

# JUMP POINT

ISSUE: 09 02



IN THIS ISSUE →→→

|    |   |
|----|---|
| 03 | <b>BEHIND THE SCENES:</b><br>Consolidated Outland Nomad |
| 19 | <b>VISUAL GUIDE:</b><br>Racing Vehicles                 |
| 31 | <b>WHITLEY'S GUIDE:</b><br>Origin M50                   |
| 35 | <b>PORTFOLIO:</b><br>CC's Conversions                   |

## FROM THE COCKPIT

### GREETINGS, CITIZENS!

Give yourselves a round of applause, you should be pretty darn proud of how you stopped that Xenothreat in its tracks! It was a true joy to take part in *Star Citizen's* first big in-game event mission and I think most of my fun came from hanging back and seeing how everyone approached the battle. (In one sense, I think we've raised something of a monster by training so many talented pilots who happen to enjoy trying to break things!) It was a wonderful shared experience and I'm so happy to see what a positive one it was for everyone. And I think everyone who took part can see just what the team has learned about putting together events like this in the future... and I can't wait to see where it all goes.

Closer to home, we're kicking off February with a look at the brand-new Consolidated Outlands Nomad, the renegade spacecraft company's hard-working follow up to the famed Mustang line. Hopefully you got a chance to follow the Nomad's launch at the 2950 Intergalactic Aerospace Expo. Or, since it sprung to life fully formed in the Alpha 3.11.1 patch, perhaps you've had a chance to take the flight stick yourself! Whatever your Nomad experience is, I think you'll find the result of our chats with the designers and artists behind it to be pretty interesting. It turns out the Nomad is one of those small ships that took a deceptive amount of work to get right! But isn't that always the way...

Then, we're looking back in time at one of the things that helped *Star Citizen* stand out very early on: racing! Whether you remember the 350r variant of the Origin 300 or the nimble M50 or something even

newer, racing ships have touched a lot of players and have been helping the game show there's more to the 'verse than dogfighting since nearly the beginning. I can never forget how stunning it was to see that the programmers and artists behind *Arena Commander* had built an entire racing level for one of the early patches. Even ignoring the gameplay (and who could ignore the gameplay?!), it was something else just to look out at Old Vanderval Circuit and imagine how someday we'd be exploring a world with that level of detail. I'm terrible at racing games myself, I tend to slow down and look at the scenery... and howdy, what scenery it was! This month's visual guide takes a look at all of the dedicated racing ships and variants that have been launched so far and it looks forward to a day when there are even more places to race in this galaxy of ours!

On the lore side of our galaxy of content, we've got a Portfolio covering CC's Conversions, one of the hipper personal armor and clothing concerns in our universe. Plus, in keeping with the racing theme, we've got a deeper dive into the lore history of the Origin M50 racer in a brand-new Whitley's Guide. The M50 is one of those staples of *Star Citizen* that has been around so long you tend to forget it exists, so it was a joy to revisit it for this piece. Enjoy!

That's it for February. I'll see you on the other side of the next **Jump Point!**

Ben

[JumpPoint@cloudimperiumgames.com](mailto:JumpPoint@cloudimperiumgames.com)

Editor & Writer: Benjamin Lesnick Narrative Team Writers: Adam Wieser & Cherie Heiberg Design: Michael Alder  
Copy Editor: Martin Driver In-Engine Imagery: Charline Wegria, Simon Ravenhill & Simon Jennings  
Creative Producer: Jared Huckaby Marketing Art Producer: Matthew Simpson Narrative Team Producer: Stephanie Bedford



# CONSOLIDATED OUTLAND NOMAD



Visitors to the show floor of 2950's Intergalactic Aerospace Expo (IAE) were treated to something rather unexpected: a new Consolidated Outlands ship already awaiting test flights. The company that had disrupted the starter market with the Mustang and then swung from left field with the Pioneer colony ship was back with a third vehicle... and it's safe to assume that no one was expecting an interstellar pickup truck! The Nomad, looking like a three-way cross between a Mustang, hexagon, and praying mantis, was yet another new and surprising direction for the company that Silas Koerner built. But the real story was behind the scenes, where *Star Citizen's* design, art, and implementation teams worked on the ship in secret for almost a year to make sure the IAE event would have something new and interactive.

## I NEED A TRUCK

Work on the Nomad began in January 2020 where it was initially referred to as the Consolidated Outlands' "mini-Cutlass", referencing Drake's iconic jack-of-all-trades vehicle line. The initial brief described it broadly as "CNOU's competitor to the Avenger, aimed towards those who want to upgrade from their starter ships to something similar to the Avenger/Cutlass that provides expanded functionality." Designer Stephen Hosmer speaks on the impetus for adding Consolidated's third design. "With the Nomad we wanted to create more options for players. When looking to upgrade a starter ship, there should be a diverse line-up of ships for each profession and from each manufacturer."

From this starting point there were many potential directions, from a very simple modification of the Mustang (a sort of 'Mustang-truck' model) to totally alien concepts taking an entirely different approach to adding cargo and living facilities. The designers' initial design brief further specified that the new ship "comes with a bed and basic food making facilities onboard to provide extended range but not full long-term living facilities. Has a generic S1 utility mount to provide additional flexibility, defaults with a tractor beam." Although the Nomad began the design process as a 'mini-Cutlass,' it was quickly decided that it fell much more in line with MISC's small haulers. "The Nomad falls somewhere in between the Freelancer and Reliant," Hosmer explains. "From a cargo-hauling standpoint, the Nomad carries more SCU than a Reliant but less than the Freelancer. While both the Freelancer and Reliant have multiple seats for crewmembers, the Nomad is designed to be operated by a single player."

Since the Nomad had a very specific release window --it had to be ready for a patch going live in November-- it needed to be worked up using existing systems and avoiding complex animations that would require extra development and testing. Hosmer explains: "There were no new systems or animations designed for the Nomad specifically. While it may seem like the Nomad is sporting a lot of new tech, it was actually built with existing systems, though they were used in new and creative ways. For example, the grav-lev tech already existed but hadn't been added to a ship in this way before."

Offered the opportunity to pose as a ship salesman hawking the Nomad, Hosmer goes on: "My favorite bit about the Nomad is how it can fit a small ground vehicle such as a ROC or Cyclone in its rear cargo area. If a player is looking for a way to transport one of these vehicles, the Nomad is the

perfect size and price to accomplish that task. It also has a spacious interior with amenities such as a bed and toilet." (And who could argue against a ship with a toilet?)

With all of this in mind, Design proceeded to develop the standard pitch detailing their thoughts and offering basic metrics for the ship. As is often the case, however, it would be up to the concept artists to determine just how these pieces should fit together and how the Nomad would honor Consolidated Outlands' legacy. In late January 2020, the Nomad went to the artists.

#### FIRST PASS

Art Director Paul Jones took possession of the design brief with the

responsibility of translating the designers' words into a strong idea and assigning a prime concept artist to develop it out. Still temporarily titled the Mini-Cutlass and described as "the big brother to the Mustang," the initial concept was to treat it as a spiritual development of Consolidated Outlands' first vehicle. Jones pulled an array of Mustang concept art, rendering the ship in different liveries and in greybox form for whoever would handle the ship. With this he paired imagery of current-day aircraft with a futuristic angular feeling, including the Sukhoi Su-47 and Grumman F-14 Tomcat. He further developed a list of key points for the concept artist, deciding what he would want to keep and what should be changed for this new ship. The limiting factor, he would explain, was that it needed to carry 12 SCU of cargo. This meant that it couldn't be a literal modification of the Mustang no matter how similar they might desire it to appear; it would need to be its own ship.

