

1987
Buggy Book

S w e e p s t a k e s

Thursday April 9

9:00 am Buggy Display and Design Competition

	Pre-sale of ride tickets
11:00 am	"Blizzard of Bucks" Registration
4:30 pm	Opening Ceremonies
6:00 pm	Jazz Choir
	AB Movie: <i>Family Game</i>
8:00 pm	"Blizzard of Bucks"
	Scotch 'n' Soda: " 'Denty Crisis"
	"MacMuffin"
	"Eve of the Trial"
	AB Movie: <i>Japanese Cartoons</i>
10:00 pm	AB Movie: <i>Gate of Hell</i>
10:30 pm	Fireworks (Friday if rain)
11:00 pm	Movie: <i>Around the World in Eighty Days</i>
Midnight	Midway Closes

Gym

Skibo Info Desk
Grey Matter
Midway
Tent
DH 2210
Tent
Ballroom
DH 2210
DH 2210
Tech Stadium
Tent
Midway

Friday April 10

7:00 am Sweepstakes Races

Noon	Midway opens
12:30 pm	Beaver Creek Bluegrass Band
1:30 pm	Caricaturist
2:00 pm	Sam Simon (Magician)
3:00 pm	Michael Spiro
	Men's Lacrosse vs. Allegheny
4:00 pm	Midway Judging
6:00 pm	T-Shirt competition and Display
	NPC Bodybuilding competition
8:00 pm	Scotch 'n' Soda: " 'Denty Crisis"
	"MacMuffin"
	"Eve of the Trial"
9:30 pm	AB Dance: Billy Price and The Keystone Rhythm Band
10:00 pm	Movies: " <i>The Three Stooges Go Around the World in a Daze</i> " " <i>LaCage Aux Folles</i> " " <i>A Little Romance</i> "
Midnight	Midway closes

Tech Street

Midway
Tent
Midway
Midway
Tent
IM Field
Midway
Scotland Yard
Tent
Ballroom
Tent
Wherret Room
Midway

Saturday April 11

8:00 am Sweepstakes Finals

Noon	Midway opens
	Alumni Buffet
12:30 pm	Junior Tambritzans
1:00 pm	AIESEC Food Festival
	Balloon Rides
1:30 pm	Caricaturist
2:00 pm	Cahal Dunne (Irish and)
3:30 pm	Floe Reggae (Band)
6:00 pm	Campus Ministry Council Square Dance
	SDC Movie: <i>Mad Max Beyond Thunderdome</i>
8:00 pm	Scotch 'n' Soda: " 'Denty Crisis"
	"MacMuffin"
	"Eve of the Trial"
	SDC Movie: <i>Mad Max Beyond Thunderdome</i>
9:00 pm	Midway closes
9:30 pm	Closing Ceremonies
10:00 pm	Movie: <i>Raiders of the Lost Ark</i>
	SDC Movie: <i>Mad Max Beyond Thunderdome</i>
Midnight	SDC Movie: <i>Mad Max Beyond Thunderdome</i>

Tech Street

Midway
Scotland Yard
Tent
The Cut
The Cut
Midway
Tent
Tent
Tent
DH 2210
Ballroom
DH 2210
Midway
Tent
Tent
DH 2210
DH 2210

Introduction

Every spring the students of Carnegie Mellon participate in a ritual which involves physical workouts at 2 am, sleepless nights among nuts and bolts, closing Schenley Park roads to weekend traffic, and shrouding the product of it all in secrecy. Even though it is only a part of Spring Carnival, the Buggy Sweepstakes is the sport unique in the world to Carnegie Mellon.

1987 marks the sixty-fifth year of the Buggy Sweepstakes, a sport created in 1920 when the Student Council decided that Carnegie Tech students should have a chance to blow off steam. The initial race took a buggy-driver-pusher combination on a course which not only included rolling but also a pit-stop where the right and left rear wheels had to be exchanged and also allowed the switching of pusher and driver. In 1928 the course was changed to more or less its present form and the races have continued uninterrupted except for three years during World War II.

In "freeroll" practices held weekend mornings since late February buggies have covered a total of more than 1200 miles in addition to the nightly "push practices" held from midnight on. The freerolls exist primarily to get the drivers used to the course they will travel at speeds as high as 30 miles per hour while hovering only inches above the pavement while the push practices are needed to train the crew of people who will push the buggies up the five hills found on the course. Buggy can be a demanding and expensive sport, taking its toll on the sleep and sanity of the people involved in it. The cost of some buggies is in the thousands of dollars. As a result, a winning buggy team is the rare combination of a fast buggy, a skilled driver, and a strong push team.



Chairman's Notes

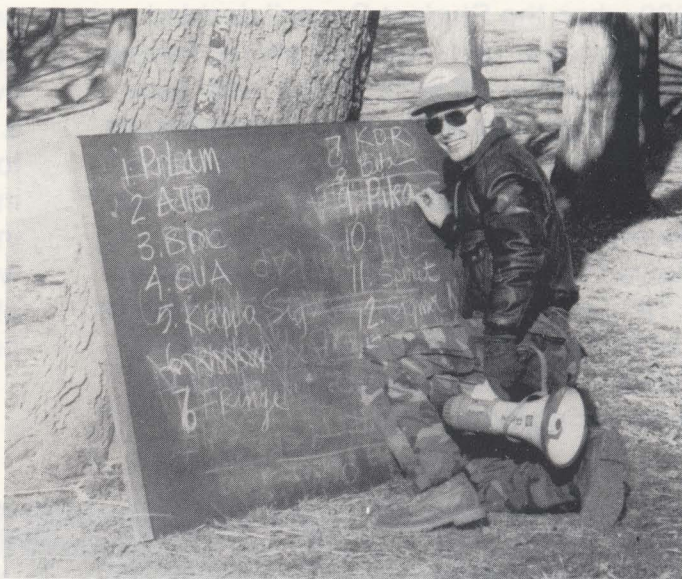
This year I decided to enroll in a two semester course called Buggy. The course does not offer any credits, but requires about twenty semester hours a week. It is most popular as a spring course, but some students take it all year round, and many take the course during all four years of school (one is even reported to have taken the class for a full six years).

The course description was lengthened this year because of the new safety rules that were implemented. Along with the rest of the Sweepstakes Committee, I was required to enforce many new buggy rules and regulations. Requiring traffic blinkers at push practice was one of the more successful rules.

I also learned that a sequential rolling order *can* work, no two buggies look the same inside, and even fire trucks can run out of gas. But most of all, I have learned how to work with many different kinds of people, both as a friend and as the Sweepstakes Chairman. Thanks everyone, it has been great taking Buggy -101 with all of you.

I would like to especially thank the following people for their help and dedication during the past year:

Anne Witchner
Sanford Rivers, our starter
Rosalee Pingree, GSIA
Sandy Mawhinney, GSIA
CMU Campus Police
Radio Club
The Alumni Safety Committee
Skip Kuhn and the people from Chrysler



Considering that some of the faster buggies rolling today can reach speeds of about 30 mph while entering the Chute (see map, pg. 16), driver safety is one of the more important aspects of the buggy races. In order for a driver to race a given buggy both the buggy and the driver must go through a series of safety tests designed to insure that the she knows and the buggy can handle the rules of the road.

In order for any one driver to race a buggy, she must have been "safetied" in that buggy. This involves proving her control of the buggy's braking systems (the "cape" test), having successfully passed another buggy ("pass" test), and complying with the safety equipment regulations.

This year marks the introduction of several new rules whose reception by the buggy organizations has been luke-warm. Making sure the different organizations comply with the safety requirements is the responsibility of the Steve Ng, the Sweepstakes Safety Chairman.

Outlined below are a few of this year's new rules:

Braking: In addition to the normal "cape" test, there will also be a reverse brake test in which the buggy will be pulled backwards while its brakes are on. This is to insure braking control of a buggy during a spin out.

Pushbar: The dropping push bar is no longer allowed. The pushbar must be confined within the perimeter of the buggy body.

Trucks: In responses to the chemical fire inside a truck laste year, all trucks must have curtain openings. Also, no flammable chemicals or open flames are allowed.

