

BUGGY



10

INTRODUCTION

by Dave Kanner

Way back in the prehistoric days of 1920, some overworked Carnegie Tech student came up with a brilliant idea. "Why not have a big, student-run carnival just before finals week?" he undoubtedly said. "Why not indeed?" replied the administration. And so there was, in May of 1920, "Spring Week." Students built booths and concession stands, there were contests and art displays, and an interfraternity derby. The ten entries in the derby came in every size, shape and color. They ranged in design from bathtubs on wheels to modified go-karts. All ten lined up at the starting line and were pushed up an unpaved road that we now call Tech Street. They rolled through Schenley Park for awhile, with both the driver and the pusher going along for the ride. A stop was made for a wheel change, the pusher and driver switched positions, and the vehicle was pushed to the finish line next to Fine Arts. No one knows who won that first race but it doesn't really matter. The important thing is that it was the start of a tradition that is now 56 years old.

The wheel change was eliminated two years later, but little else about the race changed. The "push-mobiles," as they were called then, were heavy, cumbersome vehicles made out of wood or metal. In fact, through the first ten years of the race no one could run the course in under three minutes. The years 1929 and 1930 brought about significant changes though. In '29 the course was changed to its present form, and the next year the format of five pushers and one driver running in heats of three buggies was adopted. Also in 1930, Beta Theta Pi introduced a pushmobile made of a wooden frame covered with airplane silk. It was light and fast, and Beta won handily. By 1931 everybody had a buggy like BTP's and for the next ten years Kappa Sigma dominated the competition, winning 7 out of 10.

The war interrupted the buggy races but not the schemes of those Tech engineers. When the Sweepstakes resumed in 1946 Pi Kappa Alpha stunned everyone by displaying the first "torpedo-on-wheels" buggy. It was made of fiberglass over a steel frame, it had soapbox derby wheels and a driver in the prone position. Nothing like it had ever been seen before, but by 1949 (the year Phi Kappa Theta introduced unibody construction) everyone had one, and Delta Tau Delta set a course record by clocking in at 2:42.5. The times got faster every year after that as the buggies got better and better. In 1953 Alpha Tau Omega came up with the secret that everyone had been looking for and established an as yet unequalled dynasty. The ATO "Goose" won nine of the next ten races and brought the course record to 2:25 (PIKA won in 1959 and finished in second six of the other nine years).

Now I'm not one to accuse or point any fingers, but in 1963 all-of-a-sudden everybody and his brother knew ATO's secret and they were taking advantage of it (off the record I'd say some unscrupulous person(s) stole it). ATO kissed their dynasty good-bye and since their victory in the 1962 race they have finished in the top three only twice.

The 1960's and early 70's were dominated by PIKA (5 wins), Beta (4 wins) and Phi Kap (2 wins). Pi Kappa Alpha's "Tiger Shark" set a course record in 1968 at 2:20.9, yet they failed to place in the top three the next year. In 1974 Sigma Nu's all-aluminum "Hornet" broke that record with a 2:20.2 performance, giving the "Zoo" their initial first place trophy.

So now it looks like Sigma Nu knows something that no one else knows, and secrets equal success in this business. The buggy races are a unique and ever-changing affair. Only time will tell where they go in the future.

SWEEPSTAKES RESULTS

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

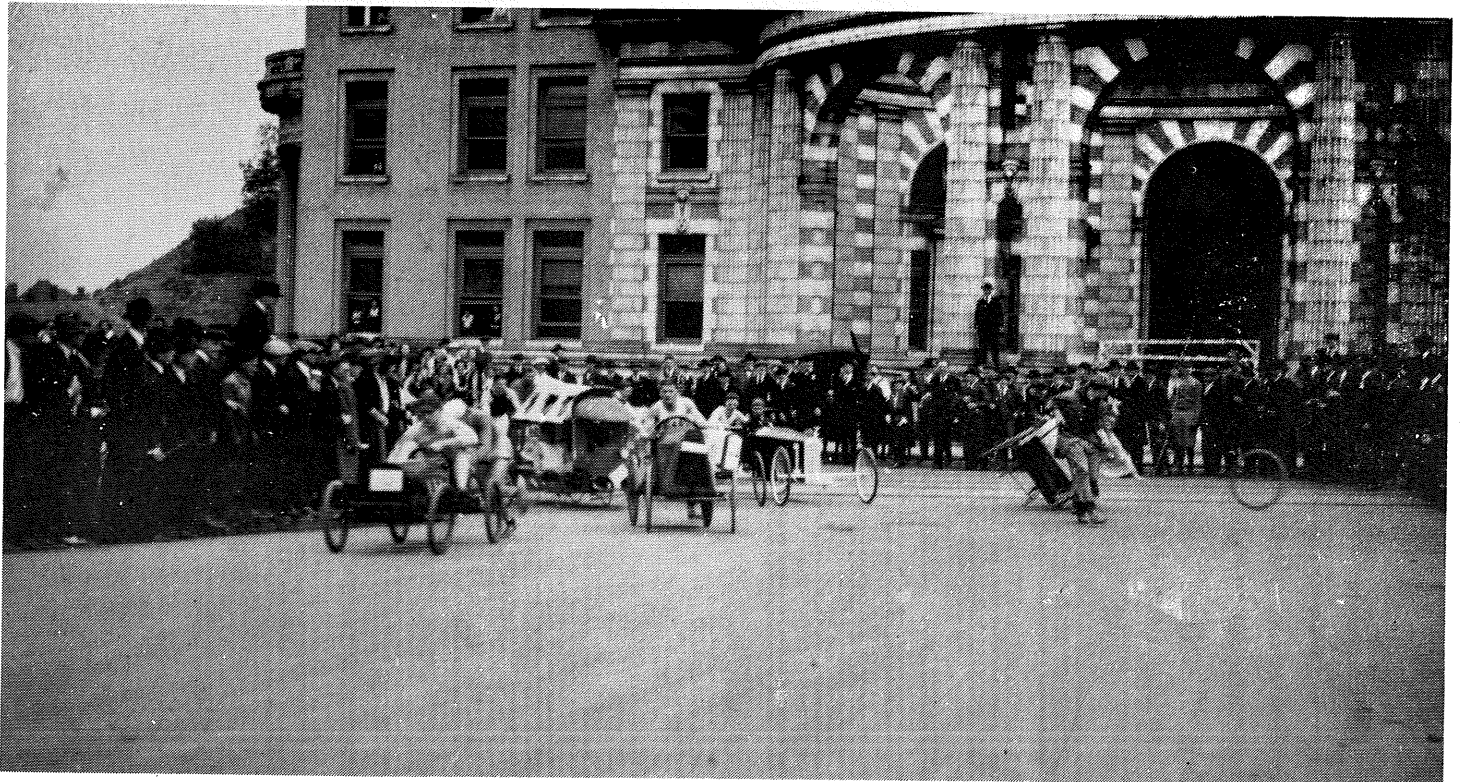
Sweepstakes Winners

Design Winners

- 1921: 1. Iota Sigma Delta 4:38
2. G.M.E. 4:42
3. Chi Sigma Upsilon 5:04
- 1922: 1. SAE 4:30
2. PiKA 4:30
3. Delta Mu
- 1923: 1. KS
2. TX
3. SAE
- 1924: 1. KS
2. SAE
3. DTD
- 1925: 1. KS
2. SAE
3. DTD
- 1926: 1. PiKA 3:18.3
2. (Phi K, DTD, SAE, KS
and Woodlawn Club in
Finals)
- 1927: 1. KS 3:15.8
2. DTD
3. TX

1. DU
2. SN
1. SN
2. ?
1. Delta Xi
2. KS and SAE
1. DTD
2. BTP
1. DTD
2. Delta Mu
1. ATO
2. ?
1. BTP
2. Phi Sigma Kappa

- 1928: 1. KS 3:04.4
2. SN
3. Phi Kap
(Roughly the present course)
- 1929:* 1. Phi Kap 3:05.6
2. KS 3:08.5
3. BTP 3:08.6
(Spring Carnival banned this year)
- 1930: 1. BTP 2:57.5
2. Phi Sigma Kappa
3. ?
- 1931: 1. DTD 2:59
2. BTP
3. KS
- 1932: 1. BTP 2:54.8
2. DTD
3. ATO
- 1933: 1. BTP 2:48.5
2. KS
3. SN
- 1934: 1. KS 2:49.7
2. PiKA
3. TX
1. SAE
2. Phi Sigma Kappa
1. (no cup awarded)
1. TX
2. ?
1. TX
2. ?
1. TX
2. BTP
1. TX
2. DTD
1. BTP
2. PiKA



