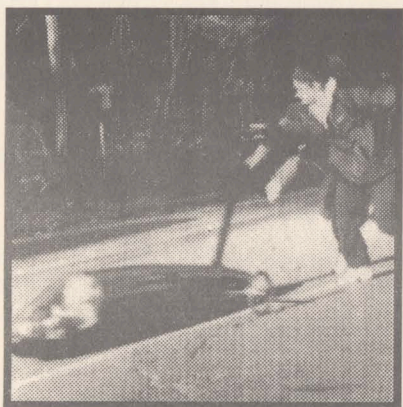


Sweepstakes

1 9 9 5



THE HISTORY OF BUGGY

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 break neck finish.



In 1921 a design competition was added and the pit stop was eliminated to speed up the race; 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.

The following year the design competition became mandatory. This made mechanical perfection a new goal. The same year the push team increased to a four person relay, and in 1926 it increased to five. Additionally the races were run in heats to allow for the increasing number of buggies. In 1928 when Frew St. was extended the buggy course was modified to it's present state. Since 1951 all buggies have been required to pass a series of brake and safety tests, as in it's present day form.

As the years progressed the size, weight, and number of wheels decreased. In 1988 however it became mandatory for the vehicles to have at least three wheels contacting the pavement at all times. This same year Spirit set the current course record of 2.06:2 with their buggy Quantum Leap on a snowy morning.

1995 promises to be a very fast year. Many more teams are in contention for first place. There is new pavement on the last half of the Free Roll and through the Chute. Several new buggies have been built, and the weather for the weekend Free Rolls has been the best it has ever been. This has allowed many teams to fine tune their driving and pushing techniques to a whole new level.

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 & 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 17 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 (arguable), 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 ninth Porter Hall window measures 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 up Frew St. after the driver makes their 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.

PAST BUGGY RESULTS

1921	Iota Sig Delta	4:38
1922	SAE	4:30
1923	Kap Sig	
1924	Kap Sig	
1925	Kap Sig	
1926	PiKA	3:18.3
1927	Kap Sig	3:15.8
1928	Kap Sig	3:04.4
1929	Phi Kap	3:05.6
1930	Beta	2:57.5
1931	DTD	2:59
1932	Beta	2:54.8
1933	Beta	2:48.5
1934	Kap Sig	2:49.7
1935	Beta	2:47.2
1936	Kap Sig	2:46.8
1937	Results Unavailable	
1938	Kap Sig	2:43
1939	Kap Sig	2:44
1940	Kap Sig	2:53
1941	Kap Sig	2:55
1942	Results Unavailable	
1943	War Years - No Races	
1944	War Years - No Races	
1945	War Years - No Races	
1946	DTD	2:49
1947	DU	
1948	DTD	2:48
1949	DTD	2:42.5
1950	DTD	2:41.8
1951	DTD	2:41.6
1952	DTD	2:36
1953	ATO	2:30.55
1954	ATO	2:28.1
1955	ATO	2:26
1956	ATO	2:25
1957	ATO	2:25
1958	ATO	2:28.4
1959	PiKA	2:29.7
1960	ATO	2:34.5
1961	ATO	
1962	ATO	2:27.5

1963	PiKA	2:34
1964	Beta	2:31.5(Default)
1965	Beta	2:28.7
1966	Beta	2:27.8
1967	PiKA	2:24.8
1968	PiKA	2:20.5
1969	Beta	2:22.5
1970	PiKA	2:28.5
1971	PiKA	2:26.4
1972	Phi Kap	2:24.0
1973	Phi Kap	2:23.0
1974	Σ Nu	2:20.2
1975	PiKA	2:19.3
1976	PiKA	2:23.2
1977	PiKA	2:17.8
1978	Beta	2:20.0
1979	Beta	2:18.4
1980	PiKA	2:15.4
1981	CIA	2:10.5
1982	Σ Nu	2:10.79
1983	PiKA	2:09.0
1984	PiKA	2:09.5
1985	Σ Nu	2:10.09
1986	PiKA	2:08.67
1987	Spirit	2:11.35
1988	Spirit	2:06.2 (record)
1989	Spirit	2:06.576
1990	PiKA	2:07.053
1991	Spirit	2:10.63
1992	Spirit	2:07.37
1993	Spirit	2:10.43
1994	PiKA	2:09.17

WOMEN'S

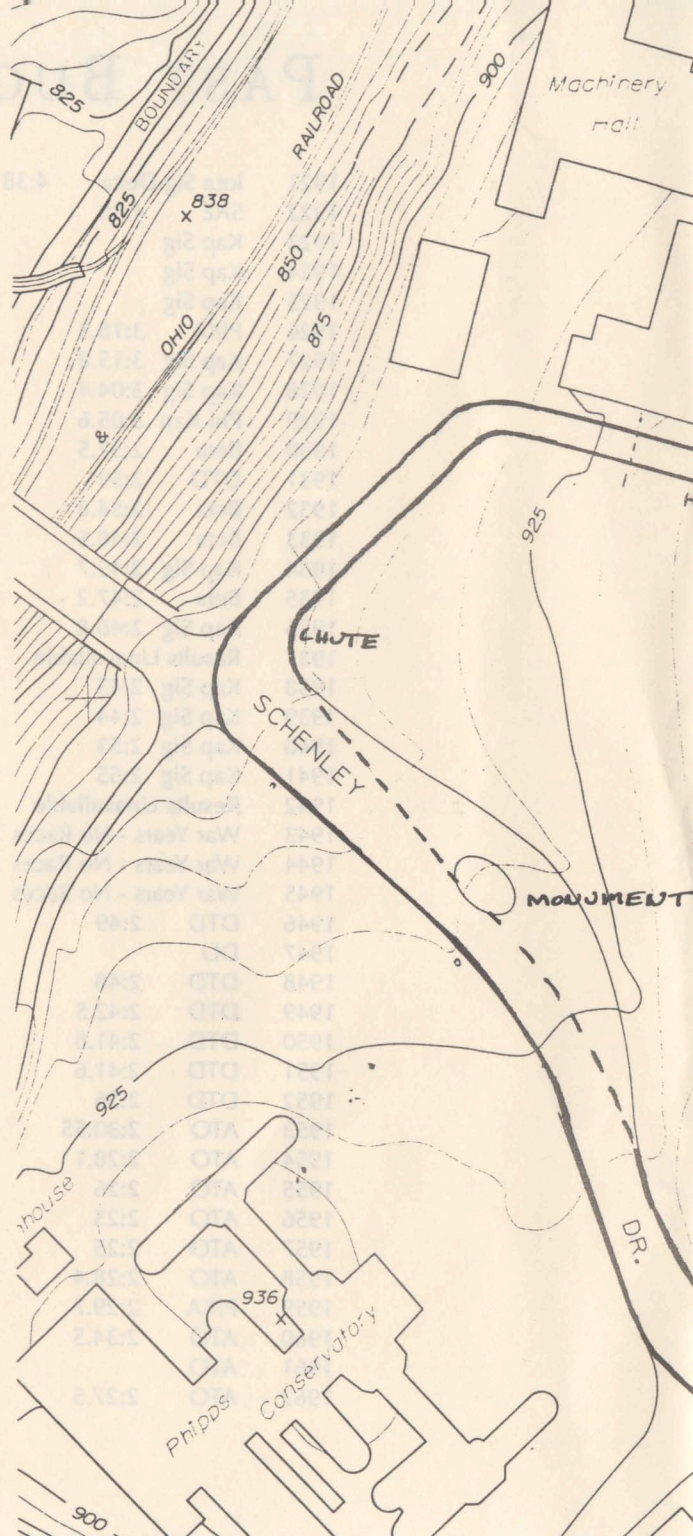
1990	PiKA	2:35.66
1991	PiKA	2:35.881
1992	Spirit	2:33.52 (record)
1993	Phi Kap	2:38.69
1994	PiKA	2:42.81

