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A History...

What is Buggy?

Buggy is a Carnegie Mellon obsession. Students wake up before 5AM on weekends in order to see/study/mull over a vehicle some students spent the rest of the semester building. The buggy itself simply gets pushed up a hill, rolls down a hill, and gets pushed back up a hill. On May 19, 1920, the tradition began...

Carnegie Mellon University Students Race Homemade Buggies Around Campus During Spring Carnival Festivities

According to Gilbert "Gib" Heddaeus, vice-president of the 1920 Student Council, and a Delta Upsilon brother, Buggy was first called "Sweepstakes" and was a race between teams who maneuvered wheeled boxes on a road in front of CFA¹ which 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, and went through the chute until the pit stop. At the stop, the left rear wheel had to be switched with the right and the pusher and driver could change places.

By Spring Carnival 1921 (just one year later) the pit stop was eliminated and speed was already the dominant issue. The eighteen buggies lined up six abreast and three deep for the one heat of the race...

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.

The carnage was fantastic according to one spectator who commented, "Powerful two-seated racers hurtling thought the air, taking corners at death defying speeds. The sound of steel and splintering glass as well as spectators' gasps above all the sweet music of the agonized cries of the wounded and dying ... Can you ask for more?" Though there were two other incredible crashes that second year of competition, safety was not to become regulated for another thirty years.

By 1928, there were five pushers, different heats, and the course was as it is now (Frew Street had been extended from Porter Hall to the Gym). It was on this course in 1934 when 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 accidently let loose on the course and ATO went out of control, going into the park. In 1946 PiKA crowded Kappa Sigma and drove their silver beetle into a pedestrian... The absence of brakes was beginning to pose quite a safety problem.

In the fifties, buggies were required to have brakes and pass a series of safety tests. However, a PiKA buggy still managed to hit a spectator in 1953 and a pusher in 1956. Unfortunately for the Safety Chairperson, accidents tend to be the more exciting part of buggy.

So buggy, though esoteric, offers spectators a chance to cheer friends on and to witness a truly unique event. It is a race for which students often get to take a Dean's vacation, get no sleep, and generally lose their minds (if not a few years off of their lives from inhaling their buggy room chemicals). While Buggy may end at the finish line on raceday, it is a race that begins months, or even years, before the starting gun goes off.

¹ Today, Sweepstakes refers to the student committee which coordinates the races and oversees the organizations' activities related to Buggy. Also the official term for the racing of buggies during Spring Carnival.

Common Buggy Terms:

- buggy (n):** A three (or more) wheeled vehicle built, maintained, operated, pushed, and driven by CMU students throughout the year in preparation for the races on the first two days of Spring Carnival.
- Buggy Chairman(n):** The person in charge of an organization's buggy program.
- buggy team (n):** A driver (usually a light, short female willing to put life and limb in jeopardy to pilot a buggy around a course), five pushers, and a buggy.
- "bump and run"(v):** The act of shoving a buggy and then catching up to it (most often used by Hill 5 pushers).
- capability test(n):** Held on the sidewalk between Baker and Doherty Halls, this test checks the braking system and vision of each buggy. The buggy must be able to stop within 35 feet after traveling at a speed greater than 15 mph.
- catcher(n):** A person who waits at the finish line to "catch" his/her organization's buggy in order to help it stop.
- chute(n):** The tight right hand turn halfway through the course at the end of Schenley Drive.
- the driveway(n):** The entrance to the Scaiffe Hall/Hammerschlag Hall parking lots. Buggies that only "roll the driveway" are usually ready for the garbage dump.
- drop test (n):** A 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.
- duct tape(n):** Silver or gray colored tape which, though not considered structural, holds various parts of the buggy together.
- 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 Sportscaster.
- the plug(n):** The fire hydrant on Hill 3 (Frew St) just beyond the ninth window on Porter Hall. (The nine Porter Hall windows measure the performance of a buggy's roll-out). If your buggy can roll the plug, chances are other organizations will start spying on you to see what you are doing right.
- 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.
- spin-out(v):** What happens to a buggy when its tires lose traction while going through the Chute. This generally causes the driver to lose control of the buggy.

Sweepstakes Chair

Who is Buggy?

Sweepstakes Chairperson: Organizes and Supervises all Sweepstakes activities which include races, freeroll practices, and push practices.

Sweepstakes is a queer thing

I'm not sure what my job as Sweepstakes Chair really is. And I am still not sure why I do it. Regardless of how hard you try somebody is always dissatisfied. It is always cold and generally rainy. And nobody ever says thank you. But, despite everything, Buggy has definitely proven to be my most memorable college experience. I've learned a lot about myself and about other people. The chairmen are the most dedicated and obsessive group of people I have ever met and it has been a pleasure to work with them. Every weekend promises some new challenge. Plus there is always the free sweatshirt.

Sweepstakes has been relatively quiet this year. Bad weather has kept us home most weekends but things have gone well when we managed to squeeze a few rolls in. Of course there are always the expected problems, drunk sweepers, too many police, three feet of snow, and off-roading buggies (ask PiLam). Raceday is around the corner, and it promises to be an exciting if somewhat unpredictable competition.

I want first to thank Anne Witchner for her unwavering support of me and of Sweepstakes. Without her, Sweepstakes would be impossible. I want to also thank Marcia Gerwig for her hard work and for getting permits over insurmountable odds. And I want to thank all the people from Student Activities, Security, Radio Club, and EMS who make the competition possible.

Most of all I want to thank the committee: Matt Adler, Chris Stengel, Jeff Nystrom, Rhonda Struminger, and Kit Wong. As eclectic a group I've ever found, it is the Sweepstakes Committee who make being the Chairman worthwhile. Everybody has done a fantastic job and has a lot to be proud of. You guys are great.

As far as I know, we are the first return Sweepstakes Committee since 1972. I'm not sure if this is an honor or an indication of mental instability. Many people were surprised that I was willing to subject myself to the responsibility again. But sweepstakes has turned out to be better the second time around. Of course, after last year, I thought I was completely prepared for anything that could happen this year. Yet, somehow, the organizations and the weather have managed to keep the surprises coming.

Being the sweepstakes chairman is an experience that is only truly understood by those who have lived through it.

*So this is excellence: movement
towards the barely possible -
the puma's dream.*

Alexis dePlanque, Sweepstakes Chairman II



Assistant Chair

Who is Buggy?

Assistant Sweepstakes Chair: Assists the Sweepstakes Chair.

The day is Saturday.

The time is 5:00 am.

The weather is cold, as always. Dark clouds loom overhead, threatening the rain that could destroy organizations' hopes of qualifying for raceday. Sweepers, drowsy and fuzzy from lack of sleep and whatever the previous night's activities held, sluggishly push their brooms along the course. Flaggers, numb and shivering, take their positions at the entrance points along the course, and prepare themselves to deal with the angry motorists who want to get through. Drivers are shivering inside of their unheated buggy cocoons, waiting for their turn at the drop test. Sleepless chairmen scuttle to prepare their buggies for freerolls. Pushers begin to stretch for the morning's duress.

In a couple of hours, the sweepers will be long since gone, sleeping peacefully in their beds. The flaggers will still be at their posts, shivering. The drivers will be flying through the chute at speeds near 40mph. The chairmen will still be scuttling — now trying to get their buggy teams ready for their turn in the roll order. The pushers will be exerting themselves beyond known limits, sprinting, pushing, sweating, spitting, and sometimes worse. Madness.

This is why I am involved with buggy. Not to take part in it, but to observe it from a remote location--Assistant Chairperson. While sweepers are groaning, flaggers are shivering, drivers are flying, chairmen are scuttling, and pushers are dying, I am standing. Bundled in 20 layers of clothing with a huge mug of coffee and a doughnut. Madness.

My job is simply defined: make sure freerolls go smoothly and help the chair. But there is much more involved. Capability tests, push practice on weeknights, and the unwritten responsibilities: 6am quarters with Sigma Nu when rolls are cancelled, playing "Bottle!" and vomitroning with Phi Kap, and jumping around in KDR's swimming pool with boxer shorts on my head, to name a few.

There's a certain cult-like mentality involved with buggy, and only from an observer's location can one feel safe from the siren-like cries that call susceptible CMU minds to this:

Madness.

CHRISTOPHER RYAN STENDEL
ASSISTANT CHAIRMAN, 1992-1993



Safety Chair

Who is Buggy?

Safety Chairperson: The person who is in charge of inspecting all the buggies before they roll to insure the drivers' safety and that each buggy is in compliance with the safety rules and regulations; conducts driver education programs and generally pesters the chairpeople like a mosquito.

Occasionally, an organization will attempt to pass some bizarre new kind of buggy by Safety. I'm still waiting for someone to come out with the first superconducting buggy which rides on a cushion of air one millionth of an inch thick. (As I see it, they could install magnets under the course when the city repaves the roads through the park). I'm also still waiting for the first vertical buggy, in which the driver actually stands inside a protective shell to roll. I hear a few organizations are working on this one for next year. Given current materials/duct-tape technology, the possibilities are essentially infinite.



