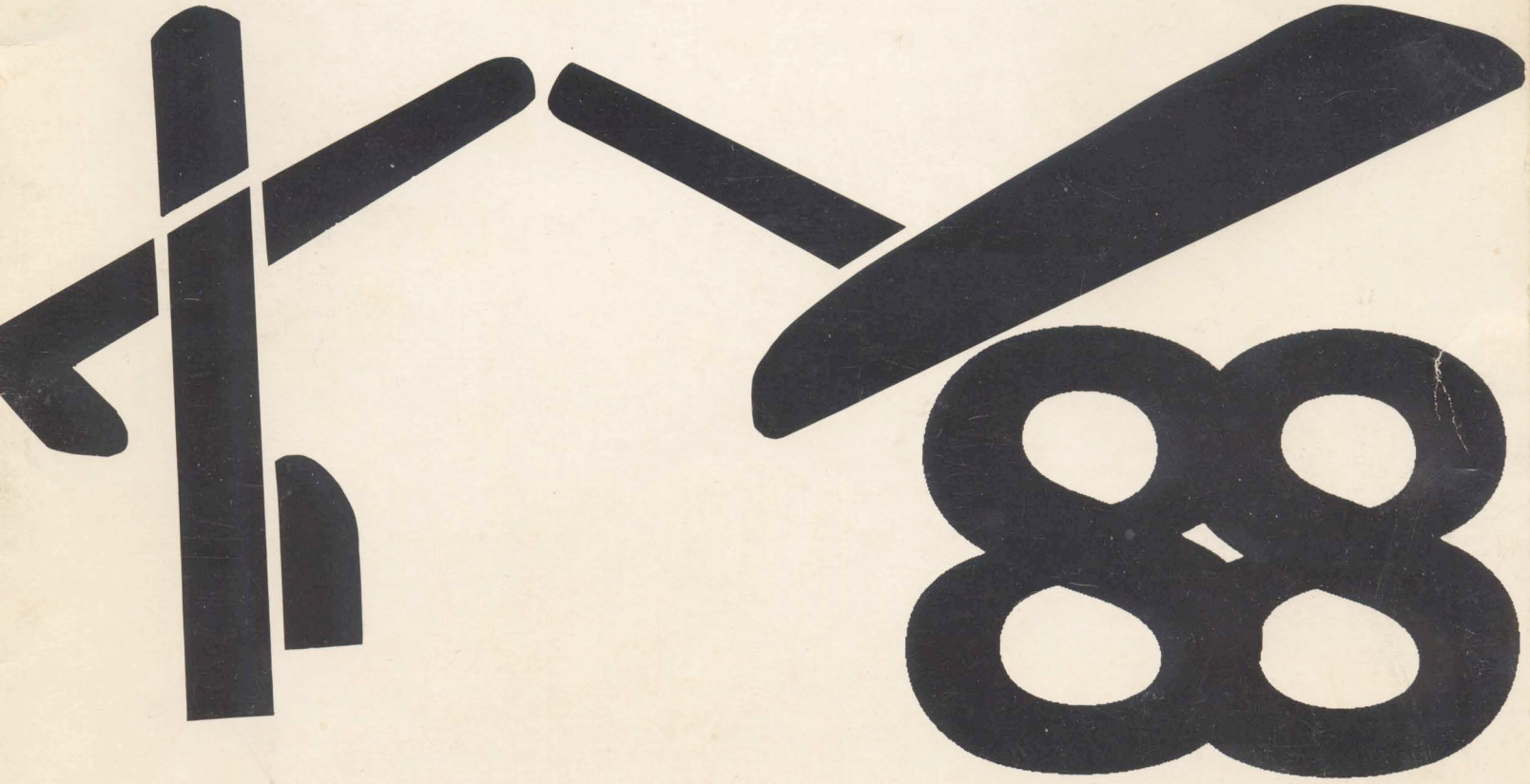
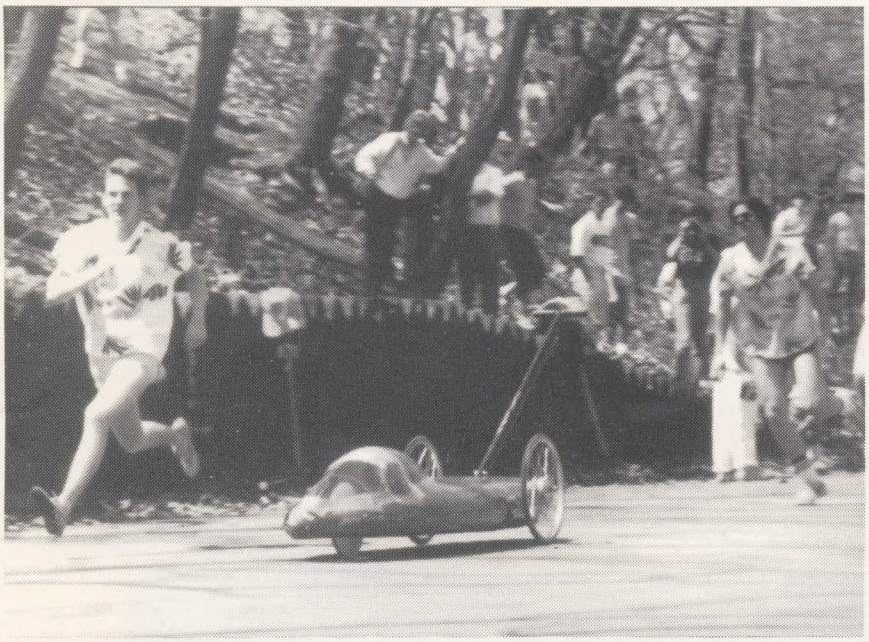
SWEEPSTAKES





Contents

What to Watch For

Many schools have carnivals and spring weekends, with concerts and rides. But at Carnegie Mellon, Spring Carnival has a much more exhilirating and exciting attraction — Sweepstakes, better known as The Buggy Races.

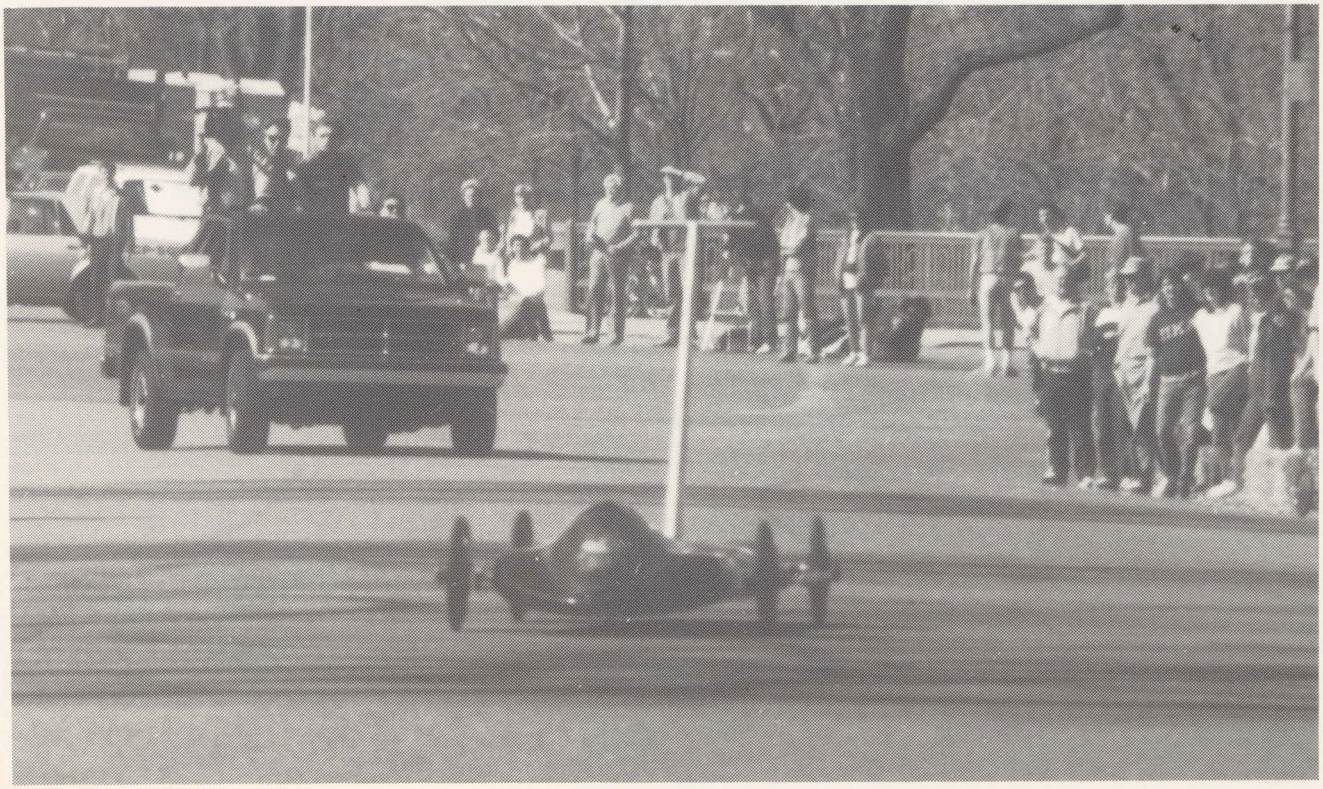
Resembling a bullet on wheels, buggies are almost as fast, racing downhills by the force of gravity, and pushed uphill by pushers through Schenley Park and campus. Fans line the 4412 feet of the course, cheering for the pusher on each of five hills, and standing in the Chute, amazed by the buggy's speed and fearful that the driver won't make the crucial hairpin turn of the Chute. Between Hills 2 and 3 is the freeroll: a downhill with the difference in altitude of 60 feet from the top where it begins to where it bottoms out 2500 feet away in the Chute. Superstreamlining and other aerodynamic concepts are applied to the buggies' designs in attempts to increase speed in the freeroll.

But speed isn't the only key to winning the race. A buggy is only as good as the pushers who push it, and as the driver who steadily holds the buggy in a straight line. It depends on the crucial teamwork: coordination between the pushers, communication between the driver and flagger, sharing of ideas amongst the mechanics who build and fine-tune the buggies that the consider their babies. A buggy's time is a reflection not of any individuals, but of the efforts of the entire team.

