

Sweepstakes 1996

sweepstakes

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The Organizations



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 used to cut through campus between Hunt Library and Baker Hall. The four wheeled buggies took off toward Schenley Park with the pusher/mechanic riding on the back of the vehicle through the chute until the pit stop. At this point the mechanic had to demonstrate mechanical dexterity by switching the left rear wheel with the right. Back on the course again, the driver and pusher were allowed to switch positions to insure a breakneck finish.

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 Street 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, after the introduction of a two wheel buggy(King Eider) by the fraternity Delta Upsilon, 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.

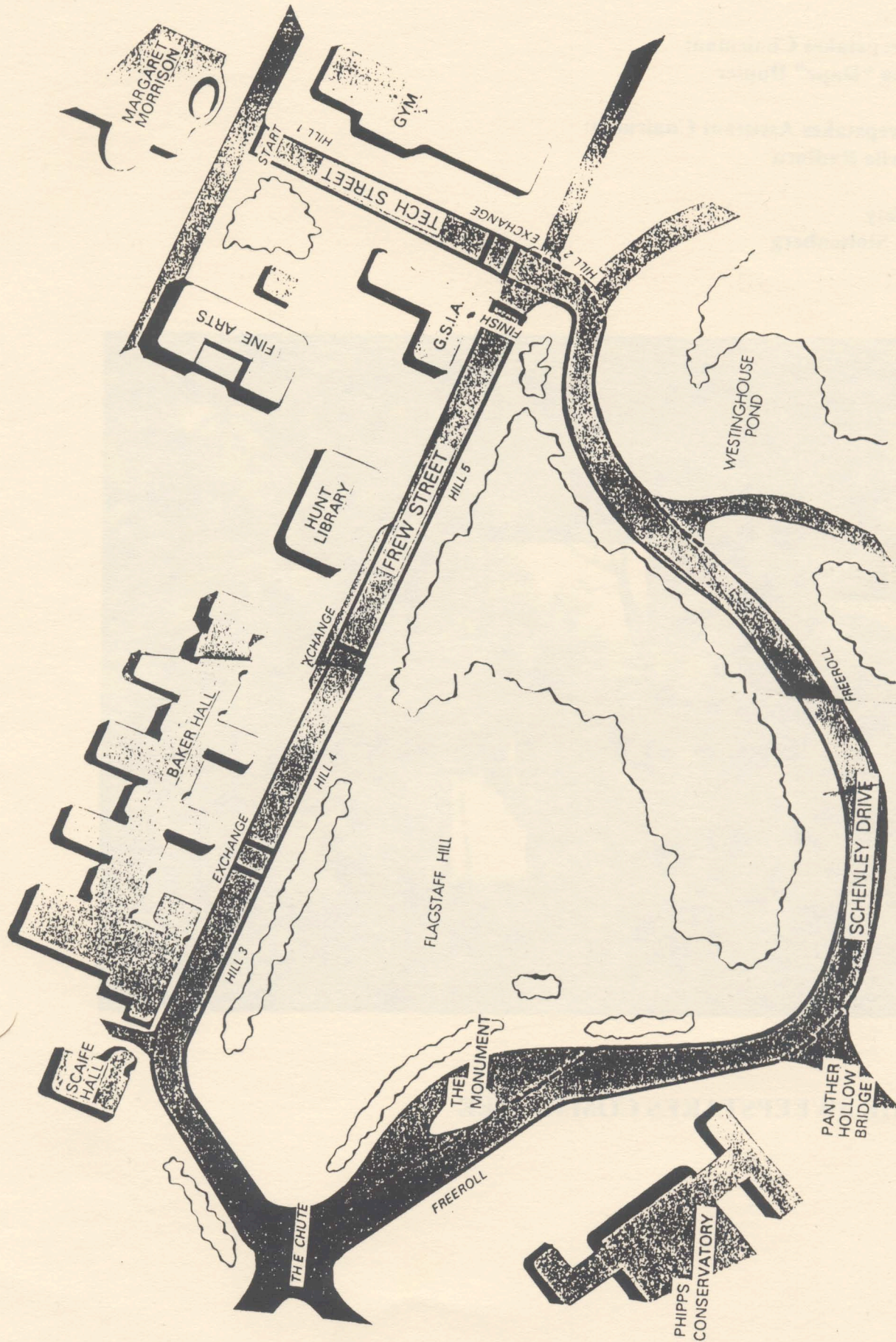
1996 promises to be a very fast year. Many more teams are in contention for first place. There is new pavement on Hill One and several new buggies have been built. The weather has posed many obstacles such as potholes and a decreased number of practice rolls. However, this will force many teams to fine tune their driving and pushing techniques in order to come out ahead of the pack!

