

# ARTISTRY

# SECURITY

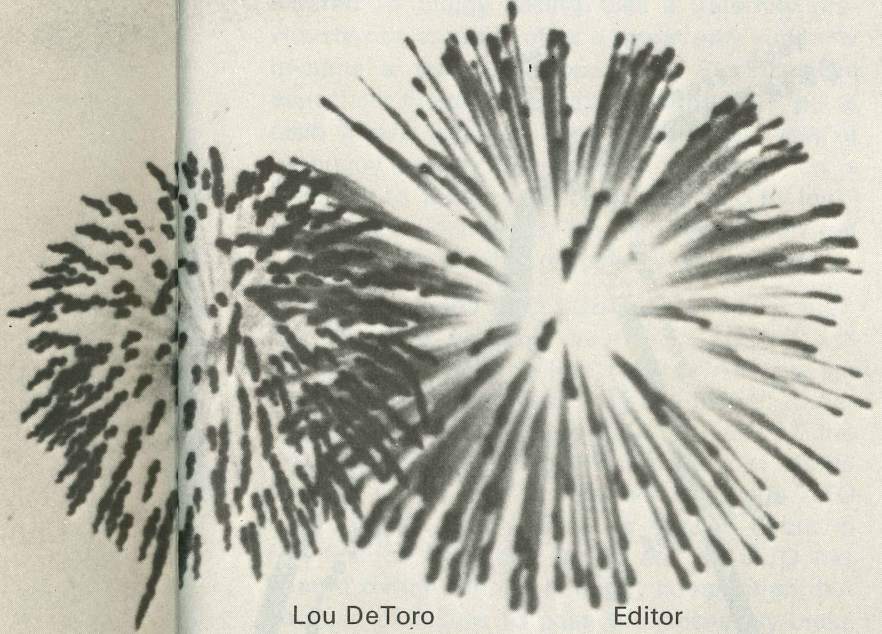
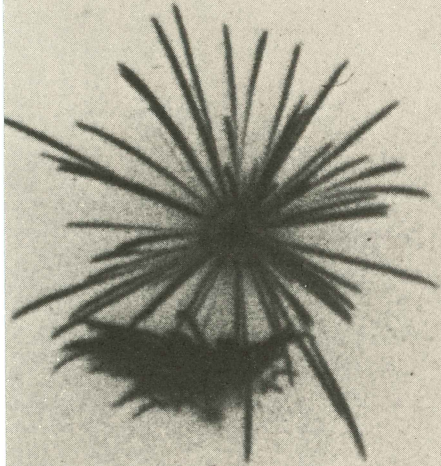
buggy book

spring carnival

may 1, 2, 3



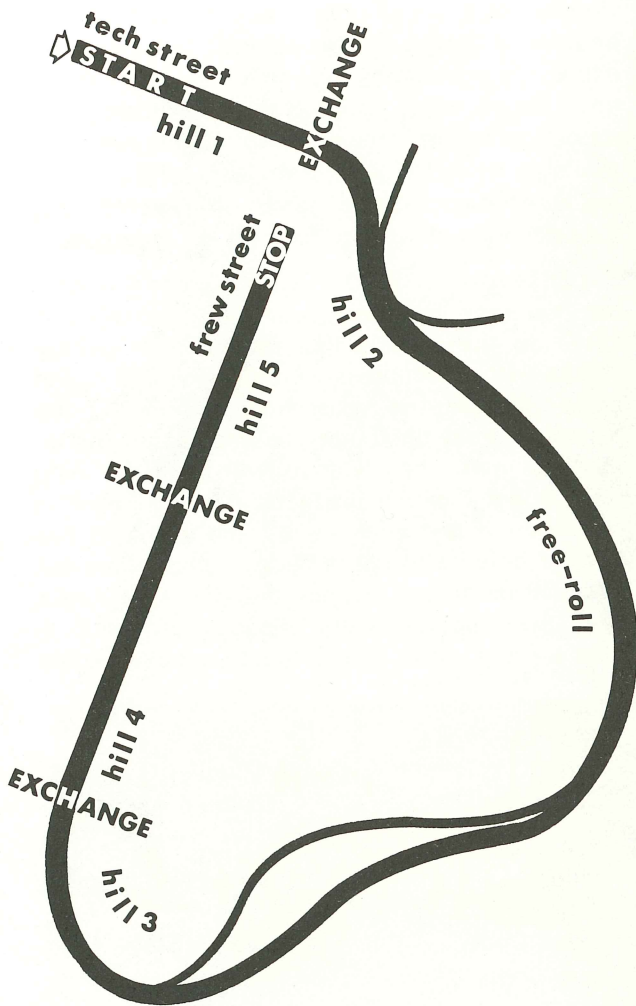
BUDDY TRAINS  
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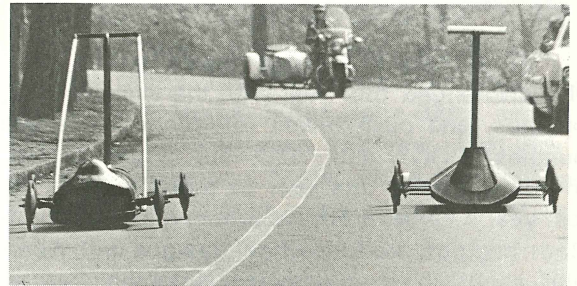
## COURSE



## BUGGY TEAMS

Everyone enjoys predicting who will win the buggy races, but all talk is merely speculation; nothing can be certain until the final heat is over. There are so many variables to be considered in buggy racing that a fraternity previously not thought of as a threat may suddenly become a formidable opponent. Surprises are especially prevalent because of the great pains each house takes to keep the vital aspects of its buggy secret. However, some information is available to those with open ears, and by looking at what each buggy has to offer we can get a better idea of what to look for on race day.

It seems the ATO "Golden Goose" is eternal. On race day this year the "Goose" will come to the starting line for its 14th sweepstakes with an impressive history behind it. For eleven consecutive years from '56 to '67 the "Goose" held the buggy course record. As its running mate the "Goose" will have the ATO "Tin Buggy" which made its running debut in fine fashion last year. In '67 and '68 ATO has been a definite threat in buggy competition; but because of failure to pass the necessary brake test the buggies were disqualified in both year's races. This year's buggy committee has

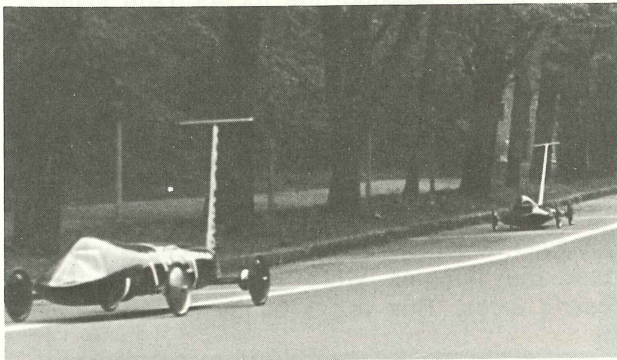


attempted to stop this frustrating pattern by designing two new braking systems. Each will be tested thoroughly and the best systems will be selected for use on race day. Buggy chairman Jim Federlein is counting on veteran drivers John Tao and Fred Squires along with his returning push teams consisting of Steve Weiss, Bruce