1935:	1. BTP 2:47.2 2. KS close 3. ?	1. PiKA 2. TX	1956:	1. ATO 2:25.0 2. PiKA 2:30.2 3. PiKA 2:32.6	1. ?
1936:	1. KS 2:46.8 2. ? 3. ?	1. BTP 2. ATO	1957:	1. ATO 2:25.0 2. PiKA 2:27.5 3. BTP 2:30	1. Phi Kap 2. Dorm
1937:*	1. KS 3:00 2. BTP 3. ATO	1. BTP 2. ATO	1958:	1. ATO 2:28.4 2. PiKA 2:43 3. ATO 2:45	1. Phi Kap 2. ATO
1938:	1. KS 2:43 2. DTD 2:44.4 3. BTP	1. PiKA 2. ?	1959:	1. PiKA 2:29.7 2. SN 2:30.0 3. PKT 2:32.5	1. ATO 2. PKT
1939:	1. KS 2:44 2. DTD 3. ATO ?	1. PiKA	1960:	1. ATO 2:34.5 2. Dorm 2:36 3. PiKA 2:41.8	1. PKT 2. PiKA
1940:	1. KS 2:53 2. BTP 3. DU	1. BTP 2. ?	1961:	1. ATO 2. PiKA 3. SAE	1. ?
1941:	1. KS 2:55 2. BTP 3. DTD	1. PiKA 2. ?	1962:	1. ATO 2:27.5 2. PiKA 2:29.8 3. SAE 2:31.8	1. BTP 2. ATO
1942:	no results in Tartan		1963:	1. PiKA 2:34 2. SAE ? 3. BTP 2:37	1. SN 2. ?
1943-1945	No Races—War Years		1964:	1. BTP 2:31.5 (default) 2. SAE 2:33 3. PKT 2:37.7	1. SN 2. PKT
1946:	1. DTD 2:49 2. KS 3. PiKA	1. BTP 2. PiKA	1965:	1. BTP 2:28.7 2. ATO 2:31.9 3. BTP 2:32.05	1. BTP 2. ATO
1947:	1. DU 2. PiKA 3. DTD	1. PiKA 2. ?	1966:	1. BTP 2:27.8 2. ATO 2:29.5 3. PiKA 2:30.5	1. BTP 2. SN
1948:	1. DTD 2:48 2. KS 3. PiKA	1. KS 2. ?	1967:	1. PiKA 2:24.8 2. BTP 3. PKT	1. BTP 2. ?
1949:	1. DTD 2:42.5 2. PiKA 2:43.5 3. KS	1. SAE 2. PiKA	1968:	1. PiKA 2:20.9 2. SAE 2:25.5 3. PKT	1. BTP 2. ?
1950:	1. DTD 2:41.8 2. PiKA 3. DU	1. KS 2. SAE	1969:	1. BTP 2:22.5 2. PKT 2:26.2 3. SAE 2:33.4	1. BTP 2. PKT 3. TX
1951:	1. DTD 2:41.6 2. KS 2:54 3. DU	1. KS 2. SAE	1970:	1. PiKA 2:28.5 2. BTP 2:29.6 3. BTP 2:33.0	1. BTP 2. DTD 3. ATO
1952:	1. DTD 2:36 2. KS 3. PiKA	1. KS 2. SN	1971:	1. PiKA 2:26.4 2. BTP 2:30.0 3. BTP 2:30.9	1. PKT 2. DTD 3. PKT
1953:	1. ATO 2:30.55 2. DTD 2:30.6 3. PiKA	1. Phi Kap 2. ?	1972:	1. PKT 2:24.0 2. PKA 2:24.6 3. SN 2:28.8	1. BTP 2. PKT
1954:	1. ATO 2:28.1 2. PiKA 2:36 3. DTD	1. PiKA 2. ATO	1973:	1. PKT 2:23.0 2. PKA 2:23.6 3. BTP 2:25.8	1. PKT 2. PKT
1955:	1. ATO 2:26.0 2. ATO 2:30.5 3. PiKA 2:32.6	1. Phi Kap 2. ATO			

1974 SWEEPSTAKES

1st Day

1. Sigma Nu	2:21.4
2. Beta Theta Pi A	2:23.9
3. Phi Kappa Theta A	2:23.7
4. Alpha Tau Omega A	2:25.7
5. Pi Kappa Alpha	2:27.0
6. Alpha Tau Omega B	2:30.0
7. Fringe	2:32.6
8. Phi Kappa Theta B	2:33.6
9. Sigma Alpha Epsilon A	2:36.2
10. Pi Kappa Alpha B	2:37.2
11. Beta Theta Pi B	2:37.7
12. Delta Tau Delta B	2:40.7
13 CIA	2:41.8
14. Delta Tau Delta A	2:44.4
15. Kappa Sigma	2:45.4
16. Sigma Nu B	2:45.5
17. CCCP	3:32.8
18. Delta Upsilon	4:09.4

Alumni

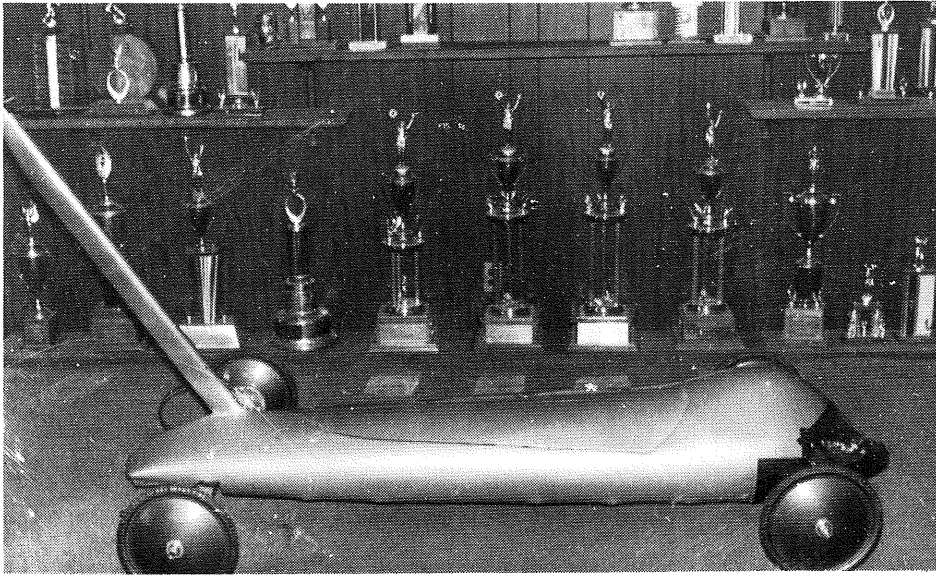
1. Phi Kappa Theta	2:48.3
2. Day Care	2:54.7
3. Sigma Nu	2:55.8
4. Phi Kappa Alpha	3:03.6

Did Not Finish or Disqualified
SAE B
TDP A

2nd Day

1. Sigma Nu A	2:20.2
2. Beta Theta Pi A	2:22.8
3. Phi Kappa Theta A	2:22.0
4. Alpha Tau Omega A	2:28.5
5. Pi Kappa Alpha A	2:29.4
6. Alpha Tau Omega B	2:31.8





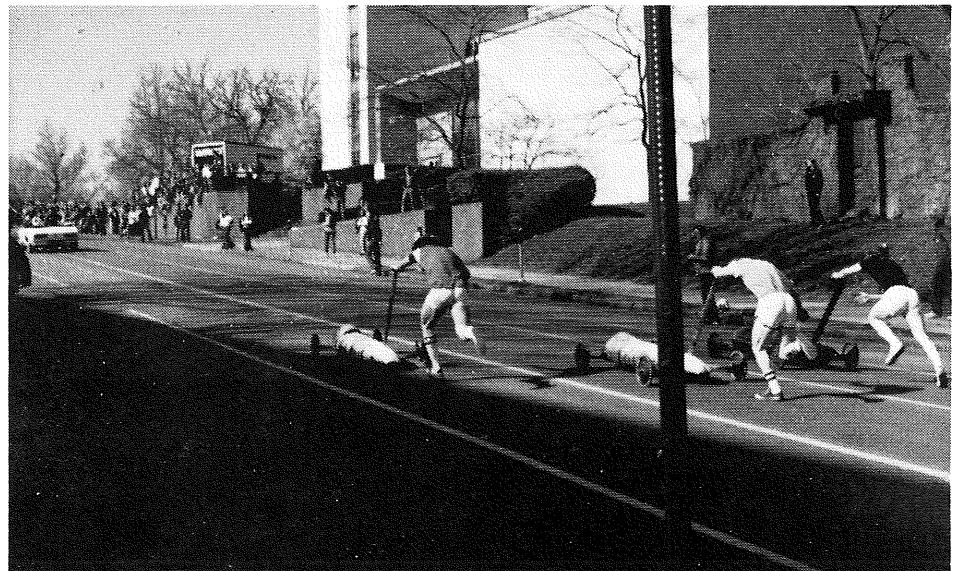
Alpha Tau Omega

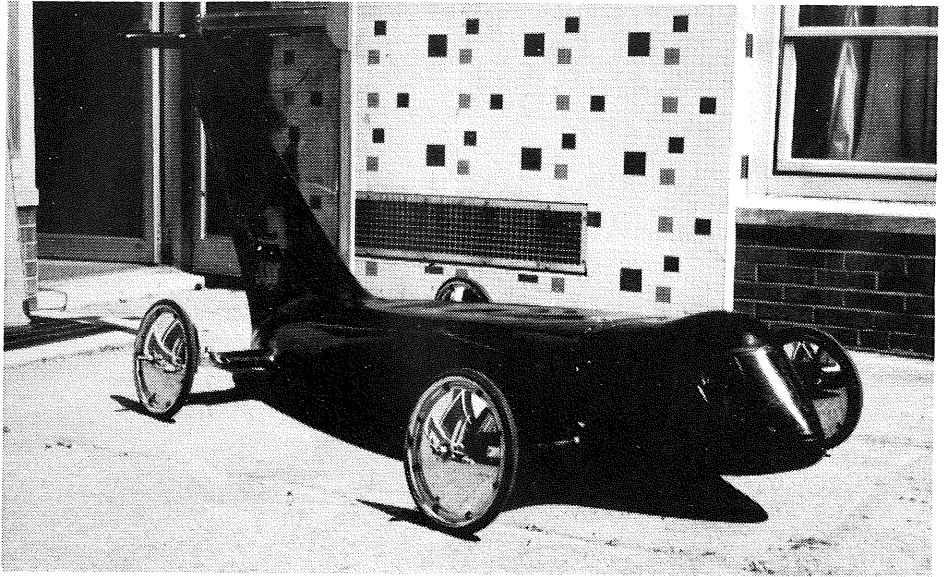
Alpha Tau Omega's hopes for Sweepstakes 1975 are bright. Eight members of last year's ten-man push team are back along with a host of strong, fast and willing young pushers. Competition here is fierce, which should provide for a more than adequate propulsion system on race day.

