

Buggy Book

1991

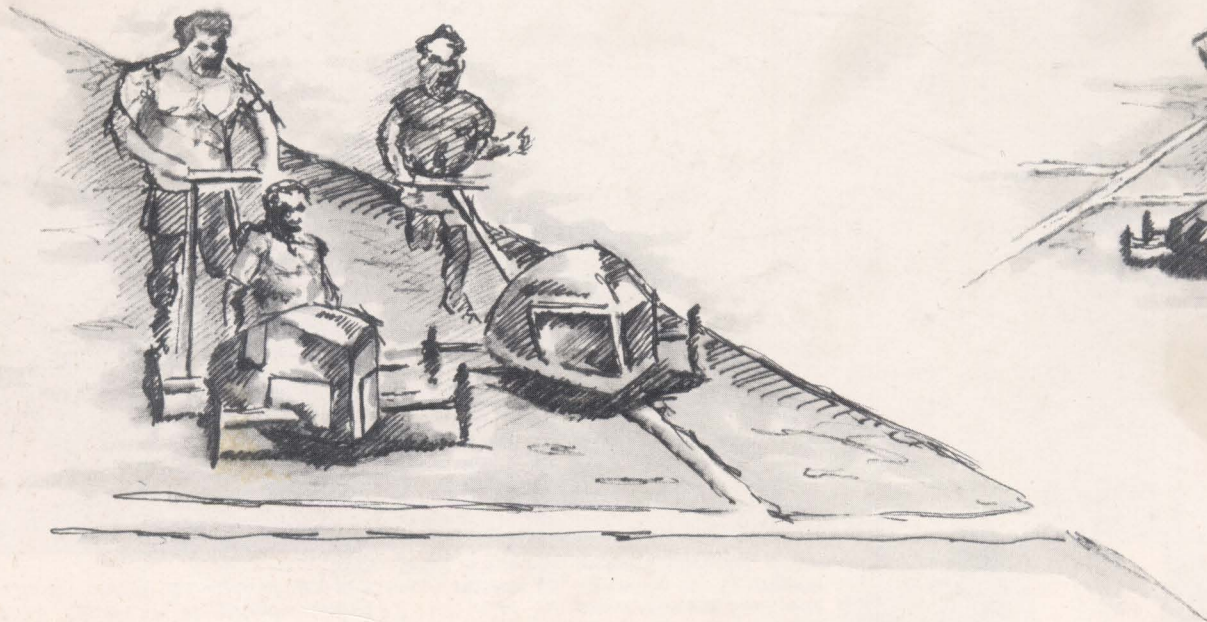


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HISTORY

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 would become of Buggy. Today the powerful influence of engineers and designers has created an event that fraternities and active campus organizations prepare and anticipate for year round.

According to Gilbert "Gib" Heddaeus, vice-president of the 1920 Student Council and a 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 that CMU unites for the spring festivities and alumni from all over the country come back to visit. All the while, Buggy has remained one of the longest standing traditions.

The First Buggy Races

1920 saw the first Buggy race that involved a dozen box-like machines that 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."

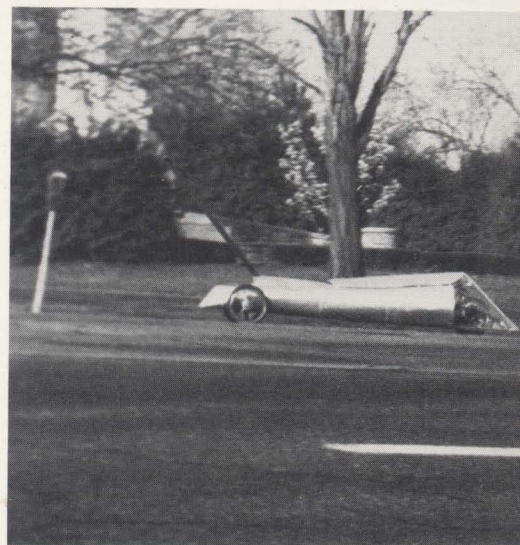
The following year, the first design cup was awarded to Delta Upsilon for their extraordinary fish on four wheels, and Sigma Nu won second place with their Toonerville Trolley. This same year the pit stop was eliminated to speed up the race, and the number of competitors increased to eighteen. Running 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?"

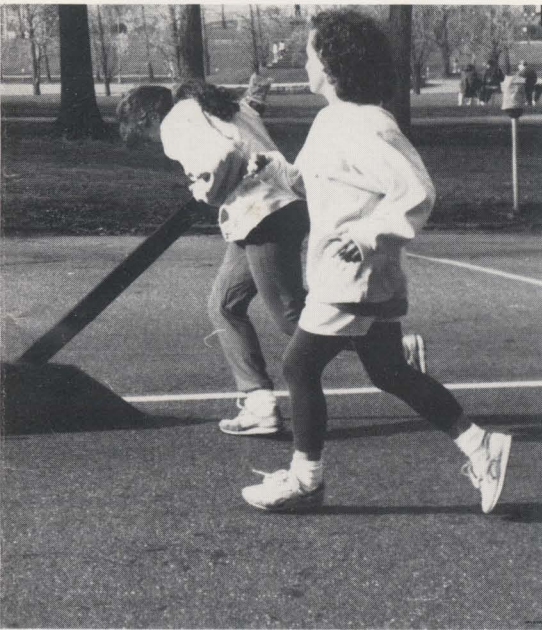
The second year the rules were changed to require the same body in the race entered for design, and with this many freak designs were eliminated and mechanical perfection became the goal. The same year the push team was increased from one to a relay of four, in 1926 a fifth pusher was added, and by 1925 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. 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, 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."



OF SWEEPSTAKES



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. 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 1991 season has not been without its accidents or strange events. Drivers seemed to be playing target practice on squirrels all year long, while some organizations have had trouble keeping all three wheels on the ground, others have had trouble keeping their tires inflated.

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 1973 Phi Kappa Theta became the first and only organization to win both the Design Competition and Sweepstakes with their Corvette-like buggy, Streak. The buggy included many innovations for that time like unibody composite construction and an independent suspension.

1991 continued to breed new levels of technology, and we saw organizations beating their previous Race Day records during freerolls. Buggy has certainly come a long way since the days of DU's fish.

Will They Reach Their Limit?

In 1991, the Buggies will be going faster than ever. The dedication of all the organizations are a testament to the evolution of technology. 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. Will we reach the limit? No, Buggy will continue to improve through better technology, faster pushers, and increased dedication.

SWEEPSTAKES

It's amazing how all of this could come together. Tens of thousands of dollars will be spent. Hundreds of people will either be pushing or building or just giving general support. Working in conjunction will be the Carnegie Mellon community, Citiparks of Pittsburgh, and the Pittsburgh Police. All of this for two days of racing.

In this job I have had to deal with irate chairmen and intoxicated sweepers. I've dealt with missing Police and a missing Radio Club. The question that I have been asked the most is "Why do I do it?" I guess the reason why I do it is to make sure that sweepstakes continues. I also do it for the hat and sweatshirt.

There are many people that I would like to thank for their assistance. Tops on the list is Anne Witchner, Assistant Dean of Student Affairs. Without her, Sweepstakes would not be, or if it were, it would be a lot more work. Second, I would like to thank Marcia Gerwig and Bonnie Gorman, the Assistant Director of Student Activities. They were always there to tackle my questions when I came calling.

I would next like to thank the committee, Christie Johnson, Assistant Chairperson, and Sabrina Staley, Safety Chairperson. They have been two of my closest friends during the last eight months. They both did excellent jobs as chairpersons.

Two people that I thought would always be around are Erica Levy, Chairperson '90, and Jeff Nystrom, Safety Chairman '90. Erica, Jeff, and I started out as "youngsters" in '89. Jeff was here 1st semester this year and timely showed up 2nd semester, helping out with safety. Sabrina and I both thank him for helping us with safety. I can't begin to think how much I learned from Erica. Not only did she give me the knowledge, but also the confidence to be chairman. This year Erica will be the head judge and Jeff will help Sab with safeties. I will be glad to see their faces on Race Day.

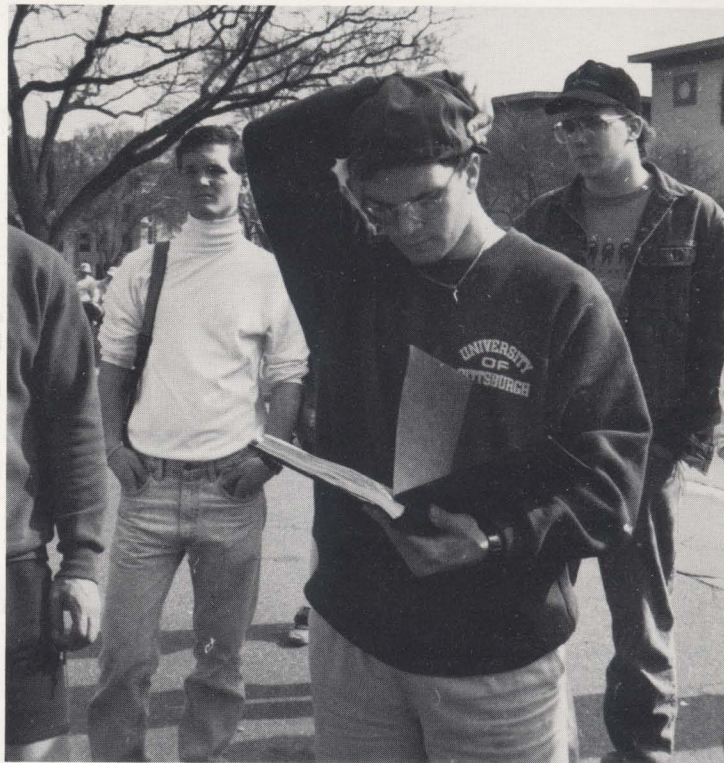
Chris Hansen, Chairman '89 and Gino Cosentino, Chairman '88 will be back for yet another Sweepstakes. Chris was the person that brought me into the organization as a youngster in '89. Part of Chris is in the decisions that I make every day. Gino I have to thank for moral support and also in dealing with the chairmen. I thank these two gentlemen for their help on Race Day.

Additionally, thanks to:

- My parents
- The Pittsburgh Police
- Citiparks
- CMU Security
- Lou and Tom
- The Radio Club
- WRCT
- Rochelle, Johnny, and T
- The Youngsters
- Dave and Rob

I would last like to thank the buggy chairmen for all of the hell they put me through. They made it interesting and also fun. Sab, wasn't this whole experience gratifying.

