

Finals

CHAMPIONSHIP HEAT

CONSOLATION HEAT

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

Spring Carnival Schedule of Events

Thursday, April 16

- 4:30—Midway Opens
- 8:30—Presentation of Queens in Stadium
- 12:00—Midway Closes

Friday, April 17

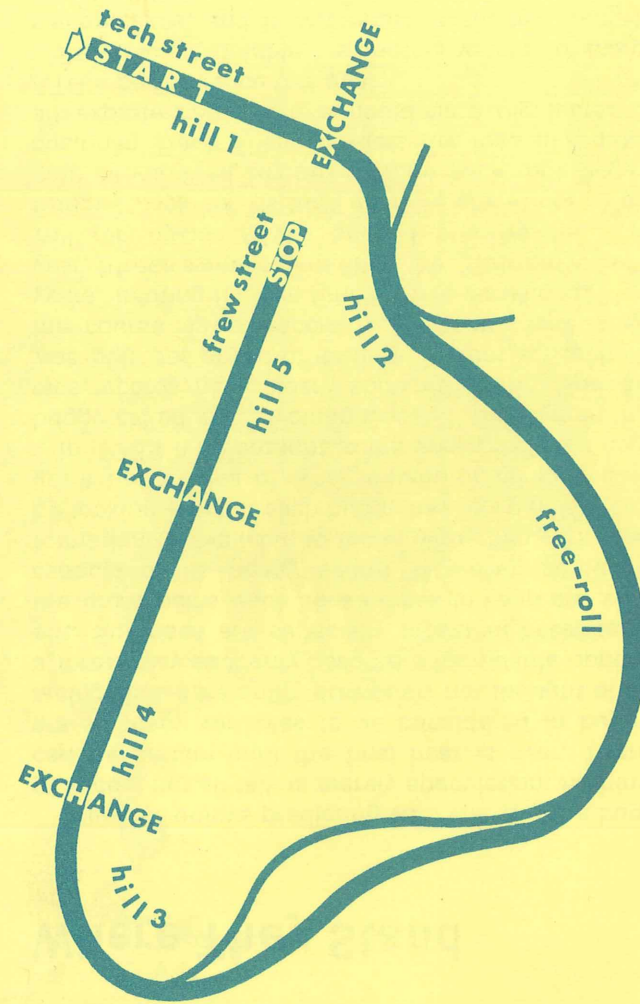
- 9:00—Sweepstakes
- 12:00—Midway Opens
- 12:00—Picnic and Call Day on 'Cut'
- 3:00—Sorority Relays and Faculty Egg Toss on 'Cut'
- 8:30—Concert at Syria Mosque,
THE CHAMBERS BROTHERS
- 9:00—Midway Closes

Saturday, April 18

- 10:00—Sweepstakes Finals
- 12:00—Midway Opens
- 12:30—Alumni Football Game
- 3:30—Plank Joust at Kappa Sigma Lawn
- 6:40—Movies in the Wherret Room Continuous to Midnight
- 8:00—Midway Closes
- 8:30—Dance at Skibo,
THE RHYTHM SYSTEM
- 12:30—Awards at Skibo



Course



1970 Sweepstakes Heats

Preliminaries

LANE:	HEAT	Team	Time	Notes
1	HEAT 1	Tau Delta Phi	2:43.6	
2	HEAT 1	Delta Upsilon	4:10	ROD
3	HEAT 1	Theta Xi	2:53.8	
1	HEAT 2	Alpha Tau Omega	2:46.7	23.1
2	HEAT 2	Fringe	2:39.1	21.8
3	HEAT 2	Beta Sigma RHO		SCRATCH
1	HEAT 3	Tau Delta Phi	2:31.6	18.7
2	HEAT 3	Pi Kappa Alpha	2:26.2	18.1
1	HEAT 4	Sigma Alpha Epsilon	2:31.6	20.1
2	HEAT 4	Phi Kappa Theta	2:35.9	21.5
3	HEAT 4	Delta Tau Delta	2:33.7	21.7
1	HEAT 5	Delta Tau Delta	2:40.0	21.4
2	HEAT 5	Dorms	2:59.9	23+
3	HEAT 5	Beta Theta Pi	2:30.9	20.7
1	HEAT 6	Sigma Alpha Epsilon	2:31.8	19.7
2	HEAT 6	Sigma Nu	2:31.2	DISQ 21.7
3	HEAT 6	Theta Xi		DO NOT FINISH 21.5 BUGGY-BIKE CRASHED
1	HEAT 7	Alpha Tau-Omega	2:32.6	21.4
2	HEAT 7	Dorms	3:00.0	✓
3	HEAT 7	Pi Kappa Alpha	2:36.4	21.2
1	HEAT 8	Sigma Nu	2:40.1	
2	HEAT 8	Pi Kappa Theta	2:30.0	DISQ 19.5 BEAKES
3	HEAT 8	Beta Sigma RHO	2:29.5	20.5

