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sweepstakes 2000





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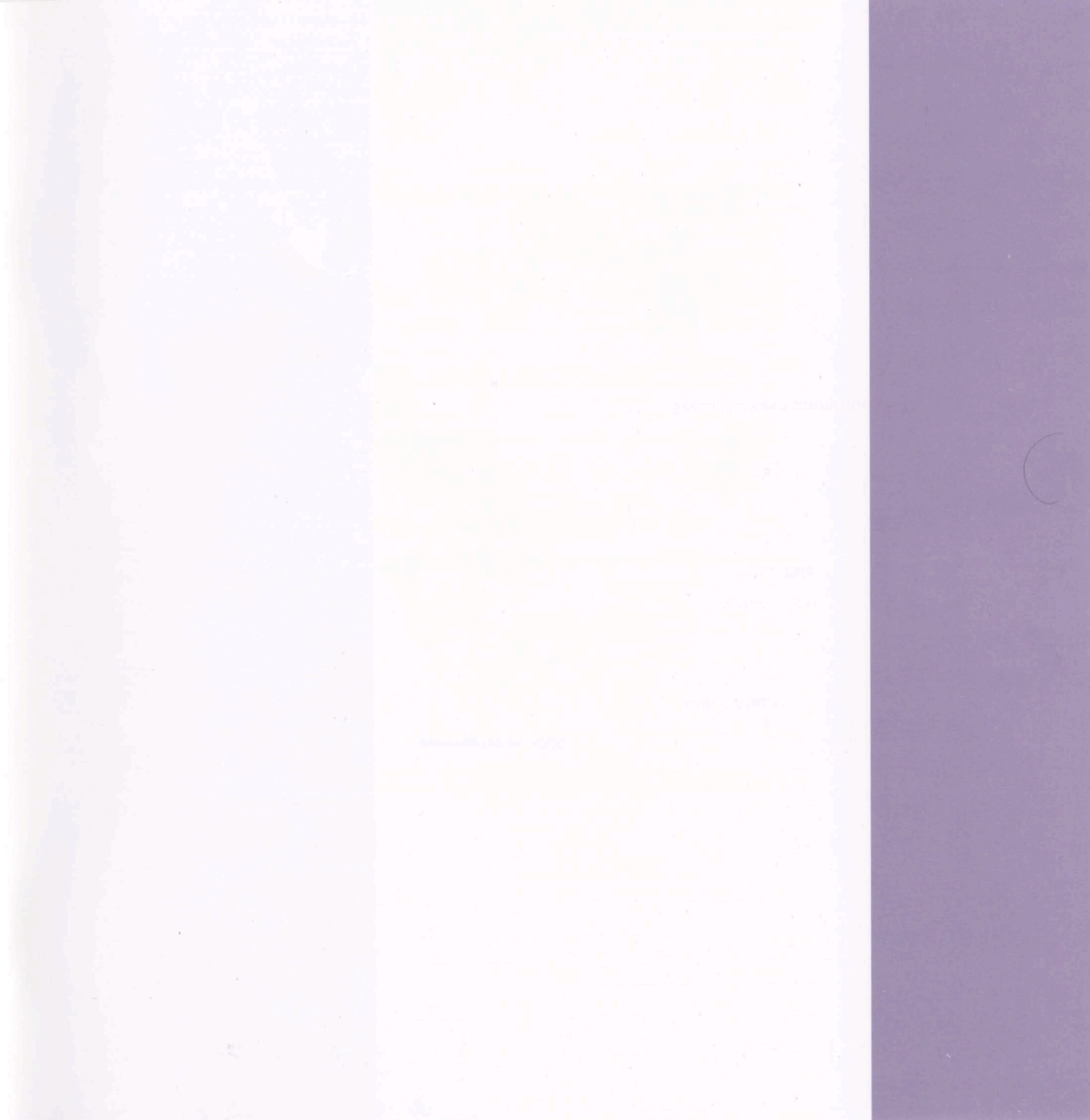
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# chairman's note

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 2 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 1921 Carnival, when 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 increased from a sole pusher to a relay of 4 in 1925, and the current 5 in 1927. In 1925, races were split into 2 days: Friday preliminaries and Saturday finals. The 1930's saw many changes that pointed Sweepstakes towards modern racing conditions. During that time, the 60-lb. minimum weight rule was eliminated, lane stripes were added on the course, and aluminum was discovered as a buggy building material. With the aluminum vehicle, Beta Theta Pi broke the three minute barrier in 1930.

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 buggy 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 unchanged is the passion for buggy. More students participate in buggy than any other activity on campus, except for booth, another Spring Carnival event. Organizations devote countless hours formulating designs, building, and practicing rolling and pushing their buggies. They sacrifice sleep, school work, and everything else to practice during the ungodly early weekend hours and the 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 that two-plus minutes is well worth the effort.

The current course record of 2:06.02 was set by Spirit in 1988 with Quantum Leap. The raceday, 13 organizations (8 fraternities and 5 independent organizations) will chase that record down the newly paved downhill. Pi Kappa Alpha will attempt to repeat their men's and women's titles, but will receive strong competition from established favorites and surprising contenders on raceday. The outcome is up in the air – just stand back and watch. On April 15, we will find out who gets to take home the prize.

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 of 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. Then 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.