Right: Safety Chairman Steve Ng (Sting)
Opposite: Sweepstakes Chairman Shawn Stufft
and Assistant Chairman Trish DiMarco.

Windscreens: The windscreen of a buggy must be made of the plastic Lexan, and it must be clear for night prectices. However, tinted or mirrored winscreens are allowed during freerolls and the Sweepstakes races.

In buggies with an interior wheel a second Lexan screen must separate the driver from the wheel to protect her from any flying debris.

Roll cage: The shell of a buggy must be able to withstand a force of 500 pounds from the top or the sides.

Driver protection: The driver must wear a hockey type helmet which has been endorsed by the Sweepstakes Committee. Additionally, each organization must use at least one of the new harnesses designed by the Committee to better protect drivers in a head on collision.



Design Competition

Carnival weekend starts out on Thursday with the Buggy Design competition. A major change has taken place in the Design Competition this year to improve the quality of the event. Not only will the "design" buggy from each organization be on display in the main gym, but so will all of the buggies that will be racing in the following two days. It will be an excellent opportunity for the public to view all of the buggies at one time.

In the Design Competition each organization is given the opportunity to present its design buggy to a panel of judges composed of CMU professors. Points are awarded to each buggy for its engineering concepts and functionality, overall design, overall craftsmanship, and appearance. The engineering category looks specifically at steering, braking, suspension, aerodynamics, driver occupancy, and safety.

Ideally, the winning design buggies will also place high in the races. The Design competition is a part of Spring Carnival that no one should miss. The top three winners will be announced at the awards ceremony on Saturday night.



Freerolls

Its 6 am on a weekend morning. The fog hasn't burned off yet, and most buildings on campus are nothing more than dim outlines. It smells like spring outside, but the cold biting at your face is telling you a different story. That cold will have penetrated deep into your bones by the time you go back inside again.

That's what most buggy diehards have faced every Saturday and Sunday morning since the last weekend in February. Only between 6 and 9 am on weekends is the crucial "freeroll" portion of the buggy course available for practice...and the organizations use every minute of that time.

It takes a multitude of people to make a freeroll run. Each of the eighteen organizations is led by one or more buggy chairmen responsible for the overall effort. For them, weekend sleep becomes a fond memory, nothing more.

The chairmen, along with a core of trusted lieutenants, begin escorting the buggies out to the course just past 4 am, passing the last of the party diehards straggling home. At 4:30 am drop tests begin and every five minutes a new organization has the brakes of its buggies tested...just to be safe.

The sweepers are the next to arrive around 5:00 am. These unfortunates, usually the peons in each organiza-

tion, are assigned to sweep leaves and dirt from the roads. At about this time the buggy chairmen start walking the course with their drivers, showing them the precise "lines" to take. Each organization follows a slightly different, but precise, route around the course. Seeking every edge they can get, the buggy chairmen carefully plot these "lines."



Soon the saddling up of drivers begins. In a process not unlike trying to put 20 pounds of feed in a 10 pound bag, drivers are squeezed into their individual buggies. These most petite of campus females have almost no freedom of movement, save that needed to steer or apply the brakes.

By now, the course is almost ready. Flaggers, who are almost as unfortunate as

the sweepers, are standing at the ready in their orange vests, repelling all non-buggy vehicles from the course.

As each organization rolls its buggies in turn, a whole scenario unfolds. Once the final buggy begins its downward decent into the "freeroll," the buggy chairman hops in to a car to follow the buggies down the course, monitoring their progress.

A host of others people are also keeping their eyes on the buggies. From the top of Flagstaff Hill to the statue pedestal in the middle of Schenley Drive, people are clocking buggies. Not only do organizations time their own buggies, but those of their competitors as well. In Buggy, every edge and bit of information matters.

After the freeroll, the buggies fall under the unfortunate jurisdiction of the law of gravity. In order for that buggy to freeroll down the hill again it has to be brought up the infamously named "back hills" by a team of three pushers.

Despite the hardships involved, freerolls are an essential part of buggy. In fact, they embody the essence of buggy: lots of hard work by a small and dedicated group aimed towards a championship that will make it all worthwhile.

Mechanic

mechanic - (ma-kan-ik)

1. a worker skilled in using tools or making, operating, & repairing machines.
2. a low, vulgar fellow.



Mechanics are the life blood of the Buggy teams. Many people come out to races and "oohh & aahh" over the handiwork of these individuals. However, what you see on race day is merely a culmination of nearly an entire year's successes and failures.

A mechanics job is not a glamorous one, but nothing could be more rewarding. Their principal responsibilities are the building and maintaining of the buggies.

This includes everything from the modifications for new safety rules to the final preparations in the truck on race day. Mechanics duties also include flagging, timing, and other menial tasks that need to be done.

Mechanics are generally not thrust into the spotlight. There is a reason for this. Most organizations keep a blanket of security (or security blanket) over the mechanisms of their buggies. Since any small

advantage could possibly translate into better performance, the mechanics tend to be tight-lipped about any specifications regarding their buggies.

So who would want to become one of these crazy no-names? They are mostly engineers who have caught the Buggy fever but can't push and can't drive. And once that fascination sets in, there is no turning back.





1986 Sweepstakes Results

Design

1. *Yamabachi* - Sigma Nu
2. *Rapier* - Theta Xi
3. *Legend* - Pi Lambda Phi

Women's Races

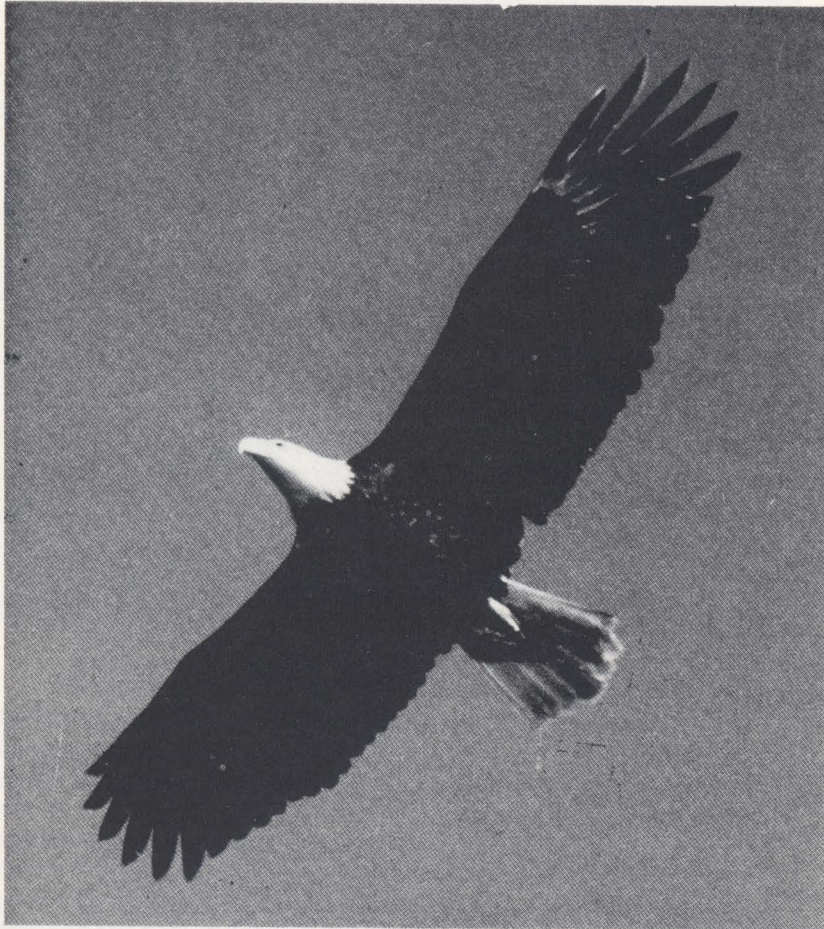
- | | |
|-------------|---------|
| 1. Spirit A | 2:38:94 |
| 2. PiKA A | 2:41:19 |
| 3. CIA A | 2:41:48 |

Men's Races

- | | |
|---------------|----------|
| 1. PiKA A | 2:08:67 |
| 2. Beta A | 2:09:16 |
| 3. CIA A | 2:10:42 |
| 4. Spirit A | 2:12:11 |
| 5. Theta Xi A | 2:13:27 |
| 6. PiKA C | 2:14:09 |
| 7. PiKA B | 2:16:59 |
| 8. Beta B | 2:16:66 |
| 9. Beta C | 2:19:15 |
| 10. SN A | spun out |

"The strong program we have established will make us a force to be watched in the future!"