Out of the stables will come ATO's familiar and prominent "Golden Goose" and the two year old "Gander." a relative newcomer sporting a sixth place in its first year out and a fourth last year. Inside the buggies will be tucked two of the most experienced drivers on campus with excellent records.

The fast-rolling buggies are provided a technical assist from a remarkable crew of mechanics and speed specialists who have developed and modified last year's "Goose" and "Gander" to the point that a very promising year can be expected.

The coordination of technology, drivers and pushers' talents with a pair of top-notch buggies hopefully will lead to a superior finish in Sweepstakes 1975.



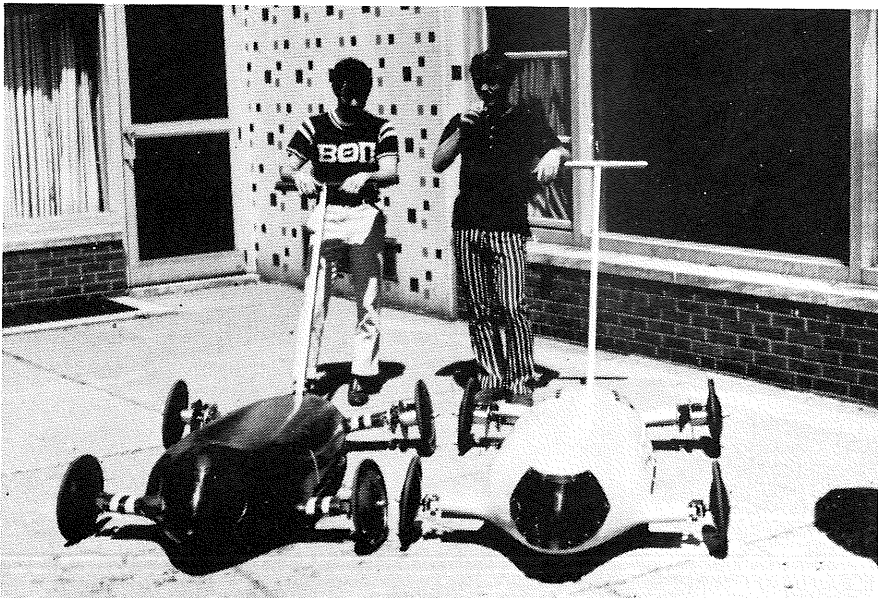


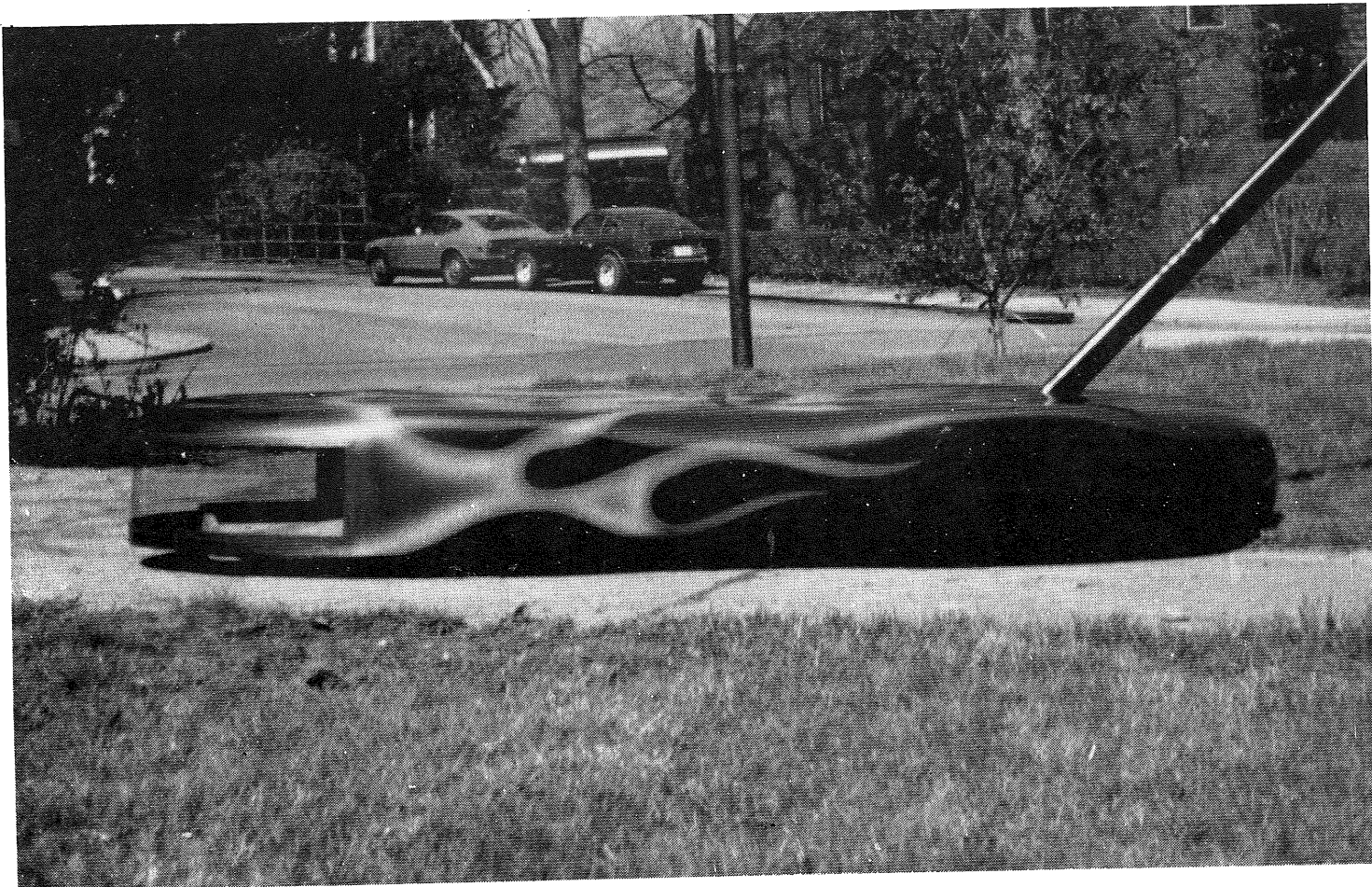
Beta Theta Pi

Since 1969 Beta Theta Pi has not recaptured the first place Sweepstakes trophy. However, Beta has maintained its highly competitive position by taking two second places, four third places a fourth and a fifth place in the last five races. Our strength is exemplified by the fact that half of those honors belong to our B team.

This year, Beta will race three buggies; our newest

being "SST," our monocoque fiberglass buggy which was built last year. Also appearing will be the famous "B25" (Yellow Pig) and the infamous "POS." Buggy Chairmen Mike Cozza and Harry South have dedicated themselves to giving Beta the fastest buggies; and Push Chairment Stan Smith and Jeff Grube are training the veteran Beta push team as the fastest ever. 1975 will be the year of the Betas.



