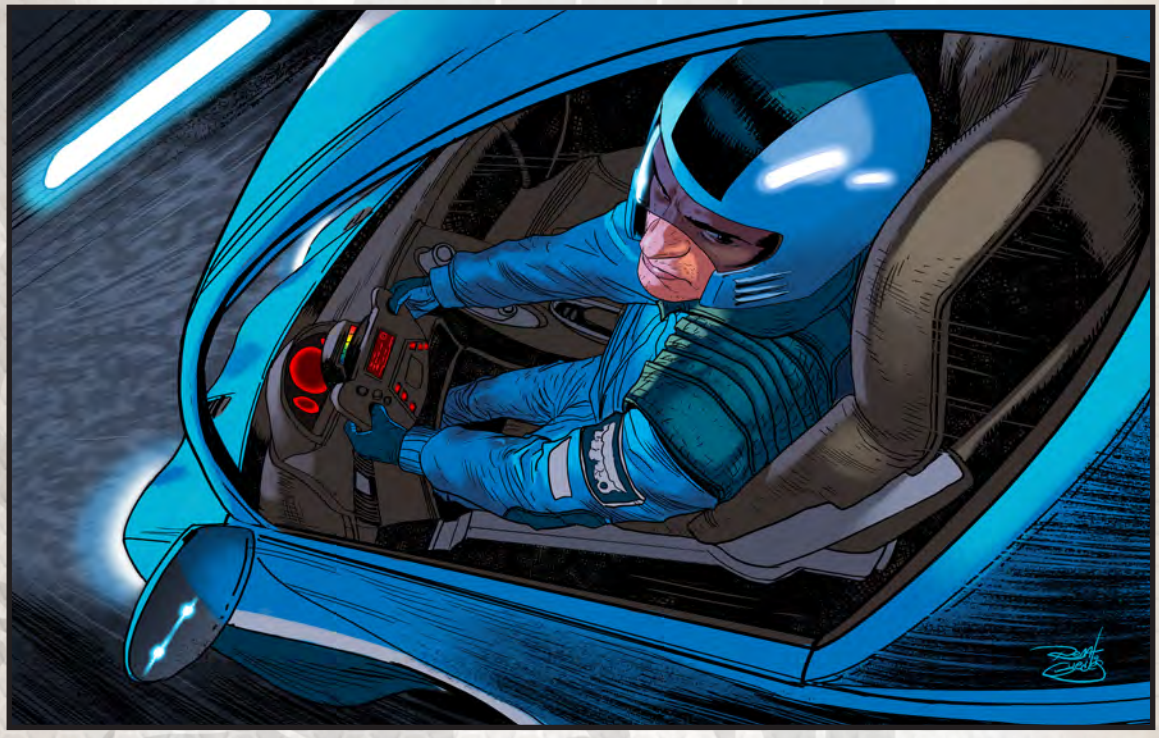
ENGELS STATICSPORT

As one would nearly assume, the German auto industry was not one to reach the gates late. With great pride baked into their diesel efficiency, and the varied elevation of their homeland terrain being so unsuitable for the installation and maintenance of SVL smart tarmac technology, they had no real motivation to embrace the changes sweeping their field. But it was that aforementioned pride that pushed them to prove superiority in the industry, regardless of practicality.

Seeing the future unfold rapidly around them, key members of Volkswagen, BMW, and Mercedes-Benz gathered under the invitation of HEINRICH ENGELS, the visionary engineer who silently brought Porsche the fuel efficiency they needed to avoid bankruptcy during the days of growing fossil fuel inflation. Engels described how they could improve Ubiquo's globe-sweeping technology to better suit elevation and declination, two obstacles that SVL propulsion could not easily address.

Their first focus was on large commercial vehicles – international freight shipping – which to that point had maintained the classic, friction-based, motorized engine system that had worked so well for well over a century. But by combining a central track of high-voltage, single-polarity attachment between smart SVL tarmac tiles, vehicles could essentially be daisy-chained onto a fixed rail of magnetic attraction focused solely on the load of pulling massive weights up inclinations as steep as 40 degrees. This proved revolutionary, and soon this supplement was incorporated into freeways worldwide.

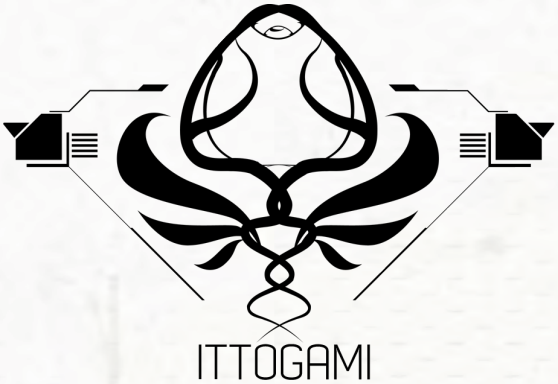
Despite their dominance in the global freight sector, this consortium refused to give up their once legendary grip on luxury performance sport vehicles. Brands such as Audi, BMW, Porsche, and Mercedes-Benz were eternal, and their German roots would not be overshadowed by the British merely because they entered the SVL performance racing circuit sooner. Missing only two initial World Cup races, the newly formed ENGELS STATICSPORT took the checkered flag in their debut season, despite the controversy surrounding the kidnapping of their driver's wife the night before race day (the scandal that led Steed Corona's CEO, Henry Bentmoore, to early retirement). Although she was recovered unharmed, the culprits were never captured or convicted. Suspicions of violent rivalry between Heinrich Engels and Steed Corona founder Henry Bentmoore continue to fuel speculation to this day.



Two-time champion ADAM VAN DER WAALS.
(Illustration by Renato Guedes, colors by Lucas Marangon)

Their most famous pilot has been ADAM VAN DER WAALS. A single child from the Netherlands, Adam Van Der Waals first became fascinated with autosports working the cargo docks of Rotterdam, unloading import vehicles on a regular basis. His adeptness with handling and knowledge of the latest growing technological advancements led to an opportunity to test drive for Engels Staticsport. Intense and driven to succeed, the rest is well-known history, with two championships under his belt.

ITTOGAMI SPORTS LEVITATION



Smaller, lighter, faster, and unquestionably more sporty, the Japanese response to SVL technology was immediate and consumer-focused. No other country incorporated SVL faster and to such a large per-mile ratio as Japan, who replaced nearly 70 percent of their paved roadways nationwide with inductive smart tarmac within the first two years of availability.

Seen as a complement to their well-established bullet-train system, controlled track highways took the responsibility of having to pilot a vehicle away from nearly every independent driver in the country. Having a car was tantamount to having a personalized seat on a network of automated trolleys that ran 24 hours a day. Few side roads remained open to car traffic, with most either converted to controlled SVL or closed off and remodeled for foot traffic. In just over a decade, actual hands-on driving in Japan became little more than an expensive hobby.

But the hobbyists in Japan were a diehard group willing to adapt to the rules and spend vast amounts of money to hang onto what they loved about autosports: the thrill, the speed, the danger, and the romance of taking one's Fate into their own hands. Ironically, however, they were the ones who introduced the notion of hands-free piloting to the world.

One of the largest sports groups, ITTOGAMI MOTOR SPORTS, had a vision years earlier of a future where vehicles were piloted by thought. They invested millions on tangential development studies in military aviation, where pilots could activate split-second commands in multi-mach-speed jet aircraft by merely thinking it.

Triggered by EKG sensors in their helmet, certain simple on/off commands could be activated to a nearly reliable degree through conditioned thought patterns. A pilot could think "lower gear", and 8 out of 10 times, the gear would lower. It wasn't as reliable as vocal command technology, but it was 100 times faster when it worked.

But that questionable reliability is what kept it from catching on.

Meanwhile, in other fields, cranial implant technology began to grow more routine, with small chips surgically connected to carefully measured locations in an individual's brain to regulate, measure, or record neural patterns. Originally developed to battle conditions like Parkinson's Disease and Alzheimer's, the technology underneath the medical application was fairly open-source and easily applied to a variety of new devices. Soon, optical recorders, memory stimulants, and sensory simulators were proven consumer products, albeit prohibitively dangerous and expensive ones. And soon Ittogami Sport Motor had the solution they were looking for.

Requiring extensive, personalized evaluation, calibration, and micron-specific implantation measured specifically to each recipient's brain, Ittogami's patented "Piloting Governor" gave SVL racing the edge necessary to become the breathtaking, split-second sporting experience it is today. Allowing pilots to override tarmac-governed safety measurements put the decision-making and reflex necessary for a competitive sport back in the hands – and the heads – of the drivers.

But simply developing the system wasn't enough for Ittogami, however, so they developed their own racing team under the banner ITTOGAMI SPORTS LEVITATION. Their drivers took the cup the first four years Governing technology was introduced, which naturally led to widespread suspicion of "hacking a victory," but no proof was ever determined that such unfair measures were practiced. They simply knew how to pilot-by-thought better than the other teams still getting used to the new tool. That lead was lost once Governing systems became commonplace worldwide, and made available from a variety of manufacturers leveraging a universally approved protocol.

Today, the field has leveled to the skill and judgment of the pilot and the aerodynamic maneuverability of the vehicle.

Ittogami's prize racer, HIKARU AKI, was born blind in one eye, and he never thought he would have the chance to drive a high-speed vehicle, let alone become one of his country's most famous race drivers. As an early test subject for Ittogami Governing Implant Technology, he not only gained the most experience with the revolutionary system, but helped guide its development from the ground up. It was in his honor that the company incorporated the optical elements in their league's logo.

CIPRIANI

PIERO CIPRIANI built his company in the tradition of Ferrari and Lamborghini – as a brand of luxury over affordability. His priority was never to produce quantity, focusing instead on quality, using materials for his interiors and dash that most designers would dismiss as frivolous, inefficient, expensive, and – to some – a bit tacky. It's not every luxury car with actual marble paneling inside the doors and floorboards, but that sort of "top-shelf craftsmanship" is what made Cipriani one of the world's most powerful brands according to World Brand Bank Journal.

But they were not oblivious to the impracticality of their decorative design, and they made a concerted point to prove that their dedication to quality could be taken seriously in terms of performance as well. This effort was put to best illustration with their first SVL production model, which ran lowest to the ground yet with the strongest magnetic cushion preventing any case of "bottoming out" on the tarmac after a bump. How they achieved such thin, yet absolute, cushion baffled peers and competitors for years.

When Piero Cipriani announced their entry into the WSVL league, it was done as primarily a marketing maneuver, to be seen alongside the other largest auto manufacturers around the world. But they proved themselves quite adept at breeding quality drivers as well, with a respectable number of wins, and a few standout drivers, including GIORGIO CARO, who went on to become a bit of a movie star afterwards.

Caro's most famous role, not ironically, was portraying Piero Cipriani in the big budget blockbuster telling of his life story. Shortly afterward, he shocked everyone by defecting from Cipriani to their primary rival DuMonde Vitesse, marrying Marguerite DuMonde in a whirlwind ceremony that had all of Europe buzzing, and Piero himself fuming...

Soon after Caro's departure, ANTON METRIK became Cipriani's darling, maintaining champion status for two years before his death in an accident that left rival racer Hugo Broyler crippled for two years.

Theatrical poster for "LA VITA CIPRIANI", the blockbuster cinematic telling of Piero Cipriani's life story, with lead racer Giorgio Caro in the title role.

