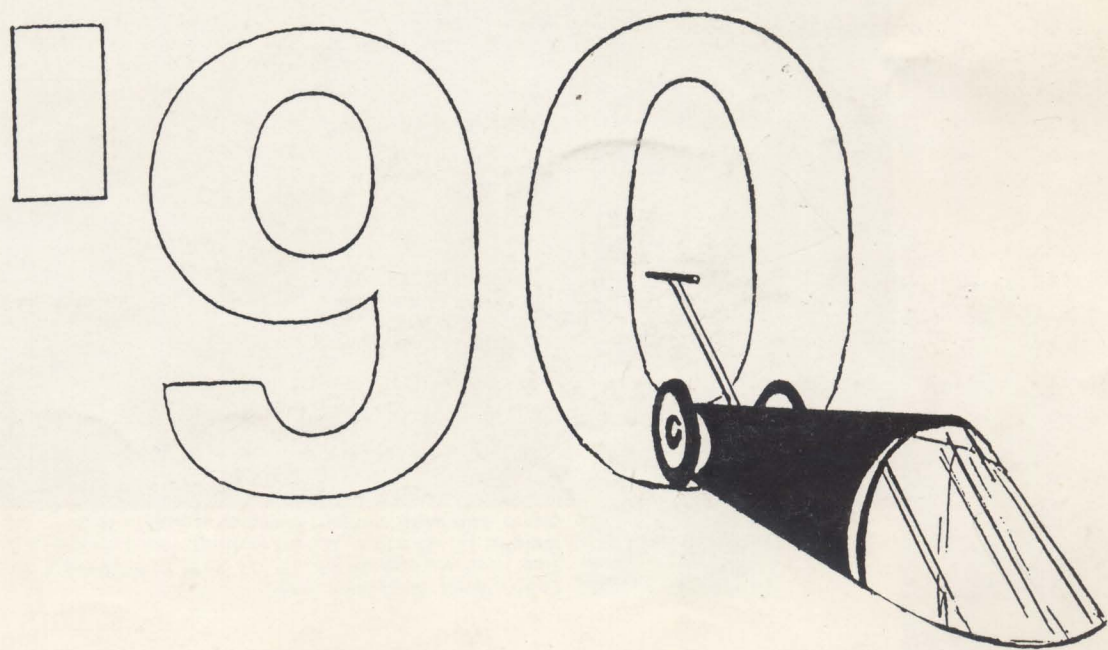


C M U
Buggy Book



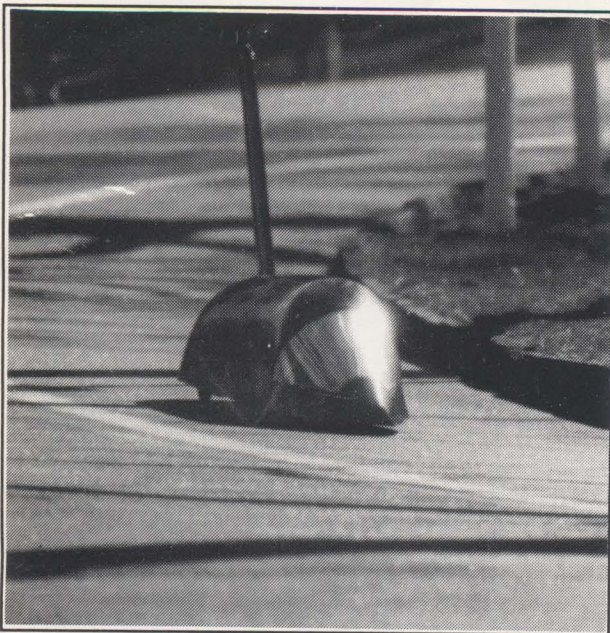


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A History of Buggy

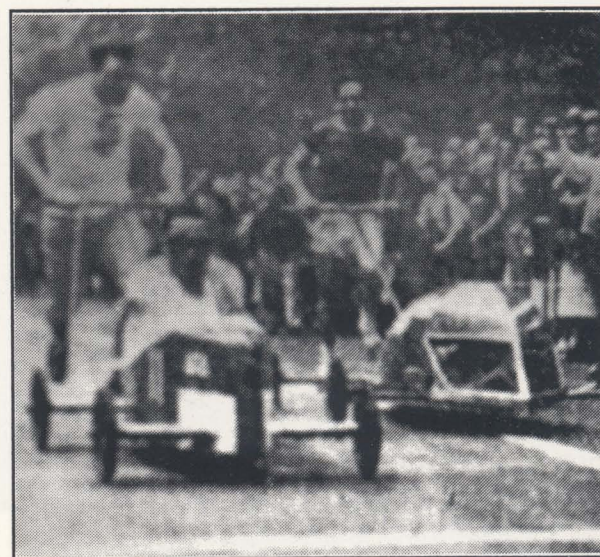
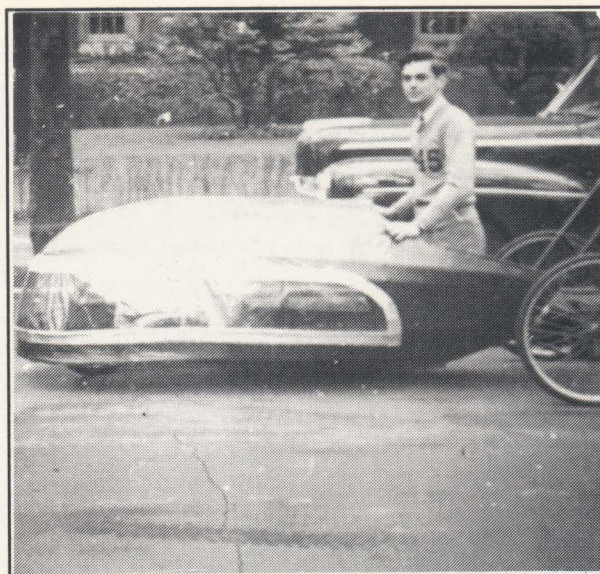
1920-1942: Early Buggy

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

A local fraternity, Iota Sigma Delta, went on to win the race of 1921 with the first recorded time of 4:38. The first design awards were also given out that year. Uniqueness seems to have been the criteria, for DU won with a monstrous fish on four wheels, and Sigma Nu took second with their "Toonerville Trolley."

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

2



independent teams were allowed to enter for the first time.

A few original rules took a while to change. For many years only one trophy was given out in both the design and race categories; furthermore, they couldn't be given to the same house. The 60-pound minimum weight rule was not abandoned until the early Thirties. At about the same time, aluminum was discovered as a buggy-building material; Beta Theta Pi broke the three-minute barrier in 1930 with a buggy made of it. Lane stripes were added in 1932, but four to six buggies were still being run in each heat.

In 1942 no results were reported; from 1943 to 1945, Sweepstakes was dropped, along with most of Tech's activities, due to the draft and the high priority of aluminum.

1946-1963: The Buggy Boom

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

1964-1985: Sweepstakes Comes of Age

Beta Theta Pi and Pi Kappa Alpha have consistently been the most successful organizations in the history of Buggy, perennially taking high honors in both the races and Design competitions since 1920. Since ATO's downfall in 1963, Beta and PiKA have been arch-rivals, capturing 17 of 25 Sweepstakes trophies between them, yet neither house has been able to hold the title longer than three years running. Other organizations have challenged Beta and PiKA since the mid-Sixties. ATO captured a couple of second place finishes in 1965 and 1966, but then dropped out of

sight. Phi Kappa Theta became a power in the late Sixties, eventually leading to a pair of victories with its buggy Streak in 1972 and 1973, which beat PiKA twice by only six-tenths of a second. Phi Kap, however, also faded into the pack.

It was not until 1981 that an independent buggy organization posted its first victory in Sweepstakes, an honor which belongs to the Carnegie Involvement Association. Following in their footsteps was the controversial rainy-day first place in 1987 by Spirit with a time of 2:11.35. Spirit continued its winning streak in 1988, and in 1989 set the all-time course record of 2:06.2.

1990: The Consuming Passion

Reaching into a new decade Buggy continues to be an exciting, extremely-competitive sport. Most organizations run at least three buggies in the races; the most competitive run four. No one team can claim true dominance of the sport any more.

The record now is 2:06.2 set by Spirit's Quantum Leap in 1989. It begs the question: how long can the Two-Minute Barrier last? Pushers can only push so fast, and machines without engines can only roll so far on a friction-filled asphalt surface.

What happens when Sweepstakes does reach its limit?



The biggest job is making decisions

The most common question I have been asked this year is, "Why do you do it?" The benefits of being Buggy Chairman are basically intangible. You don't get paid, you don't receive any awards or trophies, and most of the time you don't get a lot of respect. You do learn a lot; about yourself, about other people, about technology you will probably never use again, and about how a group of 200-300 people can do some really crazy things at 4 in the morning.

This year, Sweepstakes '90 was pretty calm. There were no tools thrown around in the chute and no pass tests done on cars. We did have sandbags dropped on the course and a threat of a lawsuit. As Chairman, the biggest job is making decisions. Some are easy to make and others are difficult. One of our favorite sayings is, "If you want to become one of the most hated people on campus, join the Sweepstakes Committee." This is not necessarily true, but the job can be difficult.

Almost every morning during the spring semester I would wake up and call my advisor, Anne Witchner, Assistant Dean of Student Affairs. Anne and Marcia Gerwig

basically made sure it was possible for buggy to continue. Without their years of experience, knowledge, and patience buggy would never have occurred.

The rest of the Sweepstakes Committee deserves a big thanks: Ray (M.I.A.) Fratto, Jeff Nystrom, Sabrina Staley, and Christie Johnson. They have tolerated my requests, complaints, and stressful periods very well. We have learned a lot about each other this year. Especially Ray, Jeff, and I as we discussed everything from "Monster Cookies" to ways we would commit suicide while we sat in my car at 3:30 am. Possibly the cold was getting to us at these times, but we always had fun.

I also would like to thank Chris Hansen, last year's Sweepstakes Chairman. Chris has taught me a lot. Last year I was a 'youngster,' a buggy person in training. This year I have run buggy with a little bit of Chris in it and a little bit of me. Chris has continued to be a great help, and I would never have made it without him.

There are a few other people I would like to thank:



- Margaret and Sue
- My Mom
- CMU Security
- Rosalie Pingree
- Pittsburgh Police
- The Radio Club
- WRCT
- The staff of the Student Affairs office

P.S. Some statistics I would like to add:

Longest wait for a Cape Test: 29 minutes, 46 seconds (Sigma Nu)

Stupidest Cape Test: Theta Xi

1st Attempt: Told driver to hit the Sweepstakes Chairman in hopes of having someone else elected as Chairman once my ankles were removed.

2nd Attempt: Driver steered right into the manure on the grass as he was braking.

3rd Attempt: Driver failed vision test because he couldn't see - he had taken off his glasses!

Best Quote: At 6:30, right before freerolls start, "By the way, has anyone seen Ray?"

Second Best Quote: Jeff's response as to how the course looks, "It's long, black, with a bend at the end and a yellow line down the middle."

The last people left to thank are the most important ones, the individual chairman of the organizations. They were the ones who really made buggy what it is. They are addicted, obsessed, and a lot of fun. When people ask why I do this, I look around at any of our weekly meetings together and think about the 30 or 40 new friends I have made over the past buggy season. That makes it all worth it.

Have a Great Carnival!

Erica Levy
Chairman, Sweepstakes 1990

1990 Design Competition

The Design Competition is held each year the day before the preliminary races are scheduled. The 1990 Design Competition will be held Thursday, April 19, in Skibo Gymnasium tentatively between 9:00 A.M. and 4:00 P.M.

