

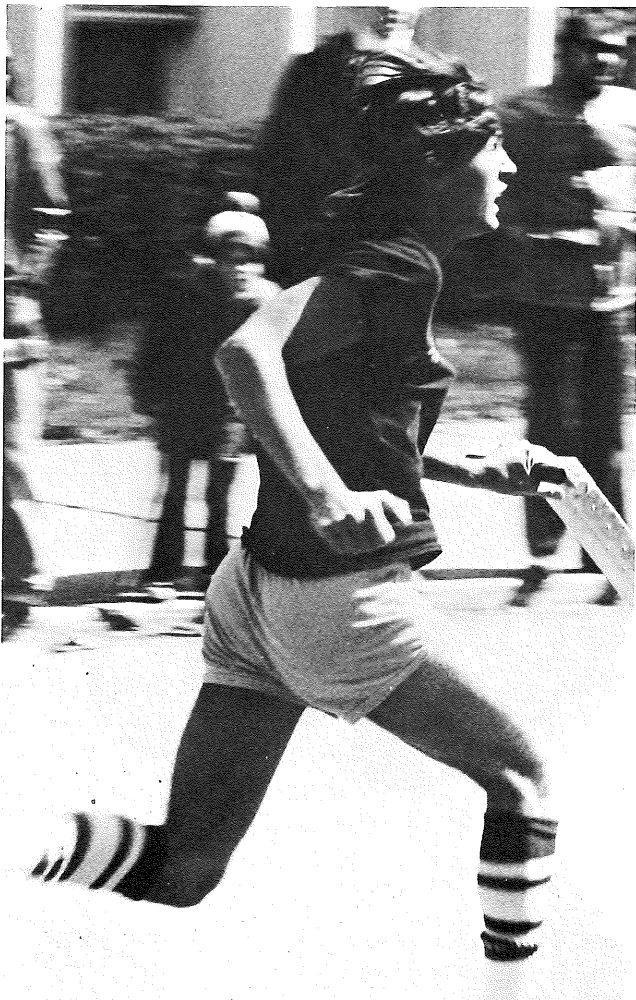
BUGGY "79

Introduction

by Marianne Dwyer

It's impossible to describe the height of a full year's efforts, the result of sleepless nights, weeks and months, the reward for hours and hours of practice, and the final glory that comes as the finish line is crossed. Each Sweepstakes participant, whether designer, mechanic, painter, scraper, pusher, driver, sweeper, flagger, whatever, is aware of the Sweepstakes fever which surfaces in September, shifts into gear at the beginning of Spring semester, and is untameable at the first sign of warm weather.

If you're not a participant, there's just one way to experience CMU buggy racing. Only by dragging yourself to Tech Street before 9 a.m. on race day, counting down the seconds, positioning yourself in a place where (hopefully) racing buggies and hurling pushers won't end your life, being plowed



by the masses, kicking, stomping, and trampling the innocent to death in an effort to race to the top of Flagstaff Hill to view the climax of the freeroll in the "chute," and finally, biting, scratching and clawing for the few front row spots of Frew Street to watch the breath-taking finish . . . only by surviving this ritual unscathed and starting it all over again at the beginning of the next heat can Sweepstakes fever be understood.

The competition of the races is intense at all levels, not just among those trying for the top six spots. Although we're all anxious to see who'll break the course record, what would the race be without a field of 25 to 30 buggies to draw the crowds? It's hard to imagine how strongly some organizations battle to finish other than last, or to finish in the middle of the pack, or just to finish! Whether a team finishes first or last, there's no lack of effort.

This year a new event will take place during Sweepstakes. The first "women's heat" will be run to give the organizations a chance at another level of competition. In addition to SWE, who will be entering their own buggy into just this phase of the races, SDC, CIA and PiLam will also supply a women's team.

A lot of work has gone into making Sweepstakes '79 a success, and there are many, many, many people to thank for all their efforts. It's impossible to list everyone, but a few groups deserve special thanks:

- Student Activities: Anne, Mrs. Rudman, & Mary Ann who know the answer to EVERYTHING
- The Chairmen of the 16 organizations who are willing to do ANYTHING for the sake of the buggy races
- The Radio Club whose play-by-play coverage of the freeroll is invaluable
- WRCT and the TARTAN who draw the crowds and keep them well-informed and psyched
- Security, Physical Plant, the City of Pittsburgh, judges, timers, and LOTS more
- People who have a sense of humor at 5 a.m.
- All the motorists who responded so pleasantly to our roadblocks
- Everyone involved who helped me have one hell of a good time as Sweepstakes Chairman
- THANKS!

As long as we all pull for some good weather, this year promises lots of excitement, close finishes, and hopefully some broken records. Don't miss it!

Sweepstakes Chairman Marianne Dwyer
Safety Chairman Dave Lamont
Design Chairman Tim Bracco
Buggy Book Michele Scalzitti
Sue Sloan
Rich Kleinhample

