BUGGY

86

Spring Carnival 1986 Schedule

Thursday, April 17

9 a.m.-3 p.m.	**Buggy Display and Design Competition**	**Gym**
5:00 p.m.	Opening Ceremonies	Midway
5:30 p.m.	Skydiving Exhibition	IM Field
6:00 p.m.	Kiltie Band	Tent
6/8/11:00 p.m.	*That's Entertainment* Part I	DH 2210
7:00 p.m.	Jazz Choir	Tent
8:00 p.m.	Scotch 'n' Soda presents *The Murder Room*	Skibo Ballroom
8:00 p.m.	*Samba*	Kresge Theatre
9:00 p.m.	AB Dance	Tent
10:30 p.m.	Fireworks (Friday if rain)	Tech Stadium
Midnight	Midway Closes	Midway

Friday, April 18 (Race Day)

9:00 a.m.	**Sweepstakes Races**	**Tech & Morrison Sts.**
Noon	Midway Opens	Midway
Noon	Quick Release (Band)	Tent
Noon-6:00 p.m.	Arts & Crafts Fair	Cut (Skibo Lobby if rain)
Noon-8:00 p.m.	Robotics Demonstration	Skibo Lobby
2:30 p.m.	Tom Willmorth (Mime)	Tent
4:00 p.m.	Mens' Lacrosse vs. Allegheny	IM Field
4:00 p.m.	Celebrity Look-Alike Contest	Tent
4:00-7:00 p.m.	Caricaturist	Midway
6/8:30/11 p.m.	"That's Entertainment" Part 2	DH 2210
6:00 p.m.	T-Shirt Display	Skibo Lobby
7:00 p.m.	661st Air Force Band	Tent
8:00 p.m.	Scotch 'n' Soda presents "The Murder Room"	Skibo Ballroom
8:00 p.m.	*Samba*	Kresge Theatre
9:00 p.m.	SDC Dance	Tent
10:00-4:00 p.m.	Horror Films	Wherrett Room
Midnight	Midway Closes	Midway

Saturday, April 19

8:00 a.m.	**Sweepstakes Finals**	**Tech & Morrison Sts.**
Noon	Midway Opens	Midway
Noon-6:00 p.m.	Arts & Crafts Fair	Skibo Lobby
Noon-8:00 p.m.	Robotics Demonstration	Skibo Lobby
1:00 p.m.	Hector in Paris (Band)	Tent
2:00-4:00 p.m.	Magician	Midway
2:00 p.m.	A Phi O Musical Chairs	Cut
3:00-5:00 p.m.	Caricaturist	Midway
3:30 p.m.	Trinidad Tripoli Steel Band	Tent
6:00 p.m.	Student Reception	Tent
7:00 p.m.	Buses begin loading for students attending *Carnegie Salutes Carnegie*	
8:00 p.m.	Scotch 'n' Soda presents *The Murder Room*	Skibo Ballroom
8:30 p.m.	*Carnegie Salutes Carnegie*	Civic Arena
9:00 p.m.	*Ghostbusters*	Tent
10:00 p.m.	Midway Closes	Midway
11:30 p.m.	Awards Ceremony	Cut
Midnight	Party with the Stars	Skibo

Check the Tartan and Skibo Information Desk for additional activities.

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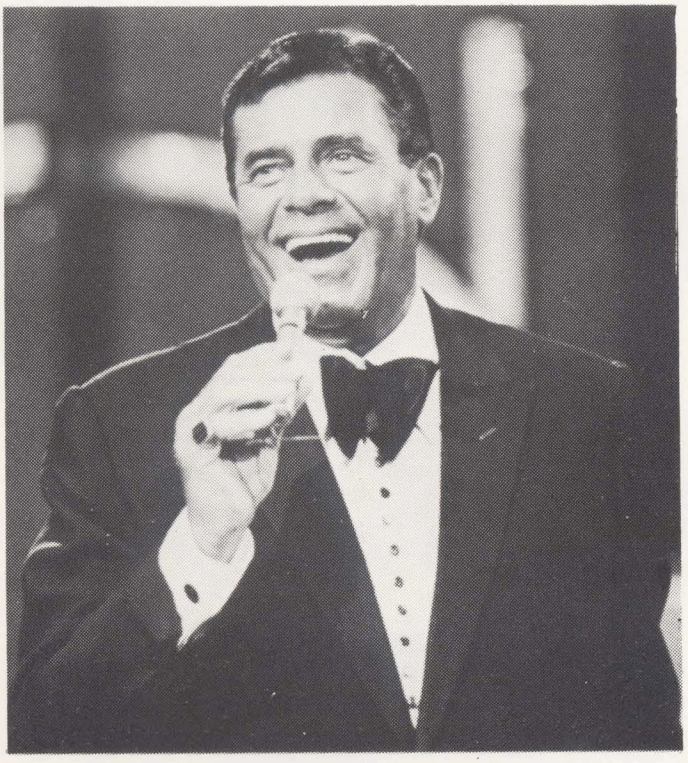
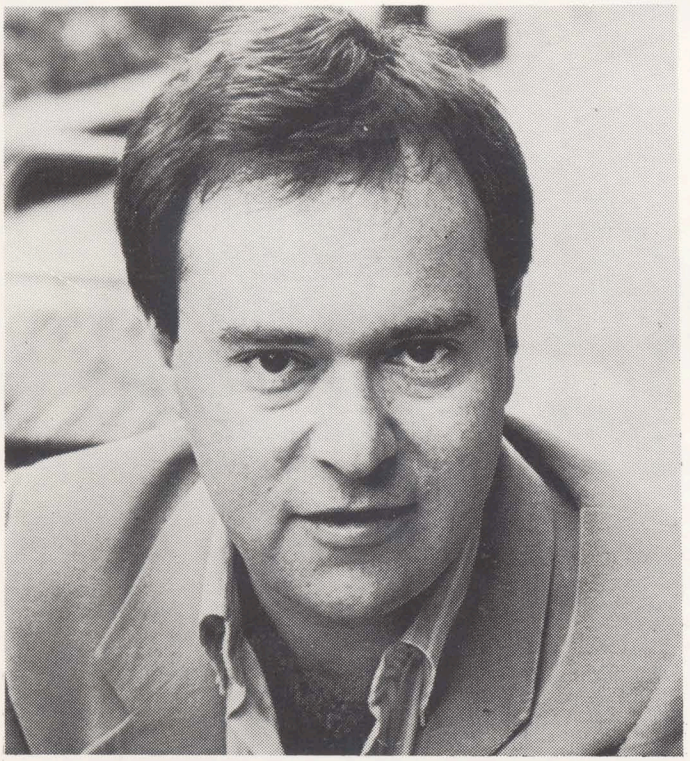
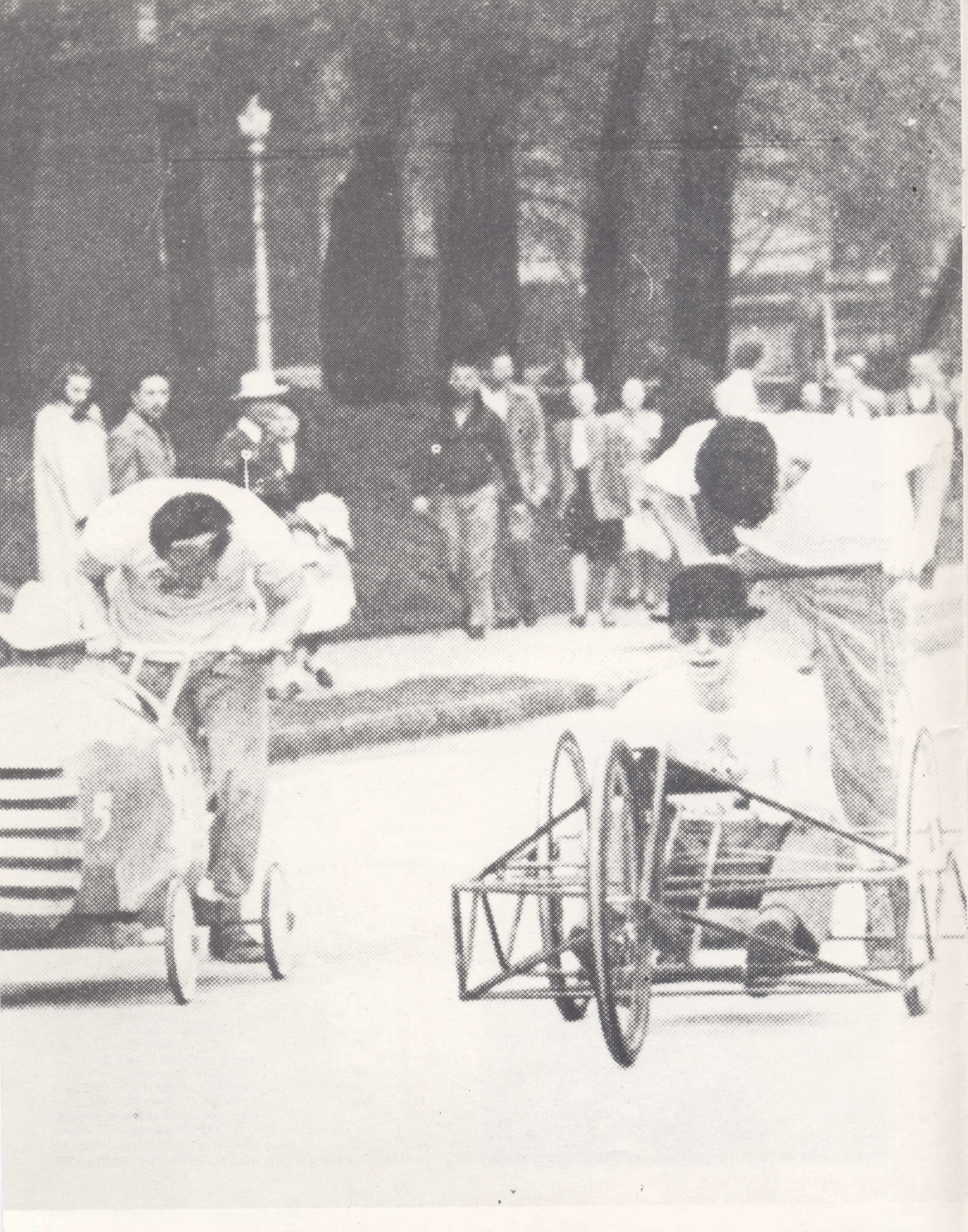




In accordance with the "Hollywood" theme of this year's Spring Carnival, CMU has asked several celebrities to take part in the festivities. For example, Jerry Lewis (pictured at top) will be the Grand Marshal of Sweepstakes '86. Other stars, such as David Lander (pictured at left) will participate in various Carnival events. Watch for these and other unannounced stars!



Introduction

Spring Carnival at Carnegie-Mellon University is like spring weekend at many campuses. There is, however, one aspect of CMU's Carnival that makes it unique—the buggy races, or as they are more formally called, Sweepstakes.

A vehicle that races in Sweepstakes is called a ***buggy.*** From the outside, a buggy usually resembles a giant seven-foot-long bullet on wheels, with a long T-shaped pushbar protruding from the tail end. A window on the front end of a buggy is the only hint that it actually contains a driver, who controls the buggy with internal steering and braking mechanisms which are often very elaborate. What a buggy *doesn't* have is an internal means of propulsion—only gravity pushes it downhill, and only people (who are simply called pushers) push it uphill.

The goal of a buggy is to race one lap around a predetermined course in the fastest possible time. The course, which is exactly 4412 feet long, is laid out on roads common to both Schenley Park and the CMU campus. It is divided into six sections; five of these sections are called *hills,* in which the buggy must be propelled uphill by each of five pushers. The downhill section between Hills 2 and 3 is called the *freeroll.* The difference in altitude is 60 feet from the top of the hill where the freeroll begins to the bottom, 2500 feet away; in this distance, a buggy can pick up an appreciable amount of speed. To take full advantage of the freeroll, a buggy is usually superstreamlined to cut wind resistance, and rides only inches from the ground.

But a buggy's winning time isn't due solely to its speed. A buggy is only as good as the pushers who push it, as the driver who holds the buggy steady in a straight line. Its time reflects the coordination between the pushers, between the driver and the teammate who signals her when to turn into the hairpin curve known as the Chute. Its time reflects the long hours the mechanics spent building it, testing it, fine-tuning its parts. A buggy's winning time reflects the efforts. . .of a whole team.

The sport of Buggy (as Sweepstakes is often called) has been running in largely the same form since 1920. Today it is an important, even integral, part of campus life. Buggy terms have found their way into the vocabulary of the average CMU student. Hundreds of students have worked hard for a full year to make this sixty-fourth Sweepstakes an exciting one—training; building new (and repairing old) buggies; planning the event. As Race Day approaches, the anticipation builds throughout the student community, fueling the final all-night sessions and making even the most relaxed personality obsessed with finishing touches. Soon, thousands of spectators and participants will descend on the area around Flagstaff Hill to witness the amazing sights of CMU's Sweepstakes.

Race Day—What to Watch for

If you're watching the annual Sweepstakes races for the first time, you'll probably catch buggy crews doing some very odd things. On Race Day, secrecy is such a high priority in buggy preparation that the strangest behavior can actually be commonplace. Here are a few examples.

On the day before the buggy races, you will see large rental trucks parked on the sidewalk around the starting area. These trucks are used as portable garages where buggy crews prepare their buggies for racing. The trucks are parked near the starting line to allow crews to bring buggies out at the last possible moment before the race.

Although you may never catch a glimpse of what goes on inside the rental trucks, you can see hints of the buggy crews' secret work once the buggies are carried out of the trucks. Some organizations heat or chemically treat tires to increase a buggy's performance. Usually buggies will be carried to the starting line by crew members who will be wearing heavy gloves or carrying the buggy with special slings. The buggy crew will sometimes hold the buggy off the ground to prevent the treated tires from developing any flaws in the rubber. Occasionally, someone will spin the wheels to keep the bearings evenly lubricated. Meanwhile, members of rival organizations will watch intently as other buggies are brought to the starting line, in an attempt to get any hints of secret buggy technology.