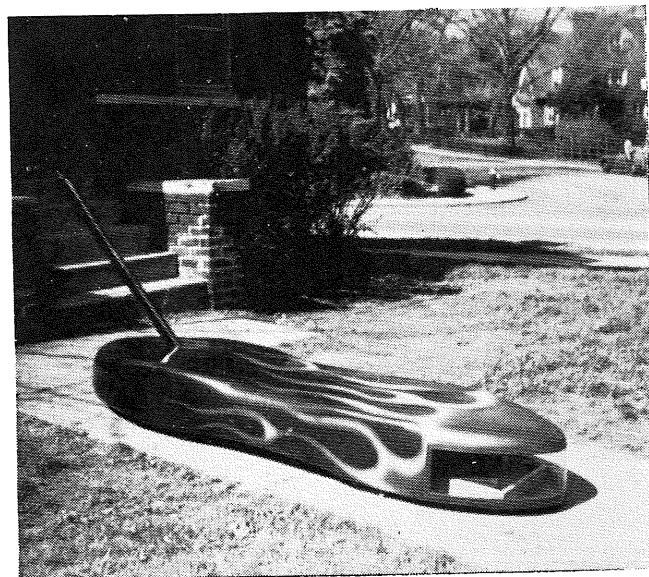


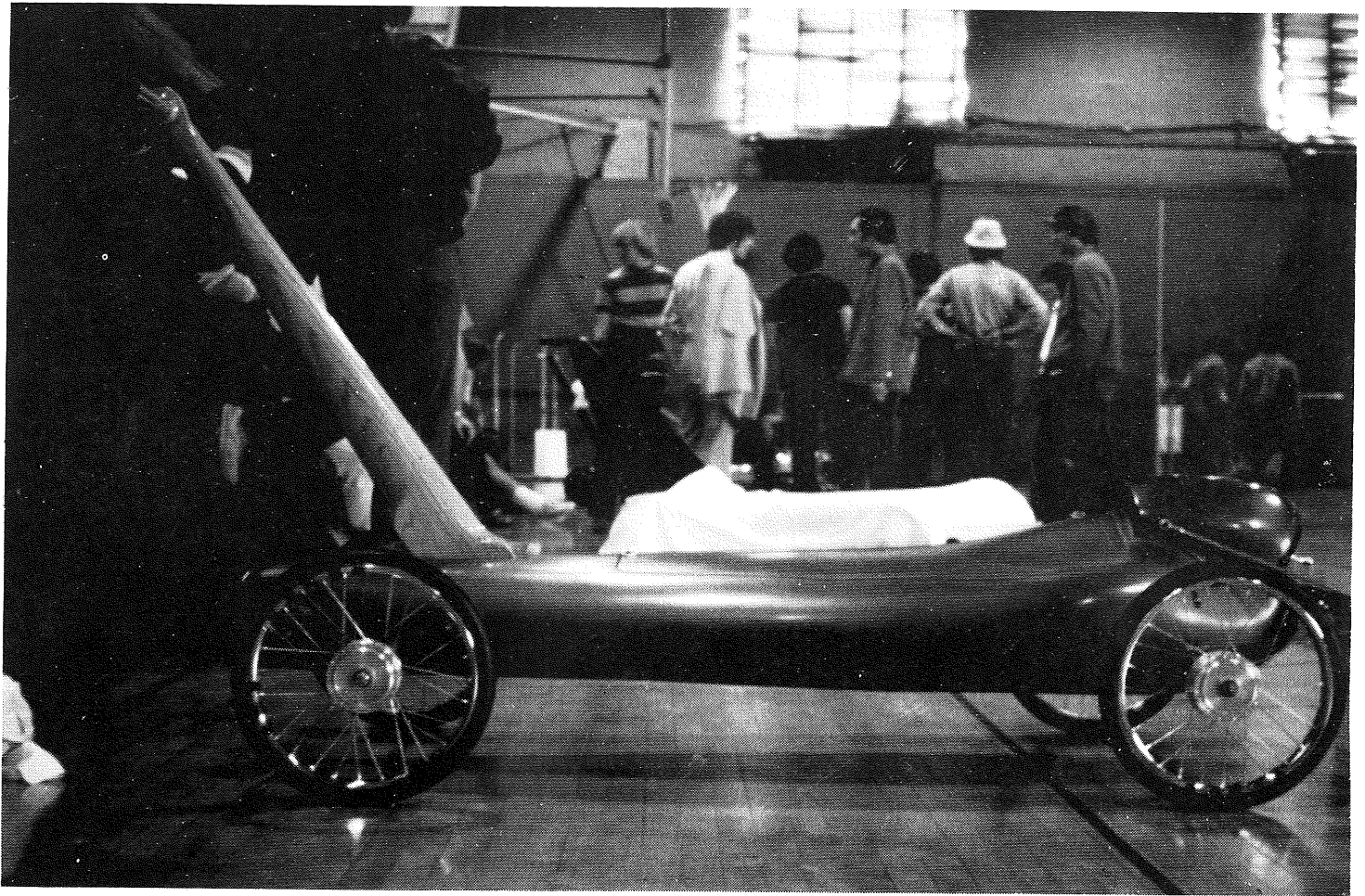
In the spring of 1970, a small group of freshmen watched their first buggy races. Inspired by the concept of the Sweepstakes, they founded the Carnegie-Mellon Involvement Association, an independent campus organization devoted to the designing, building and racing of buggies.

Their design philosophy differs from that of many of the other entrants. New ideas and configurations are tried in an effort to obtain an edge over the competition. Efforts are made to minimize buggy weight to reduce pushing effort while still maintaining acceptable free roll performance. Several subtleties are incorporated in the design, such as the use of many varied materials for a combination of strength, lightness, safety . . . and speed. The first test of this concept was in the 1971 Sweepstakes. This CIA buggy narrowly missed the finals by 1½ seconds, a spectacular performance for a new independent organization.

The 1974 entry, "The Peanut," will again represent the CIA on race day in 1975. Utilizing novel and highly sophisticated design techniques, the CIA buggy should be capable of a truly impressive performance this year.

CIA

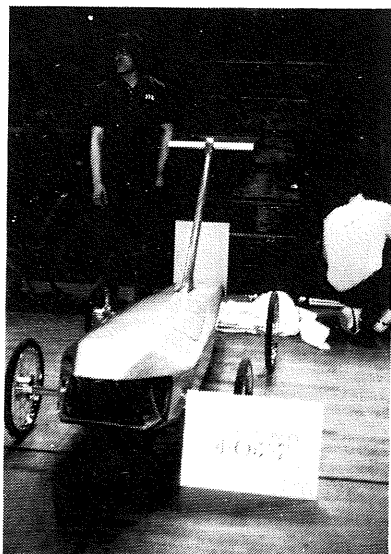


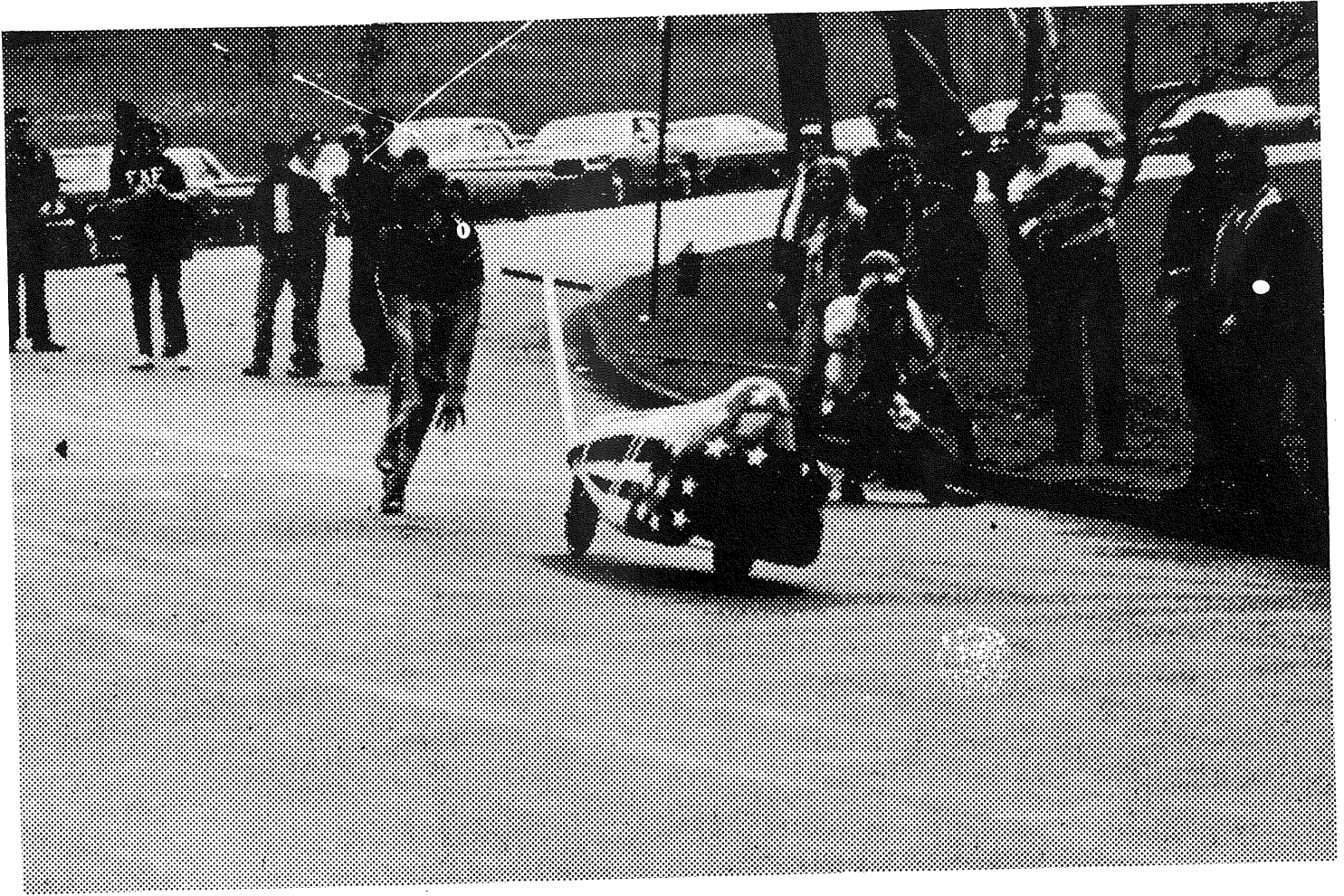


Delta Tau Delta

Delta Tau Delta returns this year with their two safe and fast rolling buggies, the "4*0*7*7" and "Hotstuff." The buggies, which are distinguished by their pneumatic tires and wooden push poles, feature torsion bars, internal expanding brakes, positive steering controls, a rear view mirror and a unibody construction made of fibreglas laminated over a very strong and extremely light internal core. These and other features contribute to our buggies' speed, safety and design.

