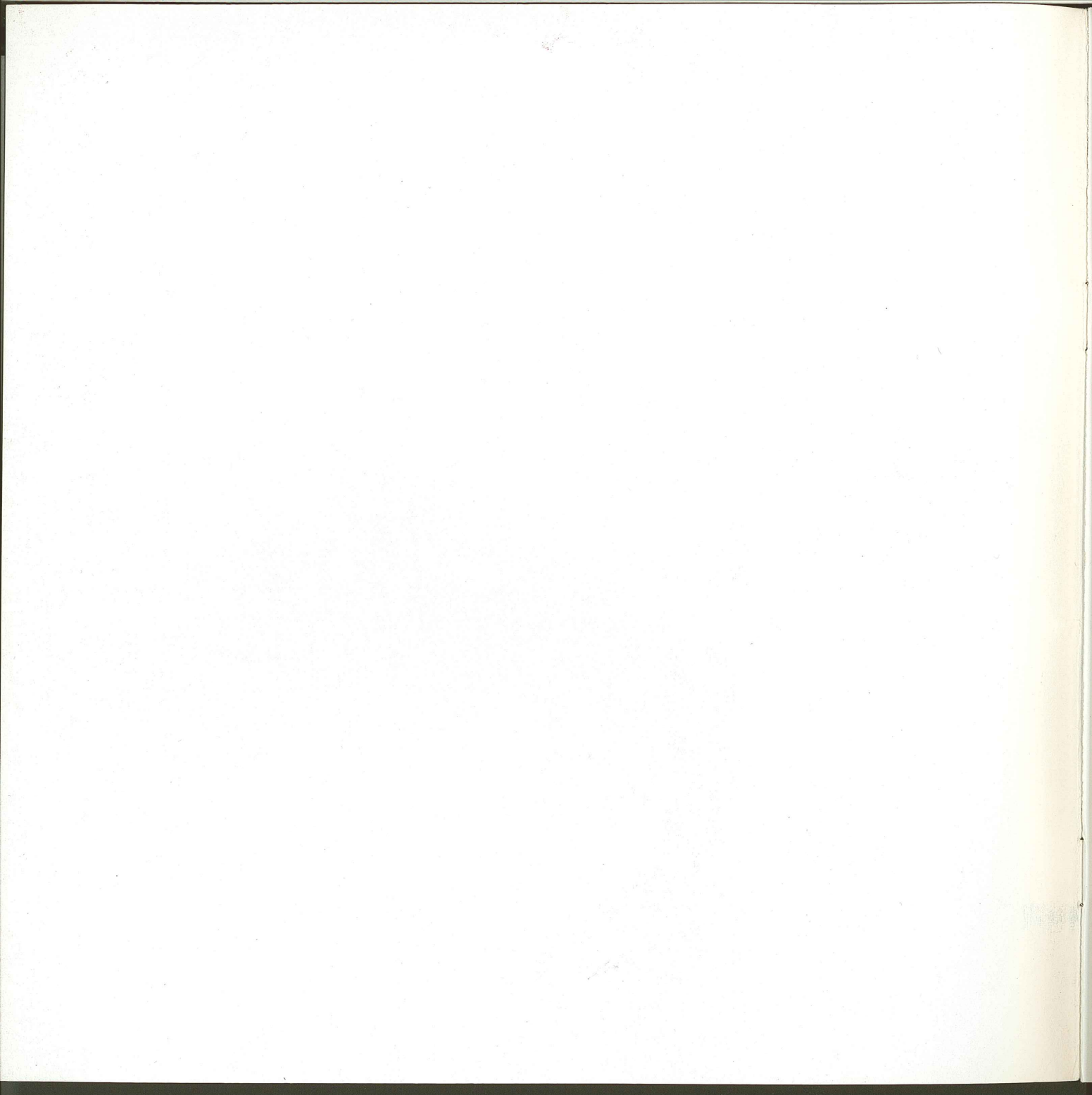


Buggly

oo

4



I don't know what possessed me to become Sweepstakes Chairman. It surely could not have been the hours. Getting up at 4 a.m. Saturday and Sunday mornings just to watch buggies freeroll down a hill is not everyone's idea of fun. Neither is staying up at night Sunday through Thursday to make sure nothing goes wrong at push practices.

It might be the respect I have for the people involved with buggy. The chairmen, the pushers, the drivers, and the mechanics have dedicated themselves to their organizations in the hope of success on race day. These people have spent a great deal of time on an extracurricular activity in an atmosphere where the emphasis is placed on academics.

Buggy has been a longstanding tradition that has progressed into a competitive sport. I am glad I have become involved. It is something I will always treasure.

I would like to thank the following people: Anne and Sheri — for all their help in the organization and problem solving aspects of buggy;

The chairmen of the organizations — for their help, patience and cooperation;

The Park Police, paramedics, Radio Club and Campus Police — for all their help;

The judges, timers and starters for their assistance on race day;

Mark, Becky, Pat, and Stacy — for their professional approach to their jobs;

Sandy — for her timetable of facts, tasks and all her greatly needed moral support;

Skip — for his invaluable advice and help;

Luan — for being the best assistant anyone could ever have;

and finally Linda, Joan, and others too numerous to mention for their support and help.