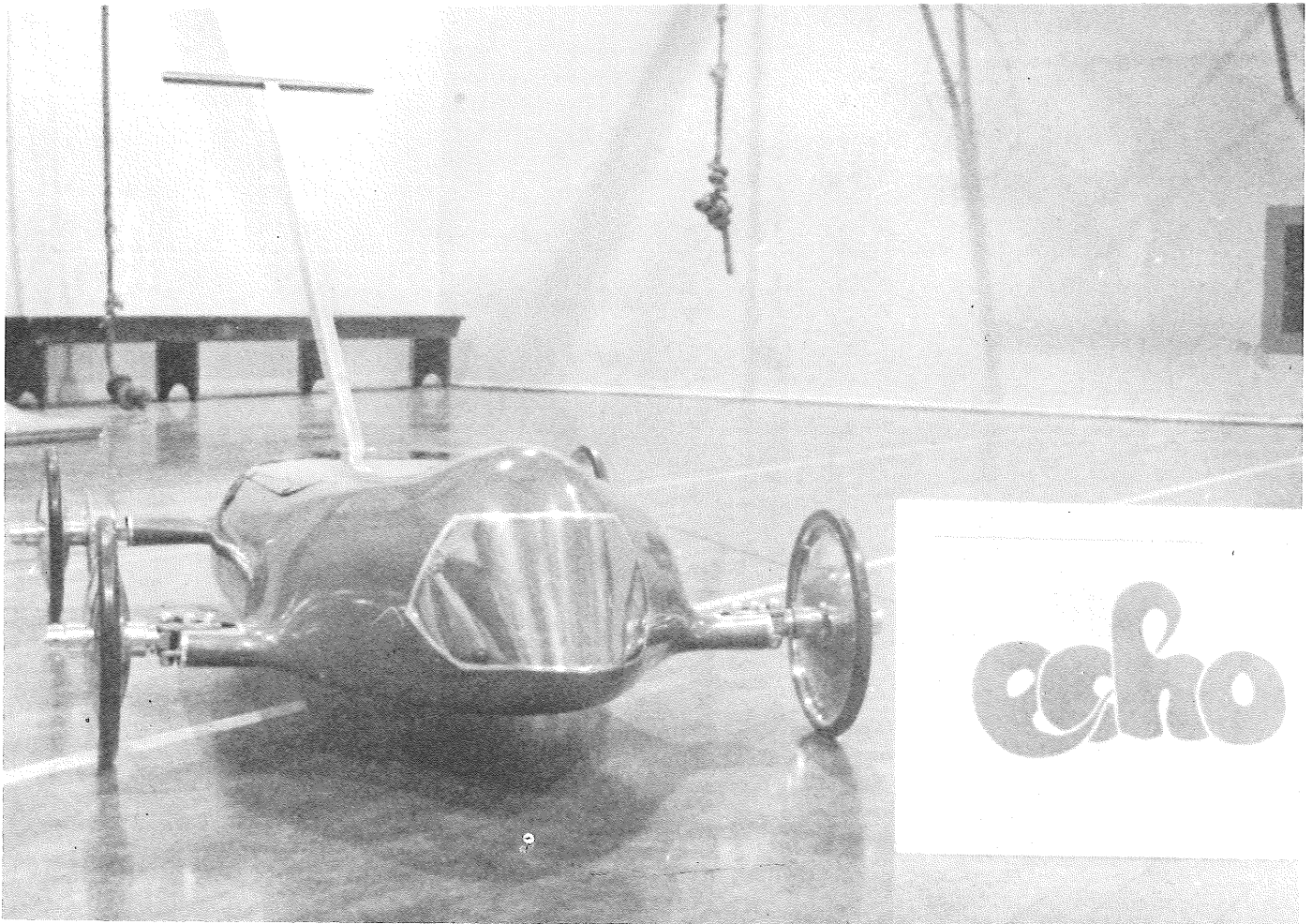
by Tim Bracco

Buggy design is a sequence of development from which a final submission is exhibited and juried at the Design Competition on Thursday of Spring Carnival, and its integrity put to the ultimate test during Sweepstakes the following day.

This initial event of Spring Carnival offers an excellent chance for the public to view the numerous buggy types at their leisure. It is the only time during the entire weekend that all the buggies will be congregated in one specific area, the main gymnasium. Throughout the day a panel of judges will review all entries and award points to the individual buggies with consideration given to craftsmanship, pushability, weight, and aerodynamics, all of which contribute to the roll of the buggy in Sweepstakes.

In theory, the buggy which is best designed according to this criteria and accumulates the most points should place among the top on race day. That is, of course, if all conditions were similar. But the conditions which exist, the push teams who compete, and the strategies which are employed by the drivers are never the same. Therefore, an entry which can place high in both competitions is a prime example of what an exceptional effort in buggy design can accomplish.

So before race day begins, and the excitement and drama of Sweepstakes engulfs you, take this opportunity to acknowledge the efforts put in by all the Buggy Design Committees and observe their entries in a somewhat less hectic atmosphere than the one you will experience on race day.



Safety

by David L. Lamont

At its inception, Sweepstakes was more pageantry than serious competition. The early machines were elaborate, bulky and quite slow. The safety of the driver was not a serious worry.

In recent years, the prestige of first place has produced a new generation of machine; conceived, designed and constructed for speed and efficiency. As a result, the safety of the driver has become a major concern. Today the very existence of Sweepstakes hinges on the race remaining safe. For this purpose, the safety inspector is elected.

The role of the safety inspector is by definition a proactive one. The penalty for lack of foresight is simply unacceptable. I have set two goals for myself and the participants in the race. First, we must set down unambiguous rules that minimize the chance of injury without serious compromise to the competition. Second, I must enforce these rules in their entirety, in a nonpartisan manner. With the cooperation of each organization, I anticipate no problems in achieving these goals, and I look forward to a safe Sweepstakes 79.



Radio Club

by Philip Thompson

Buggy requires the coordination of many groups. The work of the push teams, drivers, flaggers, technical crews, line judges, timers, marshalls, Security, Pittsburgh Police as well as the Chairperson are all vital to a good race. The Tech Amateur Radio Club (W3VC) provides the communications needed to effectively link all these groups into one working unit.

The work is not glamorous. Each radio operator is trained in the techniques of running a "net." The instruction is essential to avoid confusion from so many people sharing one frequency. Club members have used their skill in recent times to assist not only the University but the Park's Commission, the March of Dimes and the Red Cross. Information has to be moved quickly and accurately while leaving enough flexibility in the procedures for any possible emergency.

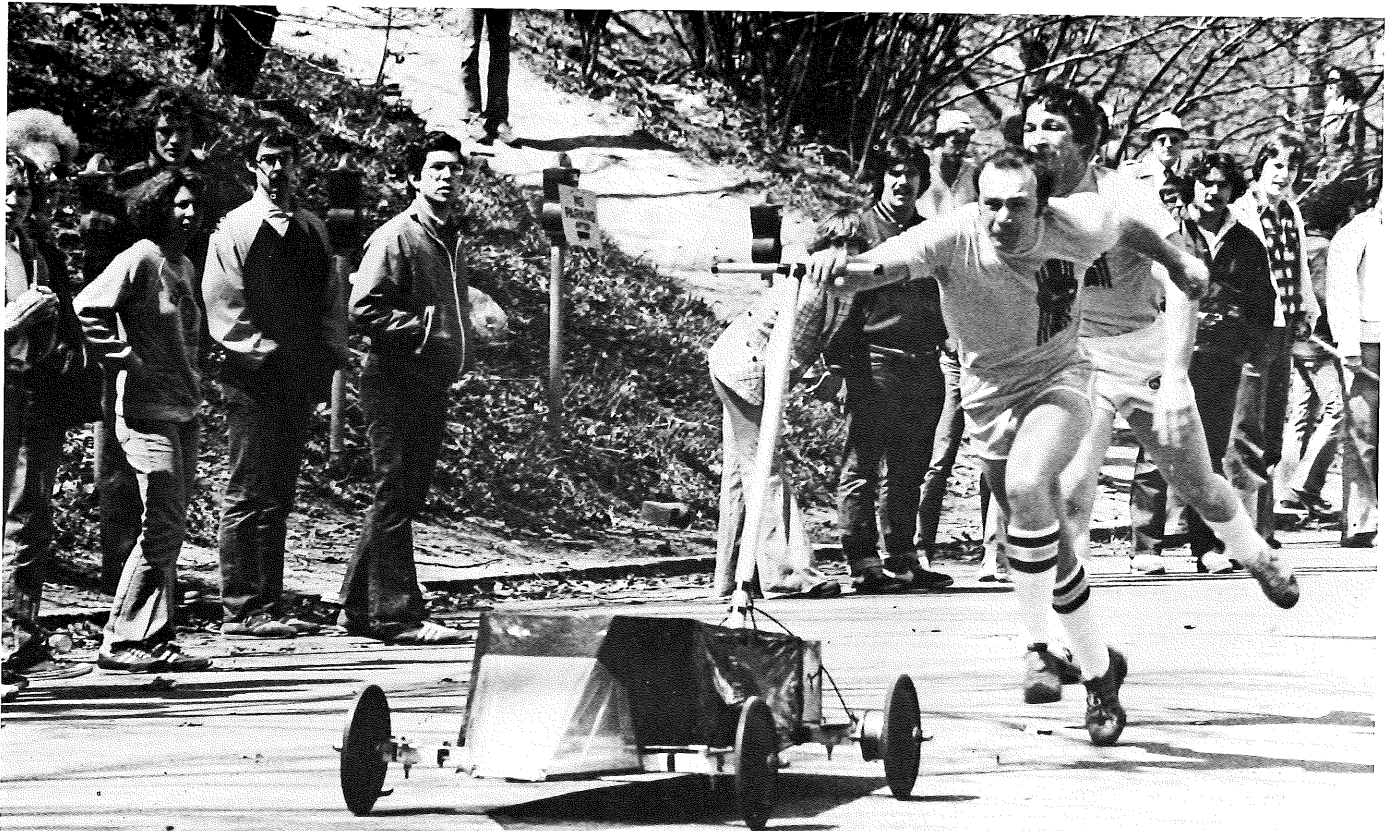
Sometimes helping with buggy means waking up at five in the morning to get to free roll only to find your microphone button is stuck. The fault has to be repaired while your fingers begin to numb in the cold. And then there is always the automobile driver who just cannot understand why the streets are closed to allow some funny thing called a buggy to zip down some hill in the park. It is our job to explain, with the help of the flaggers, the very strange goings-on of buggy.

