

sweepstakes1999

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Chairman's Note

The Sweepstakes buggy races are a unique Carnegie Mellon tradition. The first competition was held on May 19, 1920. Back then, buggies were boxy vehicles driven and pushed by a two-man team. Multiple buggies raced in each heat, and there were pit stops along the course where the mechanical dexterity of the teams was tested. The first recorded time for Sweepstakes racing was during the second year, 1921, when fraternity Iota Sigma Delta registered the winning 4:38. Sweepstakes has since become an annual tradition during spring's Carnival Week.

Through the years, buggy has greatly evolved. The push teams were increased from a sole pusher to a relay of 4 in 1925, and the current 5 in 1927. In 1925, racing was split into two days; Friday preliminaries and Saturday finals. The early 1930's saw many changes that pointed Sweepstakes towards modern racing conditions. During that period, the 60-lb. minimum weight rule was eliminated, lane stripes were added on the course, and aluminum was discovered as a buggy-building material. In 1930, Beta Theta Pi broke the three-minute barrier with an aluminum vehicle.

Buggy has also been drastically refined in design and technology. In the early years, unique, exotic buggies were the target for organizations. In 1923, freak designs were eliminated and mechanical perfection became the focus. After World War II, a new wave of designs were seen. The three-wheelers, bike tires, and low-slung wheelchairs gave way to soapbox derby models with wedge and torpedo shaped bodies. In the 1950's, brakes became mandatory and the

prone-position buggy was introduced. Technology and design have steadily continued to develop (secretly) in pursuit of the perfect buggy.

One thing that has remained constant is the passion for buggy. More students participate in Sweepstakes than any other activity on campus, except for Booth, another carnival event. Organizations devote countless hours formulating designs, building, and practicing rolling and pushing their buggies. They sacrifice sleep, class work, and everything else to practice during the ungodly early weekend hours and late spring evenings. Are we crazy to do it? We'd be crazy not to! Organizations prepare year long for two-plus minutes of nirvana, and those two-plus minutes are well worth the effort.

The current course record of 2:06.2 was set by Spirit in 1988 with Quantum Leap. This race day, 13 organizations (eight fraternities and 5 independents) will vie to break that record and win the coveted prize. Spirit will attempt to three-peat its men's championship and Pi Kappa Alpha to reclaim the women's title. However, their quest to win will be challenged by established favorites, such as Phi Kappa Theta, Beta Theta Pi, and Fringe, as well as recent returnees to buggy, Sigma Alpha Epsilon, Delta Tau Delta, and Carnegie Involvement Association. We will find out on April 17 who gets to drink victoriously from the cup.

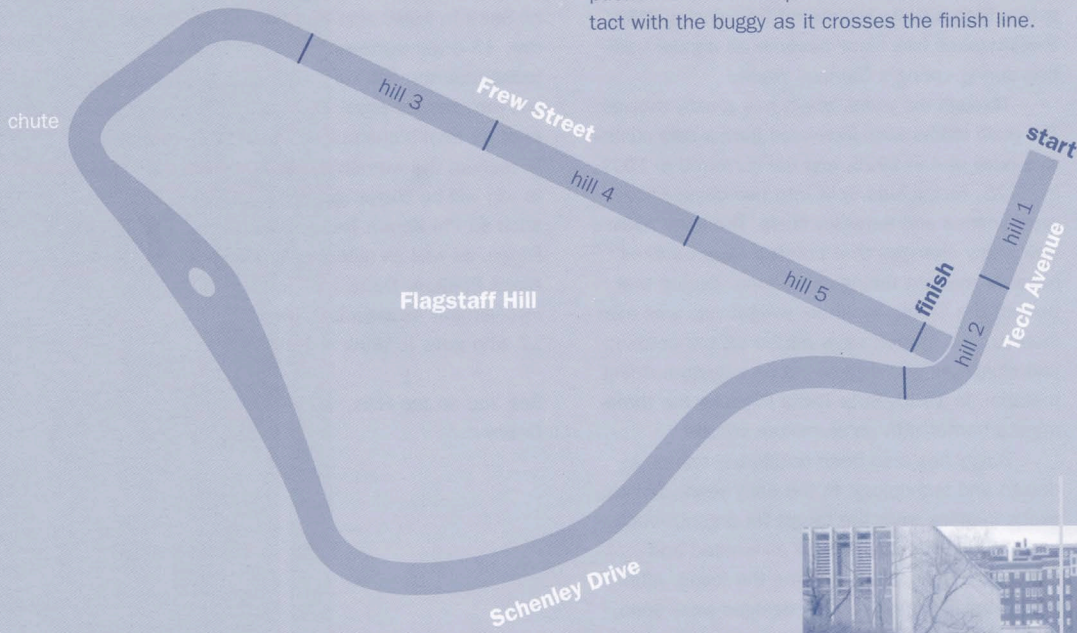
See You on the Hills,
Debby

Course Map

The race begins with up to three buggies, at a full stop, at the base of Tech Street. As the buggies near the top of Tech Street, they are pushed off to the hill two pusher, who carries the buggy over the hill and shoves it down Schenley Drive, beginning the free roll.

The vehicles are free to pass each other all the way down Schenley drive, gaining speed as they near the chute. As each buggy reaches its top speed at the bottom of the hill, the driver must make a crucial hairpin right turn.

Losing speed as it rolls uphill, the buggy makes another sharp right turn before being picked up by the hill three pusher. The the buggy is relayed to the hill four pusher, and then to the hill five pusher. The hill five pusher must maintain contact with the buggy as it crosses the finish line.



Common Buggy Terms

buggy A three wheeled vehicle, built, maintained, operated, pushed, and driven by Carnegie Mellon students in preparation for the races on the first two days of Spring Carnival.

buggy team A buggy, five pushers, and a driver – usually a light, short female willing to put life and limb in jeopardy to pilot a buggy around the course.

bump & run The technique of shoving a buggy and then running to catch up to it, used most noticeably by hill five pushers.

capability test A test, held on the sidewalk between Baker and Doherty Halls, to check the buggy's braking system and the driver's range of vision when inside the buggy. The buggy must be able to stop within 35 feet after travelling at a speed greater than 17 miles per hour. A buggy cannot roll the Sweepstakes course without first passing the capability test.

catcher The student who waits at the finish line to "catch" his/her organization's buggy in order to help it stop.

chairman The student in charge of an organization's buggy program.

chute The tight, right-hand turn halfway through the course at the end of Schenley Drive.

the driveway The entrance to the Scaife Hall/Hammerschlag Hall parking lots, used to gauge the buggy's roll-out. Buggies that only "roll the driveway" are usually ready for retirement.

drop test A test of the buggy's braking system, 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 Adhesive tape – usually silver or gray in color – which, though not usually considered structural, is often used to hold various parts of the buggy together.

follow car Automobile which drives behind the buggies in each Sweepstakes heat. The judges, as well as one representative from each of the organizations racing in the heat, ride in the follow car.

lead car Automobile which drives in front of the buggies in each Sweepstakes heat. The Head Judge, Sweepstakes Chairman, film crew, and WRCT sportscaster ride in the lead car.

the plug The fire hydrant on hill three (Frew Street) used to gauge the buggy's roll-out. Buggies that "roll the plug" are generally considered the most competitive on the course.

roll-out The distance a buggy travels up Frew Street, after coming out of the chute, before it slows down enough for the hill three pusher to begin pushing it.

spin-out An undesirable situation in which a buggy's tires lose traction while going through the chute. This occurrence usually causes the driver to lose control of the buggy.