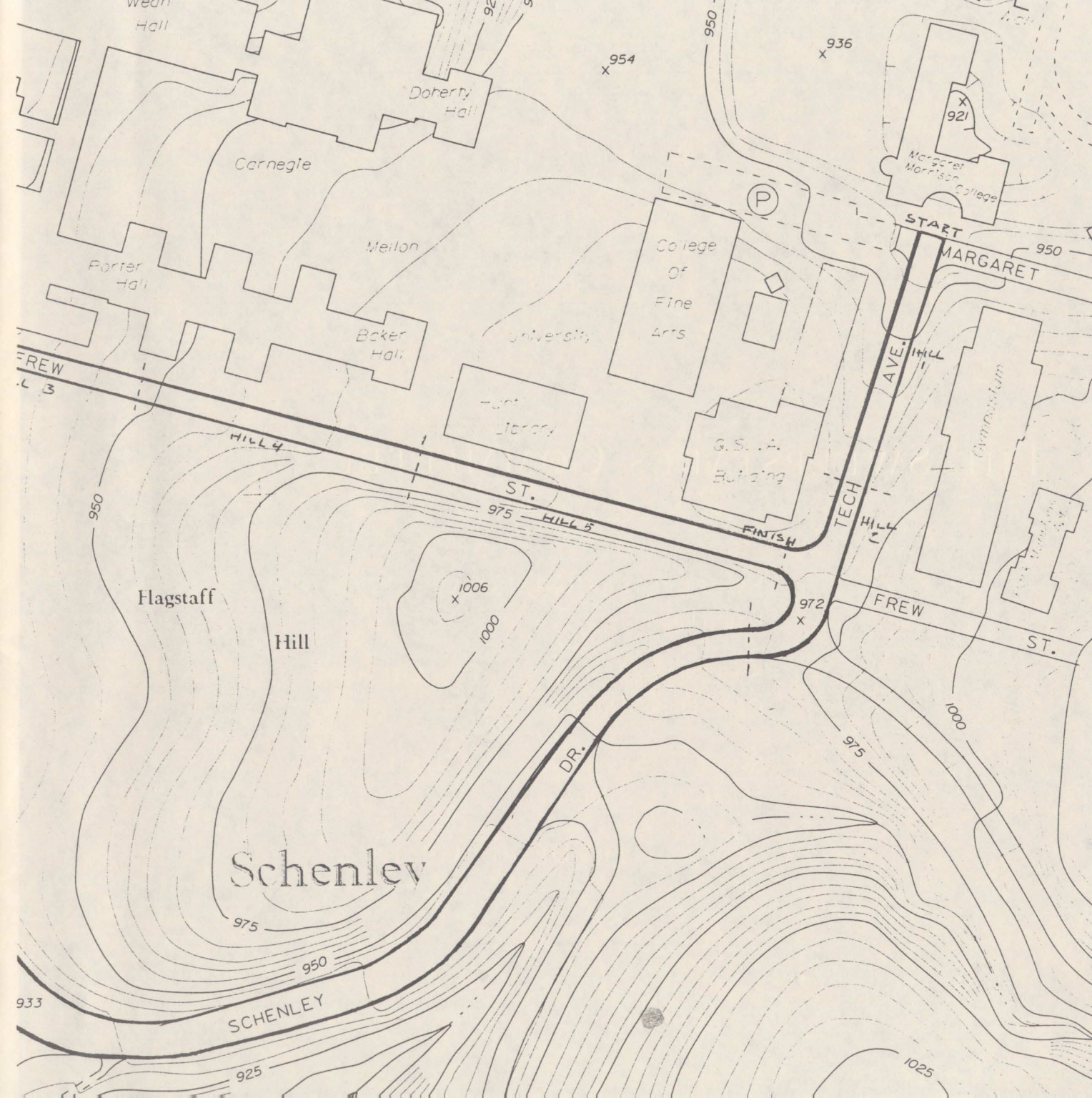
THE COURSE

The race begins from a dead stop at the base of Tech street, or Hill One. As the buggies near the top they are pushed off to the Hill Two pusher who carries it over the top and shoves it down Schenly Drive. This is the Free Roll .

The vehicles are free to pass each other all the way down as they gain speed toward the Chute. When the vehicles reach the Chute they are at their top speed and must make the hairpin right hand turn. They are aided by flaggers who signal when to begin the turn. This is generally the most exciting place to watch on the course.

The buggies make another sharp but slower right turn onto Frew St. as they begin to go back up the hill. The buggies momentum or roll out is counted by windows on Porter Hall or the fire Plug after the ninth window. The buggy is then picked up by the Hill Three pusher and is relayed through Hills Four and Five. The Hill Five pusher brings the buggy across the finish line and the total course time is posted on the board. The Course Record is 2.06:2 set by Spirit in 1988.





THE SWEEPSTAKES COMMITTEE

SWEEPSTAKES CHAIRMAN

Peter Harllee

SWEEPSTAKES ASSISTANT CHAIRMAN

Greg "Dupe" Dupier

SWEEPSTAKES SAFETY CHAIR

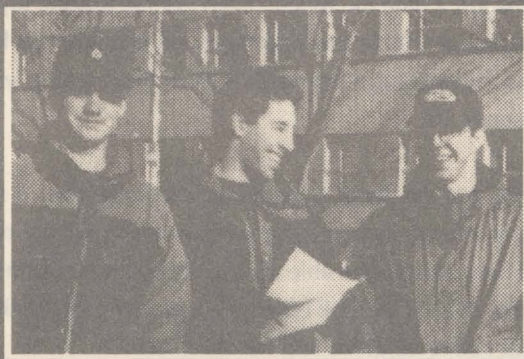
Jarrold "T.O.C." Jenzano

"YOUNGSTER" DESIGN CHAIR

Mike Adler

Buggy Sweepstakes,
What the hell is Sweepstakes?
Sweepstaker is waking up early
to check the weather, listening to
bad jokes at drops, yelling
somebody in the hole and having
your voice crack. More importantly,
~~that~~ Sweepstakes is FUN, DRINKING,
P.H.I., GOODTIMES. Would I
Trade it for anything else at
this school? Hell No!

SWEEPSTAKES
1995



Pete, Mike, and Jarrod



Greg and Pete

MECHANICS'S TALE

Most people, after I explain the concept of buggy to them, make a few standard comments. "You mean there are PEOPLE in those things!?!?" "You do this for fun?" "When you say four o'clock, you mean p.m., right?" In general they all draw the same conclusion. "Man you're f@&*?! crazy."

I have to agree that, to those people that never see the sun rise without the seeds of a hangover growing, what I do must seem totally ludicrous. I mean, its not like we already don't have enough work to do in our classes. Its not like the social life at CMU is so active over the course of the week that giving up all of your weekends for a few months a semester won't make a difference. Its not like we already get more sleep than we need.

What they are not seeing is that mechanics are, at least to some degree, in love. When I say in love, I don't mean it in the romantic sense (although I do note a tendency for mechanics to date short oriental women...coincidence?). I mean that buggy is part of our reason for existence. It becomes part of our soul, or at least part of our search for identity. There is something deeply, internally satisfying in knowing that this whole thing wouldn't work if you weren't there. It is very gratifying to know that you are the first ones in and the last ones out. (kind of like the Marines..."The few, the proud, the buggy mechanics.")

Not to mention, it can be a hell of a lot of fun. Those repair sessions at 3:30 trying to track down some minuscule flaw, all the while someone counting down the time, the entire room insane with lack of sleep coupled with tension. Or how about "accidentally" leaving the driver strapped in after she complains just a little too much. Even just the sadistic joy at calling up some poor soul at 5:00 in the morning to tell him that he's late. And there's always the espionage factor. At 4:30 in the morning, you learn who your friends are.

Now, I'm not saying that the life of a mechanic is for everyone. It takes a hardy soul to get up at ungodly hours every weekend, sit outside at the mercy of the elements, and still be able to say, "Yeah, it was worth it". But to those that do, there is the dull (sleepy) but pleasing satisfaction that we did the job that had to be done, and we did it well.

I'm not sure why I started doing this, it seemed like a stupid idea at the time. It was early in the morning, it was cold, and it seemed to be possibly very dangerous. I was really self conscious the first time I put on the gear, like some midget superhero. I failed to see the appeal of the situation.

I thought it was stupid, that is, until my first roll. I expected it to be nerve wracking and uncomfortable, which it was, I just didn't count on it being so much fun. Drivers are treated with a certain respect that comes from being in the ranks of the small, when drivers whine, people listen. I was hooked from the first day.

It didn't take long until I learned my line and got used to the goggle face, and it's an interesting challenge to see how many warm layers you can wear and still fit in the buggy. I can also recognize everyone in my organization by their shoes. Now the focus is, "How fast am I rolling?, Am I holding the line? Will I be ready for race day?"