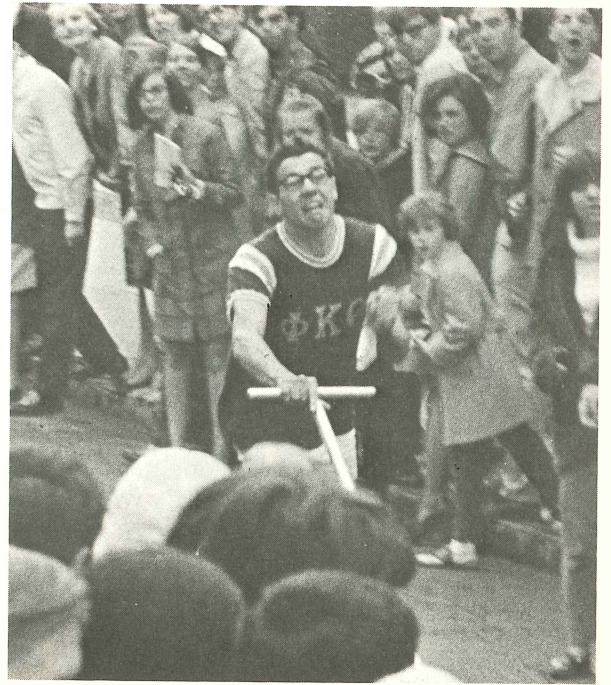
Fernie, Rich Helkowski, Dave Thomas, Terry Stalker, Steve Jack, Tony Yankel, Ken Buzzard, and Tony Bugel.

The Beta Sigma Rho's controversial, three-wheeled "Dolphin" bolstered by a new fiberglass shell will make its final attempt at the free-roll course this year. Every indication is that this is the year for the turn. Bernie Carifo and his buggy crew have made some promising engineering revisions that will insure the return of the "Dolphin's" record-setting pace. Driver Phil Meyre is back for a third try at the trophy. Beta Sig also has its veteran push team of Jerry Kleinman, Steve Schwartzman, Mike Oldak, and Hal Aqua returning this year. The enthusiastic pledge class will rounge out the team and put the "Dolphin" back into contention.

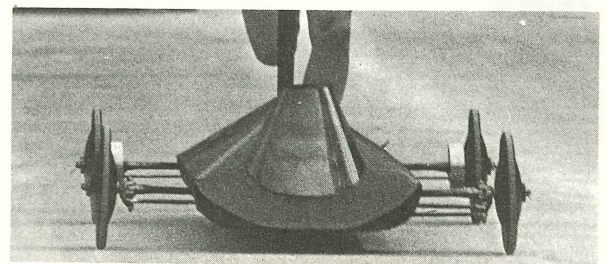


Beta Theta Pi's buggy teams will be virtually unchanged this year with the same drivers, buggies, and push teams returning. Beta's two buggies, "OO" and "O", are certain to zero in on a trophy this year to make amends for last year's va;oamt effrpts wjocj went fpr maigjt. Both buggies are four-wheel designs with fiberglass shells and prone driver positioning. Returning pushers from last year include Ron Finnin, Mark Lang, Bill Weborg, and Joe Chernay. Also back this year are drivers Steve Peck, Stu Bernie and Lauren Hutton.

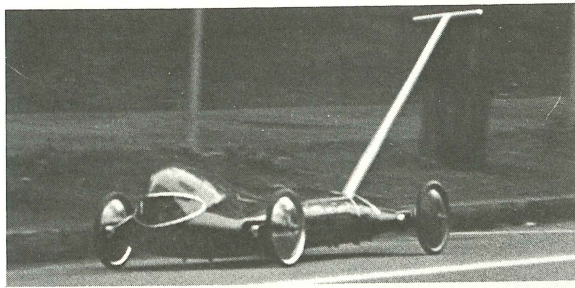
Last year Delta Tau Delta ran its best time in ten years with a new unibody fiberglass buggy. This year the buggy committee headed by



Mark Moore, Paul Adler, and Steve Wolfson started in September readying two new buggies for test runs in March and April. These new buggies vary in design trying both a fiberglass body and a honeycomb unibody style. Both buggies will be driven from a prone position with a body-centered push pole. The to buggies also incorporate solid axle steering with torsion rod suspension. "A" buggy will be named "Bitch II" after the "Black Bitch" which ran so well in the early fifties. The Delts have John Goodman, Bernie Flynn, Homer Suter, John Berol, and Bill Bullers returning to push this year. Last year's freshman driver Lew Slotter did a fine job and his experience should prove a great asset this year.

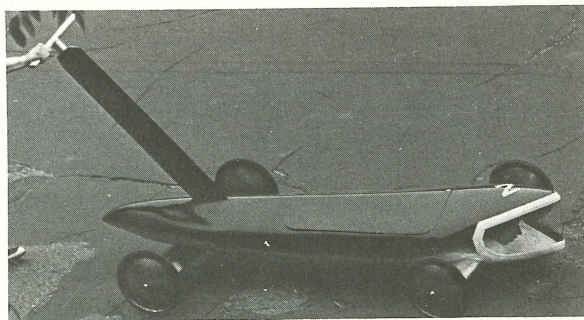




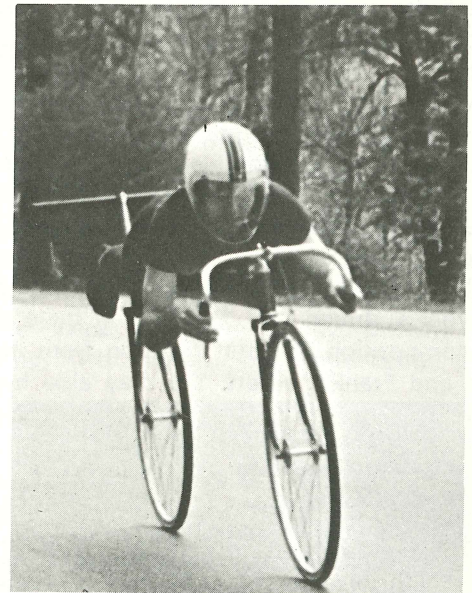


Once again Phi Kappa Theta will be entering its two veteran buggies "Shamrock" and "Snorpus." The "Shamrock" has seen third place in the Sweepstakes three times before and Phi Kaps feel that the buggy can take top honors this year. The "Snorpus" will remain virtually untouched according to buggy chairmen Ray LeClair and Tom Kilgore. The "Snorpus" features a fiberglass unibody with independent spring bar suspension. With the alignment problems ironed out, the "Snorpus" may be Phi Kaps' number one buggy this year. Both buggies are built on the theory that lightness and simplicity are the desired qualities in a good buggy. Veteran drivers Bob Arias and Chuck Muskin are likely candidates to steer Phi Kap's contention.

Last year Pi Kappa Alpha's new buggy "Tiger Shark II" broke the course record set just the year before by the "Shark." This year the "Tiger Shark II" will be PKA's second buggy to still another new buggy the "Python." The buggy committee under the direction of chairman Ken Jenkins is incorporating more "speed secrets" into the "Python" in hopes of continuing their winning record. Both buggies utilize the prone position of the driver, low to the ground to ob-



tain winning results. Backing the work of the crew will be the return of both complete push teams led by Dick Unterzuber and Fred Frazer.