Another area of the course to watch is the Chute. Since the buggies are traveling at high speeds and have to make sharp turns there, they often skid, leaving rubber marks on the pavement. Since rubber technology is one of the biggest and best kept secrets in Buggy competition, several members of a Buggy organization will comb the pavement for any rubber pieces. This procedure prevents rival organizations from obtaining any traces of the rubber.

It's an odd sight to see several college men taking such great care in examining the street—but they aren't the only ones who do so. Buggy drivers, who are often female, can sometimes be found lying flat on their stomachs on the asphalt just past Hill 2, staring at the road ahead at eye level. Every little crack can be a violent jolt while traveling six inches off the ground at 40 mph, so drivers check the road regularly for changes in their path.

If you happen to see a buggy accident, don't get too close to the damaged buggy. Often organization members become defensive about anyone seeing inside an open buggy. To prevent people from watching too closely, the members will either create a human wall around the buggy or use large blankets to cover up their buggy secrets.

One Race Day novelty is the SAE *Limo* and the antics of its team. In past years the buggy has been left on the starting line and the driver carried out of the truck. It is rumored that the driver is heated and chemically treated (with alcohol) to increase the buggy's performance. No matter what the team does, the *Limo* always rolls at least one window, but the window is moved down to the Chute to meet the buggy. If you see the *Limo,* wave! The chauffeur will probably wave back.

Of course, there are many more strange occurrences that are seen exclusively on Race Day; this guide is an attempt to explain just some of them. If there's something strange going on that you don't understand, ask someone about it. And remember. . . it's probably just part of Buggymania!

The Overseers of Buggy

The Sweepstakes Chairman

Because I am Sweepstakes Chairman, people like to ask me questions. The one I hear most often is, "How do rolls look for tomorrow?" But I also hear with almost equal frequency, "Why would you want to be Sweepstakes Chairman?"

Why *would* someone want not only to attend all of the early morning and late night practices, but also organize them? Get permits for them? Ensure that the necessary people and equipment are there? Why would someone want to sit in fron of 20 comatose men on Monday nights as they stare at you blankly, while you tell them what you've tried to accomplish in the last week? And why would someone want to work for something which earns no grade, no credit hours?

The answer to that is in the objects of competition, the buggies themselves—those glorious little handbuilt vehicles which I can never drive but whose speed thrills me nonetheless. The answer is in the competitive hearts of the push teams, drivers, and truck crews in the two-day competition which blends technology and athletics so well.

In a university as intensive as Carnegie-Mellon, Buggy is a way to claw your way back to sanity by working at something you love, and for your own satisfaction. And win or lose, the satisfaction is there in every one of the Buggy chairmen. Even me.

Special Thanks to:

Jerry Lewis
Dr. Cyert
Anne Witchner
Keith Moore
Maryann Moore (no relation)
Luan Denny
Sandy Ruscin
Sanford Rivers, our Starter
Sandy Binstock, GSIA
Radio Club, for their dedication
Bob Fadzen and CMU Security
Skip Kuhn and the people with Chrysler

But most of all... the Chairmen. Thanks, guys, for all the help, but thanks even more for the chance to be a part.

— Gretchen VonGrossmann
Sweepstakes Chairman 1986

Pictured above, from left to right, are the overseers of Sweepstakes 1986: Louis "Gino" Cosentino, Assistant Chairman; Gretchen VonGrossmann, Chairman, and John Spanos, Safety Chairman.

Safety Regulations

The safety of the buggies is the most crucial part of Sweepstakes. All organizations must pass a safety check, made by the Safety Chairman, for each buggy they plan to use, before both freerolls and races. The buggies have some very strict rules they must pass so they will be permitted to roll.

All features of the buggy must be checked each semester, and any changes to a buggy after passing the initial safety must be made known to the Safety Chairman. Safety regulations that are specifically stated and must be followed to pass a safety check are as follows:

(1) Visibility. Drivers must be able to see 25 feet in front of them and at least 45° to either side of the point of the buggy

(2) Harnesses. Each driver must be supplied with a securely attached harness which will prevent head and back injury

(3) Head Protection consists of crash helmets and a well-padded tip of the buggy to prevent head injury during a bumpy roll

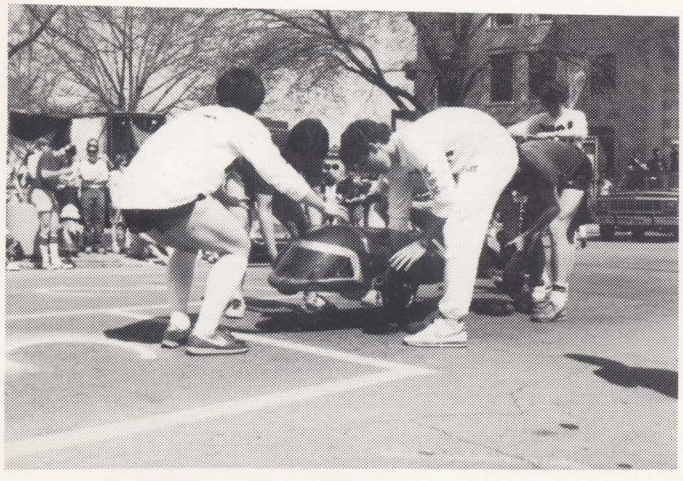
(4) Windscreens must be supplied to prevent objects from flying into the driver's face

(5) Driver's Cage must be constructed in front of and around the driver so that no horizontal object can penetrate the buggy

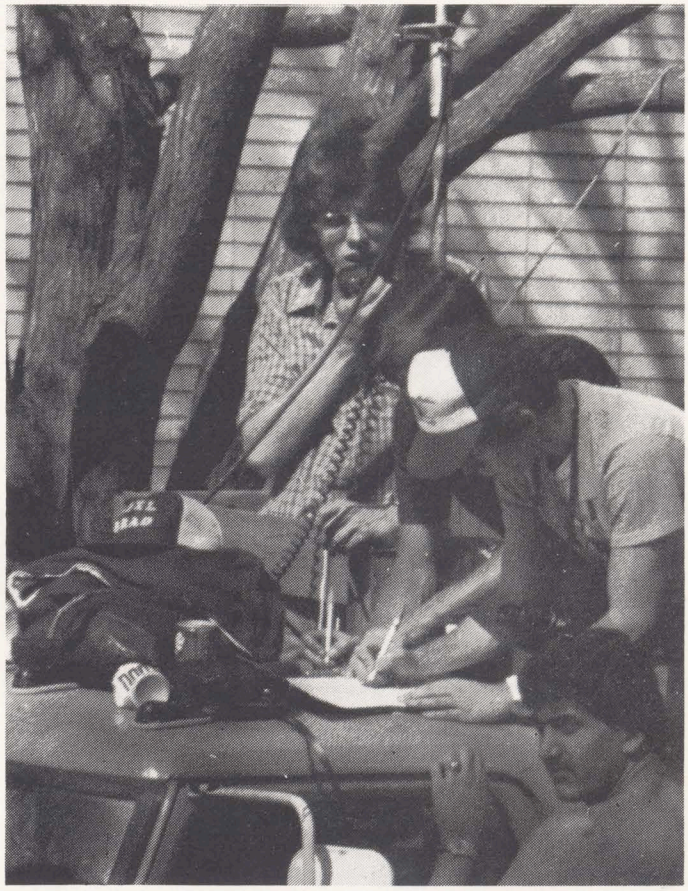
(6) Roll Protection assures that the driver is not the highest point on the buggy; in case the buggy tips over, the driver will not hit the ground.

Also, all extraneous parts such as wheels, brakes and steering must be attached by lock nuts, or double-nutted. The shell must be solid or unpenetrable to assure driver safety.

These are the primary stipulations that buggies need to pass in order to roll. The way an organization constructs its buggies is up to it, as long as the buggies pass the minimum safety regulations.



Radio Club



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

"You're right, we don't have a buggy. See. . ."

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

"Not everyone who gets up for freerolls 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."

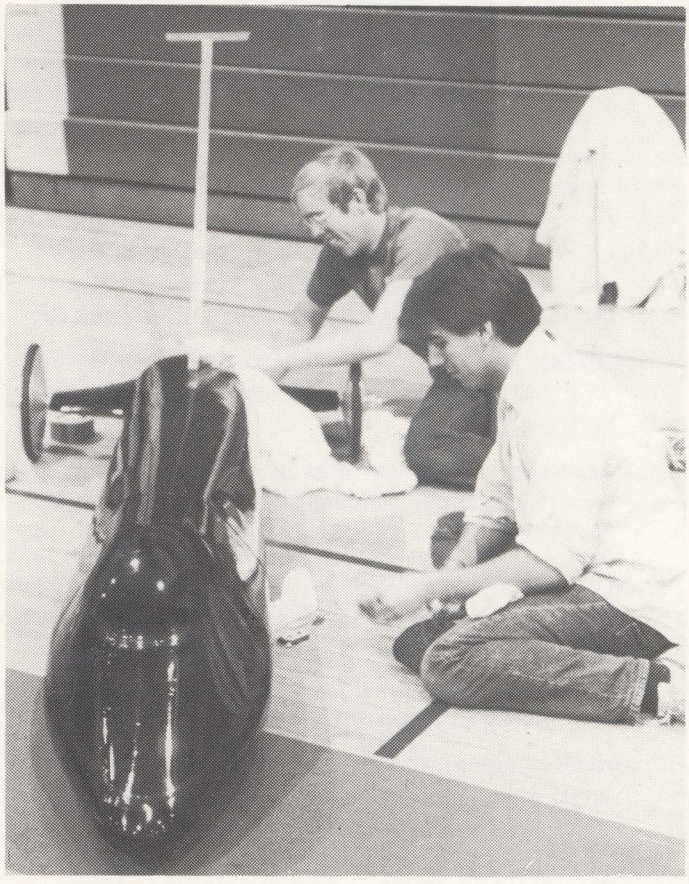
"Well, what do *you* do?"

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

"Wow. I never noticed you before on Race Day."

"Thanks for asking. I'm sure this year's Sweepstakes will be as exciting as ever. All of the people 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."

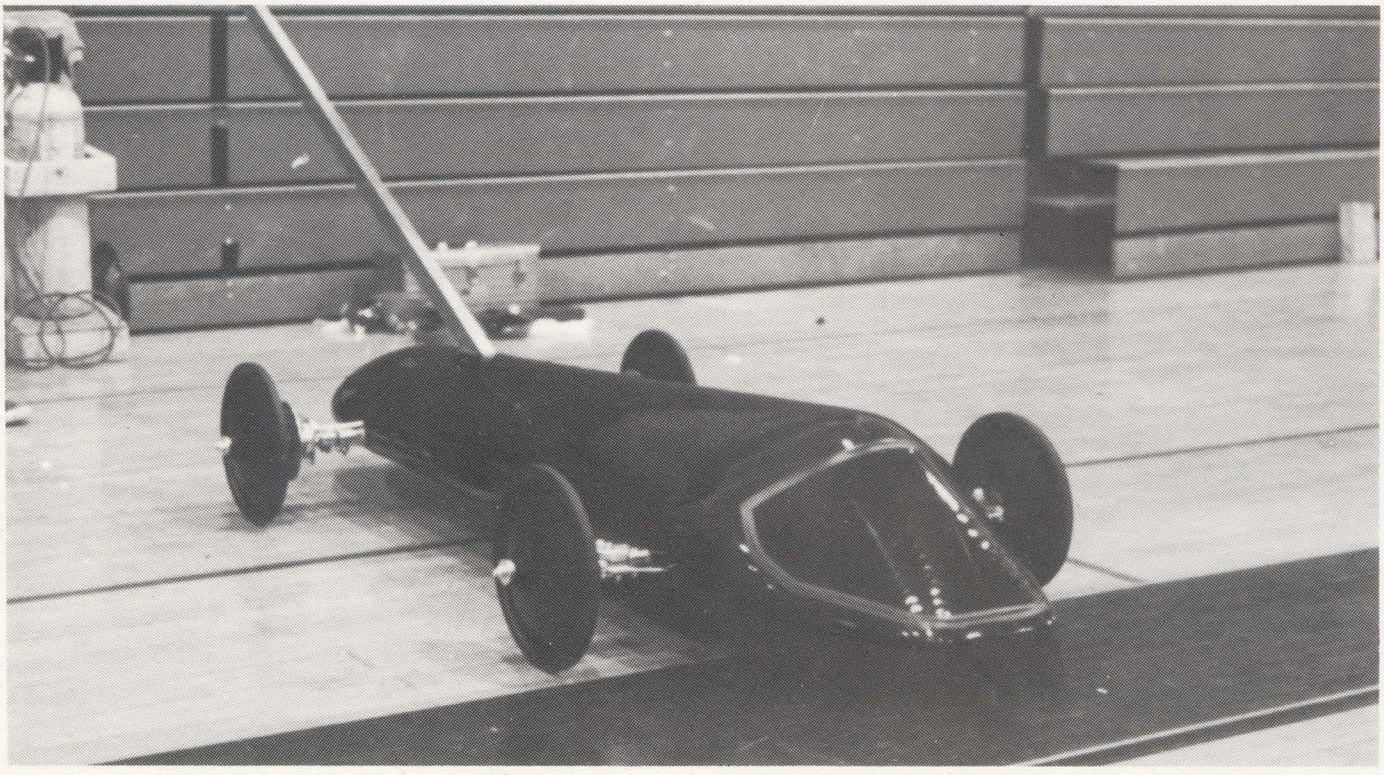
The Design Competition



Sweepstakes is kicked off on the Thursday of Spring Carnival with the Buggy Design Competition. During this competition, the public gets its closest look at some of the buggies that will be competing in the races the next two days. The buggies are placed on display in the main gymnasium all day Thursday.

In the Design Competition each organization presents its entry to a panel of judges selected from various CMU departments. Each entry is judged for engineering aspects and human interfaces. The engineering category includes an evaluation of the steering, braking, and suspension systems, and the aerodynamics of the buggy chassis. Human interface criteria are based on the driver's occupancy and safety. Buggies which receive high scores in the Design Competition ideally also prove their superiority by receiving top honors in the Sweepstakes races.

So head over to the Gym on Thursday to see the buggies on display. As you walk through, you'll gain an appreciation of the time and effort involved in designing and building a buggy. Trophies will be presented to the top three winners in the Design Competition at the Awards Ceremony on Saturday evening. Don't miss your only chance to see the buggies at a standstill!



