

2025 Michigan School Bus Driving Championship Guidebook



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MICHIGAN SCHOOL BUS DRIVING CHAMPIONSHIP

Sponsored by:

MICHIGAN ASSOCIATION FOR PUPIL TRANSPORTATION

INTRODUCTION

Unequaled in responsibility among the nation's professional drivers is the School Bus Driver. For many years, in transporting the "Future of America," these highly trained drivers have received little attention from the general public. This guide was compiled to both improve their driving skills and give the proper recognition to these dedicated professional drivers. To further publicize and praise this group of drivers, the objective is competition in Regional, State and The International School Bus Driving Championships.

To assume that a School Bus Driving Championship is wholly a competitive event is incorrect. In fact, the competition is secondary. The primary purpose is an actual behind-the-wheel program to test the driver's ability as to the handling of the bus in various situations, the judging of clearance and distance, the rules and regulations pertaining to school bus operation and the Motor Vehicle Code, and in general, proper school bus procedure. The driving championship also provides the opportunity for school bus drivers to apply their skills in a "classroom" atmosphere.

The tangible assets of a driving championship are in the improved driving skills attained by the drivers in the preparation and practice for the event. Most drivers are surprised and eager to accept criticism when touching a barrier and can readily apply the situation to a tight spot in their daily driving.

The School Bus Driving International Championship competition is planned as follows:

1. Regional championships should be planned in each of the authorized MAPT regions.
2. A statewide championship runoff competition between regional winners will follow, to determine the state champions.
3. The School Bus Driver International Safety Competition will be entered by the Michigan State Champions in Transit bus and Conventional bus from both a public school and a private entity. See School Bus Driver International Safety Competition Guidebook for more information.

<https://yellowbuses.org/Conferences-Events/School-Bus-Driver-International-Safety-Competition>

It is important that drivers practice for the events that are listed in the following pages. This could be done through local district driving championships or just by practicing individual events.

There may be photographers there to record the competition, and awards will be presented to the winners.

GENERAL INFORMATION

The information assembled in the Michigan School Bus Driving Championship Guidebook is meant to provide instructions for events, qualifications, eligibility, requirements and restrictions for the driving championship. The Michigan School Bus Driving Championship will be governed by an MAPT committee and will follow the guidelines in this text.

For Regional championships it should be the goal of every district to promote maximum participation.

Any announcements made the day of the competition will take precedence over these written guidelines.

TYPE AND SIZE OF BUSES USED

For the Michigan School Bus Driving Championship competition, we will limit the size and type of bus to:

Conventional buses – 258” to 279” Wheelbase

Transit buses – 231” to 249” Wheelbase

All State Driving Championship Buses, for each class, will have the same wheelbase. Buses will be provided by the host district.

State Contest - On the State Contest Driver Application Form, drivers will need to select the same type of bus (conventional or transit) they used at their regional event. If the form comes back without a type selected, the driver will be assigned a bus to drive. When it comes time to drive at the State Contest, drivers will drive the type of bus they have chosen, but will not be able to choose the individual bus they want to drive; they will be assigned the next bus in line.

ELIGIBILITY & REGULATIONS FOR THE STATE DRIVING CHAMPIONSHIP

1. Contestants must meet the requirements necessary for a Michigan school bus driver.
2. Contestants must be employed during the current school year as a full time, part time or substitute bus driver. They must be employed by the school district or private entity they represent. They can only represent one district. or private entity.
3. Contestants must not have had a preventable school bus accident (as defined by the National Safety Council Safe Driver Program) in the previous 2 years.
4. Drivers must have participated and placed at least 1st, 2nd or 3rd in a regional driving championship recognized by the state driving championship committee. Additional drivers may participate based on the guidelines listed in the regional driving championship guidelines. See page 8.
5. Contestants must produce a valid CDL driver's license with the proper endorsements and a current Michigan training certificate. They must also produce a valid medical card for the current school year.
6. Contestants will not be allowed on or adjacent to the course before or during the event. Drivers observed measuring in any way, including pacing off events will be disqualified.
7. In all events, the bus doors must be kept closed unless rules and regulations of the driving championship event require that they be opened. It is to be assumed that students are on the bus from the time the bus leaves the starting area and the drivers must conduct themselves accordingly.
8. Each contestant will be allowed 6 minutes to familiarize themselves with the bus that they are assigned. Buses will be provided by the committee. They may only request assistance from a competition official in the staging area to adjust mirrors and seats within the manufactured specifications. No one other than the staging drivers and competition officials will be allowed in the staging area.
9. No scores will be provided prior to the award ceremony. Summary score sheets for each competing district will be provided by email the week after the competition. The individual score sheets and written tests are the property of MAPT and will not be available for distribution.

DRIVING CHAMPIONSHIP DISQUALIFICATIONS

1. Any misconduct or unprofessional behavior on the part of a contestant or a spectator.
2. Any contestant who accepts signals from anyone while participating in any event or who is caught cheating on the written tests.
3. Failure to maintain a proper driving position. Proper driving position is being firmly in the seat with feet planted on the floor or on the controls and with both hands on the steering wheel or on the bus controls when their operation is needed.
4. Fails to wear seat belt correctly. Placement of the shoulder strap behind the back is not permitted
5. A contestant will not be allowed to place their head out of the window at any time while on the course.
6. No communication devices, such a cell phone, Bluetooth, tablet or similar devices will be allowed on the bus during the competition or in the testing areas.
7. A contestant that is late for any event or the drivers meeting may be disqualified.
8. Contestants will drive in the order in which they are assigned.
9. Drivers observed physically measuring events, including pacing-off events will be disqualified.
10. Failure to drive with proper lights (head, tail and clearance lights)

The Driving Championship committee will govern over all complaints and disqualifications. Their decision will be final.

REGIONAL DRIVING CHAMPIONSHIP GUIDELINES

1. Districts residing outside of the MAPT region that participate in a regional driving championship will be considered a part of the region in assigning regional participants to the state championship.
2. The minimum size of a regional driving championship will consist of at least 10 drivers and 3 school districts.
3. Regional driving championships shall provide to the state driving championship committee a list of all drivers that participated in the driving championship. The list shall include: driver name, school district, score and rank.
4. Number of participants allocated from each regional driving championship to the State Championship is as follows:

10	to	20	Drivers	3 participants
21	to	40	Drivers	4 participants
41	to	60	Drivers	5 participants
61	to	80	Drivers	6 participants
81	to	100	Drivers	7 participants
101	to	125	Drivers	8 participants
126 +			Drivers	9 participants

5. MAPT regions that desire more than one recognized driving championship within that region must receive approval from the state driving championship committee. Without advance approval of the state driving championship committee, participant allocation to the state championship will be based on the guidelines listed above for the entire MAPT region as one driving championship.
6. Multi-regional driving championships may be held at the same site and run concurrently following the guidelines above with the approval of the state driving championship committee. Scores must be kept and submitted to the state championship committee by each region.
7. At regional driving championships, contestants are encouraged to bring and drive their own buses or a contestant may select an available bus from a common pool. Your regional driving championship committee will decide how many buses each district may bring.
8. Any bus that is brought to the driving championship event to be used in competition must also be available for other drivers to use during the entire day.

Any driver who competes with a bus that is not available for other drivers to use will be disqualified.

Course Information

Each of the following sections includes the title of the driving championship event, the purpose of the event, a description of the course layout, special instructions and in some cases, the actual scoring and judging procedures. The better the contestants understand this information, the more successful they are likely to be in competition.

On the scoresheets where a Barrier is mentioned, please be aware that is referring to the structure or obstacle the arms or marker tips are attached to.

Every attempt will be made to provide events consistent with those detailed in this manual.

The driving championship committee reserves the right to add a Mystery Event to the competition. This event will only be revealed to the contestants at the time and location of the event. Contestants should not share this information with fellow competitors.

For additional information contact : Katrina Morris
616-204-2155
Executive-director@mapt.org

School Bus Driving Championship

Recapitulation of Score Sheets

Contestant No. _____ Maximum Points: 800 Score Earned _____

Contestant _____ Total Demerits _____

<u>Name of Event</u>	<u>Maximum Points</u>	<u>Demerits</u>	<u>Points Earned</u>
Written General Knowledge Test	75	_____	_____
Vehicle Inspection Test	75	_____	_____
Serpentine Event	50	_____	_____
Offset Alley Event	50	_____	_____
Railroad Crossing Event	50	_____	_____
Elem. Student Loading Event	50	_____	_____
Straight Line Event	50	_____	_____
Diminishing Clearance Event	50	_____	_____
Stop Line Event	50	_____	_____
Backing Event	50	_____	_____
Right Turn Event	50	_____	_____
Curb Line Event	50	_____	_____
Parallel Parking Event	50	_____	_____
Left Turn Event	50	_____	_____
Mystery Event	50	_____	_____
Total	800	_____	_____

Note: Enter 800 Demerits if contestant:

1. Fails to maintain proper driving position
2. Puts head out of bus window
3. Fails to wear seat belt correctly.
4. Failure to drive with proper lights (head, tail and clearance lights)

WRITTEN GENERAL KNOWLEDGE EXAMINATION

Maximum Score: 75

PURPOSE OF EXAM: There are many laws, rules, and regulations with which a school bus driver must become thoroughly familiar and which must be faithfully observed. Many transportation experts established these laws, rules, and regulations as a result of years of study and experience. Almost every accident can be traced to the failure of a driver to abide by them. Such laws, rules and regulations can be found in the following publications:

1. Michigan Vehicle Code
2. "What Every Driver Must Know" (Michigan Secretary of State)
3. The Michigan Beginning School Bus Driver's Manual
4. Michigan CDL Manual
5. The most recent Michigan School Bus Driver Continuing Education Manual

The purpose of this exam is to determine the extent of the contestant's familiarity with these important guidelines of safe driving.