It has been proven in the past that it takes more than a strong push team to win a buggy race. Probably the most important single factor is strategy of buggy design, and SAE feels that their unconventional bike will finally prove to be the most effective style. The SAE "A" bike, designed by Bill Faircloth, is extremely light getting its necessary stability and traction from aluminum racing wheels and English racing tires. To reduce wind resistance and at the same time insure safety, the driver wears skin tight racing leathers and a helmet. Buggy chairman John Good feels that the increased maneuverability and visibility which the SAE driver will have over the conventional buggy drivers will make a significant difference in the race. Last year the SAE radical buggy design proved a formidable opponent by taking second place. This year looks equally bright with returning pushers Lou Malizia, Wayne Pottmeyer, Dan Taylor, Rich Sherman, and John Ferrell. Veteran drivers are John Mitchel and Paul Schenk.

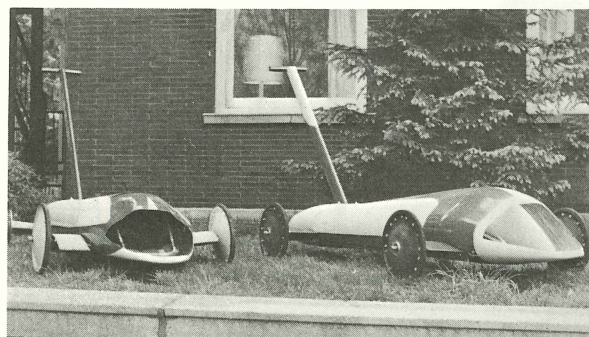


"Lucemobile II" is Delta Upsilon's entry in the 1969 Sweepstakes competition. In its third running, DU has removed many of the bugs that have hampered the "Lucemobile" in the past. The tubular aluminum frame will be lengthened for added safety and aerodynamic stability. The driver, lying in a prone position, controls the buggy with both hands at his sides. The brakes are fashioned after the internally expanding type brakes used in automobiles. Veteran pushers Eneo Klein and Norm Simons will be back. Bruce Milliken, Bill Berger, Harold Bloom, Eddy Schneider, and some of the new pledges will also be trying for positions on the push team. Last year's driver Lou Stavis will have some new competition for that position from James Barrie and Frank Corbett. DU may also have a new buggy, being worked on by Mike Bickerton and Phill Billings, ready by race day.

The Kappa Sigma buggy this year is "The Flame." We will again be using the three-wheeled design that we used last year, but with various improvements. The major changes are due to our special heat treating process which cost \$75,000 due to a slight miscalculation. Among these are the plush charcoal interior, fused bearings, and a hickory smoked driver which are usually found only on more expensive vehicles. Besides these improvements in our buggy, we have also made many important additions to our push-team such as twinkle-toes Bromley. Due to these factors, we feel that we will have a rather interesting run this year.

The Men's Dorms are building a new buggy, the "Bianchi I," this year along with improvements on "Bike I." The new buggy will be a three-wheeled machine with a monocoque aluminum body. The "Bianchi" will have no suspension and it will use disc brakes. The bike is a modified Schwinn racer. The driver sits in a distorted "pike" position making for safer rolling and falling.

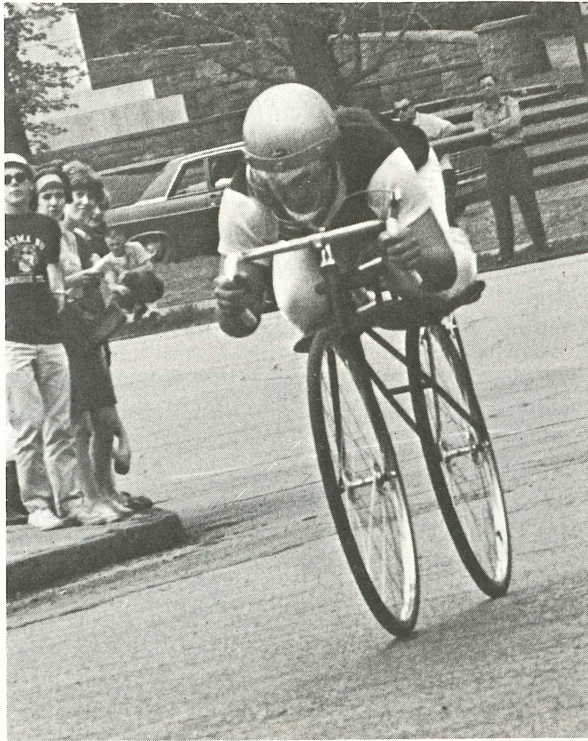
Sigma Nu came to the Sweepstakes last year with two new buggies, the "Hornet" and "Brother Rat." Identical in design the buggies are designed with simplicity and lightness in mind. The body is aluminum with fiberglass nose and tail sections. This year one of the buggies will be returning along with a new modified buggy. The new machine will have an all fiberglass shell making it much lighter than the other buggy. This year's buggy crew is headed by Ernie Toth with John Fagan, Bill Ver Duin, and Bob Soden. Returning will be both of last year's drivers Mike Cramer and Scott Speake. Headed by push captain Bruce McKelvy the team will include Dick Gregory, Buddy Brown, Dave Heutchy, Rich Steffens, and Ernie Toth.



Due to an unfortunate accident in 1959, Tau Delta Phi was absent from the sweepstakes for a few years. Upon making the decision to return to the racing circuit, the house opted for the bicycle-type buggy because of its lightness and speed on the five hills. To minimize drag and increase visibility, the driver is placed in the jockey position. This also has the advantage of placing the center of gravity at a point which allows better banking turns. TDP's "A" buggy named "No. 13" is probably the lightest buggy in the race. Weighing in at only 12 (count 'em) pounds, it is composed of tubular aluminum and features caliper brakes. The "Denbeigh Super" and features caliper brakes. The "Denbeigh Super Chauvinist Mk III" weighs 30 pounds and is made of lots of stuff including tubular steel. Tau Delt is planning to reduce the free



roll time with some neat streamlining modifications. A strong push team with eight experienced men will lead Tau Delt's hope of capturing a trophy.

