

# JUMP POINT

ISSUE: 11 04

IN DEVELOPMENT:  
PORT AU RÉVOIR

BEHIND THE SCENES:  
MIRAI FURY SERIES

TRAVEL WARNING:  
FROM THE UEE ADVOCACY

PORTFOLIO:  
WILDSTAR



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IN THIS ISSUE →→→

- 05 **IN DEVELOPMENT:**  
Port Au Revoir
- 21 **BEHIND THE SCENES:**  
Mirai Fury Series
- 37 **TRAVEL WARNING:**  
From the UEE Advocacy
- 39 **PORTFOLIO:**  
Wildstar Racing

## FROM THE COCKPIT

### GREETINGS, CITIZENS!

Welcome to August's **Jump Point**! This issue, we're looking backwards and forwards as we say goodbye to one of the oldest locations in the 'verse. While researching the article, it became clear how many people hold fond memories of the place; from penning the original concept art to building its replacement, most long-serving devs have touched Port Olisar in some capacity.

Even those of us not working in-engine have a core Olisar memory. For me, it was well over five years ago and my first day at the old Wilmslow studio. After onboarding, file filling, and Foundry 42 t-shirt receiving, I woke the hefty green workstation noisily cooling itself beneath my desk. I signed into the launcher using my new corporate email address, excitedly skipped the various menus and character creator, and studied my destination on the loading screen.

I'd never set foot in the 'verse before, so spent my first hours running from the EZ Hab to the ASOP terminals and landing pads, crashing all manner of warships and specialized career vehicles into the station's spindles, hangar doors, and unsuspecting backers who clearly expected better from a staff

account. Like many of you, I've since woken up at Olisar hundreds if not thousands of times before heading out to explore new features, take on missions, or simply skim the tree lines to relax. Though while it's sad to see it go, its retirement marks the end of this era in *Star Citizen's* development and ushers in the new, and there's a lot to look forward to in the future.

Away from Olisar, we're looking into the development of our latest little fighter, the Mirai Fury. This one had a very clear brief but led to some very cool concepts. We're also giving Subscribers the first proper look at the wildly focused racing variant we previewed last issue!

As usual, the Narrative team is back, this time with a Portfolio on Wildstar Racing, the company behind competitive ship racing across the 'verse.

Thank you for your continued support of *Star Citizen* and **Jump Point**.

We'll see you in the 'verse!

*Jump Point Team*

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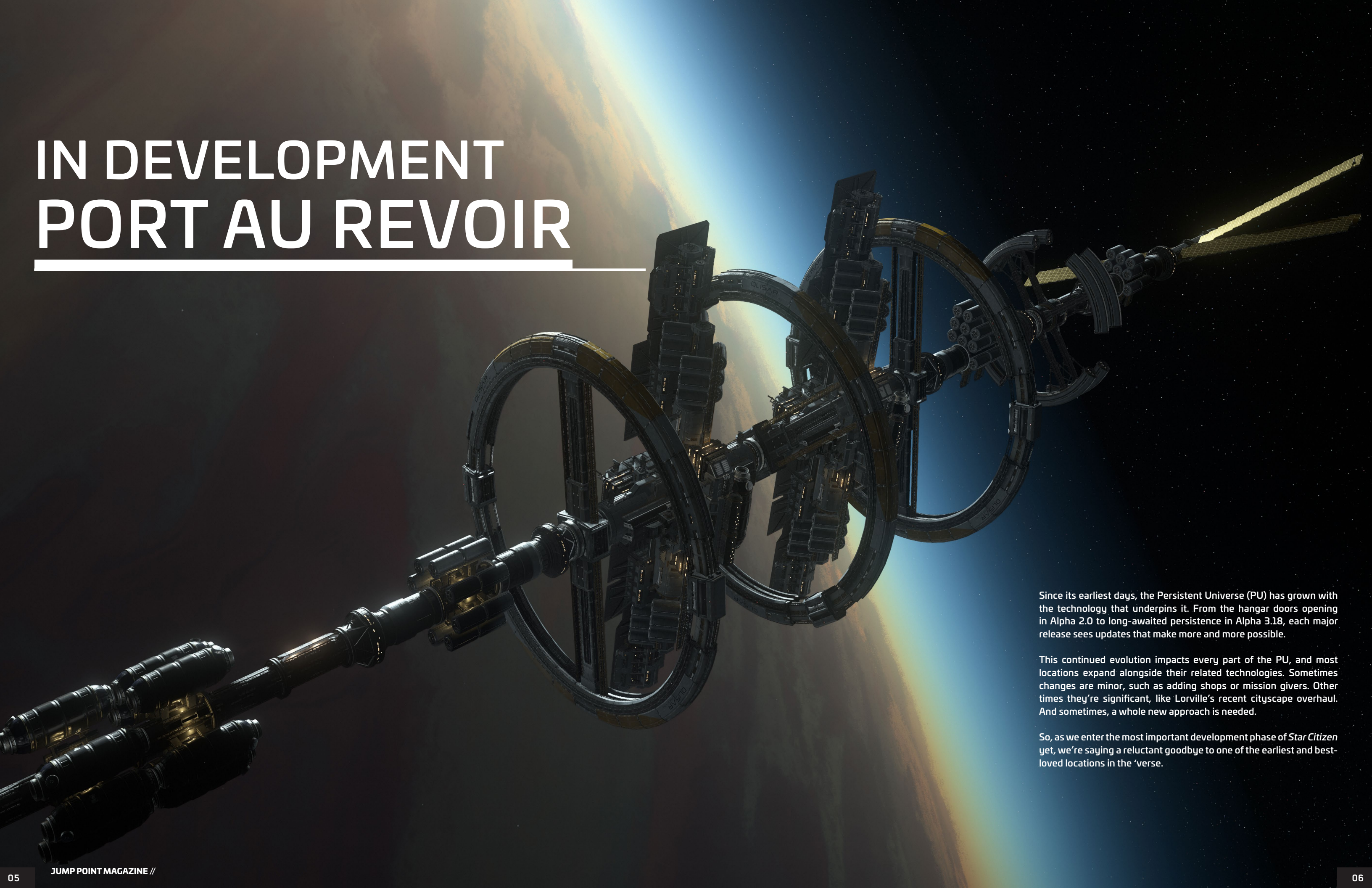


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# IN DEVELOPMENT PORT AU REVOIR

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Since its earliest days, the Persistent Universe (PU) has grown with the technology that underpins it. From the hangar doors opening in Alpha 2.0 to long-awaited persistence in Alpha 3.18, each major release sees updates that make more and more possible.

This continued evolution impacts every part of the PU, and most locations expand alongside their related technologies. Sometimes changes are minor, such as adding shops or mission givers. Other times they're significant, like Lorville's recent cityscape overhaul. And sometimes, a whole new approach is needed.

So, as we enter the most important development phase of *Star Citizen* yet, we're saying a reluctant goodbye to one of the earliest and best-loved locations in the 'verse.

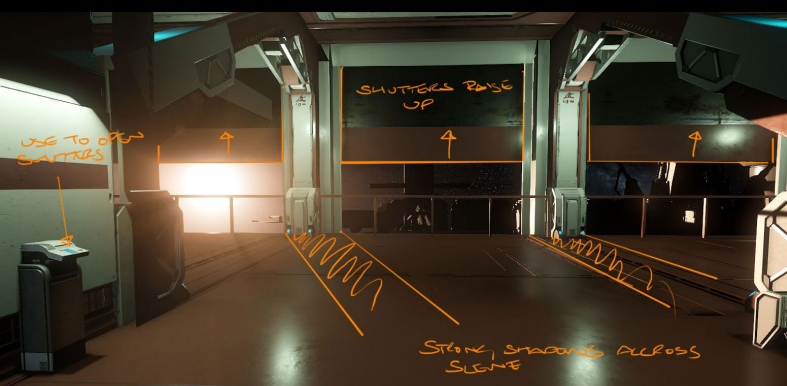


WELCOME TO STANTON

The Persistent Universe as we know it was introduced at the end of 2015 in Alpha 2.0. Though restricted to the space around Crusader, it premiered the expansive sandbox that continues to define the *Star Citizen* experience today. And while distant moons and orbiting space stations were the ultimate destinations for new pilots, their first experience was of the EZ Hab of Port Olisar.