The Design Competition is composed of two simultaneous events, the individual judging of no more than two buggies from each organization, and a display of each organizations buggies scheduled to race the following day, to the public. The number of buggies on display will be close to 50.

During the preliminary judging, each participating organization presents and demonstrates its buggy privately to the panel of about six judges for ten minutes. The judges then have five additional minutes to ask questions and examine the buggy. The top six buggies selected from

the preliminary judging will be re-judged on the same criteria concurrently for fifteen minutes.

This year, the judging panel has been selected from three different motor car industries and the Carnegie Mellon community. The judging criteria is based on the engineering concept and implementation of the following systems; body support, steering, braking, suspension, as well as driver safety. The buggies are also judged for their innovation, integration and appearance.

To qualify for a Design Competition Award, a buggy must compete in the preliminary races and finish in the top 1/3 of competition finishing times. The winners of the Design Competition will be announced after races are completed at the Awards Ceremony Saturday night on the cut.



TALES OF BUGGY



You are a buggy chairperson

Sleep //slep/ n - The natural, usually regular suspension of consciousness during which the powers of the body are restored.

Buggy Chairperson /buge chairpersun/ n - A person who is consistently finding oneself lacking the natural, usually regular suspension of consciousness during which the powers of the body are restored.

What is a buggy chairperson?

It's 3:30 am and you find yourself locked in an unventilated room breathing fumes that have been found to cause sudden death in small laboratory animals. You have been working for 48 straight hours, and are presently praying that Jeff will let you cape test before rolls. Not only do you not have time to sleep, but you are terrified to, since you have the reoccurring nightmare that your hill 5 pusher won't have his hand on the pushbar as the buggy crosses the finish line. You are a buggy chairperson.

You find yourself spending more time explaining buggy to possible future

employers than you do talking about your experience and coursework. You find yourself checking all of the 'yes' boxes on hazardous materials exposure lists. Yes it may be dangerous, but that isn't the point. You heard it worked for somebody else, so what the hell, anything is worth a shot at the top ten. The only safety you are worried about is that of your team and your drivers. Your own safety means little. You are a buggy chairperson.

You have been doing this for years now, but somehow you never seem to get bored. There is always some new problem to be solved, or some new idea that may help you to gain a second or two in the freeroll. Your week is composed of skipping classes to get the new ideas implemented, and your weekends are spent either on the course, or in bed. It may not seem very exciting, but a buggy chairperson wouldn't have it any other way. As Spring Carnival approaches, the excitement builds, and you find yourself eating, drinking, and living buggy. You are a buggy chairperson.

It is about this time that "Buggy Widow" syndrome has reached its peak. This is the affliction that your significant other gets when they are sure that you care more about a phallic, 3 wheeled vehicle with a long pushbar, than you do about them. You are a buggy chairperson.

You are in charge of a well oiled machine that has only a few problems getting jump started in sub zero weather at 4 am. You have people in charge of everything: wheels, bearings, drivers, flaggers, sweepers, doughnuts... yet you find it impossible to remove yourself from all of these things. You are obsessed with this thing we call buggy. You are a buggy chairperson.

You and your support group have put in thousands of man hours for one purpose — the hope of being able to roll on Saturday. You are a buggy chairperson. You are insane!!

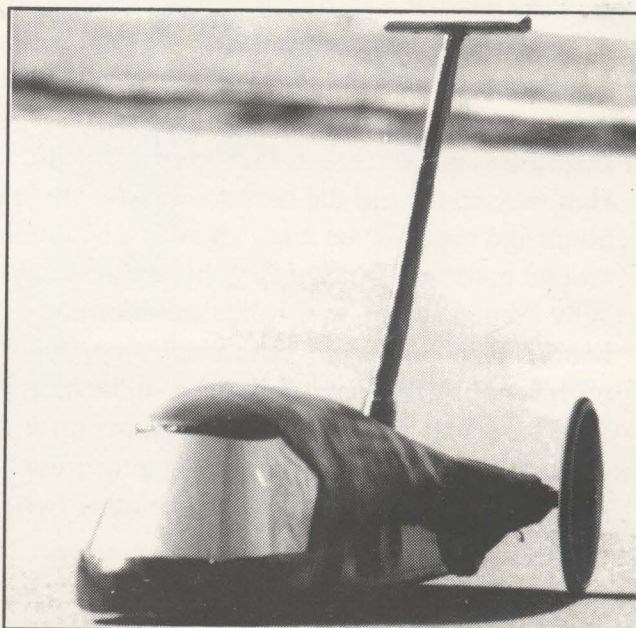
Suddenly everyone loves short people!

When the nose of my buggy hits the end of hill two and the pusher releases, I am alone, my buggy and I, rumbling down the course. Everyone watches me and I watch every curve, every crack, and every bump in the road- my body feeling every inconsistency in the pavement. My hands shake slightly as I steer, my neck stiffens as I struggle to see beyond a crest in the road, my eyes try not to blink for fear of missing a flag or transition point, my body locked in place, wrapped in a sleek tube-this is how I feel when I fly down the buggy course on race day, it's all me, every smooth transition, every mistake, every second gained or lost, me and my buggy.

Race day my life changes. I do work between classes, during dinner, whenever I can, knowing that come midnight, I'll have to gear up for push practice, where I'll be crammed into a buggy in the cold for at least an hour, often two. On weekends I'm in by midnight, up by 5:00 A.M., back asleep from 10:00 until the middle of the afternoon. Sometimes I pray for rain, we all do, just to get those extra hours of sleep, but once I'm out there, there's nothing like it.

Buggy is competitive at every level; speed, style, design. For a driver the competition is with herself. I'm always trying to drive a better line, hit my marks, make the smoothest transitions I can. I go over the course in my mind as I walk to class, take a shower, anytime I start thinking of race day. I always have that worry that one wrong move- getting too close to the curb, turning too late, missing a crack in the road- may cost us a place in the top ten, or worse, a trophy. The pressure is great, but so is the excitement. Each time I go down the hill, I feel the same tension and exhilaration I felt the first time.

Although driving is an individual experience, the entire organization is responsible for triumphs and defeats. As race day draws near, tensions run high. No sleep, hours together in the buggy room, it tries even the most sane individual, but when race day arrives and everything comes together, the hours, the anguish, it pays off- you hope. Driving buggy is an experience I feel lucky to have. For once in my life my height has paid off, suddenly everyone loves short people!



Safety glasses—who needs them?

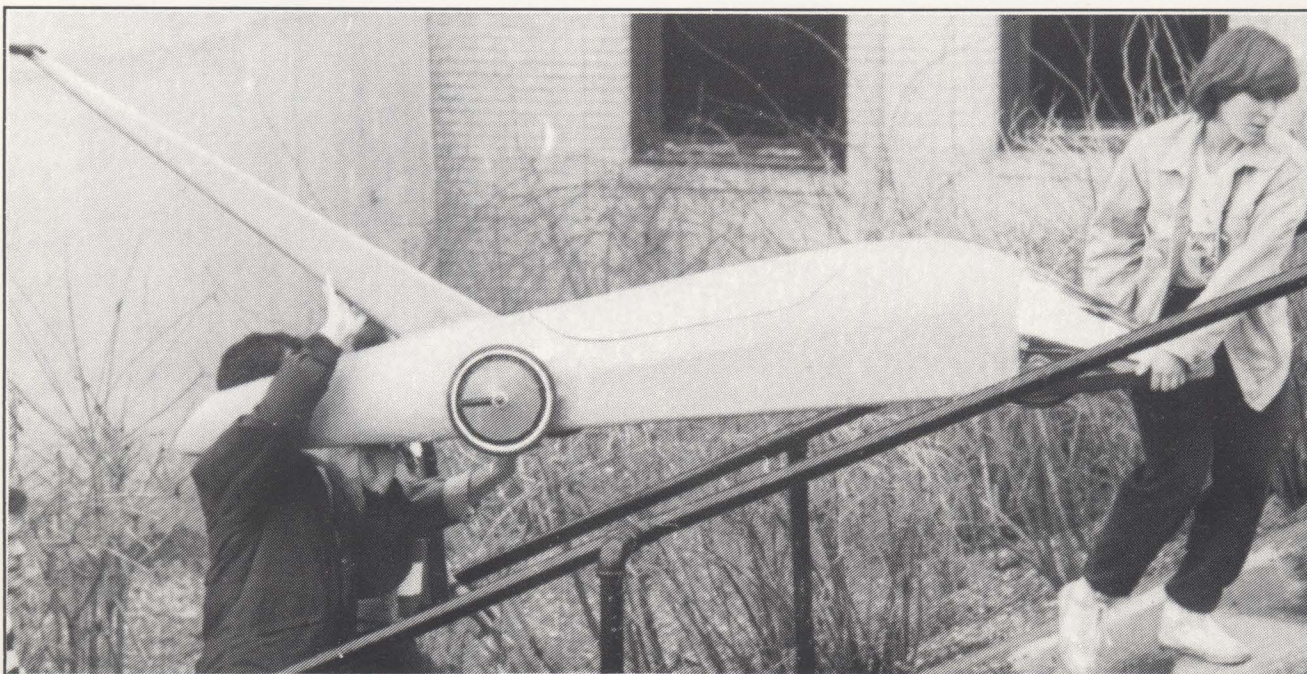
There is a saying that for every buggy you build you lose one year off of your life. I don't know if its because you fail out of school, or because of the dust and the fumes, but its worth it. The pride, the accomplishment, the victory, and those two minutes of pure adrenalin all make up for the lost sleep and the bodily mutilation that accompany a new "toy."

Buggy is brain games. In buggy everything is a secret. Who to tell, if at all? It's kind of like a Department Of Defense project—some buggies are even built by DOD contractors. Or that's the rumor. We would really rather build them ourselves.

Building a buggy. It starts with an idea—better, lighter, smaller, composites, aluminum. Turning a plan into reality with time. Four hours to make a brake. Twenty-four to make the cockpit, then sanding and painting. Breathing polyester dust, hardeners, thinners and enamals. Worrying about steering, harnesses. It's a long process. But as it takes shape, the cuts and bruises associated with the machinery work starts to

pay off. "Safety glasses—who needs them? That's why God gave us two eyes." By the time we're done, I haven't slept in days. Finally, cape tests.

The early mornings. I tell my friends I really like working through the night on Fridays and Saturdays—I lie, but it needs to be done. 3 am—time to wake people up to get things together; among assorted profanities they grudgingly get out of bed. 5:30 am – drop tests. It's cold, where are the drivers, the wheels? Are they going to stop? Good she did it. 6 am – the wheelman is up. OK. Let's walk the course, it's only 30 degrees, why are we doing this? "I want your chute to look like this," as you patiently field questions from 4 foot drivers. Then, its time to roll. Clean the windshields, bolt them in – 30 seconds – wheels checked, quickly out of the truck – 10 seconds – out on the line – Hill One. Two minutes later its over as the Hill 5 pusher grabs the pushbar, out of breath, as the buggy crosses the finish line. We've won, again. Time to celebrate and sleep. Two days to make up for three months.



ORGANIZATIONS



ORGANIZATIONS



A competitive buggy on a \$100 budget?

Big, powerful, and aggressive, the AFROTC buggy remains the most economical and indestructible buggy that exists. With three years and an Essence of Buggy award under our belts, we're ready for Sweepstakes 1990. Our team is young and hungry and our program's on the upswing. Each year we gain a little more experience and a little more speed. Before you know it, we'll break the sound barrier. Why not - we're the Air Force.

This year our goals are to place as high as we can and to have a lot of fun doing it. The main objective of our program is to let people get involved and enjoy themselves. We don't take sweepstakes so seriously that buggy becomes a chore instead of a pleasure.

