

CMU

82

BUGGY
BOOK

Sweepstakes Chairmen



Assistant Chairman: Melanie McMurtry
Buggy Book Chairman: Charlotte Heim
Safety Chairman: Jim Gresh
Sweepstakes Chairman: Elaine Andrysick

Preface

Sweepstakes 1982 will hold special memories for me long after the final gun has sounded. Being Sweepstakes Chairman my senior year climaxes 3 years as a pusher. Having risen from within, I was not surprised at the early morning hours and late night practices. The primary differences in the two positions of chairman and pusher is when your work gets done. Now I do my job during conventional workday hours rather than in the early morning on weekends and late nights during the week.

Being Sweepstakes Chairman really has been fun and challenging. Although I'll miss those late night push practices, I've had the opportunity to experience all facets of Sweepstakes in my current position of Chairman. I've seen the bonds of friendship that unite pushers in the common goal of competing and winning. I've seen the pride displayed by organizations wanting to design the best buggy. But now I've worked with the people who make that all possible. A lot of unique and talented individuals have come together through hours of workouts, preparations, and designs to put it all on the line on race day.

I know that Sweepstakes 1982 will be as exciting and sensational as past Sweepstakes. In fact, I'm sure it will be the best yet.

I want to thank everyone involved, but as always certain people deserve extra mention due to their invaluable contribution to the whole. Special thanks are extended to:

- Anne Witchner and Gloria. The only thing they don't do is appear on the course during freerolls.
- Melanie McMurty, Assistant Sweepstakes Chairman. Thanks for all the help and encouragement.
- Jim Gresh, Joe Wagner, and Chari Heim for your efforts toward Safety, Design, and the Buggy Book. You're the ones that add an extra dimension to it all.
- Gary Getz, Don Savage, and Keith Seto for your great consulting services.
- The organizations themselves: ATO, BETA, CIA, DTD, DU, Fringe, KS, PKT, PIKA, PLP, SAE, SN, SDC, TX, and ZBT. From your drivers, pushers, mechanics, timers,

and fans — it's you that bring the excitement and suspense to the race.

- The Buggy Chairmen, who do so much and receive so little. You're a strange breed. Keep up the good work.
- Security, Park Police, Physical Plant, Radio Club, WRCT, the Tartan, and all of the timers and judges.
- Dave, Scott, Dave, John and Joe of my Chanical Engineering Design group for putting up with me and this craziness.
- Any one who really deserves a special thank you but somehow has been over looked.
- Good luck, race safely, and I'll see you at the finish line. Remember, "Records were made to be broken."

— Elaine Andrysick

Sweepstakes

by: Carrie Woerner

It's that time of year again, when the weather's warm, the birds sing, and buggies appear out of nowhere. Well, not exactly nowhere. For those of you new to Spring Carnival, the Buggy Races, formally known as Sweepstakes, are the central feature of Carnival. Twelve fraternities and three independent campus organizations, totalling about 25 to 30 buggies, compete in the races; the men's preliminary heats are held on Friday and the women's teams, Alumni teams and the top six men's team winners compete in the finals on Saturday. Weeks and months of designing, building, and practicing go before the actual raceday. An organization typically will begin working on next year's buggy soon after this year's races and a buggy can often cost an organization a thousand dollars or more.

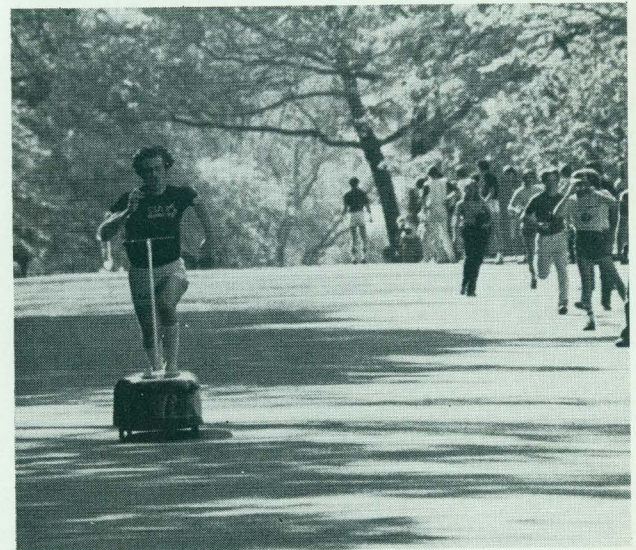
The buggy course is a loop, .8 miles in distance, consisting of five segments call "hills." A team of five members pushes the buggy and a driver lying prone inside through the course. The race begins with a staggered start from the bottom of Tech Street. The hill one pusher propels the buggy up to the crest of the hill where the hill two pusher takes it in an "exchange." The hill two pusher then gives the buggy a final explosive shove into the freeroll. This part of the course takes the buggy, controlled solely by the driver inside, down Schenley Drive past Phipps Conservatory and into a tight turn known as "The Chute." During freeroll the buggy travels at speeds up to 40 m.p.h.

Timing is essential for the hill three pusher as he picks up the buggy as it comes out of freeroll. Hills four and five are the longest of the course and require exceptional endurance from the pushers. With strong pushers on these back hill, a team can make up valuable time. However, if the pushers on hills four and five are not as strong as the rest of the team, a fast start and a strong push into freeroll are essential to make up the difference.

Preparation for the Buggy Races is intense. The buggy designers and builders work the entire academic year to develop a buggy that's faster than any other buggy, past or present. Basically, the buggy is a streamlined version of the soap-box racers, which the buggies originate from, with all the extras built in. Starting with an aerody-

namically sound body design, the builders add intricate steering and brake mechanisms and the latest in bearings, shocks and tire rubber. The push teams begin work in late February with late night push practices and early morning weekend freerolls. These two events are marked by the unwavering enthusiasm and stamina of team members, drivers, mechanics, and various team supporters who volunteer to sweep the course and keep the cars off the streets.

The hard work and preparation really show on race day. Last year, CIA set a new course record of 2:10.4, and with great advances in buggy technology the record probably won't last long. But even though there can only be one winner, each organization shares in the victory in this one of a kind event. Well, now you know a little bit about where the buggies come from at this time of year and what Sweepstakes is all about, but to really understand, you've got to experience the races yourself.



Past Winners

Men

1921: Iota Sigma Delta 4:38
 1922: SAE 4:30
 1923: KS
 1924: KS
 1925: KS
 1926: PIKA 3:18.3
 1927: KS 3:15.8
 1928: KS 3:04.4
 1929: PKT 3:05.6
 1930: BTP 2:57.5
 1931: DTD 2:59
 1932: BTP 2:54.8
 1933: BTP 2:48.5
 1934: KS 2:49.7
 1935: BTP 2:47.2
 1936: KS 2:46.8
 1937: no results
 1938: KS 2:43
 1939: KS 2:44
 1940: KS 2:53
 1941: KS 2:55
 1942: no results
 1943-45: no races - War Years
 1946: DTD 2:49
 1947: DU
 1948: DTD 2:48
 1949: DTD 2:42.5
 1950: DTD 2:41.8
 1951: DTD 2:41.6
 1952: DTD 2:36
 1953: ATO 2:30.55
 1954: ATO 2:28.1
 1955: ATO 2:26.0
 1956: ATO 2:25
 1957: ATO 2:25
 1958: ATO 2:28.4
 1959: PKA 2:29.7
 1960: ATO 2:34.5
 1961: ATO
 1962: ATO 2:27.5

