

1989 Buggy Book



Carnegie Mellon

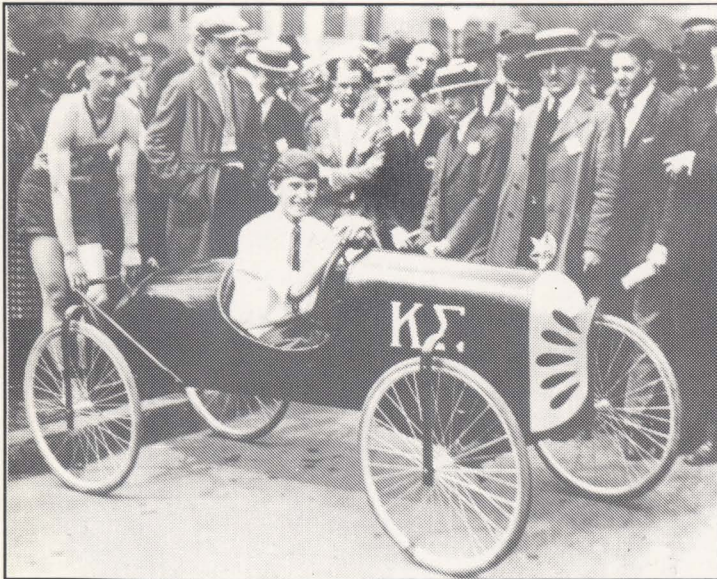


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Introduction

You find yourself asking, "So, what's this buggy thing?"

Well let me tell you.

Buggy, formally known as Sweepstakes, has been a campus tradition since 1920. It is basically a high-tech relay race with a seven-foot long bullet on wheels as the baton.

You then ask, "Does someone really fit in there?"

Most Certainly! Small women and men have control over the steering and braking of the buggy (you often also hear them yelling encouragement) as it rolls along the 4412 foot course.

"Ah..." you say, "But, how does this thing move?"

Since the buggy has no internal means of propulsion there are five pushers who alternately push the buggy up the hills. Between pushers 2 & 3 the buggy travels 2500 feet downhill at speeds sometimes reaching 35 miles per hour.

You are now quite interested and ask, "Do they have rehearsals or practices for this?"

For five weekends in the fall and seven weekends in the spring the buggy teams get up at as early as 3:30 a.m. (or didn't go to sleep at all) and prepare for "freeroll" practices. As soon as dawn breaks the buggies start rolling

one organization at a time allowing their drivers to practice driving these vehicles only inches off the ground.

"But how about the pushers?"

They have what are called "push practices." For the last six weeks every Sunday through Thursday from midnight to around 2 a.m. the hills on Tech and Frew streets are closed to traffic and the pushers practice their form.

"O.K. So what's with all the trucks around the start?" you ask.

Each organization rents a truck to use on the two race days as a portable workshop. The mechanics put all of the things they will need in the trucks, and the buggy is hidden inside until just seconds before the start of the race.

One more question has been burning in your mind. "How much do these people get paid?"

Over 1000 people participate in Sweepstakes each year. These people get no salary or stipend, and there are no buggy scholarships. No, these people are not crazy (although there are some who, at first glance, would swear they are), they have been caught up in the greatest of our campus traditions. So watch, enjoy, and see for yourself that more than anything buggy is fun.



*Pictured from left to right are:
Ray Fratto, Trish DiMarco,
Chris Hansen
(Buggy Chairman),
Erica Levy, and
Phil Tubsing*

Buggy Chairman's Notes

This is probably one of the most difficult things I have had to write in a long time. It isn't easy to sum up my thoughts on buggy in less than a hundred pages but I'll give it my best shot.

I have learned many things about buggy in my four years of being involved, one way or another. I must say that I have learned more this year than in the other three combined. This year I have been allowed to do things that very few people get to do. I have actually touched a Sigma Nu buggy, I've pushed a Pika buggy and I've been privy to and perplexed by new technology.

Beside my experiences with these buggies, a few other unusual things have happened this year. Several new events were added to free rolls including pass tests done on cars, and tools being thrown at flaggers and sweepers to help keep them alert. For the most part, however, buggy has been a very valuable experience for the whole buggy committee. Believe me, seeing what people look and act like at four in the morning is very enlightening.

This year has also been a year of very difficult decisions. The elimination of the two wheeled buggy was extremely difficult and took much consideration. We also made the decision to eliminate some of the alumni heats that we have had in the past in order to better streamline Sweepstakes. Making decisions is the most important aspect of the chairman's job. He must make decisions every night at push practice and every morning at freerolls. Some decisions are easy and some are difficult, while some people agree with our decisions and others rarely agree. Difficult decisions are nothing new to Sweepstakes or the chairman himself but instead are just part of the job and help make it a more memorable experience.

Through buggy I have also had the pleasure of coming in contact with both buggy and non-buggy people. These are the people that I would like to thank for making my job an enjoyable one. People are absolutely the biggest plus that buggy has. I have made many friends and some enemies through buggy, none of which I will forget any time in the near future. The people that are involved in buggy are what makes buggy such a great event and the reason it will continue in the future.

In my opinion buggy is the only thing Carnegie Mellon has that is unique, that sets us apart from other schools. Believing that, and borrowing from my predecessor, my utmost goal was to have a safe buggy season so that when my tenure was over buggy would continue. We hope by running a safe event we have helped buggy continue indefinitely. After being on my high horse and sounding profound

I would like to continue with the true reason for writing this. Thank You's.

First of all I would like to thank the rest of my committee: Phil Tubesteak the assistant chairperson, Trish DiMarco safety chairperson, and the youngsters Erica Levy, Ray Fratto and Jeff Nystrom who we think will do a great job when it becomes their turn to run buggy. These people have kept the buggies rolling and helped me keep my sanity when things began to get hectic, but most of all they have made buggy '89 what it is.

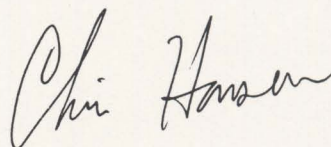
I would also like to thank Anne Witchner director of student activities, and my boss, for all of her help. Marcia Gerwig is the next person I would like to thank, most of all for being there whenever we needed her and doing happily whatever she could in order to help us. Without Anne and Marcia we would not have permits, push practice, or buggy itself.

Some others who by no means are less important:

Holly
Mom and Dad
CMU Police
Pittsburgh Police
Radio club
Tom Woods
Lou Connely
Ron Campana
Mr. Franke
Mr. Bosch
Rosalie
Kent

These people have all contributed to this year Sweepstakes but all in very different and unique ways. I'd like to thank these people for putting up with me, allowing me to do buggy, for providing us with their services, their guidance and all of their help. I'll stop bugging you and boring you now. Thanks again to everyone who helped make my job so much fun.

Have a Great Carnival!



A Chairperson's View of Buggy

You couldn't pay me enough to do this job, so why pay me at all? I never know it's late at night or early in the morning when we begin to bring the buggies up for drop tests. It doesn't matter because it's always been at least 24 hours since I saw my bed. Time is a relative term to a chairperson, and sleep is a fantasy for after Race Day. For weeks before race day, we spend hour upon hour in small secluded rooms hidden from everyone except our own team, working and fine tuning the most ridiculous vehicle ever conceived.

Made up of "strange new polymers" and stuff you won't even tell your dad about, the buggies are just about the most efficient form of transportation around, as long as it's downhill. Uphill is a problem. I never had a prayer of pushing and at 180 pounds, I won't ever fit in a buggy. Most people would never fit in a buggy. So I choose to build these crazy things. If you thought classes took a lot of your time, you've got to try building a buggy. Emerging only occasionally in search of coffee, cigarettes, or some clothes that smell a little less than the ones I've got on, it's hard to realize why I work so hard on something that I'll never be able to use. But it's a serious blast, and everyone who does it loves it.

Finally, the new buggy is finished. The few minutes before a safety test you peer over your creation. This is the first time you've seen it all in one piece, it's Friday afternoon, you haven't been to class in a week, Trish (the safety chairperson) is due in two minutes, you make sure you got everything right, and... you're out of coffee and cigarettes. Now you start



to understand the true nature of your job. But if you've done your job right, everything goes without a hitch and you're ready to rock and roll. Only problem is you've got two or three other buggies that have been neglected for the last week, and they always need a little fine tuning before free rolls. *Sleep? we don't need no stinkin' sleep!*

The only thing that might stay the same during freerolls is the cold. There's no telling what might happen. A wet road might be dry by 7:30, especially if coaxed a bit... All I know is that when you really need to roll, you'll do almost anything to go down the hill including driving your car around in circles until your dizzy, trying to help dry the road off. It's all in the effort to be as well prepared as possible for Race Day.

Race Day is the day we all look forward to. Part of this huge thing called Carnival, Sweepstakes is a part of this 3 day long celebration. What we celebrate I'm not sure. All I know is that Race Day means spending 48 Hours in a \$50 a day metal box (U-Hauls rented by most organizations) at the bottom of the hill. People tell me that there is a Midway with booths and games and carnival rides... maybe I'll get to see it all before I die. But I ignore the tales of this mystical carnival and stay with the precious machine that the more than capable mechanics team and I worked so hard on and nit picked over every last f##*king detail on. Perfection is an obsession with a chairperson, and everything has got to be perfect. And, after the races, whether or not you've done as well as you wanted, you'll finally get some well needed rest...

Oh yeah, you have to remember, April 16th is the first day of the next season.



A Driver's View of Buggy

Here's what everyone I know thinks about buggy:

My mom says, "You're going how fast down a hill? Dear, are you sure that's safe? Well, as long as it doesn't interfere with your grades."

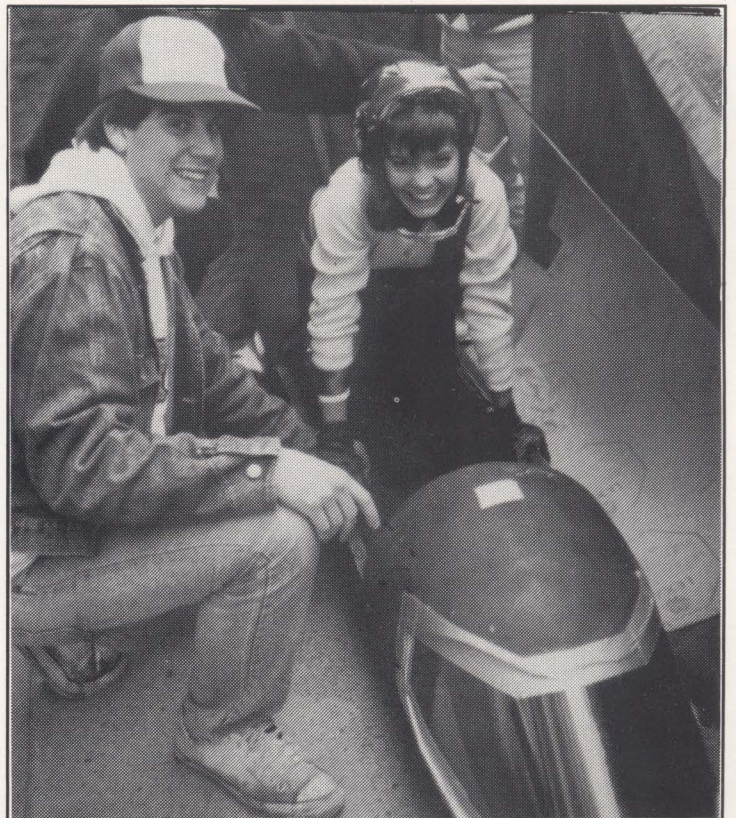
My dad says, "Fraternity boys? Couldn't you just do this for a sorority?"

My friends say, "Hey, where ya going? It's only 1:30. Whadda ya think, you'll turn into a pumpkin?"

My roommate complains, "Could you please turn out the light? It's 4:30."

It's a whole lot easier to tell you what everyone else thinks about buggy than to say what I think about it. The thought-provoking question, 'What's the point?' often runs through my head, usually sometime between 4:30 and 5:00 a.m., as I'm pulling on my third pair of long underwear and wondering how many pairs of socks I can wear and still be able to put my shoes on. Or, I wonder why when I'm walking to rolls, and I see my friends passing me by on their way home.

Obviously, though, I wouldn't be going through all of these cases of frostbite, missed parties, and lost sleep if there wasn't a faint voice, somewhere in the back of my head, reassuring me that this is actually fun. I usually hear that voice when my chin is about two inches off the ground, my body is cramped into a position that bodies just weren't meant to be in, and I'm going upwards of 35 miles an hour. Why I consider this fun I don't know-- there are lots of people who wouldn't, my parents, friends and roommate included. Something about being in a group, working toward something that we maybe will get, or maybe not, but having fun anyways, definitely has something to do with it. And the thrill of going that fast, and doing well, that's worth it, too. What's the point? I don't know, really, but whatever it is, it's enough to keep me coming back, and that's enough.



A Pusher's View of Buggy

Each year, at about the same time the weather is becoming tolerable and classes are becoming just the opposite, a motley group of CMU students starts to get the sudden urge to release some of their frustrations by chasing small, one manned, wheeled gocarts up and down hills. Additionally, these urges seem to come during the middle of the night and early morning. We proudly call ourselves pushers. Not of the drug variety (although last year the cops seemed to think it was as illegal), but of the buggy variety.

What could possibly possess someone to want to do such a crazy thing? Well, after three years of doing it, I honestly do not know myself. Maybe it is the novelty of the event. Maybe we like going to bed on the weekends praying for rain so that we can sleep in. Maybe it is the fact that we would not feel like we really went to CMU if we did not participate in buggy. Maybe it is the friendship and comradery that is developed by standing around in the cold for hours on end yelling at teammates to run faster. Maybe it is the fact that buggy/carnival is one of the few events at CMU that tends to bring the whole campus together to have fun and drum up some school spirit. Whatever the reasons, every year we come back and push those buggies night after night, hill after hill, trying to perfect that technique that will shave those few crucial seconds off our times.

Finally, race day rolls around and everyone gets the chance for their moment in the sun (or snow depending on the weather). All of those hours of push practice boil down to a brief few minutes that determine whether it is all worth it. The euphoria spreads as moving vans start to play their chosen psyche songs and the pushers try to convince themselves they are about to run the fastest hill of their lives. Then it happens, either a gun sounds or you yell the infamous push command and you push as hard as you can, knowing that if you are not satisfied with your performance you will have to wait another year before you get another chance.

Somehow, when it is all over, all of the painful nights at push practice and lost sleep seem worth it. Regardless of the results, all of the pushers know that their teammates gave it their best. Most importantly, however, everyone involved usually comes to the realization that it wasn't the few minutes on race day that made it worth it, but the fun they had getting there. Yes, in some unique way pushing buggy is fun, and barring graduation we'll all be back for more next year.



A Mechanic's View of Buggy

A glance at the clock tells me it's eight hours since the last time I looked at a clock, which makes it four o'clock on a Saturday morning. My eyes are red, there's a real bad taste in my mouth, my hands itch and I smell like a chemical plant.

No, I haven't been partying. I have been working on Buggy, and I had better start working harder because there are only three hours left till freerolls...