**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, shortfemale 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 noticeable by hill five pushers

**capability test** a test, held on the sidewalk between Purnell and the University Center, 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

## common buggy terms

# 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	CIA	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
1999	Pi Kappa Alpha	2.09.72

## 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
1999	Pi Kappa Alpha	2.45.92





## a chairman's tale

I can't imagine what college would be like without buggy – the one single pursuit that takes over my waking and sleeping hours. In class I draw steering designs and calculate the freeroll and push team times needed to break the course records. During those wonderful hours of sleep, I dream buggy. Sometimes it is the king of the hill and the sub-50 second freeroll that brings you in under two minutes. Other times it is the spin in the chute, missed pushbar, or transition violation that pulls the trophy from your hands.

This is the way of life I have chosen for my time at CMU, to use my weekends in order to wakeup at 3:30am to toss sawdust onto the streets surrounding Schenley park and hurl three-wheeled vehicles around our .8 mile course. I use my weekdays to fix whatever broke during freerolls this week and to look at the weekend times to determine where we stood. How were we on the downhill? Did our alterations on the buggy or the line through the chute cut our time down.

Then there is spring semester where the buggy gods laugh as you spend each weeknight yelling up and down the hills hoping to shave down precious tenths of a second by refining your pushing form. You think if you do one more hill one, three, four or five you just might find that explosiveness that is keeping the trophy out of your hands. 2:06.2, how the hell did they do the course in 2:06.2? And my god, 2:33.03... what kind of women pushed a 2:33.03? I know the times of the past, I know everyone's present times, if only I were to know what the adrenaline of race day will accomplish. I strive to have my team and buggies mentioned among legends like Streak, Black Magic, King Eider, and Quantum Leap.

It is now race day and the outcome is out of my hands. The mechanics have prepped the buggy, the driver is ready to go and the pushers are on their hills. All the hours in the buggy room, weight room, and on the hills are ready to show their worth. In a little over two minutes I will know if I will drink from a cup or The Cup.

I have the ability to forgo sleep, the willingness to sacrifice my grades, and a competitive streak the like of which you have never seen.

I am your buggy chairman and you can find me on the hills.

The deafening sound of the broken band saw breaks the silence in the halls of my house. I love that little room in my house. I love sitting there amongst the buggies dreaming of how much faster we will go next weekend. Time freezes in the buggy room. A one hour break from class turns into a seven hours of fixing one random thing after another. Somehow, at the end of the day, more work is ahead of you. Even though you are frustrated by what you cannot fix, you are drawn back to it by the constant drive of making it work, making something out of nothing. Mechanics have so much to learn in four years. Through long nights in the buggy room, freerolls and racedays, you become wise. You learn differences between what makes one buggy way work well and not the other, when you need to get medical attention for

a cut and when to just suck out the aluminum chips...the essentials. I look back at all those days and nights in the buggy room, and don't regret a single minute I spent there. Sometimes, the camaraderie of others makes the night in the room so much fun. Other times, it is nice to sit there in silence, dreaming. You see, being a mechanic is about dreaming – the next great idea, the next great freeroll, or of the next great victory celebration. Mechanics then take those dreams and convert them into reality.

I have learned so much from listening to the walls in the buggy room. They speak volumes of the history of buggy. Many great innovations are born between those walls... a lot of bad ideas, too. I have been changed by my pursuit to put the greatest buggies on the course. I have learned what it takes to succeed, to graciously handle failure, and the art of last minute fixes. I have also learned when to listen to the chairman and other mechanics, and when to trust my own judgment when they don't have the answers.

By raceday, the band saw is quiet. It is replaced with the screams of spectators and the excitement of pushers. With the buggy on the line, our job is done. We become spectators, fitting in with a crowd who never hears the band saw. Whether we win or lose, we watch with as much pride as anyone could ever have. I love that little room in my house.

Thanks Buggy.

## a mechanic's tale







## a pusher's tale

Nothing makes sense at 6:00 in the morning. I move slowly in the beginning – turning off the alarm, getting out of bed, staggering to the bathroom. As I get dressed, I enter the pusher's zone and everything speeds up. My mind races with excitement as I tie my laces and bound down the stairs into freedom. As I walk to my shrine, everything bad is forgotten – I am in my temple. It's a whole new world on the hills.

I hear the push order called – on the good days there are tons of people out running alongside me, screaming my name and cheering me on. However, I secretly crave the days when there aren't that many pushers out and I am called on for the ultimate challenge – The Iron-man. Around the chute flies the buggy and I race off at full speed with it to the 3-4 transition zone. People expect me to shove it off and they stare in amazement when I keep on going. Not to fast cause Hill 4's a b\*\*\*\*. Then comes the 4-5-transition zone; again, people expect you to shove it off, but I keep running – I am crazier than any man alive. My muscles scream in pain, my joints feel like they are being ripped apart. I continue because I live for this pain, thrive on this pain, and want the pain to continue because it means I am doing something right.

I love buggy. I sacrifice sleeping in on weekends, staying out late and the fun that comes with it for buggy. Why push? I crave for Race Day – to push the buggy up Hill 5 amongst the screaming crowd with the finish line racing towards me for the ultimate moment. I leap into the air and catch the push bar just in time. Getting up from the concrete, I have scrapes all over my legs and arms and not a worry in the world because I showed them I belong in the elite class of pushers. I am willing to do anything, to go the distance and to sacrifice my body to bring that cup to my mouth so I can taste the sweet taste of – bacon? The trophy is full of bacon right? Man, do I love bacon.



# a driver's tale

"Five feet, if you round up to the nearest inch." Maybe I'm a little short, but I get to drive and the rest of you just have to watch me as I whiz down the road and fly by. It's an amazing feeling and I'm sorry that you can't all enjoy it, but that's what happens when you're vertically challenged. Not everyone is lucky enough to be as short as I am. Some of you might be wondering what it feels like to get into a buggy and roll down the hill. I'm sure it's different for all of us, but for me it's a rush and race day is a world of its own.