AFROTC



AFROTC is a group of students enrolled in the Air Force Reserve Officer Training Corps at CMU. 1987 marks the first year our organization participates in Sweepstakes. We are very excited by our program.

We have been working furiously to get our buggy program off the ground. Our corps buggy freaks are working hard to make our program fun and exciting!

Chairman: Roger Rosner

Buggies: *Eagle*, 1987

Drivers: Pete Zapf, '90

Pushers:

Men: Rich Nave
Jeff Weed
Bill Kerwin
Joe Hirsch
Chris Dakes
Dale Kunz
Kent Radek
Riz Dagli
Stephen Park

Women: Joanne Butman
Beth Petrick
Becky Brockway
Maria Buckingham

This year will be a year of learning and building for our young organization. We have been sweeping and flagging all year - even before our buggy could be rolled. The strong program we have established will make us a force to be watched in the future! Look for us!

"win or lose, we booze."

ATΩ

Chairman: Tim Hoyle

Buggles: *Gander, 1973*
Rebel Yell, 1987

Drivers: Lorrin Vessella, '88
Jackie Fischer, '88

Pushers:

Men: Bob "Squid" Bowser, '87
Chris "Kayto" Chen, '87
Ken "Franco" Harris, '87
Glenn "Puller" Wohl, '87
Rob "Willie" Mays, '87
Gary "Opus" Como, '87
Jay "Thundercat" Angelo, '87
Frank "Manster" Meehan, '88
Tony "C.A." Bernard, '87
Jerry "Running Der" Bosch, '89
Jim "Punmkinhead" Camp, '89
Mike "Terminator" Bloom, '89
Tom "Mercury" Denver, '90
Brian "Biglou" Lucotch, '90
Terry "Booger" Graham
Kent "Nabisco" Hess

Women: Sue Shaghalian, '87
Janet West, '87
Jackie Fischer, '88
Diane Johnson, '88
Diane Watson, '88

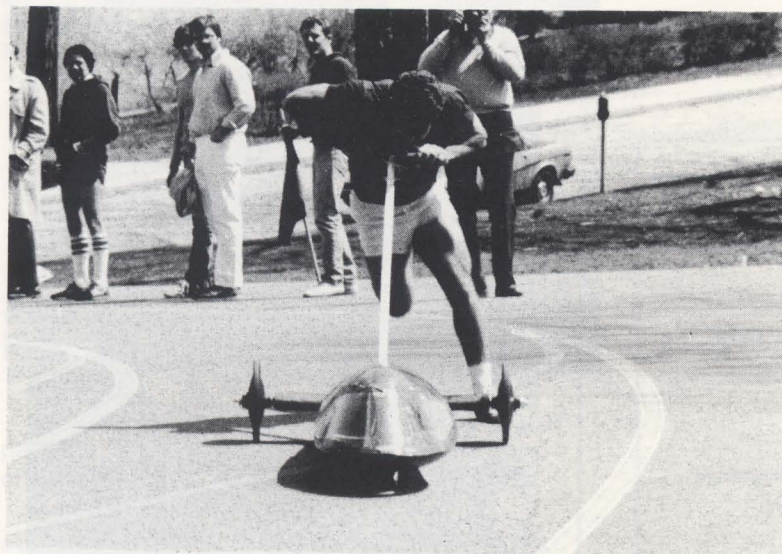


The past fifteen years have been reflected in leaps and bounds in medical technology - unfortunately, one devastating breakthrough was the development of a fool-proof cure for "buggy-fever" at "the house on the corner." Luckily a new mutant strain of the fever has surfaced and is running rampant through the House - sending mechanics to distant lands in search of round wheels, pushers to the geriatric rehabilitation center, and drivers to the Larry 'Bud' Melman driver's training school, in hopes of once again taking the cake (and eating it) on raceday.

We have done the sweet sixteen, the velcro fly, and the Mexican Hat Dance in attempts to resuscitate the ATΩ Buggy Program from the clutches of the evil Dr. Matt Feldman (ex-buggy chairman), currently being sued for breach of contract, malpractice, and gross negligence associated with his rein.

Through stellar jumps in technology, we have eliminated the need for our 'free-roll' pusher-once strategically located near Phipps Conservatory. This year man and machine will strive to reach new levels of synchronicity in Sweepstakes 1987. With the 'Space Kids' rallying behind us, we will fulfill our destiny that - win or lose, we booze.

“ . . . the brothers at Beta Theta Pi are anxiously awaiting the chance to capture the buggy title.”



After posting a house record time of 2:09.16 in last year's race, the brothers at Beta Theta Pi are anxiously awaiting the chance to capture the buggy title. With 13 of 15 pushers returning and the fastest crop of freshman pushers seen in 4 years, our push team will be stronger than ever under the guidance of push coach Ed Gallagher.

One of our strongest points this year will be our crew of drivers. Returning veteran Libby Barna may be the finest driver on the course, while our two newcomers Amy Kehoe and Lynne Domeck have shown us that they have what it takes to be winners.

For the first time in many years, *Vixen*, our first three wheeler, will not be returning to competition this year, a victim of the new safety standards.

Some may take notice that our buggies are no longer the familiar color of green. This is because this is a very special year for the Beta buggy effort. Buggy and Beta has been reborn and it's time for a new look.

After last year's women's push team set a course record before being unceremoniously disqualified, we have decided to give it another try this year with a team made up of women's basketball players.

We sincerely feel that we will have more than one buggy capable of winning the sweepstakes title. *Nike* returns to better it's house record and *Xavier's Revenge* has come to show all that this year is The Year of the Dragon.

ΒΘΠ

- | | |
|------------------|--|
| Chairmen: | Paul Browning, '89
Roy Guy, '89 |
| Buggles: | <i>Xavier's Revenge</i> , 1987
<i>Nike</i> , 1985
<i>Challenger</i> , 1986 |
| Drivers: | Libby Barna, '87
Lynne Domeck, '90
Terri Conaway, '88 |
| Pushers: | |
| Men: | Ed Gallagher, '87
Mike LaValle, '87
Bill Burch, '90
Mike Hensel, '87
Mike Behling, '87
Tim Kelly, '88
Chris Trumble, '90
Brian Kirkendall, '90
Sean McGinn, '88
Roy Teresky, '87
Leo Cadden, '88
Mike Collvei, '88
Rich Hoyland, '87
Jim Slater, '87
Ron Orie, '87
Rob Arthur, '89
Rob Keller, '90
Jerry Mancini, '87
Mike Beresford, '90
Jeff Caringola, '90
Chris Galvin, '90
Dave Skinner, '90
U.B. Crimmins, '90 |
| Support: | Jeff Reynolds, '90
Doug Sargent, '89 |



“Hard work and dedication have been CIA's trademarks.”

CIA

Chairmen: Michael Swamp
Paul Oppedal

Buggles: *Stealth*, 1986
Black Magic, 1976
Spectre, 1984
Synergy, 1973

Drivers: Leslie Frank, '87
Cathy Lin, '88
Cheryl Cullers, '89
Ruth Delano, '90

Pushers:

<i>Men:</i>	Eric Baldeschwieler, '87	Greg Harting, '88
	Eric Bittner, '88	Glenn Mai, '87
	Arnold Blinn, '87	Ed Miller, '89
	Jeff Cardille, '88	Jim Murdoch, '88
	Bob Casey, '87	Ed Pogozeleski, '88
	Scott Cullen, '90	Colin Rafferty, '87
	Gino Cosentino, '87	Blynn Shideler, '87
	Bob Dill, '87	Jazz Singh, '88
	Mike Emmerth, '88	Tim Sullivan, '87
	Mike Goddard, '88	Eric Thompson, '89
	Mike Grzywinski, '87	Mark Trichtinger, '87
		Mark Vitunic, '89

Women: Shelia Bomberger, '89
Judy Burig, '90
Stephanie Claudy, '87
Stephanie Janczak, '88
Ellen Koh, '90
Lesile Moy, '88
Carmen Mulder, '89
Roseanna Neupauer, '89
Rona Rubenstein, '88
Debbie St. Pierre, '88
Val Sooky, '87
Andrea Soriano, '89
Linda Warren, '88



Last year was CIA's best year ever. We broke every record we had; men's, women's, and alumni. This year we will do it again.

