

'81

BUGGYBOOK

CARNEGIE-MELLON UNIVERSITY

one dollar



Buggy Book Chairman: Michelle Polimus
Design Chairman: Pam Bazy
Sweepstakes Chairman: May Slava
Co-Sweepstakes Chairman: Sheila Dunham
Safety Chairman: Michael Fox

by Sweepstakes Chairman
May Slava

Don't even bother to ask me why I did it. I doubt if I'll ever be able to come up with a sane answer. It certainly wasn't the hours which appealed to me. Waking up at 4 o'clock in the morning in order to take a brisk, cold walk along Schenley Drive to check road conditions was far from 'fun.' (Especially after an exciting Friday or Saturday night right here on our very own CMU campus.) I also think we can rule out the glamorous popularity involved with the job, (just ask any Beta!) However, if hearing your phone ring about a hundred times a day appeals to you, then this is the job for you! (Phone calls for all the wrong reasons, of course.) Last, but certainly not least, if you enjoy getting to know all the Park Policemen as well as numerous griping citizens, then this job seems suited exactly to your tastes.

Well, enough of these dazzling qualities associated with the position of 'Sweepstakes Chairman.' Seriously, I must admit that 'Buggy 1981' has been the most unique and exciting activity in which I have ever participated. I have had the privilege of meeting many new people. The organizations involved are composed of very talented and competitive individuals. Everyone has put in a great deal of time, effort and energy to make their buggy the best on the course. I hope that race day will be as exciting this year as it has ever been in the past. By the looks of everything now, I'm sure it will be!

I want to thank everyone who has helped me in one way or another to conquer this tremendous endeavor. God knows I've needed it! I would like to extend special thanks to:

- Anne Witchner, Student Activities and Gloria (Thanks for ordering the hay bales.)
- Wilson Boyce, John Brandt, and 'Obie,' whose invaluable advice and guidance kept me from falling flat on my face! Thanks a lot guys!
- ATO, BETA, CIA, DTD, DU, FRINGE, KS, PKT, PIKA, PLP, SAE, SN, SDC, TX, and ZBT: for all of your cooperation and help. Thanks for putting up with a newcomer!
- Mike Fox, Pam Bazy and Michelle Polimus: for all your efforts towards Safety, Design, and the infamous Buggy Book.
- Radio Club, WRCT, and the Tartan: for keeping me INFORMED!
- Security, Park Police, Physical Plant, and all of the judges and timers.
- Sheila: for all of your extra-added help. You must have been sent straight from heaven!
- My roommates Michelle, Pam and Maureen: for putting up with all the craziness!
- For any of those who have gone unmentioned, I would like to extend an extra-special thank-you!

Good Luck and race safely! Who knows, a new world's record may be in the works.

by 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 nongreeks 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 a la 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 brake mechanisms along with an aerodynamically sound body design usually comprise the bulk of a buggy 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.

What is a buggy race? A buggy race can be compared to a five-man 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 victory 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, 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 the 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, and as last year's new course record by Pi Kappa Alpha indicates, the technology and enthusiasm improves with each new competition. The recent addition of 'women's heats' and the traditional 'alumni heats' never fail to generate a new fervor either. However, the facts and figures only tell half the story. The only way to truly learn about 'buggy fever' is to catch it. See you on race day!

by Safety Chairman
Michael Fox

When traveling at high speed, surprises are unpleasant, and unfortunately they become more likely to happen as speed increases. A small problem like a loose bolt can mean the difference between a healthy buggy driver and one that resembles an order of linguini. This year most of the buggy course has been repaved, which means that the buggies will roll faster than ever.

For this reason, the old buggy safety rules have been enforced more strongly, perhaps, than in some previous years. There is a rigid inspection of each buggy. Harnesses, head gear, and crash and roll protection are all mandatory. In addition, this year it was decided that radiation protection must be provided, capable of shielding the driver from at least 1000 roentgens. Furthermore, drivers are discouraged from having food or beverages in the buggy while driving.

Of course, the work continues on sophisticated new drugs for producing better push teams. And buggy technology too, has leapt continually forward. This year new flywheel systems, and even an amazing magnetic propulsion system (pulling at the metal of the lead car) will ensure record breaking times.

The Sweepstakes officials have devoted a great deal of effort in keeping pace with this evolution in buggy science. The Safety Chairman is confident that this year's Buggy Sweepstakes will remain linguini-free.



by Design Chairman
Pam Bazy

To be eligible to compete in Sweepstakes, at least one entry from each organization must compete in the design competition. Its intention is to ensure the correctness of each mechanical system within the parameters of engineering design, construction and safety. These factors are closely related to the buggy's ability to perform in the race. In theory then, the top buggies in design competition should place among the top on raceday. But conditions like competing push teams and the strategies employed by the drivers of each buggy contribute to the unexpected final results.