Past Winners

Men

1921 Iota Sigma Delta	4:38.00
1922 Sigma Alpha Epsilon	4:30.00
1923 Kappa Sigma	—
1924 Kappa Sigma	—
1925 Kappa Sigma	—
1926 Pi Kappa Alpha	3:18.30
1927 Kappa Sigma	3:15.80
1928 Kappa Sigma	3:04.40
1929 Phi Kappa Theta	3:05.60
1930 Beta Theta Pi	2:57.50
1931 Delta Tau Delta	2:59.00
1932 Beta Theta Pi	2:54.80
1933 Beta Theta Pi	2:48.50
1934 Kappa Sigma	2:49.70
1935 Beta Theta Pi	2:47.20
1936 Kappa Sigma	2:46.80
1937 Results unavailable	
1938 Kappa Sigma	2:43.00
1939 Kappa Sigma	2:44.00
1940 Kappa Sigma	2:53.00
1941 Kappa Sigma	2:55.00
1942 Results unavailable	
1943 War years – No races	
1944 War years – No races	
1945 War years – No races	
1946 Delta Tau Delta	2:49.00
1947 Delta Upsilon	—
1948 Delta Tau Delta	2:48.00
1949 Delta Tau Delta	2:42.50
1950 Delta Tau Delta	2:41.80
1951 Delta Tau Delta	2:41.60
1952 Delta Tau Delta	2:36.00
1953 Alpha Tau Omega	2:30.55
1954 Alpha Tau Omega	2:28.10

1955 Alpha Tau Omega	2:26.00
1956 Alpha Tau Omega	2:25.00
1957 Alpha Tau Omega	2:25.00
1958 Alpha Tau Omega	2:28.40
1959 Pi Kappa Alpha	2:29.70
1960 Alpha Tau Omega	2:34.50
1961 Alpha Tau Omega	—
1962 Alpha Tau Omega	2:27.50
1963 Pi Kappa Alpha	2:34.00
1964 Beta Theta Pi	2:31.50
1965 Beta Theta Pi	2:28.70
1966 Beta Theta Pi	2:27.80
1967 Pi Kappa Alpha	2:24.80
1968 Pi Kappa Alpha	2:20.50
1969 Beta Theta Pi	2:22.50
1970 Pi Kappa Alpha	2:28.50
1971 Pi Kappa Alpha	2:26.40
1972 Phi Kappa Theta	2:24.00
1973 Phi Kappa Theta	2:23.00
1974 Sigma Nu	2:20.20
1975 Pi Kappa Alpha	2:19.30
1976 Pi Kappa Alpha	2:23.20
1977 Pi Kappa Alpha	2:17.80
1978 Beta Theta Pi	2:20.00
1979 Beta Theta Pi	2:18.40
1980 Pi Kappa Alpha	2:15.40
1981 Carnegie Inv. Assoc.	2:10.50
1982 Sigma Nu	2:10.79
1983 Pi Kappa Alpha	2:09.00
1984 Pi Kappa Alpha	2:09.50
1985 Sigma Nu	2:10.09
1986 Pi Kappa Alpha	2:08.67
1987 Spirit	2:11.35
1988 Spirit	2:06.20
1989 Spirit	2:06.57
1990 Pi Kappa Alpha	2:07.05
1991 Spirit	2:10.63
1992 Spirit	2:07.37
1993 Spirit	2:10.43
1994 Pi Kappa Alpha	2:09.17
1995 Pi Kappa Alpha	2:09.98
1996 Pi Kappa Alpha	2:08.15
1997 Spirit	2:11.88
1998 Spirit	2:09.45

Women

1979 Stdt. Dorm. Council	3:11.00
1980 Carnegie Inv. Assoc.	3:06.30
1981 Stdt. Dorm. Council	3:04.08
1982 Carnegie Inv. Assoc.	2:49.29
1983 Carnegie Inv. Assoc.	2:46.50
1984 Carnegie Inv. Assoc.	—
1985 Carnegie Inv. Assoc.	2:45.33
1986 Spirit	2:38.94
1987 Spirit	2:37.34
1988 Pi Kappa Alpha	2:37.60
1989 Spirit	2:35.65
1990 Pi Kappa Alpha	2:35.66
1991 Pi Kappa Alpha	2:35.88
1992 Spirit	2:33.52
1993 Phi Kappa Theta	2:38.69
1994 Pi Kappa Alpha	2:42.81
1995 Spirit	2:33.03
1996 Spirit	2:35.91
1997 Spirit	2:37.78
1998 Pi Kappa Alpha	2:43.28



A Chairman's Tale

What is that noise? Irritating, repetitive, and loud. Oh, it's the alarm. It's 3:45. I lie to myself that three hours of sleep isn't too bad. Time to make some wakeup calls.

That's the nice thing about Buggy, we're all in it together. I might be up early and not get a lot of sleep, but I get to inflict the pain on other people. First the mechanics. The head mechanic is up already; he insists on eating breakfast and was up twenty minutes ago. Don't know how he does it. From the others I get a refreshingly groggy "hello" and get to be the happy, chipper one while they collect their scattered thoughts.

Then the drivers. I hope they got enough

sleep: a single driver mistake could wipe out tens of hours of work, not to mention what she might do to herself. The drivers are awesome, though – they might be really tired, but they're also excited every day. I can't even pretend to be as excited as they actually are.

It's too much work. Don't know why I do it. We fight the capricious Pittsburgh weather, the temperamental buggies, and (a new one) the powerful movie industry. Sometimes the forces collide. We scattered over three-hundred pounds of salt across the course, and had all the mechanics and a driver out shoveling snow one Saturday to create a beautifully clear course, only to see a huge production truck prevent rolls that Sunday.