During the races, radio personnel are located at vital intersections and critical race points. These include the Starting Line, the top of Hill One, the Chute, Westinghouse and along Frew Street. Unless an emergency occurs, the net relays continuous information concerning the location of the buggies, finishing times, crowd size and location, media coverage and general race statistics.

Please do not ask the operators for any special favors, unless you require the assistance of Campus Security, the City Police or have information vital to the safe operation of the race. If an emergency does occur (I hope not!), stay clear of the area involved and allow the emergency units to do their job. Your cooperation will help make a race where drivers can concentrate on breaking records and have fun.

Alpha Tau Omega

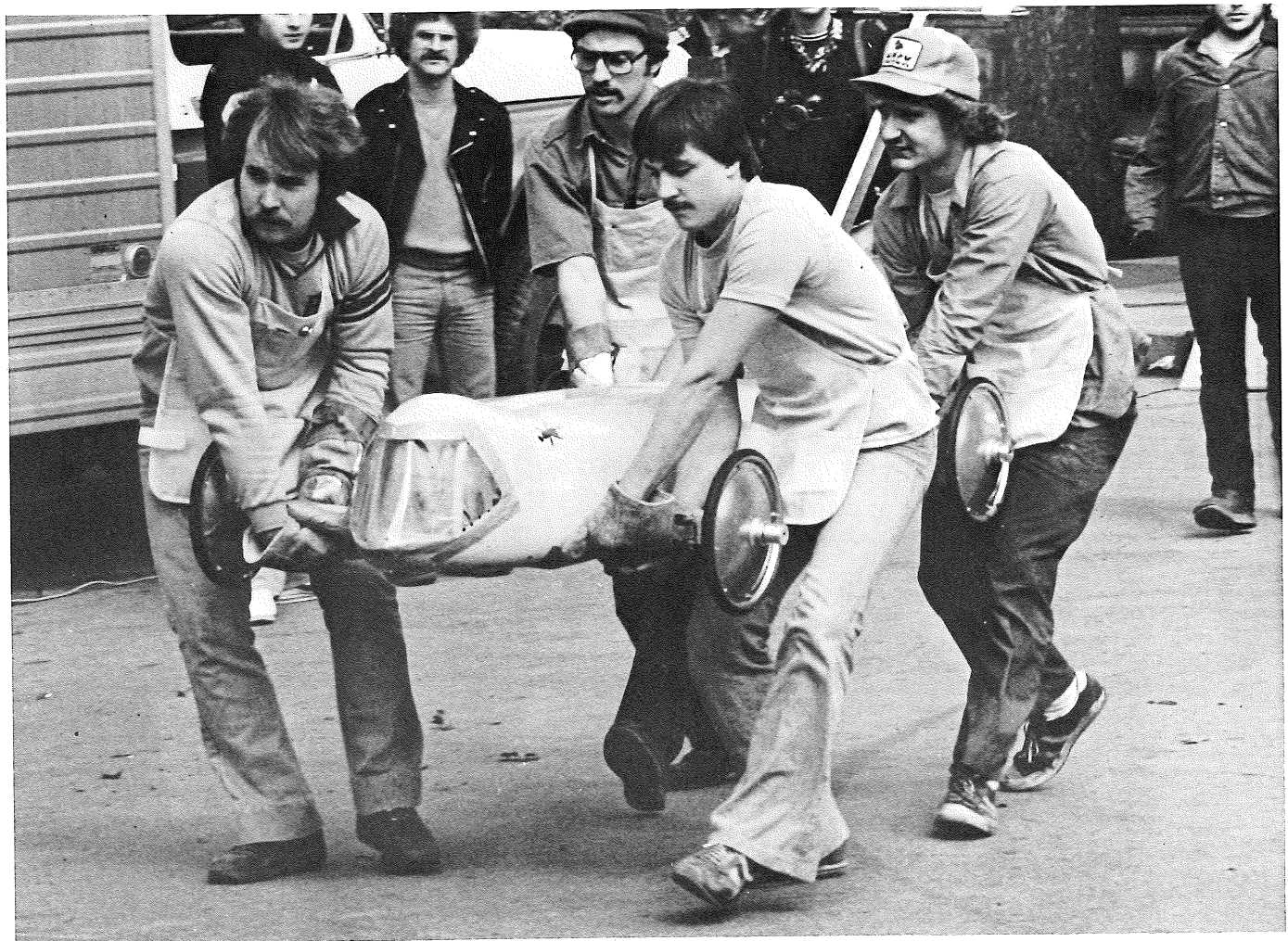
The "ole house on the corner" looks upon Sweepstakes '79 as a year of metamorphosis. After last year's disappointing showing, the Taus are looking forward to Buggy '79 with renewed interest. We have learned from last year's mistakes and are returning to more conventional methods of craftsmanship. The time for innovation and experimentation has passed. New drivers and an always strong push team will enhance our performance. Furthermore, many enthusiastic freshmen have joined us to enrich our push team. We can definitely say that ATO will be a force to reckon with in 1979.



