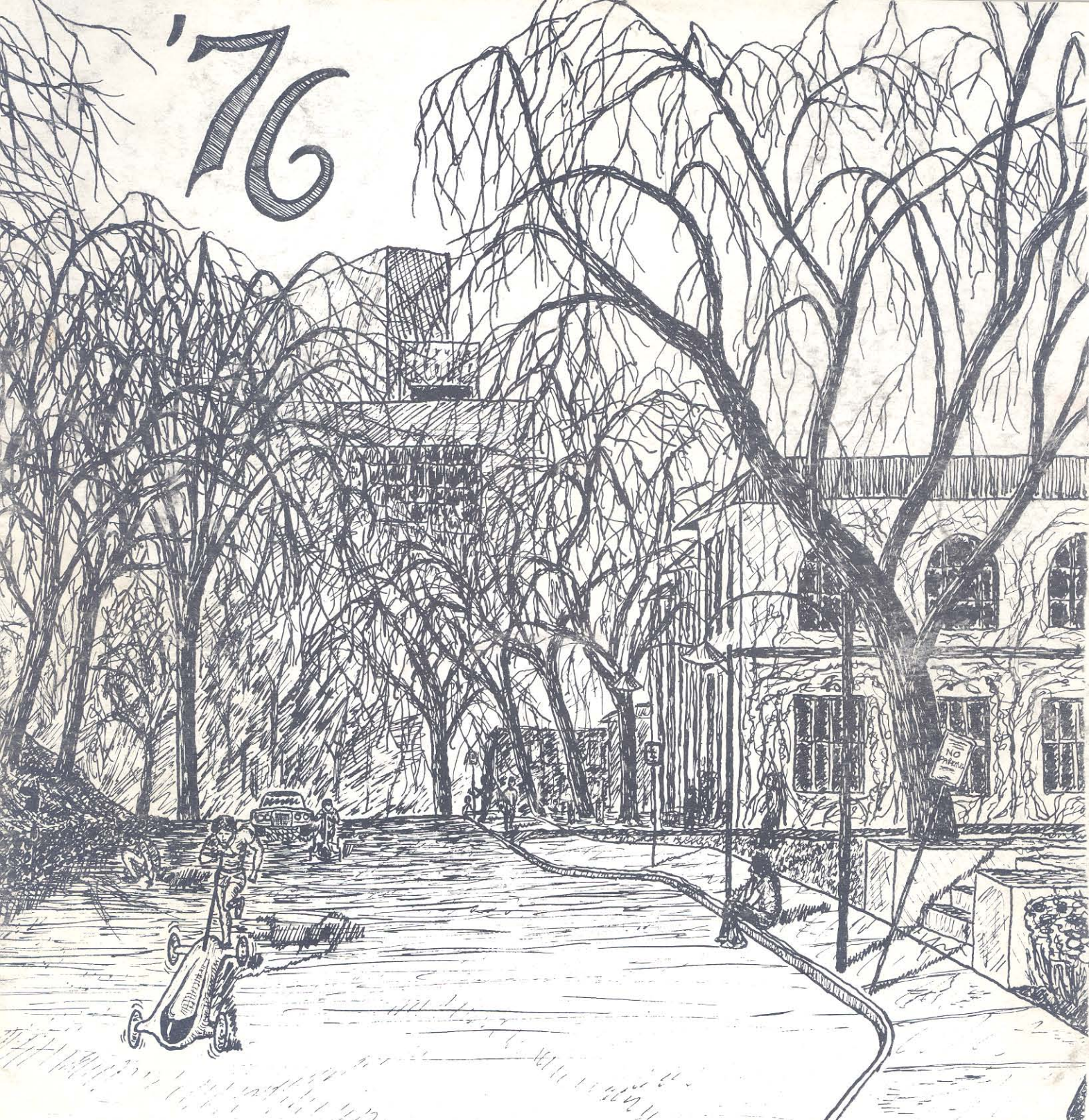


76



BUGGY

INTRODUCTION

COMMENTS

by Joan Bothwell

When one enrolls at Carnegie-Mellon there are certain unique things to discover about the university. Perhaps one of the most exciting events is Spring Carnival, and the strange phenomenon of "buggy racing". As a freshman you hear about sweepstakes, buggies, and freerolls quite often, but you never really grasp the idea until you have experienced it. When did it begin?

On May 19, 1920, the "derby" was born when close to a dozen "pushmobiles" lined up in front of Margaret Morrison. These entries varied in shape and size and ranged in design from bathtubs on wheels to modified go-karts. The original course was different. Each entry was required to make a pit stop where the back wheels were changed and the driver and pusher exchanged places; the pit stop was eliminated a couple of years later in order to save time. In 1929, the present format of five pushers and one driver was adopted. This change brought about race times that weren't even dreamed of in 1920.

It was 1928 before an independent organization entered the "all fraternity race." Since 1928, we have seen the addition of two more independent organizations, women buggy drivers, and a female buggy chairman. This year, however, is the first in the history of Carnegie-Mellon that the Sweepstakes Chairman has been a woman.

Technological advances in buggy designs and the desire to win have actually cut minutes off the first course record of 4.38, set by Iota Sigma Delta. Today the record to beat is Pi Kappa Alpha's 2:19.3 set in 1975.

Since September I have worked closely with fifteen organizations to produce what I hope will be an enjoyable, safe race. The long, tedious job of reviewing and revising the rules was completed; these revised rules will have a definite effect on Sweepstakes as they will help in painting a clearer picture for a smoother race.

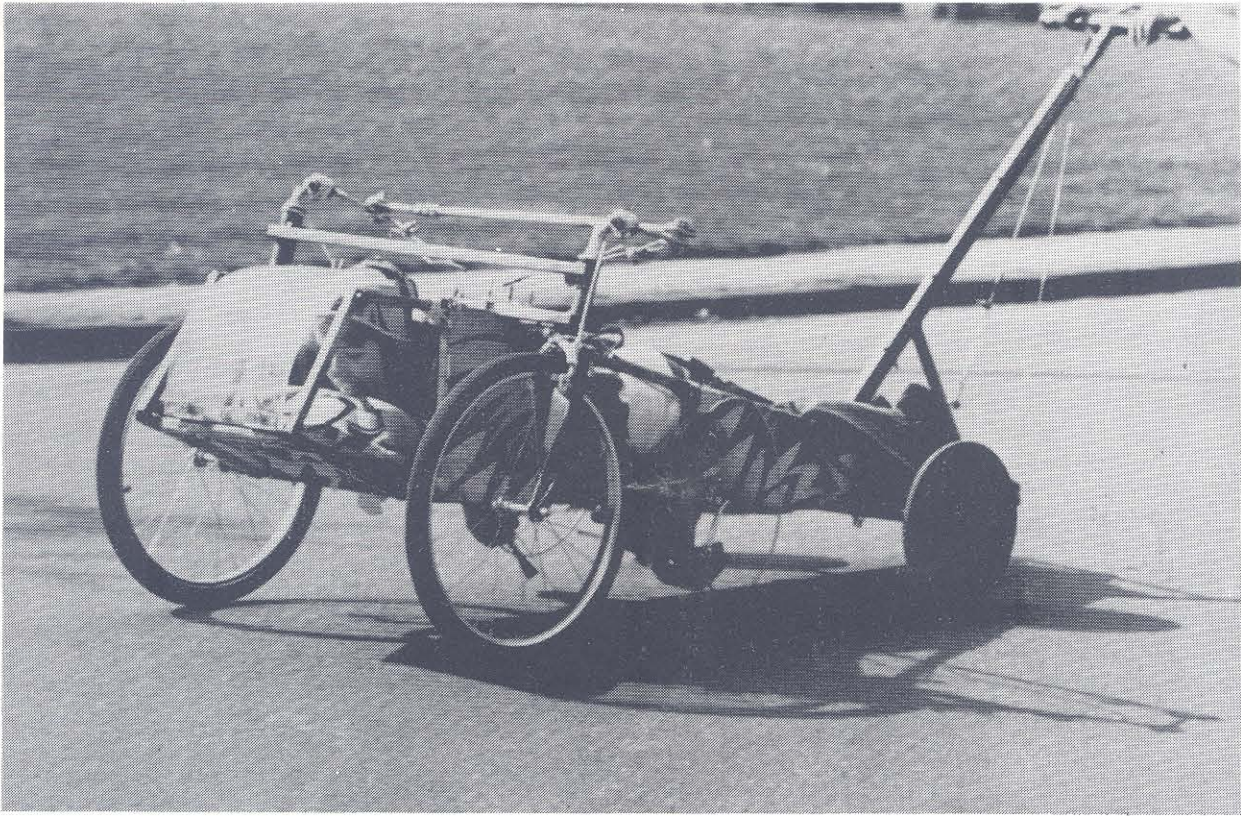
The judging system has been changed slightly. The course judges will be alumni that have experiences in the "art of buggy racing". Many of them "heroes" of the past, they have been buggy chairmen, drivers, or pushers. This will eliminate the confusion that inexperienced judges have faced in previous races.