(Illustration by Bryndon Everett)

PEARSON TAFT CAPITAL

Texas Oil magnate WALTER PEARSON and real estate baron RAUL TAFT saw the Smart Tarmac and SVL boom early, and immediately invested in the construction and propagation of Smart Tarmac freeways across America. They first took advantage of their native, flat, sun-drenched Southwest territories, laying some of the nation's first smart-tarmac super-highways while simultaneously opening an early state-wide franchise of SVL auto dealerships. They used those massive profits to slowly spread across the country. Within 5 years, Pearson Auto and Taft Transit Construction were cornerstone providers in the growth of SVL.

They built the first four SVL tracks in the United States. The first two, in Texas and New Mexico, were basic, flat ovals, but on a massive scale to allow for the exponentially higher speeds – some over 10-miles in diameter. The third track, built in Utah, started to take advantage of the elevation assistance developed by Engels, as well as the natural variation in topography provided by the hills and mountains, to offer one of the first twisty "SVL Rally tracks" (a trend eventually referred to as "roller coasters"). The fourth was built in and around the structures and buildings of downtown Salt Lake City, not only rejuvenating their lagging economy, but making it a brand-new destination as home of the first "city track". Soon after, other cities around the world started incorporating "city tracks", most notably Dubai, Monaco, Johannesburg, Buenos Ares, and Shanghai.

Pearson Taft racers are notoriously groomed like product. Instant celebrities with immediate endorsement deals. They haven't all been winners, and some have only lasted a single season, but they all certainly profited personally during even that short timespan... those that survived, that is.

There have been three deaths in their club's history. The first was part of a spectacular six-car pileup during the final third of a regional semi-final in southern California. Investigation was inconclusive, suggesting a failed

lift magnet on one of the cars, but armchair analysts believe it was Pearson Taft's driver taking unnecessary risks in a particularly tight turn.

Two years later, another death occurred when their driver mysteriously left the track. Doctors concluded he had an "episode" behind the wheel that caused him momentary lack of control. (Considering the high speeds, this could have been as innocuous as a simple sneeze.)

The third death occurred off track, mid-season, and was quietly brushed under the carpet with an immediate replacement driver and some quick, dismissive condolence PR. Such treatment, naturally, has led many to speculate that the driver's death was more than reported, and perhaps even a "corporate decision".

They are currently celebrating their most successful season, with their lead driver, NIKA BROYLER, having recently won the Dubai Invitational.

A perfume ad for CRASH, featuring Nika Broyler. While not herself a fashionable woman, her celebrity endorsements cover a wide range of popular products.

(Illustration by Ben Caldwell)

DUMONDE VITESSE

With the least amount of domestic specialization or resources, DUMONDE VITESSE were the last and most unlikely participants to enter the league. Approaching the circuit as an independent, private entity employing hand-crafted cars built from carefully selected parts from around the world, they built themselves into a solid competitive group over a six year span of strategic partnerships, tactical team-building, insightful recruiting, and a laser-focused passion for victory.

Led by hobby-racer BENOIT DUMONDE, a moderately successful businessman who fancied himself more of a stuntman than mid-level industrial executive, the driving goal of his fledgling "club" was to build the most death-defying performance vehicles imaginable, and then pilot them with such precision that watching them race would be akin to watching a stunt show from the golden years of the 20th century. He was not wealthy, but he had a very effective talent for reading people and their potential, keeping everyone driven towards a common goal – HIS.

They are now respected – and in some circles feared – for their aggressive tactics, some of which have been called "suicidal", although you'd never hear any of Dumonde's drivers admit to that. To them, the fear of dying is an enhanced passion for living, and you're never more alive than when you are zipping 8 inches off the ground at 180 mph.

Their current lead driver is Benoit Dumonde's son-in-law – and former Cipriani superstar – GIORGIO CARO. Some suspect that Giorgio's marriage to Marguerite DuMonde was purely strategic and manipulative simply to get him on their team, but she puts up an excellent, convincing show when they are together in public, as well as at home in private. Her true feelings are known only to herself (and, if the rumors are indeed true, her father).

Benoit DuMonde with one of his first hand-built circuit racers.

(Illustration by Daniel Warren Johnson)

KAIPARA AL-EMIRATE INSURANCE

With the rise of this new performance racing technology, three things were increasingly evident: 1) the value of petroleum would quickly fall as solar-powered electrical mag-lev replaced internal combustion consumption, 2) the ludicrous speeds involved in this new sport would proportionately raise the danger, and their associated insurance costs, and 3) the cost of entry would appeal to the world's richest thrill seekers first and foremost.

When Prince Kahlid Saliba's oil-rich family fortune appeared at risk of evaporating in the sun, it was his genius ploy to create the league's first comprehensive insurance offering. The unique medical conditions related to governing chip implants, the unique therapeutic requirements of such unnatural g-pulling, and the unique, delicate technological intricacies that can introduce life-threatening risks without warning made for a very valuable specialization in sports insurance. Soon every team, both corporate and independent, were clients of Kaipara Al-Emirate Insurance.

Of course, the Prince also had to prove to himself that he was immune to the risks they were insuring against. Whether you choose to call it over confidence, ego, or a divine complex, his decision to form a racing team of his own was a move of no small suspicion. They spared no expense to secure the finest and fastest vehicle technology possible, which the Prince himself piloted through three-fourths of their first circuit season. But investigations concluded after his spectacular death in a qualifying race in his own home city of Dubai that there was no fault in either the equipment or tarmac. His family reaped one of the largest insurance payouts known to man, in what was concluded to be a very legitimate case.

But of course, there are those who think the case was anything but legitimate.

OPPOSITE PAGE: Prince Kahlid Saliba with his "pet-bot" assistant.

(Illustration by Djet)

PLAYING THE GAME

INTRO

Now that you've witnessed the high-speed intrigue and have been introduced to the major players in this near-future world of SVL racing, it's time for you to take the controls and blaze your own celebrity career. Enter the World League and compete with friends in a tabletop RPG experience that puts you in a turn-based race for fame and fortune... or a fiery grave.

The steps are simple, and the rules are streamlined for easy set up and speedy gameplay. You can by with little more than paper, pencil, and three 6-sided die, or you can go all out with printable hex-shaped track tiles and car markers. The only limit is your imagination, and you're encouraged to bring as much of that as you can to the game.

Set-up involves just a few simple steps:

1) Create your character
2) Join a Team
3) Build your Car
4) Set up the track
5) RACE

We'll go over each of these in the following pages.

CREATE YOUR CHARACTER

Not just anyone can become an SVL racer. It takes fast reflexes, endurance, and a steady psyche to pilot these magnetic bullets with split-second precision. And it doesn't hurt to have some charisma to win over the masses if you're looking to build a career.

Therefore, the first thing you'll need to do is determine your strengths in these areas. You'll do so by rolling three 6-sided dice and adding the values together to get a score of 3-18 in each of these four stats:

REFLEXES

This score determines how quickly you react to changing conditions on the track. Specifically, the value of your Reflex score affects the Handling score of your vehicle, which will be explained in the "BUILD YOUR CAR" section a bit later.

	3-6	7-10	11-14	15-16	17-18
HANDLING MOD	-1	0	+1	+1.5	+2

PSYCHE

This score determines the number of "Talents" you may develop. "Talents" are bonus skills or traits that can affect various other statistics, scores, or conditions in the game. They will be explained in the "TALENTS" section next.

	3-6	7-10	11-14	15-16	17-18
Number of Talents	0	1	2	3	4

ENDURANCE

This score determines how easily you can weather or withstand various stress tests throughout a race. This can include excessive G-forces, impact damage, implant feedback, etc. These "Endurance Tests" will be outlined in various sections as we get into movement and combat.

CHARISMA

This score affects your winnings after completing a race. These winnings are calculated not only as cash dollars and sponsorship bonuses, but in size of your fanbase. A larger fanbase can affect how favorable certain conditions are before starting a race (and can impact the odds against you in underground side-betting your peers will no doubt be taking advantage of).

	3-6	7-10	11-14	15-16	17-18
Winnings Modifier	-50%	-10%	0%	+25%	+50%

You will also manage a fifth stat value, particularly if you play several races in a circuit or ongoing campaign: **NOTORIETY**. This score represents how successful you've been so far – think of it in terms of "experience points" used in other RPGs, increasing over time as a sign of your growing proficiency and fame.

NAME:	
TEAM:	
NOTORIETY:	

CAR MAKE (TEAM):	
CAR MODEL (WEIGHT):	

TALENTS

	Stat Effect
1	
2	
3	
4	
5	

REFLEX PSYCHE ENDURANCE CHARISMA

CHASSIS ACCELERATION TOP SPEED BRAKING RATE HANDLING SLOTS

COMPONENTS

	Stat Effect
1	
2	
3	
4	
5	

TACK

PUSH

-25 Chassis
+1 Top Speed

PACE

PAUSE

+25 Chassis
-1 Top Speed

SPEED

10
9
8
7
6
5
4
3
2
1
0

FRONT

LEFT SIDE

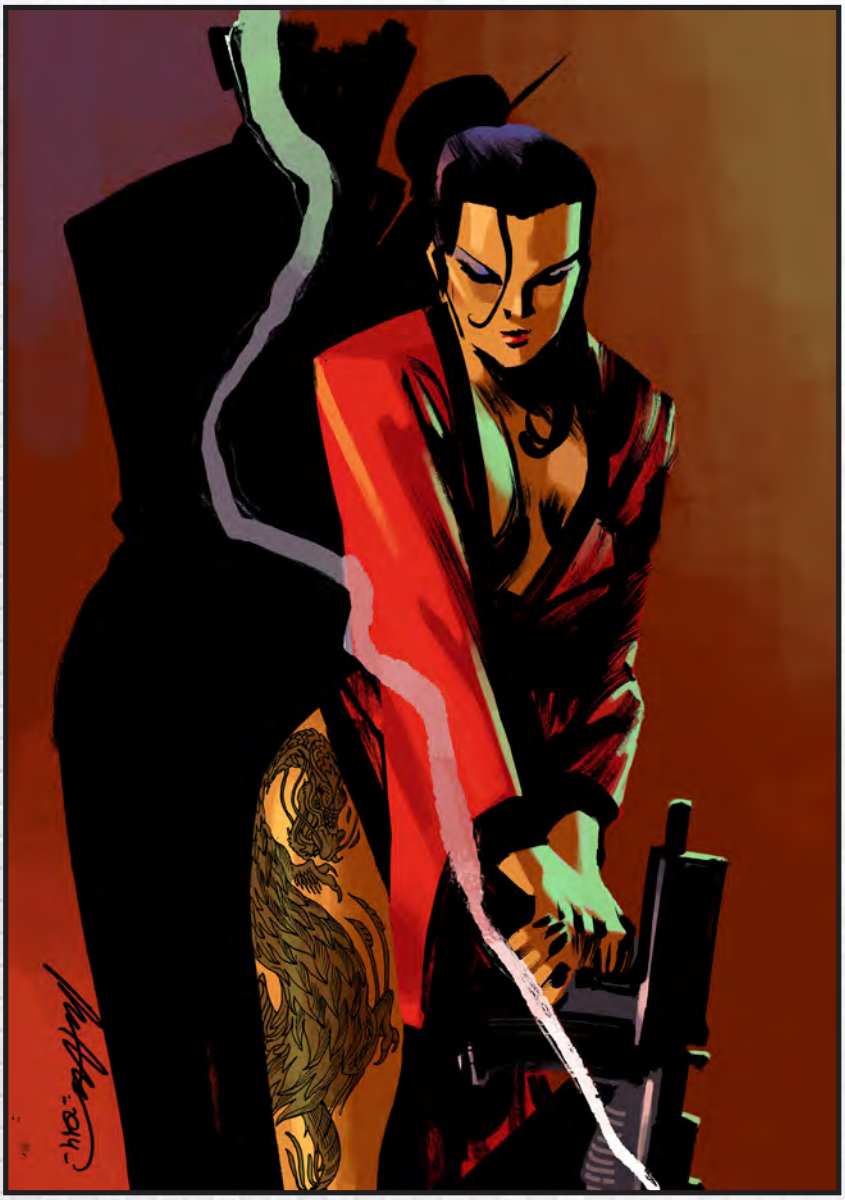
RIGHT SIDE

REAR

CHARACTER SHEET

On the left, you'll find a blank template Character Sheet – you can use it as reference to create your own on scratch paper or in a looseleaf binder, or you can photocopy the page and write directly on it. (We also provide a blank template for free download at www.HugoBroyler.com.)