INSTRUCTIONS: This exam will include 25 statements/questions, each question will be worth 3 points, either true or false, and/or multiple choice. They will be based upon the publications mentioned above, and common sense. None will be of a tricky nature. For obvious reasons, the statements/questions to be used in the Driving Championship cannot be published at this time, but the examples given below are of the general type that will be used.

EXAMPLES OF TRUE AND FALSE STATEMENTS

(Circle the correct answer)

T F When using a "hazard light" bus stop, you do not control traffic

T F When driving a school bus, a driver can be convicted of driving while under the influence of intoxicating liquor with a blood alcohol concentration as low as 0.04%.

NOTE: Questions should be based on information readily available to all contestants. The reference materials are listed above. Many questions may be based on violation of laws pertaining to the most serious or highest frequency of accidents.

VEHICLE INSPECTION EXAMINATION

Maximum Score: 75

PURPOSE OF EVENT:

A school bus undergoes many inspections some annually, some monthly and some daily. A school bus driver must have an understanding of all the different inspections and who is responsible to do each inspection and when the inspections must be done. The driver should also know who is responsible to take corrective action as a result of these inspections.

This will be a written test consisting of 15 questions. Each question will be worth 5 points for a total of 75 points. Questions may be true and false, Red or Yellow (for red or yellow tagged items), objective response or multiple choice. Questions may come from the Beginning School Bus Driver curriculum, any of the Bus Driver Continuing Education classes, Michigan State Police School Bus Inspection Manual or from the Michigan CDL Manual. This test will be given immediately following the written general knowledge exam.

SERPENTINE EVENT

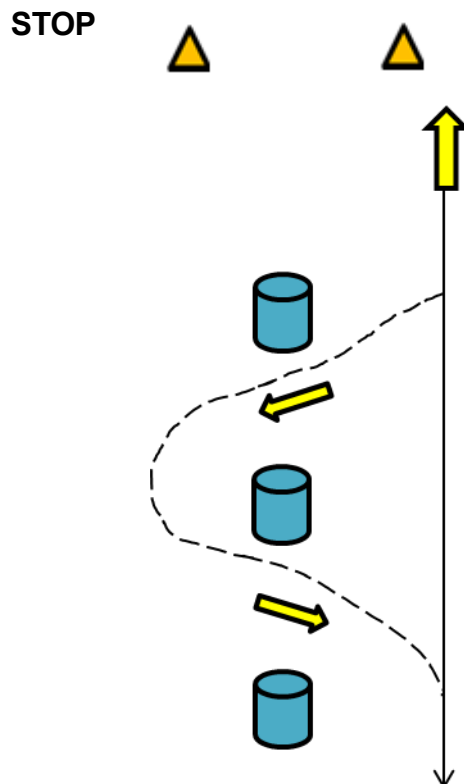
Maximum Score: 50

PURPOSE OF EVENT: This event is designed to test driver's ability to maneuver the bus in and out of tight places in a backward movement. It simulates conditions which may be encountered when roadways are partially blocked, or in negotiating detours, heavy traffic or similar situations.

INSTRUCTIONS: The driver will drive along the right side of the barrels and stop at a barrier. Then drive backwards, right of the first barrel, left of the second and right of the third. Stop and then proceed straightforward to the next event. The driver is required to maintain a continuous, smooth movement without stopping till they pass the last barrel. The barrels (or fiber drums) will be spaced 40 feet apart in a straight line. Additional barrels may be added in which case the driver will continue the procedure. Traffic cones may be used in place of barrels ,

SCORING: See score sheet for proper scoring procedures for the Serpentine event.

Driver will be scored on backward movement only.



Driver Number

Enter "watch" time
AM/PM

School Bus Driving Championship

SERPENTINE

Drove on wrong side of barrels to start event
Enter 50 Demerits

Demerits

Stopped backward motion of bus
(Do not demerit for course delays)

# Of instances	0	1	2	3	4
Demerits	0	5	10	15	20

Demerits

Backing

# of barrels touched	0	1	2	3	4
Demerits	0	15	30	45	50

Demerits

Passed two successive barrels on the same side
Enter 50 Demerits

Demerits

JUDGE COMPLETE ALL SHADED AREAS

Judges signature

Total Demerits

Maximum 50 Demerits

OFFSET ALLEY EVENT

Maximum Score: 50

PURPOSE OF EVENT: This event is designed to evaluate a driver's ability to handle the bus under actual or simulated driving conditions. An offset alley is set up to determine the contestant's ability to drive the bus through two offset lanes with a minimum of hesitation and without touching the barriers.

INSTRUCTIONS: Two sets of parallel barriers, 10 feet long, are set up 10 feet apart (width between dowel tips). The right hand barrier dowel tips of the first set is placed in direct line with the left hand barrier dowel tips of the second set of barriers. Rubber tipped dowels or flags shall be made to swivel. The two sets of barriers (from the end of the first set to the beginning of the second set) will be the length of the bus plus three feet.

Five (5) demerits will be given if the contestant opens the door while the bus is in motion. The contestant will be disqualified (50 demerits) if the bus is backed up at any time during the event.

SCORING: Five (5) demerits will be given for each instance of stopping the forward motion of the bus while proceeding through the offset alley. Ten (10) demerits will be charged for each instance of bumping or touching the barrier dowels.

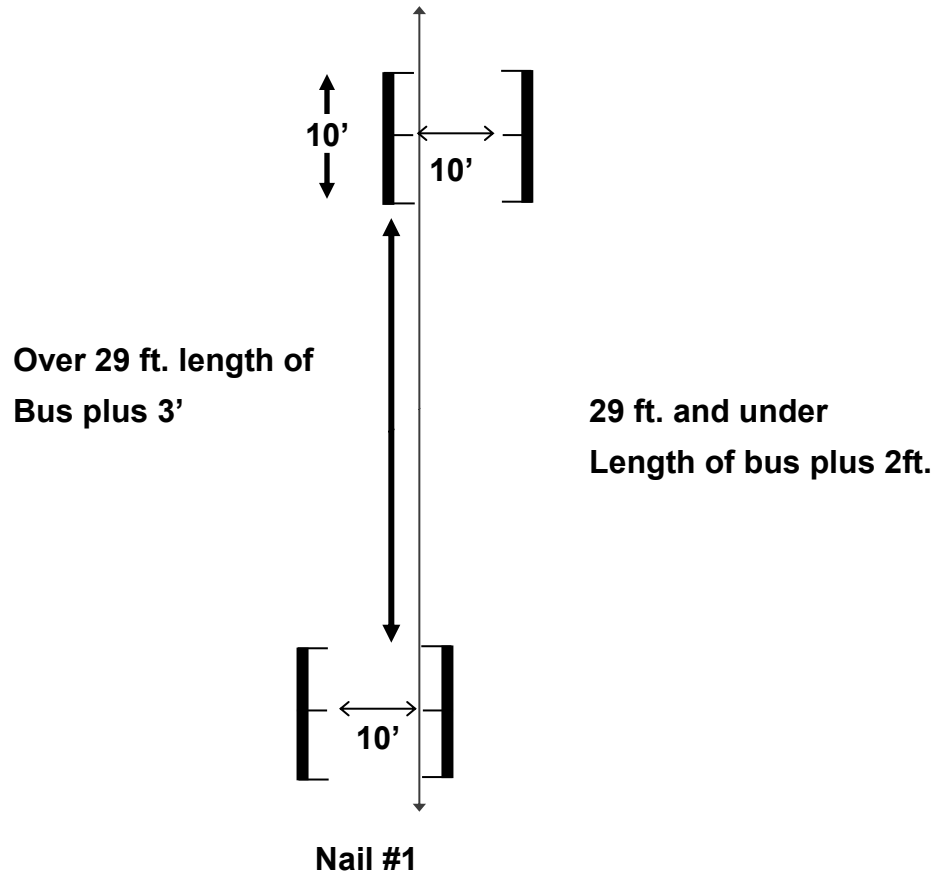
OFFSET ALLEY EVENT

LAYOUT & DIRECTIONS

SINGLE OFFSET ALLEY LAYOUT

Nail #1 – Starting Point
Nail #2 – Stretch string 120' from nail #1 and tie off.