A History of Buggy

1920-1942: Early Buggy

The history of Buggy begins the same way as the history of Spring Carnival, at a time when tuition was only $54 a year and there were only two cars on the whole Carnegie Tech campus. The members of the 1920 Student Council, noting that students at other colleges were holding festivities in the springtime, thought that the students of Carnegie Tech would enjoy a chance to blow off steam as well. But they had no idea where to begin.

Gilbert T. "Gib" Heddaeus (E '20), the Vice-President of the 1920 Student Council and a Delta Upsilon brother, recalls that time vividly. "[The Student Council] had nothing to go by... we just wanted something [so that students could] let loose," he said in an interview recently in his home in the North Hills. In addition, the Council hoped that a "Campus Week" would attract alumni back to the campus for a visit. And so the first Campus Week Committee formed and brainstormed.

Buggy, according to Mr. Heddaeus, was only one of many events which the Committee came up with. They also decided to hold scooter races for the women of Margaret Morrison Carnegie College, a dance in what was then the third floor of the Administration Building (now the Design Department in Baker Hall), and a "Coronation Ball." Many circus-like acts and sideshows were put on by students along Margaret Morrison Street; one act of which "Gib" is especially fond was put on by "the Schumann girls... one would eat prunes and the other would spit out the seeds." A parade marked the opening ceremonies, which marched down Margaret Morrison Street and culminated in Tech Field; there, an anvil and forge were brought out and another link was forged onto the Class Chain in honor of that year's graduating class.

The first buggy race was very different from the Sweepstakes of today. The race started and finished in front of the Fine Arts building on a road that cut through the campus, and which is now commemorated by a sidewalk between Hunt Library and Baker Hall, and by the Fine Arts parking lot. On May 19, 1920, a dozen boxy vehicles lined up near the front of Margaret Morrison Hall. At the crack of the gun they took off for Schenley Park. In the coast the pusher jumped on the back of the careening vehicle and the two-man team roared on. Somewhere was a pit stop, and to demonstrate mechanical dexterity the rules required switching the left rear wheel with the right. Up the hill at Porter Hall driver and pusher could switch positions to "insure a breakneck finish." Unfortunately, no results of this first Sweepstakes exist.

The front page of the April 21, 1920 *Tartan* heralded the first Sweepstakes as the "Ben Hur of the 20th century... [it] is going to be some race and the prize, the

Gilbert "Gib" Heddaeus, Class of 1920

niftiest, finest silver loving cup — fully commensurate with the perilous ride." The next year, the pit stop was dropped to speed up the race. The field swelled to eighteen, still all in one heat and lined up six abreast and three deep. The loving cup this year was well-earned, as the ride was perilous indeed. The carnage was fantastic. As one write-up put it:

> Powerful two-seated racers hurtling madly through the air, taking corners at death-defying speeds. The sound of steel and splintering glass—spectators gasp with averted faces and above all the sweet music of the agonized cries of the wounded and dying. Can you ask for more?

Three machines went down in a terrific crash that almost justified the exaggeration:

> By skillful driving and an unparalleled burst of speed SAE forged to the front... However, at the fish pond [Westinghouse Pond] the jinx got them; their steering apparatus went bad and the machine, becoming unmanageable, headed straight for a tree. It crashed into the curb and removed two wheels. Wilson and Ted, his mechanic, were hurled through the air and after they landed the wreck landed on top of them.

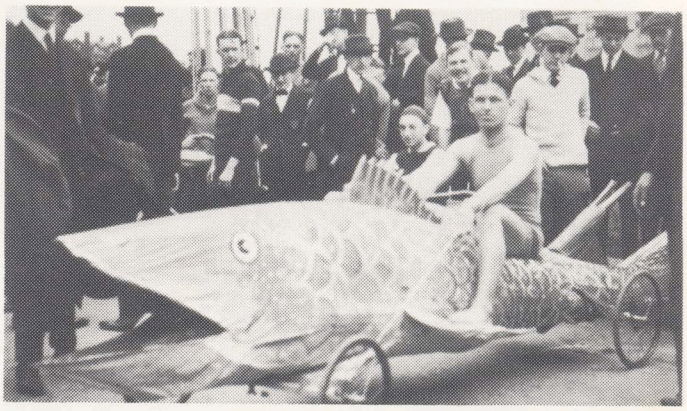
A local fraternity, Iota Sigma Delta, went on to win the race of 1921 with the first recorded time of 4:38. The first design awards were also given out that year. Uniqueness seems to have been the criteria, for DU won with a monstrous fish on four wheels, and Sigma Nu took second with their "Toonerville Trolley." A giant "Pirate Ship" buggy, complete with masts and rigging, set sail in the 1922 races (possibly an attempt to integrate today's Booth competition with the Buggy races?).

The next few years saw fundamental changes to the races, making them more like today's Sweepstakes. Freak designs were eliminated in 1923 and mechanical perfection became important. The push team was increased in 1924 from one to a relay of four, and then three years later to a relay of five. In 1925 the race was finally run in heats, with nineteen entries divided into four runs. Rules were changed to require the same body in the race as entered for design. The next year, preliminary heats were moved to Friday with finals the next day. When Frew Street was extended from Porter Hall to th Gym in 1928, the Buggy course was rerouted to what is virtually its present incarnation. In addition, that year independent teams were allowed to enter for the first time.

A few original rules and guidelines took a while to change. For many years only one trophy was given out in both the design and race categories; furthermore, they couldn't be given to the same house. As today, there was continual debate over the effect of beauty and mechanical perfection of design on race performance. The 60-pound minimum weight rule was not abandoned

until the early Thirties. At about the same time, aluminum was discovered as a buggy-building material; Beta Theta Pi broke the three-minute barrier in 1930 with a buggy made of it. Lane stripes were added in 1932, but four to six buggies were still being run in each heat. As late as 1938, buggies were still carrying the Hill 2 pusher into the freeroll; within a few years, though, most entries seemed to abandon this technique.

Kappa Sigma was the first house to establish a Sweepstakes "dynasty," capturing twelve wins and four second-place finishes between 1920 and 1941. Though the course record, set by Kappa Sig in 1938, was 2:43, the average winning mark during this period hovered around 2:50. Design during the Thirties seemed to stagnate as houses entered nearly the same buggies every year. It seemed that Buggy had reached its limit. In 1942 no results were reported; from 1943 to 1945, Sweepstakes was dropped, along with most of Tech's activities, due to the draft and the high priority of aluminum.



1946-1963: The Buggy Boom

After the war, Pittsburgh repaved the streets and provided police protection for Sweepstakes. The races now saw a whole new perspective in buggy design. The old three-wheelers, the bike tires, the "low-slung wheelchair' designs rapidly disappeared, replaced by soap-box derby models with wedge- and torpedo-like bodies. Most drivers rode, like their Akron counterparts, in crouched sitting positions, but there were also a good number of prone-position vehicles.

Delta Tau Delta began a new dynasty after the war. From 1946 to 1952 Delt buggy No. 12, which weighed only 134.5 pounds, won six of seven Sweepstakes, losing to DU in 1947 in a protested race. Kappa Sig stuck to an aluminum tear-drop model with a prone driver from 1946 to the late Fifties, but never regained its pre-war dominance. Despite its record-setting performance of 2:39 in 1950, Kappa Sig was disqualified on a Hill 2 pushing fault. Meanwhile, DTD topped Kappa Sig's last gasp with a 2:36 in 1952. The campus walked back to the Midway shaking their heads, "wondering what makes the Delt buggy roll."

Some people at Alpha Tau Omega set themselves to finding out. In May 1953, the ATOs set down on the starting line a carbon copy of the Delt vehicle. The *Andy I* won by .05 seconds. The hysterical crowd rushed so fast to the finish that third-place PiKA hit a spectator.

ATO, with technologically-advanced buggies such as *Andy I, Golden Goose* and *Andy II,* began a new dynasty which lasted ten years. In that time they, too, only lost once (to PiKa in 1959 due to disqualification). In 1955 ATO became the only organization ever to finish

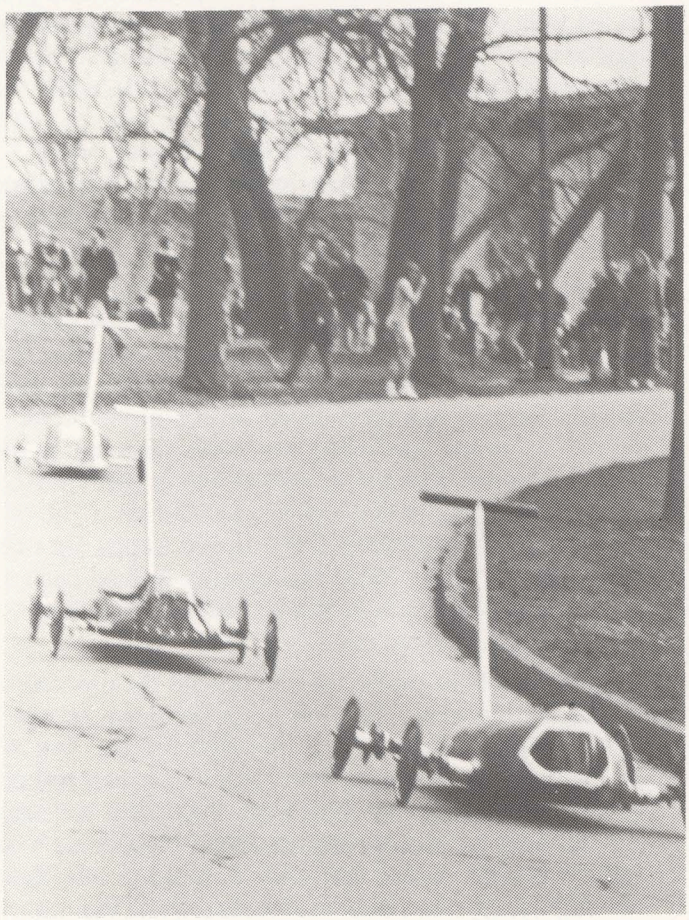
both first and second in the same year. In 1956, *Andy I* set a course record of 2:25.0 after ATO's *Golden Goose* tied it the next year. The record stood for eleven years and provoked such comments as from the 1966 Buggy Book: "Perhaps the race has reached its limit."

The advent of the *Golden Goose* brought about a radical change in buggy design. It utilized the prone driver and the low-to-the-ground design that has become the design of every winning buggy since. Another influence on design was the first fiberglass uni-body, introduced by Phi Kappa Theta, introduced a few years earlier.

May 1963 marked the end of ATO's reign when the *Goose* cooked, spinning out of control near Scaife Hall and crashing into the curve. It also marked the beginning of the modern era of Sweepstakes.

1964-1985: Sweepstakes Comes of Age

Beta Theta Pi and Pi Kappa Alpha have consistently been the most successful organizations in the history of Buggy, perenially taking high honors in both the races and Design competitions since 1920. Since ATO's downfall in 1963, Beta and PiKA have been arch-rivals, capturing 16 of 22 Sweepstakes trophies between them, yet neither house has been able to hold the title longer than three years running. There are still dynasties, but no longer can one call itself "King of the Hills."



Other organizations have challenged Beta and PiKA since the mid-Sixties. ATO captured a couple of second-place finishes in 1965 and 1966, but then dropped out of sight. Phi Kappa Theta became a power in the late Sixties, eventually leading to a pair of victories with its buggy *Streak* in 1972 and 1973, which beat PiKA twice by only six-tenths of a second. Phi Kap, however, also faded into the pack.

One present-day contender is Sigma Nu. With the help of a freshly-paved road, the Zoo's buggy *Hornet* turned in a performance of 2:20.2 in 1974, shaving seven-tenths of a second off the old course record. Since then, it has captured two more wins, including the most recent Sweepstakes, and is also a perennial favorite.

It was not until 1981 that an independent buggy organization posted its first (and to date, the only) victory in Sweepstakes, an honor which belongs to the Carnegie Involvement Association. CIA was founded in 1970 solely to field a buggy, and has since grown into the most powerful of the independents. Again with the help of a road freshly-paved, CIA's *Black Magic* shattered PiKA's 1980 mark of 2:15.4, set by *White Lightning* a year earlier, by almost five seconds. Today, CIA is still a Top Six contender.

1986: The Consuming Passion

Today, Buggy is an exciting, extremely-competitive sport. Most organizations run at least three buggies in the races; the most competitive run four. No one team can claim true dominance of the sport any more. Participants train all year for the one day that could easily end in disappointment—a controversial crash, a foot-fault, a missed exchange, a wipe-out in the Chute. For many, Buggy is an all-consuming passion.

The hyperbolic advance of the Sweepstakes record is the result of a steady increase in Buggy technology. It has been staggered by the sporadic resurfacing of the course roads by the city of Pittsburgh, but the progress of technology, especially at an engineering school like Carnegie-Mellon, is inevitable. The record now is 2:09 flat, set by PiKA's *Bullet* in 1983. It begs the question: how long can the Two-Minute Barrier last? We know that, as the 1966 Buggy Book feared, the Sweepstakes competition has not yet reached its limit, but that limit is in sight mentally. It may not be two minutes, but pushers can only push so fast, and machines without engines can only roll so far on a friction-filled asphalt surface. The true question is. . .

What happens when Sweepstakes *does* reach its limit?

A Cross-Section of Buggy

The Buggy Chairman's Tale

Buggy chairmen are a rare breed of CMU student belonging to the species *Boogayus Chairmanus.* They can usually be found during the school year in the dark corners of many basements and garages about campus, and also wandering about the Buggy course at all hours of the morning and night. Some people say that they're lunatics and others say that they're just being silly. The fact is, it's all true. It takes a lot of hard work and dedication to make Sweepstakes happen, and it is the chairmen who organize things and put it all together.

Who are these people, anyway? They are usually juniors and seniors who have been involved with Buggy. For the most part, they are in Engineering, Architecture, or Design. The chairman has to be organized to take care of the administrative details. He has to be creative to solve the variety of problems that torment a buggy organization. The chairman also has to be optimistic, enthusiastic, patient, inspiring, and in touch with reality all at the same time. This is not easy. The insanity is one of the occupational hazards of the position. It is due to dealing with the odd hours, putting up with insubordinate underlings, and inhaling all the toxic chemicals inside the buggy room.