Nearing optimum efficiency during free roll, the Delts will be putting the major emphasis on a quick and prepared push team. To accomplish this, several veteran pushers, together with a number of freshmen, have been practicing and will continue to do so until race day. With the addition of two new drivers, the Delts have a young and strong team that will be around for years to come.





Delta Upsilon

Captain America is Delta Upsilon's buggy for 1975. 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.

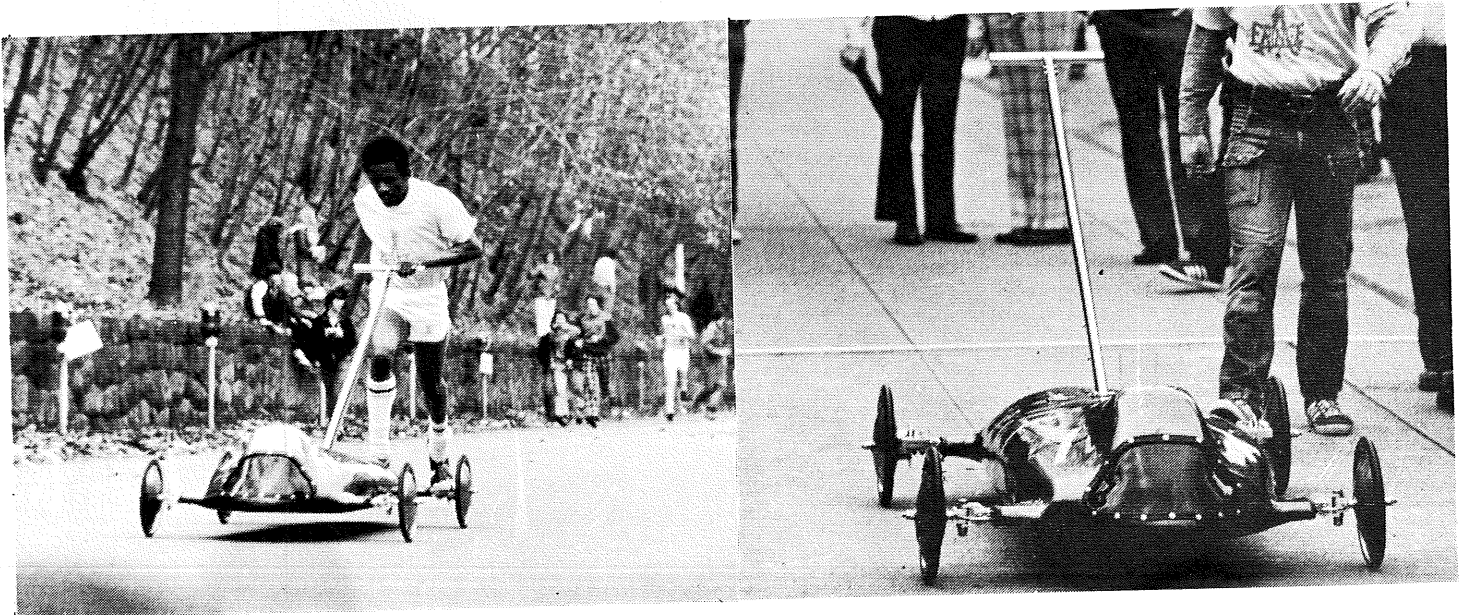
This year's Buggy Chairman, Ralph Swick, is enthused about the opportunity Captain America offers for entertainment.

Fringe's prize-winning buggy line-up returns to the Sweepstakes this year heralding a concerted design and race effort.

"Flying Buttress," one of the most successful buggies to emerge from Fringe, comes to this year's competition in the wake of a seventh place position in last year's race and second place in design competition. Designed in the fall of 1972, "Buttress" has earned two seventh place finishes to date and a second and third place design trophy.

The "Buttress" design is a synthesis of sophisticated technical innovations and compact, lightweight samsonite. The design features a centrally located pushbar which provides higher pushing torque. The buggy is equipped with caliper disc brakes and strong driver protection features. Next year's organization has made great strides this year to correct errors of the past. Design Chairman, Dale Arden, has expressed great confidence in this year's technical crew and push team.

Fringe



Kappa Sigma approaches this year's Sweepstakes with high hopes. Two years of steady improvement are being culminated with the introduction of a new buggy. Under construction for almost two years, it incorporates the traditional metal frame and fiberglass shell design with the newest safety features. The aerodynamic shell design and new development in bearing lubricants should result in a fine free roll time, while the low weight should help lower the pushing time.

This year's push team looks to be a strong one. With three pushers returning from last year, and a large class of freshmen, competition for this year's five spots, the push team promises to be strong. The driving duties will probably be handled by freshman Bill Schlitte, with veteran Frank Colbita available as a backup. The chairmen, Alan Bopp and Bob Stevens, are looking for an exciting and safe Sweepstakes this year.