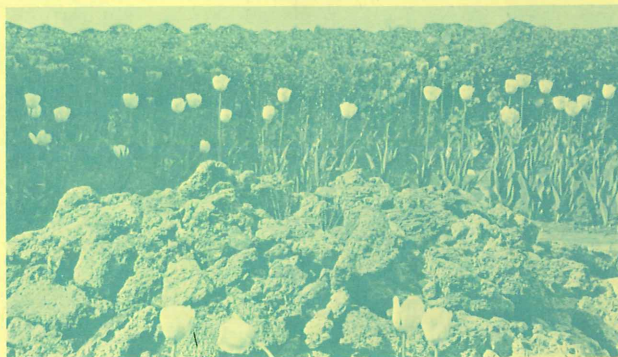
TIMES
NOT
AVAILABLE

Spring Carnival Committee

Chairman	James Jacks
Vice-Chairman	Louis DeToro
Midway	Alan Spinrad
Sweepstakes	Harold Herre
Entertainment	Dan Meloro—Rob Heath
Treasurer	Dan Nagin
Publicity	Jeff LaRochelle—Erica Borden
Tickets	Jim Wojcik
Saturday Night	Ken Janowitz
Movies	Bob Duck
Queens	Sally Wilson—Joyce Baker
Picnic	Bruce Milliken
Call Day	Nadine Slavin—John Hanchulak

BUGGY BOOK STAFF

Editor	Lou DeToro
Design Editors	Marilyn Walsh Naomi Levine



Behind the Art School on the Grass

Spring Carnival 1970 promises to contribute an evaluation of the Carnegie-Mellon campus heretofore unparalleled. Students dissatisfied with faculty and administration, faculty members disenchanted with students and administrators, and harried members of the administration will be scrutinized and categorized, bumped, lumped, and isomorphized by the institution of Spring Carnival. The Spring Weekend Committee gave careful consideration this year to the real purpose of Carnival and decided (as has been done so often in recent years in the federal government, schools, and business institutions, for example) that each programmed activity of Carnival had a hidden potential, unrecognized because of limited thought processes.

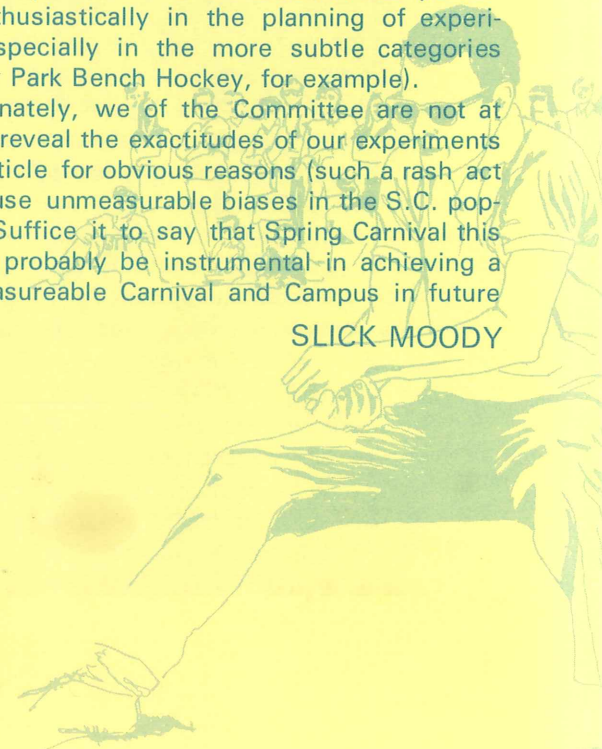
In keeping with the "underlying theme" of evaluation this year, the Carnival Committee has developed a few subtle schemes for use in the imple-

mentation of its "plan." (By the way, the real theme of Carnival is CRAZY CONTRACTIONS.) For instance, we decided not to publish the Weekend Booklet too early in order that our secret schemes would remain relatively secret. In the area of evaluation, the Committee chose to make use of established Carnival activities such as faculty egg toss, booth building and game playing, sorority relays, buggy races, hot-dog eating, and "Schenley Park Bench Hockey" in establishing methodical judgments of members of the campus community.

The Carnival Committee has hired impartial experts from around the country to develop ingenious experimental designs in such diverse and difficult judgment areas as "egg trajectory" in faculty egg toss, "administrative behavior" in booth building and game playing, and "esthetic responsiveness" in viewing sorority relays. Artsy-craftsy people will be happy to hear that Elda Kobobernickel, eminent "artiste de peintre" and exhibitionist has participated enthusiastically in the planning of experiments, especially in the more subtle categories (Schenley Park Bench Hockey, for example).