The chairman has many responsibilities to both his individual organization and the Sweepstakes Committee. He is required by the Sweepstakes Committee to attend weekly meetings of all Buggy chairmen. He must must provide sweepers and flaggers for freerolls, and he must make sure all fines that have accumulated during the year have been paid. The chairman is also responsible for having each buggy inspected by the Safety Chairman, and each driver "capability tested." Besides representing his organization to the Sweepstakes Committee, the chairman is responsible for the daily operations of "the team." He is involved in all aspects of "doing Buggy," from recruiting drivers and pushers to designing and constructing new buggies.

Being a Buggy Chairman is not the easiest thing in the world to do. It takes a lot of time, and it can have a bad effect on your grades. There are many theories about why some people become Buggy chairmen. Some say that it is manifest destiny; others say that it is divine inspiration. Some chairmen do it because they are obsessed (or is that possessed?) with winning races, breaking records, or advancing "the state of the art" in Buggy technology. Some chairmen do it because nobody else wants the job, or maybe they think it's something fun to do. The chairman takes the credit when things go well, and he takes the abuse when things go wrong. If you asked a Buggy chairman why he took on such a position, he would probably say, "You just have to love it. . .that's all that matters."

The Driver's Tale

"What Are You Getting Yourself Into?"

It starts when you're a freshman.
You just happen to be small, and people ask you how much you weigh. "Do you want to drive?"
"Drive what?" you ask back.
And the cycle begins.

It's 4:30 a.m. and you're wearing every pair of long-johns you own. March mornings are cold. "Beta up—PiKa on deck—SDC in the hole." The next thing you know, it's your turn. You climb into the tiny vehicle, buckle yourself in, and are now ready.

The pushers roll you out to the top of Hill 2, and then gently shove you into the freeroll. Once into the freeroll, you gain speed, and you can no longer hear voices. The sounds of the buggy increase as the wind whips by. (The sensation of driving a buggy is like no other. Some drivers compare it to sled-riding down a hill in winter. Others compare it to the momentum of a roller coaster.) The ride seems very bumpy because small cracks in the pavement suddenly become huge potholes to a prone buggy driver.

You try to make your line through the freeroll as smooth as possible. Once past the road to Panther Hollow bridge,

you have to traverse the road to prepare for the Chute. The middle of the road slopes upward very slightly, and becuase of your low point of view, you can't see the road ahead until you reach the top of the slope. Now your flagger is in view and you prepare to steer into the Chute. Once the signal is given, you begin your turn and feel the strong force pushing outward. If the path you've chosen to take through the Chute is correct, you can sense the smooth transition, but if "the line" is bad, the buggy fights your control and your ride is rough.

As you approach Hill 3 you can see your pusher approaching. Your buggy begins to lose speed. Once you have connected with the pusher, teamwork becomes your common goal. It is up to you to keep the buggy on a straight line while the pusher lunges forward. The finish seems so far away, but you concentrate on keeping the buggy under control.

You don't know what drives you to get up so early in the morning.
Maybe it's the speed.
Maybe it's the competitiveness.
Maybe it's the attention, or the glory.
Perhaps it's a combination of all of these.

But maybe—it's the fact that few can do what you do.

The Pusher's Tale

What possesses almost 300 busy CMU students to go out for Buggy every year? A pusher's schedule is grueling. Saturday and Sunday freerolls and weeknight push practices are accompanied by the usual college workload. There aren't any paychecks or credits to be earned, but pushing a buggy is not without its rewards. For some it's the glory, the trophies, or the bragging rights that make them want to push. But more likely, it's the feeling of being part of a team and being involved in a 65-year-old school tradition. Some even thrive on competition, a quality which Buggy definitely does not lack.

You get up at 6 a.m. on Saturday and Sunday and wonder why you do it. Usually you go out and try your best despite a lack of sleep and a hangover. When the push-team captain yells that your organization is "on deck," you somehow muster up the energy to jog out to your assigned hill.

Each pusher has a different goal for his or her part of the relay. Hill 1 is an all out race and the pusher strives to gain an edge by coming out of the start quickly. Hill 2 pushers concentrate on giving the buggy the strongest shove possible, creating more momentum for the freeroll. Hill 3 requires good pickup of the buggy and a smooth handoff to the Hill 4 pusher. On Hill 4, the pusher must prepare for the final leg of the relay by gaining an edge on the competition. For the Hill 5 pusher, the goal is most obvious—the Finish Line. This final pusher must concentrate on speed and finishing first.

A month or two ago you really didn't know what hill you'd push or what team you'd be on. Endless nights of timing may have seemed bothersome, but now you're sure the best teams were selected. The competition among pushers in your organization has now turned to support. Whether you're an A-team pusher or a member of the infamous D-team, you still go out and pull for your teammates. A new team spirit emerges as Race Day approaches. You begin to feel closer to your four teammates, knowing that you must work together if your collective goal is to be achieved.

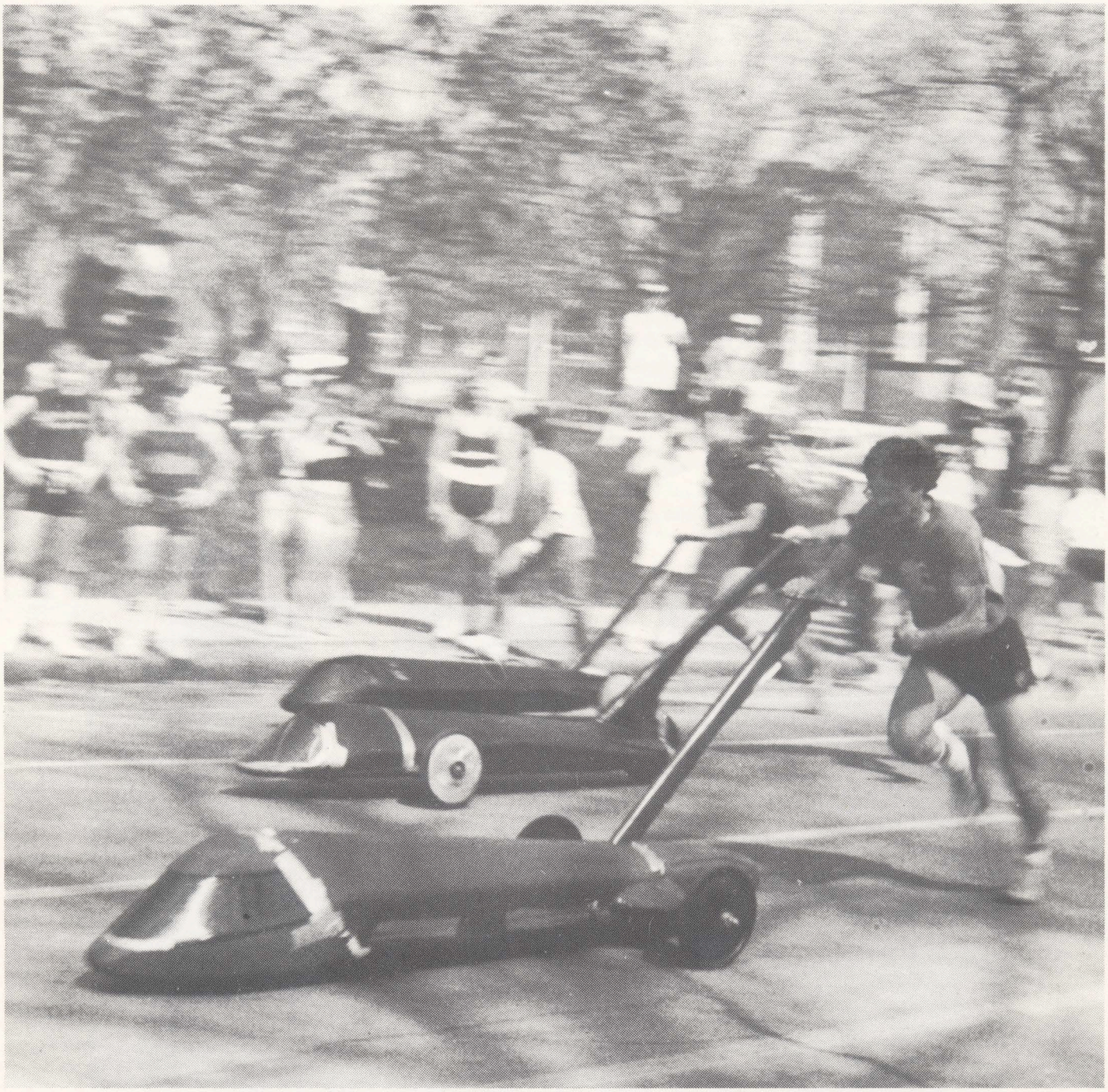
You also begin to notice the differences between you and your teammates. You see that the pushers for each hill are different, not only physically, but in the goals each has for his or her particular leg of the relay. Physically, the Hill 1 pusher is a strong power runner while Hill 2 requires more upper body strength. Hill 3 is unique because it is a thinking man's hill, with the crucial decision to be made about where to pick up the buggy. Hill 4 is for the all-around athlete with both strong legs and upper body. Finally, Hill 5 is for the sprinter since this long, flat stretch requires speed in the final leg of the race.

You've stood at the exchange zone so many times that this last time shouldn't be any different. But it's different today—it's Race Day. All your practicing has led to this moment, and both excitement and apprehension overcome you. As your teammate runs into view with your buggy, you can only think of what lies ahead. You hear your teammmate signal you and know there's no turning back now. You can only concentrate on the finish line ahead.

The roar of the crowds all along the course and thoughts of the huge gold trophy make you forget about all the practices you went to and the sacrifices you made in the last two months. When it's all over you look back and know it was worth it. You've reached your goal and those early freerolls don't seem to matter anymore.

Besides, you can sleep in tomorrow.

The Organizations



Alpha Tau Omega

The *Squid*. This new buggy brings renewed hope and enthusiasm to the "Boys on the Corner". In the past we have spent more of our resources partying, instead of on our Buggy program. But with the new spirit of the house, we feel we can reach our goal of a Top Six placing. A second new buggy, which could be ready for Race Day along with the modified *Gander,* rounds out the ATO buggy fleet.

As always, the push team appears up to its task. Led by captain Bob Bowser, training began in early February. With enthusiastic freshmen filling in the gaps and upperclass athletes providing a strong base, the pushers appear unstoppable in their quest for victory.

The drivers' program has also been rounded out by adding little sister Lorrin Vessella to veteran driver Nivenka Bierny. Both girls have been very dedicated and the brothers would like to thank them for their time and effort.

This buggy-pusher-driver combination shows hard work all the way down the line. It is with this hard work and dedication that we will reach our Top Six goal this year.

ATO Data

Chairman: James Angelo, Mech E '87

Buggies : *Gander* (1973)
Squid (1986)

Drivers : Nivenka Bierny, Economics '86
Lorrin Vessella, Music '88

Pushers: Mike Albaugh, Economics '86
Tony Bernard, Math '87
Andy Binder, Math '86
Jerry Bosch, Graphic Cmns '89
Bob Bowser, Biology '87
John Brown, IS '88
Tim Carson, Economics '87
Chris Chen, IS '87
Mike Erdelsky, Mech E '89
Ken Harris, IM '87
Andy James, IM '86
Chris Koscho, Chem E '89
Frank Mechan, Mech E '88
Mike Paterchak, IM '86
Bill Shurman, Civil E '89

Jennifer Davison, H&SS '89
Sherri Hess, ECE '88
Tina Kuo, IM '88
Debbie Rocco, Mech E '89
Janet West, IM '87

Beta Theta Pi

Beta Data

Chairman: Denzil Boss, MEMS '86

Buggies: *Echo* (1976)
Nike (1985)
Presence (1982)
Vixen (1983)

Drivers : Libby Barna, Graphic Design '87
Karen Cerroni, Technical Writing '86
Paulette Hebert, Illustration '86

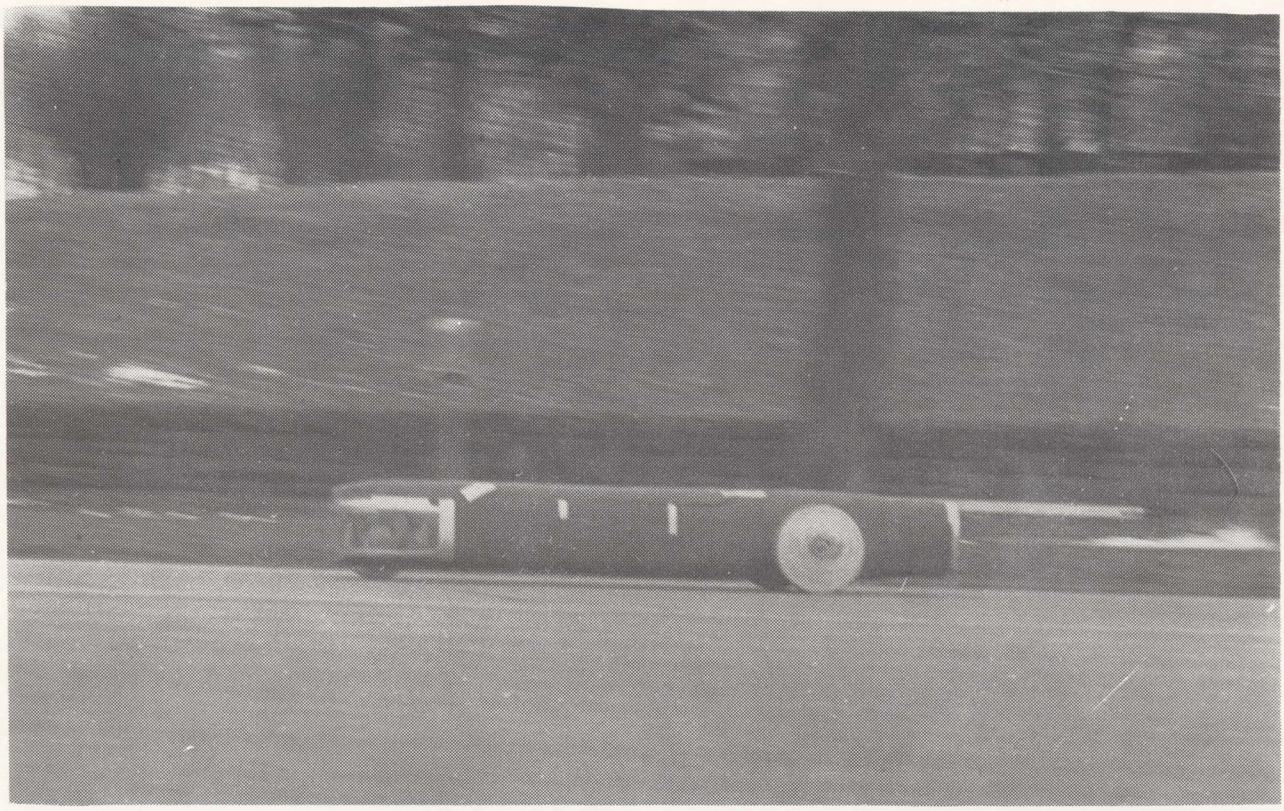
Pushers : Mike Behling, MEMS '87
Rob Butts, IS '86
Dan Gerchak, IM/IS '86
Mike Hensel, IM '87
Tim Kelly, IM '88
Ron Orie, IM '87
Joe Orlowski, IM '86
Dan Preston, Economics '87
Dave Richards, Pre-Med '86
Jim Slater, IM '87
Roy Teresky, IM/GCM '87

Sweepstakes has been a strong part of Beta Theta Pi for many years. A winning tradition has been passed along from brother to brother without fail since the start. We continue to be a force to be reckoned with, even though the top place has eluded us for many years. Not since the *Echo* era has Beta seen a victory. Since then, the *Echo* era has given way to the *Vixen* era, but still the competitive attitude has not left the halls of Beta. Since *Echo*'s victory some seven years ago, Beta has not been excluded from the Top Six finishers, and more than once we have put two teams in the Top Six. The brotherhood feels that this is the year for the comeback of Beta. We are prepared to bring the victory back to where it belongs.