Kappa Sigma



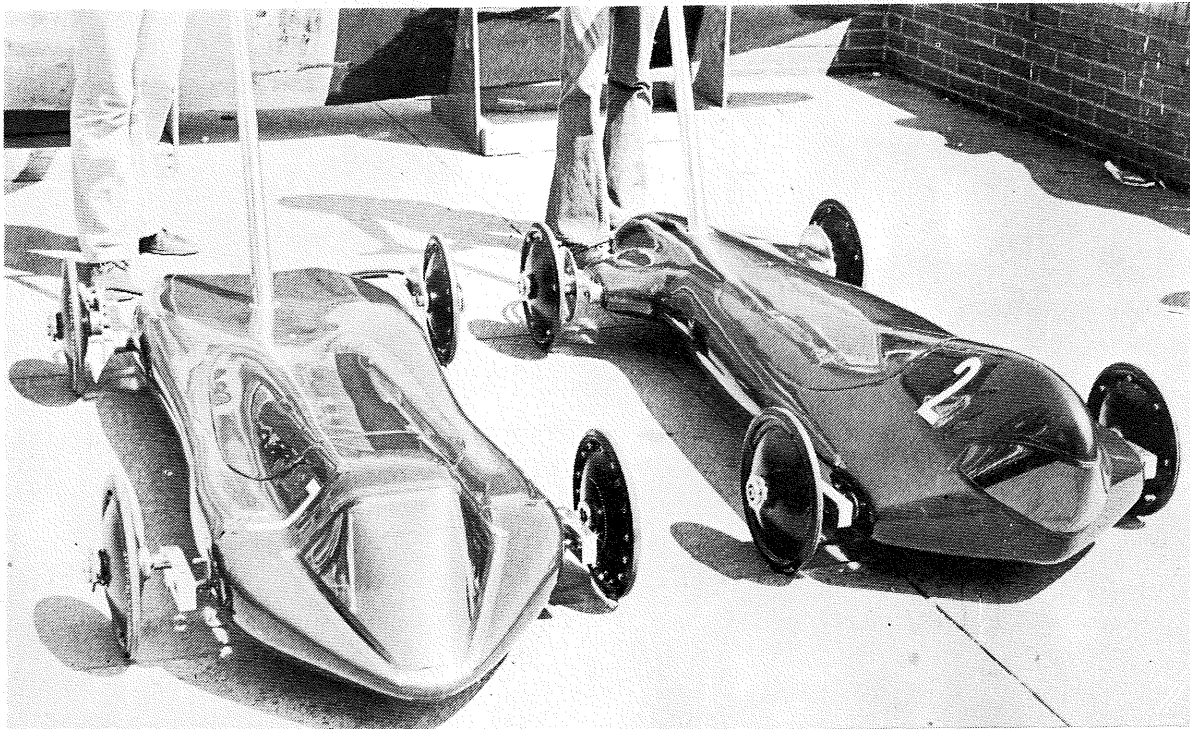
Phi Kappa Theta

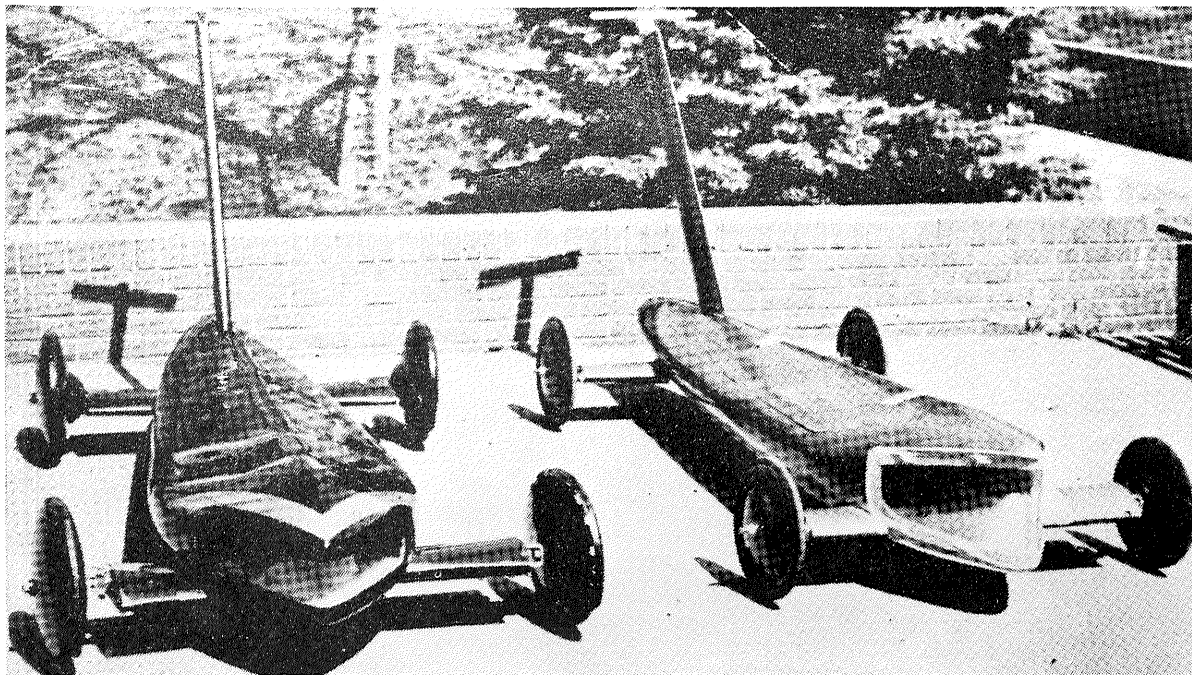
Phi Kappa Theta's prize-winning buggy lineup includes a new entry in the Sweepstakes this year, "Shadow" (not pictured). It promises to be a contender in both design and the race. The design of the new buggy is a synthesis of sophisticated technical innovations and proven design features. The monocoque fiberglass body, along with improved safety features, provides for adequate driver safety. Equipped with hydraulic disk brakes, four-wheel independent suspension and a high-strength push bar, which have been improved from previous designs, along with advancements in other technology, "Shadow" will make a good debut this year.

"Streak," Phi Kap's most successful buggy in recent years, comes to this year's competition after placing first in design and second in the Sweepstakes last year. In 1973 "Streak" placed first in both design and race, a record equalled by only one other organization in Carnival history. "Streak's" low profile features a wind-cheating Kamm-tail and a high degree of driver safety along with many other improvements since it first appeared in 1970.

The new "Snorpus" will return again this year. Modelled after the original "Snorpus," an eleven-year Sweepstakes veteran, this buggy combines the latest technology with the reliable and versatile design of its predecessor. Featuring equipment similar to "Streak," "Snorpus" has the potential to be a strong contender again this year. Last year it won third place in design.

"A" push team veterans Peter Hague (team captain) and George Walsh, along with returning "B" team pushers and freshmen round out the push team. Alan McCurdy, Jim Lorenzi, John Peltz and Erwin Goedicke are this year's prospective drivers. The buggy effort is coordinated by co-chairmen Mike Roman and Lou Fanty.





Pi Kappa Alpha

Pi Kappa Alpha enjoys buggy racing as no other group can. Our pride, history, technology and desire set us apart. We have been the most competitive group on campus by taking home a first, second or third place trophy in all but five years since 1946. If history does repeat itself, we'll be tough again this year.

A vital necessity for any Sweepstakes effort is the push team! The amount of work and dedication of these men is unparalleled. Their task: move the buggy up hill *FAST!* In months of practice we see individuals competing with one another for top spots while at the same time, everyone is pulling together to be the best team. We are confident each year that our pushers will outperform all others. With our veterans from last year, we'll have no lack of speed on the hills.

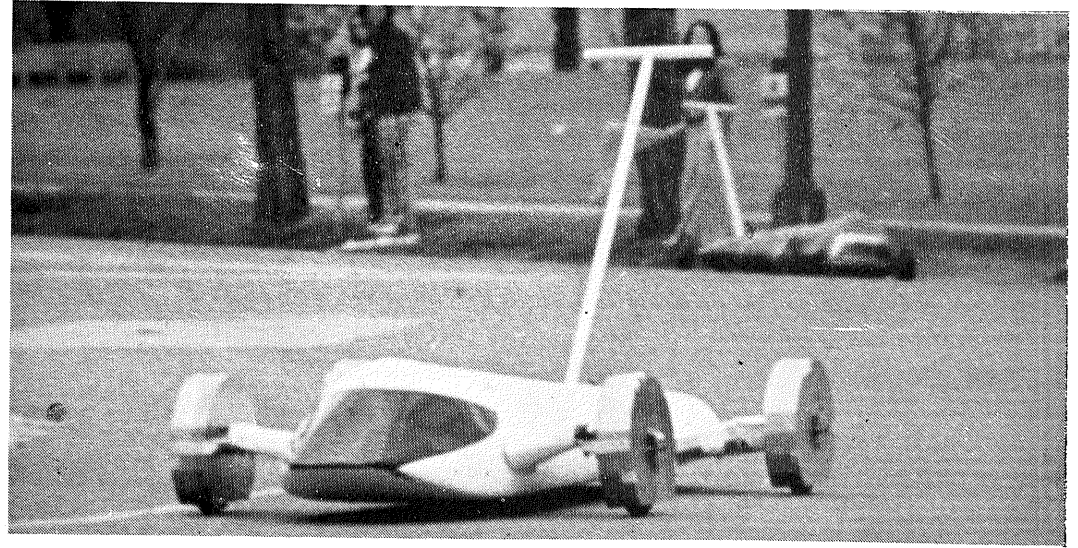
A good driver can make the difference between winning and losing. Our one returning driver has the experience needed to drive a perfect race. He is working hard to train the new drivers to enable them to handle the buggy at all speeds.

Getting our buggies in shape also requires many hours of hard work from dedicated brothers. This year we will roll with three buggies, "Tiger Shark I," "Tiger Shark II," and "Pi-Thon." We have high hopes that all will finish well.

Everyone in the house does what they can to enable a win or perhaps even a record. It is everybody pulling together that makes us top contenders every year. We've got it all together this year, so look for us on race day. We'll be wearing gold and red in lane 3 of heat 6!



Sigma Alpha Epsilon



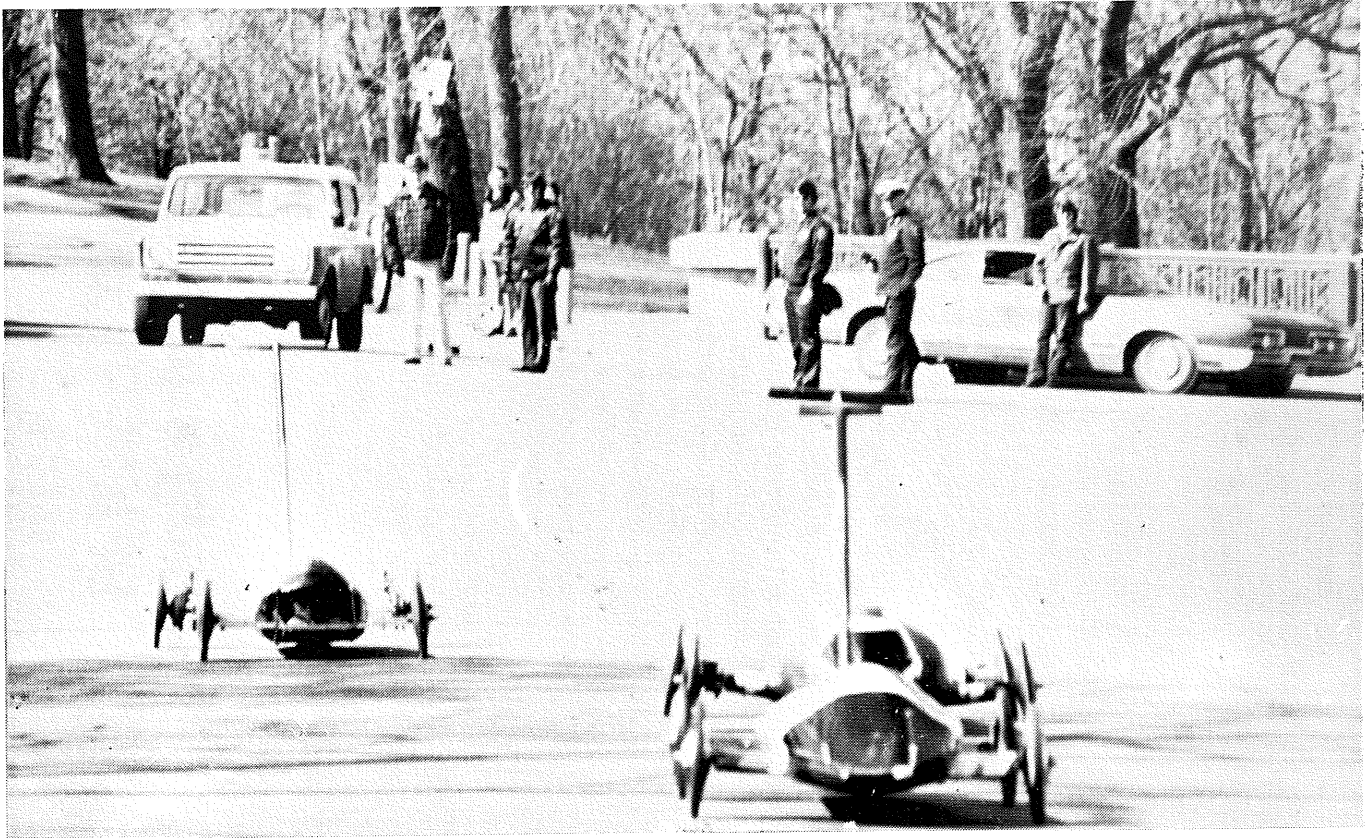
SAE is back again this year with a determined effort for another Sweepstakes trophy. An improved buggy, a renovated bike, and a returning strong push team mark 1975 as a big year for SAE.