You'll notice that it contains information about your character's vehicle, as well as large spaces that define your "Current Speed" and "Tack". These will be explained later, but they are variables that will change constantly throughout gameplay, so we recommend using a chart similar to this, with some form of easy to move marker, to visibly indicate where on each bar your vehicle is currently set.



Taz Reloads *(Illustration by Rafael Albuquerque, colors by Lucas Marangon)*

TALENTS

Depending on your character's Psyche score, you may have a number of bonus "Talents", which can come in handy in a variety of situations on and off the track. Once you have determined how many talents you are allowed, select the appropriate number from the following list, based on your preference:

1. **EYES IN THE BACK OF YOUR HEAD** – Reduces damage to your Rear panel by 15 points per incident.
2. **PRECOGNITION** – Defense against random track condition event.
3. **SPEED HACK** – Once per race, you may increase your Top Speed to 10, regardless of stats or car limitations
4. **HARD STOP** – Once per race, you may decrease your speed to any desired minimum (above 0), regardless of stat or car limitations
5. **DRIFTER** – Once per lap, this Talent allows you to bypass the typical Safe Speed check of a Hard Turn in favor of a standard Reflex Check – roll 3d6 and if the result is less than your Reflex score you successfully navigate the turn without penalty.
6. **DEFY THE ODDS** – Increases your Notoriety point winnings by 150% by manipulating the underground odds in your favor.
7. **SWITCH TACK** – This talent allows you to switch your Tack at will, even in the midst of resolving an Encounter or Obstacle. This talent can only be used once per three turns, however.
8. **STEAL THE LEAD** – Once per race, when sharing a tile space with another racer jockeying for lead position, this talent gives you an automatic "win", bypassing the "COMBAT" sequence for that encounter. This can be declared at any time during the turn, like a "get out of jail free card" even after poor results or failure are determined.
9. **QUICK TURN** – Allows you to quickly rotate your car's body 90 degrees without altering momentum or Speed in order to absorb an impact with the side of the vehicle in stead of the nose.
10. **HIP CHECK** – When sharing a tile space with another racer jockeying for lead position, this talent gives you an instant "win" in any scenario where the Defender chooses "Ram". (See "ENCOUNTERS" for details.) This talent can be used once per lap.

Opposite Page: Taz takes aim *(Illustration by Marcelo Frusin, colors by Lucas Marangon)*


M. FRUSIN
2014

JOIN A TEAM

The next step in your career is to join a corporate team from the seven key players in the league: **ENGELS STATICSPORT, CIPRIANI, DUMONDE VITESSE, ITTOGAMI SPORTS LEVITATION, KAIPARA AL-EMIRATE, PEARSON-TAFT,** or **STEED CORONA.**

Each corporate team has their own brand of engineering under the hood of their vehicles, giving them a unique advantage in different areas, usually balanced by an equivalent disadvantage in another area. These are quantified as modifiers applied to your vehicle's basic stat scores. Deciding which team is right for you will be based on which stats you feel are most (or least) important in how you prefer to approach a race. Each stat will be explained in depth in the following section, "**BUILD YOUR CAR**".

The individual team strengths and weaknesses are as follows:

STEED CORONA: Jack-rabbit starts and picking up speed quickly. Steed Corona cars are known for their rapid acceleration. They don't do so well, however, at rapid deceleration.

Strength: +1 ACCELERATION
Weakness: -1 BRAKING RATE

ENGELS STATICSPORT: With core technology designed around controlling heavy vehicles on downward inclines, they excel at quick and safe braking. This extra speed control comes at the cost of chassis space, however.

Strength: +1 BRAKING RATE
Weakness: -1 COMPONENT SLOT

ITTOGAMI SPORTS LEVITATION: Agile and maneuverable, the cars of Ittogami are made to weave through curvy tracks with increased performance. Key to this increased handling, however, is a reduction in protective paneling.

Strength: +2 HANDLING
Weakness: -25 CHASSIS STRENGTH

Opposite Page: Anton Metrik Publicity shot *(Illustration by Francisco Ruiz Velasco)*


MP
GW
FRONZ

CIPRIANI: These cars are known to be the fastest on the planet, with the highest top speeds recorded. Getting there, however, takes a bit more time, and with their focus on forward momentum, they pale in agility and cornering.

Strength: +1 TOP SPEED
Weakness: -1 HANDLING

PEARSON TAFT: Good old American toughness – these cars are built solid and can take a hit. But like a tank, they aren't the most agile vehicle on the track.

Strength: +25 CHASSIS STRENGTH
Weakness: -1 HANDLING

DUMONDE VITESSE: These cars aren't built for racers eager to rush into trouble, but provide extra room for strategically selected additional components that could come in handy during the course of a race.

Strength: +1 COMPONENT SLOT
Weakness: -1 ACCELERATION

KAIPARA AL-EMIRATE: Bigger and tricked out – that's how Kaipara prefer to roll. Their extra size provides plenty of room for additional optional components , but cars that big don't stop on a dime...

Strength: +2 COMPONENT SLOTS
Weakness: -2 BRAKING RATE

Take these pluses and minuses into account when building your car in the next phase!

	CHASSIS MOD	ACCELERATE MOD	TOP SPEED	BRAKING RATE	HANDLING MOD	COMPONENT SLOTS
Steed Corona	-	+1	-	-1	-	-
Engels Staticsport	-	-	-	+1	-	-1
Cipriani	-	-	+1	-	-1	-
DuMonde Vitesse	-	-1	-	-	-	+1
Ittogami Sports Lev	-25	-	-	-	+2	-
Kaipara Al-Emirate	-	-	-	-2	-	+2
Pearson Taft	+25	-	-	-	-1	-

BUILD YOUR CAR

Just as important as your driver's stats – perhaps even moreso – are the stats for your vehicle. These are the scores that will be referenced, tested, and altered frequently throughout a race. While your driver's character stats are important, they ultimately only modify the vehicle stats, which truly define the race.

There are six key vehicle stats, defined as follows:

CHASSIS STRENGTH:

This is the amount of physical damage your vehicle can sustain in the course of a race before it is rendered inoperable. Think of this as the vehicle's "hit points (HP)". The basic, unmodified starting value for this stat depends on the size of the vehicle (explained below). This total score is also proportioned to four zones on the vehicle – front, rear, left, and right – depending on the manufacturing team's preference. See team models below for details.

ACCELERATION:

This score defines the maximum number of "lengths" a racer can add to their current speed per turn. Speed is measured in a universal unit of measurement we will refer to as "lengths," as in the number of car-lengths traveled per game turn. The basic, unmodified starting value for this stat is 2 to 5, depending on the size of the vehicle (explained below).

TOP SPEED:

This score defines the maximum speed a racer can achieve when in Offensive Tack. The basic, unmodified starting value for this stat is 4 to 6, depending on the size of the vehicle (explained below).

BRAKING RATE:

This score defines the maximum reduction in speed (or "lengths") the car can achieve in a single turn. The basic, unmodified starting value for this stat is 2 to 5, depending on the size of the vehicle (explained below).

HANDLING:

This score modifies the "MAX SPEED" requirements limitation imposed by turns and hazard tiles along the track. When a vehicle encounters a turn or hazard, it's current speed will be compared to the "MAX SPEED" limitations of that tile, with a variety of results determined by whether the vehicle exceeds that "MAX SPEED" or not. This Handling stat will modify the tile's imposed value to make the maneuver easier (or perhaps more difficult) to achieve safely. The basic, unmodified starting vale for this stat is +0 to +2, depending on the size of the vehicle (explained below).

COMPONENT SLOTS:

This score determines how many additional components the player can equip on the vehicle before the start of a race. Like "Talents", these components can give additional, beneficial abilities or stat improvements to a car or driver. The basic, unmodified starting value for this stat is 1 to 3, depending on the size of the vehicle (explained below).

As suggested above, vehicles come in three sizes: **LIGHT, MEDIUM,** and **HEAVY.** Each size has its own set of advantages and disadvantages. Each corporate team has a basic Light, Medium, and Heavy vehicle to choose from, each of which takes into account their unique manufacturing strengths and weaknesses.

LIGHT vehicles are smaller, faster, and more agile, usually at the expense of protective paneling (Chassis Strength) and fewer component slots.

HEAVY vehicles are larger, slower, and less agile, but with the benefit of extra protective paneling (Chassis Strength) and more component slots.

MEDIUM vehicles are the most average balance of the two.

The chart below shows the basic, unmodified starting values for these vehicles, before Team modification values and Character stat modifiers are applied.

	CHASSIS STRENGTH	ACCELERATION	TOP SPEED	BRAKING RATE	HANDLING	COMPONENT SLOTS
LIGHT	50	5	6	5	+2	1
MEDIUM	100	3	5	4	+1	2
HEAVY	150	2	4	3	0	3

STEED CORONA

STRENGTH: +1 ACCELERATION
WEAKNESS: -1 BRAKING RATE

LIGHT: "Cavalier"

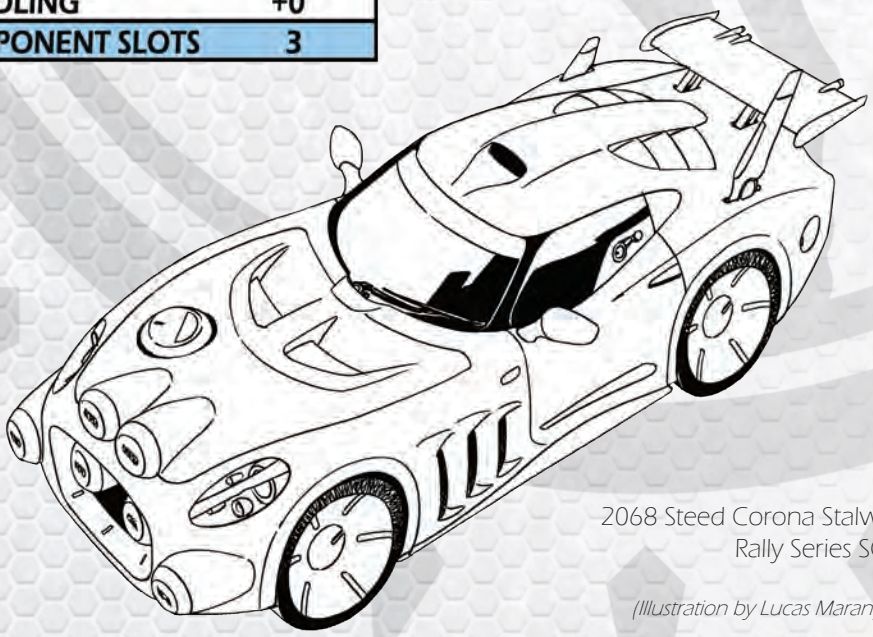
CHASSIS STRENGTH	50
ACCELERATION	6
TOP SPEED	6
BRAKING RATE	4
HANDLING	+2
COMPONENT SLOTS	1

