

carnegie-mellon university

one dollar

BUGGY BOOK

SWEEPSTAKES 1980

PREFACE

Janet Danek, Sweepstakes Chairman



Sweepstakes: Janet Danek
Design: Tim Bracco
Buggy Book: Allison Goodman

Here we go again! This year marks the 60th anniversary of Sweepstakes, or more commonly 'the buggy races', here at Carnegie-Mellon University. For those of you who have never seen or heard of a buggy race, it's probably because you're a freshman, but don't panic, you're young and you'll get over it. I never dragged myself out of bed to see a buggy race until I was a junior.

Throughout the year, people continually asked me why I ever wanted to be a Sweepstakes Chairman. I still don't know the answer to this question! Well, actually, besides being able to embezzle funds from the buggy budget, Sweepstakes has to be the most unique and exciting activity at CMU in which to participate. The organizations involved are very competitive and put forth a great deal of time and energy to be the fastest buggy over the line on race day. This year should prove to be very interesting, a few new buggies will arrive to challenge the top entries from previous years.

Let's all hope for a safe race and that no buggies end up as additional attractions in the Phipp's flower show or in the reference section of the Hillman Library!

Sweepstakes requires a LOT of cooperation and coordination among many people. I sincerely appreciate everyone's help. It's been one hell of a year — hope I didn't drive anyone 'buggy'! Special thanks to the following people for their efforts:

- Marianne Dwyer: for being only a phone call away!
- Student Activities, namely Anne, Mrs. Rudman, and Gloria: for keeping my head on straight!
- ATO, BETA, CIA, DTD, DU, FRINGE, KS, PKT, PIKA, PLP, SAE, SN, SDC, TX, and ZBT: for their help and cooperation and for putting up with me and my big mouth!
- Tim Bracco, Howard Siegal, and Allison Goodman: for their contributions towards Design, Safety, and Buggy Book.
- Perry Colosimo, Dawn Clawson, and Tim Bracco: for their helping Allison keep HER head on straight during the mad Buggy Book rush.
- Radio Club, WRCT, and the Tartan: for letting me and everyone else know what is happening.
- Security, Physical Plant, the city of Champions, and all the judges and timers.
- My roommate Lorrie: for putting up with my insanity and weird hours, etc. . . .
- Mom and Dad: for my brand new pair of race day sneakers!!!

After the races, any and all buggy secrets will be on sale in room 102 Henderson. First come, first serve!

In all seriousness, GOOD LUCK to everyone. Break records, not faces, especially mine! My advice to everyone is to pray for warm weather, get psyched, and take your buggies and SHOVE 'em!!!

DESIGN

Tim Bracco

The Buggy Design Competition is held to recognize entries that theoretically possess the attributes that will successfully contribute to their performance in Sweepstakes.

As an event held on the Thursday before races, it represents the beginning of Spring Carnival and offers the campus community a chance to view all the buggies at their leisure. The entries are displayed in the gymnasium and are reviewed by a panel of judges selected from various departments of the university. The buggies are rated through a point system that considers engineering aspects such as braking, steering, and suspension systems with respect to the human interfaces of driver occupancy and safety. The winners of the Design competition are announced at the awards ceremony on the Saturday night of the Sweepstakes finals.

In theory, the buggy which is best designed according to the criteria should also place

among the top on race day. That is, of course, if all conditions are similar. But the conditions which exist, the strength of push teams, and the strategies which are employed by the drivers are never the same. Therefore, an entry which places high in both Design and Race competitions is a prime example of what a total buggy effort can accomplish.

It is for these reasons that while observing the events of Sweepstakes, one should pay careful attention to all the buggies and see if the theoretical assumptions made during design, become a reality on race day.

SAFETY

Howard Seigel

Sweepstakes began as an answer to spring fever, a chance to work out frustrations built up during the year. Machines of those early races were heavy and slow. It was not unusual to see a bathtub race as a buggy!

Since that time buggies have become sleek, efficient machines designed for speed and ease of handling. In the effort to make the fastest buggy, things such as driver safety and comfort were sacrificed. Today it is recognized that the continuation of Sweepstakes depends on a commitment of safety for all those involved, as well as the innovation in speed and design. The election of a Safety Chairman insures a non-partisan official who will uphold the rules and regulations agreed upon by all participating organizations.

As Chairman, it is my job to inspect and test each buggy. I must be able to insure that each vehicle is able to function properly and that every driver is capable of maneuvering the

buggy in a responsible manner. Since, unfortunately, it is impossible to prevent all accidents, some of the safety criteria has been established to minimize driver injury should a mishap occur. All regulations must be enforced, of course, but without destroying the spirit of competition which prevades buggy.

If we all cooperate, these goals can be realized and Sweepstakes 1980 can be the best ever!

RADIO CLUB

Phillip Thompson

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

Prior to race day, operators coordinate free roll and push practices. Despite odd hours and freezing temperatures, club members are ready to assist flaggers with traffic control, coordinate buggy runs and react quickly and effectively to any emergency situations.

