

BUGGY — 83



SWEEPSTAKE CHAIRMEN



Sweepstakes Chairman:

Sandy Ruscin

Buggy Book Chairman:

Karin Dann

Safety Chairman:

Dave Lamont

Public Relations:

Luan Denny

Design Chairman:

Deidre Dennis

Advisor:

Anne Witchner

PREFACE

Sandy Ruscin

To whom it may concern,

This is supposed to be the preface of the 1983 edition of the Buggy Book — but at this time, I feel that it's more appropriate to dedicate my space as follows:

Dear Mom and Dad,

I guess you're probably wondering where I've been the past couple of months. I can understand that you find it kind of hard to believe that I haven't been home anytime that you've called — even at four in the morning — but I've been sort of busy. No, it's not that I've been sick or anything . . . no, classes aren't a problem (at least they weren't the last time that I went) . . . no, I haven't been getting drunk every week-end either.

This isn't easy to say . . . but, well . . . er, I . . . I was going to tell you before but I didn't know how to say it. Mom, Dad . . . I've been Sweepstakes Chairman this year. I know I promised that I wouldn't get involved with buggy again, but I guess it was just sort of a whim. I didn't plan on it, but, I just had to do it. It seemed so temporary . . . no trouble at all . . .

at first . . . even Fall Freerolls weren't too bad . . . But I never thought I might not graduate!!! My assistant in the fall was so helpful . . . I never thought that she'd leave school . . . and besides, Mom, you know how I dislike building a booth for carnival, so buggy seemed like a good excuse to say that I couldn't help.

Anyway, Mom and Dad, it's almost over . . . and do you know something . . . in a strange way, I really, deep down believe that it was all worth it. We'll talk soon — very soon — and get this all straightened out. I'll understand if you're bitter. But one more favor . . . could we make it in a couple of weeks? I need some time to catch up on my work!!

Love, Sandy

Special thanks to the following people that I could not have survived this job without:

Anne and Gloria: The two most helpful people who survived my depressions and temper tantrums all year.

The pledges and sisters of KKG, especially those living in the house, who had to live with my strange hours and many phone calls.

The chairmen of the buggy organizations for their help and cooperation in making this year work.

Dave, Deed, Karen, and my assistant — whoever he or she may be.

All of my timers, judges, and starters for their assistance.

Bob Fazden and his staff for all of their advice and help.

John Brandt, my personal advisor and confidant, for all of his appreciated help without due rewards.

And finally, to Michael — without his understanding, devotion, support, and truck, I couldn't have made it through the year!!

Dave Lamont

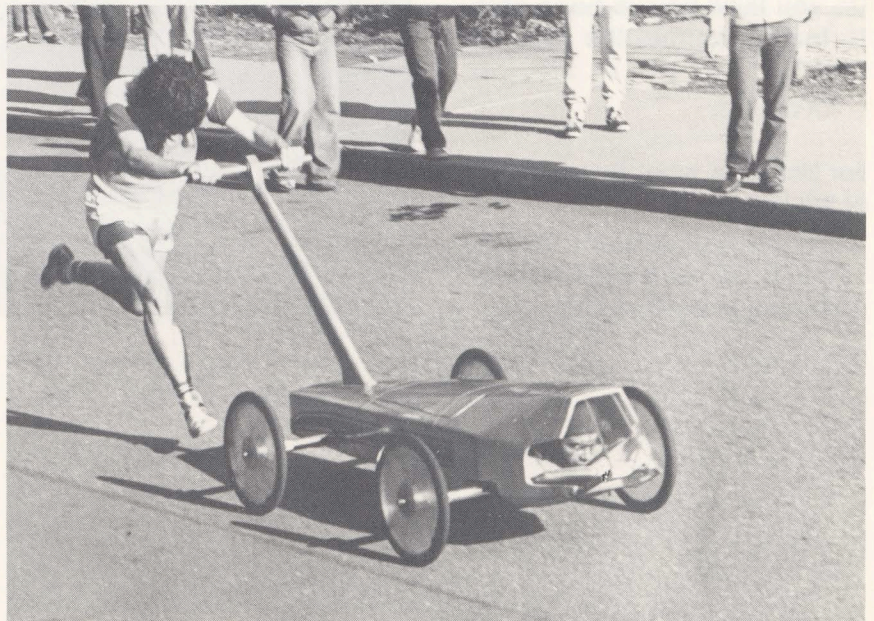
In the early years, Sweepstakes was characterized more by pageantry than by serious competition. At that time, the buggies were heavy and slow, so the drivers were well-protected and serious injury was unlikely. Today, the prestige of first place has spawned a new generation of machines — conceived and built for speed and minimum of weight. The structural safety margins have been squeezed thin in the name of performance. As a result, the driver's safety has become a

major concern.

The role of the Sweepstakes Safety Chairman is to protect the drivers, so that the competition can be enjoyed now and in the future. Even one serious accident would probably end the race and possibly even change its structure forever, and the penalty for a lack of foresight is much too high. The Safety Chairman becomes the guardian of all future races because what he does or fails to do today will determine the course of all future competi-

tions.

As Sweepstakes Safety Chairman, I have several goals this year. First, to set down clear and complete safety regulations that will anticipate every possible safety hazard. Second, to create a self-policing passive enforcement system that will breed safe thinking and safe acting. Third, to solicit the equal support of all organizations to help make Sweepstakes '83 a safe and high-quality competition. I look forward to the race and its safe conclusion.



BUGGY DRIVER

Amy Morton

An interview with a member of a small CMU sub-culture: the Buggy Driver.

How many years have you been driving?

This will be my fourth.

What's it like, driving?

Very exciting, a little spell-binding, definitely priceless. I guess it's sort of like sledding.

Is it difficult to learn?

It's strange at first, but you get the hang of it.

Do you think you've been able to lead a normal life here at CMU?

Of course.