We have brought back alumni heats, which were not run last year. This will enable alumni to have a good time competing in a "race for fun", against some of their biggest former contenders.

We are under a strict time constraint this year, which will be a disadvantage to many of the organizations. We are forced to begin races much earlier in the day than ever before. However the excitement and suspense will be as strong as ever.

I have enjoyed my position as Sweepstakes chairman, and as a sophomore have come to know the enthusiasm about buggy shared by many. I would like to thank all of the people that made my job a little easier. I have high hopes for this year's Sweepstakes, and expect to see some fine competition-and possibly a new course record.





SAFETY

The safety program was started in 1967 as a result of increased concern for driver safety. Several modifications have been made in this program since its conception.

All buggies must pass a stringent examination held by the safety inspector. These crash safety regulations are judged under the following categories: lighting, vision, harnesses, 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.

Since buggy speeds may increase due to the resurfacing of additional portions of the course, safety is more important now than ever. Hopefully the 1976 sweepstakes will be injury free, if not accident free.

DESIGN

Design is perhaps the most important aspect of sweepstakes. The buggies of 1920 were virtually "rolling crates". By the late 20's the buggies resembled race cars. It was in the early 30's that Beta Theta Pi introduced a wooden frame buggy covered with airplane silk, placing the emphasis on light buggies, with minimal consideration given to aerodynamics. In 1937, the designs included three-wheeled buggies and drivers in the "prone" position. After the war, technology played a large role: Pi Kappa Alpha's "torpedo-on-wheels", constructed of fiberglass over a steel frame, set a precedent in buggy design and Phi Kap brought out the first unibody construction in 1949.

Today, one of the most important items in evaluating a buggy is safety — this means brakes, steering, suspension, and driver protection. There are a set of strictly enforced safety and construction rules that are followed in building any buggy. Essential to a good design is a light buggy with the lowest possible wind resistance as well as fast wheels. There are many trade secrets held by each organization and as long as technology advances, so will the evolution of buggy designs.

DRIVING

by Duke LeDonne

It's ten minutes before your race; you're laying in your buggy, strapped in, ready to go. This is your world for the next thirteen minutes.

The seconds tick away. As you lie there, you think about the upcoming race. Where are the holes in the course? What happens if...?

"Three minutes" you hear. Your crew is working quickly, but accurately. Your heart races. "Are your harnesses all right? Is your windshield fogged? How's the steering? Brakes?"

"Thirty seconds." The buggy is picked up. You see the outside world, but from inside the buggy now. You are being held with your wheels six inches off the ground, spinning slowly. "Three, two, one..." You drop to the ground. "Ready, set, BANG!" The gun fires!

The pusher starts and you are rolling up Hill 1, accelerating. At the top of the hill you see people, beside you, feet. "Ready... PUSH!" The buggy lurches forward and is caught by the Hill 2 pusher. Around a corner. The buggy leaps forward again, and you are on your own. You are coasting downhill, picking up speed as you go. You know that soon you will be going about 60 mph, and also that you are lying on your stomach, six inches off the ground.

Around another corner. Across the street. You are now accelerating at a tremendous rate. You see a flag down the course; you know that, even though you can't see the turn, (there is a one foot rise in the pavement), you must turn at the flag. Now the turn. Easy, Don't jerk.

You are in and through the chute, rolling up to the driveway. Your Hill 3 pusher has you. "Ready... PUSH!" Your Hill 4 pusher is now pushing you. You see people near the finish line. "Ready... PUSH!" Hill 5. The end of the race is near. As you look around, you see feet, thousands of feet. The finish line. The race is over. "How'd we do?" you think.

PUSHING

by Dan Liska

The most noticeable aspect of a top placing race team is a precision push team. If an organization does not have a good push team the chance of taking all the marbles is slim. Serious dedication is needed to brave the physically exhausting three or four months of early morning or late night training. All these countless hours of physical training, adapting to an unorthodox running style, and attaining a unique sense of timing go into one, maybe two, twenty-second performances for each man.

Each hill requires a little specialization besides the basic requirement of a fast running ability. Hill one requires a quick start of the buggy and a pusher with good stamina and strong legs to make the grade. Hill two men must have the ability to get the buggy to top speed as quickly as possible over the crest of the hill, and a strong shove as well as the timing to do it at the optimum time. A hill three man requires the most unique sense of timing to be able to judge the speed of the buggy and pick it up at his full speed after freeroll. Hill four men must have good strength for the grade of the hill and the speed and stamina for the level part. Hill five, the sprinters hill, is not much else but speed in that odd looking pusher's crouch; besides these qualities, well polished exchanges must be made on hills two, four, and five which can cut valuable seconds off the final time. So on Friday and Saturday morning to take note of the precision of the well trained push teams to appreciate the desire and dedication of the past months, as well as the ability of these finely tuned human machines.





CREDITS

Sweepstakes Chairman Joan Bothwell
 Safety Chairman Jim Belawski
 Design Chairman Bill Fox
 Publicity Chairman Sue Murtha
 Buggy Book Editor Chip Yeager
 Buggy Book Cover Russ Beebe

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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	1. DU 2. SN	1936:	1. KS 2:46.8 2. BTP 3. ATO	1. BTP 2. ATO
1922:	1. SAE 4:30 2. PiKA 4:30 3. Delta Mu	1. SN 2. ?	1938:	1. KS 2:43 2. DTD 2:44.4 3. BTP	1. PiKA 2. ?
1923:	1. KS 2. TX 3. SAE	1. Delta Xi 2. KS and SAE	1939:	1. KS 2:44 2. DTD 3. ATO ?	1. PiKA
1924:	1. KS 2. SAE 3. DTD	1. DTD 2. BTP	1940:	1. KS 2:53 2. BTP 3. DU	1. BTP 2. ?
1925:	1. KS 2. SAE 3. DTD	1. DTD 2. Delta Mu	1941:	1. KS 2:55 2. BTP 3. DTD	1. PiKA 2. ?
1926:	1. PiKA 3:18.3 2. (PhiK. DTD, SAE, KS and Woodlawn Club in Finals)	1. ATO	1942:	no results in Tartan	
1927:	1. KS 3:15.8 2. DTD 3. TX	1. BTP 2. Phi Sigma Kappa	1943-1945:	No Races — War Years	
1928:	1. KS 3:04.4 2. SN 3. Phi Kap (Roughly the present course)	1. SAE 2. Phi Sigma Kappa	1946:	1. DTD 2:49 2. KS 3. PiKA	1. BTP 2. PiKA
1929:*	1. Phil Kap 3:05.6 2. KS 3:08.5 3. BTP 3:08.6 (Spring Carnival banned this year)	1. (no cup awarded)	1947:	1. DU 2. PiKA 3. DTD	1. PiKA 2. ?
1930:	1. BTP 2:57.5 2. Phi Sigma Kappa 3. ?	1. TX 2. ?	1948:	1. DTD 2:48 2. PiKA 3. PiKa	1. KS 2. ?
1931:	1. DTD 2:59 2. BTP 3. KS	1. TX 2. ?	1949:	1. DTD 2:42.5 2. PiKa 2:43.5 3. KS	1. SAE 2. PiKA
1932:	1. BTP 2:54.8 2. DTD 3. ATO	1. TX 2. BTP	1950:	1. DTD 2:41.8 2. PiKA 3. DU	1. KS 2. SAE
1193 :	1. BTP 2:48.5 2. KS 3. SN	1. TX 2. DTD	1951:	1. DTD 2:41.6 2. KS 2:54 3. DU	1. KS 2. SAE
1934:	1. KS 2:49.7 2. PiKA 3. TX	1. BTP 2. PiKA	1952:	1. DTD 2:36 2. KS 3. PiKA	3. KS 2. SN
1935:	1. BTP 2:47.2 2. KS close 3. ?	1. PiKA 2. TX	1953:	1. ATO 2:30.55 2. DTD 2:30.6 3. PiKA	1. Phi Kap 2. ?
			1954:	1. ATO 2:28.1 2. PiKA 2:36 3. DTD	2. ATO
			1955:	1. ATO 2:26.0 2. ATO 2:30.5 3. PiKA 2:32.6	1. Phi Kap 2. ATO