Ray Fratto
Chairman



COMMITTEE



At the time of this writing Race Day '91 is in a week and a half. I just returned from strolling through push practice with Ray, there are already seven organizations on the drop line waiting for Saturday to arrive, and I have another slew of messages on my machine — another new buggy?

My job as Sweepstakes Safety Chairperson is to help prevent drivers from having an accident, and to help protect drivers from injury when accidents do happen. I feel confident about the safety of each buggy on the course this Race Day. This spring many organizations were affected by enforced crash cage requirements, an issue which I could not ignore. My commitment was in the best interest of each driver, and for another seventy years of buggy. The penalty for lack of my foresight is too high. I hope my successor is able to keep safety going this strong.



Buggy is one of the most important learning experiences Carnegie Mellon has to offer. As the Safety Chairperson, I have acquired knowledge about materials and other technology I may never need, but more importantly I have learned about people, and about myself. I know those who have become obsessed with buggy, and I know those who have 'gone bad' on buggy competition. Whatever your relationship is with buggy, you can learn about yourself. By the way, I got a great job offer by explaining this idea to an interviewer. In fact, I'll be working with Erica Levy, last year's chairperson and this year's head judge, at P&G who claims "freerolls are only four and a half hours away". I think she means PHI.

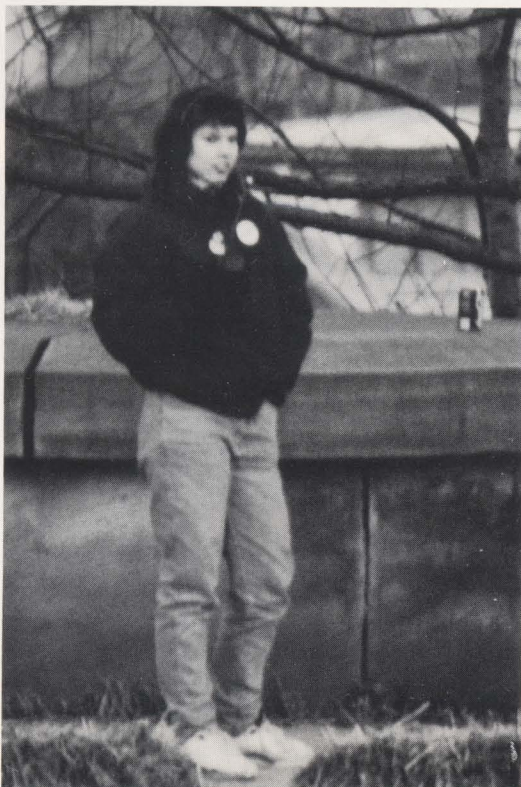
To the Buggy Chairpersons: I would like to thank you all for the challenge—it has been one. And, to the buggy drivers: I have made an effort to be able to talk to all 66 of you. You are a group of people who deserve a great deal of respect for your commitment. Buggy could not happen without you. My sincere best of luck to you for a safe and successful Race Day.

Thanks to some others who gave me a clue or kept me sane: Jeff, Erica, Ray M.I.A., Matt, BSA, TML, & The Pope.

I am not sure what I'll be doing with all my free time after next weekend. I will probably be catching up on some school, but other than that I'll be at PHI. When you see me around let me know what you thought of my role as Safety. My learning experience is not yet over.

Ray, gratification is not the proper word.

Sabrina A. Staley
Safety Chairperson



DESIGN

1991 Design Competition

Alexis dePlanque, Joanne Nicklas, Matt Adler,
Design Competition Co-Chairpeople

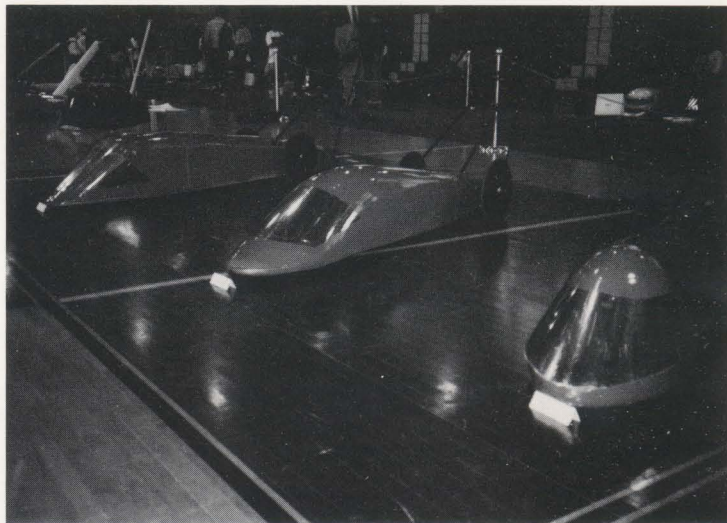
The Design Competition is held each year on the day before the preliminary races are scheduled. The 1991 Design Competition will be held Thursday, April 18, in Skibo Gymnasium tentatively between 9:00 A.M. and 3:00 P.M.

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 organization's buggies scheduled to race the following day. The competition is open to the public. There will be approximately to fifty-three buggies on display.

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 qualify for the finals of Design. These buggies will be re-judged concurrently for fifteen minutes using the same criteria

This year the judging panel has been selected from two different automobile corporations as well as the Carnegie Mellon community. The buggies will be judged by: Carroll Gantz from Design, Larry Cartwright from Mechanical Engineering, Lee Weiss from The Robotics Institute and Dave Lamont from GSIA. There will also be a judge from General Motors and one from Chrysler Corporation. The judging criteria is based on the engineering concept and implementation of the following systems: body, support, steering, braking, suspension and 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 third of competition finishing times. The winners will be announced at the Awards Ceremony Saturday night on the cut.



BUGGY TALES



CHAIRMAN'S TALE

I am a buggy chairman; that's like admitting to being an alcoholic. It's not a job; it's your major, your life, your obsession. You spend countless hours in tiny rooms breathing chemicals that could strip the paint off your car. You skip more classes than you should; and often go to job interviews with little more than a couple hours of sleep.

It seems that a person not connected with Carnegie-Mellon would ask, "Why would you do this to yourself?"

The answer:

Being a buggy chairman is one of the most exhilarating experiences that one can experience here at CMU. The obsession allows you to combine all of the things that you have learned with many new things you never knew before.

You have to be in complete control of the situation. You are the person people turn to with questions. You are the person who feels all of the trials and tribulations associated with being involved in buggy. You are also responsible for the safety and confidence of the drivers who devote a great deal of time to your organization, and at times are not given enough credit for their never ending devotion.

You must always be at the forefront of technology, or you will be left in the back of the pack. Achieving this type of performance requires extreme devotion and investigative powers. Without these, you will grind to a slow halt.

You are not only the chairman of the board of your organization, but you also must act as a liason between your organization and the rest of the people involved with Sweepstakes which include your competitors, the Sweepstakes Committee, and rules and regulations being enforced in new ways that you can't always easily adhere to.

In essence, you are in charge of a well oiled machine that has one goal: to perform as best as it can. At times this can be disconcerting, but you must always remember that the main reason you are there is to have fun, and to strive to do better than you ever have in the past.



DRIVER'S TALE



You're short. You go to CMU. Your fate is decided. I'm cursed, you think, because you're a buggy driver.

The first time you ever get into a buggy, you fear for your life. But afterwards, you love it. You beg to do it again.

Then the novelty wears off. You begin to realize the magnitude of your commitment. A 5 am wakeup call from your buggy chairperson is not a great way to start the weekend. Laying in your bed, you ponder the options: one, you can stay there, turn on the machine, or unplug the phone, deadbolt the door and drift back into blissful slumber. This way they can't get you. You're safe from them. Or, you can climb out of bed into the chilly early morning air, don layers of clothing, haul yourself out to the buggy course, cram yourself into a small claustrophobia-inducing contraption and careen down a hill at breakneck, praying the squirrels stay out of your way this morning.

Somehow, in this whole thought process, insanity takes over. You get out of bed into the chilly morning air...well, you know the rest. Looking in the mirror, you question your reasoning. You try to justify what you're doing. You can't understand it. You greet your buggy people out at the course with the cheerfulness and enthusiasm of a slug. You go through the motions--the drop tests, walking the course, hanging out in GSIA with other short people, then getting ready for the freerolls.

So far the life of a buggy driver doesn't seem to have much going for it.

Until Race Day.

No words can really characterize the excitement, tension, anticipation, anxiety, enthusiasm, and spirit of Race Day. Maybe your buggy has a chance to make the Top Ten, or maybe you're just out there fun. Either way, Race Day makes it all worth it. You remember how grumpy you were all those weekend mornings, and you're glad you toughed it out.



There's nothing like it--climbing into your buggy at the last minute, being placed on the starting line with just seconds remaining before the race, getting pushed up Hill 1 surrounded by cheers, the exhilarating Hill 2 shove, navigating the course with two other buggies, maneuvering through the treacherous Chute, and going up the back hills, screaming at your pusher until you're hoarse.

There's nothing like it. So, if you're short and you go to CMU, don't consider it a curse--consider it a blessing.

PUSHER'S TALE

It's 2 a.m., hill practice just ended and it's one week before Race Day, the last two words your push captain said to you were, "Go Faster".

So, the next day you're back out in the gym; squat this, curl that; run up and down the stairwell in the Tower of Ignorance eight thousand times. Like every week before, you run, lift, and eat right????? At least that's what your captain and chairman would like to believe.

Will it help?
Who knows? Couldn't hurt.

Next day's hill practice...2 a.m... "Go Faster"
You stand there looking at that long stretch of asphalt, trying to think of how you can beat it...and the clock. You seem to think that there should be mist rising off the road and an ABC tv correspondent interviewing you about your performance, like something straight out of Indianapolis.

But all you hear is:
"Go Faster"

The chairman says it's the pushers; the pushers say it's the driver; the drivers say it's the chairman.

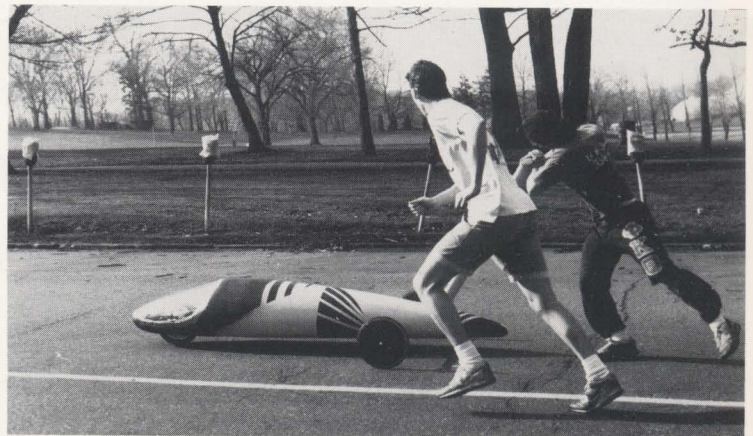
After four years of doing this I've come to realize that pushing is not just a contest between teams, it's also a contest of the mind. It's not the chairman or the drivers, or anyone else. It's you. Mental preparation can be the key to success or failure in a buggy race. That mental preparation comes heavily into play on Race Day.