*We can dance when we want to
the night is young and so am I
and your friends don't dance, and if they don't dance
well they're no friend of mine . . .*

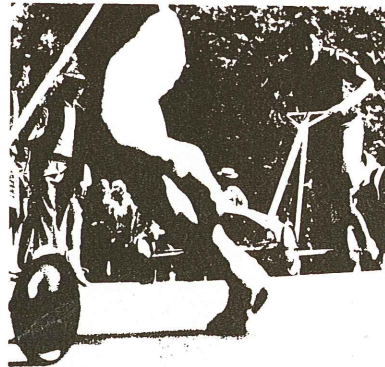
Each school year, before any buggies will be allowed to practice on the streets or sidewalks surrounding CMU, a set of safety regulations must be ratified. Subsequent to ratification no buggy will be allowed to practice until it has passed an inspection by the Safety Chairman.

We can dance, we can dance, everything's under control . . .

Push practices will be held Sunday through Thursday from midnight to 7 a.m. on Tech and Frew streets. The Safety Chairman will be present from 12:00 to 12:30 to organize traffic control, and enforce safety regulations.

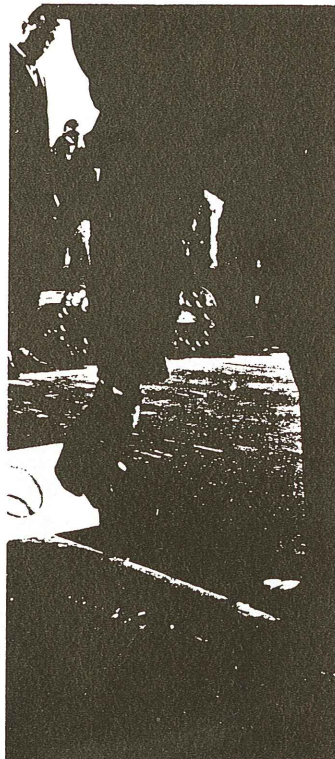
We can dance, we can dance, doing it pole to pole . . .

Any buggy used in race or practice must be equipped with a self resetting brake system. The brake test consists of two parts, the first is the capability test which determines brake safety for a free-rolling buggy, the second is a check test to see if brakes are functioning properly at free rolls, push practices and on race day. The capability test is run between Baker and Doherty halls, once a semester. The buggy must attain a speed of 15 mph then stop in 40 feet, in a relatively straight line. The check test is run in front of the gym before all free roll practices and after every race. The buggy is dropped from a dead stop and allowed to roll 30 feet, then must stop in 15 feet. The driver must release the brake and stop again.



We can dance, we can dance, everybody look at your hands

- 1) Lighting — A light shall be attached to the push bar during dark or twilight hours.
- 2) Vision — The driver must be able to see clearly 45 degrees to each side, 25 feet in front of her (him) and the horizon.
- 3) Harnesses — The driver must wear a harness at all times.
- 4) Head Protection — The driver must wear a head cover at all times.
- 5) Eye Protection — Windscreens must be shatter proof, if a buggy has no wind-screen adequate eye protection will be worn.
- 6) Driver's Cage — Buggies shall be designed that there is no danger to the driver if the buggy were to hit a horizontal bar at any height at 15 mph.
- 7) Roll Protection — Buggies shall be designed that there is no danger in case of roll or flip-over.
- 8) Equipment — Moving parts (wheels, steering) shall have lock nuts, cotter pins or snap rings.



*We can dance, we can dance, everybody's taking the chance
We can roll if we want to
If we don't nobody will
We can dress real neat from our hearts to our feet
And surprise them with a victory cry.*

It's Safe-to-roll.



Sweepstakes officially begins on Thursday with the Buggy Design Competition. It is here that the public and the competition get a close-up look at some of the buggies that will be racing during the following two days. The buggies will be on display in the main gymnasium all day Thursday, one of the few times the public can see buggies at a standstill.

Throughout Thursday, each organization will present its entry to a panel of judges from various CMU departments. These judges then award the buggies a score based on overall engineering, design and craftsmanship and appearance. The engineering category includes an evaluation of the steering, braking and suspension systems, the aerodynamics of the chassis and the driver's occupancy and safety.

Ideally the buggy that finishes first in the Design Competition will also place high in the race. The Trophies will be presented to the top three winners at the Awards Ceremony on Saturday evening.

Last year the brothers of Pi Lambda Phi proved that we could run circles around the competition. this year we are going to beat them in a straight line. Joining the three-wheeled LEGEND will be an old favorite, FALCON. We've got a sturdy team of pushers this year, consisting of seasoned veterans and young blood. Combine them with our stable of well-trained drivers and our dedicated group of mechanics, and our dark horse candidate has a greater-than-ever chance of being one of the first buggies across the finish line.



Pi Lambda Phi

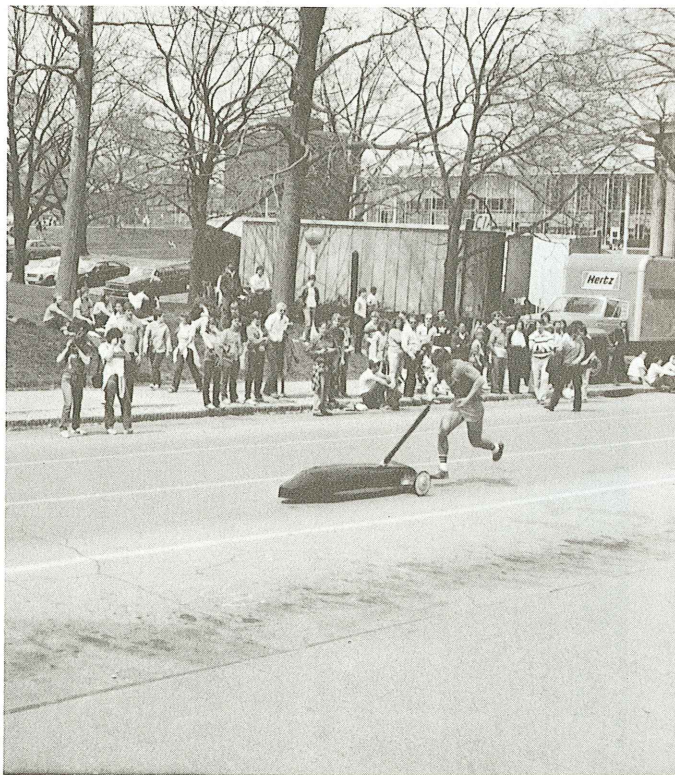
**Chairmen: Philipp Glick
Richard Spear**