1956:	1. ATO 2:25.0 2. PiKA 2:30.2 3. PiKA 2:32.6	1. ?
1957:	1. ATO 2:25.0 2. PiKA 2:27.5 3. 'BTP 2:30	1. Phi Kap 2. Dorm
1958:	1. ATO 2:28.4 2. PiKA 2:43 3. ATO 2:45	1. Phi Kap 2. ATO
1959:	1. PiKA 2:29.7 2. SN 2:30.0 3. PKT 2:32.5	1. ATO 2. PKT
1960:	1. ATO 2:34.5 2. Dorm 2:36 3. PiKA 2:41.8	1. PKT 2. PiKA
1961:	1. ATO 2. PiKA 3. SAE	1. ?
1962:	1. ATO 2:27.5 2. PiKA 2:29.8 3. SAE 2:31.8	1. BTP 2. ATO
1963:	1. PiKA 2:34 2. SAE ? 3. BTP 2:37	1. SN 2. ?
1964:	1. BTP 2:31.5 (default) 2. SAE 2:33 3. PKT 2:37.7	1. SN 2. PKT
1965:	1. BTP 2:28.7 2. ATO 2:31.9 3. BTP 2:32.05	1. BTP 2. ATO
1966:	1. BTP 2:27.8 2. ATO 2:29.5 3. PiKA 2:30.5	1. BTP 2. SN
1967:	1. PiKA 2:24.8 2. BTP 3. PKT	1. BTP 2. 2. ?
1968:	1. PiKA 2:20.9 2. SAE 2:25.5 3. PKT	1. BTP 2. ?
1969:	1. BTP 2:22.5 2. PKT 2:26.2 3. SAE 2:33.4	1. BTP 2. PKT 3. TX
1970:	1. PiKA 2:28.5 2. BTP 2:29.6 3. BTP 2:33.0	1. BTP 2. DTD 3. PKT
1972:	1. PKT 2:24.0 2. PKA 2:24.6 3. SN 2:28.8	1. BTP 2. PKT
1973:	1. PKT 2:23.0 2. PKA 2:23.6 3. BTP 2:25.8	1. PKT 2. SAE
1974:	1. SN 2:20.2 2. PKT 2:22.0 3. BTP 2:22.8	
1975:	Sweepstakes 1. PKA 2:19.3 (new course record) 2. SN 2:22.2 3. BTP 2:25.7 4. BTP 2:29.7 5. ATO 2:30.7 6. SAE 2:32.8	

Alpha Tau Omega

Sweepstakes at Carnegie-Mellon requires three essential ingredients: speed, power and mechanical ingenuity. The brothers of Alpha Tau Omega embody these characteristics and expect a positive 1976 buggy effort.

ATO's hopes this year bank on an extremely strong push team and experienced buggy technologists. The energy being placed on research and athletic training is formidable. This indicates that success this year is imminent.

The year-old "Mongoose" and the veteran buggy "Gander" return to competition after finishing last year

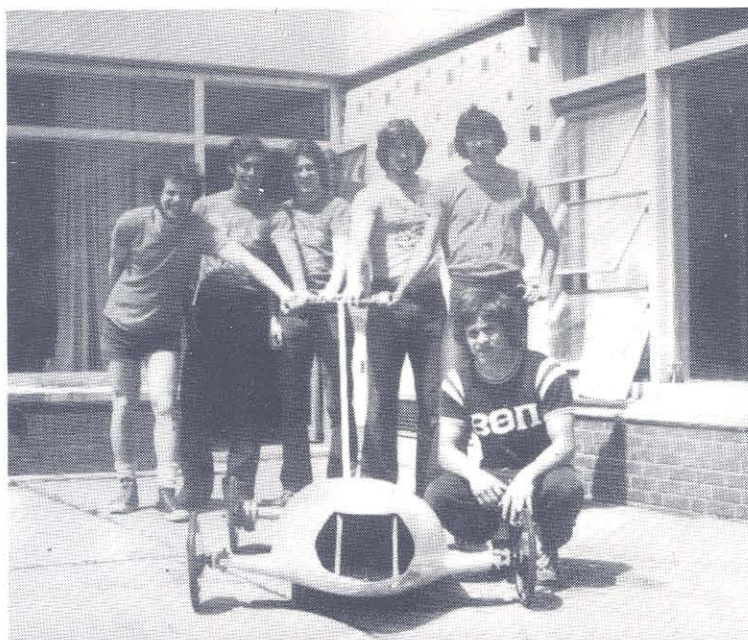
Fifth and seventh respectively. These buggies are the paragon of both versatile and competitive design efforts. They effectively render top-notch performances.

The strength of the ATO buggy effort comes from the athletic prowess of its brothers. The yearning for competition and the drive for success annually establish ATO as a Sweepstakes contender whose "B" team is as strong as its "A" team. This competitive zeal is also apparent in the adroit abilities of the ATO drivers.

The "house on the corner" prides itself on competitive spirit and an intense drive for success. This year's buggy "push" expresses these ideals and promises an exciting and impressive Sweepstakes showing.



Beta Theta Pi

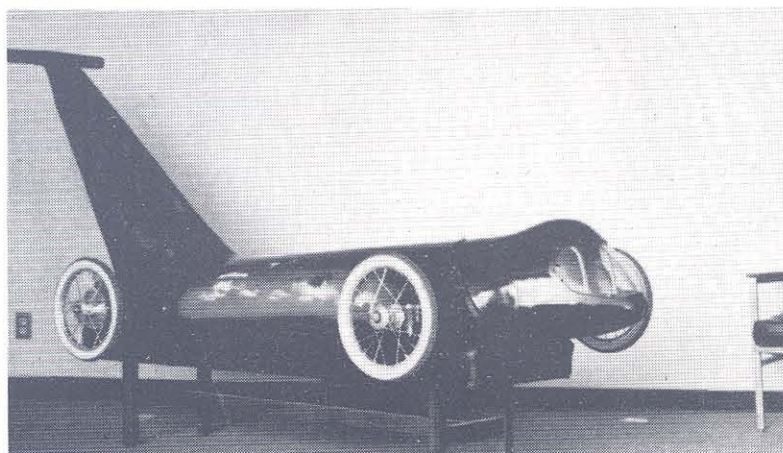
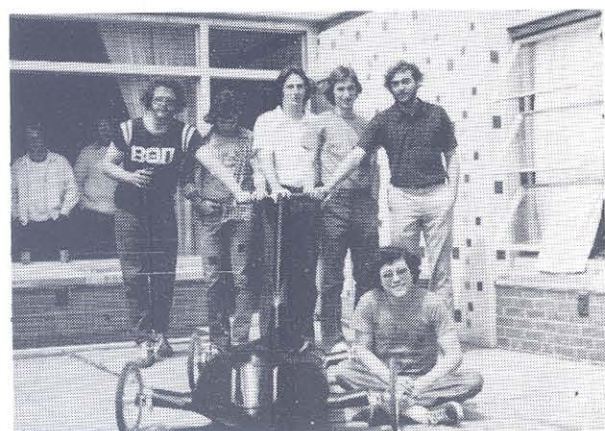


After three years of disappointing third place finishes, the brothers of Beta Theta Pi are prepared to recapture the first place Sweepstakes trophy. Although we haven't captured top honors since 1969 we have been very competitive and have shown unequalled depth in our push teams.

