

buggy 1977



ANNA SAFARY

introduction

It is once again Spring Carnival time at Carnegie-Mellon. As if drawn to the course by some ancient instinct, organizations rise to the call of BUGGY. What is it that fascinates people so much? It may possibly be the total uniqueness of the races. Unlike soap box derby competition there is a human element, the pusher. The excitement of buggy comes from the intense personal competition. Buggy combines technology and sweat, speed and endurance.

Since the birth of the races in 1920 they have been the highlight of second semester for all Greeks and surprisingly enough a vast majority of the remaining campus community. Three independant organizations, CIA, Fringe and SDC were created to meet the need for non-Greek participation. CIA's "Black Magic" with its first place in design and impressive freeroll will be one to watch this year.

From the Greeks we will possibly be seeing new buggies fielded by several fraternities. Each slightly different than its forerunner and hopefully faster. It will be interesting to see which of these new buggies turns out to be a tiger and which turn out to be bears. We will see race day.

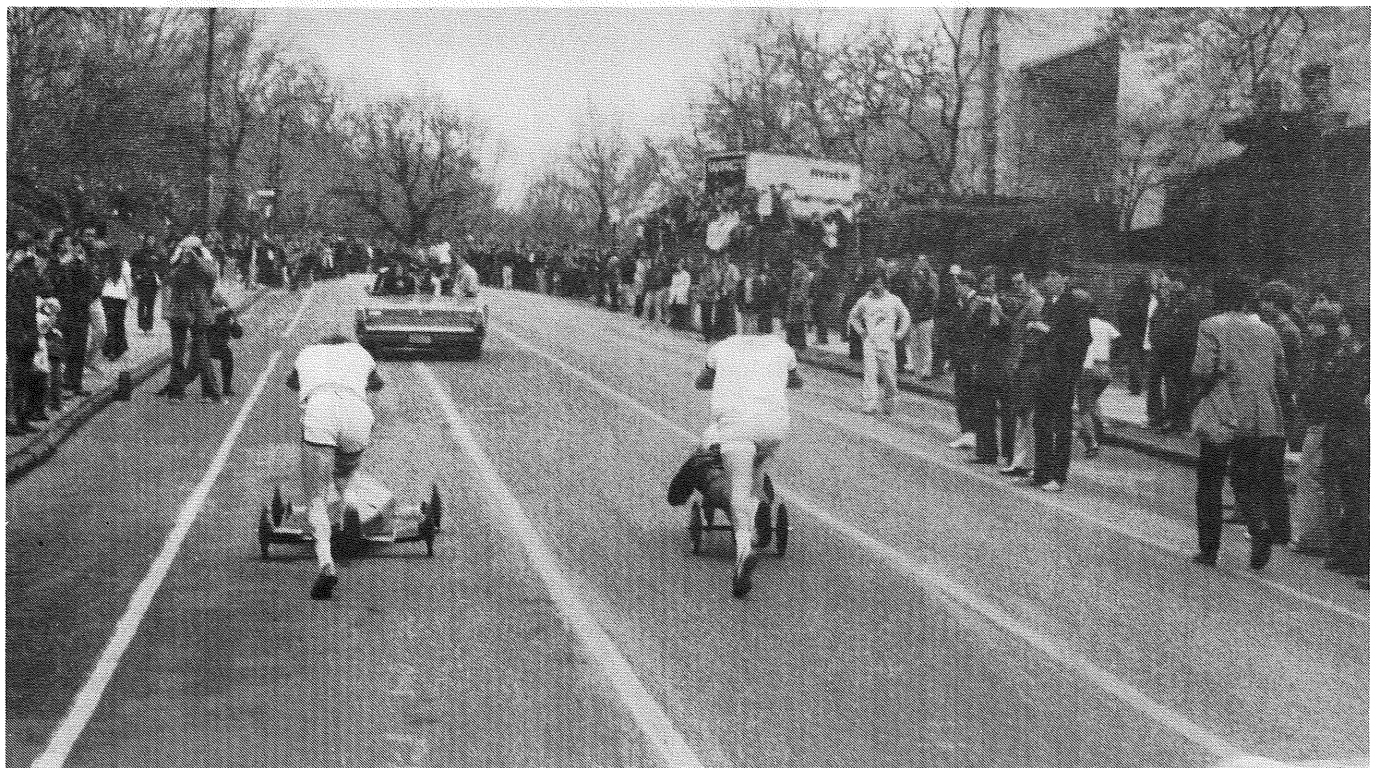
While last year did not produce any record breaking times it did however provide us with record breaking close finishes. Places were decided by tenths of seconds. This year promises to once again be a closely run race.

This year also promises to be very competitive. Schenley drive has suffered the pains of this extremely cold winter. One salvation may be that the races are being run later in the year and later in the day. All this will hopefully make for better freerolls and faster pushes and maybe a new record.

The best way to experience buggy is to become part of it. Come out to the races. Experience the intense competition. There are several ways to watch the race. If you are only interested in all out speed, then the 'chute' is the place for you to be. The 'chute' is the turn the buggies make near Panther Hollow bridge. Here the buggies travel at 55+ miles per hour. That is fast. If you would rather see the start, finish and most of the freeroll then stand at the top of Tech street and watch hills 1 and 2 be pushed. Watch them for a while after the pushoff on hill 2 here is where most buggies accellerate the most. Now RUN to the top of Flagstaff hill and watch the freeroll. After the first back hill pusher picks it up move closer to Frew street and watch hill 4 and 5 and the finish. This lets you see the most of the race.

One thing that is stressed in racing is SAFETY. The driver must at all times be protected from cars and other immovable objects. For this reason it is very important that you as a spectator stay clear of the course at all times. Leave the finish area clear of congestion. Help us make this a very safe event.