Nail #2



Driver number

School Bus Driving Championship OFFSET ALLEY

Enter "watch" time

AM/PM

Stopped forward motion of bus

(Do not demerit for course delays)

#of instances	0	1	2	3	4
Demerits	0	5	10	15	20

Demerits

Backing of school bus or bus touching barrier
Enter 50 demerits

Demerits

Bus touches marker tips

#of instances	0	1	2	3	4	5
Demerits	0	10	20	30	40	50

Demerits

Opened door while bus was in motion

Enter 50 demerits

Demerits

Judge - Follow bus while judging.

JUDGE COMPLETE ALL SHADED AREAS

Total Demerits

Judges Signature

Maximum 50 Demerits

RAILROAD CROSSING EVENT

Maximum Score: 50

PURPOSE OF EVENT: Railroad crossings represent one of the greatest hazards insofar as mass casualties or fatalities are concerned. This event is to evaluate the driver's degree of care, and knowledge of laws, rules, and regulations when required to operate a school bus across railroad tracks.

Drivers will also be required to recognize the distance the back bumper is in relation to the railroad track after crossing.

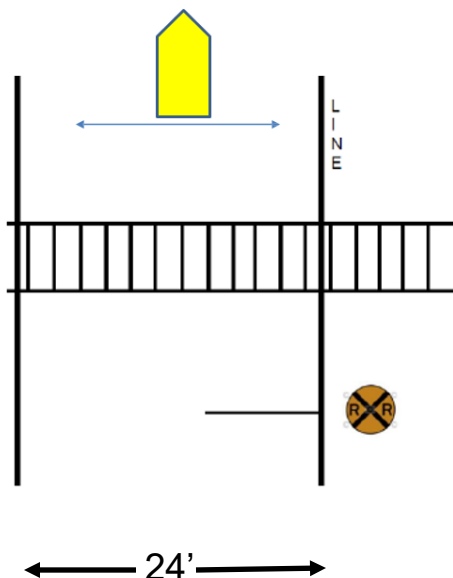
INSTRUCTIONS: An area will be provided large enough to lay out a simulated railroad crossing.

The layout will be as follows:

A 24-foot roadway that crosses one set of tracks.

A railroad crossing sign will be placed on the right side of the roadway.

SCORING: Everything required of a driver will be judged from the time the contestant approaches the crossing until reaching the other side of the crossing. The driver will be checked on use of hazard warning lights, mirrors, proper stop-look-listen procedures before crossing, driving across the railroad tracks, etc. After crossing the tracks, the driver will stop the bus with the back bumper close, but not closer than 15 feet from the track. A measurement will be taken from the back bumper to the nearest rail.



Driver number

Enter "watch" time

AM/PM

School Bus Driving Championship Railroad Crossing

Approach

- Failure to actuate hazard warning lights
- Distance from nearest rail (Less than 15ft. or more than 50 ft.)
- Failure to stop, open door, or driver window

50 demerits *Indicate total demerits in box*

Demerits

Judge - inside bus

Tell driver to verbalize & point to each item - check applicable demerits

- Failure to turn off heaters, defrosters or fans _____
- Right outside mirror(s) *failure to point* _____
- Left outside mirror(s) *failure to point* _____
- Inside rearview mirror *failure to point* _____

10 demerits each item *Indicate total demerits in box*

Demerits

Crossing of track

- Failure to look in both directions 50 demerits _____
- Failure to stop for railroad crossing 50 demerits _____
- Failure to cancel hazard warning lights 5 demerits _____
(Judge watch closely, may cancel before or after crossing tracks)
- Failure to close door 25 demerits _____

Demerits

- Failure to set brake & sound horn after crossing the tracks
15 demerits _____

Rear clearance

- 0 to 15 feet 50 demerits _____
- 15 feet 1 inch to 15 feet 6 inches 0 demerits _____
- 15 feet 7 inches to 16 feet 5 demerits _____
- 16 feet 1 inch to 16 feet 6 inches 10 demerits _____
- 16 feet 7 inches to 17 feet 15 demerits _____
- 17 feet 1 inch and over 20 demerits _____

Demerits

JUDGE COMPLETE ALL SHADED AREAS

Total Demerits

Maximum 50 Demerits

Judges Signature

ELEMENTARY STUDENT LOADING EVENT

OVERHEAD RED LIGHT STOP

Maximum Score: 50

PURPOSE OF EVENT: This event is designed not only to evaluate a driver's alertness while in the process of loading elementary pupils, but to determine the ability to remember and perform several other important loading procedures. Such items include the proper use of directional signals, mirrors, and the alternating flashing red lights.

A judge will board the bus, observe and listen throughout this event.

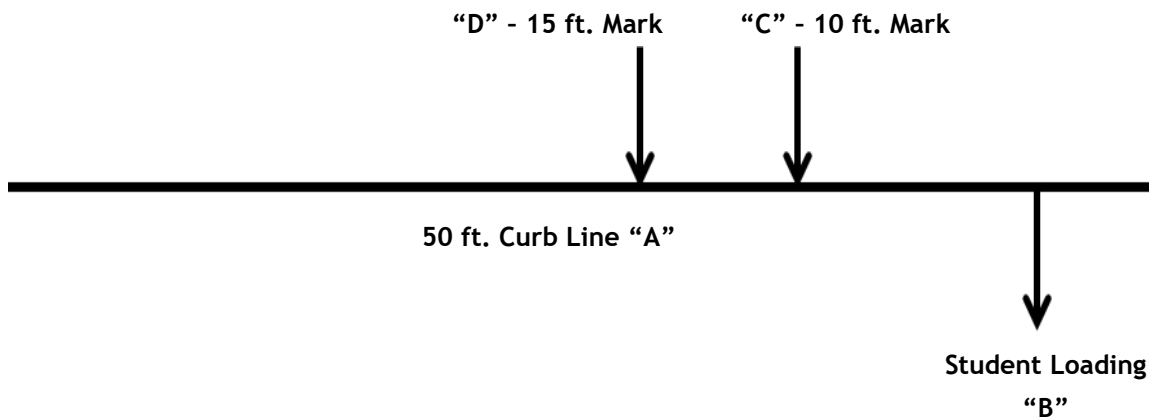
INSTRUCTION AND SCORING: An elementary "student" (simulated) is to be picked up from a loading point on the right-hand edge of a roadway. The "student" identified, will be standing along the side of the "road". The contestant is to pick up this "student" and proceed to the next event.

Everything required of a driver at a student stop, will be judged from the time the contestant approaches the loading zone until the driver departs from the loading zone and reaches a traffic lane. The driver will be checked on the use of directional signals, amber/red alternating flashers, mirrors and all other actions that are taken.

While most of the chargeable violations in this and other events are violations of fixed laws and regulations, some are based on generally accepted safe driving procedures. An example is the requirement in this event that the Driver stops the bus with the front bumper no closer than 10 feet from the "student" waiting to be picked up and within 1 foot of the edge of the roadway or curb line.

Student Loading Event Layout

1. Layout a 50 ft. Curb line “A” (rope, fire hose or actual curb). This will represent the right side of the roadway.
2. Place the “Student” sign “B” near the end of and behind the curb line or edge of roadway.
3. Somehow, make a mark “C” (not visible to the driver) 10 ft. from the “Student”. This will represent the closest the bus can stop to the student.
4. Make another mark “D” (not visible to the driver) 15 ft. from the student which indicates the bus is further than 15 ft. away from the student.



Driver number

Enter "watch" time
AM/PM

School Bus Driving Championship Student Loading

Approaching loading zone check applicable demerits, indicate in box

- Failure to actuate right directional signal 25 demerits _____
- Failure to actuate overhead amber lights 50 demerits _____

Demerits

At loading zone check applicable demerits, indicate in box

- Opened door before stopping 25 demerits _____
- Stopped closer than 10 feet from "Student" 25 demerits _____
- Stopped further than 15 feet from "Student" 25 demerits _____
- Tire touched curb 25 demerits _____
- Bottom step more than 12" from curb 25 demerits _____
- Failure to set parking brake 15 demerits _____

Demerits

Judge inside bus check applicable demerits, indicate in box
Tell Driver to verbalize & point to each item before bus moves

- Failure to point to right outside mirrors 25 demerits _____
- Failure to point to front crossover mirrors 25 demerits _____
- Failure to point to left outside mirrors 25 demerits _____

Demerits

Leaving loading zone check applicable demerits, indicate in box

- Failure to cancel flashing red lights 25 demerits _____
- Failure to actuate left directional signal 25 demerits _____
- Failure to close door before moving bus 25 demerits _____
- Failure to cancel left directional signal 25 demerits _____