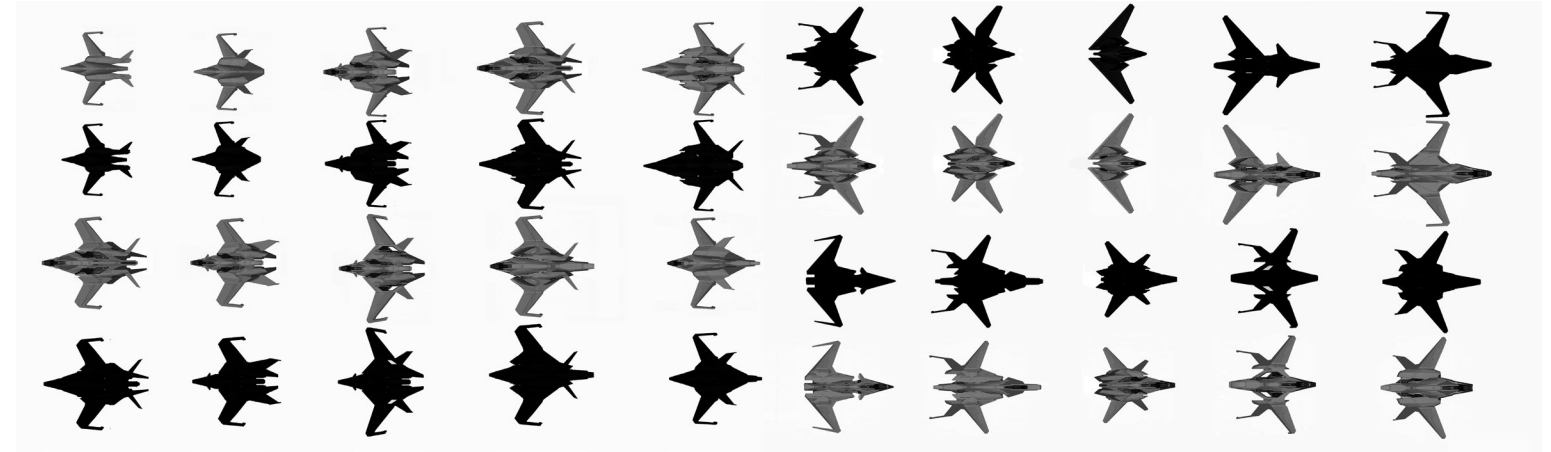


With the strong need to stick to an implementation deadline coming up mid-year, Jones selected an in-house artist he knew had the talent to drill down on the Nomad, Sarah McCulloch. McCulloch dove into the process immediately by creating an entire star fleet of potential silhouettes for the new ship. Focusing largely on expanding the swept-back wings of the Mustang, she offered up dozens of potential starting points. Wanting to echo the Mustang without copying it, she continued to explore a variety of unique directions for the wings, testing all sorts of combinations: swept-forward, swept-back, tailless, both directions,

and more unlikely options. Jones advised that she develop a set of rules for herself and stick to them to best drill down in one direction instead of offering many wildly different takes. He considered the early wing shapes to be ideal and asked Sarah to build out the internal framework and to bring it to the outside to serve as a focal point for the ship.

From here, McCulloch built four 3D models of the “cargo Mustang” with variations on the wing placement and size but a greater overall focus on the fuselage. The 3D version quickly gained orange highlights to set it apart from

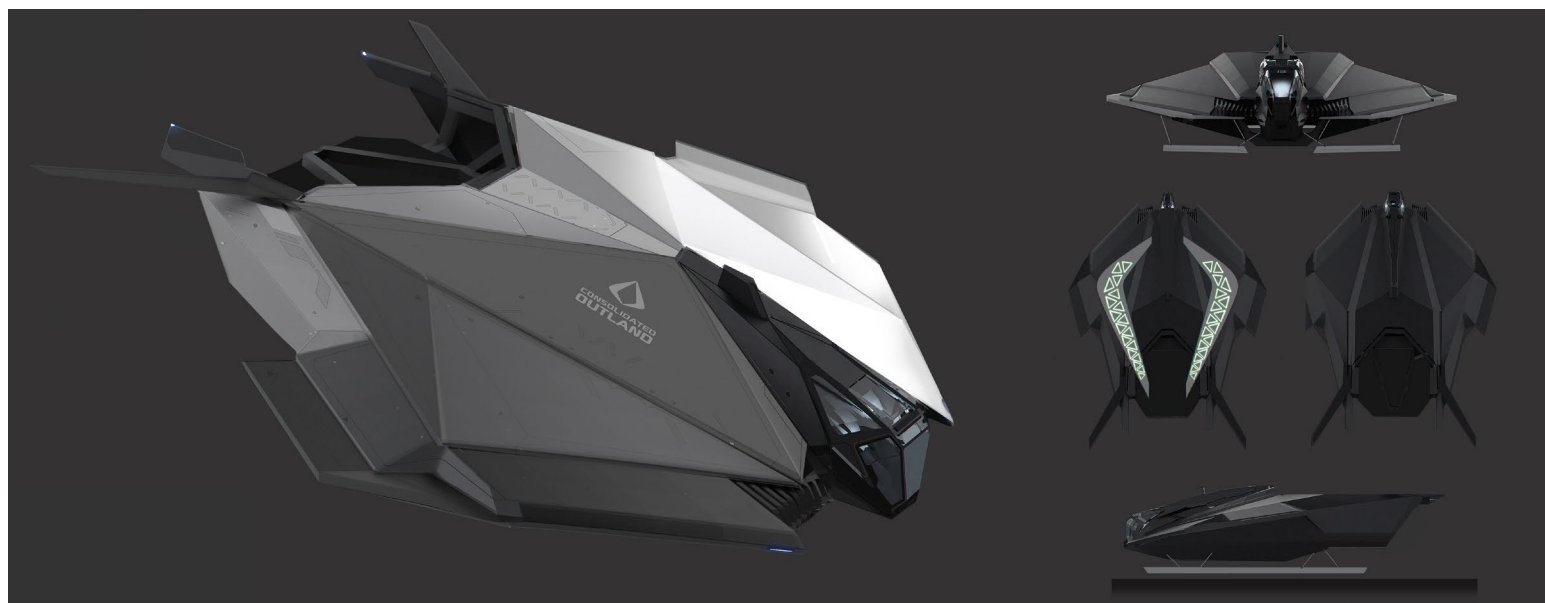
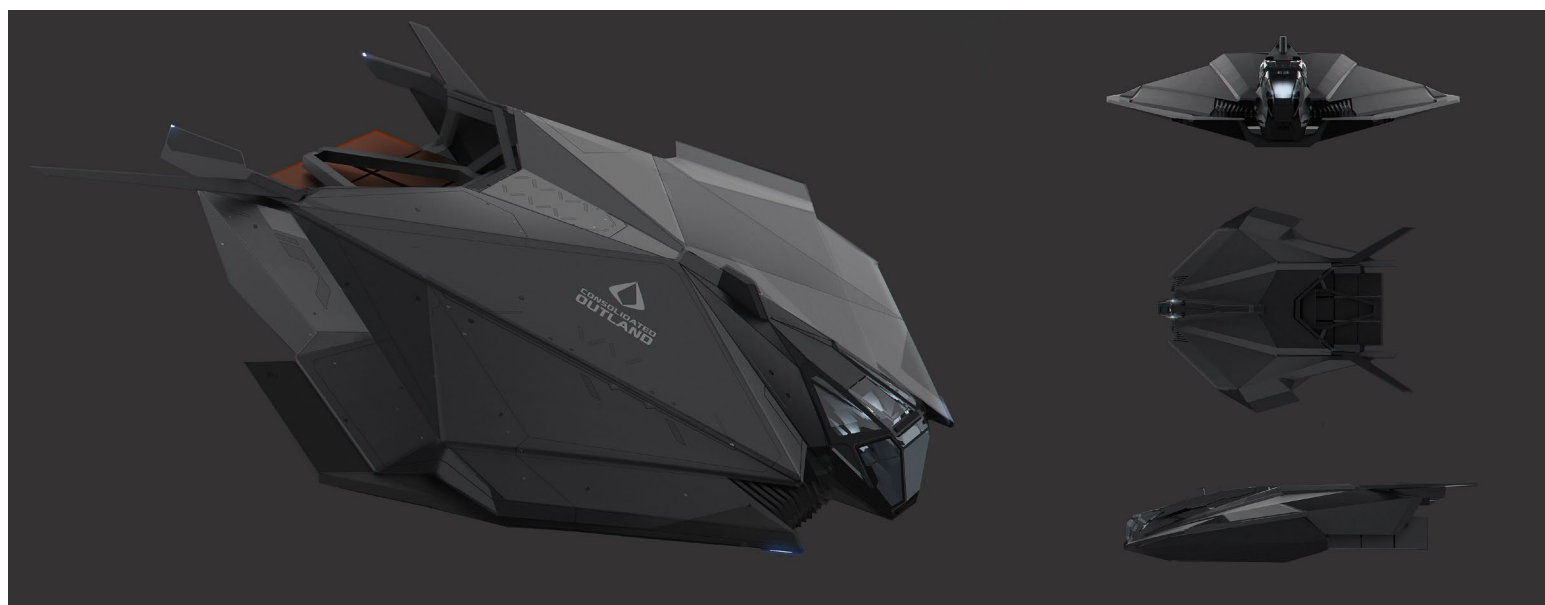
a simple greybox. “What’s not to like with grey and orange?” asks Jones. The rough 3D model underwent several more updates and modifications to the amount of framework, wing positions, tail size, and where basic internal components like the toilet and bed would be placed. Jones felt that the current iteration might look a little too much like a “chunky Mustang” but that it was an excellent starting point that had been reached nice and quickly. He asked McCulloch to develop several more variants with unique wings. The result was four models to present to Chris Roberts, including one which featured a particular favorite split-design wing.





While it was not yet time for the formal review, Jones took the opportunity to present the current quartet of ships to Roberts for his read. Unfortunately for the large Mustang, he was not feeling it: he asked to move the overall look away from the Mustang into something more unique that would make the Nomad seem like a different ship. Jones praises McCulloch's skill in making the pivot as she returned with six concepts that ran the gamut from Mustang-inspired to singular units and even something resembling a high-tech Drake Cutlass with external cargo pods that Jones particularly liked because it pushed in a totally different direction. Jones took his own pass on these concepts, cleaning up the lines and adding a more geometric style for the next opportunity to present to Roberts.