For instance, what do you think of the food?

Oh, it's fine. Actually, all I've had is Tab for a while. But the lettuce is usually edible.



“life is a carnival”

What about during the week? What do you do for entertain- ment?

Almost every night, at about midnight, I put on three pairs of wool socks and two sweatshirts and go to push practice. I get pushed around in a midget traffic jam behind the library. All I see are ankles.

That's what it's all for — races in April. Tell me about that.

The only time you get to drive is when the sun is overhead and the air is warm. It's great. Hundreds of people truckin' around. When the count finally begins, there are a million pairs of feet along the curb. Three, two, one, ready, set, and the gun; try to drive straight in the lane, freeroll faster than any other Sunday morning. The chute turn is critical — you have to concentrate on getting it just right. A buggy is an unusual window on the world, especially up the back hills. On hill five, you're bumped full force toward a wall of screaming people. Then after the drop test it's all over — that quick. Carnival is a real zoo.

What do you do for fun on weekends?

Well, I get up at about 3:45 a.m. on Saturday and Sunday mornings for freeroll. If it's not raining I take a walk along Schenley Drive in the dark, kneeling face down to the pavement a couple of times on the way. Then I freeroll: off the hill, through flats and transitions; by the time I get to the chute I've left the monument to the right; then up the back hills with the sun in my eyes. Then I hang out in Baker waiting for the next roll.

Doesn't it tire you out?

By the end of the night I am usually exhausted. Oh well, life is a carnival.

Do you think you are typical of most drivers?

Well, maybe, I don't know. The ones who don't really like it usually get dropped. Some seem to like the glamour; they are particularly attracted to photographers. Some are searching for something more — I don't know what — it's like looking for a needle in a hay bale. I don't know about everone else; I think it's great.

DESIGN COMPETITION

Deirdre Dennis

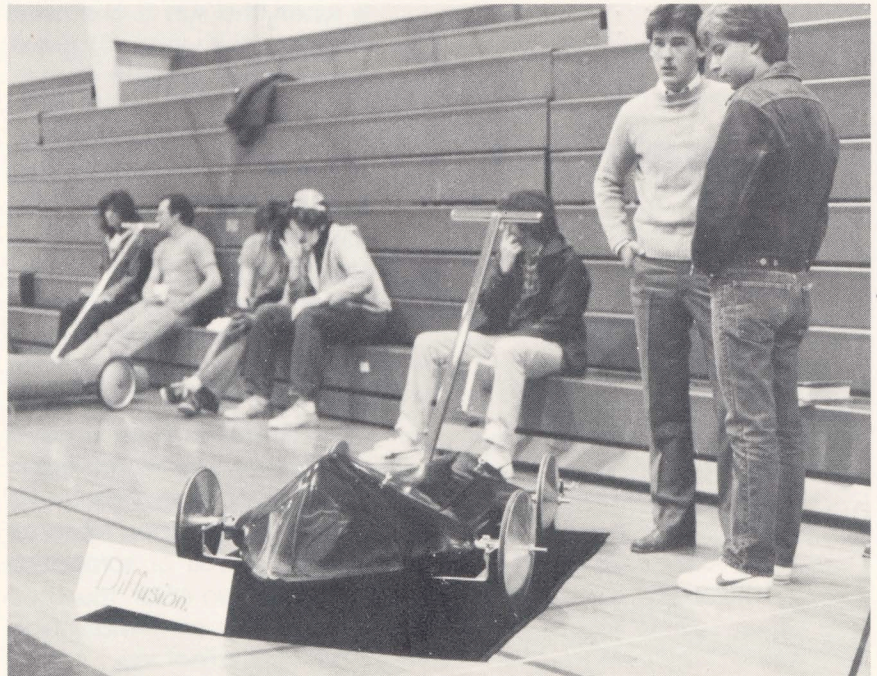
Sweepstakes officially begins on Thursday with the Buggy Design Competition. It is here that the public can see some of the buggies that will be racing the next day.

Throughout Thursday, each organization will present its entry to a panel of five judges from various departments within Carnegie-Mellon. Each entry is then judged in two categories: engineering aspects, and human interfaces. The

engineering criteria are based on the steering, braking, and suspension systems as well as the aerodynamics of the buggy's chassis. The human interfaces category is concerned with the driver's safety, particularly in areas of comfort, handling, and vision. Ideally, the buggy that finishes first in the design competition will place very high in the final standings of the Sweepstakes races.

The buggies will be on dis-

play in the main gymnasium all day Thursday, providing a quiet atmosphere for the public to get a good look at what a buggy actually is! As you walk through, be sure to notice how much time and effort was involved in designing and building a buggy. Trophies will be presented to the top three winners at the Awards Ceremony on Saturday evening. Don't miss your chance to see the buggies at a standstill!



Chairman: Don Savage



Experience — both technical and athletic — is the key to Beta Theta Pi's buggy program this year. Returning co-chairmen Don Savage and Dave Henderson are continuing their efforts to improve our freeroll times. Last year's new buggy "Presence," along with five-time design winner "Echo" will spearhead this effort. Seniors Bill Kiselick, Chuck Chrissis, Dan Fry, and Bob Matthias will lead a large group of athletes trying for an A-team position. With all this experience and talent, Beta will once again be among the top finishers in both the race and design competitions.

CARNEGIE INVOLVEMENT ASSOCIATION

Chairman: Pete Mariani

The Carnegie Involvement Association (CIA) was started in 1971 by some non-Greek underclassmen who just wanted to get involved in Sweepstakes. The first buggy they raced was named "A Streetcar Named Desire." That was about all CIA had back then: desire!