Few people not involved with Buggy can appreciate the absurd amounts of time and effort that we spend on our phallic creations. No matter how many all-nighters we pull in the buggy room, there is still more to do. There is always more to do.

What do we do, you ask, as we come out of the garage looking like hell and smelling worse? We improve the buggies that we have so that they roll faster, and sometimes, when we come up with a new idea, enough money, and feel (usually incorrectly) that we have enough time, we make a new buggy. Simple, right? Wrong. Buggies may be different things to different people, but anyone who has ever worked on Buggy can tell you that nothing about it is simple. If it were simple, we wouldn't even bother. It's simple to say that we try to make 'em light and fast. It's a lot harder to do it, and I am not at liberty to discuss the subject further.

Perhaps one of the big excitements of Buggy is not knowing, the secrecy of it all. They don't know what makes our buggies roll fast, and we don't know what makes *their* buggies roll even faster. Buggy secrets are more closely guarded than any other. One can find out the most personal secrets of the most discrete Buggy Man, but good luck learning how his organization manages to roll fast. We even hide our Buggy garbage. We have learned much by going through *theirs*, and you had better believe that there is much to learn. It is a very serious game, but an enjoyable one. We time our rolls. We time *their* rolls. We watch them. They watch us. We watch them watch us, and we ask ourselves...

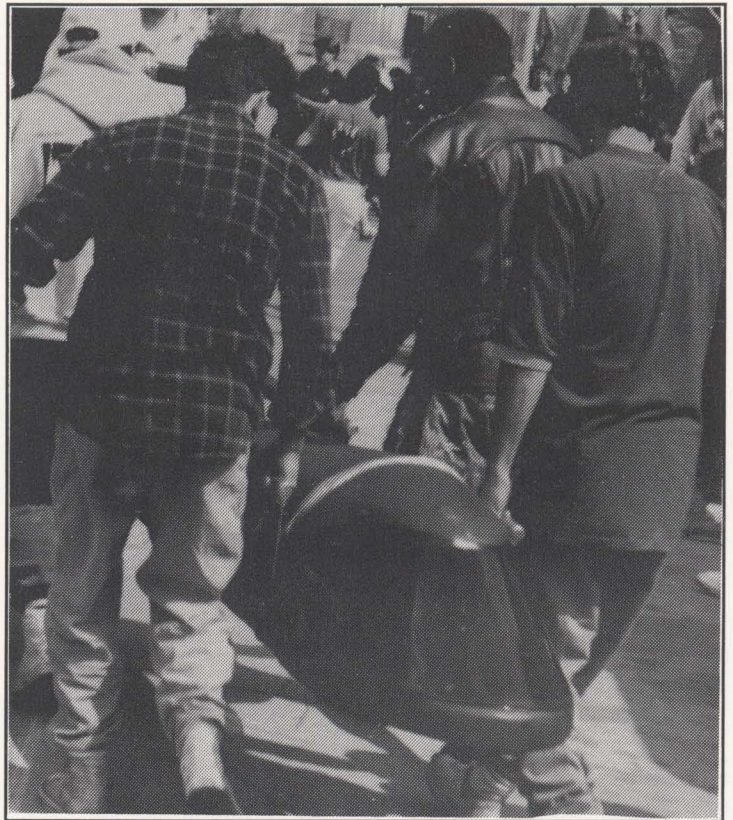
"So why is KDR using five wheels?"

"Why does DTD use two pushpoles?"

"What size wheels is Pika using this morning?"

"What is the deal with Sigma Nu's wheel covers?"

and so on.



We try our tricks in our quest for speed, and we watch *them* to find out their tricks. Sometimes we even play games to make them think we are doing *that*, in order to conceal that we are really doing *this*. What makes it all worthwhile? Is it the exhilaration on race day when we carry our sleek baby from the truck, heads reeling from the chemicals on the wheels, carefully set it down on the pavement, and stand back to watch a big Neanderthal slam it up Hill 1, praying our baby will make it through the chute, that nothing will go wrong after hundreds of hours of hard work? Maybe for some, that is why they do Buggy. For me, though, it's the feeling I get when, on a cold morning in March one of *their* timers looks at his stopwatch, looks at his pad, looks over at me and says, "Huh. That was, uh, a pretty fast roll. What are you guys doing?"

Working hard, trying my best, and in some way succeeding. That is Buggy.

Design Competition

The Design Competition is held every year the day before the preliminary races are scheduled; this year it is April 13. It is held in the gymnasium from 9:00 a.m. until around 4:00 p.m.. The competition consists of two simultaneous events: the display of each organization's competing buggies to the public and the judging of each buggy. The judging is based on concept and functionality in the following categories: the frame or body, the steering system, the braking system, the suspension system, and the driver occupancy as well as safety. Each buggy is also judged for overall design, craftsmanship and appearance. The judges are chosen at large from the CMU community and from industry.

Before the preliminary judging, the judges view all of the buggies for thirty minutes. During this time the judges may not ask any questions of any of the organizations. After the judges have viewed all of the buggies on display, each buggy scheduled for presentation shall be privately presented to the judges.

The preliminary judging procedure takes about fifteen minutes for each organization. The representatives from each organization have ten minutes to describe, demonstrate, or otherwise present that group's buggy to the judges. After the organization's representatives have finished their presentation, the judges may ask questions concerning the presentation of the buggy, and may also examine the buggy for a

maximum of five minutes.

The final judging has been changed this year. However, before the changes judging went as follows: the buggies with the top six scores from preliminary judging were picked for final judging, all six finalists were shown to the judges at the same time, the judges were permitted to examine the buggies for a total of fifteen minutes, and then the judges ranked the six finalists.

This year, the final judging procedure was amended by the chairperson of all the organizations. The change is as follows:

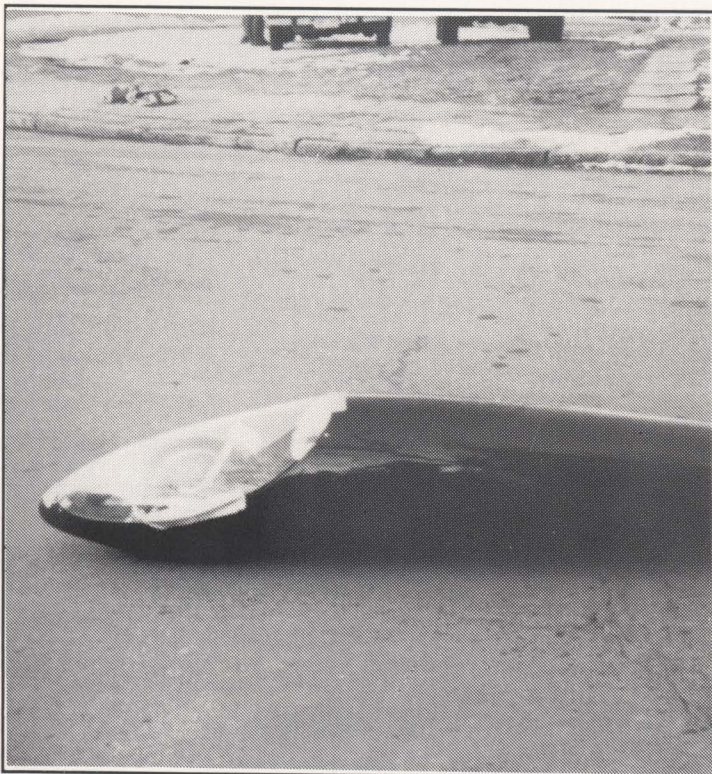
Allow the judges to use the design sheets during the final judging. This way they can judge them on the same criteria - but they'll see them all at once. This change means that the score sheets will be filled out twice, once for preliminary judging and once for final judging.

There are also two other possible changes that have not been voted on yet.

1. Change the qualifying requirement for Design to top 1/3 of competition finishing race times. This will make the qualification rules more stringent.

2. Keep the qualifying requirement to top 1/2 but somehow include the finishing race time (Friday race time, or a freeroll time) as a percentage of the final score. Then the final decision will be based on the final judging scores and the organization's race time or freeroll time.

Note: These last two rules may or may not take effect this year, depending on the vote of the chairpersons of each organization.



History of Buggy

In the beginning... there was Buggy!

There are very few people who can recall the early days of Buggy when it was "The Derby" instead of "Sweepstakes". Buggies weren't required to have brakes, and there were rules against "taking short cuts through the park." In 1920 when Carnegie Tech saw its first Buggy race, there was no way to foresee what has become of Buggy today. Today the powerful influence of engineers and designers has created an event that fraternities and active campus organizations prepare for and anticipate for year round.

According to Gilbert "Gib" Heddaeus, vice-president of the 1920 Student Council and Delta Upsilon brother, Carnival began as an effort to organize a Springtime festival that would allow students to "let loose" and bring back alumni to the campus every year. Buggy was only one of the many events scheduled for the "Campus Week"; however, most of the original ones don't exist anymore. Among them were scooter races for the women of Margaret Morrison Carnegie College; a dance in the Administration Building (watch out Warner Hall); a "Coronation Ball"; circus acts and sideshows on Margaret Morrison Street; and a parade to mark the opening ceremonies.

Even though it has lost many of its original traditions, Carnival remains the one outstanding time of year when CMU unites for the spring festivities and alumni from all over the country come back to visit. And, Buggy remains one of the longest standing traditions.

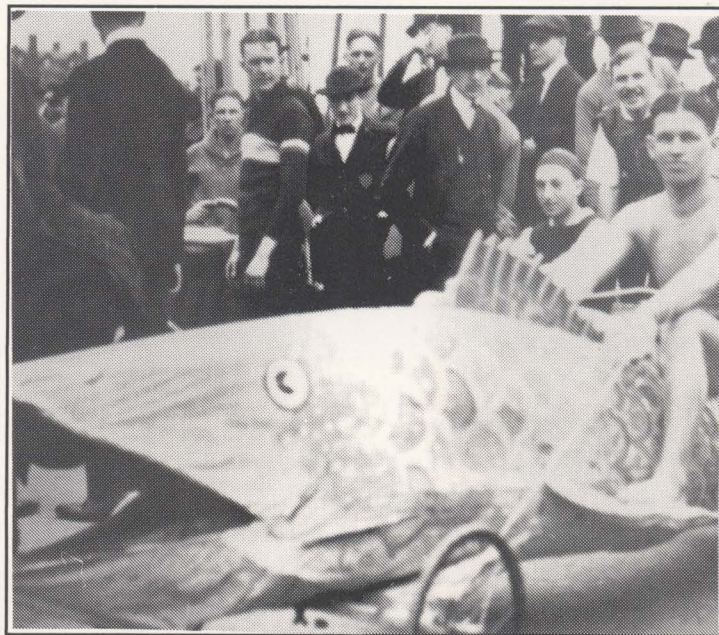
The First Buggy Races

1920 saw the first Buggy race that involved a dozen boxy machines all lined up in front of the Fine Arts building, on a road that used to cut through campus between Hunt Library and Baker Hall. The four wheeled buggies took off toward Schenley park with the pusher/mechanic riding on the back of the vehicle through the chute until the pit stop. At this point the mechanic had to demonstrate mechanical dexterity by switching the left rear wheel with the right. Back on the course again, the driver and pusher were allowed to switch positions to "insure a breakneck finish."

The following year, the first design cup was awarded to Delta Upsilon for their extraordinary fish on four wheels, and Sigma Nu won second place with their Toonerville Trolley. This same year the pit stop was eliminated to speed up the race, and the number of competitors increased to eighteen. All in one heat, the Buggies lined up six abreast and three deep. The carnage was fantastic. As one writer put it:

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

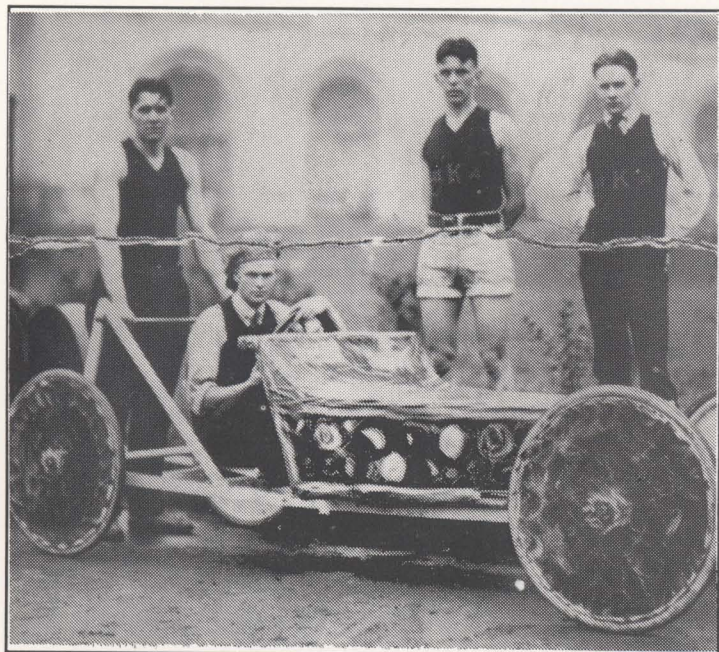
The second year the rules were changed to require the same body in the race entered for design, and with this many freak designs were eliminated and mechanical perfection became the goal. The same year the push team was increased from one to a relay of four, in 1926 a fifth pusher was added, and by 1925 the race was finally run in heats. In 1928 Frew Street was extended from Porter Hall to the Gym and the Buggy course was rerouted to its present state. And, since 1951 all buggies have been required to have brakes and pass a series of safety tests.



The Problem with Pedestrians, Trees and Flying Tools

In the beginning of Buggy history there were a few safety problems that were thought to add excitement to the race, but were eventually eliminated after a few mishaps. In 1921, three Buggies went down in an incredible crash. One crash was recorded in detail. "By skillful driving and an unparalleled burst of speed SAE forged to the front... However, at the fish pond the jinx got them; their steering apparatus went bad and the machine, becoming unmanageable, headed straight for a tree. It crashed into the curb and removed two wheels. [The drivers] were hurled through the air and after they landed the wreck landed on top of them."

In 1934 Beta flipped over, and the next year PiKA's wheel rim collapsed and their big boat dived into the curb. In 1941 DU crashed into the curb trying to avoid a car accidentally let on the course, ATO went out of control going into the Park and PiKA went into the curb trying to avoid them. And, in 1946 PiKA crowded Kappa Sigma and drove their silver beetle into a pedestrian. The absence of brakes was beginning



to pose as a safety problem.

However, brakes couldn't help PiKA in 1953 when the crowd moved into the road forcing them to hit a spectator, or in 1956 when they ran over a pusher. In 1955 the Tau Delt driver was injured when he threw a wheel and hit a parked car mistakenly let on by the police. So far, like its past, the 1989 season has not been without its accidents or strange events. During free rolls this season flaggers were startled at an early hour in the morning by a pick-up truck that hurtled tools at them. The excitement never ceases.

The Evolution of Design

Design has been another facet of the Buggy competition that has undergone dramatic changes, for technical and aesthetic purposes. Although uniqueness no longer was the criteria to win the design competition, after the first year organizations continued to come out with some very unusual buggies. DU entered with a grasshopper after the fish, and in 1960 they came out with a keg of beer mounted on four wheels.