A competitive buggy on a \$100 budget?
Watch us...
Air Force ROTC

Chairpersons:

Bill Lewis '92

Pete Zapf '90

Steve Park '90

Buggy: Stratofortress '87

Drivers:

Wendi Amos '90

Marla Ballenger '93

Support:

Mark Edwards '93

Margaret Hasper '92

Amy Hinich '90

Mark Lindsey '93

Opal Perry '93

Marc Thomas '90

Dylan Wells '93

Ruth Zolock '93

Brad Hamant '90

Paul Henderson '92

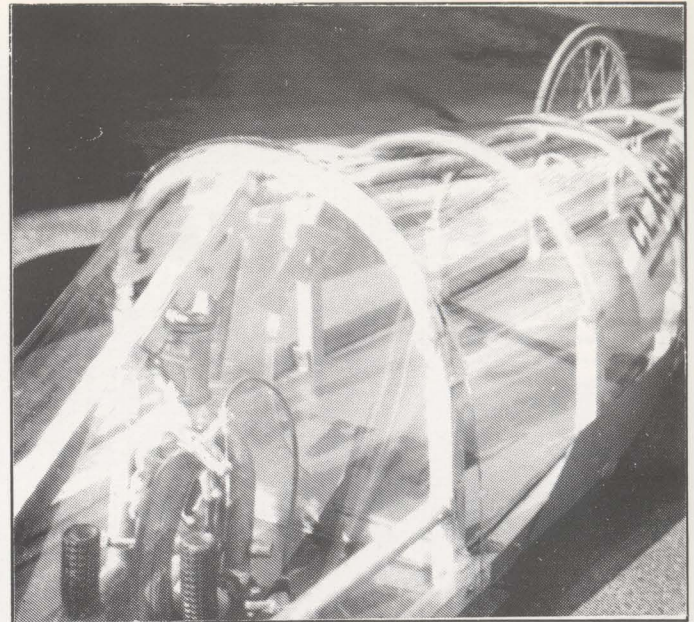
Bill Lewis '92

Sean O'Brien '93

Scott Sheffer '93

Beth Ward '93

Matt Whitely '91



A box, a babe, and five studs

We're back! ATΩ is on a mission this year. Many have written us off already and alumni have told us to set reasonable goals for ourselves, such as finishing the race. However, we are sure that this is the year ATΩ begins its return to dominance. The push team, led by senior Alex Hoffman, is as strong as ever. Our driver, Anne MacLellan, is new this year, but she is progressing faster than any of us expected. The Rebel Yell, still looking for its first finish, has undergone several changes for the better. These factors plus a lot of enthusiasm from the brotherhood are setting the tone for a great showing this year. The past few years we have been given a hard time about the Confederate flag which used to be on the Rebel Yell. While we still feel the flag is an appropriate symbol of our image on campus, others felt differently about it. In an effort to basically get these people off our backs, we have repainted the Rebel Yell. We certainly hope that the new scheme is acceptable and we will gladly listen to the same type of constructive criticism that the flag received. Yeah, right. Well, we'll see you at the finish line.

Chairman: Ed Garda
Buggy: Rebel Yell, 1986
Driver: Anne MacLellan
Pushers:

Steve Calfo '90	Alex Hoffman '90
Brian Lucotch '90	Steve Prock '91
Mike O'Toole '91	Billy Snyder '91
Craig Roeder '91	August Moret '91
Pete Papagianakis	Chris Visnic '92
Greg Marmol '92	Dave Beal '93
Griffin Pero '93	Marty Yoo '93
Chris Benec '93	

Support:

Bill Barry
 Brian Mikol
 Mike Danciak
 George Schevon
 Milind Shah
 Cas Koshinski
 Frank Randall
 Russ Hann, the truck
 Bill Grdanski, chief assistant



True Determination Factor

Beta, once again, expects to provide a good showing this year in Sweepstakes. With our 'A' buggy Mercury returning, as well as two experienced drivers, and our usual strong push team, we expect to finish among the top teams on race day. However, we hope that some technological improvements in our buggies will provide better freeroll times and push times such that we will be able to finish above the rest of the competition this year. As always though, the resolve on the part of each member of the house to do what it takes to win will be the true determination factor that will decide the outcome on race day. We at Beta wish everyone a safe and successful race day and a great Carnival weekend.

Chairmen:

Paul Browning '90
J.D. Heskamp '90
David Piatt '92

Buggies:

New '90
Mercury '89
Challenger '86
Xavier '87

Pushers:

Charley Vaught '90 (Captain)
J.D. Heskamp '90
Dave Skinner '90
Dan Crimmins '90
Bill Burch '90
Bob O'Toole '91
Scott McCuen '91
Ray Fratto '91
Paul Stapleton '92
Pete Rheel '92
Roger Graham '92
Scott Damon '92
Andy Helms '93
Matt Pielert '93
Seth Mitchell '93
Maneesh Ailwada '93
Leslie Brown '92 (Captain)
Anne Heinle '91 (Captain)
Amy Moeser '92
Debbie Anderson '93
Sharon Balint '90

Mechanics:

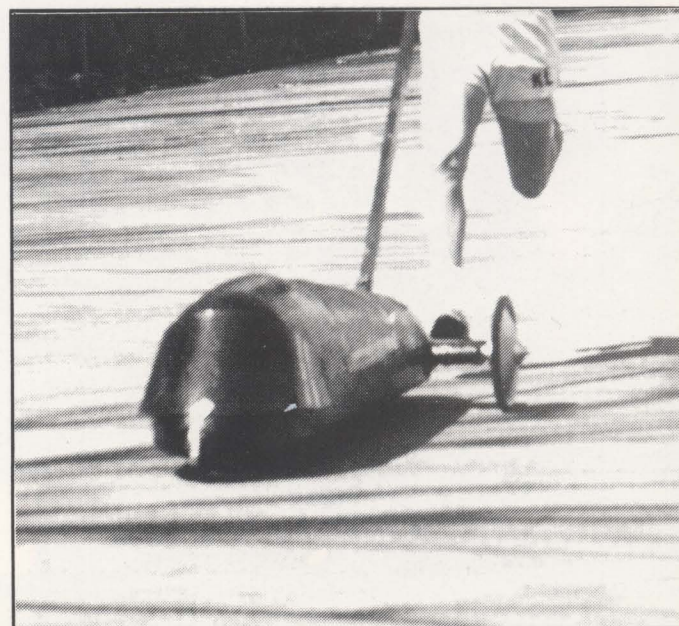
Stan Marshall '93
Seth Mitchell '93
R.J. Morrow '93
Luke Tuttle '93

Drivers:

Jen Tubridy '90
Janet O'Neil '90
Rhonda Struminger '93
Merry Wilson '93
Michele Zebert '93

Jeff Caringola '90
John Riesmeyer '91
Chris Galvin '90
Scott Barnyak '91
Jack O'Savage '91
Val Ormond '91
Mark Imhoff '91
Doug Stauffer '92
Bob Fasy '92
Sneech '92
Bob Bernard '92
Ed Kilduff '92
Scott Sheffer '93
Keith Tornes '93
Todd Peterson '93

Sue Moll '91
Kim Kalista '92
Peach Morini '90
Becky Brown '90
Karyn Silva '90



Fun is what we are about

Carnegie Involvement Association was founded so that non-greek students could join in the fun and excitement of buggy. We were the first non-greek organization to win Sweepstakes, and since we were founded, five other independent teams have been formed. We must have done something right.

Fun is what we are about. This is why we were founded. Teamwork is necessary for everyone involved to have a good time, and we have been working very hard on teamwork this year. We always hope to do well—everyone does—and you can count on competition from our teams. But no matter where we place this year, we will finish the season knowing that we have done the best job possible, and that we had fun while striving for the best. That is the most gratification a person can ask for.

Chairmen:

Bill Swarm

Kitty Cook

Buggies:

Defiant (1988)

Stealth (1986)

Spectre(1984)

Black Majic (1976)

Drivers:

Ruth Delano

Nanci Miller

Terri Kasch

Adele Banning

Laurie Schneider

Support Crew:

Steve Baier—Head Mechanic

Marc Bamberger

John Butare

Mike Reed

Dave Brick

Dan Casey

Connie Wei

Pushers:

Anne Wulffraat

Jonathan Berg

Cathy Bonham

John Butare

Dan Casey

Bucky Croushore

Suzanne Jogun

E.J. Kensinger

Dave Lee

Bill Matson

Tom Murphy

Si Nyugen

Carlos Rodriguez

Heather Uljon

Cindy Wei

Conrad Zapanta

Scott Boehmke

Tony Bontomase

Lori Cahill

Jeff Chrzanowski

Matt Frattali

Ilze Kelers

Won Kwak

Paul Massey

Michelle Mehaffey

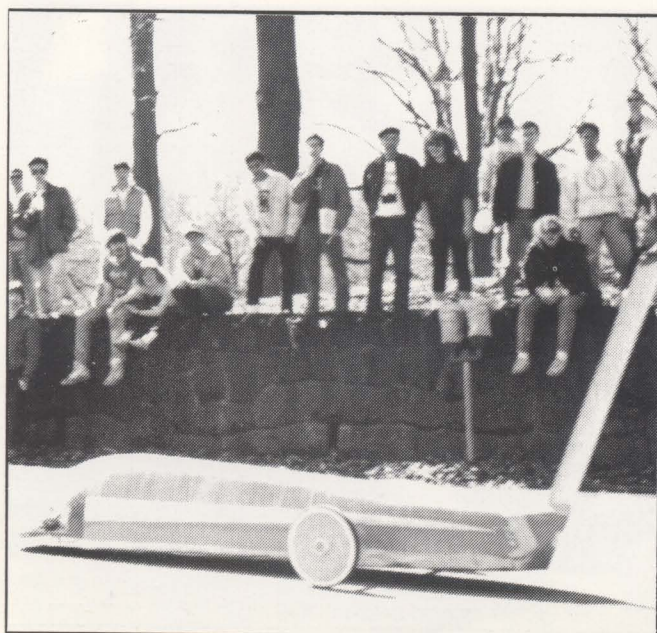
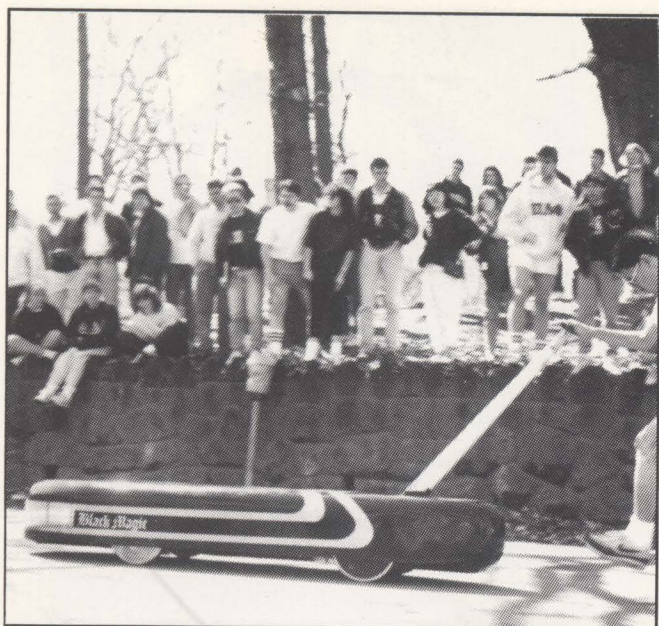
Dave Newman

Abigail Ochberg

Craig Temple

Connie Wai

Suzi Wint



Eat Cake !!