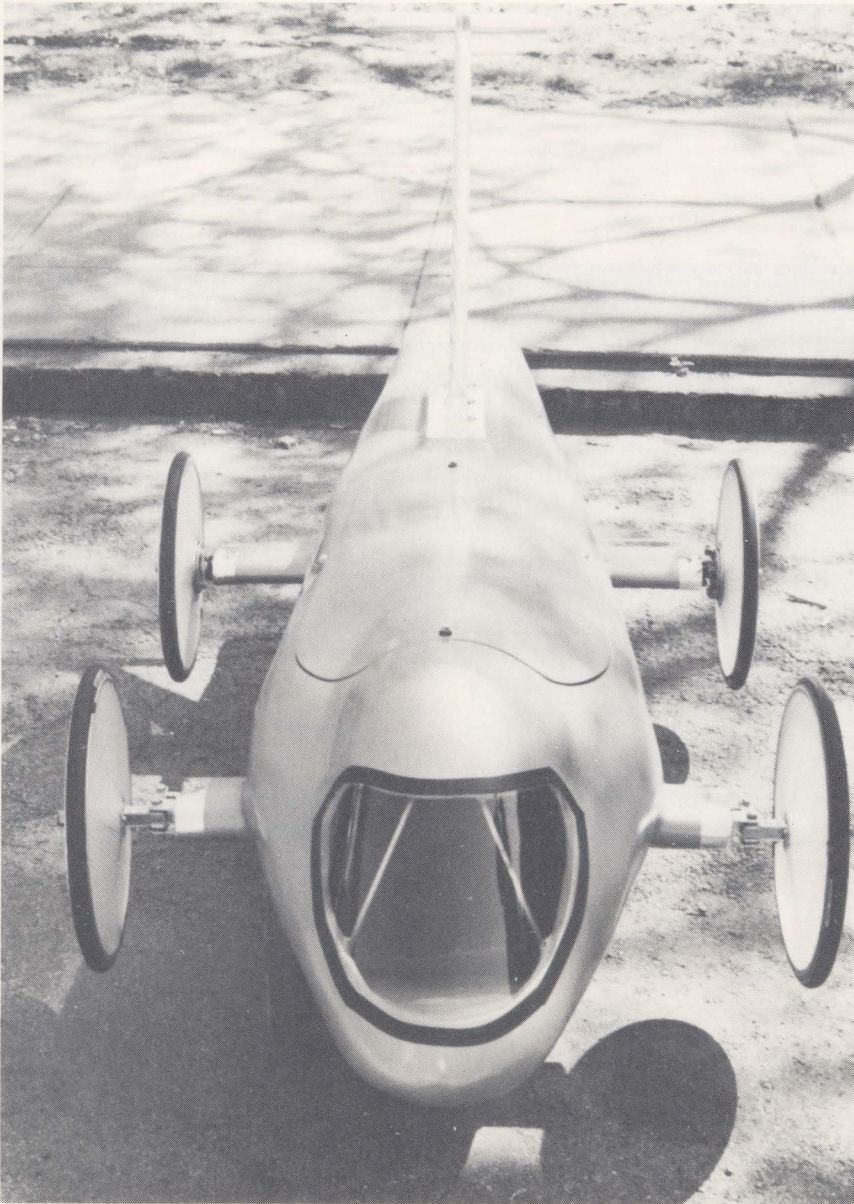
With that desire (plus a lot

of hard work), CIA has matured into a very competitive organization. Presently, our buggy "Black Magic" holds both the men's and women's course record. Some say that CIA does well because of the buggy "Magic"; others say that it is just magic!



DELTA TAU DELTA

Chairman: Austin Mahler



The Delt buggy team looks forward to Sweepstakes '83 as their chance to display a return to the Delt tradition of excellence. The team combines a mixture of talented freshmen and returning veterans with not only an intense desire to win, but also the dedication to hard work required to earn the coveted Sweepstakes trophy.

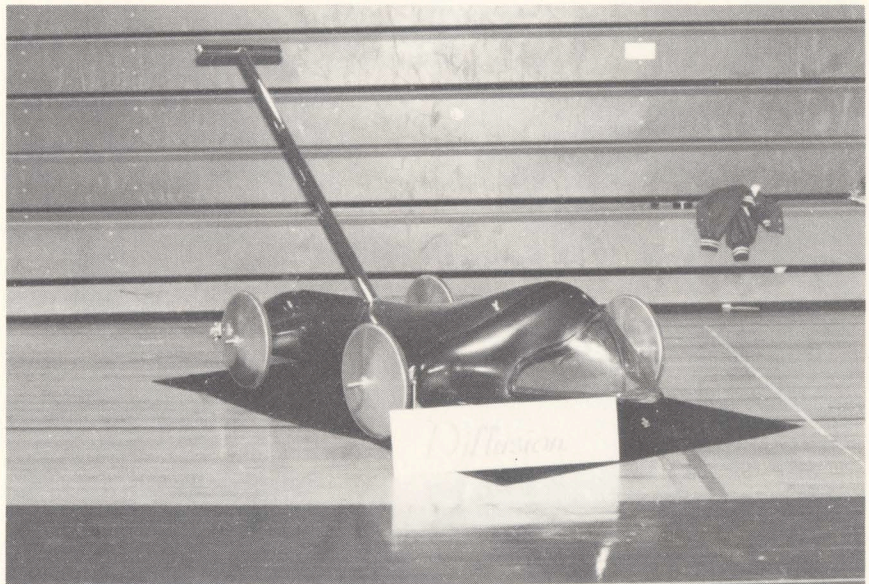
Given the team's talent, and the fact that buggy will not be denied, the Deltas will be dangerous both now and in the future . . .DTE.

DELTA UPSILON

Chairman: Mark Tarmy

In each of the previous two years, Delta Upsilon has built a new buggy to enter in Sweepstakes. Ken Vecchio created "Not Yet" (now re-named "Thumper") in 1981, and Vecchio and Bill Kerns built "Diffusion" last year, which exhibited new technology and much promise.