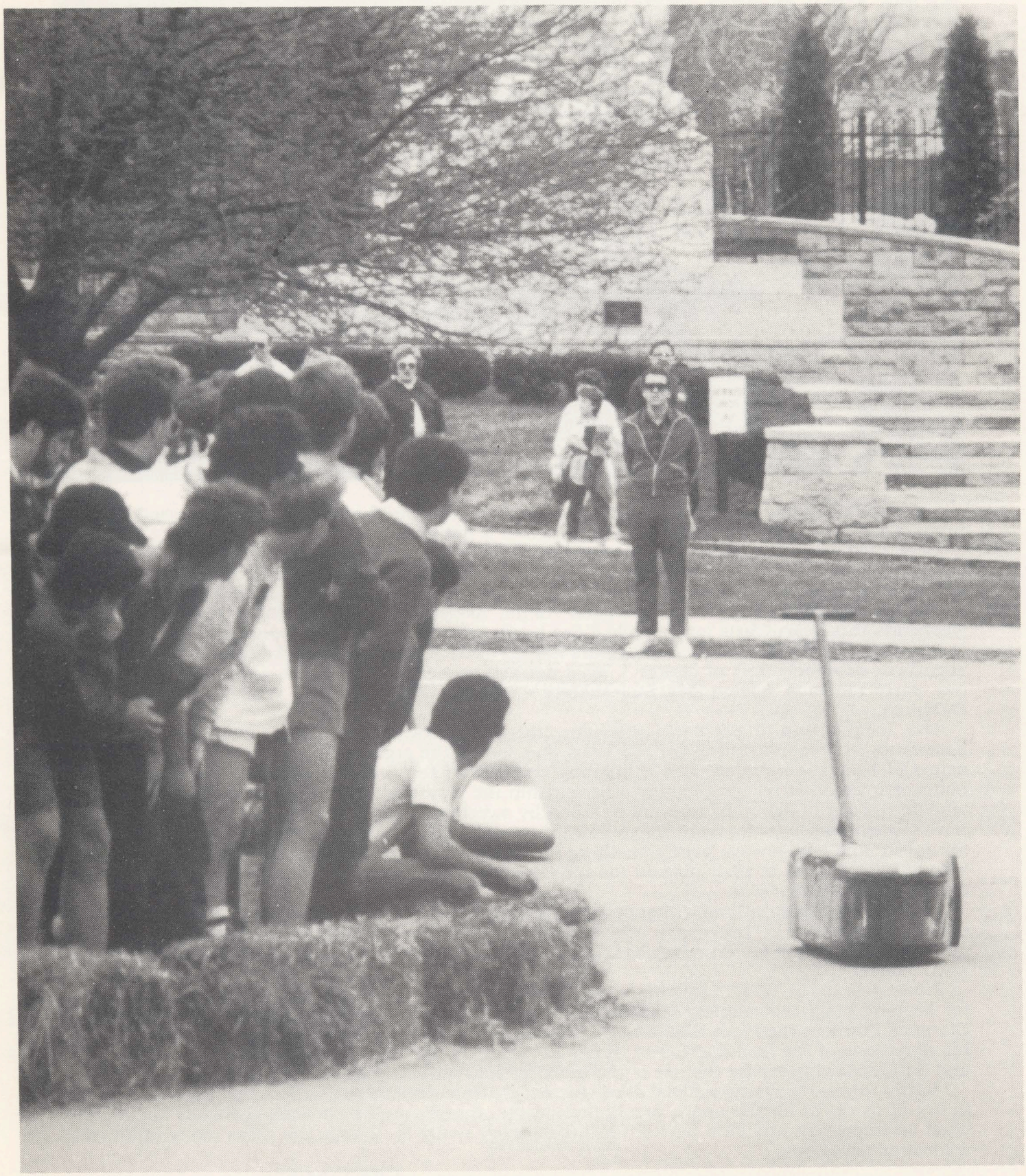
As you watch Sweepstakes, you'll see organizations protectively hiding their buggy "technology." You'll hear whispered rumors of types of rubber used for the tires, weight programs to keep the drivers slim, and terror stories of mechanics staying awake for 120 straight hours to ensure that their buggy is in tip-top shape.

You may question the sanity of Carnegie Mellon students. "They call this fun? Getting up hours before the crack of dawn on weekends, staying awake late at night for push practice? They must've left their brains logged into that new Andrew system." But look around the course again. You'll see mechanics who have learned more in three months of buggy-ing than they have in the engineering courses. And those push teams that have come together through physical training and now work in coordination with one another. And in the Chute, the guy waving the fluorescent flag is contributing to the overall success of his organization with little or no recognition — because he's part of the team.

But best of all, you'll see something that most people say doesn't exist at Carnegie Mellon: Enthusiasm and school spirit. The EE is handing off the buggy (driven by an art major) to someone from H&SS. Everywhere, students have put away their books, logged off of their terminals, and are simply relaxing and having a good time, joining the alumni in experiencing what college is really all about. And all of the sudden, you don't remember why you questioned buggy in the first place.



Cross-Section of Buggy



Sweepstakes Chairman

The day has finally arrived, the anticipation and anxiety builds. All the long hours and years of preparation are finally down to a race slightly over 2 minutes.

Before we arrived at race day Sweepstakes 1988, several hundred people should be thanked. First and foremost is Anne Witchner, Director of Student Activities. Without her support and efforts, as well as those of her assistant Marcia Gerwig, Sweepstakes would never have occurred.

Next is my right-hand man and good friend, Assistant Chairman Chris Hansen. For 13 weekends this year, Chris and I walked the buggy course at 3:45 AM, wondering what makes a buggy person tick. We've concluded that all buggy people have one thing in common: they are all slightly or extremely "**left of center**." What amazed us is that we knew we were too. Joining us in our early morning adventures were Safety Chairmen Phil Tubesing (Tubesteak) and Tricia DeMarco.

The next group of people in this long line of thanks are the Buggy Chairman and their assistants. These individuals are the heart and soul of the organizations. They showed us how a sense of humor combined with a burning competitiveness can be effective. Along with the chairmen, we must recognize many others within the organizations. First, those poor individuals who do the city of Pgh. a favor every weekend by sweeping the city streets, and those flaggers who have to turn back cars from our buggy course. And the drivers, those daredevils who "feel the need for speed" and who always have something to say at 4:30 in the morning. And finally the pushers who aid the drivers in their pursuit for speed, braving the bitter cold along with hamstring pulls and race day jitters.

There are 3 organizations without whom freerolls would never have existed. First, Radio Club provided us with the necessary communications to allow freerolls to proceed smoothly and quickly. Second, the Pittsburgh Police, who function best on donuts and coffee, and third, our own CMU Police.

Praise also to the WRCT team for being the voice of the buggy races. I thank the Administration for keeping buggy a tradition at CMU, and Sanford Rivers, our official starter. Thanks also to Clarence Frank of the Penn Hills Trophy Company, Al DiGregory from Chrysler on Baum Blvd. for his donations of the lead and follow trucks for race day, and GSIA adminstrators Rosalie Pingree and Sandy Mawhinney for the use of the builidng during those cold freeroll mornings.

Lastly to you- the buggy afficianados- the people who come out to witness the result of the long hours of work of all the above mentioned people, thank you for showing the CMU community what an important and vital part of CMU that buggy really is. I hope the races today fulfill your wildest expectations.

Gino Cosentino
Chairman, Sweepstakes 1988

View of Buggy: Chairman

Obsession. Deep in the heart, mind, body, and soul of a buggy chairman there exists an obsession with things buggy. There is no better word to describe it, and no words exist to describe the feelings he derives from this obsession. It causes him to wake up at ungodly hours in the morning, itch from fiberglass dust for weeks on end, and make mortal enemies from those who are supposed to be his closest friends. And what for? At the very best, a large electro-plated trophy and bragging rights for a year. Some say he is foolish. Others say he is admirable in his obsession. In many ways, both are correct.

But why the obsession, you may ask. Some say it's for the thrill of being in the long line of people who made and make buggy Carnegie Mellon's oldest and grandest tradition. Others explain that it's the experience of designin, building, and racing a vehicle that you can call your own. Other theories claim severe paranoia, insanity, and/or a rare strain of superiority complex. Whatever the reason, buggy chairmen truly love what they do, and maybe, just maybe, this obsession is really a labor of love.

View of Buggy: Driver

I tried once to explain buggy to a friend of mine from Stanford. "Let me get this straight," she said. "You get up *voluntarily* at 4:30 every weekend morning, climb into this torpedo shaped tube, and allow *fraternity* guys to shove you down a hill at 40 miles an hour?"

Yes.

" . . . And you think this is fun?"

She just didn't understand.

Perhaps driving is just something that just can't be explained.

No, I don't think that's true.

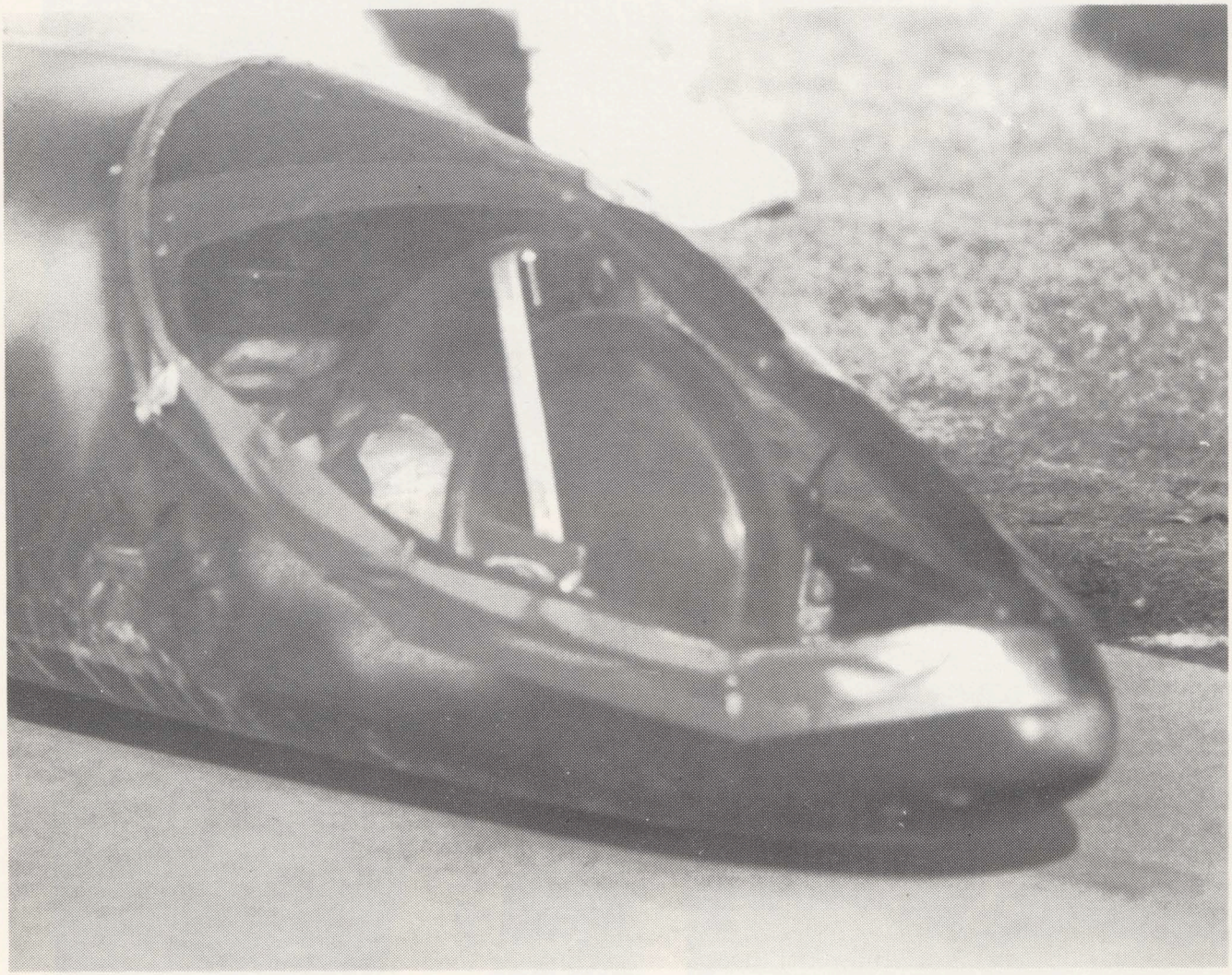
Maybe the privilege of being one of an elite few isn't something with which many people can identify. Maybe the thrill of traveling on your stomach two inches above the ground at an outrageous rate of speed isn't something that people will understand. And maybe braving freezing cold temperatures for what seems to be hours on end so your pushers can practice isn't the most sane action.

But who can't understand the excitement that builds in you, and the surge of adrenalin that pumps through your body as you are carried to the starting line. Who hasn't felt the intense supportive bonds of a team effort? And who hasn't looked at an opponent and gritted their teeth in sheer determination, sights set on making sure that your team will emerge the victor.

Some will tell you "It's the competition -- that's what it's all about."

Others love the spotlight.

Still others will just become captivated and obsessed by the aura inspired by that one simple little word. To them, that one word says it all. You do what you do just because it's --- BUGGY!



View of Buggy: Pusher

Bbbrrringggggggg. Bbbrrringggggggg.
"Yea?"
"Hey. It's quarter to six. Get up."
"You have enough pushers, don't you?"
"We ***always*** *need 'em. You know that."*
"Yea. I know. I'll be there. Gimme a half-hour."
"O.K. Hurry up."
"I will. See ya."

Oh, brother! My everything aches. I didn't even drink last night. I know I've felt worse, but I'm having a hard time remembering. Why do I do this?