1963: PKA 2:34
 1964: BTP 2:31
 1965: BTP 2:28.7
 1966: BTP 2:27.8
 1967: PKA 2:24.8
 1968: PKA 2:20.9
 1969: BTP 2:22.5
 1970: PKA 2:28.5
 1972: PKT 2:24
 1973: PKT 2:23
 1974: SN 2:20
 1975: PKA 2:19
 1976: PKA 2:23.3
 1977: PKA 2:17.8
 1978: BTP 2:20
 1979: BTP 2:18.4
 1980: PKA 2:15.4
 1981: CIA 2:10.4

Women

1979: SDC 3:11
 1980: CIA 3:06.3
 1981: SDC 3:04.8

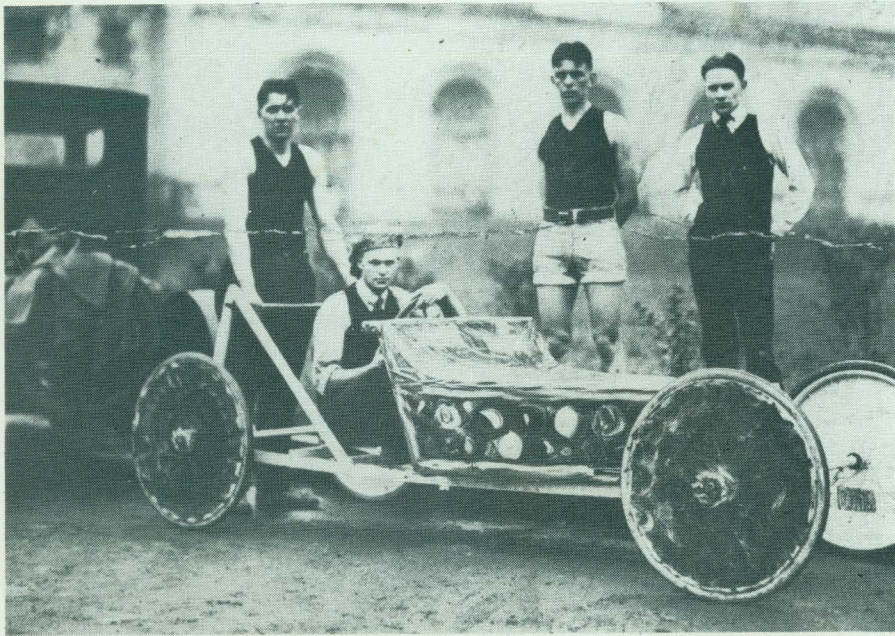
82 CIA
 83 CIA
 84 Oika 2:48

KS - 11

BTP }
 ATO }
 PKA } 9 miles each

DTD 7



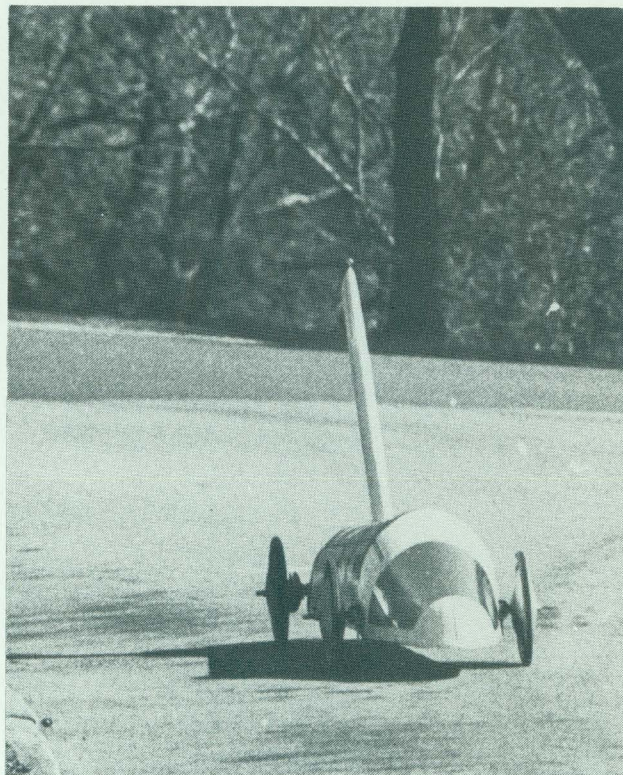


Safety

Chairman: Jim Gresh

Buggies often approach speeds of forty to fifty miles per hour. Safety, then, is a prime concern. In sweepstakes, safety precautions include the examination of any dangerous aspect of the races that might create a potentially dangerous situation for the driver. Safety maintenance includes two major divisions: course hazards, and buggy design and operation. The course safety division includes clearing and inspecting road surfaces, traffic control, and placement of crash-protective hay bails. The latter category includes buggies for sound construction and design, proper structural and harness crash-protection, and adequate braking systems. In addition, drivers are tested in braking and passing techniques, and briefed in how to handle racing hazards.

In the past two years, I have had experience in pushing and in designing and constructing ATO's QUARTER-HORSE to prepare me for the position of safety chairman. With a lot of preparation and a little luck, I'm sure 1982 will be another year of exciting and safe buggy racing.



Design

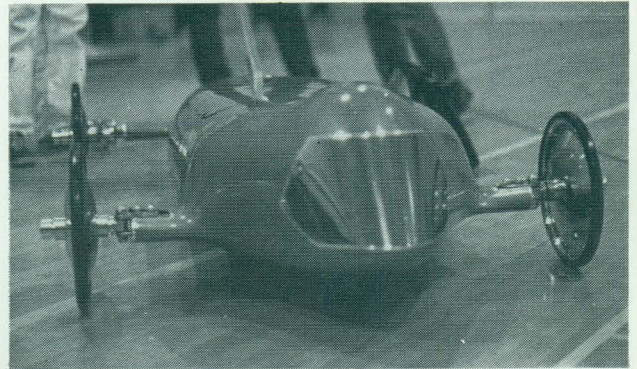
Chairman: Joe Wagner

For a senior in Chemical Engineering, Design is a familiar subject. I am experienced with buggy through the feeble efforts of the Ole House on the Corner — ATO.

I hope to see every organization enter this year, since Design competition is expected to be stiff.

Trophies will be given out with Sweepstakes winners this year, and if you're lucky . . .

Buggy secrets are revealed in the design, so bring your cameras!



Radio Club

Chairman: Brad Cole

"Why do you have to get up early tomorrow? The Radio Club doesn't have a buggy."

"No, we don't have a buggy, you're right. You see . . ."

"Well, I wouldn't get up at 5:30 in the morning every weekend unless I had to! I'll just wait until Sweepstakes to see the buggies."