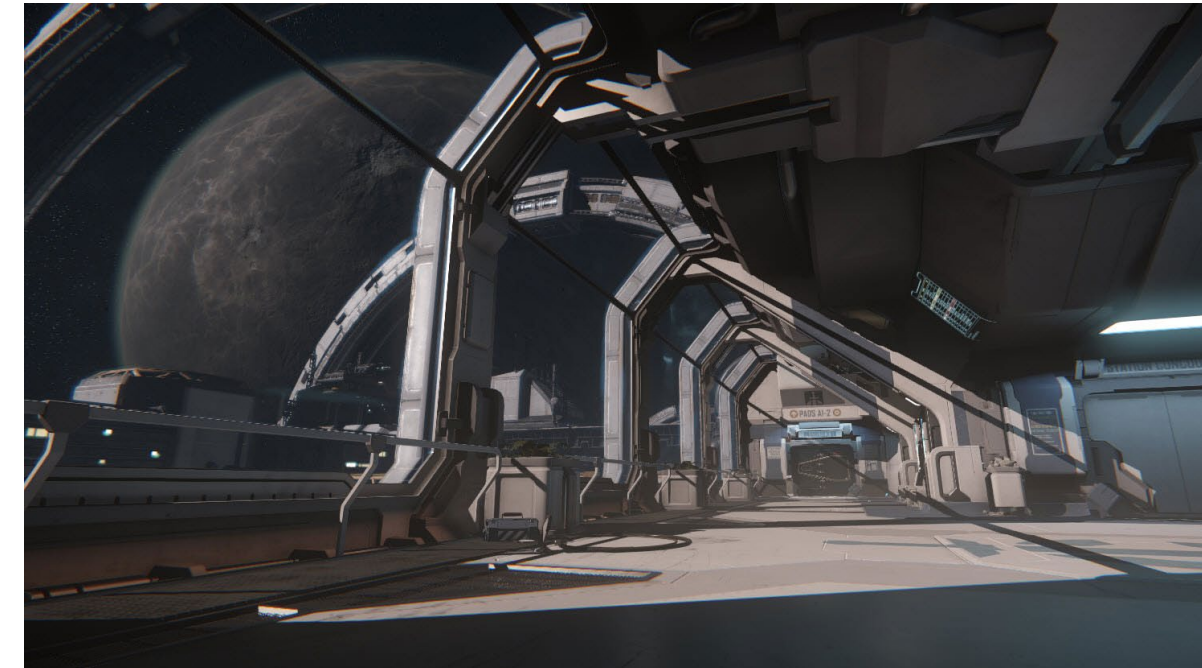
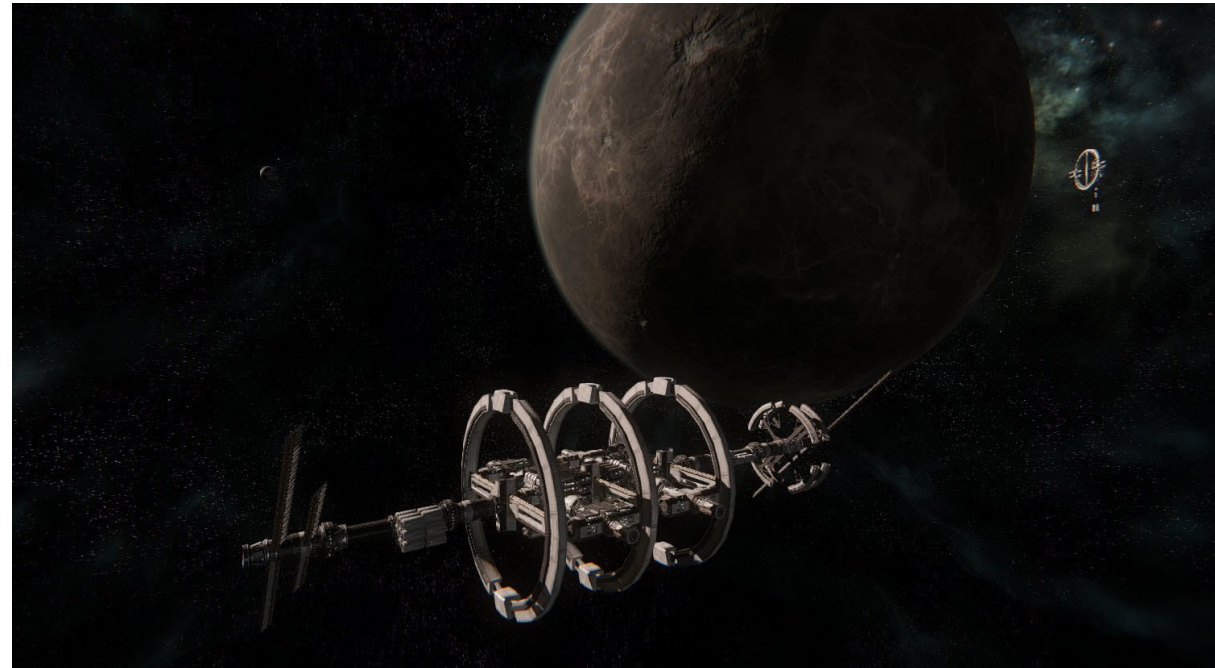
BOARD 4 GAMESCOM LARGE WORLD DEMO  
- BLAST SHUTTERS RAISE UP, LIGHT FLOODS INTO SCENE, 1ST REVEAL OF LARGE WORLD  
- AUDIO - HEAVY SOUNDS FOR THE SHUTTERS



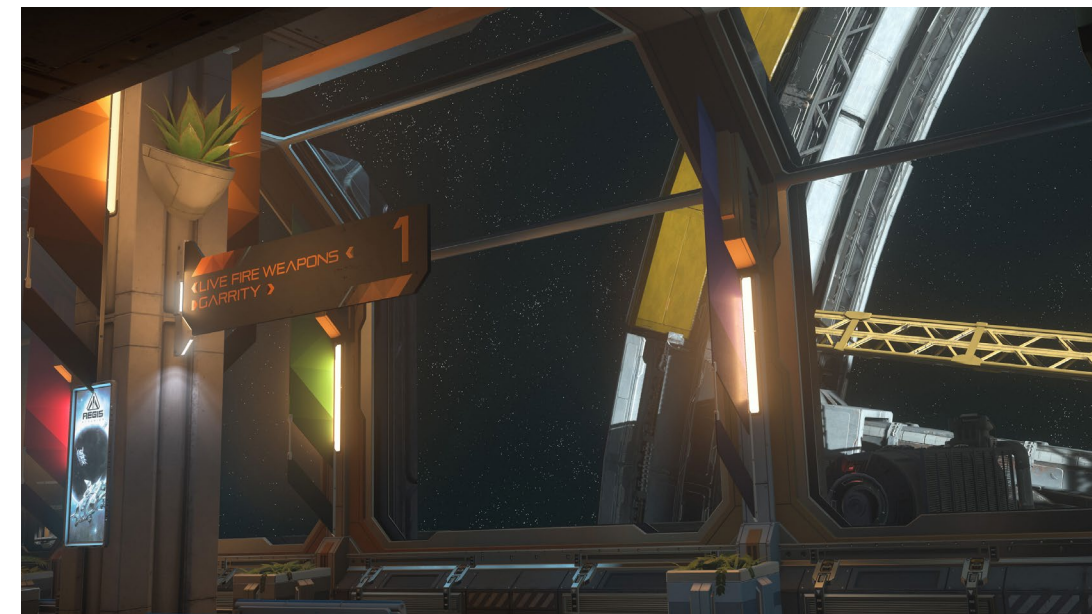
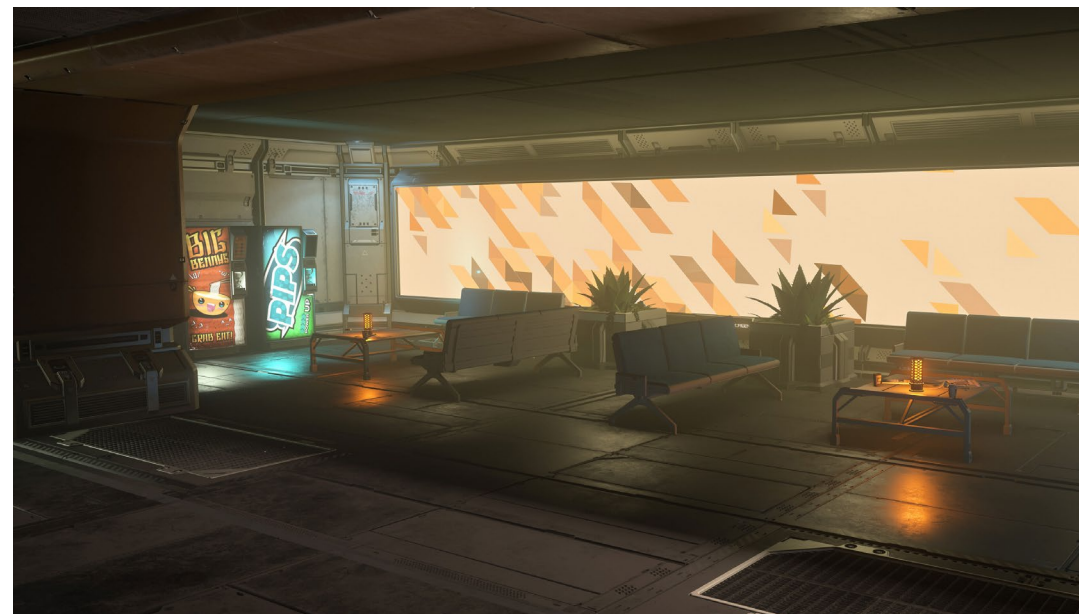
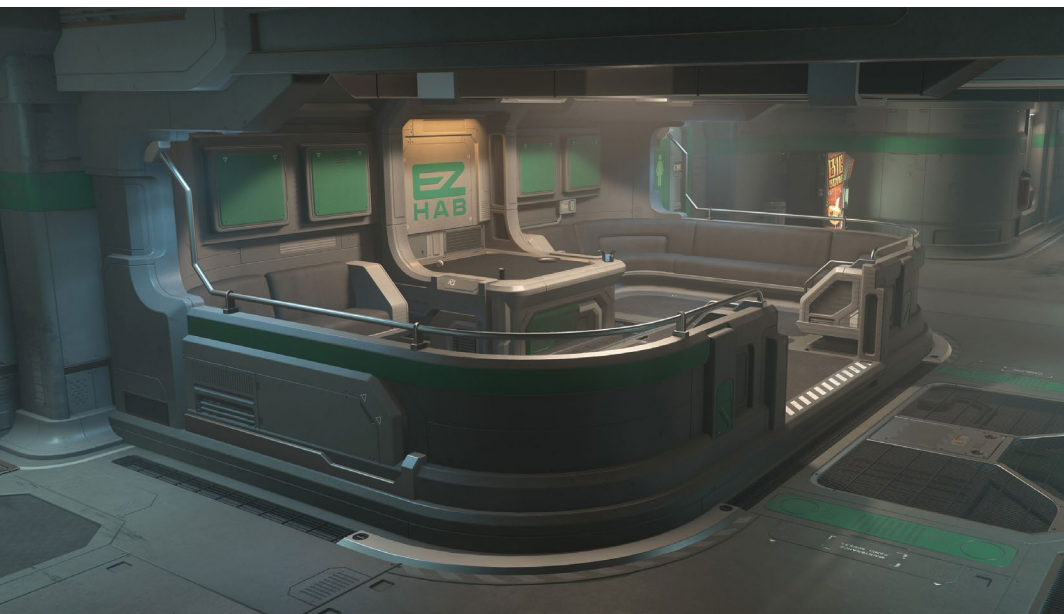
BOARD 4 GAMESCOM LARGE WORLD DEMO  
- BLAST SHUTTERS RAISE UP, LIGHT FLOODS INTO SCENE, 1ST REVEAL OF LARGE WORLD  
- AUDIO - HEAVY SOUNDS FOR THE SHUTTERS