I walk to the shower. The shower is not to get clean and look good. Glamour is not a high priority at freerolls. No, this is just to wake me up for the task at hand. A lot of people run in the morning, but not too many push buggy. If you never tried it, the first time feels like sprinting a mile while pushing a small train. The motion is a sprint, but the body positioning is awkward. It is not a natural act.

The freerolls are primarily for the mechanics to try out their innovations, but a lot of nuances of pushing are learned there. The Hill 3 pickup; the proper exchange; the shove off Hill 2 — these things can't be practiced at a normal time of the week. So I'm now, depriving my body of sleep to learn these things. Some trade off.

I forget why I got involved. Maybe some of my friends knew I was a good athlete and coerced me into it. Maybe I saw it one night and thought it might be interesting. Maybe I heard about the prestige — not something high on my priority list at ten to six on Sunday morning — and decided to go out. But for whatever reason, I'm there. Every freeroll. Every push practice. A labour of love? Maybe, but not right now.

As I'm getting my sweats on, I think of the work I have this week. A test, two problem sets, and a paper. Not exceedingly taxing, but I can't work midnight to one-thirty from Sunday through Thursday. Push practice, those wonderful little functions that will determine which team I make, if I make one. Not only do I have to go to practice; it's predominant in my mind the whole time I'm working. How am I going to do work wondering if all this time I invested pushing is worth it?

What hill am going to push anyway? Maybe Hill 4. I'm not strong enough for Hill 1or fast enough for Hill 5, but I've got a good combination of those attributes, which are needed for Hill 4. If I can learn the Hill 3 pickup, I might be there. If I've gotten strong enough in my upper body, and if I practice the shove, maybe Hill 2. I don't know. Let the chairmen and push team captain decide that. All I know is I have to drag my bones out there: day in, day out.

But why am I thinking about making a team or what hill I'll push or anything like that? Why am I doing this at all? It's not like there's professional buggy, or Olympic buggy, or anything prestigious about it outside of CMU. When I say 'buggy' to any one outside of CMU, they give me a stupid look that gets even stupider when I describe it. They ask me why I get involved in such a ridiculous thing. I tell them it's not ridiculous, it's great to be involved in such a unique competition and it's a fantastic feeling of accomplishment after race day no matter how we do. Maybe that's why I do it. Well, that's not the full reason, but it's a part of it. I can't put a finger on it, but I think I've got a better grip on it now.

That thought grips me as I go out the front door to freerolls. It grips me almost as tight as the chill in the Sunday morning air.

Radio Club / Design Competition

As hard as it is to believe, there is a group of people who elect to go to freerolls each weekend who don't have a buggy to roll. The Radio Club is a devoted organization that is crucial to ensuring safety during freerolls and races.

You can see them on top of Flagstaff Hill, in the Chute, and stationed next to every barricade, accurately informing the Sweepstakes Chairman, the Pittsburgh Police, the Carnegie Mellon Police, timers, judges, and any other Sweepstakes officials of the buggies' positions. Within split seconds of crashes or other problems on the course, a member of the Radio Club has informed the key people. They are constantly monitoring the process of the buggies.

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 displays all of its buggies. Each has the option of entering up to two buggies in the competition, but is not required to submit any. The entries are presented to a panel of judges selected from various Carnegie Mellon departments. Each entry is judged for engineering aspects and human interfaces. The engineering category includes an evaluation of steering, braking, and suspension systems, and the aerodynamics of the buggy chassis. Human interface criteria are based on the drive's occupancy and safety. Buggies which receive high scores in the Design Competition ideally prove their superiority by receiving top honors in the Sweepstakes races.

Trophies will be presented to the top three winners in the Design Competition at the Awards Ceremony on Saturday evening.

A History of Winners

1921	Iota Sig Delta	4:38
1922	SAE	4:30
1923	Kap Sig	
1924	Kap Sig	
1925	Kap Sig	
1926	PiKA	3:18.3
1927	Kap Sig	3:15.8
1928	Kap Sig	3:04.4
1929*	Phi Kap	3:05.6
1930	Beta	2:57.5
1931	DTD	2:59
1932	Beta	2:54.8
1933	Beta	2:48.5
1934	Kap Sig	2:49.7
1935	Beta	2:47.2
1936	Kap Sig	2:46.8
1938	Kap Sig	2:43
1939	Kap Sig	2:44
1940	Kap Sig	2:53
1941	Kap Sig	2:55
1942	Results unavailable	
1943-45	No races - War years	
1946	DTD	2:49
1947	DU	
1948	DTD	2:48
1949	DTD	2:42.5
1950	DTD	2:41.8
1951	DTD	2:41.6
1952	DTD	2:36
1953	ATO	2:30.55
1954	ATO	2:28.1
1955	ATO	2:26
1956	ATO	2:25
1957	ATO	2:25
1958	ATO	2:28.4
1959	PiKA	2:29.7
1960	ATO	2:34.5
1961	ATO	
1962	ATO	2:27.5
1963	PiKA	2:34
1964	BTP (default)	2:31.5
1965	BTP	2:28.7
1966	BTP	2:27.8
1967	PiKA	2:24.8
1968	PiKA	2:20.9
1969	BTP	2:22.5
1970	PiKA	2:28.5
1972	Phi Kap	2:24.0
1973	Phi Kap	2:23.0
1974	Sig Nu	2:20.2
1975	PiKA	2:19.3
1976	PiKA	2:23.3
1977	PiKA	2:17.8
1978	Beta	2:20.0
	PiKA	2:21.0
	CIA	2:22.2
1979	Beta	2:18.4
	PiKA	2:19.0
	Sig Nu	2:25.6
1980	PiKA	2:16.4
	Beta	2:18.0
	CIA	2:18.7
1981	CIA	2:10.5
	Sig Nu	2:14.2
	Beta	2:18.7
1982	Sig Nu	2:10.79
	PiKA	2:13.53
	CIA	2:16.5
1983	PiKA	2:09.00
	Beta	2:10.0
	Sig Nu	2:11.0
1984	PiKA	2:09.5
	Sig Nu	2:09.96
	Beta	2:15.01
1985	Sig Nu	2:10.09
	Beta	2:13.27
	Beta	2:15.93
1986	PiKA	2:08.67
	Beta	2:09.16
	CIA	2:10.42
1987	Spirit	2:11.35
	Beta	2:12.27
	PiKA	2:13.22
	PiKA	2:15.54
	CIA	2:15.62
	KDR	2:17.01

Beginning in 1928, race course was rougly what it is now.

Alpha Epsilon Pi

Remember, square wheels don't roll.

On the night our founding fathers were initiated they found a stray Giant Eagle shopping cart. Since that night when they brought it home it has matured into a full-fledged buggy with wheels, brakes, and even steering. This year, now that it is old enough, we are even entering it into Sweepstakes. We do not have exceptionally high expectations this year, but we do have a goal of finishing in exactly 3:09 – a goal expressed by one of our alumni. This year we have learned a lot, and next year, we hope to do even better. Just a hint for any new organizations next year: Square wheels don't roll.

CHAIRMAN: Jay Kirschenbaum

PUSHERS: Jeffrey Cohen, David Jacobs, Stuart Fox, Jay Libove, Steve Berman, John Helmsen, Jeff Alexander, Loren Rosenberg

SUPPORT: Darryl Granger, Chuck Jainchill, Dave Philips, Dave Jacobs, Jay Kirschenbaum, Jeffrey Cohen, Jeff Alexander

DRIVER: Suzy Murray

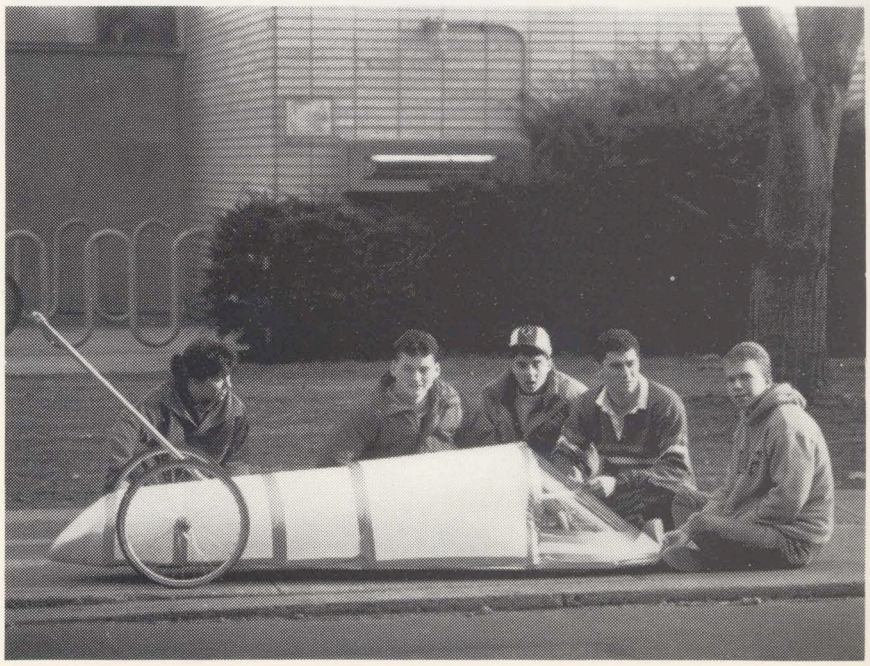
BUGGY: Giant Eagle

Air Force ROTC

New and Improved

"New and Improved?" Does that mean it was old and lousy before? YES! Alright, so we didn't have the most illustrious first year as a buggy organization. We had fun and that's what our participation in Sweepstakes is all about. We got our foot in the door, and as we stick that foot in a bit farther each year, you'd better watch out. You just might trip over it.

This year's exceptional push teams are launching a sleeker, scaled down version of last year's buggy, complete with a new name: Stratofortress. Approximately 700 pounds of unneeded aluminum was cut off of "Eagle" ("Mailbox," "Space Shuttle," "Tank") leaving a force to be reckoned with. Look for a solid finish on race day.



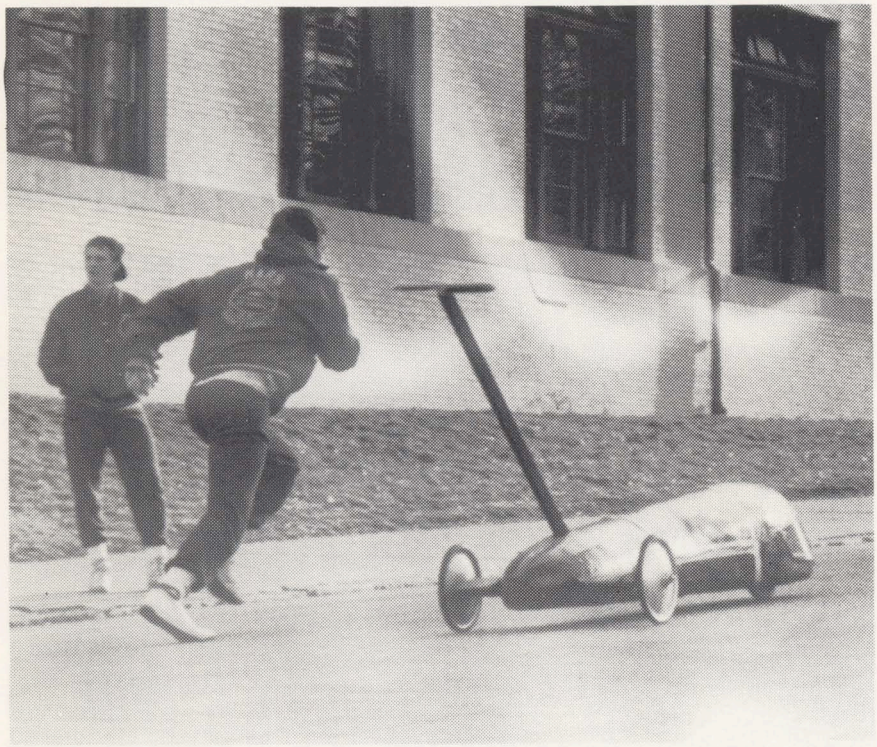
CHAIRMAN: William S. Kerwin

PUSHERS: Mike Flynn, Joe Hirsch, Dave Nardozzi, Jeff Kubala, Bob Weiers, Bert Evans, Scott Allen, Rich Nave, Dale Kunz, Mike Scheller, Debbie St. Pierre, Becky Brockway, Beth Petrick, Renee Matlock, Pomona Valero

SUPPORT: Chris Dakes, Stephen Park, Benny Louie, Howard Kramer, Peter Yim, Joseph Traub

DRIVERS: Amy Shalikashvili, Pete Zapf

BUGGY: Stratofortress



Beta Theta Pi

Come share in our fun all weekend long.