As Race Day approaches, many scenarios run through my mind. The good ones end in a big win (or a least a respectable finish), in the bad ones, I picture myself choking up and hitting a hay bale, or maybe a suicidal squirrel. Of all the people involved, drivers by far have the greatest power to determine the success or failure of the roll. Everyone hopes for good things, and you dissappoint your whole organization if you mess up.

People who have never seen buggy don't see the appeal, but to those involved there is no question. It's like a bunch of kids playing some elaborate game, with forts and secret passwords and spies, and the drivers are key to it all. Without the driver, the buggies don't go anywhere. CMU is only place in the world where short people are looked up to.

DRIVER'S TALE

BR!!!!!!!!!!!!!!!!!!!!!!!!!!!!.....BR!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

“Hello, you’ve reached 862-.... Please leave a message after the.... “
“Hello?” “Hey, it’s 6 o’clock(AM, that is). Get your butt out here!”

Every season has some way of announcing its presence.

- Spring has rain and maybe a groundhog here and there.
- Summer has green all around.
- Autumn has hints of gold, brown, red and yellow everywhere.
- And winter is just straight up cold and snowy.

For a **PUSHER**, the start of the buggy season is confirmed by that infamous early Saturday morning phone call from the organizational push captain or chairperson after I’ve been drinking all night, or hanging out with friends, or hanging out with friends **AND** drinking all night, and all I ask for is a little bit of sleep. But a good pusher always manages to find a way to fight off that sleep demon and get to **FREEROLLS**.

While at freerolls, I am confronted with the biggest questions of life...“Should I stiff-arm or bump and run?” “Should I go full speed with a hangover?” “Geez, this buggy is heavy...I wonder how much the driver weighs!” “Why is buggy called ‘Sweepstakes’????” **“WHY SO EARLY????!!!!!!”**

Spring semester marks the coming of midnight **PUSH PRACTICE**. “Open the hill!” “Close the hill!” All I want to do is get up the hill as fast as possible. But wait, no flaggers showed up, so that means I have to do this “open hill, close hill” mess until it’s my turn to push. I tell you, pushers can do it all! It’s my turn to push; come on, give me a good push-off: the exchange has taken place and I’m working up that hill, pumping my legs and arms as hard and as fast as I can, and still, all I hear from the driver, chairperson, and push captain is, “**FASTER, FASTER!!!!**” I get to the top of the hill and look at my push captain wondering how I did. I get that look, and I know that I need to do better without a word being said. I walk back to the bottom of the hill, thinking how I can shave off those critical tenths of a second. Anyway, this takes place five times a week until raceday...and I **STILL** have to go to freerolls!

Finally, **RACEDAY**, the day I have been waiting for since that first early Saturday morning phone call. I wait patiently with the rest of my team for my heat. Two heats before ours, we have a little “get psyched” session. Ten minutes before my heat, and we’re off to our respective hills, stretching out and getting loose. The tension builds, and I finally realize what all of the hard work was for. I told myself I would not get nervous, but all of a sudden, I’m a nervous wreck. “...**30 SECONDS!...20 SECONDS!...15 SECONDS!...10-9-8-7-6-5-4-3-2-1...READY!...SET!...BANG!!!!**” And in just about two minutes, six or seven months of sacrifice is over, just like that.

Pushers make huge sacrifices during the year: Countless hours of push practice, long weekends of freerolls at ungodly hours in the morning, and working out to become the best you can possibly be. Pushers have various reasons for risking failing out of school for just about four minutes of work in two days(you hope): the thrill of competition, just for the fun of it, that adreneline rush on raceday, or having nothing better to do. Soon, you start to realize how privileged you are to be a pusher. Not everyone gets to do it. No matter how you place on raceday, you begin to appreciate the results of your efforts and what your organization has accomplished.

WAS IT ALL WORTH IT???

WOULD I DO IT AGAIN IF GIVEN THE CHANCE???

WOULD THIS KEEP ME AT CMU FOR ANOTHER YEAR???

YOU BET!!!!

PUSHER'S TALE

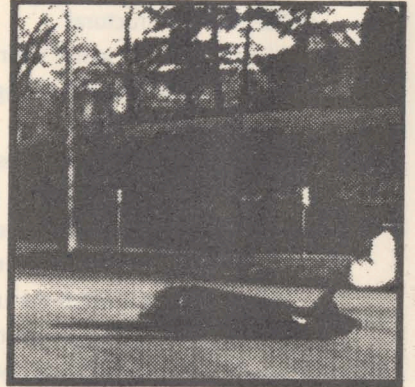
It all started when I was a pledge. I had to wake up at 4 on a weekend morning to go to this thing called buggy. I went to our area where I met this unshaven, red-eyed brother for the first time, he was our buggy chairman. He gave me a flag and sent me to the chute to flag and that is where I watched the buggies roll for the first time. After it was over he asked me what I thought of it, and I replied "Well, it's really neat." Those four words changed the rest of my college life.

The next week I became a mechanic, two years later I became my organization's chairman. In the two years I've been chairman I have had many ups and downs from seeing new buggies roll fast through the chute to pushers missing the pushbar at the end of hill five. I drink too much Mountain Dew, skip far too many classes, I can't sleep at night, when I do sleep I even dream of buggy, and over the years as chairman I've collected many bits of wisdom such as:

- Duct tape is structural
- Good drivers are worth their weight in plutonium
- In the final stages of building, unexpected results become characteristics
- The human body really does not need sleep
- Any fool can make a buggy go slow, it takes a lucky fool to make it go fast
- Duct tape is like the force, it has a dark side and a light side and it holds the universe together
- Building a buggy while taking the most effort and work, is by far the most rewarding aspect of buggy

CHAIRMAN'S TALE

I have been asked by several people, such as friends, family, and even members of my organization, why do I spend all this time and effort on buggy? The answer is I have the love. I started by trying to figure this buggy thing out, asking the chairman ahead of me a lot of questions and giving my own ideas (most of which were shot down). The next thing I knew I was addicted to buggy. Now as a graduating senior chairman it's my turn to answer my mechanics questions and shoot down some of their ideas. Being a chairman is stressful, time-consuming, and really not that healthy, however when your buggies roll on raceday and you watch from the follow truck it is the most exhilarating feeling I have ever felt. It feels like victory. I can honestly say I'm looking forward to retirement but I will always have that love for buggy and will always think that buggy is really neat.



I have been asked by several people, such as friends, family and even members of my organization, why don't you do all the time and effort on puppy. The answer is I have the love. I started by trying to figure out the puppy thing out, asking the chairman ahead of me a lot of questions and finding my own ideas about it which were not down. The next thing I knew I was selected as puppy. Now as a producing senior chairman, it's my turn to answer my mechanics questions and show down some other ideas. Being a chairman is a wonderful, time-consuming and rewarding but healthy, however when your puppy roll on factory and you watch from the follow back it is the most exhilarating feeling I have ever felt. It feels like victory. I can honestly say I'm looking forward to comment, I will always have that love for puppy and will always think that puppy is really neat.

SUPPORT

Ido Ben-Shachar
 Brian Cardona
 Larry Cohen
 Larry Goldinger
 Dan Goldman
 Michael Halperin
 Matthew Hinch
 Ben Holzman
 Steve Jickity

PUSHERS

Jeff Byrns
 Jon Cheyer
 Kaven Goren
 Steve Marks
 J. David Rosen
 Michael Schweitzer
 David Schonbrun
 Brian Teger

CHAIRPERSON

Mark Katsel

HEAD MECHANIC

The "Handy" Szpaw

DRIVER

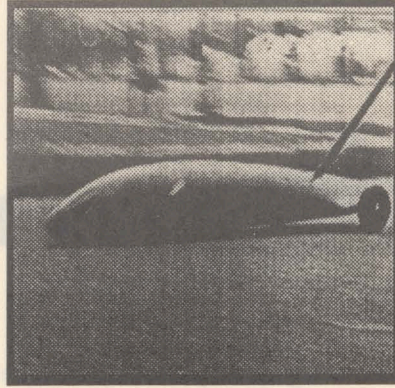
Paula Chugtai

BUGGY

Bank (PS)

PUSH CAPTAINS

Art Cohen
 Michael Harris



THE ORGANIZATIONS

CHAIRPERSON

Mark Radel

HEAD MECHANIC

Eric "Handy" Shapow

DRIVER

Raana Chughtai

BUGGY

Barak ('95)

PUSH CAPTAINS

Arik Cohen

Michael Harris

PUSHERS

Jeff Byrne

Jon Cheyer

Reuven Goren

Steve Marks

J. David Rosen

Michael Scheinholtz

David Schonbrun

Brian Trager

SUPPORT

Ido Ben-Shachar

Brian Cardanha

Larry Cohen

Larry Goldfinger

Dan Goldstein

Michael Halperin

Matthew Hirsch

Burt Holzman

Steve Sirotzky

Matt Titelbaum

Aaron Weisberg



ALPHA EPSILON PI

Our first year in Sweepstakes has truly been exciting! Perhaps more than anything else, this has been a year of growth, learning, and friendship. We would like to thank everyone who gave us advice, offered their support, and answered our many questions. We would especially like to thank our friends from the other end of the quad - they have truly gone above and beyond all our hopes and expectations. Once again, thanks to everyone for making us feel at home and for providing us with so much help and support.