During Sweepstakes, radio personel are located at vital intersections and critical race points. Unless interrupted by an emergency, the radio network relays continuous information concerning the location of the buggies, finishing time, crowd size and location and

other race statistics.

Please do not ask the operators for any special favors unless you require emergency assistance or have information vital to the safe operation of the race. Your cooperation will make this year's Sweepstakes a fun, safe and competitive race.

SWEEPSTAKES

Perry Colosimo

Once again it's Spring Carnival season at CMU. Like spring weekend at many other campuses, Carnival is a time for greeks and non-greeks to get together to reap the rewards of a year's hard work. It is a time for the campus community to share its splendor with the entire Pittsburgh area as a carnival rides and entertainment, game-booths, wheels of fortune, dance bands, cotton candy, firework displays, friendly competition, and, of course, Sweepstakes. Wait a minute. Sweepstakes? If you're not from CMU, you may be wondering just what Sweepstakes is. Before answering, it should be noted that there is one aspect of Carnival that makes CMU unique. It is the Sweepstakes competition, or as it is more commonly referred to, the buggy races.

What are Sweepstakes? You can combine fierce competition, modern technology, athletic ability, pride, desire, dedication, perspiration and sheer excitement in any order and come up with a working description of this traditional event. Every year since 1920, thousands of people in the campus community have caught the infamous 'buggy fever,' a natural phenomenon which causes a severe imbalance in the adrenal glands. It strikes without warning and seems to affect people at different times of the year. For some enthusiasts, like research and development chairmen (alias buggy builders), preparation for next year's race begins immediately after the completion of this year's competition and continues throughout the entire academic year. For the pushers, preparations begin around February and extend until race day. Most of the campus contracts 'buggy fever' soon after Spring Break. The last few weeks before the competition are the most hectic and exciting of the year.

Now that you have a vague idea of what 'buggy fever' is all about, you may be interested to know what a buggy is! Although there are some variations and exceptions, most of the buggies resemble ultra-streamlined soap-box racers with all the luxuries included. Expensive bearings, shocks, tire rubber, steering and break mechanisms along with a aerodynamically sound body design and can mean an investment of over a thousand dollars to an organization. However, the time invested by the technicians, pushers, and drivers makes the event more than a monetary sacrifice. A fast and expensive buggy will not insure an organization of a victory in the competition. The other half of the race team, the pushers and drivers, must also do their jobs.

A buggy race can be compared to a five-man relay race, but instead of relaying a baton, a buggy is exchanged. The buggy course is composed of five push zones, called hills, and one free-roll zone. The races begin at the bottom of Tech street where the starting gun initiates the race. From a staggered start, the first pusher propels the buggy up hill one. As a general rule, the buggy that reaches the top of hill one first will be the first to enter the most critical phase of the race, free-roll. If a buggy enters free-roll in second or third place, it may have to pass another buggy, a dangerous and time consuming maneuver. For this reason, the hill one pusher is often the most explosive member of the team.