Well as I said before get out and watch the races. Don't sit and listen to everyone talk about them. We want to see you out there in the crowd. Don't forget the races are April 22 and 23 at 9:00 am.



past statistics

		1974	1975	1976	Average
ATO	A	2:25:7	2:33:5	2:24:9	2:28:03
	B	2:40:2	2:30:0	2:55:8	2:42:00
	3 C				
BETA	A	2:22:8	2:25:7	2:24:0	2:24:17
	B	2:37:7	2:29:7	2:32:2	2:33:20
CIA	A	2:41:8	2:39:1	2:30:9	2:37:27
	2 B			2:47:3	2:47:30
DTD	A	2:44:4	2:34:0	2:34:9	2:37:77
DTD					
DU	A	4:09:4	3:54:2	3:14:9	3:46:17
FRINGE	A	2:32:6		2:30:7	2:31:65
	1 B		2:59:1		2:59:10
KΣ	A	2:45:4	2:49:9	3:10:7	2:55:33
	3 B				
PIKA	A	2:27:0	2:19:3	2:23:3	2:23:20
	B	2:37:2	2:32:4	2:26:3	2:31:75
	C		2:40:0		2:40:00
ΦKΘ	A	2:20:0 2:22:0	2:32:0	2:26:5	2:26:83
	B	2:33:6	2:39:2	2:34:0	2:35:60
ΠΛΦ	A			3:17:4	3:17:40
ΣAE	A	2:32:6		2:32:9	2:32:75
	B		2:32:8	2:44:8	2:38:80
SDC	A			3:34:1	3:34:10
	B		2:45:7	3:05:2	2:55:45
SN	A	2:20:2	2:23:2	2:26:7	2:23:37
	B	2:45:5	2:53:5		2:49:50
ΘΞ	A		3:15:5	3:03:3	3:09:40
ZBT	A	2:47:7	2:40:4	2:36:2	2:41:43
	B				



alpha tau omega

1977 promises to be the best year for ATO buggy since the Goose and Golds ruled the course. Judging from early times, this year's push team promises to be our best in many years. The excitement of our best ever time last year has carried over into the "Buggy Spirit" in the house this year.

Our buggy's ability to roll has improved steadily over the past 4 years, as witnessed by our improved times and finishes. This year should be no different.

Both the 4-year-old Gander and the 2-year-old Mongoose will be returning this year with many years of experience and many trophies behind them. With the results of a year of diligent research and development added to our new driver technology, you can look for ATO to cross the finish line in record time.

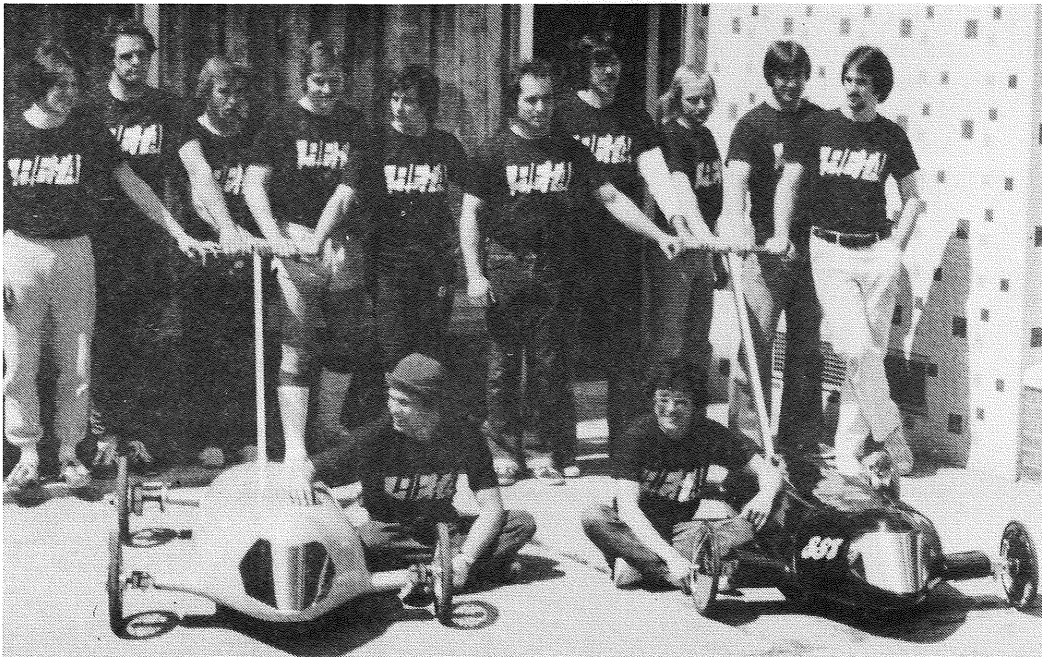
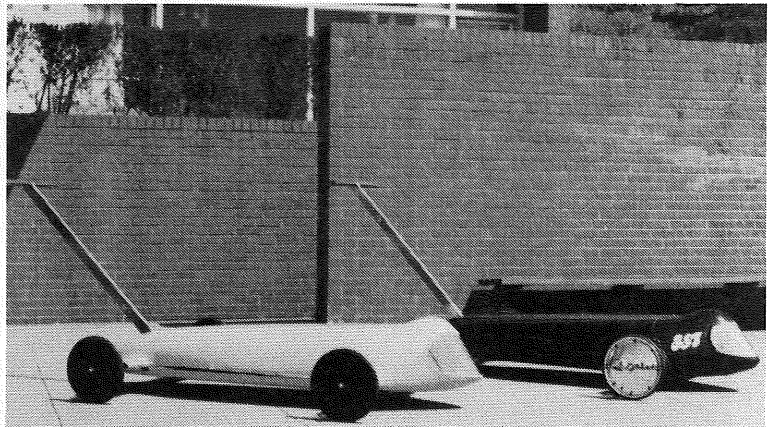
1977 is the year for change for the racing team of Beta Theta Pi. Buggy chairman Ed Zielinski and committee have prepared to pool resources and use new technology to build a team designed to bring the sweepstakes trophy back to Beta.

The present Beta buggy stable is unequaled in depth, and will have two new additions in 1977. Pneumatic tires are the questions, and the Betas may have an answer this year.

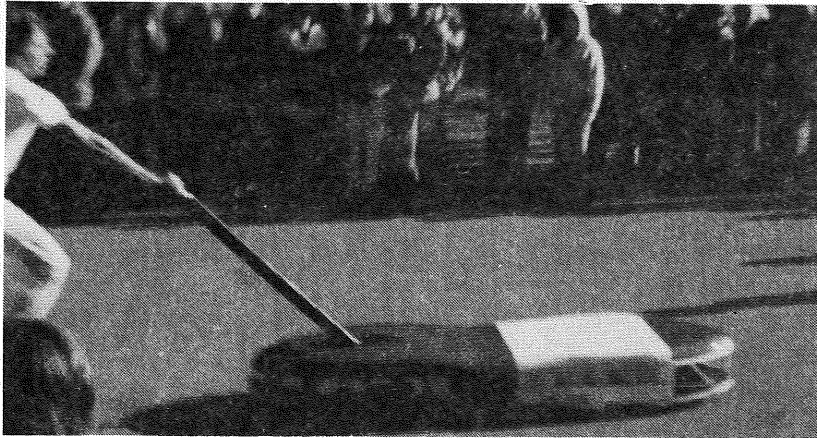
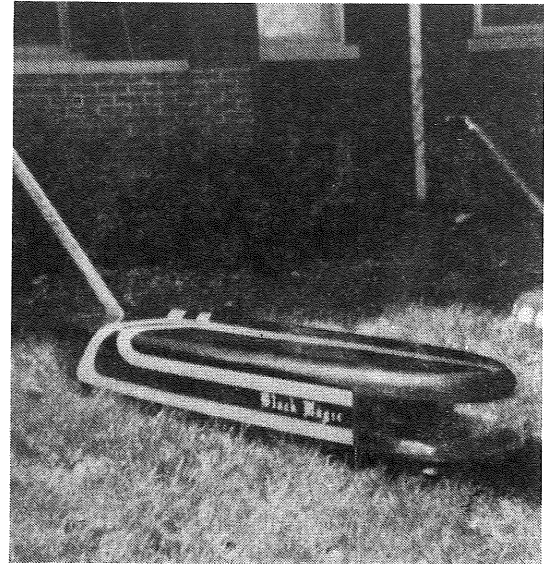
The Beta push team, under trainer Walt Kritsky, will again be one of the strongest and quickest on campus, with seven returning veterans from last year's push teams. Several talented freshmen will be joining the intense competition for a berth on this year's team. Driving the buggies will be veteran driver Ed Zielinski and one of two freshmen hopefuls competing for a driving slot.