AEPI has come a long way in just a short time. We realize that we still have some learning to do, but we look forward to racing in Sweepstakes for many years to come.

We'd like to wish everyone the best of luck for a successful race day and a spectacular Carnival weekend!

CHAIRMAN

Kevin Keir

BUGGIES

Raceday 1995 (Project Caffeine)
Animal 1994
Evenflow 1993

DRIVERS

Wendy Beitsinger
Sara Hayutin
Ellen Lalumere

MECHANICS

Jim Myers
Terminator K
Chris Struble
Jarrod Simpson
Jody Rogish
John Clark
Chad Heald

PUSHERS

Ray Ardire
Jarrod Siket
Jody Rogish
Jeff Czajkowski
Rick Steiner
Tom Bender
Casey Smith
Avi Barat
Matt Beam
Dave Coates
T.J. Sharpe
Jason Lehman
Wayne Scholar
Frank Triggiani
John Stephan
Chris Barnicle
Chris Neupaver

250+ DREAM TEAM

Todd Auldrige
Joe Gallo
Todd Zmich
Rob Chinchar
Mike Burton

SUPPORT

~1309~

T\$

Lee C.

Patty

Women's pushers

Frank

Archibold

Dud

Dirty Ray Lewis

M for Monico

B for Blam

Joe Ferris

Tyson

Pizzuro

Anat

Jim's Dad

Chris's Dad

Crew from Sig Nu

Lydia

Oreo Man

Beastie Boys

Eddie Veddar

Merle & Team X

Kara

Hill 6

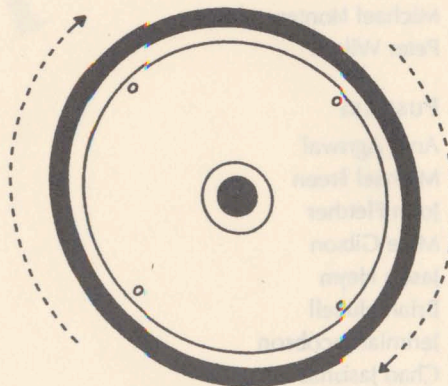
Diet Coke

Mountain Dew

E.I.F.

Spin the Black Circle! Spin! Spin! Spin the Black! Spin the Black!

BETA THETA PI



Go Beta!

Y

CHAIRMAN
Vince Doerfler

DRIVERS
Katherine Comer
Dave Stott

HEAD MECHANIC
Nate Peters

MECHANICS
Daniel Cheong
Vince Doerfler
Jeff McMahill
Nate Peters

BUGGIES
Conquest ('92)
Stealth ('86)

CARNEGIE INVOLVEMENT ASSOCIATION

PUSH TEAM CAPTAINS
Michael Montemerlo
Peter Wilcox

PUSHERS
Anuj Agrawal
Michael Breen
John Fletcher
Mike Gibson
Jason Heym
Brian Hutsell
Jerimiah Jacobson
Chad Jasiunas
Gaines Jonakin
Michael Montemerlo
Nate Peters
Todd Stevenson
David Stott
Peter Wilcox



CHAIRMAN

Frank Pecjak

DRIVERS

Audrey Hwang

Wendy Newman

Haley Cosigny

MECHANICS

Mike Baycura

Chris Sullivan

Audie Hanpachern

PUSHER'S CAPTAINS

Brant Partington

Lillian Elias

BUGGIES

Darkstar ('93)

Icculus ('93)

Perception ('89)

SUPPORT

Evan Thayer

Devin Peterson

Will Berry

Eric Grant

Norbert Malamud

PUSHERS

Mike Baycura

Kristen Berrigan

Dave Berwick

Eric Borts

Ann Dalpiaz

Mark Eggert

Sam Gerich

Andrea Hanna

Ken Lambert

Michelle

Majikes

Tom Palmer

Mike Paluck

Nyckie Pineau

Sarah Selbert

Kevin Stanley

Chris Taylor

Erik Hoffland

Don Scaltrito

Lee Spuhler

Mike Stanger

Rada Stone

Kara Teklinski

DELTA TAU DELTA

3:00-4:00	Distinguished Gentlemen, a cappella	Tent
4:00-5:00	titch, hard-hitting rock with soft melodic overtones	Student Center A01
6:00-8:00	AB Films: Stand By Me	DH 2210
7:00-8:30	Bim Skala Bim, live danceable ska music	Tent
8:00-10:00	AB Films: Stand By Me	DH 2210
9:00-10:30	SDC: Orquesta Tropical, Latin dance music	Student Center A01
9:30-10:30	SDC: Mark Britten, comedian	Tent
10:00-12:00	AB Films: Stand By Me	DH 2210
10:15	Ticket sales for rides end	
10:45	Rides close	
11:00	Midway closes	
12:00-2:00	AB Films: Stand By Me	DH 2210

SATURDAY APRIL 8

7:00-12:00	Final Sweepstakes Races	Tech & Frew Streets
8:00-11:00	Alumni Tent	Frew Street
11:00	Midway opens	
11:30	The Mobot Races	The Mall
12:00-12:30	Kiltie Band	Tent
12:00-6:00	AB Special Events: The Alpha Experience, 3-D motion simulator	Midway
1:00-5:00	Student Senate Elections	Midway
1:30-2:30	Carnegie Mellon University Giants of Jazz Ensemble	Tent
6:00-8:00	AB Films: The 20th International Tournee of Animation	DH 2210
6:30	Midway closes	
7:00-7:30	Awards Ceremony	Cut
7:30	Ticket sales for rides end	
8:00	Rides close	
8:00	Scotch 'n' Soda: Lucky Stiff	Rodef Shalom
8:00-10:00	AB Films: The 20th International Tournee of Animation	DH 2210
8:00-10:00	Evening of Comedy:	Tent
	Selected Hilarity, comedy group	
	Cathy Ladman, comedienne	
10:00-12:00	AB Films: The 20th International Tournee of Animation	DH 2210
12:00-2:00	AB Films: The 20th International Tournee of Animation	DH 2210

SPRING CARNIVAL 1995 SCHEDULE

THURSDAY APRIL 6

10:00-2:00	Buggy Design Competition	Gym
12:00-3:00	Student Senate Elections	Midway
5:00	Opening Ceremonies: Bagpipers	Entranceway
4:30-7:00	FM-106.7 The Force, the best of rock music and free stuff	Entranceway
5:00-6:00	Jiffs, a cornucopia o' music and fun	Student Center A01
5:00-11:00	Super Virtuality—Virtual Reality 3000	Midway
5:00-7:30	AB Films: Whatever Happened to Baby Jane?	DH 2210
7:00-8:00	SDC: Frankenstein, heavy fusion	Student Center A01
7:30-9:00	AB Lectures: 'Tooning in' with Billy West, the voices of Ren & Stimpy	Tent
7:30-10:00	AB Films: Whatever Happened to Baby Jane?	DH 2210
8:00	Scotch 'n' Soda: Lucky Stiff	Roder Shalom
9:30-10:30	SDC: Taylor Mason, comedy, music, and ventriloquism	Tent
9:30-11:00	Squonk Opera, avant garde rock	Student Center A01
10:00-12:30	AB Films: Whatever Happened to Baby Jane?	DH 2210
11:15	Ticket sales for rides end	
11:45	Rides close	
12:00	Midway closes	
12:30-3:00	AB Films: Whatever Happened to Baby Jane?	DH 2210