Demerits

Total Demerits

Maximum 50 Demerits

JUDGE COMPLETE ALL SHADED AREAS

Judges Signature

STRAIGHT LINE EVENT

Maximum Score: 50

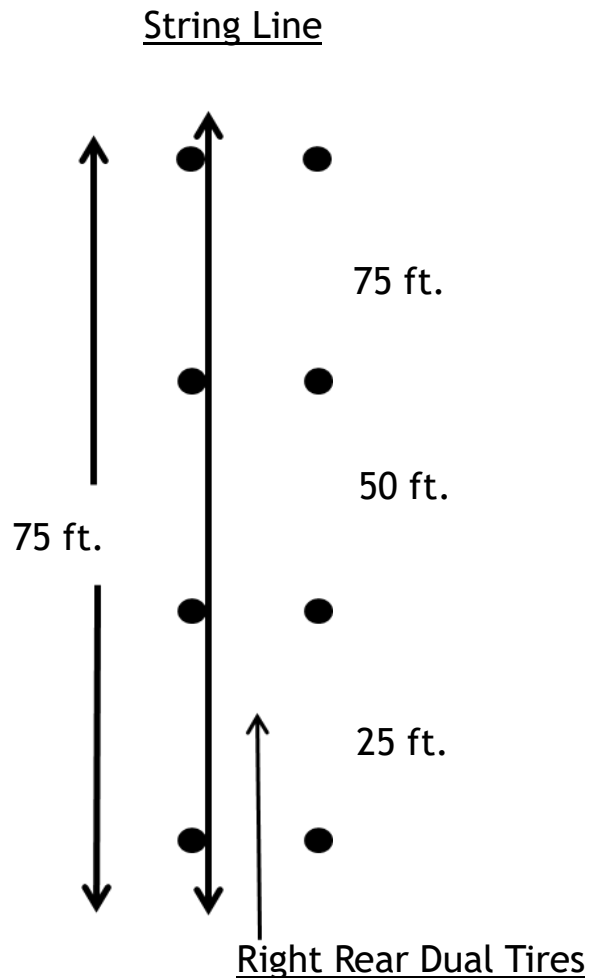
PURPOSE OF EVENT: To test the ability of the driver to accurately judge the position of the right wheels of the bus and to hold the bus in a straight line. Simulates conditions in which the driver must keep as far to the right as possible on narrow streets and highways when meeting oncoming traffic, and helps the driver to gauge distance from right-hand edge of pavement to avoid dropping off onto the shoulder with danger of loss of control, tire abuse and the “dusting” of following traffic.

INSTRUCTIONS: The driver is required to make continuous forward movement approaching and run all right-hand wheels of the bus down the path made by the markers without touching or otherwise displacing the markers and without stopping forward motion of wheels.

DIMENSIONS: Width of path is overall width of widest duals plus three inches measured from inside-to-inside of the markers (27”). Distance between pairs of markers - 25 feet.

Straight Line Layout Directions

1. Measure a 75 ft. straight line/string
2. Mark the line in intervals of 25 ft.
3. Place a set of tennis balls on holders every 25 ft. Set the outside edge of the ball holder in the outside edge of the string.
4. Secure the measurement of the right rear duals of all vehicles used in competition. The measurement shall be from bulge to bulge. Tire sizes must be the same type if more than one vehicle type is used.
5. Use the measurement of the duals plus 3" to determine the distance between balls (27").
6. Make a visual check to be sure that there are perfect straight lines between all four sets of tennis balls
7. Mark or secure the sets of tennis balls.



Driver number

School Bus Driving Championship Straight Line

Enter "watch" time
AM/PM

Stopped forward motion of bus					
(Do not demerit for course delays)					
#of instances	0	1	2	3	4
Demerits	0	5	10	15	20

Demerits

Bus negotiated markers with left wheels
Enter 50 demerits

Demerits

Bus straddled or passed around a set of markers						
#of markers missed	0	1	2	3	4	5
Demerits	0	10	20	30	40	50

Demerits

Bus tire touched marker						
#of markers touched	0	1	2	3	4	5
Demerits	0	10	20	30	40	50

Demerits

Judge—Follow the bus while judging

JUDGE COMPLETE ALL SHADED AREAS

[Shaded signature line]

Judges signature

Total Demerits

Maximum 50 Demerits

DIMINISHING CLEARANCE EVENT

Maximum score: 50

PURPOSE OF EVENT: In this event, the contestant is required to drive the bus in a straight line with diminishing clearances, and also to drive in a smooth and continuous manner.

INSTRUCTIONS: For the purpose of conducting this event, four pairs of parallel standards, three feet high, will be set up. Note: Barriers should be made to swivel, and padded (garden hose, rubber tip), to prevent scratching of bus when touched. Each pair of standards, however, will not be parallel one to the next. The distance between each pair of standards will be 25 feet. The width of each pair will vary as follows:

- Beginning at the start of this event, the width of the first pair of standards will be equal to the widest part of the bus, 96 inches plus 8 inches.
- The width of the second pair of standards will be 96 inches plus 6 inches.
- The width of the third pair of standards will be 96 inches plus 4 inches.
- The width of the fourth pair of standards will be 96 inches plus 2 inches.

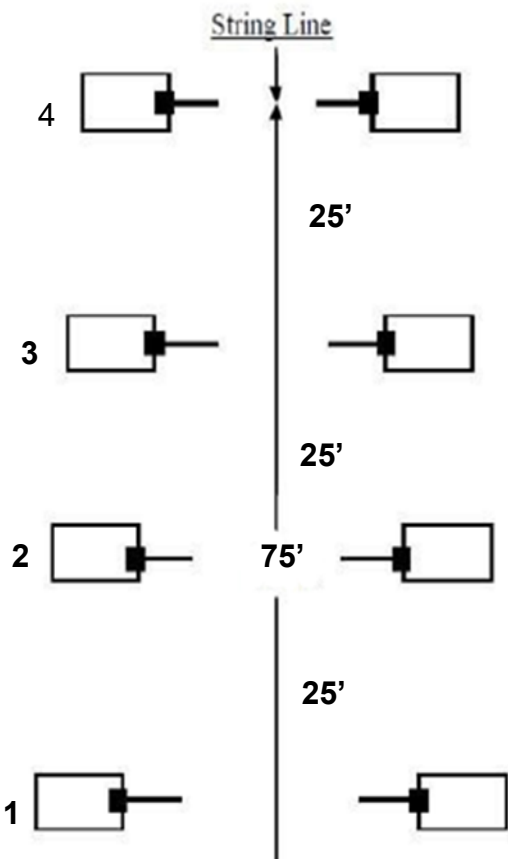
The contestant will be expected to proceed through this lane in a smooth and continuous manner, without stopping forward motion of the wheels and without touching any of the marker standard tips.

(The International event starts with the First pair of standards at the width of 96 inches plus 10 inches, with a total of 10 standards. The layout on the next page shows the Regional set up. Each Regional Rodeo may choose to use either 8 or 10 standards)

SCORING: See score sheet for proper scoring procedures for the Diminishing Clearance event.

LAYOUT & DIRECTIONS

1. Measure a distance of 75'
2. Make measurements at 25' intervals
3. Place a straight line down with string. Stretch tight.
4. Determine the measurement to be used at each diminishing clearance standard.
5. Measure from the center line out to the end of the flags or standard on each side to equal the total measurement.



- 1st pair of standards - width of bus 96" plus 8"
- 2nd pair of standards - width of bus 96" plus 6"
- 3rd pair of standards - width of bus 96" plus 4"
- 4th pair of standards - width of bus 96" plus 2"

Driver number

Enter "watch" time

AM/PM

School Bus Driving Championship

Diminishing Clearance

Stopped forward motion of bus
(Do not demerit for course delays)

#of instances	0	1	2	3	4	5
Demerits	0	5	10	15	20	25

Demerits

Bus touched marker tip

#of instances	0	1	2	3	4	5
Demerits	0	10	20	30	40	50

Demerits

- Backing bus during event
 - Hitting Barrier
 - Opening door
- Demerits 50

Demerits

Judge—Follow bus while judging

JUDGE COMPLETE ALL SHADED AREAS

Judges signature

Total Demerits

Maximum 50 Demerits

STOP LINE EVENT

Maximum Score: 50

PURPOSE OF EVENT: This event is designed to determine contestant's depth perception, their ability to use cross view mirrors, and their ability to bring the bus to a smooth, complete stop.

INSTRUCTIONS: A stop line will be established at the end of a straight line.

The contestants will be expected to bring the bus to a complete stop as close to the stop line as possible. Only one stop should be made; demerits will be given for more than one stop. The contestants can approach the stop line at any desired speed. For safety purposes, the parking brake should be applied once the bus comes to a stop. Contestants will sound horn upon completion of stopping maneuver.

SCORING: See scoresheet or the proper scoring procedure for the Stop Line event.

LAYOUT DIRECTIONS:

1. Determine location of a stop. Make sure that it does not line up with any ground reference that could be used as a marker.
2. Place a length of rope or fire hose longer than the width of the bus on the location determined for the stop line.
3. Place a stop sign to the right of the line but not in a location that can be used as a marker or ground reference.