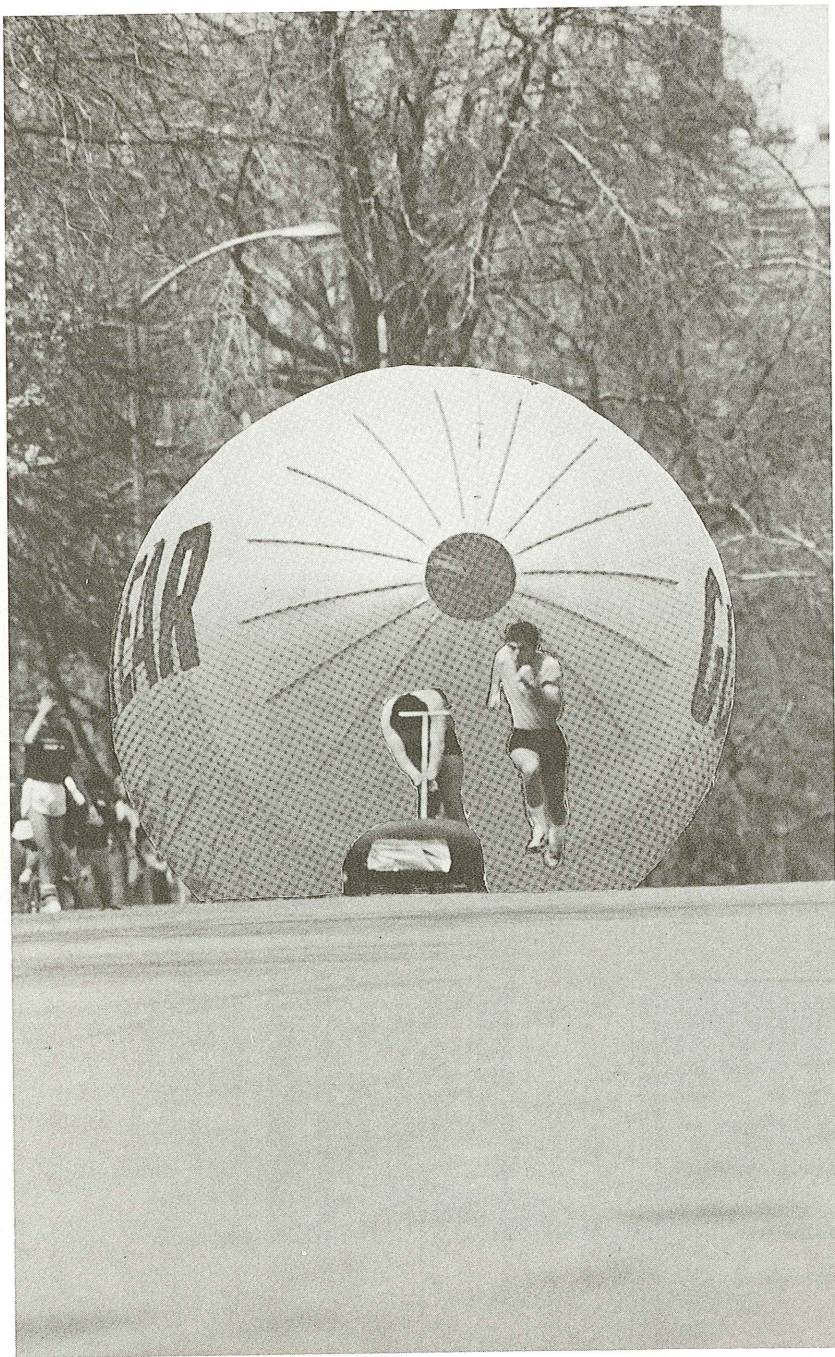


"Buggies in Bondage"

Hard work and technical innovation consistently provide Pika with some of Carnival's most competitive buggies. Similarly, dedicated practice and a host of fine athletes enables us to field several of the best push teams.

Last year, we placed three buggies in the list of the top six finishers, including the record-setting "Bullet." Watch for us again this year.