The dead raccoon was easier to deal with.

Recruitment, alumni, budgeting, bagging, and braking. It's all worth it for a view of the buggies ducking the chute and rolling three or four, or seven or eight windows up the hill. Just a little further, a little faster, a little better.

We're in it together, hoping for the two minutes of perfection and luck that will shock the others and place us in Sweepstakes lore.



A Mechanic's Tale

Pushers have it good. They only have to show up at freerolls or push practice and push. Drivers may not have it as good as pushers but the mechanics by far have it the worst.

Not only do mechanics come out to nearly every practice but they expect us to spend time in that dungeon of a buggy room. Everyone tries to boss us around. Who do they think we are? A mechanic's work is never done. All year long we go to the buggy room and maintain the buggies or help do some other project, like building a new buggy. At practices, we fill in for missing flaggers and pushers. We always have to deal with people's attitudes, like the driver who complains that the buggy isn't rolling the way it used to or the pusher who wants the pushbar height changed. Early mornings and late nights start to swirl together, especially near raceday. I guess it's all those chemicals.

Being a mechanic is not all bad. So why do I do it? I guess I love working on these things. I've never seen anything like buggy before. When I was a freshman someone told me about buggy.

I was interested, but not hooked. That first raceday sealed it for me. It was so much fun. I knew I had to do buggy the following year. You get used to the late nights and early mornings, it's sort of second nature now. You also learn to deal with people's attitudes: just ignore them. The time spent in the buggy room becomes a bonding experience. You get to hear stories from the veterans on the team, so when raceday comes, you're one of the few that actually know what is going on. You know you've done a good job when your buggy rolls the plug on raceday and your team is first up the back hills. Too bad they don't give medals to the mechanic crew, too.



Did you ever want to go blazing speeds, inches off the ground, in freezing cold temperatures? Well, except for the freezing part, most people would say, "Yeah."

Requirements: Five feet tall, one-hundred pounds, no hips. Able to withstand sub-zero temperatures. Contortion ability necessary. Must look cute in spandex, long johns, helmet, harness, gloves, and goggles. Must be free Midnight – 2am (weeknights) and 5am – 9am (weekends).

Skills Gained: Ability to remember voices. Familiarity with shoes that your team wears. Ability to withstand potholes and squirrels upon collision.

While these requirements may seem a challenge, I am very happy that I meet them. Where else but at Carnegie Mellon would short females be appreciated so much? Yeah, it gets so cold in the buggy sometimes that you can't feel your toes. Not to mention the occasional pebble that will come up through the wheel, or squirrel that decides to stop in the chute.

But, when you hear the clip, clip of the care beaver on your harness and the shot of the gun,

A Driver's Tale

then your adrenaline starts rising. You cheer your pushers on as they go up hills one and two. Then, you wait for that monstrous shove to the free roll. You come around by Phipps and you see the transition flag. Whew! Now to line up for the chute flag. Don't turn too much because you'll end up in a spin. Whoosh! As your buggy goes through the flag and then around the edge of the chute. You made it, and you see your hill three pusher jumping and ready to pick you up. Onward, but watch those glares in the back hills. Almost there as your hill four pusher passes you along to the hill five pusher who carries you to FINISH!!!

I guess the only sad part about buggy is not being able to do it anymore. I'm a senior this year, and I'll never get to drive again. I guess pushers are lucky because they can always come back and push for the exhibition heat, or, in some cases, other teams.



A Pusher's Tale

It's raceday. All this and last semester's weekends have led up to this day. I've practiced this hill countless times during freerolls and push practices. I've foregone sleep many Saturdays and Sundays in order to be prepared for this event. These fifteen-twenty seconds are what all the practice boils down to. Being on hill three, there is more technique involved than in other hills. You have to judge the buggy's speed in order to know the precise moment to make contact. I've been on hill three most every morning of freerolls. If I can't pick up the buggy today, I never will. After seeing other races, it's finally my time to head to my hill. This is a moment of great introspection. I think of every time I've picked up the buggy. What did I do wrong? What could I have done to make it better? And there is a great clarity. The great discord of the world, the event, everything, is far away. Once I get to the bottom of hill three, I find familiar surroundings. I see my competitors. Like any athlete, I stretch to be more limber. At long last, my heat is up. I hear the RCT announcers

say everyone's names, organizations, and everything else. Then comes the countdown. The play by play up hills one and two, then the guy on the cell phone in the truck. Before long, I can see the buggies heading to the transition. We're in back, doesn't look good as far as competition is concerned. They're flagged, past the monument, and into the chute. I'm already anticipating the roll-out. The speed's not bad, probably four or five windows. The buggy comes into the chute. No crashes, no mishaps. Things look relatively good. The other people's buggies pass and I line up to pick up my buggy. I pick up the buggy after it passes Scaife driveway. It feels good, but only about two or three windows. The world is dim at this point. The only thing that I see clearly is the few inches around the handle of the pushbar. The world is quiet, but I know everyone is really screaming, the chairman in the follow car most of all. So I go with all of my will and all of my might up this, the shortest and steepest of the back hills. Things seem to be going slowly. I see the next guy at the three-four transition. After what seems an eternity, I reach the transition. I hear the 'ready' 'go' commands, and the race is out of my hands. The world comes back into focus. I'm standing in the middle of the street as the follow truck speeds by. I of course cheer on my compatriot as he takes off with the buggy and then head back to the truck. On the way is alumni tent, so of course I have to stop and get some donut holes and juice. I know we're no contenders, but it has been fun. That or I'm insane, each of which is highly probable. Sure I could have been sleeping all those days at 6 am, but then I could be sleeping right now, one of hundreds and hundreds who know nothing about buggy. If I had it to do over, I'm sure I'd make the same decision again. Give up some sleep for a moment of glory and elation. That, after all, is the essence of buggy.



