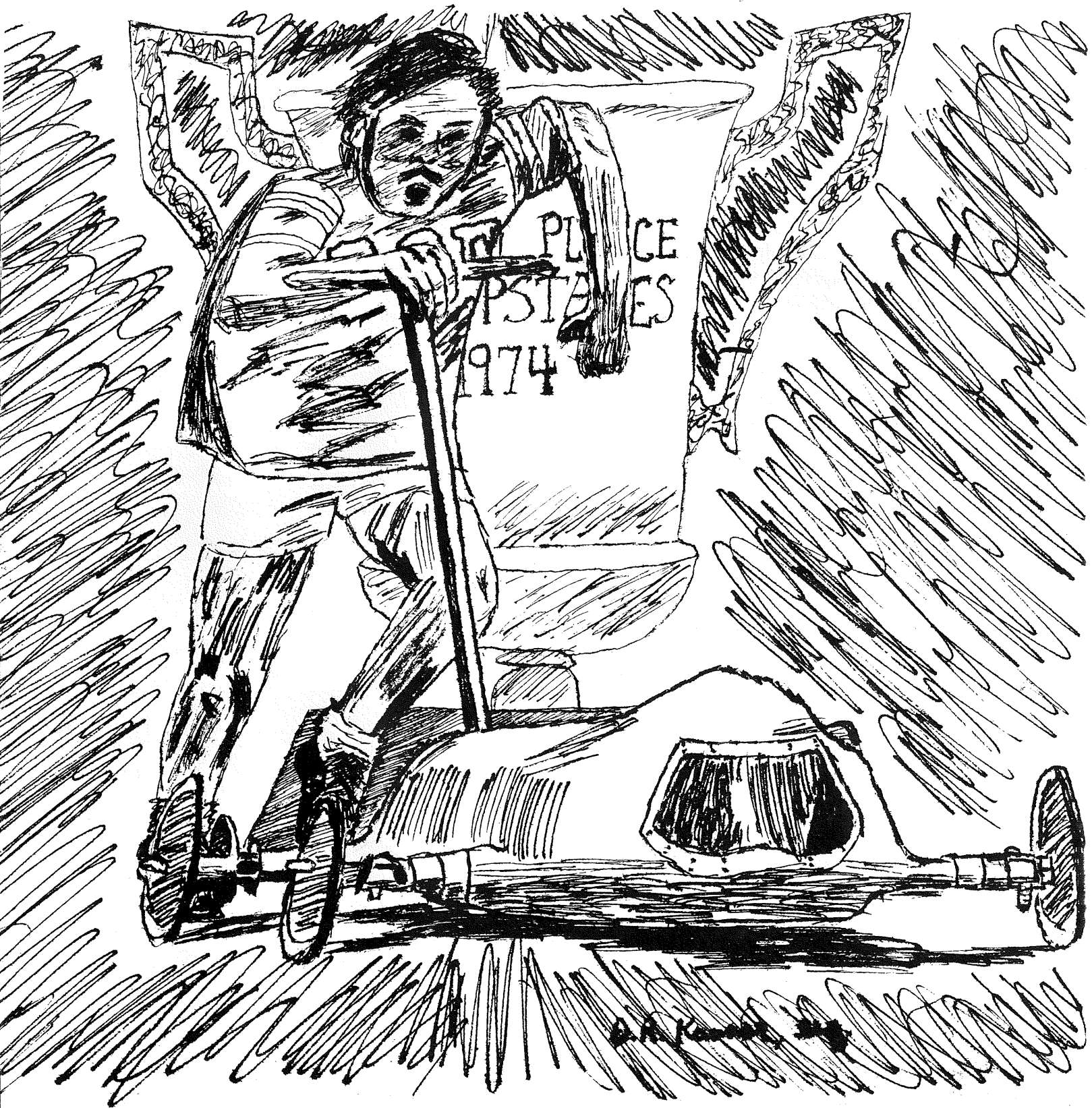


BUGGY¹⁹⁷⁴



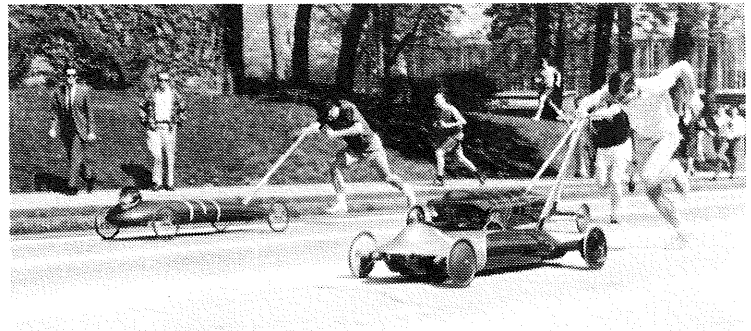
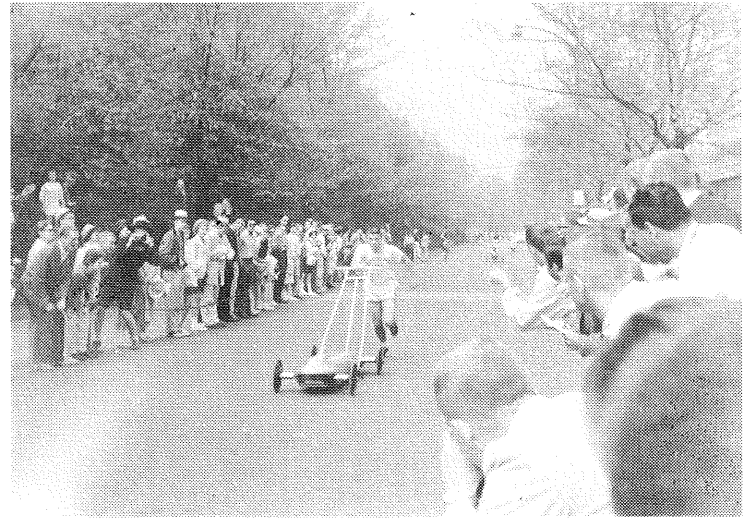
INTRODUCTION

by David Kanner

The 'derby,' as it was called back in 1920, was the start of a tradition which is now 55 years old. Who would have thought back in those prehistoric times that buggy would become the phenomena that it is today, combining the highest engineering technology with outstanding athletic prowess? When Iota Sigma Delta set the course record at 4:38, would anyone have guessed that someday someone would run the course in 2:20.9? So now here we are in 1974, a year that should see the course record shattered.

Where did it all begin? When did it start? During the early years the buggies were essentially rolling crates. Heavy and cumbersome, requiring great strength to push them up the hills on a course that was much tougher than today's. It was not until after the war that the "torpedo on wheels" design became popular and the race took on it's present form. Pi Kappa Alpha came forth with a fiberglass body in 1949, and around the same time Phi Kappa Theta introduced unibody construction. Despite these revolutionary changes, PiKA and Phi Kap were overshadowed by Delta Tau Delta and Alpha Tau Omega, the two buggy powers during the fifties. During this period, 17 seconds were lopped off the course record, bringing down from 2:42.2 in 1949 to 2:25.0 in 1956. The record stood for eleven years until the PiKA "Shark" clocked in at 2:24.8 in 1967, and then demolishing that record the next year by finishing in 2:20.9 with the "Tiger Shark II." Since then, the closest anyone has come to the record has been Beta Theta Pi with 2:22.5 in 1969.