Although 1986 may be considered a rebuilding year, we are not without our experience and strength. As usual, we will rely on our strong push teams to add that needed edge. With eight of our top ten pushers returning, they promise to be our strongest asset. Maybe not the strongest, but easily the most exciting, asset we boast this year are several promising young freshmen. The fall pledge program has provided us not only with several buggy gurus but a few of the fastest runners on campus. The two most experience drivers on the course and other younger ones who show great potential will be behind the wheel for Beta this year. We don't need miracles or gimmicks with this combination of pushers and drivers. Hard work will bring the top trophy back here.

No matter what the outcome, a standing invitation, especially to alumni, is extended for the entire weekend. Join us for some good honest Beta fun.

Carnegie Involvement Association



CIA Data

Chairmen: Tom Kovalcik, ECE '86
Mark Wilkins, ECE '86

Buggies: *Black Magic*
Dark Star
Interceptor
Spectre

Drivers: Leslie Frank, English '87
Cathy Lin, ECE '88
Terry Turton, Physics '86
Sue Vanhooser, Math '86

Pushers : Arnold Blinn, Math '87
Fred Bould, Design '87
Jeff Cardille, Math '88
Mike Cressman, Math '86
Bob Dill, Mech E '87
Eric Patterson, Math '86
Ted Ross, ECE '86
Tim Sullivan, Art '86
Tom Thompson, Math '86
Mark Trichtinger, Chem E '86
Bill Yankovich, Chem E '86

Amy Blaho, Chemistry '86
Ann Caretto, Arch '87
Stephanie Claudy, Design '87
Nancy Dilulio, Chemistry '85
Anna Laufer, '88
Robin Mechlowitz, IM '87
Debbie St. Pierre, Mech E '88
Linda Thewes, IM '87
Karen Tobasky, IM '86
Margaret Wismer, ECE '86

As one of four teams from outside the Greek community, the Carnegie Involvement Association (CIA) anxiously awaits the opportunity to compete in Sweepstakes each spring. Since our founding in 1971, we have grown from less than a dozen members with one buggy to nearly a hundred members with four men's and three women's squads.

This year we are planning to improve upon last year's excellent finish, which included a new women's course record. We have fallen for a few tricks, but we have more of our own. With a dedicated crew of mechanics, four talented returning drivers, and an outstanding team of pushers led by captains Tom Thompson and Stephanie Claudy, we will be ready to face the competition on Race Day.

Delta Tau Delta

Buggy. A vision. We do it. Mesh ideas and being.

Ours are *Vatos, Cyclone, Crisis*. In our thoughts speed is good. Great are the tasks which we undertake. Many years, this promises to be the best.

A triad leads us to victory; Phil, Adam, Greg. A women's team for the first time we might see. Our drivers and pusher will ever be the finest seen.

We hear o'booth men tell tales of how intense. Not matched but surpassed in manner so spoke, o'yea. As is most; underall, buggy is just a vehicle.

DTD Data

Chairman: Greg Eoyang, ECE '87
Phil Gerard, Mech E '86
Adam Hird, Mech E '88

Buggies: *Crisis* (1985)
Cyclone (1978)
Vatos (1986)

Drivers : Elise Cohen, Art '87
Michele Osherow, H&SS '88

Pushers : Arnie Aistars, Chem E '88
Gregor Bliemann, ECE '87
Geoff Brooksher, Arch '86
Brian Cluggish, Physics '88
Greg Eoyang, ECE '87
Phil Gerard, Mech E '86
John Morris
Mark Sontz, Math '86
Liem Vu, '88

Delta Upsilon

Delta Upsilon Buggy has always taken pride in doing the seemingly impossible. We all remember the first time *Horned Screamer* rolled through the Chute and past Window Five, amid catcalls of "Space Shuttle" and "Moon Buggy". Genius is always laughed at the first time around.

A full year of hard work and practical thinking has gone into the next logical step, *Biakar.* Man and machine blend into our shining example of stability and speed. Backed by a young, powerful, and well-trained push team, Delta Upsilon Buggy will epitomize the true meaning of success. The efforts of refined genius cannot be stopped.

We hope this Sweepstakes year is as much fun for every organization as it has been for us. We wish everyone a fast and safe race, because you'll need one to catch us.

BIAKAR!

DU Data

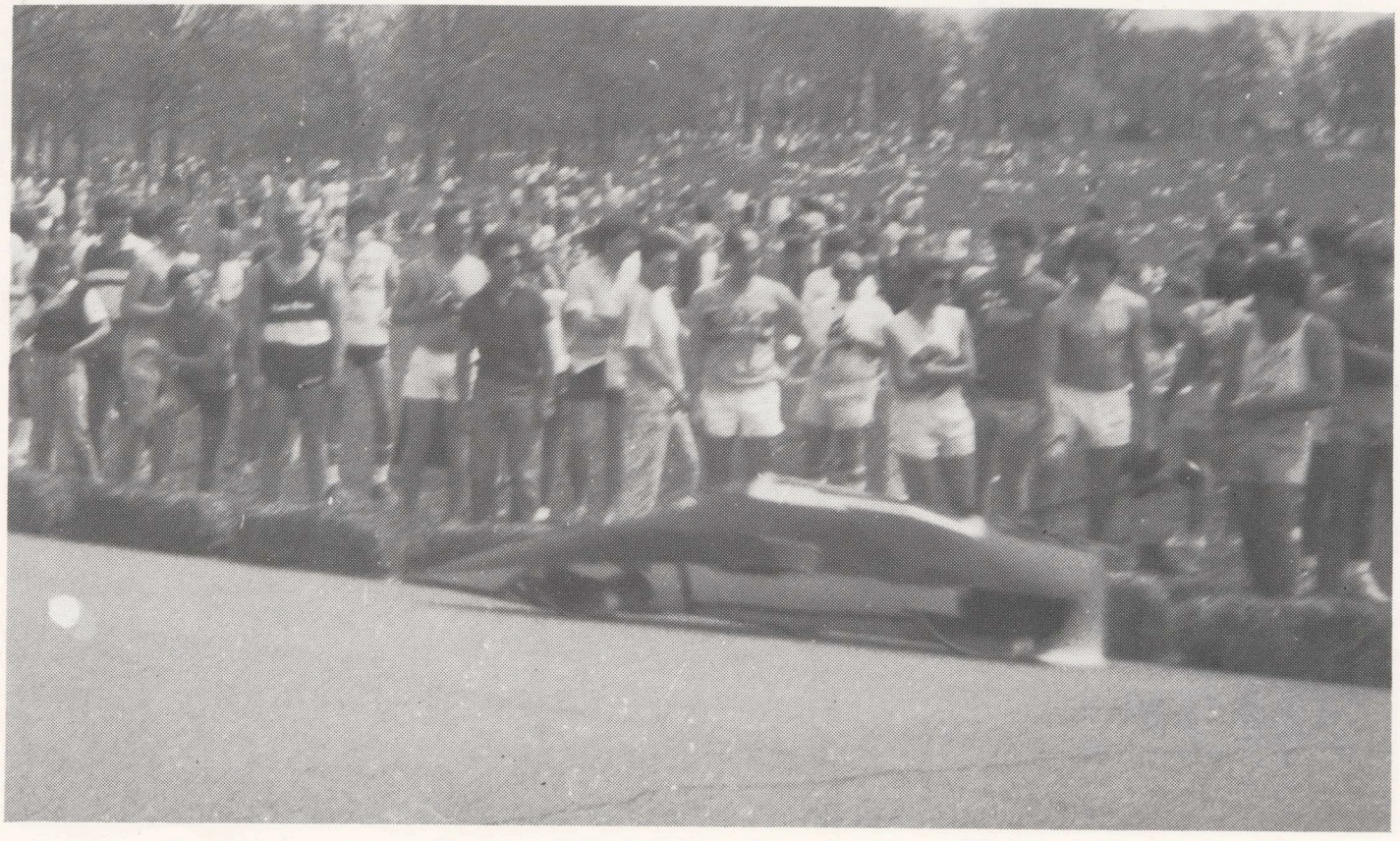
Chairman: Philip Ebbert, Drama '87

Buggies : *Horned Screamer* (1985)
Biakar (1986)

Drivers: Juliette Borda, Art '89
Cheryl Howard, Chem E '89
Susan Parkoff, Art '89
Liz Tierno, Art '89

Pushers : Scott Bale, '89
Tom Bonvissuto, Math '87
Dino Chiesa, Mech E '88
Dave Denhard, Mech E '88
Scott Dietzen, CS Grad
Todd Donmoyer, IM '87
Phil Ebbert, Drama '87
Mike Frank, '89
Phil Gabrielle, Biology '87
Pat Garrett, Mech E '88
Pete Hill, Mech E '88
Miles Krivoshia, Math '88
Dave Mannheimer, '89
Jon Marom, Art '86
Pat McMullen, Math '87
Paul Parion, IM '87
Kris Tomasson, Arch '89

Diane Ceonzo, Math '87
Eileen Eskin '86
Karen Lee, IM '86
Tammy Nelson '89
Lynn Otto, Mech E '86
Alyce Simon, IM '87



Fringe

Fringe Data

Chairman: Steven Appelbaum, Arch '88
Steven Ng, Arch '86
Marc Schindewolf, Arch '88

Buggies: *Barrier* (1986)
Benefit (1984)
Buttress (1971)
EMS (1986)

Drivers : Terri Conaway, Arch '88
Audrey Liu, Arch '89
Roxanna Matticoli, Arch '89

Pushers : Steven Appelbaum, Arch '87
Mark Aufdenberge, Arch '89
Larry Bach, ECE '87
Johnny Bertola, Arch '87
David Corcoran, Psych '87
Dean Germeyer, Applied Math '88
Ezra Harris, IM '88
David Henderson, Arch '88
Roberto Mendez, Design '86
Sean Quinn, H&SS '87
Willie Rueda, Arch '87
Marc Schindewolf, Arch '88
Curt Schreffler, Chem E '87
Paul Andrew Sgroi, Arch '89
Dave Solomon, MEMS '86
Tom Trampel, EE '87
Mark Trimbur, Arch '86
John Wadsworth, Mech E '86
Jeff Wyant, Arch '88

Mary Avjian, Arch '88
Mariko Baraswell, Arch '89
Cathy Callender, Arch '88
Patricia Fall, '88
Stacy Haidos, Arch '89
Stephanie Jacobs, Arch '88
Michele Katz, IM '87
Maria Kozo, Design '86
Maria Lacroce, Arch '86
Anne-Marie Lubenau, Arch '89
Cynthia Massagli, Arch '88
Susan Murray, Arch '88
Anne Schwarz, Art '88
Kelly Shannon, Arch '88

Fringe is an independant organization that is always on the edge. Ten years ago, we were on the edge of just getting in the race. Today, Team:Fringe is on the winning edge, the cutting edge. We're the team that works hard and plays hard.

It's not what we have in common that makes us strong, it's our individuality that creates a diverse and talented organization, that makes Fringe.

Dedication, sacrifice, integrity and responsibility. We've got what it takes to push it to the limit. We've got what it takes to win, to surpass, and to overcome. But Fringe is also out there to have a good time. A good time with old friends, new friends and other members of Sweepstakes. It doesn't matter how fast or big you are, just being out there shows that you've got what it takes...to be on Fringe. Let's break the Barrier, okay guys?

Team:Fringe...if you're not on the edge, you're nuthin' baby!

Kappa Sigma

This year's Buggy program is fully underway. A new interest and determination is felt here at Kappa Sigma. A few technological experimentations hampered our Race Day results last year but this in no way will infringe on our expectations and efforts this year.

Just six years ago Kappa Sigma had a fifth place finish with *Mirage* with a time of 2:20.00. This stands as our house record and something we would like to beat. Our inspiration will come from the efforts of our brothers of the '30s and '40s who had an incredible Sweepstakes record by finishing in the top three positions for more than ten consecutive years.

This year's goals are simple. An important factor in our Buggy program is to have a good time and to have as many brothers involved as possible. Many freshmen are interested and a lot of experienced pushers will be returning. To find Kappa Sigma on Race Day, just look for the group of guys having the best time. Hope to see many of you out there.

The best of luck to my friend Sting and the people of Fringe.