Beta Theta Pi

After claiming the Sweepstakes first place trophy last year and the first place Design trophy for the last two years, the brothers of Beta Theta Pi are determined to recapture both trophies again this year. In addition to our A-team buggy Echo, we will also field two other buggies, 825 and POS, which placed fifth and tenth respectively in last year's competition.

In order to duplicate last year's achievement, our buggy chairman, Bill Olson, and the buggy committee have been hard at work improving our present buggies. Push team trainers, Jeff Dudley and Walter Kritsky, and returning driver, Jim Coffin, along with veteran pushers as well as new drivers will combine their diverse talents to what appears to be a very successful year.



Carnegie-Mellon Involvement Association is a non-fraternal organization offering a competitive effort for students interested in active participation in Spring Carnival.

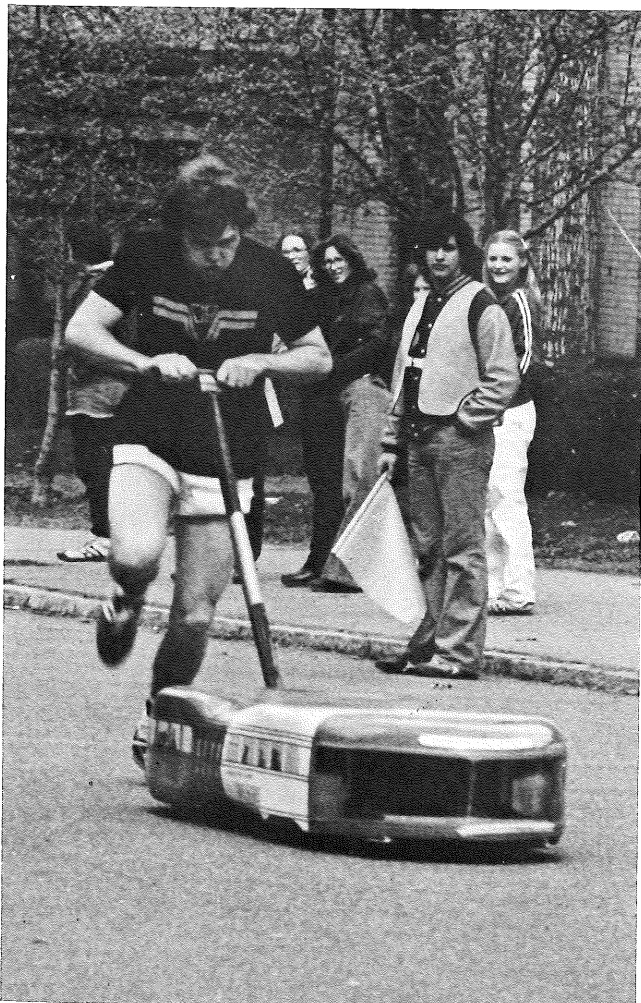
Being lead by a highly trained and qualified team of drivers, with the support of tested and proven buggy technology, and an improved veteran push team, CIA is looking forward to its best effort ever.

Street Car Named Desire, CIA's older buggy will be competing again this year. After exceptional B-buggy performances, its capabilities were realized and improved upon. Testing has shown areas of improvement which should yield faster free-roll times.

Black Magic, newest of the CIA entries, holds three years of testing scientific, not abstract, understanding of fundamental buggy principles which have been applied and tested. The effect of this work was clearly seen last year when Magic held first place after the preliminary races.

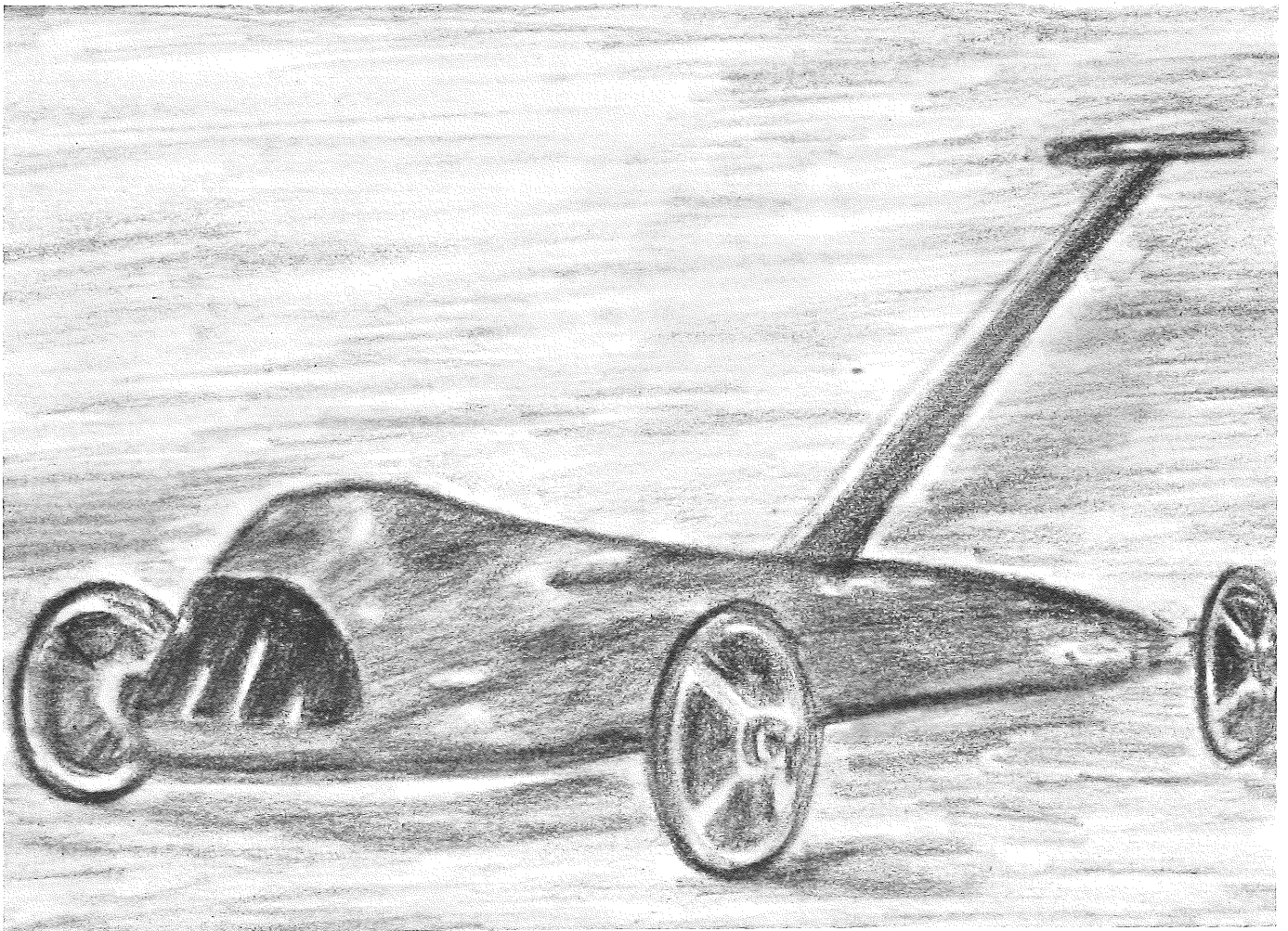
Growth and expansion during the past three years have given CIA a solid base from which to work. Experience in pushing, driver training, and buggy technology have been finally combined in their completeness in order that this year's effort be best prepared for.