MEDIUM: "Stalwart"

CHASSIS STRENGTH	100
ACCELERATION	4
TOP SPEED	5
BRAKING RATE	3
HANDLING	+1
COMPONENT SLOTS	2

HEAVY: "Rook"

CHASSIS STRENGTH	150
ACCELERATION	3
TOP SPEED	4
BRAKING RATE	2
HANDLING	+0
COMPONENT SLOTS	3



2068 Steed Corona Stalwart,
Rally Series SC70

(Illustration by Lucas Marangon)

ENGELS STATICSPORT

STRENGTH: +1 BRAKING RATE
WEAKNESS: -1 COMPONENT SLOT

LIGHT: "S3 Falconer"

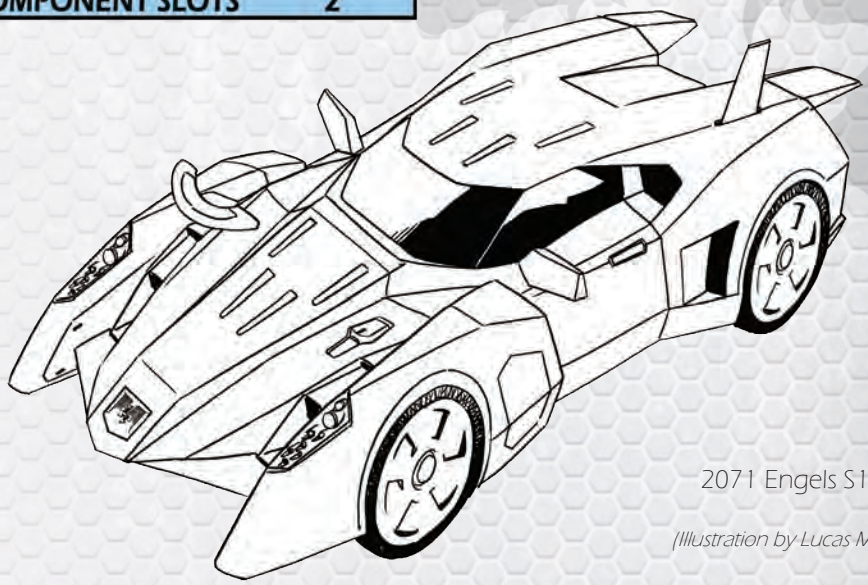
CHASSIS STRENGTH	50
ACCELERATION	5
TOP SPEED	6
BRAKING RATE	6
HANDLING	+2
COMPONENT SLOTS	0

MEDIUM: "S5 Valiant"

CHASSIS STRENGTH	100
ACCELERATION	3
TOP SPEED	5
BRAKING RATE	5
HANDLING	+1
COMPONENT SLOTS	1

HEAVY: "S10 Storm"

CHASSIS STRENGTH	150
ACCELERATION	2
TOP SPEED	4
BRAKING RATE	4
HANDLING	+0
COMPONENT SLOTS	2



2071 Engels S10 Storm

(Illustration by Lucas Marangon)

ITTOGAMI SPORTS LEVITATION

STRENGTH: +1 HANDLING
WEAKNESS: -25 CHASSIS STRENGTH

LIGHT: "Yajirushi"

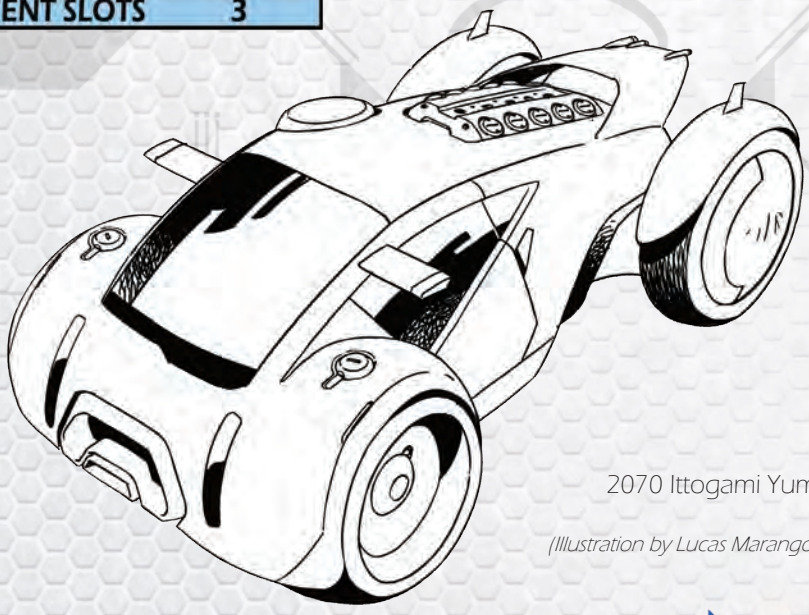
CHASSIS STRENGTH	25
ACCELERATION	5
TOP SPEED	6
BRAKING RATE	5
HANDLING	+3
COMPONENT SLOTS	1

MEDIUM: "Yume"

CHASSIS STRENGTH	75
ACCELERATION	3
TOP SPEED	5
BRAKING RATE	4
HANDLING	+2
COMPONENT SLOTS	2

HEAVY: "Shinkansen"

CHASSIS STRENGTH	125
ACCELERATION	2
TOP SPEED	4
BRAKING RATE	3
HANDLING	+1
COMPONENT SLOTS	3



2070 Ittogami Yume

(Illustration by Lucas Marangon)

CIPRIANI

STRENGTH: +1 TOP SPEED
WEAKNESS: -1 HANDLING

LIGHT: "C220 Lightning"

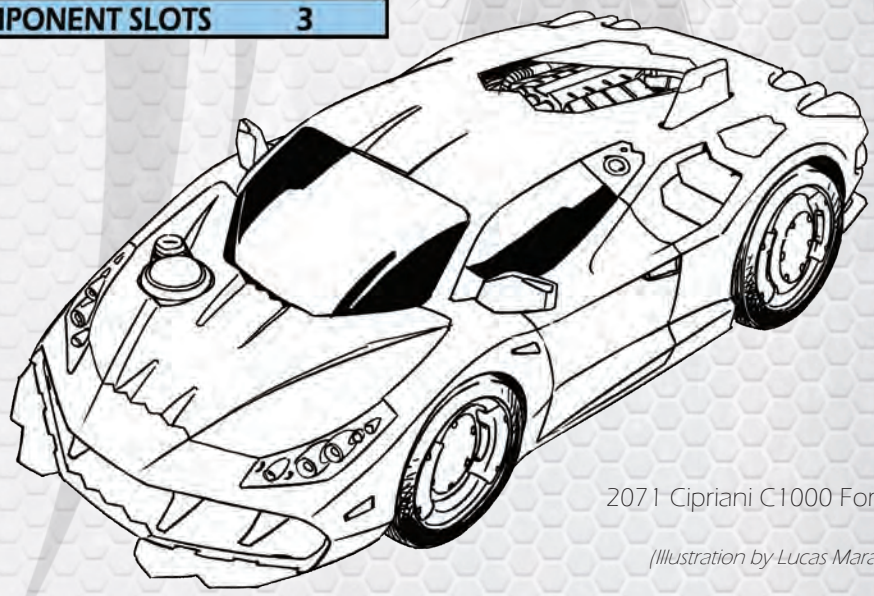
CHASSIS STRENGTH	50
ACCELERATION	5
TOP SPEED	7
BRAKING RATE	5
HANDLING	+1
COMPONENT SLOTS	1

MEDIUM: "C600 Resistenza"

CHASSIS STRENGTH	100
ACCELERATION	3
TOP SPEED	6
BRAKING RATE	4
HANDLING	+0
COMPONENT SLOTS	2

HEAVY: "C1000 Fortezza"

CHASSIS STRENGTH	150
ACCELERATION	2
TOP SPEED	5
BRAKING RATE	3
HANDLING	-1
COMPONENT SLOTS	3



2071 Cipriani C1000 Fortezza

(Illustration by Lucas Marangon)

PEARSON TAFT

STRENGTH: +25 CHASSIS STRENGTH
WEAKNESS: -1 HANDLING

LIGHT: "Panthera"

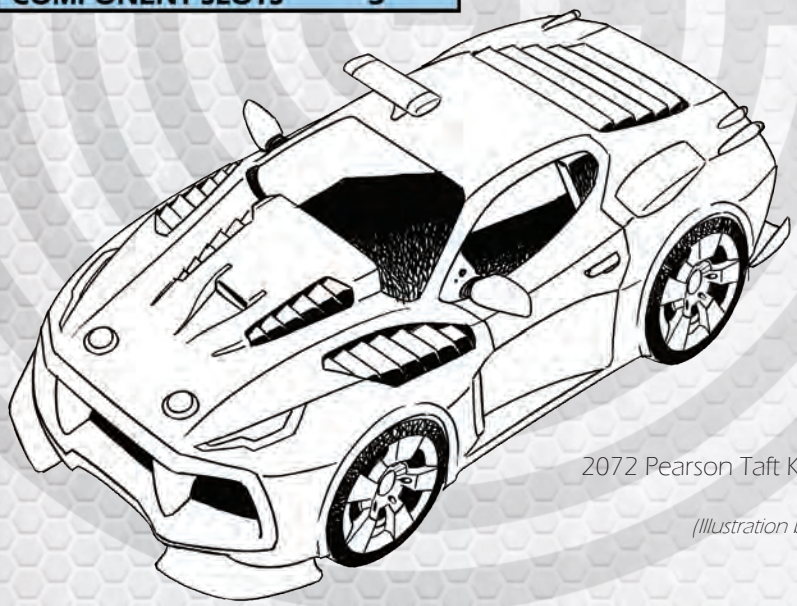
CHASSIS STRENGTH	75
ACCELERATION	5
TOP SPEED	6
BRAKING RATE	5
HANDLING	+1
COMPONENT SLOTS	1

MEDIUM: "Stallion"

CHASSIS STRENGTH	125
ACCELERATION	3
TOP SPEED	5
BRAKING RATE	4
HANDLING	+0
COMPONENT SLOTS	2

HEAVY: "Kodiak"

CHASSIS STRENGTH	175
ACCELERATION	2
TOP SPEED	4
BRAKING RATE	3
HANDLING	-1
COMPONENT SLOTS	3



2072 Pearson Taft Kodiak VX Model

(Illustration by Lucas Marangon)

DUMONDE VITESSE

STRENGTH: +1 COMPONENT SLOT
WEAKNESS: -1 ACCELERATION

LIGHT: "X Vatine"