This design competition 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 roll of the buggy in Sweepstakes.

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



ATΩ

The 'House on the corner' has finally decided to get serious this year and it's about time! Great measurements have been taken to insure ourselves of not only a victory in this year's Sweepstakes, but a new course record as well. Through the efforts of a crackpot team of medical technicians and the truly valiant sacrifices of our push team, we've finally discovered the secret to success: bionics. Yes, we've surgically installed bionic appendages on each of our pushers. So, there! Nya nya nya nya nya!



BΘΠ

The 1981 Sweepstakes competition promises to be extremely fierce, and the possibility of a new course record is high. This year the brothers of Beta Theta Pi, spearheaded by a fantastic buggy committee, intend to remain as one of the leaders of Buggy. With the fourth consecutive design win, and a disappointing second place finish last year, the infamous 'Echo' will still be out there challenging, and the psyche is with us to cross the finish line ahead of the rest.

With a freshman driver and others, being pushed by a group of talented speedsters, Beta will be there.

As the Echo fades, beware the Armageddon.

AMF



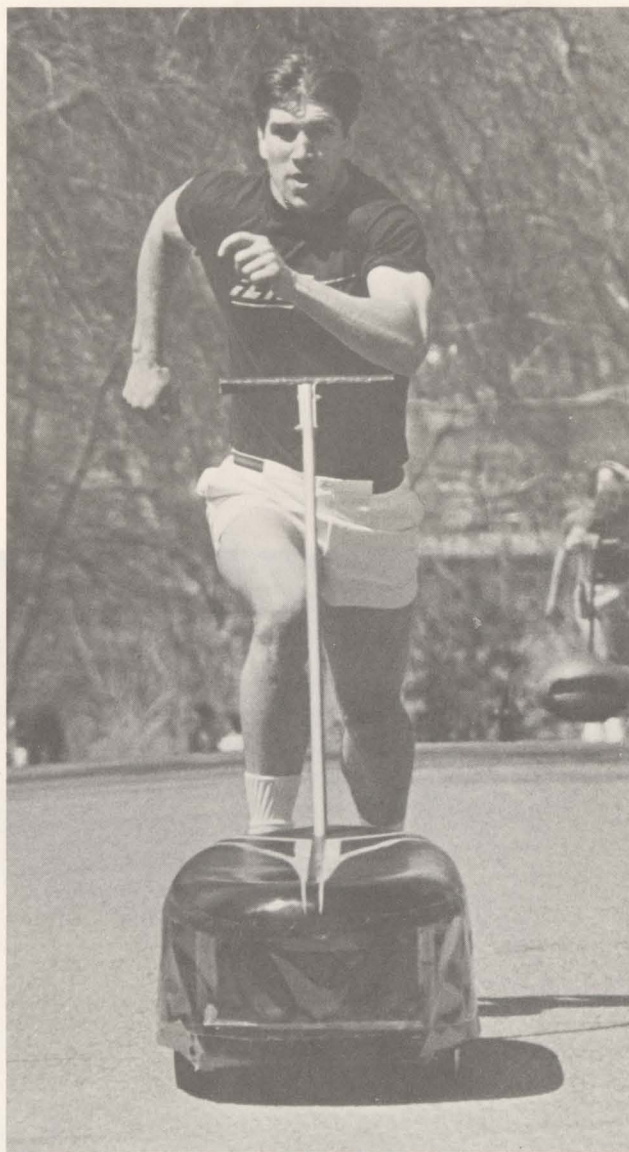
CIA

In 1970 a small group of freshmen came out and watched their first Sweepstakes. They decided to try buggy racing themselves and formed the Carnegie-Mellon Involvement Association. In 1981, CIA comes off its most successful season ever. Last year's men's team posted the the best ever CIA time while placing third and winning a berth in the finals for the fourth consecutive year, while the CIA women ran away with first place and a women's record.

This year's CIA entry should be another winner. Top driver Chari Heim returns to pilot 'Black Magic,' the sleek winner of numerous race and design honors. Behind her will be a push team certain to lend new meaning to the word awesome. Push team captain Joe Goldcamp has five veterans and a vast array of rookie talent from which to pick this year's team.