Race Day

The day when all the work, sweat, and frozen mornings waiting for the sun to rise pays off.

You see your buggy coming up the hill, the adrenelin starts pumping, it takes forever to get to you; and then finally your hand meets the pushbar. Arms swing, legs pump, people on the sidelines are screaming their heads off. Then all of a sudden it's over. Everybody is looking to the next hill. You can barely catch your breath as the chase truck comes up the hill behind you and is about to run you over. You jump out of the way to see:

Your captain coming over...he pats you on the back...and says...
Not Bad.



MECHANIC'S TALE



2:00 am ...

It's been a rough night, we've just had a party and I'm beat. Ok, a quick look at my watch and I see that I have an hour to relax. I guess there's no reason to get to comfy, so I grab a couch for a sec.

3:00 am ...

The world is shaking and ow! my head hurts. Oh, that's the chairman telling me to get my *&^\$#% &%#\$ off of this couch and get the buggies out. I guess it's now Saturday.

4:00 am ...

Wow! It's only 50 out and not that cold, so I'll grab a sweatshirt and screwdriver and go out to the course. All of the pre-freeroll stuff is taken care of, so I wander out. I hope the brakes work today.

5:00 am ...

Finally the drivers show up, and we get ready to drop, we only have an hour to get this right until the sun comes up. Did it get colder, or am I just imagining things?

5:15 am ...

#&*%#^#*(% brakes!! I just spent an hour on those things. Sabrina says to re-cape the thing. Ok, I now have 45 minutes to get it all ready before sun comes up. Boy, I hope someone can move their fingers and give me a hand on this.

5:45 am ...

Yay! The donuts have arrived. My head still aches, and my fingers are numb, but four other guys and myself have come to the conclusion that if the brakes fail this time, nothing save a brick wall will stop her.

6:00 am ...

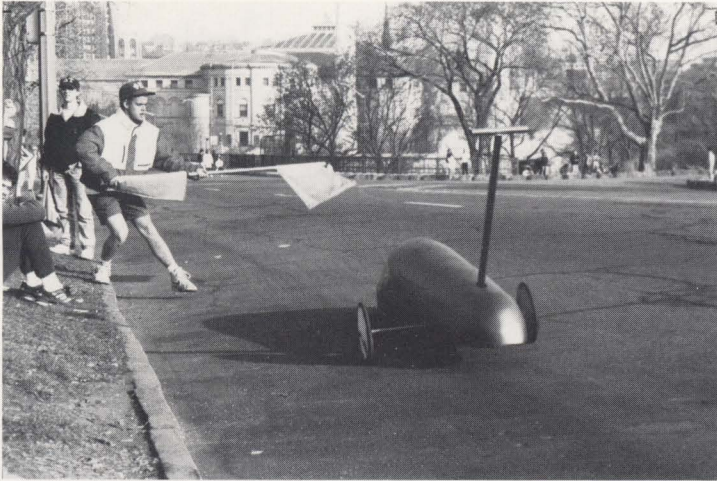
Ok, here goes, time to re-cape the buggy. Did I mention that it is even colder now that the sun has risen?

6:03 am ...

Failed!!! Alright one more try. We have to get this to work. It should. It did last week, and nobody has fooled with it.

6:10 am ...

Ok, enough all ready! I'm tired, hungry and hungover, it's cold, and the buggy now has to be re-safetied. Who has it in for me??? I guess I finally get to see what happens in the chute. Next time I get to do this I'll be an alum.



ORGANIZATIONS



NON SE...

ORGANIZATIONS

Similarity?



Coincidence?



I don't think so.

ALPHA TAU OMEGA

Blue Collar Buggy

Chairmen:	Ed Garda, '92	Bill Grdanski, '92
Mechanics:	Dorian LaPaglia, '94	Matt Neuman, '94
Push Captains:	Pete Papagianakis, '91	Tamara Paulos, '92
Drivers:	Anne MacLellan, '91	Anh Nguyen, '94
	Heather McDonald, '94	
Buggies:	Rebel Yell, '86	Probation, '91
Support:	Casimir Koschinski, '91	Frank Randall, '92
	Tracy Kephart, '93	Roy Devine, '94
	Rick Kaczmarek,	George Scheuon, '92
Pushers:	Dave Beal '93	Wayne Carson '91
	Brian Devito '94	Dorian LaPaglia '94
	Brian Horton '94	Matt Kowalczyk '94
	Sam Mangano '91	Greg Marmol '92
	John McKernan '92	Griffen Pero '93
	Steve Prock '91	Mandez Redman '93
	Sam Ruta '92	Rich Smith '94
	Bill Synder '91	Bill Truschel '92
	Andy Van Sprang	Chris Visnic '92
	Lisa Devlin '92	Joanne Downer '93
	Nicole Hanak '91	Tracy Howard '93
	Lisa Leonardo '93	Elizabeth Rowlands '93
	Lori Shumaker '92	Lynn Truskie '91

We don't have exotic tires, expensive composites, or years of experiences, but we have something technology can't replace: a blue collar work ethic.

Probation '91



BETA THETA PI

Chairmen:	Luke Tuttle, 93	Stan Marshall, 93
Buggies:	Undertaker, 91	Mercury, 89
	Challenger, 87	
Mechanics:	Don Wolfe, 92	Dave Piatt, 92
	Lou Henry, 93	Joel Rubano, 93
	Chris Kovsek, 94	
Drivers:	Monica Enand, 93	Rachel Schall, 93
	Lauren Poyant, 93	
Pushers:	O'Savage, 91	Imhoff, 91
	Ormond, 91	Barnyak, 91
	Paganelli, 91	Reismeyer, 91
	Wojochowski, 91	Grahm, 92
	Rheel, 92	Pizzuro, 92
	Palaima, 92	Fasy, 92
	Stapleton, 92	Stauffer, 92
	Mauro, 93	Kilduff, 92
	Tornes, 93	Maneesh, 93
	Hodges, 93	Helms, 93
	Lange, 93	Tucker, 93
	Zmich, 94	Boyles, 94
	Peters, 94	Haley, 94
	Fuller, 94	Knutson, 94

We who are in this Fraternity with its long history of great men who have been outstanding gentlemen should realize two things. We would not revere our past as we do, had not our sires left the unending example and inspiration of the cultivated man. Again, if our Fraternity is to have the great future we hope for it, then those of the present hour must be living up to the best of our tradition so that those who come after them will see the light of the stars and follow in the path trod by those who led our Fraternity in the past to its heights and points of distant vision.

Brooks, '22

BETA BUGGY, UNDERTAKER 1991

CIA

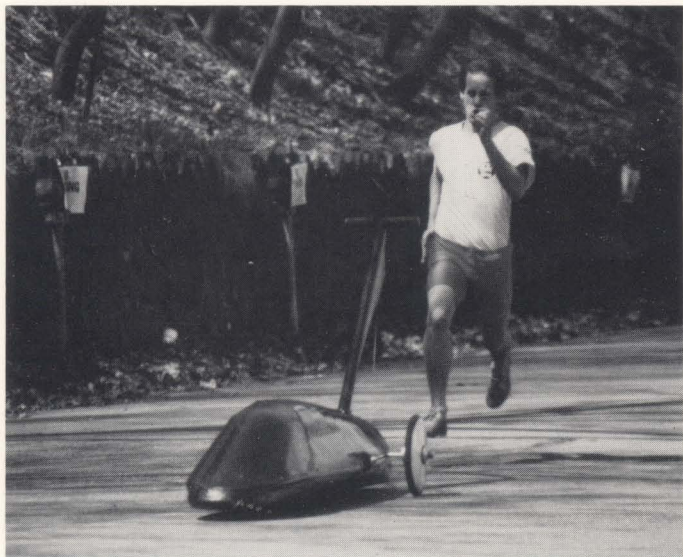
- Chairman: Bill Swarm ('91)
- Assistant Chairman: Rich Baker ('92)
- Design Team: Steve Baier ('91) Scott Boehmke ('92)
Bill Matson ('92)
- Push Team Captain Conrad Zapanta ('91)
Asst Push Team Captain: Paul Massey ('92)
- Buggies: Black Magic ('76) Spectre ('84)
Stealth ('86) Defiant ('88)
New ('91)
- Drivers: Laurie Schneider ('91) Terri Kasch ('92)
Li-Chun Hsu ('94)
- Push Team: Conrad Zapanta ('91) Paul Massey ('92)
Ulysses Wu ('92) Jeff Chrzanowski ('92)
Phil Sherwood ('93) Todd Zeisler ('92)
Matt Frattali ('92) Dan Casey ('92)
Mike Brittingham ('93) Dave Lee ('91)
Carlos Rodriguez ('91) Dan Fontaine ('94)
Jeff McMahill ('94) Mark Tamburri ('94)
Jeff Stroh ('94) Heather Uljon ('91)
Suzanne Jogun ('92) Cathy Bonham ('92)
Suzi Wint ('91) Connie Wai ('93)
Lori Cahill ('91) Abigail Ochberg ('91)
Michelle Mehaffey ('91) Helga Yang ('91)
- Mechanics: Jeff Brown ('93) Scott Powell ('94)
Jim Thomas ('93) Gabe Wachob ('94)
Chris Sepples ('91)
- Support: Carol Will ('91) Matt Bamberger ('93)
Nanci Miller ('92) Elynor Helman ('91)



This year will be the twentieth year that CIA has competed in Sweepstakes. In the twenty years we have been in competition we have built 10 buggies as well as many long-lasting friendships and memories. One of our goals this year is to beat our own course record of 2:10.42. With a new buggy, awesome drivers, a great push team, and a kind of crazy team spirit that drives us, we think we can do it. See you on race day!