*Anxiety.* The day starts early and I can feel butterflies in my stomach as I turn off the alarm. I've been driving all year and today is the day to perform. For the next few hours I'll be waiting, visualizing myself rolling down the course, thinking about the transitions, and almost feeling the energy of the buggy pulling itself through the chute. *Excitement.*

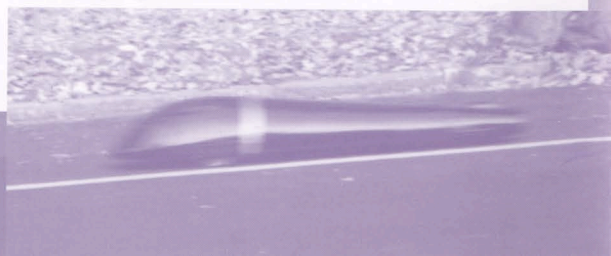
Eventually the pushers will arrive. The trucks and mechanics have been around for a while, walks are done, and now it's time to get pumped. The races start. It's almost time. The drivers equipment is on. In the buggy, my heart is racing.

*Visualize.* Just a few minutes. Breathe. My hands are shaking. Visualize. Feel the buggy. My heart is racing. Leaving the truck. Knot in my stomach. Energy. Adrenaline. Almost time.

HEART RACING. On the ground. HEART RACING. Gun Goes OFF! YELL, YELL, YELL! CONCENTRATE!!! Hill 1 – Hill 2 – Shove – Drive – Concentrate – See the curb – Concentrate – See the lines – Concentrate – 1st transition – Flag – Concentrate – It's coming – Flag – Rush – Chute – One with the buggy – Follow through – Hill 3 – Yell – Hill 4 – Yell more – Hill 5 – See the line – Finish – Still shaking – Heart Racing. Drop test. To the truck. Cheering. Heart still racing!

If that didn't make you nervous, if it didn't make your heart race, then you may never really understand how amazing it feels to drive a buggy down the free roll. The control, the speed, the feel of the buggy, that's what makes it amazing. Every roll is a chance to experience something that most people will never understand. Every roll is a chance to be alone, to have control over your ride, and to feel the momentum of the buggy. It's a chance to become one with the buggy, to feel the buggy as an extension of yourself. The mechanics may work on it but they don't know how it feels, they don't know how it really handles throughout the course. And the pushers, they don't know what the buggy feels like with every shove – the driver does. The driver feels the fatigue of a pusher at the end of hill 4, knows when the shove is off on hill 2, and feels it when it a muscle is pulled. We feel everything, see the whole race, and know how the buggy rolled.

Although the time commitment is huge and the hours are horrible, I'm glad I've been doing this for the past four years. When I leave I'll be able to look back and remember the experiences I've gained. I'll remember yelling at my pushers and cheering them on. I'll remember getting annoyed on those days when it starts to rain when the sun comes up and the cars driving on the course don't seem to be doing anything. And, I'll remember getting hit on race day and going down to the chute to watch myself on tape. I was there, in my buggy, experiencing the most thrilling ride of all.



## a flagger's tale

Bzzt. 6:00, get dressed. Find other buggy people...follow...follow...follow. Arrive at buggy course. Conclude that you are going to flag today, do not pass go; do not collect \$200 dollars. D'oh! Spend 5 minutes getting flags, another 5 minutes getting roll order. Keep trying to get roll order. Someone has to have the roll order. This is where the fun begins. You greet all the other flaggers, which is kind of cool I guess, except that one of them is 15, going to college and is in a better major than you! WTF? Proceed to lose short-term memory. Make the world feel fuzzy. Ooh, cigarettes are good. Suddenly I realize that I want to eat something, preferably with chocolate goodness, like a brownie. Brownies are good, but they have to be the home baked kind. I have to stop thinking about my stomach and rush to flag my buggies. After they pass a few times, the roll order suddenly gets confusing as no one knows who's going to roll next. We start to make bets on which organization rolls next as the scratches continue. I win the bet; my organization didn't scratch after all. Unfortunately I forgot to flag. D'oh. Now we try to get back into order. What? It's over? Okay. And so ends another exciting day at buggy for a flagger.

## a sweeper's tale

When you're out on the roads, you probably never think twice about those big street-sweeping trucks, except when you're stuck behind one.

That's how I'm different. I think about them all the time. I lust after them. In my dreams I'm cruising down Tech Street in my Asphalt Zamboni with the top down and Eazy-E bumpin' on the System. I fly through the chute doing 60, cleansing the roads and crushing runners and bikers who happen to get in the way. Dingleberries fear me. I make no attempt to swerve when I see "that guy" who dumps sawdust on the course. Tow trucks know better than to mess with me.

I also snap back into reality. As I take a last drag off my cigarette, I marvel at the colorful intricacies in the swath of leaves before me. I pick up my broom and resume sweeping, pondering the universe inside itself and what to do with the roadkill I find.

I cruise back to the house and wake up the push team by putting a 1000-watt party sound system into the stairwell and blasting The Hampster Dance.

And then I go to bed.

I am one of the few, the proud, the Sweepers.