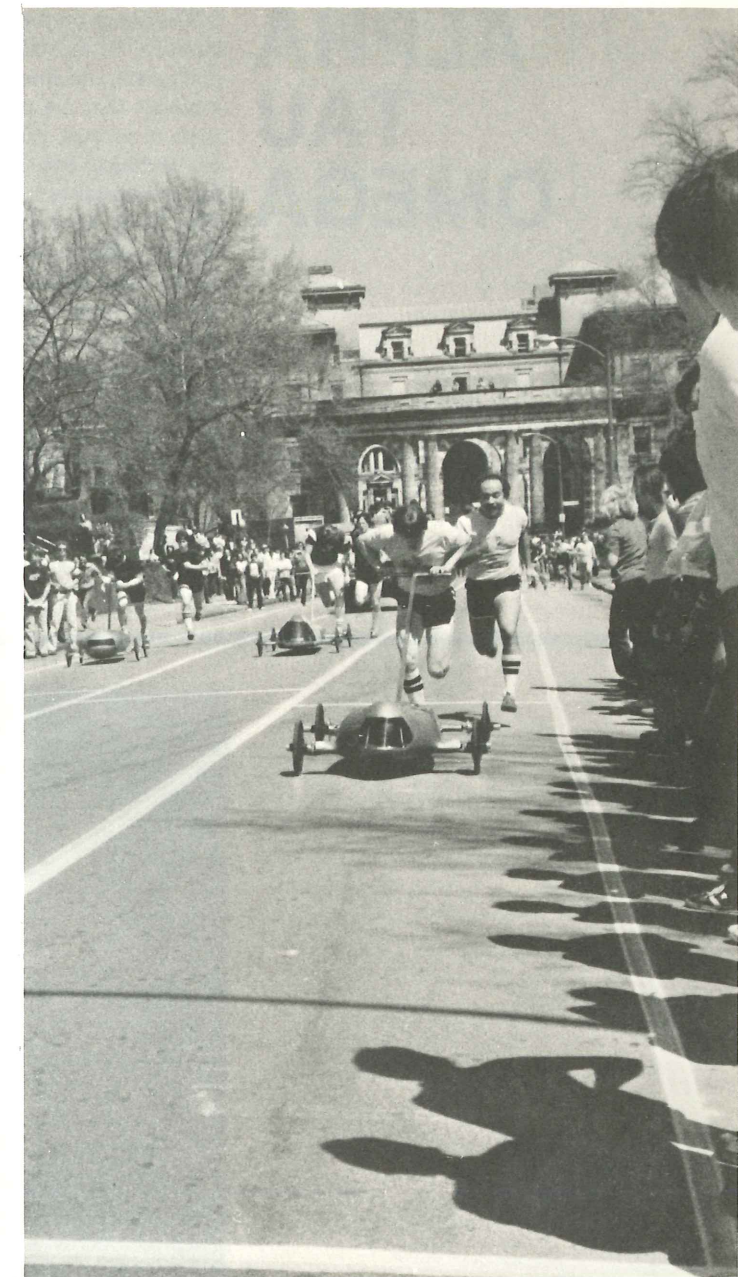
At the crest of hill one, the hill two pusher takes over. The exchange is another fundamental aspect of pushing. Timing, coordination, and, most importantly, practice, are the main ingredients of a smooth exchange. As the hill one pusher approaches the exchange zone, the hill two man readies himself to deliver the 'push' or 'shove' signal. This tells the hill one pusher to shove the buggy as hard as he can, thereby disengaging himself and providing room for the new pusher to take over. The hill two pusher has the shortest distance to propel the buggy, but this in no way diminishes his importance. He is the pusher who supplies the initial velocity for the buggy as it free-rolls down Schenley drive. A good push-off may mean the difference between a mediocre and outstanding roll.

During the free-roll phase of the race, the buggy is solely in the control of the pronated buggy driver. Skill and experience come in handy as the rugged course provides an optimum test for the nerve and technical competence of the driver. Despite travelling at speeds of up to 50 mph and the constant barrage of potholes and bumps, the driver must guide his buggy around the hairpin turn at the bottom of the hill, and into what is appropriately labeled, 'the chute.'

The end of the free-roll marks the beginning of hill three. The pusher on this hill must correctly estimate the speed of the screaming buggy so he can time his pick-up. If he intercepts the buggy too soon, he may unnecessarily slow the buggy; likewise, if he picks up the buggy too late, he will cost the team precious time. The hill three pusher must then use his power to drive the buggy up Frew street where the waiting hill four pusher prepares to signal the exchange.

Hill four and hill five pushers usually have one thing in common: cardio-vascular endurance. Since these two hills are the longest on the course, the pushers are responsible for propelling the buggy as fast as possible. If your back hill pushers are strong, you can count on making up valuable seconds. Conversely, if they are weak, you'd better be prepared to sacrifice that time. Since the races are often decided by fractions of a second, one can easily interpret the importance of the back hill pushers to the entire race. The entire race usually lasts only a brief two and a half minutes so the margin for error is nil.

Although 25-30 buggies participate in the preliminary heats, only the top six buggies qualify for the finals, which are held on the following day. The winner lays claim to the 'bragging rites' until next race day, but there are really no losers. Anyone who participates in this unique event can claim a little piece of the victory. The races have made great strides since their conception, as last year's addition of 'women's heats' and the traditional 'alumni heats' never fail to generate a new fervor. The only way to truly learn about 'buggy fever' is to catch it. See you on race day!



ALPHA TAU OMEGA

The house on the corner is operating on two bases for Sweepstakes '80: a perennially strong push team and sheer determination, two commodities that are must ingredients in the formula of success. We are attempting to broaden our technical base, not only to insure success for Sweepstakes '80, but for years to come. The 'Taus' have an enthusiastic crop of new drivers who, along with a freshly infused spirit, have helped ATO undergo a renaissance of sorts. We aren't going to make idle threats or foolish predictions. Rather, we'll simply warn everyone to beware of the Dark Horse.



BETA THETA PI

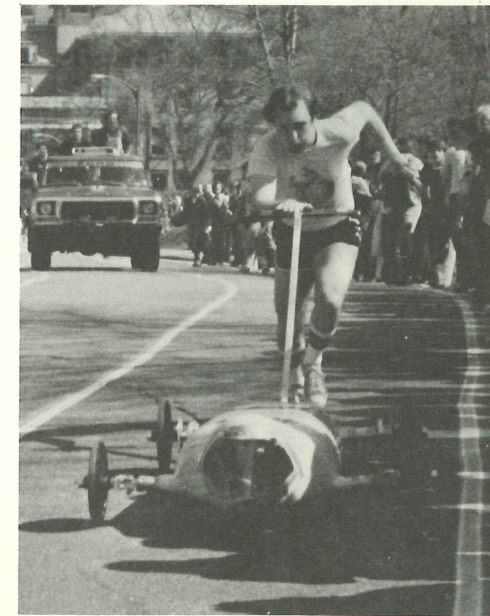
1980 marks the beginning of a new decade and a continuation of the Beta tradition of excellence in Sweepstakes and Design. Buggy co-chairmen Rick Baeder and Jim Coffin hope to build upon the success of past efforts to keep the first place trophies in the house for yet another year.