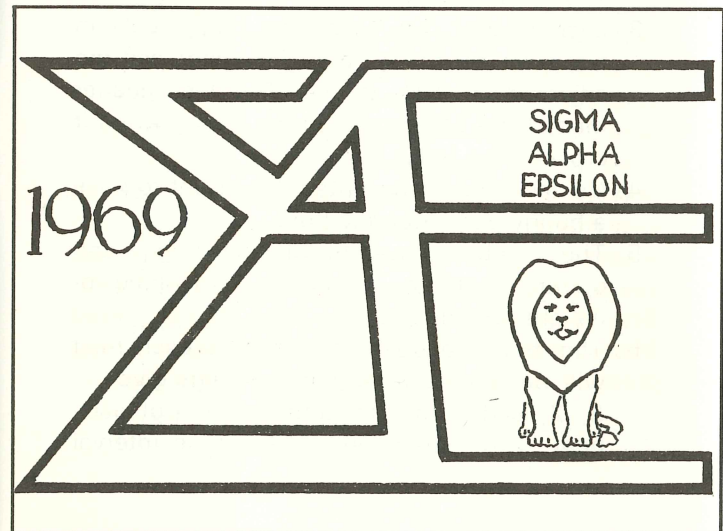
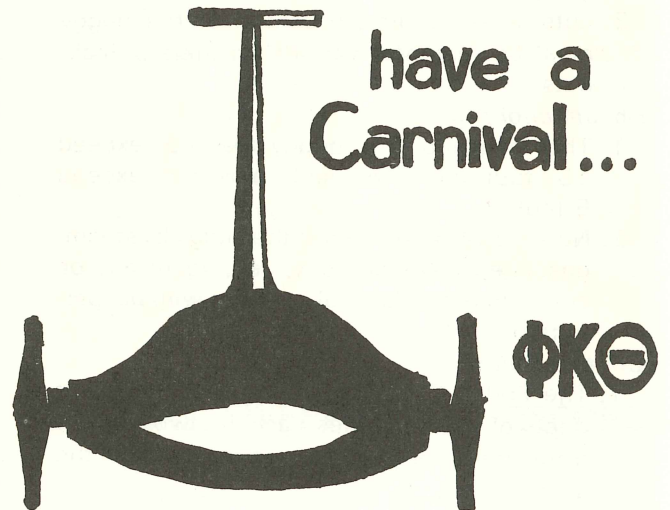


This year Theta Xi expects to race a new buggy capable of turning in a competitive time. The buggy as yet unnamed is the product of two year's design work featuring a lightweight windtunnel tested body with new suspension and steering systems. To minimize weight and insure a safe system, many exotic materials were used in the buggy's mechanical systems. The body is a fiberglass monocoque. Buggy chairman Lew Harrold and John Tischuk expect to have a stronger push team this year than in previous years. Veteran pushers Steve Moritz, Tim Walsh, Bob Blevins, Vito Cedro, John Tishuk, Fred Maier, and Glenn Child, as well as some strong pledges are all trying for places on the team.

GOOD NEWS  
TRAVELS  
FAST.  
SO DO WE!



have a  
Carnival...





# BUGGY RULES

Any recognized organization of Carnegie Tech undergraduates may enter no more than two teams. Each team consists of one buggy, one driver, and five pushers. The driver and pushers of each team may only participate with the buggy in their team.

## *Safety:*

In order to participate in the sweepstakes, each buggy must pass a safety inspection where it must demonstrate:

1. adequate vision ahead and 45 degrees to each side.
2. adequate braking system.
3. nuts involved in the control of the buggy must be fastened with lockwashers or lock-nuts.

## *Construction:*

1. The length of the buggy may not exceed 15 feet and the width may not exceed 5 feet.
2. No internal propulsion of the buggy by steam, gasoline, oil, electricity, jet, liquid air, or any other mechanical means will be permitted.

## *Contest Rules:*

1. The Friday Preliminary race shall be run in heats of three buggies each. No two buggies from the same organization may race in the same heat.
2. The race shall be run over the course shown on the map.
3. Each pusher may touch the buggy only in his push zone (see map for zone) and the adjacent neutral zones. The last pusher must have his hands on the buggy when it crosses the finish line.
4. No individual may enter the street to pace a buggy pusher at any time.
5. The combined weight of each buggy and driver must be constant. Jettisoning of weight is prohibited.
6. The time between the start of each heat will be ten minutes with warnings given at 5, 2, and 1 minute until the start of each heat. Any extension of this time interval

must be requested before the 2-minute warning.

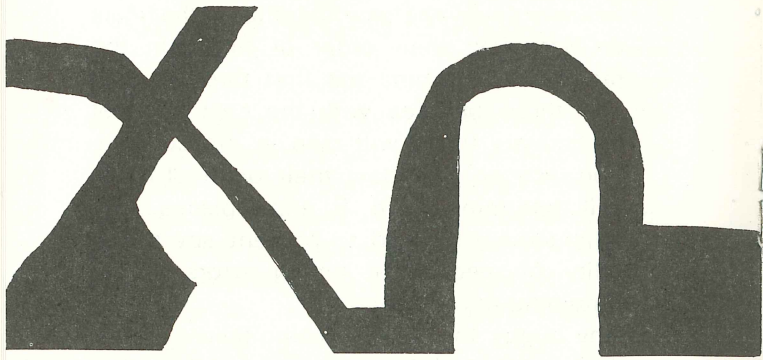
7. The three buggies with the shortest preliminary times will race together in the finals on Saturday; their order of finish in the race will determine the first three places. The three buggies with the next shortest preliminary times will race in the consolation race on Saturday; their order of finish will determine the 4, 5, and 6 places. This arrangement is used to prevent any possibility of mechanical timing errors in determining the winner.
8. Any buggy that has a design failure or that deliberately collides with or cuts off another entry will be disqualified.
9. Any buggy that complies, in the judges opinion, with the rules and is involved in an accident or slows or stops to avoid an accident will be eligible for a rerace. The rerace will be granted if the buggy is immediately impounded and passes, except for accident damage, a safety inspection.
10. The judges may disqualify any entry for going outside his assigned lane.

## OFFICIAL SWEEPSTAKES RECORDS

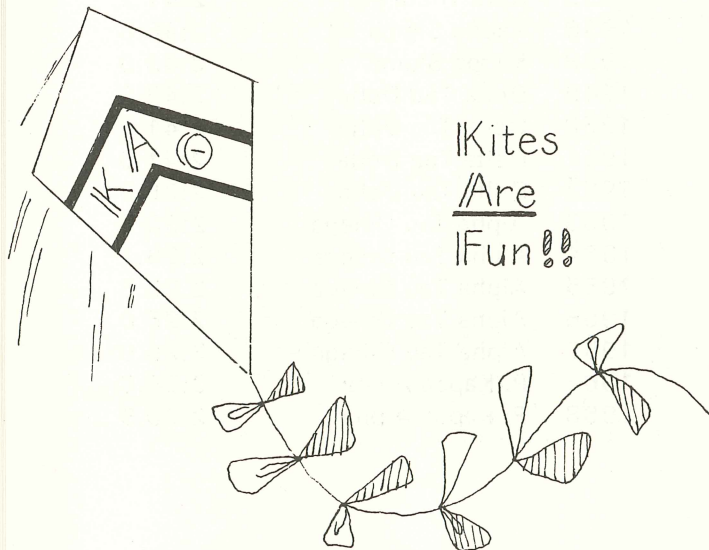
1929	Phi Kappa Theta	3:05.6
1930	Beta Theta Pi	2:57.5
1933	Beta Theta Pi	2:48.5
1935	Beta Theta Pi	2:47.2
1936	Kappa Sigma	2:46.8
1938	Kappa Sigma	2:43.0
1949	Delta Tau Delta	2:42.5
1950	Delta Tau Delta	2:41.8
1951	Delta Tau Delta	2:41.6
1952	Delta Tau Delta	2:36.0
1953	Alpha Tau Omega	2:30.5
1954	Alpha Tau Omega	2:28.1
1955	Alpha Tau Omega	2:26.0
1956	Alpha Tau Omega	2:25.0
1957	Alpha Tau Omega	2:25.0
1967	Pi Kappa Alpha	2:24.8
1968	Pi Kappa Alpha	2:20.9



# happy spring!



## KAPPA SIGMA



## *Buggy Team Fashions Make the Scene*

Are you looking for the newest thing in buggy fashions today? It's all here at the new, smashing Carnegie-Mellon Buggy Boutique, opening May 2 and 3. This season anything goes, as our noble charioteers of the trackless trollies prepare for the grand showing of the CMBB spring collection.