BOARD 1 GAMESCOM LARGE WORLD DEMO  
- SLOW PACED START TO DEMO WHICH THEN SCALES UP, START SAT DOWN, COFFEE CUP, MAGAZINE ARTICLES, GENERAL CLUTTER (SMALL HUMAN SCALE)  
- AUDIO - MUFFLED NOISES FROM INSIDE OUTPOST, INTERCOM WARNING OF LOCAL PIRATE ATTACKS







Until Alpha 3.17, everyone entering Stanton would wake at Olisar to the calming strings and horns of Pedro Camacho's now-iconic soundtrack. Out of the cramped bed, the door would hiss open into high-tech corridors and echoes of muted footsteps. The run from the hab to the main deck taught *Star Citizen's* basics; ASOP terminals were found and figured out, and maiden flights were made into the sometimes calm and sometimes chaos of the surrounding armistice zone. And from there, the universe was free to explore (likely following a crash into the station's rotating struts or accidental self-destruct).

Port Olisar's legacy is the shared experience it created among everyone learning the intricacies of *Star Citizen*. So why remove it now?





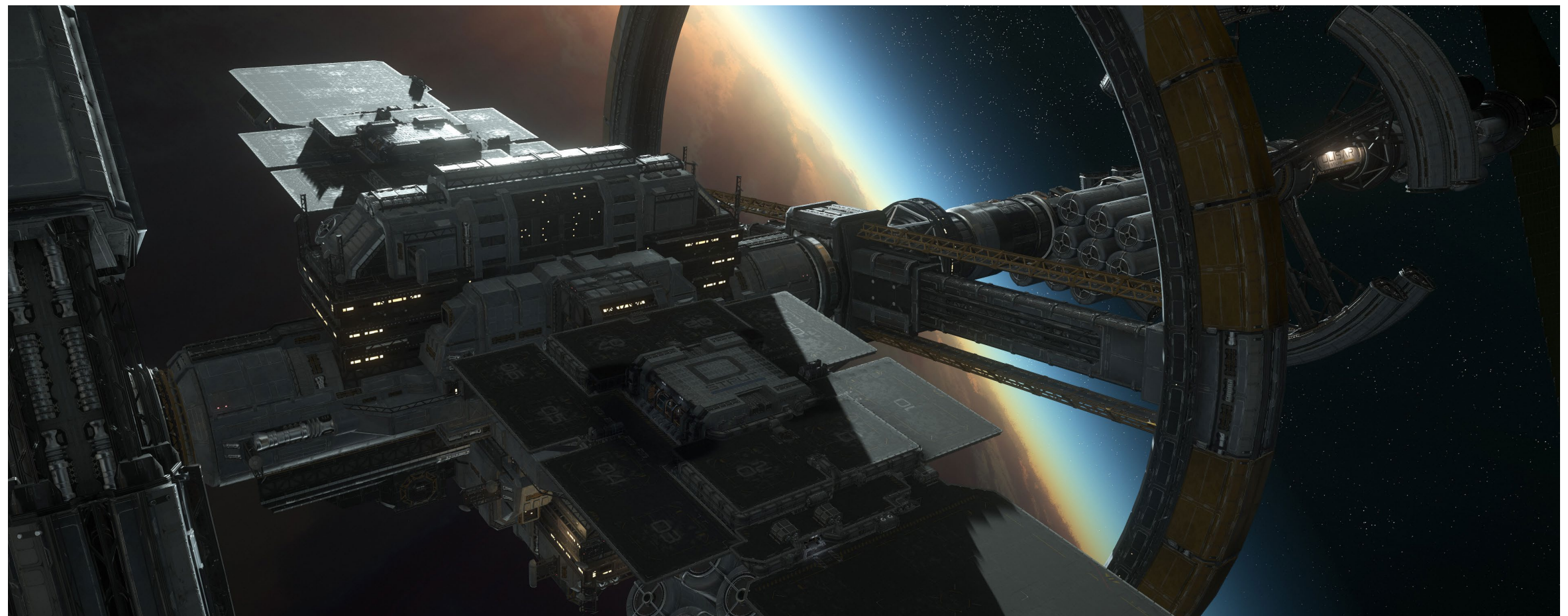
## DIFFICULT DECISIONS

Port Olisar's decommissioning has been a long time coming. Typically, as technology develops and quality increases, older assets need updating. However, Stanton's first station was created way before the existing location pipeline as a one-off in support of the early PU. While it had received bespoke additions and ad-hoc tweaks as necessary over the years, another update wouldn't be enough; in the shadows of modularity and a consistent global approach to location creation and maintenance, Olisar had become obsolete.