## sweepstakes committee

**Debby Keller sweepstakes chairman**

Master's Student, Heinz School

**Kim WorriLOW assistant chairman**

Senior, Business Administration

**Michael Doherty safety chairman**

Senior, Electrical & Computer Engineer

**Scott Wabnitz youngster**

Freshman, Information Decision Systems

**Chris Stengel old man**

Sweepstakes Committee Alum

**Peter Wach design chairman**

Junior, Electrical & Computer Engineer

**Jessica Beets buggy book designer**

Senior, Communication Design

**Jennifer Church advisor**

Assistant Dean of Student Affairs

### Debby Keller sweepstakes chairman

When I decided to attend graduate school here, I swore I would have nothing more to do with buggy than watch raceday from hill 6. I lied. Sweepstakes is something you either love or hate, and I have loved it from the first time I stepped onto the course my freshman year. Everyone says you'd have to be crazy to be chairman, and insane to do it twice. I think you'd be crazy not to be involved with Sweepstakes. Despite the grief (oh yes, there's a hell of a lot of grief), I wouldn't trade in my experiences as chairman for anything.

I learned a few valuable buggy lessons in this bonus year: Never bet with organizations; they cheat and you have to do bad things, pushers will run fast if you buy them beer, the raceday trucks don't fit in the garage, walkie talkies are a source of constant entertainment, you can be an effective leader when drunk, it doesn't get easier the second time

Thanks to all of the organizations for giving me this opportunity and making this year fun. I'm really done this time.

### Special Thanks To:

Jennifer Church for her guidance, support, and dedication  
Anne Witchner for her help and resources

My "well oiled machine"-Kim, Doh, Jess, Pete, & Scott -

I couldn't do this without you

Dani & Abby, my buggy inspiration

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

Rice & Roni (SFT)- You are missed

Joe, Jack, Jane, 33, and Dunkin Donuts Coffee

Anyone that fell in the drop line hole

Chris Stengel, Michael Garel, & Sweepstakes Alumni for  
all of their help





### **Kim WorriLOW assistant chairman**

Buggy is the most amazing event on campus – so many student work long, hard hours for only two minutes of perfection and they have fun doing it. When I first heard about buggy I thought anyone who was willing to get up out of bed at 4 am to be in the cold was crazy. Turn out I was right; we're all crazy and loving it. I have truly enjoyed buggy this year, especially working with Deb and Doh and getting to know all the organizations. Good luck and congratulations to each team-you've all worked hard this year.

I especially want to thank Debby for her guidance and friendship – without you I wouldn't have made it this far. Doh, I will never forget the Allouette serenades on the drop line. Scott, thanks for getting me "silly". Thanks to the people who made each day unique, whether it was antics at the drop line or greasy fried chicken at 4am.



### **Michael "D'oh!" Doherty safety chairman**

Buggy. Happily a uniquely Carnegie Mellon tradition. The synergy of engineering and design. Form and function. I am often amazed at the time spent building and maintaining a fleet of buggies. I am also amazed that even though there is a vow of silence between designers for the most part, they all start to look the same after a while. It has been my pleasure to learn all of the secrets of materials and design so that I may increase my store of knowledge that I may never divulge.

Some people would call me crazy for sacrificing sleep, nights, afternoons, weekends, mornings, etc. for buggy, but those people have obviously never seen my room. I'd have to say that I've never met a buggy person who wasn't at least a little crazy. Some more than just a little crazy. I have yet to figure out if buggy makes you crazy or buggy just attracts crazy people.

I would like to personally thank Dr Pepper, donuts, beer, and the letter m. Oh, and Debby and Kim and all the other nice people.

"Oh, Lisa, you and your stories: Bart's a vampire, beer kills brain cells. Now let's go back to that... building... thingie... where our beds and TV... is."

– Homer Simpson

"Yeah man, it really tied the room together"

– The Dude

"This would sharpen you up and make you ready for a bit of the old ultra-violence"

– Alex DeLarge



### Scott Wabnitz youngster

My first buggy experience was when SigEp's chair, asked me if I'd do him a favor and get up at four in the morning to sweep and flag for him. I asked myself, "What can be such a big deal that people are willing to wake up so early in the morning (or not sleep at all which is normally the case)???" After that morning I had no question in my mind what that thing was – buggy.

I'd like to thank everybody involved in buggy for helping me out while everything was so new and confusing to me. Thanks to Debby, Kim, Doh, Jessica and Pete for giving me the opportunity to be youngster and teaching me about buggy and the sweepstakes committee. I'd also like to thank all the organizations involved – you are the reason buggy is so special. I really enjoyed working with you all, and I look forward to spending more time with you all in the future.

### Chris Stengel old man

Back in *my* day ... we didn't have any of those sissy buggies with shells and harnesses and pads and helmets and all that other stuff. We had wood planks! With four wheels and a leather strap! And we didn't have pushers either! The guy knelt down on that plank and pushed himself up the hills with his bloody hands! In fact, we didn't even have a downhill portion of the race! It was 2.2 miles straight uphill from the bottom of Forbes up to the Schenley golf course. Now *that* was a buggy race! Ten to a heat! Ahhhh, ya whippersnappers!!

On second thought, that might have just been a dream I had after a pre-dawn pong event at Sigma Nu back in '92. Back in my actual day, the Air Force ROTC folks had a transparent buggy and DU was still trying to get that 2 wheeler through the chute. I had to get up a *lot* earlier for free rolls and I lost my voice weekly yelling at everybody to keep it moving.

So why do I keep hanging around? Wasn't it enough the first time? Doesn't GSIA keep me busy enough on weekends? All good questions. I expect you'll have your own answers down the road as you stand at the finish line as an alum cheering for your favorite team and asking yourself the same thing. For me, the answer lies in a quote from the fabled Matt Adler in his entry to the 1992-1993 buggy book: "There cannot be a more glorious sight than watching some tired mechanic run toward the drop line, computer printouts with complex aerodynamic data and Physics I assignments trailing in the wind, pushing a buggy and trying to pop-rivet his pants button closed."