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 Schenley 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 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 Street as they begin to go back up the hill. The buggies momentum or roll out is counted by the number of windows passed 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 time is posted on the board. The Course Record is 2:06.2 set by Spirit in 1988.



MARGARET MORRISON

GYM

HILL 1

TECH STREET

FINE ARTS

G.S.I.A.

EXCHANGE

HILL 2

WESTINGHOUSE POND

HUNT LIBRARY

FREW STREET

HILL 5

EXCHANGE

BAKER HALL

HILL 4

FLAGSTAFF HILL

EXCHANGE

HILL 3

ISCAIFE HALL

THE MONUMENT

THE CHUTE

FREEROLL

PHIPPS CONSERVATORY

SCHENLEY DRIVE

PANATHER HOLLOW BRIDGE

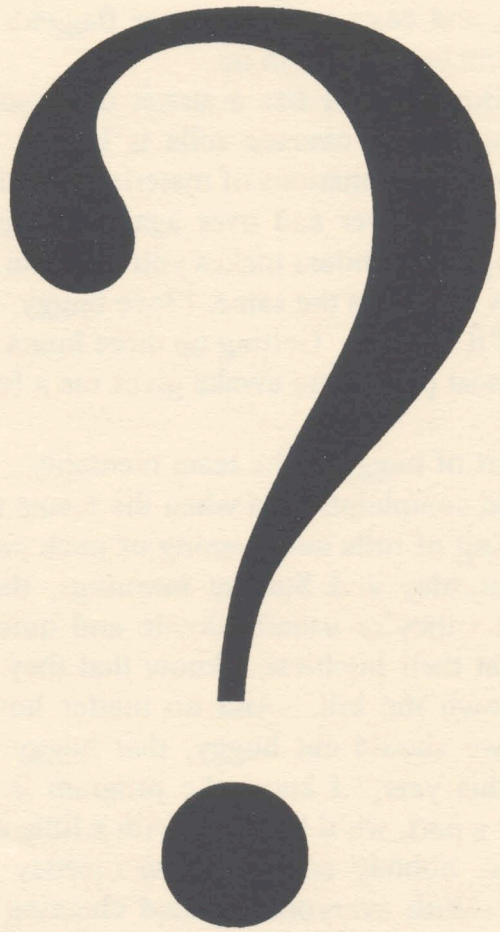
Sweepstakes Chairman:
Greg "Dupe" Dupier

Sweepstakes Assistant Chairman:
Karlie Radford

Safety
Liz Stoltenberg



THE SWEEPSTAKES COMMITTEE



Chairman's Tale

I have pretty definite ideas about Saturdays. And Sundays. Both are perfect for sleeping in, catching up on a little work, relaxing, and generally taking it easy without ever leaving home.

Gone are the carefree days of my youth. I have abandoned my beliefs. Sleep is a thing of the past and I've learned to get all my work done during the week. Because I've sold my soul and my weekends to the Buggy God. He's a cold, unforgiving God, who turns the weather foul Friday night when you need those qualifying rolls, and casts spells on your flaggers to make them go back to sleep after you call them to wake them up.

I think every Buggy Chair has a streak of masochism in his or her soul. Getting up (or staying up) to oversee rolls is hellish on your nervous system. Calling manufacturers to get donations of materials is tedious and time-consuming. Explaining to other people over and over again why you're spending your free time in a garage and up at odd hours makes you question your sanity.

Yet, the answer is always the same: I love buggy. It's exciting, and fun, and I wouldn't do it if it weren't. Getting up three hours before dawn and going to back to sleep before most people are awake gives me a feeling of accomplishment like nothing else.

My favorite part of buggy is the team mentality. It's rewarding to listen to the moans, groans, and complaints stop when the teams finally see some action on the course each morning of rolls and evening of push practice. When they're out in Schenley those Saturday and Sunday mornings, they can actually be quite pleasant to deal with - they're usually docile and quiet from hangovers. Even when the drivers are at their bitchiest, I know that they can't wait to get into the buggies to be sent down the hill. And no matter how many times I hear my brothers whine that we should cut buggy, that buggy is stupid, or "maybe we shouldn't do buggy this year," I know the program is safe, and when we need those extra dollars for a part, we'll have it. With a little effort.

And, of course, nobody complains on raceday (except a few diehards,) when it all pays off. With everyone out and cheering for their teams, and that delirious high that comes only from lack of sleep coupled with excitement, there's nothing better than the moment the starter's gun goes off.

The Buggy God keeps my soul in a little jar in his attic and takes it every once in a while to feed it doubts and frustrations, and to make sure I'm not sleeping. One day I'll get fed up enough to take it back from him. But not any time soon. For now, I'm content - who needs sleep, anyway?

Eric P Grant
Asst. Chairman, DTD Buggy '96

Mechanic's Tale

CLICK!!!!!!!!!!!!.....