Sweepstakes Committee

Debby Keller Chairman

Senior, Biology & Art

Michael Doherty Assistant Chairman

Junior, Electrical and Computer Engineering

Michael Garel Safety Chairman

Senior, Mechanical Engineering

Abigail Beck Design Chairman

Masters Student, Public Policy

Matt Tragesser Buggy Book Designer

Senior, Communication Design

Jennifer Church Advisor

Assistant Dean of Student Affairs

Debby Keller Sweepstakes Chairman

I have spent 4 amazing years participating in buggy. Serving as Sweepstakes Chairman has been the apex of my experiences. It hasn't been easy, but I realized a few things that have helped... I spent more time in meetings than in class this year. I've given up on sleep; sleep is for the weak anyway. Time management is a myth-there is just too much to get done. It's impossible to become immune to the Pittsburgh weather; the best you can do is carry an extra sweater for the 4am temperature drop. Most importantly, if I'm not smiling, organizations know there's trouble. Despite all the stress and complaints, this year has been a lot fun. I wouldn't trade in my experience as Chairman for anything. Thanks to all the Chairmen for giving me this opportunity. I'd like to give each organization specific recognition for their contributions this year:

Beta: Enthusiastic to beat any biker, pedestrian, or dog that tries to get onto the course

CIA: Dead raccoon specialists

DTD: Amassed the largest amount of fines in Sweepstakes history

Fringe: Always go out of their way to help

KDR: "By the Book" guys

PhiKap: I love you guys, but I'm not stagediving

PiKA: I know who to call if I need to break into GSIA or have my car bounced

Pioneers: You can't go wrong putting a female biology major in charge

SAE: Push practice experts. They only act clueless...I'd watch out for them

SDC: Paintstripper 1998-1999 World Tour

SigNu: Sweepers out promptly at 4:20

SigTau: Masters of the bowling-buggy-bales weekend

Spirit: Hope the Dolemite works

Special Thanks to:

Jennifer Church for her guidance, support, and patience. You are the greatest!

Anne Witchner for her help and resources
Gomer & Doh, my Sweepstakes Committee. You guys are a "gas."

Dani & Abby (my buggy inspiration)- for keeping me sane.

Dunkin' Donuts coffee-for keeping me awake.

Joe, Jack, Jane, and "33"-for keeping me numb.

Zack, my favorite B.O.T.H. man.

Roni(SFT)- Still very much appreciated.

Ryan for being nice all year to ride in the lead truck.

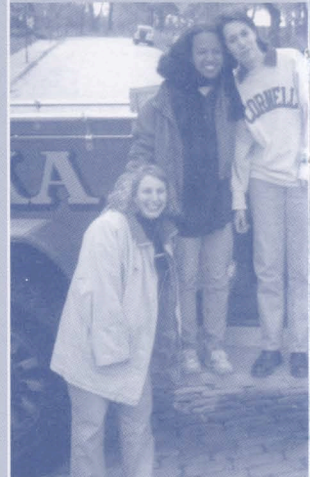
Chris Stengel, Mark Torelli, and Sweepstakes alumni for all of their help.


Matt Tragesser for making the little details beautiful.

Ahmed for his bad luck sweatshirt and guest appearance at rolls.

My parents for never seeing a buggy and still not comprehending why I'm always out in the middle of the night.

Debby2 for hating buggy and reminding me not to be chairman.





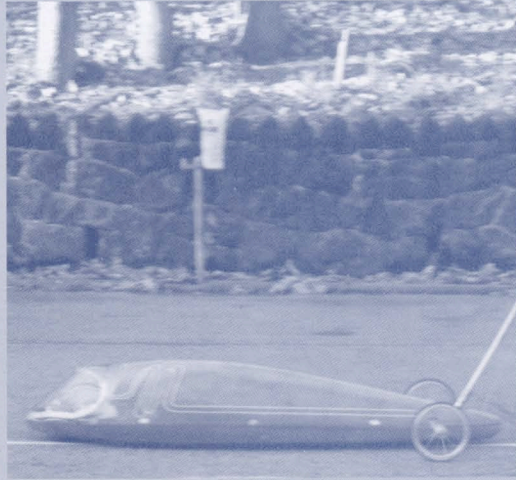
Michael Doherty Assistant Chairman

My buggy story begins fall of my freshman year. New to the school and my fraternity, buggy was just one more curiosity of CMU at first. But it grew on me. After that first day wandering around trying to find our area, wiping out on hill five, and being introduced to the insanity that is buggy, I came back. Day after day, earlier and earlier in the morning I came. Before long, I was a regular in the early morning. I got up at 4 am, helped get everything from the garage to the course, do drops, make wake-up calls, and other peon stuff. The best part about buggy has been pushing, of course. I've pushed every hill at least once. Last year I was on hill three, so I got to see all of the crashes. I pushed on two racedays, mostly because I was one the few people who

(Doh!)

was always there. Pushing has always been fun, but raceday is just incredible. There are hordes of people watching, cheering, and carrying on. It's just a great time to be involved. There's really no comparison to it, at least as far as I've seen. So I spent my first two years of buggy as a lackey to my organization's chairman. This year was different. I took a major step up and became lackey to the Sweepstakes Chairman. Now I have to come out every day anybody rolls. I have to stand outside in the cold and yell really loud. But at least now people give me donuts and I get free dinners and cool stuff that says 'Sweepstakes' on it. It's been a fun year, but I'm looking forward to sleeping on weekends every once in a while.

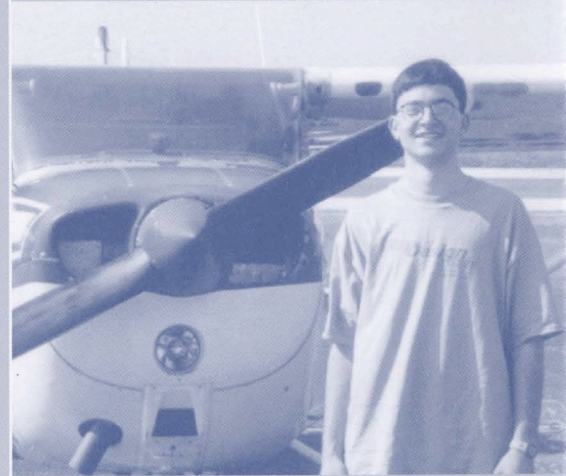
I would like to take this opportunity to thank my parents for sending me to such a wacky school, and to anyone who gave me a donut in the morning.



Michael Garel Safety Chairman

I would like to congratulate all of the participants of this year's Sweepstakes season. A lot of time, energy, and frustration have been put towards race day. good luck to all teams, and remember to have fun.

I would like to thank Mich, Deb (secretary), Doh, and all the organizations for putting up with me this year.





Abigail Beck Design Chairman

Thanks to all my sources of buggy inspiration over the years: Ryan, Carl, Josh, Dani, Debby, Will, and all of Spirit.

To inspire supreme efforts this Raceday:

"Man, move over and let me pass, or they're have to be pull these hush-puppies out of your mutherf***in' ass!"

Dolemite

"Far better it is to dare mighty things, to win glorious triumphs, even though checkered by failure, than to take rank with those poor spirits who neither enjoy nor suffer much, because they live in the gray twilight that knows neither victory nor defeat. "

Theodore Roosevelt

I feel good, and I'm not scared at all. I just feel kind of... kind of invincible... ..is it getting hot in here, or is it just me?