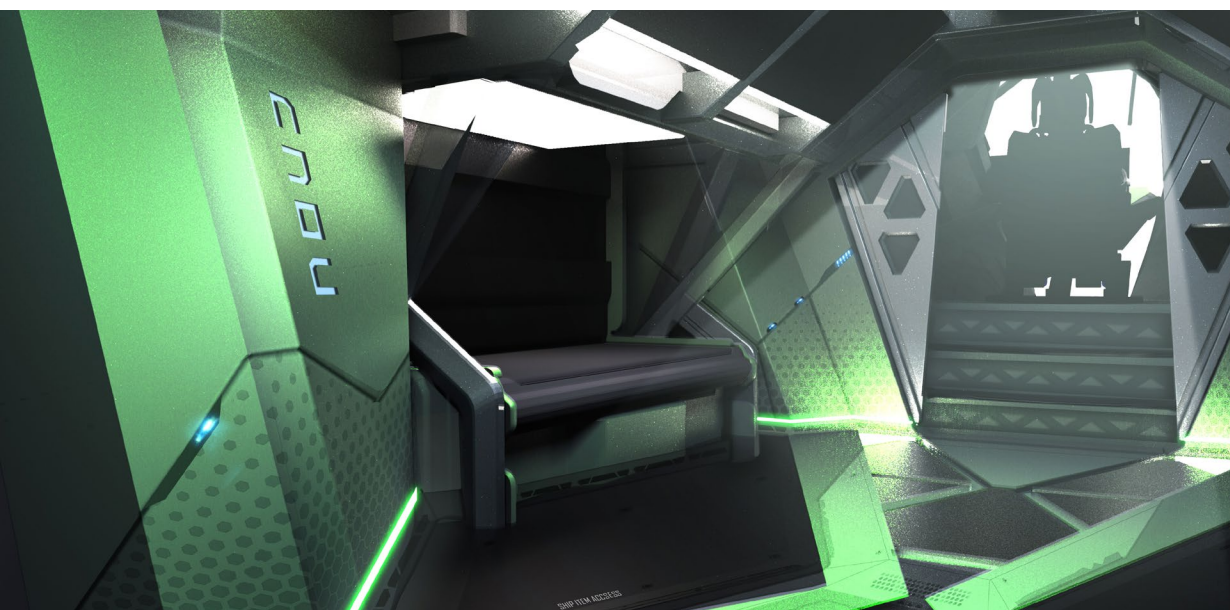
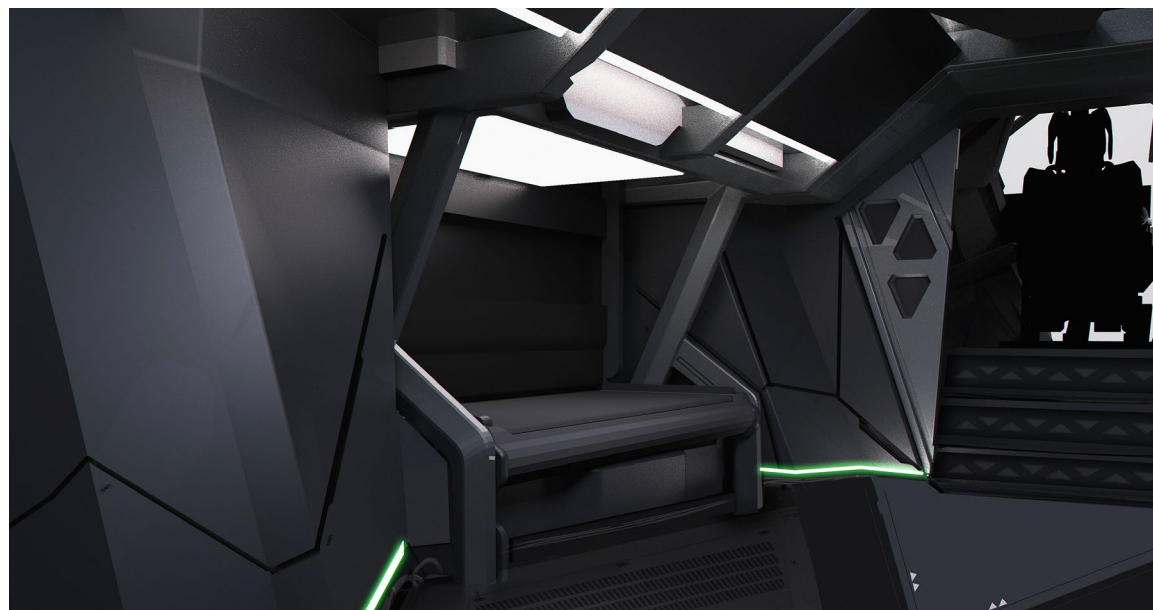
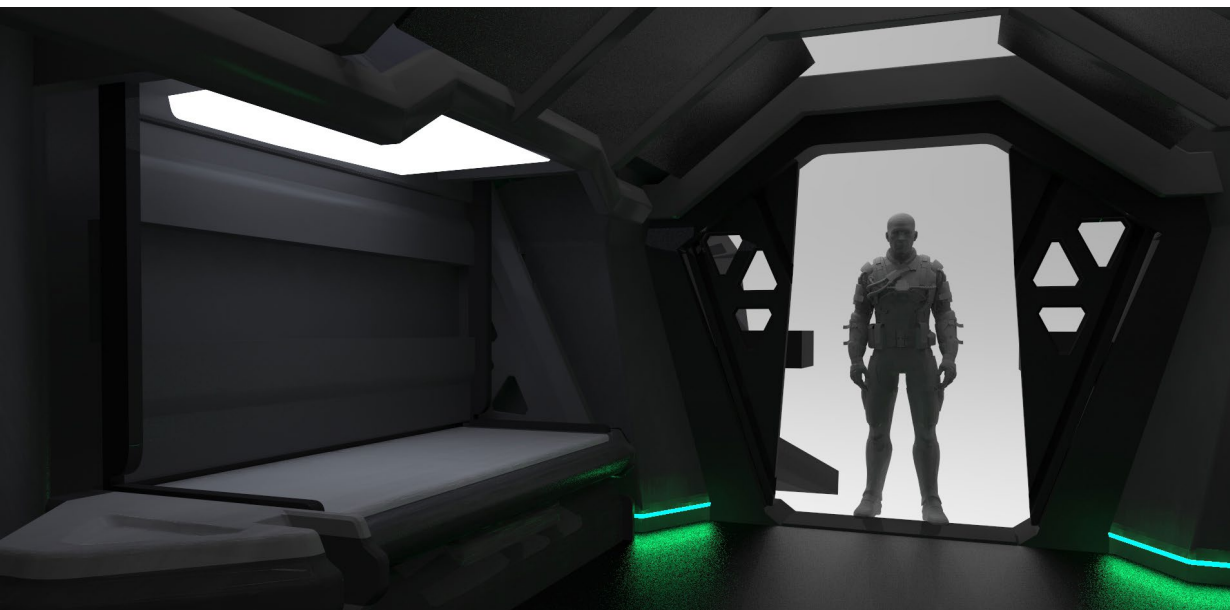
### U NOMAD BRO?

Unfortunately for the artists, the first review resulted in another major pivot. While Chris Roberts liked the new designs, he still wanted something different, suggesting that the team look at angular vehicles like the Tesla Cybertruck or modern stealth warships. Back to the drawing boards! At this point it was late February with a hard May delivery date, by which time the ship needed to have moved on for implementation. The added pressure, however, just resulted in more efficient work as the team considered how best to implement Chris' feedback.

It was Chris' mention of a pickup truck that provided the eureka moment for Paul Jones. Now seeing the Nomad as *Star Citizen's* equivalent of a pickup truck, he asked himself how exactly that would take shape in the 30th century: a flat, external cargo bed? An internal space that loads differently from a large transport? He decided to look outside the box and consider a version with what he called an undertray - a two-part ship with a lower section for cargo. Perhaps, he reasoned, it could hover in some way. Was that tech possible? The Concept Team investigated

quickly and efficiently to find a way to set the Nomad apart. "It can be painful to go back to the start," Jones notes, "it can be demoralizing... but we kept up a good cadence and did good work." The team attempted to push in several different directions, some more like a terrestrial truck and some more like a science fiction vehicle... with one variant even having a Star Trek vibe.

Jones' concept for the lower area was that it was held together by nano carbon linkages that would keep cargo secure in space. Originally it was not meant to fold away but to be a static tray that cargo containers could be slipped into. This would have the added advantage of not needing an animation, though the idea was ultimately dropped in favor of a fully contained ship. Jones and his team held their collective breaths as it was presented to Roberts with the options yet again... but this time, success! He happily approved of the hover-tech version that had come together in Jones' head. Next, Jones moved from the original circles to triangles for the tech, a shape language he and Roberts both approved of.