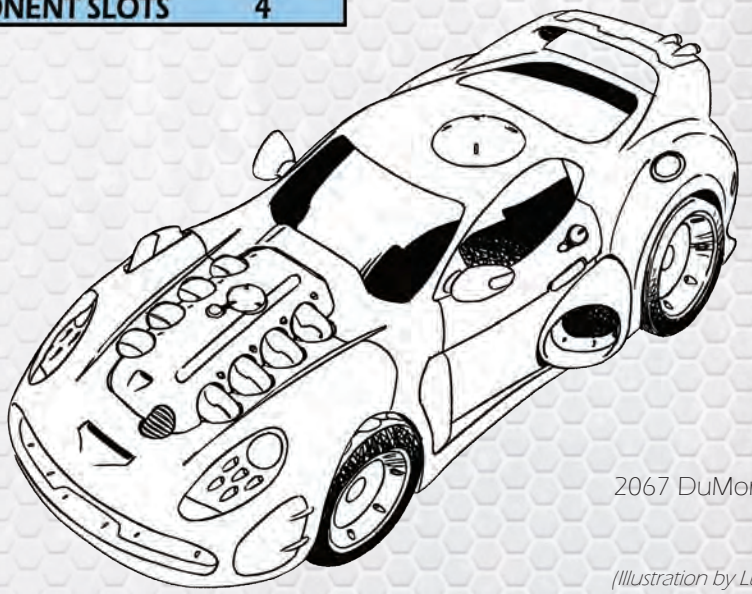
CHASSIS STRENGTH	50
ACCELERATION	4
TOP SPEED	6
BRAKING RATE	5
HANDLING	+2
COMPONENT SLOTS	2

MEDIUM: "X Boulet"

CHASSIS STRENGTH	100
ACCELERATION	2
TOP SPEED	5
BRAKING RATE	4
HANDLING	+1
COMPONENT SLOTS	3

HEAVY: "X Moebius"

CHASSIS STRENGTH	150
ACCELERATION	1
TOP SPEED	4
BRAKING RATE	3
HANDLING	+0
COMPONENT SLOTS	4



2067 DuMonde Moebius
XKJ Series

(Illustration by Lucas Marangon)

KAIPARA AL-EMIRATE

STRENGTH: +2 COMPONENT SLOTS
WEAKNESS: -2 BRAKING RATE

LIGHT: "KAE 330"

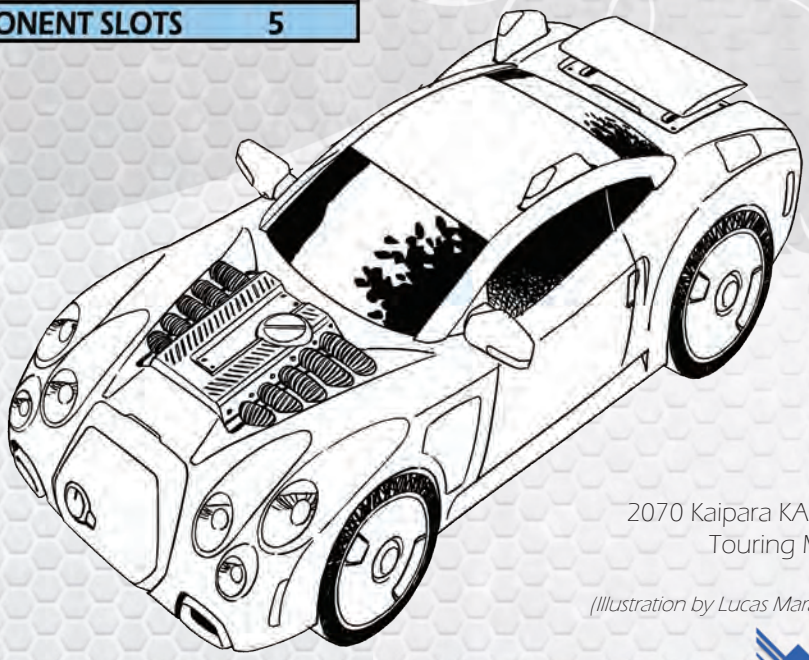
CHASSIS STRENGTH	50
ACCELERATION	5
TOP SPEED	6
BRAKING RATE	3
HANDLING	+2
COMPONENT SLOTS	3

MEDIUM: "KAE 770"

CHASSIS STRENGTH	100
ACCELERATION	3
TOP SPEED	5
BRAKING RATE	2
HANDLING	+1
COMPONENT SLOTS	4

HEAVY: "KAE 880"

CHASSIS STRENGTH	150
ACCELERATION	2
TOP SPEED	4
BRAKING RATE	1
HANDLING	+0
COMPONENT SLOTS	5



2070 Kaipara KAE 330
Touring Model

(Illustration by Lucas Marangon)

COMPONENTS

Like Talents, Components can provided extra abilities and benefits during a race. Unlike Talents, which are permanent once selected, however, Components can be swapped out between races, with different components installed for different racing scenarios. Once installed, however, they cannot be swapped out or uninstalled until after a race is over, so choose wisely before the race begins!

1. **BRAKES** – Increases Braking Rate by +1
2. **TURBO** – Increases Acceleration by +1
3. **SIDE DEFLECTOR** – Reduces damage received from each side impact by -15 points; does not deteriorate (but can become disabled)
4. **FRONT DEFLECTOR** – Reduces damage received from each front impact by -15 points
5. **REAR DEFLECTOR** – Reduces damage received from each rear impact by -15 points
6. **OVERCLOCK** – Increases Top Speed by +1
7. **TURN ASSIST** – Increases Handling by +1
8. **SLOW MINE** – Drops a virtual "mine" in the current tile that remains in place until the next vehicle crosses that tile. This is represented as a marker left on that tile until it is activated. It is an additional Tile Condition that can only be avoided by "PRECOGNITION" (Talent). It instantly reduces an effected vehicle's speed by -3. Unfortunately it also reduces Notoriety point winnings for the instigating player by 500 due to 'unsportsmanlike conduct' penalties.
9. **FORWARD TRACTOR** – Will latch onto the next closest vehicle ahead of yours, up to three tiles away, to reduce the effected vehicle's speed by half of the speed difference between your vehicle and theirs. So for example, if you are traveling at a Speed of 6 and they are at a speed of 4, half of the difference would be 1. (The calculations are rounded up.) This is regardless of which vehicle is traveling faster. If both vehicles are at the same speed, the lead car's speed is reduced by -1 and your car accelerates by +1. This can be activated once every two laps and occurs at the beginning of a player's turn, before any movement takes place.

10. **NEUTRALIZE HAZARD** – Allows the racer to neutralize or deactivate any visible hazard up to six tiles ahead so that it poses no threat or obstacle. This can be activated once per three laps.

SET UP THE TRACK

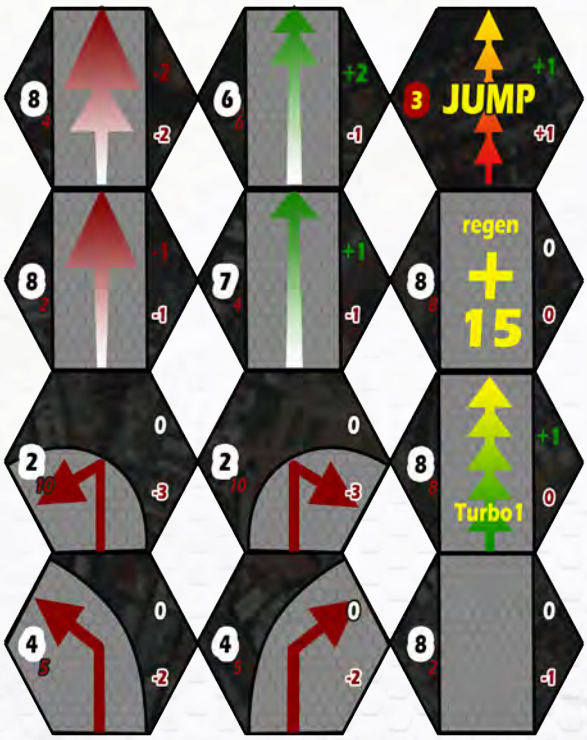
Now that players have defined their characters and built their cars, you need to set up the race. This can be as simple as two or more players racing against each other on an agreed-upon track, or each player controlling more than one racer in a "team", or one or more racers under the control of a "Game Master" who plays a number of "Non-Player Characters" – racers created with randomly generated stats placed in the game to provide artificial opponents, for more exciting conditions and challenges. The former is more of a "board game" experience, where as the latter can offer more of a narrative "role playing game" experience. It's really up to you how populated or complex you wish your game to be!

If you decide to run a game with NPCs (Non-Player Characters), they should be generated the same way a player's character is created. (You can also find a pre-defined set of NPC characters for free download at www.HugoBroyler.com.) For ease of play, these NPCs could have simpler stats, such as no Components or Talents, so that they play faster with less impact on the race's outcome.

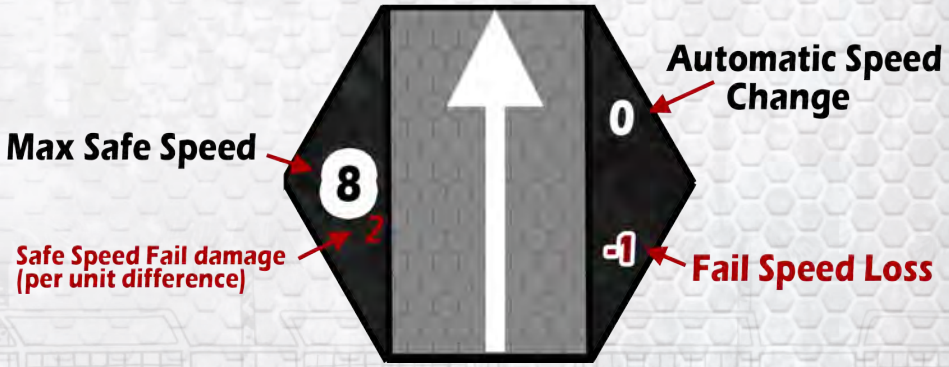
The next important step, of course, is setting up the track. This not only outlines the complexity of curves and turns that will affect each player's speed and strategy, but the duration of the race, the appearance of obstacles and random events that racers will encounter.

TRACK LAYOUT

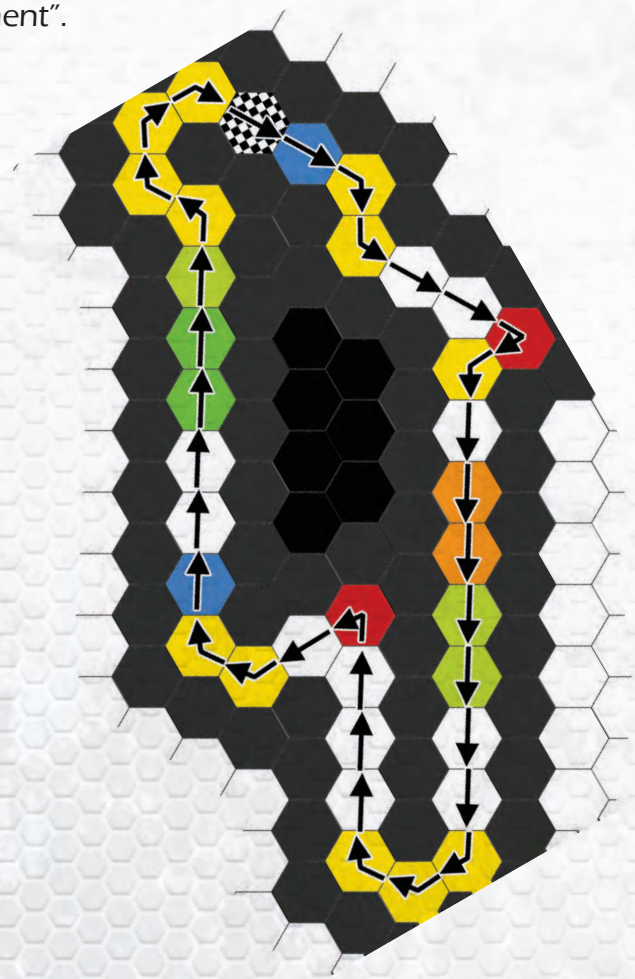
Tracks are drawn or assembled using hexagonal tiles, which can be created on standard hexagonal graph paper (available at most gaming stores), or constructed on a tabletop using hexagonal tiles laid out in whatever configuration you desire (albeit in a closed loop, to represent a full lap).