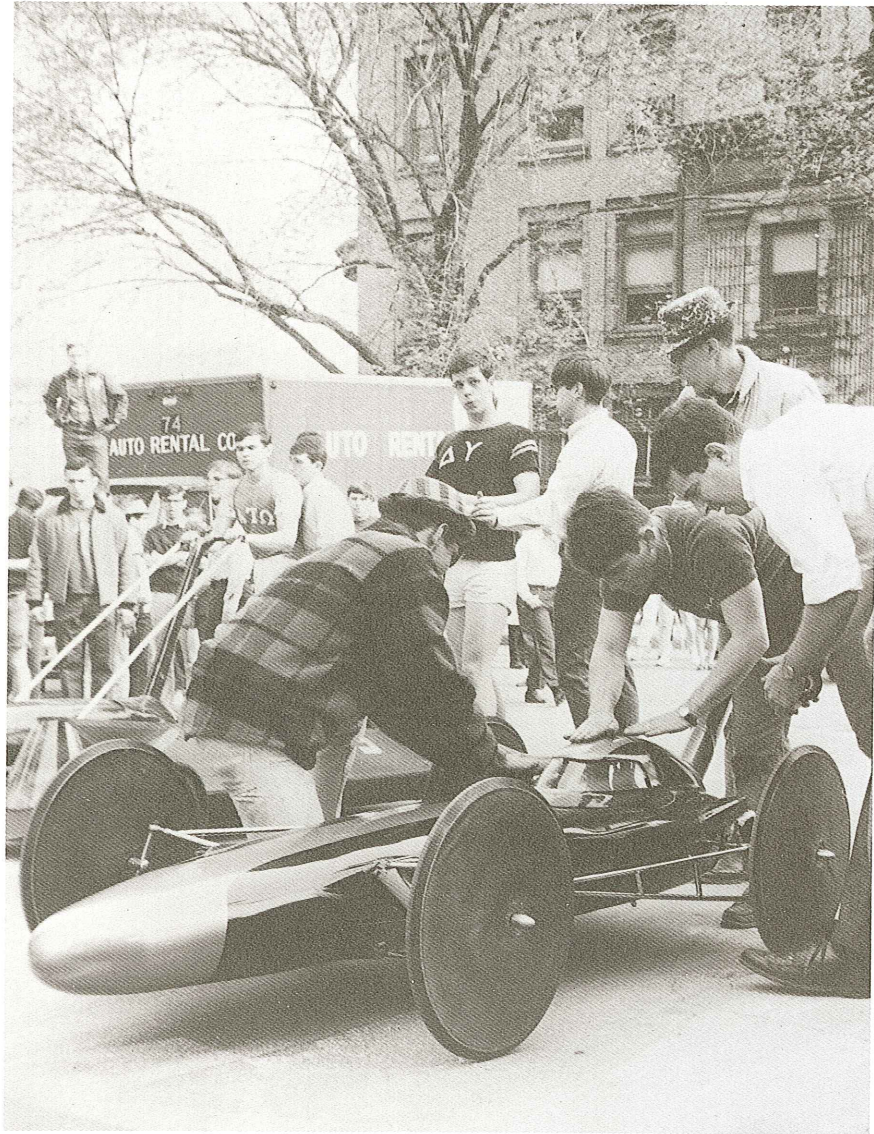


First there was Streak
and its Shadow.

Now there is Stiletto
and its Silhouette.



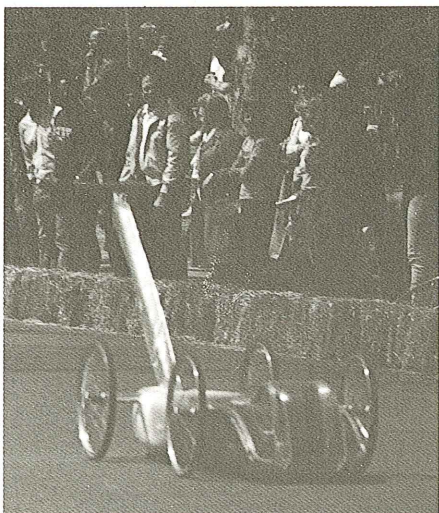
"We're Sacrificing Mechanics to Improve Body Design"



"Our Buggies Age With Time"