The House of Frew Street Fashions has been given the task of outfitting both drivers and pushers for the social event of the season, and has responded with a collection sure to put everyone first over the finish line in any race.

Frew Street is sponsoring the near-nude look for buggy drivers, who are searching for that light, comfortable look of barely there freedom. Fabrics this year are sheer and light-weight, so convenient for the cramped and tight squeezes that are so much a part of the life of every important man-at-the-wheel. The word is "let those shrunken bodies and swollen heads be seen."



A driver demonstrates the sheer beauty and clear comfort of formfitting pink chiffon.

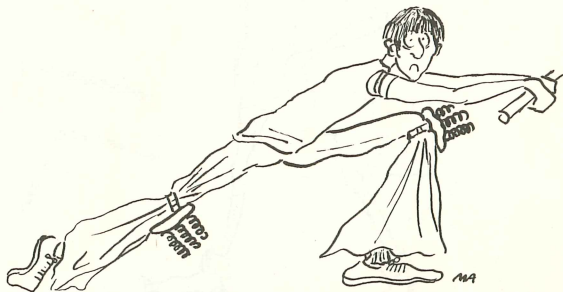


For the majority of the drivers, one of the most sophisticated styles is the soft, pink chiffon T-bodice (so flattering to the flat-bosomed figure), a pair of form-fitted matching chiffon briefs, and all this topped off with a pair of eye-catching aviator goggles. As an accessory to this outfit, special super-grid socks may be used to keep sweating, uncoordinated feet on the brakes or steering equipment.

Also coming in strong this season, is that hard on look of skin-tight black leather from head to toe—giving credit to any set of handlebars. This sleek, dangerous, daring effect of black leather is carried out through the coordination of gloves, boots, and a black racing stripe painted down the center of a white helmet.

Competing for the spotlight among the two-wheel set is a contrasting garment of virgin-white for the less venturesome. This outfit consists of white tights with attachable booties, a T-shirt, and helmet—all done expressly for the fashion-conscious pusher. Fabrics used are absorbent knits, combined with light-weight cottons, to allow for freedom of movement in all situations; plus, a little something extra added for that much needed moral and physical support.

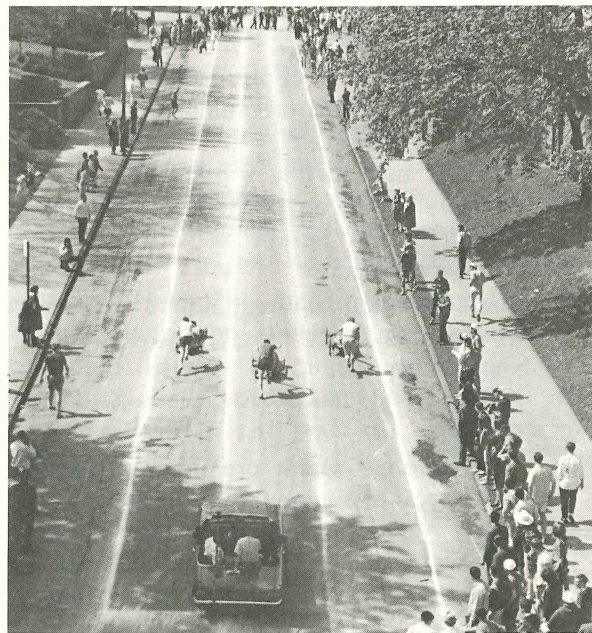
As you can see, one of the pushers is dressed in a cool green knit T-shirt with contrasting stripes, and his socks are intricately embroidered with the letters of his team. His yellow viole pants have a wide-leg cut in order to catch any stray tail wind.



Foot caught in typical Frew Street pothole, a pusher demonstrates the advantages of the new free-flowing styles and snappy springed knee pads.

Because the pusher is so vital to the time element involved in the race, Frew Street has several accessories for the pushers which can prove to be helpful. One accessory is kneepads with cleverly attached springs for the convenience of getting up rapidly after tripping and falling flat in one of the numerous potholes. A second accessory is a set of rollers hidden in the soles of his tennis shoes. These rollers can be attained at the split-second push of a button, should a Hill 2 pusher decide to follow his buggy on down through the free-roll to see for *himself* how well he pushed off. However, this accessory is to be used at a pusher's own discretion, as it might tend to slow down the buggy's free-roll time. The third and most important accessory is a pair of artificial, retractable hands that can be ejected—should the pusher put a little too much ZIP in his efforts to push his buggy towards the finish line.

But these moments are yet in the future—let us now turn our eyes back to Tech Street as the race begins. And there go the impeccably attired pushers and drivers in buggies—all nuts and bolts secure.





## RUMORS OUT OF. . . . .

*Buggy* has done it again! Our tricky dicky reporter, secret agent 0013, and superman-on-the scene Melvin Furd (with apologies to Steve and Ken) has been hot on the tails of rumors flying around before the unveiling of the superduper '69 models on May second and third. And here is what he found . . .

- ATO Continues to test new exotic alcoholic fuels to power their new push team. The details are unknown but the fuel, according to a reliable source, consists of a 50-50 mixture of molotov and punch cocktails, the first providing the poof and the second the pow. Smoking will be prohibited in a 50 mile radius.
- BSR Sticking to their traditional philosophy of three wheels, Beta Sig has come up with the innovation of the century! As a "B" buggy they will submit a super modified three-wheeled Mattel Vroom bike . . . complete with vroom.
- BTP With a strong backwind of 10 mph, Mel reports that the Beta buggy "Sophie Tucker" could reach a top speed of 9 mph. This was mainly due to Sophie dragging her rear. The problem was readily solved through . . . well anyway the solution caused problems (but they did get a better time).
- DTD It will be a penny a point in the truck this year. Maybe Lew will put the fitting in right this time . . . if not it's off to Oakland again.
- DU Delta Upsilon has been forced to redesign their buggy because one of their pledges accidentally mailed a package home using the wrong cardboard . . . good luck pledge.
- KS These boys really promise to burn up the track this year with their new buggy, the "Arson Special." Its firebaked enamel finish and asbestos interior also makes it a cinch to win the design trophy.

- MDC The "Flying Door" has flown its coop. Any person having knowledge as to its whereabouts please contact Rark Muffner: his room is quite drafty.
- PKT "We try harder . . ." and harder and harder and harder.
- PKA After last year's mishap resulting in disqualification, PjKA has decided to switch from Bazooka to the Dubble Bubble Vulcanization Process on their slicks. As a safety measure, they have also decided to exhaust the after burners around the wheels instead of over them.
- SAE The push team's really been getting some phenomenal times, especially since the Pittsburgh cops and K-9 corps are hot on the tail of their pushers. If they could only get their buggy high instead of the pushers, they could really float through the race . . . hmm, a speed for their thoughts.
- SN See ATO
- TDP After five years of difficulty in training drivers, Tau Delts have decided to switch back to the traditional four wheel philosophy: training wheels have been added.
- TX In keeping with its traditional involvement in campus sports, "El Speedo" will not be entered this year, we are sorry to learn. Part of their reason for staying out of the races is that after thorough trolley and error experimentation, TX is having great difficulty in adopting its thermite braking system to asphalt road surfaces.