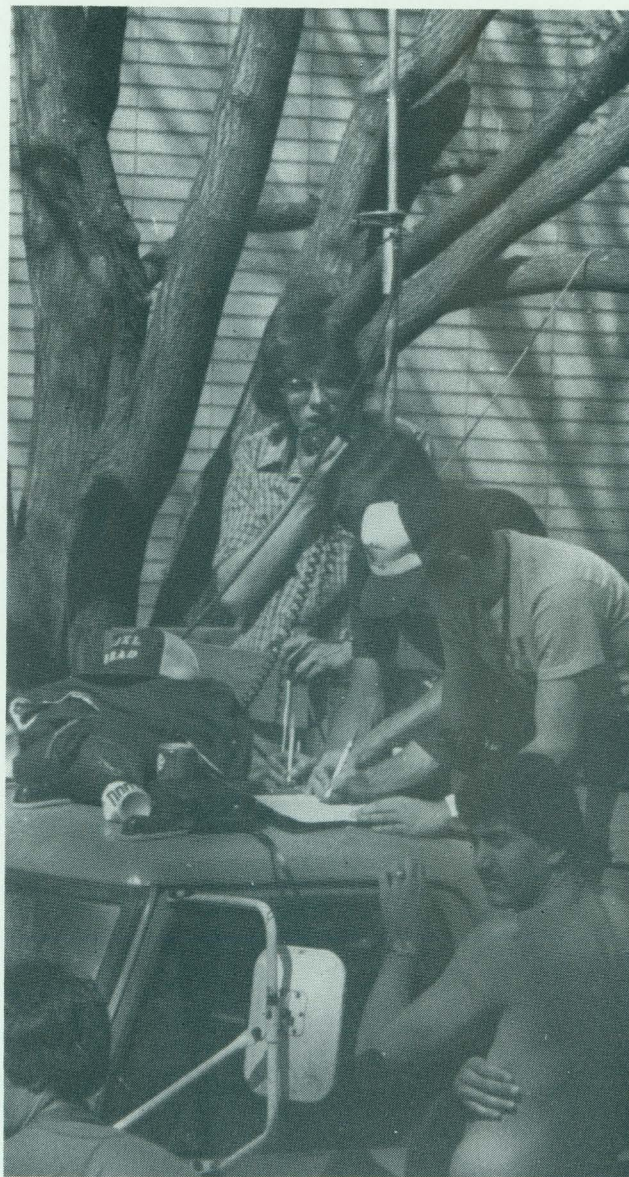
"Not everybody who gets up for freeroll is involved directly with an organization; the Sweepstakes Chairman, the Safety Chairman, the Pittsburgh Police, and the Radio Club are just a few of the 'other' people who are always there."

"Well, what do you do?"

"Our purpose is to provide communications for the buggy chairman, the Pittsburgh Police, the CMU Police, timers, judges, and any other sweepstakes official. During a roll we constantly monitor the progress of the buggies in case anything goes wrong. Between heats we pass official information to the necessary people."

"Wow. I never noticed you before."

"Thanks for asking. I'm sure this year's sweepstakes will be as exciting as ever. Elaine Andrysick, Anne Witchner, and all of the others who have organized sweepstakes this year have done a great job. I probably shouldn't admit this, but it's really kind of fun to get up on the weekends to watch the freerolls."



Alpha Tau Omega

Chairman: Neil Adler

"Each machine has its own unique personality which probably could be defined as the intuitive sum total of everything you know and feel about it. This personality constantly changes, usually for the worse, but sometimes surprisingly for the better, and it is this personality that is the real object of . . . maintenance. The new ones start out as good-looking strangers, and, depending on how they are treated, degenerate rapidly into bad-acting grouches or even cripples, or else turn into healthy, good-natured, long-lasting friends. This one, despite the murderous treatment it got at the hands of those alleged mechanics, seems to have recovered and has been requiring fewer and fewer repairs as time goes on."

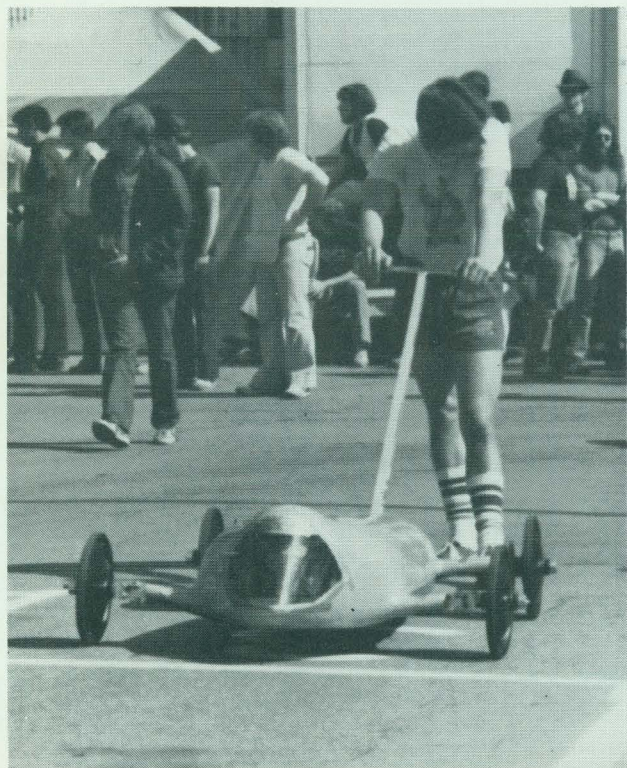
from Robert M. Pirsig, "Zen and the Art of Motorcycle Maintenance,"



Beta Theta Pi

Chairman: Don Savage & Dave Henderson

Beta Theta Pi has a tradition of excellence in sweepstakes. This year we have been working hard to uphold that tradition, and hope to regain the most coveted trophy on campus. A number of veteran pushers are returning to join our new technical crew. We are confident that 1982 will see Beta at the highest levels in both race and design competition.

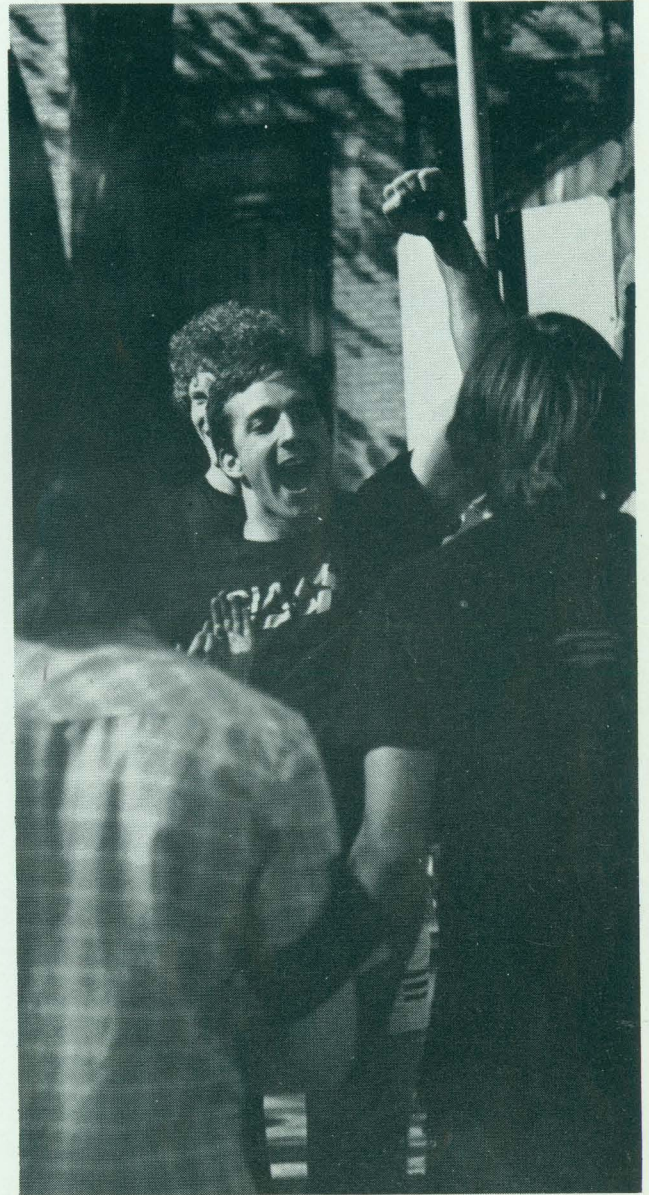
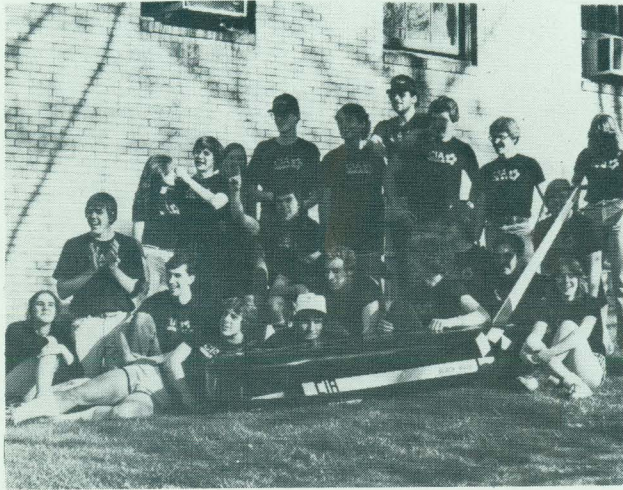