In 1983 we will display a technical crew dedicated to the improvement of the buggies and determined to keep up with advancing technology. With a set of bright new ideas and a strong push team, this looks to be a good year for Delta Upsilon!



Chairman: R. Scott Durbin

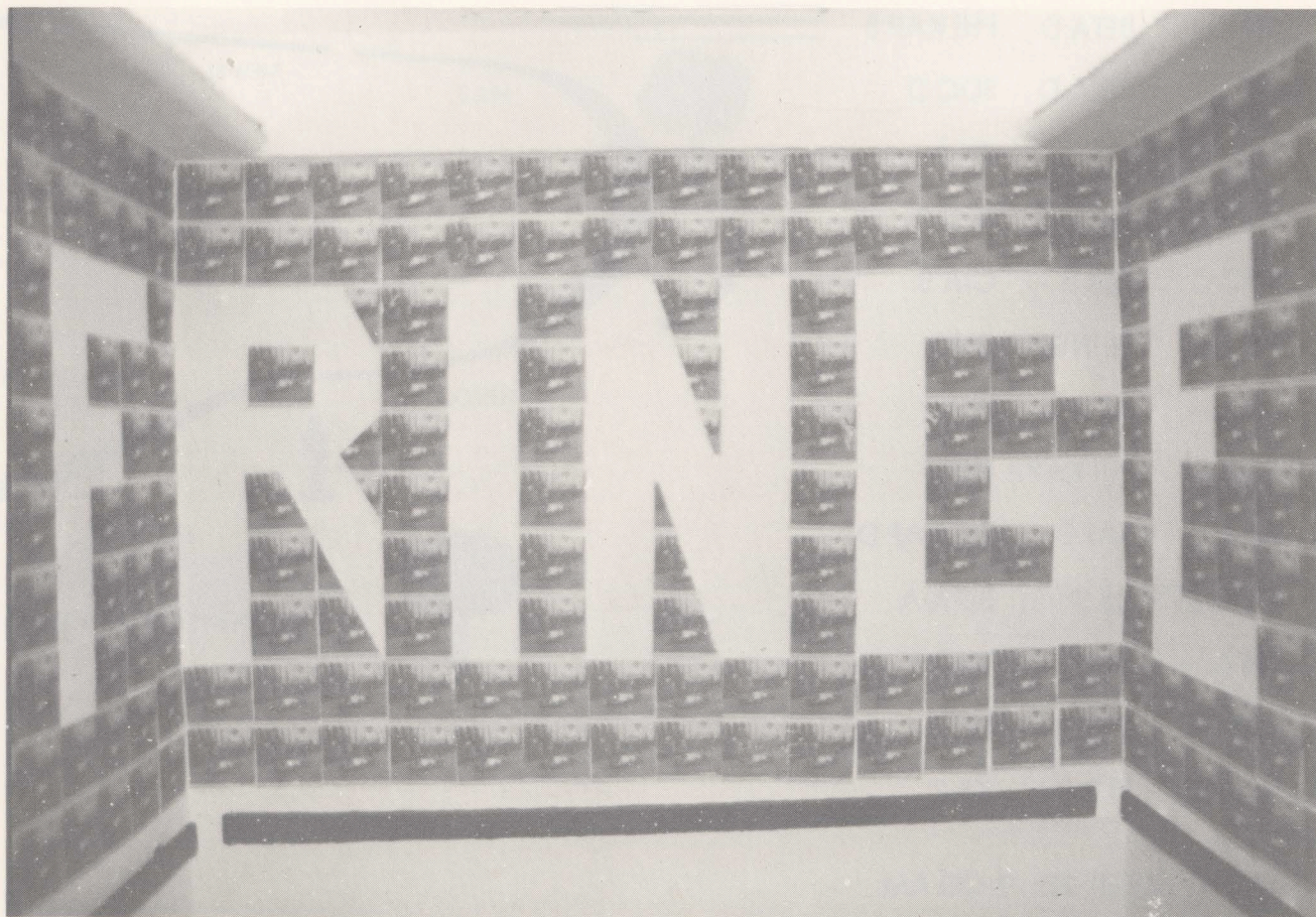
The kids are over near the edge
On the cutting edge of technology —
On the Fringe.

They are over near the side —
On the record side of speed —
On the Fringe.

The kids are over near the margin —
On the winning margin of victory —

We are —

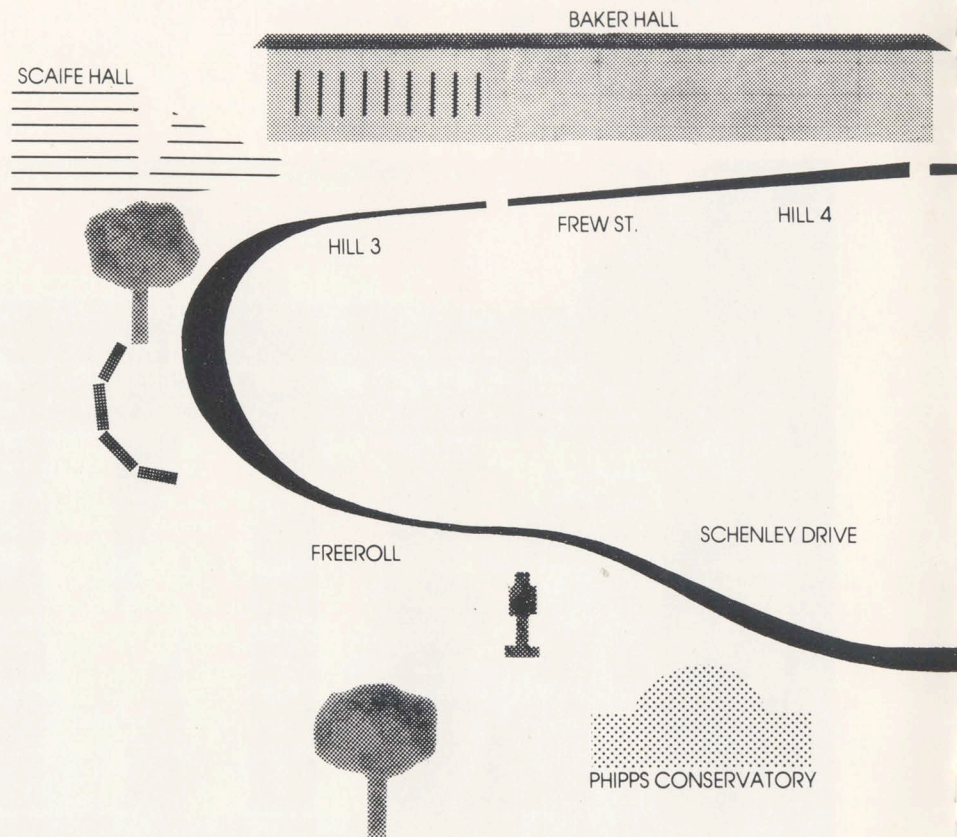
On the Fringe.