With the general shell of the ship finally established, the artists set about working up the interior for the first-pass design review that would take into consideration major, generally unconscious, aspects of gameplay, like how players move from place to place or how animations can reach individual components. Jones notes that ships today go through this phase much more quickly than a couple of years ago as artists have become experts on what is and is not possible and how to build around issues in advance, whereas in the early days they would have no idea what might be rejected or why.

With a rough interior now complete, the team could begin to stylize the interior, taking cues from the angular Mustang but establishing even sharper edges. Jones and the artists went through the grav-lev animations to see how they would fold and move and quickly moved through the design approval. As the formal second pass began, the artists found themselves working on panels, a simple portion of the exterior but one considered high-tension because it could easily impact the overall look of the ship. Since every part of the ship would have a slight curve, it was not a design where the paneling could simply be thrown together; it all needed to work together perfectly.

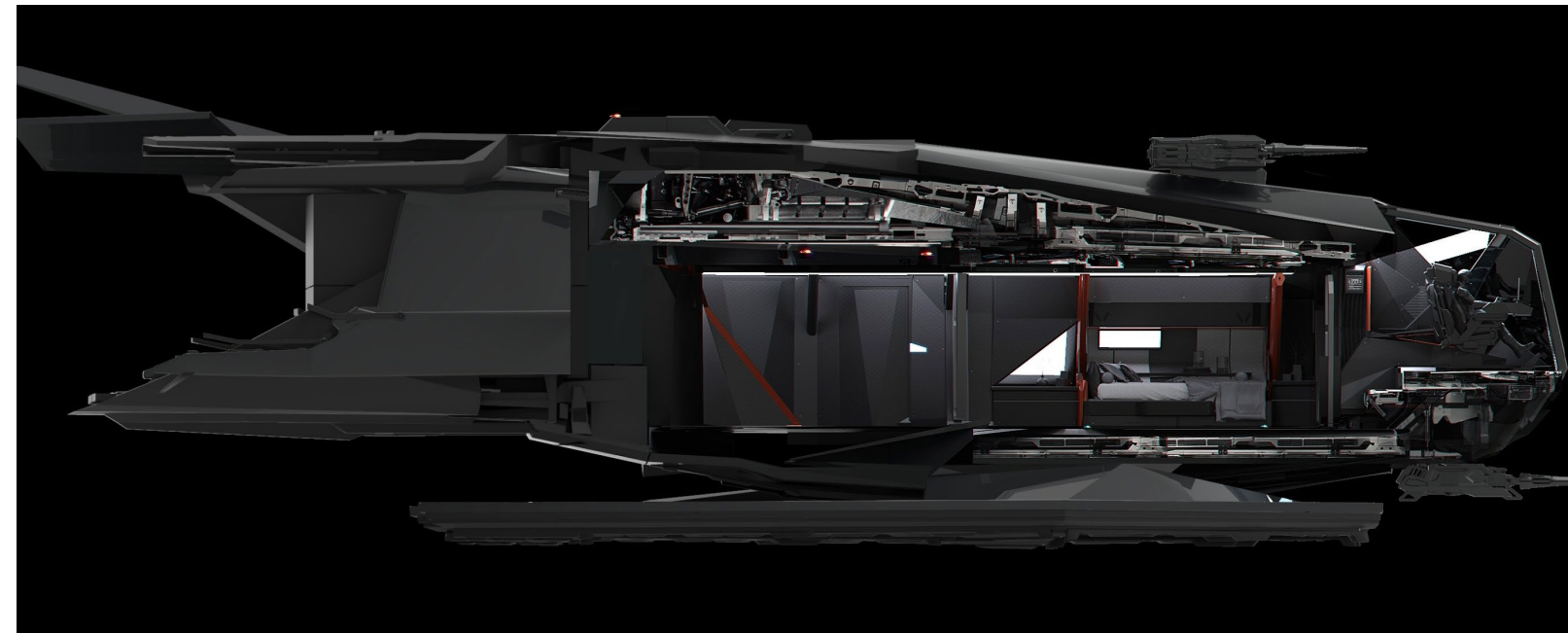
In the meantime, the team also started looking forward to the implementation process. Wanting to make things as easy as possible for the crew that would bring the Nomad into the game, Jones spent a great deal of time refining the mesh so that, when it was given to the Production Team, they would have something clean and easy to work from. He offered a lot of feedback on small details on the hull, picking apart minor elements that worked together to have a big impact - smoothing groups, changing the distance between objects, identifying symmetry, and making sure to account for visual weighting.



Soon, the team moved onto the more advanced interior, with Jones initially pushing a highly minimalistic look with clean surfaces. The idea was blocked out but didn't quite resolve correctly. Jones asked McCulloch to take another pass to address the remaining issues like how the food machine goes into the wall, how the locker attaches, and others. Jones initially wanted distinct colors separate from the orange for the interior accents, offering a version with green HUDs. On review of the interior, Roberts asked for more Mustang shape language on the inside and for the fixtures to instead be "half premium" - a mix of ultra-high-tech and very simple from piece to piece. McCulloch took the charge on a simplification pass to achieve this look, reducing what Jones saw as an overly chaotic-neutral interior. Jones took McCulloch's pass and worked it up into something of a boutique-look with strong, fully defined lines where nothing in the interior is jammed into anything else. Roberts was very happy with the final look and approved the pass.

#### KEEP ON TRUCKING

The greatest news of all was that the Nomad was still coming in on time and that the unexpected challenges in nailing the design had been dealt with handily. With their remaining time, the concept artists continued to work on refinement, picking one area at a time to make sure it was fully worked out and that it offered a great experience for the players. They developed set dressing like pop-out seats and generally worked to show the Implementation Team how they envisioned the final ship working.







Next, the Nomad moved across the globe for implementation in Los Angeles. Lead 3D Artist Elwin Bachiller would be responsible for the process, one he could reasonably claim to be the world's foremost expert of. Thanks to the great work of the concept artists, there wasn't much extra for the implementation group to develop, though they surprised everyone by opting to keep the cargo bay open in the final version along with developing small tweaks, like the ladder system used for boarding.

One benefit of going straight to flight-ready is that the team behind the ship can appreciate the fruits of their labor in real time. Jones lamented that the team didn't have time to do any stunning concept art as the

ship was going straight to flyable, as he would have enjoyed further working to sell the functionality of the ship. He also noted he was extremely excited to see how happy players were to discover just what vehicles they could stow in the bay! It also lets the team identify issues that can be addressed in future iterations of the game and the individual ship. Designer Stephen Hosmer sums up his reaction to players' first use of the ship in late 2020: "I've enjoyed seeing players experience the Nomad and their reactions when it was announced. I did notice some people struggling to keep their ground vehicles in the back of the Nomad, but we've been updating ships with our new animated physics grid tech that should alleviate some of those issues. We'd also like to update the UI as that tech becomes available."

#### SHIP PRESENTATION

<https://robertsspaceindustries.com/comm-link/transmission/17880-Consolidated-Outland-Nomad>

#### SHIP PAGE

<https://robertsspaceindustries.com/pledge/ships/nomad/CNOU-Nomad>

#### IAE NOMAD TRAILER

<https://www.youtube.com/watch?v=o2FNBi90i9Q>

# RACING VEHICLES

They don't carry cargo, they won't hold up to heavy weapons, and they certainly don't punch outside their weight classes... but damn are they fast! *Star Citizen* introduced racing ships with the 350r variant of the Origin 300, which was soon followed by the dedicated M50 racer. Today, the 'verse features some half a

dozen racing ships spread over a number of different categories. So whether you're looking for a speedier version of Consolidated Outlands' angular Mustang that can take you through deep space or a perfectly machined ultralight bike for surface racing, there's something with great speed out there for you.

## ORIGIN 350r

*Star Citizen's* very first dedicated racer, the Origin Jumpworks 350r, added both the potential for new gameplay and upgraded how future ship variants would be treated. By featuring two engines rather than the standard 300's one, the 350r introduced the idea of modifying the overall hull design for variant ships; something that has been considered as an option for every variant developed since. Built on the sleek design and luxury ideal of Origin's 300 lineup, the 350r was first released as a limited-edition ship that could be found only in small numbers and shipped with

an exclusive racing suit. The very idea of a racing spacecraft was a surprise to the community that was then still looking forward to the very first dogfighting implementation. Little did anyone know that the team at Foundry 42 would create an elaborate *Arena Commander* environment to put the promise of this fast ship to the test with the Murray Cup mode release! The 350r has been upgraded and reworked since its initial *Arena Commander* appearance and today remains one of the most striking ships in the 'verse.



### PERFORMANCE

**LENGTH:** 27 meters  
**MASS:** 58,530 kg  
**SPEED:** 258 m/s  
**SEATS:** 1  
**CARGO CAPACITY:** 4 SCU

**Dealer description:** Origin Jumpwork's 300 Series is the ultimate fusion of elegance and power. Every component and every part is individually calibrated, so no matter which model and options you choose, your ship will stay in perfect harmony as the ultimate in astroengineering. By far the fastest member of the family, the 350r refocus all of the 300's power and translates it into pure speed.