Carnegie Involvement Association (CIA)

Chairman: Keith Seto

In recent years, our innovative technology and awesome push teams have made CIA a top contender. Last year we won for the first time, making us the first independent organization ever to win sweepstakes.

This year we hope to improve on last year's record-shattering run. With an experienced maintenance crew, strong push teams, and bright new ideas, this could be the best year yet for CIA's men's and women's teams.



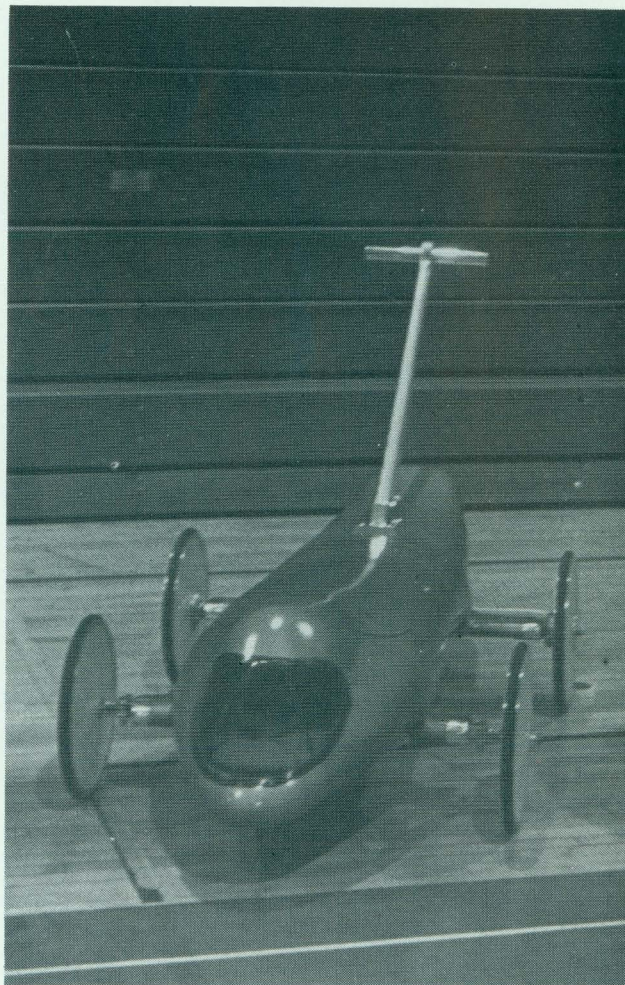
Delta Tau Delta

Chairman: Greg Morris

Delta Tau Delta is running harder than ever for a prize in the 1982 Sweepstakes Competition. It's a rebuilding year for this year's edition. Greg Morris, "The Yonker's Flash," takes on the running chores and Mark "Bear" Wheeler assumes the mechanics duties. The team features three freshmen, five sophomores, and two juniors. Their lack of experience is compensated for by an intense desire to win and dedication to the hard work required to earn the coveted Sweepstakes trophy.

Once again, our hopes ride on the "Cyclone" — a perennial favorite in the Design Competition. Karen Stromberg, a two year veteran driving "Queen," will return to pilot "Cyclone."

As always, given the team's talent and because buggy will not be denied, the Delts will be dangerous both now and in the not too distant future . . . DTE.



Delta Upsilon

Chairman: Ken Vecchio

DIFFUSION, Delta Upsilon's second buggy in as many years will be making its debut this spring. NOT YET, the B-team buggy, will also be back, with some new technology and possibly a new name.

DIFFUSION, built by Brothers Ken Vecchio and Bill Kerns, is a radical departure from past D.U. buggies, and carries several innovative design features that are unique to Carnegie-Mellon. These features are only hinted at by the gleaming chrome push bar, mirror-finish black paint, and wrap-around integral windshield.

DIFFUSION's push team will be greatly enhanced by the awesome freshman talent, coupled with veteran experience and timing.

This year also promises new driving talent, as well as the race-tested fortitude of drivers Jim Kisel and Rob Wagner.

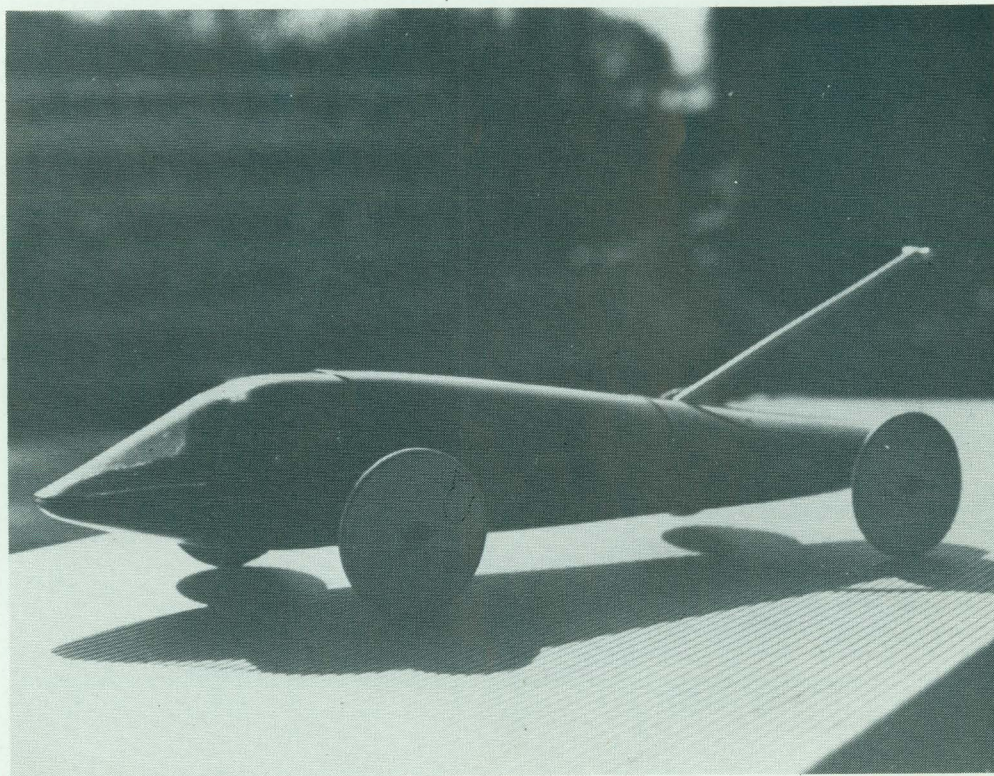
DIFFUSION, three years in planning, 2500 man-hours in construction, and with the support of championship runners, represents the winning spirit of Delta Upsilon — the only house on campus with . . . DIFFUSION.