The men's "B" team and the powerful CIA women will once again be pushing 'Synergy,' whose impressive roll times speak for themselves.

The entire CIA team looks forward to 1981 and proving once again that the spirit and talent of an independent organization is unsurpassed in producing an outstanding Sweepstakes performance.



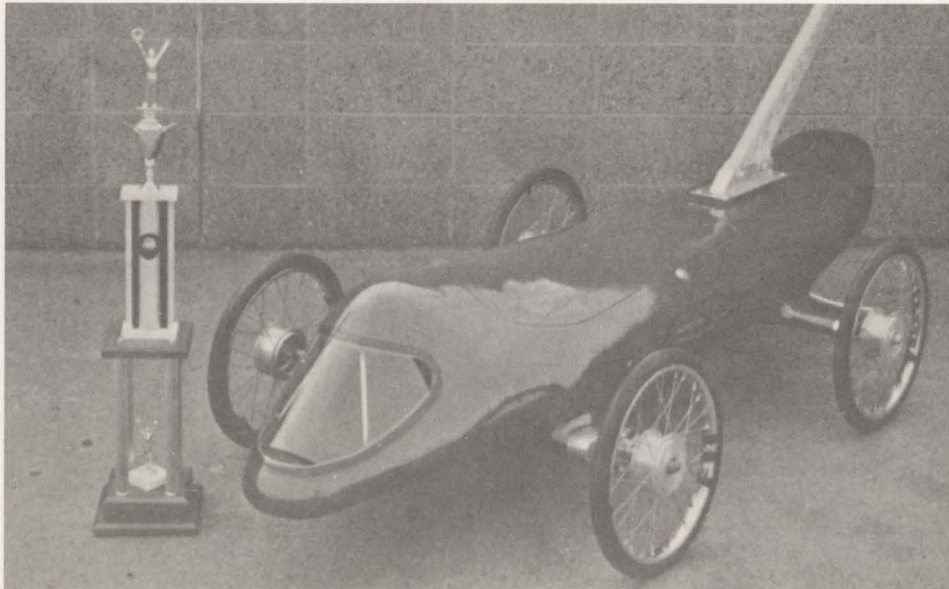
ΔΤΔ

It's that time of the year again! Delts who can't be made to get up for 8:30 classes spring to life when the alarm rings at 5:30 A.M. Why do they do it? For a place in the sun and a shot at this campus' most highly prized trophy—Sweepstakes. Those early morning hours are mandatory for a team who hopes to be a serious contender.

Senior Glenn "Mad Dog" Rosenthal and senior Brian "Duct Tape" Eddy will be experienced veterans handling the buggy chores. Rosenthal is pushing the runners hard. Workouts started in February with the physical conditioning getting more grueling as race day approaches. Eddy understands the machine. He loves it, and when race day comes you can be sure he's got that baby running as good as she'll ever run.

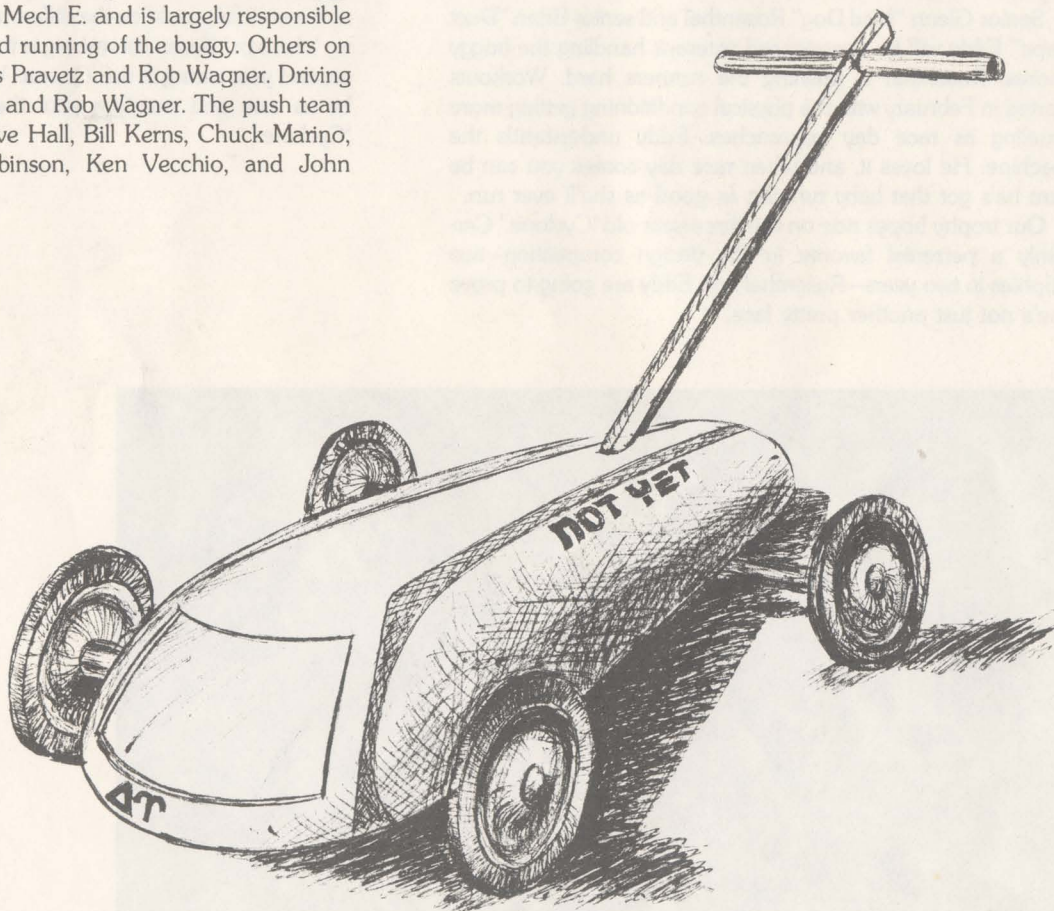
Our trophy hopes ride on the three-year-old 'Cyclone.' Certainly a perennial favorite in the design competition—two trophies in two years—Rosenthal and Eddy are going to prove she's not just another pretty face.