## ORIGIN M50

Looking like nothing so much as a colorful knife that cuts straight through space itself, the Origin M50 was *Star Citizen's* very first purely dedicated racing ship design. The M50 was introduced during the initial campaign as one of four ships added to the game with the \$4.5 million stretch goal (the others were the Idris, Caterpillar, and Javelin). The M50 was envisioned as being something akin to an ejector seat strapped to a rocket; a ship whose entire existence was defined by speed... and the concept delivered!

The ship itself was introduced in September 2013 alongside the most successful ship commercial to date: the Galactic Gear segment that introduced Jax McCleary! Jax and the M50 have both since become pillars of *Star Citizen's* world, with the latter joining *Arena Commander* early on to allow players to recreate the excitement of that first video segment. The M50 isn't a bad interceptor either, with its extreme speed and maneuverability making up for a very limited weaponry package.



### PERFORMANCE

**LENGTH:** 11 meters  
**MASS:** 10,580 kg  
**SPEED:** 330 m/s  
**SEATS:** 1  
**CARGO CAPACITY:** 0 SCU

**Dealer description:** If you want to get from point A to point B as quickly as possible and with as much style as possible, then ORIGIN's M50 is for you. Featuring supercharged engines that counter a tiny weapons loadout, the M50 is a ship for going FAST.

## MISC RAZOR

Often overlooked, the MISC Razor is *Star Citizen's* second dedicated racing ship, introduced to offer competitive variety beyond the Origin racers. If the Origin 350r is a touring racer then the slight Razor is a 30th-century Formula One equivalent. The Razor was introduced to the community in late 2016 in a concept presentation and then added to the game with Alpha 3.1 the following year. Pilots report that the Razor stacks up nicely against

the M50, offering slightly more speed in the straightaways in exchange for an equivalent loss of maneuverability. It's intended to be a case where success is going to come down to the abilities of the individual pilot rather than anything overwhelming about each ship. Fun fact: the Razor was initially pitched as the MISC Racer, a nod to early lore that MISC wasn't quite as savvy at marketing its ships to a Human audience as companies like RSI and Origin.



### PERFORMANCE

**LENGTH:** 11.5 meters  
**MASS:** 10,925 kg  
**SPEED:** 335 m/s  
**SEATS:** 1  
**CARGO CAPACITY:** 0 SCU

**Dealer description:** MISC makes a bid for the next Murray Cup with the all-new Razor. This advanced racer features an advanced composite spaceframe that puts pure speed ahead of everything else... it's the ship for pilots who want to leave the competition in the dust.

## CONSOLIDATED OUTLAND MUSTANG GAMMA

When Silas Koerner introduced Consolidated Outlands' spectacular Mustang lineup in late 2014 (er, 2946) the goal was to produce a variant that spoke to each short-term gameplay mode: one for dogfighting, one for freight, one for exploration... and one for racing! The Mustang's unique bug-like design and advanced composite materials make it a picture-perfect racer, something only improved with the colorful blue-and-black racing artwork that stands out in the competitive lineup. The Gamma trades weaponry and cargo for

advanced superchargers and other speed-focused upgrades that allow it to stay competitive with Origin's racers. A second racing variant, the Mustang Omega, was created as a limited partnership with microprocessor company AMD, stylized in the 'verse as a futuristic spacecraft tuning company. The Omega includes an additional supercharger, allowing a slight improvement over the standard Gamma.



### PERFORMANCE

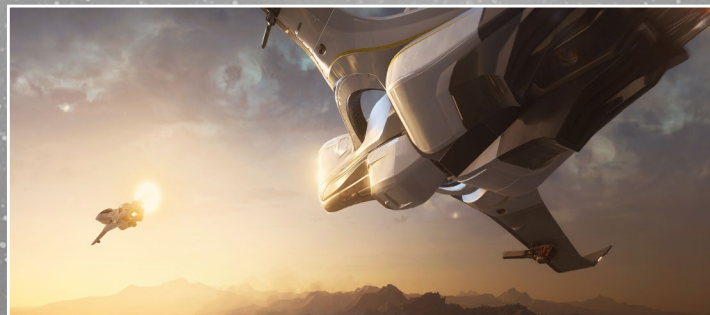
**LENGTH:** 21.5 meters  
**MASS:** 30,263 kg  
**SPEED:** 325 m/s  
**SEATS:** 1  
**CARGO CAPACITY:** 4 SCU

**Dealer description:** Consolidated Outland's design and engineering teams have managed to tweak and refine the Mustang into an admirable racer. The end result, the Mustang Gamma, has smooth acceleration, and power on demand thanks to an innovative package featuring three powerful Magma Jet engines for maximum thrust.

## KRUGER INTERGALACTIC P72 ARCHIMEDES

When the first Constellation variants were developed in late 2012, they included a very special addition: the Kruger Intergalactic P-52 Merlin snub fighter, a tiny parasite fighter that could take off to help defend the mothership. When RSI developed Constellation variants the next year, the luxury-focused Constellation Phoenix was said to include a similarly modified luxury version of the

Merlin, the P-72 Archimedes. Over time, the decision was made to focus the Archimedes on racing in addition to luxury, creating a now-flyable snub ship that's as fast as it looks! The Archimedes is the current king of space snub racers, the only one entirely dedicated to the ability when compared to dual-environment vehicles like the Dragonfly and Nox.



### PERFORMANCE

**LENGTH:** 12 meters  
**MASS:** 8,290 kg  
**SEATS:** 1  
**CARGO CAPACITY:** 0 SCU

**Dealer description:** If you're looking for something a little more agile, blaze among the stars with Kruger Intergalactic's P-72 Archimedes. Whether for added security, exploring a system, or simply the joy of flying, the Archimedes is the perfect companion snub craft. Featuring an extra intake and a lighter hull than its sister ship, the Archimedes delivers exceptional handling and boost capabilities in a sleek package you'll want along for the ride.

## ORIGIN X1 VELOCITY

How do you second act a vehicle as successful as the Dragonfly? You offer a wildly different take on the same idea, of course! Origin's X1 series of bikes is exactly that, a totally unique alternative to the Dragonfly. First introduced in 2017, the X1 fulfills much of the same role but it does so with a focus on luxury and style rather

than ruggedness and protection. That focus means that, unlike the Dragonfly, it could launch with a series of dedicated variants, including the Force fighting recon bike and the X1 Velocity, a version tuned specifically for planetary racing.



### PERFORMANCE

**LENGTH:** 5.5 meters  
**MASS:** 1,528 kg  
**SEATS:** 1  
**CARGO CAPACITY:** 0 SCU

**Dealer description:** How do you make fast go faster? Origin Jumpworks X1 Velocity dares to push the boundaries of speed by stripping down the base X1 to its core elements; eliminating the weapon mount and incorporating new Syntek composites to create a lighter chassis for overall weight loss.

## DRAKE DRAGONFLY

The very first of the space bikes, the Drake Dragonfly is something of a technology demonstrator that led to a cottage industry of similar ship types from all across the universe of *Star Citizen*'s ship manufacturers. First imagined as an open-canopy spacecraft that could be used as a disposable raider by Drake's less-than-legitimate clientele, the Dragonfly was intended to be compact and easily storable en masse aboard a Caterpillar. But, as *Star*

*Citizen*'s vast planets were developed, the high visibility Dragonfly became a no-brainer for demonstrating just how detailed they were. Introduced in April 2015, the inexpensive Dragonfly quickly became one of *Star Citizen*'s most popular spacecraft designs. They continue to exist in huge numbers today, crisscrossing the Stanton systems' moons and challenging anything Aopoa or Origin might throw against them on the racetrack.



### PERFORMANCE

**LENGTH:** 6 meters  
**MASS:** 2,169 kg  
**SPEED:** 155 m/s  
**SEATS:** 2  
**CARGO CAPACITY:** 0 SCU

**Dealer description:** The Drake Dragonfly is the perfect snub ship for anyone looking to live on the edge. With nothing separating the pilot from the dangers of space, the Dragonfly is as much an adventure as a ship! Dual-mode conversion allows the Dragonfly to operate on the ground or in space, and a rear-facing second seat means you can even take a passenger!

## AOPOA NOX KUE

What does an alien open-canopy space bike look like? The Nox answers that question handily: extremely cool. Developed by Xi'an firm Aopoa and just recently modified and made available for export to Human space, the Nox offers a significantly different bike experience from the Dragonfly and the X1, similar to the jump from a chopper to a sport bike. The bike was introduced in concept

in 2018 and was offered as the Nox Kue brushed metal variant. The color scheme doesn't impact the overall racing characteristics... although the silver looks pretty imposing as a competitor! The Nox went live with *Star Citizen* Alpha 3.7.2 in late 2019, allowing for some pretty epic live races.