Fringe

Chairman: Scott Durbin & Amy Lindsay

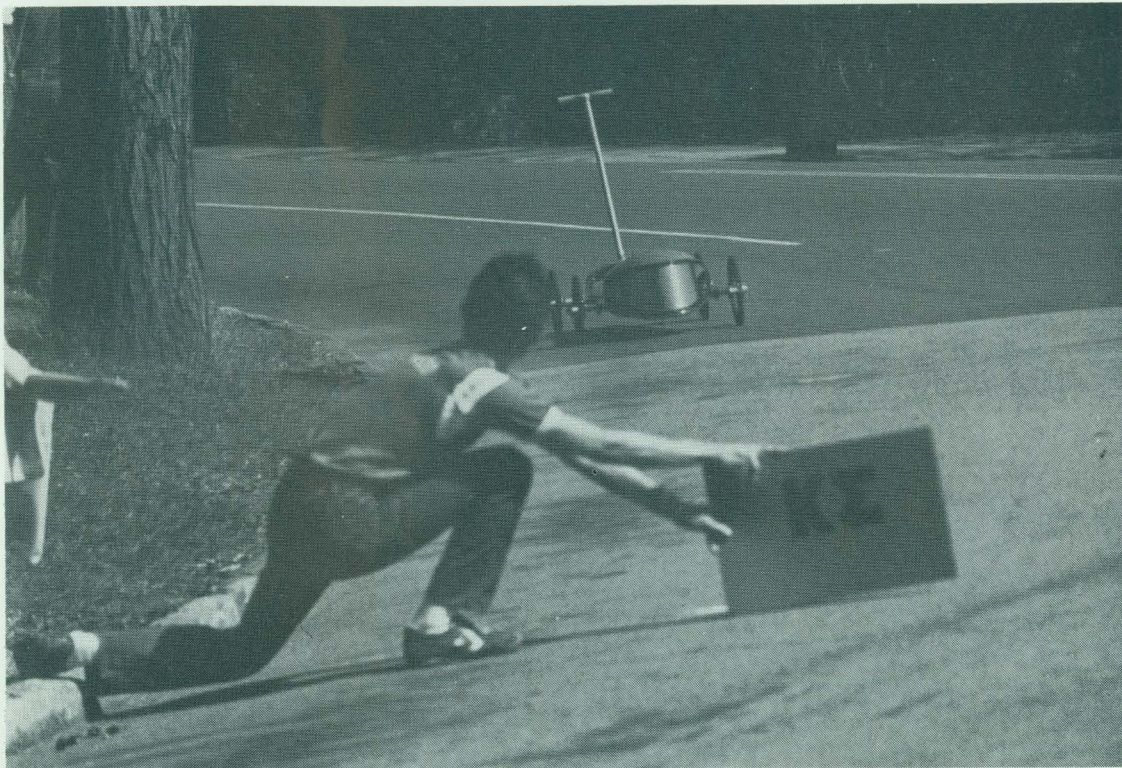
Architects and friends of architects on the Fringe this year have been working on the FLYING BUTTRESS, the mainstay of their organization. The group has been refining and completing a new form, while those working with the VANISHING POINT display soon-to-be-realized potential. For members of the Fringe, new leadership brightens the road ahead.



Kappa Sigma

Chairman: Mark Licata

1981 brought Kappa Sigma its first sweepstakes trophy in twenty years. We don't plan on waiting that long for our next one. Built in just three weeks, fifth-place winner MIRAGE is returning, while two additional buggies are under construction. Our entire A-push team is returning; Captain John Charnovich has all the pushers working hard to get in shape. Also actively preparing for this year's race are veteran drivers Kathy Farley and Toni Zuliani, who will be piloting their third sweepstakes race. With the help of all the brothers, we hope to ward off the fierce competition and improve on last year's time, getting back to the Kappa Sigma winning tradition.



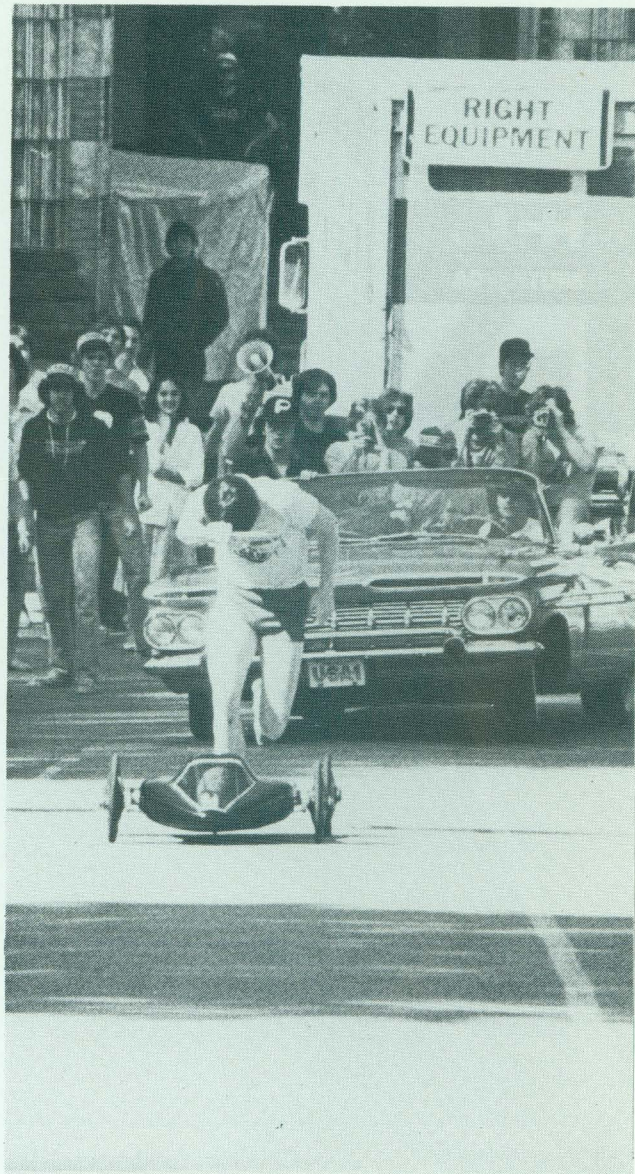
Phi Kappa Theta

Chairman: Keith Marchiando

Here at Phi Kappa Theta we believe that buggy is not just a sport but an institution as well. With that thinking in mind, we will again run with proven contenders: STREAK and SHADOW (and watch out for the WITCH).