"This is your brain. This is your brain on buggies. Any questions???"

Eat Cake.

Chairperson: Steve Black

Buggies:

- Perception (1990)
- Deception (1990)
- Loc-Nar (1989)
- Suspicion (1986)
- Crisis (1985)

Drivers:

- Katie Grinnan
- Jen Kerstein
- Angela Mazzi

Pusher Posse:

- | | |
|-------------------|-----------------|
| Jason Carlson | Tom Nelson |
| Bert Evans | David Pagani |
| Jon Hermansderfer | Steve Ramey |
| Taylor Libby | Darren Schwartz |
| Brian MacDonald | Sean Sciara |
| Steve McAlonan | Matt Shevach |
| Steve Mueller | Roman Traska |

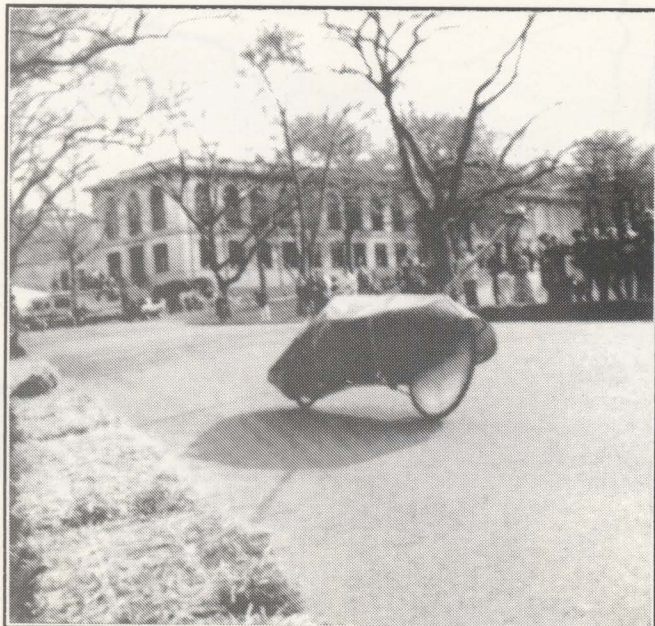
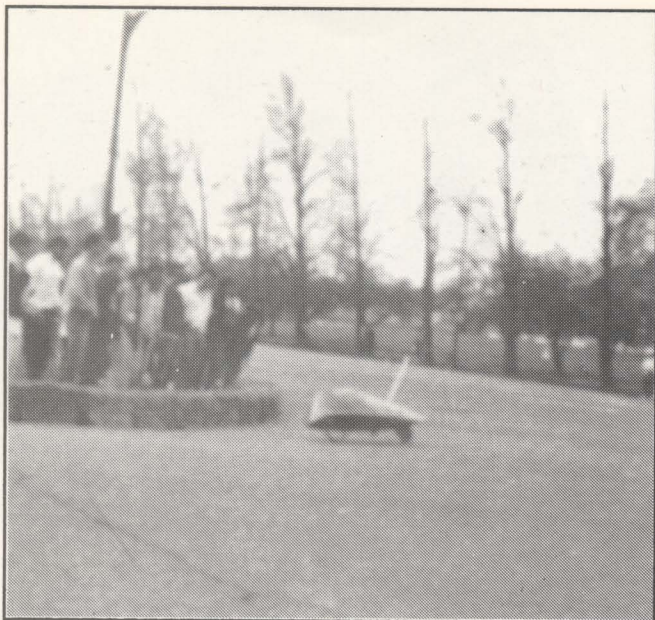
Tech Crew:

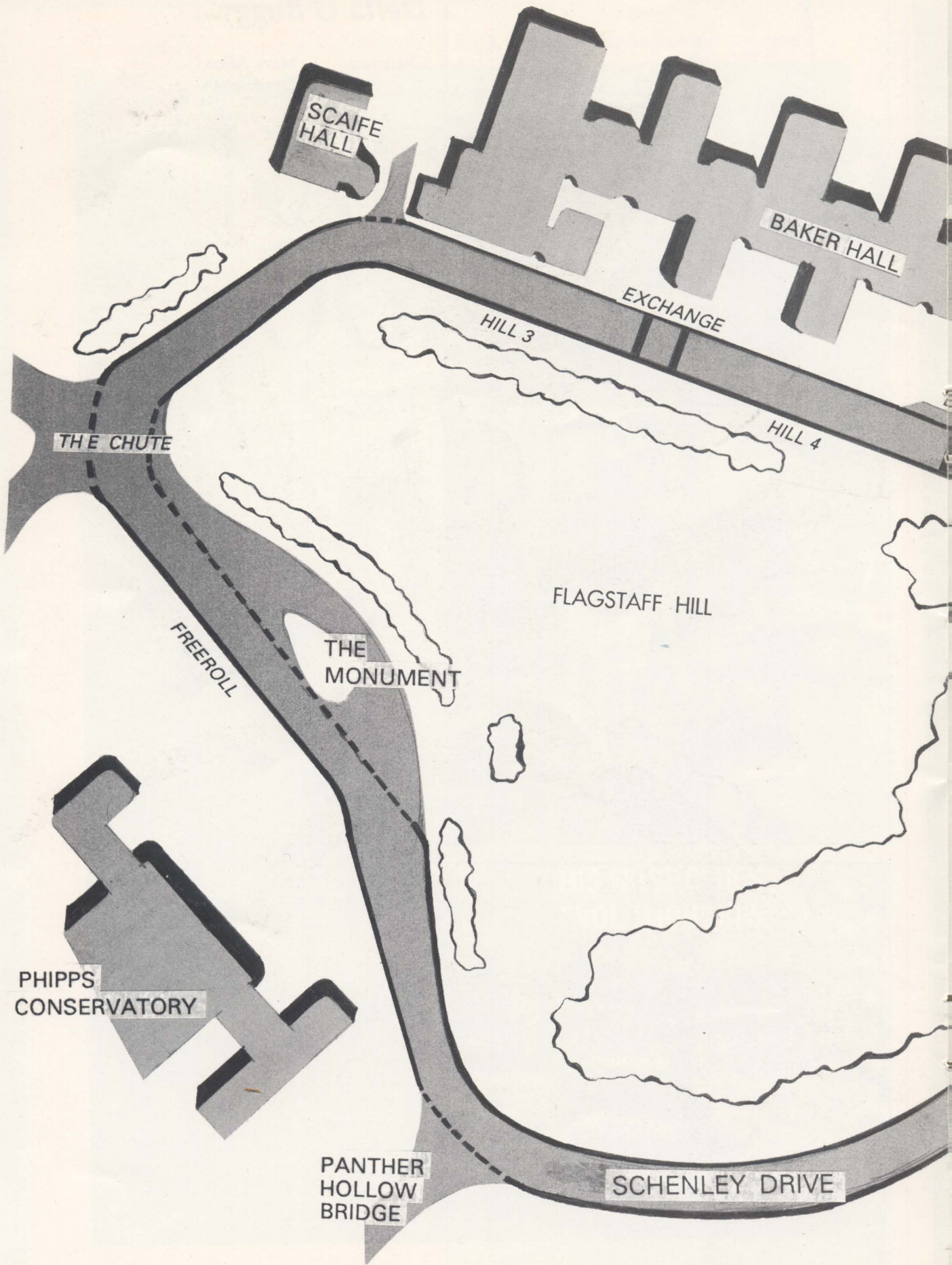
- | | |
|----------------|---------------------|
| Bob Gesky | Erik Nightwine |
| Evan Kennedy | Rick Romero |
| Bill Lux | Derek Scott |
| Andrew Milmoie | Jonathan ten Hoopen |



Delta U Buggy...

Chairmen: Mark Allen
Dave Smith





SCAIFE
HALL

BAKER HALL

EXCHANGE

HILL 3

HILL 4

THE CHUTE

FLAGSTAFF HILL

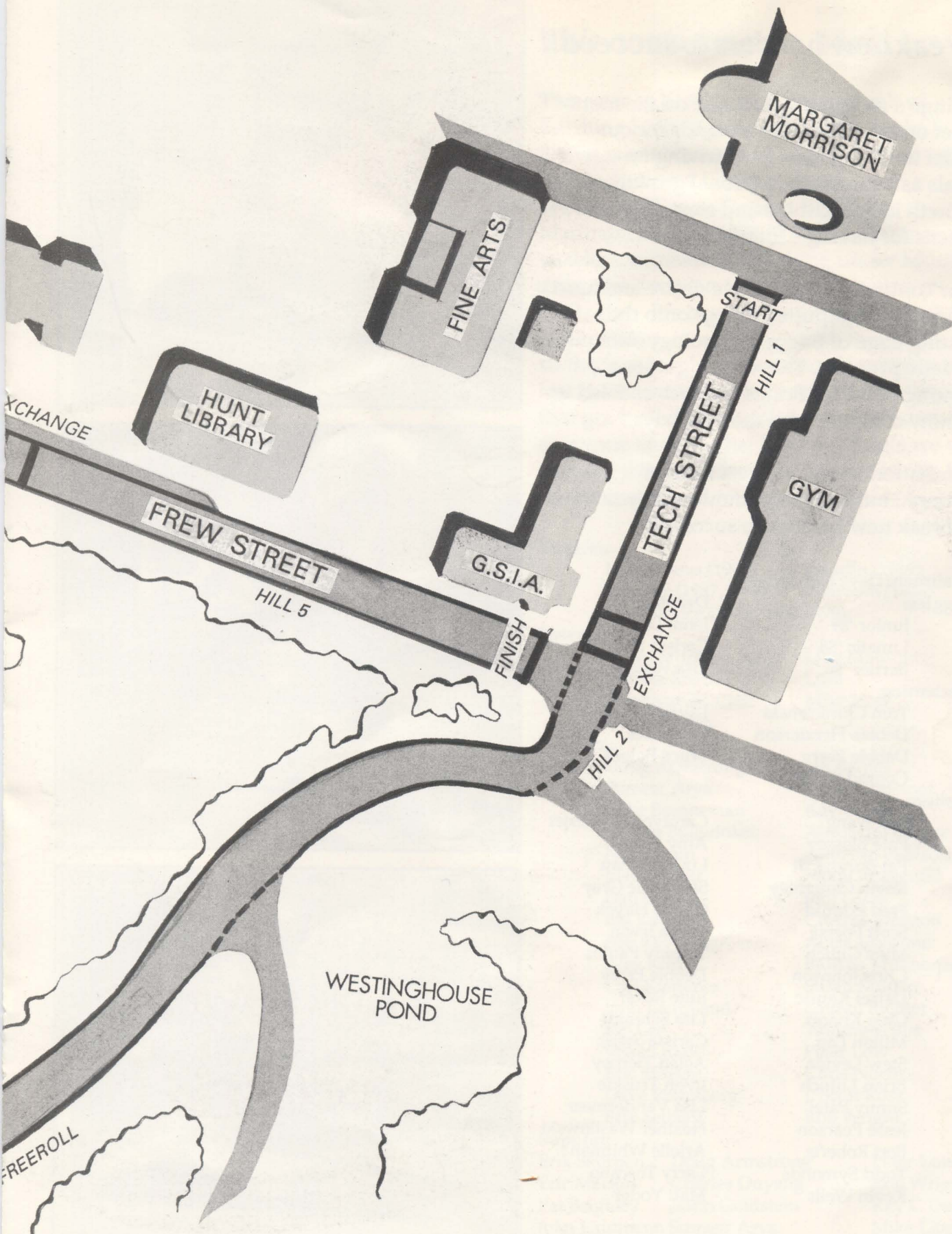
THE
MONUMENT

FREEROLL

PHIPPS
CONSERVATORY

PANTHER
HOLLOW
BRIDGE

SCHENLEY DRIVE



MARGARET MORRISON

FINE ARTS

HUNT LIBRARY

FREW STREET
HILL 5

G.S.I.A.