Unfortunately, we of the Committee are not at liberty to reveal the exactitudes of our experiments in this article for obvious reasons (such a rash act would cause unmeasurable biases in the S.C. population). Suffice it to say that Spring Carnival this year will probably be instrumental in achieving a more pleasureable Carnival and Campus in future years.

SLICK MOODY



Midway

DU

ATO

PKA

BSR

SN

MDC

AWS

CO

AEP

TX

APO

DTD

DG

SAE

DDD

KAT

PKT

KKG

TDP

BTP

WRCT

Crazy Contraptions

This year's Spring Carnival booths are sure to be marked with the touch of Professor Lucifer Gorgonzola Butts, the "mad scientist" created by American cartoonist Rube Goldberg. Butts was used by Goldberg to demonstrate his lunatic inventions which were invariably complicated scientific apparatus such as "a simple bookmark, in which the operator by lifting his reading glasses releases a flock of moths who eat a woolen sock which drops a tear-gas bomb which causes a small dog to weep into a sponge whose added weight puts into operation a magic lantern which casts on the book's cover the likeness of a man who has stolen the wife of an angry dwarf who plunges a dagger through the picture and into the book, stopping when he strikes a pet flea who jumped between the pages to sleep when the book was laid down. The flea says "Ouch!" and kicks open the book at the right page."

The theme of CRAZY CONTRACTIONS lends itself well to the development of intricate Goldbergian mechanics on this year's booths and to the concept of total involvement so prevalent in recent years. (The walk-in booths of BTP, SAE, and the "FRINGE" from past Carnivals are sure to be emulated in some way). In addition, this year's theme should produce fascinating games, exciting to play and possessing the aura of engineering mysticism. An eclectic description of the 1970 Spring Weekend displays would have to include the names Rube Goldberg, J. S. Bach, and Marshal McLuhan in order to adequately convey the combination of attributes which belong with the theme of this year's Spring Carnival.

LOU DeTORO



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 minutes 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.



Where They Stand

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.

In 1955 ATO brought to the sweepstakes a new buggy called the "Golden Goose." Since then the race records have clearly shown that the "Goose" was built far ahead of its time. It went on to hold the course speed record for thirteen consecutive years, beating its own time on five occasions. This year, fifteen sweepstakes later, the "Golden Goose" will run again. ATO's second entry is the "Tin Buggy" back for its third year of competition. Veteran driver Fred Squires will be back, but buggy chairman Dave Shannon fears the loss of almost all experienced pushers could be a big factor in ATO's performance this year.

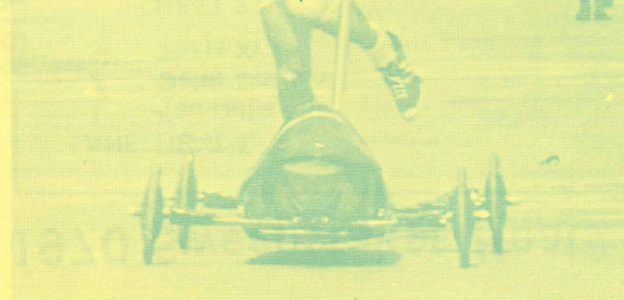
Beta Sig's "Dolphin" is another veteran of many sweepstakes, and it will return again this year. It was the first buggy to vary from the traditional four wheel design and because of this the "Dolphin" has been the subject of much controversy. It runs on three wheels and supposedly this has been one of the major factors in its extremely fast free rolls. In past years it has sometimes been going too fast to make the final turn, but this year adjustments have been made which may put the

"Dolphin" near the top of the competition. Gaps left by graduating pushers will be readily filled by a strong pledge class.

Beta lost exactly half of its trophy winning push team from last year, but buggy chairman Steve Joachium feels they will have no trouble filling the vacant spots. The same buggies that ran last year will run again this year; "825" and "00". "825" made its racing debut last year and showed a great deal of potential. However, it proved to be too fast for the final turn and spun-out, damaging one of the wheels and causing it not to qualify for the championship heat. "00" which won both race and design in last year's competition will be trying for more trophies again this year. This veteran buggy has won design in the last seven spring carnivals and will be tough to beat again this year.

Last year the Delts fielded two new buggies and because this was such an enormous task, neither was finished in top condition. However, with an extra year to work on them, both buggies should be in prime condition for this year's races. The "A" buggy "Bitch II" will have plenty of experience behind it in third year driver Lew Sloter and five returning pushers. Both buggies have fiberglass shells with a honeycomb unibody style. The driver will ride in the standard prone position.