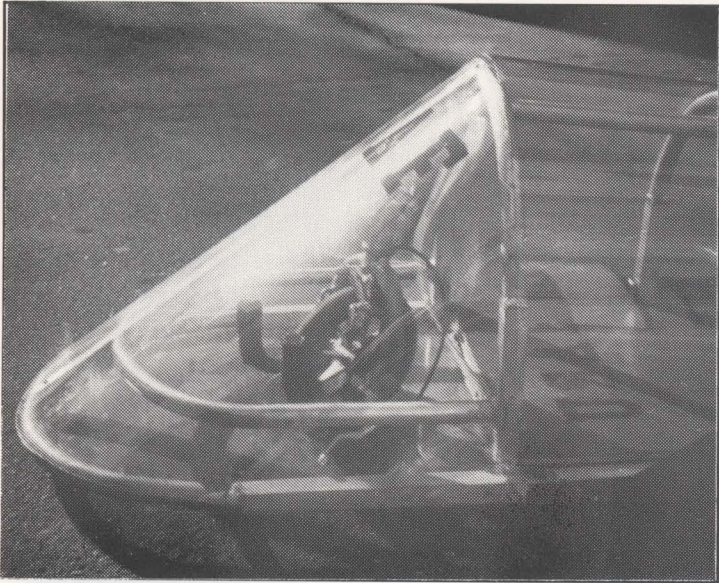
Through emulation of automobiles in the 1930's and the airplane in the last forty years the Buggies have become technically superior and increasingly aerodynamic. Yet, the transition models late in the decade and into the 40's were the most unusual. By 1937 three wheeled buggies were introduced and Beta entered their three wheeled "snow plow" with a driver in the prone position. The same year DU won with their "Flying pork barrel," in which their driver wore a cowboy hat. In 1949, ATO brought up the rear with a wide flat creation complete with rear view mirrors. Sigma Nu had some of the most unusual Buggies starting with a "watermelon," then a "baby Buggy," and finally a three wheeler with bicycle handle bars in 1955.

During World War II the Buggy races were cancelled due to the draft and the high priority of aluminum. After the war it was the Delts who remained the champions from 1946 to 1952, and topped Kappa Sig's aluminum tear-drop model with a 2:36 in 1952. Afterwards, campus walked back to the midway shaking their heads, "wondering what makes the Delt Buggy roll." In 1961, SAE entered their controversial "Bike" which was basically a racer type bicycle modified to permit the driver to ride in a prone or crouched position, which made the top five six years in a row. In the last forty years the greatest changes were the incorporation of fiberglass bodies as the most popular building material, the increased secrecy within the Buggy itself, and the two wheeled Buggies (which were just eliminated this year for safety purposes).

When Will They Reach Their Limit?

In 1989, the Buggy races maintain the traditional expectations of those involved and those just there to watch. However, it would seem that the stakes are much larger, but they aren't. Race day has become a day that is anticipated even in September as engineers start working on their buggies for the Spring and the Cape tests begin in front of Baker Hall. The Free Rolls begin several months before Carnival and pushers start getting in shape even before these early mornings practices. Buggy has become an all-consuming passion at Carnegie Mellon as teams work against the friction-filled pavement and hope for even better times this year. When will we reach the limit? Without foregoing safety we can only hope for faster and stronger pushers and improvements in technology that the organizations continually strive for.

Organizations



AFROTC



CIA



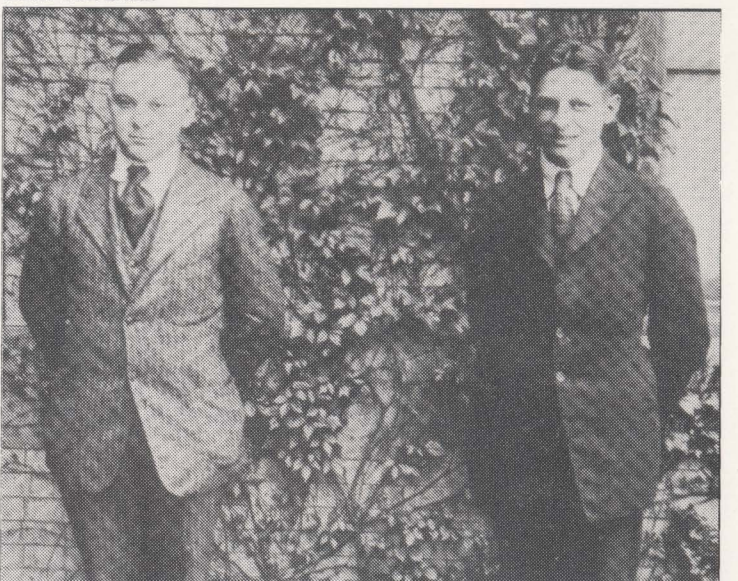
Alpha Tau Omega



Delta Tau Delta



Beta Theta Pi



Delta Upsilon

AFROTC

Buggy Engineering: The AFROTC Way

These words are what set us apart from every other buggy maker in the world. These words explain the way our buggy looks, feels, and drives. There is nothing subtle about the Air Force buggy's style; it is tough and aggressive. Celebrating its third anniversary in 1989, the Air Force buggy still reigns as the quintessential affordable buggy.

Our participation in buggy revolves around one word - fun. Although we would like to have an illustrious finish, we are more concerned with enjoying the activity. We don't want to take it so seriously that our members find it a chore instead of a pleasure.

A drive in a see through buggy is the most fun you can have with your clothes on.

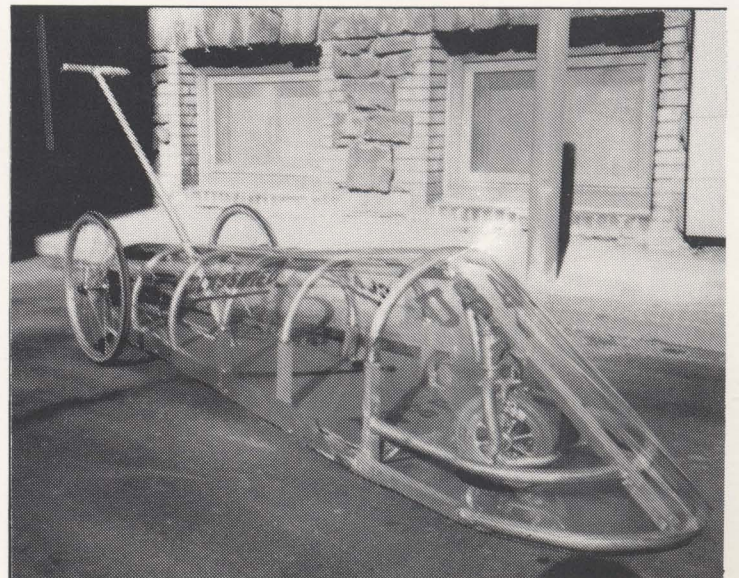
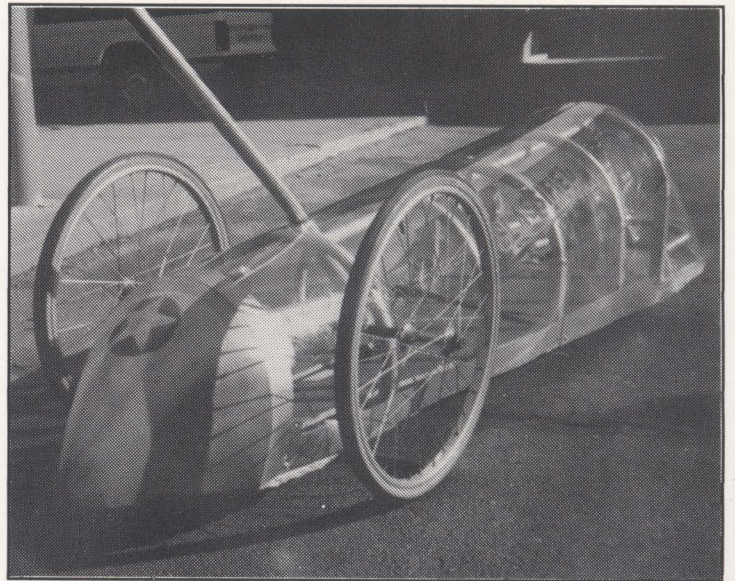
Chairperson: Peter M. Zapf

Assistant Chairperson: Joe Hirsch

Pushers: Christopher Dake
Chris Ivory
William Kerwin
Dale Kunz
Renee Matlock
Stephen Park
Brad Hamant
Amy Hinich
Jeff Kubala
Michael Scheller
Michael Flynn
Meg Hasper
John Frazee
Paul Henderson
William Lewis
Andrew Maxwell

Drivers: Beth Petrick
Wendi Amos

Buggy: Stratofortress (1987)



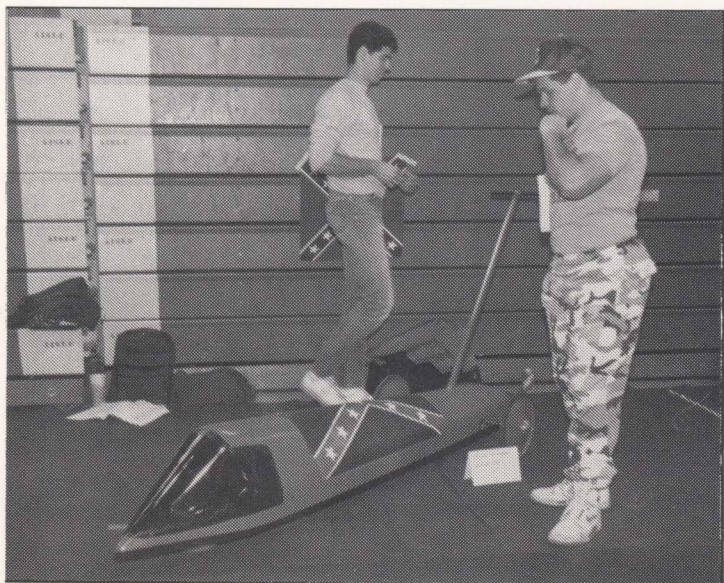


Alpha Tau Omega

Alpha Tau Omega had once been a perennial buggy powerhouse not to be reckoned with in the distant past. The buggy program was an integral part of our brotherhood. The enthusiasm and athletic abilities possessed by the house provided a firm basis for a successful buggy program. This era did not, however, last forever.

Unfortunately and inexplicably, the mystique surrounding our buggy program withered. ATO gradually declined as a competitive force in buggy racing until we were an average team at best. This trend continued until an unforeseeable accident brought the buggy program to a halt altogether. Ironically, around this same time, ATO fell in the midst of financial difficulties and buggy budget was slashed. Our departure from Sweepstakes resulted in an even more apathetic attitude towards the buggy program which lasted for a period of years.

Recently, things have been looking much better for the house and our financial stability has returned. With this newfound economic foundation came a revived enthusiasm for sweepstakes participation not seen in years. A budget for our program was reinstated resulting in the birth of *The Rebel Yell*. The revival of the program helped spark an ambitious push team and ATO was back in the buggy races once again. Our troubles were not yet over, however, and after all the preparation spent to make our buggy a success, it failed to finish as a result of a broken weld. Despite this disappointing performance, buggy enthusiasm hasn't weakened and we will be back with a new improved *Rebel Yell* and a push team that wants to make ATO a competitive organization in sweepstakes once again.



Chairperson: Steven Prock

Buggies: REBEL YELL (1988), ...

Drivers: Lorrin Vessella

Pushers: Mike O'Toole

A.J. More

Dino Garofola

Fran Bellante

Terry Graham

Craig Roeder

Pete Papagianakis

Support: ?

Beta Theta Pi

"History is more or less bunk. It's tradition. We don't want tradition. We want to live in the present and the only history that is worth a tinker's damn is the history we make today."

Chairpersons:

Roy Guy '89
Paul Browning '90

Push Coach/Captain:

Jack O'Savage '91

Mechanics:

J.D. Heskamp '90
Dave Piatt '92
Jeff Reynolds '89
Doug Sargent '89

Drivers:

Jennifer Tubridy '90
Paula Morini '90
Lynne Domeck '90
Alyse Goldman '89

Buggies:

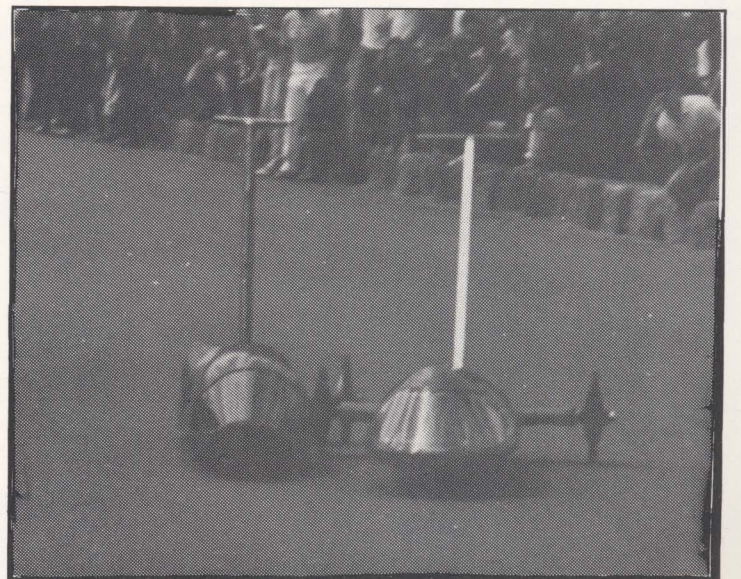
Xavier's Revenge (1987)
Nike (1985)
Challenger (1986)
Zephyr (1988)

Pushers:

Steve Slesinski '89
Charlie Vaught '90
Dave Skinner '90
Jeff Caringola '90
Dan Crimmins '90
Len O'Neal '90
Mike Beresford '90
Bill Burch '90
Marty Stovar '90
J.D. Heskamp '90
Rob Keller '90
Chris Trumble '90

Pushers (continued)

Gale King '90
Bob O'Toole '91
Scott McCuen '91
Austin Belton '91
Jack O'Savage '91
Mark Imhoff '91
Val Ormond '91
Scott Barnyak '91
Frank Paganelli '91
John Riesmeyer '91
Chris Galvin '91
Will Wojciechowski '91
Greg White '92
Rich Keorner '92
Doug Nigen '92
T.J. Snyder '92
Bob Bernard '92
Mike Lemansky '92
Eban Cuccionato '92
Roger Graham '92
Don Wolfe '92
Scott Damon '92
Pete Rheel '92
Drew Pizzurro '92
Dave Beltz '92
Jeff Palaima '92
Bob Fasey '92
Rick Loy '92
Josh Anthony '92
Paul Stapleton '92
Dave Jones '92
Doug Staufer '92



CIA



This year CIA expects to do very well. Our push team shows a lot of new talent. Through their hard work and dedication we will be improving on our times from past years.

Our mechanics are also working hard. Through their efforts our buggies will be rolling faster than ever this year. And thanks to their hard work you can expect CIA to be back to some of its old tricks. With four experienced drivers and one new one, you can also expect us to have the best drivers on the course.

With this year's combination of new push team talent and a crew of experienced mechanics and drivers, you can plan on CIA providing some tough competition on race day.