And as an added feature Alpha Phi Omega, the national service fraternity, will provide free pit repair service on hill 3 for any buggy during the race, along with cokes for the driver and pushers. Stop in and have the pause that refreshes.



## SOME LIKE IT COOL

THE MEDIA IS THE MESSAGE. UNDERSTANDING MEDIA. HOT AND COOL. In these three books Marshall McLuhan presents his basic hypothesis, that media are important as entities independent of the information they convey. McLuhan builds a broad and detailed theory around his hypothesis, postulating that anything that conveys information is a media; since the booths are supposed to convey a story line related to a particular theme they certainly qualify as media. Considering the evolution of the Midway, McLuhan's theory makes a very apt theme for Carnival '69.

Originally the Carnival Midway was on the present day intramural field, consisting of booths that were carnival games first and foremost. Since booths were built with the express purpose of making money, they were not built as "displays" by any stretch of the imagination. Subsequently, though, midway was replaced by a parade, complete with costumes and floats. The floats and costumes were designed and built as displays and judged as such . . . the only game involved was getting the floats to move without disintegrating.

Finally in the early 1950's the parades vanished and the Midway reappeared. It was not the Midway of old however, for the era of parade floats had caused a synthesis to evolve. The new Midway sported structures that were display *and* game.

The emphasis on either game or display has varied from one group to another. Some have insisted on detailed replications of scenes while others have attempted stylized interpretations.

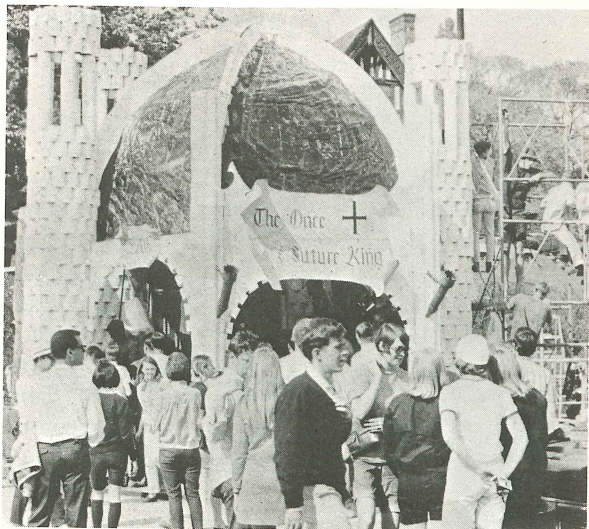
An example of the latter would be Alpha Tau Omega's "Alice in Wonderland" from Carnival '68, which recreated a scene from Lewis Carroll's fantasy using crepe paper, card board, and styrofoam to give life to the White Rabbit, the Queen of Hearts, and the Cheshire Cat. In past years, intricate mechanisms have



been built with seemingly everything moving but the kitchen sink. Beta Theta Pi's "Billy Goat's Gruff" from 1966 had probably the most fascinating mechanics yet seen in a Carnival display, with its scampering goat whose ultimate goal was to "dunk" the Beta-Troll. Still other groups have relied on their artistic endeavors to make the booth appealing. Sigma Alpha Epsilon, in recent years, has been the leader in visual artistry, exemplified by last year's first place booth-castle titled "King Arthur." All groups have tried to design intriguing and/or enjoyable and/or creative games that will attract the large numbers of participants necessary for sizable money making. Phi Kappa Theta with their spin-out game and last year's coin-tossing game has probably been the most consistently successful entrepreneur.

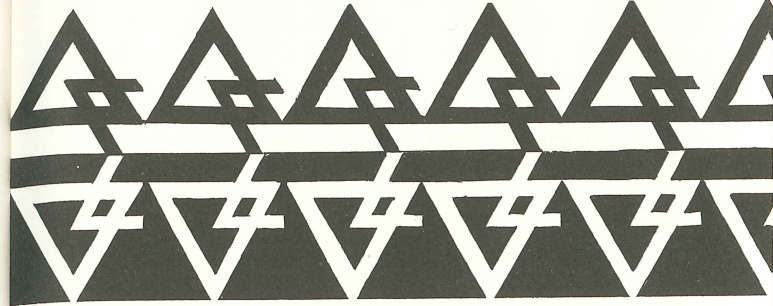
The latest innovation to be introduced to booth design is the concept of an "enclosing booth" that the participants must enter in order



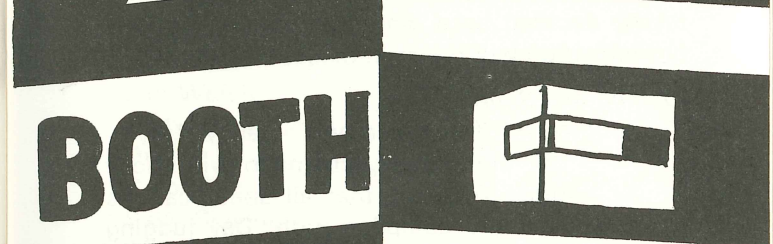
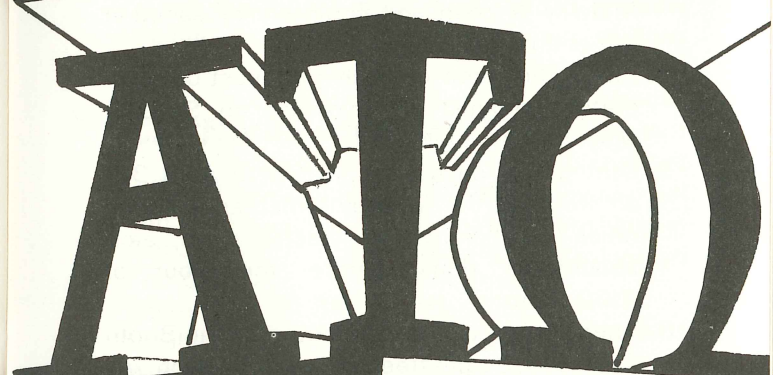
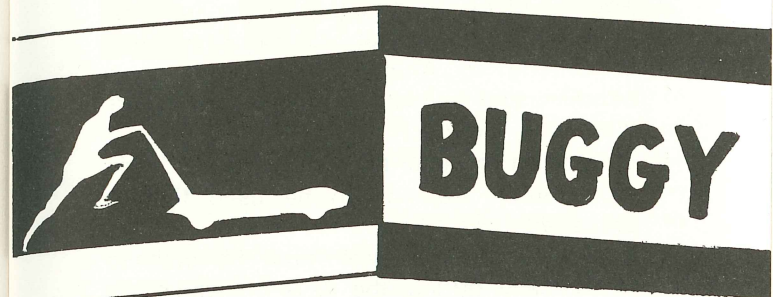


to play the game. Last year there were two such booths, Sigma Alpha Epsilon and Delta Tau Delta, so it is difficult to credit either one with the original idea. The immense popularity of the Sigma Alpha Epsilon booth with the crowds, and with the judges, attested to be significant of this concept in building a prize-winning booth. Beta Theta Pi utilized this concept in their booth at Homecoming this year. They wanted to develop as complete a sensory experience as possible; the result was a display that could be viewed from the inside as well as the outside. The effect achieved again impressed the viewers and judges alike, thus reinforcing greatly the concept of intensifying involvement by enclosing the participants.