Each hexagonal tile will represent the condition of that space – easy or hard turn, hazards, pads, etc, just like the squares in the chart version. If your tiles are big enough, you can even represent each racer using counters or playing pieces.



The sample tiles shown on the previous page illustrate an assortment of **Straights, Easy Curves, Hard Curves, Inclines, Declines, Boosts, and Hazards**. The values on the left side represent the Max Speed and Speed Fail Damage, while the values on the right indicate Automatic and Fail Speed Changes. These values are all explained in the upcoming section on "Movement".



We've created a set of hexagonal tiles that contain this information, which you can print out on any printer, cut apart using scissors, and used to build your own tabletop version (available for free download at www.HugoBroyler.com.) We've also created a set of car counters that you can print out and cut apart to use as player gameplay pieces on these tiles.

Ideally, your tiles can be printed large enough to fit 2-3 car counters all of the necessary Condition Stats visible for gameplay, so you can avoid having to look up numbers for each space during the game.

TRACK TILE TYPES

Each square in your Track Chart, or each hex in your Track Map represents a "tile" or a single space (or "length") of movement during a race. Each tile will present certain maximum or minimum speed conditions that must be met to proceed past that tile safely – if a player is traveling faster (or in some cases slower) than that tile's SAFE SPEED requirement, they will face penalties, such as car damage, speed loss, or endurance tests on their racer's stats.

There are three types of Tiles: **NAVIGATION** tiles, **HAZARD** tiles, and **BOOST** tiles.

NAVIGATION TILES

NAVIGATION TILES define the physical layout of the track – **STRAIGHTS** and **CURVES**.

STRAIGHTS are the basic, simplest tile to navigate with little to no real challenge (except in certain conditions, which we'll go into later). On a hexagon tile, it is passing from one side directly through to the facing side.

In addition, there are five variations of Straights: **Flat, Easy and Steep Incline, and Easy and Steep Decline.** While Flat may be self explanatory, and certainly the easiest to navigate, Inclines and Declines will have an effect on your current speed as you pass that tile. The effects are cumulative, so if you encounter two Easy Inclines in a row, your speed will decrease by each tile's specified amount. (Note: however, that because of the tractoring system built into the smart tarmac, a racer's speed can never drop below 1 due only to inertia; other conditions may stop a vehicle entirely, but never compounding inertia alone.)

CURVES come in two basic degrees: **Easy and Hard**. On a hexagon tile, an Easy Curve represents the slight 60° turn left or right. They require a reasonable reduction in speed, but are typically a simple challenge to pass. Hard Curves, however, require a much greater reduction in speed, and are represented by the tight 120° turn left or right on an hexagon tile.

When passing a Navigation tile, racers must compare their current speed to that tile's SAFE SPEED value. If they are within that safe value, they pass to the next tile without challenge or resistance. If, however,

their speed is outside that safe value, they will take an amount of damage to their Chassis's FRONT PANEL, based on the difference between their actual speed and the safe speed value.

	MAX SAFE SPEED	SPEED CHANGE	FAIL DAMAGE (per unit of difference)	FAIL SPEED LOSS
Straight - Flat	8	0	2	-1
Straight - Easy Incline	8	-1	2	-1 (additional)
Straight - Steep Incline	8	-2	4	-2 (additional)
Straight - Easy Decline	7	+1	4	-1
Straight - Steep Decline	6	+2	6	-1
Easy Curve	4	0	5	-2
Hard Curve	2	0	10	-3

For example, a Hard Curve with a SAFE SPEED value of "Max 2" means that any speed of 3 or higher will result in 10 points of Chassis damage to the car (from hitting the barrier wall) per unit of speed difference. So if a racer were to enter that tile going a speed of 6, they would take 40 points of damage from their car's Chassis Strength: 6 (their speed) – 2 (safe speed) = 4 (difference) x 10 points per speed difference = 40 points.

Failing a SAFE SPEED will also result in an automatic reduction in the racer's actual speed. This FAIL SPEED LOSS value is immediately deducted from the racer's upon failure. The consequences of Speed Loss are explained in the Movement section of rules to follow.

HAZARD TILES

HAZARD TILES are special conditions placed upon existing Navigation Tiles, adding extra conditions the player must meet to proceed past that tile. In most cases, these Hazards will only fall on Straights, so their unique conditions are typically the only ones to consider.

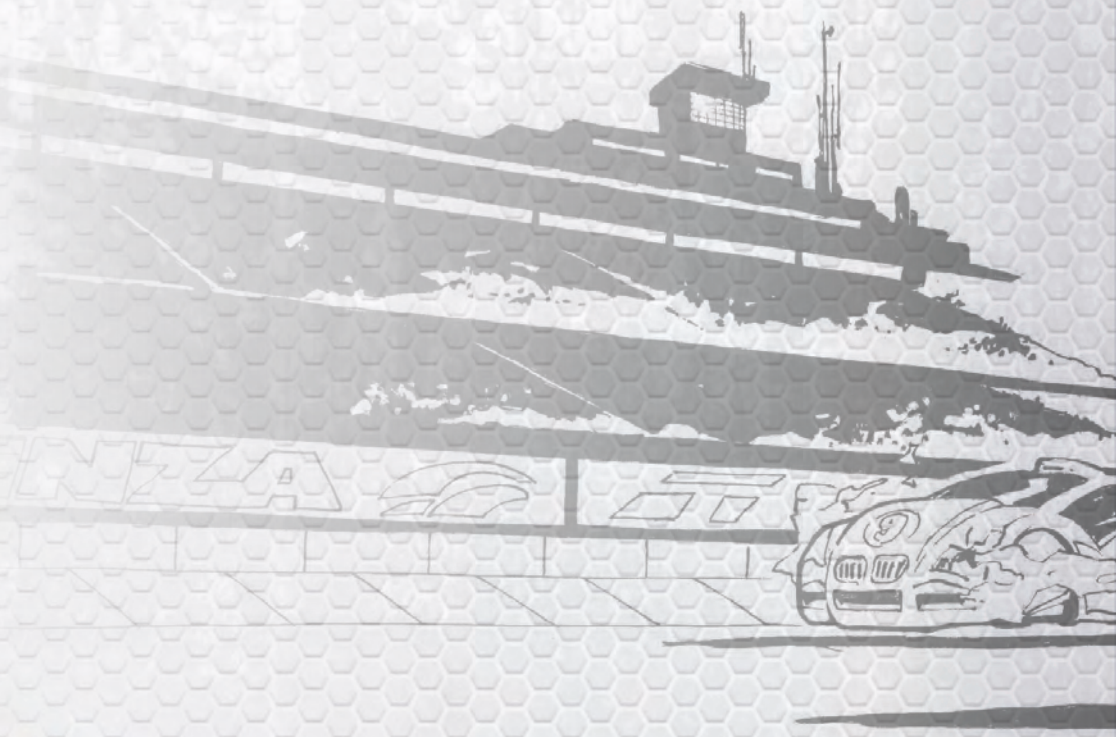
Hazard Tiles also impose a SAFE SPEED limitation, although in many cases they require the racers to be going faster than the requirement – jumps, sticky mines, or smart tarmac tile glitches can often be survived by racing past at high speed. Failing to meet this speed requirement, however, can result in damage, just as going too fast in a turn can cause damage.

The amount of damage taken from a Fail is calculated the same as with a Navigation tile – by multiplying the difference in actual speed to the SAFE SPEED requirement with the Fail Damage per Speed Difference value. So, for example, passing a "Brake Mine" tile (which applies a speed reduction

if caught in it's grip) with a speed of 3, which is 2 below the required Safe Speed of 5, the racer will suffer 50 points of Chassis damage (as the car's nose scrapes the tarmac), and their speed will be reduced by 4. (In this case, that brings the racer to a momentary complete stop, but this will be explained in the "Movement" section shortly.)

In a few Hazard conditions, failure will also require the racer's character pass an **ENDURANCE TEST.** In this case, the player will have to roll the character's Endurance score or lower on three d6, adding the values together. So, for example, a character with an Endurance score of 12 will need to roll a 3-12 on three six-sided dice. If they fail to roll below their Endurance score, an additional speed loss is applied, as well as any other "Special Fail result" indicated by that Hazard's information.

	MIN SAFE SPEED	FAIL DAMAGE (per unit of difference)	FAIL SPEED LOSS	FAIL ENDURANCE TEST?	ENDURANCE FAIL SPEED LOSS
Jump	3	60	-5	YES	-1
Brake Mine	5	25	-4	NO	
Tile Glitch - No Power	2	20	-2	NO	
Tile Glitch - Misaligned	3	20	-1	NO	
Tile Glitch - Reverse Turbo	4	50	-4	YES	-2



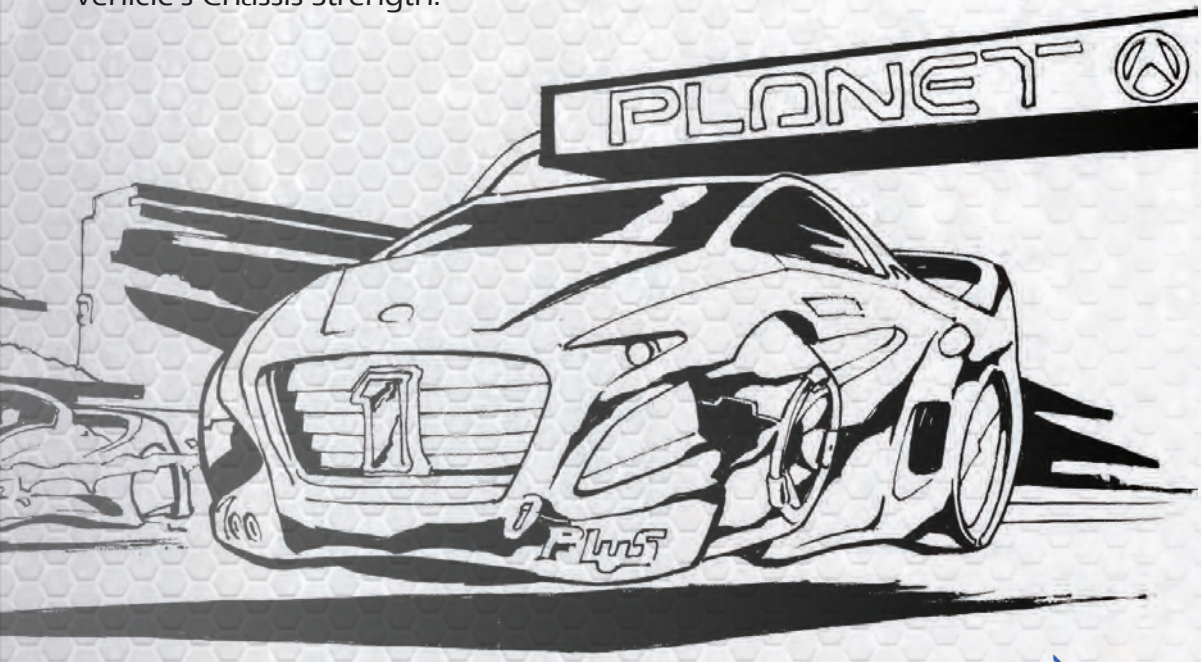
	INSTANT EFFECT
Turbo 1	+1 SPEED
Turbo 2	+2 SPEED
Turbo 3	+3 SPEED
Regen 1	restore +15 CHASSIS points
Regen 2	restore +25 CHASSIS points
Regen 3	restore +50 CHASSIS points