After three third places and one second place finish in the last four years, there is only one way for the Beta team to go this year. Watch that finish line on Saturday morning and see the Beta buggy cross first in 1977.

beta theta pi



cia



In the spring of 1970, a small group of freshmen watched their first buggy races. Inspired by the concept of 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 the other entrants. New and different ideas have been tried and tested in an effort to find an optimum buggy design. Design also included efforts to minimize buggy weight in order to reduce pushing effort while still maintaining good freeroll performance. The first test of their design features in 1971, pulled them within 1.5 seconds of the finals, a spectacular performance for a new independent organization.

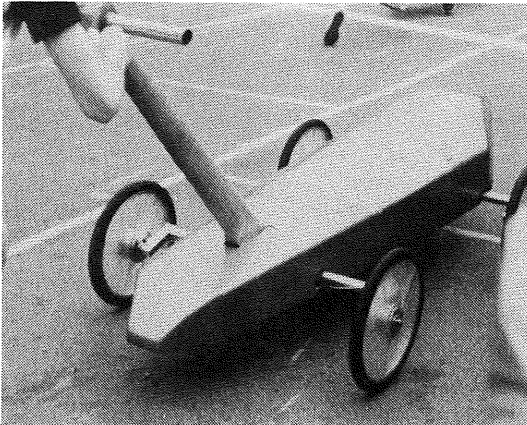
Again this year, CIA has changed hands. With last year's addition to the CIA buggy fleet the new CIA has high hopes for this year. Working to strengthen last year's weak push team, we are looking forward to an outstanding performance this year. Due to the new buggy's exceptional first year performance we are putting the main emphasis on a fast and exceptional push team. With the many returning veterans and the highly enthusiastic newcomers this year's push team is more powerful than ever. Coupled with the new driver, the young and strong team will be around for many years to come.

Refusing all offers from Porsche, the Deltas have decided not to sell, but to race our veteran buggy in Sweepstakes this year. With such proven design features as pneumatic tires, wire wheels, torsion bar suspension and a wooden push-pull, all incorporated into a fiberglass monocot shell, our buggy is now approaching the limit of maximum possible speed and efficiency. Therefore, this year's changes are mainly styling. As any car enthusiast will tell you, a new chrome hood ornament will automatically add 5 mph to the top speed.

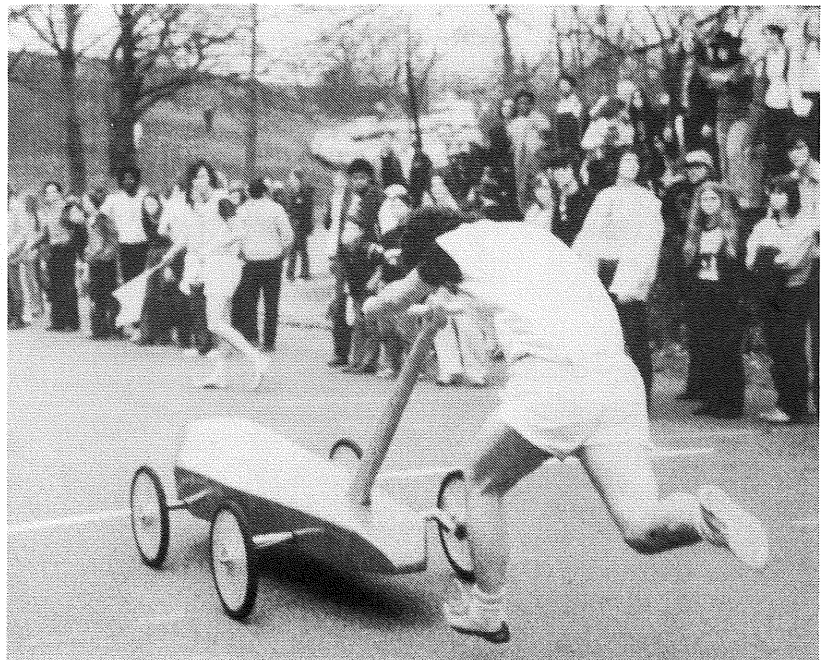
Now, while it isn't true that we feed our pushers raw steak through the bars of their cages, I sure wouldn't want to meet one in a dark alley. Our hill 1 pusher should set a new hill record, if only he remembers to let go of the buggy. Unfortunately, the Delt push team has been plagued with problems but we expect our hill 4 pusher to be cleared of manslaughter charges by raceday. Armed with a chair, whip and crowbar, John Frankman is gently coaching the push team to new heights of speed and pain. On or off the course, our push team is a real threat.

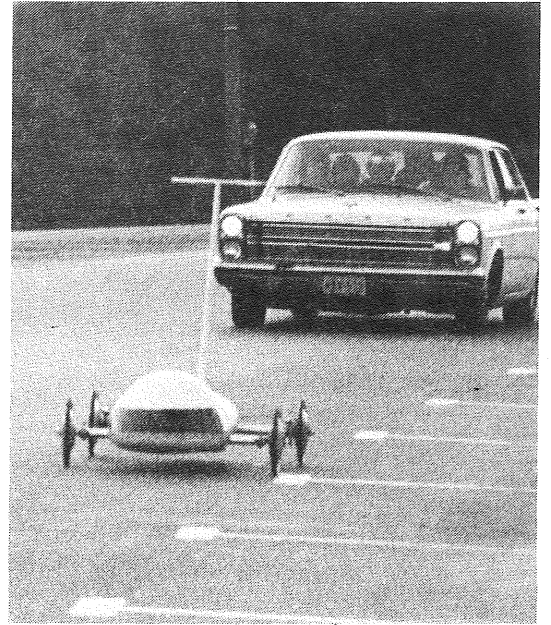
The word "diet" has taken on a whole new aspect at the Delt house. The last buggy driver that submitted to this was blown away in a gentle breeze just before raceday, so this year our driver will be easily recognizable on campus — he is the munchkin with the ball and chain anchored to his leg.