Driver number

School Bus Driving Championship Stop Line

Enter "watch" time
AM/PM

Stopping of bus more than once (Do not demerit for course delays)					
#of instances	0	1	2	3	4
Demerits	0	15	20	25	30

Demerits

- Any part of the bus on or over the stop line
 - Backs up during the event
 Enter 25 demerits each

Demerits

Distance from stop line						
Distance	0"-3"	3"-6"	6"-9"	9"-12"	12"-15"	15" plus
Demerits	0	5	10	15	20	25

Demerits

Failure to sound horn on completion of event
 Enter 15 demerits

Demerits

Judge -- Follow bus while judging

JUDGE COMPLETE ALL SHADED AREA

Judges Signature

Total Demerits

Maximum 50 Demerits

BACKING EVENT

Maximum Score 50

PURPOSE OF EVENT: This event is designed to test the contestant's depth perception, spatial relationships, mirror usage and backing techniques. Contestants will be required to back the bus in a defined backing area with the bus being centered front to back and left to right.

INSTRUCTIONS :

FRONT LIMIT LINE

- Front tire tread cannot touch the front limit line

STALL FRONT UPRIGHT MARKERS

- Tires or bumpers cannot touch markers

STALL SIDE LINES

- Tires cannot touch stall sidelines
- Bumper may pass over sidelines but tires cannot touch sidelines

JUDGES WILL

- Indicate number of items touched on scoresheet

CONTINUOUS BACKING ATTEMPTS

- See score sheet for demerits

BUS POSITION OUTSIDE OF BACKING STALL

- If bus is straddling or outside the boundary lines, there is a penalty of 50 demerits.

OPEN DOOR

If bus driver opens door, there is a penalty of 50 demerits for each instance *except:*

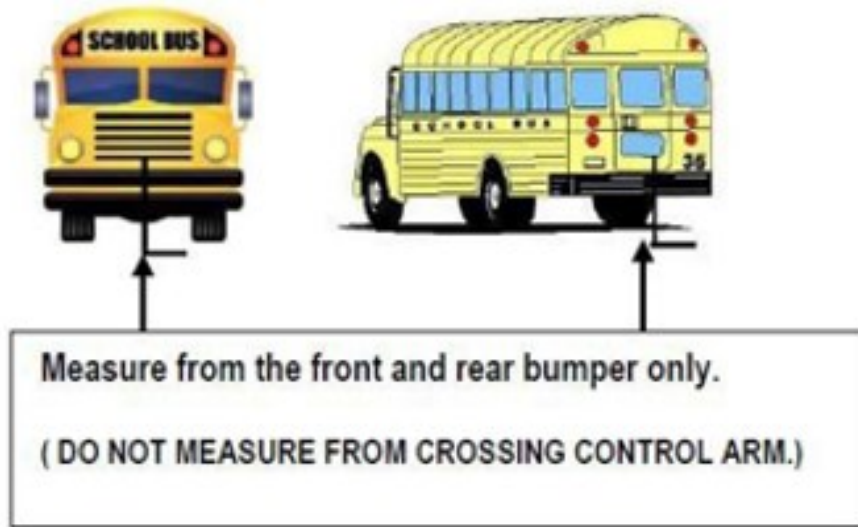
- If judge requests driver to open door
- If driver opens door to ask question of judge and opening of door did not assist the driver.

SET BRAKE & SOUND HORN

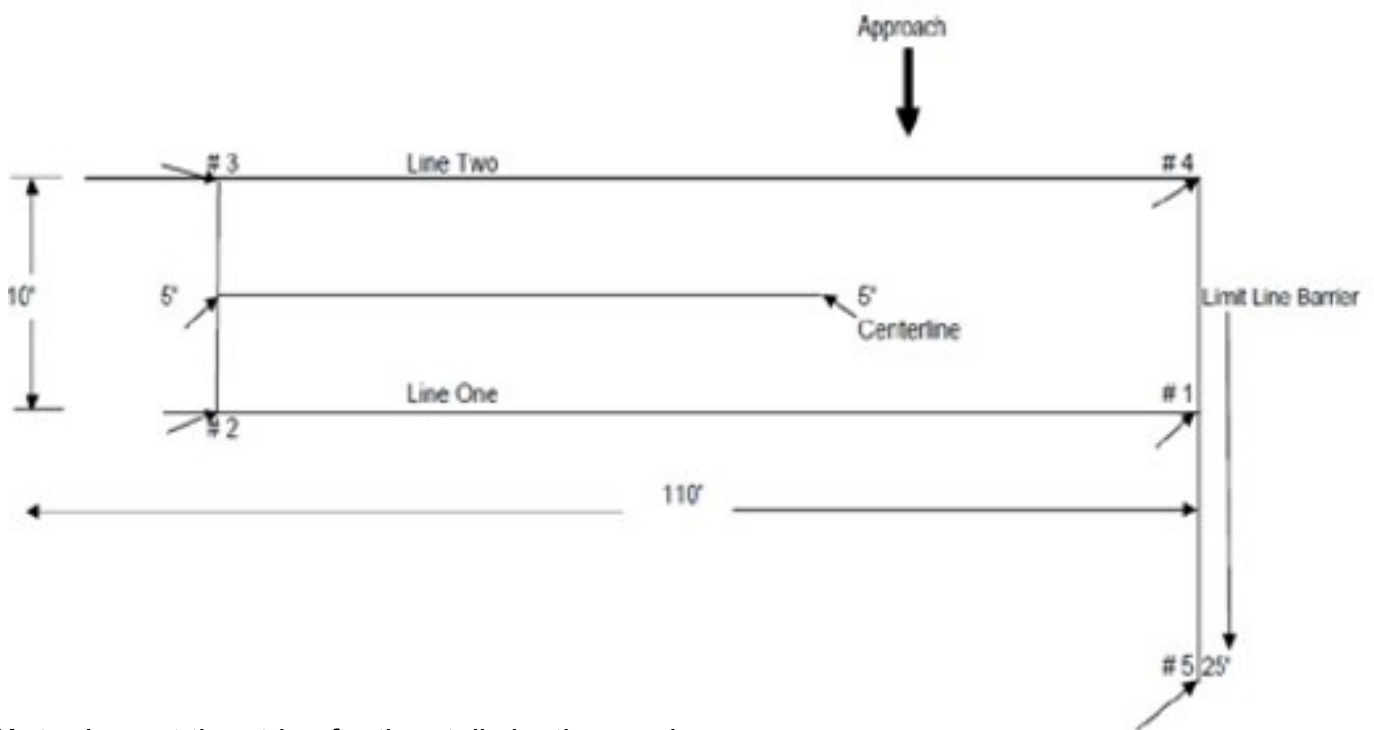
- If contestant fails to set the brake and sound horn, there is a penalty of 15 demerits.

CENTERLINE

- Front Centerline - one Measurement
 - Measure inches from centerline and indicate in box
- Rear Measurement: Two measurements
 - Rear Centerline: Measure inches from centerline and indicate in box
 - Rear Bumper: Measure distance from bus bumper to rear barrier , indicate appropriate demerits



**Back-Up Stall 10' Wide, 35'-40' Long
Right Side of Bus Approach**



Note: Layout the string for the stalls by the numbers

Nail #1 - Stall layout starting point

Nail #2 - Stretch the string 100' and nail #2

Nail #3 - Measure 10' across, using a 90 degree carpenters square, square the stall using the string and tape measure between #2 and #3, when squared, nail #3. Measure 5' and place nail in center of stall.

Nail #4 - Stretch the string 100', square the stall using the string between #1 and #2, measure 10' and square the stall, nail #4.

Nail #5 - Stretch the string 35' - 40' aligning with the outside edge of #1, nail and tie off.

Driver number

School Bus Driving Championship

Backing

Enter "watch" time

AM/PM

Backing

Bumper may pass over Side Stall Lines

Tire tread touches front limit line or stall side lines, bus or tires touch front upright markers

Demerits 50

Demerits

Backing attempts

Instances of forward motion, after second back up

#of instances	0	0	1	2	3	4	5
---------------	---	---	---	---	---	---	---

Demerits	0	0	10	20	30	40	50
----------	---	---	----	----	----	----	----

Demerits

Rear Measurement

- Bus extends over rear boundary line 50 Demerits _____
- 0"-12" from rear boundary line 0 Demerits _____
- 13"-18" from rear boundary line 5 Demerits _____
- 19"-24" from rear boundary line 10 Demerits _____
- 25"-30" from rear boundary line 15 Demerits _____
- 31"-35" from rear boundary line 20 Demerits _____
- 36" + from rear boundary line 25 Demerits _____

Demerits

Centerline measurement

Front Inches

Rear Inches

Demerits

(Enter greater of the two)

Driver opened door during the competition

Enter 50 Demerits

Demerits

Failure to set brake & sound horn upon completion of event

Enter 15 Demerits

Demerits

Failure to pull out between front upright markers.