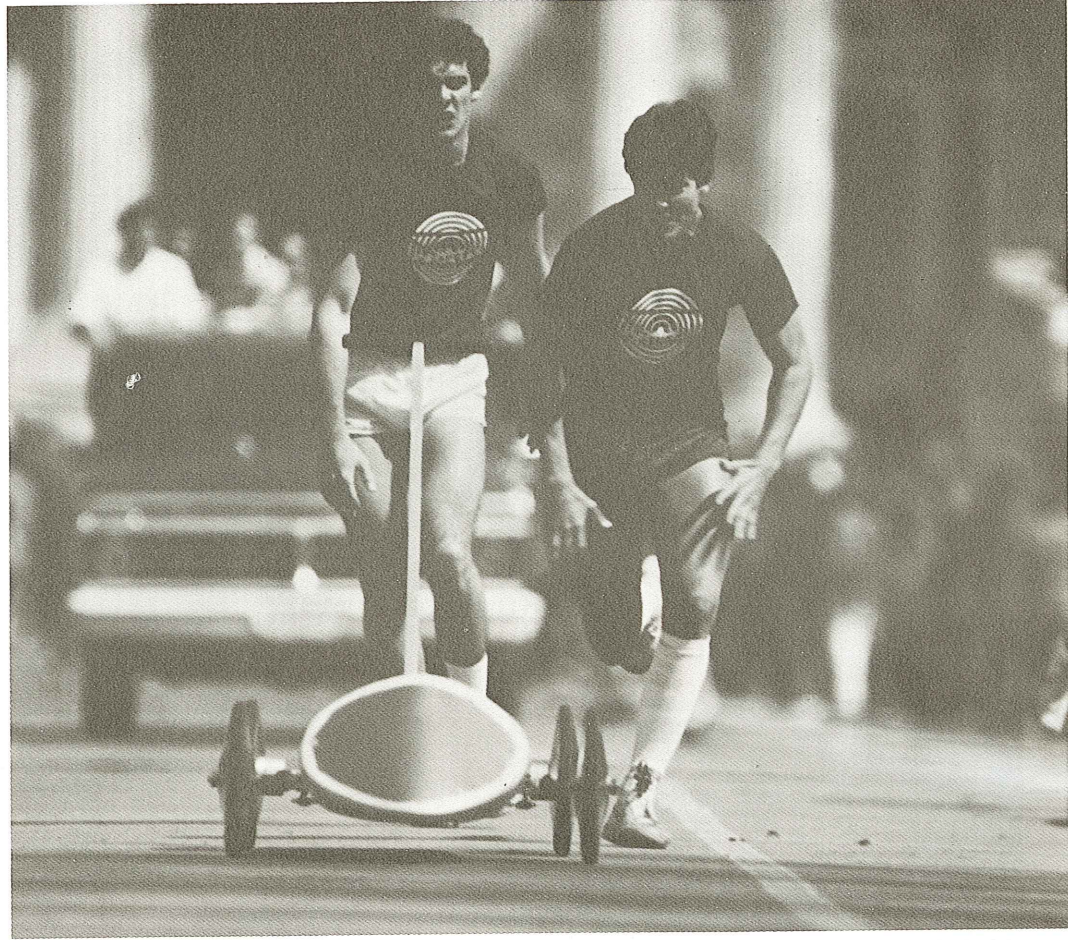


"Penguin Lust and Determination"



Kappa Sigma

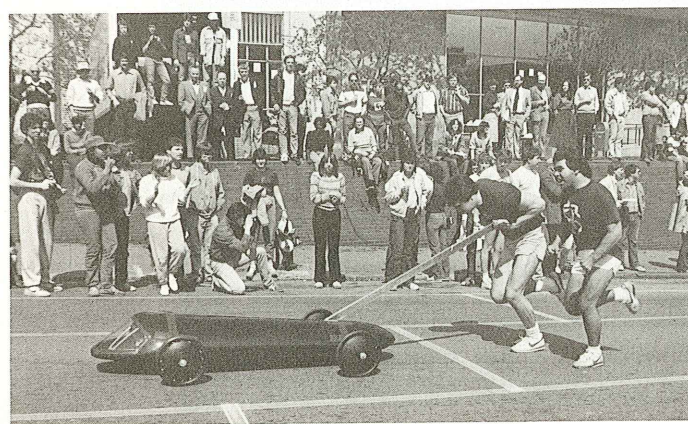
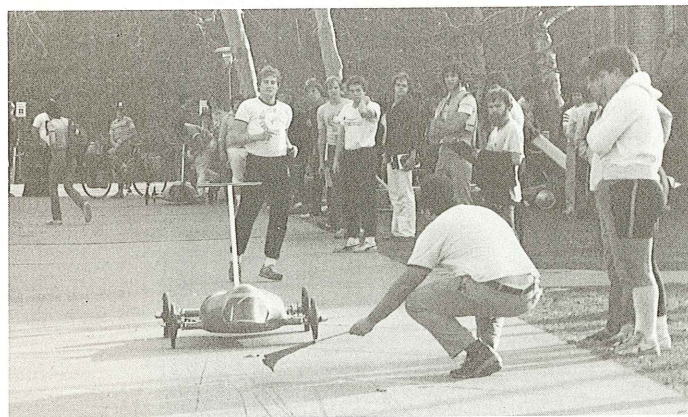
Chairmen: Dave Christ and Jim Siciliano



ATO is back. The house on the corner is once again involved in the buggy sweepstakes and this year they are hoping new technology along with their perennially strong push team and sheer determination will once again place them at the top of the charts they once dominated. The Tau's explosive comeback in the 1984 Buggy Sweepstakes will be powered by a full year of testing and design. The push team, although fairly young is strong and fast, and will give ATO the edge it needs to put them at the head of the class in this prestigious event.



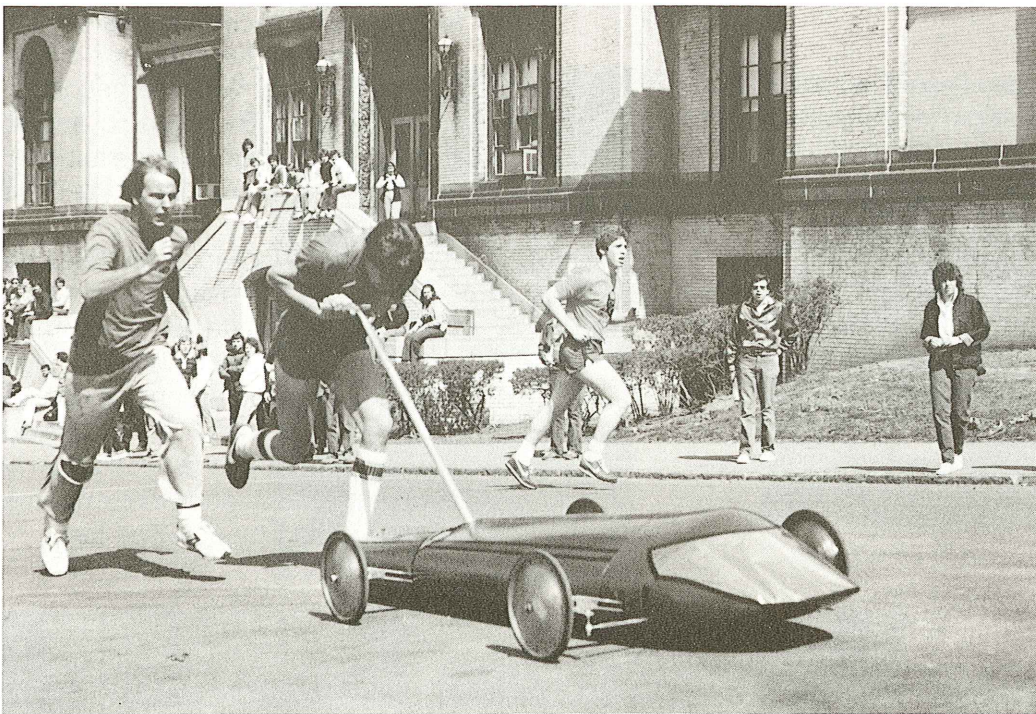
Chairmen: Jude Sweeney
Denzil Boss



Beta Theta Pi

Desire, talent, experience, and technology are the key ingredients that Beta Theta Pi hopes to stir together for this year's sweepstakes.