This year PiKA, Beta, Phi Kap, and ATO, with their big pushers and speedy buggies, have a good shot at the record, especially with hill one having been paved. But we won't find out until race day, will we? See you then!



SAFETY

by Tom Wood

The Spring Carnival Sweepstakes safety program has come a long way since its inception back in 1967. As late as 1966 night freerolls were a commonplace occurrence and driver safety devices, such as harnesses, headgear, brakes, and roll protection, were unheard of.

A series of spectacular accidents in conjunction with improved freeroll speeds led to an increased concern for driver safety. Since buggy construction rules and an improved driver education program were established by the buggy chairmen two years ago, only three accidents have occurred at raceday speeds. All the drivers involved in these accidents escaped with nothing more than minor cuts and bruises.

All buggies must pass a stringent examination held by the safety inspector. These crash safety regulations are judged under the following categories: lighting, vision, harness, head protection, windscreens, driver's cage, roll protection and equipment. Bikes have additional criteria upon which they are judged, further assuring driver safety. Both the bikes and buggies must be capable of passing two standard brake tests before the vehicle is able to participate at any practice or race activity.

Hopefully, Carnival 1974 will be as accident free as it was last year. However, the buggy chairmen are confident that with all of the safety precautions taken that any accident that does occur will be injury free.



DRIVING

by Evan Hutchinson

You are rolling down the pavement in isolation, just you and your machine. A downgrade silently accelerates you to close to 50 m.p.h. An eager person appears on the left roadside, and signals to you by waving a flag. Suddenly you wrench your machine into a hard right four-wheel drift, and smoothly fly within a foot of a haybale at the apex of a sharp, 90 degree corner. You are, of course, not the normal American out for a drive in his Chevrolet sedan. You are belted into that mechanical oddity called a buggy, with your immediate attention on nothing but driving a perfect course and winning.

There are some major differences between you and the normal American. You should be considerably below average in size, but tremendously above average in driving skill and courage. Since you drive a shell-with-wheels that is only marginally larger than your own body, and reach high speeds with your eyes and nose only inches from the whizzing pavement, people react to you in various ways. Those with your temperament respond only with envy if they aren't driving, too. Those not familiar with buggy fail to see, upon viewing a photo or two, how you manage to cling to that shiny, curved surface of the outside shell at those speeds. Eventually, you convince them that you will be inside, face first, rather than perched atop the outside shell. When viewing the machine "in person," these people will alternately remark, "What is it?," "No one would fit in that thing," or "Isn't that cute... radio control!" Now you must open the hatch and enter the unique world of a buggy interior to calm the skeptics. Skepticism quickly yields to enthusiasm, and soon you will be answering hundreds of questions.

You will tell of the countless hours of preparation, of both the machine and the team of pushers, that are necessary in order to be a contending entrant in the

Sweepstakes. You will try to convey that combination of feelings that you have collected in your years of driving. You will explain knowing every pothole in .8 of a mile of Pittsburgh streets... having numb feet and a stiff neck during a 6 a.m. practice on a sub-freezing Sunday morning... being friends with a hunk of fiberglass and aluminum merely because you've been through so much together... feeling that you wish you could pedal the blasted thing when someone is ahead of you... experiencing the exhilaration of speed and perfection during a flawless race day effort... seeing only feet and ankles while wheeling through a crowd of people... and the unique feeling of free roll and that broadside in the chute.

Questions about safety and your related sanity will probably be answered by "I don't know why, but I've never been afraid of driving," or "I'd rather drive on Race Day than on the Parkway East during rush hour!" Considering the care that goes into construction and the excellent safety systems required, you know that if you stay alert you will be safe.

Before this article is over, you had better complete that course you were driving back in the beginning. You had already been hustled up the first two hills and fired into freeroll. Right after the "chute" and the turn you start uphill again and begin to lose speed. Once back to the realm of the runner's speed you are propelled up the three back hills, across the finish line and into the crowd. (Remember all those feet and ankles?) The race is now only a two-minute and some-odd second blur in your memory, over so quickly that you almost missed it. All that remains of the months of buggy season are the relatively few hours of celebration that are traditional at Spring Carnival. They can even be the best part of Carnival... just like the races, it all depends on you.



PUSHING

by Doug Doxsey

Just as Ben Hur never won a chariot race without the horses, you can't win THE trophy without the horses. The most physically exhausting and emotional aspect of buggy competition is training the pushers for race day. Pushers generally start serious work-outs the beginning of March, but this is always preceded by a month or two of working off the remnants of a winter of heavy eating and drinking. In March and April, push practices are held four or five nights every week for the pushers and drivers to gain experience and to determine positions on the push teams. Although the basic requirement for any pusher is that he can run faster than light, there are other considera-

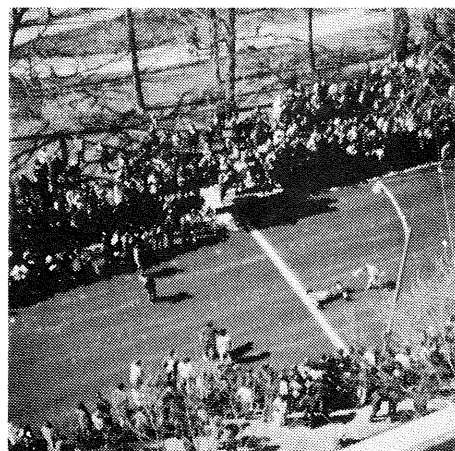
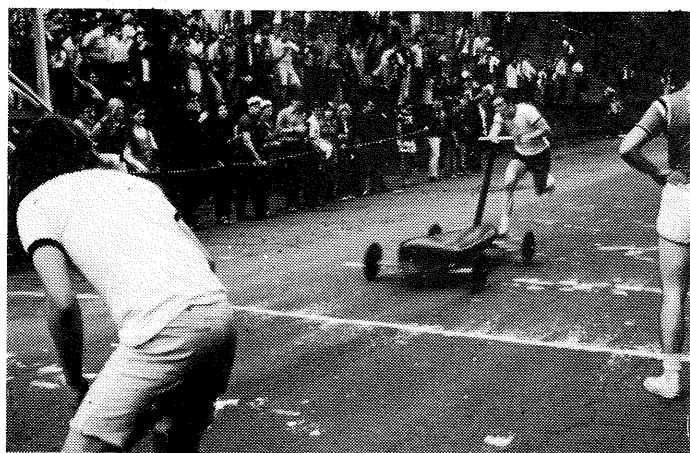
tions. A hill one or hill four man must have brute strength and stamina. A hill two man must have good timing and a strong shove. The hill three man must have perfect timing. The hill five man just has to burn, baby, burn. On top of this, they must all learn the delicate art of exchanging. The last preparation for a push team is to develop a positive psyche factor for race day. So when you see 100 guys dressed in jock clothes on Friday morning, just remember that they are not going streaking, they are not out for an early morning jog, but that they are the final products of about three months of hard training. These, indeed, are the horses, chomping at the bit for their chance at THE trophy.