As we all know, Buggy represents the finest, most distinguished collection of minds and talent that Carnegie Mellon has to offer. And what a sight this collection is at five o'clock on a Saturday morning, waiting for the roads to dry. We sustain ourselves on cream-filled donuts and coffee. Dirty fingernails, unshaven faces, unshaven legs, that pasty hung-over feeling, and flannel shirts which retain their shape when not in use prevail. There cannot be a more glorious sight than watching some tired mechanic run toward the drop line, computer printouts with complex aerodynamic data, and Physics I assignments trailing in the wind, pushing a buggy and trying to pop-rivet his pants button closed.

Once freerolls begin, there are always those few, treasured moments which unceasingly inspire me. Every heart skips a beat as the buggy is first released. Then skips another when a wheel cover falls off, another when a bolt falls out of somewhere within the buggy, two more when an oblivious jogger meanders onto the course directly into the buggy's path, and even more when an unintended pass test occurs moments before the chute. And what chairperson hasn't experienced the wonders of cardiovascular resuscitation by a concerned EMS technician as the same buggy crosses the finish line an eternal moment later? Just when I start to think that I might have seen everything, an organization will ask me for a cape test or safety and my faith and excitement with buggy is renewed, (like the amazed, incredulous feeling you get when you find out there's another Gilligan's Island episode you've never seen).

With the proper combination of experience and skill, dedication and temerity, eventually a person will reach the state of Zen Driver. These drivers are the ones who navigate by smell. They are one with the chute. They tell me things like, "Yeah, well, I hit a bump and my goggles went all crooked so I couldn't see. But I knew where I was and just decided to go for it...why are you making that funny face?"

Chairpeople, mechanics, organizational members: YOU ARE TWISTED! Of course, I don't mean that in a *bad* way. You guys make buggy a real blast. To all the drivers, psychotic and sane, you're the greatest and best of luck. I pray for you.

I would like to thank Anne Witchner, Marcia Gerwig, the Safety Committee, Kit Wong, Rhonda Struminger, and Chris Stengel — my support crew. Thanks to Jeff Nystrom for his words of wisdom (for example, the art of nonchalantly dismissing chairpeople in their periodic moments of irrationality) and Alexis, without whom the past two years of buggy would not have happened.

Matt Adler
Safety Chairperson '91 - '93

Design Chair

Who is Buggy?

Design Chair: Co-ordinates the Buggy Design Competition and orders donuts.

Why are these people staring at me with blank faces? They're obsessed with buggy and who the hell am I? I'm a late comer, an administrator, an unknown ... I'm the Buggy Design Chairperson at my first Monday night Sweepstakes meeting.

The last thing the "buggy smitten" think about is aesthetics. Speed — how to get the buggies to go as fast as possible — tends to dominate the buggy mechanics' minds. So, should I start discussing paint jobs, I become an idiot and should go hide in the corner of the meeting room. However, paint is actually the last item of interest for the Buggy Design judges (and for me for that matter).

The judges grade a buggy in terms of its chassis (its body or main supporting element), its steering system, its suspension (whatever item connects the buggy to the ground ... such as its wheels), driver occupancy and safety elements (vision, protection, handling, and comfort factors) and then, LASTLY, the overall craftsmanship and appearance of the buggy. The judges do have a clue...

The 1993 Design Competition judges: Paul Fischbeck of Social and Decision Sciences, David Lamont of GSIA, Dr. Thompson of Materials Science and Engineering, Professor Joe Ballay of Design and Professor John Wiss of the Mechanical Engineering Department are experienced and competent judges. They should make the 1993 Competition as competitive and challenging as ever for the mechanics explaining the buggies to them.

The Design Competition is held each year on the day before the preliminary races are scheduled, and is composed of two simultaneous events: the private judging and the public display of organizations' buggies scheduled to race the following day. This year, approximately 16 buggies from 18 organizations will be judged for design and 55 buggies will be on display.*

Not all organizations have their buggies judged in Design. Though the trustworthy judges know to keep to themselves, organizations are wary of secrets being given away so they choose not to participate. Too bad, they could learn a few things and could walk away from Sweepstakes with every award possible! (No small feat!)

I want to thank the Sweepstakes Committee (Alexis, Matt, Chris, and Kit), Madler, Ryan, TML, the judges, the chairpeople, the drivers, the mechanics, the pushers, Keegan, Susan, Barbara, Harriet, Katie, Sue Z., Mom, Dad, the birds and the bees, coffee, and Student Activities; they have all been excellent (even Chris) throughout this semester... when else would I ever be able to thank them?

Have a great Carnival!
Rhonda Struminger, *Buggy Design Competition Chair*
& *Buggy Book Co-Chair*

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



TALES

Why Buggy?



DTD, Spirit, Fringe, and Pika on raceday 1992!

Chairman's Tale

Why Buggy?

A buggy chairman is just the poor fool who has to answer all the questions.

A small sample:

What's the weather going to be like this weekend?
When is the new buggy going to be ready?
Why do I have to sweep?
Isn't 4:30 a little early?
Did you order more lexan?
Isn't it too cold to roll?
What's that smell?
Does that stuff cause cancer?
What time does Sears close?
How fast did you guys roll this weekend?
Is there a person in there?
Which buggy is that anyway?
Can I push another hill?
Why don't we have push practice later?
Who's going to win?
Isn't that guy a little old to be doing buggy?
Why don't we use those kind of tires?
Should we be scared of Howard?

How come the times are so slow?
How many more hills?
Can we afford steroids for the pushers?
Is Joel crazy?
Did you see Pika's new buggy?
Why does Spirit cover their wheels like that?
Where are all the wrenches?
Why isn't the drill working?
Why can't we just buy a new welder?
Is your push team any good?
What are you naming the new buggy?
Are you guys on crack?
Who's A-team?
When was the last time you slept?
Can we be in your heat?
Why do we have to walk the course again?
Do you think it will rain on race day?
Where's the champagne?

They expect you to know everything but the only question you really want to answer is:

How did you guys do?
First Place, Baby.



Mechanic's Tale

Why Buggy?

They say that sleep is for Pitt students, and right now I'm inclined to believe them. It's 2:00 a.m., I'm still awake, and it doesn't look like I'll get a chance to rest until after rolls. There's still so many things left to do, but first.....check the Weather channel.

It's 3:30.....Does anyone still deliver ??? I look at the pile of parts strewn in front of me and wonder....What did she say was wrong with this ?? More tinkering, even more frustration, and the grand realization that drops start in a few minutes. I'll have to finish in the tent.

The drivers arrive just as the last nut is tightened. They get dressed, climb in, and ask if I've slept after commenting on how awful I look. No time to laugh. Brake adjustment.....OK, ready....BRAKE!!! @#%^^&*@!!!! Not good enough. I yell at others to take the other buggies for the drop test. They return, and I'm still working feverishly. The chairman enters the tent and informs me that there are 5 minutes of drops left, and to get it done. My hands work quickly. I'm so focused on my goal that I don't notice I cut myself. There...done!!! We carry the buggy out of the tent and sprint to the drop line just in time. This is the only shot we'll get.....ready.....BRAKE!! It worked! We pick the buggy up again, sprint back to the tent, take her out and go on the course walk.

We're in the hole!! I'm trying not to panic. My heart is beating fast, and my hands are moving faster.

We're on deck!! Damn, this is going to be close.

We're up!! Done! Quickly we carry the buggy out, I push it to the top of hill 2, set it up, and let it fly. Now, I'm helpless. Terrible thoughts race through my head as I wonder.....Will the driver make it?? I stand at the finish line and pray. I'm able to breath a sigh of relief when I see my pusher sprinting up hill 5. I can hear the driver screaming for the pusher to go faster. I catch the buggy and ask the driver how it went as I steer the buggy toward the tent. I interpret the enthusiastic scream to mean she had fun. I'd give almost anything to be able to shrink, so that I might drive my own creation.

Between rolls, I get to look at other organizations and ponder the mysteries of the Universe:

- What is that shell made of ??
- Are they dropping an extra wheel ??
- What are those wheels made of ??

Rolls end, we pack up and leave. Now I can sleep for a couple of hours. Being a mechanic is frustrating and time consuming, but I wouldn't trade it for the world.



Driver's Tale

Buggy Driver: A small, light (usually female) student willing to put life and limb in jeopardy to pilot a buggy around a course.

When I first decided to drive buggy, my organization was lucky if they saw me at the end of freerolls around 8:30. Unfortunately, my alarm and the phone ringing at 4:30 in the morning just wasn't enough to get me out there. Although I wanted to drive, I couldn't drive the course without walking the course in the morning, and therefore my buggy career was off to a slow start.