DELTA TAU DELTA



- | | | |
|------------|---|---|
| Chairman: | K. Evan Kennedy 91 | |
| Buggies: | Perception
LOC-NAR | Deception |
| Drivers: | Jen Kerstein 92
Katie Grinnan 92 | Angela Mazzi 93
Sara Agrest 95 |
| Mechanics: | Ben Kuo 91
Chris LeR Shields 91
Erik Nightwine 92
Suhrud Shah 92
Joe Johnson 94 | Andrew Milmoie 91
Taylor Libby 92
Rick Romero 92
Julian Hollingshead 93 |
| Support: | Jonathan tenHoopen 93
Rick Grimes 92
Hyun Bang Shin 92
Chris Garvin 95 | Dave Cox 92
Bill Slease 92
Eddie Wilcox 94 |
| Pushers: | Brian Macdonald 91
Bo Esrey 91
Erik Nightwine 92
Steve Ramey 92
Tom Nelson 93
Sean Sciara 93
Pete Sinton 94
Ilan Zur 94
Eric Roseman 95 | Dan Bergad 91
Derek Bandera 92
Dave Pagani 92
Jason Carlson 93
Darren Schwartz 93
Rick Keiser 94
Engels Tang 94
Adam Farmerie 95 |
| | Liz Bailey 91
Catherine Lomonico 91
Vanessa Von Twistern 92 | Melissa Kingman 91
Cheryl Shapiro 91 |

Let 'em Eat Cake

DELTA UPSILON

Chairmen & Assistants: Derek Low ('91), David Ross ('92),
Brian Zimmerman ('92)

Buggies: Tucker ('89), Garganey ('90),
Unknown ('91)

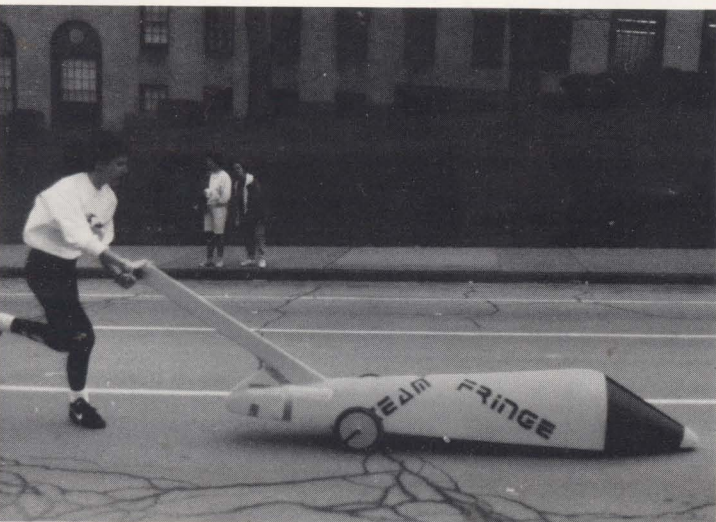
Drivers: Manbir Singh ('93), Orya Dasna ('94),
Julie Paul ('94)

Pushers: Allan Tear - Captain ('92)
Doug Carey ('91) Chetan Balachandra ('91)
Chris Evoy ('91) Jeff Illian ('91)
Nick Terezis ('91) George Mueller ('92)
Jon Sylvie ('92) Dylan Wells ('92)
Fred Harding ('93) Pete Korian ('93)
Matt Semonik ('93) Ralph Cartagena ('94)
Eric Hall ('94) Marc Mileto ('94)
Jorgen Pederson ('94) Darren Press ('94)
Erik Rieth ('94) Terrence Ryan ('94)
Dan Schmick ('94) Evan Wahl ('94)

Mechanics/Support: Brendan Janishefski ('93),
Glenn Hagen ('94), Demian Johnston ('94),
Marc Mileto ('94)

It has been three long years since a DU buggy has seen the light of a second day of rolls, don't bet on there being a fourth. With the 90s have come several things new to the DU buggy program, a new breed of chairmen; new pledge classes of pushers; and a renewed attitude of commitment, dedication, and innovation. With the help and support of several key people, Janis, Big Al, Tamal, and Bez, DU is back as a power house in Sweepstakes. Yes, this is also the year to lose the last class who will remember the legendary King Eider. But, as the present has become the past, so will we become the future.

FRINGE



Chairperson:	Debra Perry	
Buggies:	Barrier '86	Lunatic '87
	Junior '89	
Drivers:	Lisa Wang	Jenni Lee
	Corey Metz	Genevieve Gacula
Mechanics:	Bruce Pollock	Conrad Schorr
	Don Paul Stephens	Ranjith Suresh
	Gautam Vallabha	Lisa Wang
Pushers:	Ben Bell	Stewart Brock
	Pat Burghardt	Pete Eng
	Jeremy Epstein	Stephan Grgurevich
	Mike Gulich	Dan Lee
	Kenny Liu	Kewei Ma
	Chris McIntyre	Chris Papadopoulos
	Jesse Pearson	Burt Roberts
	Ram Santhanam	Kevin Settembrino
	Todd Symonds	Larry Toscano
	Dave Tsai	Gary Tseng
	Lee Wang	Chris Williams
	Matt Yoder	

Julie Chiu	Sam Chiotti
Sandrine Danielson	Jenn Gaspari
Megan Greig	Judy Grossman
Cherie Hayek	Deb Henderson
Stacy Nakano	Shelly Pressley
Julie Reker (Capt.)	Sheila Skoff
Aelan Tierney	Heather Wasilowski
Amy Blake	Glenn Cottrell
Suzanne Giguere	Archie Wood

Support:

FRINGE—"DETERMINATION AND TALENT BREED SUCCESS"

Since our beginning over twenty years ago, FRINGE has evolved from a group of people racing a buggy into a multi-faceted organization. We've always been proud of our accomplishments as a small group of hard-working individuals, and we've continually expanded into various areas of campus involvement. The most important goal for FRINGE is to have fun at everything we do, such as the giving of the Annual Barf Chart Award to one deserving pusher.

FRINGE thrives on the relentless dedication and sacrifice of its members, as well as on the competitive spirit of carnival. Being on the cutting edge of technology and athletic performance is the obsessive disease that inspires all of us

**BARRIER, THE MORE THE MERRIER
IT'S SHEER LUNACY
JUST JUNIOR**

BUMPZOID RIDES FOREVER

KAPPA DELTA RHO

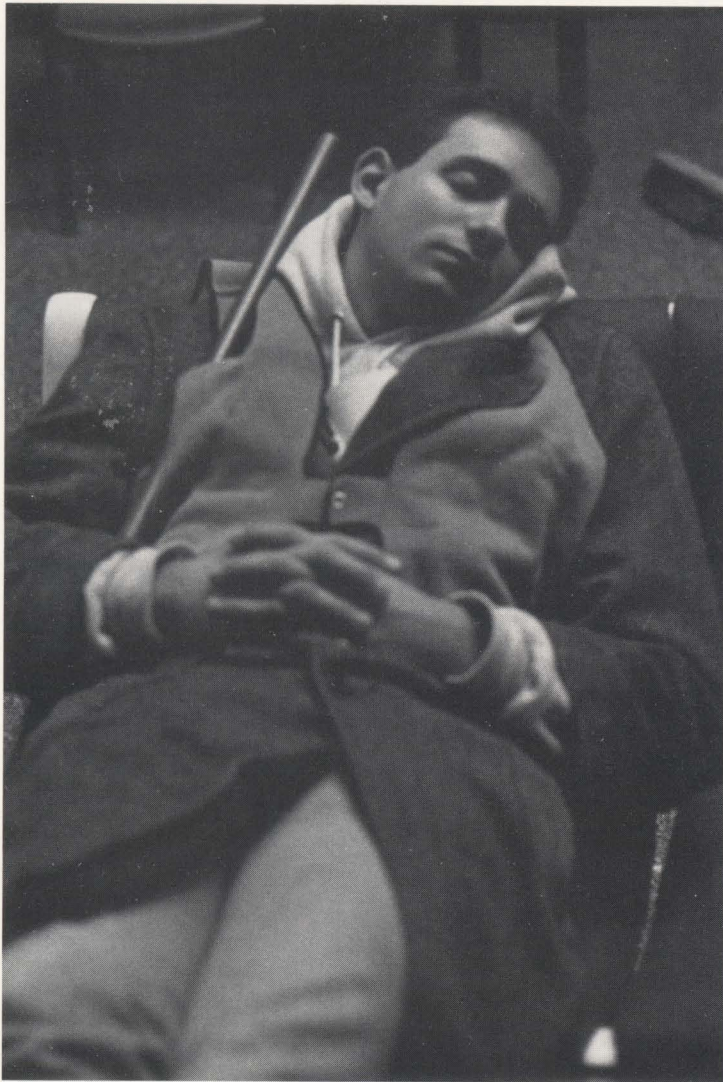
Drivers	Suzy Murray Adele Banning	Stephanie St. Clair Christy Moore
Buggies	Prometheus (1989) Paladin (1989)	Phoenix (1987) ?????(1991)
Support	Rob Wright Sumeer Arya Kay C Dee Russ Bell Bill Kernick Luni Dylan Newlander John Ya Ya.	Charles Ouyang Jason Goldstein Tom Van Lenten Mike Austin Rich Hsu John Pye Justin Vegso
Push Captains	Bob Kay Jodi Gillis	Bill Karlson
Pushers	Kirsten Ambrose Mike Brenneman Jamie Christner Kay C Dee Dude Otis Fudpucker Alex Kim John Lautmann Pete Low Karen Pavlosky Erik Selberg Scott Starkin	Jen Barnes Eileen Canepari Ken Coleman Alexis DePlanque Mark Fischer Christie Johnson Carl Klemmer Bill Lee Steve Maliszewski Sherri Riedinger Paul Sollimo Justin Vegso
Most Visible Alumni		Doug Armstrong

5 years. KDR has only been involved with buggy for 5 years. To many of us it seems like a lifetime, but it is really a relatively short period of time. We have come a long way because of the efforts of every person in the KDR buggy organization. We would like to thank all of the drivers for giving up so much of their time just so we can have a blast. We would especially like to thank Suzy who has been with us longer than anyone else involved. 6, 11, 12, 8. We have come a long way, but we still have a long way to go. See you next year.

Be polite and have fun.