With many strong veterans and fresh new talent, both men's and women's push teams will again be highly competitive. The mechanics have been working long and hard. The results will show on race day.

Hard work and dedication have been CIA's trademarks. Since our start in 1970, we have grown from an handful of people to nearly a hundred. Constant refinements have made our buggies faster than ever. This year is no exception.

Special thanks to all the officers, pushers, drivers, and mechanics who have made this year one of the most enjoyable ever.

"Dare to defy that. Integrity on wheels is the name of the game."

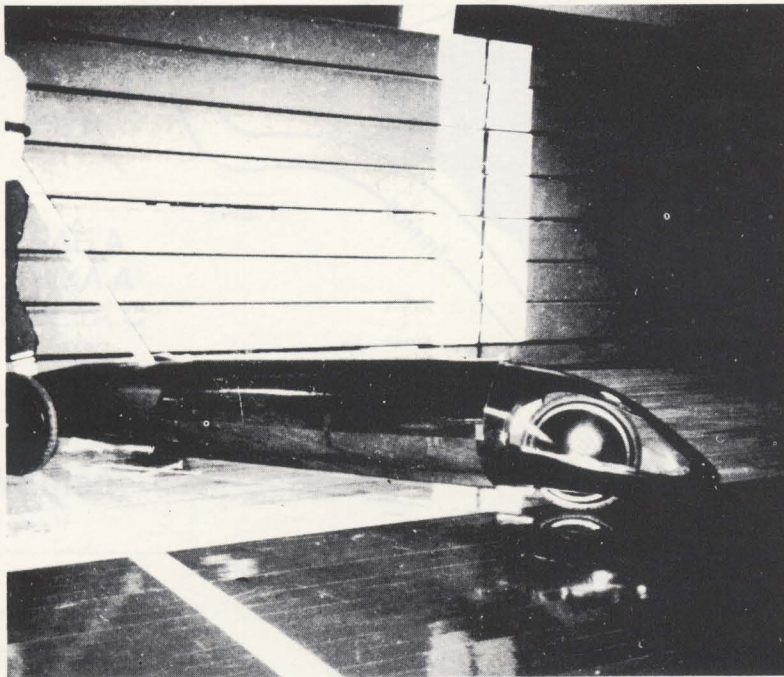


"I shall not cause harm to any vehicle or the personal contents thereof, nor through inaction let that vehicle or the personal contents thereof come to harm."

From any *Crisis* comes *Suspicion* and, lo Delta Tau Delta aims to please.

From the fires of wisdom we wrought a woodie.

Dare to defy that. Integrity on wheels is the name of the game.



The life of a buggy man is always intense.

Chairmen: Greg Eoyang
Adam James Hird

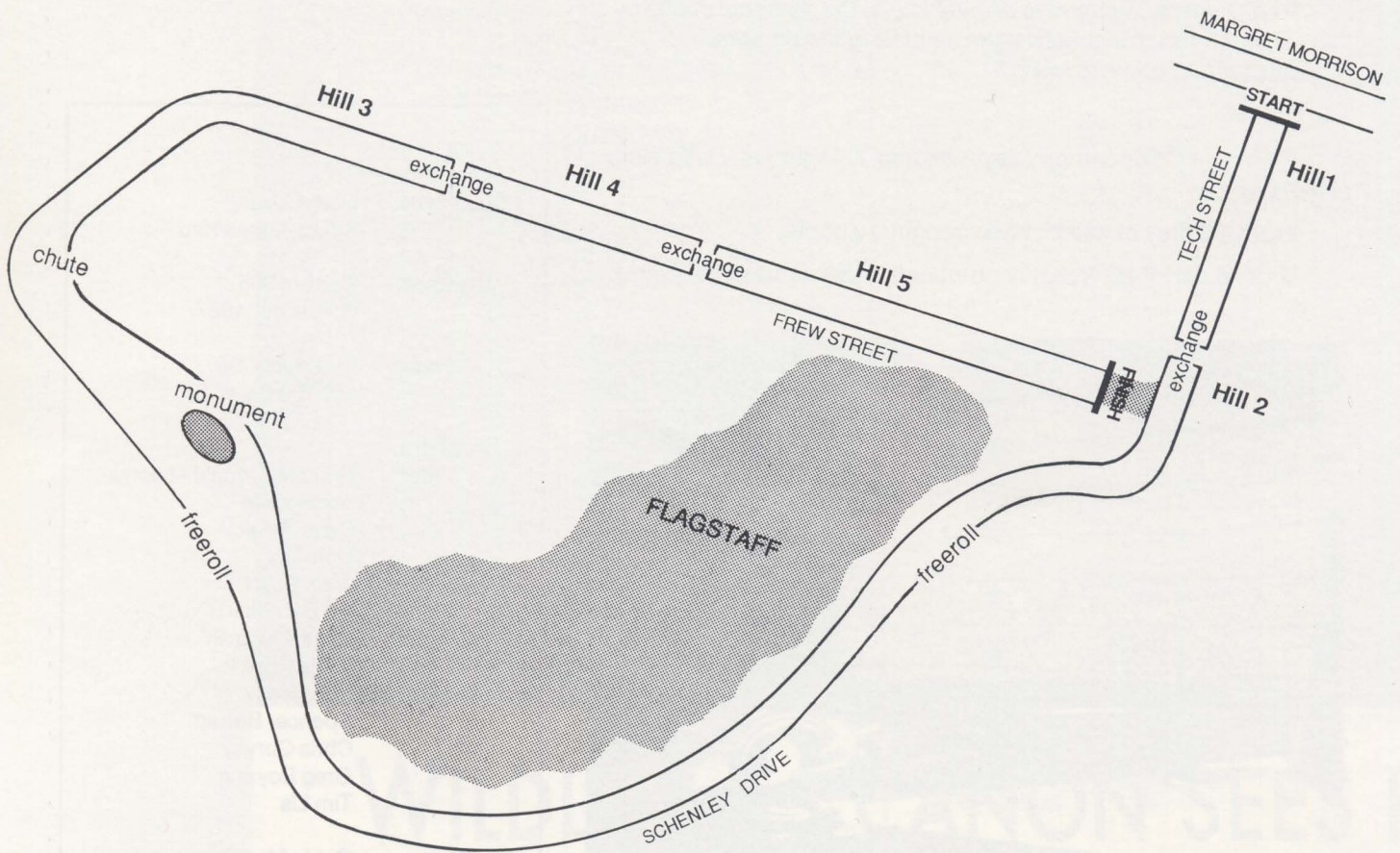
Buggles: *Crisis*, 1985
Suspicion, 1987

Drivers: Teri Rueb, '90
Lori Brassaw, '88

Pushers:
Men: Brian McDonald - captain
Jon Kaplan
Dave Salak
Liem Vu
John Bush
Bill Barnes
Brian Cluggish
Chris Pace
Rob Coury
Spencer Barrett
Chris Curvey
Greg Eoyang
Tim Lis

Women: Robin Mechlowitz
Dawn Wandell
Lori Brassaw
Virginia Seitz
Bonni Jacobson
Mona Jantzi

Support: Brian Albrecht
Matt Grund
Ben Kuo
Jon Kaplan
Liem Vu



Heat Schedule

Men:

Heat 1	Heat 2	Heat 3	Heat 4
1. PIONEERS A 2. KDR B 3. THETA XI D	1. AFROTC A 2. SDC D 3. CIA D	1. FRINGE C 2. KDR A 3. PHI KAP D	1. SDC C 2. KS B 3. CIA B
Heat 5	Heat 6	Heat 7	Heat 8
1. SPIRIT B 2. SN D 3. DTD B	1. SAE B 2. PIKA D 3. THETA XI B	1. ATO B 2. SN B 3. CIA C	1. SPIRIT C 2. PHI KAP C 3. BETA B
Heat 9	Heat 10	Heat 10A	Heat 11
1. FRINGE B 2. PIKA C 3. SDC B	1. ATO A 2. PHI KAP B 3. THETA XI A	1. DU B 2. PI LAM B 3. DU A	1. SPIRIT B 2. SAE C 3. SN C
Heat 12	Heat 13	Heat 14	Heat 15
1. DTD A 2. PIKA B 3. KS A	1. SPIRIT D 2. CIA A 3. SDC A	1. PHI KAP A 2. PI LAM A 3. BETA A	1. SN A 2. FRINGE A 3. THETA XI C
Heat 16			
1. SAE A 2. PIKA A 3. BETA C			

Note: Heat 10A is a special heat in which Delta Upsilon's two-wheeled buggies are being raced simultaneously. This is due to the potential danger they present to other buggies on the course.

Women:

Heat 1	Heat 2	Heat 3	Heat 4
1. SPIRIT C 2. FRINGE C	1. SN A 2. CIA C 3. THETA XI B	1. SPIRIT B 2. FRINGE B 3. AFROTC A	1. DTD A 2. PIONEERS A 3. CIA B
Heat 5	Heat 6	Heat 7	Heat 8
1. SPIRIT A 2. PILAM A 3. SDC B	1. FRINGE A 2. PHI KAP A 3. THETA XI A	1. SDC A 2. BETA A 3. CIA A	1. SN B 2. PIKA A 3. ATO A

"Anyone can build a four-wheeled buggy and win, so why should we bother?"

ΔY

Chairman: Dino Chiesa

Buggles: *Biakar*, 1987
Horned Screamer, 1985

Drivers: Dave Smith, '90
Cheryl Howard, '88

Pushers:
Men: Phil Ebbert, '87
Joe Kuefler, '87
Pat McMullen, '87
Dave Denhard, '88
Pete Hill, '88
Pat Garrett, '88
Jim Kohler, '88
Dino Chiesa, '88
Rich Valera, '88
Evan McDonnell, '88
Scott Bale, '89
Kris Tomasson, '89
Tom Bonvissuto, '87
Geoff Wilson, '90
John Bender '90
Jon Uman, '90
Greg Phillips, '88
Dave Mannheimer, '88
Dave Chamberlin, '89
Mike Barrows, '90
Chris Young, '90

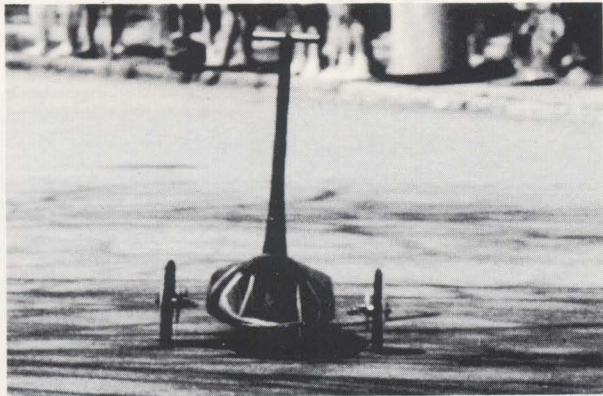
Support: Phil Ebbert - Mechanic
Matt Nolan - Mechanic
Evan McDonnell
Mark Allen - Mechanic

With 1987 comes a new energy and interest in buggy at Delta Upsilon. We make that extra effort and take that extra year to bring out innovation in Sweepstakes. Anyone can build a four-wheeled buggy and win, so why should we bother? DU's *Biakar* and *Horned Screamer*, the only two-wheeled entrants this year, are without doubt the biggest buggies in Sweepstakes today. *Biakar* and *Screamer* (sometimes called the "Tacoma-Narrows" of buggy) break the conventional attitude that threatens to suffocate Sweepstakes and the American way itself. Further, newly developed and as yet untried technologies and a push team led by Hill 1 pusher brother Dick Cyert, assure that this year's sweepstakes will hold many surprises for you as well as us.

Catch sweepstakes and watch Delta Upsilon's buggy program, unchecked by the strict new regulations, roll on and over and into the competition.



“ . . realize that taking something seriously and having fun are not mutually exclusive.”



fringe (frinj), n. 1. something regarded as a part of something else without being fully typical of, or essential to it.

Fringe is something that is part of that something else we call Buggy which, if you think about it, is a part of that something else we call Carnival which is part of Carnegie Mellon which is a part of higher education which is a part of life. The point is that none of these is fully typical of, or essential to the next.

We here at Fringe would just like to place Sweepstakes in its proper perspective for you. Fringe is not typical of, or essential to Buggy — and neither are you. Sweepstakes does not live or die on the participation of any one organization. Sweepstakes is, was, and always will be the celebrated product of the combined spirit and dedication of all its participants — from the Pittsburgh community to the campus community to the administration and the student organizations from greek to independent.

We may not be your typical Buggy team (who else spends less than \$100 on a buggy that stops in the chute!) but we do realize that taking something seriously and having fun are not mutually exclusive. To paraphrase Woody Allen, the patron saint of Fringe, we do not want to attain immortality through our buggy design, we want to attain immortality by not dying.

F · R · I · N · G · E

Chairmen: Marc Schindewolf
Steven Applebaum

Drivers: Andrea Mastradi
Glynnis Patterson
Liz Buckman
Sarita Siugh

Pushers:

Men: Ladd McGuffy
Dave Corcoran
John Zarsky
Dave Zarsky
Brian Roth
Andy Lee
Hank Altman
Al DeSautis
Brett Schriver
Dennis Cohen
Gizeg Knoop

Eric Hansen
Marc Hegarty
Rip Harris
Tom Trampel
Larry Back
Tom Chmielenski
Jim Dale
Joon Park
Jeff Wyant
Dan Blander

Women: Lisa Boyles
Pat Fall
Ann Kim
Lynn Truski
Mary Aujian
Charlene Betz
Anne-Marie Lubencau

Cynthia Massagli
Michele Katz
Tomoko Harada
Jeu Swee
Audrey Liu
Susan Murray

Support: Marc Schindewolf
Roland DeFilippi
Dave Henderson
Dave Arai
Dan Nichols
Steven Appelbaum

"And just remember - it's never as good as the first time."

KΔP

Renaissance - rebirth or revival

Phoenix - a giant bird, risen from the ashes

- Chairmen:** Scott Spriggs
Marc Phillips
- Buggles:** *Renaissance*, '87
Phoenix, '87
Phantom, '86
- Drivers:** Brenda Raich, '90
Laura Lemay, '89
Mike Hoff, '87
- Pushers:**
Men: Brett Bosley, '90
Brian Roessler, '88
Anton Ogno, '89
Dan Dunbrack, '87
Stu Vernon, '88
Jim Kurien, '89
Dan Galvin, '90
John Frost, '88
Marc Phillips, '88
Darin Mar, '87
Doug Armstrong, '90
Mike Hayes, '89
- Support:** Ty Corbett, '87
Doug Armstrong, '90
Erik Skorpen, '90
Barry Simon, '89
Harvey Shaw, '88
John YaYa, '87



These two buggies represent a new beginning for Kappa Delta Rho. Last year's entry, *Phantom* (in actuality a thinly disguised 1969 Pontiac GTO with a styrofoam push bar) was never seen and left many with long faces, broken hearts, and a hangover the size of Ocilla, Georgia. This year, with a renewed vigor, we set forth to establish ourselves amongst the buggy elite. Employing the services of William "the Refrigerator" Perry as our 'A' driver, we hope to break into the top ten and set forth a solid tradition for future KDR buggy fanatics. I would like to thank my good buddy Paul DiMarco for all his help this year. And just remember - it's never as good as the first time.