It's funny, I don't even need an alarm anymore. I wake up by myself now because I'm so excited to get out there. It seems ridiculous, waking up at 4:30 in the morning, freezing myself nearly to death because 4 layers of clothing just isn't enough, getting in the buggy for the brake test, walking around the entire course, and then waiting around just to roll down the hill a couple times. I know it sounds crazy, but it's so exciting.

Short people are so lucky at this school. No one else will ever know the feeling of driving around the course with your face practically on the ground, and making that crucial turn in the chute. There's nothing like it. And there's nothing like the butterflies in your stomach on raceday when you have to drive with other teams and hope that you can drive around them!

Driving a buggy early in the morning on the weekends, and late at night for push practices may seem like a ridiculous commitment, but the action is where the driver is, and it's the most exciting thing I've done here at CMU. I love being short!



Pusher's Tale

Why Buggy?

Sometimes when I study a lot and work is becoming a real hassle, I'm glad I have a place to be at 1:30 in the morning to kill some time (yeah right). I get out there, in the darkness, and watch the little pen light on the buggy roll up the hill, approaching me. The transition is tricky and if the shove is good I'll give the buggy a push before it slows down at all. Ideally there will be continuous flow and an amazing finish. In my organization the support is good and in order for everyone to get some practice I may only push the buggy a couple times in one night. But this is okay because regardless, very little can truly prepare you for the raceday experience.

Freeroll mornings are another real treat (more sarcasm). Seriously, though, I like to come out a little bit early. I hang out with my organization, tapping into the energy which surrounds the buggy course. I can feel the intensity increasing with every passing week. At 7:30 the air is cold and crisp. The exertion of pushing a buggy feels good and the competition is pretty exciting.

The reason why hundreds of people dedicate so much effort to buggy is because in their heart everyone feels like they are the ones who will win. They are the team which will be first to every transition and first across the finish line (with a hand grasping the push bar, of course). At Carnegie Mellon we aren't satisfied with conventional sports competitions. We have to find our own sport - something elaborate and different.

In all honesty, I must confess that I don't understand much about what makes one buggy better than another. I can sure tell when I'm pushing a good one though. The better buggies feel like an extension of my arm.

In the mornings, especially lately, the mechanics get very worked up and buzz around the buggy like bees. I guess our team owes a lot to the little things which the mechanics do to shave seconds off our time here and there. Fundamentally, however, I see buggy as a synthesis of man and machine. One aspect is not more important than another. The wheels sure won't go anywhere without me.

I'm anxiously awaiting raceday. I've been training for weeks now. I have been bugged by miserable Pittsburgh weather and pleased with the performance of my team, which is improving. Come Friday morning I'll be racing against two other pushers and, like them, my intensity will be at its peak.

Only one push team will experience the sweet taste of victory so I wish my team, my organization, and my competitors good luck.

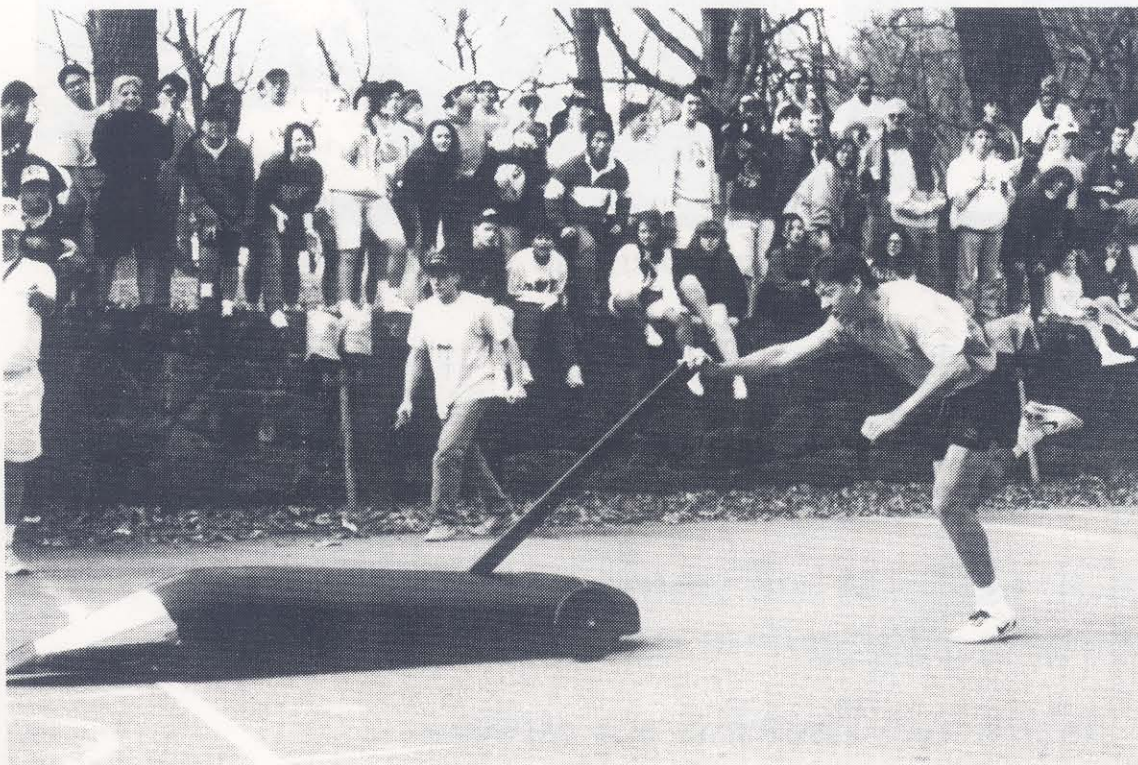


ORGANIZATIONS

Who is Buggy?



SDC, Σ N, and PiKA pose, flag, and push their way through the buggy experience, while Alexis keeps the flaggers in line at the top of Hill 2.



ASA

Asian Students Association

We would just like to thank all the organizations that were so willing to help us out this year. Special thanks goes to Dorian and Roy from Alpha Tau Omega. Since we acquired a buggy so close to raceday, we might not get enough practice rolls for the season, but you can count on us being ready for next year's races.

Chairman:

Hendrik J. Kiamzon ('93)

Driver:

Thomasina Choi ('93)

Buggy:

Spring Roll ('93)

Mechanics:

Brandon Chin
Hendrik Kiamzon

Pushers:

Kin Lee
Brian Lee
Mike Viola
Gin Chao
Dave Lee
Phil Lee
Howard Han
John Kwak
Gary Liu
Jason Huang
Jae Sim
Charles Han
Rich Ting
Johnny Chen
Kenny Eng
Cuong Quash
Ray Ferrer

Support:

Grace Noh
Peter Ng
Esther Chang
Somi Lee
Ann Youm
Dave Dye
Rick Crotty
Elliot (Animal)

BΘΠ

Beta Theta Pi

"At the limit, there is a single phylogenetic lineage, a single machinic phylum, ideally continuous: the flow of matter-movement, the flow of matter in continuous variation, conveying singularities and traits of expression. This operative and expressive flow is as much artificial as natural: it is like the unity of human beings and Nature."
-Deleuze & Guattari

Chairman:

Joel Rubano

Buggies:

Evenflow '93
Undertaker '91
Mercury '89

Mechanics:

Kevin Keir
Todd Jerry
Chris Kovscek
John Clark
Jon Hutchison

Drivers:

Wendy Beitsinger
Phuong Tran
Jessica Fang

Support:

Ek-ern
T.C.
Sheffer
Knutson
Halvaksz
H. Crackis
Rpeter
Blue

Sweet Lou
Hill 6
Edna
The Chief
Lee
GoodGuy
Myers
Madler

Spuds
Yen's Gourmet
Uwe
Wolfman
Woody
BobO
Jim's Dad
(G)race

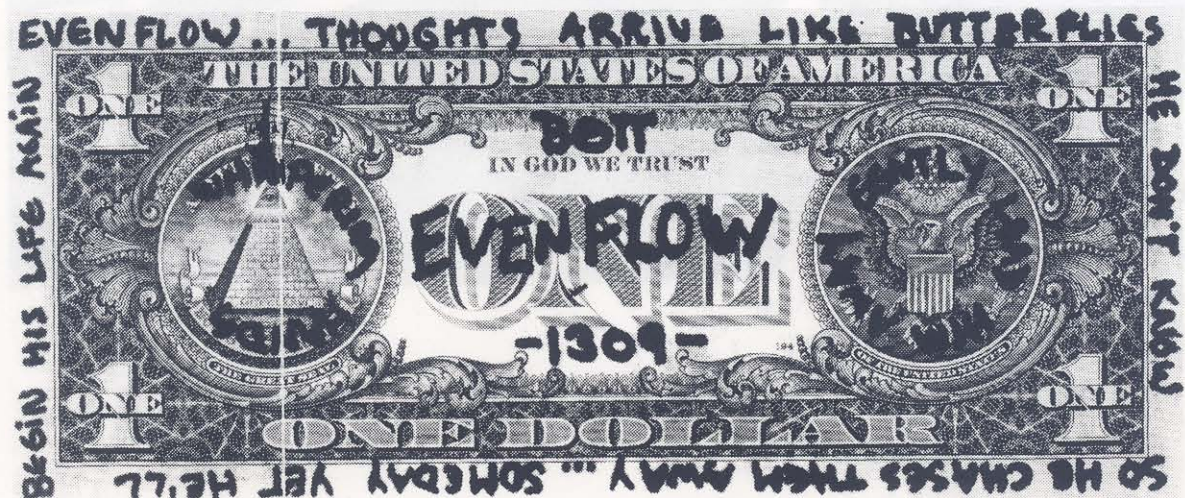
Jerboa
Diet Coke
Oreo Man
Mike Patton
Eddie Vedder
Bull
...Y