With time, more gray hairs may emerge on my ever-receding scalp and my bedtime may keep getting earlier, but *that* scene *never* gets old ...even for a geezer like me.





### **Peter Wach design chairman**

My buggy experience started in the spring of my freshman year, as a pledge at PIKA. I had the exciting job of carrying bales of hay around from 2 to 4 in the morning with my fellow pledge brothers. Not so fun. After that, I didn't make it out to rolls the past 2 years. I've always wanted to be involved; however, my dorky major and numerous campus jobs didn't allow me much time. People joke that I wouldn't know a buggy if it rolled past me; to prove them wrong, I agreed to be the Sweepstakes Design Chair. I got the best job on Sweepstakes because I really don't have to wake up for freerolls and I still get free meals and stuff that says "Sweepstakes 2000" on it. I don't know how everyone can get up at 5am on the weekends, but I sure as hell can't. Buggy is a great thing, and is something I always plan to be involved with one way or another. Thank you to Debby, Jennifer, the rest of the Sweepstakes committee, and my brothers at PIKA for making this year fun.

### **Jessica Beets buggy book designer**

So this year I'm doubly involved in buggy.

I get up at five in the morning to drive buggy, and then go to my studio to design the buggy book. I've been involved in this bizarre activity for four years, and even though I sometimes complain about the hours, I wouldn't give it up.

Thanks goes to Sig Nu for everything (but about that nickname...), to Debby and the the sweepstakes committee for their help, and to the organizations who gave me their stuff on time and didn't question why I was out on the course taking pictures.

And even though I'll miss buggy and I'm sad that my involvement with this is over, it'll be nice not having to try to explain to strangers what buggy is, and also why I'm up so early on the weekends.





# Beta Theta Pi

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# Beta Theta Pi

## House Motto

Win or lose we booze.

## Chairman

Gary Martin

## Worthless Assistant Chairman

Chris Steiling

## Buggy B\*\*\*\*

Jeff Thomas

## Mechanics

Ted Fitzpatrick

Mark Baldwin

Mark Hamblin

Bob Barton

## Drivers

Gina Naggar

Laura Mattie

Melissa Rosen

Rina Mansukhani

## Special thanks to

Lee Collins

Everyone who ever got us drunk

Wendy's Late Night pick-up window

Dunkin' Donuts

Andrea Nellis

Jo Gentle

Amy Freed

Katie Dicky

Bryan Krueger

Chris Schmitt

Chris Dancy

Chris Bodmer

Jarrett LaRochelle

Pat Omalley

John Moody

Jesse Grapes

Mike Monsilovich

Nate Danielson

Duncan McLean

Jared Scott

Clay McCabe

Kevin Almirall

Tom Truxillo

Russ Clay

Matt Bostick

Damon Anderson

Justin Peroli

Todd Shamitko

Dan Flambar

Todd Connelly

Josh Moore

Ryan Beudoin

Lou DePaul

Eddie Murphy

Eli Holsinger

Jason Phipps

Shaun Seydor

Mike Swierczek

Brian Lenhart

Taylor Prospa

Seth Knaebel

Matt Saneholtz

Matt Carton

Roy Thompson

Jon Knotwell

Darren Kasbee

Joe Soban

Justin Kryszinski

Mark Reiner

Mark Piccolino

Ryan Gallant

Ryan Boder

Dan Naylor

Brandon Foth

Mike Hubbert

Scott Jubeck

Alan Evankovich

Tom Reed

Greg Goodman

John Kaweck

Nick Cecchini

Rich Gasperini

Tom Marshall

Brian Smalley

Mike Wykosky

Jason Black

Steve Benson

Mark Corbett

Brian Vest

Ryan McMillan

Mike Yoder

Chris Rose

Sebastian Smelko





#### **Director, Overall Conspiracy**

Brennan Sellner

#### **Director, Clandestine Development Directorate**

Shafeeq Sinnamohideen

#### **Agents, Clandestine Development**

Terence Chau

Katherine Crawford

Nathan Dushman

Ken Herman

Fred Hopke

Kevin Hughes

Hans Mueller

Emilie Phillips

Karthik Ramachandran

Rebecca Ringdahl

Maria Sensi

Kevin Shiue

Erik Shoenfeld

Erick Tryzelaar

Michelle Ungerer

#### **Agents, Covert Ops**

Rikin Gandhi

Jenny Rappaport

Michelle Ungerer

#### **Directors, Field Directorate**

Rebecca Ringdahl

Lisa Ferrugia

#### **Agents, Field**

Andrew Alford

Pete Boettcher

Esther E Bradley

Mike Camiolo

Jorge Chavier

Katherine Crawford

Nathan Dushman

Dave Fallon

Mindy Hebert

TJ Klasen

Kam Lasater

Tim Martin

John Perkins

Kevin Perry

Aaron Powers

Duane Prasuhn

Heiko Ramirez

John A Ramsey

Merle Romsberg

Eric Silverman

Matt Silverstein

Christine M Siverd

Tim Simpson

Po Tsao

Paul Wolpe

#### **Agents, Support**

Larry Greenfield

Sarah Robeson

#### **Covert Projects**

Conquest (92)

Mirage (00)

Stealth (86)