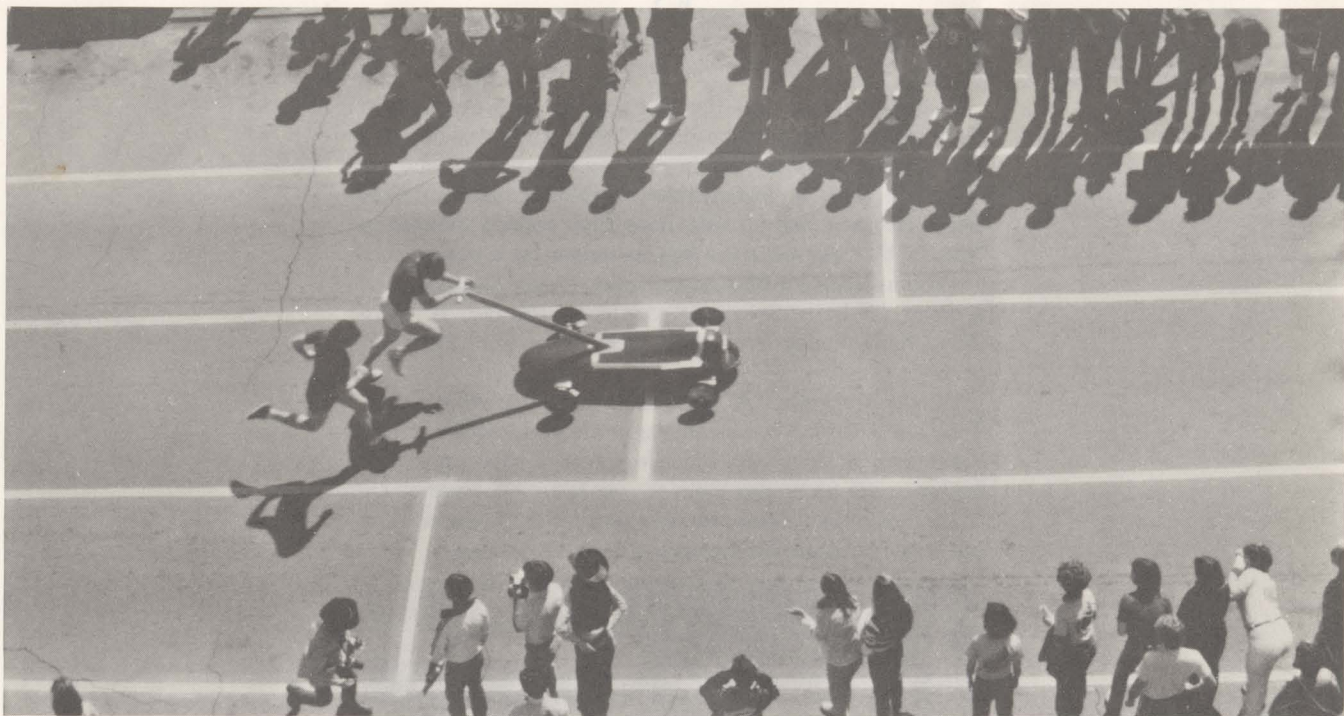
'The Queen' still races and this year is no exception. As the "B" team entry, she gives aspiring first team runners a chance to experience real competition. 'The Queen' remains important to the buggy program as its graduates go in to fly the big bird—"The Cyclone." Behind the wheel will be the roughened veteran of three race days, Cheryl Schellenberg. Her sure skills at the controls could be the difference between victory or being an 'also ran.' Karen Stromberg is the backup driver. This is her second year racing in the 'Queen.' When the time comes, she'll be as sure and steady a pilot there ever was to command 'Cyclone.'