Pushers:

Andy Helms
Jeff Gregor
Ron Zmich
Deron Haley
Jarrod Siket

Scott Peters
Lee Anton
R.J. Morrow
Aaron Neal
Avi Barat

Joe Ferris
Jeff Czajkowski
Mike Monaco
Mike Dudkowski
Pete Rheel



CIA

Carnegie Involvement Association

CIA has traditionally had fast buggies, and Conquest promises to be the fastest of them all! With a dedicated team of pushers, mechanics, and drivers, we are confident of success this year. As always, the best parts of buggy in CIA are the friendships and memories...And the post-raceday party!

Chairman:

Jeff McMahill ('94)

Drivers:

Karen Yun ('95)
Connie Wai ('93)

Buggies:

Conquest ('92)
Eclipse ('91)
Stealth ('86)
Spectre ('84)

Support:

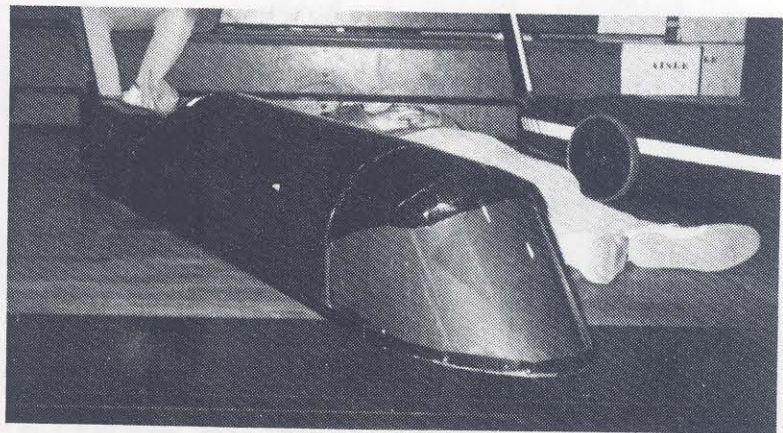
Jeff Brown
Tracee Imai
Matt Bamberger

Mechanics:

Scott Boehmke ('93)
Scott Powell ('94)
Jeff McMahill ('94)
Nate Peters ('96)

Pushers:

Phil Sherwood ('93), Captain
Cheryl Mendenhall ('95)
Jeff McMahill ('94)
Mandana Varizi ('95)
Jim Albert ('95)
Connie Wai ('93)
Craig Feeck ('93)
Mary Tao ('95)
Paul Chan
Melanie Vaccari
Mare DosSantos
Rebecca Lott
Ulysess Wu



ΔΤΔ

Delta Tau Delta

Chairmen:

David Berwick
Carl Ramey

Buggies:

DARKSTAR(1993) ICCULUS (1993)
PERCEPTION (1990)

Drivers:

Stephanie St. Clair
Sara Agrest
Audrey Hwang

Pushers:

•Men's Team

Adam Farmerie (Co-Captain)
Sean Sciara (Co-Captain)
Jason Carlson
Sean Derrington
Joe Kaps
Ken Lambert
Brian McGinley
Tom Palmer
Kevin Reusch
Eric Rosemann
Jim Shih
Engels Tang
Don Taylor

•Women's Team

Lillian Ellias (Captain)
Jesse Cutting
Lisa D'Andrea
Lorreta Dawson
Nicole Dussault
Sara Hamilton
Beth Gariano
Jamie Lipsky
Jennifer New
Vrushali Ranadive
Trupti Patel
Amy Wright

Special Thanks:

Taylor Libby

Support:

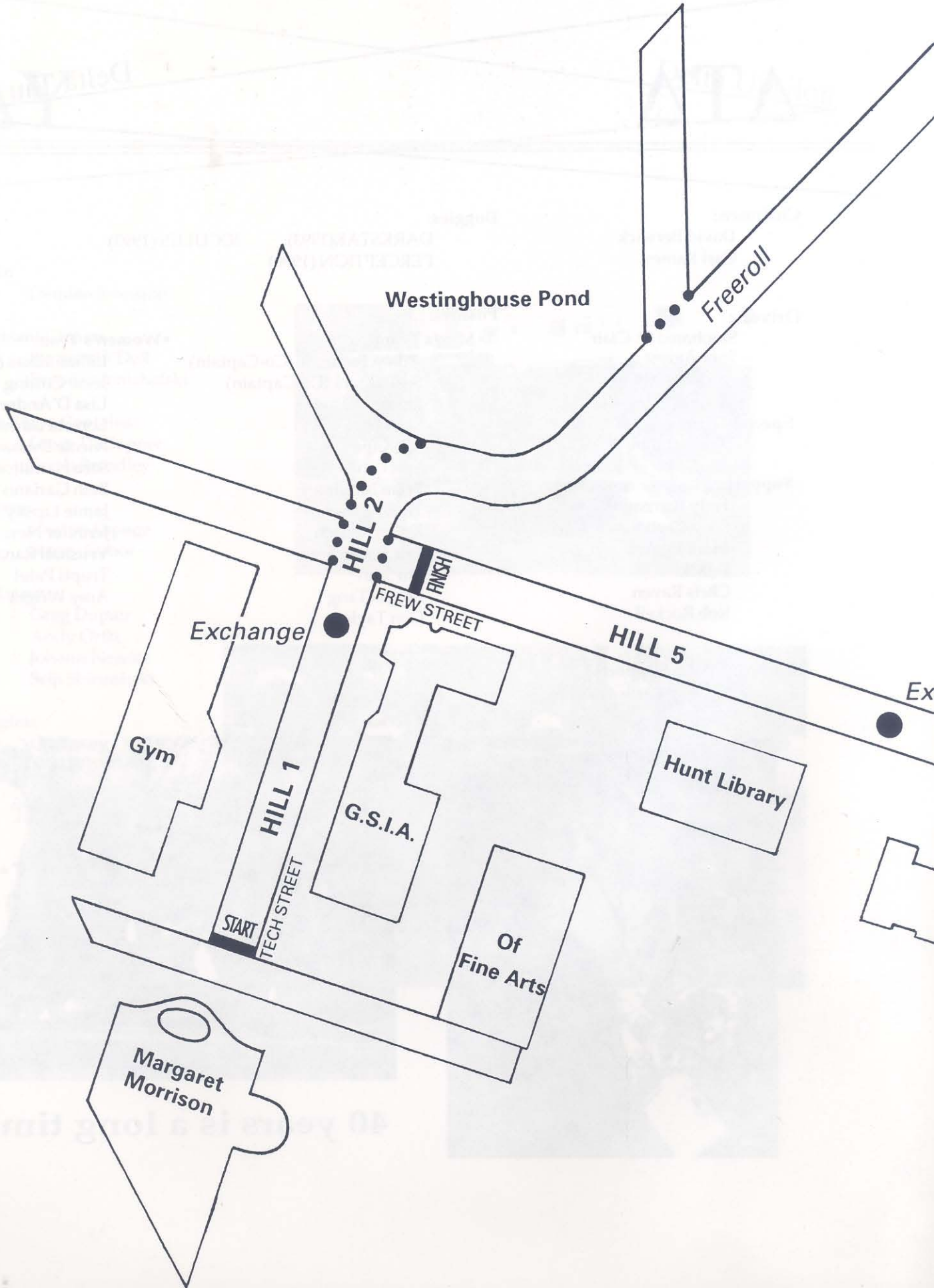
Fady Barmada
Scott Cochenour
Mark Eggert
P-Jack
Chris Raven
Rob Rockell