“...we feel confident that it's only a matter of time before you see Kappa Sig racing on finals day.”

ΚΣ



Chairmen: Tony Abenante
Craig Holbrook

Buggles: *Electric Banana*
ATF, 1981

Drivers: Funky Dakster, '89
Cara Hughes, '87
Ruth Matsumura, '87
Halley Rosenblatt, '89

Support: Pete Kundel, '87
Joe Senior, '87

This year's buggy program is fully underway and there exists a feeling of anticipation as a result of our finish last year. 1986 Sweepstakes for Kappa Sig saw our buggy, *The Lonely Guy*, break our house record with a time of 2:20.21, good for an eleventh place finish. With this result and some improvement upon our race day procedures, we feel confident that it's only a matter of time before you see Kappa Sig racing on finals day. Last year also saw the debut of our newest buggy, *Babble*, which finished strongly, but due to the new safety requirements may never see the light of day again.

Outside of this, our push teams look strong and the aura of excitement is slowly beginning to fill the halls of the house. So, as always, Kappa Sig will be the house having the best time, and may even surprise a few people when all is said and done.



"A return to proven techniques and a focus on detail . . . no more rolling hams, broken washing machines, or three-wheeled soap bars this year."

ΦΚΘ

Chairman: Wes Doonan

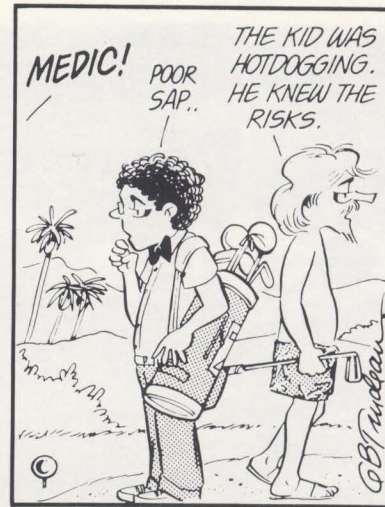
Buggies: *Silhouette*, 1984
Shadow, 1971
Duke, 1987

Drivers: Karen Berkebile
Meredith Bene
Paula Morini
Rachel Kozak

Pushers:

<i>Men:</i> Kenny Bates, '90	Steve Kravchin, '88
Steve Banko, '90	Gary Krummert, '87
Dave Bazel, '87	Adam Lashner, '90
Carl Bell, '88	Shaun Mangan, '87
Donbo Dennis, '89	Al Margarella, '88
Jeff Diehl, '89	Matt Murphy, '90
Dave Dillon, '89	Scott Morris, '87
Matt Fortnow, '87	Vincent Rago, '87
Pete Gaertner, '90	Rob Schlackman, '88
Brad Hathaway, '90	Brad Sachar, '89
Dave Hersh, '89	Alex Somogyi, '88
Eric Jacobs, '88	Jay Stevens, '89
Tom Jennings, '90	John Will, '88
Chris Karle, '89	B. J. Rottschaefter, '88

Crew: Al Polaski, '88
Dave Howe, '88
Andy Barton, '87
Guido Capolino, '88
Tim Bauder, '87
Christopher Lewis III, '89



Buggy - an intriguing blend of art and science, form and function; an all-consuming passion for some, a pain in the neck for others; as unique as you are likely to find.

As an organization that has been recognized as a dark-horse contender for four years running, we feel that with a little extra enthusiasm and dedication we can finally 'push' our way into the top ten. A return to proven techniques and a focus on detail are the watch words of this year's effort at PhiKap. No more rolling hams, broken washing machines, or three-wheeled soap bars this year.

In an age of competitors with exhaustive training programs on "whatever -it-takes" budgets, however, we try to keep a little perspective. Destroy the house record, build up our young push teams, and maybe make a showing in the top ten (six?); our real goal of course is just to show everyone who is having the most fun.

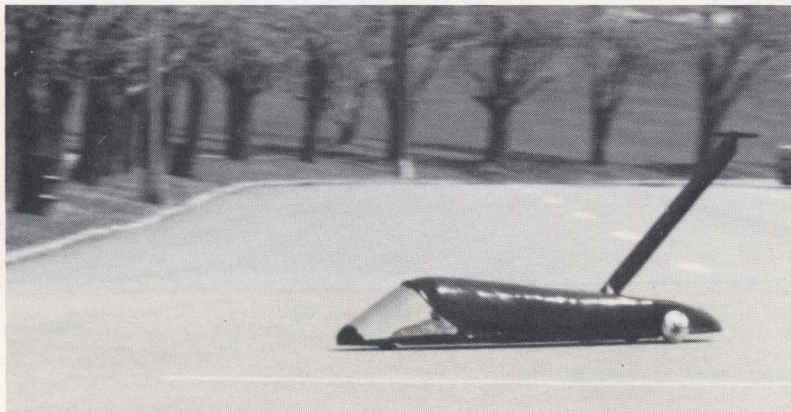
In closing, I especially like to thank Andy C., Ed, Dale, Dr. Burns, Alex, Jeff B., Bill, Garry, and of course Doug and Gail. Your support and advice is without price. See you all on race day - even if we are ahead of you!

"But hey, win or lose . . ."



PiKA's buggy program in the past has been characterized by many different, integrated factors: strong push teams, experienced drivers, dedicated Foads, and many calculated risks. This has proven to be a winning combination; this year will be no different. We will be out there competing with all the other organizations, putting forth our best effort. As usual, PiKA will not have the most attractive buggies or any of the fun and exciting raceday rituals, but we will have some of the best buggies in Sweepstakes.

But hey, win or lose . . .



ΠΚΑ

Chairmen: Mark Sladic, '87
John Barrett, '87

Buggies: *King Solomon*, '86
Breathless, '85
Godzilla, '83
Bullet, '83

Drivers: Sarah Fay, '88
Audrey Greenfield, '87
Carol Evans, '87
Sarah Alexander, '89

Pushers:

Men: Joe Mancuso, '88
Jim Strelow, '87
Jeff Pinard, '88
Dave Bart, '87
Kai Mebust, '89
Mike Ross, '88
Dave Weiss, '89
Reid Sclafani, '87
Mike Smith, '89
Roger O'Conner, '89
Mark Benish, '88
Mark D'Costa, '90
Mike Luterman, '87
Domenic Ianno, '90
Glen Detillo, '90
Devon Karol, '90
Domenic Coletti, '87
Evan Kaliner, '88

Women: Amy Stempel, '88
Cathi Breza, '87
Michele Woods, '87
Sohee Chung, '89
Gaitri Pathak, '87
Chris Ceva, '87
Grace Shields, '88

"We've lost everything but our sense of humor!"

ΠΛΦ

Chairmen: Jeff Melton
Rob Moses

Buggies: *Falcon*, 1982
Legend, 1983
Miss Budweiser, 1984

Drivers: April Touw, '87
Nadine Silberberg, '88
Sue Tabor, '87
Kimberly Orsborn, '90
Gerald R. Malan, '89

Pushers:

Men: G. Christopher Rentko, '87
Robert Button, '87
Kevin Madzia, '87
Ed "Dewey" DeMaar, '88
Bill Baxter, '87
Sung W. Lee, '87
Andrew Bros, '89