ΔΥ

"Not Yet," Delta Upsilon's buggy, represents the first stage of the fraternity's new buggy building program. This year unveils many innovations on the buggy that will provide a base for future development. Marking the beginning of this development, Delta Upsilon is looking forward to a strong performance in both the races and in design. Ken Vecchio, buggy chairman, is a sophomore Mech E. and is largely responsible for the design, building and running of the buggy. Others on the building crew are Chris Pravetz and Rob Wagner. Driving this year will be Jim Kissel and Rob Wagner. The push team consist of Tim Foden, Steve Hall, Bill Kerns, Chuck Marino, Greg Mizgorski, Karl Robinson, Ken Vecchio, and John Wooldridge.





Fringe is eagerly looking forward to raceday '81, the culmination of a year of intense effort and growth. Fringe will enter this year's Sweepstakes with its biggest presence ever. Along with our traditionally brute pushers and scrappy drivers, Fringe is introducing a new buggy, a second men's push team and a powerful women's push team.

After marshalling our talents, Fringe is pleased to announce the completion of 'The Vanishing Point,' our new buggy. Creating a new standard for buggy design, we are anticipating echoes in the future.

Proving that youth is not everything, an old standard, 'The Flying Buttress' will race her tenth Sweepstakes this year. Always a hot contender in design competition, 'Buttress' is known for her stately pace and fashionably late arrivals at the finish line.

Remember . . . no matter how fast you run towards the horizon, you can never catch the 'Vanishing Point.'

KΣ

Last year's finish was the best that we have ever had in Sweepstakes. With additions to '\$34.95' and the building of a new buggy, our efforts over the past few years will hopefully be rewarded with a Sweepstakes trophy. Chairman Dan Shelkofsky and Bob Opalsky have been making changes to '\$34.95' that will make it a top contender for a trophy.

Veteran driver Jon Masatsugu, having proved his prowess as a driver, will be returning this year along with our "B" team driver Kathy Farley. We expect great things from them this year.

Almost our entire "A" push team has returned this year. They are being led by veteran pusher Mark Licata. A greater desire to win along with the addition of a strong group of freshmen are propelling them to ever faster hill times.

Here at Kappa Sigma we have reached a turning point in our buggy program. We are tuning towards the finals.



ΦΚΘ



Phi Kappa Theta plans on racing three quality buggies in this year's Sweepstakes. 'Streak' and 'Shadow' have proven their value in previous competitions with numerous top finishes. Their monocoque fiberglass bodies feature lightweight construction that has seldom failed to earn a design trophy. Our new buggy is the third in a series of frame buggies designed to put Phi Kap back on top. It will be sporting some new technologies that we guarantee will make it run with the best.

Rookie Buggy Chairman Kent Sherrer along with the very capable Craig Hasegawa promise to have our buggies in the

best form. Not only will our buggies be some of the fastest rolling but also some of the best-looking; adding a little class to the field of mere machines. Phi Kap's push team is also shaping up to be tougher than ever. Extensive freshman talent under the leadership and guidance of our veterans should prove to be an explosive mixture.

Through the years, as our membership has changed and our brotherhood evolved, one thing has remained the same—our dedication to buggy. So this year is no exception, with our new buggy and new push team we are destined to move even closer to a Sweepstakes victory.

Sweepstakes 1980 brought a sensational return to the winning buggy tradition at Pi Kappa Alpha, and the memories of a shattered record still linger. But so long as buggy races are won or lost on the uncertain course from Hill I to the finish line, whether by superior preparation or a lucky break, no wise team can afford the luxury of basking in the glow of past performances. And we more than anyone know that it takes more than chance to make 'Lightening' strike twice in the same place.