All in all, the Deltas are ready for Sweepstakes, I just hope the Sweepstakes are ready for the Deltas.



delta tau delta

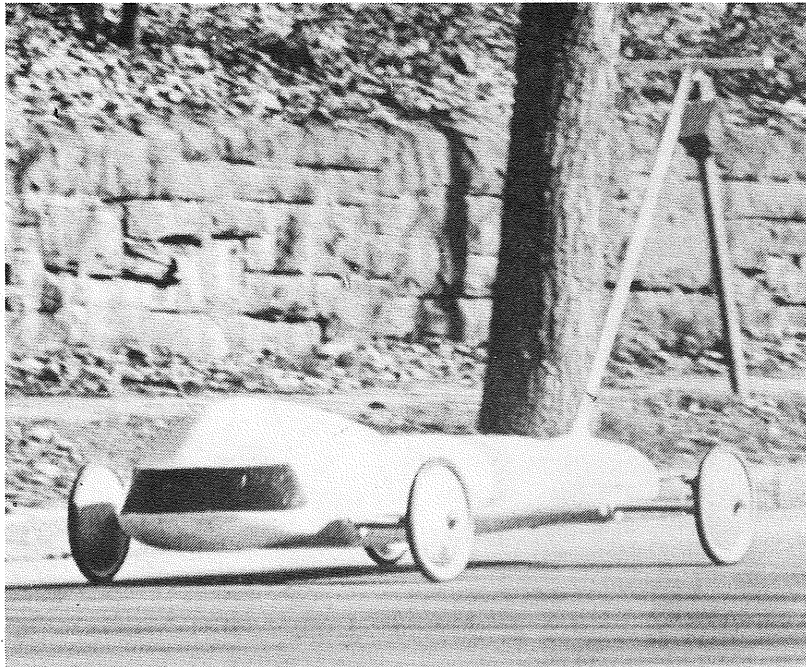




Delta Upsilon's twenty new initiates have given new life to our buggy effort. For the first time in many years there is considerable competition among potential buggy pushers, and there is a possibility of running two buggies.

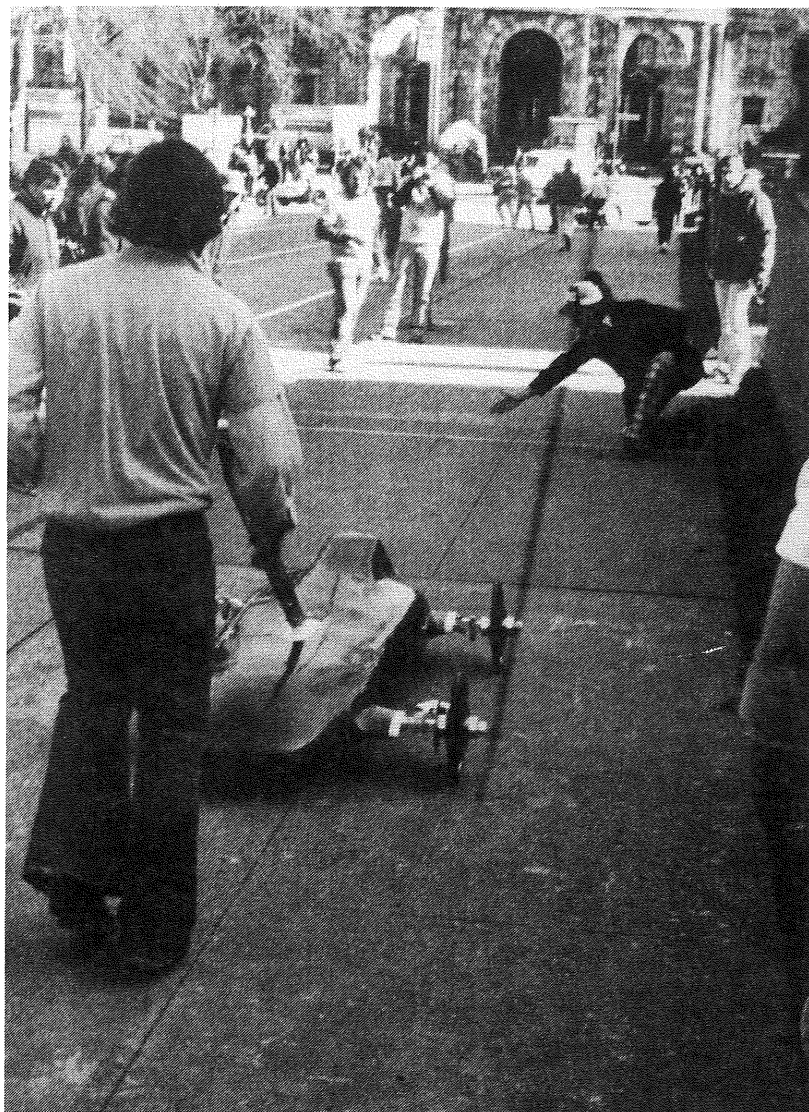
Our present buggy, the "Phoenix," will be faster this year than ever before due to a new suspension and a general overhaul. The "Phoenix" is also one of the safest vehicles with its simple mechanical braking system and unibody construction, for which drivers Jim Garrison and Bob Peterson are grateful.

Co-Buggy Chairmen Frank Smoot and Joe Anderson hope to translate Delta Upsilon's newfound enthusiasm into improved performance.



delta upsilon

fringe



Once again, Fringe emerges in the forefront as a group with background, drawing on any walk of life. CMU's foremost non-organization provides a backdrop for its fore-running buggy, "Flying Buttress," while this year, "Leroy" is coming out of the closet as a backup.

These two future winners from the past will be present somewhere between here and there, sometime between now and then.

Why two?