Enter 50 Demerits

Demerits

JUDGE COMPLETE ALL SHADED AREAS

Total Demerits

Maximum 50 Demerits

Judges Signature

RIGHT TURN EVENT

Maximum Score: 50

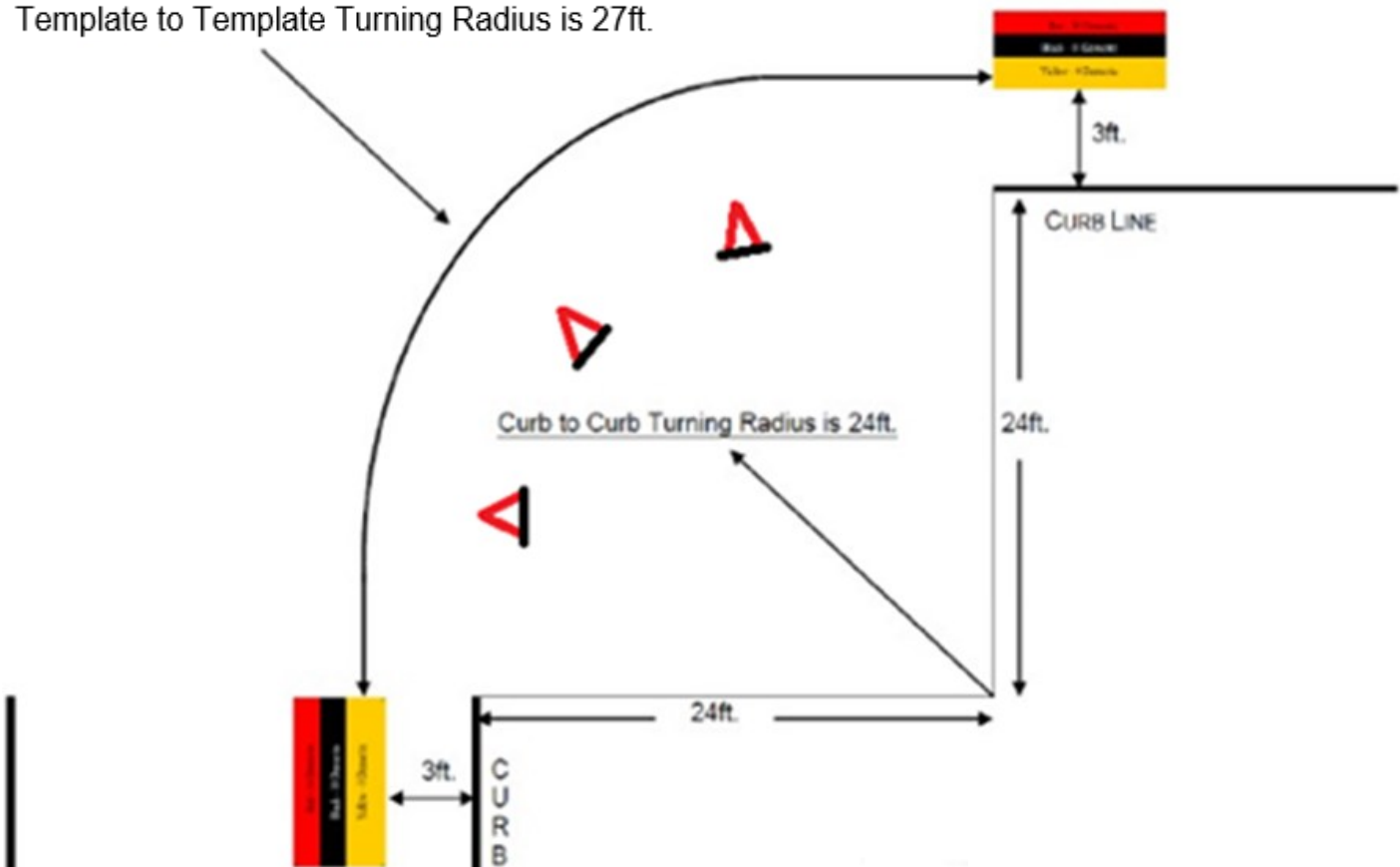
PURPOSE OF EVENT: This event is designed to determine the driver's ability to properly prepare for and execute a right hand turn without touching the curb or excessively encroaching on the adjacent traffic lanes

EVENT DESIGN: A lane will be provided in which the driver will make the approach to a corner. The driver will approach giving the proper directional signal. Each driver shall continue to steer the bus in a straight line until ready to execute the turn. The point at which the turn begins is determined by the driver's ability to judge a predetermined relationship with the corner (turning point). When this point is reached, the bus should be steered right. When properly executed, this method of turning right will cause the bus to safely complete the turn. The bus may not be stopped during this event.

SCORING: See Right Turn score sheet for proper scoring procedures for the right turn event. Scoring will be based on the method in which the driver enters and recovers from the turn. For scoring purposes, **the outside edge of the right rear tire tread will be used.** The right rear outside tire must pass through the entire scoring template at the beginning and completion of the turn.

RIGHT TURN LAYOUT

Template to Template Turning Radius is 27ft.



Driver number

School Bus Driving Championship

Right Turn

Enter "watch" time

AM/PM

Tire travel through entire template ENTERING turn

Yellow	0" to 6"	0 demerits _____
Black	6" to 9"	10 demerits _____
Red	9" to 12"	20 demerits _____
Off of template		25 demerits _____

Demerits

Tire travel through entire template EXITING turn

Yellow	0" to 6"	0 demerits _____
Black	6" to 9"	10 demerits _____
Red	9" to 12"	20 demerits _____
Off of template		25 demerits _____

Demerits

Stopped forward motion of bus (not to exceed 25 demerits)

#of instances	0	1	2	3	4	5
Demerits	0	5	10	15	20	25

Demerits

Failure to:

- Activate right directional signal 10 demerits _____
- Cancel right directional signal 10 demerits _____
- Drive with headlights on 50 demerits _____
- Wear seatbelt or keep door closed 50 demerits _____
- Tire tread touches curb 50 demerits _____

Demerits

Total Demerits

Maximum 50 Demerits

CURBLINE EVENT

Maximum Score 50

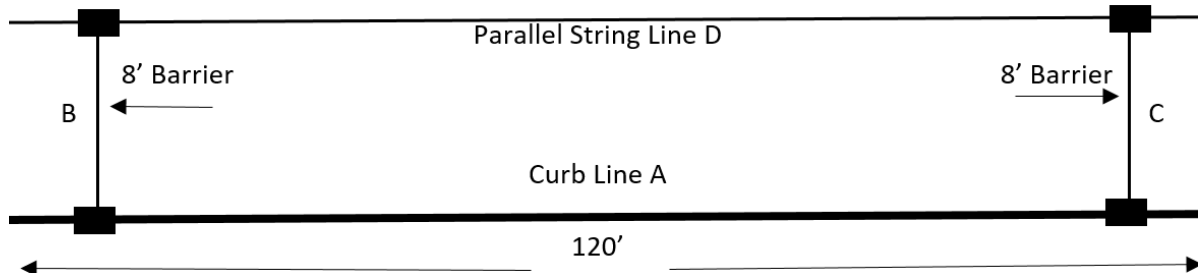
PURPOSE OF EVENT: To develop a driver's skill in pulling close to the curb within a limited distance in a forward motion. Backing into the space is not allowed.

INSTRUCTIONS: The course will be set up to simulate a limited curb length between parked cars. You will use your turn signal and pull close to the curb with both front and rear tires, without hitting the curb. You should allow enough distance ahead of your bus to pull away from the curb without having to back up. Use your left turn signal and left-hand mirror before pulling back into traffic.

SCORING: Twenty-five (25) demerits will be given for failure to use the right turn signal, and Twenty-five (25) demerits will be given for failure to use the left turn signal. Twenty-five (25) demerits will be given for backing up or for hitting a cone. Fifteen (15) demerits will be given for hitting the curb. Fifteen (15) demerits will be given not setting the brake and sounding the horn. For each 6" or portion thereof that the rear dual wheels are away from the curb, five (5) demerits will be given. The total demerits given will not exceed 50.

EQUIPMENT:

- Actual curb, painted line, fire hose or 2" tape to make curb line
- 4 traffic cones
- The length of the curb shall be 3 times the length of the bus for measurement.



DIRECTIONS:

1. Layout the 120" curb line "A"
2. Align the outside edge of the 8' barriers "B" & "C" from curb line "A" at a 90 degree angle
3. Layout a parallel string line "D", 8' from curb line "A" at a 90 degree angle to barriers "B" & "C"
4. Measure and mark along curb line "A" & parallel line "D" the appropriate stall length.

Transit, Conventional & Van type bus, 3 times the length of bus

5. Move cones for barrier "B" as necessary for appropriate bus length

Driver number

School Bus Driving Championship

Curb Line

Enter "watch" time

AM/PM

Failure to activate right turn signal when entering Event
25 demerits

Demerits

Tire touches curb 50 Demerits _____
Bus hits a cone 50 Demerits _____
Backing up the bus 50 Demerits _____

Demerits

Bus stops more than once
of instances 1 2
25 demerits each instance 25 50

Demerits

Failure to set brake & sound horn on completion of event
Enter 15 demerits

Demerits

Rear dual measurement
Distance from curb 0"-6" 7"-12" 13"-18" 19"-24" 25" plus
Demerits 0 5 10 15 20

Demerits

Failure to activate left turn signal when leaving event
25 demerits

Demerits

Failure to cancel left turn signal
25 demerits

Demerits

JUDGE COMPLETE ALL SHADED AREAS

Total Demerits

Maximum 50 Demerits

Judges signature

PARALLEL PARKING EVENT

Maximum Score: 50

PURPOSE OF EVENT: This event is designed to evaluate the contestant's ability to park the bus parallel to a curb without touching barriers placed at both ends of the parking area, without touching the curb and having both the front door and rear tires within 18 inches of the curb. It is also designed to judge the contestant's ability to drive the bus out of the parking area without touching the barriers or the curb.