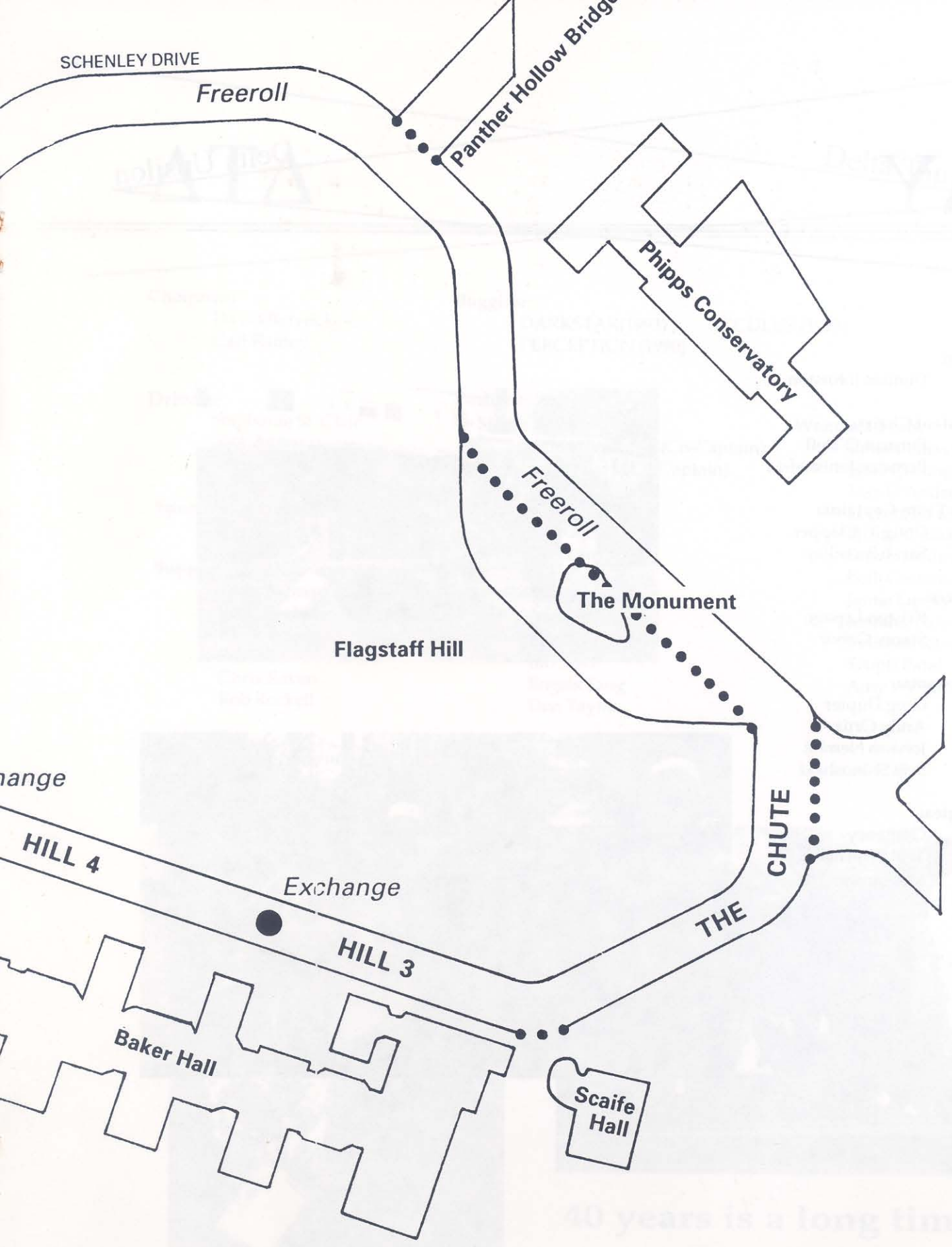
Technical Non-Support:

Chris O'Keefe



40 years is a long time





SCHENLEY DRIVE

Freeroll

Panther Hollow Bridge

Phipps Conservatory

Freeroll

The Monument

Flagstaff Hill

Exchange

HILL 4

Exchange

HILL 3

Baker Hall

Scaife Hall

THE CHUTE

40 years is a long time

ΔY

Delta Upsilon

Chair:

Demian Johnston

Assistant Chairs:

Furman O'Dell
Brendan Janishefski

Push Team Captains:

Craig T. Clapper
Sarah Broadley

Drivers:

Kristen Lepage
Stacey Gabor

Assistants:

Greg Dupier
Andy Ortiz
Johann Nemitz
Seiji Shinoshaki

Buggies:

Garganey
Teal Whistler
Merganser



FRINGE

FRINGE

"Talent and Determination Breed Success"

Some thought that this would be a rebuilding year for *FRINGE* buggy, but that is not the way that we at *FRINGE* approach Sweepstakes. We have a bunch of new faces this year, and we are hungry for success. As our four Barf Chart entries will attest, more pushups have been done, more sprints have been run, and more stairs have been climbed than ever before. And as always, our scrappy drivers will be leading the way as *FRINGE* tears up the course.

Our buggies are refined and primed to go, thanks to those long buggy room work sessions and the enthusiasm of our new mechanics. Our pushers are in peak physical condition and psyched for their shot at glory. Being on the cutting edge of technology and athletic performance is the obsessive disease that drives us all.

BUMPZOID RIDES FOREVER

Chairperson:

Bruce Pollock '94

Buggies:

Genuine Risk '92
Barrier '86
Junior '89
Lunatic '87

Right Hand: Matt Beck

Left Hand: Todd Symonds

Mechanics:

Jon Moore
Jeremy Szteiter
Kris McQueen
Azmeer Salleh

Drivers:

Georgina Koon
Jackie Voellinger
Lisa Wilson

Support:

Suzanne Giguere '93
Julie Reker '93
Mark Hillier '97
Cesar Sanchez '93
Susan Nurge '94
Jody Schurman '95
Pat McKiernan '95
Chris Williams '93
Kristi Rodgers '95
Archie Wood '97

Pushers:

Matt Beck (Captain)
Stefan Grgurevich (Asst. Captain)
Anne Dalpiaz
Susan Nurge
Heller Keck
Julie Reker
Nancy King
Denise Soutanian
Karen Knepper
Jackie Voellinger
Jen Mack
Lisa Wilson
Dana Moudry
Dave 'Weasel' Lionetti

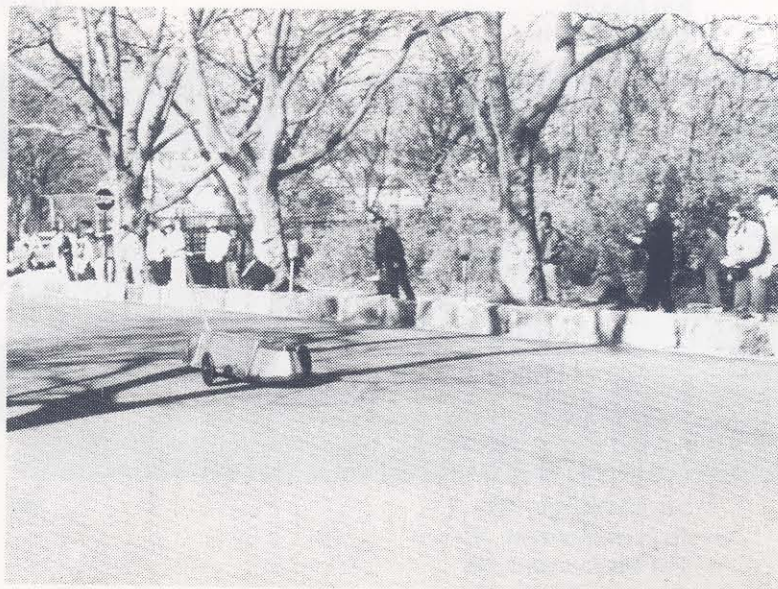
Phil Beck
Phil Lisotta
Jules Bergmann
Jon Moore
Sean Canavan
Brian O'Connor
Art Flores
Sean Pempel
Todd Symonds
Dan 'the Man' Lee
Larry Toscano



Promiscuous ... Fast and loose in '93

The Goon Squad:

Mike Boyer
 John Burns
 Marc Colosimo
 Chris Desrocher
 Eugene Feinberg
 Mark Fischer
 Bob Kay
 Bill Kernick
 Carl Klemmer
 Tom Lee
 Nick Lewis
 Erik Selberg
 Hamilton Slye
 Scott Starkin
 Ray Tseng
 Matt Washington
 Steve Maliszewski
 Mel Gower
 Ed Hirtzel
 Jay Lee
 Kevin Anderson
 Josh Linder
 Brendan McFeely
 Colleen Cosgrove
 Heather Farley
 Lori Hey
 Pam Klepal
 John Yaya



Buggies:

Promiscuous ('93)
 Prometheus ('90)
 Phoenix ('86)

Drivers:

Linda Lombardi
 Cheri Rogers
 Tina Urso

KAPPA SIGMA[®]



Cliqueish and exclusionary...

so secret, even *we* don't know why it moves...

after retiring, Minuteman, The Lonely Guy, RDT and Recycler, (all together now) a New Day Dawns...