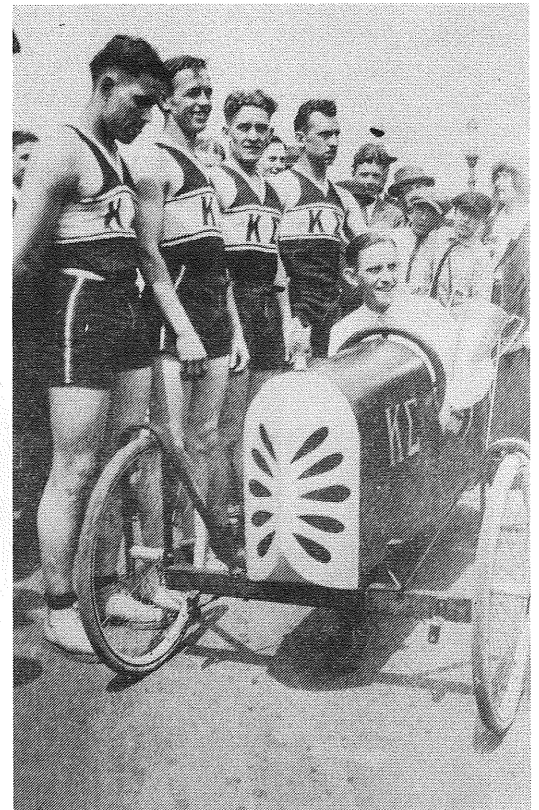
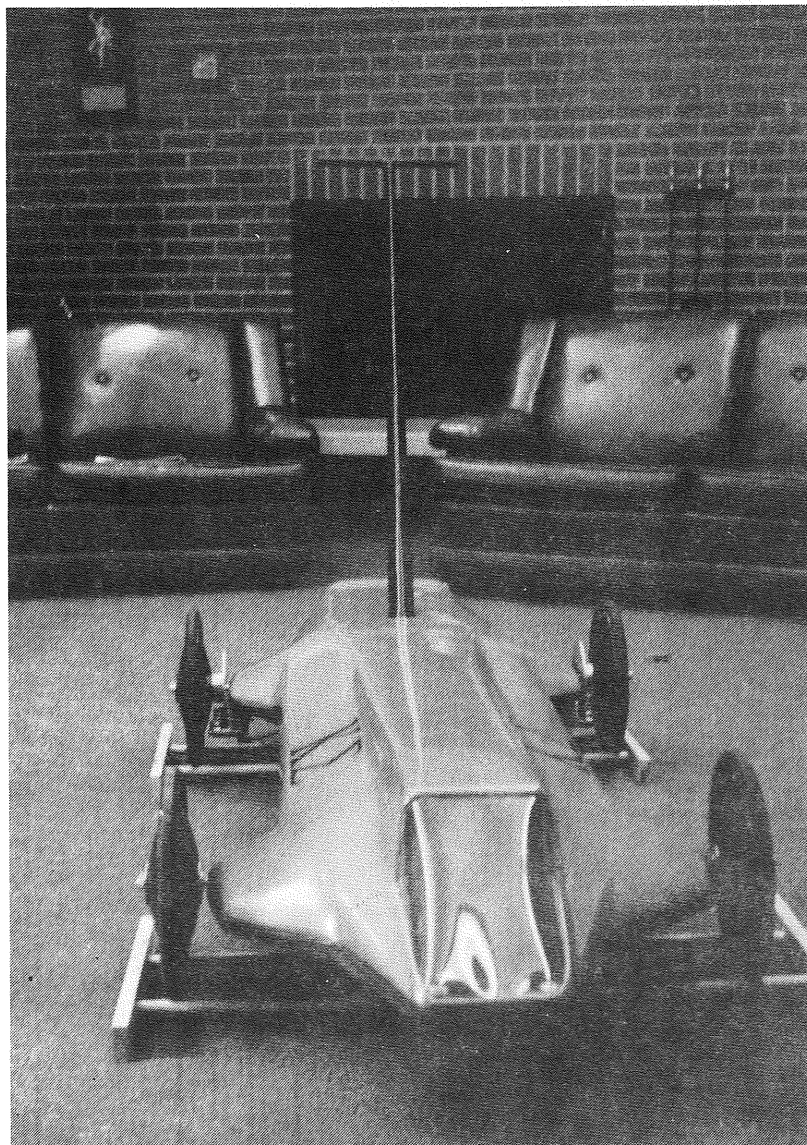
After last year's unfortunate turn of events, Kappa Sigma will return again to this year's races more intent on winning than ever before.

For the '77 races, Kappa Sigma plans to mix old with new. The old is the shell and frame of the infamous two year old buggy, Red Baron. The new is the complete replacement of all running gear on the buggy. The buggy chairmen, Bruce Thorner and Frank Saphire have spent the winter refining the new system.

For any competitive Sweepstakes effort a dynamic push team is necessary. In months of practice push team captain Bruce Klettke has seen returning veterans and aspiring freshman compete fiercely

for top spots. Rounding out the team is second year driver, Scott "Shorty" Stipetic.

Kappa Sig is trying to regain their place as the top buggy house on campus. The preparations of the Kappa Sig effort have been extensive and all indications point Kappa Sigma being in top competitive form for 77.



kappa sigma

phi kappa theta

A successful showing in Sweepstakes requires several ingredients. Fast buggies, good drivers and powerful push teams are the three most essential, however, they represent only one phase of buggy. Just as important to the house that rolls a buggy is the enthusiasm that must be present for Carnival.

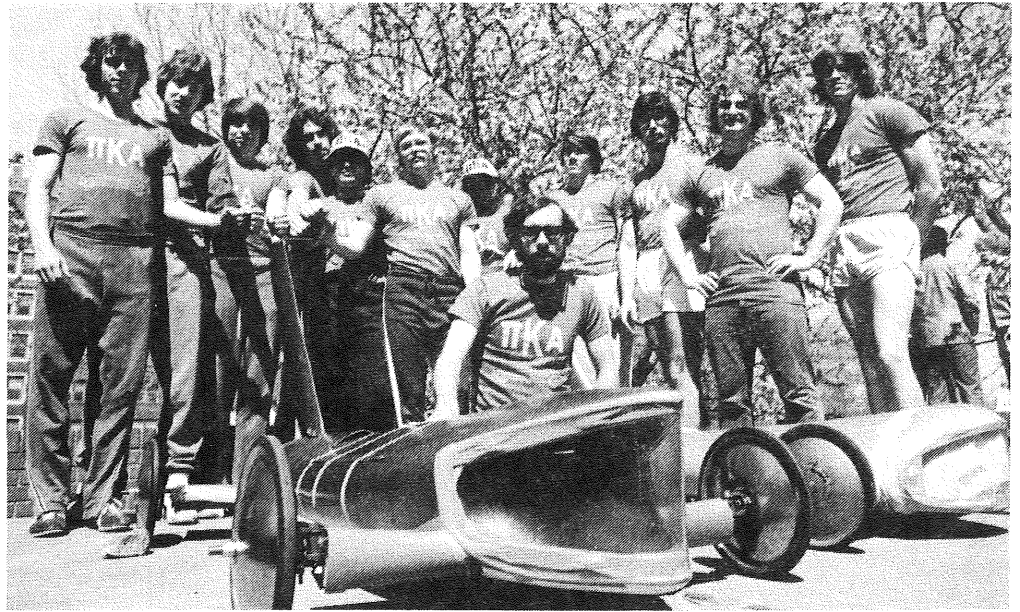
In the long history of Carnival, Phi Kap has always driven for victory as our previous design and race trophies have shown. Once again, this drive is shown in the many hours which have been devoted this year to push practices and work refining present buggy technology.