The revamped two wheeler "Arnold II" will be returning again this year with renewed emphasis. Holding the impressive record of finishing in the top six for 11 of the past 15 races, Arnold will be competing with the buggy "Intrepid II" for selection as SAE's "A" team vehicle. Except for a simplified and "foolproof" braking system, refinement will consist of minor changes to last year's new design.

The SAE push team again promises to be one of the tougher ones on campus. Mid-winter practice sessions have proven that the old muscles are still there, though long unused. Five returnees from last year's battle form the nucleus for the push teams, but these spots may be challenged by promising rookies. Rounding out the SAE team are two experienced drivers including the "A" team's Rodney Mach.

Excluding any unforeseen problems, SAE is optimistic of an impressive showing in the '75 Sweepstakes.





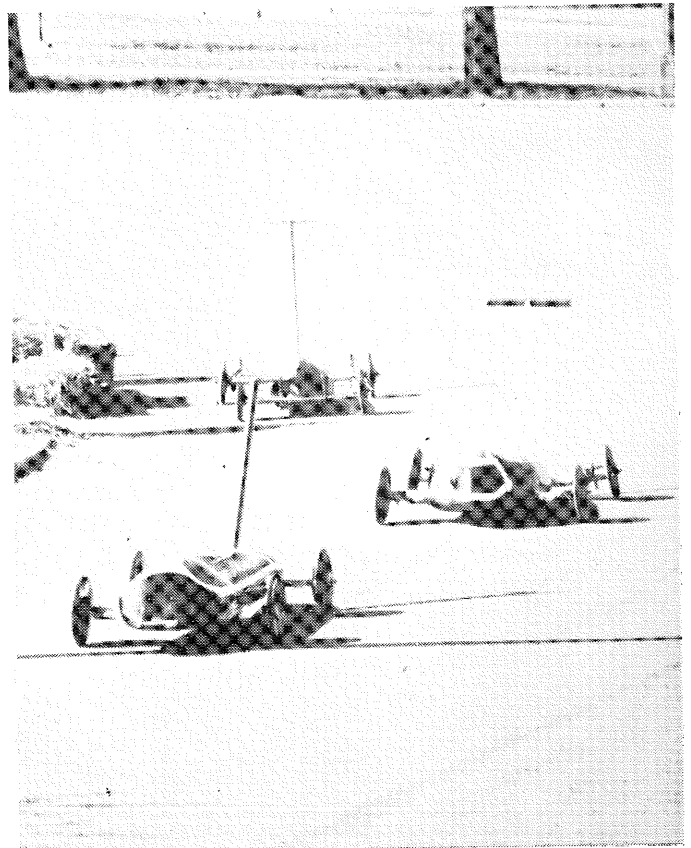
Sigma Nu

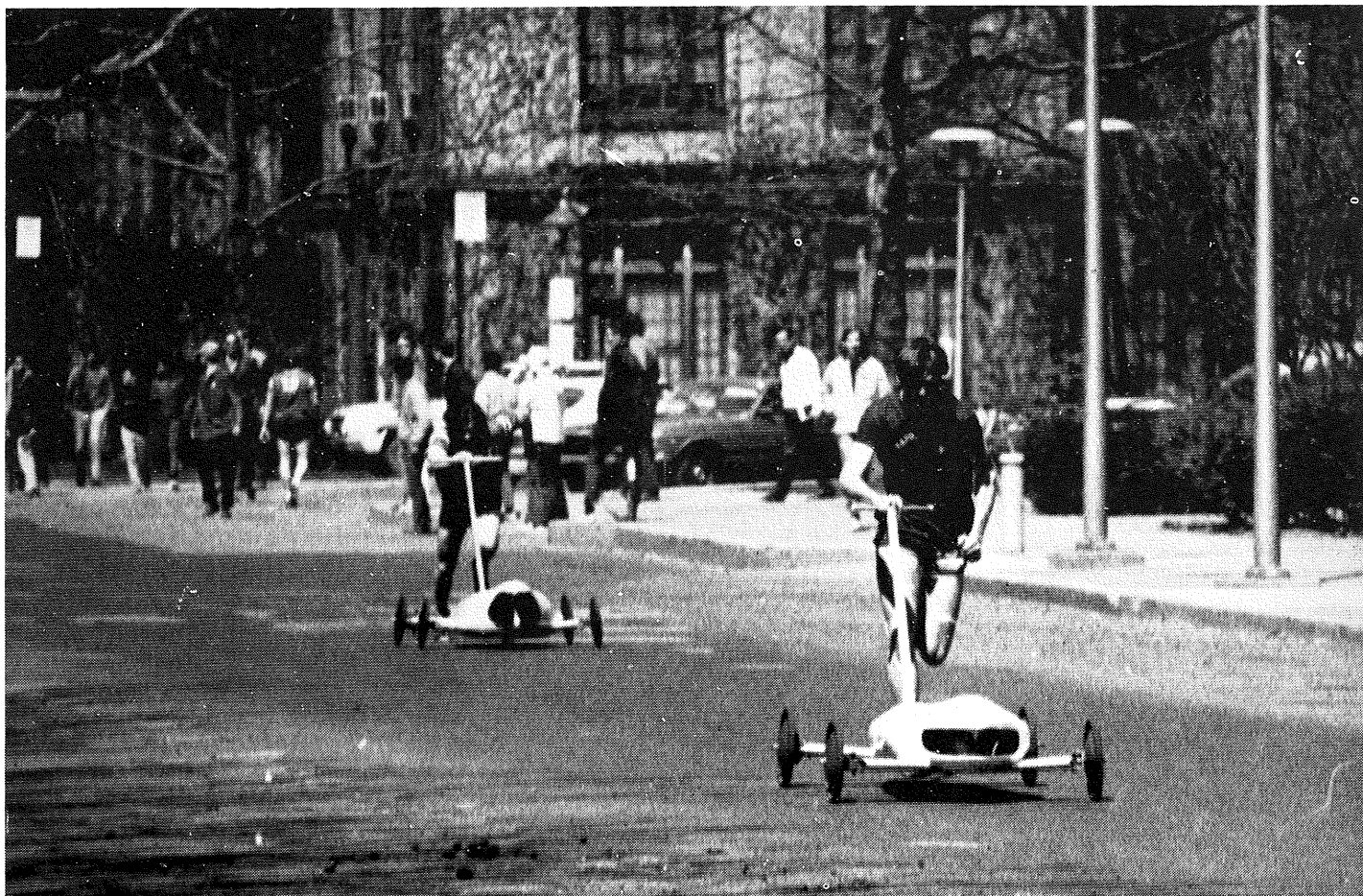
Sigma Nu's buggy effort for 1975 hopes to incorporate new techniques with past years' performance. "Hornet," the 1974 record holding race winner, will undoubtedly return to defend her title and time.

The outlook of the house has always been dynamic and Sigma Nu this year will be working on buggy as a total race, realizing such aspects as busher technology also exist.

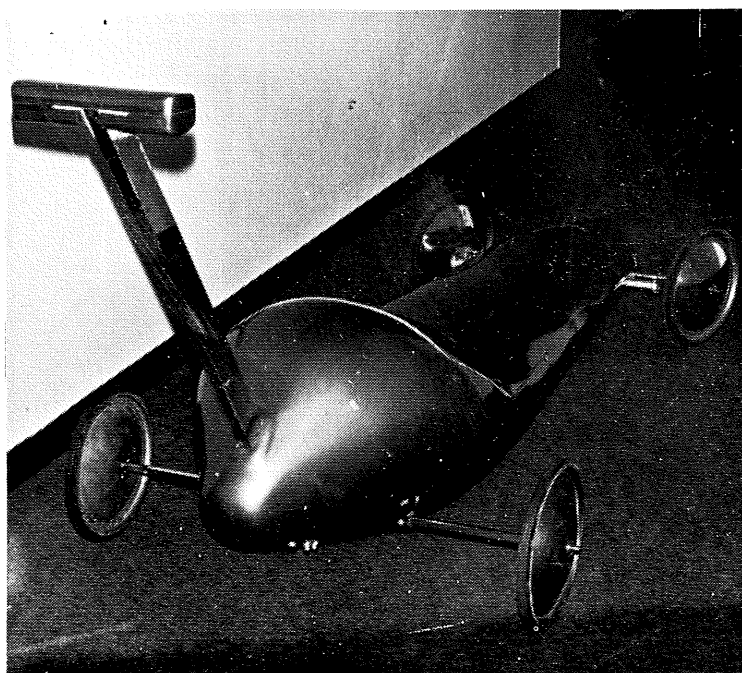
Although the Zoo will be a young team this year, as upperclassmen are encouraging new members to pick up where they left off, we still don't consider this year as a training one.