This year's race will find CIA stronger than ever with a membership filled with MAGIC and a strong DESIRE to win.



Fringe

Fringe (frinj) n. A.K.A. Fringe-Mongers 1) an independent Buggy organization often associated with unusual happenings and new ideas. 2) any such organization owning a "Flying Buttress" (see illus.). 3) any such organization also racing a "LeRoy" (see any shopping cart). 4) any associated drivers with Buggy blood and experienced pushers with near-record times. 5) an organization intent on the integrity of independent Buggy racing. 6) a group of people eager to regain the prominence of such an organization. 7) the blood, sweat, and tears of such people.



Kappa Sigma

As is often the case in the debut appearance of a Buggy, our newest entry in Sweepstakes competition, \$34.95, had a mediocre first run last year. Having eliminated the minor problems which hindered its performance, Kappa Sigma Buggy Co-Chairmen Drew Emmetts and Dan Shelkofsky expect a greatly improved time from this buggy. Joining \$34.95 in the 1979 Sweepstakes field will be a five year veteran, the Red Baron, annually a top finisher in Design Competition.

Another factor adding optimism to our Buggy outlook is our Push-Team. Led by Sophomore Tom Lamparski, and three other first team veterans, the team could be conspicuously strong with the addition of a particularly athletic Pledge Class. Rounding out the Kappa Sigma effort are our drivers. Led by returning veteran Andy Wang, our drivers are gaining experience and skill with each Freeroll. With five Brothers competing for two spots, competition should be fierce.

Kappa Sigma's Buggy program is clearly on the upswing. We're looking for hard work, training and dedication to pay off as we cross the finish line with our fastest time ever.



Phi Kappa Theta

"Psyche" is the word that describes the feeling at Phi Kappa Theta for this years' Sweepstakes competition. Push team captains Ron Fiedler and Ken Gerzsenyi are optimistic that the new crop of freshmen will make our push teams faster than last years'. Every pusher in the house has been brushing up running techniques and competition for a position is fierce.

Veteran drivers Colin McKechnie and Tim Huggins will be negotiating "Shadow" and "Streak" around the course. These prize-winning machines feature monocoque fiberglass bodies combining light weight construction and driver safety. Our buggies promise to be the sweetest looking and rolling machines on campus this year.

Buggy Chairmen Brian Batiste and Dave Moret are working hard to regain Phi Kap's position as the premier buggy organization at CMU, and they guarantee a few surprises. Everyone in the house is contributing to our buggy effort to make 1979 truly the year of the winner.



Pi Kappa Alpha

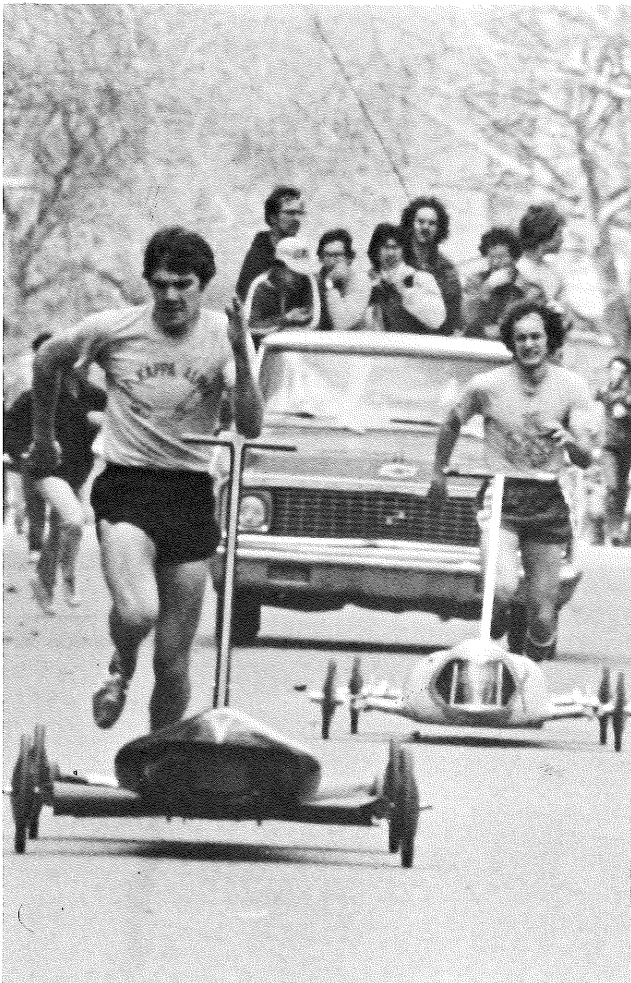
Pi Kappa Alpha has been and will remain a dominant factor in Sweepstakes. This year, the current course record-holding buggy, the Pi-Thon, will return with the intentions of regaining the Sweepstakes title.

This year, Pi Kappa Alpha looks forward to having a strong push team with the returning nucleus of last year's A-team and most of B and C teams. They will be led by team captain Dave Martineau and A-team pushers Matt Wehrle and Joe Brado.

Drivers will also play an important role in this year's race with the present road conditions. Pi Kappa Alpha will go into the race with the necessary experience and new recruits to create a capable and talented driving team.

As always, the preparation of the buggies for racing requires hours of hard work from dedicated brothers. This effort is led by Buggy Chairman Dave Fiedler and assistants Marty Newingham, Dan Bacik, and Mike Hufford. We at Pi Kappa Alpha feel that our 1979 buggies will be among the best ever fielded for the Spring Carnival Sweepstakes.