BOOST TILES

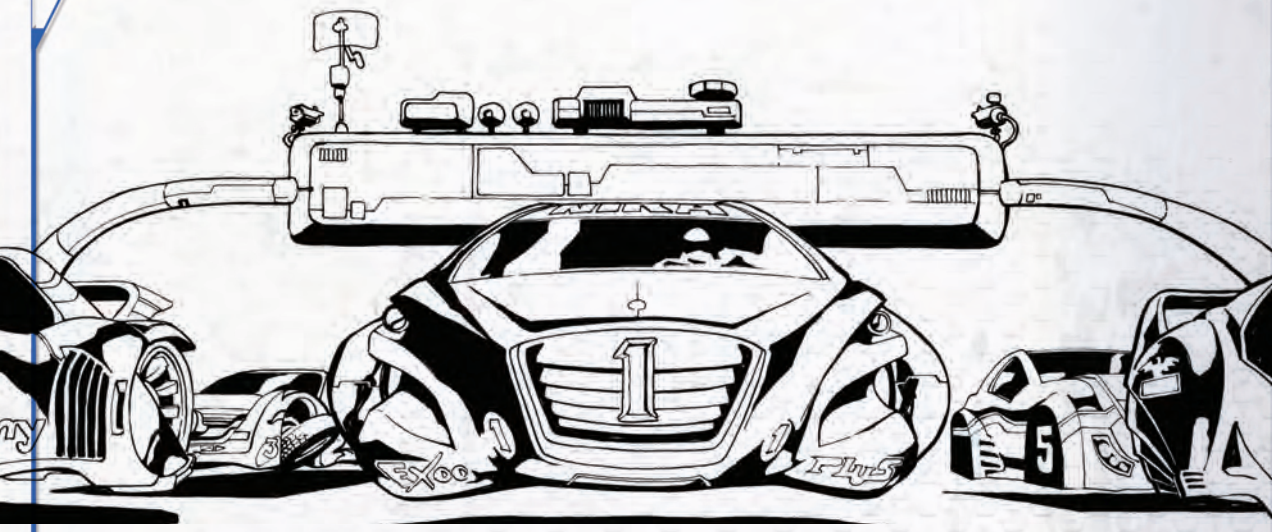
BOOST TILES are (mostly) beneficial conditions applied to existing Navigation tiles. These only fall on Straights, so their unique conditions do not complicate Curve or Hazard calculations, but their effect should be considered when approaching one of those scenarios. Boost Tiles are activated and deactivated on a smart tarmac tile throughout the race, so they can be placed randomly on the track from lap to lap, and don't always need to appear in the same column in a Chart-version track.

Boost Tiles come in two types: **TURBO** and **REGEN**. **TURBO** Tiles instantly increase a vehicle's speed by a fixed amount (usually +1 to +3), regardless of that vehicle's Top Speed stat. While a little extra speed on a Straight may seem like a great thing, it can complicate matters if placed right before a Hard Curve ... It's always a good idea to set your speed accordingly, taking everything ahead of you into account before reaching it.

REGEN Tiles instantly repair or restore a fixed amount of damage to the vehicle's Chassis Strength.



RACE TIME!



You have racers. Racers have cars. And now you have a track to race upon. Time to get this show on the road!

All racers should have their Character Cards and a handful of counters or tokens with which to mark current values, such as Tack, Speed, etc, all of which will be explained further. By marking these values openly on the table with clearly visible counters, it will make it easier to calculate results and make adjustments quickly and openly for all to see.

THE GREEN FLAG

Races proceed in turns, in order defined by the **STARTING LINEUP**. Starting line up is defined first in order of Notoriety (if using experienced, career characters), from highest value to lowest value. If using fresh, inexperienced characters, starting order is based on Reflex score – highest score goes first. If there is a tie between characters with the same Reflex score, the winner goes to the vehicle with the higher Acceleration value. If both racers have vehicles with the same Acceleration value, then the lead is defined by a roll of the dice – both players roll 3d6 and the higher value goes first.

Players will then take turns, one-at-a-time, in this starting lineup order, repeating the order until one player crosses the finish line.

TAKING TURNS

Each player or racer takes a turn moving along the track. A **TURN** is broken into three short phases: **SET TACK, SET SPEED,** and **MOVEMENT.**

Depending on the conditions encountered during "Movement", there may be additional steps to complete a player's Turn, such as an **ENCOUNTER** (or "**COMBAT**"), but these are the three core steps each Player goes through before the next player in the lineup can take their turn.

PHASE ONE: SET TACK

The first phase in a Turn is to select a "**TACK**" – this is the momentary tactic you take as a driver for that turn. There are three Tacks to choose between: **PUSH, PACE,** or **PAUSE.** Your Tack will affect both your TOP SPEED and CHASSIS STRENGTH for that lap as follows:

PUSH: You are faster on the track, but your recklessness makes you more vulnerable to damage in the event of an impact.

- -25 Chassis Strength HP
- +1 Top Speed

PACE: You are neither overly-cautious nor reckless, with no modification to your Top Speed or Chassis HP.

PAUSE: You maneuver slightly slower, but in your caution you take less damage in the event of an impact.

- +25 Chassis Strength HP
- -1 Top Speed

Place a token on your character sheet in the appropriate space to declare your current Tack. Also make note of any temporary change to Chassis HP and Top Speed.

PHASE TWO: SET SPEED

Once Tack has been set, the Player must declare their Speed for that Turn. This will determine the number of spaces or tiles the vehicle will travel, or attempt to travel barring any condition failures along the way. This Speed can be an increase or decrease in current speed, or players can choose to continue with their current, unaltered speed.

Speed can only be increased up to the vehicle's Acceleration value. So, for example, a racer going a speed of 2, driving a vehicle with an Acceleration value of 3, can speed up to a maximum of 5 in that turn.

Likewise, a racer can only reduce their speed by that vehicle's Braking Rate. So, for example, a racer going a speed of 6, driving a vehicle with a Braking Rate of 2, can only slow down to a speed of 4 in that turn.

Place a token on your character sheet in the "Current Speed" column to indicate your new, target Speed value.

When racing, it is very important to consider the conditions coming up, and to set your speed accordingly. If a dangerous curve is coming up, it is wise to reduce your speed to safely navigate the tile, otherwise you could take significant damage. That's not to say taking damage can't be a viable alternative to slowing down, if your vehicle has lots of Chassis Strength, but it is a strategy that should be considered carefully.

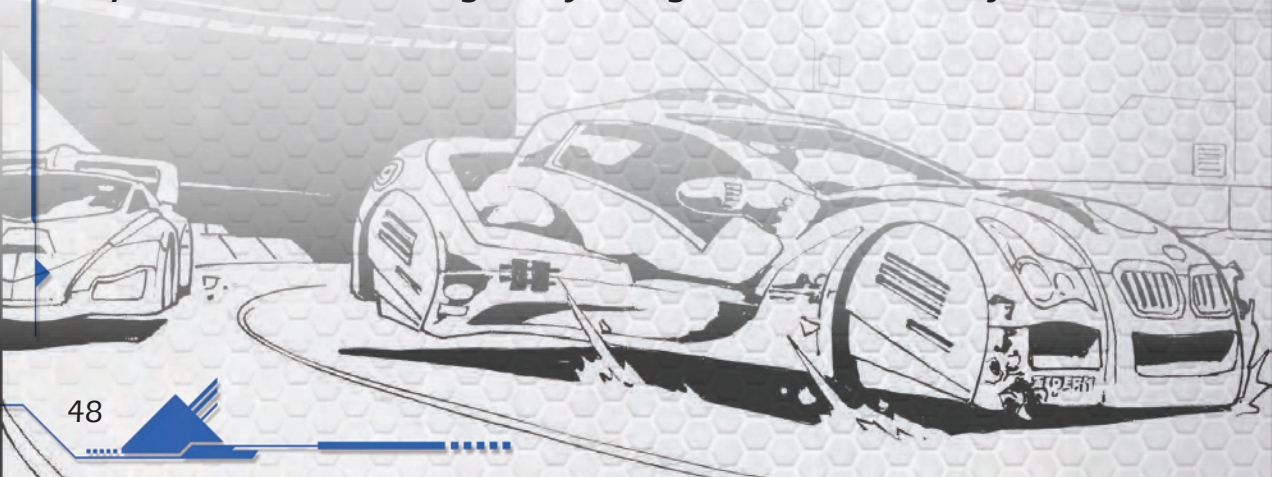
PHASE THREE: MOVEMENT

Once Speed has been set, the racer moves along the track one tile at a time, for as many tiles/spaces as their current speed setting, or less if they fail any tile conditions along the way. Each tile's Safe Speed (or Failure) condition must be satisfied to proceed to the next tile.

A racer can cross up to as many tiles as their current speed; for example, a racer traveling at a speed of 6 can travel up to 6 tiles distance if all conditions are passed successfully. If their speed drops due to any Failure penalties during any tile condition, the number of tiles the vehicle can travel that turn is reduced accordingly. If the resulting speed from a Failure drops below the number of tiles already traveled, that player's turn is over, and it becomes the next racer's turn to move.

So for example, a vehicle that starts a turn traveling at a speed of 8 encounters a Hard turn after only four tiles. Since they are traveling a difference of 6 lengths over the Safe Speed of 2, they would not only suffer 60 points of Chassis damage during that turn (from barreling into the wall barrier), but their speed would also be reduced by 2 to a final speed of 6. This means they can only travel 2 more tiles – 6 total, rather than the full 8 of their original speed.

As failures are resolved, move the token up or down in the "Current Speed" column according to any changes that result, as they occur.



ENCOUNTERS / COMBAT

Curves, Hazards, and Boosts are all resolved against the individual racer. In this way, it's possible to run a solo race, with no opponents, just to get a feel for how to set your speed and navigate a track. But in multi-player races, the other drivers themselves become a unique hazard on their own.

When a player attempts to cross a tile already occupied by another racer, this initiates an **ENCOUNTER**, or in sense, a "Combat" phase.

First, the current "Attacking" player approaching from behind must declare which side they are moving towards – to the left or right of the occupying "Defending" vehicle. This will determine where on each vehicle any resulting damage occurs.

Then, both racers take one of two predefined "Intention Markers" secretly in hand under the table to indicate their stance in the situation – one marker represents their decision to "**PASS**" safely, the other represents their intention to "**RAM**" the other vehicle.

Each player has as set of both Intention Markers available to them, and the two players in contest take both of theirs under the table, secretly palming one of them before revealing their selection in unison above the table for all to see.

If BOTH players reveal "PASS" Intention Markers, the current player passes the Defending vehicle without incident or damage. (Note: the player must still resolve that tile's Safe Speed condition to proceed.)