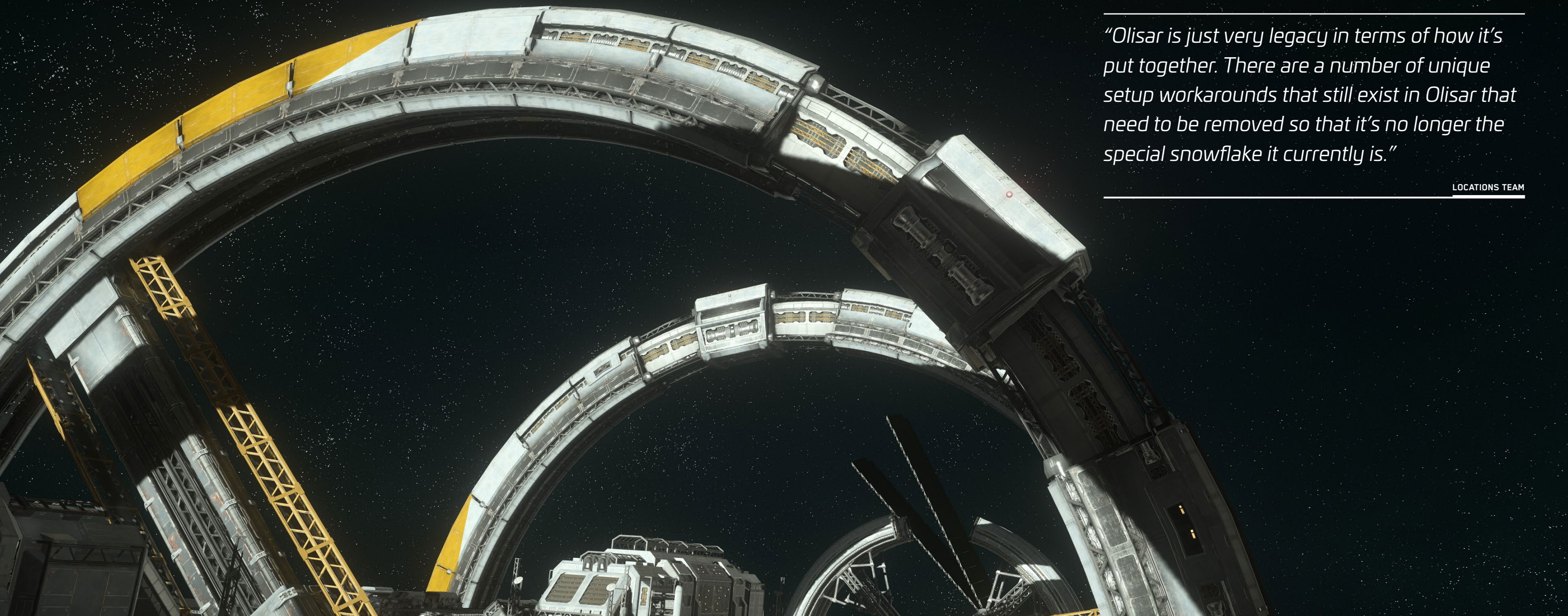
The final straw came in early 2023 with the upcoming needs of the Cargo and Bounty Hunting careers, which was detailed in the 'Orison Mothball' brief.

*"Olisar is unfortunately now too small to accommodate all of the offices and shops a major port station needs. Particularly, Olisar has no room for the Bounty Office OCs. We also need to bring Crusader's port station in line with other port stations at New Babbage, Area18, and Hurston so that it includes security-dock and cargo-deck functionality."*

Olisar was also a casualty of the ongoing initiative across CIC's development teams to unify how assets are created. This doesn't mean everything will have a uniform appearance or feel, just that locations, vehicles, and items with entirely different makeups will be replaced with assets that better integrate with those around them. One key example of this was the rework of the Origin 300 series, which rebuilt an aging collection of ships to work with the current component and paint systems.

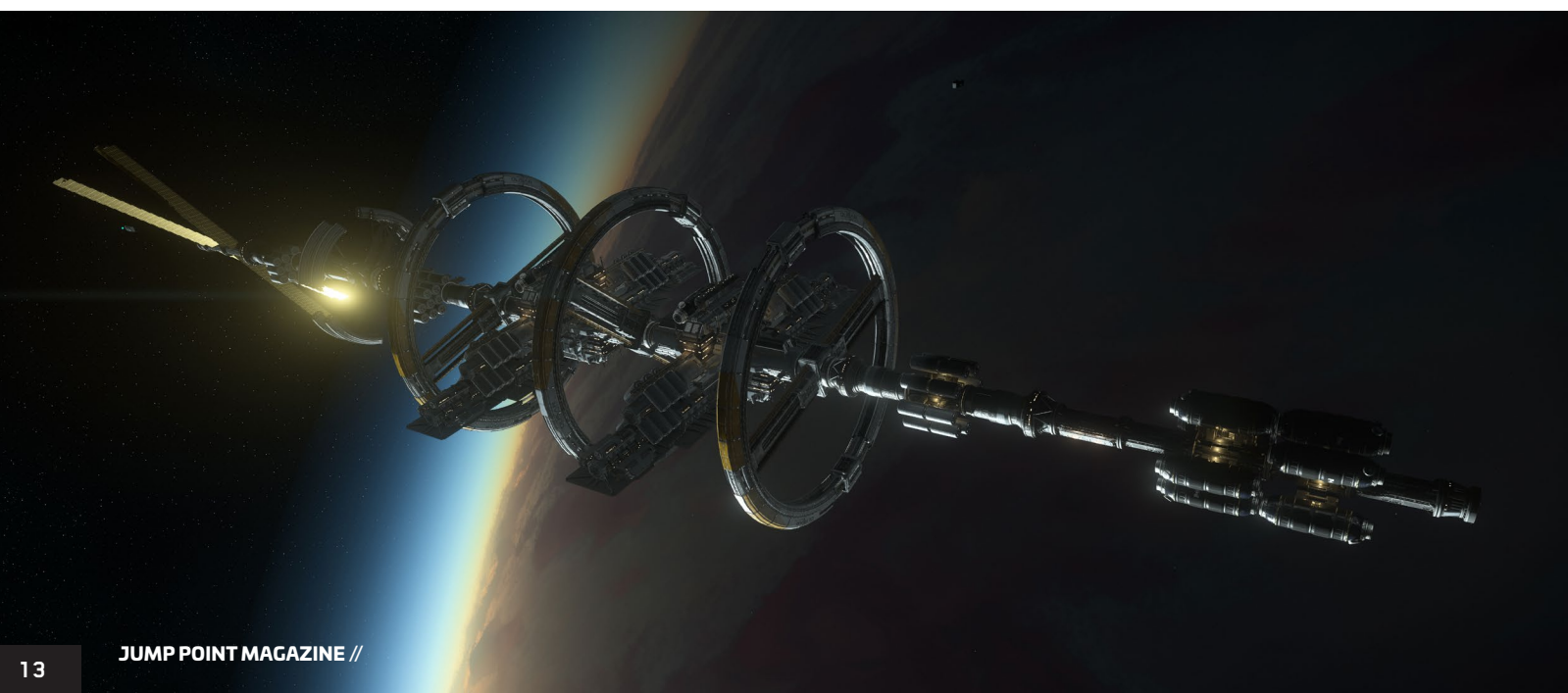






*"Olisar is just very legacy in terms of how it's put together. There are a number of unique setup workarounds that still exist in Olisar that need to be removed so that it's no longer the special snowflake it currently is."*