Kappa Sig Data

Chairman: Joe DeScipio, Arch '86

Buggies:
Mirage (1979)
ATF (1980)
Minute Man (1980)

Drivers:
Jill Ziccardi, Painting '86
Nancy Festa, Social Sciences '86
Ruth Matsumura, Math '87
Lara Hughes, IS '87

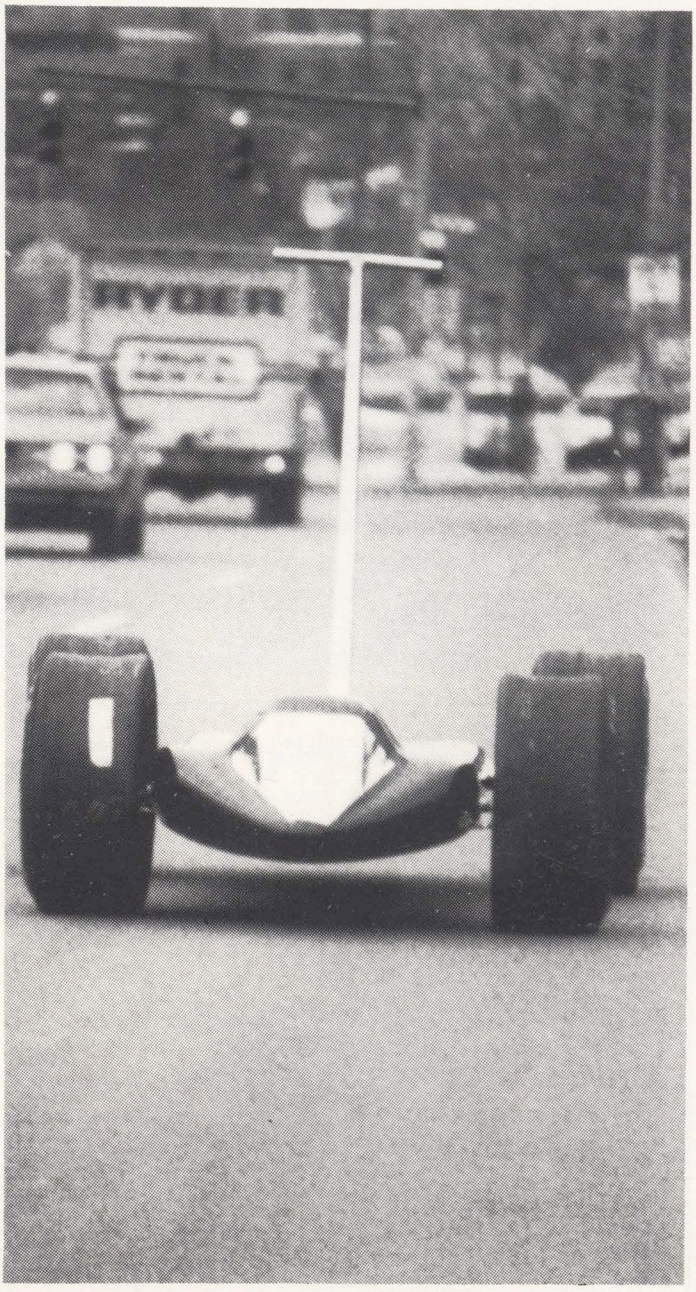
Pushers:
Tony Aberante, IM '88
Rob Berkowitz, Prof. Writing '86
Ed Bradley, '89
George Campbell, ECE '87
Fritz Ebner, EE '86
Bob Ferrara, Mech E '86
Mike Fisher, IM '86
Eddie Fluss, Math '88
John Gibbs, Mech E '88
Pat Greene, IM '87
John Knoglich, EE '87
Jon Lange, Math '86
Steve Latchem, IS '87
Charlie Lockhead, Mech E '86
Sean Lockhead, Math '89
Mike Mattei, Mech E '87
Paul Morin, Biology '87
Dave Nardozzi, MEMS '88
Mike Osgood, Mech E '86
Cliff Pokol, Mech E '86
Rick Retterman, IM '88
Tom Shakely, Chem E '86
John Simon, Math '89
Adam Susser, Math '86
Bruce Timberlake, '89
Mitch Weintraub, Math '86

Marijean Azrak, ECE '88
Jean Biros, Mech E '87
Sue Conaty, English '86
Sue Klein, Math '86
Sue McCusker, Mech E '87
Sue Melling, Tech. Writing '86
Jennifer Miele, English '86
Amanda Mujica, History '87

Phi Kappa Theta

This year we ho***P***e t***O*** improve o***N*** our performance in Sweepstakes yet again. *Gumby* is back again and ma***D*** as all hell, leadi***N***g th***E*** Phi Kap buggies in pursuit of Top Six and our house record. We figure it shou***L***d be ea***S***y, as ***O***ur alum***N***i team almost broke the house record last year.

You'll know who we are out on the course—we're the ones having fun while we work. But don't let that attitude fool you; you may never know why we are smiling. Those grinning faces just might be in front of you.



Phi Kap Data

Chairman: Phil Renner, Physics '87
Tim Scheuer, Mech E '87

Buggies: *Gumby* (1985)
Shadow (1970)
Silhouette (1984)
Stiletto (1983)

Drivers: Meredith Bene, Physics '87
Karen Berkebile, IM '88
Laura De Night, Illustration '88
Bageshiri Shirali, EE '89

Pushers: Tim Bauder, EE '87
Carl Bell, EE '88
Matt Brozowski, CS '89
Donovan Dennis, Mercenary '89
Dave Howe, Drama Production '88
Tomid Inomata, Math '88
Eric Jacobs, EE '88
Paul Kane, Arch '86
Chris Karle, CS '88
Steve Kravchin, EE '88
Gary Krummert, IS '87
Shaun Mangan, EE '87
Chris Lewis, Mech E '89
Al Margarella, CS '88
Doug Nelson, Self-defined '86
Vincent Rago, IS '87,
B. J. Rottschaeffer, EE '88
Rob Schlackman, IM '88
Alex Somogyi, CS '88
John Will, Mech E '88

Sarah Chantry, Chem E '86
Shari Hellman, '88
Mary Kay Mizicko, Mech E '88
Jackie Piscitello, Arch '89
Monica Smith, Social Science '86

Pi Kappa Alpha

PiKA Data

Chairman: Stephen Krom, Social Science '86

Buggies : *Breathless* (1985)
Bullet (1983)
Godzilla (1983)

Drivers: Sara Alexander, '89
Kim Ciulla, ECE '87
Carol Evans, Math '87
Sara Fay, Art '88

Pushers : Ira Androphy, Social Science '86
Dave Bart, Economics '87
Robert Digioia, Economics '87
Rick Ferrero, IM '86
Joe Mancuso, Music '88
Robert Marcoux, Social Science '86
Kai Mebust, Physics '89
Dave Merrigan, IM/GCM '87
Paul Pecora, IM '87
Jeff Pinard, Arch '88
Mike Ross, '88
Scott Saxton, Mech E '86
Reid Sclafani, Economics '87
Jim Strelow, Mech E '87
Dave Weiss, '89

Teresa Bernard, Math '86
Cathy Breza, English '87
Michelle Mayer, Social Science '86
Kim Morrison, IM '86
Gaitri Pathak, Math '87
Amy Stempel, '88
Martha Witte, IM '86

PiKA buggy can be seen as a combination of three things: hard work, technical innovation and strong push teams. This combination has provided PiKA with some of Sweepstakes' most competitive buggies and a number of fine push teams.

This year will be no different for PiKA. With a fine corps of returning veteran pushers and young talent, PiKA should field several fine push teams. PiKA's veteran driving team and buggies should enable our buggies to be some of the best in Sweepstakes.

Last year may have been a setback for PiKA, but watch for us again this year.

Pi Lambda Phi

PiLam Data

Chairman: G. Christopher Rentko, Economics '87

Buggies: *Falcon* (1982)
Legend (1983)
Miss Budweiser (1984)

Drivers: Robert Button, ECE '87
Susan Tabor, ECE '87
April Touw, IM '87

Pushers: William Baxter, MEMS '87
Andrew Bros, '89
Todd Bross, Art '88
Thomas A Gilmore, Chemistry '88
Paul Goren, '89
David Johnson, '89
Michael Kostolansky, Chem E '87
Gregg LaRue, Self-defined '88
John Long, Social Science '86
Sean McKinley, '86
Robert Moses, Mech E '89
J. Peter Neergaard, Math '86
William O'Donnell, '89
Michael Rata, '89
G. Christopher Rentko, Economics '87
Hank Rettinger, '89
John Schembor, '89
Jay Schleicher, '89
Michael Sheedy, Arch '86
Richard Spear, Mech E '86

Laura Acocella, Chem E '87
Marcy Baughman, Economics '86
Gina Coelho, Biology '87
Maria Cosenza, Mech E '88
Lisa Esposto, IM '87
Becky Finkel, Design '88
Natalie Hawryluk, '89
Katie Shannon, Chemistry '86
April Touw, IM '87
Sharon Weingarten, '88

Support: Matthew Corliss, Math '87
Christopher Dudas, Drama '87
Curtis Galloway, '87
Jeff Melton, Mech E '87
Jacques Parker, Math '86
Ronald Sucky, ECE '86

Balance.

At Pi Lambda Phi balance is an important aspect in everything we do. Sweepstakes is no exception. PiLam Buggy is back for '86! With it comes the spirit of competition and fun which is Sweepstakes.

Along with our seasoned veteran pushers, we have a flood of "Young Blood" looking to move PiLam into the upper standings again. Our experienced drivers are determined to take on "the Chute" and come out victorious (Yes, *Legend* will make it through this year!). The entire Pi Lambda Phi Buggy crew is prepared for an exciting Sweepstakes.

But a crack squad is only as good as its buggy. Once again, PiLam is rolling the flagship of the fleet, *Legend*. She has been greatly improved over the past year, and should make an impressive re-entry into the competitive ranks this Raceday. Also look for *Falcon*, the diehard of the trio, to turn into a notable performance. She hasn't failed us yet. Finally, *Miss Budweiser*, our perennial favorite for the past three years, will return to take on her rival, *Limo*. (Watch out SAE!) At her current rate of improvement, *Miss Bud* will roll a 1:56 in 1991. For all you do, this Bud's for you!

Balance.

In the end it is essential for success.

Sigma Alpha Epsilon

SAE Data

Chairmen: Michael Coughlin, IM '87
Lou Fuertes, IM '87

Buggies: *Hustler*
Intrepid
Limo

Drivers : Renee Klein, H&SS '89
Kathy Murtaugh, Prof Writing '88

Pushers: Jordan Aberman, Civil E '88
Doug Anderson, Mech E '87
Bert Coudriet, Chem E '88
Tony Gallippi, ECE '88
Mark Hocke, Mech E '88
Michael Hsu, IM '86
Randy Johnson '89
Jeff Kochanowski, Chem E '88
Jeff Lynn, Math '86
John McNamara, Math '87
Ed Miles, Chem E '86
Joseph Peckl, Math '86
Andy Salamy '89
Bob Stefanowicz '89
Jim Williams '89

Sigma Alpha Epsilon's Sweepstakes '86 should be our best ever. Our push team is hoping to improve on our best times, which were set in '84. With nearly every member of last year's squads returning and the addition of several newmembers, our team has strength and depth. The buggies *Intrepid* and *Hustler* should be fine tuned by Race Day, and new technology may bring some surprises. Also be on the lookout for the traditional *Limo* which, while rolling its own window, will try to break the three-minute barrier.

The brothers and pledges of SAE take great pride in participating in Sweepstakes and Carnival. We plan to have the best time possible and wish everyone good luck and an enjoyable Carnival. While everyone is rolling We're sure to be rocking.

Sigma Nu

There once was a man named the DOC
Whose body was built like a rock
  He ran like a deer
  But he's no longer here
So now we're raising new stock

A group of men numbering three
Constructed for ZOO a buggy
  Their names do still—
  That is Egg, Skip, and Phil—
Mean to us the word...ESP

Sigma Nu Buggy is a conglomeration of degenerates who pull together twice a year for a total of four minutes, thus proving to themselves, the public, GOD, and their respective mothers (should they know who they are) that they are not worthless individuals put on earth for the sole purpose of undermining the American society through economic lechery, thus causing a rise in the Federal deficit and the inevitable accusations of communist insurgency. GOD SAVE THE QUEEN.

Sigma Nu Data

Chairman:	Mark Estes, Mech E '86 Pete Radka, Civil E '86
Buggies:	*Colugo* (1984) *ESP* (1979) *Lemur* (1982) *Yamabachi* (1985)
Drivers:	Patty Ahearn, Math '86 Shobana Balasubramaniam, Biology '89 Janet Hemmerle, Mech E '86 Laura Silvers, IM '86 Maurenn Yim, '89
Pushers :	David 'The Doctor' Bechtel, '89 Scott 'Fatty' Crump Robert 'Where's Wob?' Katz, Mech E '86 Pete 'Fuzznutz' Orlic Roger 'Puddinghead' Woodward

A Tune (sung to the *Battle Hymn of the Republic*)

Mine eyes have seen the glory of a big,
  bad buggy crash,
You pick up all the pieces and you
  throw them in the trash,
You wrap the ropes, you twist them tight,
  you make it all bend back
Sweepstakes must go on.

Refrain: blah, blah, blah, blah...
  ...and the next year it did win.

Spirit

We are hungry.

Spirit Data

Chairmen: Robert Bowie, ECE '87
Matthew Wagner, Chem E '87

Buggies: *Elan* (1986)
Genesis (1986)
Sting (1986)

Drivers: Seana Chun, Social Science '87
Cindy Gordon, Arch '90
Nancy Saint Louis, Math '88
Joy Whittington, EE '89

Pushers: Fred Butler, Mech E '88
Brent Caldwell, Mech E '89
Chris Hansen, IM '89
Howard Holland, Mech E '89
Brian Inman, IS '87
Kip Jackson, IS '87
Tom Killeen, Mech E '89
Josh Levine, EE '88
Scott Maxwell, EE '89
Mike Miller, IS '89
Derek Morton, Mech E '88
Reggie Motley, Mech E '89
Uday Patnaik, IM '88
Bob Patterson, Mech E 89
Mike Riley, EE '89
Dwayne Waite, Math '86

Joy Braxton, Math '88
Keia Burks, MEMS '87
Tami Glover, Chem E '86
Laurie Jackson, Art '87
Marva Makle, IS '89
Eleana Reid, MEMS '87
Trina Troutman, IS '88
Beth Virgin, '89
Leslie Williams, Economics '88

Although this is Spirit's first full year of Buggy competition, we want to win. After a very tenuous beginning last year, Spirit Buggy is here to stay and is going to be competitive. We are a youthful team led almost completely by underclassmen. We obviously have little experience, but we make up for this deficiency with drive and initiative.