FRIDAY APRIL 7

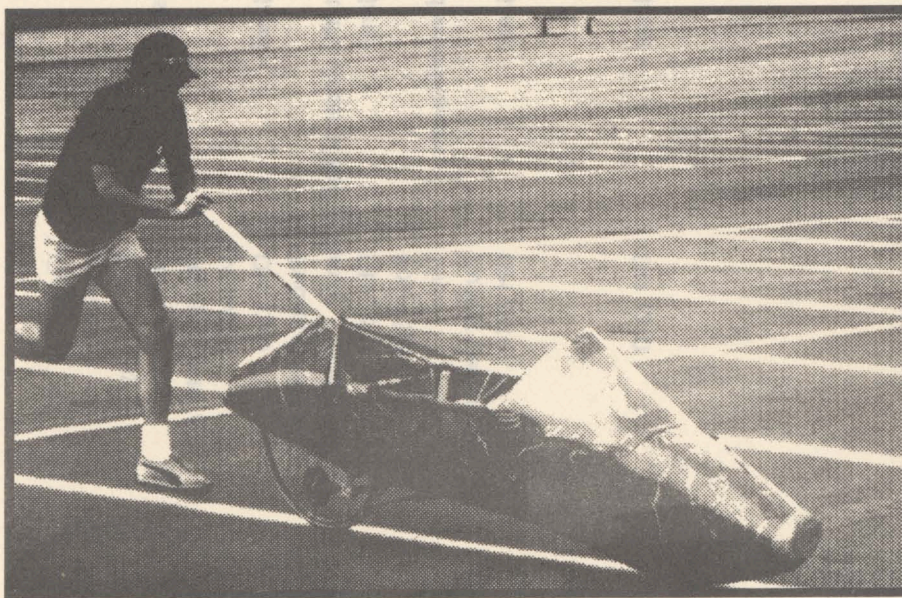
7:00-12:00	Preliminary Sweepstakes Races	Tech & Frew Streets
8:00-11:00	Alumni Tent	Frew Street
11:00	Midway opens	
11:00-1:00	Panda the Clown, stories and balloon animals	Tent/Midway
12:00-1:00	Lava, pop/rock	Student Center A01
1:00-2:00	Roger Gillen, acoustic folk rock	Tent
1:00-5:00	tudent Senate Elections	Midway
2:00-3:00	SDC: Blogurt, schlep-rock	Student Center A01
3:00-4:00	Yo La Tengo, Atlantic recording artsit from Hoboken. NI	Student Center A01

Go D.U. Buggy!!!

We would like to thank our Alumni for their contributions to buggy!

-Chairman Johan

DELTA UPSILON



ROCKET LAUNCHERS

Roula Abdel-Baki
Marcos Almeida
Nate Barlow
Tanvir Bashar
Matt Beck
Phil Beck
George Blaha
Lisa Cook
Tushar Dubey
Art Flores
Andrea Franke
Nate Hart
Mark Hillier
Peng Huang
Nancy King
Liz Kleekamp
Bryon Krug
Esther Lara
Julia LaSalle
Yella Lee
Jennifer Mack
Angelynn Manapat
Kris McQueen
Jon Moore
Ashley Morris
Dana Moudry
Pradeep Nair
Brian Nakai
Azmeer Salleh
Heather Sim
Danette Skraastad
Ikjoon "IJ" Sohn
Denise Soutlanian
Tara Suntoke
Jeremy Szteiter
Ashli Thompson
Laura Varacchi
Lisa Wilson
Dan Wood
Jingo Yakota
Sonny Yeoh
Steve Zdancewic

What do you get when you cross a dynamic driver, five relentless pushers, and a few sleepy mechanics? An awesome buggy team that lives up to Fringe's name by staying on (and sometimes over) the edge. The members of Fringe have a unique determination which allows us to drive toward our goal of having fun and creating lasting friendships. The tradition of dedication as well as new faces and fresh enthusiasm make this year the best ever, and it's just going to keep getting better from here. All of the long hours and early mornings are continuously rewarded by the rush of excitement that lets us know that Race Day isn't that far away...

RINGLEADER

Jeremy Szteiter

ULTIMATE WRENCHMEN

Marcos Almeida
Kris McQueen
Jon Moore
Sonny Yeoh
Lisa Wilson

CHUTE BUSTERS

Julia LaSalle
Ashley Morris
Laura Varacchi
Lisa Wilson

ROCKETS

Scimitar (1994)
Genuine Risk (1992)
Junior (1989)
Lunatic (1987)
Barrier (1986)

FRINGE



CHAIRMAN

Steve Maliszewski

DRIVERS

Kerry McIntyre
"Evil" Bimal Saraiya

BUGGIES

Pumpkin King (1994)
Palooka (1994)
Promiscuous (1993)
Prometheus (1989)
Paladin (1989) - RIP
Phoenix (1986)

HEAD DISCIPLE

James Tyler

DISCIPLES IN TRAINING

Scott Starkin
Tool
Bassem "Boss" El-Dasher
Bimal Saraiya

Secret Buggy Tool X

Joseph C. Spahr

The Last of the Goons

Matt Washington

To err is human...I am not human. Four years of disappointment....One last chance for glory. No more excuses....It's time to put-up or shut-up. P.O.D. baby!!! Anger my motivation....Victory our goal. This is my passion....This is my life. I am complete and total madness....I am fear. Our time has arrived.

Kappa Delta Rho would like to give special thanks to Cheri Rogers for her four years of assistance, devotion and personal sacrifice to the buggy program.

KAPPA DELTA RHO



SUPPORT

Michael Boyer
Jason Wyse
Eugene Feinberg
Jeff Rand
Jason "Ziggy" Siegendorf
Nine

CHUTE FLAGGERS

Herman Chen
Brent "Satan" Davis
Randy "Hippie" Hechinger
Michael Natale

COUNCIL OF ELDERS

Mark Fischer
Robert Kay
Rob Wright
Sugar the Cat

PUSHTEAM CAPTAIN

Donald Madden

PUSHERS

Buff
Nick Lewis
Power Euge
Steve Gordon
David Atrostic
Chris Descrocher
Smokin' Joe
Jeremy Kriegel
The Green Lantern
Mark Ours
Joseph Peterson
Peter Logan
Hassan Mahmood
Robert "Bubba-Butt" Morgan
Scott "Delt" Seibert
Colleen Cosgrove
Deana Urban
Cynthia Davis
Mary Morgan
Leslie Brown
Heather Zindle
Bethany Sutton
Lori Bowes

BUGGY

Patriot

DRIVER

Tanya Zablocki

PUSHERS

Eric "Shack" Nemoseck Capt

Chuck Tom Montgomery Capt

Dan Stauffer

Nick Michalski

Brian Shelleby

Matt Woodhead

Dave Appel

TECHNICAL SUPPORT

Steve Kendrich

Matt Aken

Tim Challingsworth

John Homer

Craig Nemecek

Dave Meyers

Chia

August Pape

Chris Lumb

KAPPA SIGMA

On September 23, 1779 John Paul Jones fell in with a convoy of British merchant vessels escorted by the H.M.S. Serapis. Challenging the Serapis, Jones deftly maneuvered his ship along side the larger British vessel and lashed the two ships together. With the muzzles of their guns touching, the two warships fired into each other's sides. Although his smaller vessel was on fire and sinking, Jones rejected the British demand for surrender, and after more then three hours of bloody battle, the Serapis surrendered, and jones took command of it. His reply to the British surrender was

"I have not yet begun to fight"

Booth By Day - Buggy By Night

... and academics in the fall

"...If it moves we can time it"

Mouse and Worm

"...I don't know, I'm just a figurehead"

Anal CackyloveJonson

"...I don't know, I just follow orders"

AKA Autopilot button...

Barbyak Nally

Waldo W. Waldo

Lobo Leber

M.F.N.M.

".. Don't look at me I'm just a pledge"

Leprechaun in the Haze

Alfred E.

The Shadow

"...Are you sure you guys don't need a hand?"

Di-Lo Tinks-to-Do

Socks Sandwindburg

Jayganeshiamerabia Superlibrarianianerian....

Spanky McFarlandamar

Agnus McWheels

Courtalungus

Huge Stenierier

"... Why don't we push the buggies up the back hills rather than stopping in the chute and carrying them back?"

Spamalope: Rolls minus 15 min.

Istanbul Punishment

Mercury Crapri

"...I get it, the FEET go in first!"

Chandra Theesfeld

Anat Galor

Angie Kao

Poorvi Shah

".OHHH, THAT'S why its called a pushbar!"

Monkey Crotch 'N Nose

Slo-gin Ramasubramaniam

Gomez Lumpflower

The Helmet

P.C.M.F.N.M.

Cackylove

Touchy-Feely

Monkey Reamer

Derfer

P.D.L.C.