Memphis Belle uses borrowed (B-17) technology to achieve what no Kappa Sig program has before...

now, we take all our orders from Baccus.

schadenfreude \ˈschad-en-froid-e\ n: enjoyment obtained from others troubles.

meathead \ˈmet-hed\ n: a person who you have no idea what he is capable of pulling straight out his a—.

... IT'S TIME TO DRINK AND REDEFINE ...

Chairperson:

Russell Elkin

Buggies:

Schadenfreude (1993)
 Secretariat (1990)
 Centennial (1989)
 Duke (1987)

Chauffers:

Hugues Paul Frantz Steinier
 William Thomas Biedenbach III
 Edward Briscoe Rodgers
 Richard Harms
 Brett Fontaine
 David Blankley
 Eric "Joe" Helmsen

Support:

Michael "Stew" O'Connor
 Vincent "Blum" Belfoure
 Roy "Shut-Up" Sandberg
 Matt "Waldo" Willard
 Ari " " Telisman
 Ed "I'm not Fat" Pyo
 Jack Kingsley
 Kurt Larson
 Karl "Anal" Jonson
 Greg "N.B." Sanchez
 Brad "Ford" Probert
 Jason "First Mate" Brown
 Kerem "G" Metin
 Sam "Danny" Hwang
 P.O.D.
 James B. Beam
 Mel Brooks

Drivers:

Chandra Theesfeld
 Ellen LaLumere
 Stefanie Jennifer Zikos
 Lucy Kohr

Pushers:

Jude Dozer (Captain)	Matt Charlsworth
Vince Belfoure	Brett Fontaine
John Borger	Kerem Metin
Allan Bourdius	Nancy Atkinson
Coates Carter	Shannon D. Hayes
Jim Damato	Khalil Muri
Rich Harms	Fred Sabb
Karl Jonson	Sundaram Niranjana
William Nozah	Bret Kresak
Steve Lightfoot	Bernadette Baloyet
Mike O'Connor	Emma Gosden
Bob Sturm	Lucy Kohr
Mike Delacruz	Kristi Shea
Christy Foster	Tara Phillips
Julie Chiu	Jeri Wightman
Lynn Simons	Dani David
Jenni Bourque	Marni Borek
Sandrine Danielson	



Pi Kappa Alpha has been a top contender since the late 1940's boasting 43 top three finishes in the past 47 years. The key to our success stems from our commitment to Sweepstakes and our ability to work well as a team. We may have to work a little harder, train a little longer, and sleep a little less than some, but it all contributes to the fuel that allows us, as ordinary people, to attain these extraordinary results.

In the recent past however, the greatest mistake for us was not that our aim was too high and we missed it, but that our aim was too low and we reached it. Those of us who were here in 1990 remember what it was like to taste the sweetness of victory, and we would like nothing more than to share that feeling with younger members one more time. Hopefully, our efforts this year will enable us to do so.



Chairmen:

Jack DiPiazza '93
Ted Yip '93

Buggies:

Raceday 1 (1993)
"JED" (1992)
Desperado (1990)
Renegade (1991)
Predator (1988)

Drivers:

Rachel Bourne '94
Kristin Miljus '95
Terry Lacuesta '96
Laura McClure '96
Aimee Sealton '96

Mechanics:

Satoru Yamaguchi '93
Chris Walker '92-'93
Andy Bordick '94
Rossos Kladakis '94
Chris Frye '94
Brandon Foy '95
Cheerio Iida '95
Eric Peck

Pushers:

Rich Newman '94 - Men's PTC
Sonya Chmielnicki '93 - Women's PTC

Bill Adams '93
Ben Bell '94
Bob Bruce '93
Mark D'Costa '94
Dave Ewald '94
Rick Hall '93
Brent Jones '93
Chris Lampone '93
Brian Cathcart '94
Dan Schmitt '94

Jason Caldiera '95
John Donachy '95
Brandon Foy '95
Jake Hall '95
Cheerio Iida '95
Dave Kwon '95
Jason Proch '95
Jeff Smith '95
Rob Gannon '96
Greg Paul '96

Chris Rotelli '96
Martin Salas '96
Mike Sanders '96
Adam Snyder '96
Chris Tomforde '96
Geoff Waller '96
Steve Verbosky '96
Tracy Howard '93
Diantha Korzun '94
Julie Paul '95

Anh Nguyen '94
Jessica Stricker '94
Rachel Weiss '94
Kathi Watson '94
Christina Isaly '95
Maria Casella '95
Bridget Caster '95
Lara Whitt '95
Nicole Poisson '95

PiLam's Buggy Program has come far in the past few years. From their beginnings two years ago using lawn mower wheels, they have made great strides. Hopefully, last years dramatic finish will be outdone this year by an enhanced Legend and a powerful push-team. Though they have not brought a new buggy out in some time, great things are expected of this organization.

Chairman:

Patrick Coburn

Driver:

Melissa Ruffo

Mechanics:

Harry Karatossos
Steve Luce

Pushers:

Jeon Rezvani
Brad Lawrence
Tyson Blackman
Richard Marino
Brett Reid



Pioneers

Pioneers

Pioneers is a co-ed social organization committed to having fun. Although we have only been competing in sweepstakes for six years, we pride ourselves in our constant improvement. With the dedicated work of this year's push team, mechanics, and support crew, plus the addition of our new buggy Hyperion we plan on having our best finishes ever. Look for us on raceday!

Chairman:

Rick Crotty

Assistant Chairmen:

Will Gaffey
Mike Muller

Buggies:

Hyperion (1993)
Tsunami (1992)
Turmoil (1991)
Edge (1989)

Push Captains:

David Dye
Heather Bassett

Drivers:

Idil Bilgin
Aviva Barber
Cherie Lin
Sabrina Ganguli

Mechanics:

Steve Glicker
Scott Kirkpatrick
Pajman Danai
Jon Homer

Support:

Alan Bentley
Laura Palanker

Men's Pushers:

Arbind Thakur
Jon Homer
Lou Raymond
Jallad Rafik
Cliff Erickson
Gregoire Ribordy
Paul Welding
Alim Ray
AJ Whitney
Victor Ortega
David Dye
Dave Nespoli
John Funge
Mike Muller
Pat Mooney

Women's Pushers:

Steph Stine
Audura Wick
Leslie Tam
Heather Higgins
Heathe Bassett
Rita Vinod
Lisa Leonardo
Laura Palanker
Cynthia Kolanowski
Meryem Tangoren
Courtney Schliserman
Marcy Sensenich
Tricia Williams
Kristen Berrigan
Lisa Drake



ΣΑΕ

Sigma Alpha Epsilon

Chairman:

J.P. Lie

Head Mechanic:

Doug Scott

Assistants:

Stephan Koledin
Hastings Wyman III
Scott Hassell

Buggies:

Takoohi (1991)
Quasimoto (1989)
Limo(1856)

Drivers:

Madeline Gerstein
Matt Kelley

Limo Team:

Matt Kelley
Chad Brown
Matt Miller
Mike Kappus
Adam Miller
Ted Beatty
Jamie Mille
Matt Stafford
Marc Holubow
Kurt Schlegel
Ritchie Austin
Scott Mills
Frank Gette

Push Team:

Jamie Millar (Captain)
Ted Beatty
Keith Cunningham
Mike Decalvalcante
Spencer Hollis
Pat Leach
Luke Manomaitis
Tim Davis
Mitch Kotula
Troy Parkinson
Eric Dunmire
Josh Petty
Javier Rocha



*We've turned our backs too long
I've seen that something's wrong
There needs to be some changes made
Now we just can't ignore
The wrongs we've done before
To you and every egg you've laid*

*You sat inside the shell
You never new the hell
That was waiting here for you
Now we understand
Oh you need a helping hand
So let us make it clear to you*

*Raise your hands
Raise your voice
Give the chickens another choice
Join with me
Set them free
Brothers and sisters
Let the chickens be*

*Tell the children
To tell the world
To tell the chickens
That they're on their way to Morewood*

Mr. Johnson and the Juice Crew Rated Z

Executive Director:	Wolfman
Executive Producer:	Scott Francisco
First Assistant Director:	Jason Appelt
Unit Producer:	Josh Lox
Property Master:	Jon Kimball
Special Effects Coordinator:	Dan Stellenberg
Hair Stylist:	Phil White
Stunt Coordinators:	Mandy Brown LiAnna Erskine Ann Feng Rachanee Royer
Stunts:	Lizard Brother Rat Scorpion
Public Relations Manager:	James Shaw
Production Consultant:	Mark Estes
Top Scientist:	Kris
Oceanographer:	Kross
Western Consultant:	Bob
Southern Consultant:	Kimba
Foreign Consultant:	Hadmiel

Set Designer:	Nick Tyson
Choreographer:	Jason Atwater
Caterer:	Brent Goldberg
Electrician:	Chuck Swiger
Color Timer:	Raymond Adapon
Cable Person:	Ed Cummings