This year, Beta will race two buggies: "SST," which finished third last year; and "825" which finished fourth.

Push team trainer Lew Larson has had our pushers working out on a daily basis since the beginning of February. Our depth in past years is evident as we will again field two very strong push teams.

Buggy co-chairmen Gary Anderson and Michael Gibbs and returning veteran drivers Farrel Helfer and Ed Zielinski are looking forward to a very successful year.

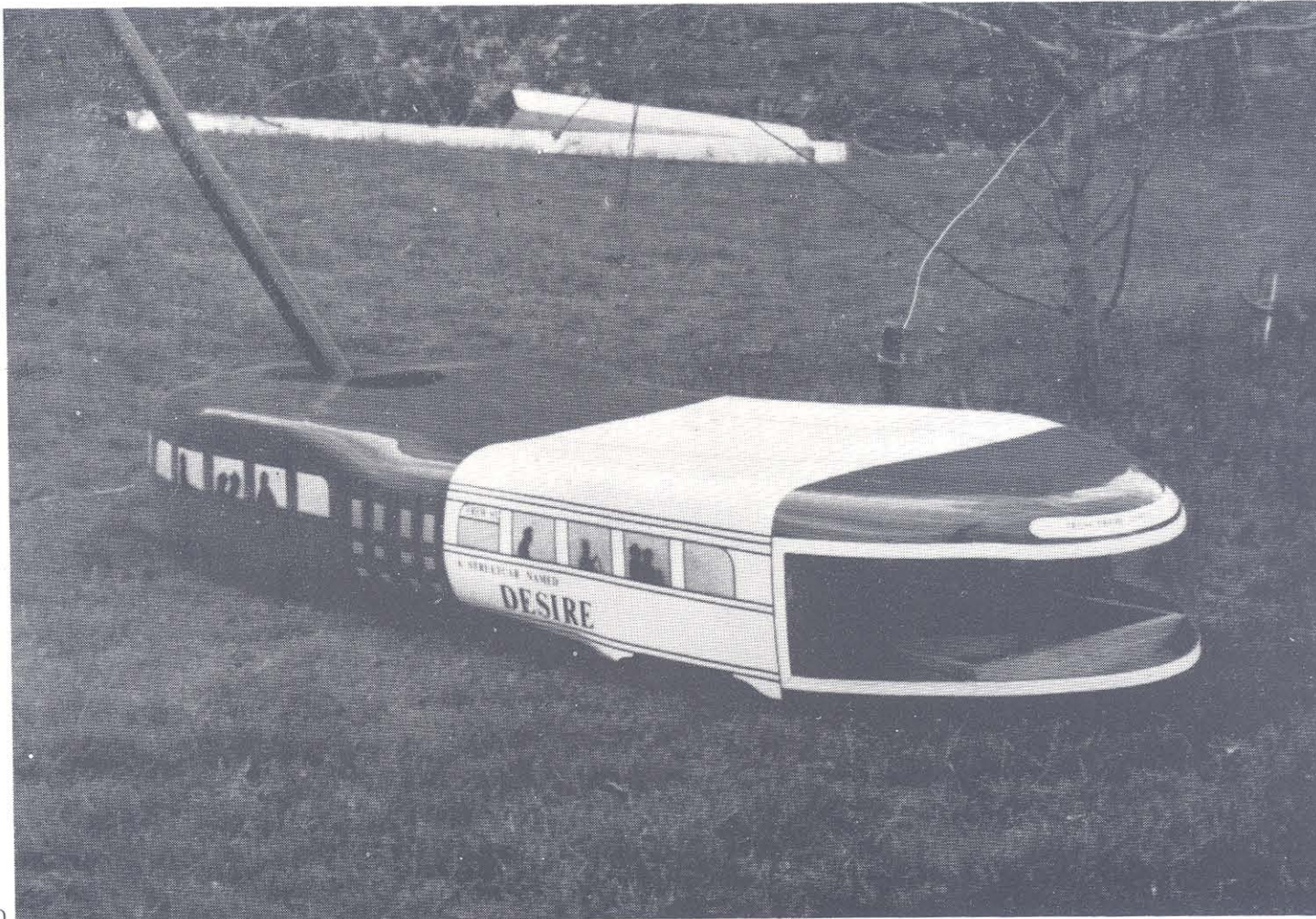
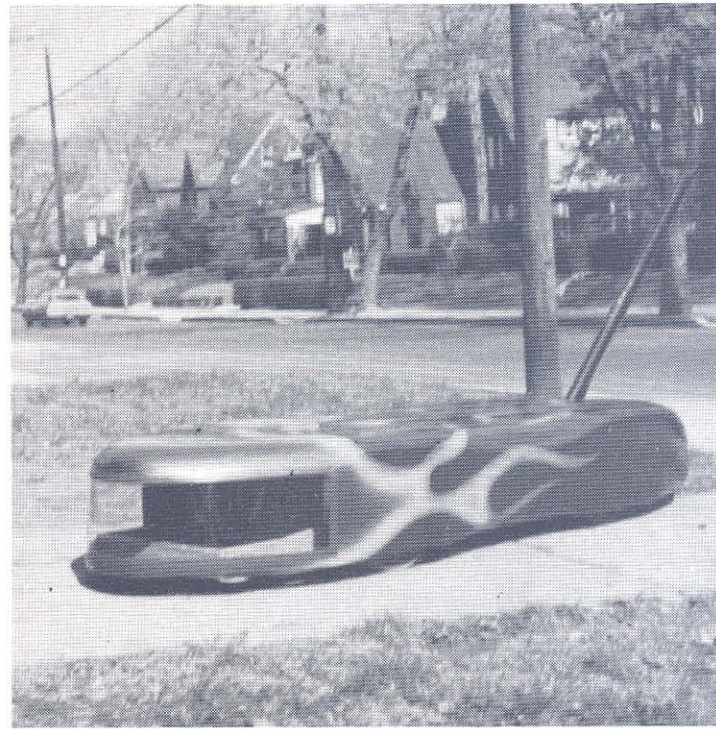


CIA

The Carnegie-Mellon Involvement Association is an independent campus organization devoted to designing, building, and racing buggies. The CIA has participated in the Sweepstakes competition since 1971.

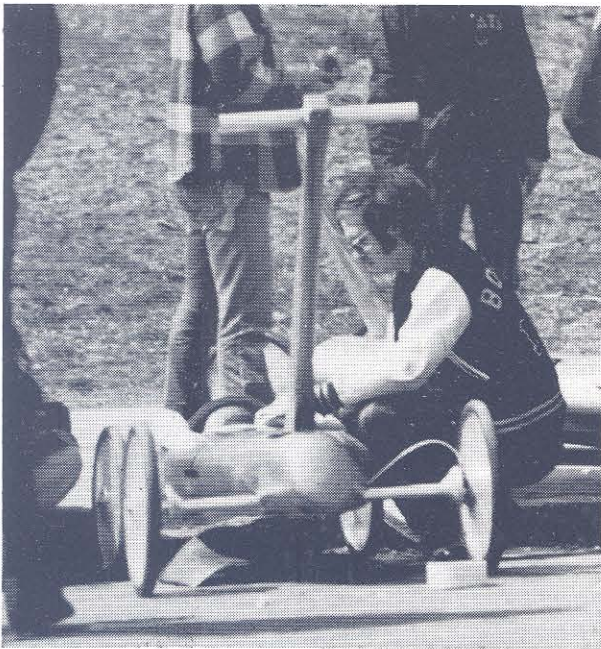
The design philosophy of the CIA is to optimize buggy weight in order to reduce pushing effort while still maintaining acceptable freeroll performance. Rather than copy proven configurations, the CIA attempts to gain an edge over the competition by trying innovative approaches to the design problem.