Beta Theta Pi has a rich tradition in the Sweepstake buggy race, and that tradition will shine once again this year. Our record of second place finishes over the past three years is almost unblemished, but this fraternity is ready for a win.

With three buggies returning from last year's race (including two top-ten finishers) and our newly built buggy Zephyr, two returning drivers and two new drivers, we have the machinery, pushers, and drivers to win the race.

The moral of the story is that once again Beta has all the pieces of the puzzle in place to win Sweepstakes. With unprecedented alumni support and the greater experience of our chairmen and mechanics, a Beta victory is inevitable. Come share in our fun all weekend long.

CHAIRS:	Paul Browning, Roy Guy, Becky Brown (Delta Gamma)
PUSHERS:	J.D. Hesskamp, Rob Keller, Jeff Caringola, Mike Beresford, Marty Stovar, Len O'Neil, David Sinner, Mike Colucci, Sean McGinn, Bill Kerr, Greg Brandt, Dan Kirsh, Chris Trumble, Brian Porshinsky, Joe Burig, Gale King, Rob Arthur, Bill Burch, U.B. Crimmons, John Reismeyer, Bill Heiser, Charlie Vaught, Mark Mittlehause, Bob O'Toole, Scott McCuen, Scott Barnyak, Frank Paganelli, Val Ormond, Mark Imoff, Austin Belton, Jack O'Savage, Becky Brown, Susie Kelly, Lisa Ralston, Debby Brown, Karen Silva, Mitzy Huff, Cindy Contouris, Amy Harmon, Lori Kline, Lori Augustine
SUPPORT:	Doug Sargent, Jeff Reynolds, J.D. Hesskamp, John Friedman, Leo Cadden
DRIVERS:	Terri Conaway, Alyse Goldman, Lynne Domeck, Jennifer Tubridy
BUGGIES:	Nike, Challenger, Xavier's Revenge, Zephyr

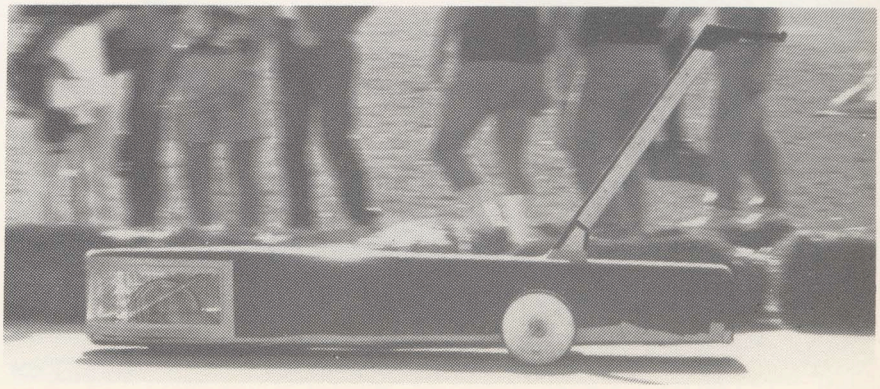
Carnegie Involvement Association

How long did you say it would be?

1987 was a historic year for the CIA. Our newest buggy *Stealth* became A-team buggy, replacing the legendary *Black Magic*, one of the most successful buggies in the history of Sweepstakes. Although not finishing as high as we had hoped, the CIA made another strong showing as we always do.

Hard work and dedication have been CIA's trademarks. Our mechanics have been working long hours to make our buggies faster than ever. Our push teams are training hard for race day. And our drivers are proving themselves to be some of the best on the course. Once again we will be ready and highly competitive on race day.

Special thanks to everyone who has made this year one of the most enjoyable ever.



CHAIRMEN: Steve Schlick, Eric Thompson

PUSHERS: Jonathon Berg, Barry Brumitt, Mike Emmerth, Michael Fuller, Andy Giles, Dean Grannes, Scott Greenholt, Gregg Harting, Mike Herron, Ed Miller, Larry Pawlik, Jeff Peterson, Ed Pogozelski, Mark Pogozelski, John Reese, Eric Thompson, Bart Vashaw, Todd Balbera, Tom Murphy, Brian Boston, Eric Bittner, Karl Schultze, Jim Murdoch, Dave Lee, Darrell Winner, Jody Burig, Steph Janczak, Linda Warren, Roseanna Neupauer, Karen Daly

MECHANICS: Bob Benton (Head Mech.), Joel Douglas, Dave Wheeler, Jay Gowdy, Jack Poller, Karen Daly, Jack Kalvan, Marc Yesowitz, Walt Neubauer, Doug DeCarlo, Glen Rosenthal

DRIVERS: Ruth Delano, Joyce Alba, Laura Schick, Kitty Cook

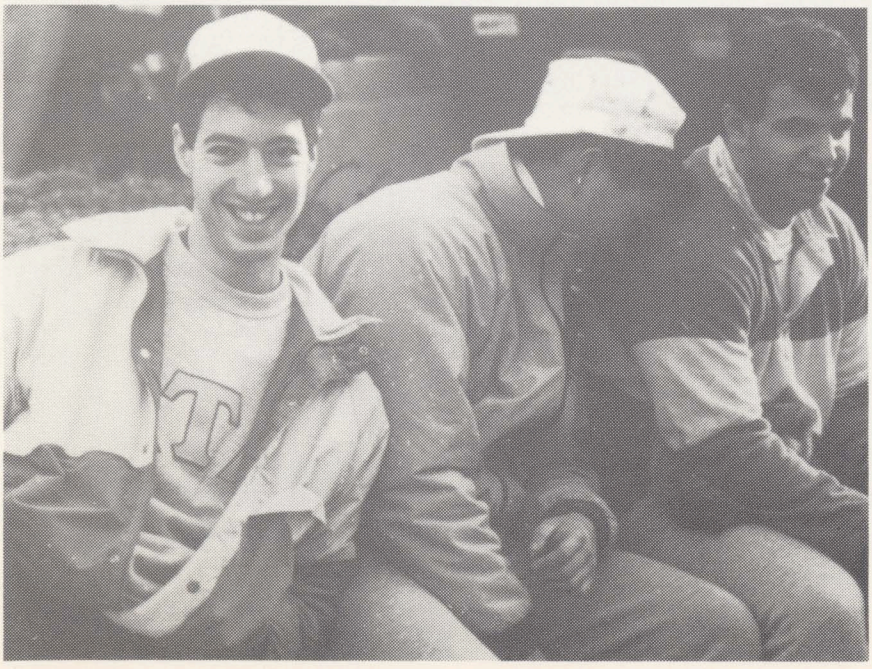
BUGGIES: Stealth, Black Magic, Spectre, Synergy

Delta Tau Delta

Buggy men are always intense.

In the land where Kings fight Dragons
Rats scurry in the gutter sniffing Avian Ashes
The flight of the Bumblebee is joined by that of the Valkyrie
Neither can be heard over the Cry of the Vatos
In this land all is black ... JETBLACH

Let them eat cake.



CHAIRMEN: Adam James Hird, Steve Black, Brian Albrecht

PUSHERS: Brian Macdonald (Capt.), Liem Vu, Saul Kaplan, Bill Barnes, Marc Berlove, Jim Lane, Whitney Foster, Darin Kaplan, Darrin Weiderman, Rob Coury, Adam Dermarderosian, Alex McDonald, Todd Nagy, Dan Bergad, Bo Esry, Dave Polkis, Ed Tar, Dan Goldman, Chris Pace

SUPPORT: Peter Stern, Jimmy Belzer, Dan Bergad, Lester Grinnings, Evan Kennedy, Andy Milmoe

DRIVERS: Lori Brassaw, Teri Rueb, Mercedes Tonne

BUGGIES: Crisis, Suspicion, JETBLACH

Delta Upsilon

We like to keep a low profile

You may call us stubborn, but we still think that three wheels can only move so fast. This has led us to the cutting edge of buggy design with a new, low-profile two-wheeler named *King Eider*. There's a common eider, a Pacific Ocean eider, and a swampy backland eider, and then there's the *King Eider*. He represents the next generation in DU buggy — not too big, not too loud, but he can fly when he needs to.

We're proud of our new push team, which looks to be our best ever, Our fall pledge class yielded some fast young talent, who will join veterans like Pat Garrett and Dino Chiesa on race day. And our two veteran drivers, Cheryl Howard and Dave Smith, are ready to roll in some head-to-head competition.

Maybe this year we'll see you on Saturday for real.

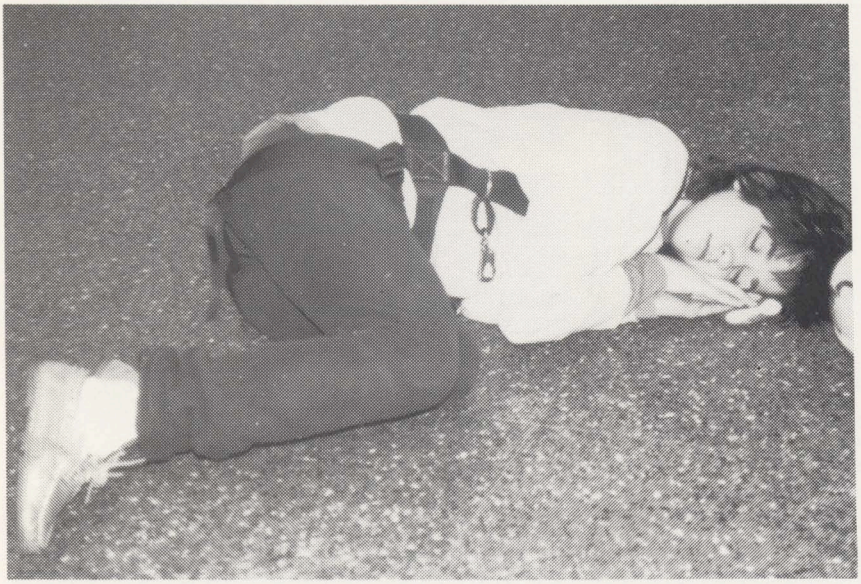
CHAIRMEN: Mark Allen,Andrew Bezaitis

PUSHERS: Vic Banko, Mike Barros, Dave Chamberlin ,Dino Chiesa, Dave Denhard, Jeff Haag, Pete Hill,Rob Kissell, Evan McDonnell, Todd Tomczyk, Colonel Urbanski, Rich Valera, Chris Young, Gus Antonioni, Chetan Balachandra, Jon Epstein, Chris Evoy, Jeff Illian, Jay Nesbitt, Martin Padget, Nick Terezis, Pat Garrett

SUPPORT: Pat Garrett, Brian Hill, Gerald Rubin, Tamal Mukherjee, Evan McDonnell, Derek Low

DRIVERS: Cheryl Howard,Dave Smith

BUGGIES: King Eider, Biakar, Horned Screamer



Fringe

On the Edge FRINGE pushing the limits

To be on the edge. What is this obsessive disease that annoys our professors and parents, not to mention our sweethearts left in the dust? Why do pushers drive themselves to perfect their motion and power? Why do drivers push themselves to hold the perfect line? Why don't mechanics ever sleep? Do we strive to be the best because no one is there to tell us what to do or give us a grade, or because it is the procrastinator's dream?

To be on the edge. Perhaps the answer lies in the fact that this is the first time we have control over every aspect of the sport — from duct-tape technology to dress code. Excellence requires a diverse pool of membership and talent, from athletes to mechanics, from industrial management majorss to architects. Without this diversity, no one team can dominate.