Buggy Chairman: Eric Thompson

Assistant Buggy Chairman: Bill Swarm



Buggies:

Stealth (1986)
Defiant (1988)
Black Magic (1976)
Spectre (1984)

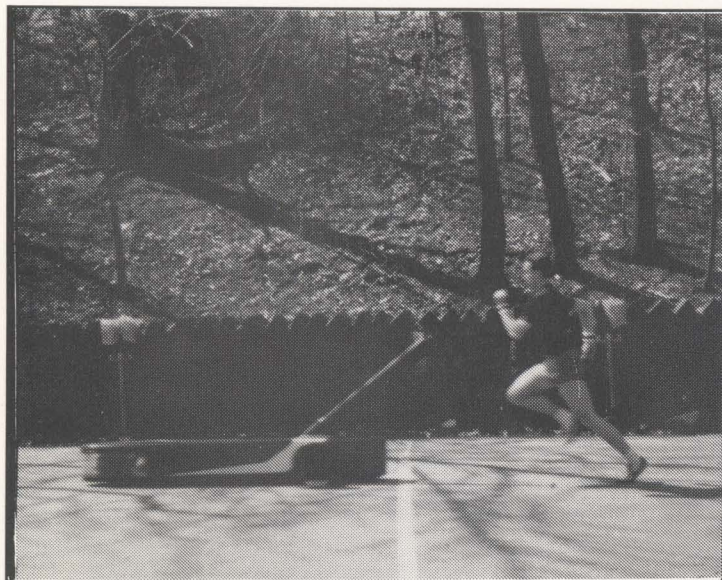
Drivers:

Ruth Delano
Joyce Alba
Laura Schick
Cheryl Cullers
Nanci Miller

Pushers:

Mehal Naik
Shawn Ohler
Keith Rohland
Jenni Severa
Suzi Wint
Anne Wulffraat
Todd Zeisler
Annaliz Bakar
Johathan Berg
Cathy Bonham
John Butare
Peter Chan
Karen Daly
Tom Murphy
Mike Herron
Paul Massey
Ed Miller

Bill Nalen
Jim Rankin
Dan Ross
Craig Temple
Ulysses Wu
Conrad Zapanta
Kurt Zimmerman
Frank Authenreith
Eric Bittner
Barry Brumitt
Dan Casey
Shing Chiou
Chuck Hachter
Mary Healy
Suzanne Jogun
Joe Melvin
Jeff Chrzanowski



Mechanics:

Steve Baier
Bob Benton
Lu Carter
Susan Devary
John Flournoy
Cynthia Lee
Eric Thompson
Dave Wheeler

Rich Baker
David Brick
Kitty Cook
Joel Douglas
Jay Gowdy
Bill Swarm
Mike Vartanin

Delta Tau Delta

-Losers make promises. Winners make commitments.
 -"Sleep is for the week ... the week after Spring Carnival."
 -death. Death. DEATH TO ALL WHO OPPOSE US!
 -"So, Steve, what makes DTD buggies go so fast?
 -Why, it's all the faerie dust and elven magic! "
 -If it doesn't make you sick it won't help you roll any faster.
 -"It's OK, man. If there's one thing I know it's how to drive
 when I'm wasted.
 -You know your perspective's whacked so you just gotta let
 your hands do the driving."

And in the early morning twilight,
 look carefully for a greenish glow that illuminates a dull blue
 tarp,

"I am the sum of all evil,
 a power that infests all time,
 a green jewel that all must possess.
 Mankind has in all ages admired power."
 By the power of the magic LOC-NAR...

Chairperson:

Steve Black Brian Albrecht

Drivers:

Mercedes Tonne
 Ann Whidden
 Jen Kerstein
 Angela Mazzi
 Nina Reddy

Buggies:

Crisis '85
 Suspicion '87
 JETBLACH '88
 Loc - Nar '89

Support:

Peter Stern	Marc Berlove	Dan Winnegrad
Jimmy Baker	Rob Coury	Lester Grinnings
Andy Milmoie	Sabrina Staley	Evan Kennedy
Dan Bergad	Ben Kuo	Eric Nightwine
Derek Scott	Chris Shira	Rajil Kapoor

Pushers:

Bo Esrey	Chris Pace	Todd Nagy
Dan Bergad	Marty Reed	Eric Nightwine
Steve Ramey	Marc Berlove	Taylor Libby
Dave Cox	Ed Tan	Darin Weidenman
Bert Evans	Bob Gesky	Derek Bandera
Dave Pagani	John Bush	Whitney Foster
Jon Eisner	Dave Lee	Lester Grinnings
Mona Jantzi	Liz Bailey	Catherine Lo Monico
Sabrina Staley	Virginia Seitz	Jessica Pennington

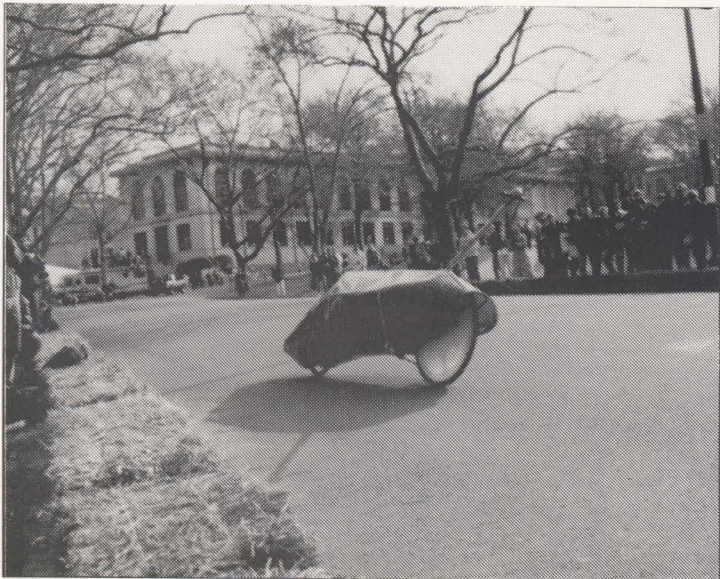
Cheryl Shapiro
 CMU Sweepstakes 89 - page 16



Well, so much for innovation. . . .



But, we will be back !



Delta Upsilon

Chairperson: Victor Banko
Dave Smith

Buggies: Not sure as of this writing, probably TUCKER

Driver: Cheryl Howard

Pushers: Dave Chamberlin
Jeff Haag
Jeff Illian
Martin Padget
Gerry Stocker
Nick Terezis

Support: Derek Low
Tamal Mukherjee
Jeff Haag

Fringe

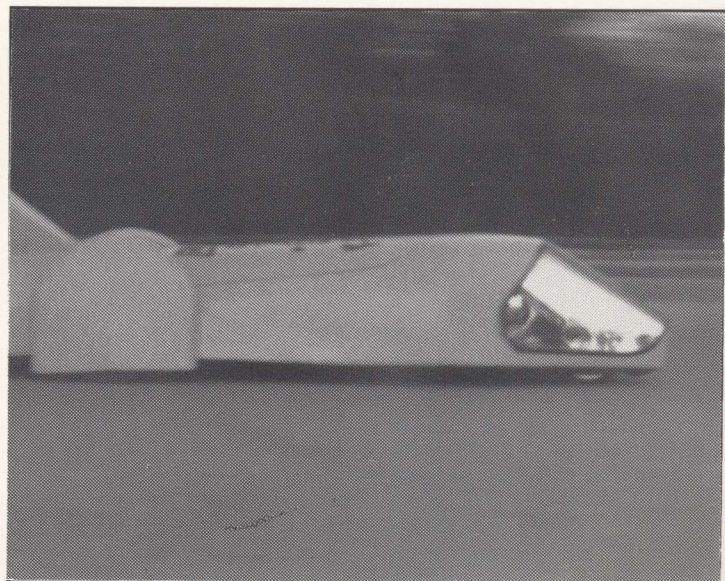
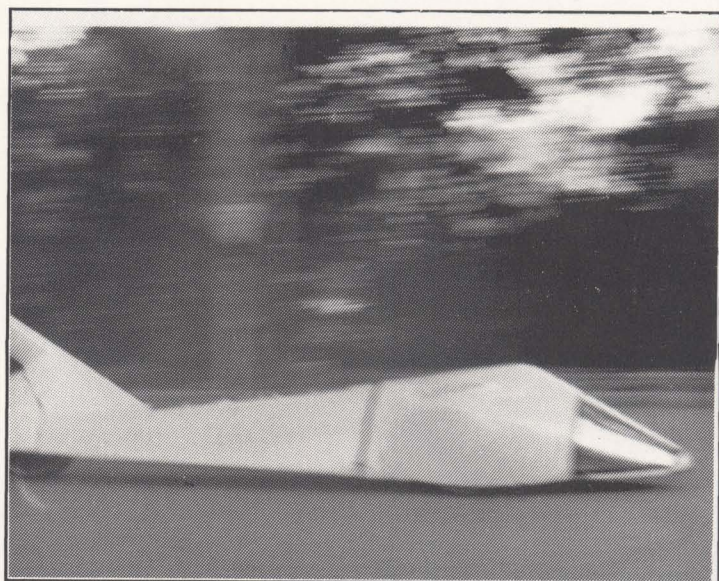
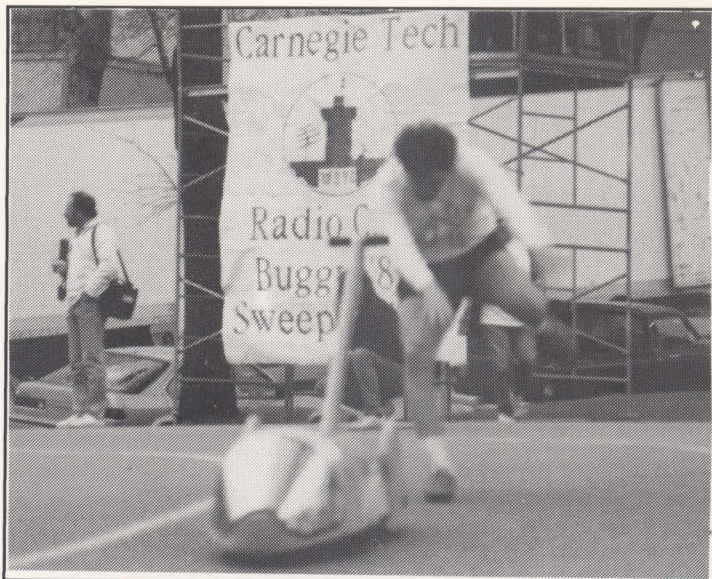
Q. What is FRINGE?

A. FRINGE (frinj) n., something that is regarded as a part of something without being fully typical of, or essential to it. FRINGE is definitely a part of Sweepstakes. We are a group of diverse individuals with a passion for fun and competition. At FRINGE, we are architects, historians, mech "E's," designers, artists and much more. Fringe offers an environment in which the students of the CMU community can mingle across colleges and majors. This diversity has paid off as FRINGE is well into a renaissance. We are bigger and stronger than ever, and all of our efforts have paid off. FRINGE is on the cutting edge. We take buggy very seriously at FRINGE, but we haven't forgotten how to have fun. A typical FRINGE member has two passions. The first is that incredible competitive desire to win and succeed, and the second is the work hard, play harder ethic that drives so many of us. So what is FRINGE you ask? FRINGE is the fix for our passions...

Team: FRINGE, get on the edge!

- | | | |
|-----------------|---------------------------------|--------------------|
| Chairperson: | David Arai | |
| Buggies: | Drivers: | |
| Lunatic '88 | Carrisa Swiss | |
| Barrier '89 | Glynnis Patterson | |
| tygr '89 | Lisa Wang | |
| Pushers: | | |
| Greg Knoop | Pete Blossey | Carolyn Woyciesjes |
| Jerry Bosch | Liz Buckman | Chris Haupt |
| Brian Lucotch | Eric Abrams | Stewart Levine |
| Clay Jones | Kevin Wells | Anne Marie Lubenau |
| Ladd McGuffey | Lee Wang | Mike Narazaki |
| Debra Perry | Lisa Schmidt, | Scott Sprengel |
| Aelan Tierney | Ro Toyoshima | Craig Truskie |
| Lynn Truskie | Don Williams | Joumana Matar |
| Mechanics: | David Henderson (Head mechanic) | |
| Tom Chmielenski | John Ferris | Ted Intorcio |
| Larry Kay | Eric Miles | |

- | | | |
|-------------------------------|------------|----------------|
| Support: | | |
| Vic Curti (Booth cochair) | | |
| Kathy Maurer (Booth chair) | | |
| Randy Walther (Booth cochair) | | |
| Greg McShea (PUSH capt.) | | |
| Dan Nichols (Treas.) | | |
| Roland DeFilippi | Todd Hause | Glen Kornbreck |
| Dave Kunselman | Audrey Lui | Winnie Lee |
| Suzanne Doremus | Ann Kim | Ken Tanaka |
| Archie Wood | Amy Blake | Chris Johnson |



Kappa Sigma

This year at Kappa Sig we are attempting to rekindle our original buggy tradition. 1920 marked the start of "Spring Week" or Carnival, and in 1921 the first Buggy competitions took place. From 1921 until 1952 we placed first 12 times, second 8 times, third twice, and placed top two in design 5 times. The 1972 Buggy Book sites Kappa Sig as CMU's first Buggy house. In order to regain this reputation we are entering two new buggies (as yet unnamed) in this year's competition, plus Minute Man, the last of our older competitive buggies. We hope these buggies along with our push team (the boys from Bologna) led by John Simon, and our drivers, Holly Ludewig, Nina Pinto, and Hayley Rosenblatt, will enable us to regain our old reputation and spark a new Kappa Sigma Buggy tradition.