#### **Cooperating Agencies:**

Them

Fringe

Pioneers

Spirit

Sweepstakes

#### **Agents, Deep Cover**

Steve Baier

Scott Boehmke

Lou Conley

Aiton Goldman

Larry Greenfield

John Kindling

Ken Luther

Frank Robb

Arne Suppe

# CIA

# Delta Tau Delta

## **Chair**

Chris Roberts

## **Pushers**

Peter Yeung

Matt Demmler

Josh McConnell

Ryan Palamara

Alan Johnson

Dan Isaacs

Nate Motta

Jason Wang

## **Drivers**

Caroline Black

Kourtney Watkiss

## **Chute Flagger**

Eric Sceuci

## **Special Thanks**

Debby Keller for all her help

Rohan Gupta

Kevin Carey

Kevin Chin

Roberto Arevalo

Jack Lin



### Chairman

Scott Ziolko

### Head Mechanics

Ken Billet

Tom Kelleher

### Assistant Chairman

James Wade

### Mechanics

Tomas Esterrich

Eric Kadehjian

John Ketchpaw

Chris Laskowski

Anand Marathe

Dave Monsees

Chris Muenzer

Sam Shamsudin

### Drivers

Janice Golenbock (head)

Noo Erjongmanee

Lina Kontos

Renata Melamud

Joann Wang

### Pushers

Chris Stratis (head)

Cooper Blake

Brianna Blaser

Diane Budzik

Rhonda Forrester

Jon Foster

jeri Goede

Feige Grundman

Judy Guo

Matt Gustin

Jeff Hoel

Will Holtz

Lauren Holtz

Marcin Jeske

Paul Katz

# Fringe

Saa Lechleitner

John Lee

Jack Lin

David Liu

Steven Mahalec

Jason Martin

Ryan Moskal

Chrisi Nitse

Aliya Omer

Jessey Paul

Laura Rosensteel

Scott Shell

Susan Swithenbank

### Three-wheeled free-rolling vehicles

Bandit '00

Basketcase '00

Bachi '99

Junior '90

Barrier '86

### Thanks

CK, Shimsham Man, CJ, Mengo,

Sweepstakes, R. Scott the first,

Schindewolf, unnamed Alumni X, Shaky

Hands Frank, Bob M, Mark S, Joe, the

Yinzer brothers, Albert Jose, Goodyear,

Bridgestone-Firestone, The "S" man,

Tiger Woods, John F(1), John F(2),

FRBRF, TwinLabs, Nike, Marty Freidman,

brbad0s, blister, bevel, and the two

white guys at the Apollo

### ...but no thanks...

Wonder Boys, JC, GM, UPS, CFI, FedEx,

BFI, Citibank, Amtrak, AMEX, LY, RCB,

the Boot Nazi, the Tow Nazi, and most

of all the haybalestealing bums

Bumpzoid Rides Forever.

### Counsel of Tools

Lou Chomas  
Dave Gross  
Grundle-boy

### Veritable Human Bullets

Cheryl Ciesielski  
Erika Cheng  
Chee-Yuen Hung

### Underdone Overkill Sleep Remedies

Pocna (2000)  
Penthus (2000)  
Procrustes (2000)  
Priapus (1999)  
Pumpkin King (1994)  
Palooka (1993)

### Lead Sleds

Palanquin (1999)  
Nazghul / POS / Prehistoric (1995/1997/1998)  
Promiscuous (1992)  
Prophecy (1991)  
Prometheus (1989)  
Pandora (1989)  
Paladin (1989)  
Puma (1988)  
Phoenix (1986)

### PCP Warriors

Sully (Master street pharmacist)  
"The Virginal" Andrew Otte  
Frogg Dogg  
Pud  
Chester the child molester  
Dumbass  
Flex  
40  
D.J. Afterbirth  
Nateward  
Yinzer  
Pusher Z  
Rich "Smelly" Eggert

# Kappa Delta Rho

Kiran Shenoy  
Women Street Pushers  
Michele Savery (Frew Street Hookup)  
Paula Pfeiger  
Kelly Caranchini  
Ashley Cesarano  
Kristine Behm  
Krista Pfaendler  
Melissa Carson  
Erika Wetzel

### Truck Driver

Mb'Daaaaa

### Flaggers

Jordi  
Sir Lance  
Caffeine-based life form  
Devo

### Word

Gizmo  
Freshmen  
Plagarists  
Delerium, build element of choice  
Rice Krispies and duct tape  
The Chute Turn Gestapo

### Props

orange  
magic 8-ball  
Jug Wine Thursdays  
sour cream doughnuts  
The Otis Constant

### Tro

Josh Summers  
Ziggy  
Ziggy's mom  
Joe Sadecki  
Secret Buggy Tool X

Special thanks to Sensei



# Phi Kappa Theta

## God

Rick Ree

## Devil

Russian

## Head Mechanic

Matty J

## Peons

Clooney

Afro

Dink

Wop

## Serf

Nick

## Magician

Zack

## Precision Timing

Wanda

Elliot

Little Jew

## Buggies

Celebrity ('98)

Schadenfreude ('94)

Secretariat ('90)

Phoenix ('00)

## Drivers

Melinda Chiou

Stephanie Norton

Jew Boy

## Pushers

Doof

Benny

Dan T

Piss Boy

Turbo

Baby Buck

Lampe

Dante

Jiggly Puff

Jackson

Zekco

Vaughn

Josh

Serge

Dink

## Special Thanks to

James B. Beam

Jeremiah Beam

Jack Daniels

Mel Brooks and the No. 6 Dance

Marissa Arney

Klars, POS and PFU

Ebock, Russ Elkin, and Jack Murphy

Wook, Fart, Barbie, MFNM

Lobo and Amy

Hambone, Lampe, Reid and Boner

Juliet and Kremlin

White Rhino

Philip Morris & RJ Reynolds

Ryan & Steve

Xander & Joel

Jim D.

...DWS...

"Go ball out and don't f#!@ gimp."

– J. Poe

"Any day we're rolling."