Lessons learned over the past five years are being applied to the construction of a new buggy. The CIA will be racing two buggies for the first time this year. With the help of a strong push team, we expect to see an improvement over past performances.



Delta Tau Delta

The reputation of having the fastest free-rolling buggies on campus is a hard one to maintain in light of the many new ideas in design and construction. The Deltas feel, however, that their two veteran buggies can do the job and prove the deed. In order to keep the Delt buggies high on the design lists, massive and major changes have been made on both. In fact, little more than the fiberglass monocoque shells have been retained, and even these have undergone major surgery. The Delta Queen has been changed with an eye on safety and human engineering. The Grunge is sporting a new steering design and the Sweepstakes proven torsion bar suspension that is a trademark of Delt buggies. Wire wheels, pneumatic tires, and lightweight wooden push-poles, as usual, are standard on both shells.



The problem of a weak push team has hopefully been cured this year. Only the strongest alumni of last year's team, and our powerful freshman brothers have been merged to form two formidable teams under the guidance and coaching of Dave Rogers. These teams have been practicing long and hard, and this should show on race day.

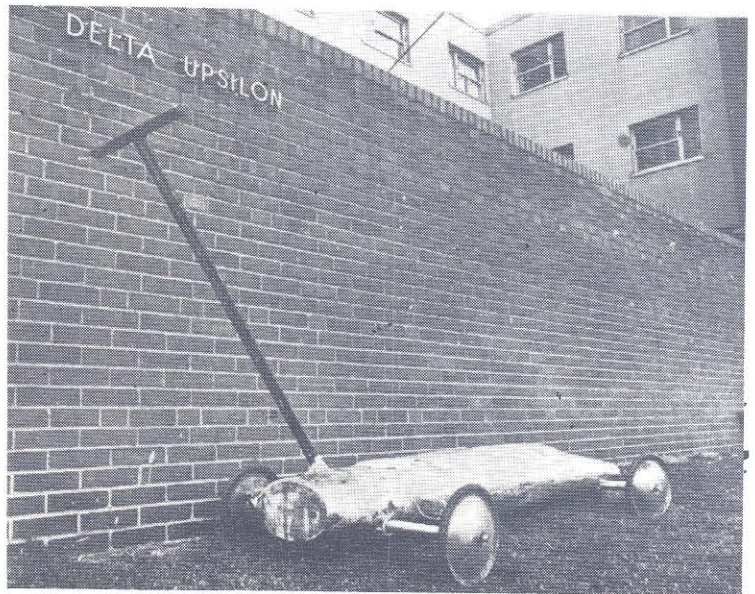
Last and hopefully least are our drivers. Veteran driver Fred Bartlett and two new freshman hopefuls, David Mark and Kevin Klein, are competing for the honor of driving the Delta Tau Delta buggies. This should be the lightest, most skilled driving team that the house has had in a long time.

Delta Upsilon

Delta Upsilon's entry for Sweepstakes '76 is the Phoenix. Built last year, the Phoenix is fiberglass-unibody vehicle of comparatively light weight. Among other safety features the Phoenix boasts a simple, mechanically efficient braking system. One of the few front-loaders rolling this year, the Phoenix provides a solid shell completely enclosing D.U.'s driver, Jim Garrison.

Having attended all free-roll practices held this year, Jim has probably rolled more times so far than any other driver, so he should do an excellent job. This push team for this year also looks good, with several veterans returning and many new brothers competing for a position on the team.

Doug Segur, Delta Upsilon's Buggy Chairman, is optimistic about the Phoenix's performance in Sweepstakes '76. With a spirited push team and a steady driver, D.U. should have a very competitive buggy this year.



Fringe

For yet another year of Sweepstakes fever, Fringe (pronounced fringe) will be bringing to the races its own brand of serious frivolity. As the non-organization alternative of the C-MU campus, Fringe plans to once again make good for all the little people.

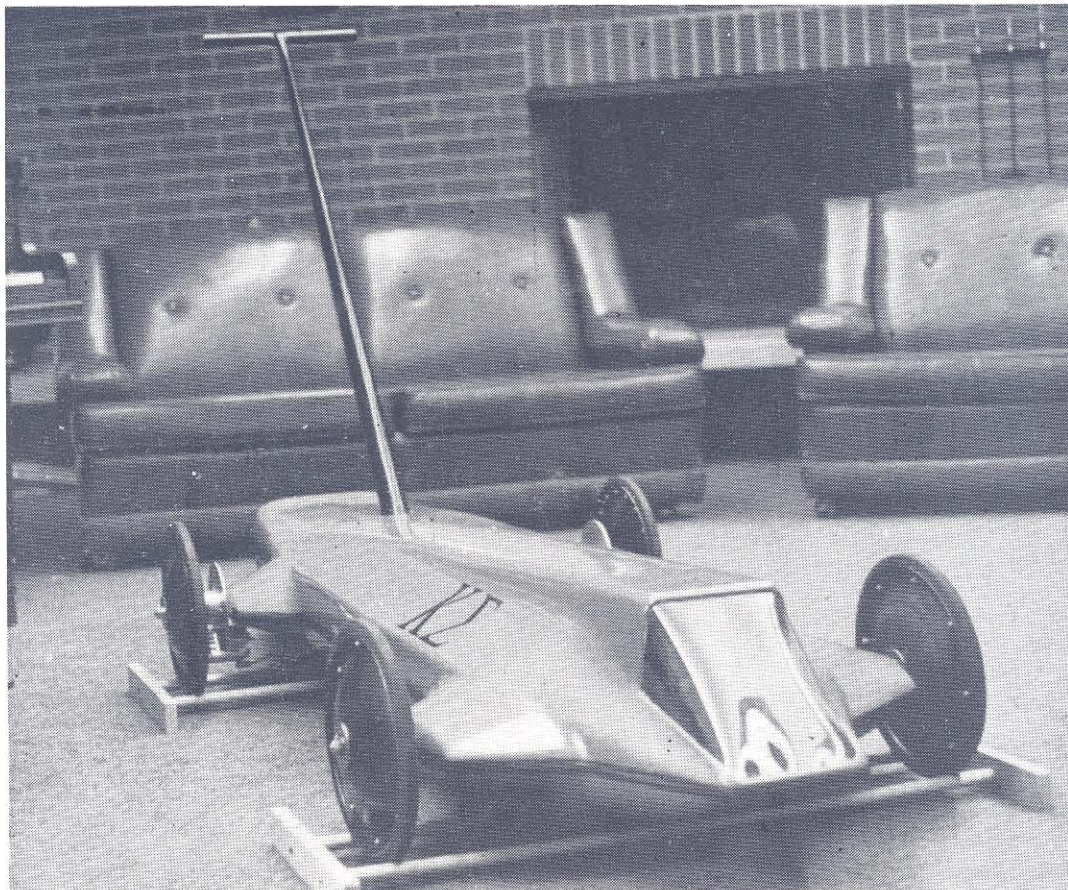
With a well-experienced core of trainers and newcomers from previous races, Fringe will still be soliciting any and all Norse gods to apply for a rewarding career in computer programming. This year will see the return of the "Flying Buttress", one of the most successful buggies to emerge from Fringe. Designed in the fall of 1972, "Buttress" has earned two seventh place finishes to date, while winning second and third place design trophies.

Due to last year's unfortunate breakdown of the Nytron balancing system, Fringe did not live up to its usual standards of competitiveness. This year's technical crew will special attention to a system of *pommes frites* which will replace the costlier Nytron system and reduce repair problems. On the other hand, some features of the buggy will remain the same this year. Enthusiasts can expect to see the centrally located push bar that has, for the first time, sparked a heated controversy with next year's team. Also finding repeated use will be the "swing-pivot" braking system, the Samsonite construction and the unique flow-thru ventilation. Fringe expects this year's Carnival and Sweepstakes to be unparalleled in skew lines and one of the shortest times between two points.