Ed Bradley
Kappa Sigma
Buggy Chairman

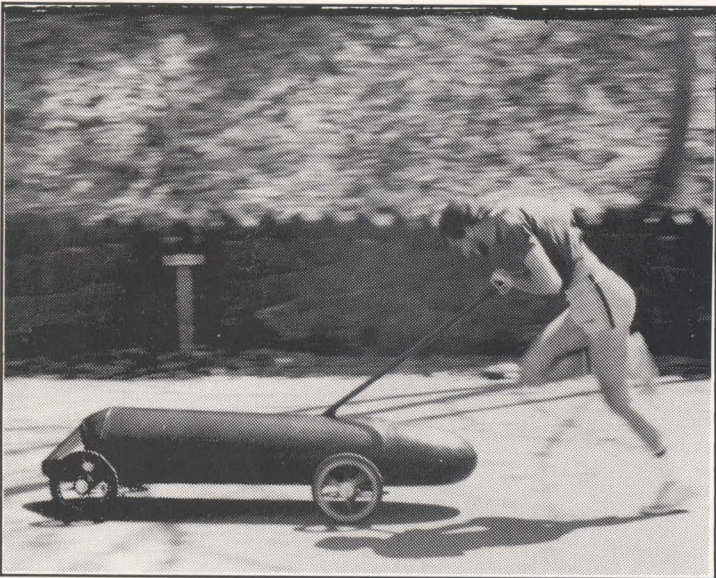
-Chairperson: ED BRADLEY, Asst.: MARK SKLEN

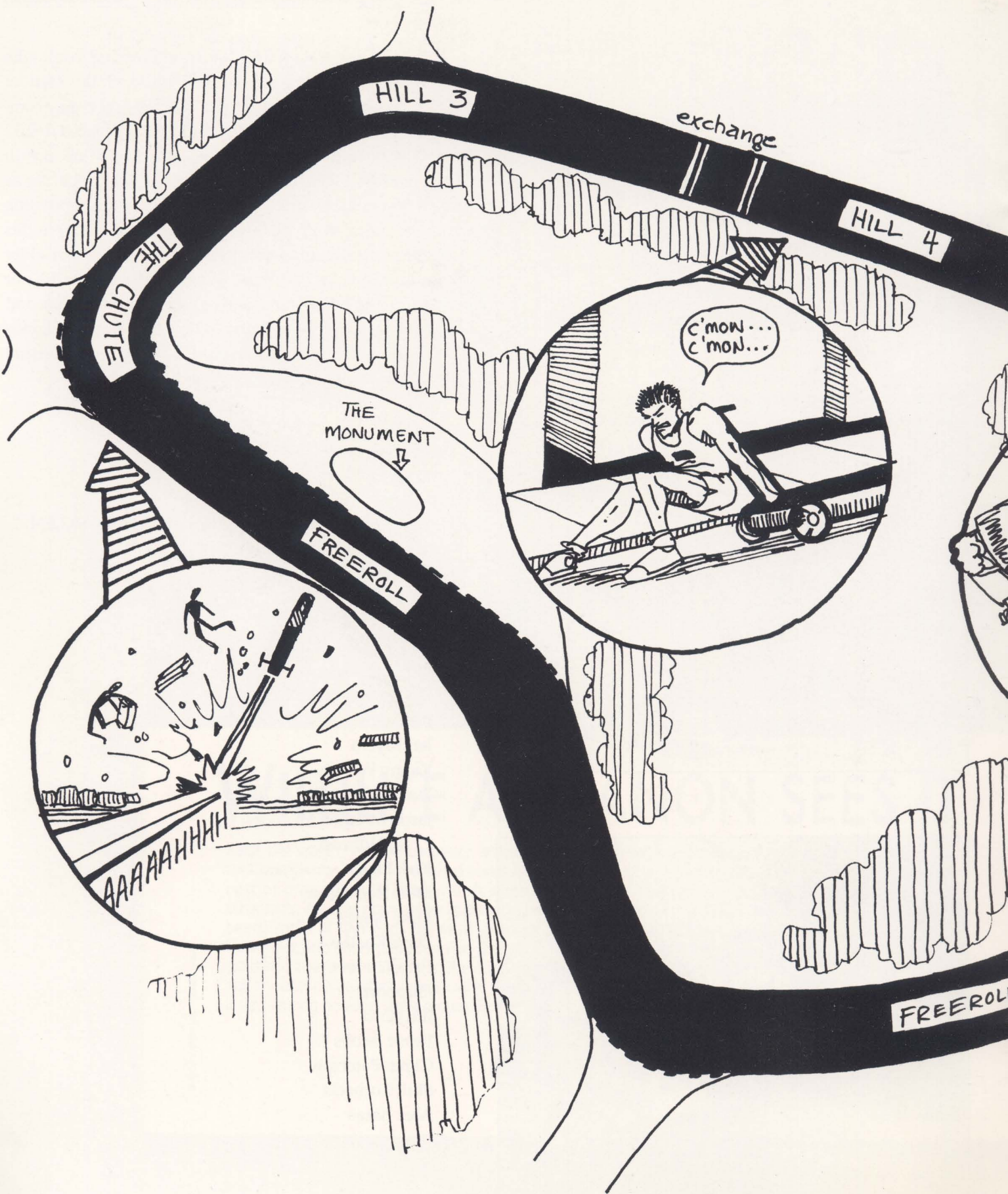
-Buggies: Minute Man (1984)

-Drivers Listed above

-Pushers:

John Simon
John Gibbs
Bill Besselman
Craig Holbrook
Jason Kang
Jeff Myers
Kenny Wilson
Dan Vorhees
Jason Smith
Craig Hillman
Kirk Lenga
Mike Robertson
Mike Nappi
Dave Koetke
Pete Winters
-Support:
Jim Gard
Bruce Jacobs
Glenn Paterson
Phil Corbeels
Alex Bacas





HILL 3

exchange

HILL 4

THE CHUTE

THE MONUMENT

FREEROLL

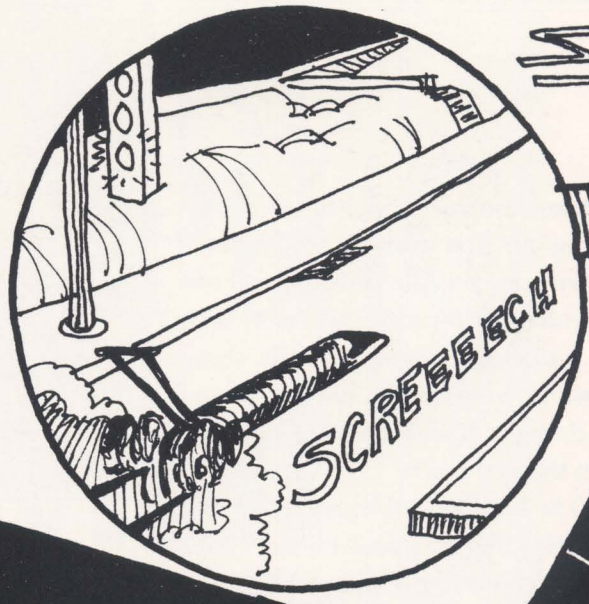
C'mon...
C'mon...

AAAAHHHH

FREEROLL



START



exchange

HILL 5

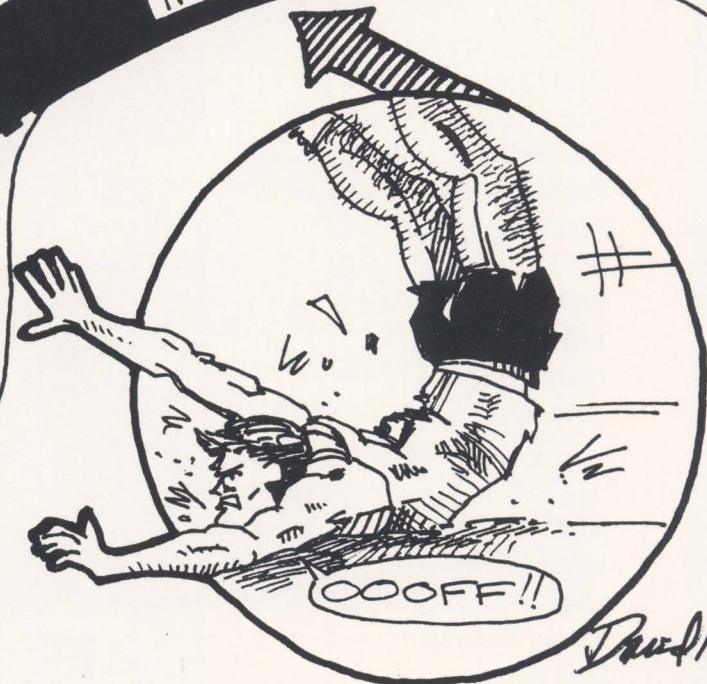
HILL 1

exchange



FINISH

HILL 2



David M. Payne

Kappa Delta Rho

Blurb:

Kappa Delta Rho has been known to shock other organizations on race day. During our first year of competition - only two short years ago we were mistaken for a clued out organization, until one freeroll when certain timers were seen falling out of their trees. Hopefully, we continually show them that their first impressions were wrong. We take buggy seriously, but we have fun doing it. If we weren't having fun, we wouldn't be out here in the first place.

Our buggies shouldn't be hard to spot because they are all painted a bright orange color that may possibly hurt your eyes. We apologize for this but colors like blue or black are for wimps, and its nice to stand out.

Winning may not be everything, but its damn nice once in a while. After a year out of the top ten, the fire is back.

Chairperson: Doug Armstrong

Buggies:

Paladin (1989)

Phoenix (1987)

Puma (1989)

Renaissance (1987)

Drivers:

Brenda Raich

Cathy Milligan

Suzy Murray

Yen Huynh

Luni

Pushers:

Doug Armstrong

Sumeer Arya

Mike Austin

Chris Behanna

Russ Bell

Mike Brenneman

Andy Buckingham

Neil Efrom

Dan Galvin

Mike Hayes

Shawn Hong

Vince Ryan

Paul Shriner

Barry Simon

Paul Sollimo

Paul Solomon

Rob Wright

Bill Karlson

Bob Kay

Elbert Kim

David King

Bill Lee

John Li

Luni

Peter Low

Scott Huang

Eric Morton

Support:

Peter Low

Charles Ouyang

Erik Skorpen

Eric Morton

Pat Beighley

Barry Simon

David Hetzler

John Ginsburg

Mike Austin

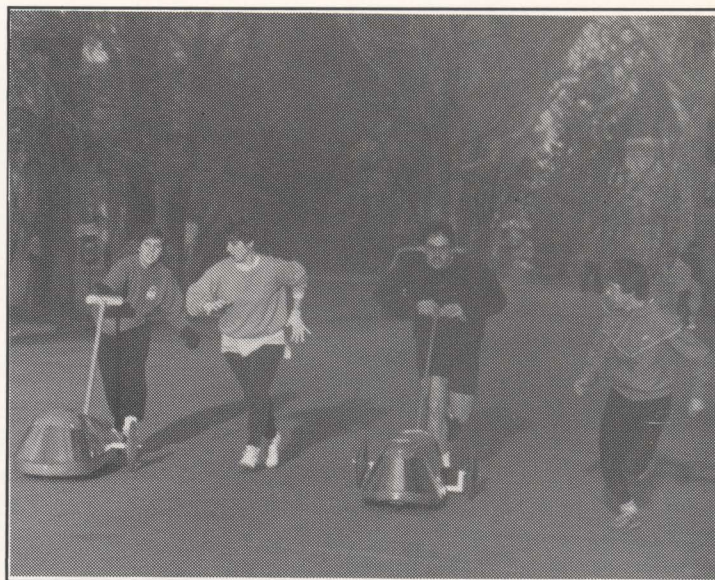
Luni

Sanjay Natarajan

Paul Shriner

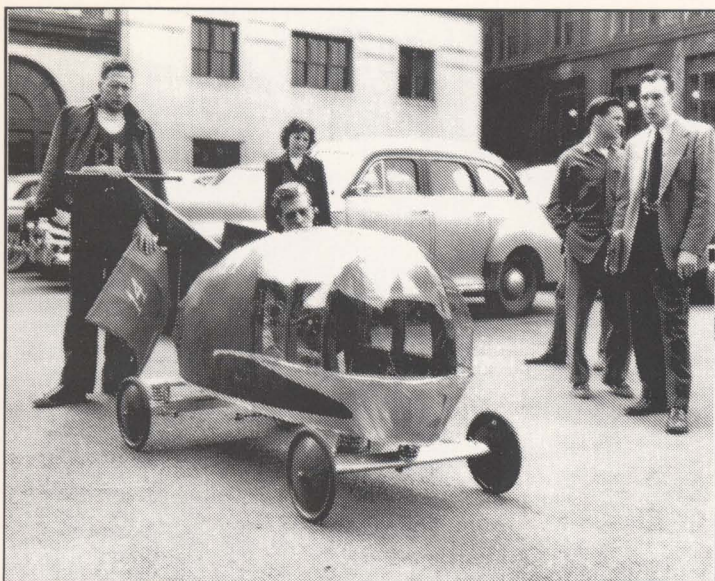
Greg Weber

John YaYa



Phi Kappa Theta

Phi Kappa Theta - recently, we have been described as "having the potential" and "a dark-horse contender." Frankly, we're sick of being thought of in these terms and this year, we are out to put ourselves back on the map. We feel that we will be a serious challenger for both a top ten finish and a design trophy with our newest entry into sweepstakes, Centennial. Named in honor of Phi Kappa Theta's 100th anniversary, this buggy combines the best of Phi Kap technology, new and old. In combination with one of our best push teams ever, we feel that we can reach our goals and perhaps beyond. In fact, with the buggies Tempest, Duke, and Silhouette rounding out our entries, we feel that we are entering one of our best all-around teams yet. So look for us on raceday and watch as a once "dark-horse contender" takes on the pack for real.



- Chairperson: Dave Dillon
- Buggies:
 - Centennial (1989)
 - Tempest (1988)
 - Duke (1987)
 - Silhouette (1983)
- Drivers:
 - Cathy Chen
 - Helga Yang
 - Connie Shinn
 - Anne Morrison

- Pushers:

<ul style="list-style-type: none"> Dave Hersh (co-captain) Jay Stevens (co-captain) Donovan Dennis Tomio Inomata Brad Sachar Dave Bulebush Sambu Dakuginow Rob Fisher Pete Gaertner Mike Gersh Scott Harrison Brad Hathaway Doug Lamperski Joe LeDonne Dave Murrell 	<ul style="list-style-type: none"> Paul Nagy Pat O'Donnell R.J. Runas Mike Stratton Dave Willis Greg Steinke Andy Sattler Eric Helmson Bill Snider S.T. Anandarajah Amy Somrak Jen Bourque Elaine Morris Dina Fredrickson
--	---

- Support:
 - Chris Lewis
 - Ed Bockman
 - Pat O'Donnell
 - Pete Gaertner
 - John Splain
 - Dave Bulebush

Pi Kappa Alpha

Over the years, Pi Kappa Alpha has been one of the most successful Sweepstakes organizations in history. We take great pride in our many first place finishes and in our course records, but these successes did not come easily. It takes dedication, desire, hard work and a total House effort to bring home a first place finish. This year we hope to put it all together and to come out on top.

A returning core of veteran pushers, some impressive new pushers, a group of excellent drivers and our traditionally fast buggies will make us one of the top contenders in Sweepstakes this year. Last year saw the fall of our 1986 record and this year Pika is eager to regain the title.