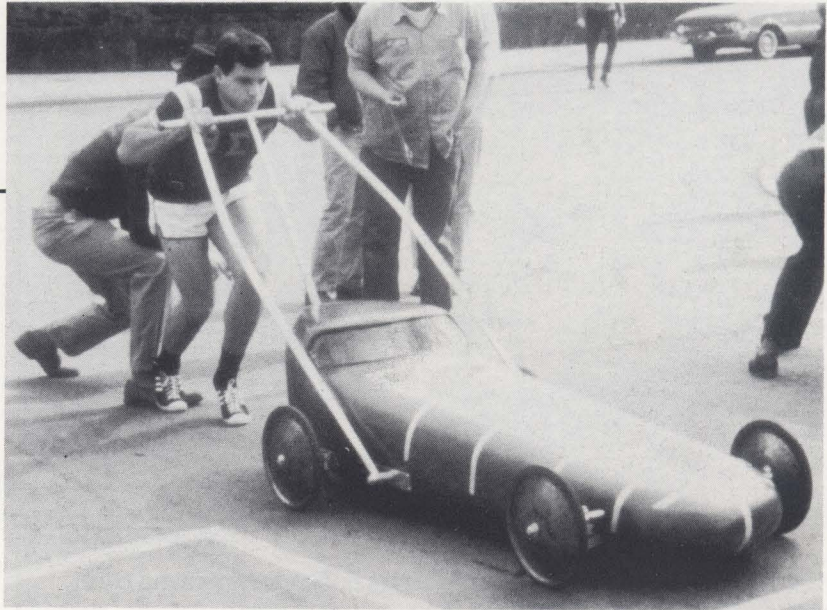
Robert N. Moses, Jr., '88
Glenn Hoogerwerf, '90
Chris Ruiz, '90
Sunny Patel, '90
Michael Kostolansky, '87
Mark Schmick, '89
Bill O'Donnell, '89
Todd Bross, '88

Women: April Touw, '87
Holly S. Graham, '89
Lisa Esposto, '87
Carla Slebodnick, '90
Jennifer Even, '87

Lisa Mountcastle, '89
Sharon Weingarten, '88
Erina Kim, '89
Becky Finkel, '88
Maria Cosenza, '88

Support: Ed "Dewey" DeMaar, '88
Jim Lui, '89
Andrew McClure, '90
Gary Yacura, '90

Matt Corliss, '87
Carl Ray, '89
Michael Kato, '90
Chirs Dudas, '87



"Our success stems from the cooperation, open mindedness, and the special brotherhood that we all share; we're all people."

PIONEERS

We're not merely a buggy organization but we also have an excellent booth, sports teams, parties, and most importantly, incredible members! Everyone in our organization shares the joy of putting things together. Our success stems from the cooperation, open mindedness, and the special brotherhood that we all share; we're all people.

Pioneers are honored to be able to compete in Sweepstakes '87 and want to make clear that we are not here merely to produce a buggy, but to compete with the best.

We would like to see the true spirit of competition prevail, and our deepest wishes of success for all organizations in sweepstakes. Special thanks to President Cyert, Student Senate, Spirit, Shawn & Trish.



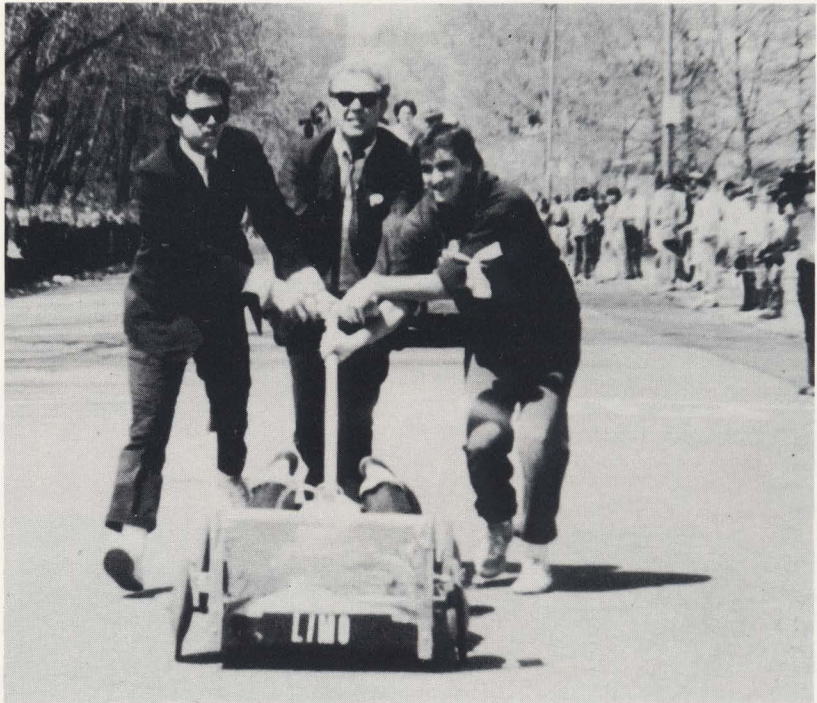
The Pioneers are:

Bill Alexander
Karl Barnhart
John Beranek
John Blejuas
Marc Choe
Bill Corcoran
Louis Csak
Pam Dalley
Joe Ferugia
Carlos Franco
Dave George
Ken Gober
Tom Glatz
James Grobe
Nathan Hurding
Colleen Harrison
Chrissy Hines
Mike Jung
Son Levy
Damon Lipparelli
Jill Luria
Gary Marchiona
Paul Mayer
Tom Miller
Pam Mott
Amanda Mujica
Joan Park
Josic Parr
John Riccardi
Mike Rovere
Ira Rubien
Daniel Stodolsky
Jim Takami
Kevin Truffa
Paul van Buskirk
William Yelle
... and Pinnacle.

“. . . be on the lookout for the traditional Limo which, rolling it's own window, will try to break the three minute barrier.”

ΣΑΕ

- Chairman:** Vernon Hopkins
- Buggies:** *Hustler*, 1980
Intrepid, 1973
Limo
- Drivers:** Janine Bodio, '90
Lou Fuertes, '87
Kathy Murtaugh, '88
- Pushers:**
Men: Jordan Aberman, '88
Doug Anderson, '87
Bert Coudriet, '88
Tony Gallippi, '88
Jeff Kochanowski, '88
Andy Salamy, '89
Bob Stefanowicz, '89
Matt Pollack, '87
Ted Roller, '88
Ried Thiel, '90
Pete Shields, '90
George Fennel, '90
Mike Dosik, '89
- Support:** Alan Wagman, '90
Mike Wiegand, '88
Mike Coughlin, '87
Matt Pritchard, '87



Sigma Alpha Epsilon Sweepstakes '87 should be our best ever. Our push team is hoping to improve our best times, which were set in '84. With nearly every member of last year's squads returning and the addition of several new members, our team has strenght 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, rolling it's own window, will try to break the three minute barrier.

The brothers and pledges of ΣΑΕ 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.

"Goodbye Yama-bachi"

ΣΝ



Existentialism is by no means a universal concept.

Chairmen: Mark Estes
James Shaw

Buggles: *Lemur*, 1982
Colugo, 1984
Yamabachi, 1985
Jerboa, 1986

Drivers: Marla Tanimoto, '89
Janet O'Neil, '90
Shobana Balasubramaniam, '89
Lisa Ralston, '89
Laure Schloss, '89

Pushers:

<i>Men:</i>	Pete Wolcott	Bill Decoste
	Greg Perkins	Jack Glacken
	J. Smith	John Kim
	Jay Bender	Jerry Kassman
	Wayne Gordon	Grant Hauber
	Jim Buell	Bill Cantano
	Jeff Chin	Tim Yeh
	Tom Glikson	Paul Nick
		Mark Wabalas

Support: Tom Bove Duane Delaney
Kimba Don Schieferecke
Walt Barie Chris Sheller
Rich Bender The Klump
Mike Lum Dave Schroeder
Tim Skwiot

"We have the experience to finish first and the inexperience to finish last."