Results of this effort are shown in the sophisticated and technical features of the buggies. Both "Streak" and "Snorpus" boast monocoque fiberglass bodies which combine lightweight construction with a high degree of driver safety. Both are equipped with hydraulic disc brakes, four wheel independent suspension and a high strength push bar.

Our drivers and push teams are a healthy mixture of experienced veterans and up-and-coming freshmen headed by Erwin Goedicke, Stephen Strom and Bill Fox. With push team captain George Walsh

and drivers Robbie Goldman and John Peltz, Phi Kappa Theta will have an excellent year. All are eager to take part in the unique excitement that surrounds race day. The house as a whole is enthusiastic and anyone who knows Sweepstakes knows that these are the features necessary to win. And Phi Kap will win!





pi kappa alpha

Pi Kappa Alpha enjoys the thrill and competition of buggy racing more than anything else. It's why we've placed in the top three spots all but five times in the last thirty years. Our design and technology led to a record setting finish again in '76. Hopefully, we can continue these winning ways this year.

A most essential part of any sweepstakes effort is the push team. With all of our pushers returning from last year's effort, we are confident we can do well again this year. The pushers, led by team captain Bob Russell, will be working hard to be in the best shape possible.

Pika will be running three buggies this year; the Tigershark II, the Pi-thon and the Shark II. We have more than enough drivers to handle the difficult task of guiding these buggies around the course. All the brothers in the house aid in pulling everything together to make us competitive. The word last year was *Desire* — this year it is to *excel*. Watch for Pika at the finish line — this year could be the best ever for us.

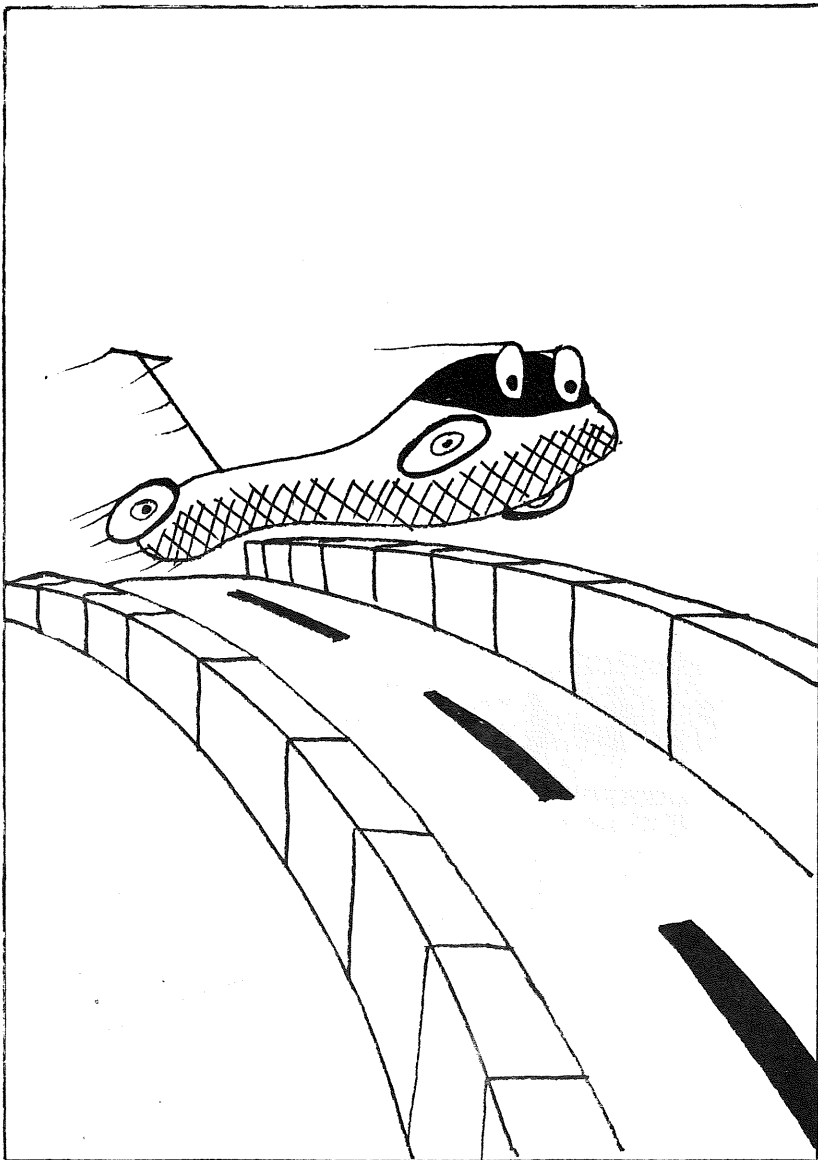


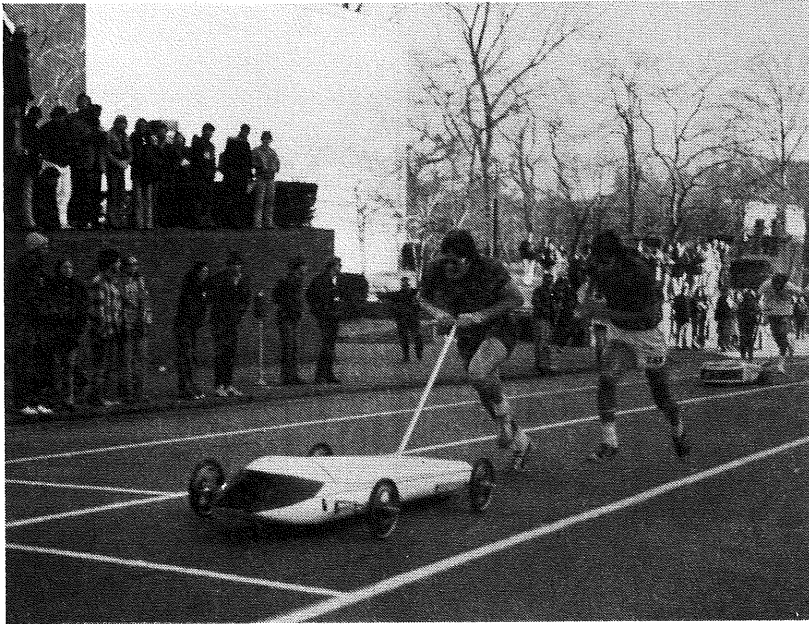
pi lamda phi

Pi Lam's buggy "Sisyphus X" will be a testing ground for various changes that, if proven advantageous, will be incorporated into the '78 buggy.