Returning to spearhead Beta's effort will be the infamous 'Echo', with an enviable record of two first place finishes in the last two years in Sweepstakes, and three firsts in as many years of design competition. Buggies '825' and 'POS' will also be back to complete our lineup of race-proven buggies.

The Beta Push team, under trainer Glen 'Chuck' Giacobbe, will again be one of the strongest and quickest on campus. Eleven of fifteen pushers will be returning from last year and a promising group of freshman pushers is vying for positions on our team as well. Veteran drivers Jim Coffin, Paul Wolfe, and

Steve Kondogianis will handle the task of driving the buggies.

You can count on Beta to be among the top finishers in Sweepstakes 1980. We'll be looking forward to our third straight win, and spirits are running high. Who knows, we may even set a new course record this year!



CIA

In 1980, the Carnegie-Mellon Involvement Association intends once again to take its place as a leader in the Sweepstakes competition. Despite their unchallenged position as the best among the independent competitors, CIA has been working hard this past year to improve both its buggies, 'Black Magic' and 'Streetcar Named Desire'. The fact that 'Black Magic', last year's fastest buggy, has been the subject of critical review and modification is indicative of the fierce competitive spirit among the organization's one-hundred and thirty members.

With a dramatic increase in membership contrasted to recent years, CIA has a vast pool of talent from which is developing an incomparably fast and strong push team, led by captain Reuel Van Atta. Buggy chairman JoAnne Kovalcik has been coordinating the overall CIA buggy effort, including design innovation and driver training.

As CIA enters its 10th year, it is confident of placing higher than its previously highest third place, thus making 1980 CIA's most successful year. The powerful combination of an unmatched veteran push team, a highly experienced driver, and a superfast buggy will undoubtedly make the Carnegie-Mellon Involvement Association the group to watch in this year's Sweepstakes.

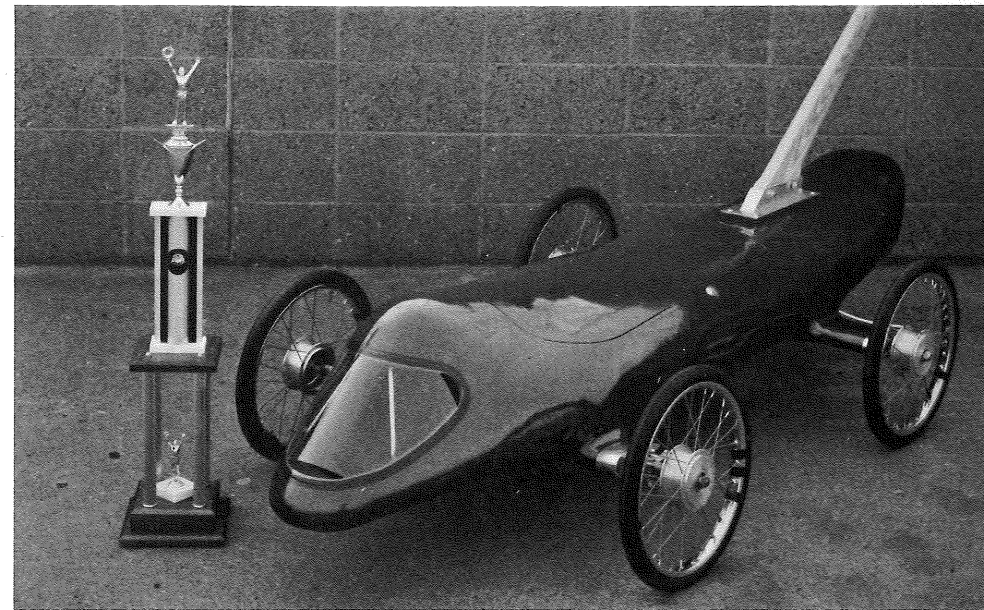
DELTA TAU DELTA

Last year, the other teams were wondering who belonged to the just completed sleek purple buggy with the distinctive wooden push pole and spoked tires. Well, it was the unveiling of the 'Cyclone', a new breed of animal that joined the Delt Team alongside the veteran 'Delta Queen'. The new kid in town was 1.2 seconds out of winning a sweepstakes trophy and kept the competition looking back over its shoulders. In its debut, Cyclone earned a third place design trophy.