Lovetoy

Shan Thrill

Rian Schlong

Face Plantdorf

Papschmear

Opinion=Truth Coalmine

PUSH CAPTAIN

Sandrine Danielson

Jacqueline Autieri

Tracy Bach

Sara Barton

Molly Brennan

Paula Dube

Jennifer Goetz

Jen Hill

Jen Lynch

Kathleen O'Leary

Brittany Rutler

Jessica Strelitz

PHI KAPPA THETA

"...Buggies? We don't need no stinkin' buggies..."

James B. Beam

Jeremiah Beam

Mel Brooks and the No. 6 Dance

Klars, Ebock, POD and PFU

... and N.B.Snacklin

CHAIRMEN

Brandon Foy '95
Eric Shapiro '96

MECHANICS

Nathan Cormier '96
J.D. Gebicki '95
Mike Sanders '96
Jason Cook '96
Paul Warren '98
Jeff Bricker '96
Bill Baxter '97

TIMERS

Roy Casali '96
Brant Soudan '95
Dave Defonce '97
Spencer Berg '97
Jason Yates '97
Jason Heintz '98

BUGGIES

Raceday 1 '95
Mad Dog '94
Mach II '94
Maverick '92
Desperado '90

DRIVERS

Terry Lacuesta '96
Laura McClure '96
Aimee Sealfon '96
Melissa Bower '96

PI KAPPA ALPHA

This year Pika is out to defend its' sweep of the 1994 races. Pika has been one of the most successful organizations in the history of Buggy and this year should prove no different. With the combined efforts of our mechanics, timers, and pushers Pika is looking to finish strong in '95. GO PIKA BUGGY!!

PUSHERS

P.T.C.: Rob Gannon '96
Neal Armstrong '97
Jon Bascug '96
Dave Bauer '98
Morry Belkin '98
Jeff Bricker '96
Lyren Brown '97
Jason Caldeira '95
Roy Casali '96
Scott Dworkis '98
Steve Endy '97
Rick Hall '93
Jake Hall '95
Dave Hines '96
Jim Hsu '96
Phil Hedges '98
Rob Gannon '96
Jay Miolla '98
Nick Nicolella '96
Ravi Pimplaskar '96
Jeff Polega '97
Andy Rentschler '95
Chris Rotelli '96
Aaron Rusz '98
Martin Salas '96
Dave Therkelson '97
Brian White '98
Becky Barbisch '98
Lauren Derosset '98
Kelsi Montgomery '98
Sangita Jinwala '95
Amy Huggett '97
Lauren Schuck '96
Krista Sober '95
Lindsey Strobl '97
Melissa Lott '97
Lisa Morales '95
Mahalynn Lu '97
Becky Bucheit '97
Melissa Baustert '97
Kelly O'Brien '98

CHAIRMAN

Scott Kirkpatrick

ASSISTANT CHAIRMAN

Dan Passarro

MECHANICS

Elaine Brunzman

Pajman Danai

Jon Homer

Chris McCormack

Shayne Seever

DRIVERS

Shelley Anna

Carly Cenedella

Aiyana Ely

Shukti Ghosh

BUGGIES

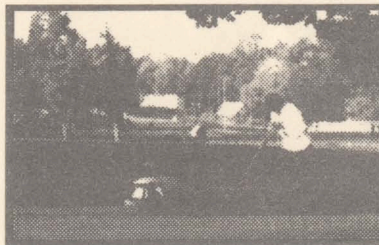
Helios

Hyperion

Tsunami

Turmoil

And a light shone through the clouds and a voice said "This is my Son."



PIONEERS

PUSHERS

Jason Buelow

Michael Currie

Kim Curtis

Joe Demers

Mike Dutt

Michael Forman

Katie Gallagher

Jon Homer

Anne Humphreys

Chris Lee

Amy Lefkowitz

George Matcuk

Mark Mattson

Jay McCormack

Matt Moe

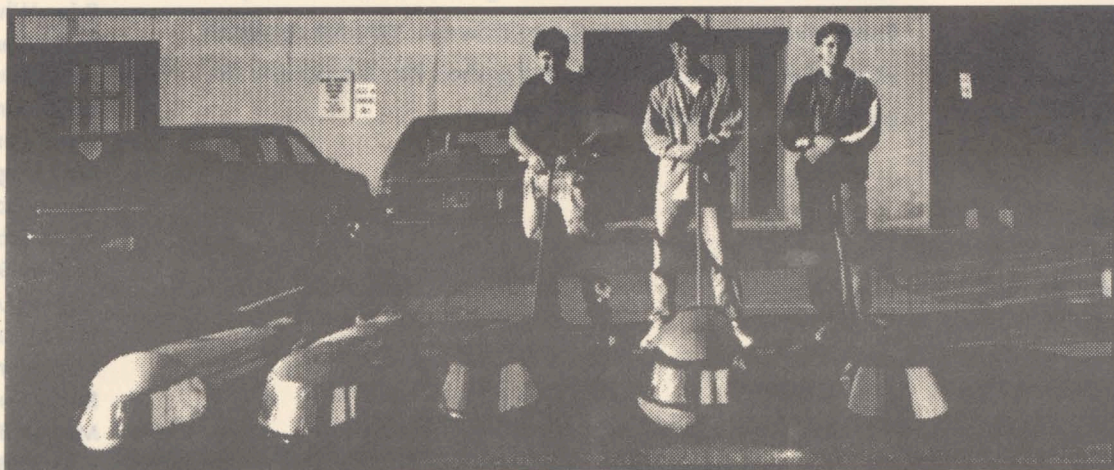
Sam Mostad

Vadim Oganessian

Steph Stine

Christa Sober

Audura Wick



CHAIRMAN

Mark Miller

ASSISTANT CHAIR

Hastings Wyman III

DRIVER

Mickey Paley

PUSH TEAM CAPTAIN

Michael Decavalcante

BUGGY

Takoohi

SIGMA ALPHA EPSILON

SAE salutes SAE.
SAE thrives on buggy, and
awaits the challenge of the
course. With the brother-
hoods dedication, we antici-
pate yet another successful
year at sweepstakes.

WOMEN'S PUSH TEAM

Holley Austin
Lynn Bajak
Ann Caste
Jacky Carter
Jennifer DeLillo
Michelle Loney
Elin Cunniff
Jackelyn Howe
Liz Kordamp
Heather Kuchak
Kristen Kujala
Sharon Larson
Alice March
Christine Oski
Dani Panton
Elizabeth Panton
Elin Rasmussen
Barbara Tjebk
Heather Thompson
Angela Williams

PUSHERS AND SUPPORT

Eric Brown
Jeff Bueckler
Frank Fogarty
Curtis Yang
Scott White
Ben Wynn
Kevin Featon
Ron Polowinski
Leo Tussky
Kevin O'Rourke
Jeff Eaton
Demi Cameron
Kevin Jay
Jon Vayner
Corno Ingram
Miles Howe
Greg Stroup
Curt Pitt
Ben Jolly
Carl Davidson
Jon Kola
Phil Cial
Eddy Fink
Luis Cabrer
Tina Dancy
Matt Simon
Miles Wall
Bob Bueckler
Brian Cameron
Neil McCarthy
Scott Axtom
Jason Bawick

CHAIRMAN

Scott Francisco

PUSH CAPTAIN

Kevin Featon

Howdy Mays

MECHANICS

Anthony Shih

Leon Appel

Jim Wiley

Paul DeSam

Joungsoon Lee

Ethan Goldman

Steve Chiang

BUGGIES

Jordan

Tenth Commandment

Clay H Johnston

DRIVERS

Rusini Blake

Abbie Childs

Angus Jived

SPECIAL THANKS

Captain Wack

Hartmel

Doc Gull Lee

Vandenstien

The Secret Man in North America

Oliver

CHAIRMAN

Scott Francisco

PUSH CAPTAINS

Kevin Feehan
Howie Maya

MECHANICS

Anthony Shih
Jason Appelt
Jim Wiley
Paul DeSarra
Jounghoon Lee
Eitan Goldman
Steve Chiang

BUGGIES

KO\$D419	1992
Tenth Commandment	1993
Okapi H Johnston	1994

DRIVERS

Rushni Bhakta
Adele Chiodo
Anjana Trivedi

SPECIAL THANKS

Captain Wack
Hadmiel
Doo Chul Lee
VanStankenstein
The Sexiest Man in North America
Dickey