Thus, booths started out as games, were changed to pure displays, were changed again to games *and* displays and now seem to be taking on the "total environment" concept so prevalent today. This evolutionary change seems to be headed away from simple conveyance of information and toward complete viewer involvement, thus confirming McLuhan's hypothesis to some degree. It is doubtful that a booth will ever be built that is meant to be a booth and nothing else. But, it is certain that the booths this year, and in the years to come, will increase participation and involvement.



KKG wishes a fun  
*time to all!*  
 AT  
 SPRING CARNIVAL '69...





# BOOTH RULES

## Midway:

1. All booths shall be open to inspection in order to insure safety of any electrical or mechanical devices. A fire extinguisher must be within 15 feet of each booth.
2. Any booth that will have damaging material, spillage, or breakage on the pavement must provide adequate protection to the pavement as well as other booths.
3. No permanent marks may be left on the pavement. This refers to paint and other asphalt solvents.
4. There will be no drinking on the midway.
5. In the past the Society for the Prevention of Cruelty to Animals has closed down booths using animals. All organizations are warned of this risk.
6. By request of Security, light posts and parking meters are not to be used for anchorage.
7. The area of each plot must be cleaned periodically during the days on which the Midway is open and completely cleaned at the end of each day.
8. The entire area of each plot must be completely cleaned by midnight on Sunday, May 4.
9. During the days of April 25 to April 30, all work on the Midway which entails loud noise (i.e. hammering, electric saws, etc.) should be done before the hour of 9:00 p.m.
10. These rules will be governed by the Booth Chairman Committee and any infraction will be decided by a majority vote. Any proven infraction will result in disqualification.

## Judging and Scoring:

1. Judging will take place on Thursday, May 1. At 3:00 the midway chairman will check all booths to insure that all specifications and rules are complied with. Day judging will begin at 4:30. Each booth being judged may provide a representative to speak for five minutes explaining the purpose and any

special features of his display. Night judging rounds will begin at 8:30.

2. There will be six judges: Three for design, two for technical achievement, and one for workmanship.

3. The scoring will be as follows:

attractiveness of display	40
enjoyability of game	40
originality and uniqueness	40
design	90
technical proficiency	80
workmanship	30
	<hr/>
	320

4. Each judge will score his own category; all judges will score attractiveness, enjoyability of game, and originality.

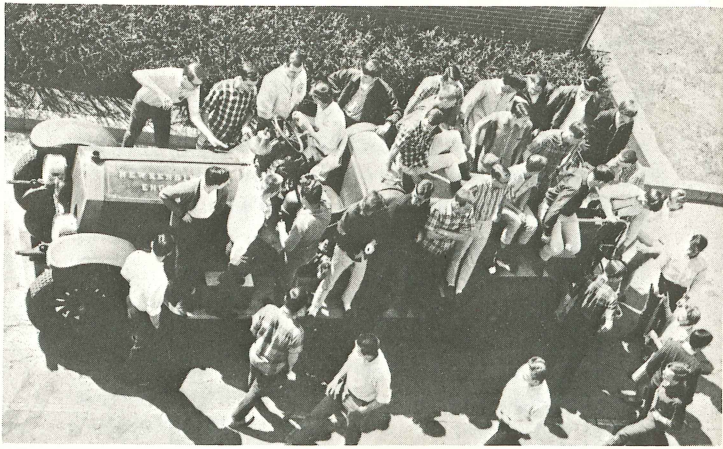
## Construction:

1. The booths may not exceed the following dimensions: 20 ft. long, 15 ft. deep, 25 ft. high.
2. All construction over ten feet high must have scaffolding constructed.
3. All process in booth mechanism done by hand must be explained in the five minute speech.

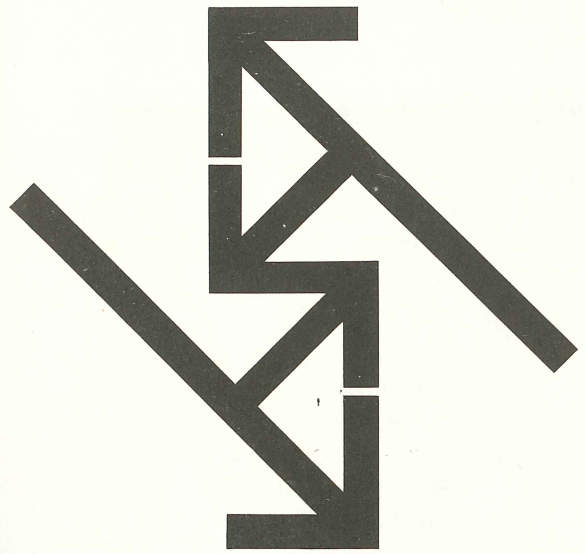
# CARNIVAL COMMITTEE

Bill Benthall	Chairman
Jim Wentz	Entertainment
Jim Jacks	Midway
Bob Gebbia	Sweepstakes
Randy Wright	Publicity
Leigh DeHuff	Special Events
Joe Duckworth	Treasurer
Peggy North	Secretary
Jeff LaRochelle	Tickets
Jim Wojcik	Dance
Barb Hicks	Art Show
Denise Alsaro	Plank Joust
Carol Bilo	
Sally Skeeahan	Call Day
Rich Steffens	
Linda Worthington	Queen Presentation
Kathy Kress	Graphics