Jack Burton, Big Trouble in Little China

Matt Tragesser Buggy Book Designer

Before this year, my involvement in Sweepstakes largely involved flagging transition and sweeping. In my new role as buggy book designer, I've learned that, no matter how cold it is outside, rolls are a lot of fun if you only have to go once a year to take pictures. With that fact in mind, I'd like to thank all the members of the participating organizations, for hauling themselves out of their warm beds every weekend in preparation for raceday. Extra special thanks goes out to all the organizations who got all their information to me on time and in the exact format I asked for.

I would like to thank Herrmann Printing, Debby and the rest of the Sweepstakes Committee, Jennifer Church, Sigma Nu, and all my other friends, who have no interest in Sweepstakes at all (especially Elizabeth).



Organizations

17. **Beta Theta Pi**
18. **CIA**
19. **Delta Tau Delta**
20. **Fringe**
21. **Kappa Delta Rho**
22. **Phi Kappa Theta**
23. **Pi Kappa alpha**
24. **Pioneers**
25. **Student Dormitory Council**
26. **Sigma Alpha Epsilon**
27. **Sigma Nu**
28. **Sigma Tau Gamma**
29. **Spirit**

Originals

1. State of Texas	11
2. State of Texas	12
3. State of Texas	13
4. State of Texas	14
5. State of Texas	15
6. State of Texas	16
7. State of Texas	17
8. State of Texas	18
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12. State of Texas	22
13. State of Texas	23
14. State of Texas	24
15. State of Texas	25
16. State of Texas	26
17. State of Texas	27
18. State of Texas	28
19. State of Texas	29
20. State of Texas	30

Chairman

Gary Martin

**Worthless Assistant
Chairman**

Chris Steiling

Mechanic

Mark Baldwin

Drivers

Gina Nagggar

Laura Mattie

Melissa Rosen

Rina Mansukhani

Female Pushers

Andrea Nellis

Lacey Perretta

Jeane Martin

Mitra Taheri

Erin Rockwell

Sara Schultzer

Alina Mason

Male Pushers

Chris Barnicle

Chris Schmitt

Steve Wetter

Pat Omalley

John Moody

Mike Monsilovich

Jared Scott

Tom Truxillo

Russ Clay

Justin Peroli

Todd Connelly

Mike McLaughlin

Ryan Beudoïn

Lou DePaul

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Eddie Murphy

Eli Holsinger

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Chris Bodmer

Jeff Thomas

Jesse Grapes

Nate Danielson

Duncan McLean

Ted Fitzpatrick

Clay McCabe

Kevin Almirall

Damon Anderson

Todd Shamitko

Josh Moore

Jason Steig

Reza Sadeghi

Shaun Seydor

Mike Swierczek

Brian Lenhart

Taylor Probsa

Scott Cunning

Seth Knaebel

Matt Carton

Marc Kinnemann

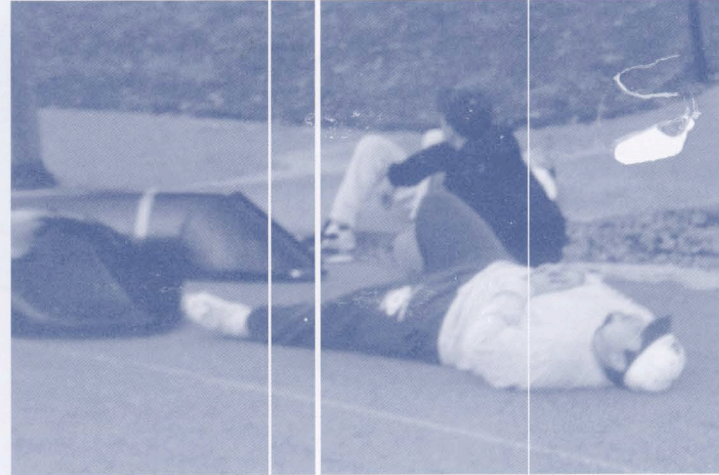
Jon Knotwell

Justin Krysinski

Mark Reiner

Joe Soban

Roy Thompson

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Lee Collins

Matt Bostick and the
little white sonoma

Ryan Boder

Dan Naylor

Wendy's Late night

pick up window

David Sunflower Seeds

Beta Theta Pi

Director, Special Project X

Larry Greenfield

Science and Technology Directorate

Nathan Dushman

Fred Hopke

Brennan Sellner

Shafeeq Sinnamohideen (Deputy Director)

Michelle Ungerer

Intelligence Directorate

[redacted] Sahni

Michelle Ungerer

Kim WorriLOW

Operations Directorate

Jared Bendt

Pete Boettcher

Mike Camiolo

Susan Campbell

Katherine Crawford

Marcy cook

Jay Denat

Matt Denton

Vanessa Dorn

Nathan Dushman

Lisa Ferrugia

[redacted] H [redacted]

Fred Hopke

Iain Keddie

TJ Klassen

Carsen [redacted]

Tim Martin

Matt Mutchler

John Perkins

Kevin Perry

Rebecca Ringdahl

Aaron Rockoff

Merle Romsburg

Brennan Sellner

Eileen Shiue

Matt Silverstein

Susan Swithenbank

Troy Stitch

Michelle Ungerer

[redacted] ZiolkO

Support Directorate

Andrew Alford

Sarah Robeson

Kevin Shiue

Jessica Swithenbank

Top Secret Projects

Conquest (92)

Stealth (86)

Friendly Co-conspirators

[redacted]

Fringe

Pioneers

Sweepstakes

Special Sources

Steve Baier

Scott Boehmke

Lou Conley

[redacted] Grandell

Aiton Goldman

Jeff McMahill

Terri Palonis

Frank Robb

Keith Seto

Mike Swamp

Bill [redacted]

John [redacted] and [redacted] [redacted]

of [redacted] [redacted]

CIA



1999...A new beginning

Delta Tau Delta

Chair

Scott Janowitz

Assistant Chair

John Carman

Pushers

Eric Greenstein

"Fritz" Fantazier

Matt Demmler

Shevey Westbrook

Peter Young

Lou Ransom

Andy Bayowski

Alan Johnson

Dan Isaacs

Driver

Ian Nieves

Buggy

Cool Runnings

Special Thanks

Deborah Keller

Ryan Sullivan

Thanks for Nothing

Bob Dean

10 things I learned during this year's buggy

- 1** No sleeping on weekends.
- 2** A person can still be productive while drunk.
- 3** Debby, the sweepstakes chairman, gets a lot of pleasure waking people up at 5 in the morning.
- 4** Based on **3**, sleep elsewhere on weekends.
- 5** Some organizations are way too competitive. This detracts from the spirit of buggy.
- 6** Get an assistant to do all the grunt work
- 7** Build a new buggy early in the semester or risk not building one at all.
- 8** Buggies are expensive.
- 9** While the idea of having a movie filmed on Campus with big stars seems awesome, it really sucks and the production crews really are jerks.
- 10** Keeping people off the course by any means necessary is a lot of fun.