With three of our five 'A' team pushers returning and an incredible abundance of ability and dedication within the Beta house, we are sure to be among the top finishers in '84. Motivated by the memory of breaking the course record, in spite of finishing second in '83. Beta is ready to roll to victory.

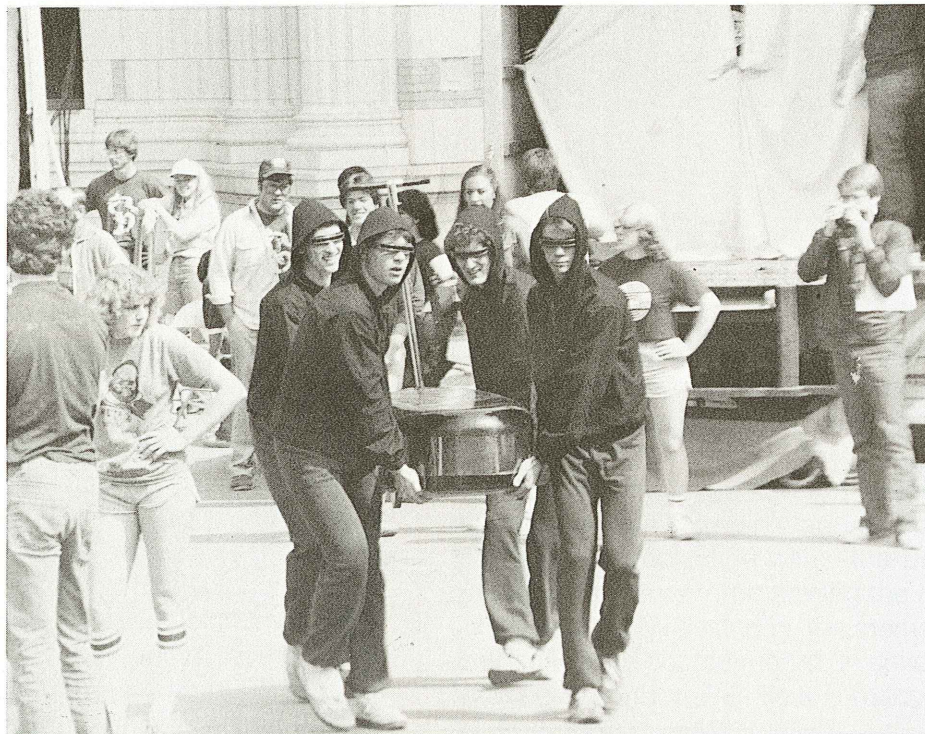


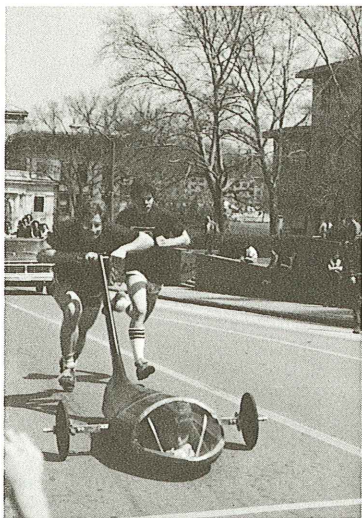
Sigma Alpha Epsilon's '84 Sweepstakes will be its best in recent years. New and experienced drivers teamed with faster and stronger Iron-pumping pushers hope to regain our once competitive glory. The Hustler will be finely tuned by an expert staff of engineers ranging from all levels of nerddom. Next, the fearlessly designed Intrepid hopes to roll more freely than ever in its bid to run as well as it looks. The traditional Limo will be out in full Americanized, Iron City Beer Injected regalia. Limo is intended to roll a number of haybales and should complete the course faster than any person might hope to run it. As always, Buggy will be a full house effort for the highest rolling Carnival possible.



In recent years, our innovative technology and CIAwesome push teams have made us a contender. Last year we broke the women's record by three seconds; this year with some "Black Magic" and an impressive push team we hope to better that record and remain on top of the Women's division.

Although we've had some "Black Magic" and the "Dark Stars" were on our side, this year we hope to add some new magic to our buggy team. With this new "magic," an experienced maintenance crew, experienced drivers, and "awesome" pushers, CIA hopes to once again be on top in both men's and women's competitions. (Funded by activities fee.)