If the ATTACKING player reveals "RAM" while the DEFENDING player reveals "PASS", the Attacking player slams into the Defending vehicle from the side from which they are passing, knocking it into the opposite wall so that the Defending vehicle suffers damage to BOTH side panels. The amount of damage is determined by the Attacking player, who rolls 1d6, multiplying the result by 5. This is the amount of damage the Defending vehicle takes on BOTH side panels. The Defending vehicle's speed is also affected by that tile's Fail Speed Loss amount. The Attacking vehicle's speed remains the same. (Note: the Attacking Player must still resolve the tile's Safe Speed condition to proceed.)

If the DEFENDING player reveals "RAM" while the ATTACKING player reveals "PASS", the Defending player slams into the Attacking vehicle from the side from which they are passing,

knocking it into the opposite wall so that the Attacking vehicle suffers damage to BOTH side panels. Likewise, the amount of damage is determined by the Defending player, who rolls 1d6, multiplying the result by 5. This is the amount of damage the Attacking vehicle takes on BOTH side panels. The Attacking vehicle's speed is also affected by that tile's Fail Speed Loss amount. The Defending vehicle's speed remains the same. (Note: in this situation, the Attacking Player does not need to resolve the tile's Safe Speed condition to proceed, since they already suffered the tile's Speed Loss penalty.)

If BOTH the Attacking player and Defending player reveal "RAM" Intentions, they slam into each other, with both vehicles suffering damage and Speed Loss. The amount of damage each vehicle receives is determined by each player rolling 1d6 and multiplying the result by 5. Now BOTH resulting values are added together. This combined value is the amount of damage suffered by BOTH vehicles on the appropriate, impacting side panel. This could amount to as much as 60 points damage! So be careful when considering whether to RAM or PASS! No damage occurs to the opposite side panels, as both vehicles stay in the lane without hitting the wall. Both vehicle speeds are reduced by 1.

		ATTACKER	
		PASS	RAM
DEFENDER	RAM	Vehicles pass each other without damage or speed loss	**DEFENDING** vehicle takes damage on both side panels and suffers speed loss
	PASS	**ATTACKING** vehicle takes damage on both side panels and suffers speed loss	**BOTH** vehicles take compound damage on side of impact and both suffer speed loss

If any resulting Speed Loss leaves the player in the same tile at the end of the turn, both vehicles remain in that tile until the next turn. (Eventually the Defender's next turn will carry them out of that tile.)

MULTI-CAR ENCOUNTERS

If an Attacking Player approaches a tile with two or more vehicles currently occupying it, instead of declaring a side on which to Pass, they secretly choose which vehicle to "target". This doesn't necessarily mean an intention of "Ramming", but merely which of the vehicles to resolve against. (The other vehicles not "targeted" will still be involved, as explained below.)

In this scenario, the player will secretly write down which car is the "target" before all racers in that tile palm and reveal their intention. Once all intentions are revealed, the player then reveals who they were actually targeting.

At that point, the encounter unfolds the same as before, in a one-on-one scenario between the Attacking Player resolving against the selected Defending Target, but with two key differences:

1) Instead of damage dealt to each vehicle's SIDE panels, the damage is distributed between the FRONT and REAR panels accordingly, with the Attacker Ramming the Defender from behind. (Granted, should both players choose "PASS" that issue is moot.)

2) The other key difference is that the third (and fourth or more) vehicle in that tile who is not targeted will ALSO palm and reveal an Intention token at the same time. If they choose "PASS", they allow the encounter to happen between the Attacker and declared Defender without any additional interference. If the additional vehicle choses "RAM", however, they deal damage to either the Attacker or Defender based on the outcome of that targeted encounter:

- ***If the Attacking Player PASSES their targeted vehicle without incident,*** the third vehicle Rams the DEFENDING (targeted) vehicle, causing it to take 1d6 x5 damage to both side panels and corresponding Speed Loss (as in a regular one-on-one encounter).

- ***If the Attacking Player successfully RAMS their targeted vehicle,*** the third vehicle Rams the ATTACKING vehicle, causing it to take 1d6 x5 damage to both side panels and corresponding Speed Loss (as in a regular one-on-one encounter).

- ***If the Defending vehicle successfully RAMS the Attacking vehicle,*** the third vehicle Rams the DEFENDING (targeted)

vehicle, causing it to take 1d6 x5 damage to both side panels and corresponding Speed Loss (as in a regular one-on-one encounter).

- ***If both the Attacking and Defending vehicles RAM each other,*** the third vehicle slams into them both, causing an additional 1d6 x5 damage to both the Attacker and Defender's FRONT panel. The third vehicle suffers ½ of the damage dealt to their own REAR panel. ALL vehicles in that tile suffer a -3 Speed Loss, however, as a "PILE UP" is instigated (which affects fourth, fifth, etc vehicles).

		ATTACKER	
		PASS	RAM
DEFENDER	RAM	Third vehicle damages **DEFENDING** vehicle on both side panels and inflicts speed loss	**BOTH** vehicles take damage on front panel and **ALL** vehicles suffer -3 speed loss
	PASS	Third vehicle damages **DEFENDING** vehicle on both side panels and inflicts speed loss	Third vehicle damages **ATTACKING** vehicle on both side panels, and inflicts speed loss

If there are more than two vehicles in a contested tile, the same process applies to the fourth, fifth, etc. vehicle in the pileup – ALL vehicles in a contested tile will palm and reveal an Intention token. Any "RAMMING" Intentions are treated with the above rules, and all results are cumulative. You can see how this can cause a major pile up if all racers are overly aggressive.

VEHICLE DAMAGE

When a vehicle takes damage, that amount is deducted from the appropriate panel – Front, Left, Right, or Rear. When a panel's Chassis Strength value drops to 0, any additional damage taken to that zone will have a random "SYSTEM MALFUNCTION" result, based on the roll of 2d6 die:

SYSTEM MALFUNCTION EFFECT

2	-2 Speed Loss
3	-4 Speed Loss
4	Racer Endurance Check vs -4 Speed Loss
5	Random component failure (roll 1d6 to select which)
6	All component failure for rest of race
7	Braking Speed reduced to 1
8	Top Speed reduced by -2 (1 min value)
9	Top Speed reduced by -4 (1 min value)
10	Acceleration reduced by -2 (1 min value)
11	Acceleration reduced by -4 (1 min value)
12	Any vehicle handling bonus reduced to 0

Each time a vehicle is damaged in the exposed panel (one with a value of 0 or below), a new random result will be applied from the chart above. These results remain in play each turn, and stack upon each other to compound penalties each time a new random result is applied. If an exposed panel continues to receive damage, you can see how debilitating this can get!

The only way to repair a damaged panel is to make a "**PITSTOP**". This requires the racer to cross the starting line – the starting tile in a new lap – and declare they are "pitting". With this declaration made, the vehicle stops at the starting tile of that lap for a certain number of turns, depending on the extent of repair required. Note: these are turns skipped by the "pitting" player, NOT turns taken by other players! So a repair that takes 3 turns to fix means the "pitted" player is skipped over three times! So pit carefully, or – more wisely – avoid crippling damage in the first place!

Repair 50 points of damage (any single panel)	**1 turn**
Repair 100 points of damage (any panel, distributable)	**2 turns**
Repair 150 points of damage (any panel, distributable)	**3 turns**
Remove one System Damage effect	**1 turn each**

SAMPLE COMBAT RESOLUTION

Let's imagine a sample scenario:

Player One ("HUGO") is racing at a speed of 5, approaching a tile currently occupied by another driver, we'll call him "CONRAD", with a current speed of 4.

HUGO declares he's going to pass CONRAD on the right. Both HUGO and CONRAD take their Intention Markers under the table. They palm and reveal their choices above the table:

HUGO declares "RAM"; CONRAD declares "PASS."

HUGO therefore slams into CONRAD's right side, checking him into the wall.

Rolling 1d6, HUGO rolls a 3, multiplied by 5, equals 15 points of damage that CONRAD takes to BOTH side panels – his right side from the impact, as well as the left side from being checked into the wall. CONRAD removes these points from his vehicle stat sheet. CONRAD also suffers a Speed Loss of -1 since it was a Flat Straight, reducing his current speed to 3. (HUGO suffers no speed penalty.)

HUGO then checks the tile's passing condition/Safe Speed, which is 8. Since HUGO is well below that with a speed of 5, there is no adjustment.

Two tiles ahead, there are two vehicles occupying the same tile – we'll call these racers "SLOVAK" and "VESPER".

HUGO secretly writes his intended "target" on a slip of paper and all three racers take Intention Markers under the table. They each palm and reveal their choices above the table:

HUGO declares "PASS; VESPER and SLOVAK both reveal "RAM". HUGO then reveals his target as being VESPER.

Therefore, the proper initial target encounter is resolved – HUGO v VESPER.

Since HUGO tried to Pass while VESPER decided to Ram, HUGO takes damage. VESPER rolls 1d6 for a 2, multiplied by 5, equals 10 points of damage that HUGO takes to BOTH his Front and Rear panels – his front from VESPER cutting him off, the Rear from his tail slamming into the tarmac suddenly. HUGO removes the appropriate damage from Front and Rear panels, as well as reduces his speed accordingly from 5 to 4 since it is another Flat Straight (Fail Speed Loss -1).

With the target encounter resolved, SLOVAK's Intention must now be resolved, as the third party vehicle.

Since SLOVAK declared "RAM", he moves his vehicle into the target encounter with the intention of hitting someone. Since the result of the target encounter was a Ram in favor of the Defender (VESPER), he slams into VESPER, who successfully defended his position in the space... leaving him precisely where SLOVAK was veering! This means that VESPER takes impact damage from SLOVAK to both sides

– on the impact side from SLOVAK's vehicle and also from the opposite side wall. SLOVAK rolls 1d6 and gets a 4, multiplied by 5, equals 20 points of damage that VESPER applies to BOTH side panels.

Considering that VESPER's right side panel only had 10 remaining points, a System Malfunction is rolled (by VESPER, or a managing Game Master, depending on how you play). 2d6 are rolled, with a result of 5 – "Racer must make an Endurance Check vs complete Speed Loss (to 0 standstill)" So VESPER rolls 3d6 against his Endurance score of 11, and rolls a combined value of... 15. This means he failed the Endurance Check, which means his vehicle speed is instantly reduced to 0.

Since HUGO's original speed of 5 was reduced to 4 with the first combat, and his total distance traveled this turn has been 4, HUGO's turn is now over, and the game moves onto the next player.

WINNING

With everything involved in simply making it around the track, winning is pretty simple to figure out – reach the finish line first!

CLIMBING THE CIRCUIT

If you choose to continue developing racers and character stories from race to race, players should be rewarded for placing first through sixth in a race with not only sponsorship dollars, but Notoriety. While this single, growing score measures a player's "experience" it also reflects their public standing: fame, future line-up placement, etc.

While you are free to invent your own narrative rewards (and penalties) for your players' winning (or losing), awarding Notoriety points by the following chart could be a good way to start:

1st Place: 10,000 Notoriety Points
2nd Place: 7,500 Notoriety Points
3rd Place: 5,000 Notoriety Points
4th Place: 3,000 Notoriety Points
5th Place: 2,000 Notoriety Points
6th Place: 1,000 Notoriety Points

Remember, if you're using experienced racers with accumulated Notoriety for future races, the Starting Lineup is based first on these scores, with the highest score going first!