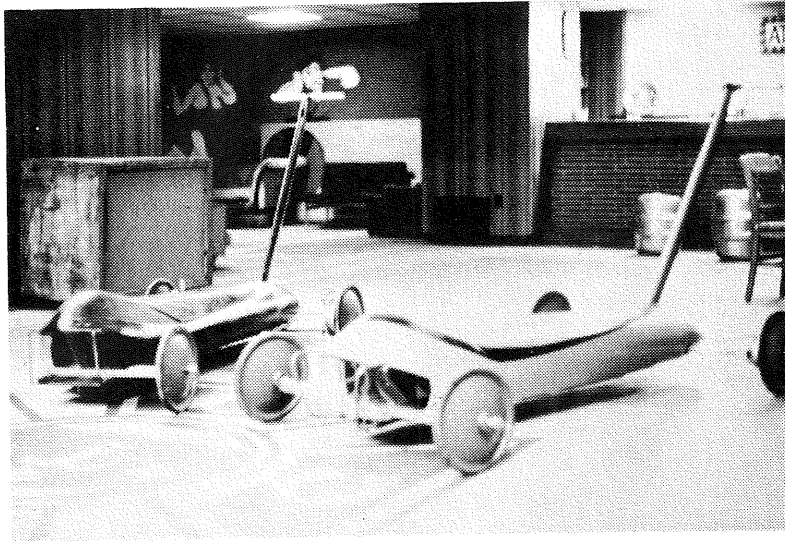
SWEEPSTAKES RESULTS

1920: first "Spring Week," first Interfraternity Sweepstakes
10 entries

	<i>Sweepstakes Winners</i>	<i>Design Winners</i>			
1921:	1. Iota Sigma Delta 4:38 2. G.M.E. 4:42 3. Chi Sigma Upsilon 5:04	1. DU 2. SN	1933:	1. BTP 2:48.5 2. KS 3. SN	1. TX 2. DTD
1922:	1. SAE 4:30 2. PiKA 4:30 3. Delta Mu	1. SN 2. ?	1934:	1. KS 2:49.7 2. PiKA 3. TX	1. BTP 2. PiKA
1923:	1. KS 2. TX 3. SAE	1. Delta Xi 2. KS and SAE	1935:	1. BTP 2:47.2 2. KS close 3. ?	1. PiKA 2. TX
1924:	1. KS 2. SAE 3. DTD	1. DTD 2. BTP	1936:	1. KS 2:46.8 2. ? 3. ?	1. BTP 2. ATO
1925:	1. KS 2. SAE 3. DTD	1. DTD 2. Delta Mu	1937:*	1. KS 3:00 2. BTP 3. ATO	1. BTP 2. ATO
1926:	1. PiKA 3:18.3 2. (Phi K, DTD, SAE, KS and Woodlawn Club in Finals)	1. ATO 2. ?	1938:	1. KS 2:43 2. DTD 2:44.4 3. BTP	1. PiKA 2. ?
1927:	1. KS 3:15.8 2. DTD 3. TX	1. BTP 2. Phi Sigma Kappa	1939:	1. KS 2:44 2. DTD 3. ATO ?	1. PiKA
1928:	1. KS 3:04.4 2. SN 3. Phi Kap (Roughly the present course)	1. SAE 2. Phi Sigma Kappa	1940:	1. KS 2:53 2. BTP 3. DU	1. BTP 2. ?
1929:*	1. Phi Kap 3:05.6 2. KS 3:08.5 3. BTP 3:08.6 (Spring Carnival banned this year)	1. (no cup awarded)	1941:	1. KS 2:55 2. BTP 3. DTD	1. PiKA 2. ?
1930:	1. BTP 2:57.5 2. Phi Sigma Kappa 3. ?	1. TX 2. ?	1942:	no results in Tartan	
1931:	1. DTD 2:59 2. BTP 3. KS	1. TX 2. ?	1943-1945	No Races—War Years	
1932:	1. BTP 2:54.8 2. DTD 3. ATO	1. TX 2. BTP	1946:	1. DTD 2:49 2. KS 3. PiKA	1. BTP 2. PiKA
			1947:	1. DU 2. PiKA 3. DTD	1. PiKA 2. ?
			1948:	1. DTD 2:48 2. KS 3. PiKA	1. KS 2. ?
			1949:	1. DTD 2:42.5 2. PiKA 2:43.5 3. KS	1. SAE 2. PiKA
			1950:	1. DTD 2:41.8 2. PiKA 3. DU	1. KS 2. SAE
			1951:	1. DTD 2:41.6 2. KS 2:54 3. DU	1. KS 2. SAE

1952:	1. DTD 2:36 2. KS 3. PiKA	1. KS 2. SN	1963:	1. PiKA 2:34 2. SAE ? 3. BTP 2:37	1. SN 2. ?
1953:	1. ATO 2:30.55 2. DTD 2:30.6 3. PiKA	1. Phi Kap 2. ?	1964:	1. BTP 2:31.5 (default) 2. SAE 2:33 3. PKT 2:37.7	1. SN 2. PKT
1954:	1. ATO 2:28.1 2. PiKA 2:36 3. DTD	1. PiKA 2. ATO	1965:	1. BTP 2:28.7 2. ATO 2:31.9 3. BTP 2:32.05	1. BTP 2. ATO
1955:	1. ATO 2:26.0 2. ATO 2:30.5 3. PiKA 2:32.6	1. Phi Kap 2. ATO	1966:	1. BTP 2:27.8 2. ATO 2:29.5 3. PiKA 2:30.5	1. BTP 2. SN
1956:	1. ATO 2:25.0 2. PiKA 2:30.2 3. PiKA 2:32.6	1. ?	1967:	1. PiKA 2:24.8 2. BTP 3. PKT	1. BTP 2. ?
1957:	1. ATO 2:25.0 2. PiKA 2:27.5 3. BTP 2:30	1. Phi Kap 2. Dorm	1968:	1. PiKA 2:20.9 2. SAE 2:25.5 3. PKT	1. BTP 2. ?
1958:	1. ATO 2:28.4 2. PiKA 2:43 3. ATO 2:45	1. Phi Kap 2. ATO	1969:	1. BTP 2:22.5 2. PKT 2:26.2 3. SAE 2:33.4	1. BTP 2. PKT 3. TX
1959:	1. PiKA 2:29.7 2. SN 2:30.0 3. PKT 2:32.5	1. ATO 2. PKT	1970:	1. PiKA 2:28.5 2. BTP 2:29.6 3. BTP 2:33.0	1. BTP 2. DTD 3. ATO
1960:	1. ATO 2:34.5 2. Dorm 2:36 3. PiKA 2:41.8	1. PKT 2. PiKA	1971:	1. PiKA 2:26.4 2. BTP 2:30.0 3. BTP 2:30.9	1. PKT 2. DTD 3. PKT
1961:	1. ATO 2. PiKA 3. SAE	1. ?	1972:	1. PKT 2:24.0 2. PKA 2:24.6 3. SN 2:28.8	1. BTP 2. PKT
1962:	1. ATO 2:27.5 2. PiKA 2:29.8 3. SAE 2:31.8	1. BTP 2. ATO	1973:	1. PKT 2:23.0 2. PKA 2:23.6 3. BTP 2:25.8	1. PKT 2. PKT