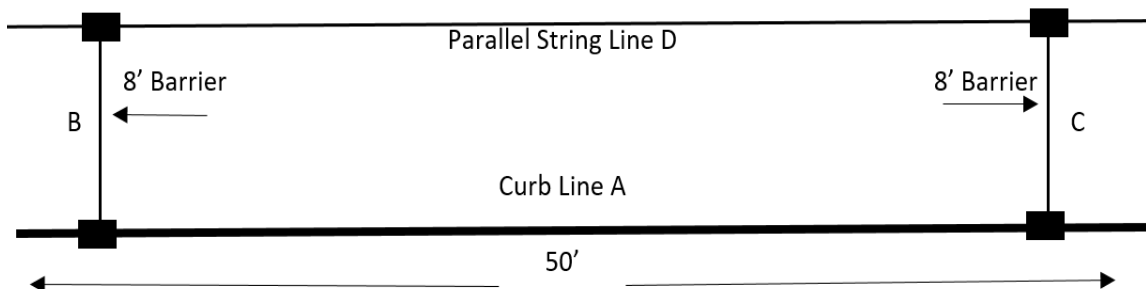
INSTRUCTIONS: A section of rope or fire hose will represent the curb, unless a natural curb is available. Two barriers will be set at right angles to the curb line, extending out eight feet from the curb.

After the bus is properly parallel parked, a measurement will be made from the widest point of the body just behind the entrance door to determine how close the bus is parked to the curb line, and for determining the number of demerits to be charged.

Backing in: The contestant will be permitted to back up twice before demerits are charged.

Pulling out: The contestant will be permitted to back up twice before demerits are charged.

SCORING: Scoring will be based on the method in which the driver enters, parks and exits the stall.



Conventional bus – length of bus plus 7'

Transit bus – length of bus plus 6'

Van type bus—length of bus plus 7'

Move barrier "B" as necessary for appropriate bus length

Driver number

Enter "watch" time

AM/PM

School Bus Driving Championship

Parallel Parking

Entering parking zone

Failure to activate right turn signal

Enter 25 demerits

Demerits

Check each instance of backing the bus - charge 5 demerits for each instance over 2 backs

# of instances	0	0	1	2	3	4	5
Demerits	0	0	5	10	15	20	25

Demerits

Bus touches any barrier or tire touches curb

Enter 25 demerits

Demerits

Failure to set the brake and sound the horn

Enter 15 demerits

Demerits

Parking Zone: Just behind entrance door (distance to curb)

Distance	0"-3"	3"-6"	6"-9"	9-12"	12"-15"	15"-18"	Over 18"
Demerits	0	3	6	9	12	15	50

Demerits

Exiting the Parking Zone

Failure to activate left turn signal

Enter 50 demerits

Demerits

Check each instance of backing the bus - charge 5 demerits for each instance over 2 backs

# of instances	0	0	1	2	3	4	5
Demerits	0	0	5	10	15	20	25

Demerits

Bus touches any barrier, cone or tire touches curb

Enter 50 demerits

Demerits

Failure to cancel left turn signal

Enter 10 demerits

Demerits

Judge complete all shaded areas

Total Demerits

Judges signature

Maximum 50 Demerits

LEFT TURN EVENT

Maximum Score: 50

PURPOSE OF EVENT: This event is designed to determine the driver's ability to properly prepare for and execute a left hand turn without touching the curb or excessively encroaching on the adjacent traffic lanes

EVENT DESIGN: A lane will be provided in which the driver will make the approach to a corner. The driver will approach giving the proper directional signal. Each driver shall continue to steer the bus in a straight line until ready to execute the turn. The point at which the turn begins is determined by the driver's ability to judge a predetermined relationship with the corner (turning point). When this point is reached, the bus should be steered left. When properly executed, this method of turning left will cause the bus to safely complete the turn. The bus may not be stopped during this event.

SCORING: See Left Turn score sheet for proper scoring procedures for the Left turn event. Scoring will be based on the method in which the driver enters and recovers from the turn. For scoring purposes, **the outside edge of the left rear tire tread will be used.** The left rear outside tire must pass through the entire scoring template at the beginning and completion of the turn.

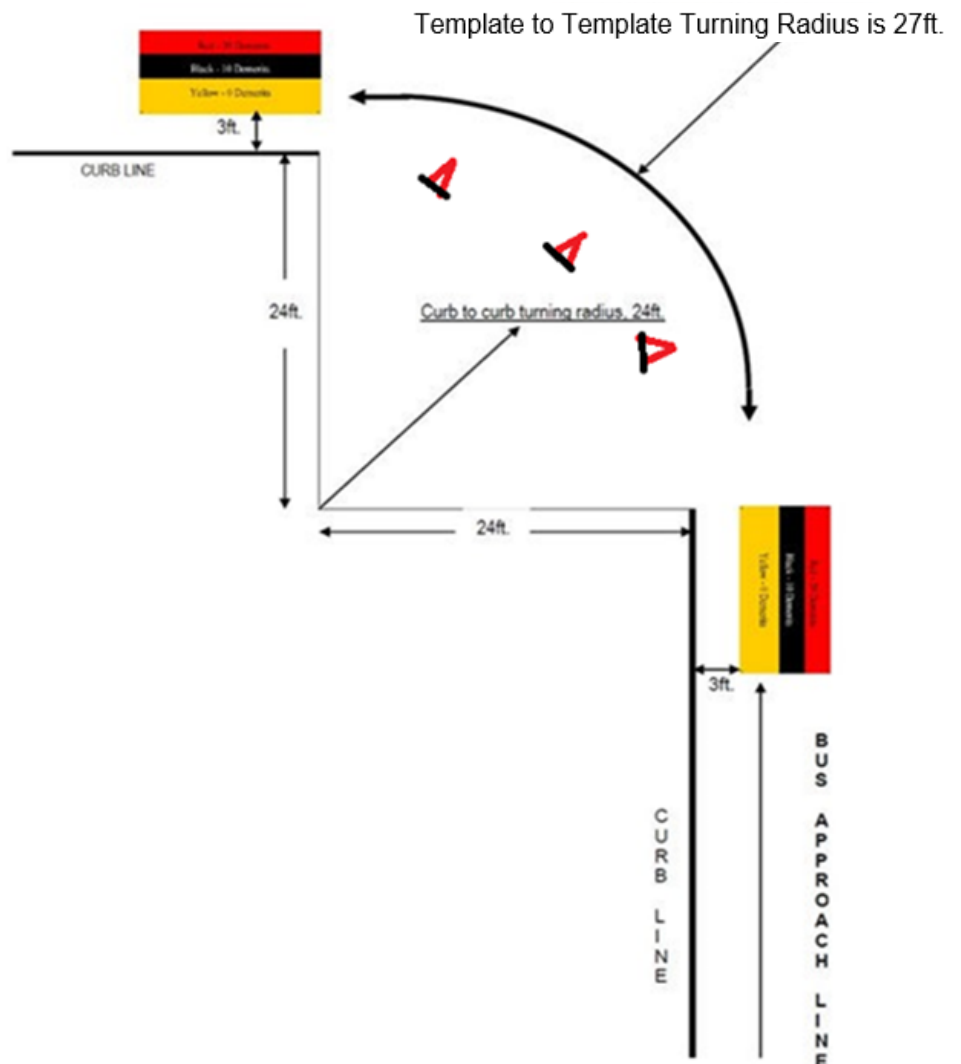
LEFT TURN EVENT LAYOUT

Template measurements

Yellow 0" – 6"

Black 6" – 9"

Red 9" – 12"



Driver number

School Bus Driving Championship

Left Turn

Enter "watch" time

AM/PM

Tire travel through entire template **ENTERING** turn

Yellow	0" to 6"	0 demerits _____
Black	6" to 9"	10 demerits _____
Red	9" to 12"	20 demerits _____
Off of template		25 demerits _____

Demerits

Tire travel through entire template **EXITING** turn

Yellow	0" to 6"	0 demerits _____
Black	6" to 9"	10 demerits _____
Red	9" to 12"	20 demerits _____
Off of template		25 demerits _____

Demerits

Stopped forward motion of bus (not to exceed 25 demerits)

#of instances	0	1	2	3	4	5
Demerits	0	5	10	15	20	25

Demerits

Failure to:

- Activate left directional signal 10 demerits _____
- Cancel left directional signal 10 demerits _____
- Drive with headlights on 50 demerits _____
- Wear seatbelt or keep door closed 50 demerits _____
- Tire tread touches curb 50 demerits _____