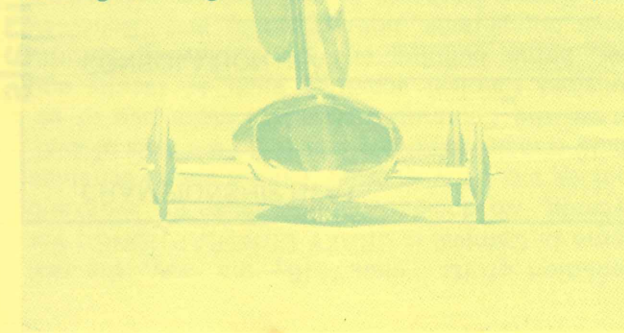
Phi Kappa Theta will run its two veteran buggies "Shamrock" and "Snorpus." The "Shamrock" took



second in the race and second in design last year and should be a top contender again this year. According to buggy chairman Mike Drosjack, the "Snorpus" may become the "A" buggy for this year's race. An independent spring bar suspension seems to give it the edge over the "Shamrock." The "A" push team is virtually intact making it look like another good year for Phi Kap.

PIKA will bring two relatively young buggies to the starting line on race day. "Tiger II", currently holding the course record set in 1968, will make its third appearance, and the "Python" will make its second. The buggy committee under the direction of chairman Dave Wade 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 obtain winning results.

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 bikes will finally prove to be the most effective style. Both the "A" and "B" bikes are extremely light getting their 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. Last year

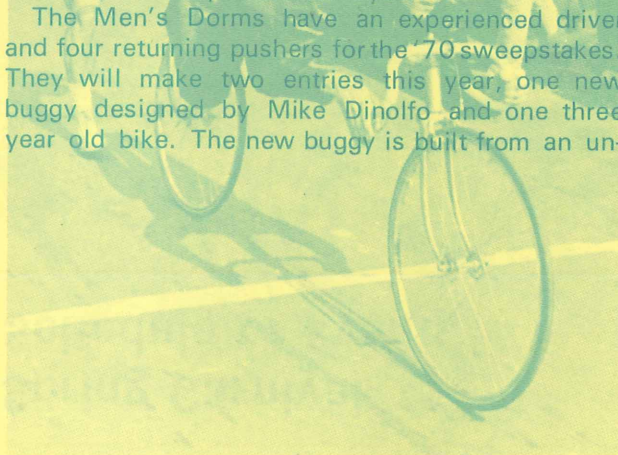


the SAE design proved a formidable opponent by taking third place.

Delta Upsilon will have two new buggies ready for this year's competition. Their "A" buggy "Captain America" is best described as half buggy half bike. For the five hills when pushing is needed the buggybike will run on four wheels for balance. On the free roll, however, two of the wheels will be retracted and this will hopefully increase the buggybike's speed. Certainly no one will want to miss DU's "B" buggy the "Flying Door" as it tries to set a record for the worst time in the history of buggy races. Driving the "Door" will be Big Ed Barberi who alone weighs more than the combined weight of the five pushers. Special featured pushers include "Flying" Phil Billings and "Lanky" Lew Stavus. The braking system consists of Big Ed's feet and he will be stopping periodically to pass out flowers to nearby spectators.

Kappa Sigma will not be entering the competition this year. Their buggy was completely wrecked in last year's race and because moving into their new house is taking so much time they have not been able to build a new buggy. They do plan to re-enter the competition next year.

The Men's Dorms have an experienced driver and four returning pushers for the '70 sweepstakes. They will make two entries this year, one new buggy designed by Mike Dinolfo and one three year old bike. The new buggy is built from an un-



usual combination of aluminum and styrofoam and is considered to be wider and lower than all other buggies in competition.

The 1969 races were a big disappointment for Sigma Nu. Their "A" buggy, which undoubtedly would have been one of the top buggies in competition, lost a wheel about half way through the freeroll and was unable to finish. With a little better luck this year, Sigma Nu could be the team to beat. Buggy chairman Bill Ver Duin reports that both the "Hornet" and "Brother Rat" will be back this year with a new paint job as the only real change. Both these buggies will be in their third year of competition.

Due to an unfortunate accident 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. Tau Delta's "A" bike, "NO. 13", is probably the lightest vehicle in the race. Weighing in at only 12 pounds, it is composed of tubular aluminum and features caliper brakes. Their "B" bike, the "Denbeigh Super Chauvinist Mark III" is of the same general structure. Their push team should be strong with eight members of last year's team returning.

Theta Xi will return their third place design winner "Xiclone" to the Schenley streets. The "Xiclone" was new last year and features a lightweight windtunnel tested body with new suspension and steering systems. The fiberglass body is monocoque. Buggy chairman Bob McNight will also see his second year as a driver.

The Fringe will be back again this year. This is a new organization which participated in the sweepstakes for the first time last year. They did well considering their inexperience taking first in their heat. They could be this year's dark horse competitor.

MIKE WADE