KAPPA SIGMA



Chairman: Richard Robinson '92

Buggies: Arabian '89
RDT '90
Erotemata '91 (tentative)

Drivers: Ann Feng '93
Dulcie Hernandez '94
Lindsay Paterson '94

Animal Cross Trainees (Pushers):

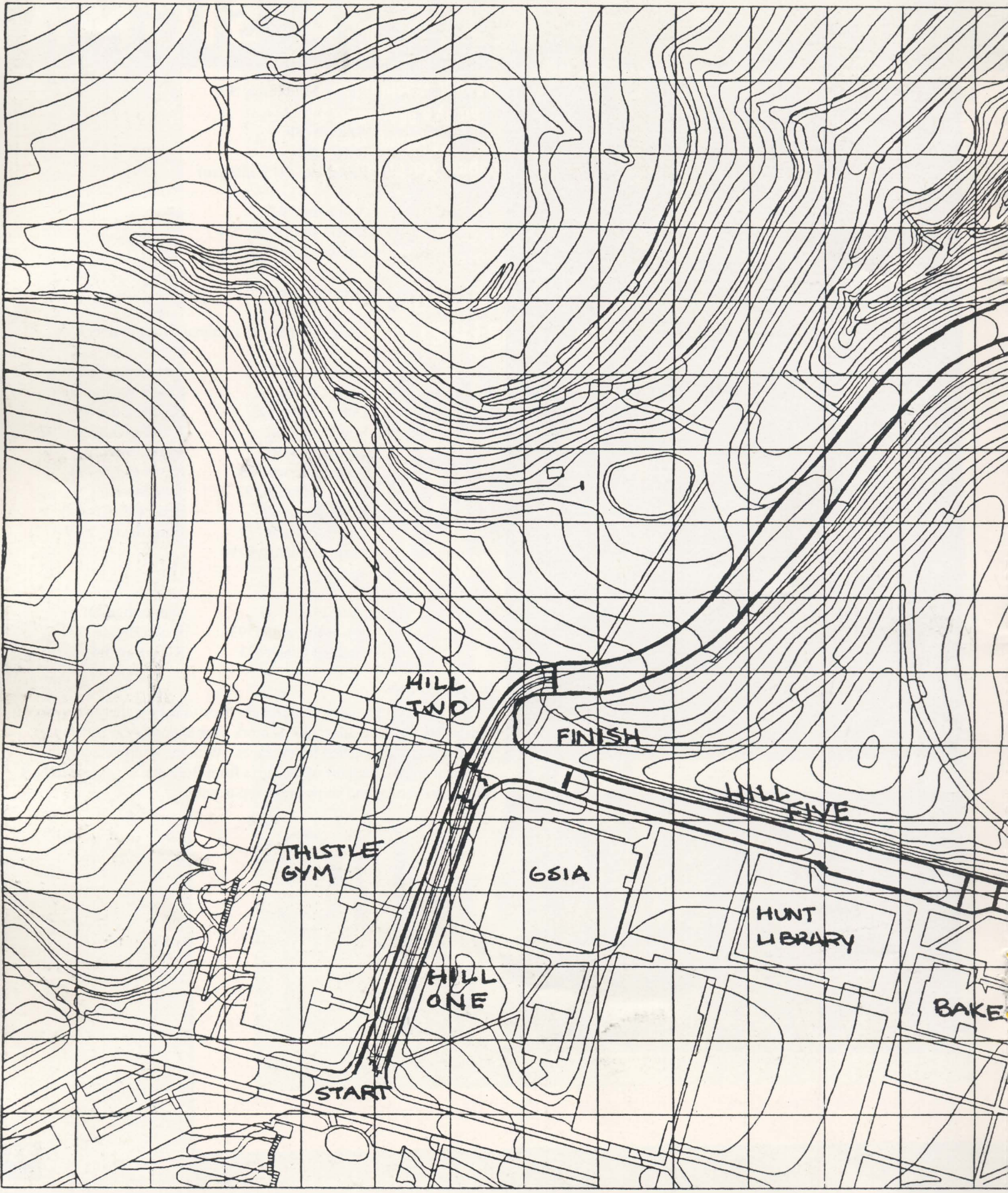
Craig Hillman '91 (Animal Cross Trainer)

John Simon '91	Kirk Lenga '91
Chris Gilbert '91	Kenny Wilson '92
Dan Schaffer '92	Brad Kondas '92
Lou Yonke '92	John Rosenberger '92
Tom Melia '92	Matt Fowler '93
Tom Anderson '93	Kevin Biggie '93
John Chadwick '93	Tom Stachura '93
Keith Rudy '93	Brian Kearney '93
Brian Anthony '93	Chris Severson '94
Jason Grabarczyk '94	

Mechanics/Support:

Jason Smith '91	Kirk Lenga '91
Jim-Bob Campo '93	Kevin Biggie '93
Graham Gibby '93	Kit Wong '94

The first Dynasty was brought back to reality after two years of mishaps. We have done a lot of work over the past year and expect Erotemata to be finished for the races. With the improvements to Arabian and the support of the Boys from Bologna, we expect to beat our house record and show in the top twenty.





PHLIPP'S
CONSERVATORY

FLAGSTAFF
HILL

GREEN
BEACH

THE
CHUTE

PANTHER
HOLLOW
BRIDGE

HILL
FOUR

HILL THREE

PORTER
HALL

HALL

PHI KAPPA THETA

Chairman: Jack Kingsley '91
 Assistant: Cecil O'Neil '92

Push Captains: Brian Bumgarner '92
 Mike Stratton '91

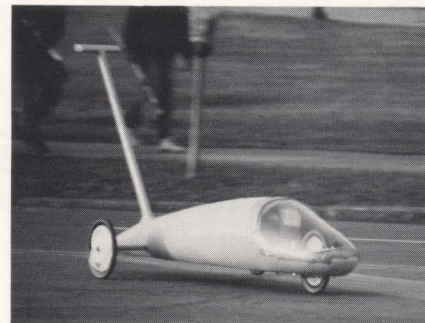
Drivers: Helga Yang '91
 Connie Shin '92
 Katie Culbertson '93
 Jen Kane '93

Buggies: Secretariat '90
 Centennial '89
 Tempest '88
 Duke '87

Support: Marvin Chang
 Russel Elkin
 Rob Fisher
 Alex Fuller
 Yung Hsein
 Karl Johnson
 Jim Kempf
 Dave Murrell
 Mike O'Connor
 P.F.U.
 P.O.D.
 Joe Poindexter
 Craig Robinson
 Greg Sanchez
 Tom Uden
 Kurt White

Pushers: Vince Belfour
 David Blankley
 Sambu Dakugino
 Jude Dozor
 Russell Elkin
 Rob Fisher
 Don Good
 Eric Helmsen
 Joe Helmsen
 Dave Murrell
 Paul Nagy
 Tu Nguyen
 Mike O'Connor
 Brad Probert
 Bill Snider
 Steve Talley

Nancy Atkinson
 Bernadette Baluyout
 Sonya Chmeilnicki
 Dina Fredrickson
 Sarah Hamilton
 Shannon Hayes
 Aliza Hildebrand
 Lucy Kohr
 Linda Liao
 Kristi Shea



Last year it was time to drink and redefine, this year it is time to drink and refine. This was all made possible due to the generosity of Mr. Jimmy Beam, Mr Adolf Coors, and the U.S. Tobbacco Company.

Aussie's Anyone.... Round of Beam.... Dr. Strappon is in exploratory surgery.... Fisher's Car is Lost (where?).... Oh my head.... Load 'em up.... Pushers to your hills..... We're not ???.... Sleep is for the weak, the week after Carnival....

PI KAPPA ALPHA



CHAIRMAN: David Conley '91

BUGGIES: Lone Wolf '91 Renegade '91
Desperado '90 Predator '88

DRIVERS: Renee Potash '91 Darryn Mintz '91
Penny Young '92 Rachel Bourn '94

PUSHERS: Mens p.t.c. Douglass Franz '92
Womens p.t.c. Thea Brandfon '91

Keith DeCarlucci '91	Ken Kim '94
Hudson Tiffany '91	Basil Richardson '94
Gregory Bradshaw '92	Neil Zundel '94
Kenneth Brickner '92	Kirk Schirra '94
James Best '92	Rossos Kladakis '94
Klaus Chalupa '92	Daniel Schmitt '94
Matthew Bednar '92	
Guy Walker '92	Maureen Mulhern '91
Christopher Walker '93	Becky Powers '91
Chris Lehr '93	Sue Quigley '91
Eric Bradley '93	Jenni Borque '92
Chris Lampone '93	Jacquelyn Cuccaro '92
Chris Lehr '93	Caren Cacciatore '92
Richard Hall '93	Mala Aggarwal '92
Brent Jones '93	Clare Green '92
John Nolan '93	Stephanie Grey '93
Andrew Bordick '94	Rosemary Green '94
David Ewald '94	Jeannie Crnarich '94
Theodore Terranova '94	Helen Nahouraii '94

Through the years Pika has been one of the most successful Sweepstakes organizations in history. All our records and trophies are a result of our commitment to buggy and the hard work we put in each year. The time our pushers spend training and the long nights in the buggy room are done out of dedication to our fraternity and the pride we have in our performance. Our success doesn't come easily, but our desire to win and pride in ourselves drives the brothers of Pi Kappa Alpha to commit the time and effort needed to come out on top.

Our dedication, traditionally fast buggies, and promising push team will make us one of the top contenders in this year's Sweepstakes races. We'll be there on raceday, stronger than ever, to put our buggies and pride on the line.

PI LAMBDA PHI

Chairman: James Huber '93
Assistant Chairmen: William Ommert '94
Walter Pien '93
Push Team Captain: Thomas Hummel '93
Buggy: Legend 1983, 1991
Driver: Tony "Dexter" Kobayashi '93

Pushers:
Jeon Rezvani '93
Rich Marino '94
Rich Kwiatkowski '93
Brad Lawrence '94
Brett Reid '93
Harry Karatassos '94
Alex Ogilve '92
Charlie Merritt '93
Chris Ogilve '93

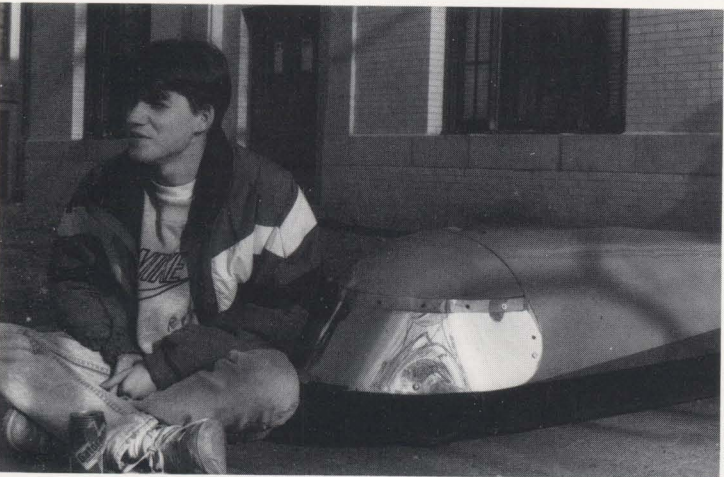
Mechanics/Support:
Sean Vincent '93
Phil Sadow '93
Jon Caron '92
Glen DeVries '94
Ben Hoffman '92
Gregg Baimel '93
Brian Wilson (?)