Demerits

JUDGE COMPLETE ALL SHADED AREAS

Judges signature

Total Demerits

Maximum 50 Demerits

Driver number

School Bus Driving Championship

Mystery Event

Enter "watch" time

AM/PM

Demerits

Demerits

Demerits

Demerits

Demerits

Demerits

Demerits

Demerits

JUDGE COMPLETE ALL SHADED AREAS

Judges signature

Total Demerits

Maximum 50 Demerits

PAST STATE OF MICHIGAN
SCHOOL BUS DRIVING CHAMPIONSHIP WINNERS

2024

First Place	Mark VanderZouwen, Grandville Public Schools
Second Place	Betty Nelson, Dean Transportation
Third Place	Deborah Gerbe, Macomb Intermediate School District

2023

First Place	Betty Nelson, Caledonia Community Schools
Second Place	Mark VanderZouwen, Grandville Public Schools
Third Place	Chad Hargrave, Caledonia Community Schools

2022

First Place	Mark VanderZouwen, Grandville Public Schools
Second Place	Danielle Speers, Caledonia Community Schools
Third Place	Russell Holdwock, L'Anse Cruese Public Schools

2021

No Championship due to COVID

2020

No Championship due to COVID

2019

First Place	Mark VanderZouwen, Grandville Public Schools
Second Place	Jason Konopka, Wayne/Westland Comm. Schools
Third Place	Russell Holdwock, L'Anse Cruese Public Schools

2018

First Place	Mark VanderZouwen, Grandville Public Schools
Second Place	Sheryl Morren, Zeeland Public Schools
Third Place	Matt Headly, Hamilton Community Schools

2017

First Place	Mark VanderZouwen, Grandville Public Schools
Second Place	Marcella Oranich, Dean Transportation
Third Place	Russel Holdwick, L'Anse Creuse Public Schools

2016

First Place	Russel Holdwick, L'Anse Creuse Public Schools
Second Place	Mark VanderZouwen, Grandville Public Schools
Third Place	Cindy VanderZouwen, Grandville Public Schools

2015

First Place	David Shannon, Northville Public Schools
Second Place	Dawn Hunter, Wayne-Westland Community Schools
Third Place	Stephanie Emond, Huron Schools

2014

First Place Dawn Hunter, Van Buren Schools
Second Place Russell Holdwick, L'Anse Creuse Public Schools
Third Place Mark VanderZouwen, Grandville Public Schools

2013

First Place Jennette Visser, Grandville Public Schools
Second Place Russell Holdwick, L'Anse Creuse Public Schools
Third Place Davis Shannon, Northville Schools

2012

First Place Terry Kimmel, Harrison Community Schools
Second Place Betty Nelson, Lowell Area Schools
Third Place Holly Strouder, L'Anse Creuse Public Schools

2011

First Place Jennette Visser, Grandville Public Schools
Second Place Kathy Prins, Hudsonville Public Schools
Third Place Bonnie Colby, Sandusky Community Schools

2010

First Place Jennette Visser, Grandville Public Schools
Second Place Marcella Ozanich, Dean Transportation, Inc.
Third Place Mark Vander Zouwen, Grandville Public Schools

2009

First Place Art Birdsley, Hudsonville Schools
Second Place Barb Miller, Grandville Schools
Third Place David Shannon, Northville Public Schools

2008

First Place Dana Opp, Carman-Ainsworth Community Schools
Second Place Patricia Rimer, Fraser Public Schools
Third Place Dave Rogers, Eaton Rapids Public Schools

2007

First Place Jennette Visser, Grandville Public Schools
Second Place Tammy Kellogg, Grandville Public Schools
Third Place Dana Mikolaiski, Saginaw ISD

2006

First Place Mark Vander Zouwen, Grandville Public Schools
Second Place Jennette Visser, Grandville Public Schools
Third Place Linda Black, Macomb I.S.D.

2005

First Place Dana Opp, Carman-Ainsworth Community Schools
Second Place Loren Brandt, Hudsonville Public Schools
Third Place Arthur Birdsley, Hudsonville Public Schools

2004

First Place Loren Brandt, Hudsonville Public Schools
Second Place Tammy Brown, Lake Orion Community Schools
Third Place Jerry Kinney, St. Matthew Lutheran School, Holt

2003

First Place Loren Brandt, Hudsonville Public Schools
Second Place Len Schumacher, Ubly Community Schools
Third Place Mary Cottrill, Lake Orion Community Schools

2002

First Place Bonnie Colby, Sandusky Schools
Second Place Kenny Ellens, Hudsonville Public Schools
Third Place Tina Ross, Warren Woods Schools

2001

First Place Gerald Kinney, St. Matthew Lutheran School, Holt
Second Place Linda Black, Macomb I.S.D.
Third Place Lori Tanis, Hudsonville Public Schools

2000

First Place Henry Mashue, Meridian Public Schools
Second Place Gerald Kinney, St. Matthew Lutheran School, Holt
Third Place Dana Opp, Carman-Ainsworth Community Schools

1999

First Place Dana Opp, Carman-Ainsworth Community Schools
Second Place Gerald Kinney, St. Matthew Lutheran School, Holt
Third Place Loren Brandt, Hudsonville Public Schools

1998

First Place Steve Kidney, Kalamazoo Public Schools
Second Place Cheryl Sherwood, East Jackson Community Schools
Third Place Judy Roberts, Monroe Public Schools

1997

First Place Len Schumacher, Ubly Community Schools
Second Place Cyndi Rose, Carman-Ainsworth Community Schools
Third Place Sue Ely, Bedford Public Schools

1996

First Place Dana Wolodkin, Carman-Ainsworth Community Schools
Second Place Linda Black, Macomb I.S.D.
Third Place Frank Graham, Mt. Pleasant Schools

1995

First Place William Zeeman, Jr., New Haven Schools
Second Place Linda Black, Macomb I.S.D.
Third Place Kevin First, Mt. Pleasant Schools

1994

First Place Sandra Manzo, Fraser Public Schools
Second Place Carl Wilber, Battle Creek Public Schools
Third Place Robert Hopkins Jr., Benzie County Central Schools

1993

First Place Carl Wilber, Battle Creek Public Schools
Second Place Frank Garrett, Freeland Community Schools
Third Place David Wisdom, Waverly Community Schools

1992

First Place Carl Wilber, Battle Creek Public Schools
Second Place Ron Garrett, Freeland Community Schools
Third Place Robert Hopkins Jr., Benzie County Central Schools

1991

First Place Sandra Manzo, Fraser Public Schools
Second Place Marilyn Dreyer, West Ottawa Schools
Third Place Tom Hurley, Waverly Community Schools

1990

First Place Laurie Bullard, Swartz Creek Schools
Second Place Sandra Manzo, Fraser Public Schools
Third Place David Wisdom, Waverly Community Schools

1989

First Place David Wisdom, Waverly Community Schools
Second Place Marilyn Harnack, Waterford Schools
Third Place Sandra Manzo, Fraser Public Schools

1988

First Place Marilyn Harnack, Waterford Schools
Second Place Tie Bonnie Alward, Hudsonville Public Schools
Second Place Tie Bill DeBroux, Lakeview School District
Third Place Donna Bush, Allegan Public Schools

1987

First Place Howard Ladwig, Delton-Kellogg Schools
Second Place Marilyn Dreyer, West Ottawa Schools
Third Place Len Schumacher, Uby Community Schools

1986

First Place David Wisdom, Waverly Community Schools
Second Place Marlene Sivil, Fraser Public Schools
Third Place Kent Enyart, Delton-Kellogg Public Schools

1985

First Place Sandra Manzo, Fraser Public Schools
Second Place David Wisdom, Waverly Community Schools
Third Place Ken Arthur, Midland Schools

1984

First Place Ialene Schwerin, Lakeville Public Schools
Second Place Marilyn Dryer, West Ottawa Schools
Third Place Ken Arthur, Midland Schools

1983

First Place Leonard Schumacher, Uby Community Schools
Second Place Jo Ellyn Myers, Fennville Public Schools
Third Place Ken Kilmer, Waverly Community Schools

1982

First Place Jo Ellyn Myers, Fennville Public Schools
Second Place Kim Kehrwecker, Zeeland Public Schools
Third Place Leonard Schumacher, Uby Community Schools

1981

First Place Leonard Schumacher, Uby Community Schools
Second Place Jo Ellyn Myers, Fennville Public Schools
Third Place Howard Ladwig, Delton-Kellogg Schools

1980

First Place Richard Tolles, Delton-Kellogg Schools
Second Place Walter Sparks, Traverse City Schools
Third Place Howard Ladwig, Delton-Kellogg Schools

1979

First Place Jeanette Grundy, Monroe Airport Schools
Second Place Lenny Schmidt, Lansing Public Schools
Third Place Howard Ladwig, Delton-Kellogg Schools

1978

First Place	Leona Ettinger, St. Johns Public Schools
Second Place	Linda Bishop, Pickney Schools
Third Place	Jeanette Grundy, Monroe Airport Schools



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