FRINGE

RACING

presents

30 Years on the Edge

a Bumpzoid production

Starring

Geoff Atkinson
Shyam Ayengar
Cooper Blake
Margot Bloomstein
Ryan Chew
Rhonda Forrester
Jonathan Foster
Judy Guo
Matt Gustin
Jeff Hoel
Will Holtz
Lauren Holz
Lauren Icken
Marcin Jeske
Tom Kelleher
John Ketchpaw
John Lee
Dave Liu
Steve Mahalec
Ryan Moskal
Christi Nitse
Jessey Paul
Adrian Perez
Laura Rosensteel
Gabriel Salinas
Scott Shell
Lisa Shirai
Chris Stratis
Susan Swithenbank

Directed by

Carsen Kline
Scott "Revo" Ziolko

Gaffer

Kenneth R. Billet

Assistant Directors

Janice Golenbock
Judy Guo
Chris Stratis

Stuntwomen

Noo Erjongmanee
Janice Golenbock
Lina Kontos
Joann Wang

Pyrotechnician

Tom Kelleher

Key Grips

Aditi Bajoria
Tomas Esterrich
Lauren Holz
Eric Kadehjian
Jack Lin
Dave Monsees
Chris Muenzer
Irene Tan
James Wade

Props

Bachi (99)
Brooklyn (98)
Scimitar (94)
Genuine Risk (92)
Junior (89)
Tygr (88)
Lunatic (87)
Barchetta (86)
Bargain (86)
Barrier (86)
EMS (86)
Benefit (84)
Bumpzoid (83)
Kite (83)
Vanishing Point (81)
Flying Buttress (74)
Marmaduke (71)
Baby Leroy (69)

Thanks

Deb, Gomer, Doh,
Jenn Church,
Shimsham Man,
Mengo, R. Scott, CJ,
Schindewolf,
Rip Harris,
Glynnis Patterson,
Bruce, Matt Beck,
Candy Variety,
Frank Zappa, John F.,
Julie Reker,
Linda Wilson,
Bob May,
Paul Fowler, Carl,
Niru, Aiton, Tankhaus,
Bierhaus, BB King,
Cake, Batistuta,
La Nia, 91.7 FM,
Cy Wentworth

but no thanks

Wonder Boys,
JC, LY, UPS, CFI,
FedEx, BFI, CCAC,
AC/DC, AT&T,
The Gimp Fairy,
and The Boot Nazi

*They were deadly on
the ground. Now they
have wings.*

Chair

Mike Berendt

Mechanic Tool

Jason Soll

Assistants

Stealth

Helper Monkeys

Buggies

Palooka (93)

Pumpkin King (94)

P.O.D. (99)

Drivers

Niru Nukalapati

Laurel Fan

Cheryl Ciesielski

**Push Team**

Delt

DC

Dumbass

Otte

Sully

Dude

Felix the Cat

40 the Dogg

Mike C.

Philippe

...and a few others

Thanks

O.E.

orange

Many Thanks

Ziggy

Ziggy's mom

Secret Buggy Tool X

Special thanks to Sensei

We miss you Woogie

Kappa Delta Rho

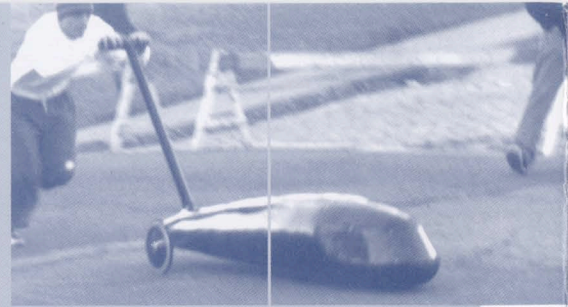
PKT Racing

Drivers

Alison Scudiere
Melinda Chiou
Diana Laughlin
Maia Palmer

Pushers

AKB
Brent
Bone-job
Coyote
Dan O
Digz
Dink
Doof
FroJoe
G-nips
Halloran
Kono
Lampe
LTennant
Spic
MC
Pissboy
RyanT
Turbo
Vishwas
V.M.
Woody
Zeke
Zucko



Phi Kappa Theta

AntiGod

Wook

Gods

Lowell
Pinky

Head Mechanic

Russian

Peons

Rick Ree
Yinzor
Matty J
Afro
Dink

Magicians

Zack & Chen

Precision Timing

Jew Boy
Wanda
Elliot
Little Jew

Buggies

Celerity (98)
Schadenfreude (94)
Secretariat (90)
Centennial (89)

Special Thanks To

James B. Beam
Jeremiah Beam
Mel Brooks and the No. 6 Dance
Marissa Amey
Klars, POS, and PFU
Ebock
RUSS ELKIN
Dave Dillon
Jack Murphy
Kim, Brett, Dane and Fart
Lobo & Amy
Barbie
MFNM
Xandor & Joel (it's about time...)
AKB
Hambone
RyanT
C. Rage
Philip Morris & RJ Reynolds

...DWS...

Chairman

Jim Statile

Co-Chairman

Rick Simmons

Mechanics

Brian Hendrix
Josh Wilke
Eric Nicklaus
Jeff Leon
Pete Cunningham
Ryan Jackson
Arjen Devries
Mike Stow
Evan Rinkoff

Buggies

Raceday 1 '99
Phantom '98
Revelation '97
Mad Dog '94

Drivers

Marissa Arney
Lisa Brown
Michelle Hunter

Timers

Philippe Flamant
Art Leipzig
Dave Decker
Sri Gopalan
Ben Messing

Flaggers

Kase Macosko
Pro Nanisetty

Pushers

Jon Mayes *PTC*
Josh Burch
Jeff Butler
Pete Cunningham
Brenden Epps
Ken Gould
Dean Hosgood
Steve Joiner
Kirk Larsen
Jeff Leon
Kase Macosko
Jason Nickell
Danny Orihuela
Andy Oxnard
Josh Scott
Rick Simmons
Jim Statile
Bryan Weatherford
Jeremy Weinstein
Jessika Coltz *WPTC*
Cara Connely
Jessica Girard
Lisa Glass
Julie Hick
Ashley Kinsey
Katie Minardo
Jen Skuly
Amy Solana
Shalini Vajhala