Although Pi Lam is looking at a stronger push team this year our only hope is one of finishing better than last.

Next year look out. We'll have some new stuff.





sigma alpha epsilon



In continuing their program of increased emphasis on four-wheelers, Σ AE will have completely phased out their tried and true two-wheeler "Arnold" after 17 years of service during which time it finished in the top six no less than 11 times. This record included several second place trophies and a remarkable 2:25.5 course time in 1968; a bench mark of bike performance that may never face challenge.

Though highly competitive during its time, the era of the bike has come to an end. In keeping with this analysis, Σ AE has put forth its best effort toward designing a new four-wheeler for this year's race.

It will be joining Σ AE's lone four-wheeler, the "Intrepid" which features a heliarc welded channelled aluminum pan frame with rigid suspension, double pivot steering and a "fool proof" braking system. Intrepid holds the remarkable honor of having won both the 1st and 2nd place design awards in its first two years of competition in addition to the sixth place race trophy in 1975.

The personnel for this year's race — include veteran senior driver Chris Forland and Sophomore Tom Steppe along with promising freshman Ed Shirley. The "A" push team remains intact from last year, and a host of returning pushers and talented freshmen will be competing for top spots on this year's push teams.

Expectation is high for this year's program under the gentle guidance of Jim Heck. With a wealth of talent and ever increasing technology Σ AE looks for improved race and design performance.

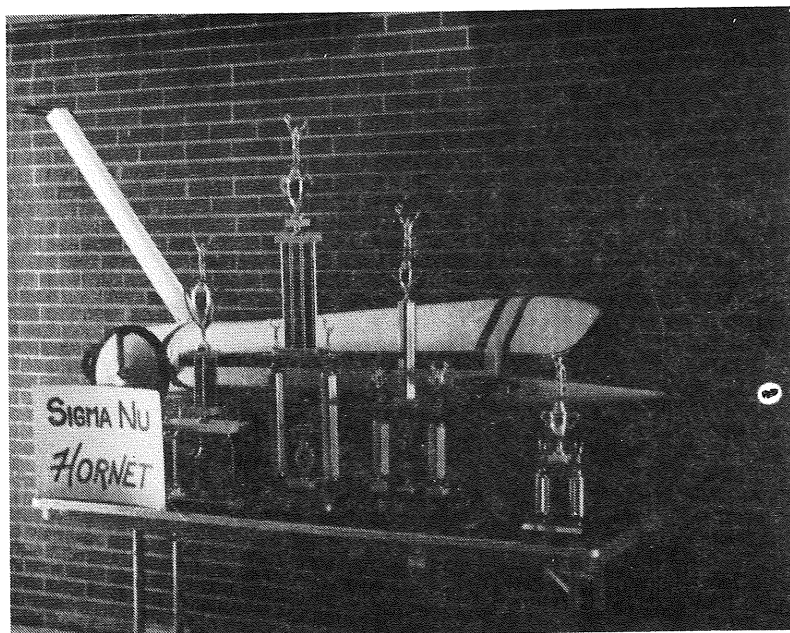


The Student's Dormitory Council is expecting improved finishes for both its buggies. Refinements in last year's buggy have already shown their success in significantly decreasing our freeroll times. Our unique plastic shell combined with our driver, Leslie Neft, gives SDC one of the lightest buggies in the race. These factors together with our ever strong push team will guarantee a high finish.

Our bike, which always turns in a fine performance, is SDC's other entry in sweepstakes 1977. We expect continued success from it under the guidance of experienced driver Dan Capouellez. Due to the wealth of talent within SDC, our second push team matches many organizations' "A" teams.

Chairman Frank Worbs thanks all of the people in SDC who helped in the many phases of our 1977 sweepstakes entries.

sdc

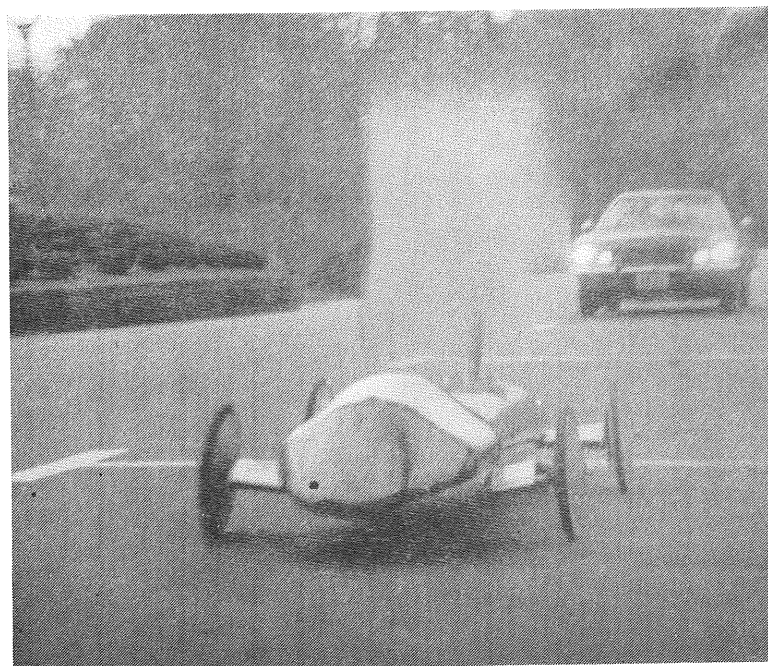


Sigma Nu sees itself in a successful sweepstakes position for 1977. Hornet, still acknowledged as the fastest rolling buggy, will again be Sigma Nu's "A" entry. Special attention will be given to the Hornet this year, as it will probably be running its last competitive season. In her 10+ year career, Hornet has always turned in exceptional freeroll times, finishing 6-3-4-1-2-5 in the last six years.

Perhaps more important for 1977 is Sigma Nu's push team. The Zoo will have its best push team in two years. Innovations such as the 1974 "Flying Exchange," will update pusher technology. Expectations are high for a first place finish.