Though the last few years have been disheartening for Phi Kaps, due to unfortunate incidents, we are now on the rebound and striving for perfection.

With the leadership of Russ Smith, our push team will be one of the best on the hills. We have returning standouts and an impressive array of newcomers. The technical aspects will be handled by sophomore Keith Marchiando and his cast of technical masterminds.



Pi Kappa Alpha

Chairman: Gib Miller

Spring semester means buggy at PKA. This entails devoting a major portion of the years energies strictly towards sweepstakes. The force behind this attitude is our dedication to the best possible buggy team.

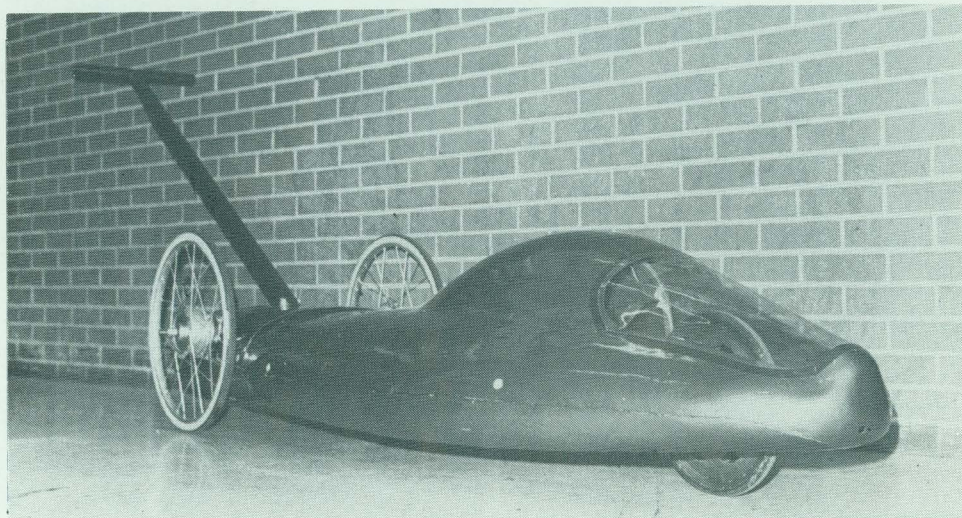
Last year was a quantum leap in the history of buggy at CMU, and this year has the distinct possibility of eclipsing even that. This is why, along with enough surprises to keep things interesting, the effort which signifies buggy at PKA will be there when the starter's gun sounds.



Pi Lambda Phi

Chairman: David Creighton

Dawn is a lovely time of day. We've seen a lot of them in the last few months, but we seldom have had time to watch the sun rise. For those of you who have forgotten last year, FALCON shaved thirteen seconds off any previous PiLam race time. This year, we figured out how to steer the thing. A refurbished BLUE DOLPHIN will make another appearance in a new shape. As our veteran drivers hone their skills, an old hand, holding a big whip, guides our pushers, meting out harsh training to our crusty vets as well as our amazingly tough new breed of pushers. At the cry of the Valkyries, 'ware our bird of prey.'



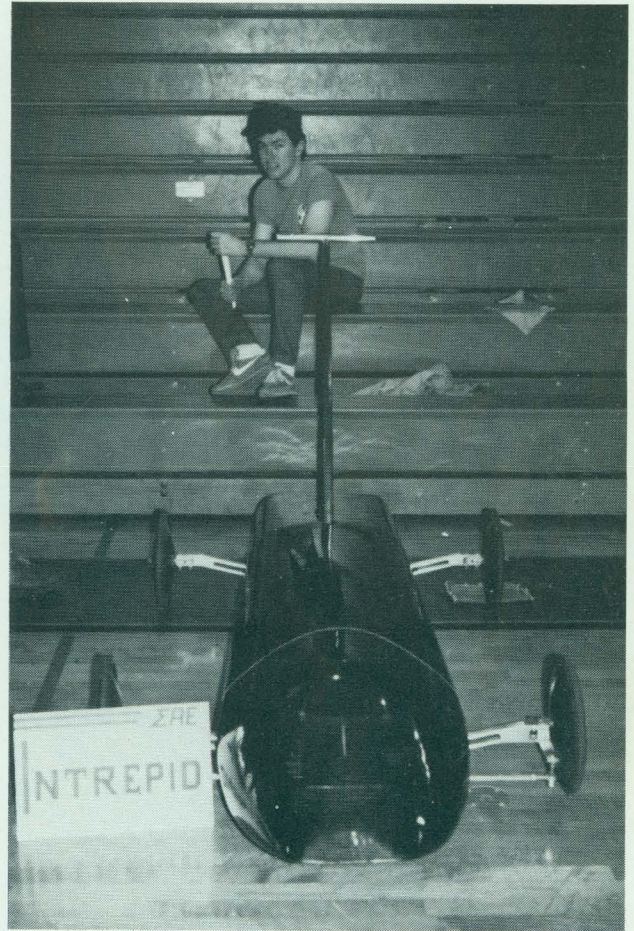
Sigma Alpha Epsilon

Chairman: Dan Micher & Russ Bogin

1981 saw anguish and despair reflected in the faces of SAE buggy fans. This year an effort to bounce back will be led by push team captains Bob Bell and Norm Schmitt, who initiated a program of pumping Iron regularly last September. Veteran drivers Russ Bogin and Brad Davis, along with Monte Zweben, will be taking charge of our ever-improving fleet of buggies, currently consisting of THE INTREPID, HUSTLER, and THE LIMO. C-team driver Brad Davis will no longer have to worry about queasiness while racing this year, as the triangular wheel design has been discarded in favor of a round one. This new implementation, along with the addition of brakes, steering and spinout-proof deceleration, should prove to be quite beneficial. Behind the Swiss Clock this year will be expert technologist Joe Russo, and Research and Development will be handled by Bruce Trottier.