Pi Kappa Alpha

*PiKA is the winningest
organization in
Sweepstakes history.*

Pioneers

Chair

Marcie Srun

Head Mechanic

Jessica Chiu

Mechanics

Jane Laflin

Jay McCormack

Lynna Quandt

Mark Stover

Drivers

Mira De

Vanessa DeGennaro

Lilian Lee

Marcie Srun

Pushers

Vanessa DeGennaro

Mimi Huang

Jane Laflin

Amy Ng

Tawnya Sunderland

Diana Yu

Jim Casazza

Jeff Chung

Andy Edgar

Sam Ferraro-Pollak

Masaru Furukawa

Chris Kebler

Eugene Kim

Ryan Kruger

Saurabh Lahoti

Jay McCormack

Matt Moe

Christian Reed

Alex Skroupa

Donpaul Stephens

Mark Stover

Matt Westfall





Chair Chick

Karen Werther

Assistant Chair

Dave Collins

Buggies

RAGE (96)

Sambvca (94)

Escargot (91)

Drivers

Karen Werther (Head)

Kathy Balazy

Erin Fried

Anne Seaman

Margaret Tarampi

Mechanics

Carlos Moreno (Head)

Jake Bordens

Dave Collins

Vince Giarnella

Viraj Mehta

Alex Meyer

Duc Nguyen

Glen Siniawski

Jenny Terry

Pushers

Nate Drees (Captain)

Harry Tsang (Captain)

Dave Atkinson

Pam Brann

Andrew brown

Earl Crane

Rob Daugherty

Shane Davis

Rachel Delphia

Jess Demers (Support Chair)

Kota Fujimura

Amy Graveline

Aaron Hula

Dean Jackson

Carey Lefkowitz

Beth Leonard

Greg Li

Tom McElroy

Shubo Mookerjee

Sachi Myojin

Missi Nickle

Terri Palonis

Missy Porch

Virginia Radosh

Matt Sheby

Rob Sibo

Brad Steinhoff

Jenny Terry

Alex Thompson

Tracey Thompson

Carl Venezia

Katie Vukovich

Mike Walsh

James Wilson

Justin Zhang

Special Thanks

Big Ugly Man

Solitro

Coox

Corn

Bufrod

Bill

ALUMNI!!!

Sheby (web master)

Henderson Residents

Rob Migliore

General Body

all our sweepers and flaggers

Thanks to our Drivers,
Pushers, Mechanics and
Support people for their
neverending enthusiasm
and hard work throughout
the year! YAY BUGGY!!!

Banzai is even more of
a champ!!!



Student Dormitory Council



Chairman
Parth Patel

Head Mechanic
John Speer

Assistant Mechanics
Tarek Rached
Rich Beitler
Joe Montenaro

Pushers' Captains
Eric Stever
Ben Northrop

Pushers
Chris Lento
Matt White
Shane Nagatani
Will Smayda
Ryan Willumson
Joe Montenaro
Sanjeev Williams
Jake Williams

Drivers
Sarah Arvesen *Rubicon*
Andrea Georgiana *Takoohi*



Sigma Alpha Epsilon

The die is cast.

Da Real Ting

Raj "Ribbed V-neck" Virani
Bean Diggidy Doggle
Ian "Less illy" McCullough
Re-Bean "Yakkety Smurf" Phillips
Fei
Richard "Whipped" Friedberg

Spiritual Advisors

Bootsy (is gax)
CK "Tijuana" Hong
krakhed HRT

NASA Test Pilots

Jennay "its only been about 8 days" Crawford
Janna "Dr. Evil" Staszak
Caroline (our buggies are) Black
Jessica "No" Beets

Flag-wavers

Staples "The Oracle" Chen
Professor Justin Eraci
John "Man of the Cloth" Watson

Moral Support

Ahmed Ghenghis Khanani
Stop Melting, Avi Jain
Dan "88 Fingers" Dausch

Furried Friends

Punxsutawney Frank
Hermann Da Ratt (RIP)
Penelope
Nermal

Zoo Sweep Team

Gigacz & Megatool

Behind-The-Scenes Assistance

Shaft, Creamster, Viccar, Slobbernaut, Ralf,
Stitches, Obi-Two, Gravy, Moby Dick, and
Bricklayer

Locomotives

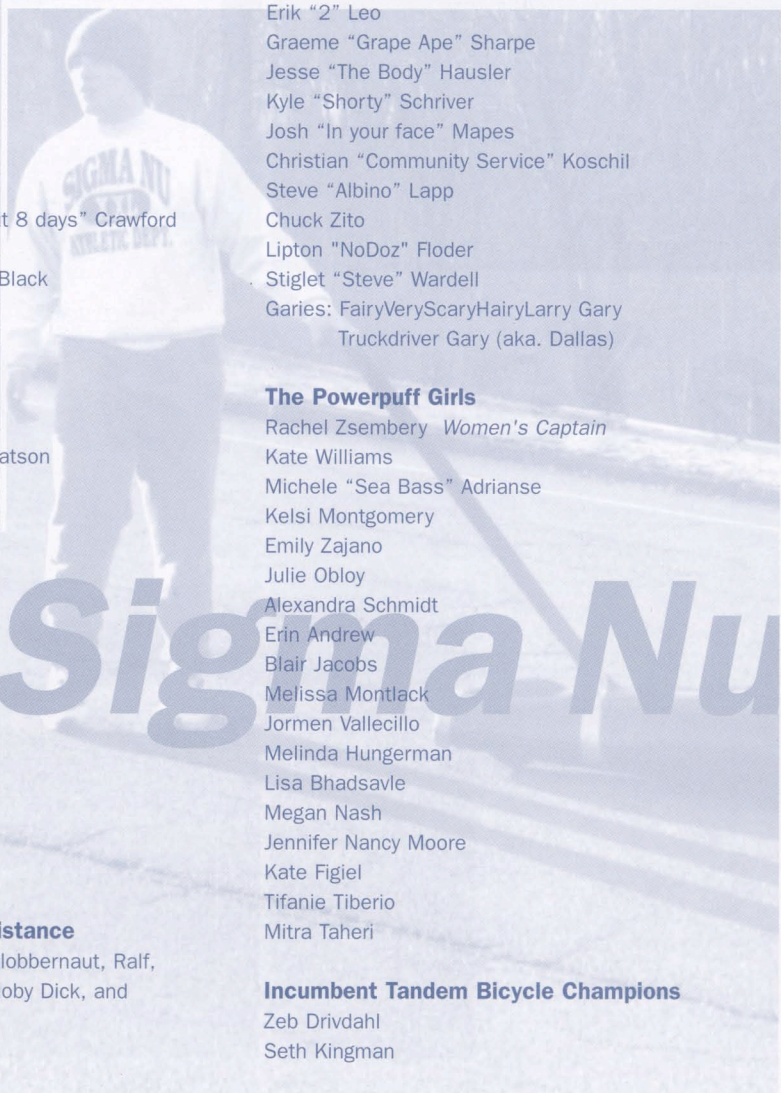
Fredo "Way to go" Rodriguez *Men's Captain*
Sachin "Tandoori Power" Das
Dirk "The System" VandenBERG
Michael "The Other Meathead" Krep sik
Zeb "Crosstrainer" Drivdahl
Andrew "Seymore" Harrington Butts
Erik "2" Leo
Graeme "Grape Ape" Sharpe
Jesse "The Body" Hausler
Kyle "Shorty" Schriver
Josh "In your face" Mapes
Christian "Community Service" Koschil
Steve "Albino" Lapp
Chuck Zito
Lipton "NoDoz" Floder
Stiglet "Steve" Wardell
Garies: FairyVeryScaryHairyLarry Gary
Truckdriver Gary (aka. Dallas)