The "Legend" returns! After a year of inactivity and two semesters of tireless work, Pi Lam is back into buggy and sweepstakes. Our long road to recovery has not been one without occasional potholes and frustrations, but it seems that our efforts will soon pay off. We would especially like to thank those organizations whose help and support have been immeasurable.

As everyone knows a buggy rolls only as far as it's pushers push it and although our push team may not be as experienced as some other organizations, they will without a doubt be a force to reckon with come race day.

With new enthusiasm Pi Lam will definitely be a contender in years to come. Watch for Pi Lam on race day. We're back and back with a passion!

PIONEERS



Pioneers Buggy Is Moving Up

Chairperson:	Fred Bradbury
Ass't Chairpersons:	Pete Harllee, Jarett Smith.
Mechanics:	Rick Crotty, Paul Moran.
Push Captains:	Heather Basset, Rene Brunette, Scott Quarles.
Drivers:	Aviva Barbar, Idil Bilgin, Lara Catledge, Pat Kuo.
Women Pushers:	Heather Basset Rene Brunett Theresa Chang Molly Couhnihan Wendy Creel Wendy Evans Hillary Kahn Trupti Patel Jodi Piccalo Debbie Madsen Sue Sims Courtney Schlisserman Leslie Tam Meryem Tangoren
Men Pushers:	Ferrell Barron Fred Bradbury Dave Copeland Rick Crotty Peter Dauterman Dave Dye John Funge Hiroshi Howell Nick Lewis Mike Lucas Pat Mooney Mike Mueller Anupam Narvia Scott Quarles Mike Siracusano Jarett Smith Paul Welding

Buggies: Pinnacle (1988) EDGE (1989) Turmoil (1991)

Pioneers is looking forward to its fourth successful year in sweepstakes in which we will continue to improve our performance. Modifications to EDGE and Pinnacle, our new buggy Turmoil, and push teams with the desire should once again continue our upward movement.

Quotes: "It's 5:40 ? You weren't supposed to call until 5:45!" -AB
 "I needed a gas pedal !" -IB
 "Does anyone know where my pants went ?" -LC
 "I like the speed..." -PK

SIGMA ALPHA EPSILON

Chairman & Assistants:

Chairman: Eric Gropp ('92)

Mechanix Guru: Eric Hansen ('91)

Buggies:

Quasimoto (1988)

Takoohi (1990)

Limo (1856)

Drivers:

Jennifer Geller ('93)

Madeline Gerstein ('94)

Gerard Zeller ('91)

Push Team Captain:

Rick Song ('91)

Pushers:

Jeff Andreski ('92)

Ted Beatty ('93)

Keith Cunningham ('94)

Mike DeCavalcante ('94)

John D'Amico ('91)

James Huber ('93)

Steve Johnson ('93)

Farron Levy ('92)

Jamie Millar ('93)

Scott Mills ('93)

Mark Soloway ('95)

Ross Weiner ('92)

Team Limo ('91)

Mechanics/Support:

Mike Kappus ('93)

Matt Kelley ('93)

Doug Scott ('94)

Still pushing with sweat and vigor, SAE will continue its rise towards the top. Devoted mechanics and support, pushers of iron, and focused drivers have got us rolling on the line towards our new future. The fire in the legs of SAE's pushers is as it has never been before. You'll be seeing us in new places, and when we're not rolling, we're sure to be rocking.



SIGMA NU

Chairman: Arthur Kill

Assistants: Jim Wiley and Chris Nowak

Buggies: Jama 1990 Yen Huynh
 Jerboa 1986 Rachanee Royer
 Colugo 1984 Deborah Soh
 Lemur 1981 Jun Egawa

Pushers: Brad Wyatt Jon O' Keeffe Larry Rosenthal
 Mike Lum James Stepanek Ken Kochi
 Jason Atwater Dave Gillen Dave Gault
 Bill Bumgarner Brent Goldberg Rudy Zung
 Brent Was George Hsieh Tom Mon
 Jason Appelt Charles Staab Pat Brame

Support: Scott Francisco Don Schieferecke
 Marcelo Adapon Kirk Ambrose Anthony Shih
 Paul Henderson Josh Lox Nick Tyson
 Rahul Seth MC Pontiff Mr. WO
 Mike R. Dr. MD Diet Coke
 Jim Lombardi
 The Pope, a cook and three hamigos.

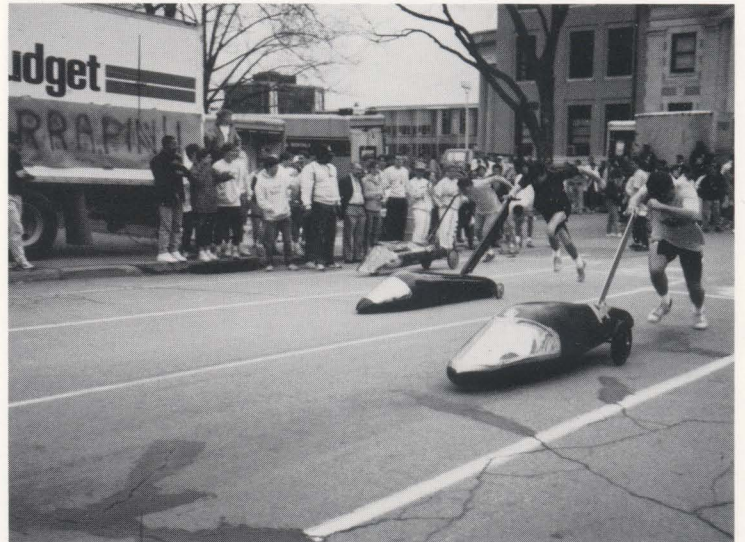
A veritable plethora of Zoo Buggy principles and ingredients:
 A cup of hot fat/the Beatles White album / the head of Alfredo Garcia/dried gravy is #29/Hippity Hops Makes it Tops/ Its the water/death Coke/Sexual Chocolate/fourteen inch Ditka/20-19"old aerodynamics"?!?!/just shove the whole thing in your mouth/Filth Flarn Filth/EGG/You have no motive/Half/Drink it!/the Foam is on the Bottom/where's the damn remote/By far.../We're coolerinshit/you're gonna die wrong/ I'm pure/it's the one to have when your having more than one/where do want to put it/boy that Ed sure is funny/Zuba Zuba Zuba/the world knows no finer/people are stupid/I cry two tears in a bucket.../wadn't me/pale stale ale/words fail/it's just doesn't get any better than this/thusly, ketchup is good/ridiculous/esp
 And he kicked him in the ding ding

We dedicate our efforts this year to the memory of Terence Ross.



SIGMA TAU GAMMA

- Chairman: John Heyel '92
- Buggies: Patriot - 1991 Vindicator - 1990
- Drivers: Safia Bhimji '92 Kim Loughran '93
- Mechanics: Steve Tomko '91 Jim Irwin '92
 Sean Ward '92 Brian Kircher '92
 Howie Chien '92 John Stevens '94
- Pushers/ Support
- | | |
|--|------------------------|
| Ray Atkins '91 | Sujit Bhattacharya '91 |
| Russell Boyd '92 | Jon Burroughs '93 |
| Rob Chesnavich '93 | Joe Cupani '94 |
| Ravi Chopra '92 | Rochy Ching '93 |
| Mike Daninhirsch '92 (Push Team Captain) | |
| Eric Dean '91 | Jerry Decatrel '93 |
| Dan DeRight '94 | Jamie Eaton '93 |
| Sean Gettemy '93 | Adam Glass '94 |
| Andrew Johnke '94 | Ra Kakar '93 |
| Darren Kestin '92 | Chris Koszarsky '94 |
| David Ladek '94 | Per Loughren '92 |
| Jody Lutz '94 | Steve Maaseide '94 |
| Seth Mangum '94 | Dan Martinez '94 |
| Eric Morgan '93 | |
| Art Murray '92 (Haybaling god) | |
| Adam Nemitoff '92 | Mike Pocrass '93 |
| Mark Puglisi '94 | Hollis Schuler '94 |
| Wes Shumaker '94 | Brian Stone '93 |
| Andreas Yankopolus '94 | |



Last year SIG TAU surprised many people with the ability to finish the race. Not only did we accomplish this, but we did it well. This year, we are returning with much enthusiasm and an expanded program!!

We have overcome many hurdles including the frozen jaw syndrome and are now seasoned veterans of the frigid buggy season. We have also been forced to face the reorganization of our push team hierarchy due to the replacement of the inspirational Frank Lefkin as push team coach.

In closing, we would especially like to thank the makers of craftsman tools for their dauntless research in the perfection of the belt sander, circular saw, and of course the crowbar which we have found to be irreplaceable.

THANKS FOR COMING!!!!NUFF SAID



XO's:

W. Karl Lentz, MFIC #1.
Terence Yarde, MFIC #2.
Chad Darby, assistant MFIC.

Buggies:

Viscious Flow, 1990.
Tachyon, 1989.
Quantum Leap, 1987.
Genesis, 1986.

Drivers:

Kelly Walsh
Leslie Kavchak
Miriam Dameron
Gracie Noh



Mechanix:

Ben Kman
Phil Heil
Gopi Pandalai
Marco Polo

They say that the true measure of a champion lies not in his ability to win well, but rather in his ability to lose gracefully.

To hell with that !!!

We're not Desperate, but we want Vengeance.

'Nuf said.

... Bu-bu nation.

P.S. They also say that imitation is the sincerest form of flattery. Nice buggies guys, wish we had three, but thanx for the compliments.