Sigma Nu has always been looked on as an underdog or a darkhorse in sweepstake competition. Our freeroll performances are often deceptive, but true buggy participants watch for Sigma Nu to finish fast; perhaps fast enough to take home this year's top trophy.

sigma nu



Zeta Beta Tau in its continuing endeavor for a balance between speed and ease of pushing up the hills, will once again enter an ultra-cheap buggy, completely equipped with such high cost extras as wheels and brakes. Our driver this year, although inexperienced in buggy racing has vast experience navigating through the bumps while riding through the desert on camels. Our only problem seems to be keeping him from stopping at Westinghouse Pond, which upon discovering that it wasn't a mirage, declared it his oasis from home. The bike design should prove once again that our driver can confidently look down on all other buggies of the conventional design.

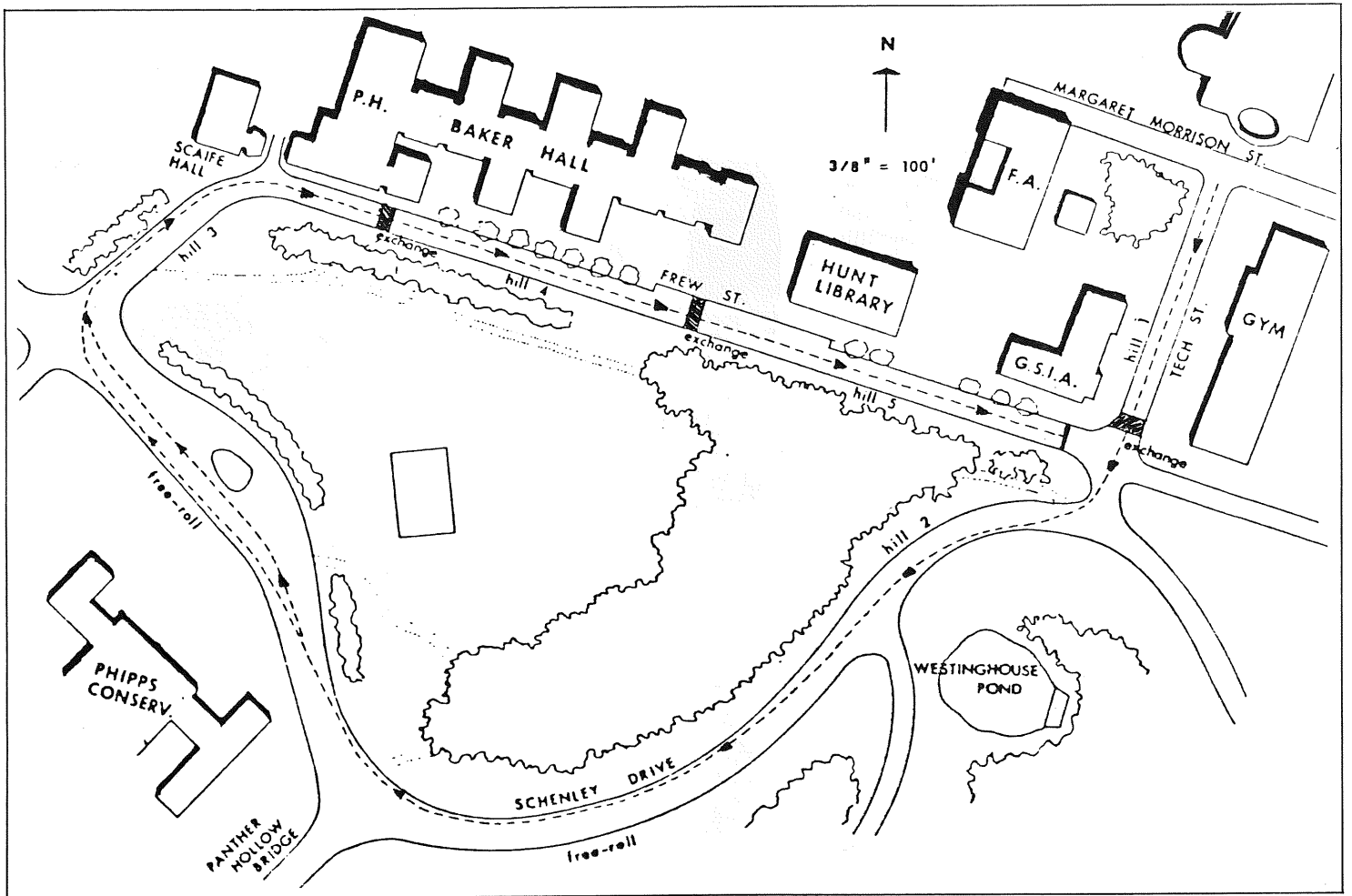
After years of returning alumni donations, and resisting the urge to build a four wheeled buggy, our bike, the Mountain Oyster M.F. #13 Le D, will be joined by our new buggy Pegasus, alias, the A&P special, which will have at least three wheels hugging the pavement at all times. George Edsel, our chief designer, has found the secret to faster freeroll times; however he is being locked in the basement closet till he tells us the secret.

Hopefully we'll catch our driver and fit him with brake shoes by race day. He mysteriously disappeared after his introduction to the buggy. Under the auspices of chairman Frank Lefkin and Darryl Lict, ZBT hopes to double its performance of last year with two finishes.



zeta beta tau

course map



heats

PRELIMINARIES – FRIDAY

HEAT	ORGANIZATION		TIME	ORGANIZATION		TIME	ORGANIZATION		TIME
	1			2			3		
1	ATO	C	_____	ZBT	B	_____	CIA	B	_____
2	CIA	A	_____	PIKA	C	_____	ΠΛΦ	A	_____
3	SDC	B	_____	BETA	B	_____	ΚΣ	B	_____
4	ΣΑΕ	A	_____				DTD	A	_____
5	PIKA	B	_____	ΦΚΘ	B	_____	FRINGE	B	_____
6	ΚΣ	A	_____	FRINGE	A	_____	ATO	A	_____
7	DU	A	_____	ΣΝ	B	_____	ΦΚΘ	A	_____
8	ZBT	A	_____	BETA	A	_____	ΣΑΕ	C	_____
9	SDC	A	_____	ΣΝ	A	_____	DTD	B	_____
10	ATO	B	_____	ΣΑΕ	B	_____	PIKA	A	_____

SATURDAY FINALS

	Name	Time	Name	Time	Name	Time
Heat 1	_____	_____	_____	_____	_____	_____
Heat 2	_____	_____	_____	_____	_____	_____

ALUMNI

	Name	Time	Name	Time	Name	Time
Heat 1	_____	_____	_____	_____	_____	_____
Heat 2	_____	_____	_____	_____	_____	_____

credits

sweepstakes chairman—mark gardner

safety chairman— bob beck

design— ray sevigny

introduction— gerd beckmann

buggybook design—anna safary