ALPHA TAU OMEGA

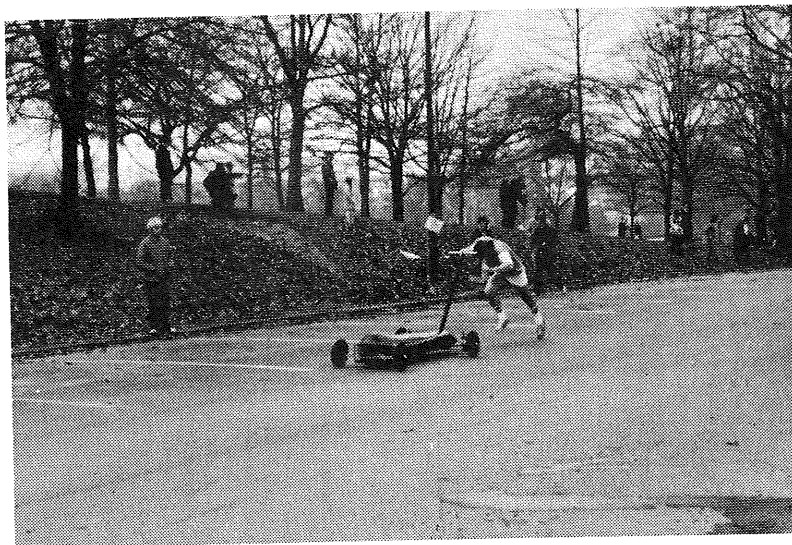
Alpha Tau Omega will place its 1974 Sweepstakes hopes on a combination of an aggressive young push team, two veteran drivers and a fine pair of fast-rolling buggies. ATO's rolling stock consists of the veteran "Golden Goose" and a newcomer at last year's Sweepstakes, "The Gander."

Running as the "A" buggy last year, "The Gander" captured sixth place and is in the running for bigger and better things this year. With two buggies so similar in design it may not be until race day morning before it is decided which buggy will run "A" and which one "B."

Providing the muscle for this year's race effort will

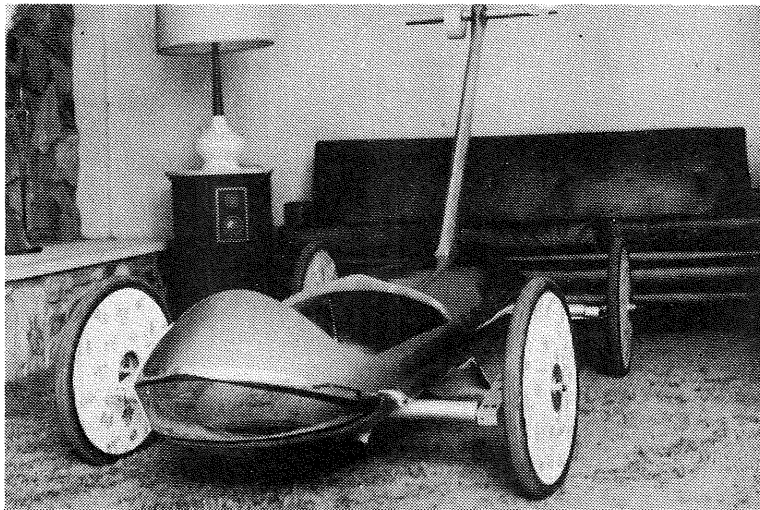
be a large complement of speedy pushers, formed around a nucleus of returning veterans. Not to be outdone, the rookie pushers will make everyone work long and hard for spots on ATO's two push teams. Ace driving skills are sported by the two ATO drivers. Both are veterans of last year's races and will provide excellent performance on the course.

Rounding out the ATO race team will be a seasoned crew of mechanics and speed specialists. The combination of such technical talent with two fine drivers, a pair of top-notch buggies and a hearty crew of pushers should make 1974 a promising year for ATO at the races.

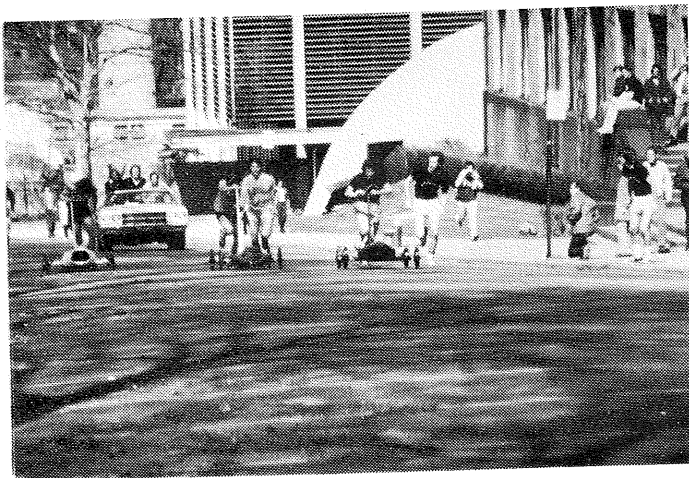
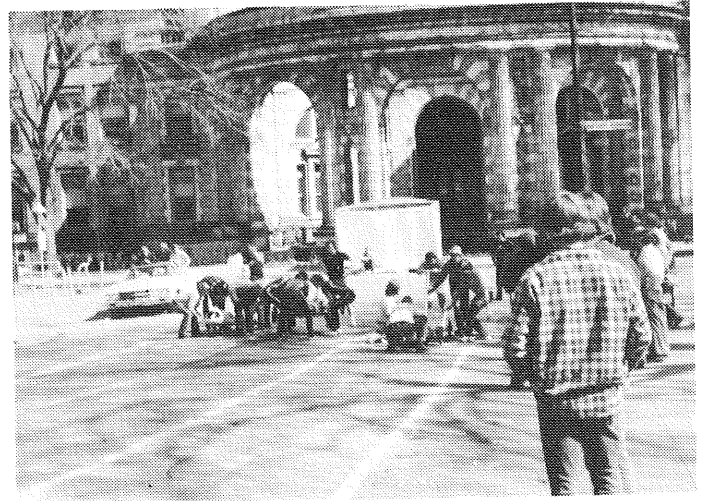
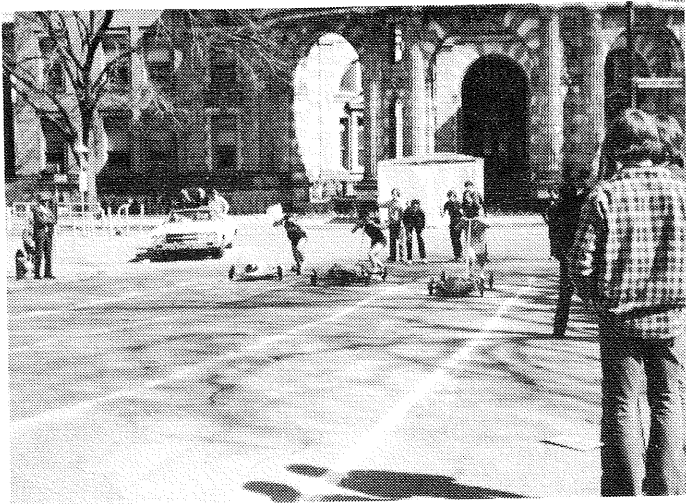