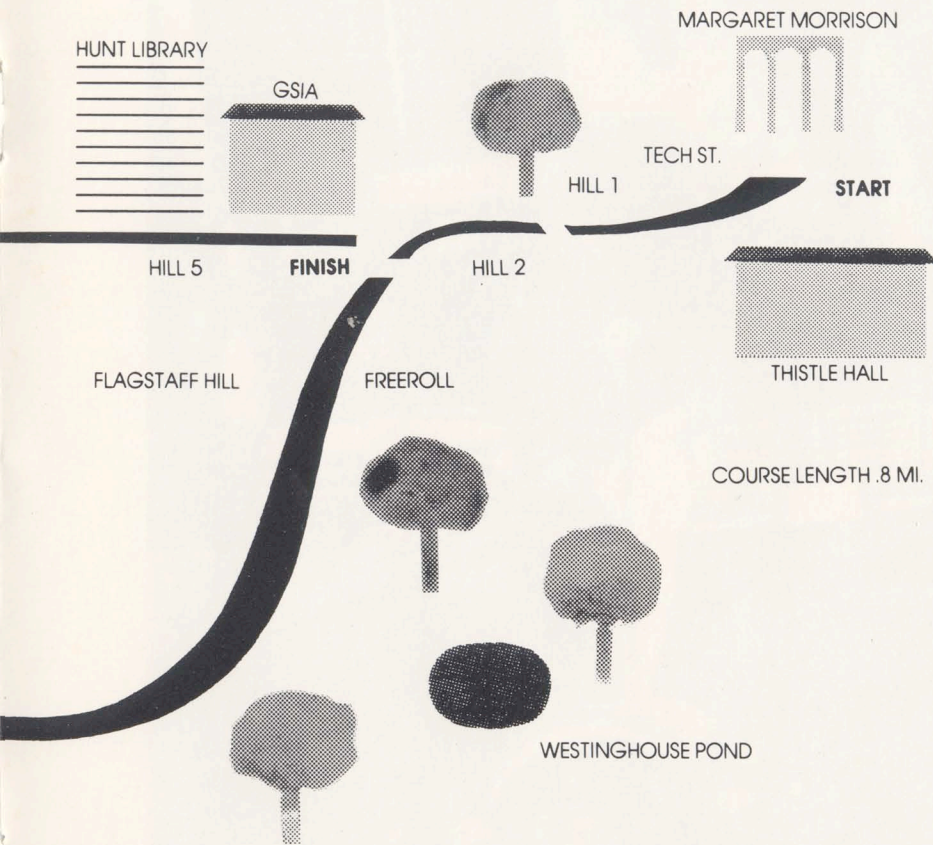
BUGGY COURSE

PRELIMINARY MEN'S HEATS

Heat	Lane		
	1	2	3
1	TX C	SAE C	PLP C
2	KS D	CIA C	BETA C
3	SN C	BETA D	PHI KAP B
4		PIKA D	SDC D
5	SAE A		TX A
6	PHI KAP C	BETA B	DTD B
7	SDC C	ZBT B	CIA B
8	PIKA C	FRINGE A	SN B
9	DTD A	KS A	PLP B
10	SDC B	PHI KAP A	DU B
11	PIKA B	SAE B	PHI KAP D
12	FRINGE B	KS B	BETA A
13	SN A	TX B	SDC A
14	CIA A	ZBT A	DU A
15	PIKA A	PLP A	KS C



FRIDAY, APRIL 22 9:00 AM



WOMEN'S FINAL HEATS

	Lane		Heat
	2	3	
1			
TX A	FRINGE B	CIA A	1
SN A	PLP A	SDC B	2
BETA A	KS A	CIA B	3
	SDC A	FRINGE A	4

MEN'S FINAL HEATS

_____	_____	_____	1
_____	_____	_____	2

SATURDAY, APRIL 23 9:00 AM

LISTEN FOR COMPLETE COVERAGE ON WRCT 88.3 FM

KAPPA SIGMA

**Chairmen: Matt Graham
Robert Opalsky**

This year, Kappa Sigma promises to return to the finals. Most of last year's push team members have returned this year, including Dan Nally (hill 1), John Charnovich (hill 3), and Mitch O'Neill (hill 5). We also have a good crop of freshmen that will be pushing this season. Also returning are veteran drivers Toni Zullani and Mary Deleon and girls push team members Lucy Huang and Liza Reed.

Benefitting from last year's mistakes, we have renovated our four buggies: "Fyre," "Minuteman," "Mirage," and "\$34.95." They are lighter, stiffer, more precise and faster than ever. The entire house will be concentrating on buggy, after a group decision to place less emphasis on building a tall booth. This year will be more than a repeat performance of two years ago!