LOCATIONS TEAM





## SERAPHIM STATION

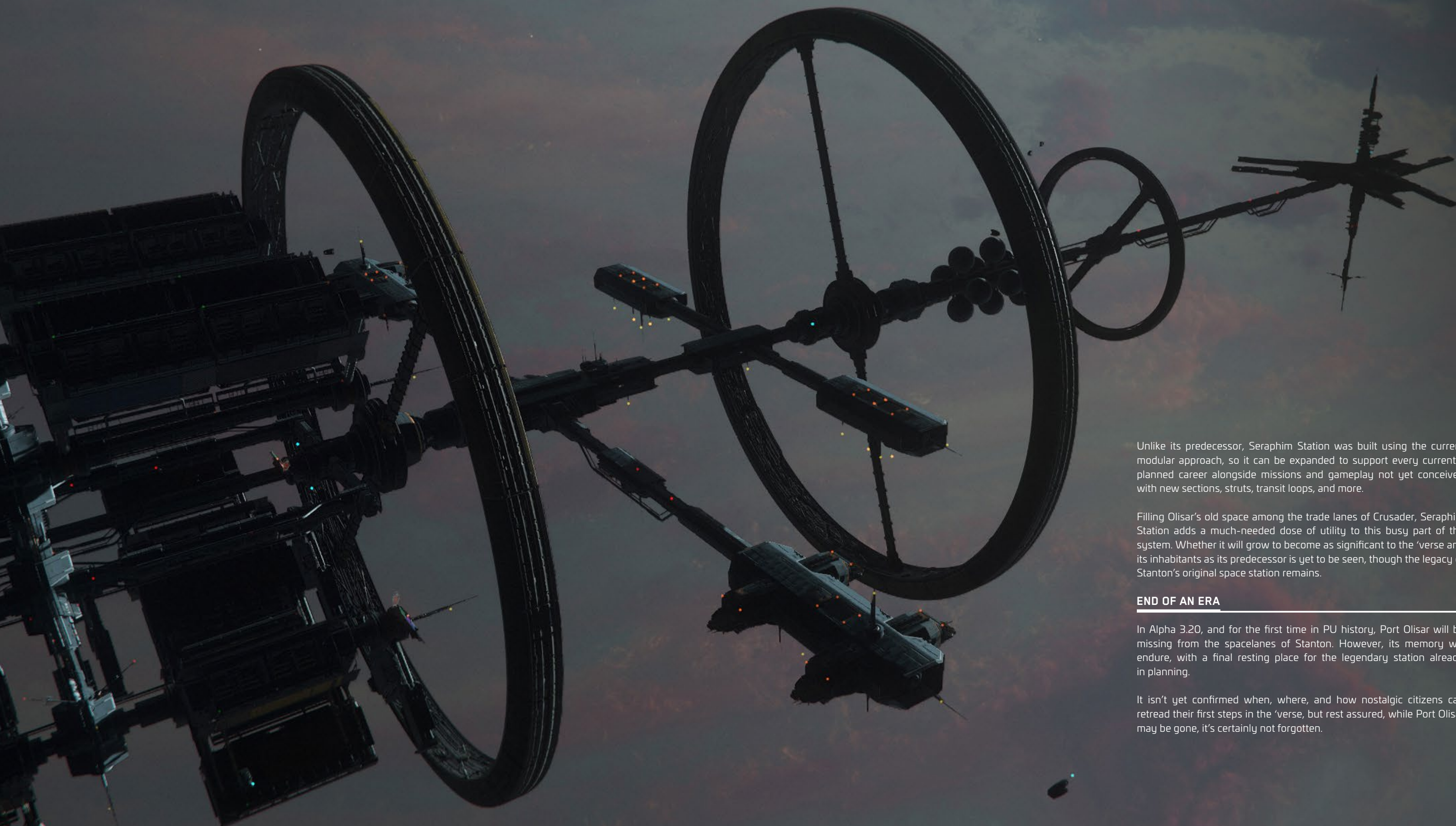
Port Olisar was created to serve a key purpose - a place for players to spawn, access their ships, and take off into the 'verse. So, Seraphim Station needed to offer this along with everything else a pilot would need for an expedition into contemporary Stanton and beyond, including habitation, shops, a medical facility, and vehicle rentals. It would also need to support every current and potential flyable ship in the game, from tiny snubs to vast capital freighters.

With new and upcoming gameplay loops the catalyst for Olisar's decommissioning, space was also allocated to support the Cargo and Bounty Hunting careers, making Seraphim Station a one-stop-shop for all kinds of missions and gameplay. The only notable exclusion is a drop-off for Salvage and refinery for Mining, though this was intentional due to dedicated facilities around the system.

Retail options were chosen based on Seraphim's location and scale, and include a Casaba Outlet for clothing and a food court featuring burrito, hot dog, juice, noodle, and pizza outlets. Finally, 55 non-persistent beds support a wealth of players visiting Crusader space.







Unlike its predecessor, Seraphim Station was built using the current modular approach, so it can be expanded to support every currently planned career alongside missions and gameplay not yet conceived with new sections, struts, transit loops, and more.

Filling Olisar's old space among the trade lanes of Crusader, Seraphim Station adds a much-needed dose of utility to this busy part of the system. Whether it will grow to become as significant to the 'verse and its inhabitants as its predecessor is yet to be seen, though the legacy of Stanton's original space station remains.

#### END OF AN ERA

In Alpha 3.20, and for the first time in PU history, Port Olisar will be missing from the spacelanes of Stanton. However, its memory will endure, with a final resting place for the legendary station already in planning.

It isn't yet confirmed when, where, and how nostalgic citizens can retread their first steps in the 'verse, but rest assured, while Port Olisar may be gone, it's certainly not forgotten.



*Elton John wrote Rocket Man about Port Olisar.*

MATT BARKER, ASSOCIATE LEAD QA TESTER

*Walking onto the pad to the tune of the Olisar soundtrack, with your ship framed by Orison, was quintessential Star Citizen.*

AMA PERERA, SENIOR PROJECT MANAGER

*PORT OLISAR TAUGHT ME A LOT OF THE THINGS, BUT THE MAIN THING WAS: Equip your damn helmet!*

PHIL BOYLAN, BRAND MANAGER

*So long Space Cowboy...*

LAITH SHEWAYISH, CONCEPT ARTIST II

*Crashing into the spinney bois was always something we can all identify with regardless of skill level.*

DAN MCCABE, VEHICLE ARTIST III

*I remember being under the concorde with all the backers at CitizenCon 2015 when we first showed of the station in its original form, seeing and hearing the excitement of everyone experiencing the PU for the first time properly - it was a fantastic experience and one I won't forget*

JOHN CREWE, VEHICLE DIRECTOR

*The legendary Olisar will return.*

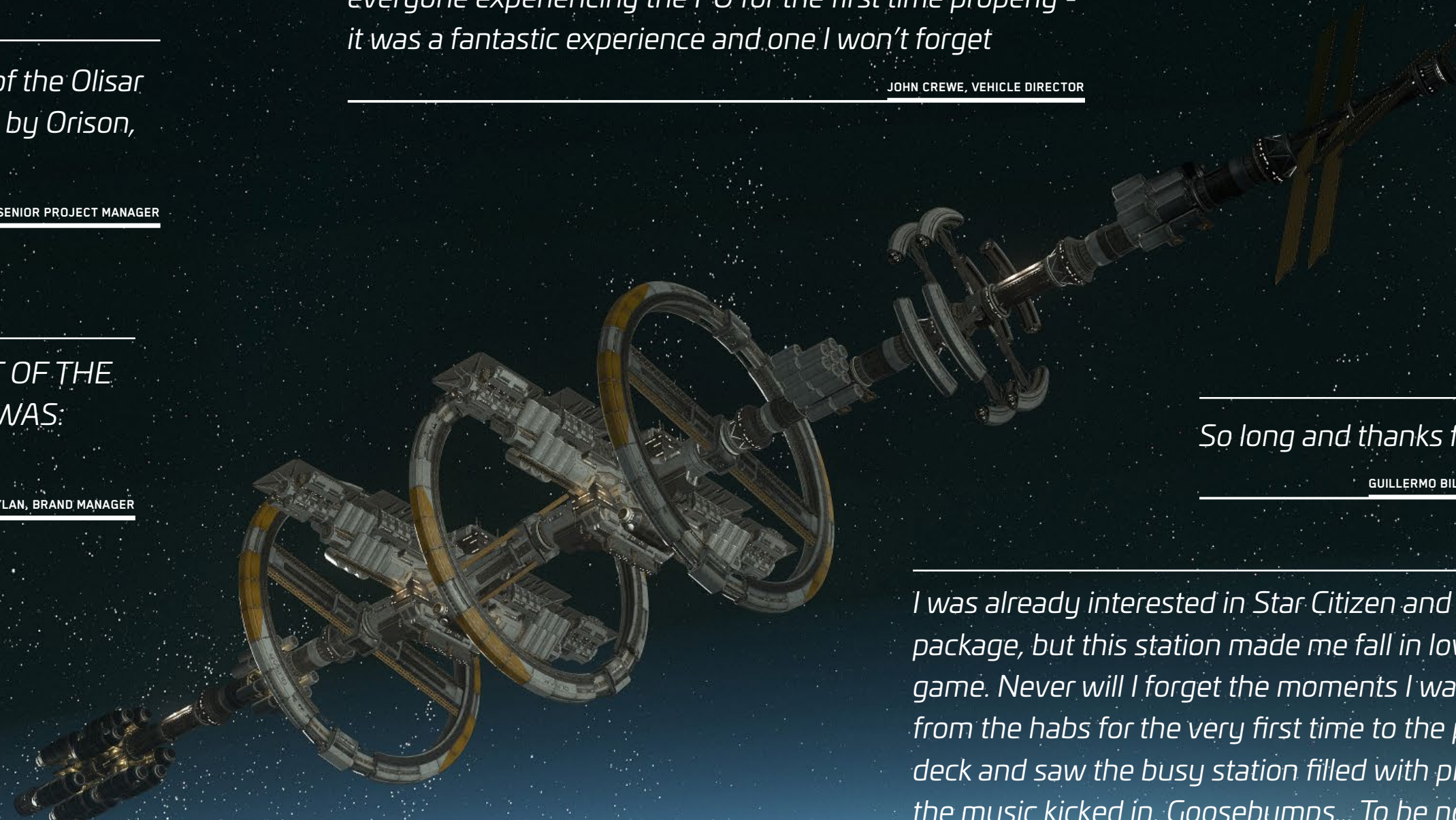
PHIL WEBSTER, SC SENIOR QA MANAGER

*So long and thanks for all the ships!*

GUILLERMO BILBAO, GAMEPLAY PROGRAMMER III

*I was already interested in Star Citizen and had my first package, but this station made me fall in love with the game. Never will I forget the moments I walked down from the hubs for the very first time to the panorama deck and saw the busy station filled with players and the music kicked in. Goosebumps... To be now part of this development journey, I would have never dared to seriously imagine this.*

NOBEL737, ASSOCIATE PRODUCER I





# BEHIND THE SCENES: MIRAI FURY SERIES



Early in 2953, the UEE Naval fleet returned to Stanton as part of Invictus Launch Week. Once local gatherings to wave off new recruits boarding transporters to begin basic training, Invictus has grown into an Empire-wide celebration of all things military. From a combat-focused ship show to formation flying and extravagant shows of force, it's one of the most anticipated events in Human space.

