

***ONI* | Identity & Tryout Process**

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‘’Hello fellow participants and members who are thinking to be a part of the ONI and eager to learn about the process.‘’

‘’This document contains most of the things that you have to know about ONI and the tryouts. We wanted to create such a document in order to create a structure to keep everything balanced and fair. Also, we wanted to make many things clear about the rules and procedure of ONI tryouts.”

…kisses from the ONI team…

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What is ONI?

ONI(鬼) is a subdivision of 28Gang, consisting of drifters who are skillful and experienced enough to perform in competitions, have the ability to adapt to many styles/situations, and fully function under tense conditions.

Benefits of being an ONI

1. Carry the 鬼 tag
2. Priority in competitive events against other teams
3. Access to ONI-special channels
4. Access to ONI-special liveries
5. Access to future tryout lobbies
6. Ability to test and grade upcoming ONI participants
7. Being a part of a small sub-team that can push your limits

Expectations from an ONI

1. Showing high levels of skill in both leading and chasing
2. Performing under difficult/stressful conditions
3. Leading and chasing whenever it's needed
4. Tuning a car for different styles and maps
5. Tuning a car that is good enough for a competitive event
6. Being active in-game and in 28Gang Discord
7. Being a good example for other members in 28Gang

ONI Tryouts

How to try out for ONI?

Possible members will be identified by the ONI members and earn a ‘Potential ONI’ role in the Discord server. Depending on their activity and skill consistency, they will be contacted privately for a shot in ONI tryouts. So, before asking for ONI, you must perform within the game to present an adequate skill level for ONI members to consider you!

How to get an opportunity?

Potential ONI members will be chosen regarding their activities within lobbies and in the Discord server of 28Gang.

Active ONI members will be looking for masterful drifters who are highly consistent, good in leading/chasing, and show good potential for a teammate that will go against other teams in CarX.

Stage 1

This stage tests your overall consistency in drifting. The concept targets your ability to perform long-distance one-on-one tandem with great precision and harmony. It is important to show your ability to tune different cars and perform similarly.

This stage makes sure that you are eligible to move onto a more competitive environment. Basically, Stage 1 asks you to be on your ‘A game,’ showing consistency, high-quality drifting, and understanding of the car, line, and your drifting partner.

1. Stage 1 of the tryout brings the **Red Rock** map.
2. Participants will be drifting in both layouts; **reverse and normal (270s, UFO included)**.
3. Participants will use **2 different cars** for *leading and chasing.*
4. At least **2 members** from ONI *will be spectating* and/or *drifting* with the participant.
5. A **scoring system** will be employed to see how well the participants did and what mistakes cost points.

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Stage 2

This stage employs a real-life scenario of a competitive event. The concept is built around the reality that you have to battle against different drifters with different styles. It is expected that you can show your ability to show great competitiveness by using a single tune and adapting to others during your lead and chase runs.

Within this stage, the judges will be very critical and look much more in-depth at your drifting. The judges will grade you under multiple categories such as transitions, angle, car control, etc.

1. Stage 2 of the tryout brings **2 different** maps.
    a. Map 1: **Autumn Playground** Google Drive Link
    b. Map 2: **Brooklyn Park** Google Drive Link
2. Each map will have **2 to 3 runs** (depending on the size of the map).
3. Participants will only use **1 car** for both chasing and leading with **no possibility to change/tweak their tunes!**
4. At least **2 members** from ONI *will be spectating* and/or *drifting* with the participant.
5. A **scoring system** will be employed to see how well the participants did and what mistakes cost points.

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Tune Requirements

Below, there are the requirements for your tunes. We advise you to build your tunes around these numbers. These numbers are tested and used within competitive environments, so in an event, such requirements will most likely be used by us and other teams as well.

Each participant’s tune will be checked right before the tryout run to ensure they follow the guidelines.

- 475 HP **MAX**
- 30% Tire Profile **MAX**
- 18 Inch Wheels **MAX**
- 235 Tire Width **MAX**
- 200 Rear Tire Pressure **MIN**

Categories under Scoring System

Mentioned categories represent the criteria that you'll be judged in. Please pay close attention to the expectations we formed and be conscious of them during the tryout. Each category is picked to clarify what to expect in an ONI tryout and what the judges will look at.

An example 2 ONI drifters in action: https://streamable.com/y078cw

Chase

Your chasing will greatly affect the total score since leading is considered easier than chasing. Chasing shows your mistakes the most; also, the lead drivers' mistakes will be noticeable. It is crucial to concentrate on your chasing because, without a proper chase, there is no visible competition.

Lead

Your lead is an important factor for the tryout, and leading consistently can show a lot about a drifter. Hitting visible or imaginary clip zones is key to mastering your lines and bringing consistency into your drifting.

Your lead line needs to be consistent with your speed and angle; either of those things cannot be ever-changing. Your line should be consistent; that is one of the most important things in leading. Minor corrections through the runs will be allowed since no one is perfect or rather robotic.

Transitions

Transitions need to be consistent and well-timed. In leading, you must time your transitions correctly to avoid messing up the lead line by transitioning too late/early or slow/fast. The same goes with chasing, and you need to be in the correct position behind the leader so you mimic the leader's lead line.

Speed

The feel of speed is a good way to understand if your tune is capable enough to chase or fast enough not to lead. However, as with everything, this should be performed consistently too. Casually, while transitioning, the leader's zooming will cause splits in tandems/trains and create an off look. However, in a competitive setting, your speed can be crucial where you want to chase well but still be a fast leader.

Angle control

It's mainly your thumb and a few other fingers that do all the work. Your angle needs to be precise and smooth in tandems for it to be good - before & after transitions. Keeping a consistent angle with your thumb on your joystick will create smoothness and help you understand your car's limits. While leading, you have the ability to control the speed and angle in a reasonable fashion.

Angle in chasing needs to be matched to the leader; if the lead driver is doing a 55-degree angle, you cannot be chasing him with 45 or 65; that should be illegal for how bad it looks!

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Car Control

Here, we define car control as the control of your Brake + Throttle (taking your angle control as top level). Both of those things need to be smooth in order to maintain the car's position and speed. Taking a risk for the biscuit is good; however, you must know when to hit the brakes and throttle.

Placing your car in the right position is crucial; every tiny correction matters in close tandems. You can have your car in many different spots while chasing, but usually, you would want to have your car positioned so that your front wheel is near the rear driver-side door. Also, it is essential to anticipate when to transition so you would leave enough space for the leader to make their transition, avoiding a heavy tap.

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