Location Manager:	Chae Chung
First Aid:	George Hsieh
Transportation Captain:	Tom Mon
Art Director:	Mike Cohen
Key Master:	Jean-Luc Park
Camera Operator:	Patrick Brame
B Camera Operator:	Greg Otto
1st Asst. Photographer:	Charles Staab
2nd Asst. Photographer:	Dave Cashman
Key Grip:	Eric Bryner
Dolley Grip:	Eric Drumheller
1st Company Grip:	Jeff Babatsky
2nd Company Grip:	Frank Tropschuh
Scooter Operator:	Mike Scarazzo
Best Boy:	Rob Morris
Asst. Scooter Operator:	Paul DeSarra
Spanish Woman 1:	Carter Yang
Foley Artist:	Scott White
Dialogue Editor:	Joung Lee
Spanish Woman 2:	Stan Hao
Boom Operator:	Bart Troyan
Body Makeup Artist:	Kevin Feehan
Dental Consultant:	Eitan Goldman

*Special Appearance by
Kappa Kappa Gamma
Trademark & Copyright MCMXCIII
Lemur Productions, Inc.
Σ. Thou shalt not...*

ΣΤΓ

First, there was the Timex bugy (takes a lickin' and keeps on tickin'). Then came Patriot... "Yes, it has a suspension system." Finally Penat... I mean Spitfire came along and Sig Tau started to roll.

Congratulations to all of our mechanics that made this year possible. "Y and S - See ya!" "600 wood screws?!" "Operations Scoop!" "It's going daweebda daweebda!" "Jess, Stop braking stuff" and of course "I love to hacksaw!"

We would like to thank everyone for their support and help this year. "Hay bales anyone? Oh, Suck it, Fido!" Special thanks to Frank Lefkin for his leadership of the "Sig Tau Buggy Police" and the creation of the "Need-to-know policy."

Finally, thanks to all of our Alumni who have made donations to our program... "Creative Budgeting" "Home Shopping Network" and "B/S."

Chairman:

Ryan Sullivan

Buggies:

Spitfire
Vindicator

Drivers:

Mindy Kipp
Jessica Messer

Main Mechanics:

Bob Bruce
Ken Douglas

Support:

Todd Dickinson
Frank Lefkin
Kamal Garg
Moose

Pushers:

Steve Maaseide
Dan Razum
Jim Kreiser
Aaron Long
Andrew Johnke
Hollis Schuler
Joe Cupani
Adam Glass
Wes Shumaker
Sujit Bhattacharya
Jamie Eaton

Cherie Hayek
Jean el Noggle
Bobbie Marsteller
Ashli Thompson
Jen Gentry
Kim Loughran
Debbie Anderson
Stephanie Miller
El Papageorgiou
Dawn Balazs

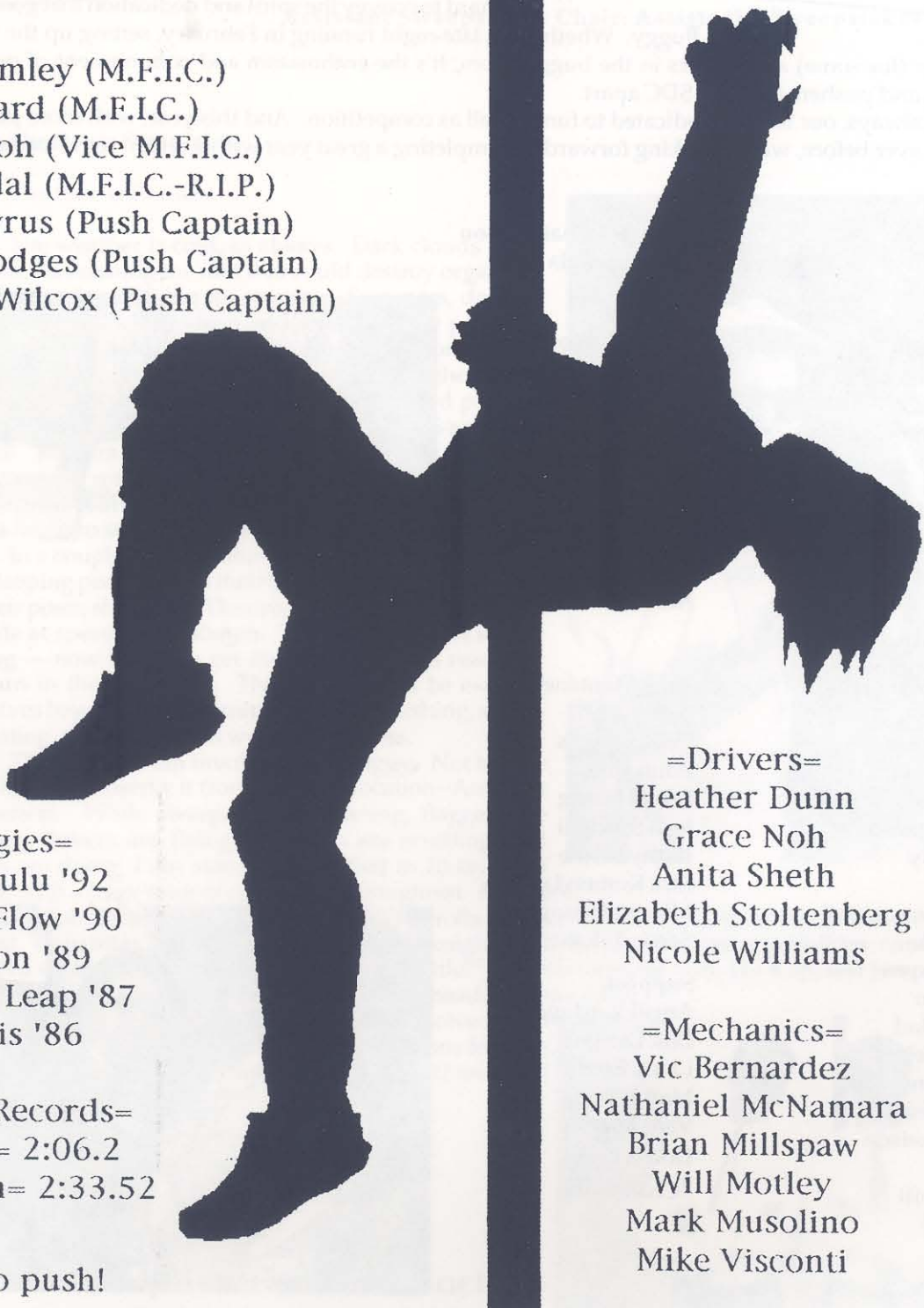


SPIRIT

If your going to walk on thin ice,
you might as well dance!

XO's

- Tom Felmley (M.F.I.C.)
- Mike Beard (M.F.I.C.)
- Grace Noh (Vice M.F.I.C.)
- Jay Tindal (M.F.I.C.-R.I.P.)
- Chris Cyrus (Push Captain)
- Vesta Hodges (Push Captain)
- Jenetta Wilcox (Push Captain)



Funk, stank... Don't matter!

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=Buggies=

- Shaka Zulu '92
- Vicious Flow '90
- Tachyon '89
- Quantam Leap '87
- Genesis '86

=Course Records=

- '88 Men= 2:06.2
- '92 Women= 2:33.52

What to push!

=Drivers=

- Heather Dunn
- Grace Noh
- Anita Sheth
- Elizabeth Stoltenberg
- Nicole Williams

=Mechanics=

- Vic Bernardez
- Nathaniel McNamara
- Brian Millspaw
- Will Motley
- Mark Musolino
- Mike Visconti

SDC

Student Dormitory Council

It's hard to convey the spirit and dedication that goes into SDC Buggy. Whether it's late night running in February, setting up the tent in the morning, or (for some) all nighters in the buggy room, it's the enthusiasm and commitment of our drivers, mechanics, and pushers that sets SDC apart.

As always, our team is dedicated to fun as well as competition. And this year, with more pushers and teams than ever before, we are looking forward to completing a great year with a return to the top ten.