SDC

Chairperson: Jeff Shelton

Drivers:

Janet Ertel
Beatrice Guilleux
Lisa Hossaini

Buggies:

Escargot
Terrapin
Bonzai

Mechanics:

Joe Bailey (Head)
Jarrod Jenzano

Neil Pascual
Marc Wsol

Pushers

Francois Guilleux (Capt)
Evan Curtis
Darin Dunham
Mike Fugaro
Doron Gan
John Price
Brett Shereck
Chris Stengel
Karl Thomas
Len VanTassell

M.J. Kelly (Capt)
Serena Chan
Felice Goldgraben
Cynthia Kolanowski
Amy Shalikashvili
Inge Swenson
Beth Ward

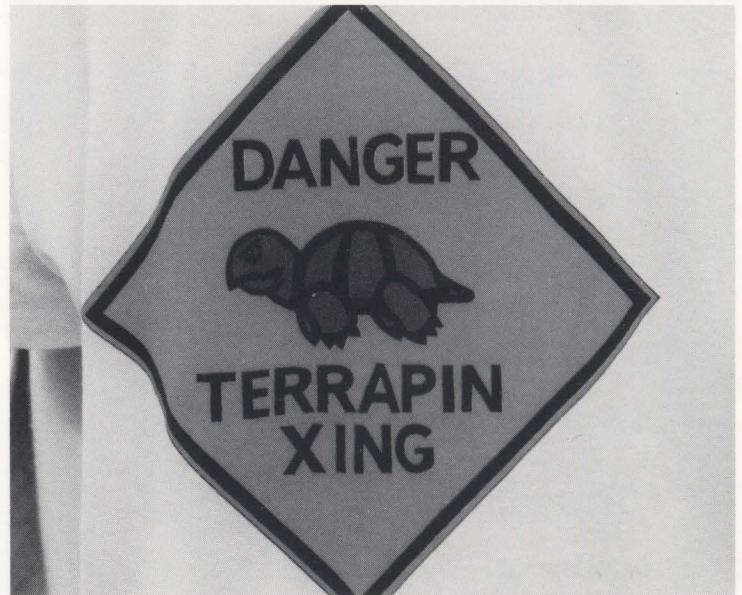
Support:

Matt Fraser
Eric Hamilton

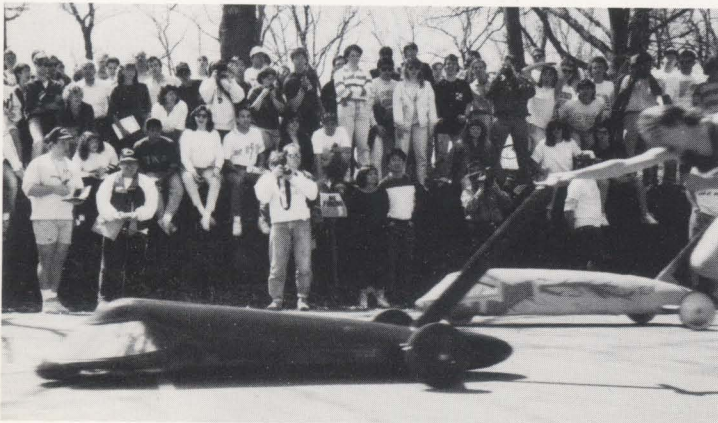
Cami Kowash
Walt Schearer

It's 1991 and another exciting year for SDC Buggy. As always, strong friendship and dedication to keeping buggy fun has made this year one of the best for our organization.

Last year's incredible break into the Top10 has spurred a new attitude of pride and commitment into the members of SDC Buggy. Almost overnight we have become a team to watch. So keep an eye out for us on raceday — SDC Buggy will never be the same again!



THETA XI



Theta Xi (ΘΞ) - THERE CAN BE ONLY ONE.....

- | | | | |
|----------------------|--|---|--|
| Chairmen: | Christian Borthare '91 | Kishore Rao '91 | |
| B.M.F.I.C.: | Dug&NADZ | | |
| Mechanics: | John Nadzam '92
Christian Borthayre '91
George Gaughan '92
Ron Domitrovic '92
Hooman Yaghoobi '93 | Doug Jotzke '92
Paul Cohan '91
Jeff Downin '93
Chris Caroll '93
Ko Tsugami '94 | |
| Timers: | Jon Kaplan '91
Arjun Khare '92
Tim Minnick '94 | Christopher Smith '91
Todd Vandall '94
Mark Byrne '94 | |
| Transition
Chute: | Mark Patrick '91
Hooman Yaghoobi '93 | Corey Krumenaker '92
Mike Callihan '94 | |
| Support: | Kishore Rao '91
Todd Bredbenner '92
Ming Leung '92
Ray Zeisse '94 | George Pyros '91
Andrew Gaetano '92
Joe Porto '93
TX '12 | |
| Designs: | Wayne Chung '91 | Chris Kasabach '91 | |
| Pushers: | Ron Domitrovic '92 capt
Phil Antonson '91
Neil Talsania '91
Mike Gess '92
Todd Riley '92
Doug Jotzke '92
Jon Ghiloni '92
Al Hom '92
Twig Gallemore '92
Alexei Cohen '92
Jim Saxon '93
Bob Simon '93
Tim Minnick '94
David Payne '94
Ray Ziesse '94 | Mike Petrich '92 capt
Ted Ralphs '91
Sean Shaheen '91
Paul Byrne '92
Colin Jones '92
George Gaughan '92
Tripp Goldsberry '92
Kang Kim '92
Cush Whitney '92
Jeff Downin '93
Josh Browne '93
Rich Tesler '93
Matt Newman '94
Dan Warren '94
Chris Eriksen '94 | Eleni Morris '92 capt
Susan Shimmel '92
Natalie Mamczak '92
Heather O'Donnell '92
Kelly Sterling '93
Elizabeth Zika '92
Debbi Adams '92
Kelly Garvey '92
Diann Deal '93
Kelly Walter '93
Christy Foster '93
Tracy Hayes '93 |
| Drivers: | MaryBeth Ashbaugh '91
Dolly Shen '93 | Kathy Palaszinsky '91
Manisha Hasija '94 | |
| Buggies : | KURGEN '91
Valküre '87
Caesar '88 | Little Nip '84
Nemesis '87
Relayer '79 | |

- it's better to fail out then fade away
- we come up harder and go down faster than anyone on the course
- strategy begets . . .
- Codename: TALESPIN

No one said it would be easy and nobody thought it would be sudden, and it wasn't. It was a long slow climb with many difficulties and setbacks, but as always you can "expect the unexpected" from behind our little green door. The course does not end at the chute, or even at the pushbar at the end of hill five and it starts long before the bottom of hill one. WWFYU '91

ADDENDA



ADDENDA



GLOSSARY

buggy: n. a vehicle (usually three-wheeled, sometimes more) built, maintained, operated, and pushed by CMU students throughout the year in preparation for the races on the first two days of Spring Carnival.

Buggy n. (slang) the commonly held name of the Sweepstakes Races and the sport in general

Buggy Chairman: n. the person in charge of an organizations' buggy program

buggy course: n. a series of roads, just over a mile in length, encircling Flagstaff Hill

buggy organization: n. a group of CMU students (mostly Greeks) who field at least one buggy in Sweepstakes

buggy team: n. a driver, five pushers, and a buggy

bump: v. also called bump and run; the act of shoving a buggy and then running to catch up with it. This technique is most often used by Hill 5 pushers; however, with a light buggy it can be used on other hills

capability (cape) test: n. held on the sidewalk between Baker and Doherty Halls, this test checks the braking system of each buggy. The buggy must be able to stop within a specified distance while traveling a minimum speed of 15 mph

catcher: n. a person who waits at the finish line to "catch" his/her organization's buggy in order to help stop it.

The Chute: n. the tight right hand turn halfway through the course where the buggies reach their maximum speed. This area is lined with hay bales as an added safety measure.

Chute Flagger: n. a member of a buggy organization who stands on the course to signal drivers when to make their initial turn into The Chute.

Compubookie: n? a mysterious gnome-like creature who lives under the Panther Hollow Bridge and lives on leftover Highlander food. Like the ground hog he appears once a year to make a prediction. He gives The Tartan a list of who the top ten finishers will be that year the monday before Race Day. His accuracy is stunning. Rumor has it that his appearance is not. Unfortunately, no one knows his true identity, gender, or shoe size.

crew: n. found in Ryder trucks on Race Day, these students are the mechanics who prepare and maintain the buggies.

DQ: n. the disqualification of a buggy (see rules for reasons why)

Design Competition: n. competition held on the thursday before Race Day in the gym where buggies are judged on their design and mechanical make-up

driver: n. small, light (usually female) student willing to put life and limb in jeopardy to pilot a buggy around the course

The Driveway: n. the entrance to the Scaiffe Hall/Hamerschlag Hall parking lots. Buggies that only "roll the driveway" are usually ready for the garbage dump

drop test: n. another brake test performed after each heat on Race Day. The buggy must be able to stop within 15 feet after rolling down the sidewalk in front of the gym for 30 feet.

exchange: n. the act of passing a buggy off from one pusher to another

exchange zone: n. 15 yard long zones between hills 1 & 2; 3 & 4; 4 & 5 where one pusher passes the buggy to the next one.

flagger: n. a member of a buggy organization who helps restrict traffic during Race Day, push practices, and freerolls.

follow car: n. car which drives behind the buggies during each hear. Judges and crew members are passengers in case any problems should arise.

freeroll: n. 1. the area of the course between Hill 2 and 3 2. the portion of time during a buggy's roll when it is not being pushed.

GLOSSARY

freerolls: n. practice races held in the fall and spring from 6 am to 9 am on sat. and sun. on the buggy course. This is the time each organization uses to test out new technology, train new drivers and pushers, and learn to love Pittsburgh weather.

Hills 1-5: n. the five sections of the course where the buggy is being pushed by a member of the push team.

lead car:: n. car which drives in front of the buggies in each Sweepstakes heat carrying the Sweepstakes Chairman, head judge, film crew, and WRCT Sportscasters.

pass test: n. a test which requires a buggy driver to safely pass another buggy during a freeroll practice.

permit: n. a slip of paper from the City of Pittsburgh which allows Sweepstakes to take place. Ask Ray (Sweepstakes Chair) about permits.

pick up: v. the act of resuming to push a buggy after its freeroll. Pick ups occur on Hill 3 and in various night spots throughout Pittsburgh.

the PLUG: n. a fire hydrant on Hill 3 (Frew St.) just beyond the ninth window on Porter Hall. If your buggy can roll the plug chances are other organizations will start spying on you to see what your doing right.

push practice: n. held on weekday nights anywhere from 12am to 6 am on Hills 1,3,4, and 5, these practices allow pushers to hone their talents and let the chairman of each organization decide which pusher will push which hill on Race Day.

push team: team of five students who push the buggy. There is one pusher for each hill.

pushbar: n. the bar extending from the rear of the buggy

pusher: n. a student typically in good shape who pushes the buggy up the hill.

roll: v. the act of running a buggy during a freeroll or Sweepstakes

roll-out: n. the distance a buggy travels after the driver makes the right hand turn through the Chute before the Hill 3 pusher picks it up.