DELTA TAU DELTA

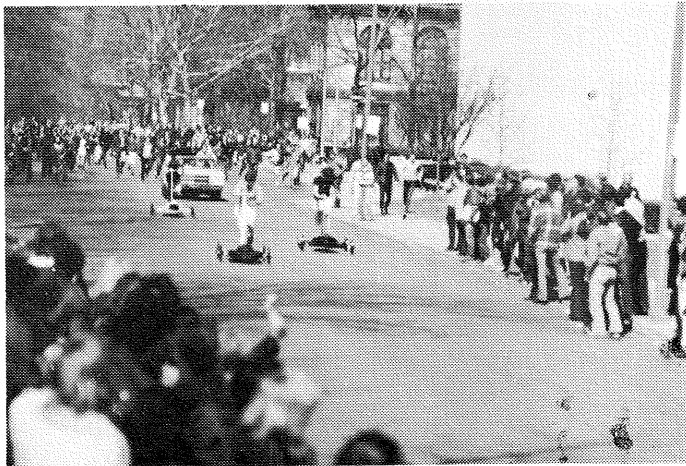
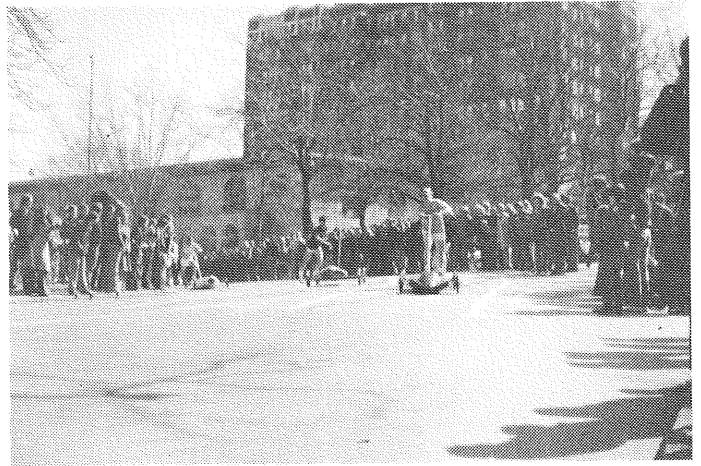
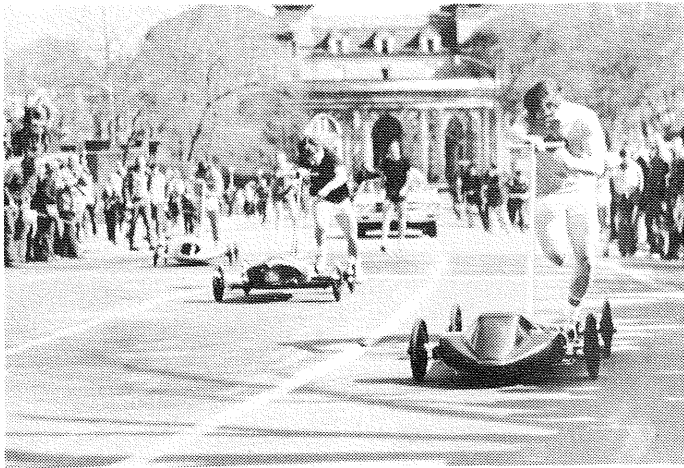
An all-out effort has been launched this year in an effort to regain the superior position in the annual buggy sweepstakes that Delta Tau Delta enjoyed during the Fifties. The Delts have their pick of three buggies that could be rolled on April nineteenth, the "Delta Queen," the "Green Grunge," and the "Bitch II." As of this date, the final decision has yet to be made as to which buggies will be rolled on Race Day. The buggies are built with three concepts in mind: speed, safety, and design. A sleek body, with low air resistance, carefully balanced wheels, and the in-



corporation of mechanical engineering principles, insures speed; and hopefully a new race record will be set. Pneumatic tires, a unibody construction, and positive steering controls will make sure safety is in no way compromised. There are variations of materials in the construction of the three buggies; no secrets will be revealed if it is said that extensive use is made of fiberglass and light-weight aluminum. This provides a safe and strong yet aesthetically pleasing exterior. This will insure many design points. Veteran pushers will be joined by their new freshmen brothers, from the largest Delt pledge class in five years.



Sweepstakes.Chairman
Safety Chairman
Design Chairman
Publicity Chairman
Buggy Book Editor
Many thanks to all those v



..... Dary Turner
..... Tom Wood
..... George Wargo
..... David Kanner
..... David Kanner
helped make this book possible

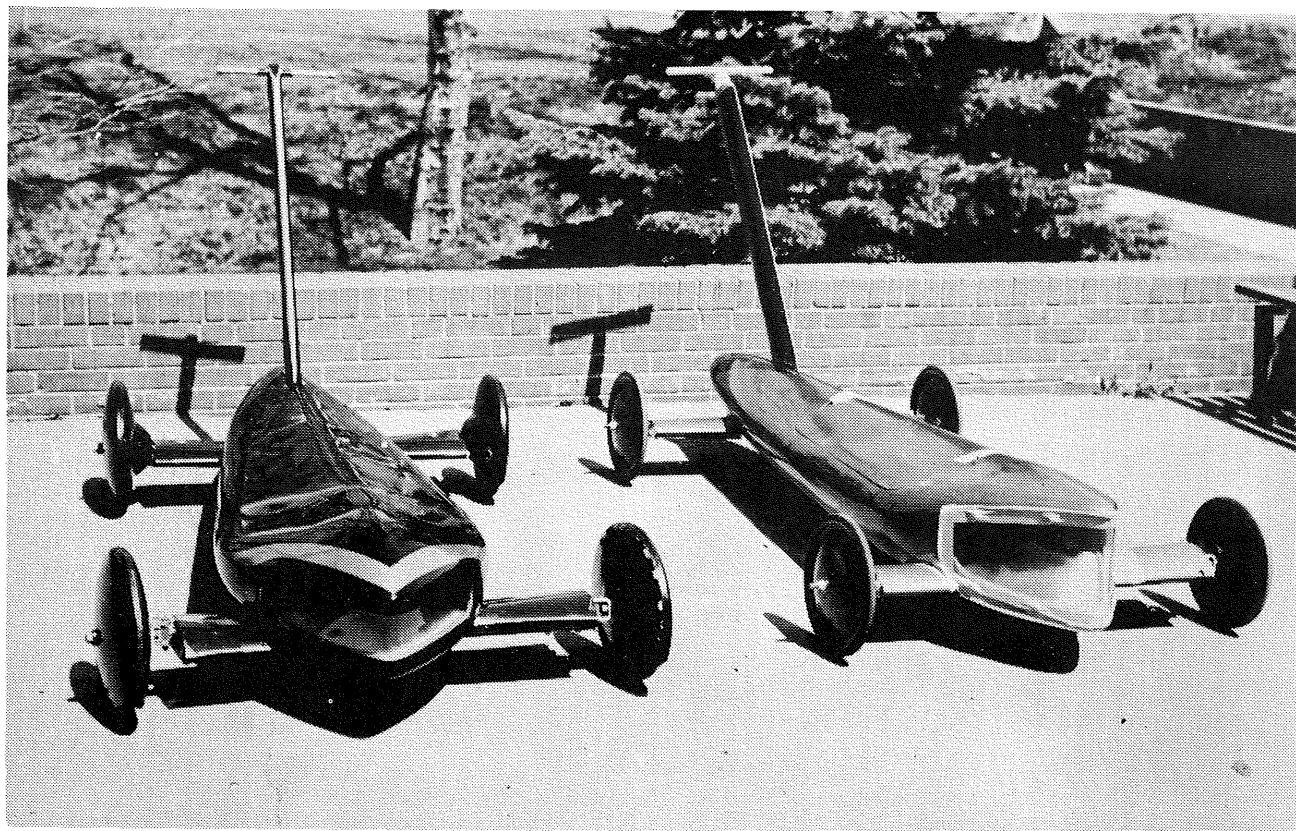
The uniqueness of the Pi Kappa Alpha buggy team is the result of over half a century of inspired engineering. PiKA has rolled into first, second and third place victories in 24 of the last 28 years, making buggy a house tradition. With four wins in the last seven years, we have proven to be the most competitive house on campus.