Photograph by K. Badger





Kappa Sigma

A tradition and reputation that stretches over a period of thirty years is not one that is taken lightly. It was in the memory of that tradition that Kappa Sigma embarked last year upon a new era in the history of their buggy competition.

For almost thirty years, from the origin of the races in the 20's to the 50's, Kappa Sigma finished high in the ratings and, during the 30's, dominated the Sweepstakes by winning 7 out of 10 races. Ours was a buggy that was sleek and attractive and was manned by a push team exceeded in speed and size by no others during that period of time when structural differences in buggies weren't as instrumental for success as is the case now.

In the upcoming years, as the course record was broken time and time again by lightweight fiberglass

buggies with the latest in bearing design, Kappa Sigma dropped out of competition. Almost twenty-five years have passed since we tasted champagne on race day which has resulted in a growing hunger and desire as enthusiasm grows among our young house.

Our new buggy was introduced into the field last year after having been on the design board for two years and on the course only once before race day. A year has passed, and with it have come improvements which only time and experience could indicate were needed. Our hopes are high and our spirits willing but much more needs to be done before that tradition is recaptured. But don't be surprised, come race day, to see The Flaming Red of Kappa Sigma crossing the finish line with our best time in years.

Pi Kappa Alpha

At Pi Kappa Alpha, the word for 1976 is Desire. The effort mounted by our buggy organization in the recent past has resulted in the technology and resources that have moved PiKA to the top of the list of viable buggy contenders. The 1976 effort will be geared to bringing forth the desire needed in gaining a sweepstakes victory.

Once again, Pi Kappa Alpha looks toward having a strong push team. Team captain Bob Kozero has been working at organizing a team which should prove to be another in a long line of quick, strong PiKA push teams. Along with a number of enthusiastic rookies, our veteran pushers will be competing fiercely for top spots while, as a whole, the team will be working towards being the best.

With speeds increasing yearly, the importance of having a good driver is ever increasing. This year, unlike 1975, PiKA will be going into the sweepstakes with a number of experienced drivers. We are confident that each is capable of driving Pi Kappa Alpha to a victory.

As always, the preparation of the buggies for racing requires hours of hard work from dedicated brothers. We at Pi Kappa Alpha feel that our 1976 buggies will be among the best ever fielded for the Spring Carnival Sweepstakes.

In the wake of last year's "unfinished" sweepstakes, PiKA's goal will be to put forth the best possible effort, so as to demonstrate to our noble opponents, that Pi Kappa Alpha is indeed worth of the First Place trophy. So, watch lane three of heat 7, and see Pi Kappa Alpha the team with desire.



Phi Kappa Theta

Phi Kappa Theta takes great pride in its prize-winning buggies, as is evidenced by its concerted design and race efforts. Last year, Phi Kap accomplished a feat unprecedented in Carnival history when its new buggy, "Shadow" won first place in design in its first competition.

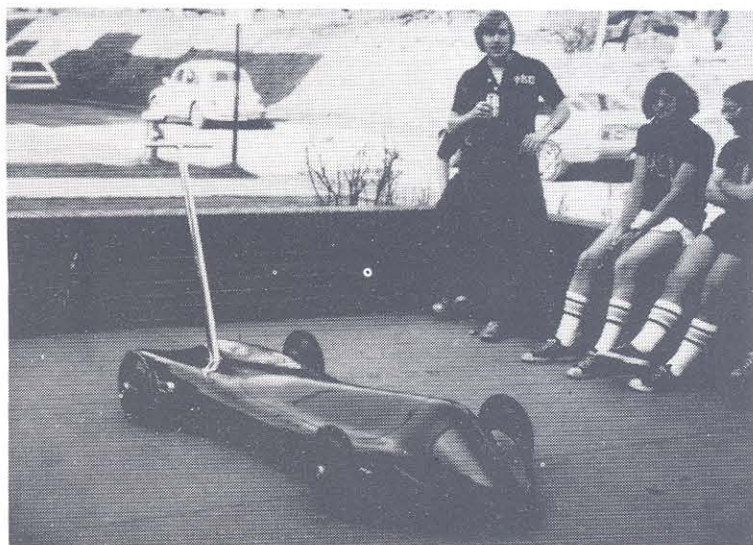
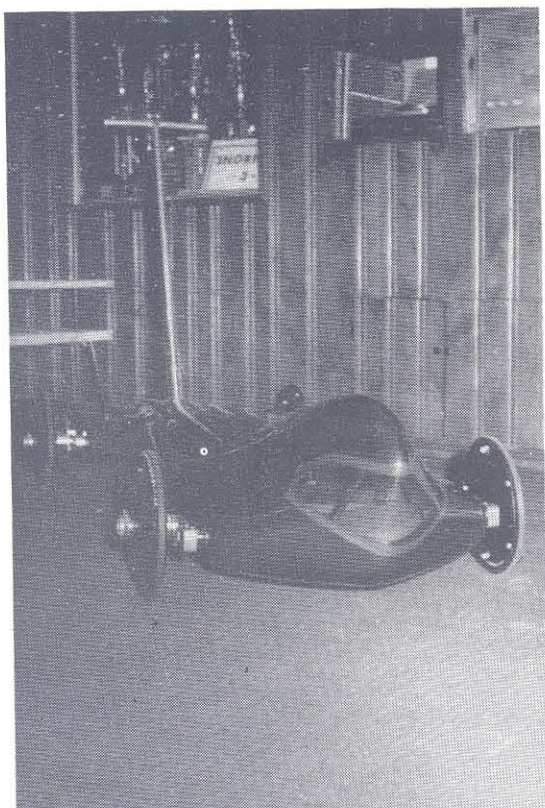
"Streak", one of the most successful buggies to emerge from Phi Kappa Theta, will return to competition after a year's absence. In its last Sweepstakes, "Streak" captured first place in design and second place in the race. In 1973, it placed first in both race and design--a feat Phi Kap hopes to duplicate this year. Campus historians note that the double win has been achieved by only one other organization in Sweepstakes history.

The "Streak" design is a synthesis of sophisticated technical innovations and compact, lightweight packaging. The monocoque fiberglass body features a wind-cheating Kamm-tail, and provides for a high degree

of driver safety. The buggy is equipped with a hydraulic disc brakes, four-wheel independent suspension, and a special high-strength push bar. Several technical improvements have been incorporated this year in "Streak" in order to regain its position as the top race and design buggy.

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.

The push team, having lost only one veteran, promises to be an equally strong contender. The drivers, headed by Al McCurdy, include John Peltz, Robbie Goldman, and Colin McKechnie. The buggy effort is coordinated by co-chairmen Lou Fanty and Dave Sandberg.



Pi Lambda Phi

This year, the Sweepstakes will see an old competitor with a new name entering a new buggy with several outstanding technical innovations. 1972 was the last year Beta Sigma Rho raced a buggy; Pi Lambda Phi now resurrects the spirit of the Blue Dolphin in a new vehicle.

This new buggy is designed from the bottom up to be a true competitor, featuring fiberglass unibody construction, an integral frame with dual differential rear wheel disk brakes, and a rack-and-pinion steering system. In addition, the buggy weighs a mere 23 kilograms.

One of the essential elements of a competitive Sweepstakes entry is a superior push team. Our push team is expected to turn in a performance beyond their ability.

To round out our finely honed Sweepstakes entry is the driver. This year, the competition is so keen that the decision on who will drive may not be made until race day.

This may be the first Sweepstakes entry for Pi Lambda Phi, but in the tradition of the Beta Sigma Phi "Blue Dolphin," watch for us to roll in record time.