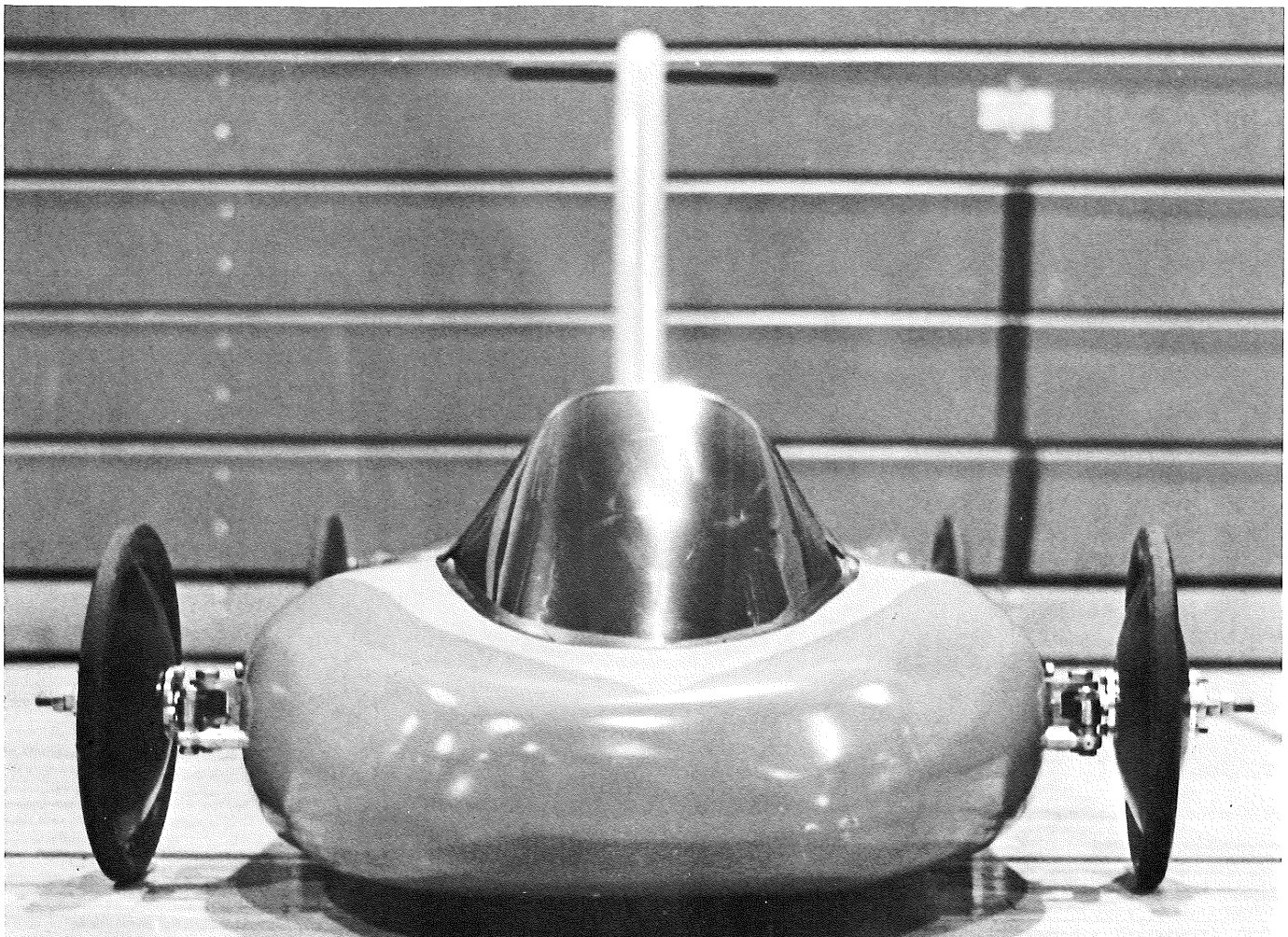
In the wake of last year's 'tight' finish, Pika's goal is to demonstrate to all contenders beyond a shadow of a doubt that Pi Kappa Alpha is the undisputed leader in Buggy on campus.



Pi Lamda Phi

Pi Lambda Phi has prepared extensively for the 1979 Buggy Races, and the house is prepared to field a new competitive buggy. The new buggy, to accompany Pilam's faithful standby "Sisyphus," is a remake of the famous "Dolphin" buggy of Beta Sigma Rho, the fastest buggy to ever roll. The brothers have been working extremely hard on the new three-wheeled buggy, the Blue Dolphin, and hopes are high that she will live up to her name.

For the second consecutive year, Pi Lambda Phi will be fielding an all-female push team, comprised of members of the house's Friends Organization. Consistent with the house's dual goals of competitive success and good, clean fun, the Friends have been working hard and hope to have an enjoyable time on race day. This attitude, coupled with the house's impressive pool of design and athletic talents, point to PiLam as the dark horse team to watch out for on race day.



Sigma Alpha Epsilon

Sigma Alpha Epsilon enters the new year with high hopes and anticipation. Our goals this year include the establishment of a well-structured push team along with a competitive arsenal of vehicles.

Vehicles for this year include the 6 year veteran Intrepid, sixth place finisher in 1975, fifth place finisher in 1976, and winner of two design trophies. Although Intrepid received a new color last year, it still features a heli-arc welded, channelled aluminum pan frame with rigid suspension, double-pivot steering and its fool-proof brake system.

Joining Intrepid for its third year is the Hustler, which turned in a 2:26.8 in its first competition. The Hustler features a lightweight aluminum tube ladder frame, as well as Intrepid's tried and true brake system. Although last year's square wheels have been discarded, Hustler's highly dimpled body, designed for maximum aerodynamic drag, has been retained.

Under the leadership of Buggy Chairman Vic Rovder and push team captains veteran Brian Kay and former A-team driver Eddie Shirley, and a very psyched stable of pushers, SAE is looking forward to an exciting and competitive effort in this year's Sweepstakes.