This year, the Delt buggies and push team are completely prepared for competition. With major improvements made on both buggies, the Delts hope no one will have to turn around for a look — just keep your eyes on the Delt buggy ahead of you. Improvements in the 'Cyclone' alone should knock off two to three seconds on its free-roll time, according to chief engineer Brian 'Duct Tape' Eddy.

Buggy is also a contest of men and women as

well as machines. Our veteran ace behind the wheel, Cheryl Schellenberg, will pilot the 'Cyclone', and rookie Karen Stromberg will captain the 'Queen'. Assistant engineer and head running coach, Glen 'Mad Dog' Rosenthal has pushed his men beyond the limits of physical endurance so that by race day, the run up the hills will be an effortless exercise of speed and power, even without the prodding of Glenn's whip. The manpower behind the buggies will be in as prime condition as the rest of the DELT TEAM EFFORT.



KAPPA
SIGMA

DELTA UPSILON

The members of Delta Upsilon are looking forward to a safe and exciting Sweepstakes competition. The 1980 DU Buggy Team includes: pushers Frank Smoot, Steve Hall, Ken Vecchio, Charles Roney, and John Wooldridge, drivers Mark Pinone, Rob Wagner, and Howard Samuels. DU's Buggy effort is being led by Chairmen Ken Vecchio and Ken Bosch.



FRINGE

After successfully knocking down the competition last year, Fringe's 'Flying Buttress' will make a less bloodthirsty encore this year. Our scrappy driver and brute pushers should pack a few surprises as Buttress competes in her Sweepstakes bid.



KAPPA SIGMA

While it may sound like a cliché, Kappa Sigma is seriously looking forward to our best buggy effort ever. Last year our goal was Kappa Sig's best time ever, and we reached that goal. This year Chairman Drew Emmets and his assistant, Matt Graham aim toward cutting seconds off last year's time.

This is clearly a feasible goal as the 'bugs' have been worked out of the two year old '\$34.95'. In addition, we will be racing the ageless 'Bomb' and possibly a new buggy, now under construction. Our driving team is led by veteran Jon Masatsugu and Little Sister Kathy Farley, from their showings in free-rolls, we are expecting great things from them.

The push team is also strong. Marc Poland is Captain of a team featuring all but one of last year's A-team pushers. In addition, this year's pledge class included a number of strong athletes who are making competition keen for the A-team slots.

Overall, we're looking toward these factors to gel into a strong and improved performance of Kappa Sig.



PHI KAPPA THETA

Phi Kappa Theta plans on racing three quality buggies in this year's Sweepstakes. 'Steak' and 'Shadow' have proven their value in previous competitions with numerous top finishes. Their monocoque fiberglass bodies feature lightweight construction and seldom have failed to earn a design trophy. Our new buggy, which began on the drafting table 17 months ago, will have its debut in this year's race. It too promises to be a number one contender.

Veteran Buggy Chairman Dave Moret, along with Jeff Brown and Al Ciukowski have insured that our buggies will be in top form for the 1980 Sweepstakes. Phi Kap's push team is developing into one of our best ever. A fine blend of veteran and freshman talent is working hard to guarantee Phi Kappa Theta's competitive success.

We are determined and ready. The year 1980 will prove the importance of hard work

and dedication.



PI KAPPA ALPHA

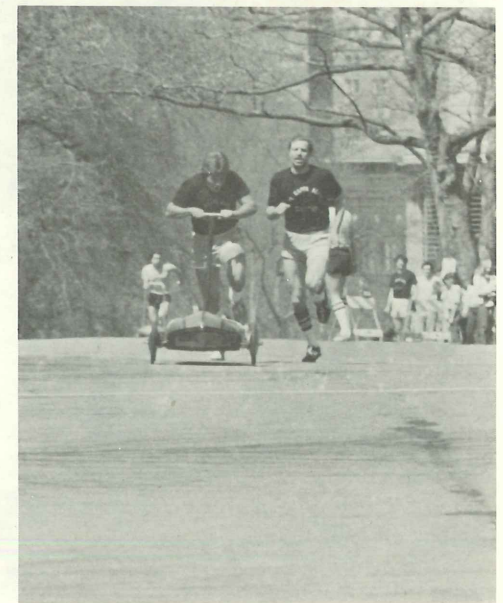
Buggy is more than just a yearly event at Pi Kappa Alpha, it's a total effort requiring the time, sacrifice, and unity necessary for achieving a difficult goal — consistent excellence in competition. One need only look at the records of past races to see that we have succeeded in maintaining this level of performance for many years.

Approaching Sweepstakes '80 with this traditional goal in mind will be the core of 1979's strong push teams. Their veteran counterparts who drive the buggies will solidify the teams with a degree of experience seldom realized by campus organizations.

The behind-the-scenes forces will be motivated by Buggy Charman Mike Hufford and assistants Mark Alterio and Ralph Luciani. Adding to this effort will be the countless hours of work contributed by our brothers and pledges.