CHAIRMAN: Marc Schindewolf

PUSHERS: Cynthia Massagli (Capt.), Rip Harris (Capt.), Aelan Tierney, Eva Jo Lingle, Darrel Kauric, Chris Johnson, Ro Toyoshima, Greg McShea, Lee Wang, Eric Abrams, Anne Marie Lubenau, Carolyn Woyciesjes, Tom Camielenski, Greg Knoop, John Lema, Pat Fall, Tracy Boyd, Ladd McGuffey, Eric Hansen, Dave Zarsky, Jamie Neele, Clark Brewer, Al Lee, Lynn Truskie, Brett Shriver, Paul McArdle

MECHANICS: Dave Arai, Daniel Blander, Dan Nichols, John Ferris, Roland DiFilippi

SUPPORT: Steve Appelbaum (Treas.), Steph Jacobs, Sue Doremus, Dan Nichols, Jell Wyant, Charlene Betz

DRIVERS: Glynnis Patterson, Liz Buckman, Carissa Swiss

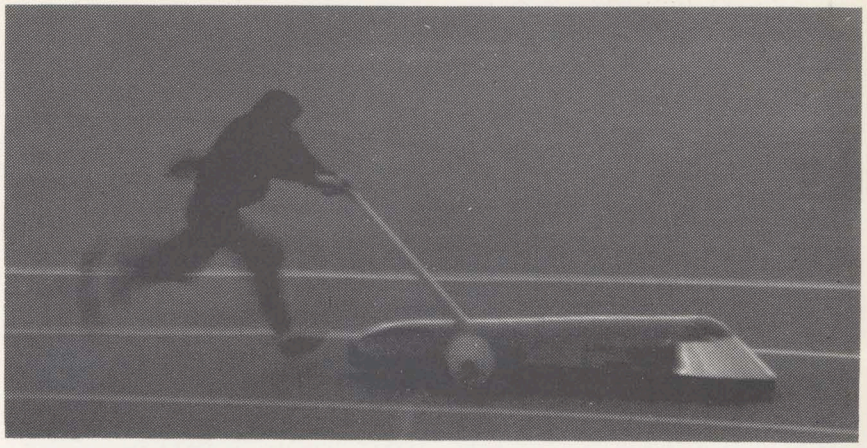
BUGGIES: Barrier, Benefit, Lunatic

Kappa Delta Rho

Life in the fast lane — There is no substitute.

Once in a while
You see the light
In the strangest of places
If you look at it right.

Winning — it's the only standard of excellence left.



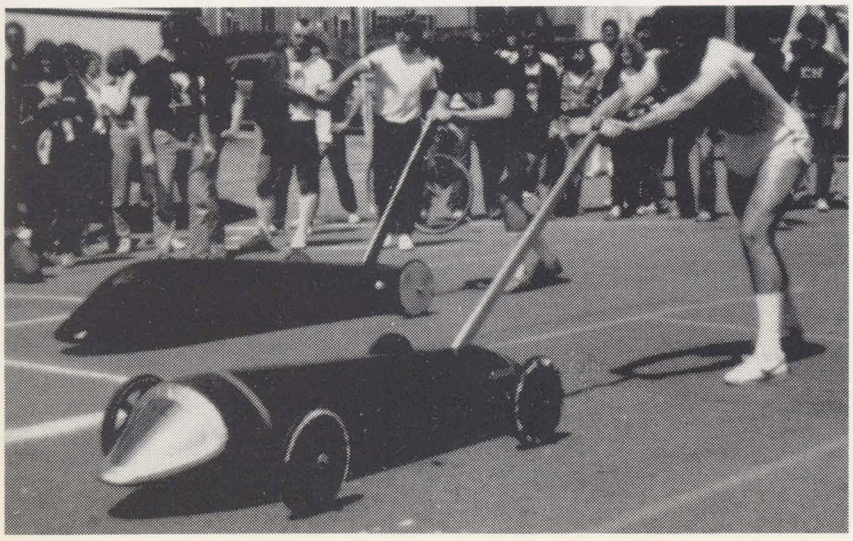
CHAIRMEN: Marc Phillips, Doug Armstrong

PUSHERS: Bryan Roessler, John Frost, Doug Armstrong, Andy Park, Ken Nash, Marc Phillips, Mike Hayes, John Lu, Paul Shriner, Mike Libes, Andrew Mill, Paul Solomon, Barry Simon, Vince Ryan, Paul Sollimo, Chris Behanna, Amy Hinich, Carrie, Atwood, Sue Matsko, Sandy Gatt, Elaine Tomko, Laura Lemay, Sharon Halbedl, Trish DiMarco, Maria Rozewski

SUPPORT: Erik Shorpen, Charles Owyang, Harvey Shaw, Tim Roberas, John YaYa, Marty Sample, Pete Low, Eric Morton

DRIVERS: Laura Lemay, Brenda Raich, Cathy Milligan

BUGGIES: Puma, SS Phoenix, Renaissance



Kappa Sigma

You Fool! Hocus, Pocus, put our eyes into a focus.

Our main objective is to have at least one buggy roll this year. With some pusher training, we hope to break our house record. Due to insufficient funds, our buggy program has slackened as of late; however, with more hard work and perserverance, we can overcome this obstacle.

A group of highly skilled aspiring engineers labor endlessly to develop a new design that should easily rival that of the existing record-breakers.

Our push team members, driven by the will to win, are working out five times a week. Even our flaggers are improving their skills in great anticipation of the raceday festivities. Our driver is inexperienced but eager to sacrifice her time in return for an improved performance.

With a little magic, Kappa Sigma could easily return to its quality past.

CHAIRMEN:	Steve Latchem, Mark Sklenar
PUSHERS:	Paul Masalsky, Jason Kang, Craig Hillman, Bill Besselman, Jeff Meyer, Jim Gard, Alex Bacas, Rick Fetterman, John Simon
DRIVER:	Hayley Rosenblatt
BUGGY:	Hocus Pocus

Phi Kappa Theta

This year we're not out only to have fun. We're out to perform.

PHI KAP. Always considered a dark horse, a long shot, or a back-burner contender. Always popping up with high scores in design, but not quite getting a trophy. This is the Phi Kap of the past. This year we are not out only to have fun. We are out to perform. With aggressive rolling techniques, innovative design, and well trained, enthusiastic pushers, *Tempest* and *Duke* will restore Phi Kap to prominence in Sweepstakes competition.

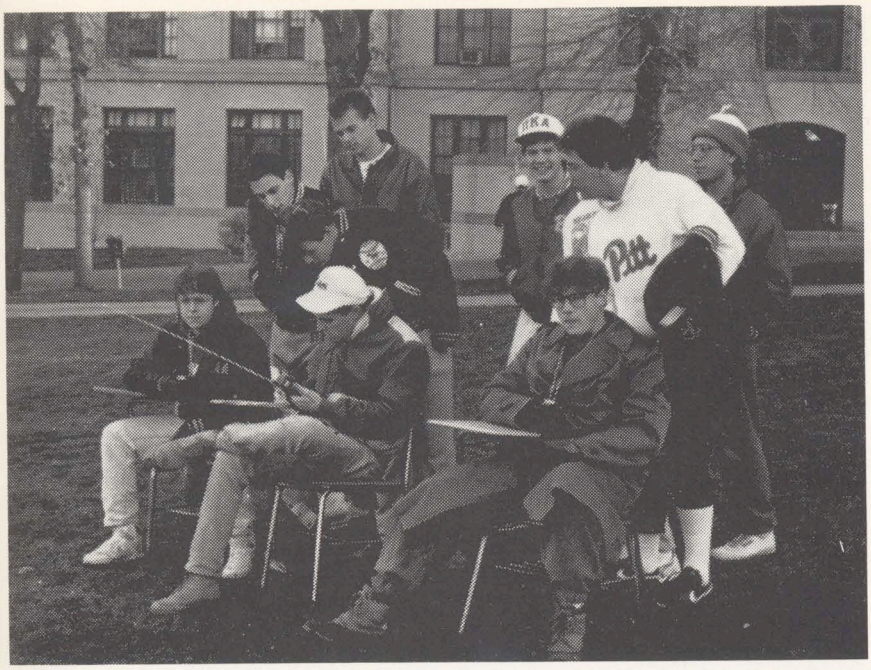
CHAIRMAN: David C. Howe

PUSHERS: Steve Banko, Carl Bell, Don Dennis, Brad Hathaway (Capt.), Dave Hersh, Eric Jacobs, Tom Jennings, Adam Lashner, Al Margarella, Matt Murphy, Pete Pezaris, Brad Sachar, Rich Shipley (Capt.), Alex Somogyi, Jay Stevens, John Will, David Dillon, Paul Nagy, R.J. Runas, Laura Bury, Beth Anne Innocenti, Amy Somrak, Cindy Copehagen, Roxanne Mukai, Pam Oliveira, Christie Noll

SUPPORT: Ed Bockman, Dave Dillon, Guido Capolino, John Splain, Chris Lewis, John Larmann, Tomio Inomata, Pat O'Donnell, Pete Gaetner

DRIVERS: Paula Morini, Connie Shin, Helga Yang, Cathy Chen

BUGGIES: Tempest, Duke, Silhouette, Shadow



Pi Kappa Alpha

Fruition '88
And then there were two . . .

Buggy at Pi Kappa Alpha is relatively simple. Through a synthesis of talented push teams, technical innovation, illustrious FOADs and plain old hard work, PIKA can always be expected to exhibit a successful program.

1988 will be no different. Some of the faces (and drinking habits) may have changed, but not the determination and commitment dwhich have made PIKA a winner in the past. The competition on race day this year will be more intense than ever before, but with the return of our strong veteran A-Team pushers, we are confident that our race day dreams will come to fruition.

Others may think that PIKA is no longer hungry (and thirsty) for victory since the reign of KIng Solomon. We just know that an honest effort has set records before, so watch for us again this year.

CHAIRMEN: Pete Malkemes, Chris Gentile

PUSHERS: Jeff Pinard, Joe Mancuso, Bob Digioia, Mike Ross, Evan Kaliner, Fred Deleon, Mark Benish, Mike Smith, Kai Mebust, Dave Weiss, Brian Glass, Mark D'Costa, Glenn DeTillo, Devron Karol, Shannon Rohl, Rob Easton, Dave Conley, Hudson Tiffany, Keith Decarlucci, Tom Joseph, Thea Brandfon, Jeannie Sullivan, Sheila Bomberger, Justine Waldman, Mindy Plagge, Mary Jo Olsavsky, Diane Vandigo, Mia White, Amy Stempel, Grace Shields

DRIVERS: Sarah Fay, Sarah Alexander, Renee Potash, Darryn Mintz

BUGGIES: King Soloman, Breathless, Predator, Thunder

Pi Lambda Phi

This year we've lost our sense of humor too. BASTARDS WILL PAY!!!!!

In the '87 Buggy Book, we said: **"We've lost everything but our sense of humor."** We had. This year, we've lost our sense of humor too.

Bastards will pay. It expresses frustration. It expresses motivation. It expresses the general feeling of annihilation and desperation that has become Pilam Buggy '88.

"Awise storm!! Norf winds bwow!! Souf winds bwow!! Typhoon!! Huwicane!! Earfquake!! SMOG!! Fwash of wightning ... STWIKE!! STWIKE THE WABBIT." — E. Fudd, 1965.