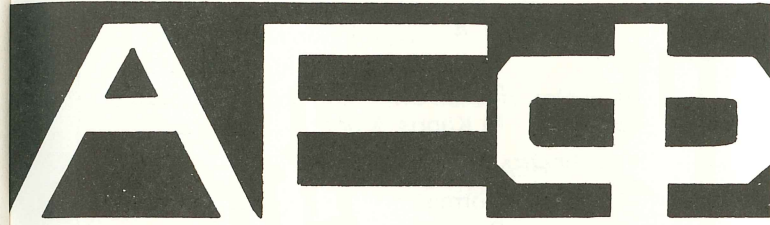




**pi Kappa Alpha**  
is pushing for  
another  
**Win!**

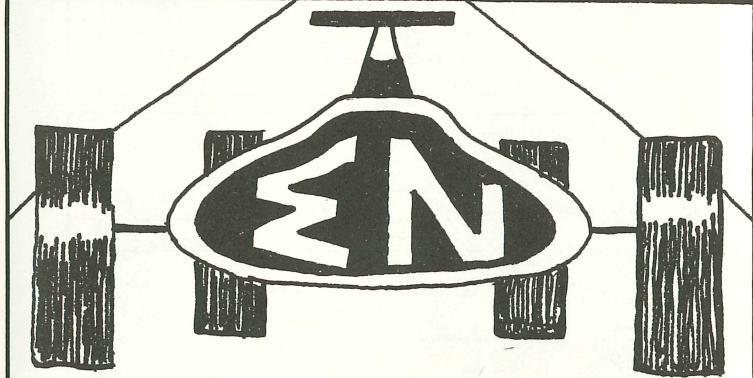


CARNEGIE TECHNICAL



SPRING CARNIVAL 1969

ON THE ROAD AGAIN





# SWEEPSTAKES HEATS

## Preliminaries

LANE: HEAT 1		
1	Delta Tau Delta	_____
2	Theta Xi	_____
3	Tau Delta Phi	_____
HEAT 2		
1	Dorms	_____
2	Sigma Nu	_____
3	Alpha Tau Omega	_____
HEAT 3		
1	Beta Sigma Rho	_____
2	Phi Kappa Theta	_____
3		_____
HEAT 4		
1	Delta Upsilon	_____
2	Delta Tau Delta	_____
3	Pi Kappa Alpha	_____
HEAT 5		
1	Dorms	_____
2	Sigma Nu	_____
3	Sigma Alpha Epsilon	_____
HEAT 6		
1	Beta Theta Pi	_____
2	Phi Kappa Theta	_____
3	Sigma Alpha Epsilon	_____
HEAT 7		
1		_____
2	Theta Xi	_____
3	Alpha Tau Omega	_____
HEAT 8		
1	Beta Theta Pi	_____
2	Pi Kappa Alpha	_____
3	International Club	_____

## Finals

CHAMPIONSHIP HEAT		
1	_____	_____
2	_____	_____
3	_____	_____
CONSOLATION HEAT		
1	_____	_____
2	_____	_____
3	_____	_____

### Thursday, May 1

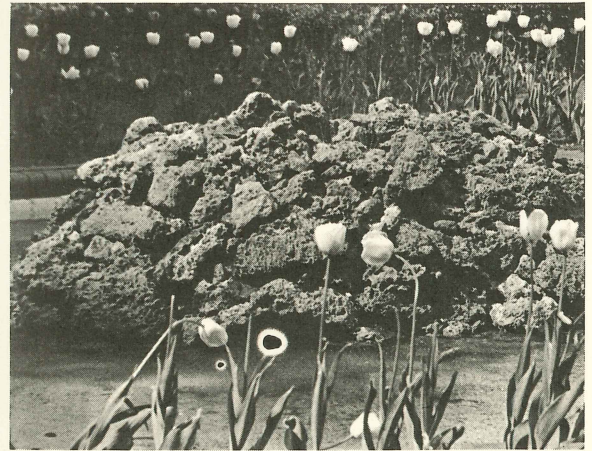
- 4:30 TGIF dance on Midway  
Booth judging
- Buggy design judging in front of  
the football stadium
- 4:30-12:00 Midway open
- 8:30 Queen coronation and fireworks  
on the football field
- 9:30-12:00 AWS dance on Midway with "The  
Thunderbirds"
- 9:45 Scotch 'n' Soda performance

### Friday, May 2

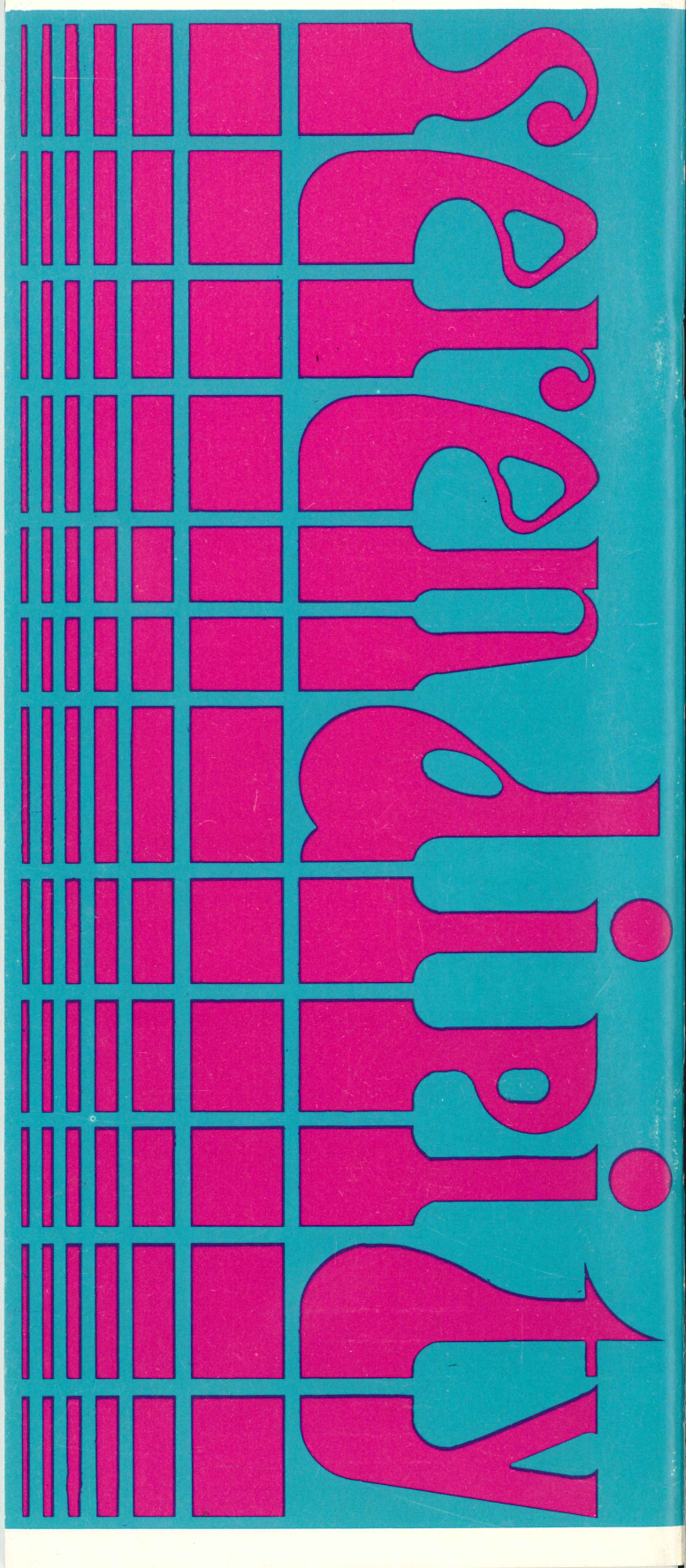
- 9:00 Buggy races
- 11:30 Picnic on Flagstaff Hill
- 12:00-9:00 Midway open
- 1:00 Call Day on the cut
- 2:30 Egg toss and sorority relays on the  
cut
- 8:30 "Iron Butterfly" Concert at Car-  
negie Music Hall

### Saturday, May 3

- 10:00 Elimination Sweepstakes
- 12:00-8:00 Midway open
- 1:00 "Deep Purple" Concert in the gym
- 3:15 Plank joust on Kappa Sig lawn
- 9:00 Dance in Skibo with "The Shad-  
ows" and "Walt Harper's Jazz  
Band"
- 12:00 Awards in Skibo









# SELEBRITY

buggy book

spring carnival

may 1, 2, 3