Chairperson: Michael Smith, Social Science '89

Buggies: *Predator* (1988)

Thunder (1988)

King Solomon (1986)

Breathless (1985)

Drivers: Sara Alexander, Prof. Writing '89

Darryn Mintz, IMG '91

Renee Potash, Social Science '91

Patrice Gitomer, Design '92

Pushers:

Kai Mebust, Phy '89

Dave Weiss, Math/CS '89

Joe Martineau, Econ '89

Scott Osman, CivE '89

Eric Friedman, CivE '89

Mark D'Costa, Mech E '90

Deverin Karol, Math '90

Glenn Detillo, Mech E '90

Chris Lockett, IMC '90

Dave Conley, Mech E '91

Keith Decarlucchi, Econ '91

Rob Easton, Design '91

Jon Freedman, History '91

Phil Kaplan, Arch '92

Klaus Chalupa, Arch '92

Doug Franz, Arch '92

Jim Best, Art '92

Fred Zaitz, Mech E '92

Ken Brickner, Mech E '92

Tom Ambrose, ECE '92

Shiela Bomberger, Chem. '89

Diane Vandigo, Math '89

Grace Shields, Chem E '89

Justine Waldman, Chem E '89

Marian Guinn, History '89

SoHee Chung, H&SS '89

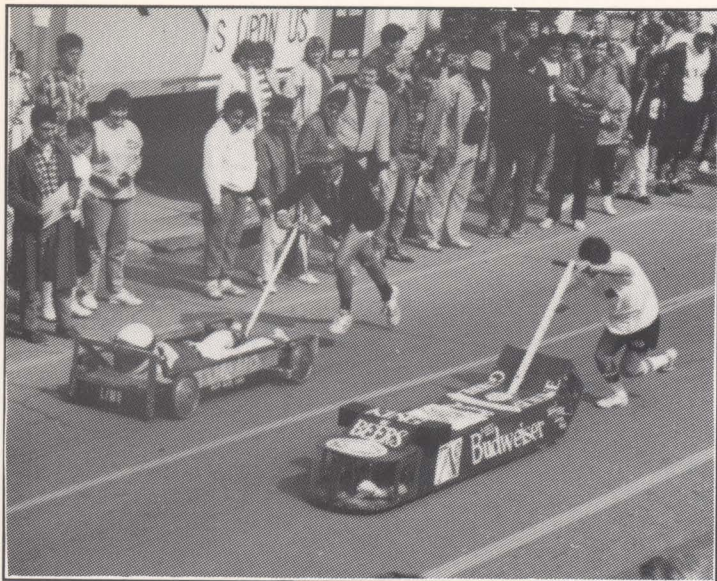
Mindy Plagge, Econ '90

Thea Brandfon, '91

Lisa Johnson, '91

Luisa Pessoa-Brandao, '92





Pi Lamda Phi

Buggy? Buggy?? Buggy Book?
 Freerolls? Push Practice? Pushers? Drivers?
 Buggies? Sweepstakes? Signs?
 Sweeping?
 Carnival?

Oh, buggy... well, maybe next year...

Chairperson: Randell Drane

Buggies: Budweiser, Legend

Drivers: Rob Malan

Doug Rubinstein

Pushers: George Baggot

Eric Schwartz

Chris Scruiz

James T. Lui

Tom Hargrove

Ting-Yan Lui

Alex Oglethorpe

Jimmy Lui

Steve Harless

Mark Schmick

Glenn Hoogerdorf

Jim Lui

Mark Hamill

James Lui

Jacques Parker

Gomer

Jay Schleicher

Jimbo Lui

Mike Rafa

Bill O'Donnell

Craig Kim



Supporters: The Mop



Pioneers

The Pioneer buggy effort is anticipating an improvement on our successful first year performance. We have strong pushers, dedicated mechanics, a design winning buggy, and now the last necessary ingredient...experience. And we've got the EDGE.

QUOTE:

"Nice paint, but pink?"

Pioneers people are:

Chairperson: John Beranek

Ass't Chairperson: Jarett Smith

Drivers:

Jennefer Fry
Sue Johnson
Rachel Noble
Lois Raska

Pushers:

Matt Davis (Captain)
Fred Bradley
Mike Kanaley
Adam Walden
Scott Seaver
Chris Langer
Rich Romeo
Jarett Smith
Steve Wengaitis
Bill Corcoran
Mark Choe
Ward Eldred
Jason McCullough

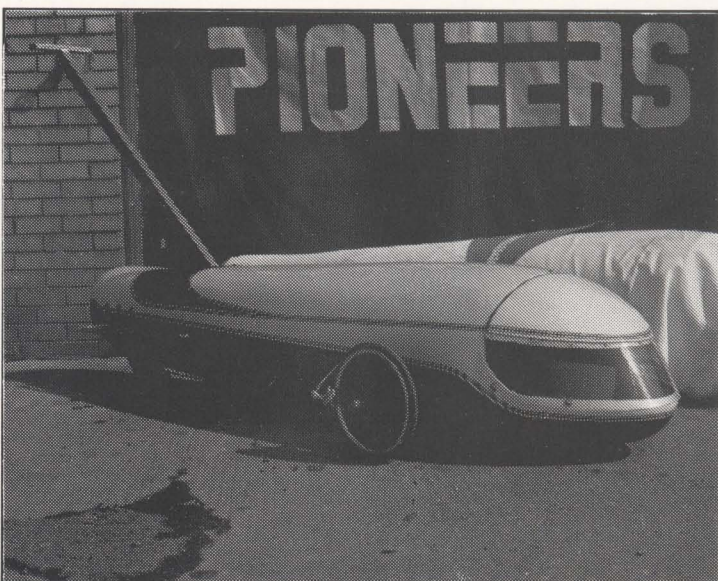
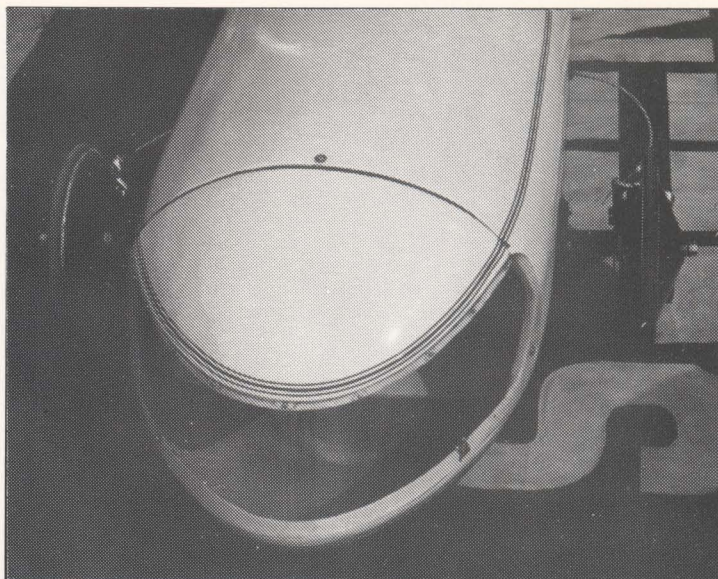
Sue Johnson (Captain)
Cathy Bonham
Kristin Burgard
Emily Burke
Carolyn Lowe
Debbie Madson
Terry McCloud
Leslie McGill
Hannah Mitchell
Roseanna Neupauer
Rachel Noble
Lois Raska
Sue Sparks
Jen Walters

Mechanics:

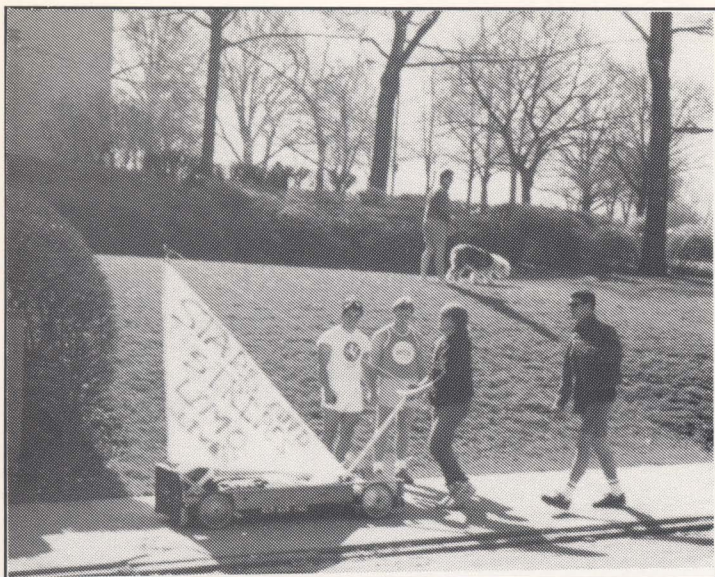
Nath Akella
Scott Seaver
Randy Sussman
Adam Walden

Buggies:

Pinnacle (1988)
Edge (1989)



Sigma Alpha Epsilon



Sigma Alpha Epsilon Sweepstakes '89 should be our best ever. Our push team is hoping to improve our best time set back in 1984. With members of last year's push teams returning and the addition of several promising new members, our team has strength and depth. The buggies Quasimoto and Hustler should be finely 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.

Chairperson:

Mike Wiegand
Scott Lyons
Ted Roller

Support:

Vernon Hopkins
Dave Bongiovanni

Pushers:

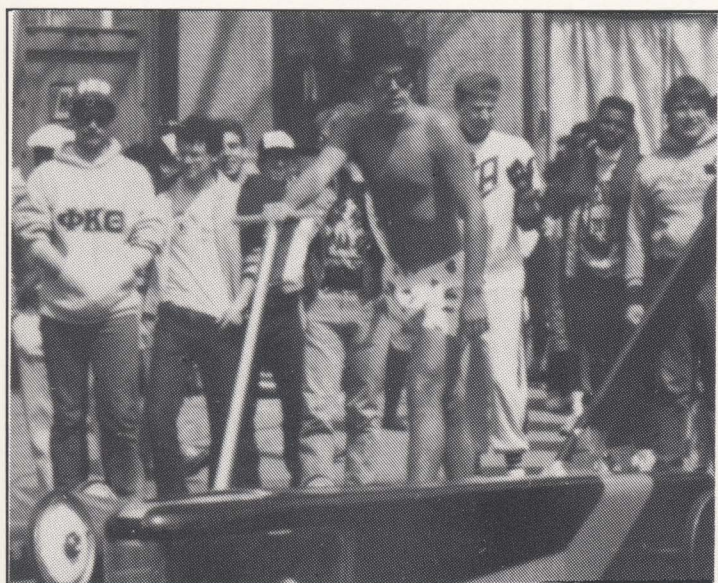
Mike Dosik	Matt Ireland
Bob Stefanowicz	Mike Gordon
Dave Shiller	John D'Amico
Andy Salamy	John Powers
Alex Michailidis	Randy Wilson
Fred Goff	Andy Betts
John Hoehl	Bill Veltri
Don Michel	Mike Warren
James Wright	Derek Winter

Drivers:

Julie Chiu
Renee Klein
Renee Dimaano
Stu DeJong

Buggies:

Quasimoto (1989)
Hustler (1980)
Limo (1976)



Student Dormitory Council

It is a year of rebuilding for SDC buggy. Many of our diehards have graduated, leaving us with a very small core of veterans. Fortunately, our new members are showing signs of great promise - both in their talent and in their abundant enthusiasm. This year we have adopted our new motto, "just let it happen," and we will see what raceday 1989 will bring.

Chairpersons:

Richard Bogdany
Kate Woomer

Buggies:

Blue Haze - 1978
Banzai - 1986
Mako - 1987
Fury - 1988

Drivers:

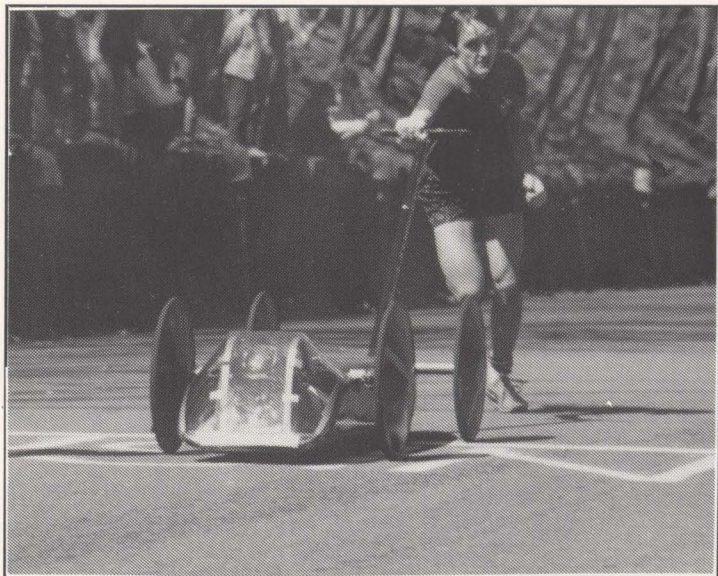
Barry Drobos
Janet Ertel
Jen Hurd
Amy Shalikashvili

Pushers:

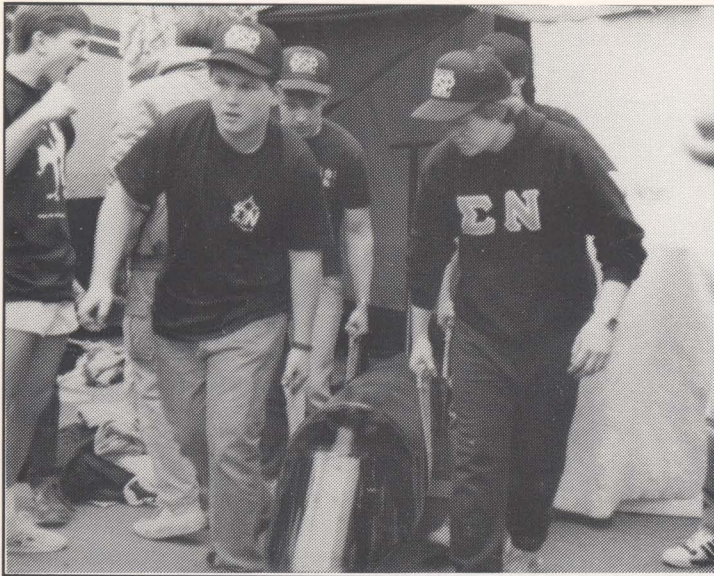
Rob Avoletta	John Lakin
Joe Bailey	Tal Lewin
Pete Cousseau	John McKernan
Darin Dunham	Dorothy McLeske
Clare Green	Mark Nichols
Neil Greenberg	Perry Pierce
Francois Guilleux	Bob Podnar
Rudi Halbright	Walt Shearer
Eric Hamilton	Jeff Shelton
Joey Heafitz	Bruce Shultes
Gray Jones	Gordon Smith
Delia Vayansky	Ann Steffy
Eddie Yeh	

Support:

C.J. Apel	Matt Schrot
Christine Begley	Pete Skelly
Matt Fraser	Jonathan Stigelman
Neal Horovitz	Soo Ryun Sue
Pat Jeffries	Bryan Wong
Susan Marchl	Julie Youm
Chris Murphy	



Sigma Nu



1
2
3
4
5
6
T
B
3K
4K
BT
SM
LG
Y 50
C
TB
TT
T

Sometimes you just gotta spin the dice in order to win the game...

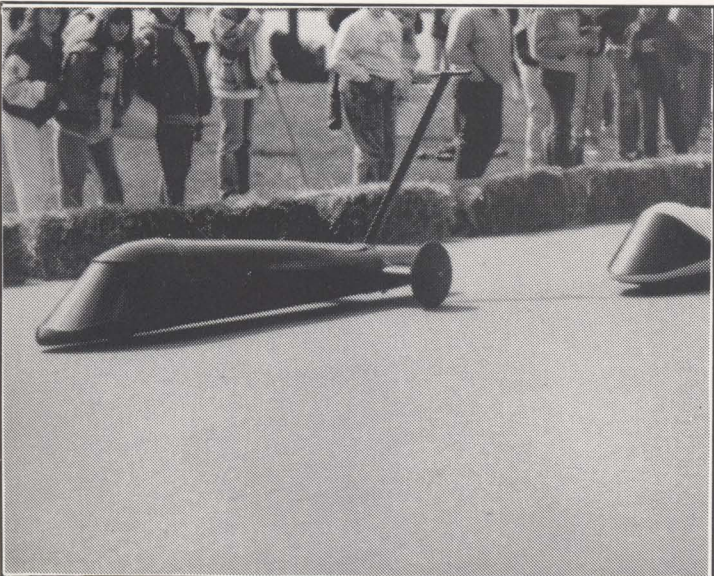
esp.....