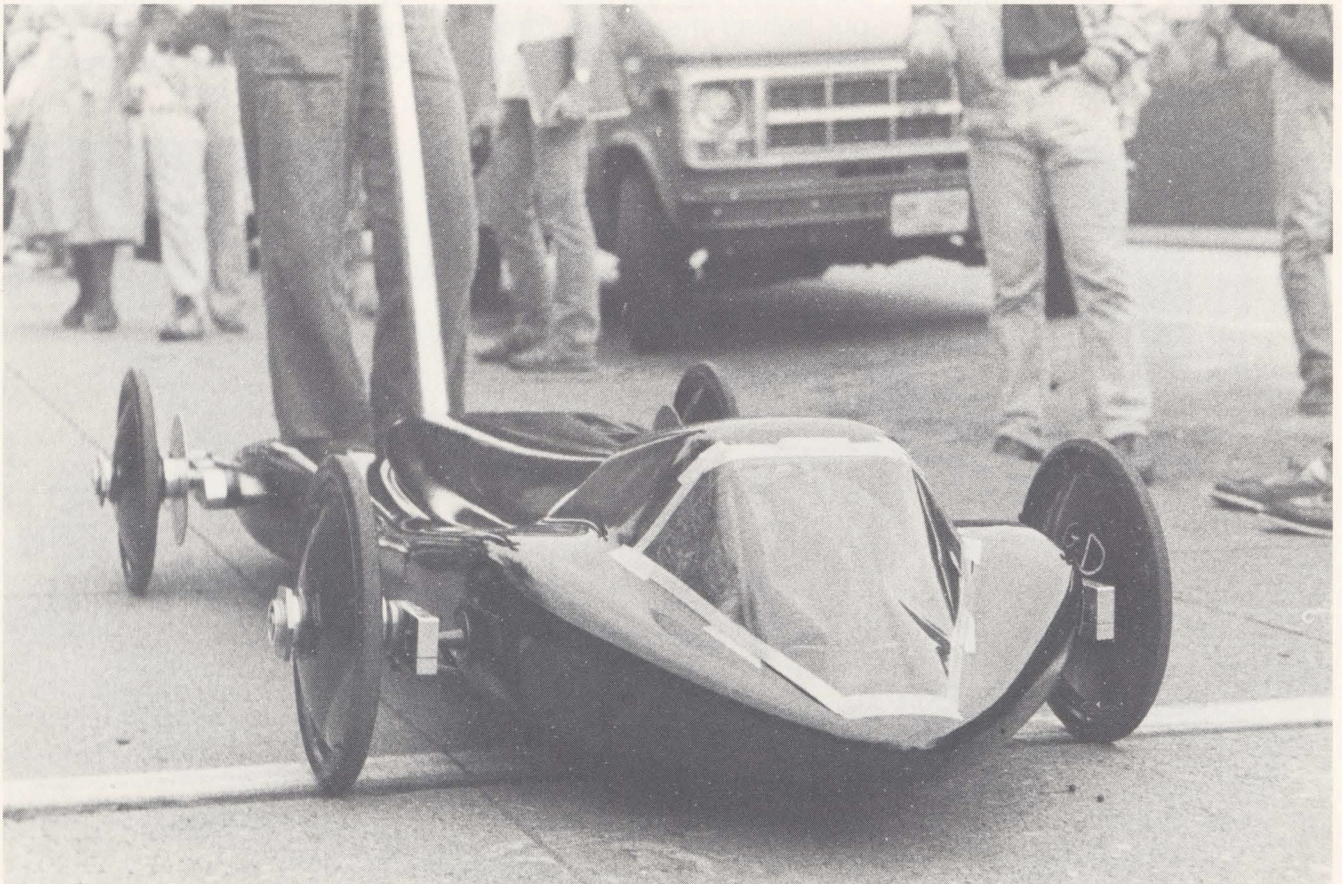
PHI KAPPA THETA

Chairman: Kurt Larson

"New" is the word for buggy at Phi Kappa Theta this year! We're tired of hiding one of the best push teams. We're also tired of our latest tradition of disqualifications. We're out to give our trophies some new company.

The force behind Phi Kap's buggies is out to carve out a place all its own, under push team captain Dave Heller. The expertise and work of many are there to roll right in front.

We're so good with the STILLETTO, you'll never see the blade!



PI KAPPA ALPHA

Chairman: **Bill Shank**

Buggy 3 (bug' ə) n.,

1921 W 1. A light vehicle with four (or sometimes three) wheels and a prone or supine driver, usually pushed by one running person. 2. An annually occurring obsession at Pi Kappa Alpha.

Once again, it's buggy time at Pika. Our push team, a strong nucleus of veterans leading many promising "youngsters," has been hard at work since January. We have put together what is probably one of the most capable and experienced teams of drivers ever seen on the course. Last, but never least, our behind-the-scenes forces have dedicated countless hours

of work to ensure that the best buggy on the course will be that fielded by Pika.

Talent, dedication, and incredible desire — these are ingredients that a former Pika buggy chairman stated are necessary for anyone to win Sweepstakes. We feel that we embody all of these components for success. Watch for us on race day, for we intend to win.



PI LAMBDA PHI

**Chairmen: Dave Creighton
Phil Glick**



The brothers of Pi Lambda Phi expect to create a "legend" during Sweepstakes this year with a brand new buggy, a strong push team, and a supply of well-trained drivers. Joining "Falcon," an old favorite, our new buggy will boast an even greater rolling speed through our proven three-wheeled design, improved structure, sleeker shell, and a new technological advancement which should put Pilam on everyone's picks: we finally figured out how to put pizza sauce in the bearings.