Sigma Nu

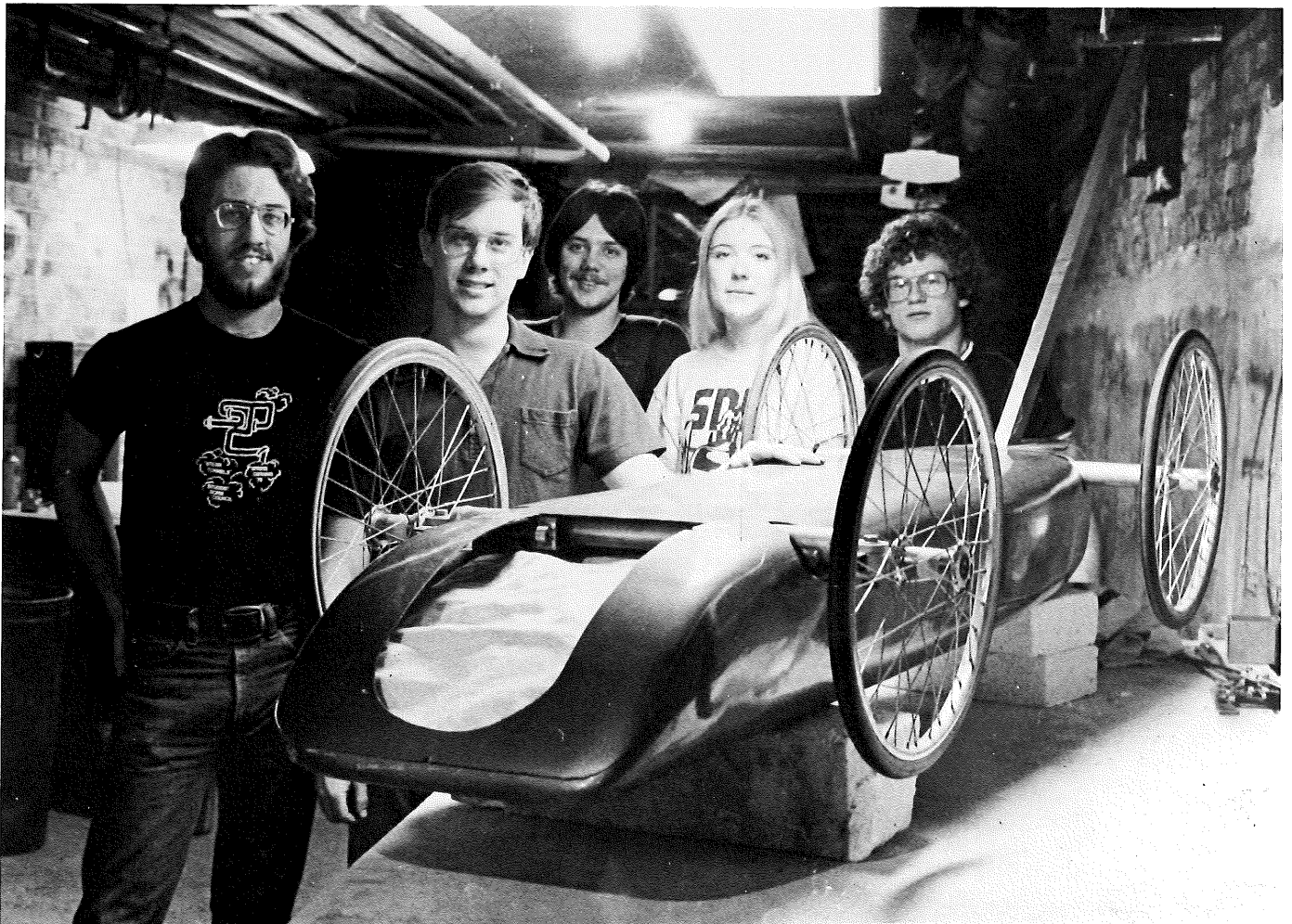
The Zoo has only one thing to say . . . ESP.



Student Dorm Council Buggy is *your* organization, and this year you'll have lots of reasons to be proud of it. Combining three modified buggies, a brand new push team, and a revitalized spirit, we are expecting a very successful sweepstakes.

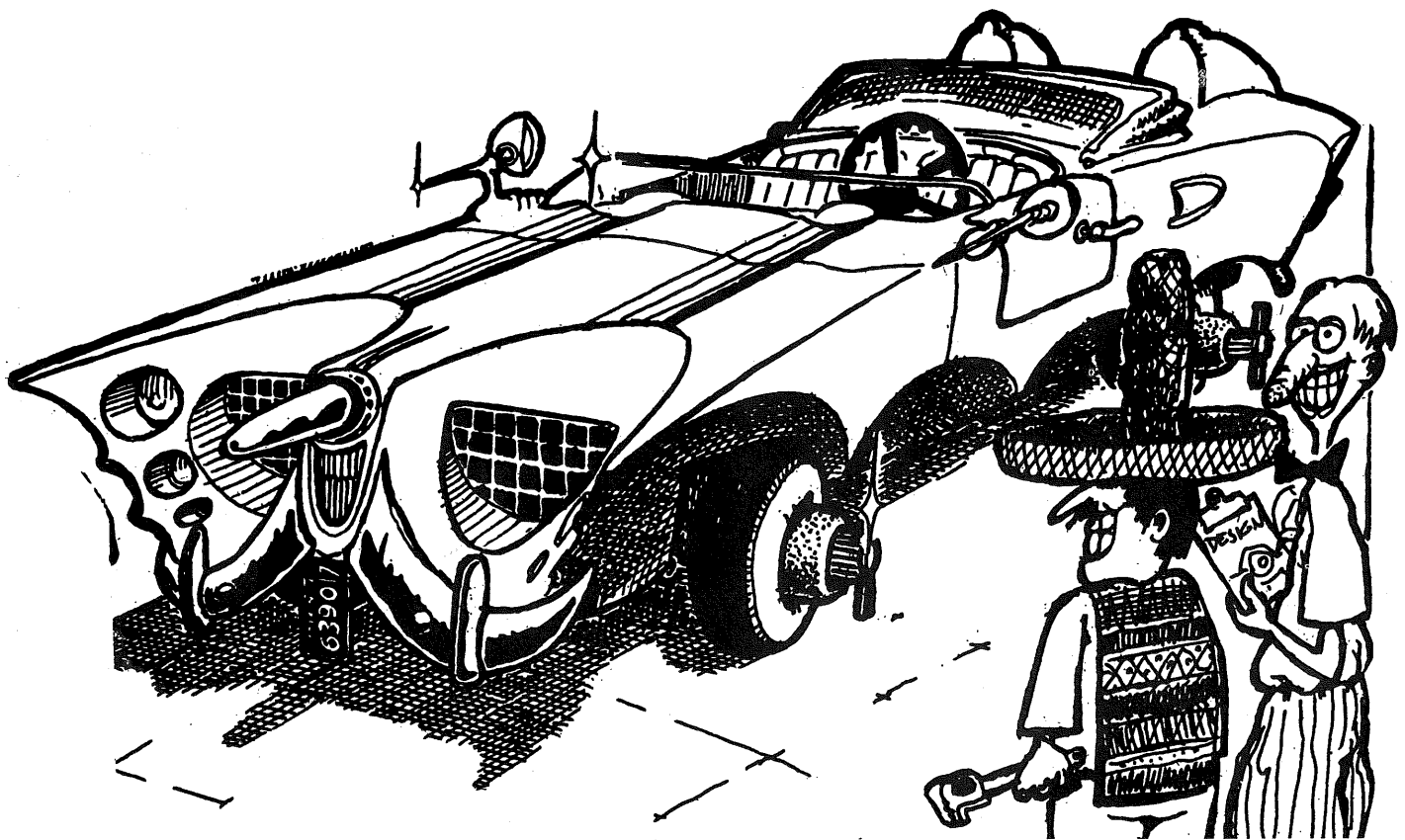
Our buggies are really in the running this season. Last year our A Entry, The Blue Haze, placed second in the design judging. With its several modifications, we hope to do equally as well. As far as racing is concerned, its lightweight construction and new wheels will make it a fast roller. The other buggies, Shadowfax and The Little Nipper, have been reworked and should also do well.