Chairpersons: Walt Barie & James Shaw

Buggies:	Colugo	Drivers:	Shobana Balasubramaniam
	Jerboa		Janet O'Neil
	Lemur		Laura Schloss
	Pope		Ami Shah
			Marla Tanimoto

Pushers:	Pete Wolcott	Eric Hochfeld
	Mark Wabalas	Pat Boyle
	Greg Perkins	John Kilm
	Todd Glickson	Dave Gault
	Frank Senchak	Kirk Lowery
	Brad Wyatt	Jim Wiley
	Chris Sheeler	Nick Tyson
	Tony Chen	

Support:	Ammiel Kamon	Ken Kochi
	Don Schieferecke	Grant Hauber
	Mike Lum	John O'Keefe
	Anthony Grimes	Rich Bender
	Jeff Dowley	James Stepanek
	Tim Skwiot	Kimba
		and other Chickens



Spirit

SPiRiT Buggy now enters its fifth racing season with two mens' victories and two womens' victories. With our buggy technology continuously increasing, our newest construction, **Tachyon**, represents the culmination of two years of extensive research.

As always, the SPiRiT mens' teams seek domination as they aspire to place their first three teams in the top 10. The women, competing as strong as ever, vie to reclaim the throne which had been theirs since 1986, until last year's narrow defeat.

1988's record breaking victory witnessed SPiRiT's transformation from underdog to favorite. This year, many of the other teams are putting forth exemplary efforts to challenge us, but then again 3 seconds is a long time.



Who's buyin' the beer this year?

Chairpersons: Reginald Motley
David Sowers
Terence Yarde, asst.

Construction: Mark Brownlee, chair
Howard Lossing
Steven Ray
John Stuhlfire
Riza Dagli
Paul Klabnik
Matthew Royal

Drivers: Roxanna Maticolli
Richa Garg
Shauna Grovell
Geetu
Wendy Gerbeth
Rachel Popowcer

Pushteam: David White - Cap	Susan Moll - Cap
Neil Bailey	Tangela Billups
Harvey Beckham	Dana Cornish
Phil Bronner	Kena Dorsey
Karl Brower	Kali Evans
Mark Brownlee	Laverne Franklin
Chad Darby	Injema Frazier
Marvin Germany	Rachel Garb
Jay Glaspy Jr.	Charsetta Grant
Joe Haralson	Shelly Harris
Robert Jones	Karen Pavlosky
Kevin Joy	Laurie Shumaker
Tom Killeen	Donna Spicuzza
Darryl Long	Julia Wright
Howard Lossing	
Keith Miles	
Reginald Motley	
Justin Porter	Buggies:
Mike Riley	Genesis (1986)
Randy Starber	Sting (1986)
Kenneth Thompson	Quantum Leap (1987)
Terence Yarde	Tachyon (1989)



Theta Xi

7
7
7
5
10
8

...our time has come.
wwfyu

Chairpersons: Keith Braho and Regis Frankhouser

Mechanics:	Braho	Frankhouser
	John Nadzam	Ron Domitrovic
	Tim Rowell	Barry Walker
	Chris Borthayre	Paul Cohan
	Wayne Chung	Andy Rabin
	Tom Trebilcock	Dave Bishop
	Jon Kaplan	

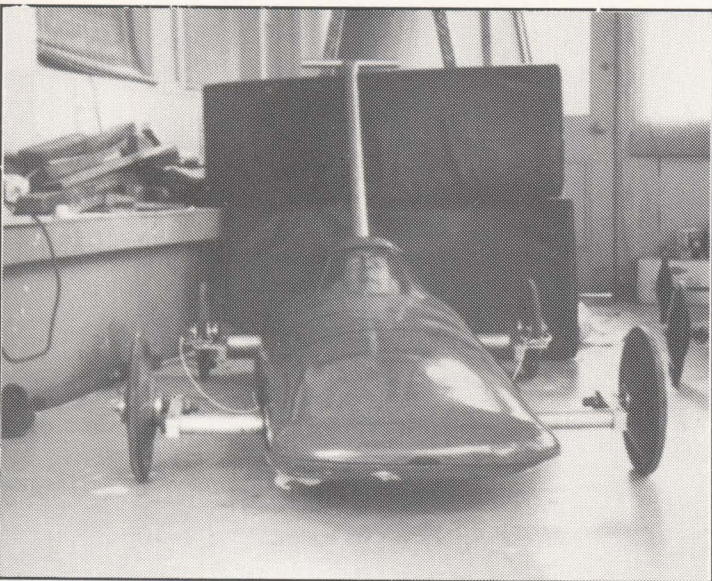
Support:	Glenn Schuster	Andy Robitshek
	Erik Swenson	Chen Huang
	C.J. Warner	Jim Asbrand
	Joe DeFilippo	Pat Hensler
	Jon Stark	Ken Fickey
	Bill Loeb	

Men Pushers:	Swenson	Rabin	Paul Byrne
	Sean Evanovich	Matt Jacobus	Jon Ghiloni
	Phil Antonson	Braho	Colin Jones
	Bishop	Sam Sohn	Doug Jotzke
	Justin Pizzela	Cory Dworken	Steve Perretta
	Ron Beck	Kevin Helm	Mike Petrich
	Pete Handrinos	Mark Campbell	Joe Schwerha
	Mike McGuire	Kishore Rao	George Hung
	Twig Gallemore	Chris Smith	Calvin Wong
	Drew Battista	Cush Whitney	Phil Meck
	Todd Bredbenner	Jeremy Sechler	

Women Pushers:	Colleen Barkley	Tanya Evanovich
	Darcy Snyder	Alice Garber
	Chris Mauro	

Drivers:	Bageshri Shirali	Kathy Palaszynske
	Mary Beth Ashbaugh	Arundhati Deshmukh
	Joyce Sekharan	George Pyros
	Neil Talsania	

Buggies:	Little Nip '84	Nemesis '87
	Valkure '87	Caesar '88
	Brutus '89	Relayer '79





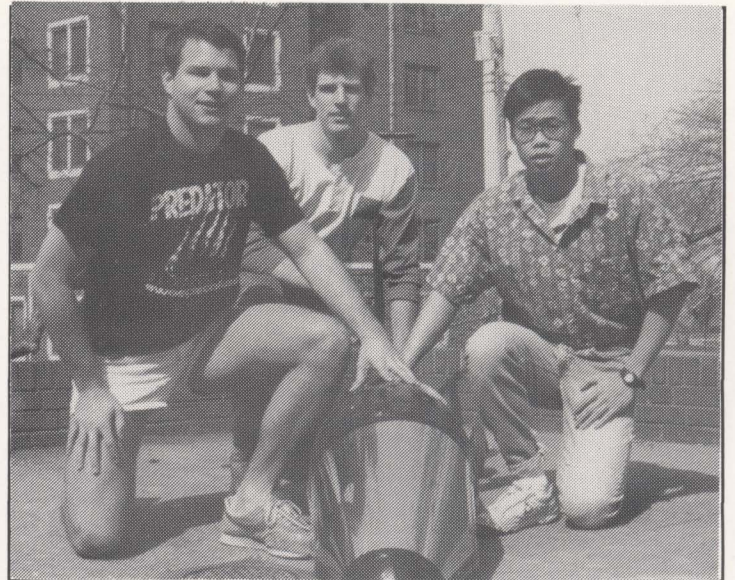
Fringe



Phi Kappa Theta



Kappa Sigma



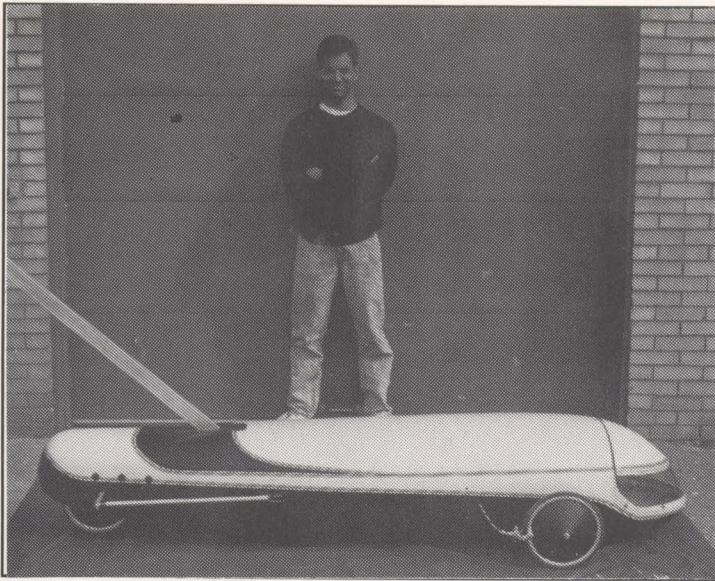
Pi Kappa Alpha



Kappa Delta Rho



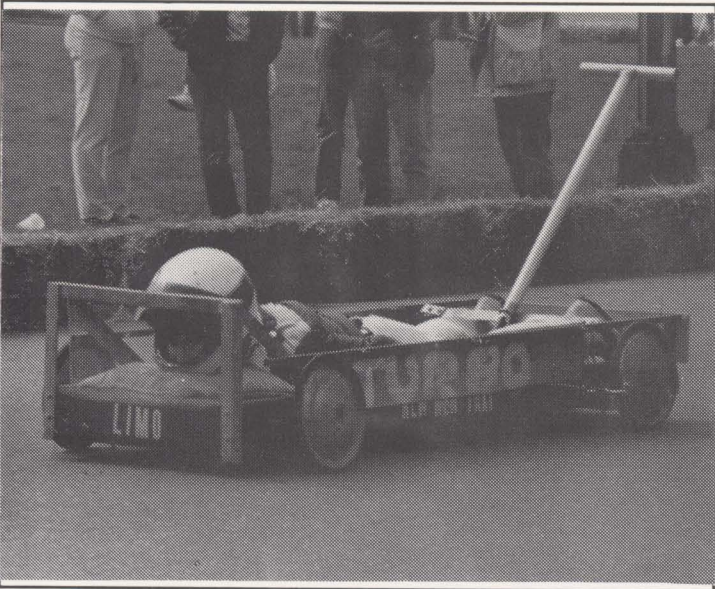
Pi Lamda Phi



Pioneers



Sigma Nu



Sigma Alpha Epsilon



Spirit



Student Dormitory Council



Theta Xi

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&

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AMERICAN GREETINGS

Addenda



Rules 1989

Printed here are excerpts from the official rules for Sweepstakes 1989. An attempt has been made to include as many of the most important rules as possible.

1. Entrance Rules

- Sweepstakes participation is limited to official Carnegie Mellon University organizations.
- An organization is defined as any club, sorority, fraternity, or other group of currently enrolled CMU students who are officially recognized by the CMU Student Senate.
- Sweepstakes races are divided into two classes of competition, the men's races and the women's races. Entries in the men's races may have only men as pushers and entries in the women's races may have only women as pushers. Drivers in either class may be men or women.
- Each team shall consist of one driver and five pushers, all of whom must be currently enrolled, activities fee paying, full time undergraduate CMU students and members of the sponsoring organization. For fraternities and sororities each team member must also be on the IFC membership roster.
- Each alternate team shall consist of one driver and five pushers with all of the same requirements as team members.
- Each organization entering the races must also enter the Design Competition.
- Each organization may have a maximum of four entries in the men's races and three in the women's.

2. Construction Rules

- Each buggy must be designed and constructed by fulltime, activities fee paying, undergraduate CMU students who are also members of the sponsoring organization.
- Each buggy must have a driver operated braking system able to pass both a braking capability test and a drop brake test.
- Each buggy must have at least three wheels intended to be in contact with the ground at all times.
- Each buggy must have a protective cage around its driver.
- Each buggy must allow its driver a field of vision at least 45 degrees to either side of the centerline of the buggy.
- No buggy may have any means of internal propulsion or any energy storage devices such as flywheels.
- No buggy may be longer than 15 feet or wider than 6 feet.
- All fasteners used in the steering and braking systems and to attach the wheels must be equipped with locking devices.
- Each buggy must have a polycarbonate windscreen at least 0.062 inches thick.

3. Safety Rules

- Each driver must wear approved goggles, a helmet, leather gloves, and a safety restraint harness.
- Each buggy must pass a safety inspection by the Safety Chairperson each semester before it can practice or race.
- The safety inspection consists of: 1) a design inspection where the buggy, its driver, and all equipment are examined by the Safety Chairperson and 2) a performance demonstration including a field of vision test, a braking capability test, a drop brake test, and an evaluation of the buggy's performance during practice.
- Spot safety equipment and performance tests may be performed by the Safety Chairperson at any time during practices or races.
- Each driver must participate in a driver education program before being allowed to drive during practices.
- Each driver and buggy must complete a passing test, observed by the Safety Chairperson, during a freeroll practice.
- Buggies with drivers in them may not be left unattended at any time.
- No combustible fluids may be used in the buggy preparation areas.

4. Race Rules

- Preliminary races shall be held on the first day of racing and alumni, rerun, and finals races on the second day. If one day of racing is cancelled it shall not be rescheduled, if both are cancelled one may be rescheduled.
- The races shall be observed and judged by the head judge, the assistant head judge, the course judges, the starter, the Sweepstakes Chairperson, Assistant Chairperson, and Safety Chairper-

son. All rulings shall be made by the head judge with inputs from the observers. The decisions of the head judge are final.

- Each buggy shall be timed independently by two different timers.
- The time between the start of one race heat to the next shall be 10 minutes.
- The preliminary races shall be run in heats of three buggies each and the finals races in heats of two.
- All drivers and buggies must have completed all safety and practice requirements before they are allowed to race.
- Pushers may not use mechanical devices for assistance while pushing.
- The combined weight of the buggy and driver may not intentionally change during the race.
- The dimensions of a buggy excluding the pushbar may not change during the race.
- Each buggy must pass a drop brake test immediately after its heat.
- At the start of the race the Hill 1 pusher must be touching the buggy, must have both feet on the ground, must not be moving forward, and must not use starting blocks.
- Any entry that false starts three times shall be disqualified.
- All buggies and their pushers must stay within their lanes on Hills 1 and 2.
- If an entry's buggy or a pusher interferes with another entry in its heat, it shall be disqualified and the fowled entry shall be granted a rerun.
- A pusher's position on the course is determined by the pusher's forwardmost foot.
- A buggy may only be touched by two pushers at the same time in an exchange zone.
- The Hill 5 pusher must be in contact with the buggy as the nose of the buggy crosses the finish line.
- Nobody may pace a pusher during a race.
- Each pusher is entitled to be in the path the buggy takes after he or she is finished pushing.
- A driver may not intentionally cause his or her buggy to bump into another buggy. If any contact is made the judges shall determine if anyone is at fault.
- If an entry's driver stops to avoid an accident that entry may be granted a rerun if the judges determine that an accident was probable and it was not due to any failure or foul on the part of the buggy that stopped.
- If an entry is interfered with in any way during its race, it may be granted a rerun at the discretion of the judges.
- Reruns shall only be granted if an entry files a protest or appeal with the judges before the start of the next race and the judges determine that a rerun is warranted.
- Buggies finishing with times faster than the previous year's final ists shall be given a spot safety check by the Safety Chairperson immediately after their heat and before the driver is removed from the buggy.
- The ten fastest men's entries and six fastest women's entries in the preliminary races shall be eligible to race in the finals races.
- Entries granted reruns shall race just before the finals races.
- Alumni and exhibition races shall take place at the beginning of the second day of racing.