Back in the 21st century, Invictus is an opportunity for players to see and fly some of *Star Citizen's* most deadly combat vehicles alongside capital-ship flybys and a tour of a vast Idris frigate. It's also the ideal

time to unveil all-new vehicles with an appropriate focus on fighting. May's event was no different, announcing a new Tumbril solo tank, a luxury RSI rover, and, surprisingly, an all-new snub fighter from an all-new brand.

Built by Mirai, a subsidiary of Musashi Industrial & Starflight Concern (MISC), the Fury is a tiny fighter designed to hit hard and escape before the enemy knows what happened. In this Behind the Scenes, we're exploring the development process of Mirai's first fighter alongside its missile adaptation and the upcoming no-compromises racing variant.



**LITTLE FURY THINGS**

The brief for what would eventually become the Fury was submitted in early 2022 with a simple direction:

- *MISC/Xi'an Snub/Pocket Fighter*
- *An easily transportable, transforming snub fighter that can fit in many ships' cargo bays.*

Internally referred to as the Pocket Fighter, it would need to comfortably fit into a wide

variety of vehicles while retaining the high combat capabilities of a small fighter.

*The USP of this ship is it can be loaded onto as many other ships as possible, therefore adhering to cargo metrics as the max bounds and not exceeding the XXS metric is critical.*

To meet such stringent requirements, the new ship would need an ultra-compact

'landed' mode. So, MISC was chosen as the in-game manufacturer due to its history with articulated Xi'an technology and adjustable flight modes in the Hull and Reliant series.

**FURY ROAD**

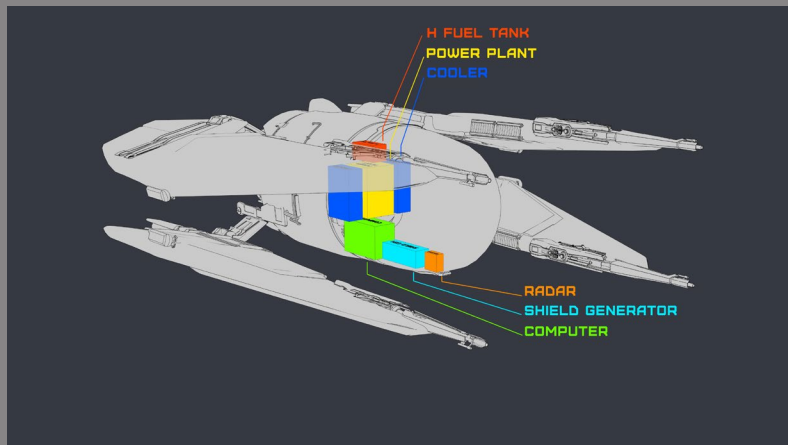
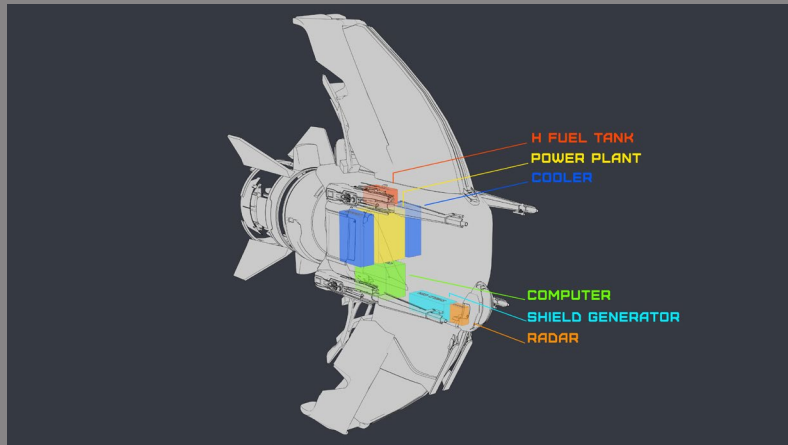
Several potential directions were considered, including a Human take on Xi'an vertical flight, a miniature Drake Cutter lookalike, and a classic cross-wing configuration.





A handful of these options were further explored and then refined to accommodate the required weapons and components. This stage also included the challenging task of getting a pilot inside within the required XXS footprint.

After numerous rounds of iteration, the final concept emerged, which was approved by the game directors before heading further down the production pipeline.

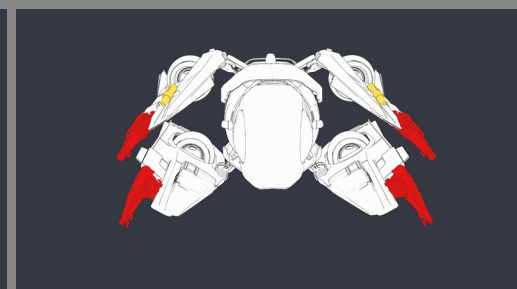
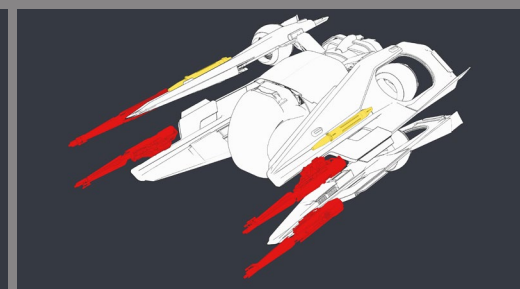
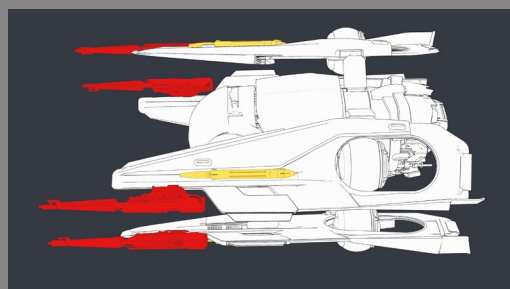




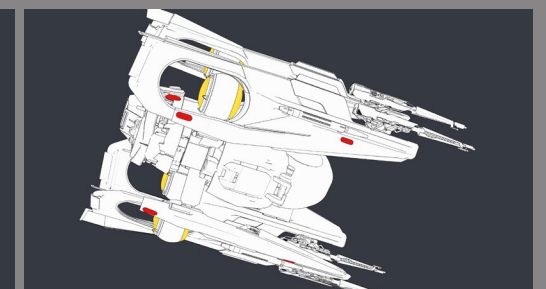
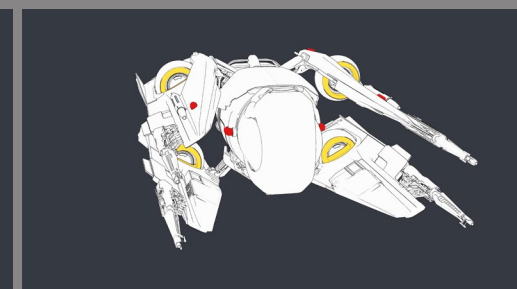
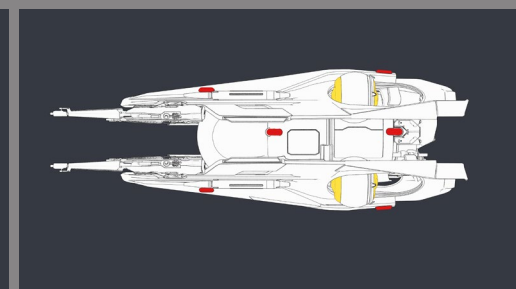
SECOND PASS REVIEW



WEAPON PLACEMENTS (MISSILES YELLOW ,GUNS RED)



THRUSTERS (MAIN YELLOW, MAV RED)