Sigma Alpha Epsilon

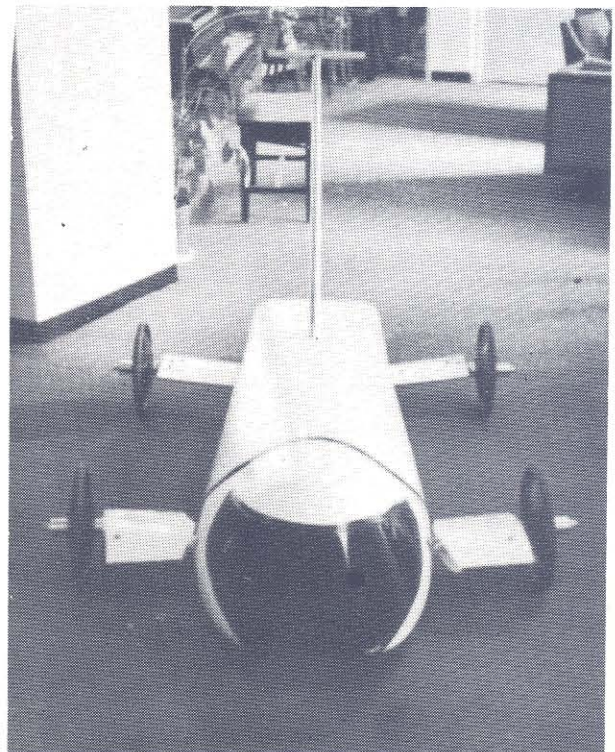
In 1976, Sigma Alpha Epsilon has concentrated its efforts on improvements of existing designs. "Arnold," the perennial two-wheeler, will make another appearance; though plagued with minor problems the past few years, the bike has an impressive record behind it. The two-year-old buggy "Intrepid" promises to make a good showing in its third running.

Reliability is SAE's byword this year. The winter has been spent polishing up those systems which demonstrated their worthiness, for example, "Intrepid's" unique, foolproof brake.

Reliability applies to the push team also. Though hurt by attrition, the team has benefited from the influx of new blood. SAE's pushers, always strong, look to be even faster this year.

Two-year veteran driver Chris Forland is hoping for another successful drive in '76. Piloting "Arnold" will be freshman Tom Steppe.

SAE, encouraged by 1975's second place design and sixth place race trophies, has high expectations for the Sweepstakes competition this year.



Sigma Nu



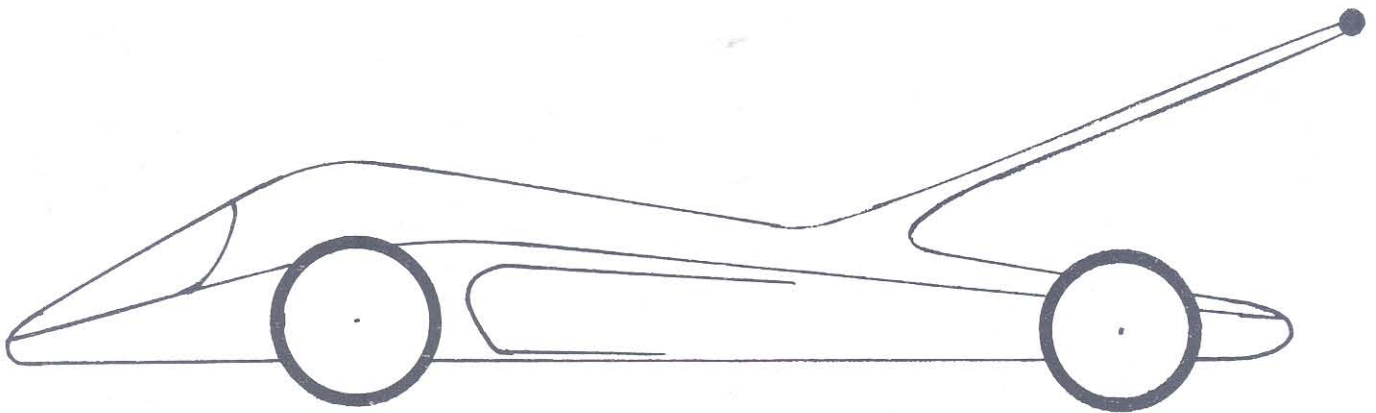
Sigma Nu has long been a major power in Sweepstakes competition, finishing in the top three places four times in the past four years. This year, under the direction of returning chairman Paul Giles, Sigma Nu will bring forth drastic changes, and a few surprises, with our existing and proven technology.

Sigma Nu, recognizing the existence of pusher technology, has instituted a specialized training program for its young but highly dependable push team.

Count on Sigma Nu to be highly competitive and well able to earn its laurels.

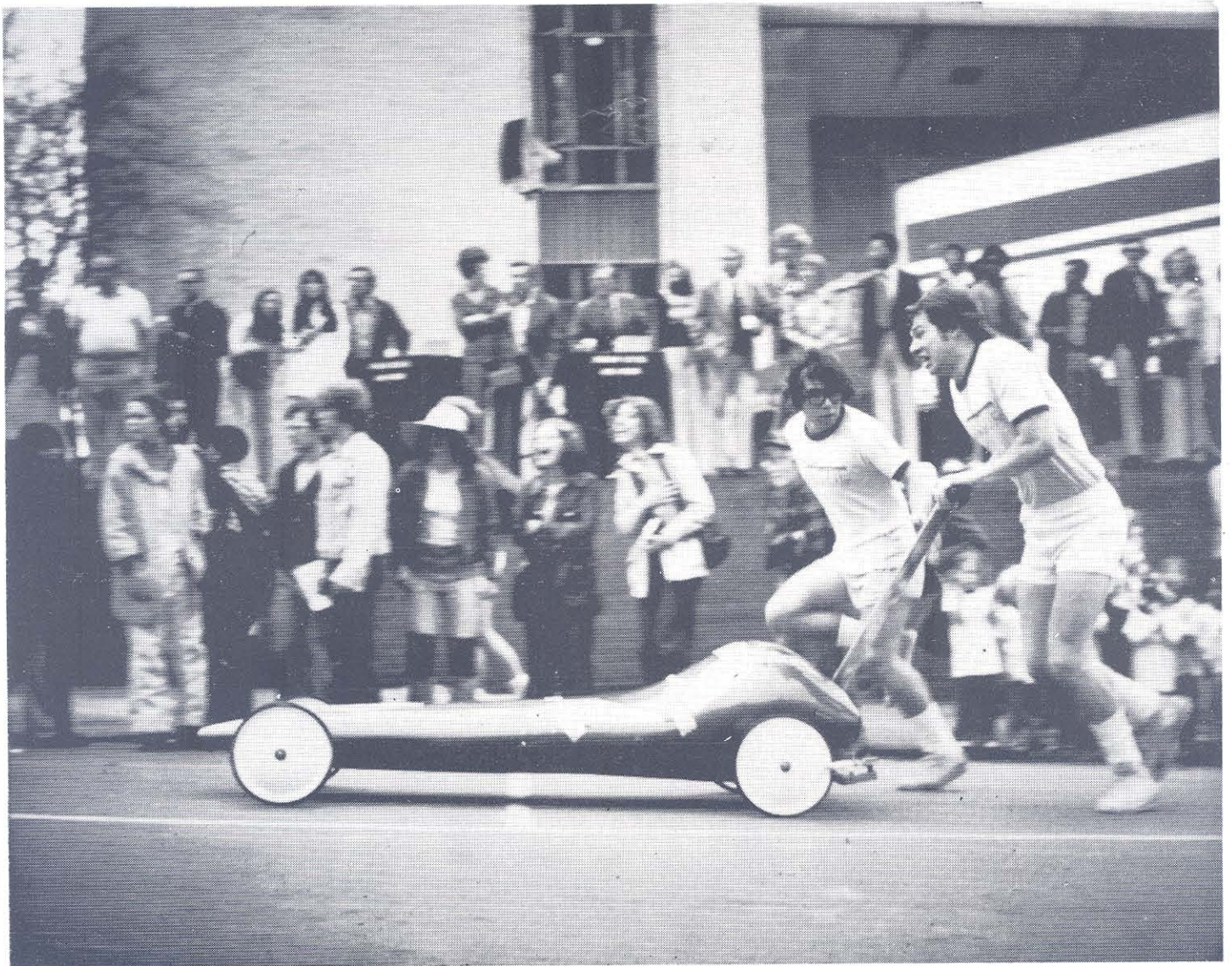
SDC

Chairman Alan Goodfellow maintains that this is the year to watch out for SDC. With a completely rebuilt buggy and an experienced push team returning, we look forward to an even higher finish than last year. Major innovations are the key to SDC's hopes; attempting to catch up on ten years of buggy technology isn't easy but the design team feels equal to the task. Look out on race day!