Thanks to the state-of-the-art input and experienced guidance of Buggy Chairman Ralph Luciani and Assistant Gib Miller, the outlook for some split-second races with our familiar rivals is exhilarating. The technical effort will be supported on the hills by the 1980 record-holding push team and drivers, who are challenged by other competitive veterans and many new faces for the key positions on Race Day. Many more brothers are contributing their time and energy for the mere three minutes or so that decide who earns bragging rights on campus.

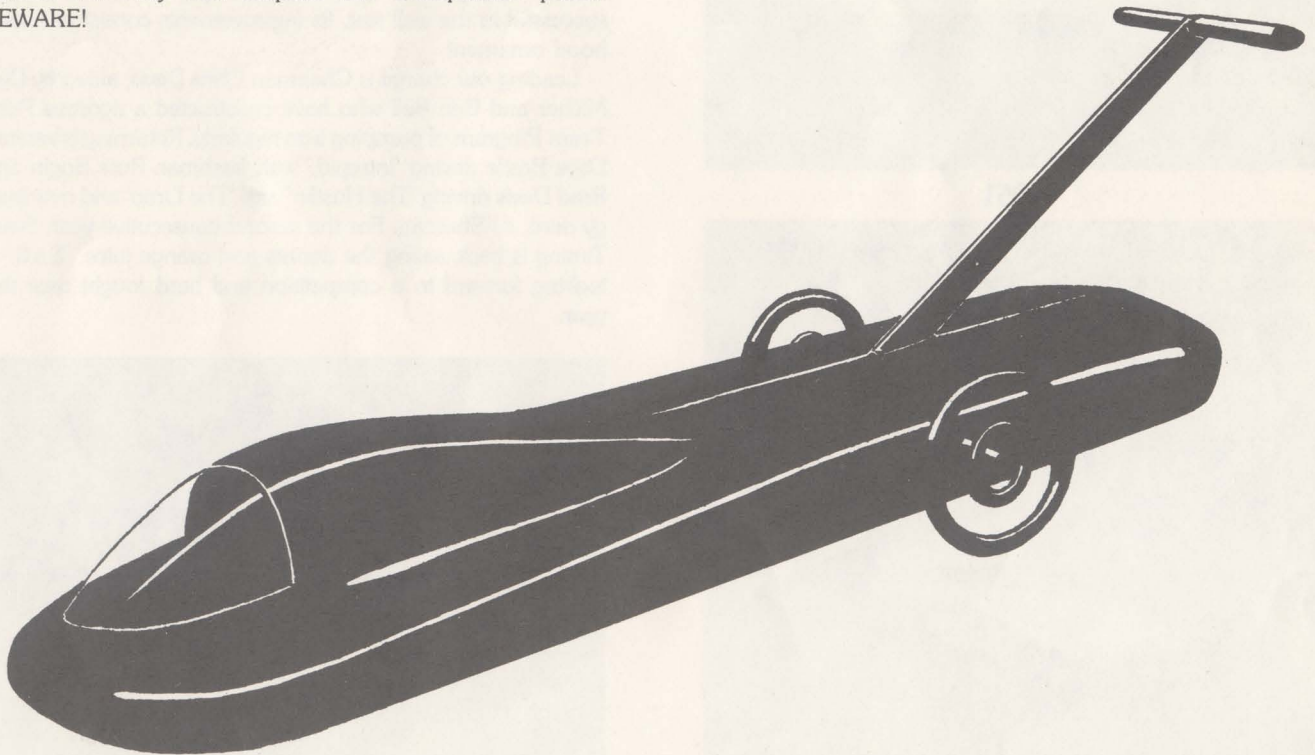
Look for some exciting races from PIKA at Sweepstakes this year as everyone rolls for the trophies—especially since the City of Pittsburgh has given us the kind of smooth, black buggy course that record runs were made for.



ΠΛΦ

It is Spring again, when trees bloom and young men's thoughts turn to buggies rolling in the dawning light. Pi Lamda Phi has already been hard at work. Our push team has been working out since last fall. Our returning veterans have sparked our pledges to strive for positions on the hills. Competition between the old men and fresh blood is fierce.

Once more, Pi Lamda Phi is seeking to create the ultimate vehicle, 'The Falcon.' After experimentation, an aerodynamically improved shell has been engineered, much along the lines of BΣP's old 'Blue Dolphin' of the late sixties, the fastest rolling buggy that ever was. With some new running gear, a dynamite shell, and a hard pressing push team, Pi Lamda Phi may well surprise the Sweepstakes public. BEWARE!