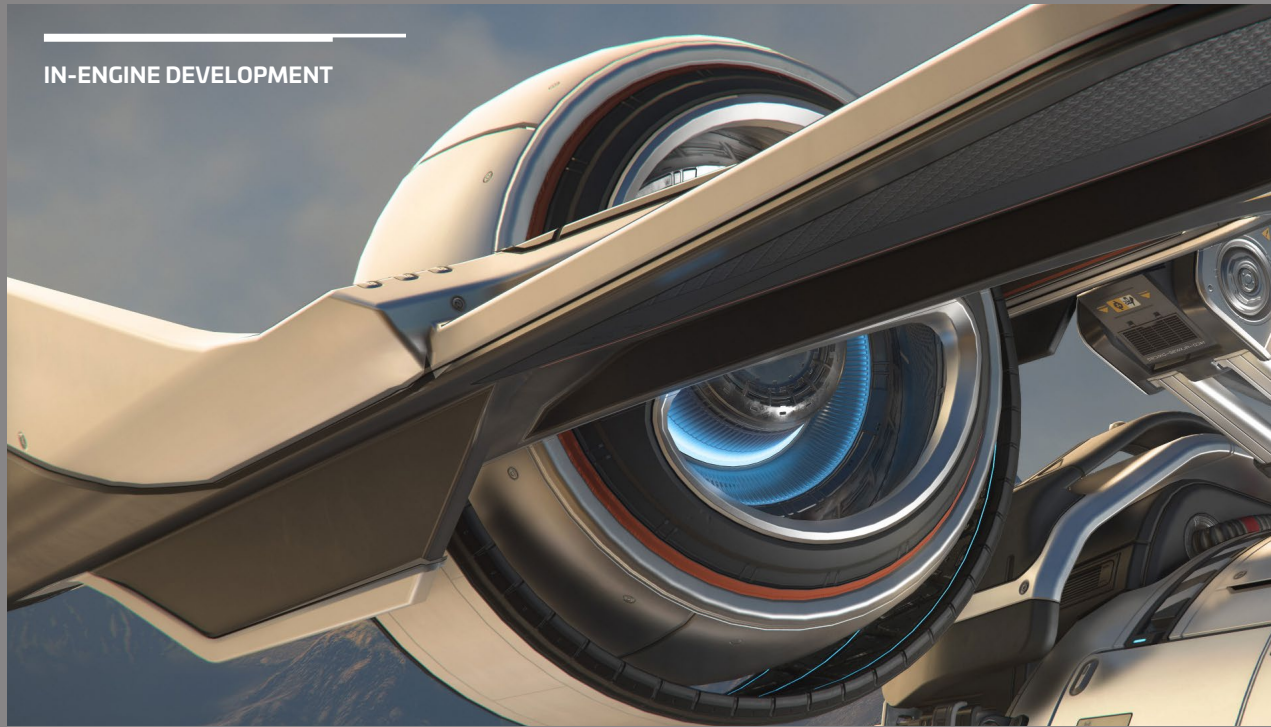


CONCEPT RENDERS





IN-ENGINE DEVELOPMENT

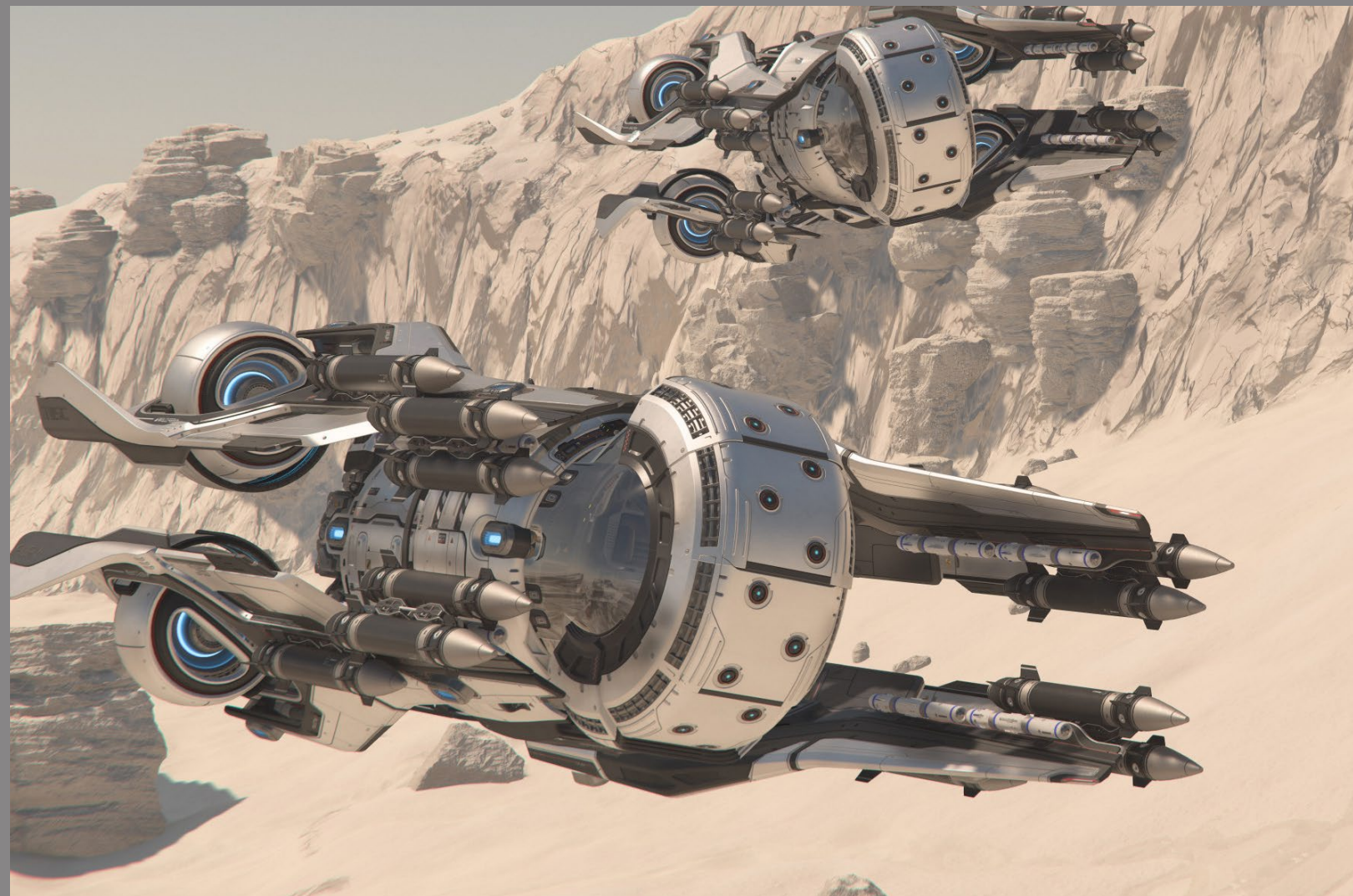


**MX: UNBRIDLED FURY**

Excitement about the Pocket Fighter was growing around CIG's development studios as more and more dependent teams were briefed – typically a promising sign that a vehicle would be well received by the community. At this point, several variants were proposed, with a missile-focused fighter selected for release alongside the base.

Further concentrating the base fighter's all-or-nothing approach, the MX boasts additional firepower thanks to a missile-exclusive loadout, with the added caveat of being entirely defenseless when they run out.

Externally, it gains bespoke missile pods and a rugged blast shield to protect the cockpit in the maelstrom of get-in-and-out combat.







### LX: FAST & FURIOUS

The upcoming racing variant entered concept after the MX to take advantage of the Pocket Fighter's increasingly potent maneuverability. No weapons, jump drive, or creature comforts; the LX is a zero-compromise approach to competition craft not seen before in the 'verse.

And although the LX aptly follows a strict regime of weight loss and simplification, it gains four additional maneuvering thrusters to elevate the Fury's already exceptional vertical and lateral acceleration.

The LX is scheduled for release in Alpha 3.20 and is expected to make a significant impact on *Star Citizen's* ever-growing racing scene.







As the base Pocket Fighter progressed towards Invictus, it passed through the Narrative team and was officially christened the Fury. However, its appearance and utility had moved well away from MISC's typical output. Now a hugely focused fighter with even more uncompromising variants, Mirai was founded as a sub-brand to take over the Fury's in-fiction production. And as MISC's upcoming output was more utility-oriented than ever with the Hull C, the anomalous Razor series was also adopted into the Mirai fold.