Talent, dedication, and incredible desire —

these are the ingredients necessary for anyone to win Buggy. We at Pika embody all of these components to success as we look forward to 'rolling' away with the Sweepstakes trophy in 1980.



PI LAMBDA PHI

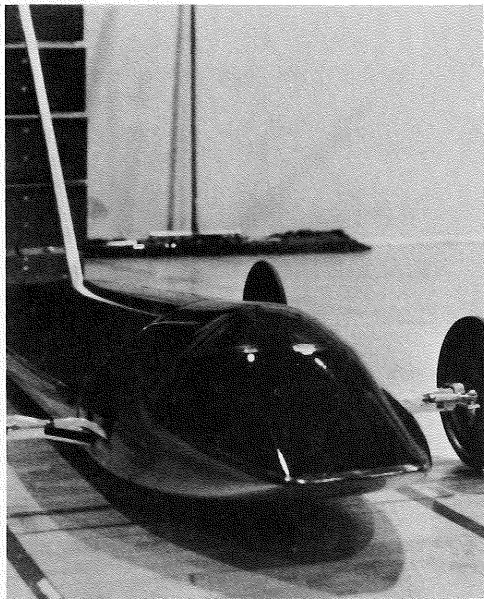
This year Pilam will continue with the three-wheeled buggy design. Signifying her (yes, our new buggy is a female) ancestry, this year's new buggy has been christened 'Baby Dolphin'. Learning from last year's 'Blue Dolphin', the new body will present a more aerodynamically smooth figure, improving upon an already fast rolling machine.

This year Pilam will, for the first time, enter two push teams. Returning are six veteran pushers, joined by four promising freshmen. Leading this effort is Chairman, Bill Kruse. Providing more than his share of technical support is the father of our new buggy, Neil Tobenkin.

We wish the best of luck to all entrants and hope to see all of you at the 'Phi-nish'.



SIGMA ALPHA EPSILON



Sigma Alpha Epsilon enters the new year by combining veteran knowhow with rookie psyche. We anticipate another fine push team this year, along with an improved fleet of vehicles.

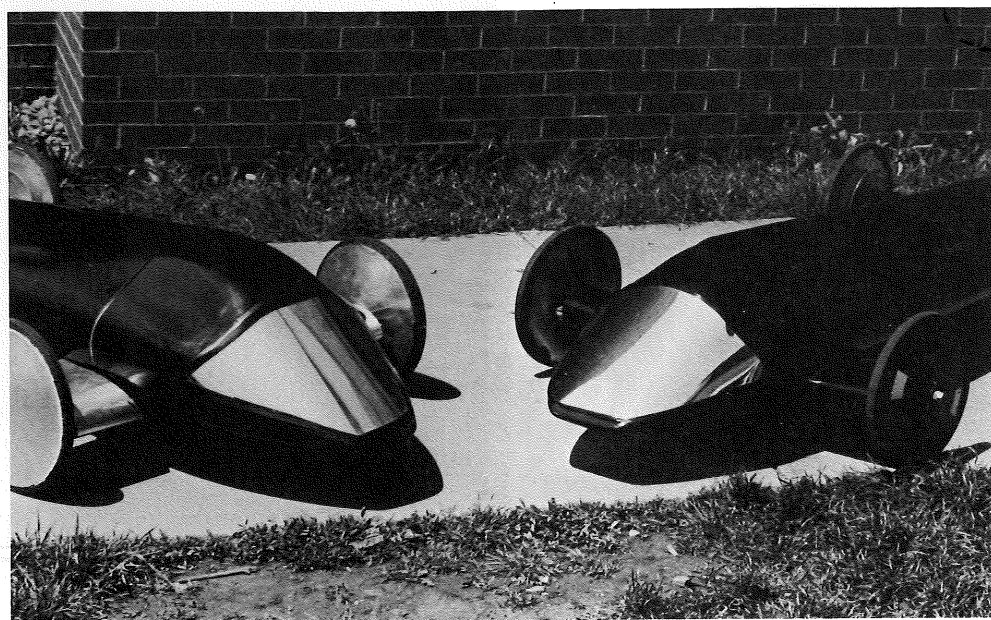
Included is the 7 year veteran 'Intrepid', sixth place finisher in 1975, fifth place in 1976, and winner of two design trophies. It still features a Helic-arc welded, channelled aluminum pan frame with rigid suspension, double pivot steering and fool-proof brake system. Joining 'Intrepid', for its fourth year is 'The Hustler', which turned a 2:26.8 in its first competition. 'The Hustler' features a 'light weight aluminum tube ladder frame, as well as 'Intrepid's' famed brake system. 'Hustler's' highly dimpled body, designed for maximum aerodynamic drag, has been retained.

1979 Chairman, Vic Rouder, is now chief technician, with Jim Rosenstein and Dan Micher serving as 1980 Co-chairmen. Veteran

Dave Basile and freshman Harold Newman will be driving 'Intrepid' and 'The Hustler', respectively. Our push team is getting into shape by pumping lots of Iron under the supervision of push team captain, Lieutenant Alton Foundation. SAE is looking forward to an exciting and hard fought effort in this year's Sweepstakes.