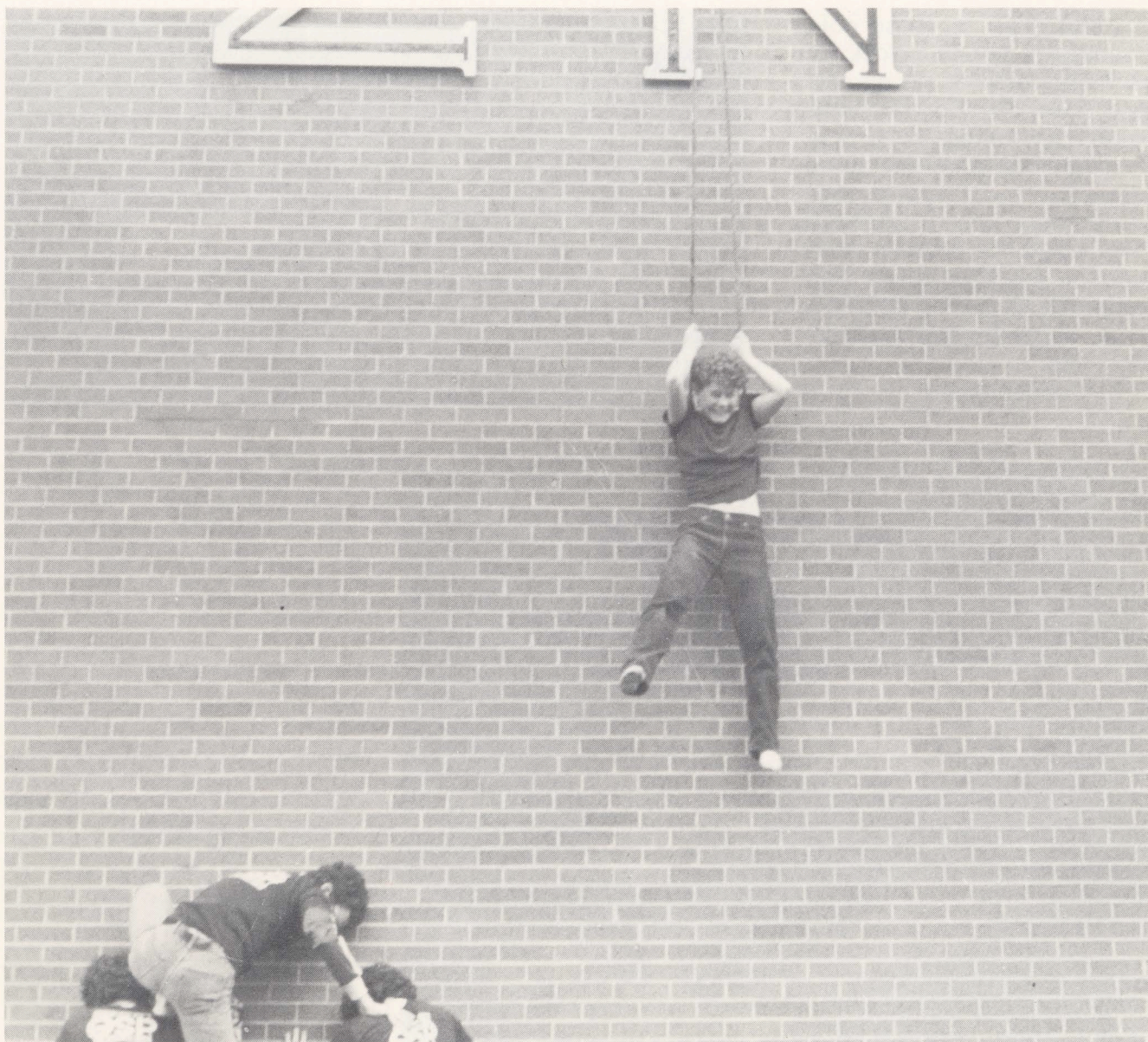
SIGMA ALPHA EPSILON

Chairman: Dan Micher

The competition is tough, but the SAE pushers have got what it takes. The ups and downs of past Sweepstakes performances have been analyzed with the "won vs. fun" ratio, and this year we are working toward a big roll. And, as tradition has it, while others are rolling we'll be rockin'!



Chairman: Ron Fowler



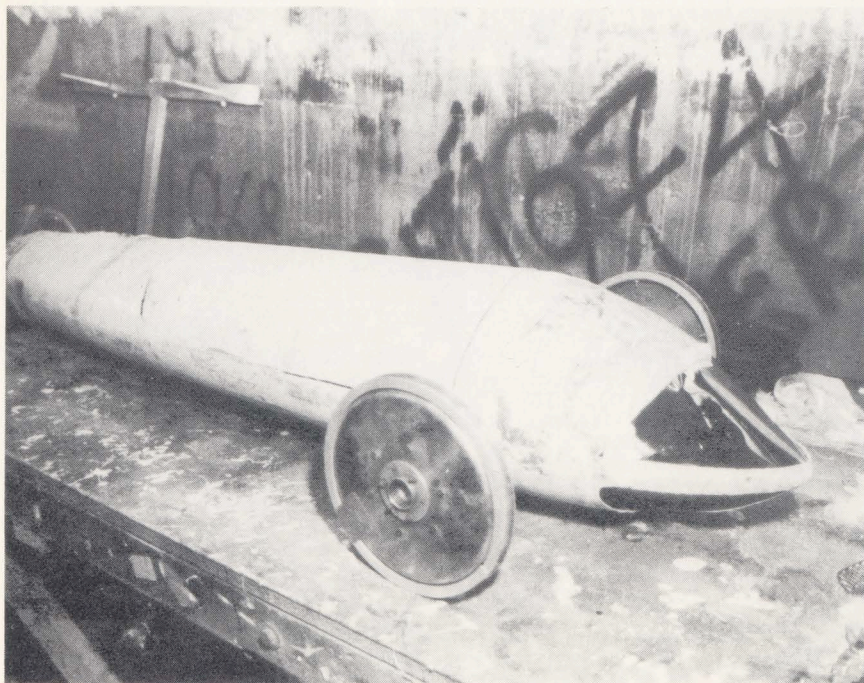
The fabulous Flying Zookini's

STUDENT DORMITORY COUNCIL

Chairman: Skip Kuhn

This is for all those cold mornings at 4 and 5 o'clock. For all those pestering phone calls and meetings. For all those times I didn't listen. For all those late night push practices, pulled muscles, and buggies that didn't work when I promised they would. For all those hours and all the frustration. And especially for putting up with a crazy buggy-brained chairman. I'm trying.