Currently, Spirit is in the second year of a three-year plan designed to make Spirit highly competitive. We have great potential, and we will be able to exploit all of it by next year. Our greatest strength is our powerful men's and women's push teams. Our buggies have been developing, too. In just one year, we have gone from racing a borrowed buggy to designing and building our own modern buggies.

This year we are making no promises or predictions. But we do know that, no matter what we do, it will be surprising.

We would also like to acknowledge our special debts to Dean Cox, Dr. Cyert, and Student Senate. Without their support, we would not have a buggy.

Student Dormitory Council

SDC Data

Chairman: Andrew Russo, Mech E '86

Buggies: *Banzai* (1986)
Blue Haze (1978)
Opus (1984)

Drivers: Barry Drobes, '89
Jennifer Herbert, Art '89
Carolyn Muskat, Art '87
Jean Sarcich, Chemistry '86

Pushers: Matt Davies, Mech E '88
Dave Erbe, Chemistry '86
Mike Goddard, ECE '88
Jamie Golden, CS '88
Jim Hinrichs, '89
Dave Kraynie, Chem E '87
Russ Long, IM '86
Ken McShea, '88
Glenn Meter, Math '88
Kent Radek, '89
Steve Ray, '89
Dan Simon, Physics '87
Joe Tomko, Design '86
Ken Truffa, '88
Don Williams, '89
Chad Wilson, CS '88

Michelle Anderson, Mech E '86
Jen Cairns, Chemistry '87
Mary Kaperick, Art '86
Liz Muskat, Arch '86
Heidi Schonauer, Chemistry '86
Pam Snyder, IM '86
Maureen Stempkowski, Chem E '87

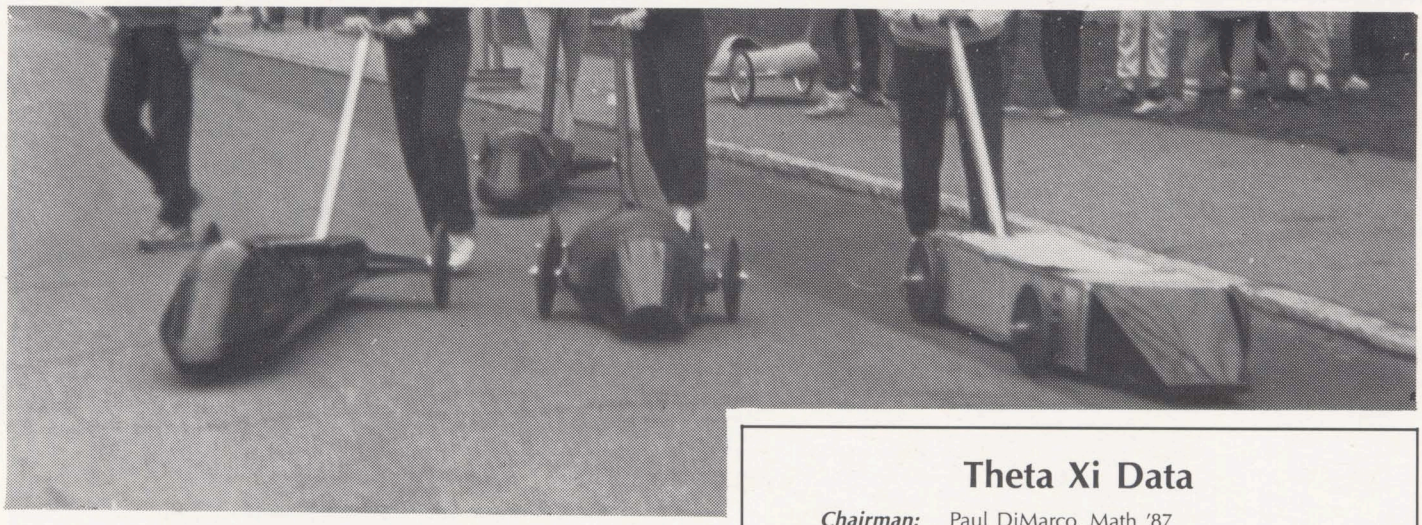
Support: Louis Csak, Mech E '88
Tom Ference, '89
Greg Goetchius, Mech E '86
Jay Miller, Mech E '86
Larry Pawlik, Mech E '88
Scott Reckless, Chem E, '86
Tim Talda, Mech E '86
Phil Tubesing, '89

The two questions that we get asked the most are "What is SDC?" and "Do they really have a buggy team?". The answers are simple. SDC stands for the Student Dormitory Council, and we do sponsor a Buggy team. The reason for the existence of SDC Buggy is to give more students, who are not associated with fraternities, the opportunity to participate in Sweepstakes. We are still a young team that is trying to balance competition with having a good time.

Last year they said that we "lost the lust." The year before they said "Skip 'em." As a matter of fact, we don't care what "they" say, because it just doesn't matter. We do our best and we have fun. That's what makes it all worthwhile. Besides, we have a few surprises for this year's races.

With the arrival of another Race Day, we look back and thank the people that helped keep things going throughout the year. Thanks to Jamie, Phil, Louis, Chad, Larry, Don, Glen, Barry, and Mike for all your efforts. Thanks to Mary, Maureen, Carolyn, Liz, Jen, Trish, and Wendy for all your enthusiasm and your much needed support. Special thanks go to Greg, Jay, Scott, and Tim (the rock-n-roll engineers!) for keeping our mutual sanity and keeping the word "fun" in Buggy. Finally, we thank all the rest who got up at ungodly hours to sweep, flag, drive, or push. It couldn't have been done without you. BANZAI!

Theta Xi



Here at Theta Xi, we did not start taking Buggy seriously until a couple of years ago. It all started when a couple of brothers found *Slow Death* (then known as *Xi-Clone*) in the garage apart in a duffle bag with a set of wheels and bearings. And so the birth of the current Theta Xi Buggy Program. Since then we have built many buggies; some of them we have labelled abortions, and others have become success stories in themselves.

The real start of Theta Xi in Buggy came in 1983 with *Vapor.* Driven by veteran driver Tracy Spool, *Vapor* surprised a lot of people when it rolled a 2:21.6 for a seventh place that year. The following fall, *Rapier* was premiered. *Rapier,* Theta Xi's first real three-wheeler, went on not only to finish eighth that year but to win two design trophies over the next two years. Later that season, our second three-wheeled buggy *Little Nip* was premiered. "Nipper," named after Rolling Rock ponies (a popular pastime at Theta Xi), went on to a seventh place finish in 1984 with a time of 2:17.85 and an eighth place finish in 1985 with a time of 2:17.7.

Theta Xi's success could not have been possible without the quality pushers and drivers that we have had over the past couple years. Notable pushers from the past couple years are Dave George, Rafe Camarota, John Waugaman, Mike Matthews, Tim Montmarquet, Todd Mowry, Scott Walker, Marc Bolan, Dan Lewis and Jim Denberg. Credit should also be given to the Theta Xi alumni who built the program a couple of years ago and to the actives who are maintaining and building it today, especially Bill Grathwohl, Jon McElravy, John Bugay, Mike Gordon, Mike Guido, Dave Mazzarese, Gregg Santacroce, Drew Liscomb, John Legelis, Dave Winters, Herb Fickes and countless others.

This year we are confident that the success story of Theta Xi Buggy will continue. So remember...

Just When You Thought It Was Safe
To Go Back On The Buggy Course...

The Horror Continues... "33"

Theta Xi Data

Chairman: Paul DiMarco, Math '87

Buggies:
Little Nip (1984)
Rapier (1983)
Relayer (1978)
Vapor (1982)

Drivers:
Helene Benedetti, '88
Carol Fauci, IM '86
Rose Feliciano, Social Science '87
Tracy Spool, English '86

Pushers:
Marc Archambault, IM '88
Steffen Bartschat, ECE '86
Brian Battaglia, IM '89
Dave Bishop, '89
Marc Bolan, Psych '87
Neil 'Buzz' Bussiere, Chem E '86
Pat Carey, Mech E '88
Vince Carozza, Math '87
Geoff Citron, Mech E '88
Rob Cohen, Social Science '87
Doug Cubell, IM '89
Jim Denburg, Imh '87
Paul DiMarco, Math '87
Reid Horovitz, IM '87
Chen Huang, '89
Bruce Kagan, Math '87
Mike King
Mark Leng, ECE '86
Hal Levine, '89
Dan 'Zoop' Lewis, Mech E '86
Jim Patterson, '89
Faramarz 'Mouse' Shargh, IM '86
Sam Sung
Eric Swenson, '89
Steve Traynor, '89
Terry Voyce
Scott Walker, Social Science '87
John 'Waugs' Waugaman, Math '86

Tricia DiMarco, Design '88
Gina Grosso, IM '86
Carolyn Kelly, '89
Karen Kmetz, Art '86
Deb Lustig, '89
Donna Nyzio, Art '87
Chris Robbins
Mercedes Shelt, Music '89
Marianne Smith, IM '88
Darcy Snyder, '89
Chris Spadaro, '89
Sue Vordan
Jill Werner, Mech E '87

Addenda

Rules 1986

Printed here are excerpts of the official rules for Sweepstakes 1986. An attempt has been made to include as many of the the most important rules as possible.

A. Entrance Rules

1. An organization shall be defined as any group, club or fraternity recognized by the CMU Student Senate. Each participating organization can enter up to four Sweepstakes entries for men, and three Sweepstakes entries for women. An entry consists of five pushers, a driver, who must be in the buggy, and a buggy, which is distinguished by its unique frame and shell.
2. Each member of the team, including the driver, must be an Activities Fee-paying student of Carnegie-Mellon University, and must be a member of the group or organization entering the buggy. For a fraternity, each member must further be on the IFC membership roster.
3. Each organization must enter at least one buggy in the design competition. To be eligible for the design award, a buggy must be run in the race without design failure and finish in the upper half of the recorded times. In the event of an uneven number of entries, the extra buggy is included in the top half.
4. Each organization submitting an entry must also submit a list of its team of six including five pushers, a driver, and a maximum of six alternates to the Sweepstakes Chairman at the design judging. A person can only appear on one push team list and one alternate list.
5. In order to compete in the preliminary heats, each buggy must pass a safety inspection and capability test, the times of which will be arranged with the Safety Chairman.
6. To drive in a freeroll, the driver must be capability-tested in the buggy he/she is driving.
7. Each driver must also successfully complete a pass test during a spring freeroll in the buggy she will be driving on Race Day. Pass tests will be observed by the Safety Chairman or the Sweepstakes Chairman.

B. Construction Rules

1. No internal propulsion of any kind will be permitted. No kinetic energy storage device that can drive the wheels, whose energy content can be varied without varying the speed of the buggy, shall be allowed.
2. Each buggy entered in the competition must have been designed and built by full-time undergraduates of CMU. The designers and builders of the buggy must also be members of the organization entering the buggy. Exceptions to this rule will be buggies bought by one organization from another.

D. Contest Rules

2. The time between preliminary heats shall be seven minutes, timed by the official timer, from the end of one heat to the next heat, with a five-minute, two-minute, one-minute, and thirty-second warning given prior to the heat. On the final day of competition, the time between heats shall be 5 minutes for alumni and rerolls, seven minutes for women, and ten minutes for finals. The last ten seconds before the buggies are due on the line shall also be counted off. During the last five seconds, the buggy must be on the ground with only the Hill 1 pusher near the buggy. Disqualification will ensue if other members of the "pit crew" still remain.
8. The combined weight of any buggy and its driver must remain constant throughout the race; however, any unintentional weight loss will be allowed so long as it does not cause interference with any other buggies.
9. No changes may be made to a buggy between the design judging and the end of the drop test after the race, except for changes to wheels, bearings, tires and windscreens.
10. Exchanges can be made only in the neutral zone. The pusher must have released the push bar by the end of the zone or the buggy must be brought back into the neutral zone by the next pusher.
11. Once the pusher has control of the buggy or after he has pushed off or exchanged, he is entitled only to the path of his buggy. The buggy's path is 3.5 feet on either side of the middle of the buggy.
12. If there is an accident caused by one buggy trying to overtake another, the buggy at fault shall be determined by the judges. The responsibility for safety is that of the overtaking buggy.
13. If an accident oocurs, [regarding EACH buggy involved,] no one may touch the buggy until the driver clearly indicates to the medical personnel whether immediate medical attention is required. Failure to observe this rule will result in disqualification. The exception to this rule will be if [at least one other buggy] is behind those involved in the accident and the position of the stopped buggy is such that not moving the buggy involved in the accident presents a hazard to the trailing buggy.
17. The Hill 5 pusher must have at least one hand on the buggy when the nose of the buggy crosses the finish line.
18. A mandatory drop test shall be conducted for all competing buggies after the Design competition. Failure of the brake test shall result in disqualification from all competition. Each buggy will be given three chances.
19. Each entry must pass a drop test immediately after completing its heat.
20. Infractions of any of the rules stated herein shall be grounds for the disqualification from Design and Sweepstakes competition. If an infraction of the rules occurs during the running of a heat, a review of the infraction will be held by the judges before the two-minute warning of the next heat. Decision of the judges is final.

E. Finalists

1. The entries with the top ten times from the Preliminary heats will be eligible to participate in the Finals.
2. The Finals shall consist of five heats with two buggies each. The buggies with the fifth and tenth place times from the Preliminaries will run in the first Final heat, and the first and sixth will run in the last Final heat. However, no two buggies from the same organization will run in the same heat. The winner will be determined by [best] time.
3. The choice of lanes for the ten finalists will be determined from the finishing times in the Preliminary heats. In the case of a tie, the assignment of lanes for the tied entrants shall be by randon lot.
6. An entry which is disqualified during the finals will place tenth if it is one of the top ten times from the first day. In case of two or more disqualifications, times of finish from the first day will be used to place the buggies.