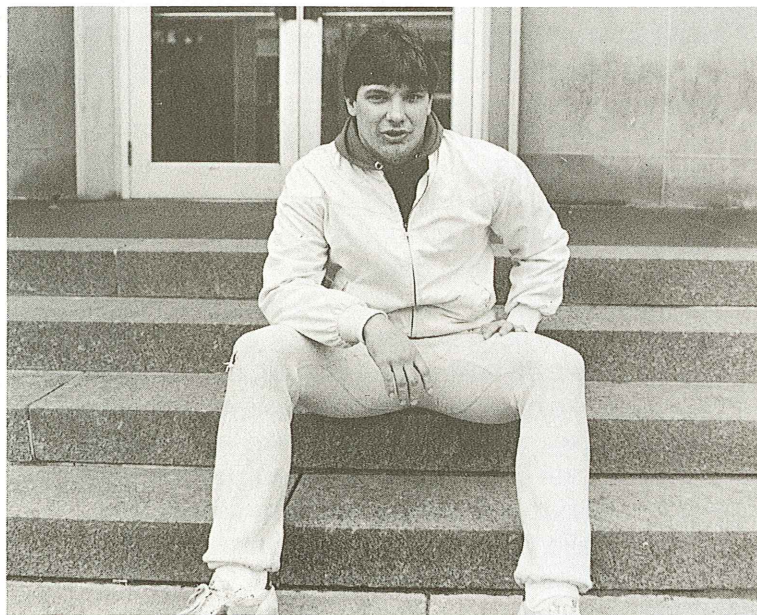
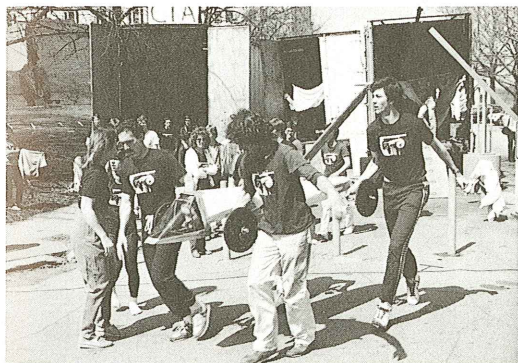


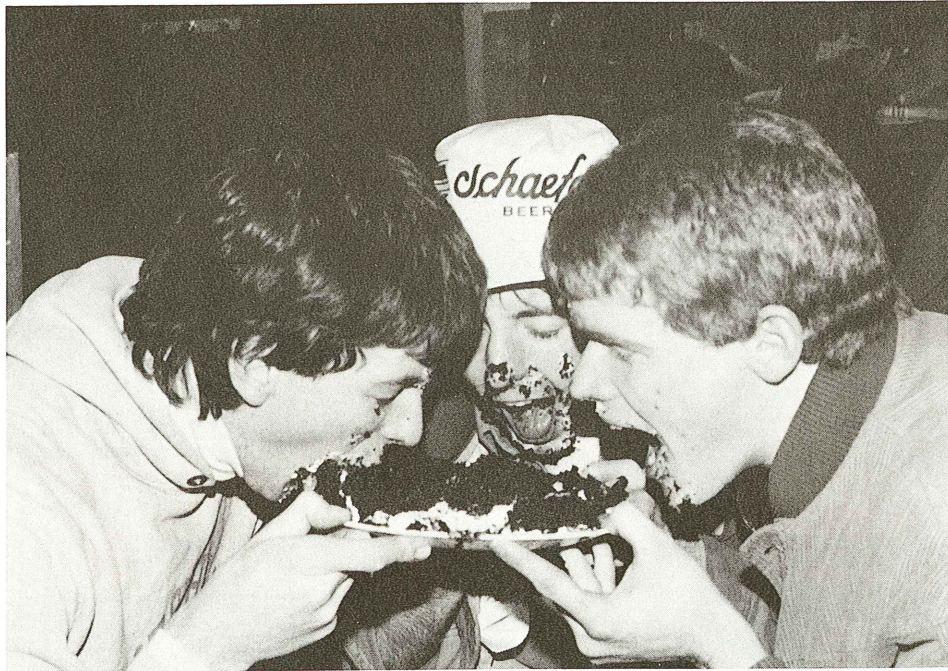


I can remember those frustratingly boring times as kids when mom used to try to relieve the dull drum by taking us out to run stairs. Little did we know then how much that would mean to us now.

Mom's not part of the team anymore, but running stairs certainly is . . . a favorite part. Thanks mom.

In fact . . . thanks . . . Judy, Joan, Ron Bennett, Anne, Mom and Dad C., Mom and Dad D., Amy, Deanna, Elaine, Mike M., Laura, Carl E., Peter S., Nial, Mike S., Scott Smith, Cody, Ben and Bumpzoid.





Cake it to the limit. Cake superior, wake and cake, cake it easy, if it comes easy, cake it twice. Cake it up for goodness cake, cake a bite, too much at cake. Cake through it's heart, cake and eggs, Ponderosa Cake House, sirloin cake, cake at 300 degrees, Cake it back, cake it away, Cake off hoser, Cake it all off, Caker Hall, Cake my day, piece of cake. Sweepcakes, cake me an offer, Spring cake, earthcake, Caker Oats, I can't cake it anymore, cake this job and shove it, salt caker, Shake and Cake, Cake up little Susie, Cake up, Cake it or leave it, Cake it or leave it, Cakes one to know one, nobody Cakes us seriously, Let 'em eat cake.



Organizations at CMU have been building and racing buggies since 1920. In the more than 60 years of the Sweepstakes competition buggy designs have gone from the first soap box style bodies through outlandish bodies that sported the shapes of fish and even grasshoppers and finally on to the sleek aerodynamic designs of today.

Originally buggies were built to carry two people, a mechanic (today's pushers) and a driver, and though none of the buggies of the time had brakes it was required that they weigh at least seventy-five pounds.

The buggies of the present carry only one person and trimming the weight of the machines has become a crucial factor in design along with the ability of each to pass a battery of brake tests that insure the safety of the drivers.