Count on Sigma Nu to be competitive and perfectly able to defend her title.





Theta Xi



Mounting its first serious buggy effort in five years, Theta Xi will be campaigning its unique feet-first buggy, "Xiclone." With the driver positioned head rearmost, and the push bar acting as a rear bumper, this scheme offers maximum driver protection in the event of a crash. Other design features of this buggy include bicycle-style caliper brakes, rack and pinion steering and one-piece monocoque body construction. After such a long layoff from competition, the chief difficulty will be the inexperience of both the driver and push team; however, there is much potential here for the future.



Zeta Beta Tau

Zeta Beta Tau 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 Mountain Oyster Number 13, wrought with tubular aluminum frame, weighs a scant 12½ pounds this year, 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 for the push team, ZBT expects to better its performance of last year with a finish this year.



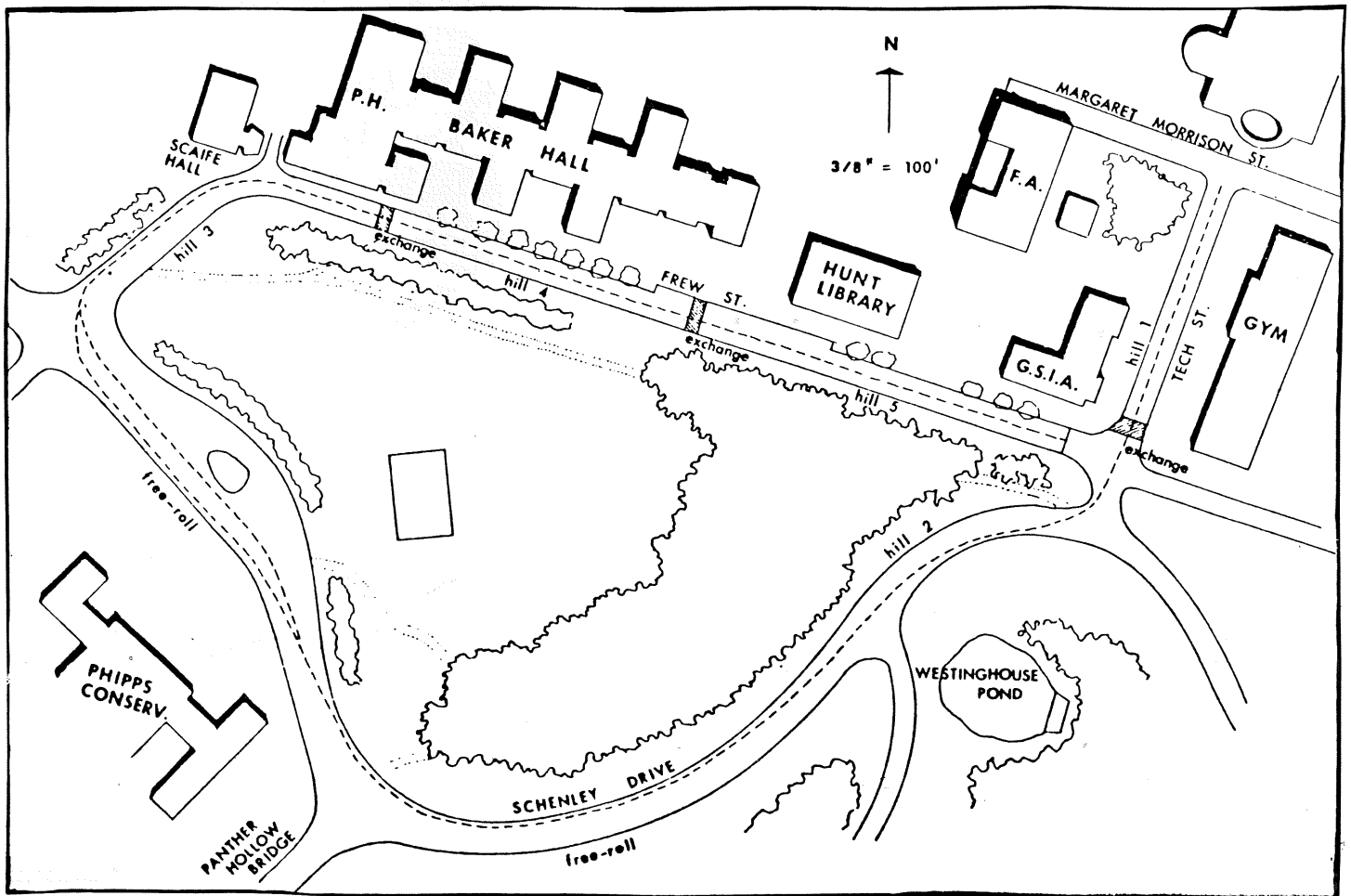
- Heat 1 (1) Sigma Alpha Epsilon "A" _____
 (2) Delta Upsilon _____
 (3) Sigma Nu "B" _____
- Heat 2 (1) Pi Kappa Alpha "C" _____
 (2) Alpha Tau Omega "B" _____
 (3) Fringe _____
- Heat 3 (1) Theta Xi _____
 (2) Zeta Beta Tau _____
 (3) Beta Theta Pi "B" _____
- Heat 4 (1) Sigma Alpha Epsilon "B" _____
 (2) Alpha Tau Omega "A" _____
 (3) Phi Kappa Theta "B" _____

- Heat 5 (1) Beta Theta Pi "C" _____
 (2) Sigma Nu "A" _____
 (3) Kappa Sigma _____
- Heat 6 (1) Delta Tau Delta _____
 (2) Fringe "B" _____
 (3) Pi Kappa Alpha "A" _____
- Heat 7 (1) Beta Theta Pi "A" _____
 (2) SDC "B" _____
 (3) CIA _____
- Heat 8 (1) Pi Kappa Alpha "B" _____
 (2) SDC "A" _____
 (3) Phi Kappa Theta "A" _____

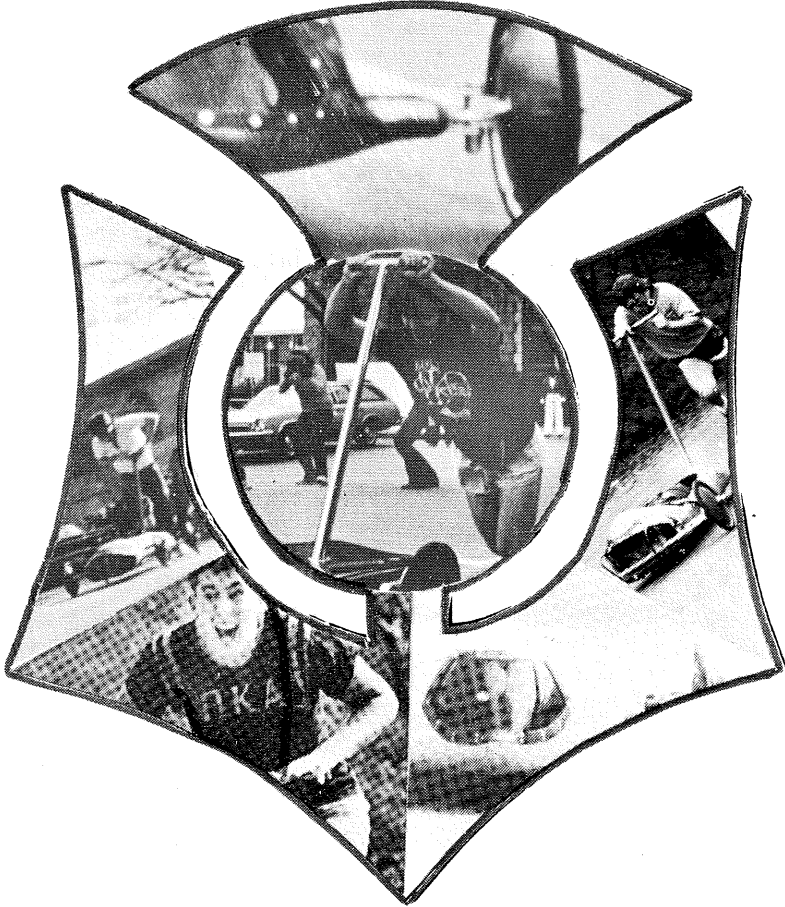
- FINALS Championship

- Consolation

Sweepstakes Heats



Carnegie-Mellon University



- Sweepstakes Chairman..... Dave Kanner
- Safety Chairman.....Bob Davis
- Design Chairman.....Greg Homoki
- Publicity Chairman.....Roger Geddes
- Buggy Book Editor.....Mick Pro