SIGMA NU



Dirty scaly chicken toes,
You can stick them up your nose.
The word at the Zoo is apathy.
We're tired of fourth place finishes and disqualifications.

We have a new driver who is wicked and mean,
We feed her lettuce.

SDC

After trying to recapture years of lost Buggy technology, SDC has returned with a vengeance! 1979 proved to be SDC's most successful Sweepstakes in almost 20 years. Our 'A' Buggy Blue Haze was awarded the 2nd place Design trophy while our women's team pushed Haze to a 1st place finish. And we anticipate nothing but improvement in 1980.

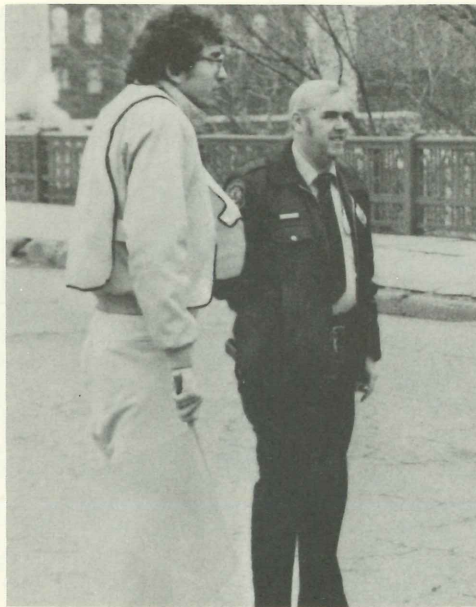
This year SDC is continuing the conversion to advanced technology that began with Blue Haze — but with a few new twists. The lessons learned from Haze and the older Shadowfax are being incorporated into two new vehicle designs.

If what SDC has accomplished since restarting only six years ago sounds impressive — IT IS. If you would like to be a part of the newest power in Buggy — come join us. We are the Student Dorm Council Buggy Team. We are independent: open to all dorm residents interested in competition, racing, and FUN!



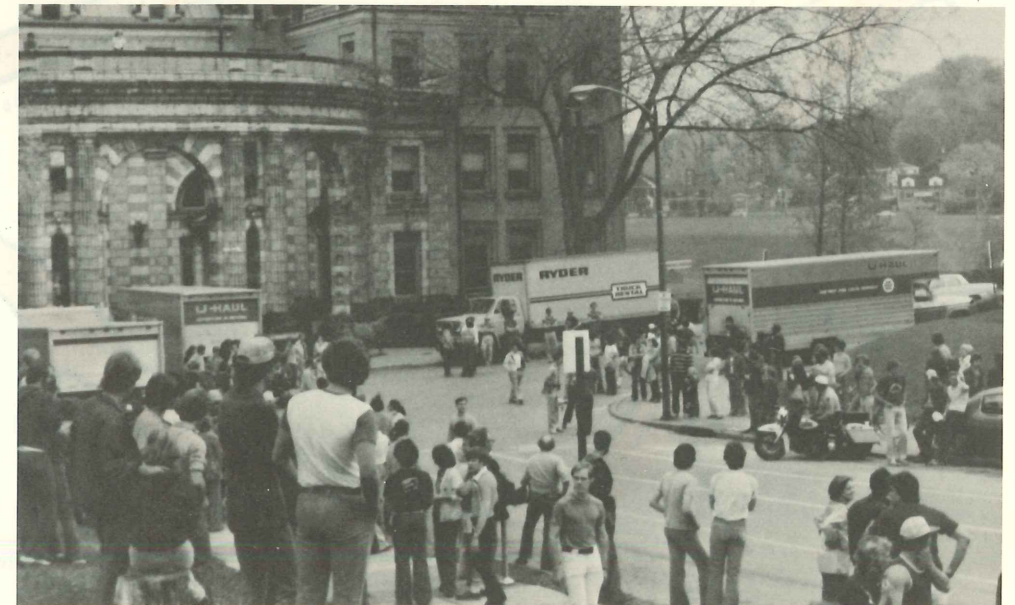
THETA XI

Innovative design and a passion for speed mark the looks of Theta Xi's newest buggy — 'Relayer'. The cumulative effect of months of research and painstaking testing has led to the newest dimension in Sweepstakes competition. Sporting advanced frame design, special spoked wheels, aerodynamic superiority, and dual driver capacity this buggy still maintains the ease of operation of a 1920 roadster. Given Relayer, and the indestructible 'Xyclone', the chances for record breaking runs are promising. Sweepstakes has never looked so good.