Where once the Sweepstakes competition was clearly divided into the design category and the race, and it was possible for a winner of the design category to not even enter the race, today's competition is built around a philosophy that believes a buggy must not only compete in the race unchanged from the way it was when judged. A buggy must always be designed to win the race.



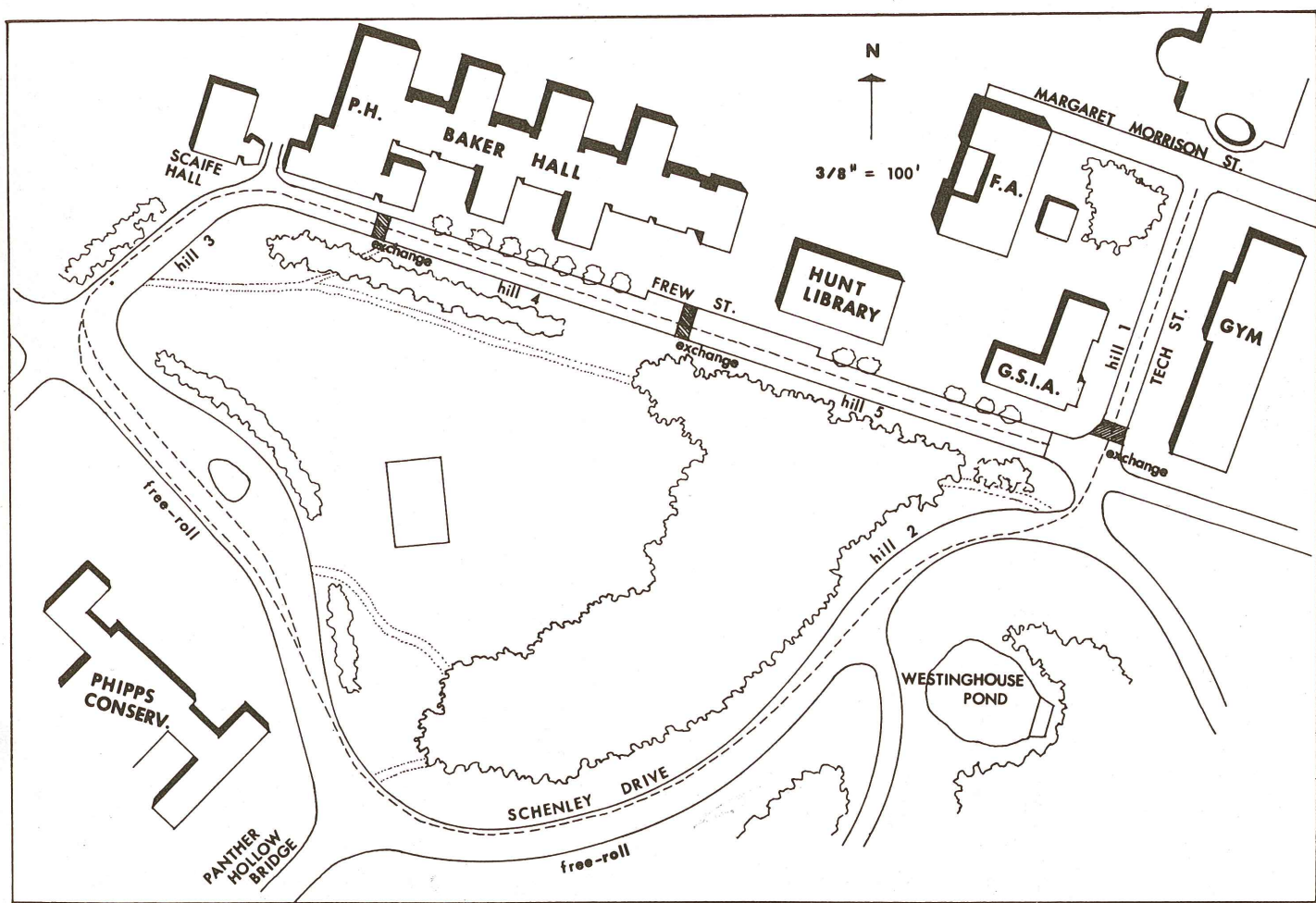
Women's Heats

Heat	Lane 1	Lane 2	Lane 3
1	SDC B	KS A	Beta A
2	CIA B	TX A	Pi Lam B
3	DU A	Fringe A	KS B
4	Pika A	Pi Lam A	TX B
5	SN A	CIA A	SDC A

Men's Heats

Heat	Lane 1	Lane 2	Lane 3
1	TX D	Beta D	SN D
2	SAE C	Pi Lam C	KS D
3	SAE D	Beta C	Phi Kap D
4	ATO C	----	Fringe B
5	CIA C	DTD C	TX C
6	Pika D	DU C	SDC C
7	SAE A	SN C	Beta B
8	ATO A	KE C	CIA D
9	Phi Kap A	DTD B	TX B
10	Pi Lam A	SDC B	Pika C
11	CIA B	Fringe A	DU A
12	SN B	KS A	Phi Kap C
13	----	Pika B	SAE B
14	TX A	Beta A	SDC A
15	ATO B	CIA A	DU B
16	Pi Lam B	Phi Kap B	Pika A
17	SN A	DTD A	KE B

Sweepstakes Chairman	— Nancy Burns
Assistant Chairman	— Luan Denny
Safety Chairman	— Mark Licata
Design Chairman	— Becky Sikora
Assistant Design Chairman	— Pat Schmitt
Book Design	— Perry Kirk
	— Rod Golden





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