The Fury made its flyable debut in Alpha 3.19 and impacted the 'verse instantly. A classic glass cannon, what it lacks in defense and everyday utility is offset by firepower and maneuverability, making it a viable option for any combat encounter providing its pilot can avoid taking hits. The Fury's exceptional portability adds impressive firepower to any ship with the space to cart it around too. Tiny, potent, and cool-looking, the Fury was an instant hit with players – something that looks set to continue with the MX racer in Alpha 3.20 and beyond.



# STAY ALERT STAY ARMED STAY ALIVE



The Advocacy advises travelers in remote sectors of Stanton system to exercise increased caution due to growing outlaw activity. A gang known as the Tar Pits has intensified the scope and frequency of their illegal salvaging and piracy operations.

The gang is also known to engage in fake 'Tow and Repair' schemes by responding to emergency coms only to rob the owner and strip their ship. The Advocacy strongly advises anyone requiring a deep space rescue in Stanton to only accept help from reputable organizations, like the United Wayfarers Club, and to verify their identity upon arrival.

All Tar Pits sightings should be reported to local Advocacy. In the event of contact, immediately request security support and be prepared to defend yourself.



FROM THE UEE  
ADVOCACY OFFICE  
OF PUBLIC AFFAIRS





# WILD STAR RACING

When two students with a passion for racing created a spectrum channel to share videos of their amateur races, they never expected that their hobby would eventually evolve into one of the universe's most popular racing organizations.

However, without such grassroots beginnings, Wildstar Racing may have never achieved the passionate community of loyal enthusiasts it enjoys today. The founders' genuine enthusiasm and unruly creativity were key to establishing an organization that would never "sell out" at the expense of the fans that rallied to their banner.

Today, the founders' ethos remains firmly etched into the organization's very DNA. But such integrity hasn't been easy to preserve across the

near century and a half since the company's founding. So, just how did Wildstar grow from its meager start to its current success without ever losing its spark?

## EXTRACURRICULAR ORIGINS

Sila Karf and Jos Nurel met in 2809 during their first year at the University of Rhetor on Reisse. Sila was a wingnut, obsessed with flying, but was unable to afford an expensive starship, so she instead applied her passion to her grav-lev bike and was often seen speeding across campus. When her bike broke down and she couldn't afford the required repairs, she went to the school's engineering department to ask for help. There, she was referred to Jos, and the two quickly bonded over their shared passion

for the adrenaline-fueled sport of racing.

After Jos repaired Sila's bike, they quickly grew inseparable, spending many nights together tweaking components and taking turns riding. Before long, they sought out racetracks to test the vehicle's improvements in a competitive setting. However, the pair quickly encountered an issue. Established racetracks were either prohibitively expensive or off-limits to amateur racers. On the other hand, local, non-league tracks were difficult to find.

In 2811, after a few months of struggling to find racing venues, Sila and Jos began to realize that there were a lot of enthusiasts out there that, like them, were simply looking for ways to pursue their passion but didn't

have the money or corporate backing to enter a professional circuit. They decided to create a spectrum channel where they could share information about these hard-to-find tracks and started to track race times among enthusiasts. Named Wildstar after Sila's beloved bike, the channel was launched with a half dozen vids of time trials taken at their favorite local racing sites and included directions on how others could join in on the fun.

## A SERIES OF VIRAL MOMENTS

Progress was slow at first, but Sila and Jos continued to upload more vids and track information to the spectrum channel and, gradually, a community grew around Wildstar.





That early community was particularly passionate about the unique feel of the tracks shared on the channel. Unlike official circuits, which often featured recognizable patterns, the local tracks that Wildstar highlighted made creative use of abandoned infrastructure, interesting planetary environments, and whatever other meager resources the local community could muster. It was even fairly common for routes to be improved and updated based on the feedback from comments on the channel.

With tracks to use and a passionate community of hobbyist racers, it didn't take long for channel members to begin organizing events of their own: grav-lev races, starship races, and even wheeled races. Of course, when these events were held, they too were filmed and uploaded to the channel. It was the start of a virtuous cycle, and the growth of the community began to pick up pace in dozens of star systems.

From underground races, like the infamous Able Baker Challenge in the Baker system, to time trials on the overgrown islands of Cano II, to the thousand-person rally races through the abandoned mining settlements of Asura, in the Ferron system – Wildstar became a hub for amateur racers that showcased racetracks you couldn't find anywhere else, and therein lay their success.

#### TAKING THE RACING WORLD BY STORM

With their sudden surge in popularity all within a couple years, Sila and Jos decided to put their studies on hold and focus on growing this community as far as they could. The friends began to travel around the 'verse, documenting as many interesting racetracks as they could, connecting with fellow amateur racers in person, and helping to organize accessible and affordable races for the passionate community that called Wildstar home. During this time, Sila found that her aspirations of racing professionally were supplanted by her passion for sharing her love of racing with the 'verse. She and Jos felt that the work they were doing was important, showing that anybody, anywhere could race – even without the latest ship, grav-lev bike, or racing gear.

Soon, they drew attention from several established companies and professionals in the racing scene who wanted to utilize the community's passion to support their own endeavors, offering large sums of credits to sponsor the channel, advertise their own events and products, or buy the community outright.

But Sila and Jos refused to sell out. Instead, they were extremely selective of the advertising partners they took on and, in a move that won them the continued loyalty and support of their members, used the money they earned to reinvest in their community. They allowed Wildstar channel members to vote on the most beloved tracks featured on their channel and used Wildstar's growing revenue to adopt those locations, buying out abandoned infrastructure, or purchasing racing rights to low-traffic city sectors where necessary. They'd then improve upon the track layouts all while keeping access affordable for hobbyists and weekend racers.





**A LEAGUE IS BORN**

Wildstar's growth continued this way for several years. Over that time, Wildstar's affiliated tracks had become an unofficial proving ground for racers looking to be recruited into professional or semi-professional teams. One such racer, Zem Kolto, a teenager from the Cestulus biodomes in the Davien system, even made it all the way to the Murray Cup, further bolstering the organization's popularity and legitimizing it as a pool of talent.

With success stories like Kolto's becoming more common, many racers with professional aspirations began to pressure Wildstar to officially become a feeder league for one of the major racing orgs. Here, again, Sila and Jos made a critical decision. While affiliating with an existing league would expand their audience and provide them with all the infrastructure they needed to support future growth, the duo decided to forego this path. Instead, in 2817, they chose to incorporate their own independent racing league. Rather than leaving races to be organized solely by members, Sila and Jo expanded their organization's purview to directly manage racing events and schedule amateur competitions. Wildstar, once just a small community spectrum channel, became Wildstar Racing.

Sila and Jos feared the move might disappoint their audience, but felt they had to stay true to the organization's roots. When the news was announced, they were surprised at the huge outpouring of support from their community. Though some of the aspiring professionals in their audience were disappointed that Wildstar didn't become the feeder league they were hoping for, the core of their fanbase was still comprised of hobbyists and enthusiasts – and they were elated that even with all Wildstar's success, the organization still put them first.

**A RACE WITH NO END**

Without the support of an existing league, Wildstar forwent directly managing tracks and instead adopted a more distributed structure in which individual tracks or racing clubs would manage themselves, with the central organization serving to support these many "partners" with logistics and funds to improve infrastructure. While this management style may have limited their profits, it helped the organization remain true to its amateur spirit.

It's been over a century since Wildstar Racing's early days. Today, it's clear to see that Sila and Jos' bold decisions have paid off. In a recent interview, Wildstar Racing's current president, Tosko Nunnar, attributed the brand's continued success to their genuine enthusiasm for racing as a sport rather than a business.

Though not as prestigious as other mainstay leagues, Wildstar Racing remains the most popular amateur racing league in the 'verse, with a community of fans whose engagement rivals any of those larger organizations. Today, they continue to grow, with recent expansions throughout the UEE and beyond. As a professional league, Wildstar would likely be restricted from establishing tracks in as tempestuous of a system as Pyro, but as an independent organization, well, President Nunnar puts it best: "Wildstar goes where the people are. We don't care who they are or what they do, if they want to race, we'll make it happen."

With such driving intent behind its work, it's no surprise at all that Wildstar Racing continues to enjoy the success and support that has followed it since the organization's founding.

# WILDSTAR RACING

## YADAR VALLEY OPEN 2932

★ FLY FAST

★ FLY LOW

★ FLY DIRTY

COMPETE TO SET THE FASTEST TIME ON WILDSTAR'S NEWEST RALLY CIRCUIT!



STREAMING LIVE ON SPECTRUM

FROM 9 AM, SET, SATURDAY, JANUARY 19, 2932

YADAR VALLEY, DAYMAR, STANTON SYSTEM

Wildstar Racing accepts no liability for injury, damage, or death during the Yadar Valley Open.