– Crackheads





# Pi Kappa Alpha

## Chairman

Brian Hendrix

## Co-Chairman

Joshua Wilke

## FOADs

Eric Nicklaus

Mike Stow

Evan Rinkoff

Ryan Jackson

Jeff Leon

Matt Blum

Pete Cunningham

Kase Macosko

Jeremy Henriksen

Prabhath Nanisetty

Joe Leopold

## Drivers

Marissa Arney

Lisa Brown

Michelle Hunter

## Buggies

Race Day '00

Phantom '98

Revelation '97 *a.k.a. Instant Replay '99*

Mad Dog '94

## Pushers

Josh Scott PTC

Ashley Kinsey WPTC

Josh Burch

James Chung

Brenden Epps

Lisa Glass

Adam Greenbaum

Jacques Guyette

Chad Harper

Christine Hartman

Dean Hosgood

Andy Jackson

Steve Joiner

Kiari Kershaw

Kirk Larsen

Bill Marantz

Jon Mayes

Kate Minardo

Abhisek Mitra

Tony Paez

Liz Pino

Rob Ready

Shauna Tellermer

Debbie Walker

Bryan Weatherford

Jeremy Weinsten

## Information

Art Leipzig

Dave Decker

Ben Messing

Omari Teel

Steve Protulipac

Jef Mullen

Sam Perl

Sri Gopolan

## Flaggers

Naveed Saadi

Bob Douglass

**PiKA is the winningest  
organization in  
Sweepstakes History**





#### **Co-chairmen**

Jessica Chiu  
Jane Laflin

#### **Drivers**

Vanessa Degennaro  
Lillian Lee  
Jessica Chiu

#### **Mechanics**

Josh Binder  
Vanessa Degennaro  
Brian Frederick  
Lynna Quandt  
Chuck Szeto

#### **Men Pushers**

Chris Bates  
Josh Binder  
James Casazza  
Brian Frederick  
Masaru Furukawa  
Chris Kebler  
Kam Lasater  
Jay McCormack  
Mark Michealson  
Ramon Poo  
Christian Reed  
Chuck Szeto  
Dan Tsai  
Matt Westfall (push captain)

#### **Women Pushers**

Carmen Carreras  
Jane Laflin  
Lindsay Miller  
Lynna Quandt  
Erin Tocknell

# Pioneers



**Chairman**

Joe Montenaro

**Head Mechanic**

John Speer

**Mechanics**

Rich Beitler

Justin Kassie

Mike Montgomery

**Drivers**

Sarah Arveson

Andrea Georgiana

John Speer

**Buggies**

Rubicon

Takoohi

Shocker

**Push Captain**

Chris Lento

**Pushers**

Joe Montenaro

Gustavo Browne

Chris Butsko

John Poling

Sanjeev Williams

Jake Williams

Cullen McGuire

Eric Stever

Chris "The Giant" Dock

Sully "Leaving Las Vegas" Sullivan

Tarek "The Worker" Rached

Suneer "Mahatma" Maheshwary

Mike "PiKA" Kolb

**Special Thanks To**

Eric Hansen

Brian Banner

JP Lie

Don Michel

# Sigma Alpha Epsilon



# Student Dormitory Council

## Chair

David Collins

## Assistant Chair

Harry Tsang

## Buggies

Raceday 00

Rage

Sambvca

Escargot

## Mechanics

Jacob Bordens (head)

Carlos Moreno

David Collins

Hoss Mehta

Duc Nguyen

Alex Meyer

Chris Gessner

Steve Davis

Dana Piech

Vince Giarnella

Kevin Babbitt

Ko Nakatsu

## Drivers

Karen Werther

Margaret Tarampi

Erin Fried

Melissa McMorrow

## Pushers

Sonni Abatta

Kate Aerni

Tak Cheng

Pat Correa

Earl Crane

Rob Daugherty

Shane Davis

Dave Dixon

Nate Drees

Amy Graveline

Saied Hedayati

Casey Helfrich

Matt Lanken

Carey Lefkowitz

Jason Lentz

Greg L

Alina Mason

Ronald Miller

Carlos Moreno

Ko Nakatsu

Cesar Naranjo

Duc Nguyen

Missi Nickle

Missy Proch

Virginia Radosh

Nicole Rodriguez

Robert Sibo

Avi Silterra

Ben Solnick

Brad Steinhoff

Alex Thompson

Harry Tsang

Mike Walsh

Karen Werther

Kalee Whitehouse

Ivan Zyla

## Special Thanks

Big Ugly Man

Solitro

Coox

Corn

ALUMNII!!!

Henderson Residents

Earl Crane

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.

Banzai is still the champ





#### **Buggy Chair**

Alan Wagstaff

#### **Push Captains**

Jeff Barbieri

Brian Ballard

#### **Mechanics**

Alan Wagstaff

Phil Fong

Will Cothen

Ben Erne

#### **Pseudo Mechanics**

Jeff Barbieri

Chris Meyers

Andrew Boyer

Tim Alper

#### **Pushers**

Jeff Barbieri

Brian Ballard

Ali Imam

Tim Alper

Frank Sun

Gerry Hamel

Paul Hormann

Rob Traister

Shing Leung

# Sigma Phi Epsilon



# Sigma Nu

## Surgeons

Fei "King and God" Lung  
Rebean  
The GupTaLove  
Slappipimapipackity  
June "Take one for the team" Pak  
Jim "The Talking Wizard" Graff  
Less Illy