### PERFORMANCE

**LENGTH:** 5.5 meters  
**MASS:** 1,394 kg  
**SPEED:** 220 m/s  
**SEATS:** 1  
**CARGO CAPACITY:** 0 SCU

**Dealer description:** Deriving its name from the Xi'an word for 'thrust,' the Nox Kue delivers that and more. This limited version of the open-canopy racer features a stunning brushed-silver finish and was specifically created to celebrate the inaugural sale of the first Nox for Human riders.

## TUMBRIL RANGER RC

We'll be honest here, the Ranger RC isn't going to win any races in space... and that's okay, because unlike the X1, Dragonfly, and Nox, it doesn't have a spaceflight mode at all. Rather, the RC is a variant of Tumbрил's Ranger series of terrestrial bikes, a wheeled vehicle that's half modern motorcycle and half speedy, armored war chariot. The Ranger series was introduced in May 2019 and offered a more

familiar alternative to the futuristic space bikes, the overall idea being that by not being a jack-of-all-trades, the Ranger could focus better on its single environment, offering (in the case of the racing model) a strong alternative to anyone racing ultralights on a planet's surface. Think of it as being the other end of the light ship spectrum from the Merlin and Archimedes snub ships!



### PERFORMANCE

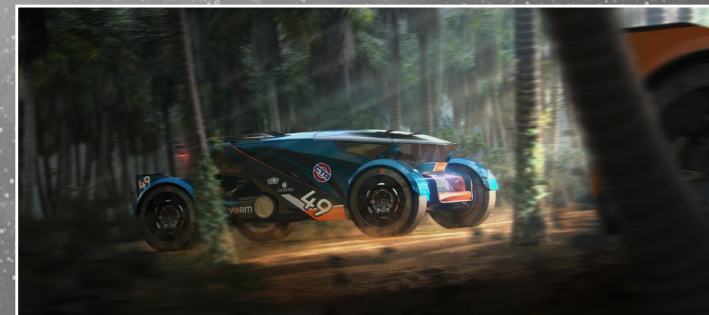
**LENGTH:** 3.7 m  
**SEATS:** 1  
**CARGO CAPACITY:** 0 SCU

**Dealer description:** With a streamlined frame, proprietary X-TEC adaptive tread tires, and Reactive Response precision steering and braking, the Tumbрил Ranger lets you embrace the renegade spirit of the open road while staying thoroughly grounded. Put the hammer down and pump up the adrenaline with the Ranger RC, tuned for maximum speed and response with advanced propulsion and chassis technology.

## ORIGIN G12r

These vehicles are a little... buggy! With the introduction of vast swaths of procedurally generated planets came an obvious first question: can we race on them? Luckily, *Star Citizen's* vehicle manufacturers answered the call by producing multiple dedicated buggy vehicles intended for off-road all-terrain racing - a challenge players have already taken to heart! The Origin G12R is a variant of

Origin Jumpworks' G12 buggy that removes weaponry and other equipment to increase speed, although half the job may be done by the cherry red paint job that screams MAXIMUM SPEED. Elegant and comfortable compared to its cousin the Tumbрил Cyclone RC, *Star Citizen's* latest racing vehicle looks like nothing else on wheels... or thrusters, for that matter.



### PERFORMANCE

**LENGTH:** 7.2 meters  
**SPEED:** 55 m/s  
**SEATS:** 2  
**CARGO CAPACITY:** 0 SCU

**Dealer description:** Stripped back and meticulously engineered for performance, Origin has taken everything learned from preparing the 350r and M50 ships for competition and added it to the ubiquitous ground racer. Lighter, faster, and with a built-in EMP for protection, it's ready for anything the outlands can throw at it.

# TUMBRIL CYCLONE RC

The RC is the dedicated racing variant of the Cyclone lineup and the first introduced by Tumbriel. The RC model drops some of the more high-tech equipment in exchange for a special boost system and improved handling, making it the MISC Razor of the buggy set. The Cyclone was introduced in a concept presentation in July

2017 and then later made available for planetary exploration. Compared to its nearest and younger cousin, the Origin G12, the Cyclone RC's rugged exterior and body frame make it the clear winner in a one-on-one fight... but their comparative speeds mean that in a race, it's anyone's call!



## PERFORMANCE

**LENGTH:** 6.0 m  
**MASS:** 16 m  
**SEATS:** 2  
**CARGO CAPACITY:** 0 SCU

**Dealer description:** For those who like to push the limits of speed, the Cyclone RC features a modified intake system to allow for controlled bursts of speed as well as tools to customize handling.

A number of other racing spacecraft have been mentioned in *Star Citizen's* lore, generally included in the hopes that players will take the lore and run with it for their own competitions. Here are three you might not have ever expected:

**Starfarer** - An early description of the massive Starfarer tanker includes the funny mention that enthusiasts actually race the huge ships! And we have it on good authority it's actually happening out there. If nimble rockets-with-seats-attached aren't quite your style, maybe it's time to take up *Star Citizen's* equivalent of big rig truck racing?



**Khartu-al** - When the Aopoa Khartu-al (aka the "Xi'an Scout") was first introduced, it was said to be a potential contender for future Murray Cup events. *Star Citizen's* players took that at face value and learned to race the scout on their own in *Arena Commander* without any modifications! Word is that a talented pilot can tangle with the likes of the M50 and the 350r when flying a Khartu-al.



**URSA Rover** - A true success story, the Ursa Rover is already the flagship vehicle for one of the divisions of the massively successful player-run Daymar Rally that pits players against each other in buggy, bike, and rover competitions. The thought of a fleet of armored, utilitarian Ursa's battling through all terrains at top speed may sound funny but, in practice, it's extremely cool.

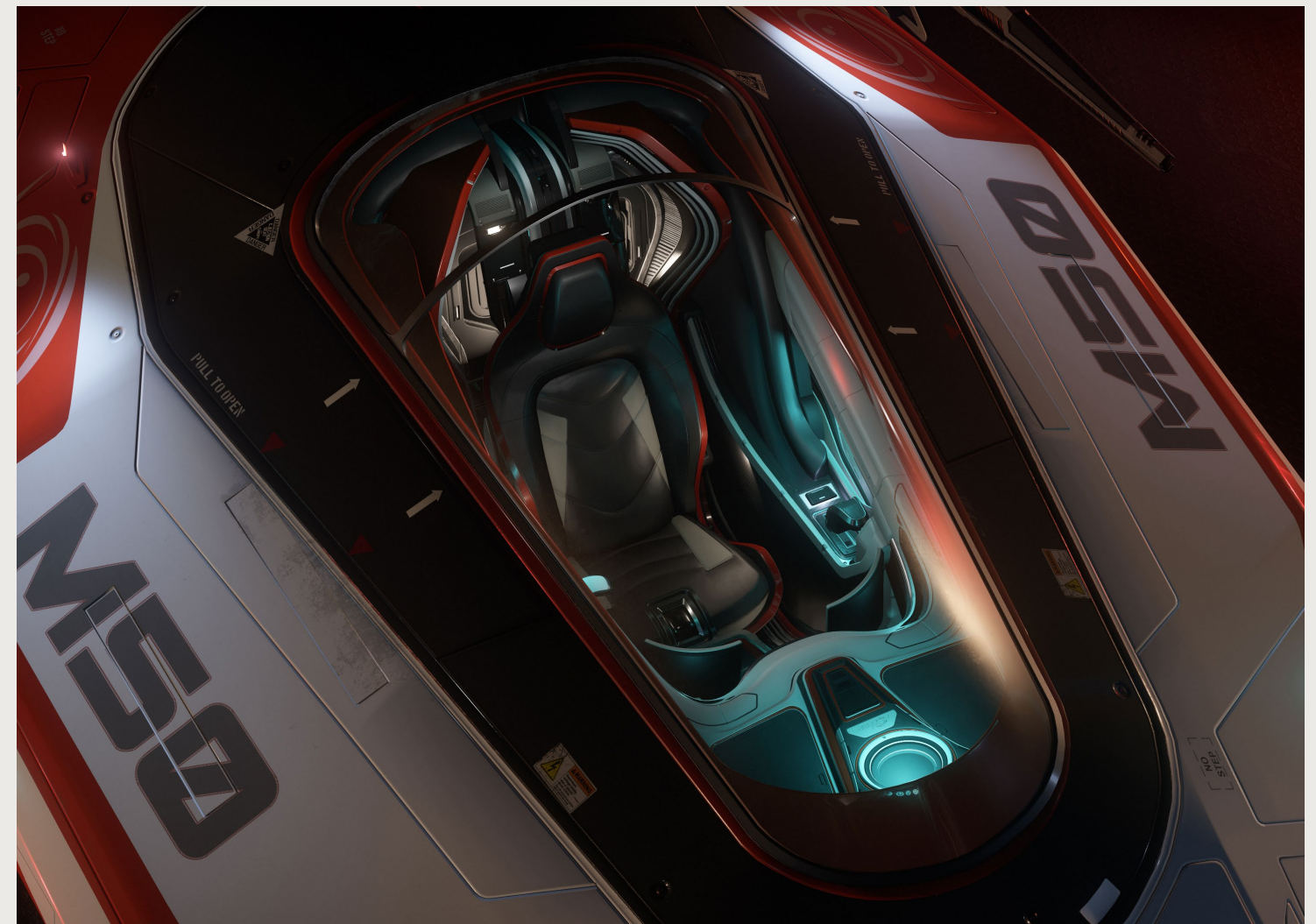


THE  
ORIGIN  
M50

DEVELOPMENT HISTORY



DEVELOPMENT HISTORY



**INITIAL DEVELOPMENT**

The genesis of the M50 is shrouded in a surprising amount of mythology. There are competing claims that it was created as the result of a high-profile corporate competition to win another Murray Cup for Origin and that it was a covert project to build an interceptor for the Advocacy. In fact, the true story is less dramatic but no-less interesting.