FINISH

TECH STREET
HILL 7

GYM

EXCHANGE

HILL 2

WESTINGHOUSE POND

FREEROLL

Break new barriers to succeed!!

Fringe's philosophy is based on the motto: "Get on the Edge." This stands for our belief in taking risks and striving for new goals as a means for personal growth, growth in friendships and especially as a means for having a lot of fun.

Our continued competitive desire and hard work have catapulted Fringe onto the cutting edge of buggy technology and athletic prowess. This truly signifies a turning point for Fringe that has enabled us to now compete with the "big boys."

...Imitation is the sincerest form of flattery...but everyone knows that you have to break new barriers to succeed!!

Chairman: Dave Henderson

Buggies:

Junior '89
Lunatic '88
Barrier '86

Mechanics:

Tom Chmielenski
Debbie Henderson
Debbie Perry
Conrad Schorr

Pushers:

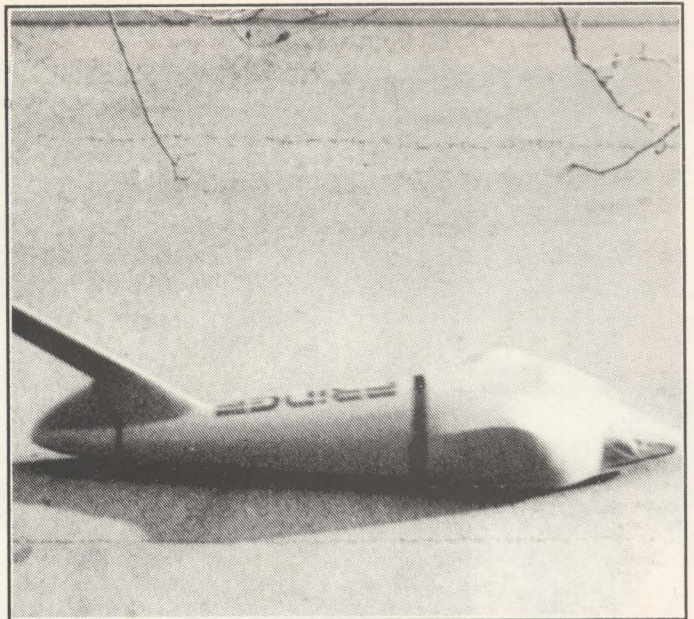
Lee Wang
Pete Blosssey
Pat Burghardt
Kevin Cloughley
Fred Edquid
Scott Foerst
Mike Gulich
Chris Johnson
Darrel Kauric
Greg Knoop
Milton Lau
Stew Levine
Brian Lutoch
Sunny Patel
Jesse Pearson
Bert Roberts
Todd Symonds
Kevin Wells

Drivers:

Jenni Lee
Carissa Swiss
Lisa Wang

Laurie Gallo
Eric Miles
Bruce Polock

Carolyn Woyciesjes
Amy Blake
Liz Buckman
Stephanie Grey
Cherie Hayek
Maria Irwin
Tammy Paulos
Debbie Perry
Julie Reker
Lisa Schmidt
Carissa Swiss
Aelan Tierney
Lynn Truskie
Lisa Vandermeer
Heather Wasilowski
Arielle Whitman
Larry Toscano
Matt Yoder





This one's for you, Mom

This year at KDR, we've had enough of finishing half a second out of the finals. So we've assembled an unlikely collection of riff-raff, including a Limey Puke, a Loser, a Weenie, a Chaz, a Qupe, a Bagelslut, a Madman, an Alphabet Kid, and others too tasteless to mention. Working under Mom's guidance, we plan to be back in action on finals day. It's been three years since our first sweepstakes, in which we took home the sixth place trophy. Since then, it seems we've lost the secret technology and the motivation that got it all started. Well, we don't care if everyone knows what kind of wheels we use because this one's for you, Mom. Thanks for the ice cream and four great years.



Buggies:

Prometheus (1989)	Paladin (1989)
Phoenix (1987,1990)	Phantom (1986)
Renaissance (1943, 1988,1990)	

Drivers:

Susan Murray	Lilly Mansour
Monica Enand	Luni
Stephanie St. Clair	Mike Hoff
Brenda Raich	

Pushers:

Doug Armstrong	Jen Barnes
Sumeer Arya	Jamie Christner
Mike Brenneman	Kay C Dee
Benton Bullwinkel	Alexis dePlanque
Neil Efrom	Annalisa Ekbladh
Mark Fisher	Molly Fitzgerald
Dan Galvin	Jodi Gillis
Bill Karlson	Christie Johnson
Bob Kay	Alicia Massimo
Alex Kim	Bidisha Mukherjee
Carl Klemmer	Susan Murray
John Lautmann	Lauren Richter
Bill Lee	Tammy Willis
Mike Libes	Peter Low
Eric Morton	Chris North
Dave Rosenberg	J. Scott Ross
Erik Selberg	Rob Wright



Support:

Erik Skorpen	Doug Armstrong	Peter Low
Eric Morton	Charles Ouyang	Rob Wright
Pat Beighley	Jason Goldstein	Kay C Dee
John Lautmann	Sumeer Arya	Mike Libes
Bill Karlson	Mark Fisher	Bill Adams
Colleen Sims	Mike Austin	Russ Bell
Shaun Hong	Tom Van Lenten	John YaYa 23

Preparing a solid foundation

While the mishaps of last year's race day and difficulties during this season might frustrate a more serious organization, the men of Kappa Sigma buggy are taking it in stride. As of this writing the Boys of Bologna intend to roll two buggies, our last year's A-team one and another entirely new one. Also returning are our veteran drivers Holly and Nina, along with many of the previous year's pushers.

Unlike many of the other groups, we are not obsessed with keeping our buggies secret and putting our pushers through strict training. We believe the primary point of Sweepstakes is to enjoy ourselves, and our general attitude during freerolls expresses this. Despite this relaxed approach, we believe our effort this year will result in some of the best times our house has ever had, and prepare a solid foundation for our program next year.

Chairman:

Mark Sklenar

Asst. Chair:

Kirk Lenga

Support:

Rich Robinson

Jason Smith

Drivers:

Holly Ludewig

Nina Pinto

Buggies:

Arabian (1989) Santa Maria (1990)

Pushers:

Bill Besselman Brian Anthony

Craig Hillman Jason Kang

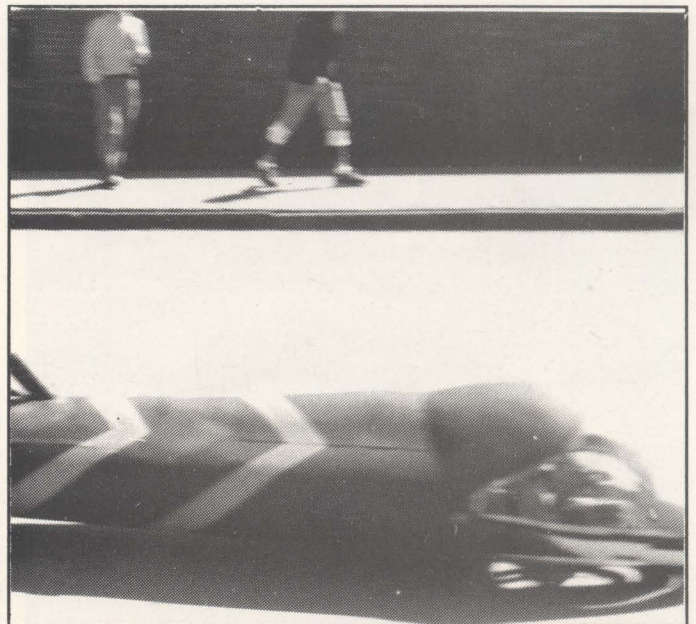
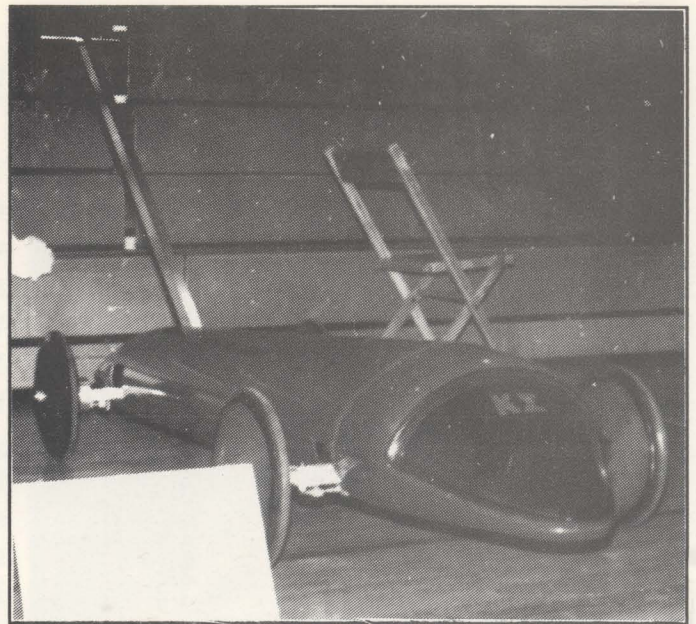
Dave Koetke Kirk Lenga

Amit Likhyani Jeff Meyers

Mike Nappi Mike Robertson

Mark Sklenar Dan Vorhes

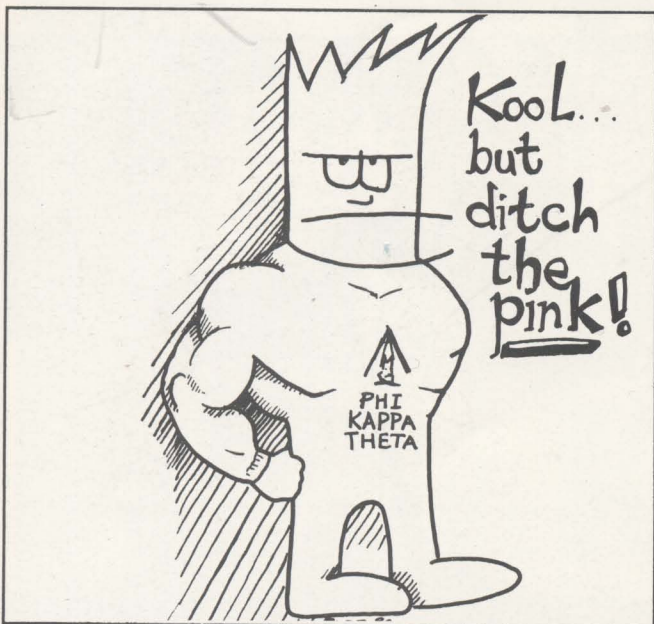
Kenny Wilson





It's time to drink, and redefine..

...Aaaaaand 10 nay ought nay 10 nay ought nay
 3 who
 Ought nay 4 who
 Nay 5 who
 Nay 5 who
 Nay 6 who
 10 nay ought nay 7 who
 10 who nay ought nay 4 who
 Ought nay 1 who
 Nay 9 who
 1 who
 1 who
 Ought nay 8 who
 10 nay ought nay 9 who
 10 nay ought nay 2 who...
 O.B.O.
 O.B.O.
 ...It's time to drink, and redefine...



