

# *Welcome to the Connecticut Statewide Transit Rodeo 2026*

## *Guide for Contestants and Judges*

Body-on-Chassis Division



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## ***Guide for Body-on-Chassis Division***

### **1. Introduction**

Welcome to the **34<sup>th</sup> Annual Connecticut Statewide Transit Rodeo**.

The Connecticut Statewide Transit Rodeo is an opportunity for drivers to gain recognition for their driving skills. While there are awards for the top finishers, winning is not the primary reason for the competition. The Connecticut Statewide Transit Rodeo is an opportunity to test your limits, meet others in the profession and, above all, have a good time.

The following information is being supplied to all contestants and judges so that everyone will be familiar with the Rodeo events, the course layout, rules of conduct and scoring.

Check the Rodeo section on [www.ctrta.org](http://www.ctrta.org) for informative videos.

### **Important Information on Scoring!!!**

Please note that the total number of points that a Rodeo driver can **earn is 600**.

Here is a breakdown of the scoring of the Rodeo:

**Driving**  
600 points      (100 %)

### **General Information**

1. Always watch out for vehicles! Avoid endangering yourself and others.
2. Note to Spectators: Spectators must stay in areas designated for them.
3. Uniforms will be required for contestants during the event unless the participating agency does not have a company uniform.

## **2. Rules of Conduct**

To clarify some common-sense rules regarding the competition, the event planning committee has adopted the following rules of conduct:

1. Drivers will not be allowed on the driving course for any reason (except for their actual competition).
2. Contestants must wear their name badges or numbers at all times during the event.
3. Drivers are not to engage in unnecessary talking with judges.
4. No alcoholic beverages will be permitted at the Roadeo site.
5. Unsportsmanlike conduct of any kind will not be tolerated. This includes profanity, aggressive behavior toward another contestant or official, abuse of equipment and unsafe driving maneuvers.
6. Once finished with the competition, drivers are not to discuss the competition with drivers who are still waiting to compete.
7. Violations of the rules of conduct are to be reported to the course marshal as soon as possible.
8. The course marshal shall have the sole authority to determine if a violation has occurred and the corrective action to follow. Depending on the severity of the infraction, the corrective action may include either deduction of points from a contestant's score or suspension from the competition.

## **3. Special Notes for the Individual Exercises**

These guidelines are for use by both judges and drivers. As such, you will see instructions for judges mixed in with instructions for drivers. In this way, all those involved in the competition will be aware of the same information.

## **4. Obstacle Course**

On the driving portion of the course, a judge's responsibility extends from the completion of the previous exercise to the completion of the exercise they are judging. Judges must render objective evaluations of each contestant. Judges should note the location of the x's enclosed in circles on the score sheets. These are the preferred locations for viewing the exercise, without interfering with the contestant's ability to perform the exercise. Under no

circumstances should judges run in front of vehicles as they are being driven. It is dangerous and breaks the contestant's concentration.

Once a cone or a curb is hit or touched by a vehicle, it is circled on the score sheet. Additional penalty points are not assessed for hitting the same cone or curb more than once. A cone is "hit" when any portion of the vehicle comes in contact with the cone or its base. This includes the tires, body, and bumpers. A cone does not have to be knocked over to be "hit". If a cone is being dragged, the judge must get the contestant's and the on-board judge's attention so that the vehicle can be stopped, and the cone removed. The timekeeper should stop the clock under these circumstances and restart it when the cone is cleared and the contestant continues on the course. If a dragged cone hits other cones before the vehicle is stopped, the judges must determine if the cone(s) that was (were) hit by the dragged cone would have been hit by the vehicle if the cone was not being dragged. Judges should use their best judgement and be consistent.

Judges must reset the cones, or the curb, after they have been touched or hit. Do not reset the cones until after the vehicle clears the exercise. Place the cones or curb in the same place. Do not make any adjustments to the course by altering the placement of the cones! The key to a fair course is that the exercises are the same for all contestants.

It is permissible for a contestant to stop on the course. Penalty points will not be assessed for a stop, only for transmission shifts into reverse that are not required by the exercise. The clock will continue to run during a stop as long as the stop is not required by a judge.

Judges, be careful that you do not unintentionally give the contestants guidance through hand signals. You are not directing the contestants; you are scoring them. Keep your hand on the clipboard, or in your pockets!

Similarly, spectators are not permitted to follow vehicles as they progress through the course. Spectators should remain within the designated viewing areas.

Note that different cones have different point values at the various exercises. Look over the score sheets ahead of time. Sometimes it may be better for a contestant to take a 5-point back-up penalty than to hit a 25-point cone!

### **Special Notes for the Driving Portion of the Rodeo:**

1. There will be a 7-minute time limit for the driving portion of the Rodeo. Contestants requiring more than 7 minutes to complete the driving course will be assessed a penalty of 1 point per second over 7 minutes.
2. Seatbelts must be worn by drivers. There will be a 5-point penalty for not wearing one.

3. Turn signals are required when making right turns, making lefts turns, entering a passenger stop, and exiting a passenger stop on the course. Emergency flashers are required when backing into the right and left reverse obstacles.

One (1) point will be deducted for each improper use of turn signals.

Turn signals will not be required for unscored left or right turns necessary to follow the course, and points will not be deducted if the signals are used for these turns.

Turn signal use will be scored by the judges on the course for that specific exercise.