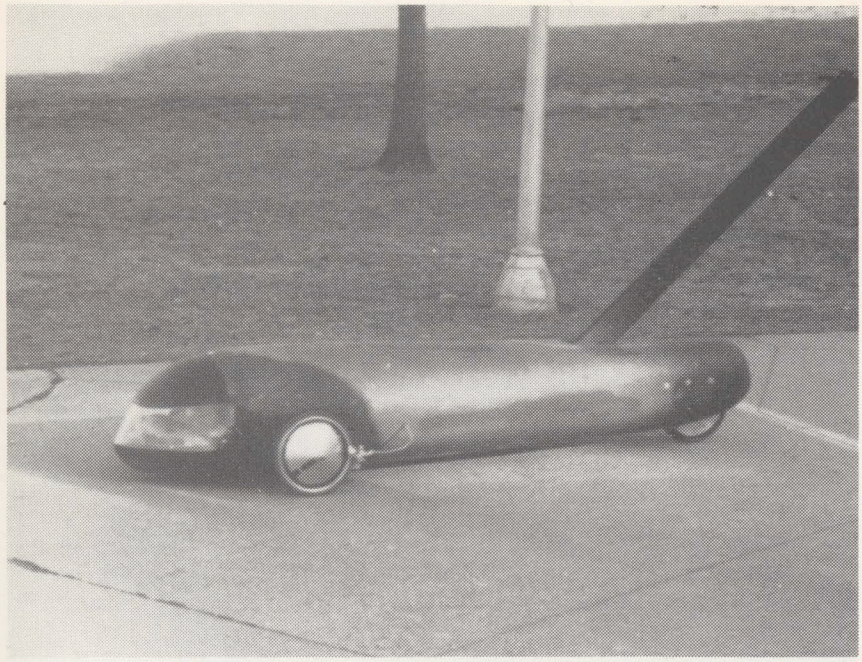
CHAIRMAN: Chris Dudas

PUSHERS: Mark Schmick (Push Capt.), Gary Yacura, Glenn Hoogervert, Andrew Bros,Craig Kim, James Lui, Sundip Patel, Cris Ruiz, Jay Schleicher, Brian Wilson, Tom Hargrove, Jason Stavros

SUPPORT: Randall Drane (Head Mech.), Todd Bross, Stephen Chan, Edmund Demaar, Thomas Dyhouse, Craig Kim, Ted Lin, Andrew McClure, Bill O'Donnell, Henry Rettger, Jay Schleicher, Eric Von Schwartz, Kurt Zentmeier, Ron Sucky, Mark Hamill, George Baggott

DRIVERS: Rob Malan, Renee Tung, Doug Rubinstein

BUGGIES: Legend, Bastards Must Pay, Miss Budweiser



Pioneers

If she drives naked, how much weight do you think we can save?

At Pioneers our highest priority is to provide members with a chance to have a great time all year long. Our involvement in I.M. sports, Booth, Buggy, and of course, rockin' parties (which find *such* favor with campus authorities) display the diversity of our organization.

Our buggy program is characterized by putting into practice our desire to produce the fastest buggy in an enjoyable atmosphere not obsessed with buggy. We try to see the real joy of the creating that we do, and the playfulness of the races.

We are honored to participate in Sweepstakes '88, and our deepest wishes of success to all organizations!

PIONEER BUGGY PEOPLE ARE:

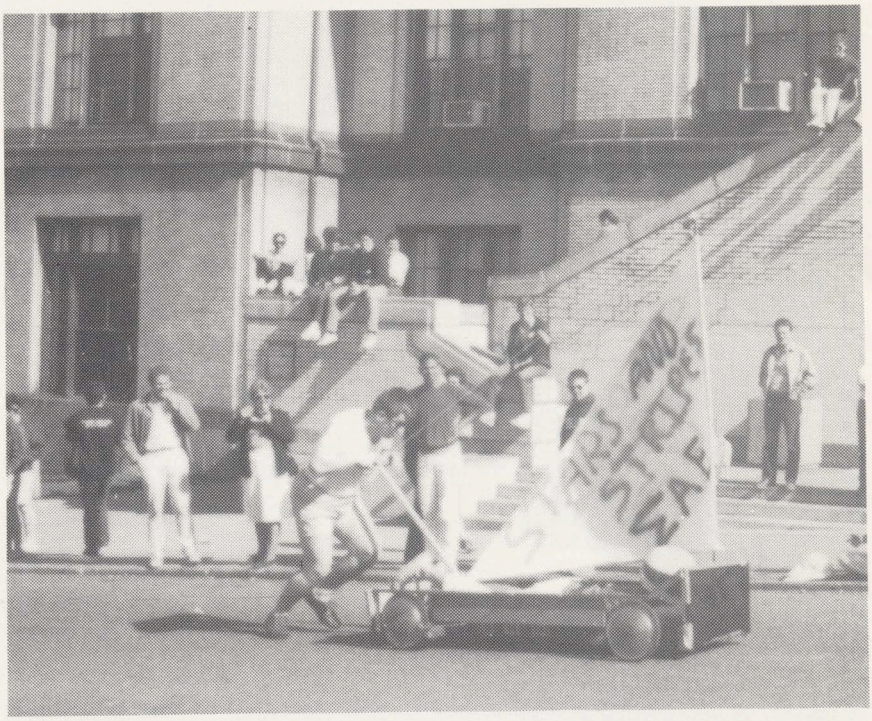
Jim Abinannte, John Beranek (Head Engineer), Kristin Buegard, Kevin Chan, Marc Choe, Bill Corcoran, Paul Cosentino, Lou Csak (Buggy Chairman), Matt Davis, Eric Dion, Sue Johnson, Mike Kanally, Chris Langer, Jeff Luster, Ken McPhail (Mr. Social Chairman), Jason McCullough, Tom Miller, Dan Neimann, Rachel Noble, Josie Parr (Stunt Driver), Mike Rovere (Pioneer Chairman), John Riccardi, Ira Rubien, Sue Sparks, Jarret Smith, Clyde Taylor, Kevin Truffa, Paul Van Buskirk, Pinnacle.

Sigma Alpha Epsilon

While everyone is rolling, we're sure to be rocking.

Sigma Alpha Epsilon Sweepstakes '88 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 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, 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.

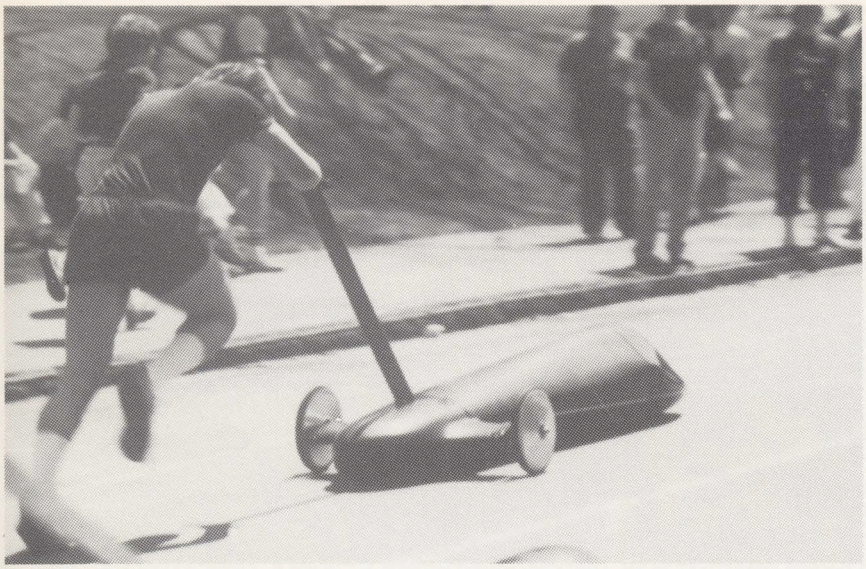


CHAIRMAN: Michael Wiegand

PUSHERS: Tony Gallippi, Jeff Kochanowski, Dave Shiller, Tom McConnell, Ted Roller, Pat Flynn, Bob Stefanowics, Andy Salamy, Carl Smith, Scott Lyon, Michael Dosik, Jon Knight, Pete Shields, Warren Flax, Mike Gordon, John D'Amico

DRIVERS: Kathy Murtaugh, Renee Klein, Stu DeJong

BUGGIES: Hustler, Intrepid, Limo



Sigma Nu

Buggy is our Life.

How many windows??!!
Oh shit ... we're in trouble now.
Come on Leslie, tuck in behind them.
Oh Leslie ... should have stayed behind 'em longer.
Shit.
Now!! Take 'em! Come on , GO!
Now!
Come On!
Shit.
Uunnnghhhh!
UNNNAUGHHHH! AUGHH! Dammit!
Ah ... AH ... NO!
No we don't! No we don't!
Go Leslie, GO!
Come ON, TURN! TURN NOW!
ALRIGHT!! YEAH!! I LOVE IT!! BEAUTIFUL!!!
Oh ... I LOVE IT!!
ROLLLL!!!
SEVENTY THOUSAND WINDOWS!!!
Look at it GO!
ALL RIGHT!
Oh ... I LOVE IT!
What's the time??!
Time on the clock! Time on the clock!
Time!
Oh Leslie ... I Love You ... Oh ...

CHAIRMEN:	James Shaw, Thomas Bove
PUSHERS:	Greg Perkins, Pete Wolcott, Todd Glickson, Chris Knowles, Mark Wabalas, George Wadsworth, Frank Senchak, Pat Boyle, Chris Sheeler, Paul Nick, Brad Wyatt, Mike Golden, John O'Keefe, Tony Chen, Eric Hotchfield, Jim Mulwhinney, Mike Lee.
SUPPORT:	Walt Barie, Mike Lurn, Amiel Kamori, Ken Kochi, Don Schiferecke, Richard Bender, David Schroeder, Duane Delaney, Grant Hauber, Jour Hadigue, Ryan Foran.
DRIVERS:	Shobana, Balasubramaniam, Laura Schloss, Janet O'Neil, Marla Tanimoto.
BUGGIES:	Colugo, Jerboa, Pope, Lemur

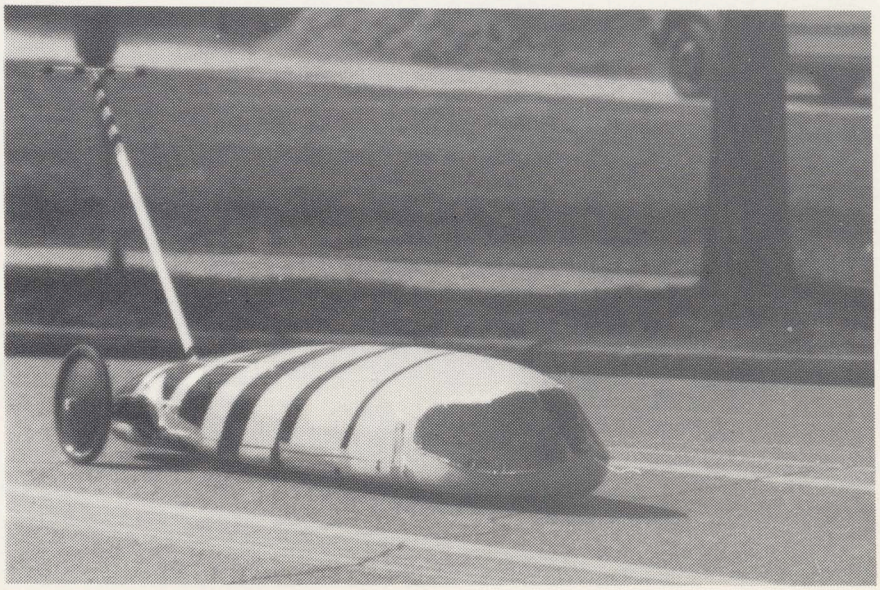
Spirit

Watch us raceday.

Spirit Buggy completed its initial three year plan last year with victories in men's and women's competitions. Although a "dark cloud" hung over our victory last year, we feel we have nothing to prove. Even with last year's win we eagerly await raceday '88.

This year our push teams are characteristically strong and our buggies solid. Once again we are unpredictable but exciting. We have the inexperience of a three-year-old buggy program and the experience of victory. Although we are still a young team, we feel confident that we have become a buggy power.

Watch us raceday.