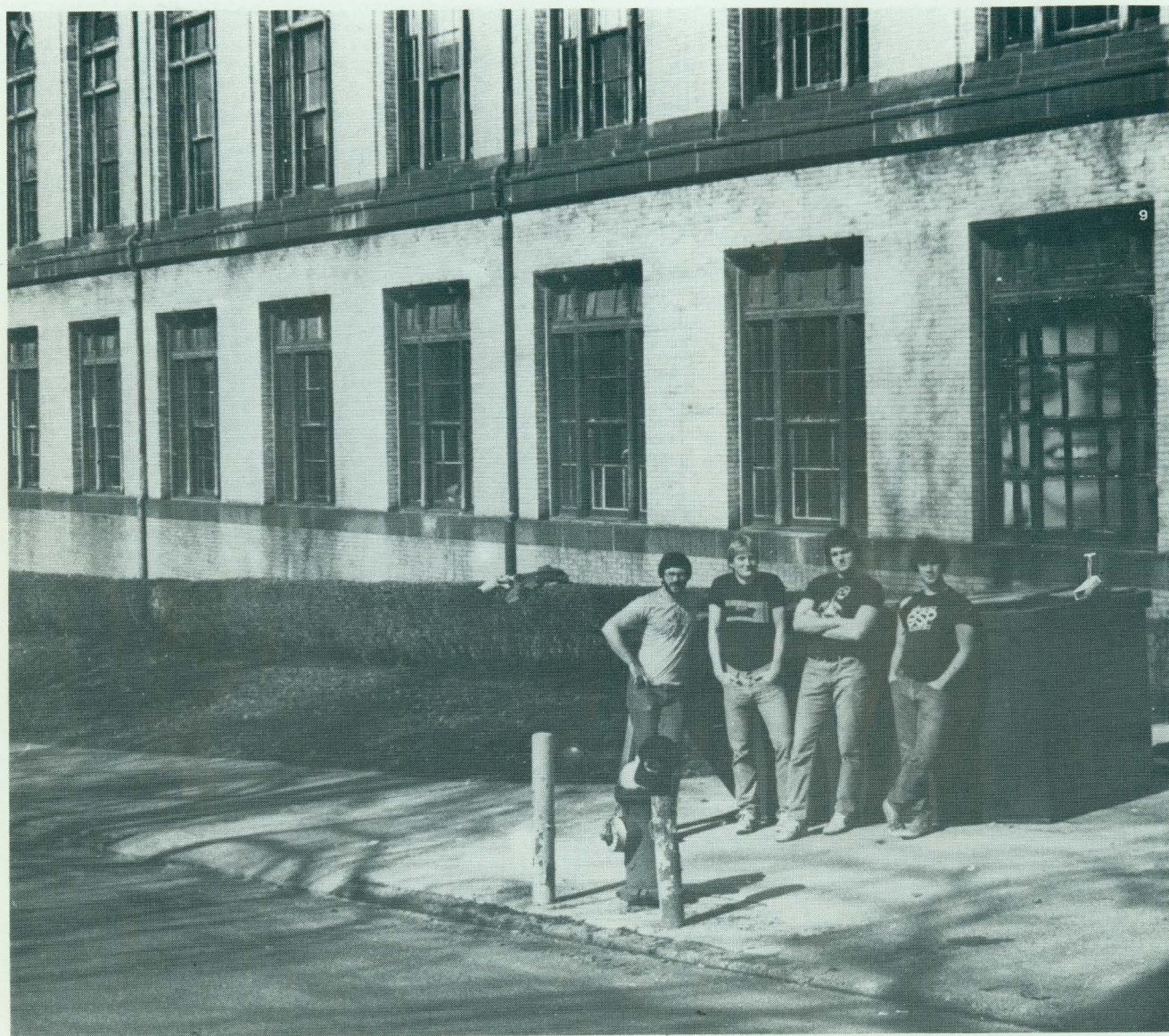
This combination of Bell, Schmitt, Bogin, Davis, Zweben, Russo, and Trottier can only spell one thing . . . bellschmittbogindaviszwebenrussotrottier!!!!

This leads to our foolproof plan for victory — to move buggy from start to finish in a shorter time than any other organization.



Sigma Nu

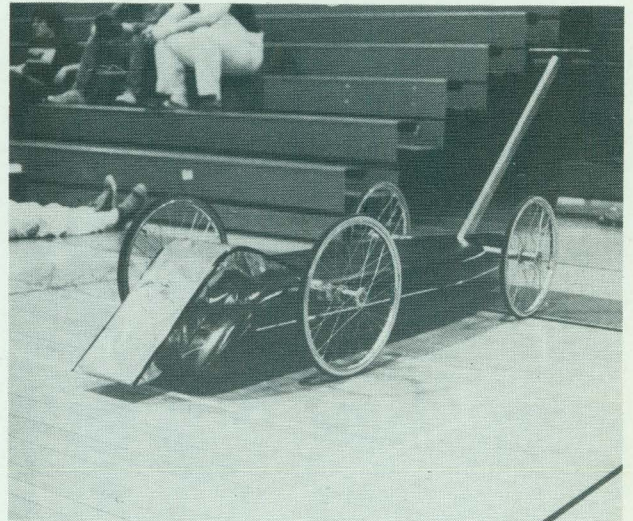
Chairman: Gary Getz



Student Dormitory Council (SDC)

Chairman: Jeff Pitchford

We've improved our buggy named HAZE,
that shines a cool blue on bright days;
We can't make a promise,
but the time is upon us
to earn back some over-due praise.



Theta Xi

Chairman: John Bugay

Yes, Theta Xi buggy hopes are alive and well. With last year's comeback performance of SLOWDEATH, our buggy program has once again reached the bounds of common decency. Prospects for the continuing development of our buggy program are looking better than ever. With the addition of a promising new driver, and the construction of a new buggy, XM-1, house enthusiasm has reached a point of hopeful anticipation. And with our group of seasoned pushers training for that "sunny" Friday morning in April, Theta Xi is looking forward to the best times ever.



Zeta Beta Tau

Chairman: Ken Jarmel

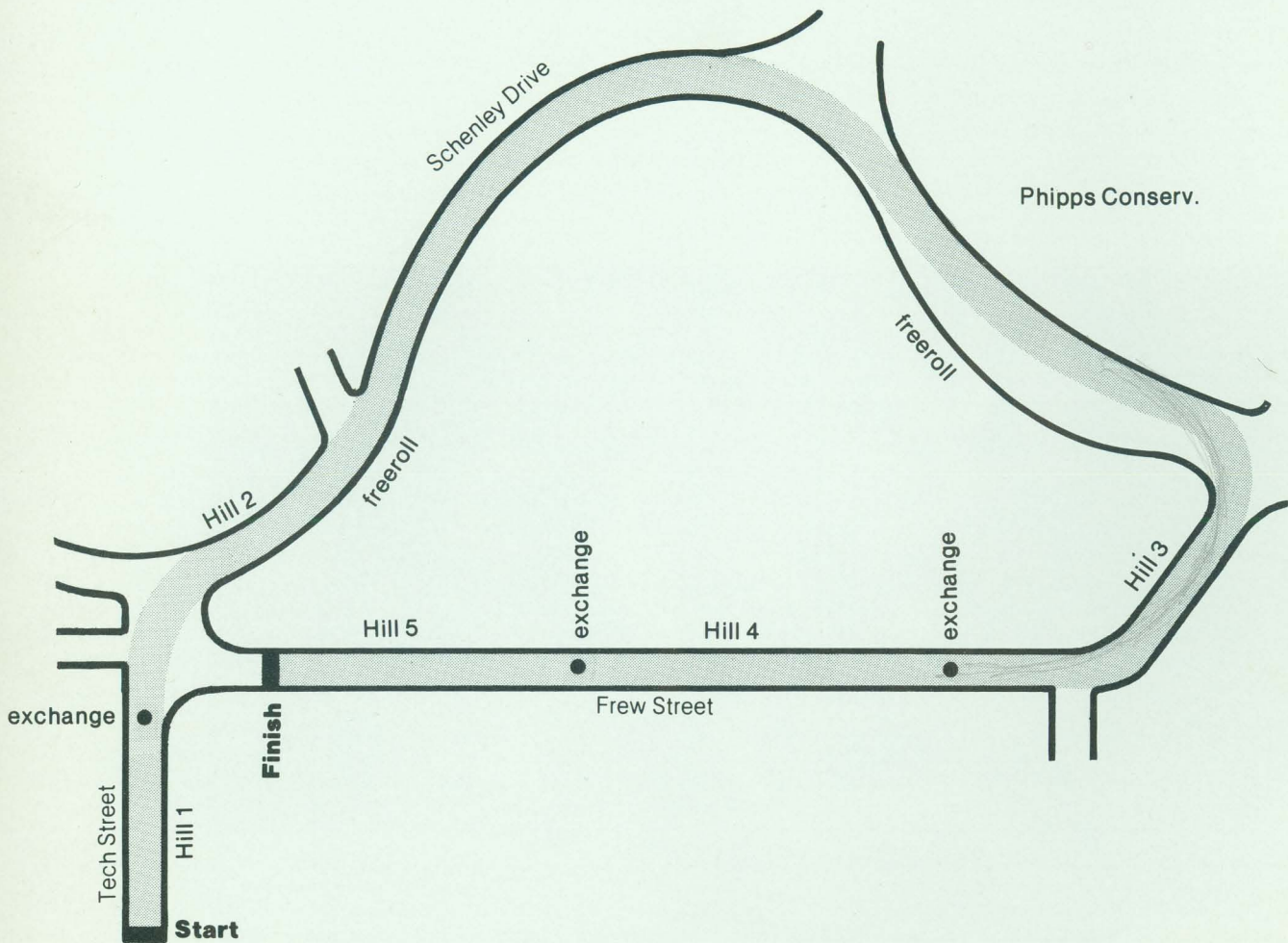
Sweepstakes? . . . Buggy? . . . Oh, yeah! . . . Waking up at 3:00 am . . . Waking everyone else at 4:00 . . . Hey, this can be dangerous! . . . And once outside . . . 10° . . . windchill -6° . . . We have GOT to be insane . . . Ah, but what's springtime at CMU without buggy . . . In a word . . . BORING . . .