ZETA BETA TAU

ZBT is returning this year with a highly talented and motivated crew. Our push team boasts all five of last year's starters as well as a number of very promising freshmen. We experienced a temporary setback with the graduation of our number one driver, last year. However, freshman Wendy Russell has more than filled the gap. We are currently entering 'Pegasus' for its fourth year in a row with hopes of improving our previous performances. All in all, this year holds great promise for ZBT in buggy.

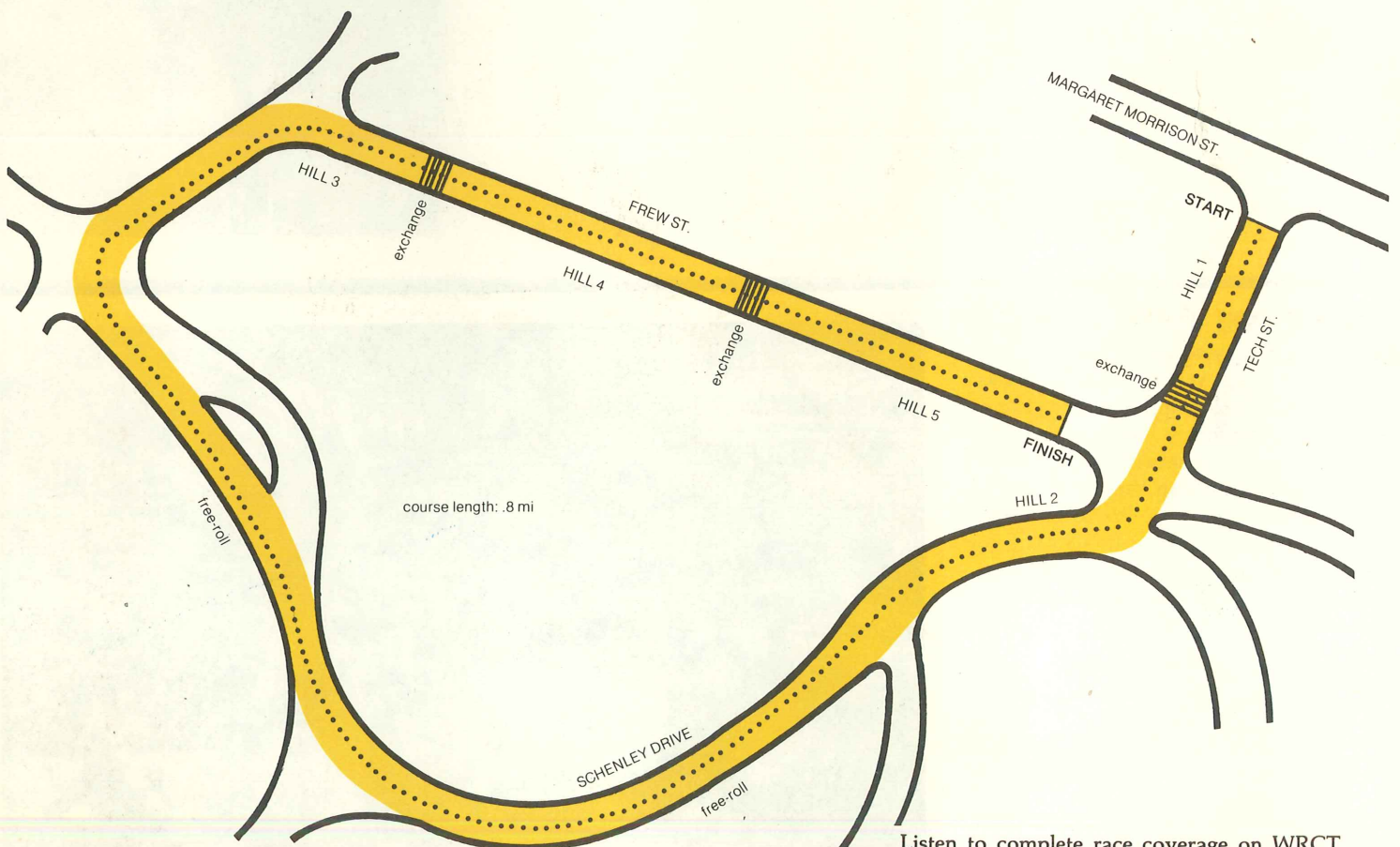


PRELIMINARY HEATS — Friday, 9 am

LANE	HEAT	ORGANIZATION	TIME		
1		—		PKT C	CIA A
2	1	PIKA D	5	FRNG A	9 TX A
3		SDC D		SDC A	KS B
1		SAE C		DTD B	PKT A
2	2	TX B	6	PIKA B	10 ATO B
3		—		BETA C	SN A
1		PIKA C		PLP A	DU A
2	3	SAE A	7	ZBT A	11 PIKA A
3		SDC B		BETA B	SAE B
1		KS A		PKT B	DTD A
2	4	PLP B	8	SN B	12 BETA A
3		CIA B		SDC C	ATO A

FINAL HEATS — Saturday, 9 am

1	1		2		3
2					



Listen to complete race coverage on WRCT.