A contemporaneous five-year-long analysis and rework of the 300-series' production process had resulted in a significant reduction in construction time for Origin's most popular vehicle. The process-optimization engineers were so successful that it became clear midway through that their efforts would result in the unexpected freeing of an entire factory floor and supply chain that had previously been used for 315p conversions. Origin was faced with the choice of either increasing 300-series production beyond the expected market requirement, selling off or mothballing part of their homeworld construction space, or developing a new product that would take advantage of the space and equipment. The decision was made in 2915 to develop an additional role-specific single-seat ship that would make use of the facilities. But what would that spacecraft be?

Origin jumped into the challenge of developing a unique ship with gusto, assigning two separate engineering teams to the task and intending to

conclude the process with an old-style prototype competition. Teams were instructed to develop a spacecraft with speed as its focus, with the general market plan to offer the successful design as an interceptor, data runner, or racer. The in-house Origin racing team, responsible for developing the 350r variant and then operating it in a professional racing capacity in competitions like the Murray Cup, was assigned to oversee the planning stage. The effort resulted in two fully working spacecraft prototypes code-named Model XVB and the Y-Series Interceptor. Model XVB was the favorite of Tam Newson and the current 300 series team, while the Y-Series was championed by up-and-coming designer Alberto Vara. Origin's trained racing pilots, veterans of dozens of professional circuits, acted as test pilots for the prototype showdown, pitting the two test articles against each other in a series of speed and maneuverability challenges in a live presentation in front of the company's board of directors.

While both ships performed well ahead of competitors and the current generation of 350r racer, the board opted to support Vara's Y-Series, citing its increased modularity that would allow it a significantly longer range as well as the ability to support upgrades like limited weapons systems. The company awarded the winning spacecraft the already-decided 'M50' model name and began additional trials intended to dovetail with the completion of the 300-series factory rework. Model

XVB would ultimately reappear some years later as the 85x runabout developed as an offshoot of the 890 Jump project.

**LAUNCH**

While the Y-Series' decisive win over Model XVB was as smooth as could possibly be hoped for, the M50's launch would be far more difficult. The first production M50 was revealed at the 2917 Intergalactic Aerospace Expo with the intent to launch for the 2918 model year. Described by the ordinarily taciturn Vara as "an [expletive] cockpit with an engine", the new spacecraft certainly looked the part, with a high-end Origin-engineered powertrain mounted on a sleek, arrow-like frame that screamed speed. Except for one problem: a series of teething difficulties was completely preventing the M50 from achieving its intended top speed on anything but a straightaway and a major issue with the ejector system failing at maximum speed earned it a DO NOT FLY mark from imperial regulators. Managing these issues, all ultimately caused by the design's radical new powerplant, would drag out for three more years (longer than the initial development of the prototype itself). The media was not kind, accusing Origin of covering up the problems at the IAE and awarding the ship the unhappy nickname "Maybe-50".

Finally, in 2920, Origin brought the first batch of 100 M50s to market.

With an extremely limited production run for the first year, initial sales on the civilian market were brisk in spite of the controversy. Within days, every M50 was accounted for and Origin's finance group was breathing a sigh of relief. What's more, initial reviews were extremely positive and generally supportive of the extra time Origin had taken to perfect the design. However, all was still not well: a series of internal conflicts between the M50 engineering team and the Origin racing team over components and customizations meant that the vehicle would not actually be fielded as a professional racer until 2923. Until then, the engineering team would find themselves increasingly embarrassed as older 350rs would fail to place against Roberts Space Industries for three consecutive Murray Cups. Each group blamed the other for the delay, but neither would ever forget the humiliation of being forced to avoid using the most advanced racing spacecraft in the known galaxy to actually race.

**IN THE ARMY NOW**

In spite of not officially representing Origin on its racing team, the M50 quickly fell into a successful civilian groove. M50 captains included an eclectic mix of those who genuinely needed a fast spacecraft, like couriers and blockade runners, those that were interested in fielding the ship as a racer on a number of levels, and the rich and famous wanting to play with a fast, beautiful private ship. The sleek design of the ship and the extreme





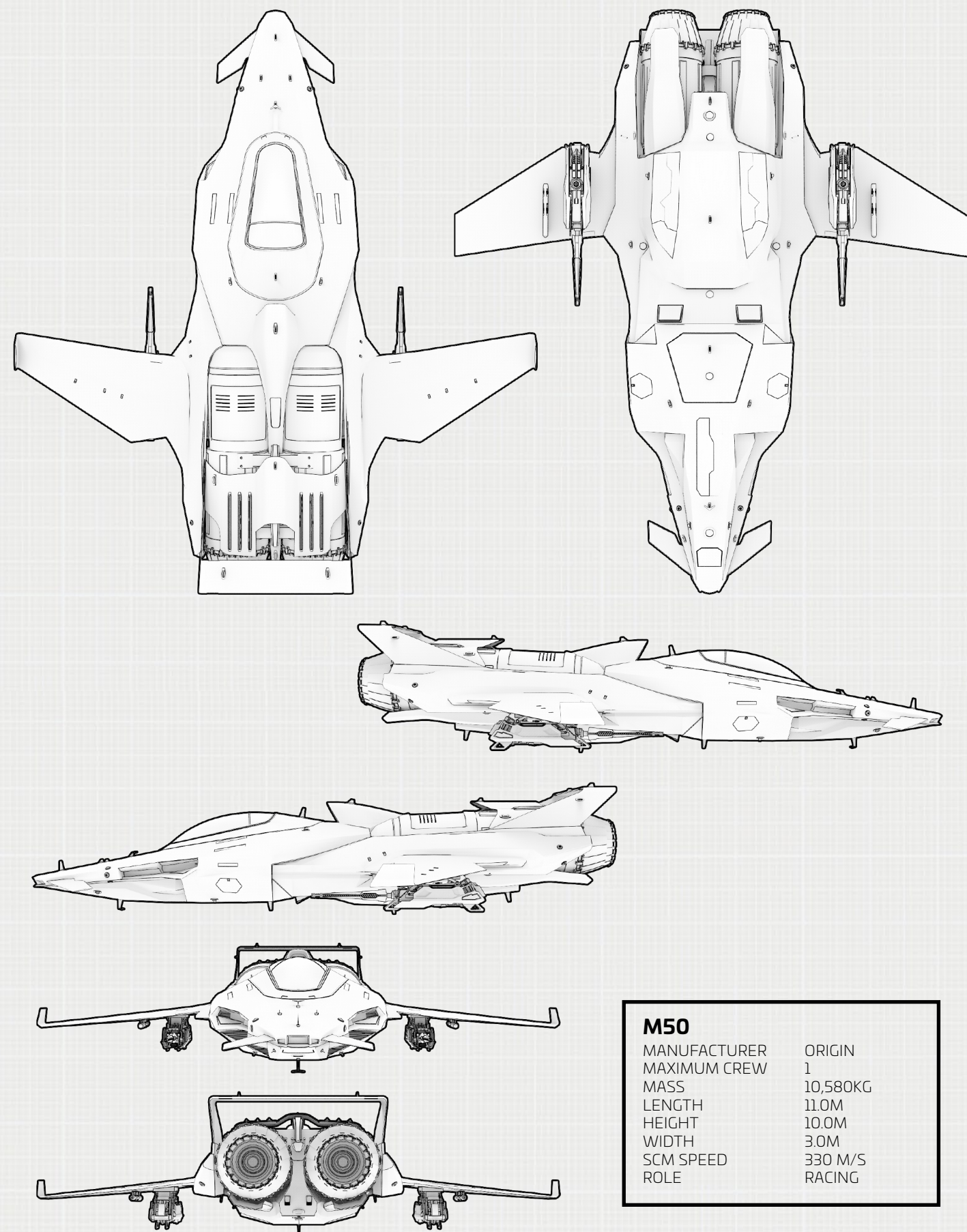
variety of garish colors owners often chose to paint them would quickly lead to a reputation as something of a high-powered supership, the stuff of excess flaunted by the jump set.