AND LIFE AT ZBT IS NEVER BORING!!

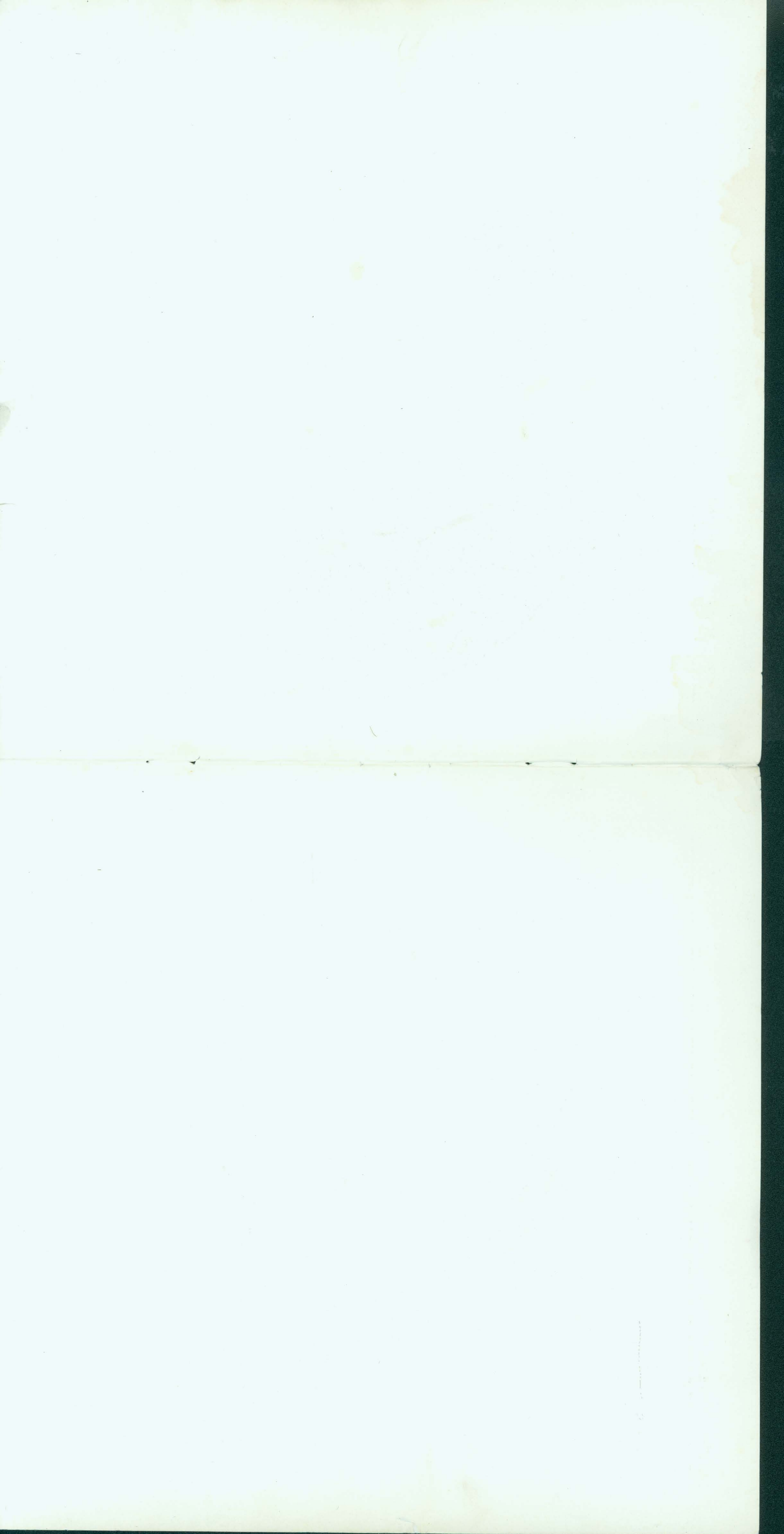


Buggy Course

course length: .8 mile (approx.)



Listen to complete race coverage on WRCT.



Preliminary Men's Heats • Friday • 9:00 AM

| Lane | Heat | Organization | Lane | Organization | Lane | Organization |
|------|------|----------------------|------|--------------|------|--------------|
| 1 | | PHI KAP D | 6 | ZBT C | 11 | DU A |
| 2 | 1 | SAE C <i>3:46.33</i> | | KS C | | TX B |
| 3 | | CIA C <i>2:33.34</i> | | PHI KAP C | | PIKA B |
| 1 | | KS D <i>2:43.24</i> | 7 | BETA B | 12 | BETA A |
| 2 | 2 | SDC D | | DTD B | | DTD A |
| 3 | | BETA D | | SDC B | | ZBT B |
| 1 | | DU B | 8 | FRINGE A | 13 | SN A |
| 2 | 3 | SN C | | PIKA C | | KS B |
| 3 | | FRINGE B | | SN B | | |
| 1 | | SAE B | 9 | SAE A | 14 | TX A |
| 2 | 4 | SDC C | | CIA B | | PHI KAP B |
| 3 | | ZBT A | | KS A | | PIKA A |
| 1 | | PI LAMB B | 10 | PHI KAP A | 15 | PI LAMB A |
| 2 | 5 | PIKA D | | SDC A | | ATO B |
| 3 | | BETA C | | ATO A | | CIA A |

Final Heats • Saturday • 9:00 AM

| Lane | Heat | Organization | Lane | Organization | Lane | Organization |
|------|------|--------------|------|--------------|------|--------------|
| 1 | | | 2 | | 3 | |
| 2 | 1 | | | | | |

Women's Heats • Saturday • 9:00 AM

| Lane | Heat | Organization | Lane | Organization | Lane | Organization |
|------|------|--------------|------|--------------|------|--------------|
| 1 | | CIA A | 2 | SDC B | 3 | SN A |
| 2 | 1 | KS A | | DTD A | | CIA B |
| 3 | | FRINGE A | | SDC A | | ATO A |