This year will see the return of "Tiger Shark II" and "PI-thon." Both buggies are of fiberglass monocoque construction, and employ sophisticated technological innovations to maximize speed, safety and maneuverability. The current record holder, "Tiger Shark II" will roll as "B" team this year, while the

more modern "PI-thon" will set the pace as our "A" buggy.

These two fine buggies are complemented by some of the finest pushers ever. Competition for a berth on the "A" team is fantastic, with seven distinguished veterans returning to lead an incredibly strong Freshman class.

Our ace veteran driver Glenn McKeeman is currently training three new prospects to enable them to handle any of the dangers that they might encounter en route to the finish line. This year we are super-psyched, so try to get a glimpse of our dynamic black and gold machine in lane three of heat eight!

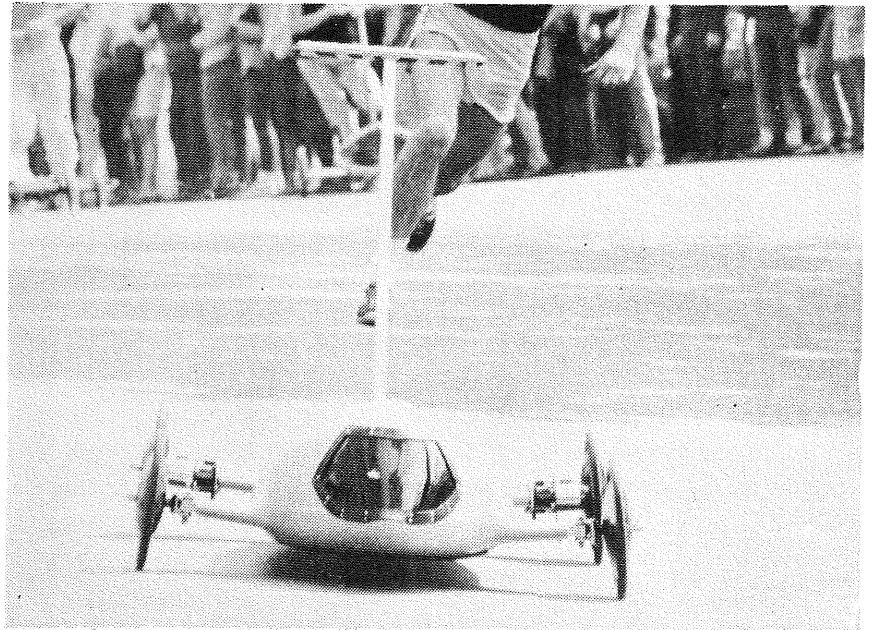


PI KAPPA ALPHA

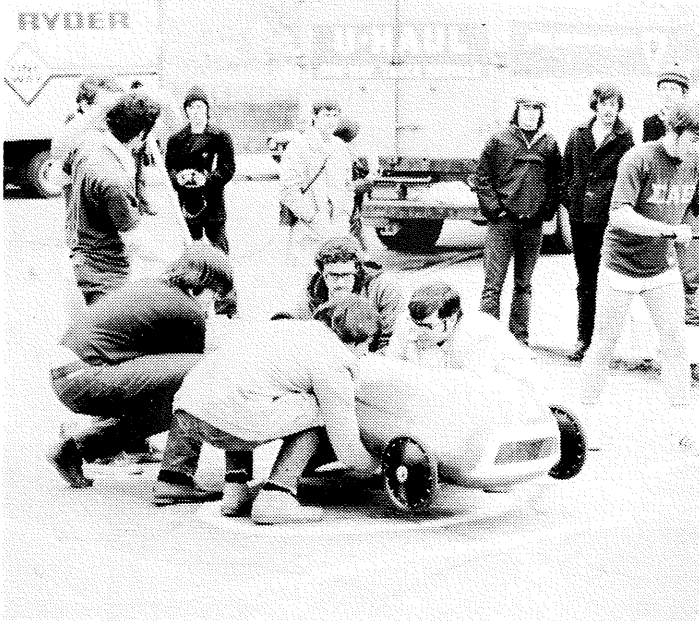
Time for change is upon the Beta racing team this year. Buggy chairmen John Panasewicz and John Rollins hope to mix established principles with innovative new ideas to make Beta Theta Pi the prime Sweepstakes contender. Beta's buggies will retain their classic teardrop silhouette with the driver in the prone position, but will incorporate new materials and design technology.

The Beta push team, under the training and direction of Jim Brogan, will include veterans Stu Cedrone, Jim Donnelly, Jack O'Neil, Larry Stovicek, Stan Smith, Gary Anderson and driver Farrel Helfer. Challenging these men for positions are several underclassmen who have exhibited great potential in the first weeks of practice.

BETA THETA PI



KAPPA SIGMA



This year Kappa Sigma is hoping to further improve its standings. To help this effort, we are working on a new buggy which was designed by Bob Stevens. With a little luck, it will be ready for this year's race. If we are unable to complete it in time, the "I Forget" will be made ready to roll.

This year, our push team should be stronger than our old one. Four members of last year's team are returning, and there are several excellent prospects attempting to push them out of their starting positions. Frank Coletta, last year's driver, is back, but he may lose his spot to Wes Friedman.

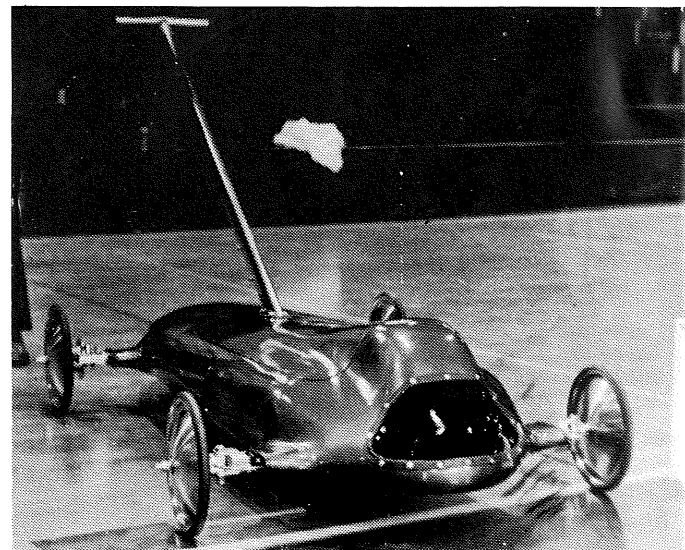
The buggy chairmen, Alan Bopp and Bob Stevens, are confident that this year's time will be the best in recent history for Kappa Sigma.