SIGMA NU

ZOO BUGGY 1995

Eric Bryner
Jeff Babatsky
Frank Tropshuh
Carter Yang
Scott White
Bart Troyan
Kevin Feehan
Ron Polcawich
Leo Turetsky
Kevin O'Rourke
Jeff Eaton
Demi Carrothers
Kevin Yee
Jon Voymas
Cosmo Ingram
Mike Howe
Greg Stroup
Cliff Platt
Ken Toley
Carl Gustafson
Jon Kyle
Phil Choi
Randy Fields
Luis Cabrera
Brian Dunphy
Matt Simon
Mike Wall
Bob Buchko
Brian Carothers
Neil McCarthy
Scott Adorni
Jason Benedict

WOMEN'S PUSH TEAM

Holley Anstatt
Lynn Babyak
Ann Castle
Tracy Coalter
Jennifer Defilippo
Michelle Forney
Erin Grunzke
Brockett Horne
Liz Kleeklamp
Heather Kucharik
Kristen Kupfer
Shannon Lemrow
Alice Mensch
Christine Oishi
Davi Peraino
Elizabeth Pereira
Erin Roseman
Barbara Tajada
Heather Thompson
Marylee Willard



Sigma Tau Gamma

"I'm a driver, I'm a winner, Things are going to change, I can feel it." — Beck

Drivers

Sandra Banks (Vindicator '89)
Eileen O'Shea (Spitfire '93)

JUGGERNAUT drivers:

Sandra Banks, Samir Biswas, Dan Bonnett, Sean Darnell, Kirk Friedenberger, Adam Glass, Sean Hart, Chris Hill, Paul Mitchell, Eileen O'Shea, David Sell, Scott Styfco, Andrew Tudor

Sig Tau has always put a strong emphasis on fun, and this year is certainly no exception. With the debut of **JUGGERNAUT**, our first "brothers buggy," we've made an effort to bring a new level of involvement to our program. But we haven't lost our insatiable thirst for performance, either: in addition to **JUGGERNAUT**, we've built a **second** new buggy this year: Fetus. Fetus promises to be our top raceday buggy in the years to come, and quite possibly our first buggy to qualify for Saturday rolls — an elusive honor we missed last year by a mere two places.

Our program owes its strong foundation to Frank Lefkin, who built our program from scratch back in the fall of 1986. Although Frank isn't able to play an active role in our program today, we continue to pay tribute to his tireless efforts by dedicating our rolls and our efforts to him and the program he started.

For that matter, what could our program be without the selfless efforts of all involved? Buggy is a team sport, and much work goes into the program that never seems to get recognized. Here's some of the amazing commitment that makes our program what it is: There are the mechanics who often put in 20+ hour days down in the garage. And the 4am mechanics, who bring out the buggies and the doughnuts, and who wake everyone else up. And the drivers, who come out in sub-zero weather, be it early in the morning or late at night... Not to mention the pushers, who push **themselves** so hard that it's not uncommon to see them by the sides of the back hills, throwing up, only to shake it off and push again on the next roll. And we're grateful to the non-buggy part of the house, too: they help remove the haybales from the course after freerolls. Our program couldn't exist without all of these people.

To the countless people who help make our program what it is: we thank you. You know who you are, we know who you are, and we're deeply indebted to you. Thank you for the blood, sweat, and tears that you've shed in the name of Sig Tau buggy.

Now wake your asses up. It's race day.

"I'm sorry. My weasel is just too big to fit in this buggy."

Mechanics

Andrew Tudor (Chairman)
Adam Glass
Paul Mitchell
David Sell
Scott Styfco

Pushers

Dan Bonnett (Captain)
Samir Biswas Don Nelson
Chris Hill Dan Razum
Jim Kreiser Jeff Smith
Chris Lim Mike Spena
Ross Monta Munish Suri
Robb Murray

Amy Watchorn (Δ Captain)

Dawn Balazs Joanne Klevan
Sarah Broadley Stefanie Miller
Becky Elroy Lynn Pausic
Sangita Jinwala Christa Sober
Rachel Keeler

Support

Samir Biswas
Bob Bruce
Matt Centurion
Sean Darnell
Jason Fleshman
Steve Tomko

Special Thanks

George Biddle
Delta Gamma
Greg Dupier
Peter Harlee
Jarrod Jenzano
Frank Miller
Onyx
Ro Ro
Speedy

"Loose is fast, and on the edge of out-of-control."

— Days of Thunder

M.F.I.C.s

Alex Rose: HMFIC
Mike Beard: HMFIC
Kate Schreiber: Vice MFIC
Pete Sellar: Head Mechanic
Will Motley: Push Captain
Von Bebee: Push Captain
Jerry Baptiste: Asst. Push Captain

MECHANICS

Cornac "The Squirrel" Eubanks
Justin Maguire
Laurie Modell
Michael "Sheep F—er" Scully
Ryan Sullivan
"Free-Standin" Mike Visconti

DRIVERS

Lia Estrada
Cherie Lin
Laura Seejattan
Liz Stoltenberg

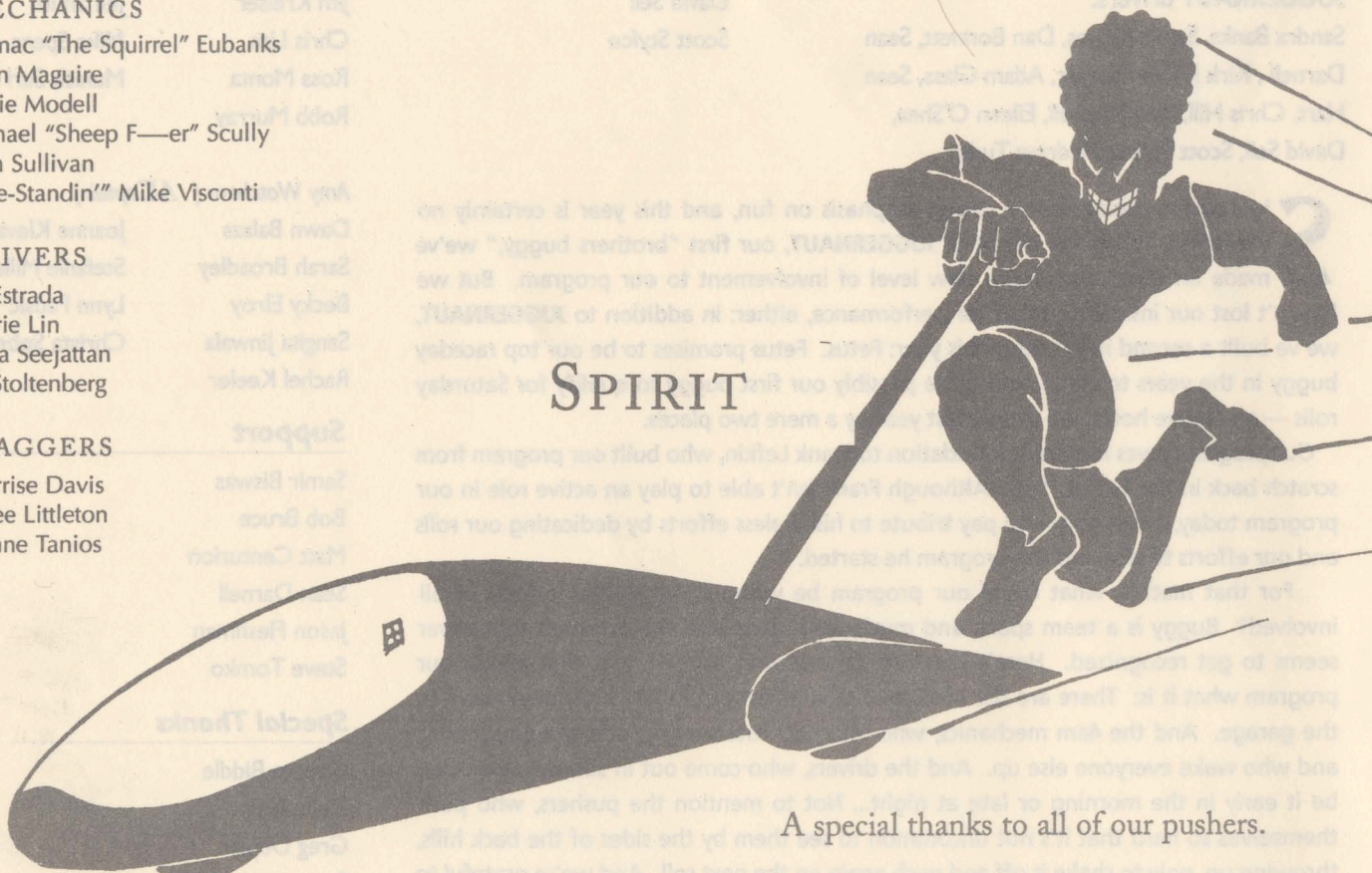
FLAGGERS

Charrise Davis
Renee Littleton
Dianne Tanios

BUGGIES

Harakà '95
Menes '94
Shaka Zulu '92
Viscious Flow '90

SPIRIT



A special thanks to all of our pushers.