ΣΑΕ



1951



If freerolls were at twelve noon and Sweepstakes were a month or two later, Sigma Alpha Epsilon would definitely finish better than sixth place of last year. Even so, we are anticipating another good year in Sweepstakes, as we run a very young pushteam, and roll an improved fleet of buggies.

Our "A" buggy, 'Intrepid,' is featuring a Helic-arc welded, channeled aluminum pan frame with rigid suspension, double pivot steering and a foolproof brake system. In its fifth year is 'The Hustler,' which is constructed of a light weight aluminum tube ladder frame, with 'Intrepid's' famed brake system. 'Hustler's' highly dimpled body, designed for maximum dynamic drag, has been retained. "C" team buggy, 'The Limo' has been designed for maximum crash protection and proven successful in the wall test. Its improvements consist of a new hood ornament.

Leading our charge is Chairman Chris Davis, aided by Dan Micher and Bob Bell who have constructed a rigorous Push Team Program of pumping iron regularly. Returning is veteran Dave Basile driving 'Intrepid,' with freshman Russ Bogin and Brad Davis driving 'The Hustler' and 'The Limo' and new buggy nerd, Al Shuman. For the second consecutive year, Swiss Timing is back eating the donuts and orange juice. ΣΑΕ is looking forward to a competition and hard fought race this year.



ΣΝ



ESP speaks for herself.

SDC



CLASSIFIED ADS

Wanted: Undergrad dorm residents to fill executive positions in SDC Buggy. Applicants must be willing to put in odd hours, sacrifice their Q.P.A., and place their sanity in jeopardy. Tendencies toward insomnia and obsessive behavior are a plus. Previous experience not required, but ability to deal with corruption, creative bookkeeping, graft, insubordination and membership apathy is a must. Applicants leave name and number in SDC box where it will be ignored.

Wanted: Progressive organization dedicated to the advancement of Buggy seeks undergrad dorm residents with drive and dedication. Starting positions available include Pushing, Sweeping, Flagging, Driving and Building. Plenty of opportunity for advancement. Applicants now being accepted for Buggy year 1981-82. Interested parties leave name and number in SDC box at Skibo information desk.

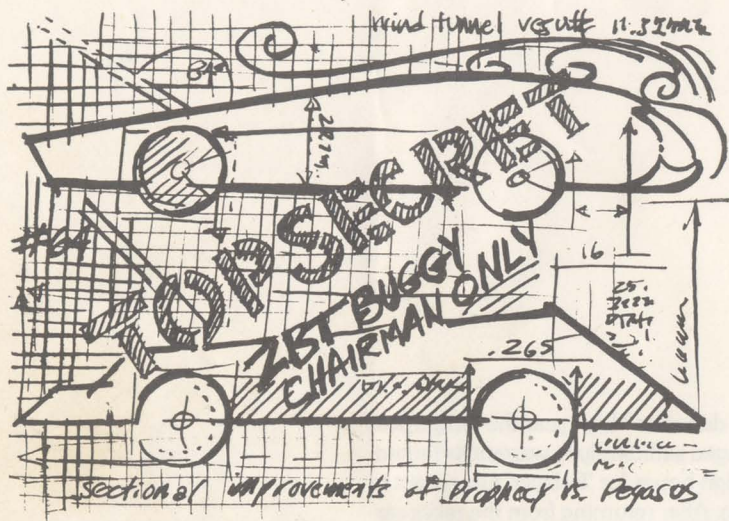
For Sale: Slightly used Buggy. Low mileage. Only used by little old driver on weekends and occasional weeknights. Best offer. Easy payments. Serious inquiries leave name and number at SDC box at Skibo information desk.

Personal: To May, Mike, and Pam, Michelle, Anne, Sheila, Radio Club. Thanks and hope you recover soon.

ΞΘ

How could we possibly do worse? Last year the indestructible 'Miscarriage' was damaged sufficiently to warrant its renaming to 'Slow Death.' Our high hopes for 'Relayer' turned out to be exactly that—high hopes. After returning from the races carrying a buggy with severely misaligned wheels, someone quipped, "I hope we didn't cause anyone to miss dinner." So this year we hope 'Delayer' will be quick enough to make up some lost time. After all, how could we possibly do worse?

ZBT



“... Wind in my hair—
Shifting and drifting—
Mechanical music—
Adrenalin surge—

Well-weathered leather
Hot metal and oil
The scented country air
Sunlight on chrome
The blur of the landscape
Every nerve aware

Suddenly, ahead of me, across the mountainside
A gleaming alloy air-car shoots toward me, two lanes
wide
I spin around with shrieking tires, to run the deadly
race
Go screaming through the valley as another joins the
chase.