Safety Chairman: n. the person who is in charge of inspecting all of the buggies before they roll to insure the drivers' safety and that each buggy complies with the current safety rules and regulations. Like the Sweepstakes Chairman, this individual almost always ends up with fewer friends at the end of their job than they had when they first started. Right Sab?

spin-out: v. is what happens to a buggy when the tires loose traction while going through the Chute causing the driver to loose control.

sweeper: n. a member of a buggy organization who sweeps debris from the course before Race Day and freerolls

Sweepstakes: n. the official term for the buggy races held during Spring Carnival

Sweepstakes Chairman: n. the person who supervises both Sweepstakes and, basically, everything that happens up to Race Day. He is responsible for making sure that each organization adheres to all the rules, acts responsibly, and that the other members of the Sweepstakes Committee perform their jobs correctly. Like the Safety Chairman, he, too, loses friends during the year. Right Ray?

windows: n. a unit of measure for the performance of a buggy's roll-out. Hill 3 runs parallel to Porter Hall. There are nine windows between the beginning Porter Hall (bottom of Hill 3) and the plug. The more windows a buggy can roll past before the Hill 3 pusher picks it up, the better its roll-out.

RULES

Printed here are excerpts of the official rules for Sweepstakes 1991. 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 entry shall consist of one buggy, one team, and one alternate team.
- 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 with 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 of 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 breaking 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 Chairperson. 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 the 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 pushers position on the course is determined by the pushers 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 years 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 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.

WRCT / RADIO CLUB

WRCT

You may not always listen to your campus radio station (WRCT 88.3 FM). But most everybody listens to us during carnival, and especially during the buggy races (hard to avoid it, isn't it?) We have exclusive broadcast rights to the event, and we don't take that responsibility lightly. No sir, we cover the races from start to finish, and even award the prestigious queen and king of hill one prizes. And if you like us during carnival, try us out during the rest of the year. We're the largest student organization, and play all kinds of music, host all kinds of dances and events, and broadcast all kinds of sports...including buggy.

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 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 88.3 fm
pittsburgh
a radio station.



MENS' HEAT SCHEDULE

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

WOMENS' HEAT SCHEDULE

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

WINNERS PAST

1921	Iota Sig Delta	4:38	1975	PiKA	2:19.3
1922	SAE	4:30	1976	PiKA	2:23.3
1923	Kap Sig		1977	PiKA	2:17.8
1924	Kap Sig		1978	Beta	2:20.0
1925	Kap Sig			PiKA	2:21.0
1926	PiKA	3:18.3		CIA	2:22.2
1927	Kap Sig	3:15.8	1979	Beta	2:18.4
1928	Kap Sig	3:04.4		PiKA	2:19.0
1929	Phi Kap	3:05.6		Sigma Nu	2:25.6
1930	Beta	2:57.5	1980	PiKA	2:15.4
1931	DTD	2:59		Beta	2:18.0
1932	Beta	2:54.8		CIA	2:18.7
1933	Beta	2:48.5	1981	CIA	2:10.5
1934	Kap Sig	2:49.7		Sigma Nu	2:14.2
1935	Beta	2:47.2		Beta	2:18.7
1936	Kap Sig	2:46.8	1982	Sigma Nu	2:10.79
1937	Results Unavailable			PiKA	2:13.53
1938	Kap Sig	2:43		CIA	2:16.5
1939	Kap Sig	2:44	1983	PiKA	2:09.0
1940	Kap Sig	2:53		Beta	2:10.0
1941	Kap Sig	2:55		Sigma Nu	2:11.0
1942	Results Unavailable		1984	PiKa	2:09.5
1943-45	No races - War years			Sigma Nu	2:09.96
1946	DTD	2:49		Beta	2:15.01
1947	DU		1985	Sigma Nu	2:10.09
1948	DTD	2:48		Beta	2:13.27
1949	DTD	2:42.5		Beta	2:15.93
1950	DTD	2:41.8	1986	PiKA	2:08.67
1951	DTD	2:41.6		Beta	2:09.16
1952	DTD	2:36		CIA	2:10.42
1953	ATO	2:30.55	1987	Spirit	2:11.35
1954	ATO	2:28.1		Beta	2:12.27
1955	ATO	2:26		PiKA	2:13.22
1956	ATO	2:25		PiKA	2:15.54
1957	ATO	2:25		CIA	2:15.62
1958	ATO	2:28.4		KDR	2:17.01
1959	PiKA	2:29.7	1988	Spirit	2:06.2
1960	ATO	2:34.5		PiKA	2:09.2
1961	ATO			Sigma Nu	2:11.4
1962	ATO	2:27.5		Spirit	2:13.7
1963	PiKA	2:34		PiKA	2:14.4
1964	BTP (default)	2:31.5		Beta	2:14.6
1965	BTP	2:28.7		Beta	2:14.9
1966	BTP	2:27.8		Theta Xi	2:18.9
1967	PiKA	2:24.8	1989	Spirit	2:06.576
1968	PiKA	2:20.9		Beta	2:10.239
1969	BTP	2:22.5		PiKA	2:12.082
1970	PiKA	2:28.5	1990	PiKA	2:07.053
1971	PiKA	2:26.4		Spirit	2:07.210
1972	Phi Kap	2:24.0		Sigma Nu	2:12.817
1973	Phi Kap	2:23.0			
1974	Sigma Nu	2:20.2			

1991 CREDITS

Sweepstakes Committee

Sweepstakes Chairperson Ray MIA Fratto
Assistant Chairperson Christie Johnson
Safety Chairperson Sabrina BMFIC Staley
Youngsters Alexis dePlanque
Joanne Nicklas
Matt Adler

Buggy Book Staph

Buggy Book Editors Dave Bulebush
Rob Fisher
Photo Editor Steve Auterman
Darkroom Adam Goldsmith

Cover Design R. J. Runas

Tales of Buggy Jack Kingsley (chairperson)
Rob Fisher (pusher)
Katie Culbertson (driver)
Dave Bulebush (mechanic)

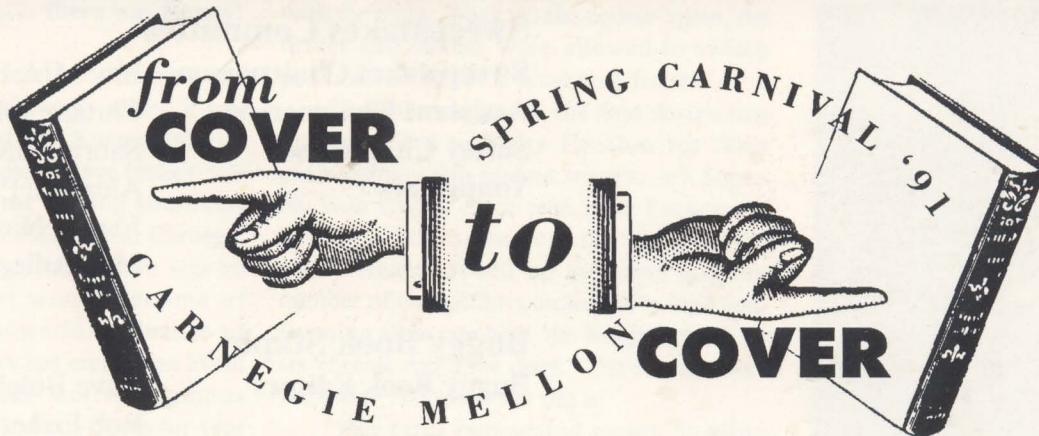
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The Thistle
Organizational Chairpeople
Sweepstakes Committee
Anne Witchner
Lisa Lipscomb
Campus Printing
God

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"a buggy, a broom, and a stop sign"-RRS

SPRING CARNIVAL 1991 SCHEDULE OF EVENTS



Thursday 18

Event	Time	Location (Rain Location)
Pre-sale of Ride Tickets	9am-noon	Info desk
Buggy Display & Design Competition	9am-3pm	Gym
Opening Ceremonies	4:30pm	Midway
Storyteller	4:30pm	Corner Stage
Steel City Stompers Band	4:30pm-6pm	Corner Stage
Midway and Rides Open	5pm	Midway
Kiltie Band	5pm-6:30pm	Tent
AB Movie: <i>The Muppet Movie</i>	6, 8, 10pm	DH 2210
CMU Jazz Band	6:30pm	Alumni Concert Hall
SDC Dance	7:30pm-close	Tent
Scotch 'n' Soda: <i>D'Artegan: a requiem</i>	8pm	Skibo Ballroom
<i>Dub Squad</i>	8pm-10pm	Corner Stage
Rides Close	11:30pm	Midway
Midway Closes	midnight	Midway

Friday 19

Preliminary Sweepstakes Races	8:00am	Tech & Frew Sts.
Airball	11am-3pm	Cut (Gym)
Midway and rides open	noon	Midway
Arts & Crafts Fair	noon-5pm	Cut (Skibo Lobby)
<i>Stinging Rain</i> band	1pm-3:30pm	Tent
<i>Mark Eddy Trio</i>	3:30pm-6pm	Corner Stage
CMU Jazz Choir	4pm-5pm	Tent
KGB Primal Scream Therapy	5:30pm	Mall
<i>Ed's Redeeming Qualities</i>	6:15pm	Tent
AB Movie: <i>Bugs Bunny Festival</i>	6,8,10,12	DH 2210
Scotch 'n' Soda: <i>D'Artegan: a requiem</i>	8pm	Skibo Ballroom
AB Coffeehouse: Dan Horn	8pm	Tent
Laser Show	10:30pm	Gesling Stadium (Gym)
Rides Close	11:30pm	Midway
Midway Closes	midnight	Midway

Saturday 20

Final Sweepstakes Races	8am	Tech & Frew St.
Midway and Rides Open	noon	Midway
Arts & Crafts Fair	noon-5pm	Cut (Skibo Lobby)
ΣAE-ΔΔΔ Jello-eating Contest	12:30pm-2pm	Tent
Shriner Clowns	12:30pm-5pm	Roaming Midway
A Phi O Charitable Chairs	1pm	Cut
<i>Dixieland Travelers</i>	1pm-3:30pm	Corner Stage
CMU Lacrosse vs. St. Vincent College	2pm	Gesling Stadium
Bingo	2pm-4pm	Tent
Airspazz Juggling Troupe	4pm-4:30pm	Corner Stage
Bafflo Bill	5pm-6pm	Corner Stage
AB Coffeehouse: <i>Blackfish</i>	5pm-7pm	Tent
SDC Movie: <i>Airplane!</i>	6,8,10,12	DH 2210
Scotch 'n' Soda: <i>D'Artegan: a requiem</i>	8pm	Skibo Ballroom
Comedian Marty Putz	7:30pm	Tent
Rides Close	9pm	Midway
Midway Closes	9:30pm	Midway
Closing Ceremonies	10pm	Cut

And On Sunday...

AB Concert: <i>The Ocean Blue & The Clarks</i>	2pm	Cut (Gym)
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