Under the direction of John Ross, we have recruited a talented push team. With their help, we hope to significantly cut down roll time on all the buggies. So, watch out for SDC — we may just roll past before you have time to notice!



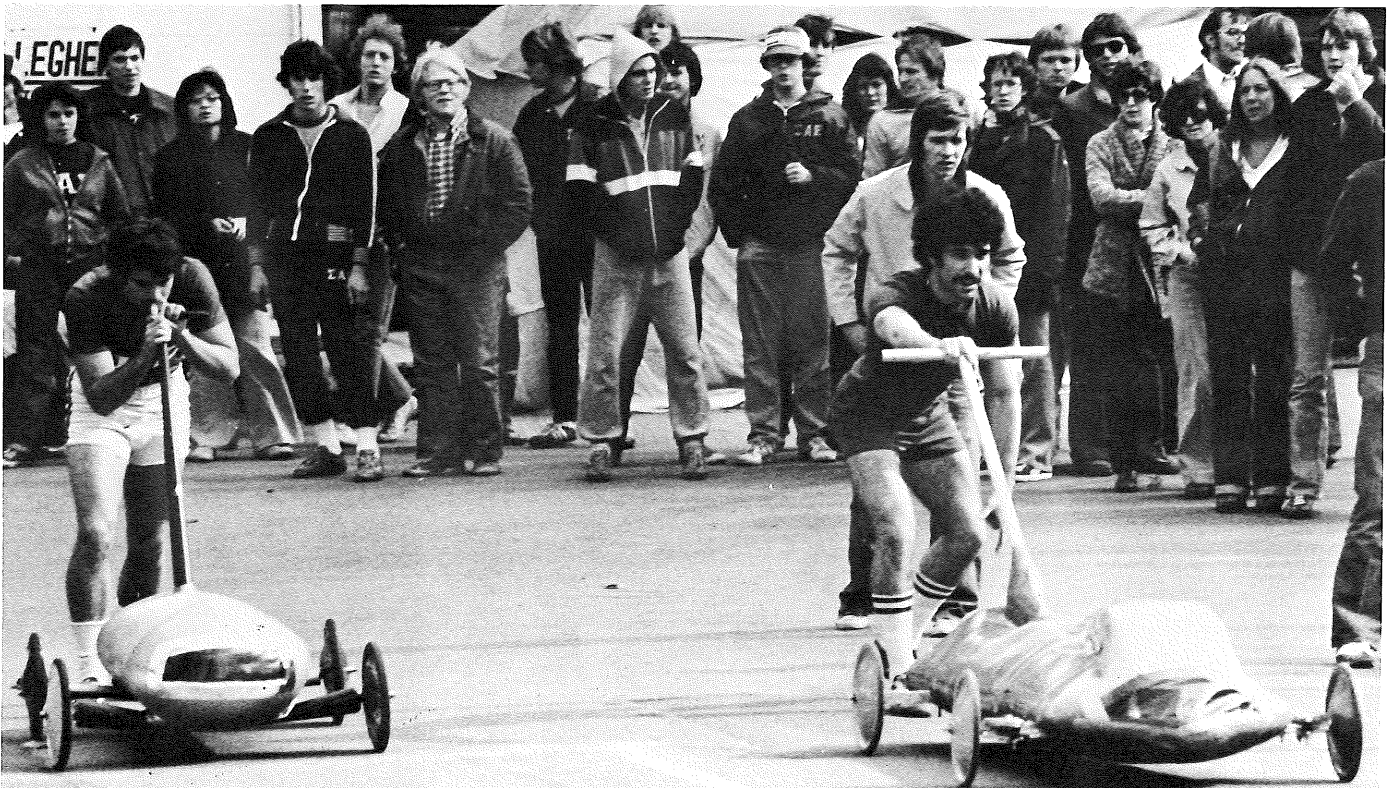
Theta Xi

We would win free-fall. This is our last attempt to push the Xiclone through the course, for by next year we plan on some modernization. From the pieces, we put our buggy back together and assembled our finest lads to push our pieces. We'll have fun and probably finish decently. There isn't much else to say.



Zeta Beta Tau

ZBT is looking forward to a fun and exciting Sweepstakes this year. We hope to race two buggies, M.O. #13 LeD, and Pegasus. M.O. #13 LeD is one of the last bicycle racers left but we feel it is an important tradition to run it. Pegasus has been redesigned once again and we hope for further improvement. ZBT has a young and strong push team this year which we feel may develop into one of the best around. All in all, we hope to continue to rebuilt our team into a true challenger.



PRELIMINARY HEATS – FRIDAY, 9 A.M.

Heat	LANE 1		LANE 2		LANE 3	
	Organization	Time	Organization	Time	Organization	Time
1	KS	A <u>2:55.0</u>	PIKA	D _____	CIA	C _____
2	SDC	B <u>2:38.5</u>	ZBT	A <u>2:50.5</u>	SN	B <u>2:36.7</u>
3	PIKA	C <u>2:31.9</u>	CIA	B <u>SPUN OUT TURN</u>	TX	A <u>3:11.3</u>
4	BETA	C <u>2:46.0</u>	PKT	A <u>2:37.5</u>	SAE	A <u>2:39.8</u>
5	SDC	C <u>3:05.9</u>	BETA	B <u>2:31.0</u>	DU	B _____
6	SAE	C <u>3:11.6</u>	ATO	B <u>2:35.6</u>	DTD	A <u>2:32.2</u>
7	DTD	B <u>2:47.2</u>	PIKA	B <u>2:24.2</u>	PKT	B <u>2:33.4</u>
8	CIA	A <u>2:20.8</u>	SDC	A <u>2:36.2</u>	FRINGE	A _____
9	ATO	A <u>2:30.7</u>	PKT	C <u>2:33.7</u>	SN	A <u>2:25.0</u>
10	KS	B <u>2:40.7</u>	BETA	A <u>2:22.0</u>	DU	A <u>DNR</u>
11	SAE	B <u>2:33.0</u>	PIKA	A <u>2:19.0</u>	PILAM	A _____

FINAL HEATS – SATURDAY, 9 A.M.

Heat	Organization	Lane	Time	Organization	Lane	Time
1	<u>BOT</u>	_____	① <u>2:18.4</u>	<u>ATO</u>	⑤ _____	<u>2:28.4</u>
2	<u>CIA</u>	⑥ <u>DISQUALIFIED - CAUSED ACCIDENT</u>	_____	<u>TKA B</u>	③ _____	_____
3	<u>TKA</u>	_____	② <u>2:19.0</u>	<u>ZN A</u>	④ _____	<u>2:25.6</u>