F. Basis for Disqualification and Reroll

1. In order to apply for a reroll, a request must be made to the Sweepstakes Chairman after the heat and before the two minute warning of the next heat.
2. During a heat, if an accident is imminent, and to avoid that accident a buggy stops, it will be eligible for a reroll. The buggy must come to a complete stop. The judges must agree that the accident was imminent.
3. If the imminent accident mentioned above is due to failure of the buggy in question, that buggy will not be eligible for a reroll.
4. If an entry is fouled by a failure of another entry, the fouler will be disqualified and the fouled entry/entries will be given rerolls if they protest.
5. In order for a buggy to be eligible for a reroll when an accident occurs, *the buggy must come to a complete stop immediately after the accident.*
6. If a driver or a pusher is knowingly fouled and he deliberately continues the race, no reroll will be awarded.
7. If an organization feels that it has been fouled and is eligible for a reroll, *it must immediately move its buggy to the drop test area to be tested.* The buggy must have had operable brakes, previous to any accident damage incurred during the race, to be eligible for a reroll. If this is not the case, it loses its chance for reroll. *An exception shall be granted is the Safety Chairman feels that failure of the drop test was due to brake damage incurred during the accident.* However, the buggy must pass a drop test prior to the reroll.
8. If a situation arises that is not covered by these rules, the following rule will be the basis for a reroll. The fouled and the fouling buggies shall be given adequate opportunity to present their accounts to the judges before the judges reach their decision. The judges will use their discretion. All rerolls occur prior to the final heats on Finals day.
9. The decision as to the granting of a reroll shall be made by the judges and will be final.

I. Judges

1. Locations of the Officials and Judges:
   - One official at the starting line shall serve as starter and observe the first half of the zone up Tech Street.
   - One official at the intersection of Tech and Schenley Drive will observe the second half of Hill 1 and that portion of the race which he can see along Schenley Drive.
   - Two officials at the transitions.
   - One official at the Chute.
   - One official at each neutral zone who will observe the entire section of the Hill preceding his in which there are no judges, and the neutral zone.
   - Six to eight officials at the finish line who act as timers for the race and also observe the race from the last neutral zone to the finish line.
   - One judge in the follow car.
   - One judge will be assigned the job of Head Judge, and will ride in the lead car.
2. All decisions are to be made by the judges after consulting with the officials.
6. *The judges' decisions are final.*

Glossary of Buggy Terms

buggy — *n.* a two-, three, or four-wheeled vehicle built, manned, and pushed by CMU students in the annual Sweepstakes races during Spring Carnival.

Buggy — *n.(slang)* 1. the event which is Buggy; collective name for the annually-run Sweepstakes. 2. the sport which is Buggy; the year-round sport of preparation and training for Sweepstakes.

Buggy Chairman — *n.* the person who is in charge of an organization's Buggy program.

buggy course — *n.* the series of roads on which the buggies travel during the race. There is only one such course in the United States. (See map.)

buggy organization — *n.* a group of CMU students which fields at least one buggy in Sweepstakes.

buggy team — *n.* the set which consists of a driver, five pushers, and a buggy.

bump — *v.* to shove a buggy forward and then run to catch up with it. This technique is most often employed by the Hill 5 pusher.

capability ("cape") test — *n.* A test held in front of Baker Hall to test a buggy's braking system and the driver's braking ability. The buggy must be able to stop within a specified distance while traveling at a minimum speed of 15 mph.

catcher — *n.* the member of a buggy organization who waits at the finish line to grab his team's buggy and help it stop.

the Chute — *n.* the area of the freeroll with the tightest turn, in which buggies travel their fastest. The Chute is lined with bales of hay to protect the buggy and driver in event of a crash.

Compubookie — *n.* the mysterious gnome who lives beneath the Panther Hollow Bridge and handicaps Sweepstakes each year in *The Tartan*. No one knows his true identity, not even the editors.

crew — *n.* the team of mechanics of a buggy organization. Can be found in rented trucks in front of Margaret Morrison Hall on Raceday.

DQ — *n.* the disqualification of a buggy.

Design Chairman — *n.* the person who is in charge of the buggy-design competition on Thursday.

driver — *n.* the student who rides inside a buggy and steers it around the course. Drivers are of short stature and light weight, and are usually female.

the Driveway — *n.* the entrance to the Scaife/Hamerschlag Hall parking lots. A buggy which cannot "roll the Driveway," let alone past a few Porter Hall windows, is a slow buggy indeed.

drop test — *n.* This test is performed after each heat on Race Day, on the sidewalk in from of the gym. When the buggy is rolled down the hill towards Margaret Morrison Hall, the driver must be able to stop completely, release the brakes, and brake again to a stop within 15 feet. Failure of this test results in a disqualification.

drop (a pushbar) — *v.* to lower the pushbar of a buggy so that it is parallel to the buggy body. This action is performed during freeroll to reduce the buggy's wind resistance; the driver operates a mechanism within the buggy to lower and raise the pushbar once again on Hill 3.

duct tape — *n.* the all-purpose material used in buggy construction. Without duct tape, it is said, Buggy would not be possible.

exchange — *n.* 1. the act of "passing" a buggy from one pusher to another pusher. 2. one of three neutral zones in which buggies can be passed.

flagger (1) — *n.* a member of a buggy organization who helps restrict traffic during Sweepstakes, freerolls and push practices.

flagger (2) — *n.* the member of a buggy organization who stands on the course, signals the drivers and helps them navigate the course.

Flagstaff Hill — *n.* the area of Schenley Park which is completely surrounded by the buggy course. (See map.) Also known as the "Green Beach".

follow car — *n.* the car which drives behind each buggy heat and carries judges and crew members.

freeroll — *n.* 1. the portion of time during a buggy's run when it is not being pushed. 2. the section of the buggy course between Hills 2 and 3, in which the buggy is not pushed.

freerolls — *n.* the training periods during the year when (a) drivers practice driving buggies on the course, and (b) organizations test and improve the designs of their buggies. (Pushers also practice during freerolls, particularly buggy exchanges.) Freerolls are held in the fall and spring during fair weather, on weekends between 6 and 9 a.m. The entire buggy course is closed to traffic during freerolls.

hills (1 to 5) — *n.* the uphill sections of the course where the buggies have to be pushed. (See map.)

lead car — *n.* the car which drives in front of each heat, and which carries the Sweepstakes Chairman, the head judge, the film crew and WRCT sportscasters.

neutral zone — *n.* (or "exchange zone") the 15-yard area between connecting hills where pushers exchange the buggy.

pass test — *n.* the test which requires a buggy driver to pass another buggy safely during the freeroll.

Permit — *n.* the slip of paper from the city of Pittsburgh which allows the public roads of the course to be used during Sweepstakes. Often very hard to obtain.

pick up (a buggy) — *v.* to resume pushing a buggy uphill after it has emerged from the Chute. Performed by the Hill 3 pusher.

pizza men — *n.* the people who get the most irritated by the closing of streets during push practice. These people can be very dangerous to the flaggers who halt traffic.

the Plug — *n.* a fireplug on Frew Street past the Porter Hall windows. The ultimate gauge of a buggy's speed in the freeroll.

push practice — *n.* training periods during which pushers (a) "get in shape" to push, and (b) practice pushing and exchanging buggies. Push practices are usually held on weekday nights in March and April between midnight and 1:30 a.m. Tech and Frew Streets are closed to traffic during push practices.

push team — *n.* the group of five pushers who push a single buggy around the course. There are three push team categories: men's, women's, and alumni.

pushbar — *n.* the handlebar that extends out of the rear of a buggy, which a pusher uses to propel the buggy.

pusher — *n.* a student who propels a buggy uphill. Five pushers are required to push a buggy completely around the course.

roll — *v.* 1. to run a buggy in Sweepstakes or practice. ("Are the buggies rolling today?") 2. to roll past. ("That buggy rolled seven windows!")

roll-out — *n.* the uphill portion of the freeroll where a buggy loses its momentum and is "picked up" by the Hill 3 pusher.

Safety Chairman — *n.* the person who is in charge of inspecting all buggies for driver safety.

spin-out — *n.* loss of control in the Chute which can cause a buggy to slide sideways or even crash into the haybales.

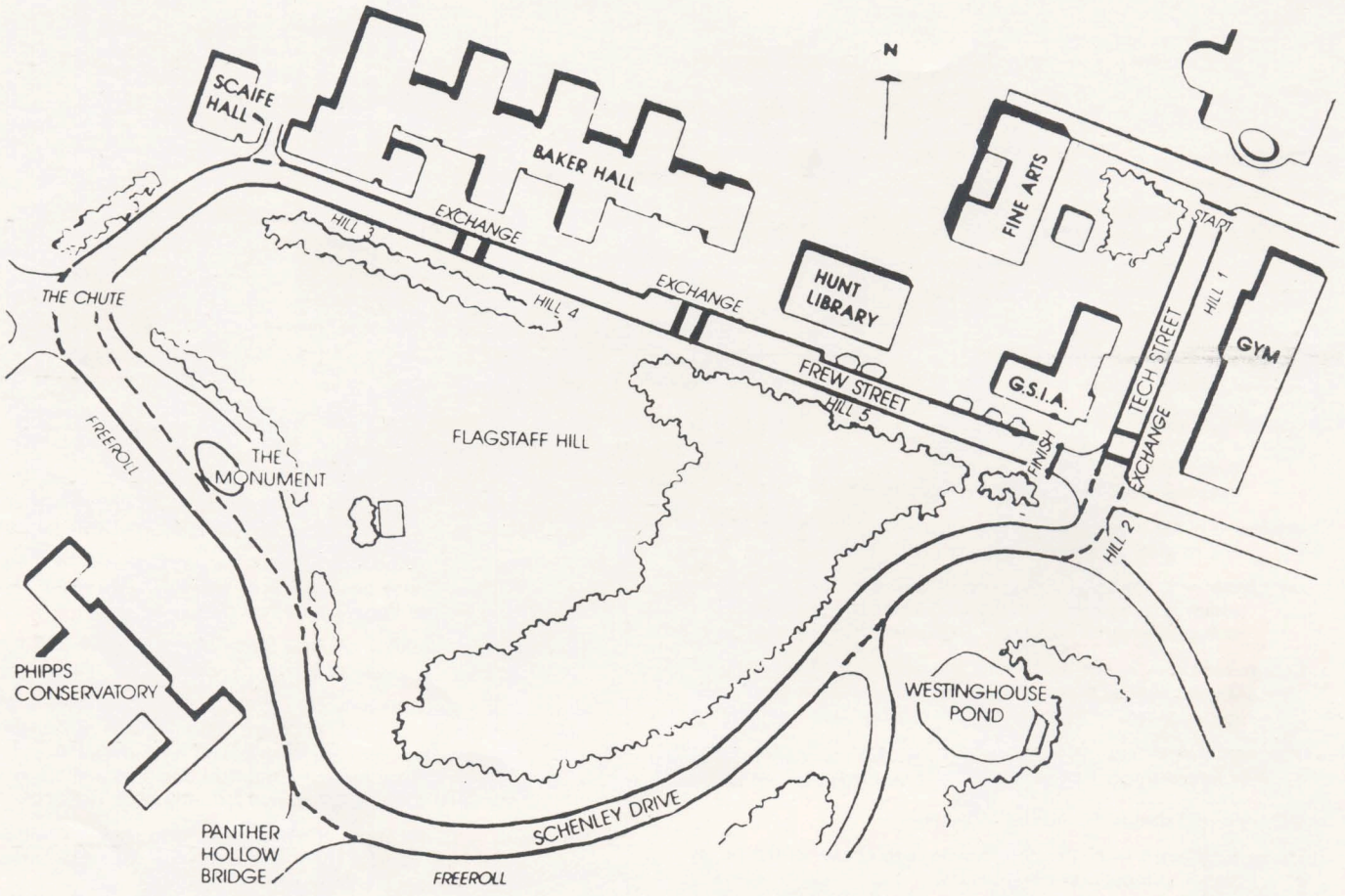
Spring Carnival — *n.* "a last stop before finals;" the annual campus-wide celebration (of nothing in particular) by CMU students, usually two weeks before the end of the academic year.

sweeper — *n.* a member of a buggy organization who sweeps the buggy course of debris before Sweepstakes heats and freerolls.

Sweepstakes — *n.* the official term for the racing of buggies during Spring Carnival.

Sweepstakes Chairman — *n.* the person who supervises both Sweepstakes and the preparation activity during the year. The Chairman monitors the organization participating and ensures that everything runs smoothly.

windows — *n.* the main gauge of a buggy's performance in the freeroll. Next to the base of Hill 3 lies Porter Hall, which has nine windows facing the street. The more windows a buggy can roll, the higher its speed and the better its performance.



1986 Credits

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Safety Chairman . . . . . John Spanos
Design Chairman . . . . . Patty Illig

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Heat Schedule and Scoresheet

men	LANE 1 Buggy Name Time	LANE 2 Buggy Name Time	LANE 3 Buggy Name Time
1	PiLam C	Spirit D	Beta D
2	Fringe D	DU A	ThXi D
3	SDC C	—	CIA D
4	Spirit C	Beta C	DU B
5	SN D	PhiKap D	KS D
6	DTD C	PiKA D [16]	DU C
7	Fringe C	Spirit B	CIA B [15]
8	SAE B	ThXi B [11]	SN C
9	SDC B	PhiKap A [10]	KS C
10	PiLam B	SAE C	PiKA C [08]
11	CIA C	DTD B	ThXi A [09]
12	Fringe B	SAE A [17]	Beta B [07]
13	SN B [06]	PhiKap C	KS B
14	Spirit A	ATO A	PiKA B [05]
15	CIA A [04]	PiLam A [14]	DTD A
16	KS A	Beta A [03]	SDC A [13]
17	Fringe A [12]	SN A [02]	PhiKap B [20]
18	ThXi C [19]	PiKA A [01]	ATO B

*KEEP SCORE! Keep track of your favorite buggies on Race Day with this handy Scoresheet. *A small number after a buggy indicates the seed-number of that buggy going into Race Day. The better a buggy's average time for the past three years, the higher-seeded it is. Only the Top 20 men's and Top 10 women's are shown here.*

women	LANE 1 Buggy Name Time	LANE 2 Buggy Name Time	LANE 3 Buggy Name Time
1	Fringe C	CIA C	DU A
2	SN A [08]	KS B	PhiKap A
3	SDC B [10]	ThXi A [05]	Spirit B
4	SN B	PiLam B	CIA B [04]
5	ATO A	KS A [05]	PiKA A [02]
6	Spirit A [07]	Fringe A [03]	ThXi B
7	SDC A [09]	—	PiLam A [06]
8	CIA A [01]	Fringe B	—

Price: $1.00