"It's 4 a.m. and you're listening to Pittsburgh's...."

SMACK!!!!!!!!!!

That's what most of my weekend mornings start out sounding like, if I'm lucky. If not, my days and nights and a.m.'s and p.m.'s start to get a little confusing, and the picture of my four o'clock's is more like a group of mechanics standing around a buggy all asking "why the f&@! isn't this thing working right?" Inevitably, we'll fix the problem with duct tape or just put lots of duct tape on anything so we can get through the day's rolls and worry about fixing the problem later. Duct tape is cool! The only single item which dominates buggy more than duct tape is coffee. We never leave the garage before our caffeine products arrive. The late night weekend guy at Dunkin' Donuts knows our faces and what "the usual" is.

One of the most fun aspects of buggy is the driver. Despite being tightly restricted, and laying face down about three inches above the ground for two or three hours at a clip, they still manage to maintain some semblance of a sense of humor. Watching their facial expression when I pull out a large set of vice grips to adjust their safety harness, or when explaining the bread, water and lettuce diet that they "have to go on" two weeks before race day is very entertaining. Playing "tickle the driver" or "lets tell her we unhooked her from the buggy when we really didn't" are excellent ways to kill time if buggy ever gets a little slow.

For a mechanic, rolls should be the most boring time of the day. I wait until my organization I called, roll the buggy up to the starting line, maybe shove it off or catch it or even push it up a hill if one of the f*#@&\$! pushers is a little too hung over to come out. Unfortunately, if I ever have to do more than that, it means the buggy broke or crashed or blew up. Finally, at the end of rolls, we pull the drivers out (if they haven't complained too much, otherwise, they get to sit in there for a while), clean all of the parts and bring it back to the garage to get ready to go through the same thing again the next day.

Why do I go through this torture, giving up the few precious hours of sleep this school does let me get, adding some much needed stress to my life through those late night thrashes to get the buggy ready to roll, and take years off my life (although I do get some really cool highs) from the chemicals in the garage, all for a race that will last for just over two minutes? I have no clue. Call me crazy, but I think I'm in love with a mechanical object.

Alpha Epsilon Pi

CHAIRMAN:
Mark Radel

ASSISTANT CHAIRMAN:
Larry Cohen
Matt Titelbaum

DRIVER:
Margie LaLonde

MECHANICAL CONSULTANT:
Eric "Handy" Shapiro

PUSH CAPTAIN:
Michael Scheinkopf

PUSHERS:
Jon Chryer
Arik Cohen
Mike Harris
Matt Myers
Mark Roden
David Schonbrun
Abram Shapiro



Alpha Epsilon Pi would like to wish all organizations the best of luck for a competitive and exciting Sweepstakes weekend!



SUPPORT:
Ido Ben-Shachar
Brian Cardanha
Michael Catelinet
Jon Finkel
Dan Goldstein
Andrew Goodman
Reuven Goren
Matthew Hirsh
J. Hyman
Jordan Kanon
Steve Marks
David Pinkus
Keith Rothschild
Eric Seshens
Ilya Shafir
Jason Small
Seth Weinfeld
Aaron Weisberg
Doug Wiegley
Andrew Yeckel

BETA THETA PI

CHAIRMEN

Chris Struble
Jared Simpson

MECHANICS

Chris Caniz
Adam Cody
Bill Erdely
Jason Lehman
Chris Kovscek
Jody Rogish

DRIVERS

Beth Abramson
Lori Gregor
Ellen Lalumere
Iris Leon
Angie Kao

BUGGIES

Unforgiven '95
Viper '95
Animal '94
Evenflow '93

PUSHERS

Ray Ardire
Avai Barat
Chris Barnicle
Matt Beam
Tom Bender
Dave Coates
Keith Dickerson
Todd Fedak
Albie Fletcher
Brian Gustafson
Brian Krueger
Eric Limegrover
Mike Monico
Nate Morgan
Ben Pfeiffer
Mike Rea
Jody Rogish
Wayne Scholar
TJ Sharpe
Casey Smith

Tony Spoto
Rick Steiner
John Stephan
Frank Triggiani
The Womens Push Team

SUPPORT

Daan the Ninja
Mike Drake
Brett Emery
Steve Wetter
Pizzurro
Ray
David Emerald Coates
Archbold
ldinate
Matt Marjestic
Mark Torrell
Greg Hartsvirth
Blair & Colin
Keir
Paul Brownin
Nina Sluiter
John Rieintever
Lew Collins
Ace Auto Wrapping
Office Proffesors
Sling
John & Dick
Ted & SDC
Woody & Sigma Nu
Yet Again Myers Dad
The Almighty Dollar
Team Xerox
Pearl Jam
Metallica
Diet Mountain Dew/ Coke
Booker
John Struble
Glenn Danzig

250+ PUSH TEAM

Rob Chinchar
Chad Heald
Lance Thomas
"Fat" Adam Kenney
Keith Hannenberg

Chairman

Audie Hanpacher n

Drivers

Haley Consigny
Wendy Newman

Mechanics

Chris Sullivan
Eric Grant
Lar y McCartin

Push Captains

Don Scaltr ito
Kristen Berr igan

Buggies

Darkstar (1993)
Ioullus (1993)

Support

Norbert Malam ud
John Rohrbacher
Eric Cheng
Greg Usberfi

Pushers

Brant Par tington

Mark Eggert

Kevin Stanley y

Kelly McCullough

Erik Hoffland

Derek Cissel

Bob Brosius

Ryan Rhoads

Ben Reitz

Tom Kane

Dave Fredricks

Teresa Dietrich

Rebecca Elroy

Melissa Meyers

Kimberly Toda

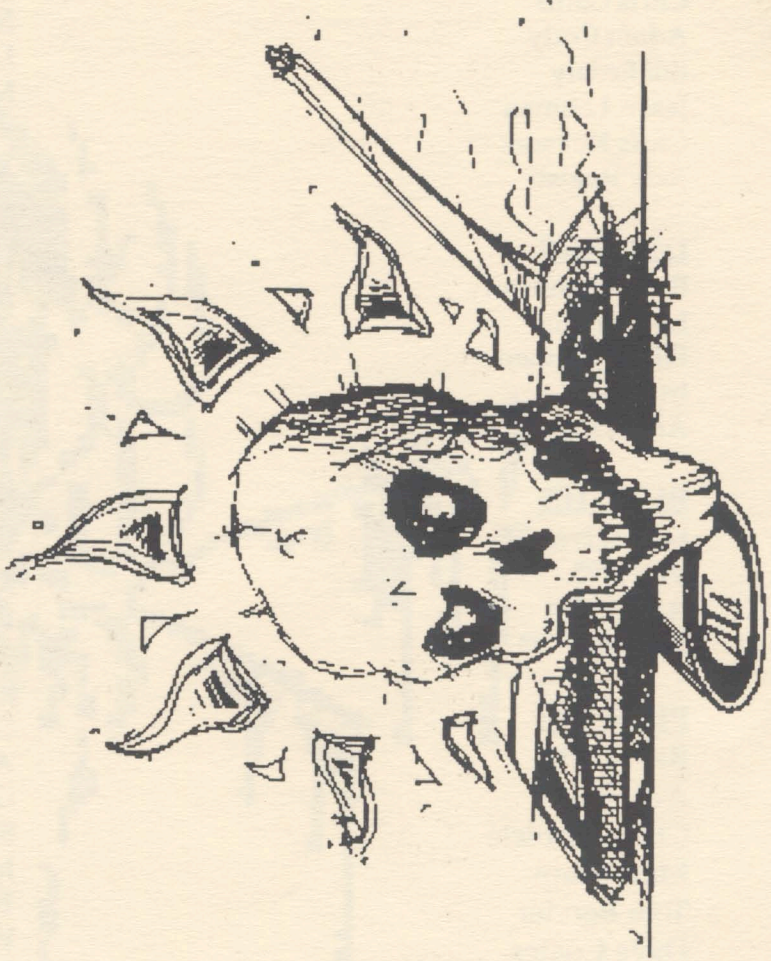
ATA Buggy

Ioullus Darkstar

Special thanks to:

Frank Pecjak
Carl Ramey
Dave Berwick
Ken Lambert

The sisters of Delta Gamma.



Delta Upsilon Buggy

Chair: Michael Foster
Ass't: Johan Nemitz
Luis Quiroga

Drivers:
Stacey Gabor
Sarah Lawter

Mechanics:
Todd Cahil
Rob Sutter
Matt Schwartz

Crew:
Eugene Chung
Andrew Ortiz
Lee Scoratow
Jeff Merwede

Pushers:
Tom Tadlock
Jason Heim
Mike Posey
Jaimie Carpi
Eric Payne
Jeff Demattos
Matt Derr
Josh Petras
Dave VanGoor
Doug Dandridge
Bryan Kirk

Women's Team:
Carol Haggerty
Edith Chen
Rebecca Albrecht
Joy Ferguson
Rebecca Harvey

Buggies:
Teal Whislter
Merganser



Delta Upsilon is back on track this semester, with high hopes of breaking into the top ten for the first time in over 5 years. Thank You to everyone who has helped make this a great year; especially Sparky who has stuck with us all this time.

FRINGE

Buggy Chair:
Jeremy Szteiter

“Hey, what happened to Buttwarmer?”

Pushers:
George Blaha (captain)
Lisa Cook (captain)
Nate Barlow
Chad Jasiunas
Phil O'Hara
Trent Morrow
Eric Newhouse
Jon Zubiller
Jeff Klock
Niknil Konodia
Carl Hess
Jon Betz
Vijay Rajaji
Nate Hart
Mike Smith

Buggies:
Scimitar ('94)
Junior ('89)
Barrier ('87)

“There's a screw loose, if you know what I mean.”



Drivers:
Ashley Morris
Lucia Aguirre
Kit-Yee Lam

“Give me that thing. You know, that THING!!”

Mechanics:
Sonny Yeoh (HM II)
Marcos “Melrose”
Almeida (HM I)
Mike Hurwitz
Krishnan Seshadri

Special thanks to Sigma Phi Epsilon for its support!

Kappa Sigma

We might be gentlemen, but we train like...

Hard work, a tenacious attitude, and the desire to compete all drive the Kappa Sigma buggy team. Just like the ferocious warthog nicknamed the razorback by those that fear it, we might not be pretty, but we get the job done.

Chairman

Dan DeVito

Buggies

Patriot (1995)

Razorback (1996)

Drivers

Katie Bixby

Victoria Carlisle

Push Captains

Nicholas Michalski

Andrea Hanna

Mechanics

Dan DeVito

John Crowley

Jon Homer

Support

Chris Lumb

Mark Licata

Phil Gacka

Pushers

Dan Stauffer

John Crowley

Jason Reinsch

Dan DeVito

Jason Eckberg

Peter Greenburg

Chris Lumb

Aaron Knoop

Joe Kovacocy

Tony Soong

Adam Peelor

Women's Team

Catherine Carbone

Jessika Coltz

Michelle Majikes

Veronica Moo

Phi Kappa Theta

...it's time to drink and redefine...

Drivers

Jisa Gabbe
Mason Scudiere
Christine Fay

Muggies

Shadenfreude
Secretariat

Hairmen

Arbyak Ly
L.F.N.M.
Bo
Frank Alfred E. Fart
Random
M. Spamaloupe
Herb

Beans/Janitorial Services

Hubb-Rock
Di-Lo
Cyote
Howell
Beerholder
Stanley

Special Thanks To-

James B. Beam
Crimiah Beam
Mel Brooks and the No. 6 Dance
Cackyluv, Klars, Ebock, POD and PFU
and N.B. Snacklin

Pushers

Push Captain-

Slo-gin Ramasubra-
maniamsundaruminianun
Mumbles
P.D.L.C.
G.T. Monkey Reamer
Monkey Crotch 'N Nose
Touchy-Feely
Herb
Guano
FAT-\$%@
Colorado Buds I
Geeves
Phi Kap of the Year
Va-Cheez
Derk Rut
Lowell
Beerholder
Colorado Buds II
Russian Strongman I
Russian Strongman II

Push Captain-

Tracy Bach
Brittany A Rutter
Su-Uan Chai
Jennifer S Daddino
Jacqueline M Autieri
Kelly J Gaitens
Kathleen A O'leary
Sandra E Mikesell
Nicole Carlene Duguay
Natalie L Lee

Flaggers, Timers... etc.

Jayganesiamerabia Superlibrarianianerian....
Spanky Jabba McFarlandamar
Superman
Di-Lo Leah Tinks-to-do
Lumpflower
Berto
Pheeeeeeeeeeeeeeloi
Mouse
J. ***boy Beesman
Ming the Merciless
THE WOOK, red shirt

... and any of you we might have forgotten.

Pi Kappa Alpha

As the most successful organization in buggy history, and with victories the last two years, Pika has once again proven its dominance over the rest of the buggy field. With the combined efforts of our pushers, mechanics, drivers, and timers, Pika is assured to hold onto its sweepstakes crown for a third year. GO PIKA BUGGY!!

Chairmen:

Nathan Cormier '96
Eric Shapiro '96

Flaggers:

Jim Statile '99
Brian Mendelssohn '99

Mechanics:

Paul Warren '98
Bill Baxter '97
Mike Sanders '96
Jason Cook '96
Jeff Bricker '96
Brian Hendrix '99
Richard Simmons '99

Pushers:

P.T.C.: Chris Tomforde '97
Jon Bascug '96
Morry Belkin '98
Lyren Brown '97
Jeff Butler '98
Steve Endy '98
Ben Ernest-Jones '98
Rob Gannon '96
Jimmy Hsu '96
Jon Mayes '99
Jay Miolla '98
Nick Nicolella '97
Ravi Pimplaskar '96
Jeff Polega '97
Mark Prommel '98
Dave Rollins '98
Chris Rotelli '97
Jim Statile '99
Dan Tischler
Bharath Vasudevan '99
Brian White '98
Kim Umeda '98
Tracy Burton '99
Lauren DeRosset '98
Kelsi Montgomery '98
Marla Spontak '97

Timers:

Roy Casali '96
David DeFonce '97
Brant Soudan '96

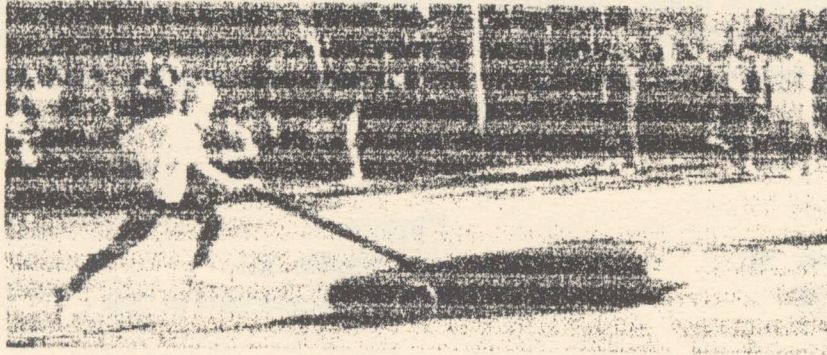
Buggies:

Raceday 1 '96
Mad Dog '94
Mach II '93
Maverick '92

Drivers:

Terry Lacuesta '96
Laura McClure '96
Erin Gay '99

PIONEERS Buggy '96



Pioneers is looking forward to its ninth year of Sweepstakes with great expectations. The hard work and dedication of our mechanics, drivers, pushers, and support crew allow us to remain a perpetually competitive organization. Special thanks go out to our alumnae, who have always offered their continued support and encouragement.

CHAIRMEN

Jon Homer
Chris McCormack

BUGGIES

Helios (1995)
Hyperion (1993)
Tsunami (1992)

PUSHERS, male

Matt Moe	Chris Lee
Gaines Jonakin	Sam Mostad
Alex Bircher	Matt Porta
Jason Buelow	Kevin Johns
Jon Homer	Rob Slater
John Krugh	Donpaul Stephens
Gary Trendel	Barry Huic
Dale Morgan	Ed Cudahy
Brian Doyle	Dan Saffer
John Moran	Niraj Patel
Anuj Gupta	Chris Winston
Jay McCormack	David Hines
Mike Dutt	

DRIVERS

Aiyana Ely
Marcie Srun
Angela Saval

PUSHERS, female

Steph Stine
Jen Skuly
Paige Angstadt
Elaine Kirkpatrick
Ann Humphreys
Erin Conner
Maria Muti

SUPPORT CREW

Eric Li
Shayne Seever
Pia Soriano
Scott Hansma

Student Dormitory Council

Chairman

Paul Krier

Assistant Chairmen

Erik Larson

Matt Solitro

Buggies

Rage (96)

Sambvca (94)

Escargot (91)

Terrapin (90)

Banzai (86)

Mechanics

Ted Irani (Head)

Erik Larson

Mark Bartolomeo

Luke Bennett

Jon Buford

Matt Cuccaro

Kurt Faulhaber

Ferdi Mack

Bill Vandermark

Drivers

Mel Sarko (Head)

Julie Chen

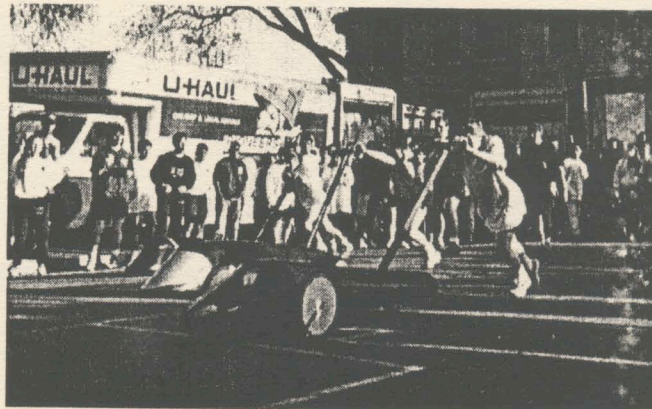
Kathy Balazy

Tiffani Jastrzembski

Fiona Bedford



Every year we learn from those that went before us and strive to implement our ideas for the future. As the trophies get bigger we discover more and push even harder for the top spot. It will be our dedication to competition as well as fun that will once again make the difference on race day.



Thanks for a decade of service, Banzai!



Image courtesy of The Tartan.

Pushers

Dan Giammar (Captain)

Greg Acton

Dani Barnard

Mark Bartolomeo

Paul Boothe

Doug Brady

Jon Buford

Ed Copelin

Matt Cuccaro

Koshiko Delaney-Karell

Anne Donovan

Ty Douglas

Krista Downey

Brad Fittz

Tom Haddad

Brian Hoffman

Tiffani Jastrzembski

Paul Kobayashi

Alexis Landeros

Sara Mahoney

Chelsea Marnell

Erin Oravik

Mel Sarko

Matt Sheby

Glen Siniawski

Matt Solitro

Ben Stollar

Anup Wadia

Support

Dani Barnard (Chair)

Greg Acton

Debby Keller

Erik Misavage

Angel Verdugo

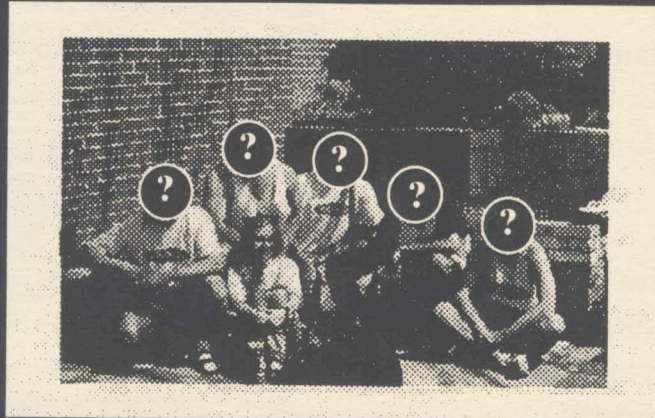
Sigma Nu Racing

Zoo Buggy 1996

chairman: madsteve 'bootsy' chiang
assistant chairman: jason 'woody' appelt
truck crew: woody appelt
 madsteve chiang
 leo turetsky
 joel slovaek
 greg stroup
 raj virani

drivers: adele chiodo
 ena khan
 sindu maliakal

push captains: ron poleawich
 jon voymas
 brocket horne



racing machine: tenth commandment
 king of spade
 okapi h. johnston
 i. jack hoffman

thanks to all the dedicated sigma nu men's teams pushers
and kappa alpha theta women's teams pushers

special thanks to all the alumni who have been supportive
and offered valuable experience and various assets

Sigma Nu Buggy: The Next Generation

SIGTAU
ΣΤΤ

Buggy '96

traka!



Sig Tau Buggy

Fun. Work. Fun. Speed. Fun. Sweat. Fun. Blood. Fun. Love.

Now that we got that straight,
wake your asses up. It's race day.

Buggies

Vindicator '89
Spitfire '93
Juggernaut '95
Folgers '96

Drivers

Sandy Banks
Renee Grebe
Kristen Williams

Pushers

Guys

Dallas "Track God" Baker
Samir "Munish" Biswas
Dan Bonnett
Mick Daum
Big Bad John
Gomer Pyle

Chairman

Dave Sell (is dead)

Mechanics

Henry Tudor (Head Mechanic)
Scott "Stiffy" Styfco
Wix "Red 2" Terrill

Support

Gutter "Gold Leader" Benoit
Cooter

Chris Hill

Chris "Hungry" Lim

Dan Razum

Greg Schroeder

Jeff Smith(ers)

Mike Spena

Munish "Samir" Suri

Special Thanks

Frank Miller
George Biddle
Adam Glass
DJ Mavvy Mav
Hollis Schuler
Pooh-Bear
Dave

Gals

Jen Mack
Bex McCadney
'Leen O'Shea
Heather "Thumper" Sim
Deb "Peanut" Smithline

SPIRIT BUGGY 1996

Newton frets...

...Einstein smiles!!!

MFICS

Kate Schreiber- Mechanics Chair
Will Motley- Administrative Chair
Cormac Eubanks- Design Chair
Jerry Baptiste- Push Captain
Celeste Bounds- Push Captain
Bridget Caster- Push Captain

MECHANIX

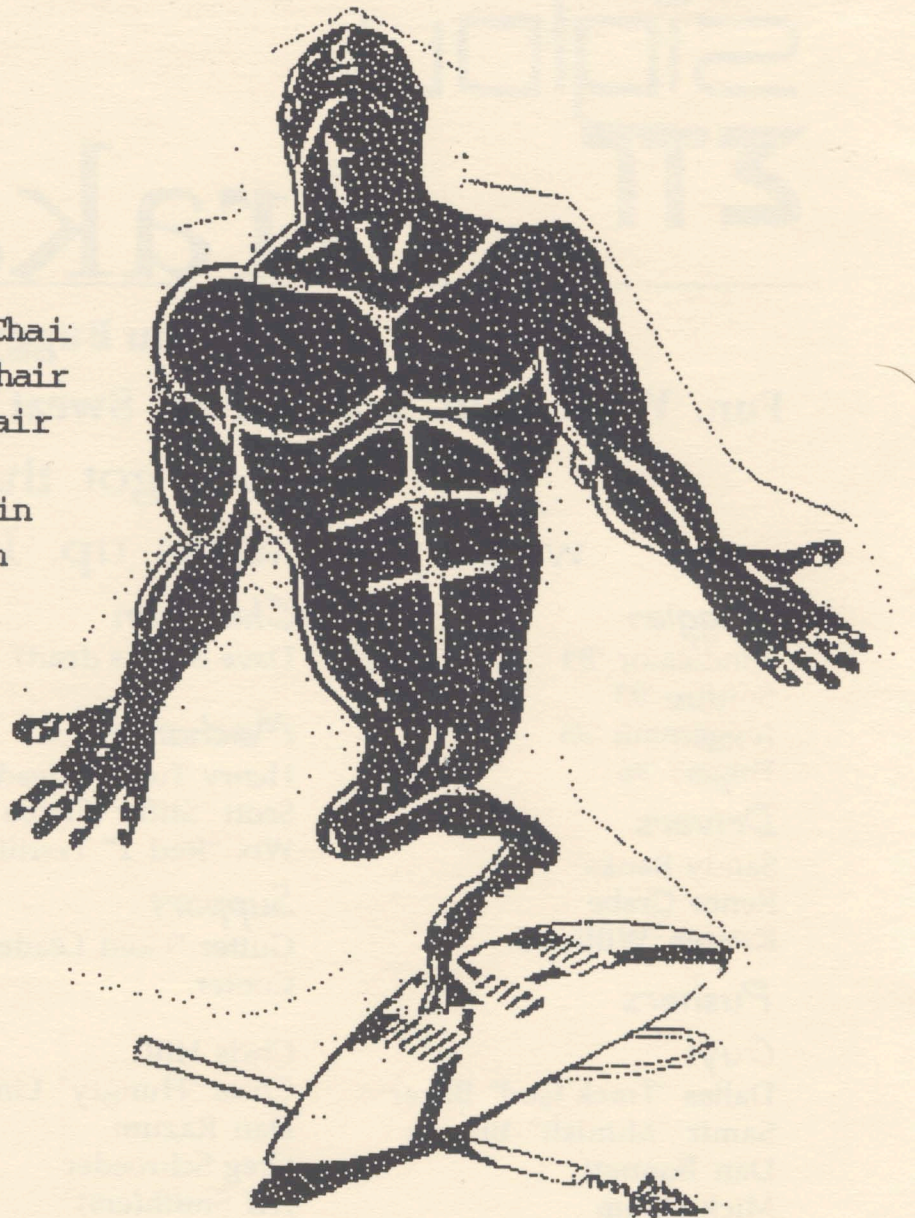
Wayne Chang
Cormac Eubanks
Carl Nott
Kate Schreiber

DRIVERS

Abigail Beck
Lia Estrada
Shakira Ferguson
Laura Seejattan

SUPPORT

Renee Littleton
Christy Rickert



See ya on the hillz...

Theta Xi

My two years as Theta Xi's Buggy Chair have taught me a lot of stuff to take with me out into the real world -- 1) Duct tape solves any and all problems you may have, 2) the mill can do anything, 3) blue skin isn't necessarily a bad thing, 4) sleep is way overrated, and most importantly 5)

SERGIO - PROOF PUSHBAR = MUCH FASTER TIME.

Finally, I'd just like to thank everyone who's helped to make these last two years of buggy as interesting and fun as they've been.

Dominic Rinaldi
B.M.F.I.C.
Theta Xi Buggy

Thanks to:

Chico Smithers
Pintu
Zach
Tos
Tracey
Paul
Miss Carriage
KU
Cuba

dos
Bruce
The Space Bus
The Steiny Bus
Jeane
Rada
Sara
Lara
Tamara

WRCT 88.3FM

WRCT radio carries complete 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 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 the Midway. Meet 'RCT DJ's and ask them to play your request on the air. Also look for cool giveaways.

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, folk, classical, reggae, ska, rap, metal, funk, techno, and international on over 50 different shows. You can also hear local bands and musicians play live at WRCT on Tuesdays and Sundays. We are not all music though. Be sure to tune in to our public affairs shows and News features. Our Sports department also 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 Sportline, 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 88.3 FM. YOU can't be everywhere on the track, but we can.

Credits

SWEEPSTAKES COMMITTEE

Chairman
Greg Dupier

Assistant Chairman
Karlie Radford

Safety Chairman
Elizabeth Stoltenberg

Design Chairman
Peter Sellar

Buggy Logo Design
Pauly Burke

Buggy Book Design
Anne Castle

SPECIAL THANKS TO

Anne Witchner
Mary Jo Rudman
Marcia Gerwig
Pat Harned
CMU Radio Club
Ken Slaughter
General Motors
CMU EMS
Cochran GM
Magna Graphics
Kevin Conboy