One footstep took us out of contention in 1994, but we shall rise again in 1995. Spirit Buggy, R.N.D.D!

CHAIRMAN

Marc Wsol

ASSISTANT CHAIRMAN

Ted Irani
Paul Krier

BUGGIES

Sambvca(1994)
Escargot(1991)
Terrapin(1990)
Banzai(1986)

MECHANICS

Sean "Corky" Corbin
Erik Larson
Ferdie Mack

DRIVERS

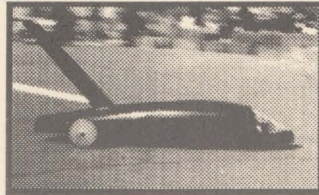
Carol Cheng(Head)
Abby Beck
Sonia Chandra
Tiffany Jastrzembki
Melisa Sarko

SUPPORT

Angel Verdugo(Chair)
Steve Badelt
Dani Barnard
Erik Larson
Sarah Martz



STUDENT DORMITORY COUNCIL



Precision engineering, untiring drivers, and strong dedicated pushers are what make SDC buggy the independent to watch out for this year. With a tradition of excellent performance and a full crew of enthusiastic members, SDC will again come together as a team to show their spirit and determination by giving everything we've got to come across the finish line #1.

PUSHERS

Doug Brady(Captain)
Greg Acton
Paul Boothe
Edith Chen
Dan Clash
Dave Crandall
Anne Donovan
Ty Douglas
Krista Downey
Rob Ferry
Brad Fitz
Dan Giammar
Tom Haddad
Jamie Henderson
Alexis Landeros
Chelsea Marnell
Cheryl Mendenhall
Amy Montanelli
Shari Morgan
Nick Narisaranukul
Ian Nelson
Mark Nicholson
Carl Nott
Scott Pitkin
Mike Rosenthal
Christa Sherwood
Yosh Shinoda
Doug Shontz
Matt Solitro
Sanae Takahashi
Melanie Vaccari
Karthik Vasudevan

CHAIRMAN

Dominic Rinaldi

PUSH CAPTAIN

Zach Conly

DRIVERS

Juliana Min

Tracey Imhoff

Beth Abramson

BUGGIES

Miss Carriage (1993/5)

Nemisis (1987)

Valkure (1987)

EVERYBODY ELSE

Steve Nilsen

Mike 'Chico' Malito

Jason Elizaitis

Jeff Ku

Ilir Toska

Dave Bennett

Jon Bristol

Ted Taylor

Mark dos Santos

Andrew Zuercher

Al Kim

Bruce Goldstein

Sergio Mendez

Mike 'Beaver' Negler

Matt Morton

Sid Agerwal

Kirk Framke

Sarah Pecosia

Wendy Burton

Melissa Murello

THETA XI

...and anyone I might have forgotten

After a couple of "rebuilding" years, Theta Xi Buggy once again expects to be competitive. With the aptly renamed Miss Carriage, a group of young, dedicated pushers and mechanics, and a little bit of luck, Theta Xi might just surprise a few people this year and years to come. Regardless of what happens race day, I'd like to thank everyone who helped out and put up with me this year: from the sweepers (1993/5) and flaggers to the pushers and mechanics, and especially Juliana, Tracey, and Beth, the three best drivers a chairman could ask for.

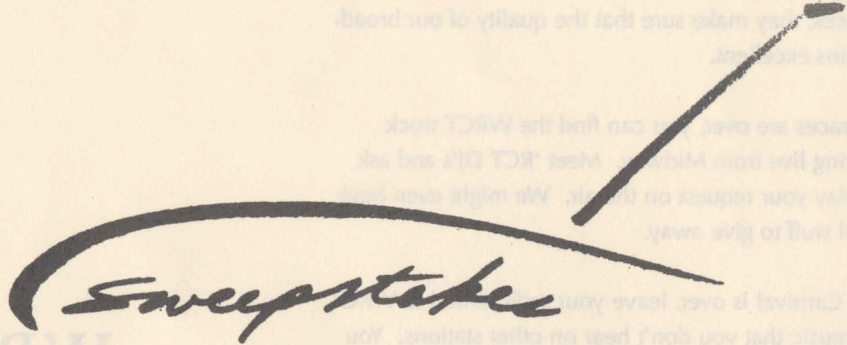
WRCT radio carries complete live coverage of every women's, men's, and alumni heats on raceday. You'll see our truck on the top of Tech Street overlooking Hill 2. We have members of our Sports Staff at the start line, the finish line, and of course, in the lead truck calling the races. But before WRCT Sports can call the first heat, WRCT Engineering is setting up our equipment. And during the races, they make sure that the quality of our broadcast remains excellent.

After the races are over, you can find the WRCT truck broadcasting live from Midway. Meet WRCT DJ's and ask them to play your request on the air. We might even have some cool stuff to give away.

And after Carnival is over, leave your radio tuned to WRCT. We play music that you don't hear on other stations. You can hear rock, alternative, punk, jazz, blues, experimental, folk, classical, reggae, ska, rap, techno, metal, funk, and international on over 50 different shows. You can also hear local bands and musicians play live at WRCT on Tuesdays and Sundays. It's not all music, though. Try out our public affairs shows, which are on every weekday at 5pm. WRCT News keeps you up to date on important events 3 times a day. And our Sports department carries all Tartan Football games in the Fall and covers most of the Tartan Basketball schedule in the Spring. Finally, the best sports talk show in town is Sportsline, which you can hear on WRCT every Thursday night.

So this year while you're watching Sweepstakes, get yourself a radio and tune it to WRCT 88.3fm. You can't be everywhere on the track, but we can.

WRCT 88.3FM



1 9 9 5

WRCT 88.3FM

CREDITS

SWEEPSTAKES COMMITTEE

CHAIRMAN

Peter Harlee

ASSISTANT CHAIRMAN

Greg "Dupe" Dupier

SAFETY CHAIRMAN

Jarrold "T.O.C." Jenzano

DESIGN CHAIRMAN/YOUNGSTER

Mike Adler

BUGGY BOOK DESIGN

Lydia Ricci

SPECIAL THANKS TO

Anne Witchner

Marcia Gerwig

Mary Jo Rudman

Pat Harned

CMU Radio Club

CMU EMS

Ken Slaughter

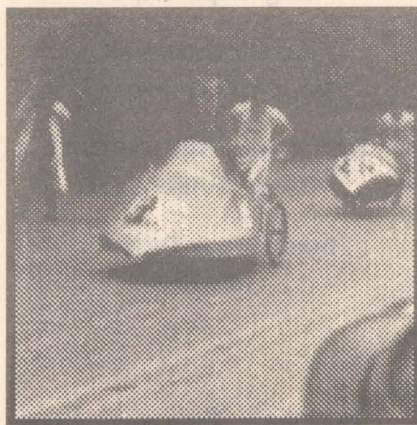
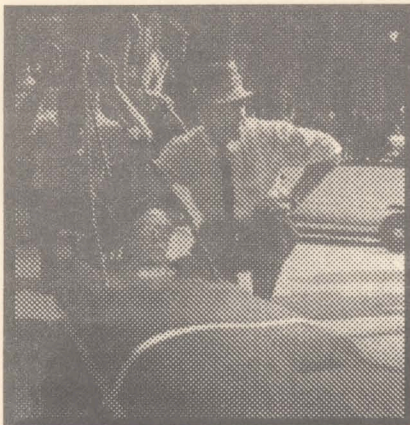
General Motors

CREDITS

SWEESTAKES COMMITTEE

CHAIRMAN
Peter Hoffman

ASSISTANT CHAIRMAN
Gene Duke, Darius



Gene Duke, Darius
Ken Stauffer
CMU EMS
CMU Radio Club
Pat Hamed
Mary Jo Ruben
Nancy Givig
Anne Winkler