Buggies:

- Secretariat (1990)
- Centennial (1989)
- Tempest (1988)
- Duke (1987)

Drivers:

- Cathy Chen
- Helga Yang
- Anne Morrison
- Katie Culbertson
- Lee Anne Sgro

Chairperson:

- Edward Bockman

- John Splain

Support:

- Jack Kingsley
- Cyril O'Neil
- Tom Jennings
- Dave Bulebush
- Russell Elkin
- Kahled Matar
- Jim Kempf

- Peter Gaertner
- Alex Fuller
- R.J. Runas
- Marvin Chang
- Mark Rollog
- Peter Pezaris
- P.O.D.

Pushers:

- Mike Gersh (Capt.)
- John Bigler
- Brian Bumgardner
- Blaine Burks
- Coates Carter
- Carmine Fantini
- Pete Gaertner
- Don Good
- Scott Harrison
- Brad Hathaway
- Eric Helmsen
- Joe Helmsen
- Tom Jennings
- Joe LeDonne
- Dave Murrel
- Paul Nagy

- Rob Fisher (Capt.)
- Brad Probert
- Bill Snider
- Greg Steinke
- Dave Willis
- Nancy Atkinson
- Bernadette Baluyot
- Sonya Chmielnicki
- Dina Fredrickson
- Lucy Kohr
- Paula Madden
- Christie Noll
- Shizuka Otake
- Kristi Shea
- Amy Somrak



Dedication

Through our commitment to Sweepstakes, we show our commitment to our fraternity, our Brothers, and ourselves. Our long nights in the B-room and our long time in training may seem a waste to other organizations, but to the Brothers of Pi Kappa Alpha, they build long lasting friendships, brotherly love and dedication.

Dedication makes us go to push practice after push practice and freeroll after freeroll, and it's this dedication that gives us our consistency and our trophies. Don't forget, our strength isn't just in our winning, it's in our faith and discipline towards winning.

PiKA is stronger than ever, and we'll show up on raceday to put our buggies and our pride on the line. We suggest that you watch us, or you might miss the winner.

Chairmen:

Michael Sundius Daniel Hushon

Buggies:

Raceday 1 1990 Predator 1988
 Raceday 2 1990 King Solomon 1986
 Breathless 1985

Drivers:

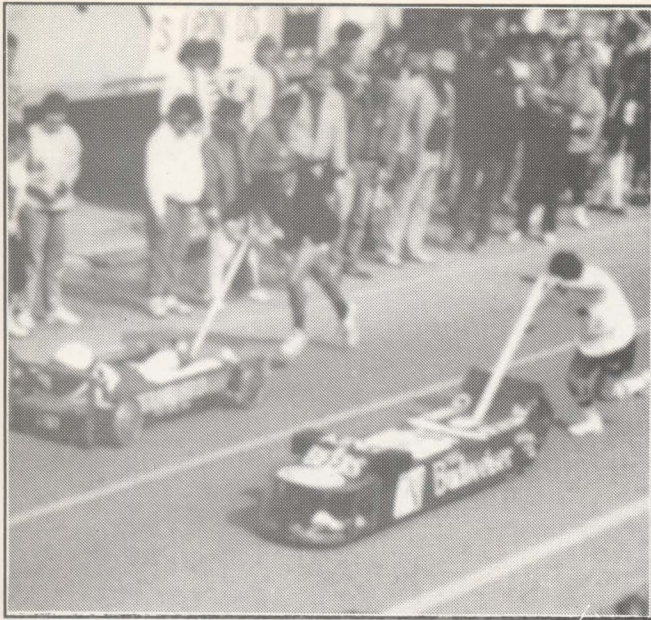
Darryn Mintz Renee Potash
 Rachel Schall Penny Young

Pushers:

Mark D'Costa '90	David Sealfon '92
Christopher Lockett '90	Kenneth Brickner '92
Glenn DeTillo '90	Thomas Ambrose '92
Deverin Karol '90	Frederick Zaitz '92
Barry Slawter '90	Matthew Bednar '92
Daniel Hushon '90	Douglass Franz '92
David Conley '91	James Best '92
William R. Easton '91	Chris Lampone '93
Richard McCance '91	Chris Walker '93
Keith DeCarlucci '91	Richard Hall '93
David Money '93	Brent Lee Jones '93
Richard Newman '93	

Mindy Plagge '90	Janine Bodio '90
Jacquelyn Cuccaro '92	Lisa Johnson '92
Thea Brandfon '91	Jenni Borque '92
Maureen Mulhern '91	Becky Powers '91
Rachel Garb '91	
Louisa Pessoa-Brandoa '92	



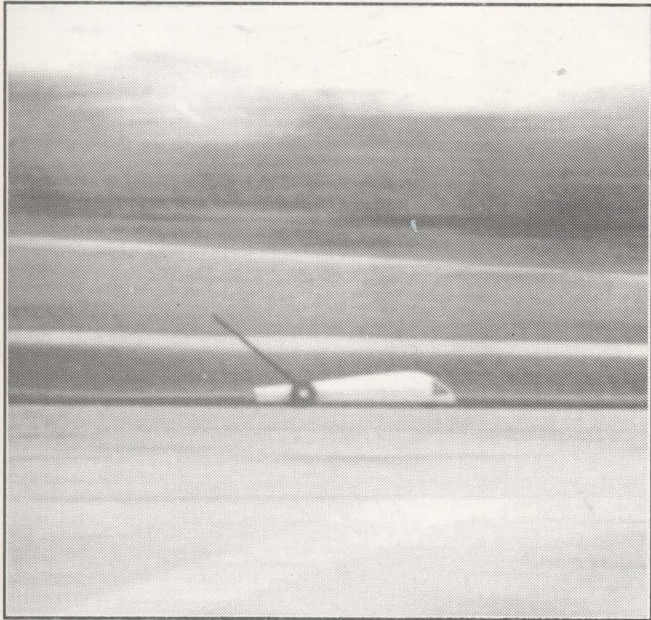


Maybe next year...

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

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

Chairman: Chris Ruiz
Buggies: Budweiser
Legend



Pioneers buggy is moving up

Pioneer's buggy is looking forward to a third successful year in which we will continue improving our performance. With revisions to Pinnacle and EDGE, dedicated push teams, and a little less precipitation, Pioneers buggy is moving up.

Quote: "BRAKE!!!"

Chairperson: Jarett Smith

Ass't Chairpersons: Fred Bradbury and Bob Weiers

Push Captain: Jason McCullough

Drivers:

Idil Bilgin
Sue Johnson

Jen Fry
Erica Weiner

Pushers:

Heather Bassett
Rene Brunette
Mike Kanaley
Jeff Kubala
Jason McCullough
Leslie McGill
Dave Nespoli
Bijal Patel
Scott Quarles
Sheila Skaff
Jarett Smith
Andrew Sutton
Bob Weiers
Steve Wengaitis

Fred Bradbury
Joanna Downer
Debbie Madsen

Mechanics:

Pete Harllee

Paul Moran

Buggies:

Pinnacle (1988)

EDGE (1989)





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

Sigma Alpha Epsilon Sweepstakes '90 should be our best ever. With members of last year's push teams returning and the addition of several promising new members, our team has strength and depth. The reborn Quasimoto and the premiering Takoohi should be fine tuned by race day, and new technology will bring some surprises. Also be on the lookout for the traditional Limo which, rolling it's own window, will try to break the three minute barrier.



The brothers and pledges of 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:

Eric Gropp

Support:

Eric Hansen
 Mike Wiegand
 Dave Bongiovanni
 Rob Cambell
 Greg Babyak

Pushers:

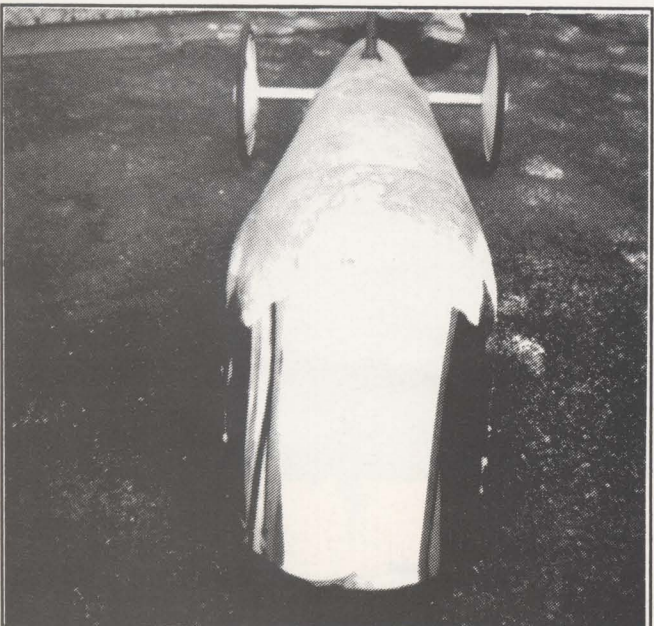
John D'amico (Captain)	Warren Flax
John Hoehl	Gonzalo Merino
Pete Shields	Kerry Skolkin
Randy Wilson	Mike Gordon
Kevin Bertolini	Rick Song
Mike Warren	Andy Mandelbaum
Ross Wiener	Andy Betts
Ali Davoudi	Derek Winter
Jamie Millar	Rob Cambell
Steve Johnson	Scott Mills
Justin Zier	Richie Austin
Aaron Skulka	Aaron Harpold

Drivers:

Julie Chiu
 Jennifer Geller
 Alan Wagman

Buggies:

Takoohi (1990)
 Quasimoto (1989)
 Limo (1976)



A thing or two about speed.

"Life itself is a race, marked by a start, and a finish. It is what we learn during the race, and how we apply it, that determines whether our participation has had particular value. If we learn from each success, and each failure, and improve ourselves through this process, then, at the end, we will have fulfilled our potential and performed well."

He also knew a thing or two about speed.

Chairmen:

James Shaw Ammiel Kamon

Buggies: Drivers:

Lemur	Shobana Balasubramaniam
Colugo	Yen Huynh
Jerboa	Glynnis Patterson
Pope	Rachanee Royer
BMJ	Tania Vu

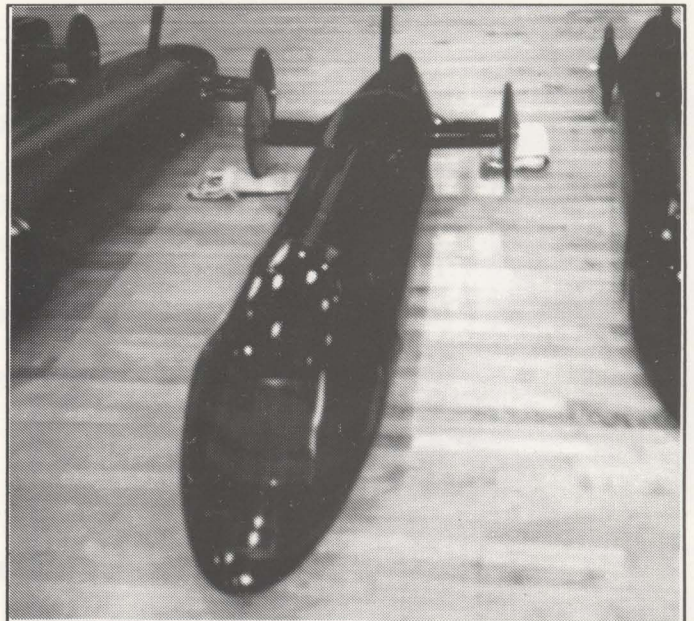
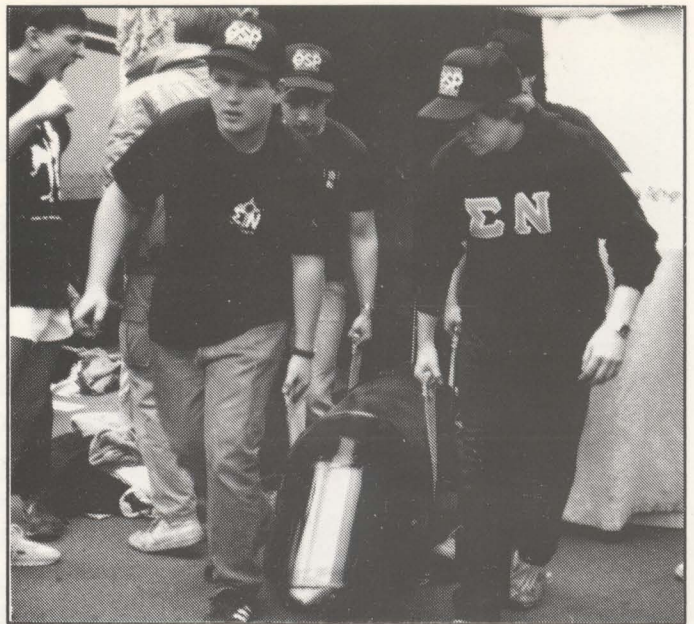
Pushers:

Mark Wabalas	Chris Sheeler
Pat Boyle	Eric Hochfeld
Terence Ross	Frank Senchak
Tony Chen	John Kim
Brad Wyatt	Larry Rosenthal
Jon O'Keeffe	James Stepanek
Nick Tyson	Dave Gillen
Jason Atwater	Dave Gault
Brent Goldberg	Ed Cummings
Derek Hartung	Chae Chung
Nate Hudson	Phil White

Support:

Jim Wiley	Ken Kochi
Rahul Seth	Chris Nowak
Pete Wolcott	Mike Zandin
Kirk Ambrose	Mike Freeman
Scott Francisco	Wille
Director of Annual Giving	
Corn Flakes Chicken	

Our effort this year is dedicated to MG





Expect to see more of us!

This is SIG TAU's first year competing in Sweepstakes, and this past year has been a very busy one. It has definitely been a year of learning and we made many mistakes, but we did it. We would like to thank everyone who gave us advice, answered our questions, and pushed us to get our buggy out on time. For without this help, we would have had nothing. And a special thanks to Frank Lefkin for all the inspiration he has given our team. Watch Sweepstakes and have an awesome carnival, but expect to see more of SIG TAU competing in buggy next year!

Chairperson: John Heyel

Buggy: Vindicator '90

Drivers:

Safia Bhimji '92

Kim Loughran '93

Mechanics:

Mat Demoras '92

Mike Nystrom '90

Tom Dinh '90

James Roche '92

Jim Irwin '92

David Sitar '90

Matt Kessler '93

Steve Tomko '91

James Ng '92

Sean Ward '92

Mark Nichols '92

Pushers:

Sujit Bhattacharya '91

Darren Kastin '92

Russell Boyd '92

James Ng '92

Chuck Brownfield '93

Mark Nichols '92

Ravi Chopra '92

Daniel Razum '92

Mike Daninhirsch '92

Kemp Ross '91

Jamie Eaton '93

David Sitar '90

Sean Gettemy '93

Phil Stroffolino '92

Jim Irwin '92

Steve Tomko '91

Support:

Ray Atkins '91

James Ng '92

Russell Boyd '92

Mark Nichols '92

Chuck Brownfield '93

Mike Nystrom '90

Ravi Chopra '92

Mike Pocrass '93

Rob Chesnavich '93

Daniel Razum '92

Mike Daninhirsch '92

Kemp Ross '91

Eric Dean '91

Mike Shea '92

Mat Demoras '92

David Sitar '90

John Dillion '90

Greg Smith '92

Jamie Eaton '93

Randy Smith '91

Sean Gettemy '93

Brian Stone '93

Jim Irwin '92

Phil Stroffolino '92

Darren Kastin '92

Steve Tomko '91

Brian Kircher '93

Dan Ulrich '93

Mike Lee '93

Sean Ward '92

Fran Mamet '93

Mike Yellin '91

Art Murry '92

Adam Nemitoff '92

Long live the tribe from the Hills

Who knows what evil lurks in the hearts of men?

Once it was a fluke.

Twice it was a dream.

Three times makes it reality.

Four . . .

Long live the tribe from the Hills.

Bu-Bu Nation

XO's:

Terence Yarde, head MFIC.
Riza Dagli, co-MFIC.
Chad Darby, assistant MFIC.
Dave "Crazy Legs" Sowers, Obi-won.
Quincy "Bud" Melman, men's push captain.
Donna Spicuzza, women's push captain.

Buggies:

Buggy X, 1990.
Tachyon, 1989.
Quantum Leap, 1987.
Genesis, 1986.

Drivers:

Shauna Grovell
Kelly Walsh
Leslie Kavchak
Jen Kane
Miriam Dameron

Mechanix:

W. K. Lentz
Ben Kman
Phil Heil
Gopi Pandalai





Long live the Independents!!!

1990 marks the year that SDC steps out of the Stone Age of Sweepstakes competition. After extensive research and many sleepless nights, we are proud to present our newest creation.....Terrapin.

Friendship fuels our commitment to buggy and makes everything worthwhile. We are an organization dedicated to keeping Sweepstakes fun. However, buggy IS a serious business and we are driven by an intense desire to succeed. Watch for us at the finish line. SDC Buggy will never be the same again.

Long live the Independents!!!

Chairperson: Bob Podnar

The Crew:

Pete Cousseau(Asst. Chmn.)
Joseph Bailey(Asst. Chmn.)
Jeff Shelton(Head Mechanic)

Drivers:

Janet Ertel
Beatrice Guilleux
Lisa Waldstein
Cheryl Montgomery

Pushers:

Francois Guilleux(Captain)
Caleb Cohen
David Cullen
Darin Dunham

Matt Fraser
Mike Fugaro
Eric Hamilton
Joey Heafitz
Neal Horovitz

Pat Jeffries
Jeff Kaufman
John Lakin
Stan Musial
David Namkung
Steve Pearlmutter
Walt Schearer
Len Van Tasell

Support:

C.J. Apel
Sheree Hutter
Debbie Jacobs

Paul Keller
Jason Herman
Carla Slebodnick

Buggies:

Terrapin(1990)
Mako(1987)
Banzai(1986)
Blue Haze(1978)

M.J. Kelly(Captain)
Lara Bergfeld

Felice Goldgraben
Robin Hensinger
Cami Kowash
Chris Murphy
MingJung Park
Donna Raleigh
Aylin Rizki
Debbie Sax
Amy Shalikashvili
Ann Steffy

Sanjay Khanna
Chris Lane
Bryan Wong



Expect the unexpected !!!!!

It has long been said by many intelligent men that good things come to those who wait. The time for waiting is over.....EXPECT THE UNEXPECTED !!!!!

Chairpersons:

Keith Braho Pat Hensler

Mechanics:

Keith Braho	Christian Borthayre
Pat Hensler	John Nadzam
Doug Jotzke	Ron Domitrovic
George Gaughan	Wayne Chung
Paul Cohan	Bill Loeb

Support:

Jim Asbrand	Mark Patrick
Joe DeFilippo	Joe Porto
Ming Leung	Josh Browne
Andrew Gaetano	Chris Carroll
Kish Rao	Tim Rowell
Chris Smith	Kush Whitney

Men Pushers:

Mike McGuire-Capt	Phil Antonson
Mark Campbell-Capt	Paul Byrne
Todd Bredbenner	Paul Cohan
Minesh Desai	Ron Domitrovic
Mike Gess	Neil Talsania
John Ghiloni	Tripp Goldsberry
Matt Jacobus	Colin Jones
Doug Jotzke	Sean Lafferty
Adrian Miholajczak	John Pacella
John Peck	Steve Perretta
Mike Petrich	Todd Riley
Tim Rowell	Jim Saxon
Sean Shaheen	Erik Swenson

Women Pushers:

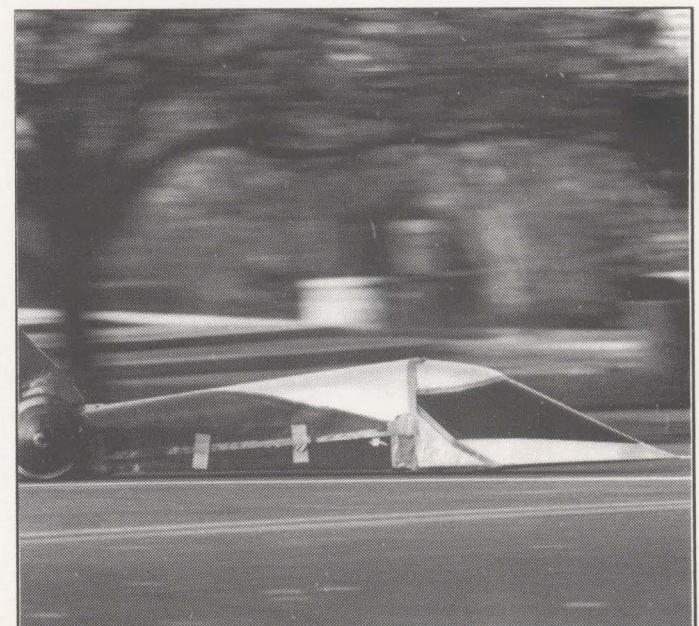
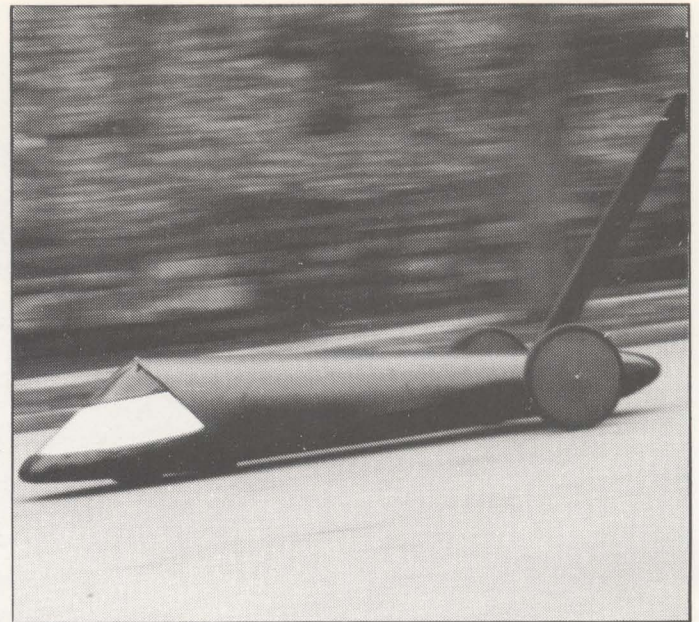
Tanya Evanovich-Capt	Colleen Barkley
Alice Garber	Jen Keller
Natalie Mamczak	Elani Morris
Susan Shimmel	Heather O'Donnell
Chris Mauro	Kelly Walter

Drivers:

Kathy Palaszinsky	Aru Deshmukh
Mary Beth Ashbaugh	Dolly Shen
Trung Luong	George Pyros

Buggies:

Little Nip '84	Nemesis '87
Valkure '87	Caesar '88
D' Silver Yeti '90	Relayer '79





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 - n. 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 passed 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.



1990 Rules

Printed here are excerpts from the official rules for Sweepstakes 1990. 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 full time, 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.

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 Chairperson. All rulings shall be made by the head judge with

inputs from the observers. The decisions 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 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 start three times shall be disqualified.
 - Any 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 fouled 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 finalists 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, 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.