5. Design Competition

- Each organization must enter at least one and no more than two of its buggies in the Design Competition.
- Each organization must display all of its racing buggies at the public display portion of the Design Competition.
- During the preliminary judging, each participating organization may present its buggy to the panel of judges for 10 minutes, then the judges have 5 additional minutes to ask questions or look at the buggy.
- The top six buggies from the preliminary judging will be reevaluated by the judges, all at the same time for 15 minutes.
- The winners of the Design Competition shall not be announced until after the races are finished.
- To be eligible for a design award a buggy must compete in the preliminary races and finish in the top half of all entries receiving official finishing times.

6. Awards

- Trophies shall be awarded for the top six entries in the men's races, the top three entries in the women's races, and the top three buggies in the Design Competition.

History of Winners

1921	Iota Sig Delta	4:38				
1922	SAE	4:30		1978	Beta	2:20.0
1923	Kap Sig	-----			PiKA	2:21.0
1924	Kap Sig	-----			CIA	2:22.2
1925	Kap Sig	-----		1979	Beta	2:18.4
1926	PiKA	3:18.3			PiKA	2:19.0
1927	Kap Sig	3:15.8			Sigma Nu	2:25.6
1928	Kap Sig	3:04.4		1980	PiKA	2:15.4
1929	Phi Kap	3:05.6			Beta	2:18.0
1930	Beta	2:57.5			CIA	2:18.7
1931	DTD	2:59		1981	CIA	2:10.5
1932	Beta	2:54.8			Sigma Nu	2:14.2
1933	Beta	2:48.5			Beta	2:18.7
1934	Kap Sig	2:49.7		1982	Sigma Nu	2:10.79
1935	Beta	2:47.2			PiKA	2:13.53
1936	Kap Sig	2:46.8			CIA	2:16.5
1937	Results Unavailable			1983	PiKA	2:09.0
1938	Kap Sig	2:43			Beta	2:10.0
1939	Kap Sig	2:44			Sigma Nu	2:11.0
1940	Kap Sig	2:53		1984	PiKa	2:09.5
1941	Kap Sig	2:55			Sigma Nu	2:09.96
1942	Results Unavailable				Beta	2:15.01
1943-45	No races - War years			1985	Sigma Nu	2:10.09
1946	DTD	2:49			Beta	2:13.27
1947	DU	-----			Beta	2:15.93
1948	DTD	2:48		1986	PiKA	2:08.67
1949	DTD	2:42.5			Beta	2:09.16
1950	DTD	2:41.8			CIA	2:10.42
1951	DTD	2:41.6		1987	Spirit	2:11.35
1952	DTD	2:36			Beta	2:12.27
1953	ATO	2:30.55			PiKA	2:13.22
1954	ATO	2:28.1			PiKA	2:15.54
1955	ATO	2:26			CIA	2:15.62
1956	ATO	2:25			KDR	2:17.01
1957	ATO	2:25		1988	Spirit	2:06.2
1958	ATO	2:28.4			PiKA	2:09.2
1959	PiKA	2:29.7			Sigma Nu	2:11.4
1960	ATO	2:34.5			Spirit	2:13.7
1961	ATO	-----			PiKA	2:14.4
1962	ATO	2:27.5			Beta	2:14.6
1963	PiKA	2:34			Beta	2:14.9
1964	BTP (default)	2:31.5			Theta Xi	2:18.9
1965	BTP	2:28.7			CIA (Disqualified)	
1966	BTP	2:27.8			DU (Unable to Finish)	
1967	PiKA	2:24.8				
1968	PiKA	2:20.9				
1969	BTP	2:22.5				
1970	PiKA	2:28.5				
1971	PiKA	2:26.4				
1972	Phi Kap	2:24.0				
1973	Phi Kap	2:23.0				
1974	Sigma Nu	2:20.2				
1975	PiKA	2:19.3				
1976	PiKA	2:23.3				
1977	PiKA	2:17.8				

Glossary

buggy - n. a three or more wheeled vehicle built, operated, maintained, and pushed by CMU students in the annual Sweepstakes races.

Buggy - n.(slang) 1. (the event) collective name for the annually-run Sweepstakes. 2. (the sport) 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 of people consisting of a driver, five pushers, and a buggy.

bump (bump and run) - v. to shove a buggy forward and then run to catch up with it. This technique is most often used by the Hill 5 pusher.

capability ("cape") test - n. A test held on the sidewalk between Baker and Doherty Halls to test a buggy's braking system and the driver's braking ability. The buggy must be able to stop within a specified distance while traveling at a minimum speed of 15 mph.

catcher - n. a member of a buggy organization who waits at the finish line to grab his team's buggy in order to help stop it.

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 buggies and drivers in event of an accident.

Compubookie - n. the mysterious gnome who lives beneath the Panther Hollow Bridge and comes out once a year to handi-



cap the Sweepstakes races in THE TARTAN. No one knows his or her true identity, not even the editors.

crew - the team of mechanics of a buggy organization. They can be found in rented trucks near the starting line on Raceday.

DQ - n. the disqualification of a buggy.

Design Chairman - n. the person who is in charge of the buggy design competition in the gym 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 that can't "roll the driveway" is a slow buggy indeed.

drop test - n. the test performed after each heat on Raceday, on the sidewalk in front of the gym. After the buggy is rolled down the hill towards Margaret Morrison Hall for a distance of 30 feet, its driver must be able to stop it completely within 15 feet, then release the brakes and stop again. Buggies failing this test after their race are disqualified.

duct tape - n. silver or gray colored tape that is used to hold various parts of a buggy together. Buggy racing would probably not be possible without duct tape.

exchange - n. 1. the act of "passing" a buggy from one pusher to the next; 2. one of three zones in which buggies are passed.

exchange zone - n. the 15 yard long areas between Hills 1 and 2, Hills 3 and 4, and Hills 4 and 5, where pushers exchange the buggy. Exchange zones are the only places where two pushers may touch a buggy at the same time.

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



- flagger(2) - n. a member of a buggy organization who stands on the course to signal the drivers and help 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 the buggies in each Sweepstakes 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 weekend mornings between 6 & 9 a.m. The entire buggy course is closed to traffic during freerolls.
- Hills 1 to 5 - n. the uphill areas of the course where the buggies have to be pushed.
- lead car - n. the car which drives in front the buggies in each Sweepstakes race heat, and which usually carries the Sweepstakes Chairman, the head judge, the film crew, and WRCT sportscasters.
- pass test - n. the test which requires a buggy driver to pass another buggy safely during a freeroll practice.
- Permit - n. the slip of paper that allows the public roads of the course to be used during Sweepstakes races and practices. Often very hard to obtain.
- pick up (a buggy) - v. to resume pushing a buggy uphill after it has past the Chute. Performed by the Hill 3 pusher.
- the Plug - n. a fire hydrant (plug) on Frew St. which is beyond the ninth Porter Hall window. The penultimate gauge of a buggy's speed during 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 bar 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 a Sweepstakes race 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 to ensure that each complies with the current safety rules and regulations.
- spin-out - v. the act of a buggy sliding sideways when traveling through the chute which causes the driver to loose control.
- 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 helps sweep debris from the buggy course before Sweepstakes races 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 organizations participating and ensures that everything runs smoothly.
- windows - n. a unit of measure for a buggy's performance in the freeroll. Near the bottom of Hill 3 is Porter Hall, which has a row of nine windows facing the street. The more windows a buggy can roll past before its Hill 3 pusher can catch it, the higher its speed and the better its performance.



Radio Club

Carnegie-Tech Radio Club - W3VC

The Carnegie-Tech Radio Club, W3VC, is an organization for people interested in amateur radio. Within the club, there are a wide variety of interests and activities, such as: Public Service events (safety communications for Sweepstakes and Radio-Grams for Valentine's Day), Satellite Communications, talking to other "hams" all over the world, Computers and Networking, Amateur Television, and practices for emergency communications ("Field Day").

During Race Day the Radio Club is crucial to ensuring safety during the races. You will find members on top of Flagstaff Hill, in the Chute, and stationed next to every barricade, accurately informing the Sweepstakes Chairperson, the Pittsburgh Police, the Carnegie Mellon Police, timers, judges, and any other Sweepstakes officials of the buggies' position. 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 progress of the buggies.

The club also provides classes and exams for people who would like to start in Amateur Radio, and for those who are advancing in the ranks. To learn more about Amateur Radio, or for more information about the club, leave a message in the Radio Club's mailbox at the Skibo Information Desk.

The People's Choice Award

The People's Choice Award is an opportunity for the general public to vote for their favorite buggy. While the judging that goes on in Thistle Hall is based on a private showing of engineering and design concepts, the People's Choice buggy is chosen on criteria such as appearance (beautifully sleek or outrageously wild in design), the organization that designed it or an unusual design that has captured the crowd's attention. Even sympathy for the people who look like they haven't slept in weeks can merit a vote for the People's choice. Each vote costs 25 cents and you can as many times as you wish. All the proceeds benefit research for MS. Look for the People's Choice Award table in the gymnasium on April 13, from 9:00-4:00. Come and vote for your favorite buggy!

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Monday thru Friday
11 am 'til 2 am

Sunday Hours
6 pm 'till 2 am

APRIL 13TH: **Cabaret Night 8:00 pm**
Folk Music • Matt Ireland • Robin Garber
Piano and Bass • Wayne Issac Worley • Mike Shea
APRIL 14TH: **Comedy & Music 8:00 pm**
An hour of comedy with John Rowen at 8:00 pm
Bob Höp and band at 9:00 and 11:00
APRIL 15TH: **DEADLY BY DESIRE**

for info call 268-4965

1989 Credits

Buggy Chairperson:	Chris Hansen
Assistant Chairperson:	Phil Tubesing
Safety Chairperson:	Trish DiMarco
Youngsters:	Erica Levy, Ray Fratto, and Jeff Nystrom
Buggy Book Chairpersons:	Jerry Bosch & Sabrina Staley
Cover and Map by:	Dave Pagani
Gaffer:	Carlos Franco
Writers:	David Arai, Lou Connley, Erica Levy, Catherine Lo Monico, Tom Sands, Brett Shriver, Peter Stern, Phil Tubesing, Ann Whidden.
Special Thanks to:	Mr. Hansen(for giving me this job), Edward Evans, Claudia Kirkpatrick, Erika Patterson, all the Chairpersons, Ann Witchner, the staff of the Industrial Management Dept., CMU Archives, and a very special thank you to the staff of the TARTAN.

The Buggy Book is Funded by the Activities Fees

1989 Spring Carnival Schedule of Events

Thursday, April 13

9:00 a.m. - 3:00 p.m.
 9:00 a.m. - Noon
 4:30 p.m.
 5:00 p.m.
 6,8,10, 12
 8:00 p.m.

Midnight

Buggy Display and Design Competition
 Pre-sale of Ride Tickets
 Opening Ceremonies/Midway Opens
 Kiltie Band
 AB Movie: *Hiroshima Mon Amour*
 NY City Swing Band
 Scotch 'n' Soda: *This is Not a Test*
 Scotland Yard Cabaret
 Midway Closes

Gym
 Info Desk
 Midway
 Tent
 DH 2210
 Tent
 Ballroom
 Scotland Yard
 Midway

Friday, April 14

8:45 a.m.
 Noon
 Noon - 6 p.m.
 1:00 p.m.
 2:30 p.m.
 4:00 p.m.
 6, 8, 10, 12
 6:00 p.m.
 8:00 p.m.

8:30 p.m.

9:00 & 11:00 p.m.
 11:30 p.m.

Preliminary Sweepstakes Races
 Midway Opens
 Arts & Crafts Fair
 Wattz (Classic Rock Band)
 Boilermaker 5 (Dixie Band)
 Craig Karges, Mentalist
 AB Movie: *The Great Outdoors*
 Heavy Cats (Jazz Band)
 Scotch 'n' Soda: *This is Not a Test*
 John Rowan, Comedian
 SDC Suitcase Dance with Foxx
 (Top 40 Dance Band)
 Bob Hop (Band)
 Midway Closes

Tech & Frew Sts.
 Midway
 Cut (rain location - Skibo)
 Tent
 Wandering
 Tent
 DH 2210
 Tent
 Ballroom
 Scotland Yard
 Tent
 Scotland Yard
 Midway

Saturday, April 15

8:00 a.m.

Noon
 Noon - 6 p.m.
 Noon
 2:00 p.m.
 2:30 p.m.
 4:30 p.m.
 6, 8, 10, 12
 8:00 p.m.

9:30 p.m.
 10:00 p.m.

Final Sweepstakes Races: Alumni Races, Women's and Men's Finals
 Midway Opens
 Arts & Crafts Fair
 Bingo Game
 Sync Along
 A Phi O Charitable Chairs
 The Flow (Reggae Band)
 SDC Movie: *Red Heat*
 Scotch 'n' Soda: *This is Not a Test*
 AB Comedy Concert
 Midway Closes
 Closing Ceremonies
 Deadly By Desire (Band)

Tech & Frew Sts.
 Midway
 Cut (rain location - Skibo)
 Tent
 Tent
 Cut (rain location - Skibo)
 Tent
 DH 2210
 Ballroom
 Tent
 Midway
 Cut
 Scotland Yard

Sunday, April 16

2 p.m.

AB Concert TBA

Cut

Price: \$1.25

Friday

1989 Heat Schedule

April 14

Men	Lane 1	Lane 2	Lane 3
1	Phi Kap D	SAE A	Theta Xi D
2	DTD B	KDR B	CIA D
3	Fringe C	Beta C	SDC D
4	SAE B	PiKA D	Pioneers B
5	Sigma Nu C	Phi Kap B	Air Force A
6	Spirit C	CIA C	Theta Xi A
7	Kappa Sig B	PiKA B	ATO A
7a	SAE C	Beta D	Pi Lam B
8	Fringe B	KDR A	SDC C
9	Sigma Nu B	DU A	Phi Kap C
10	Spirit B	PiKA C	Theta Xi C
11	Pioneers A	Beta B	SDC B
12	DTD A	CIA A	KDR C
13	Pi Lam A	PiKA A	Sigma Nu D
14	Spirit A	Fringe A	Kappa Sig A
15	SDC A	Beta A	Theta Xi B
16	Sigma Nu A	CIA B	Phi Kap A
Women			
1	Spirit B	CIA B	Pioneers B
2	Sigma Nu B	CIA C	Phi Kap A
3	KDR B	PiKA B	DTD A
4	Spirit C	Fringe B	Theta Xi A
5	Sigma Nu A	Beta A	Air Force A
6	Pioneers A	PiKA A	SDC A
7	Fringe A	CIA A	
8	Spirit A	KDR A	