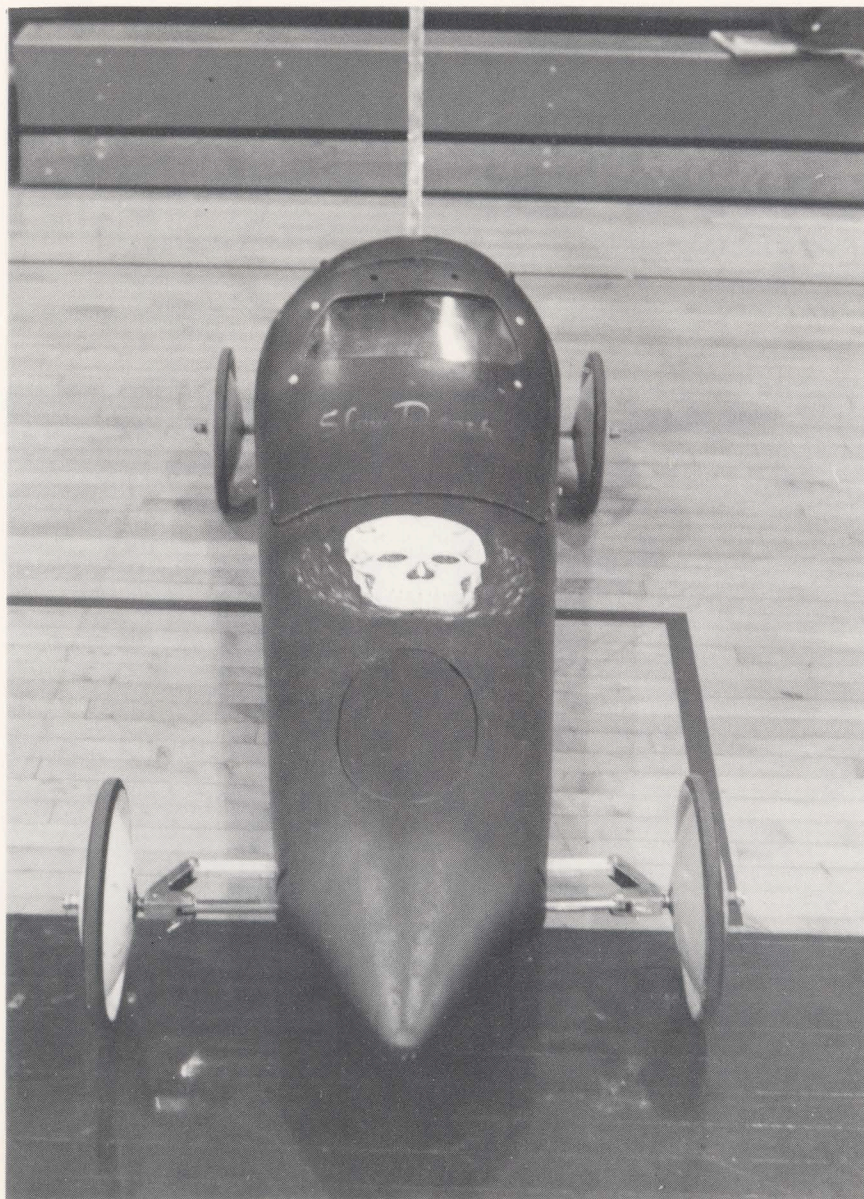
Thanks very much!



Chairman: **Bill Grathwohl**

Just when you thought it was safe to go back on the buggy course . . . the horror has returned.

SLOW DEATH



ZETA BETA TAU

**Chairmen: Mike Banyas
Rod Fleck**

Zeta Beta Tau has shifted gears with a new buggy program that is utilizing all of the alumni's secrets along with some new home-brewed remedies for buggies and pushers. The old "prophecy" legacy is gone, with a new competitor on its trail. Even with the strongest push team, we plan to lighten

up the load with new technology and slick new and returning drivers. Our new goal is to play the game hard, but have as many good times as we can on the road to victory — however long it may be. Special thanks to Linda Isaacson, Terri Ingber, and Helen Garey.



REFLECTIONS ON PUSHING

John Wooldridge

You awaken to find yourself in a state of confusion; the mind is numb, the taste of stale beer lingers in your mouth. Suddenly over the horizon a cigar-shaped object arises, at tremendous speed it roars towards you. You are now balancing on the edge of a realm between reality and the subconscious known as FREEROLL.

I'm sure a lot of you pushers have the same feelings I do at 5 a.m. on a Sunday morning after a heavy night of partying. More than once I've asked myself "why?" Being a pusher means a lot to me and my comrades. It's hard for an observer to understand what we go through before race day. It's hard work, cooperation, determination, hangovers, getting run over, beating upon bothersome autos and trying to be a gentleman to the poor devil driving the buggy. Any pusher can tell you that the exhilaration felt on race day makes up for all of the pains acquired at practice. Some of us go to extremes to be able to push buggy. Last season I pushed on race day with a fractured shin bone. We have a strong will!

To feel the excitement, the competition, the camaraderie,

that's the best part of holding the title of buggy pusher. We have our idols, like Joe Goldcamp and Avi Orenstein. The most important hill? There are some who weigh them but each hill is a crucial element in completing a fast roll. Remember one thing, you can have the fastest buggy in existence, but without a strong push team, you might as well place it on the truck and haul it away.



REFLECTIONS ON PUSHING



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