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HISTORY OF WINNERS

1921	Iota Sig Delta	4:38.00	1969	BTP	2:22.50
1922	SAE	4:30.00	1970	PiKA	2:28.50
1923	Kap Sig		1971	PiKA	2:26.40
1924	Kap Sig		1972	Phi Kap	2:24.00
1925	Kap Sig		1973	Phi Kap	2:23.00
1926	PiKA	3:18.30	1974	Sigma Nu	2:20.20
1927	Kap Sig	3:15.80	1975	PiKA	2:19.30
1928	Kap Sig	3:04.40	1976	PiKA	2:23.30
1929	Phi Kap	3:05.60	1977	PiKA	2:17.80
1930	Beta	2:57.50	1978	Beta	2:20.00
1931	DTD	2:59.00		PiKA	2:21.00
1932	Beta	2:54.80		CIA	2:22.20
1933	Beta	2:48.50	1979	Beta	2:18.40
1934	Kap Sig	2:49.70		PiKA	2:19.00
1935	Beta	2:47.20		Sigma Nu	2:25.60
1936	Kap Sig	2:46.80	1980	PiKA	2:15.40
1937	Results Unavailable			Beta	2:18.00
1938	Kap Sig	2:43.00		CIA	2:18.70
1939	Kap Sig	2:44.00	1981	CIA	2:10.50
1940	Kap Sig	2:53.00		Sigma Nu	2:14.20
1941	KapSig	2:55.00		Beta	2:18.70
1942	Results Unavailable		1982	Sigma Nu	2:10.79
1943-45	No races - War years			PiKA	2:13.53
1946	DTD	2:49.00		CIA	2:16.5
1947	DU		1983	PiKA	2:09.00
1948	DTD	2:48.00		Beta	2:10.00
1949	DTD	2:42.50		Sigma Nu	2:11.00
1950	DTD	2:41.80	1984	PiKA	2:09.50
1951	DTD	2:41.60		Sigma Nu	2:09.96
1952	DTD	2:36.00		Beta	2:15.01
1953	ATO	2:30.55	1985	Sigma Nu	2:10.09
1954	ATO	2:28.10		Beta	2:13.27
1955	ATO	2:26.00		Beta	2:15.93
1956	ATO	2:25.00	1986	PiKA	2:08.67
1957	ATO	2:25.00		Beta	2:09.16
1958	ATO	2:28.40		CIA	2:10.42
1959	PiKA	2:29.70	1987	Spirit	2:11.35
1960	ATO	2:34.50		Beta	2:12.27
1961	ATO			PiKA	2:13.22
1962	ATO	2:27.50	1988	Spirit	2:06.20
1963	PiKA	2:34.00		PiKA	2:09.20
1964	BTP (default)	2:31.50		Sigma Nu	2:11.40
1965	BTP	2:28.27	1989	Spirit	2:06.576
1966	BTP	2:27.80		Beta	2:10.239
1967	PiKA	2:24.80		PiKA	2:12.082
1968	PiKA	2:20.90			

Radio Club

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 Valentines Day), Satellite Communications, talking to other "hams" all over the world, Computers and Networking, Amateur Television, and practices for Emergency communications.

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.

WRCT

Everybody has an opinion about buggy. And just about everybody has someone they're rooting for on race day.

Except for us.

We announce the races from the first women's heat on Friday morning to the final men's heat on Saturday. People on the course rely on our call for information. But so do others. Our broadcast reaches into the community for Pittsburgh-area alumni who can't skip the Friday of work to watch the races.

Is it easy? Well the mechanics who put the buggies together may not think so, but we have to do our homework too. We have to know who is in each heat and how the buggies got there. You need to have an ear for the buggy gossip and the ability to tell apart buggies designed to look alike.

Is it fun? Not at 5 am when we're stringing cable to set up the speakers you hear us from. Not the weeks before when we're trying to gather data from the year a buggy was built to the psych song we'll play before the heat to the correct pronunciation of the C-team hill 4 pusher for each organization.

But look at us on race day from the follow car, the bottom of hill 1, the finish line at hill 5, and from our truck on the GSIA lawn. Ask us then if we're having fun. Or if there's another way we'd like to spend a Carnival morning.

Not on your life.

Friday, April 20
Sweepstakes Preliminary Heats

Men's Heats

Heat	Lane 1	Lane 2	Lane 3
1	Phi Kap C	SAE A	AFROTC A
2	Theta Xi C	Beta C	Fringe C
3	KDR B	PiKA C	SDC C
4	Spirit C	ATO A	Theta Xi D
5	Sigma Nu B	Kappa Sig B	DTD B
6	Kappa Sig A	PiKA B	Sig Tau A
7	Sigma Nu C	DU A	Phi Kap D
8	Spirirt D	Beta B	
9	KDR A	CIA A	SDC B
10	Theta Xi A	Fringe B	SAE B
11	Spirit B	PiKA D	Beta D
12	KDR C	CIA A	DTD A
13	Sigma Nu A	Pioneers A	Phi Kap B
14	Sigma Nu D	PiKA A	SDC A
15	Theta Xi B	Beta A	CIA B
16	Spirit C	Fringe A	Phi Kap A

Women's Heats

Heat	Lane 1	Lane 2	Lane 3
1	Theta Xi B	KDR B	Fringe B
2	Sigma Nu B	CIA B	Phi Kap B
3	KDR A	PiKA B	Fringe B
4	Spirit B	Pioneers A	AFROTC A
5	Sigma Nu A	CIA A	SDC B
6	Fringe A	DTD A	SDC C
7	Theta Xi A	PiKA A	SDC A
8	Spirit A	Beta A	Phi Kap A

Saturday, April 21 Sweepstakes Finals

Men's Finals

Women's Finals

Heat

Heat

1 _____

2 _____

3 _____

4 _____

5 _____

1 _____

2 _____

3 _____

1 TKA A 6 CIA A
 2 OZE A 3 FKA A
 3 Spirit A 4 Fringe A
 7 Fringe B
 8 Spirit B

Winners

Men's

Women's

1 _____

2 _____

3 _____

1 _____

2 _____

OZE A 2:13.756

TKA C 2:15.697 - 2:14:64 - CIA A

KAP A 2:17.808

TKA D 2:19.879 - 2:18:35 - DID A

Fringe B 2:20.780

OZE C 2:21.19

AT 2:21.30

ATO 2:21.35

Fringe C 2:24.23

ZAE A 2:25.48

EN A

PIKA A

BETA A

SPIRIT A

FRINGE A

PHI KAPA

WOMENLANE 1LANE 2LANE 3

1	300,50	ΦKΘ CTXB	3:18.75	KDR B	3:21.48	FRINGEC
2	4:22.37	ΣN B	3:09.41	CIA B	3:29.24	ΦKΘ B
3	3:09.53	KDR A	2:55.50	TKA B	2:58.56	FRINGE B
4	2:59.57	SPIRIT B	3:18.14	PION. A	4:12.02	AFROTZ A
5	3:18.02	ΣNA	2:54.89	CIA A	DNF	SDC B
6	2:45.78	FRINGE A	DNS	DTD A	4:35	SDC C
7	2:42.90	TX A	2:36.30	PIKAA	3:09.67	SDC A
8	2:43.63	SPIRIT A	2:59.45	BETA A	2:51.20	ΦKΘ A

MEN

1	ΦKΘ C	SAE A	AFROTZ A
2	TX C	BETA C	FRINGE C
3	KDR B	PIKA C	SDC C
4	SPIRIT C	ATO A	TX D
5	ΣN B	KE B	DTD B
6	KE A	PIKA B	ΣTC A
7	ΣN C	DU A	ΦKΘ D
8	SPIRIT D	BETA B	
9	KDR A	CIA A	SDC B
10	TX A	FRINGE B	SAE B
11	SPIRIT B	PIKA D	BETA D
12	KDR C	CIA A	DTD A
13	ΣN A	PION A	ΦKΘ B
14	ΣN D	PIKA A	SDC A
15	TX B	BETA A	CIA B
16	SPIRIT A	FRINGE A	ΦKΘ A.

1990 CREDITS

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Safety Chairman	Jeff Nystrom
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The Buggy Book is funded by the Student Activities Fee.

Spring Carnival 1990 Schedule of Events

*Rain location is indicated in parentheses

Thursday, April 19

Event	Time	Location*
Pre-sale of Ride Tickets	9am - Noon	Info Desk
Buggy Display & Design Competition	9am - 3pm	Gym
Opening Ceremony	4:30pm	Midway
Midway and Rides Open	5pm	Midway
Kiltie Band	5pm - 6:30pm	Tent
AB Movie:	6, 8, 10, 12	DH2210
<i>Rock & Roll High School</i>		
Contemporary Ensemble	8pm	Alumni
Concert: Student Composers of CMU Music Department	Hall	Concert
Scotch 'n' Soda:	8pm - 9:45pm	Ballroom
<i>Trapped in the Silver Screen</i>		
Mariachi Band	8pm - 11pm	Corner Stage
SDC Dance	8 - Midnight	Tent
Midway and Rides Close	Midnight	Midway

Friday, April 20

Event	Time	Location*
Preliminary Sweepstakes Races	8:30am	Tech & Frew Sts.
ΔΔΔ/Navy ROTC	11:30 - 1:15	Tent
Charity Eat-a-thon: <i>So You Think You Eat Fast?</i>		
Midway and Rides Open	Noon	Midway
Recording Booth	Noon - 4pm	Midway (Skibo Lobby)
Arts & Crafts Fair	Noon - 6pm	Cut (Skibo Lobby)
Student Environmental Action Coalition: <i>House of Cans, Games, Info</i>	Noon - 6pm	Cut
Dynamic Steel Drum Duo	12:30 - 3:30	Corner Stage
Comedian/Songwriter <i>Michael Spiro</i>	2:30pm - 4pm	Tent
Dixieland Flyers Band	5pm - 8pm	Corner Stage
AB Movie:	6, 8, 10, 12	DH2210
<i>Bugs Bunny Festival</i>		
Scotch 'n' Soda:	8pm - 9:45pm	Ballroom

Trapped in the Silver Screen

Laser Show	9:30pm	The Mall (Gym)
AB Swing Dance	10:30 - 1am	Tent
Midway and Rides Close	Midnight	Midway

Saturday, April 21

Event	Time	Location*
Final Sweepstakes Races: Alumni Races, Women's Finals, Men's Finals	8am	Tech & Frew Sts.
Midway and Rides Open	Noon	Midway
Story-telling Troupe <i>Gossamer Thread</i>	Noon	Tent
Arts & Crafts Fair	Noon - 6pm	Cut (Skibo Lobby)
Student Environmental Action Coalition: <i>House of Cans, Games, Info</i>	Noon - 6pm	Cut
Little Benny's	1pm - 4pm	Corner Stage
German Band		
Local Bands	1pm - 6:30pm	Tent
CMU Navy ROTC	2pm	Cut
Drill Team		
A Phi O Charitable Chairs	3pm	Cut (Wherrett Rm)
SDC Movie: <i>Top Secret</i>	6, 8, 10, 12	DH2210
AB Coffeehouse:	8pm	Tent
<i>Comedian Henry Cho</i>		
Scotch 'n' Soda:	8pm - 9:45pm	Ballroom
<i>Trapped in the Silver Screen</i>		
Midway and Rides Close	9:30pm	Midway
Closing Ceremonies	10pm	Main Stage

Sunday, April 22

Event	Time	Location*
AB Concert: TBA	2pm	Main Stage (Gym)
AB Film: <i>Prizzi's Honor</i>	6, 8, 10, 12	DH2210
Scotch 'n' Soda:	8pm - 9:45	Ballroom
<i>Trapped in the Silver Screen</i>		

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