FRINGE

Using last year's new, but highly competitive buggy, the independent organization, Fringe, will once again enter the Sweepstakes. The buggy, dubbed "The Flying Buttress," took last year's third place trophy for Design then ran into misfortune race day.

Remaining basically unchanged, the buggy features light-weight aluminum construction, centrally located push bar, wide track and failproof caliper brakes. This year the emphasis has been placed on subtle refinement of the detailing.

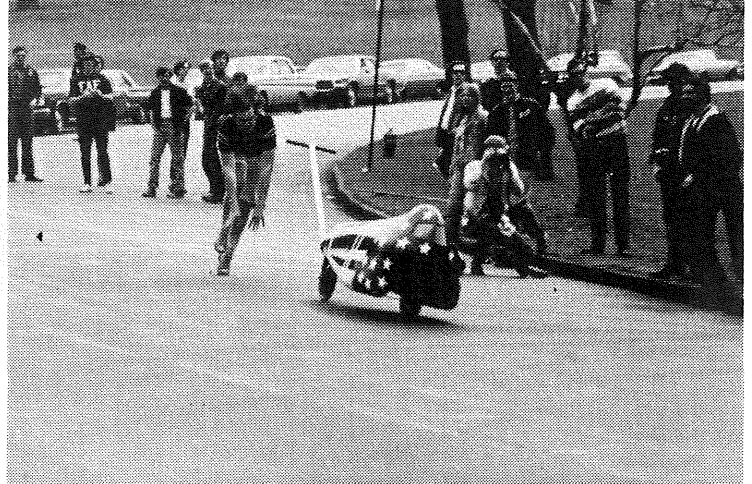
With only one returning team member, the hurdle to overcome this year is inexperience; however the response has been enthusiastic and the Fringe team is highly optimistic for 1974.



DELTA UPSILON

Captain America is Delta Upsilon's buggy for 1974. It was originally designed and constructed for Sweepstakes 1970. It performed well in freerolls and has spurred our interest in its unique and experimental design. Captain America is constructed of steel and plywood with an aerodynamically designed fiberglass shell. Riding on four wheels on the uphill stretches and two wheels during freeroll combines stability at low speeds with reduced rolling friction at higher speeds.

This year's buggy chairmen, Ralph Swick and Ed Cahill, are enthused about the prospects our buggy has for the race.



CIA

In the spring of 1970, a small group of freshmen watched their first buggy races. Inspired by the concept of the Sweepstakes, they founded the Carnegie-Mellon Involvement Association, an independent campus organization devoted to the designing, building and racing of buggies.

Their design philosophy differed from that of many of the other entrants. New ideas and configurations were tried in an effort to obtain an edge over the competition. Efforts were also made to minimize buggy weight to reduce pushing effort while still maintaining acceptable free roll performance. The first test of this concept was in the 1971 Sweepstakes.

The CIA buggy narrowly missed the finals by 1.5 seconds, a spectacular performance for a new independent organization.

Now those freshmen have graduated and a second generation of CIA buggy racers is taking over. Following their motto of 'extra care in engineering,' several subtleties are incorporated into their design, such as the use of many varied materials for a combination of strength, lightness, safety . . . and speed.

The 1974 entry was built last year, though it was never exposed to the public. Utilizing novel and highly sophisticated design techniques, the CIA buggy should be capable of a truly impressive performance this year.

SIGMA NU

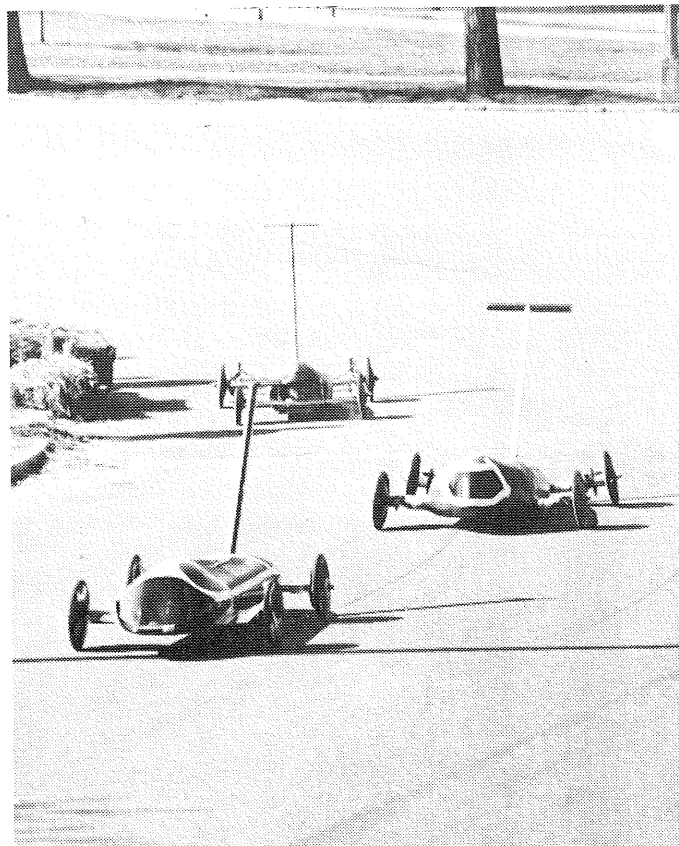
In the past history of Sweepstakes, Sigma Nu has always been a keen competitor, but until this year has not been able to capture a first place trophy. Minor mishaps have held up an otherwise outstanding record in the past few years. This year, Sigma Nu, using two fine buggies, feels that this will be a flawless year.

"Hornet," the Sigma Nu "A" buggy, returns to competition with an impressive record. In it's past lie third and fourth place finishes along with some fast times. "Hornet" has a reputation for being one of the fastest rolling buggies.

To help "Hornet" gain a good showing on race day: "Sinex," another buggy in the Sigma Nu stable, will make an attempt at placing in the money. "Sinex" is the latest edition to the line, not having raced a full course yet. Many new techniques have been applied to building this new buggy and the house is confident that "Sinex" will do well in its first outing.

Buggies themselves can't complete the full course. To help complete the effort, Sigma Nu's drivers and pushers are training intensively for this year's races.

In all, Sigma Nu is looking forward to a fine showing in this year's Sweepstakes, if not a number one place.



Tau Delta Phi, in its continuing endeavor for a balance between speed and safety, will once again enter an ultra-lightweight buggy of the bicycle design, completely equipped with racing wheels and specially contrived covers, caliper hand brakes, an excellent driver with an immaculate safety record, and an extremely powerful push team.