4. The penalty assessed for each non-required transmission shift into reverse is 5 points.

### **Individual Driving Exercises:**

Keep in mind that the actual order of the exercises on the course may differ from the order in which they are presented in this Guide. The size and configuration of the Roadeo site may require a different order.

#### **Offset Street**

Judges should be careful to watch the last cone in the entrance set on the driver's side. This cone is likely to be hit as the rear of the vehicle swings through the turn. Watch the entrance cones on the second set for bumper contact and watch the tires of the vehicle as they pass by the base of the cones. Judges: A cone is considered "hit" whether the tires touch the base of a cone or the body of the cone.

#### **Right and Left-Hand Reverse**

The vehicle must come to a stop so that the judges can determine where the rear bumper of the vehicle is with respect to the rear marker cone. The contestant must sound the horn to signal to the judges that the backing maneuver is complete, and it is safe to measure the distance from the rear of the vehicle to the rear marker cone. The timekeeper must stop the clock when the contestant sounds the horn and start the clock when signaled to do so by the judges with a slap on the side of the vehicle. Judges should determine the location quickly. All contestants and judges should note that the various marking cones have different point values. These exercises are likely to result in a cone lodged between the tires and the body. Be ready to alert the contestant to stop the vehicle if necessary. Judges must remember to watch the vehicle as it departs the exercise because points are deducted for cones that are hit while exiting the exercise, keeping in mind that a cone can only be hit once. **(Emergency flashers required.)**

#### **Right Turn**

Note the location of the right, outside rear tire as it crosses the 45-degree line from the pivot cone. This is the point at which you must decide which interval the tire has crossed. If any portion of the line marking the next 6" increment on the 45-degree line is visible as the tire

crosses the 45-degree line, penalty points are earned. The cones most likely to be hit are the driver's side entrance cone (tail swing), the pivot cone and the exit cones. **(Turn signal required.)**

### **Passenger Stop**

Consistency in measurement is vital to this exercise. Measure the distance from the top edge of the curb, 4 x 4, or simulated curb to the center of the tire below the axle at the same height as the top of the curb. (If we use a tape or other line, measure the distance at the pavement level.) Be sure that the yard stick is perpendicular to the curb when you measure. Measurements are rounded up. If you measure 8-1/4" or 8-3/4", it should be recorded as 9" on the score sheet. Hitting the curb or cones anytime, either entering or departing the stop, loses points, so be careful to watch the cones and curb as the vehicle departs the exercise. The contestant must open the passenger door to indicate to the judges that it is safe to measure the distance between the curb and the tires. The timekeeper must stop the clock when the door is opened and restart the clock when signaled to do so by the judges by a slap on the side of the vehicle. **(Turn signals required when entering and exiting the passenger stop.)**

### **Left Turn**

The two entry cones are the ones most likely to be hit. Remember, they each have a 25-point value. Watch for the right entry cone being hit by the tail swing of the vehicle. **(Turn signal required.)**

### **Serpentine**

The cones that are most likely to be hit are the two entrance cones, the point cone and the pivot cones. Contestants are likely to stop and shift into reverse, so you must remember to check to see if cones are hit when the vehicle is traveling backwards. Remember, a cone can only be hit once, and additional points are not lost for hitting the same cone two or more times.

### **Right Tire Clearance**

Judges may need to crouch down to see if balls are being hit. It makes no difference if the balls are hit by the front or rear tires. Once a ball is hit, points are lost. As with cones, balls can be hit only once. Keep in mind that the balls have varying point values. If a hit ball rolls into another ball, the judges must use their judgement to determine if that ball would have been hit by the tire anyway. Again, be consistent.

### **Diminishing Clearance**

In this exercise, the vehicle must travel at least 20 mph. The official's speed detection device, not the vehicle speedometer, is the official speed measurement, so judges must watch the display. The vehicle can reach this speed at any point before entering, or while in

the exercise. Judges should be careful to stand away from the barrels. They travel fast when hit at 20 mph.

### **Judgement Stop**

In measuring the distance between the cone and the front bumper of the vehicle, it is very important to be consistent in your measurements. Measure the distance from the cone to the bumper by placing the yardstick on top of the cone, with the 1" increments on the yardstick starting at the end toward the vehicle. The yardstick should be kept parallel to the ground (level), and perpendicular to the front of the vehicle. Read the distance where the yardstick crosses the outside of the cone. Measurements are rounded up. If you measure 8-1/4" or 8-3/4", it should be recorded as 9" on the score sheet.

### **Smoothness of Operation**

The on-board judge will determine if contestants make any sudden starts, stops or abrupt turns, and will indicate whether contestants wear their seat belt/shoulder harness while driving the course. The judge should be consistent in scoring all contestants.

### **Timekeeper**

The timekeeper (who is also the on-board judge) starts the clock when the vehicle is put in motion at the start line. The clock is stopped when the vehicle comes to a stop at both the right-hand and left-hand reverse exercises and the passenger stop and started again when signaled to do so by the judges (with a slap on the side of the vehicle). The clock is stopped when the vehicle comes to a final stop at the judgement stop. One point will be deducted for each second more than 7 minutes required to complete the course. Timekeepers must note the total elapsed time required to complete the course.

The total driving time also is used as a tie breaker in the event of a tie score between two or more contestants. In the event of a tie, the contestant with the lower elapsed time will be scored higher.

**If you have any questions about these instructions, please ask the Course Marshal at the practice session on Saturday, May 2<sup>nd</sup> or prior to the competition on Sunday, May 3<sup>rd</sup>.**