## Doctors

Janna "The Trooper" Staszak  
Jessica "No" Beets  
Liya "I Brake for Cops" Zheng

## Orderlies

Jesse "The Woman" Hausler  
Graeme "Acrobatic Sex #1" Sharpe  
Christian "Acrobatic Sex #2" Koschil  
DGary "Inferno" Stowasser  
Sandy Old Fredo  
Hans "Fuzzy Nuts" Kicken  
Joshikaiah Ezekial Mapes  
Justin "Liquid Hands" Eraci  
Freakishly Tall  
Aneternalpledgeikan Mintus  
Stiglette "Not Stosh"  
Tom "Give that hair back to the 70s" Brown  
Whitey "Carlton" Robinson  
Zeb "A little louder" Drivdahl  
Dirk "Nasty Nate" VandenBERG

## Nurses

Rachel "Momma Z" Zsembery  
Michele "Seabass" Adrianse  
Erin Andrew  
Dannielle Cisneros  
Monica Costlow  
Marika Haritos  
Melinda Hungerman  
Blair Jacobs  
Monica Malhotra  
Jillian Mallozzi  
Elizabeth Olson  
Allyson Pottmeyer

## Innocent Bystanders

Greg "Abercrombie & " Fogel  
Steve "-head, -face, -job" Fabrey  
Canuck "Squirrelmaster's Bitch" Green  
Staplez "Immodium AD" Chen  
Brian Glassmaster  
John CR Watson  
Dick "Wish you were here" Friedberg  
Sneegacz "Sweeping Captain"

## Ultra Grumpy Bystanders

Seemore Harrington Butts  
Chuck "Rice Patty Walker" Zito

## Patients

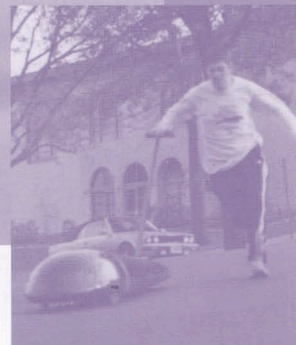
King of Spades '92  
Tenth Commandment '93  
Okapi H. Johnson '94  
Jubatus '98

## The Illys

Less  
Mo

## Special Thanks To:

Bean  
Bootsy  
Mo Illy  
Shaggy  
Jennay Crawford  
Natural Light  
Philip Morris





# Spirit

## **M.F.I.C.**

Michelle Armitage

Elisabeth Brown

Nia Rodgers

## **Drivers**

Michelle Armitage

Ana Ramirez

Jen Wong

Lauren Feldman

## **Mechanics / Support**

Cameron Boone

Josh Steckenberg

Jolyne Johnson

Kamilah Woods







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The background features a large, faint watermark of the Carnegie Mellon University seal. The seal is circular and contains the university's name, "Carnegie Mellon University," around the perimeter. In the center, there is a shield with a cross and other heraldic symbols.

**Student Affairs  
congratulates  
all of the teams  
participating in  
Sweepstakes 2000!**

Thanks for all of your  
hard work and effort.

The logo features a stylized outline of an apple with a short stem and a single leaf. The word "Apple" is written in a serif font, with the letter "A" partially enclosed by the apple outline.

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CMU Radio Club

Offices of Student Activities & Student Affairs

All of our course judges, timers, and drivers

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FMS

#1 Cochran Automotive Group

City of PGH Parks Department

Campus Security

GSIA

Phipps Conservatory

Student Senate

Sweepstakes Alumni

Additional Thanks to

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I tumble into the conscious world to the muted sounds of a thumping over my head. The knock on the window of the truck tells me its time to roll. I've spent this Saturday morning much like many others: sleeping in bizarre, uncomfortable places in a desperate attempt to reclaim what little rest I can amidst toiling in service of my torrid and irrational love affair with buggy.

What drives me to this is something few seem to understand. For me, one of the greatest pleasures of being a mechanic is the simple fact of having given birth to the machines. Like a child, a buggy inherits its personality, behavior and idiosyncrasies from the hands of its parents, the mechanics. In classes we learn to make things with our minds. A welcome oasis in this wasteland of papers, problem sets, and homework, being a mechanic returns me to the almost visceral joy of creating something with my hands. Each machine has its own quirks and parameters, yet the goals are always the same: get down the hill faster and make that energy last longer.

The early mornings used to bother me but by now I'm used to it. When the wake-up call comes I rub my eyes, assess the situation, complain for a few short minutes and get to work. As a mechanic I have responsibilities: to keep my drivers safe, to ease the job of my hill three pusher, to make sure we're out on the line, and most of all to put forth the best buggy I can for my team. From that responsibility comes pride and reward. I make sure everything's in order, I check and re-check every point on the buggy before our heat. When the starting gun gives its report there's an almost eerie feeling of peace, knowing that I've done all I can, and that now all I can do is have faith. Somehow though, while pounding the pavement ascending hill one after the follow car, faith isn't enough, and a tense anxiety sets in — an anxiety that I always pray to be of record-short duration.

There's nothing quite like seeing your baby on the arm of a pusher dawning over the crest of hill four, breaking through the transition and hurtling toward you down the long, nearly level length of hill five. It's made it his far, it's out of my hands. All I can do is wait for the buggy and its human locomotive as they approach the finish line, hand in hand. Finally, with an explosive impact that I've never been able to prepare for, and awash in the noise of a thundering crowd, my baby comes flying across the finish line into my arms, dragging me to the pavement as I bring her to rest. The race is over. Nothing left now but to wait for the times and the celebration.

To complain about the hours or the weather or to extol the virtues of mechanical or athletic excellence alone would be to deny the gestalt nature of buggy. Everyone, from the most seasoned, tireless sweepstakes chair to the most clueless and bleary-eyed freshmen, is out there playing their part in making it happen. I am a mechanic. I tend the machines.

And I love it.