Theta Xi

Mounting its second buggy effort in six years, and the second in a row, Theta Xi will be running 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 disk brakes, rack-and-pinion steering, and one-piece monocoque body construction. With only one year of experience, we may not do well but we hope to build for the future.

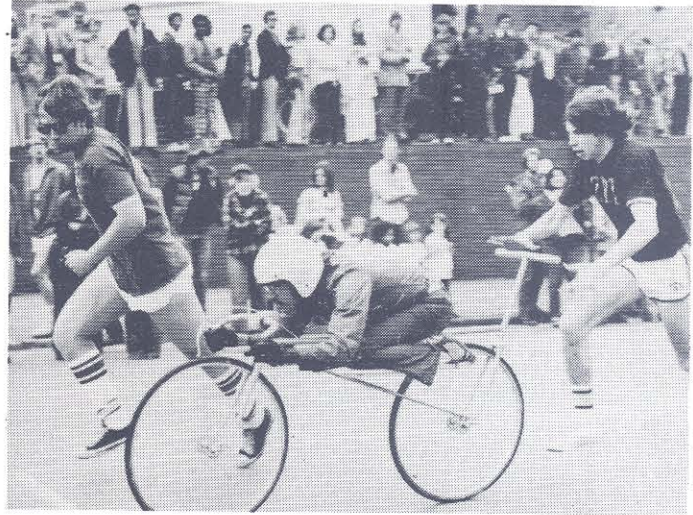


Zeta Beta Tau

Zeta Beta Tau, in its continuing endeavor for a balance between speed and cost, will once again enter an ultra-cheap buggy, completely equipped with racing tires, caliper brakes, a driver with an immaculate record who is also a veteran of the K. Lefebvre School of Offensive Driving and Dog Maiming, and a team of competent pushers.

The bicycle design should prove once again this year that our driver can confidently look down on all other buggies of the conventional design. Our number one buggy, shown below, is so new and secret that we decided not to race it this year to prevent others from stealing the design. Instead we will race our "B" buggy, the ZBT Mountain Oyster M.F. #13 LeD, known to the brothers as M.O., which has a wrought tubular aluminum frame and weighs a scant 12¼ pounds this year, down from 12½ pounds due to inflation.

The driver is positioned beaver style which cuts down air resistance and provides a better view, also; the driver is clad in a pearl helmet and a matching white leather jacket to protect himself from trouser snakes. Under the auspices of chairman Steve Bela and "the Beav", ZBT expects to better its performance of last year with a finish.

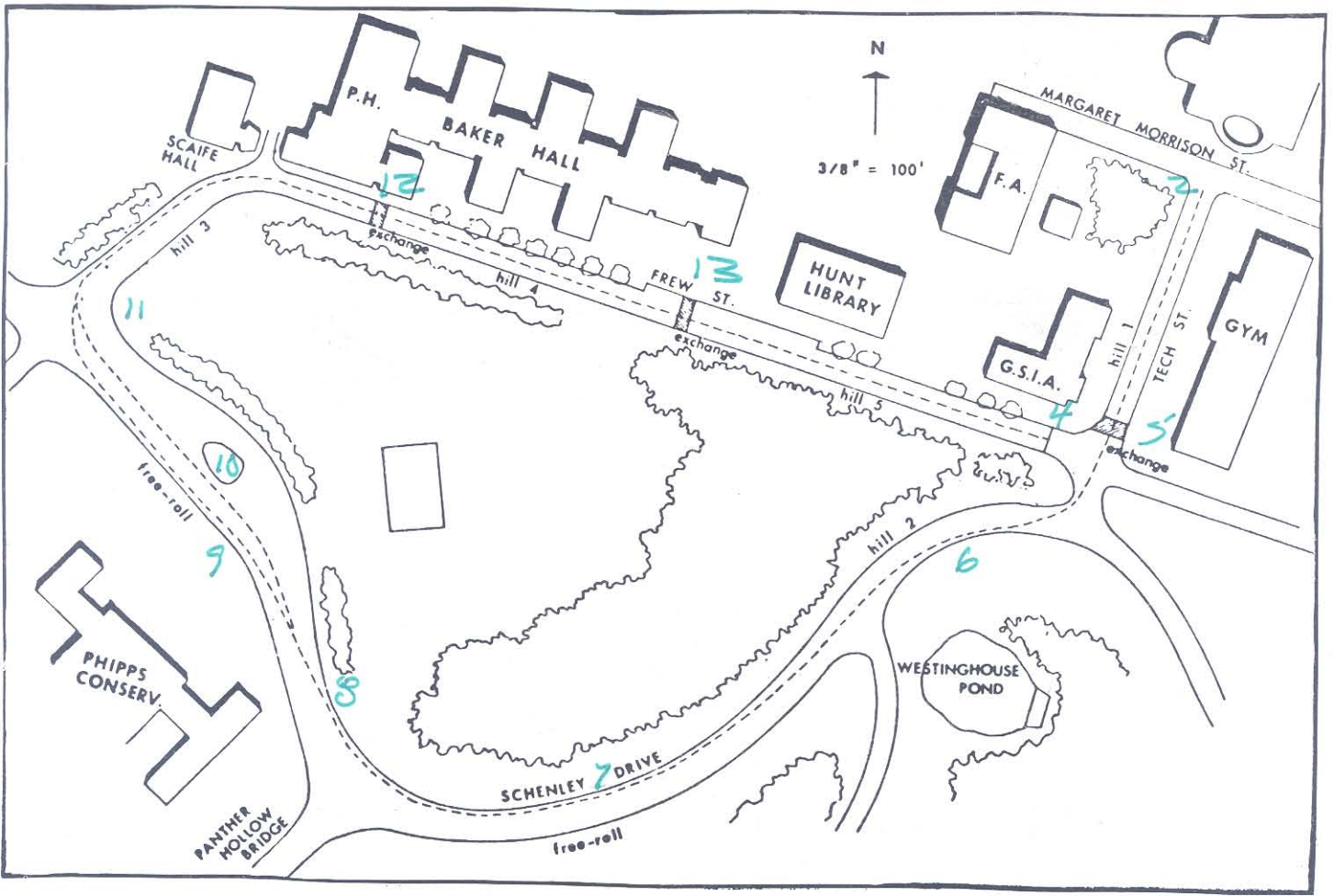


- Heat 1 (1) Sigma Alpha Epsilon "B" _____
 (2) Theta Xi _____
 (3) Fringe _____
- Heat 2 (1) CIA "B" _____
 (2) Sigma Alpha Epsilon "A" _____
 (3) Alpha Tau Omega "B" _____
- Heat 3 (1) SDC "B" _____
 (2) Pi Lambda Phi _____
 (3) Beta Theta Pi "B" _____
- Heat 4 (1) Delta Tau Delta "B" _____
 (2) Alpha Tau Omega "A" _____
 (3) Sigma Nu "B" _____
 (3) FRINGE

- Heat 5 (1) Delta Upsilon _____
 (2) Pi Kappa Alpha "B" _____
 (3) Beta Theta Pi "A" _____
- Heat 6 (1) Phi Kappa Theta "B" _____
 (2) SDC "A" _____
 (3) Sigma Nu "A" _____
- Hill 7 (1) Delta Tau Delta "A" _____
 (2) Kappa Sigma _____
 (3) Pi Kappa Alpha "A" _____
- Heat 8 (1) Phi Kappa Theta "A" _____
 (2) Zeta Beta Tau _____
 (3) CIA "A" _____
- FINALS Championship _____

- Consolation
- _____
- _____
- _____

SWEEPSTAKES HEATS





CMU
NO
PARKING

R. BEER