The sheer degree of decorative customization demanded by M50 owners in the early 2930s gave rise to a cottage industry of ship customizers who fought tooth and nail against each other to create increasingly ostentatious paint schemes. Everything from neon green with an organic glow element to actual gold plating became a brief reality. One lasting result of this fad is the famed Spectrum-community-driven "Ugliest Ship" competition that annually highlights the worst mistakes in ship customizations around the UEE: the event actually began as a competition to design the most ridiculous M50 color scheme.

In 2937, the Advocacy purchased 144 M50s to operate as interceptors. Delivered from the factory in a matte-gray camouflage instead of the traditional red-and-white Origin racing colors, the Advocacy M50s cut an interesting figure that helped quickly establish something of a mythical notoriety. Here, the fast ships took on the stuff of legends, with criminal groups immediately imagining what impact such fast (and now armed) ships might have on their operations. Outlaw groups were reported in the media as having put out special bounties on these M50s, offering excessive prizes for those who might risk taking them on in direct combat. Here, however, the story was better than the reality. While the Advocacy

did purchase M50 interceptors, they did not find any great degree of success matching these stories. In practice, it quickly became apparent that the M50 was not suitable for the close-in dogfighting that Advocacy pilots were trained for, significantly reducing their practical value. Faced with the choice of either training new pilots specifically to operate the M50 (along with the high percentage of developing such a program) or continuing to use their tried-and-true tactics with more-reliable-if-clunkier ships like the Avenger, Advocacy leadership chose the latter. While Advocacy units continue to operate the M50s, they have made no additional purchases since the first wave and these ships are very rarely seen in action today.

Origin unveiled the latest distinct model of the M50 in 2944 in partnership with then-dominant Spectrum spacecraft program Galactic Gear. Origin (somewhat reluctantly) provided colorful host Jax McCleary with a 2944 model to test on an actual racetrack against the current 350r, which it handily defeated. Calling the ship "an apology letter" from Origin, McCleary was positively effusive about the ship in precisely the way he typically was not. And whether it was the ubiquity of Galactic Gear or the natural desire to go very fast, the result was banner sales for the M50 with preorders running into the next year. Within 18 months, Origin would double production of the design with the somewhat ironic construction of an additional dedicated factory line. M50s would go on to win the Murray Cup three times in the next four years, two of which were piloted by Origin's internal team.



|              |          |
|--------------|----------|
| <b>M50</b>   |          |
| MANUFACTURER | ORIGIN   |
| MAXIMUM CREW | 1        |
| MASS         | 10,580KG |
| LENGTH       | 11.0M    |
| HEIGHT       | 10.0M    |
| WIDTH        | 3.0M     |
| SCM SPEED    | 330 M/S  |
| ROLE         | RACING   |



## WHO'S CC?

Many have wondered who's the namesake behind CC's Conversions, the manufacturer of creative custom armor pieces known for their brash embrace of pop culture and feature a highly irreverent aesthetic. The company first made a name for itself by freely incorporating trademarked logos and likenesses into their modded armor. It earned fans and copyright lawsuits in equal measure, but fame and ultimately mainstream acceptance grew along with it. Despite this notoriety, the privately-owned company strove to keep its owners anonymous. First out of fear for legal repercussions and later as a ploy to lean into the growing mystery of who was the fabled CC.

Rumors about CC's identity ranged from plausible to ridiculous. One of the more popular (and generally accepted) stories claimed CC to be the initials of the company's secretive founder while others swore it to be the name of a designer's daughter whose doodles atop his armor concepts inspired some of the company's earliest designs. In 2948, Arbana Brumbaugh, a journalist from the *Aremis Post* convinced her editors to do a deep dive into the company's origins, where she easily debunked the most common myths surrounding the company, but ultimately failed to identify the real CC. What began as a simple story turned into an obsession that Brumbaugh chronicled in her bestselling book *Seeking CC*. Thanks to her diligent and

exhaustive investigation, Brumbaugh ultimately discovered that people had been asking the wrong question. Instead of asking "Who's CC", the question should've been "What is CC?"

## STREET CRED

The story of CC's Conversions began in a small shop tucked down an alley in the east side industrial district of Fujin City. When opened in 2943, this shop was simply the public-facing facet as none of the company's work was done on premises. Instead it operated as a small storefront that opened at odd and inconsistent hours to sell one-off artistic mods done to random armor pieces. CC's stylish and subversive aesthetic quickly gained a cult following with fans staking out the shop at all hours and lighting up spectrum as soon as the signature CC's sign switched on. In her investigation years later, Brumbaugh looked into anyone who had rented the storefront prior to CC's and discovered one of the previous tenants to be a teacher at the Fujin City School for the Arts named Andilar Bree. Though the teacher had since passed, relatives recounted Bree's close connection to a group of students who in 2941 collaborated on a school showcase called *Killer Pop Culture* featuring works aesthetically similar to CC's Conversions earliest known items. Brumbaugh tracked down one of these former students, and after negotiating ground rules, he agreed to an interview.

The man, who called himself 'Mendo', explained that a collective of seven students started CC's Conversions after art school. It was a loose organization where members individually worked on artistic mods of second-hand armor and helmets they salvaged from resale shops or scavyards. Initially the pieces were intended only for themselves to wear, but as requests from friends and acquaintances rolled in, the group soon began selling the armor. The true secret to their modding success was an advanced program created by a member who went by the name 'Epoch'. The software would take a scan of an item, like a helmet, and quickly enable the artist to previsualize styles, shapes, logos, and even likenesses pulled from a massive image database to prototype an idealized final product without wasting expensive materials. Epoch called his program *Computational Crafting* or CC for short. When the collective opened their storefront, it only felt appropriate to name their endeavor in CC's honor.

Bree, who had been mentoring the students in her free time, offered up the shop as a way to sell their art. The group wanted potential buyers to focus on the pieces themselves rather than on who made them, and made a pact that their individual identities would all remain incognito. The added mystery would only further heighten the shop's mystique. After opening, individual sales were decent but modest when a rare opportunity came along for the group to significantly scale their operations. A huge lot of

RSI helmets was available for purchase after a local armor retailer went out of business. It would take almost all their combined profits to acquire them, but with that much stock they would be able to make hundreds of pieces rather than just the typical dozen or so. In the end, it was Mendo's suggestion to mod them to look like the iconic cartoon character Rory Nova that convinced the group that the purchase would be worthwhile. It became CC's Conversions first official line and it sold out fast.

The process proved so popular and profitable that the collective agreed to buy more refurbished or outdated armor wholesale and design lines around it. With this shift in strategy the collective stopped hand modifying armor and shuttered their storefront. Instead, members worked to find discounted armor, mechanize modding production, and find distributors while taking turns with being the artistic design lead. With each new line generating increased attention, the company was no longer an ignorable underground phenomenon. CC's Conversions had become a success and a flurry of lawsuits over the use of trademarked images followed.

## GOING LEGIT

As independent artists, the collective had felt free to draw from any source

that inspired them. But once the group began drawing media attention for their work, litigation threatened to overwhelm the new company. In addition, some of the armor manufacturers took issue with the modification and mass resale of their pieces. Thankfully, CC's Conversions was able to legitimize their operations by settling litigation with generous payments or favorable terms on future licensing deals. This display of good faith convinced other companies to sign official licensing deals with CC's to cash in on the company's hip style and cultural cache. The company was also able to successfully argue in court that their work was different enough from the base models that it did not constitute resale but were instead mass produced works of art. During this transition period, the company began producing completely original designs, like the Caudillo helmet and Tevarin-inspired Aves armor. The success of their bespoke armor pieces proved that the company could achieve mass appeal on its own artistic merits.

Still, CC's Conversions remains first and foremost a manufacturer of memorable armor upgrades with a pop culture twist. Their business model still revolves around purchasing discounted armor, adding their own artistic flair and never repeating a design, making their armor popular among collectors. The company recently collaborated with soda maker Fieldsbury for a line of helmets modeled after their mischievous "Dark Bear" mascot. They've even expanded into producing replicas from hit Spectrum vids, including two gruesome helmets inspired by the Parasite vid-series and one based on serial killer Neville Lott's frightful look in The Hill Horror.

Though Brumbaugh revealed the mysterious CC to be a computer program, the company has never publicly acknowledged the claim. Names of those involved in the art school collective were publicly shared by former classmates following the release of Brumbaugh Seeking CC, but the company continues to ignore any request to confirm any of them as owners. Instead the company still prefers to keep fans guessing about who really runs the company and what armor to expect next. This stance doesn't surprise Brumbaugh, who got Mendo to admit in his interview that "naming the thing after CC was a way to make the work about the art and not the artist. It didn't matter who made it, only if the final product was good. The goal was to take something familiar to everyone and remake it in a way that people never expected. And in many regards, we nailed it." Today, fans of CC's Conversions who eagerly await their next limited edition run of their armor would have to agree.



# FEAST FOR THE EYES



Standing apart from other offensive options, the Lightning Bolt Co. Atzkav sniper rifle and Yubarev pistol fire charged electron rounds that spread damage to nearby conductive targets. Make these weapons even more unique with two new special editions. Grab the "Igniter" line for a lustrous orange look or the "Venom" line for a vibrant green coating.