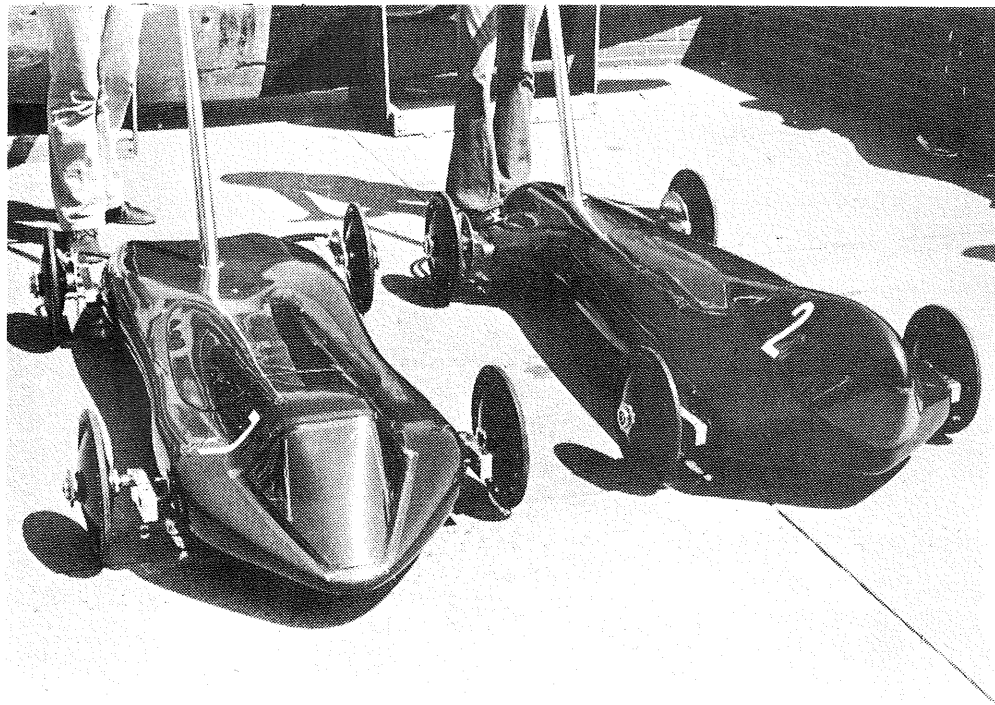
The bicycle design, chosen for its weight advantage and cornering ability, should prove once again this year that its driver can confidently look down on all other buggies of more conventional design. Our number one buggy, the MF 69 P.W. No. 13 Le "D," wrought with tubular aluminum frame, weighs a scant



TAU DELTA PHI

12½ pounds this year, down from 12¾ pounds due to inflation, and is undoubtedly the lightest vehicle in competition. The driver is positioned jockey style which is proven to cut wind resistance and provide maximum peripheral vision. Also, the driver is clad in a protective helmet, wind guard, and leather jacket for safety reasons.

Under the auspices of chairmen Ed Beatty and Kevin Lefebvre, and a special training program implemented by Frank Lefkin and his assistant Dick Burns for the push team, Tau Delta Phi expects to better its performance of last year with a first place trophy this year.



Phi Kappa Theta's prize-winning buggy lineup returns to Sweepstakes this year, heralding a concerted design and race effort.

"Streak," one of the most successful buggies to emerge from Phi Kappa Theta, comes to this year's competition in the wake of two 1973 victories: first place in both Sweepstakes and Design. Campus historians note that the double win has been achieved by only one other organization in Carnival history. Designed in the fall of 1969, "Streak" has earned three Sweepstakes trophies to date, two of them first-place, along with two first-place trophies and a second-place trophy in Design.

The "Streak" design is a synthesis of sophisticated technical innovations and compact, lightweight packaging. The monocoque Fiberglas body features a wind-cheating Kamm-tail, and provides for a high degree of driver safety. The buggy is equipped with hydraulic disc brakes, four-wheel independent suspension, and a special high-strength push bar. Several

detail and technical improvements have been incorporated this year in "Streak" to solidify its position as the top race and design buggy.

The new "Snorpus" makes its second appearance this year. Modeled after the original "Snorpus," an eleven-year Sweepstakes veteran, the new buggy combines the latest buggy technology with the reliable and versatile design of its predecessor. All-new equipment, similar to that used in "Streak," brings a new measure of speed and maneuverability to the buggy. "Snorpus" won second place in Design last Spring.

"A" push team veterans Mike Smith, Ernie Legg and Dan Streyle return this year, assisted by several returning "B" team pushers and what team trainer Legg calls "a bumper crop of freshmen." Driving "Streak" for the fourth time this year is buggy co-chairman Evan Hutchinson; "Hutch" is assisted in chairmanship duties by veteran co-chairman Don Marburger.

PHI KAPPA THETA

SIGMA ALPHA EPSILON



Known for years as a "bike house," SAE is putting its "A" Team effort into a completely revamped and improved buggy. Lightweight and a multitude of technical improvements should result in an impressive performance by the "A" Team buggy, dubbed "The Phoenix." The buggy is basically a heliarc-welded, channeled aluminum pan frame with a rigid suspension and a two-pivot steering system. Covering the frame is a lightweight fiberglass and plastic body. Exotic air film bearings, which SAE pioneered a few years ago, are among the many improvements in the critical wheel assemblies. Completing the design is a simplified and "foolproof" braking system.

Running "B" Team will be SAE's tried-and-true bike "Arnold." The veteran of 15 years of service,

"Arnold" is now retiring from active service as "A" Team vehicle, after being badly mauled in the crash last year.

SAE's "A" push team is bound to be one of our best in years. Dave "King Kong" Messersmith and Bill Lombardo on hills one and two, along with Al Koblin, and Ted and Mark Schiffman on hills three, four, and five should be an impressive combination. Remaining members of the team will make up the "B" Team, which will push the bike.

Pat "Frog" Wallace, Rod Mach, and Chris Forland are perspective drivers this year, rounding out the team.

Barring any last minute problems, SAE is confident of a victory in the '74 race.

SWEEPSTAKES

HEATS

Heat 0: 1) ATO Alumni -----
 2) PiKA Alumni -----
 3) Phi Kap Alumni -----

Heat 1: 1) -----
 2) CCCP -----
 3) Delta Upsilon -----

Heat 2: 1) -----
 2) Kappa Sigma -----
 3) Sigma Alpha Epsilon "A" -----

Heat 3: 1) Alpha Tau Omega "A" -----
 2) -----
 3) Phi Kappa Theta "B" -----

Heat 4: 1) Pi Kappa Alpha "B" -----
 2) Delta Tau Delta "B" -----
 3) Beta Theta Pi "B" -----

Heat 5: 1) Sigma Alpha Epsilon "B" -----
 2) Fringe -----
 3) Sigma Nu "A" -----

Heat 6: 1) Alpha Tau Omega "B" -----
 2) Delta Tau Delta "A" -----
 3) Beta Theta Pi "A" -----

Heat 7: 1) Sigma Nu "B" -----
 2) Theta Xi -----
 3) Phi Kappa Theta "A" -----

Heat 8: 1) Tau Delta Phi "A" -----
 2) CIA -----
 3) Pi Kappa Alpha "A" -----

FINALS:

