

SWEEPSTAKES



1998

I have become Buggy. Buggy is all that I know and all that I am.

Buggy rules my life. The time when I'm in class yearning for the sweet smell of acetone and when I toss and turn in a semblance of sleep dreaming about The Stairs and buggies smashing into curbs and standing on a pedestal reaching for The Trophy.

Buggy has filled me with knowledge more sweet and precious than all the caffeine and nicotine that has ever been and ever will be. Buggy has taught me the secrets of the Monocoque, the Partial Monocoque, the Space Frame, the Hybrid, and the Fat Pan. Buggy whispers to me about the Plate, the Rail, the Fork, the Tower, and the Twin Tower. I have become an unwitting disciple of the Giants that have walked the Hills, whose names fill me with dread (Bordick) and hope (Lentz).

Buggy has seduced my beliefs. I curse God for the rain and sleet and snow with which He crushes hope and hours of thankless work. I labor love and devotion on these things of glue and glass, of titanium and aluminum. I have seen miracles wrought in closet-sized spaces of heat and darkness where the stench and fire of Creation forges precious idols to the Gods of speed.

I am Buggy and I beg for Raceday, for the rolls, for the trophies, and for the almost Godlike drinking that follows.

- Anonymous, 1998

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HISTORY OF BUGGY

ORIGINS

Early buggy races were quite different than they are currently. The race used to be held on a road that cut through campus which started and finished in front of the Fine Arts building. The first Raceday, held on May 19th, 1920, saw a dozen boxy vehicles lined up near the front of Margaret Morrison Carnegie Hall. During the race, the pushers would jump on the back of the coasting vehicle, making it a two-man team. Along the way, there was a pit stop, which required switching the two rear wheels with one another to demonstrate mechanical dexterity. Going uphill at Porter Hall, driver and pusher could switch positions to "insure a breakneck finish." However, there are no recorded results of this tradition-setting, all-important first Sweepstakes buggy race.

The second race, held in 1921, was won by Iota Sigma Delta, a local fraternity, with a recorded time of 4:38. The first design awards were also given out that year. Uniqueness seems to have been the criteria; Delta Upsilon won with a monstrous fish on four wheels, and Sigma Nu took second with their "Toonerville Trolley." Most early buggy designs imitated Indy cars or other exotic vehicles.

EVOLUTION

The next few years saw fundamental changes to the races, making them more like today's Sweepstakes. Freak designs were eliminated in 1923 and mechanical perfection became more important. The push team was increased in 1924 from one to a relay of four, and then five in 1927. In 1925, the races were finally run in heats, with 19 entries divided into four runs. Rules were changed to require the same body in the race as that entered in the design competition. The next year, preliminary heats were moved to Friday, with finals held the next day. When Frew Street was extended from Porter Hall to the Gym in 1928, the Buggy course was rerouted to what is virtually its present incarnation. In addition, that year independent teams were allowed to enter for the first time.

A few original rules took awhile to change. For many years only two trophies were given out, one each in the design and race categories. Furthermore, they couldn't be given to the same organization. The 60-lb minimum weight rule was not abandoned until the early 30's. At about the same time, aluminum was discovered as a buggy-building material; Beta Theta Pi broke the three-minute barrier in 1930 with an aluminum vehicle. Lane stripes were added in 1932, but four to six buggies were racing in each heat.

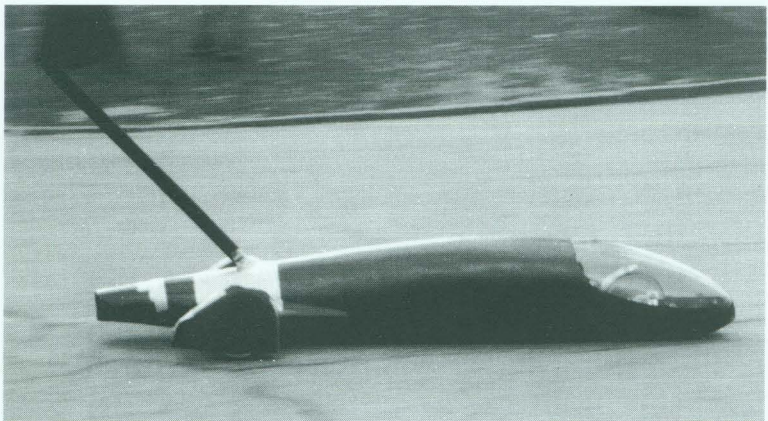
In 1942, no results were reported; from 1943 to 1945, Sweepstakes was dropped, along with most of Tech's activities, due to the draft and the demand for aluminum for the war effort.

After the war, Pittsburgh repaved the streets and provided police protection for Sweepstakes. The races saw a new wave of designs. The three-wheelers, bike tires, and low-slung wheelchairs gave way to soapbox derby models with wedge- and torpedo-shaped bodies. Brakes were first required in 1951 after buggies had already hit a pusher and a pedestrian. Alpha Tau Omega introduced the first prone-position buggy in the late 1950's, in which the driver was placed head-first, setting the shape of most modern buggies. Delta Upsilon was the first organization to introduce a two-wheeled buggy (named King Eider) which successfully rolled during preliminary races in its debut year but fell over during the finals. Two-wheeled buggies have since been outlawed.

PRESENT DAY

Beta Theta Pi and Pi Kappa Alpha have consistently been the most successful organizations in the history of buggy, in both race and design competitions. Alpha Tau Omega, Phi Kappa Theta, and Sigma Nu have all been serious challengers, and Carnegie Involvement Association and Spirit have joined those ranks since entering the races. CIA had the first victory by an independent organization in 1981, and Spirit followed with three consecutive victories in 1987-1989. The current course record of 2:06.2 was set by Spirit in 1988 with Quantum Leap.

Most modern buggies are aerodynamic three-wheeled vehicles made of fiberglass or similar material - and their costs reach thousands of dollars. This year sees several new vehicles and innovations, including luge-type buggies and the return of Sigma Alpha Epsilon and Carnegie Involvement Association to the races. Delta Tau Delta and Alpha Epsilon Pi will not be participating this year. Spirit, which broke PiKA's three-year streak last year, will defend its trophy in Sweepstakes 1998.



COMMON BUGGY TERMS

buggy - a vehicle built, maintained, operated, and pushed by CMU students throughout the year in preparation for the races held on the first two days of Spring Carnival

Buggy - the commonly held name of the Sweepstakes Race and the sport in general

bump (also called bump and run) - the technique of shoving a buggy and then running to catch up with it; most often used on Hill 5

capability test (also called cape test) - a braking system test held on the sidewalk between Baker and Doherty Halls, in which a buggy must be able to stop within a specified distance after reaching a minimum speed of 15 miles per hour on level ground

catcher - the person who stops the buggy after it crosses the finish line

chute - the tight, right-hand turn halfway through the course where the buggies reach maximum speed; lined with hay bales for extra safety; site of most buggy crashes

chute flagger - a member of an organization who stands on the course to signal drivers when to make their initial turn into the chute

course - a series of roads, just over a mile in length, encircling Flagstaff Hill

crew - antisocial, greasy members of an organization who live in Ryder trucks at the start line and service the buggies before and after the races

Design Competition - display of technical and aesthetic qualities of race entries, held on the Thursday before races

driver - small, light, usually female student willing to be crammed into a sardine can and be sent down a hill at fifty miles per hour

driveway - the entrance to Scaife/Hammerschlage Halls parking lots; buggies that only freeroll to the driveway are usually ready for retirement

drop test - a braking system test held on the sidewalk in front of the gym before each morning of freerolls and after each heat of the races, in which a buggy must be able to stop within 15 feet after rolling for 30 feet

duct tape - an important structural component of most buggies

exchange - the act of passing a buggy from one pusher to another

exchange zone - 15-yard areas between Hills 1 & 2, 3 & 4, and 4 & 5, where a buggy must be passed from one pusher to another

flagger - a member of an organization who helps restrict traffic during Raceday, push practices, and freeroll practices

follow car - a vehicle which follows the buggies in each heat; judges and crew members ride in the follow car

Hills 1 - 5 - the five sections of the course which require pushers to move the buggies

lead car - a vehicle which precedes the buggies in each heat; the Sweepstakes Chairman, Head Judge, film crew, and WRCT sportscaster ride in the lead car

COMMON BUGGY TERMS

freeroll - the area of the course between Hill 2 and Hill 3 where the buggy rolls downhill without a pusher

freeroll practice - practice races held throughout the Fall and Spring semesters on Saturday and Sunday mornings, with preparation beginning at about 4 AM and actual rolls running from about 6 or 7 AM until 9 AM; organizations set up tent sites, sweep debris off the course, prepare and drop test their buggies, and visually check the course for problems before rolls begin; donut and coffee runs are optional

hills - slang term for the buggy course

pass test - a test of drivers' abilities which requires that one buggy pass another during freeroll practice

permit - a piece of paper from the City of Pittsburgh which allows Sweepstakes to operate on the hills during the year and on Raceday

pick up - the act of receiving a buggy at the end of its freeroll at Hill 3

plug - the fire hydrant on Hill 3 just beyond the ninth window of Porter Hall; buggies that can roll the plug are among the most competitive on the hills

push practice - practices held on weekday evenings during the Spring semester from midnight until 6 AM on Hills 1, 3, 4, & 5, in which each organization can use one Hill to practice pushing

push team - five pushers for each of the five Hills, from one organization, for each buggy

pushbar - the bar extending from the rear of the buggy

pusher - a CMU student who pushes a buggy up a Hill

roll - the act of running a buggy on the course during a freeroll or Sweepstakes

Safety Chairman - the person who inspects all buggies and enforces all safety rules

spinout - the act of losing traction while going through the chute, resulting in loss of control

sweeper - a member of an organization who sweeps debris from a section of the course before freerolls and Sweepstakes

Sweepstakes - the official term for the races held during Spring Carnival

Sweepstakes Chairman - the person who supervises Sweepstakes, including all freeroll and push practices, and all support activities; chairs the Sweepstakes Committee

team - five pushers, one driver, and one buggy

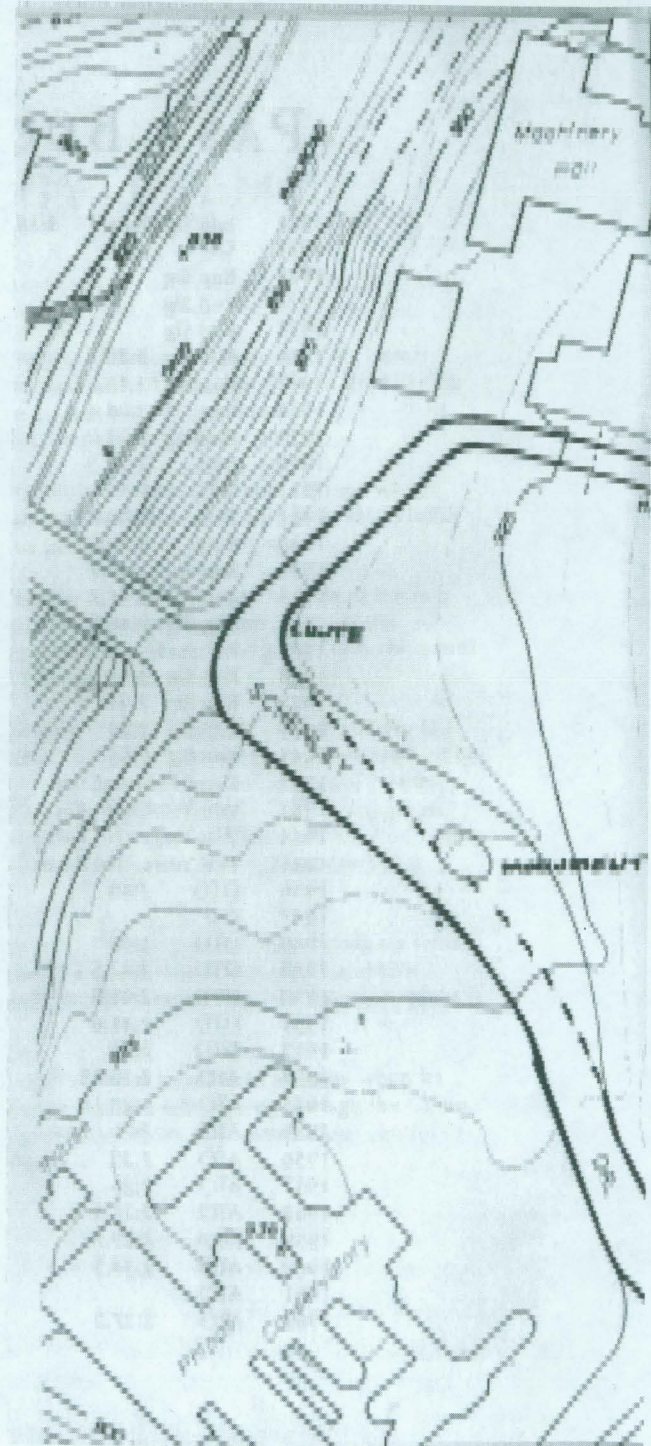
windows - a unit of measure for the performance of a buggy's rollout, using the windows of Porter Hall on Hill 3; measured as the number of windows a buggy rolls before the pusher must perform the pick up

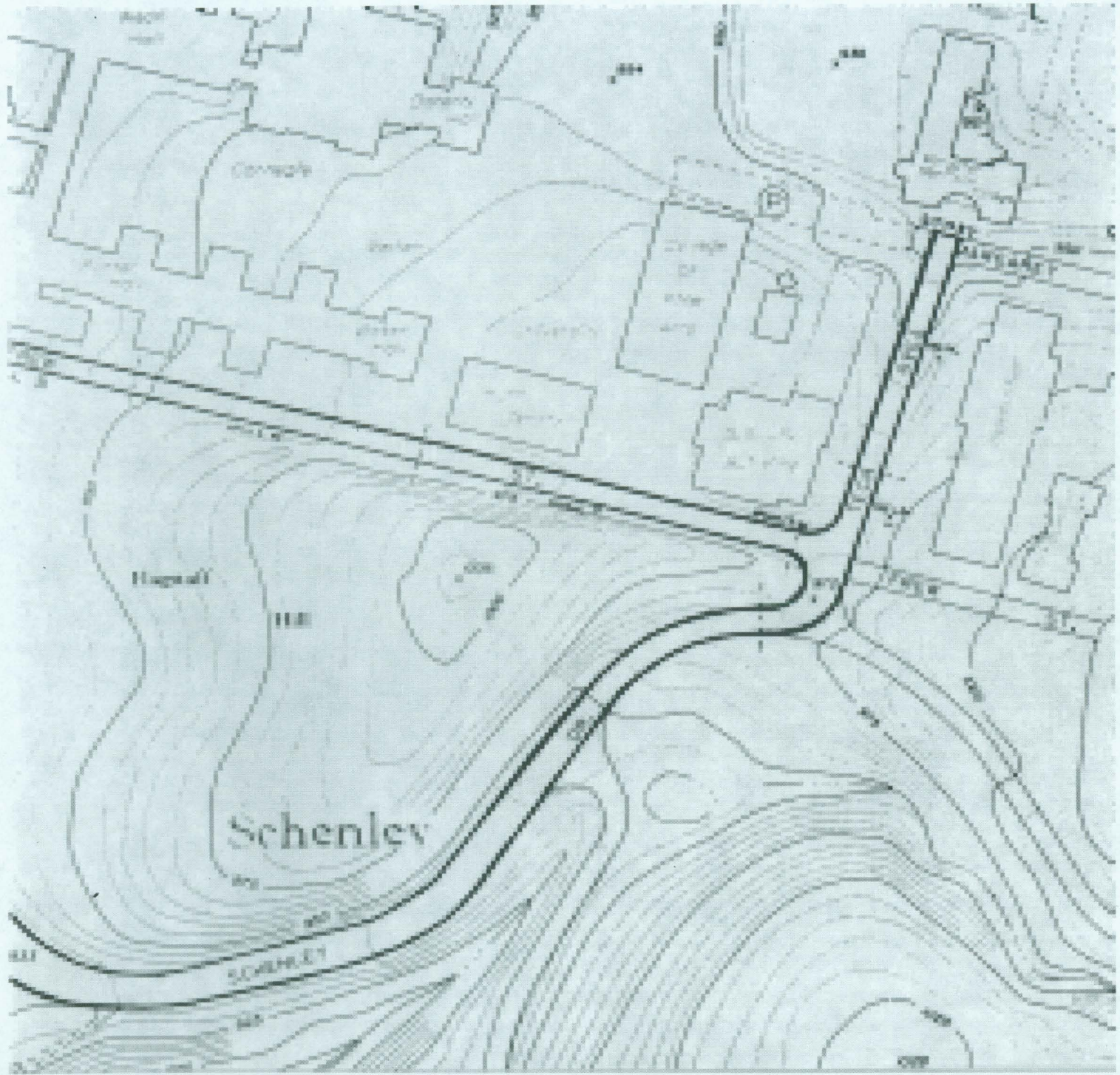
COURSE MAP

The race begins from a dead stop at the base of Tech Street, or Hill 1. As the buggies near the top they are pushed off to the Hill 2 pusher who carries it over the top and shoves it down Schenley Drive. This is the Freeroll.

The vehicles are free to pass each other all the way down as they gain speed towards the Chute. When they reach it they are at their top speeds, and must make the hairpin right turn travelling in excess of 50 miles per hour. 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 rollout is measured by counting the windows on Porter Hall or the fire plug after the ninth window. The buggy is then picked up by the Hill 3 pusher and is relayed through Hills 4 and 5. The Hill 5 pusher brings the buggy across the finish line at the junction of Tech and Frew Streets, and the catcher receives it. The total course time is posted on the board.





S W E E P S T A K E S C O M M I T T E E

Dani Barnard Chairman

I want to thank all the chairmen for giving me the chance to do this, it was a hell of a year. I know I shouldn't be excited that next year I can sleep in and come out to rolls drunk, but I'm still sad that I'll be graduating and leaving buggy behind. I'm going to miss it a lot.

This year was very positive for me and I learned a lot...

I learned how to beer bowl like a true athlete...which all started with Buggy Breakfast.

I learned that there will always be some people who actually believe I control the weather...when, in fact, the safety chair is the one who controls the weather.

There is no one right way to interpret the Sweepstakes Handbook.

I learned that people at the Tartan are yellow journalists.

I also learned that "sometimes there just isn't room for steering and brakes."

I learned the Greek alphabet.

I learned how to loosen up...a little.

And I finally learned what fun is.

I've learned that you've got to roll with the punches.

I learned (the hard way) that when you're no longer pushing, a diet of late night beer and early morning donuts catches up with you.



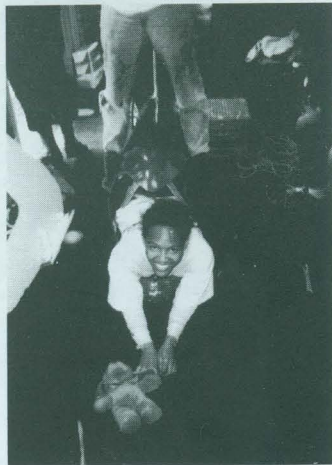
Thanks for a great year...

Jennifer Church for her guidance and unparalleled commitment
Kristen for her friendship and keeping me sane
Debby and Donald for their help...also very good at screaming things
All the Buggy Chairmen for making my life more interesting
Especially Fringe, Sig Tau, and Spirit for doing anything to help
W&S for always being there and talking things through with me
The Pauls and all they facilitate
RICE (SFT) - very much appreciated
Fr. Jim for leading me to salvation and drink
Yucca is a printer, yucca is a tree
PHI & "33" by the pitcher



S W E E P S T A K E S C O M M I T T E E

Kristen Williams
Safety Chairman



Thank you
to:
Evan
Stiff
Dani

“At least I’m not like Dani... I still have
another year.”
Thank you all for a wonderful year.

-- K.

S W E E P S T A K E S C O M M I T T E E

Donald Hoag
Assistant Chairman

S W E E P S T A K E S C O M M I T T E E

Debby Keller
Youngster

Special Thanks to Dani and Kristen, all the Chairmen (e.s.k.,) Joe, Jack, and Jane, Spirit and Jerry's lycra, PKT's coffee, "33," roni (s.f.t.,) Debby #2, Bufferin, Donald for "always" being there, and Ahmed for being there once. See you next year...

Alan Charness
Design Competition Chairman

Thanks for not setting off the alarm in the gym this year.

Eric Grant
Buggy Book Designer

Thanks to:
Black & Decker,
Optimus,
Word,
and G.L.O.S.S.:
D for putting up with my charms
K for her trust
D for her drunken laughter

"It is much easier to be critical than to be correct."
- Benjamin Disraeli, *Speech*, Jan. 24,
1860.

CHAIRMAN'S TALE

What, you may ask, possesses people to wake up at unnatural hours in the morning on the weekend to go out in the cold Pittsburgh weather and push a three-wheeled object up a couple of hills? What makes people spend countless hours and dollars building and maintaining these "buggies"? Aren't people at Carnegie Mellon smarter than that?

Well, if you happen to be one of the ones asking these questions, then you obviously haven't ever experienced the true nature of buggy. There's nothing like the feeling of pure adrenaline as you watch your team's buggy jump from the start line, and the crowd watching suddenly goes from silence to what seems like an almost deafening roar. People cheering either for your pushers, or for the pushers on the other teams; it really doesn't matter – the rush is still the same.

Suddenly, the follow car that you are riding in begins to move forward as it follows the pushers up the hill. Now you are either yelling almost as loudly, if not louder than crowds around you, or you are stone silent with anxiety. What's going to happen in the next couple of minutes? Will you watch your team race on to victory, or will you suffer the agony of defeat? No one knows.

As the buggy goes through the transition and gets a final push before the long, quiet freeroll ahead, you can't help but get nervous if you weren't already. You hope that the driver, who has sacrificed almost as much as you, has had enough training for this moment. No more instructions or pointers on what lines they take. No more tweaking of the buggy, or telling the chute flagger where to stand. Everything you have worked for all year comes down to now.

You begin to hear and see the crowd again as you approach the chute. Everyone standing by, including your hill 3 and 4 pushers, wonder if all the buggies in this heat will make it through the chute, or if tragedy will strike as it has been known to do. No one wants to spin in the chute so much that everyone I have ever talked to refuses to even mention the possibility for fear of jinxing their buggies.

CHAIRMAN'S TALE

As your buggy rolls out of the chute, you count how many windows it passes before being caught by the hill 3 pusher, a perfect indication of how well your driver was trained, and how well your buggy has been prepared. Now, it all comes down to the pushers. Were the late night push practices and early morning freerolls enough? Is there something else you could have done? Time will tell.

The further you get up the hill, the louder the crowd gets. You begin to see the huge throng of people standing around the finish line, cheering for the team they want cross it first. You start yelling at your pushers so loudly, your throat hurts. The adrenaline that had subsided during the calm freeroll begins to flow again, even stronger than before. The closer your buggy gets to the finish line, the faster your heart races. Will you be disqualified for some reason, or will your months of hard work and early mornings pay off? If you wait a few more seconds, that question will be answered.



M E C H A N I C ' S T A L E

Three short women walk into the dimly lit tent and begin undressing in front of me. I know it sounds like the opening to a Penthouse letter, but it happens twice a week throughout the fall and spring semesters. They strip down to a thin layer of tights or spandex and begin suiting up in their driver's gear.

Their day is just beginning and mine is almost over. I started around twenty hours prior when I got up for classes on Friday. Mid-afternoon rolls around and I'm running all over Pittsburgh picking up the last minute supplies that I'm going to need for the next 48 hours. A quick dinner on the run and I head for the buggy room for the rest of the night.

An obligatory call to the drivers and I now have a list of things that need to be done. I glance through it quickly and grab one of the steering systems. 45 minutes later and I'm staring at a stack of tools on one side and an ever increasing pile of parts on the other trying to remember exactly what it was that was wrong with the damn thing in the first place.

I get everything back together around 2:30 in the morning. I flip on the Weather Channel and wait for the local weather. I know that at 2:45 on a Saturday morning, I'm extremely interested to know that Hawaii set a new all time high the previous day, but I'd much rather know whether or not it's going to rain at 7:00 that morning in Pittsburgh. The green on the radar looks threatening so I flip off the TV before I jinx things for the rest of the day.

Now it's time to start calling in everyone else; mechanics, drivers, and sweepers. Mechanics start showing up stretching and yawning. Everyone grabs a handful of stuff and we're headed out to tent set-up. We finish this and do a little dance to keep the rain away. Now we need to get ready for drops.

That's where the drivers show up to undress and laugh at my bloodshot eyes. With drops finished, I can rest easy for a little while and ponder some of the current mysteries of the course....

MECHANIC'S TALE

How much did they pay for that paint job?

Do they honestly think a luge buggy will work?

How do they take the turn that fast without tipping?

What the hell could you use a 1' 1/4' wrench for on a buggy?

Rolls start and we need to get the drivers loaded into the buggies.

Load, carry, set, and let 'em fly. If all goes well, I'll catch them at the line and get ready to do it again. If they don't make it, I'll have to take the dreaded trip to the chute and find out how many hours just got taken away from me.

Luck was with us again and I can hear the drivers shouting as they come up over the hill. The rest of the day goes just as well so I get to schedule in a quick nap before starting all over again for Sunday.

Why do I spend innumerable hours in the buggy room risking life, limb, and lungs inside a cramped area that contains most of the elements on a periodic table? Why do I lose more hours of sleep a week than most people get?

For the fastest 2+ minutes that I'll ever experience, for a chance to stand on stage last, and that potential sip from the cup that will turn into my only tangible compensation for being too tall to drive what I strive so hard to build and refine. That's why I do it, and I won't stop 'til they see fit to graduate me.



DRIVER'S TALE

Being a driver is neat, hurtling along the ground, one eye staring around each side of the wheel in front of you, hitting cracks in the pavement and loosing a few frames of consciousness from the jolt... Yah, it's way cool. I didn't think it was possible to look forward to waking-up-and-going-to-campus at 4:45 am, (it's all one long slow thought that early in the morning,) but it is.

One of the things I love about buggy is sitting around and listening to Mike the Roommate tell us stories. Mike knows a lot of neat old stories about buggy, how people used to build them, and what kinds of stupid things have been tried. I still want to try driving a two wheel buggy, even if they do wipe out in the chute half the time. Then sometimes he tells me I'm crazy, but so and so was crazier. I think all buggy drivers must be crazy though, but I also know we're invincible. No fear and all that. Me and my buggy are one, we share one body during free rolls. Since I started driving I feel like I've developed sonar and accelerometers, reached a higher level of consciousness. I drive best when I'm completely tranced out, it becomes very non-visual, there isn't a whole lot you can see. It's like the nerves all along my body reach out through the buggy shell, feeling side slip, smelling tire skids, and judging speed by the centrifugal forces when I go through the chute. I've found I just can't drive with my fore brain, it thinks about things too much and then they're past before it figures anything out. Ok, so maybe I am crazy if I talk to my buggy, but hey, if it goes faster when I talk to it, I'm going to talk to it.

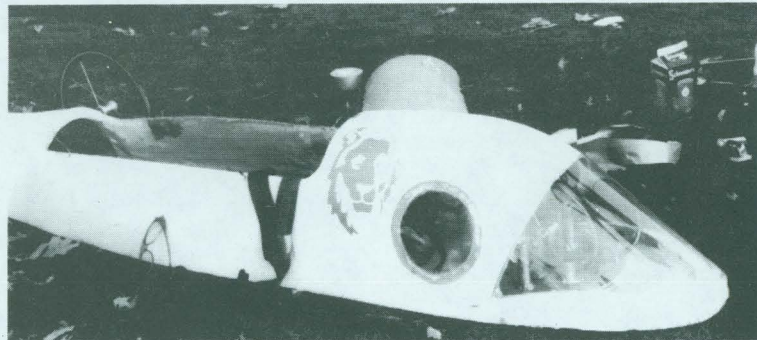
Then there are the stupid things your team does, that as a driver, stuck in your buggy you can't do a thing about. I remember lying my buggy, shell comes down, my team starts trying to put the handle back on the push bar. I hear a disembodied voice calling 'in the hole', then 'on deck', and they're still fooling with the push bar handle... it only goes in one way, and it says 'see this' on one side, but they were looking at it from the wrong side thinking 'Yes I see this!' and swearing. Finally they call 'up!' only we definitely weren't. So we scratched that roll. Then we scratched the next roll. Now everyone knows which way the push bar handle goes on. :)

DRIVER'S TALE

It's also fun coming through the chute with no visible push bar. Watch for it, it usually gets some good reactions 'Oh my God! That buggy's push bar fell off!!', we're the only ones still rolling with a retractable push bar. It did get stuck down during the exhibition races in '95, that was interesting... 'hmm' I thought as I came out of the chute and started slowing down, 'why is no one picking me up?', I slowed down some more, came to a stop, wondered if I was going to start rolling backwards. Eventually the alumni bent over and started pushing the back of the buggy, I think then the push bar came up... hope it didn't smack him.

And plain wacky things, like people tossing Cheerios up into the buggy through the frame when I'm all strapped in. It takes quite a bit of contortions to get my hand into a position where I can flick the Cheerio the rest of the way to my mouth, and then I get to grab it with my tongue, along with some of the buggy, mmm love the taste of dusty grimy aluminum.

A drivers tale wouldn't be complete without mentioning how we all try to figure out how many layers of clothes we can wear and still fit in our buggy, preferably without losing circulation. I'm always a little scared I'm going to come out of the buggy with one less toe due to frost bite. But I'm never scared of spinning out.



P U S H E R ' S T A L E

Insanity? Nope. Monetary compensation? No, not at all. Then why? Why should I get up 4 in the morning to push 130 pounds uphill? Why should I do this over and over again in hopes of getting better? What is my goal? What do I have to prove? Is this what we call fun? All this for a little sip of champagne out of a big rusty cup with my teammates. Is the champagne that good? I don't know. I don't drink. Is it worth it?

Yup. Every second of it. There's nothing more gratifying than accomplishing something everyone says you can't accomplish. Tell me that I can't do it and I'll do it. I live to defy. I do this for the competition. I do this for the thrill of victory. I do this to reassure myself that I can absorb defeat. Give it to me... I can take it. I do this to show myself that I can do whatever I want, whenever I want. I do this for the fun on Raceday.

There's no day more exciting than today. I've trained all year long for today's two minutes. Four days a week bulking up. I weigh myself and see that I've added a few pounds. That's good. It's about what you gain, not what you lose. Rep till I can't do anymore, then do three more. That's my motto. I must dominate my hill. I see fear in Hill 2's eyes. I see fear in competitor's eyes. I have to give it my all. Run like there's no tomorrow. There might not be. Damn 'Burgh weather.

Just a few minutes till my heat. Gotta make our team proud. Gotta do my part in keeping the winning tradition alive. Heart's racin'... palms are sweatin'. Am I nervous? Of course. If I wasn't I wouldn't be normal. But I'm focused. My mind's on one thing: making sure we cross "FINISH" faster than anyone else.

2:06:2, 2:06:2, 2:06:2. Alums will be proud. Nothing's in my way... just me. I'm feeding off the environment. The crowd can only help now. They can't hurt. I'm now immune. Immune to "boo"s, immune to competitor's wishes of my failure, immune to it all. Don't bother trying. It's almost time. Everything around me becomes a part of me. I can feel your eyes. Don't watch me... stop me.

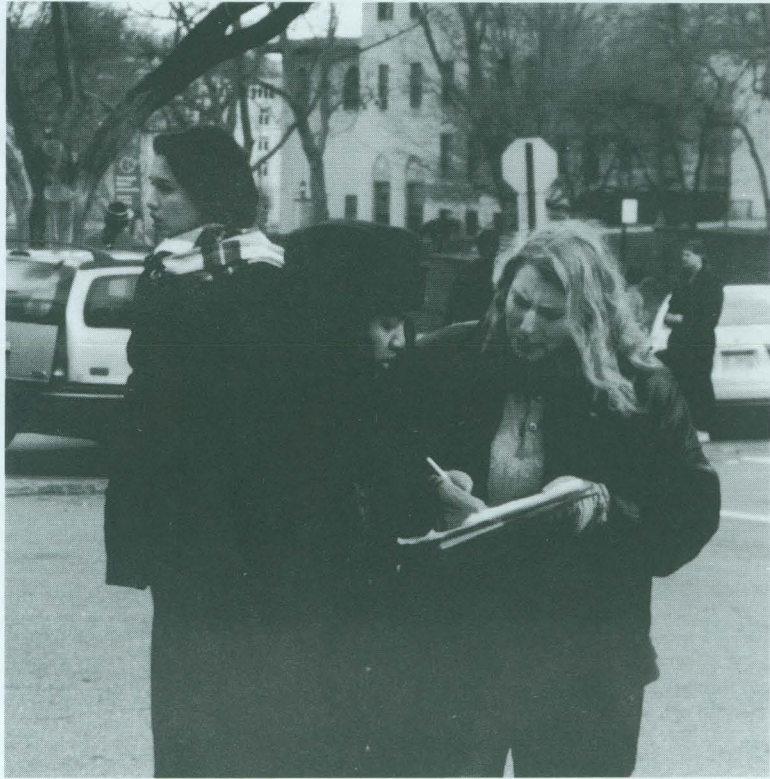
PUSHER'S TALE



10, 9, 8, ... 3, 2, 1, ready, set, bang! Remember, stay in your lane... hand straight on the push bar, don't break stride, keep focused. Run as hard as you can, then run harder. That's my motto. I've won this race plenty of times. It's a breeze now. I won this race fifty times this morning in my mind. At least another hundred times throughout the year. I've already won mentally. Now I've got to do it physically. I just have to go through the motions.

Here we go. "Ready, PUSH!" I've gotta accelerate uphill. Now accelerate downhill. I'm numb. My senses are lost. All but taste. I can taste my shove. I can taste her manipulating the freeroll. I can taste it. I can taste it all. I can taste victory. I can taste the champagne. Yeah, I guess it is that good. Today is Raceday '98.

See ya on da hillz.



THE ORGANIZATIONS

Beta Theta Pi
Carnegie Involvement Association
Delta Tau Delta
Delta Upsilon
Fringe
Kappa Delta Rho
Kappa Sigma
Phi Kappa Theta
Pi Kappa Alpha
Pioneers
Sigma Alpha Epsilon
Sigma Nu
Sigma Tau Gamma
Spirit
Student Dormitory Council

BETA THETA PI

BABES

Angie Farmery
Gina 'Mighty Mouse' Naggar
Laura Mattie
Melissa Rosen

CHAIRMEN

Ninja Daan
Chad Heald
Bill Erdely

Chris Barnicle
'lil Russ Clay
Ribcage Danielson
Brett Farmery
White Danny Handsome Flambard
Paul 'Coffee Creamer' Jakobowicz
Bryan Krueger
Jarrett Wayne LaRochelle
Mike McLaughlin

Good Jess Connolly
Brother Nellis

Lee Collins
Dr. J (with the books)
John S,
Floyd G,
and all the guys
Ian S.
Craig @ A.S.
Gary D. & Shirley T. @ M.
Steve @ H.I.
Perry C. & Bart @ S.T.
Tim @ A.2.A.
Chris Struble
Lunchbox
My Southern Belle
Drunk Xeny
Josh "12 Pack" Moore
Mush

PLAYERS

John Softy Moody
Matt Noretto
Pat O'Malley (DRIVER
CARE SPECIALIST)
Justin Peroli
Taylor Prosba
Jeff Poore #68
Jody Rogish

DIRTY DIRTY TRAMPS

Erin Rockwell
Mean Jeanne Martin

HILL6

Rob "Thank you little bees" Chinchar
Driz
Al-Dogg and the Green Machine
Hiltz and his 'stang
Neup the ear plug guy
Hanenberg
Beerboy / Renee
Mad Dog McCabe
Jared QUAKE Scott
Jeff 'Obnoxious' Thomas
Sweaty CD Press Teddy
Mark Torelli Pump
Scott Cunning
Ryan Beaudoin
Lou DePaul
Eli Holsinger
Brian Lenhart
Eddie Murphy Raw

BUGGIES

Occam ~98
Unforgiven ~96
Animal ~94

MECHANICS

Josh Stauffer
Mike Brannigan
Geraldine Martin
Matt Bostick [1/6/96]
Chris F***ing Steiling

Brian Rosinski
Chris Schmitt
Todd SafetyGlass Shamitko
Tony Spoto
Rick Steiner (Captain)
Karen Stephan
Bob Tracey
Frank Primetage Triggiani
Nasty Steve Wetter

Queen of #1, Kerry Riley
Kim Guns Hughes

Jason Phipps Conservatory
Where's Reza Sadeghi?
Shaun Seydor
Jason Stieg Burke Jr.
Mike Swierczek
Spanky C
The Norwegians
Cornish Game Hens
Evil
Kama Sutra Animated
Newtie's Cooling Law
33-124
The Orange Game
Mr. Six
Mr. Nine
The Beta Rat
Big Boobs

CARNEGIE INVOLVEMENT ASSOCIATION

One of our drivers has a penis - what do their drivers have?

Men In Black Shane Miner · Aiton S. Goldman **Secret Agents** Kat Smith · Ed Parker · Elaine Kwong · Laura Miyakawa
Field Operatives Troy Stich · Brian Rothbart · Keith Irwin · David O. · Chris Rodriguiz · Brian Mendleson · Dave Eisner
Research & Development Shafeeq Sinnamohideen · Nia Rodgers · Larry Greenfield
Persons on the Grassy Knoll Seth Wienfeld · Dann Paciulan · Vincent Ouyoung · Sarah Mantz · Guy Bialostocki · Tom Casper ·
Choli Lightfoot · Ben Kutler · Suzanne Bleier · Keri Pearson
Licensed To Kill Stealth (86) · Conquest (92)

DELTA TAU DELTA

@!#% Buggy
Drink More
Beer

Darkstar (b. 1992, d. 1997)

Icculus (b. 1992, d. 1997)

Dana (1998)

Foxfire (1998)

DELTA UPSILON

CHAIRMAN

Jordan Gold

PUSHERS

Marvin Scott
Dave Van Goor
Tom Tadlock
Doug Dandridge
Ralph Aguirre
Mike Posey

DRIVER

Cheryl Ciesielki

FRINGE

CHAIRMAN

Carsen Kline

HEAD MECHANIC

Christian Jungers

BROOKLYN BUILDMEISTER

Kenneth R. Billet

PUSH CAPTAINS

Lauren Holz

Jon "Zoobs" Zubiller

DRIVERS

Lucia Aguirre

Supaporn "Noo" Erjongmanee

Janice Golenbock

Joann Wang

MECHANICS

Marcos Almeida

Jonathan "Big Jon" Betz

Kenneth R. "No Sleep 'Til Brooklyn"
Billet

Greg Blank

Cliff "Pumpkin Boy" Forlines

Lauren "Gimpy" Holz

Jon "Scrappy" Hsieh

Mike "The Shimsham Man" Hurwitz

Christian Jungers

Eric Kadehjian

Tom "Captain Bloofome" Kelleher

Carsen Kline

Charlie Reverte

Michele Savery

BUGGIES

Brooklyn '98

Scimitar '94

Junior '89

Barrier '86

PUSHERS

Bader Al-Essa

Timothy Alper

Geoff Atkinson

Jeff "Barbie" Barbieri

Jonathan Betz

Ryan Chew

Liz Currid

Erik Dykema

Jonathan Foster

Chris Gunter

Judy Guo

Neil Guzy

Jeff Hoel

Lauren Holz

Jon "Scrappy" Hsieh

Christian Jungers

Tom Kelleher

Keven Kroen

Krissie Lamothe

Christina Neumann

Jessey Paul

Mike "Lurch" Samuel

Scott Shell

"Karate Chris" Stratis

Matt Streyle

Susan Swithenbank

Scott "Tiger Woods" Ziolko

Jon "Zoobs" Zubiller

SPECIAL THANKS TO

Sara Majetich, Chris Emery, Charlie Zebel,
Pat McGrath, Barbara S., John F., David
Henderson, Scott Durbin, Steve Lee, Niru,
J.S., C.N., Twice on Tuesday, CIA,
Donnie I., Marty F., Tiger W., El Niño,
the haybale-stealing bum, Material D, and
Phyllis Seigal's Banana Nut Bread

GONE BUT NOT FORGOTTEN...

Claudio Neves - Chute Flagging Co-chairs:
Aaron Knoop, Scott Pollack
Head Mechanic: Josh Wretzel
Push Captain: Chris Loucks
Drivers: Kim Nghiem, Ligeia Richardson



BUMPZOID RIDES FOREVER

KAPPA DELTA RHO

CHAIRMAN

Jason "Ziggy" Siegendorf

DRIVERS

Niru Nukalapati

Laurel Fan

BUGGIES

Pumpkin King (1994)

Palooka (1994)

P.O.S. (b. 1995, d. 1997, b. 1998)

Promiscuous (1993)

Prometheus (1989)

Paladin (1989)

Phoenix (1986)

ASSISTANTS & SUPPORT

Mike "40 Dogg" - Push Captain, Mechanic

Doh - Operations

Phil - Entertainment

Cadle - Transportation

Happy - Mechanic

CHUTE FLAGGERS

Koos

Mike N.

Happy

DESIGN CONSULTANT

Koos - doin' the shirts and the buggies smooth (Martini style)



OTHERS TO THANK

MM117 (my favorite ladies)

Hoss (our beloved President)

Jordi (all smiles)

My Mom

Josh's Mom

Ju'in and Saru

Milliken, Izzy, Kremer,

Ashley, Adam

Glen (a great snowboarder)

Richie (the Rainmaker)

Lance (thanks for your help)

Fringe (doughnuts rule)

The Candy Cop

PUSHERS

40

Craig D.

The Green Lantern

Eric S.

Mike D.

Scott S.

Jeremy K.

Woogie

Greg L.

Dave S.

Cadle

Natale

Chris P.

Andrew O

COUNCIL OF ELDERS

Sensei (the Resurrector)

Secret Buggy Tool X

Bob and Fisch

Phil

MO

Tool

Sugar the Cat

Moorg the Sandperson

PEOPLE WHO KEPT ME SANE

Niru (you really made things easy)

Schteve (I couldn't have done it without you)

Phil (Entropy?)

Anand and Sam (for getting me out to the bars)

Jeff R. (just because you are so chill)

KAPPA SIGMA

CO-CHAIRMEN

Aaron Knoop
Scott Pollack

HEAD MECHANIC

Josh Wretzel

BUGGIES

Trojan
Patriot

PUSH CAPTAIN

Chris Loucks

DRIVERS

Kim Nghiem
Ligeia Richardson

I don't know what to write for a quote or anything. We don't know much about this crazy thing called buggy. All most everyone cares about is that they have to get up early in the morning and sweep the roads, or stand by a barricade and hold a flag in the cold Pittsburgh weather. That's too much for them.

PHI KAPPA THETA

GODS

Frank "Poco" DelRio
Matthew "Wook" Ehrens
Michael "Fat Ass" Currie

PEONS

Boris "Russian" Gaiman
Paul "Muffin" Moffitt
Zachary "Rock" Metzner
Michael "Woody" Wood
Jameson "Pinky" Randall
Ryan "Ryan" Thomas
Matt "Matty-J" Horton
Nick "Pasty King" Lee

Michael "Fat Ass" Currie
Ben "Vagina Master" van Mater
Peter "PDLC" de la Cruz
Dave "Doof" Dybes
Karim "Monkey" Muri
Matt "G-Nips" Guinipero
Aaron "PT" Barkema
Merritt "Digs" Gile

"Go balls out, and don't
fuckin' gimp!!!"

- J. Poe

SUPPORT/TIMERS

Jason "Jew-boy" Reisman
Mike "Wanda" Onda
Nick "MFNM" Moons
Jason "Fetus" Altman
Mike "Boner" Lewinsky

PUSHERS

Merritt "Digs" Gile
James "Gay Raver" Lampe
Mark "Xandor" Alexander
Jon "Beerholder" Beelhalter
Jay "Yak" Crossler
Mark "Markdog" Haney
Derek "D-Rut" Rutledge

DRIVERS

Alison Scudiere
Melinda Chiou
Rosemary Alonge

SPECIAL THANKS TO

James B. Beam
Jeremiah Beam
Mel Brooks and the No. 6 Dance
Klars, POS, and PFU
Ebock
Dave Dillion
Jack Murphy
Russ Elkin
Kim, Brett, and Dane
Lobo and MFNM

Peter "Coyote" Wylie
Reid "Reid" Patterson
Matthew "Spaeth" Spaeth
Ryan "Ryan" Thomas
Dan "Lt. Dan" Tennant
Mike "Captain Party" Holloran
John Bell
Manny Pata

PI KAPPA ALPHA

CHAIRMEN

Paul Warren
Rick Simmons

MECHANICS

Jim Statile
Mark Prommel
Eric Nicklaus
Joshua Wilke

Lyren Brown
Morry Belkin
Joshua Burch
Jeff Butler
Pete Cunningham
Steve Endy
Mike Gerome
Chad Harper
Jeff Leon

BUGGIES

Race Day 1 '98
Revelation '97
Mad Dog '94
Desperado '90

FLAGGERS

Ryan Jackson
Arjen Devries

PUSHERS (P.T.C.)

Bill Marantz
Jon Mayes
Jay Miolla
Danny Orihuela
Ryan Prichard
Joshua Scott
Jim Statile
David Therkelsen
Pete Wach

DRIVERS

Laura Varacchi
Marissa Arney
Maria Lamendola

TIMERS

Philippe Flamant
Brian White

Bryan Weatherford
Jeremy Weinstein
Jackie Autieri
Jessica Coltz
Jen Daddino
Ashley Kinsey
Katie Minardo
Melissa Murello
Shalini Vajjhola

Pi Kappa Alpha's dedication toward buggy continues to be a yearlong effort. Through knowledgeable mechanics, strong pushers, and skilled drivers, we maintain and improve upon the standard of excellence which our alumni have long since established. This year Pi Kappa Alpha will once again use this knowledge we have attained this past year and focus this upon a successful raceday in 1998.

PIONEERS

CHAIRMEN:

Jay McCormack
Mark Stover

DRIVERS / BUGGIES:

Kriti Bhandari
— Hyperion (1994)
Mira De
— Helios (1995)
Marcie Srun
— Scorpion (1998)

MECHANICS:

Jessica Chiu
Jane Laflin

SPECIAL THANKS:

Chris McCormack
Jim Thomas

MEN'S TEAM PUSHERS:

Jeff Chung
Ed Cudahy
Mike Dutt
Sam Ferraro
Barrie Huie
Ryan Kruger
Shawn Lawson
Jay McCormack
Matt Moe
Dilip Mujumdar
Ramon Poo
Justin Reel
Dan Saffer
Alex Skroupa
Mark Stover
Alan Tomko
Matt Westfall

WOMEN'S TEAM PUSHERS:

Debica Bhattacharya
Jessica Chiu
Mimi Huang
Jane Laflin
Becky Lai
Amy Ng
Joanna Peters
Annie Pettengil
Janelle Rooks
Tawnya Sunderland
Diana Yu

ADDITIONAL HELP:

Van Butler
Pradip Hari
Lindsay Miller
DonPaul Stephens

PIONEERS

SIGMA ALPHA EPSILON

CHAIRMAN

Gus Browne-Ribeiro

PUSH TEAM

Gustavo Browne-Ribeiro

Christopher Butsko

Eric Stever

Mathew White

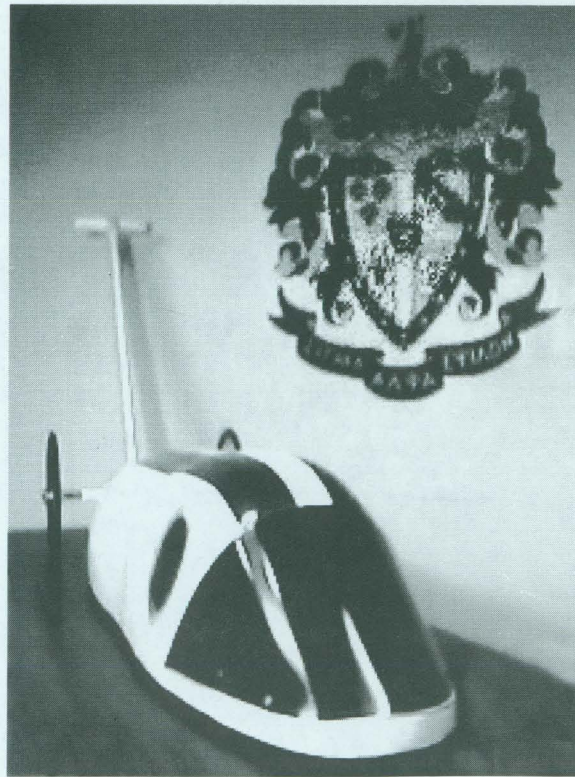
Shane Nagatani

Ben Northrop

Cortland Shopper

DRIVER

Sarah Arverson



SIGMA NU

INFERNOS

Mike "Euchre Inferno" Wall
Larry "Fencing Inferno" Connor
Jon "Disco Inferno" Voymas
≤ Bean "Swiger Inferno"
Adam "Pommel Horse Inferno" Megacz
Alfredo "Honorable Inferno" Rodriguez
Avi "Herbal Inferno" Jain
Mersh "The Raging Fecal Inferno"
RE-MERSH "Couch-Stealing Inferno"

ROYAL NAVY

Captain Mersh
Yeoman RE-MERSH
Rear Admiral Paul "Zilch" George
Head of the Head Divemaster, Grant
Bartko
Divemaster Randyll Fields
Lieutenant Dan DOOSH
Semen Dick Friedberg
Leo Turetsky, S8N, Spiritual Counselor

2 MAN LUGE TEAM

Zeb Drivdahl-Kingman (Top)
Seth Kingman (Bottom)

4 MAN BOBLED TEAM

June "Fudge" Pak (er)
Sachin "Calcutta" Das
Matthew "Pud-Dust" Podwika
Austen "My Dad..." Rodrick

NITRO GIRLS

Jennifer DeFilippo
Lindsey Strobl
Julie Obloy
Holly Wasilowski
Melinda Hungerman
Michele "Sea Bass" Adrianse
Kate Williams
Emily Slaby
Kelsi Montgomery
Brooke Goldner
Alexandra Vincent
Rachel Zsembery
Melissa Motlack

CONSUMMATE COURSE

NAVIGATORS

Jessica "No" Beets
Janna "Motor Mouth" Staszak
Stonewall Jennay Crawford-Knight
(Goth)

SLEEK BLACK MACHINES

Okapi H. Johnston
Tenth Commandment
KOSD419
Z

GOTH OR NOT GOTH

Juan Deiter Haff (??????)
Roy "Urinal" Farkas (Goth)
Scott "Hairy Back" Spencer (Goth)
Matthew "Flute" Tragesser (Retro)
Mike "Shakespeare"
Krepsik (Not Goth)
"Shoeless" Kipton Barros (Goth)
Dirk "Diaper Dandy"
Vandenberg (Goth)
John "Shagmeister"
Velicevich (Not Goth)

ZOO BUGGY 1998

SIGMA TAU GAMMA

CHAIRMAN

Alexander Terrill

MECHANICS

Scott Styfco (Head Mechanic)
Michael Garel (Personnel Chair)
Evan Benoit
Adam Brill

DRIVERS

Michelle "the Evil" Armitage
Michelle "the Good" Hunter

SUPPORT

Wes Randall
Tristan Pinnock
Samir Biswas
"33"
Adam Gallagher
Justin Elker

CLERGY

Bishop Wehrl of Pittsburgh Diocese
Father Jim

THANKS

Mav
Adam
Ryan Sullivan
Frank Lefkin
Richard Ebert
Mike Nystrom
Jen Crawford
Frank
George
Wes
Gomer (the smarter of the two)
Abbi
Our Little Sisters
Tony at Dunkin' Donuts
Rich
Mr. Thermos
Mr. Mugs
Mr. Dremel
Mr. Compressor
Mr. Duct Tape
Mr. Glue
Ryan's Car
Anyone we forgot who gave us money
Alumni
Buggy Bitch Tape
Buggy Beer Fridge
Concrete Blonde
Smokes
Yucca
Phi
MLBPA
Mario Kart

BUGGIES

Folgers '97
Spitfire '93
Vindicator '89
JUGGERNAUT '95

STG PUSHERS

Dallas Baker
Adam Brill
Michael Garel
Jay Hilsenbeck
Josh Merry
Robb Murray
Greg Schroeder
Pat Riley
Ben Roberts
Craig Sager
Andrew Shields
Alexander Terrill

DDD PUSHERS

Shan Ablak
Tamara Gabriel
Joanne Gentle
Rachel Goldstein
Emilee Kujat
Sachi Myojin



SPIRIT

MFIC's

Jerry Baptiste
Abby Beck
Carl Nott
Josh Stieff

DRIVERS

Alex Atkins
Abby Beck
Mariam Bakran
Renee Littleton

MECHANICS

Blicksem Tobey
Kim Martin

FLEET

Demani '97
Zulu Machafuko '96
Kufu Haraka '95-'97
Menes '94
Shaka Zulu '92
Viscious Flow '90
Tachyon '89
Quantum Leap '86
Sting '86
Elan '86
Genesis '85
Pegasus '85

Accolades, praises, and thanks to
the Zulu Kru who make us move.
Ya'll watch out, Dolomite is
coming on strong. SB NFJ

Special Thanks to the Alumni All-
Stars, Ford Motor Company,
Goodyear, and the African Racing
Cartel.

Shout out to Bob & Dean, Mike
& Carsen, Jordan & Schwartz.

2 > Kru



STUDENT DORMITORY COUNCIL



Thanks to all of our Drivers,
Mechanics, Pushers, and
Support people for making
this year extremely fun and
successful.



Extra Thanks to our Alum for being there when we needed you guys.

CHAIRMAN

Kurt Faulhaber

ASSISTANT CHAIRMAN

Mark Bartolomeo

SUPPORT

Terri Palonis (Chair)
Dave Crandall
Rachel Hauser
Andy Sadhwani
Kim WorriLOW

Bill Vandermark (Head)
Kurt Faulhaber
Mark Bartolomeo
Coox
Shorty-Boo

Matthew Cuccaro (Captain)
Sarah Frew (Captain)
Greg Acton
Dave Atkinson
Paul Boothe
Bryce Corrigan
Earl Crane
Koshi Delaney-Karell
Todd Kozuki
Jessica Demers

Banzai Is A Champ!!!

SPECIAL THANKS TO

Dr. Wax
Monkey B
Stoli
Big Buford
President Bluth

MECHANICS

Glen Siniawski
Carlos Moreno
David Collins
Mike Walsh

PUSHERS

Nate Drees
Kota Fujimura
Lori Giarnella
Lisa Glass
Rachel Hauser
Aaron Hula
Derek Jander
Chelsea Marnell
Zach Negin
Terri Palonis

BUGGIES

RAGE (96)
Sambvca (94)
Escargot (91)
Akula (97)

DRIVERS

Karen Werther (Head)
Tiffany Jastrzembki
Anne Seaman
Kathy Balazy
Margaret Tarampi

Dave Crandall
Kim WorriLOW
Kevin Babbitt
Earl Crane
Vince Giarnella

Erika Persson
Jenny Ruther
Brittany Rutter
Matt Sheby
Ryan Shin
Rob Sibo
Ben Stollar
Jenny Terry
Harry Tsang
Mike Walsh

SPECIAL THANKS TO

Jennifer Church
Anne Witchner
Pat Harned
Mark Courtney
Eric Grant
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CMU Radio Club
CMU EMS
WRCT 88.3
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Ken Slaughter and the Pittsburgh Police
Jack Crowl and #1 Cochran Automotive
Phipps Conservatory
GSIA

CREDITS

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