The Powerpuff Girls

Rachel Zsembery *Women's Captain*
Kate Williams
Michele "Sea Bass" Adrianse
Kelsi Montgomery
Emily Zajano
Julie Obloy
Alexandra Schmidt
Erin Andrew
Blair Jacobs
Melissa Montlack
Jormen Vallecillo
Melinda Hungerman
Lisa Bhadsavle
Megan Nash
Jennifer Nancy Moore
Kate Figiel
Tifanie Tiberio
Mitra Taheri

Incumbent Tandem Bicycle Champions

Zeb Drivdahl
Seth Kingman



Sigma Nu

Advisor

Alex Terrill

Chairs

Adam Brill
Bryan Read

Mechanics

Jim Johnston

Pushers

Dallas Baker
Samir Biswas
Adam Brill
Paul Katz
Scott Knapp
Aaron Krol
Josh Merry
Ben Roberts
Greg Schroeder
Andrew Shields

Drivers

Jennie Habos
Vanessa Ou

Buggies

Folgers
Spitfire
Vindicator
Juggernaut



Sigma Tau Gamma



Spirit

Chairs

Joshua Steiff (HMFIC)
Laura Seejattan (Vice-MFIC)

Push Captains

Link Brown II
Elisabeth Brown

Mechanix

Joshua Steiff
Nia Rodgers

Buggy Fleet

Demani (97)
Zulu Machafuko (96)
Kufa Haraka (95)
Menes (94)
Shaka Zulu (92)
Vicious Flow (90)

Drivers

Laura Seejattan (94-99)
Alexandra Atkins (95-99)
Michelle Armitage (98-99)
Ana Ramirez (98-99)
Aisha Moore (98-99)



Spirit First Place Finishes

Men's

1987
1988
1989
1991 *record*
1992
1993
1997
1998

Women's

1986
1987
1989
1992 *record*
1995
1996
1997
1998 *bring back instant replay*

*We currently hold both the
men's and women's course
records. Go Spirit Buggy!!!*

Special Thanks To

Jennifer Church
Anne Witchner
CMU Radio Club
CMU EMS
Marilyn Pipes

Our Administrative Course Judges, Drivers, & Timers:

Denise Fazio, Marcia Gerwig, Paul Fowler,
Laurel Shaw, Lisa Dingman, Kelly Lie, Beth Miller,
Holly Hippensteel, Janet Peters, Mona Singhvi,
and Becca Albrecht

Mark Courtney
Graham Gibby
Student Senate
CMU Police
Carnival Committee
Ken Slaughter and the Pittsburgh Police
Sweepstakes Alumni
University Printing
Phipps Conservatory
GSIA
#1 Cochran Automotive Group

Additional Thanks to

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Boston. Austin. Seattle. Silicon Valley. Pittsburgh?

Employees toting coffee from Starbucks file onto elevators in the metal and glass clad skyscraper. Some biked, others ran or arrived on rollerblades. A few even hopped out of sculls after an early morning row on the river.

Sound like a typical morning at a technology start-up in Boston, Austin, Seattle or the Silicon Valley? Maybe. But it's also happening in Pittsburgh.

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It's Thursday night before races. I know full well that I am not sleeping tonight. Being at CMU this wouldn't be so bad, if I had gotten more than four hours of sleep cumulatively for the last three days. All year we've been perfecting and tuning our machines, making trips to the welding shop, and testing our new theories at free rolls.

3am. Behind the wheel of a 26 foot U-Haul truck I rumble my way over and take our place in front of Margaret Morrison. Truck setup ensues, our mechanics are all over the place stringing extension cords and being generally busy. Once our truck is ready for work, I give each of our four buggies a quick once over inside and out in hopes of getting a few minutes to myself. Everything looks good. Too good. I take a few minutes to myself and take a stroll around to the other trucks and exchange a few understanding words with the other mechanics.

6am. I have gone to use the bathroom in Margaret Morrison. I walk back over to our truck and, like clockwork, one of the other mechanics comes running up to me frantically. One of our buggies' brakes isn't working right. It always seems to go this way. One of our guys is already working on it. I take his place lying on my back on the cold truck floor underneath the buggy.

Amidst a flurry of tense cursing, I continue to work, however by now time has passed and we are getting dangerously close to our heat. By the time we're on deck, the wheels are on and the driver loaded but I continue to fight this dilemma. Finally I yell "GO!" to the other mechanics. The buggy is lifted from above me, driver and all, and carried out to the starting line. I am left there for a quiet moment of contemplation while the remainder of the truck team tends to the buggy on the starting line.

Before too long our chairman comes in and hauls me off the floor just in time for us to start the run to the top of the hill. Running behind the follow car we arrive just as the finish line is being cleared. Our buggy has already disappeared around the bend of the free roll. I stand there waiting to see the fruits of my labor cross the finish line and everything seems to slow down. Finally after a virtual eternity I see our buggy coming over the crest of hill 4. Only time will tell.

Buggy is a way of life. Perhaps not the most sane way of life, but an unbelievably exciting one nonetheless. Less than a minute from now I'll see the timed fruits of my last year's work, and in the fall, no matter how good or bad we do this year, we'll start over on another year. I love this stuff.

Anonymous, 1999