SPIRIT

Chairmen: Robert Bowie
Matt Wagner

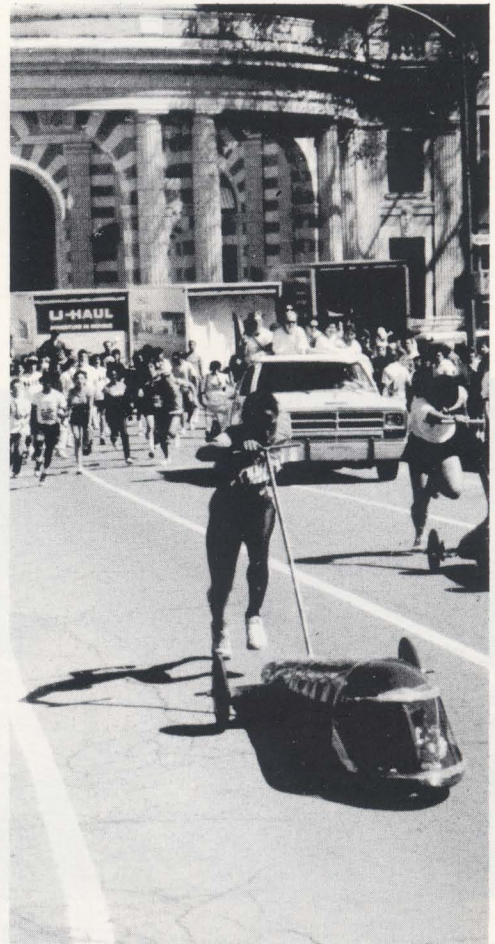
Buggies: *Genesis*, 1986
Elan, 1986
Sting, 1986
Quantum Leap, 1987

Drivers: Seana Chun, '87 Nancy St. Louis, '88
Michele Kolonay, '87 Glisel Bisbal, '90
Joy Whittington, '89 Mona Walker, '90

Pushers:
Men: Brent Caldwell, '89 Bennett Leff, '87
Fued Butler, '88 Jay Glaspy, '88
Mark Brownlee, '89 Chris Hansen, '89
Tom Killen, '89 Tony Rankin, '90
Scott Maxwell, '89 Harvey Beckham, '90
Kevin Joy, '89 Jay Brevard, '90
Reggie Motley, '89 Arnold Shan, '90
Kevin Green, '87 Arnold Rose, '90

Women: Eleanor Reid, '87 Gwen Franklin, '89
Leslie Williams, '88 Trina Troutman, '89
Laurie Jackson, '87 Donna Spicuzzy, '90
Beth Virgin, '89 Andy Trump, '90
Sonia Miller, '89 Trish Chorgo, '90
Christie Munn, '87 Lauri Shoemaker, '90
Dana Cornish, '90

Support: Tom Felmley, '87 Rae Threshfield, '90
Bill Mullen, '87 Cindy Gordon, '90
Dave Sowers, '89 Nina Jefferies, '90
Willie Reuda, '87 Shoshana Samuels, '90
Denise Redman, '89 Karen Jones, '88
Mike Conners, '90 Leesa Keyes, '89
Aneida Oakley, '90



Spirit Buggy is in the third year of its three year plan. The first year we simply wanted to compete. The second year we wanted to be competitive. The third year we want to win (everything).

No one knows if this third goal will be reached. Spirit Buggy is fun and exciting but also terribly unpredictable. We have the experience to finish first and the inexperience to finish last on any given day. Watch us on race day. It will be exciting.

*“Just when you thought it was safe. . .
SDC Buggy refuses to give up the fun.”*

SDC

Due to the new safety rules, SDC is changing just like every other organization. *Opus* and *Banzai* have needed a few modifications to get back into fighting shape. Ironically, *Blue Haze*, our oldest buggy (and the only buggy to successfully pass the parking-meter test) needed no changes to keep rolling.

While the safety crunch has caused our mechanics some (HA!) grief, the new rules have also given us a wonderful excuse to build another buggy. Even without room in the budget or the buggy room, a new land-shark has been created. When loose on the streets, it will show that safe times can be good times, too.

As for the real part of Buggy - the people behind the machines - SDC is proud of its lunatics. We feel that we have a good mix of mechanics, drivers, pushers, and support crew, with everyone struggling to maintain a good team as well as his own sanity. We've tried to keep the Buggy spirit a friendly one.

The key to SDC Buggy is our motto of the year. Our prime motivating factor is simply stated:

FUN IS NOT A CRIME!

Chairman:	Carolyn Muskat	
Buggies:	<i>Blue Haze</i> , 1978 <i>Opus</i> , 1984	<i>Banzai</i> , 1986 <i>Mako</i> , 1987
Drivers:	Carolyn Muskat, '87 Jenn Hebert, '89 Barry Drobos, '89	Joyce Alba, '89 Danny Winograd, '90 Lisa Shannon, '88
Pushers:		
Men:	Alfredo Apolloni, '88 (M,P) Bruce Shultes, '89 (P) Chad Wilson, '87 (P) Curt Rissmiller, '88 (P) Dan Simon, '87 (M, P) Dave Musgrave, '88 (P) Ed Walters, '88 (P) Skip Shade, '89 (P) Steve Giamporcaro, '88 (P) Steve Ray, '89 (M,P) Tom Ference, '89 (M,P) Tom Hunter, '87 (P) Dave Krainie, '87 (M,P) Dennis Crummi, '87 (M,P)	Marc Steinman, '88 (P) Eddie Yeh, '89 (M, P) Eric Abrams, '89 (P) Fred Weening, '88 (P) Geoff Ringer, '89 (P) Gordon Smith, '89 (P) Gregg McShea, '88 (P) Jamie Golden, '88 (P) Jeff Meckler, '89 (M,P) John Doerschuk, '88 (M, P) Larry Gold, '89 (M,P) Larry Pawlik, '88 (P) Ray Young, '88 (P) Rob Gainor, '87 (P)
Women:	Delia Vayanski, '89 (P) Jackie Yonek, '87 (P) Jen Cairns, '87 (M,P) Tal Lewin, '89 (P)	Lisa Stanziale, '89 (P) Maureen Stempkowski, '87 (P) Susie Stofan, '87 (P) Wendy Rovanseck, '87 (P)
Support:	Phil Tubesing - mechanic Glenn Meter - Push captain Karl Boechtel, '89 Dave Krainie, '87	Eric Whittle, '88 Kate Woormer, '89 Tracy Stewart, '87 Jamie Apel, '87

P - Pusher, M - Mechanic

Chairman's Notes

*"The Nipper would roll with such grace
Never better than just seventh place
With Rob, Marc, and Reid
We got lots of speed
And finished at fifth in the Race."*



Chairman:	Paul DiMarco Tom Hartman																
Buggies:	<table border="0"> <tr> <td><i>Nemesis</i>, 1987</td> <td><i>Rapier</i>, 1983</td> </tr> <tr> <td><i>Valkrie</i>, 1987</td> <td><i>Relayer</i>, 1978</td> </tr> <tr> <td><i>Little Nip</i>, 1984</td> <td><i>Xi-Clone</i>, 1969</td> </tr> </table>	<i>Nemesis</i> , 1987	<i>Rapier</i> , 1983	<i>Valkrie</i> , 1987	<i>Relayer</i> , 1978	<i>Little Nip</i> , 1984	<i>Xi-Clone</i> , 1969										
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Steve Dreskin	Allen Arbell																
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2:13.27 N.F.E.

Sweepstakes 1986 would be the year that we surprised a lot of people during the finals, including me and the Hill 3 pusher Marc Bolan. During the preliminaries, our A buggy *Little Nip* rolled a 2:16 for, yeah you guessed it, seventh place again. But we did get into the finals. With a little nip of magic, the A team of John "Waug's" Waugaman, Reid Horovitz, Marc Bolan, Rob Cohen, and Scott Walker pushed "*Nipper*," driven by Tracy Spool, to an all-time Theta Xi record in 2:13.27 for fifth place, our first Race Trophy ever.



Special thanks to our drivers Helene Benedetti, Rose Feliciano, Bag Shirali, Alex Rosenberg, and last but not least Trung Leong for all his help. Also thanks to the Crew members whose dedication never went unappreciated, especially Paul "Puma" DiMarco, Johnny "4.0" Oslavsky, Geoff "Flywheel" Citron, P.J. Carey, Gerry Bell, Mark "Moxie" Garrity, Dave Bishop, Tom Hartman, and everyone else I forgot to mention.

Glossary

- 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 aspecified distance while traveling at a minimum speed of 15 mph.
- 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.
- Compubookle** — *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. (See Design.)
- 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 Raceday, on the sidewalk in front 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.
- 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. (See Safety, page N.)
- 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.

Credits

Sweepstakes Chairman - Shawn Stufft
Assistant Chairman - Tricia DiMarco
Safety Chairman - Steve Ng (Sting)
Design Chairman - Kathy Flannery

Buggy Book Chairman - Olive Peersen
Layout and Design - Becky Finkel

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