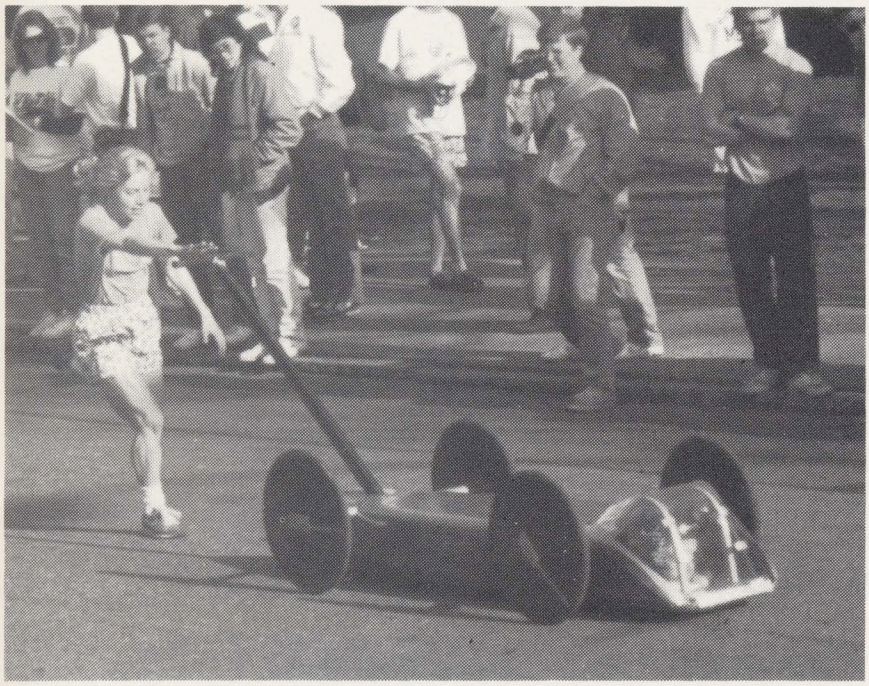
CHAIRMEN: Fred Butler, David Sowers

PUSHERS: Harvey Beckham, Robert Bowie, Mark Brownlee, Rarrett Franklin, Marvin Germany, Jay Glaspy, Al Jackson, Kevin Joy, Tom Killeen, Damien McKnight, Mike Miller, Reginald Motley, Anthony Nurse, Robert Patterson, Mike Riley, David White, Garfield Williams, Jeffrey Williams, Terrence Yarde, Trish Chorgo, Dana Cornish, Kena Dorsey, Dee Ferron, Gwendolyn Franklin, Marva Makle, Shauna McKenzie, Susan Moll, Laurie Shumaker, Donna Spicuzza, Rae Thiesfield, Trina Troutman, Andi Trump, Leslie Williams

SUPPORT: Sean Barrow, Michael Connors, Krist Dodaro, Rachel Garb, Nina Jeffries, Karen Jones, Stephen Jones, Paul Klabnik, Lalisa Lawrence, Howard Lossing, Gopinadhan Pandalai, April Perez, Jackie Piscitello, Denise Redman, Eric Robinson, Jason Ross, Nancy St. Louis, John Stuhlfire

DRIVERS: Cathy Lin, Roxanna Matticoli, Anne Wagner, Joy Whittington, Jessica Caplan, Richa Garg

BUGGIES: Genesis, Elan, Sting, Quantum Leap



Student Dormitory Council

The Fury is upon us.

As the sun rises in the east (or, as seems to be more often the case in Pittsburgh, the clouds get a little lighter) the dedicated corps of SDC buggy pushers, drivers, and mechanics struggle towards the bright blue tarp that is their meeting place Saturday and Sunday mornings.

SDC buggy members are a unique breed. Our team emphasis is on friendliness, enthusiasm, and a good competitive spirit. SDC buggy is open to all dorm residents. While our primary motivation is to have fun, we are looking to reclaim our edge and once again be a contending force in buggy. The Fury is upon us, and quite a few organizations may be in for a surprise come race day.

As another season draws to a close, heartfelt thanks go to our graduating class, and to those who had the guts to stick it out through the years. Thanks for your commitment and your dedication.

And special thanks to Jerry Shiloff of ECS and Todd Glogovsky of Mobay.

CHAIRMEN: Eddie Yeh, Glenn Meter, Marc Steinman

PUSHERS: Alfredo Apolloni, Christine Begley, Jamie Golden, Chris Hand, Kevin Murtha, Dave Musgrave, Kim Nagrant, Curt Rissmiller, Scott Shaffer, Marianne Smith, Ray Young, Rob Avoletta, Rich Bogdany, Tom Ference, Susan Hrishenko, Mark Leidner, Tal Lewin, Susan Marchl, Dorothy McLeskey, Perry Pierce, Steve "Chuck" Ray, Geoff Ringer, Bruce Shultes, Jane Tshudy, Kate Woomer, Peter Cousseau, Gary Halpin, Jeff Shelton, Francois Guilleux, Jeff Housenbold, Jack Kingsley, Tom "Stan" Musial.

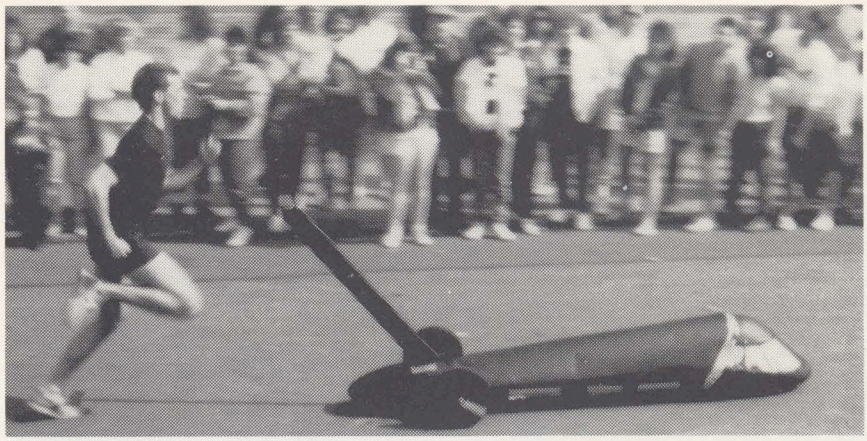
DRIVERS: Barry Drobes, Jennifer Hebert, Kim Nagrant, Moni Sengupta, Lisa Shannon

BUGGIES: Blue Haze, Banzai, Mako, Fury

Theta Xi

Blood, Sweat, and Wheels.

Theta Xi is in the process of becoming one of CMU's more competitive buggy organizations. In 1984 Bill Grathwohl built our first three wheeled buggies: "Rapier" and "Little Nip." Rapier went on to take two firsts and one second place in the design competition, and was retired on January 1, 1988. Building two buggies again caused Theta Xi's buggy members to nearly fail out, get ulcers, or to become psychopathic due to inhaling too many fumes. This year we hope to continue on our path and develop a buggy crew full of degenerate buggy morons as well as having our buggies roll as well as they are built. With a buggy crew dedicated to not sleeping until after race day, with pushers who know that grades just aren't that important, and with drivers who are going for "top six or hay-bails, " we are looking forward to a great race day. This one's for the Nipper *'33.*



CHAIRMAN: John Olsavsky

PUSHERS: Andy Rabin, Eric Swenson, Phil Antonson, MattJacobus, Cory Dworken, Barry Walker, Kevin Helm, C.J. Warner, Mike McGuire, Kishore Rao, Chris Smith, Mike Ross, Mike Ference, Tom Trebilcock, Mike Patrick, Calvin Wong, Chris Kashabach, Marc Archambault, Andy Robitshek, Breian Battaglia, Keith Braho, Sean Evanovich, Twig Gallemore, Phil Meck, Ted Ralphs, John Pacella, Eric Gold, Justin Pizzella, Darcy Snyder, Jackie Bovarnick, Kris Stringer, Chris Mauro, Tanya Evanovich

SUPPORT: Geoff Citron, Gery Bell, Dave Bishop, Keith Braho, Tom Trebilcock, Mark Campbell, Pat Carey, Regis Frankhouser, Ben Herr, Jim Jantos, John Kalucki, Andy Rabin, Andy Philips, Jeff Vandall, C.J. Warner, Barry Walker, Sarah Ruggles, John Stark, Ken Fickey

DRIVERS: Helene Benedetti, Bageshiri Shirali, Kathy Palaszynske, Mary Beth Ashbaugh, Ritika Nath

BUGGIES: Nemisis, Valkure, Little Nip


CIA

Rules 1988

Printed here are excerpts of the official rules for Sweepstakes 1988. An attempt has been made to include as many of the most important rules as possible.

1. **Entrance Rules**

- An organization shall be defined as any group, club, or fraternity recognized by the Carnegie Mellon Student Senate. Each participating organization can enter up to four Sweepstakes entries for men, and three Sweepstakes 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.
- 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.
- Each organization must have all of its buggies present at the Design Competition, and may enter one, two, or none in the 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.
- 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.
- 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.
- To drive in a freeroll, the driver must be capability-tested in the buggy s/he is driving.
- Each driver must also successfully complete a pass test during a spring freeroll in the buggy s/he will be driving on Race Day. Pass tests will be observed by the Safety Chairman or the Sweepstakes Chairman. Each driver will roll down the hill at least ten times, and each buggy will roll at least five times.

2. **Construction Rules**

- 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.
- Each buggy entered in the competition must have been designed and built by students of Carnegie Mellon. 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.

3. **Contest Rules**

- The time between preliminary heats shall be ten minutes, timed by the official timer, from the beginning 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 five minutes for alumni and rerolls, 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- If an accident occurs, [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.
- The Hill 5 pusher must have at least one hand on the buggy when the nose of the buggy crosses the finish line.
- 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 entry must pass a drop test immediately after completing its heat.
- 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.

4. **Finalists**

- The entries with the top ten men's times and top six women's times from the Preliminary heats will be eligible to participate in the Finals.
- 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. However, no two buggies from the same organization will run in the same heat. The winner will be determined by the [best] time.
- 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 random lot.
- 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 the case of two or more disqualifications, times of finish from the first day will be used to place the buggies.

5. **Basis for Disqualification and Reroll**

- 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.
- 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.
- If the imminent accident mentioned above is due to failure of the buggy in question, that buggy will not be eligible for a reroll.
- 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.
- 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 elibible for a reroll. An exception shall be granted if 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.
- 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.
- The decision as to the granting of a reroll shall be made by the judges and will be final.

6. **Judges**

- 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 s/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/her 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 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.
- All decisions are to be made by the judges after consulting with the officials.
- *The judges' decisions are final.*

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 organizations' 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 witing a specified distance while traveling at a minimum speed of 15 mph.

catcher - *n.* the member of the 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 the events of a crash.

Compubookie - *n.* the mysterious gnome who live 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 the 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 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 stop within 15 feet. Failure of this results in 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.

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 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.

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 connection 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 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, Perfomed by the Hill 3 pusher.

the Plug - *n.* a fire plug 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 practice.

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.

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 Chairmen - *n.* the person who is in charge of inspecting all buggies for safety.

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.

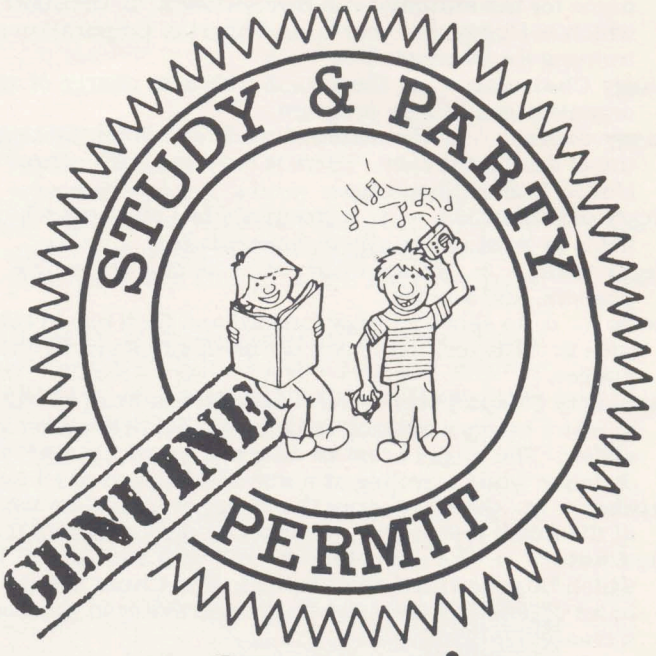
Sweepstakes - *n.* the official term for the racing of buggies during Spring Carnival.