Chairperson
Serena Chan

Assistant Chairperson
John DiCosola

Drivers
Beatrice Guilleux
Lisa Hossaini
Carol Cheng
Melissa Sarko

Buggies
Wombat (1993)
Escargot (1991)
Terrapin (1990)
Banzai (1986)

Mechanics
Roy Wang (Head)
Shigeo Yoshikawa
Jason Milletary
Marc Wsol

Steve Badelt
Karthik Vasudevan
Beth Zimmerman
Adam Davis

Pushers
Karl Thomas (Captain)
Alex Brands
Angel Verdugo
Corky Corbin
Dan Myers
David Fergenson
Doug Brady
Eric Ott
Erik Larson
Ferdinand Mack
Hung Nguyen
Jimmy Hsu
Joed Haddad
John Cosnek
Josh Pickens
Marc Lindsay
Mark Nickelson
Ted Irani
Todd Camill

Amy Montanelli
Beth Ward
Cory Jacques
Edith Chen
Erica Hwang
Jena Spadoni
Kathy Iovine
Lisa Komenda
Miriam Huang
Sanae Takahashi

Support
Angel Verdugo*
Erik Larson
Linda Ertel
Matt White
Vani Kanna
Doron Gan
*Chair



This race ends when you touch the pushbar at the finish line on hill 5, not at the chute, and it starts a long time before the buggy gets to the line at the bottom of hill 1. -small truth from large person

Chairman:
Tim Minnick

Comfy Chair:
Chris Carroll

Mechanics:
Ko Tsugami
John Nadzam
Dom Rinaldi
Joe Porto
Jeff Ku

Drivers:
Dolly Shen
Sara Hayutin
Julianna Min

Buggies:
New One '93
Valküre '87
Li'l Nip '84

Timers:
Chris Carroll

Chute/Transition:
Tim Edge
Dave Bennett
Craig Nitchman
Kevin Boyd

Support:
ΘΞ '93

Pushers:

Matt Newman(capt)
Dan Warren
Josh Browne
Jim Saxon
Jason Louie
Joe Porto
Jeff Ku
Diann Deal
Kathie Spencer
Stephanie Grey
Vicki Roberts
Jen Cuccaro
Laura Martin
Joanna Storm

Asst. Chairmen:
Joe Porto
Ko Tsugami
John Nadzam

Ray Ziesse
Tim Minnick
Steve Nilsen
Javier Soltero
Tony DeRoss

Manisha Hasija
Jodi Deckter

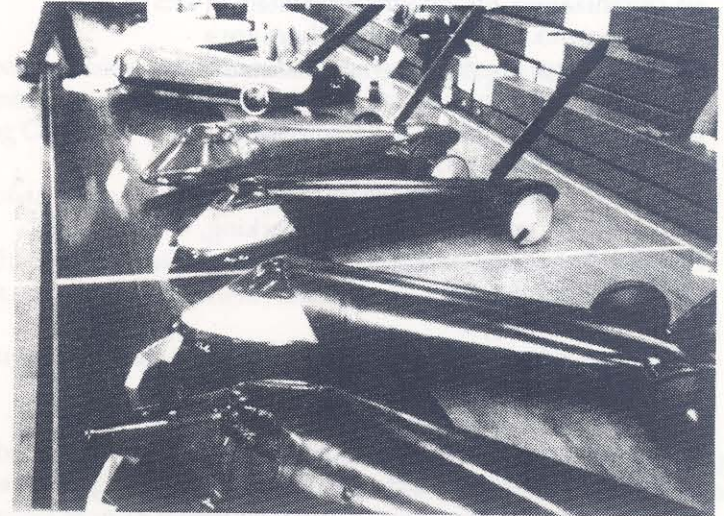
Kurgen '91
Nemesis '87
Caesar '88

Derek Chen

Rosemary Green
Elizabeth Green
Billy Adleman
Mike Mendick

KAΘ'93

Eugene Choi(capt)
Brandon Williams
Rich Tesler
Ray Ziesse
Bruce Goldstein
Todd Okimoto
Kirk Framke
Kelly Sterling
Mahua Dutta
Semi Tejada
Chrissy Oishi
Lynn Babyak
Erin Roseman
Stephanie Horwitz



Frank Desiderio(capt)
Matt Kane
Hooman Yagh
Tim Minnick
Zach Conly
Dom Rinaldi
Ko Tsugami
Debbie Adams
Emma Gosden
Michelle Seibel
Helen Nahouri
Holly Anstatt
Elizabeth Green

BDAS II a
Rocky (RD and B's M)
1. Pain is temporary
2. Bones Heal
3. Chicks dig scars
4. Glory is forever

I've got the need ...

How is Buggy?
(broadcast)

Radio Club & WRCT

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

During raceday, as during free rolls, the club is crucial to ensuring the safety of the buggy drivers. 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 other Sweepstakes officials of the buggies' positions. Within split seconds of crashes or other problems on the course, a member of the Radio Club has informed the key people. They are constantly monitoring the progress of the buggies.

W
Tune in
R *for the*
C *Races!*
T **FM 88.3**



WRCT

You may not always listen to your campus radio station (WRCT, 88.3 FM), but, most everybody listens during carnival. WRCT has exclusive broadcast rights to the event and they cover the races from start to finish. They announce every heat of the race — a WRCT reporter rides in the lead car and announces the details of the race hill by hill — and they keep the background music flowing.

The music WRCT plays between heats usually reflect pusher selections (a.k.a. psyche songs). So listen for your favorite pusher's favorite tune and get ready to cheer them on!

Results

Who won Buggy?

1921	Iota Sig Delta	4:38	1974	Sigma Nu	2:20.2
1922	SAE	4:30	1975	PiKA	2:19.3
1923	Kap Sig		1976	PiKA	2:23.3
1924	Kap Sig		1977	PiKA	2:17.8
1925	Kap Sig		1978	Beta	2:20.0
1926	PiKA	3:18.3		PiKA	2:21.0
1927	Kap Sig	3:15.8		CIA	2:22.2
1928	Kap Sig	3:04.4	1979	Beta	2:18.4
1929	Phi Kap	3:05.6		PiKA	2:19.0
1930	Beta	2:57.5		Sigma Nu	2:25.6
1931	DTD	2:59	1980	PiKA	2:15.4
1932	Beta	2:54.8		Beta	2:18.0
1933	Beta	2:48.5		CIA	2:18.7
1934	Kap Sig	2:49.7	1981	CIA	2:10.5
1935	Beta	2:47.2		Sigma Nu	2:14.2
1936	Kap Sig	2:46.8		Beta	2:18.7
1937	Results Unavailable		1982	Sigma Nu	2:10.79
1938	Kap Sig	2:43		PiKA	2:13.53
1939	Kap Sig	2:44		CIA	2:16.5
1940	Kap Sig	2:53	1983	PiKA	2:09.0
1941	Kap Sig	2:55		Beta	2:10.0
1942	Results Unavailable			Sigma Nu	2:11.0
1943	No Races - War Years		1984	PiKA	2:09.5
1944	No Races - War Years			Sigma Nu	2:09.96
1945	No Races - War Years			Beta	2:15.01
1946	DTD	2:49	1985	Sigma Nu	2:10.09
1947	DU			Beta	2:13.27
1948	DTD	2:48		Beta	2:15.93
1949	DTD	2:42.5	1986	PiKA	2:08.67
1950	DTD	2:41.8		Beta	2:09.16
1951	DTD	2:41.6		CIA	2:10.42
1952	DTD	2:36	1987	Spirit	2:11.35
1953	ATO	2:30.55		Beta	2:12.27
1954	ATO	2:28.1		PiKA	2:13.22
1955	ATO	2:26	1988	Spirit	2:06.2
1956	ATO	2:25		PiKA	2:09.2
1957	ATO	2:25		Sigma Nu	2:11.4
1958	ATO	2:28.4	1989	Spirit	2:06.576
1959	PiKA	2:29.7		Beta	2:10.239
1960	ATO	2:34.5		PiKA	2:12.082
1961	ATO		1990	PiKA	2:07.053
1962	ATO	2:27.5		Spirit	2:07.210
1963	PiKA	2:34		Sigma Nu	2:12.817
1964	Beta (Default)	2:31.5	1991	Spirit	2:10.63
1965	Beta	2:28.7		PiKA	2:11.04
1966	Beta	2:27.8		Spirit	2:12.38
1967	PiKA	2:24.8	1992	Spirit	2:07.39
1968	PiKA	2:20.5		PiKA	2:09.37
1968	Beta	2:22.5		SAE	2:12.53
1970	PiKA	2:28.5			
1971	PiKA	2:26.4			
1972	Phi Kap	2:24.0			
1973	Phi Kap	2:23.0			

Scorecard

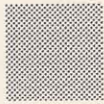
Who will Win?

Friday, April 16 Preliminary Races

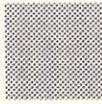
Heat	Winning Organization		Time
	Men's	Women's	
1	_____	_____	_____
2	_____	_____	_____
3	_____	_____	_____
4	_____	_____	_____
5	_____	_____	_____
6	_____	_____	_____
7	_____	_____	_____
8	_____	_____	_____
9	_____	_____	_____
10	_____	_____	_____
11	_____	_____	_____
12	_____	_____	_____

Saturday, April 17 Final Races

Heat	Winning Organization		Time
	Men's	Women's	
1	_____	_____	_____
2	_____	_____	_____
3	_____	_____	_____
4	_____	_____	_____
5	_____	_____	_____



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..the answer to all your questions

Carnegie Mellon University

April 15-18, 1993

Why?
How?
Where?
When?
What?
Who?