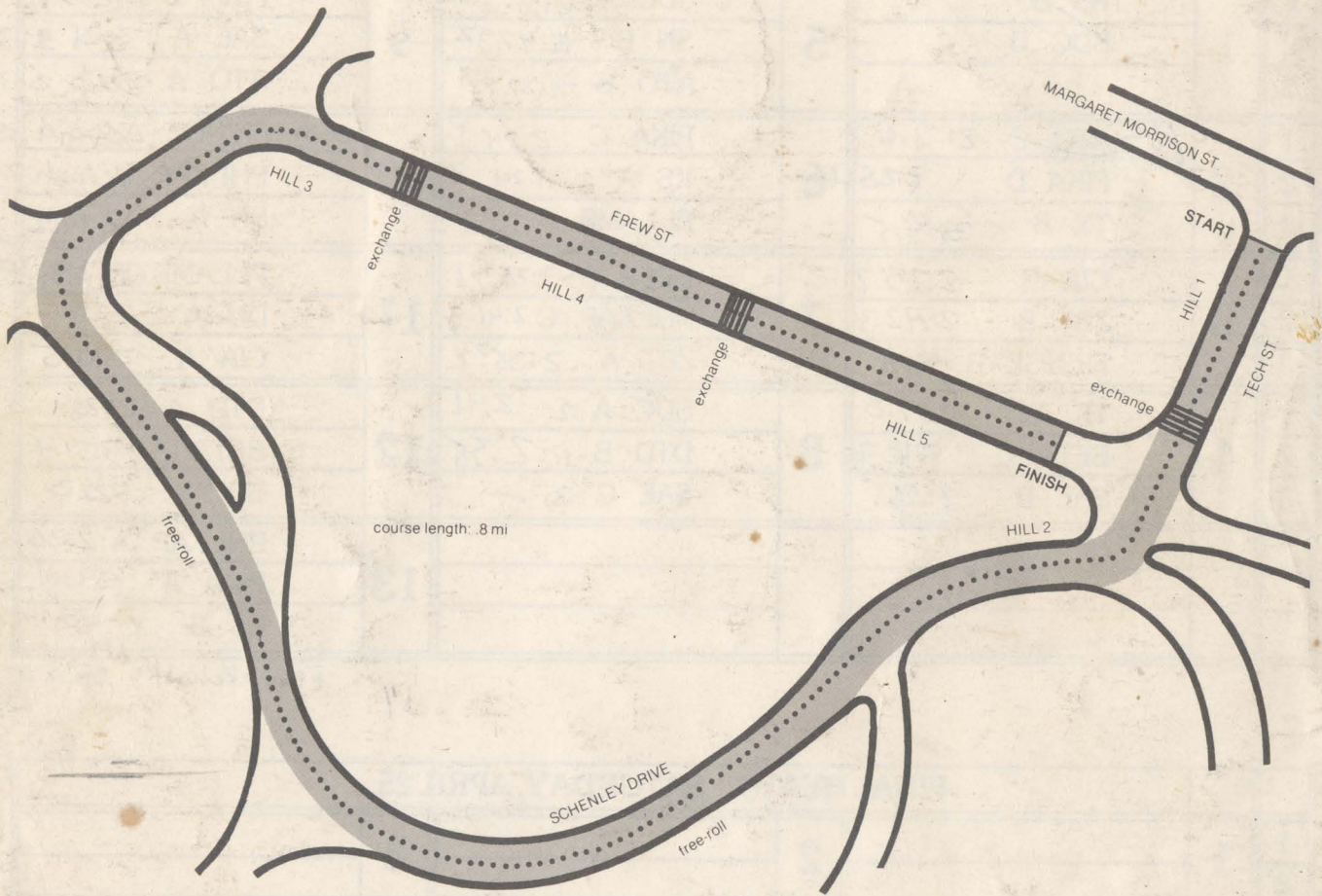
Drive like the wind
Straining the limits of machine and man
Laughing out loud
With fear and hope, I've got a desperate plan. . . .”

Rush 1981

The Prophecy will be Fulfilled.

Buggy Chairman: Ken Jarmel
Buggy Designers: Gregg Croft, Bob Shimp
Push Captain: Tom Dubyak
Drivers: Wendy Russell, Deanna McCusker
Special Thanks to: Tim Vezzani, Scott Miller, Frank Lefkin,
and Tim Huggins

Buggy Race Course



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