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.

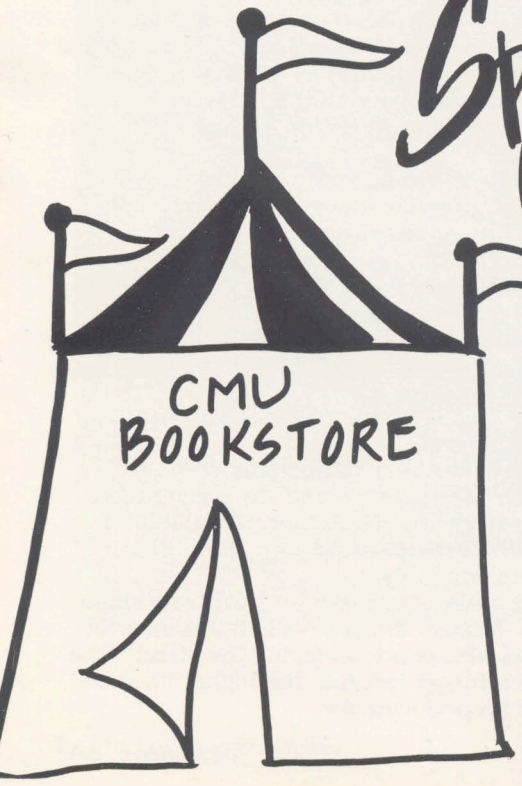
CMU BOOKSTORE

PARTY ANIMAL



Carnegie
Mellon

CARNEGIE
MELLON



Spring Carnival IS coming

GET IN THE MOOD with A NEW T-SHIRT

Scotch 'n' Soda presents

IMPROV '88: Evening Explosion

No two shows will be alike; audience participation is included

April 14, 15, 16, 17
8PM
Skibo Ballroom

Tickets at the door: $3.50 with Student I.D.
$4.50 general admission

Sponsored by Student Senate

Best of Luck in the Sweepstakes Competition
From the

Carnegie Mellon Alumni Association

44,000 Alumni working together
in support of their Alma Mater

&

The Student Alumni Relations Council

Alumni helping students and students helping each other

For more information . . . .
Alumni Association - Carnegie Mellon University
5017 Forbes Avenue; Pittsburgh, PA 15213
(412)268-2060

Scotland Yard

CARNIVAL HOURS

Thursday, Friday, Saturday
11:00 am - 2:00 am

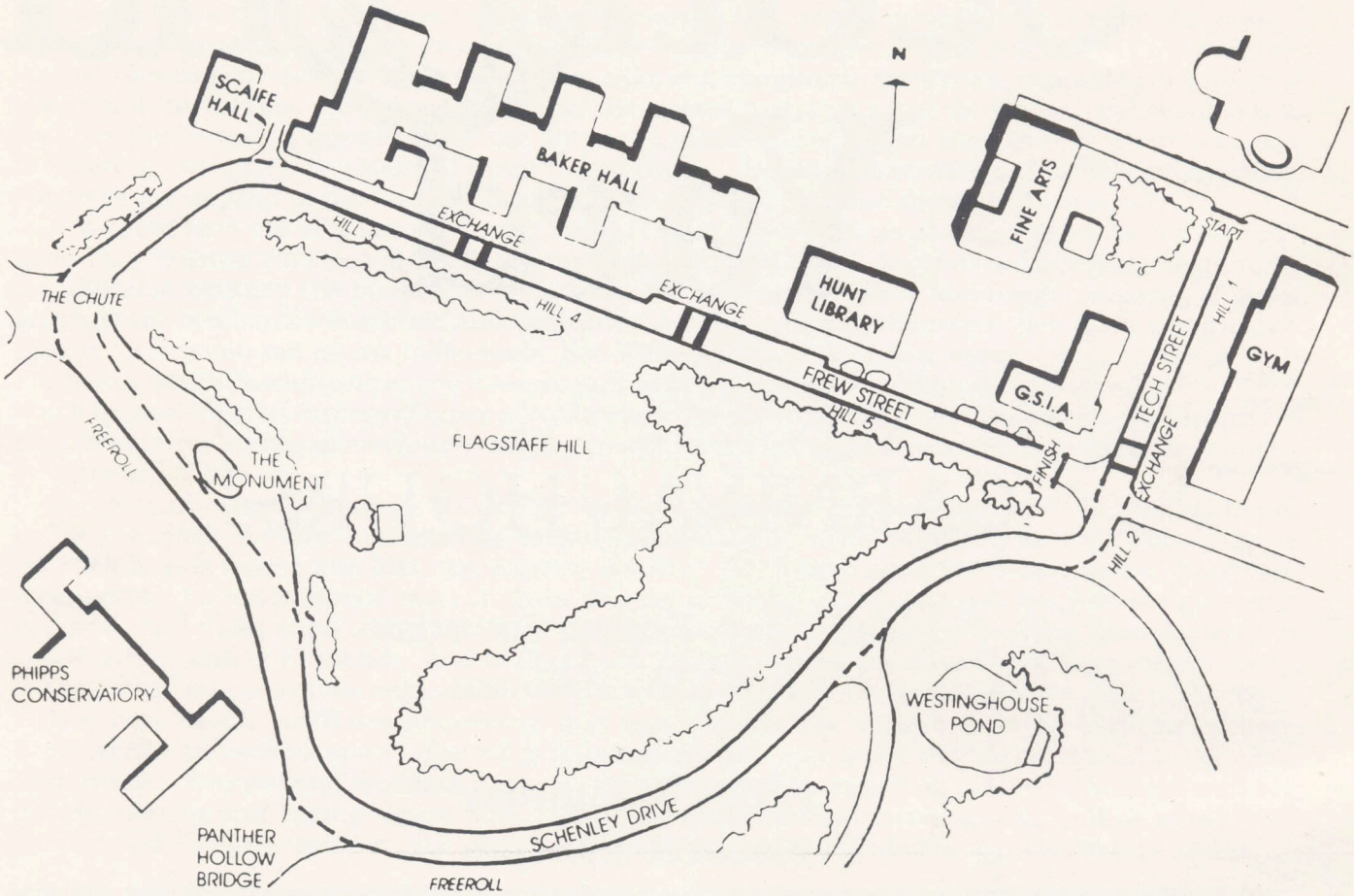
Friday & Saturday
Cabaret 9:00 pm

Sunday
6:00 pm - 2:00 am

Located in Skibo Hall

Scotland Yard

Course Map



1988 Credits

Sweepstakes Chairman: Gino Cosentino
Assistant Chairman: Chris Hansen
Safety Co-Chairs: Phil Tubesing, Trish DiMarco
Design Chairs: Maureen Yim, Lori Brassaw, Kelly Krummert

Buggy Book Editors: Sara Rad, Andy Gillespie, Natalie Capone
Buggy Book Staff: Albrecht Powell, Andy Robitshek, George Thomas, Erika Peterson
Cover art by Mark Russinovich and Albrecht Powell.
"Views of Buggy" by Sarah Alexander (Driver) and Mark Benish (Pusher).
Special Thanks to: *The Tartan*, Karl Barnhart, Organizational chairmen, Sweepstakes Committee, Anne Witchner, and Campus Printing.
The Buggy Book is funded by the Student Activities Fee.

Heat Schedule and Scoresheet

Men	LANE 1 Buggy Name Time	LANE 2 Buggy Name Time	LANE 3 Buggy Name Time
1*	Pioneers A	DU B	Beta D
2	CIA D	SDC D	DU A
3	Spirit C	PiKA D	DTD C
4	SAE B	KDR B	PhiKap C
5	CIA B	TX D	Fringe A
6	Spirit D	Beta C	SDC C
7	AEPi A	PiKA C	ATO A
8	Fringe C	SigNu B	SDC B
9	Spirit B	CIA C	DTD D
10	SAE C	PiLam C	TX A
11	PhiKap B	KDR A	Pilam B
12	SigNu C	Beta B	KapSig A
13	SAE A	PiKA B	Fringe B
14	PhiKap D	CIA A	DTD A
15	Spirit A	SDC A	TX B
16	SigNu A	AFROTC A	Pilam A
17	KDR C	Beta A	PhiKap A
18	SigNu D	PiKA A	TX C

Women	LANE 1 Buggy Name Time	LANE 2 Buggy Name Time	LANE 3 Buggy Name Time
1	Spirit C	SigNu A	Pioneers A
2	PiKA B	Fringe A	SDC B
3	Spirit B	AFROTC A	Beta A
4	KDR A	DTD A	TX A
5	Beta B	PiKA A	SDC A
6	Fringe B	CIA A	PhiKap A
7	Spirit A	SigNu B	KDR B

* There will be 5 extra minutes between Men's Heats 1 and 2

Spring Carnival Schedule

Thursday, April 14

9:00am - 3:00pm	**Buggy Display and Design Competition**	**Gym**
9:00am - Noon	Pre Sale Ride Tickets	Info Desk
4:30pm	Opening Ceremonies	Midway
3:30pm	Women's Track w/ Bethany, Duquesne, Geneva, Robert Morris, & St. Francis	Stadium
5:00pm	Jazz Choir	Tent
6:00pm	AB Movie Stalig 17	DH2210
8:00pm	Scotch 'n' Soda "Improv '88: *Evening Explosion*"	Ballroom
	AB Movie Stalig 17	DH2210
9:00pm - 1:00am	AB Dance: 'Baby Huey and the Babysitters'	Tent
10:00pm - 2:00am	Classic Cartoons	Wherrett Room
10:00pm	AB Movie Stalig 17	DH2210
Midnight	Midway Closes	Midway

Friday, April 15

7:00am	**Preliminary Sweepstakes Races**	**Tech & Frew Sts.**
Noon	Midway Opens	Midway
	The Heavy Cats (Jazz Band)	Tent
	Face Painting	Midway
	Ugliest Man On Campus - UMOC (all day)	Cut
1:30pm	Caricaturist	Midway
2:00pm	AB Concert : The Alarm	Cut
	Edward Jackman (Comedian)	Tent
5:00pm	Kiltie Band	Tent
8:00pm	Scotch 'n' Soda "Improv '88: *Evening Explosion*"	Ballroom
9:00pm	Cabaret	Scotland Yard
8:30pm	Buggy Movie	Tent
9:00pm - 1:00am	SDC Dance: 'Vinyl Frontiers'	Tent
10:00pm - 2:00am	Classic Cartoons	Wherrett Room
10:00pm	Fireworks (Saturday if rain)	Stadium
11:30pm	Midway Closes	Midway

Saturday, April 16

8:00am	**Sweepstakes Finals**	**Tech & Frew Sts.**
Noon	Midway Opens	Midway
	Hector In Paris (band)	Tent
	Face Painting	Midway
	Ugliest Man On Campus - UMOC (all day)	Cut
1:00pm	A-Phi-O Charitable Chairs (musical chairs)	Cut
1:00pm - 4:00pm	Classic Cartoons	Wherrett Room
1:30pm	Caricaturist	Midway
2:00pm	Jabberwocks (A Cappella Group)	Tent
4:30pm	Consumption of Gingerbread House	Tent
5:00pm	Carsickness (Band)	Tent
6:00pm	SDC Movie *La Bamba*	DH2210
8:00pm	Scotch 'n' Soda "Improv '88: *Evening Explosion*"	Ballroom
	The Image (Band)	Tent
	SDC Movie *La Bamba*	DH2210
9:00pm	Cabaret	Scotland Yard
9:30pm	Midway Closes	Midway
10:00pm	Closing Ceremonies	Cut
	SDC Movie *La Bamba*	DH2210
10:30pm	Movie: *The Neverending Story*	Tent
Midnight	SDC Movie *La Bamba*	DH2210

Check the Tartan and Skibo Information Desk for additional activities.

$1.25