

BUGGY

SWEEPSTAKES

2001.



**Welcome
Carnegie Mellon
Alumni and Campus Community
to
Sweepstakes 2001.**

Lorrie Safar

Becky Duxbury

Amber Kowalczyk

Thom Thornton

Dan Askin

Jeanne Tupper

Tim Michael

Ida Czarnecki

Pat Svitko

Michell Williams

Adam Homer

Megan Neal

Lionel Maten

Adria Greene

Norma Shaw

Louis McCauley

Wayne Popinski

Carol Wilhelm

Dave Lubovinsky



**Carnegie Mellon
HOUSING SERVICES**

SWEEPSTAKES 2001

3. **Chairmans note**
4. **Course map**
5. **Past winners**
6. **Common buggy terms**
8. **A Chairmans tale**
9. **A Pushers tale**
10. **A Drivers tale**
12. **A Flaggers tale**
13. **A Chute Flaggers tale**
14. **Sweepstakes Committee**
16. **Organizations**
30. **History of Buggy**
31. **Spring Carnival Schedule**

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.

— Anonymous, 1998



CHAIRMAN'S NOTE

Welcome to Race Day 2001! This year's Race Day is the climax of a year of hard work by chairmen, drivers, mechanics, pushers, flaggers, sweepers, and timers from fourteen organizations that contain over seven hundred Carnegie Mellon students. To all of those that have participated this year I salute your hard work and effort.

It takes a well-rounded organization to do well on Race Day. A group of mechanics cannot win the race (contrary to their belief) nor could a group of excellent pushers produce without a finely tuned buggy (contrary to their belief as well). It takes a team effort to produce on Race Day and it is my belief that this year will be sporting some of the most competitive teams that this competition has ever seen.

Last year the men of Pi Kappa Alpha won the men's races with a time of 2:07.41, while Student Dormitory Council won the women's races with a time of 2:35.79. That was last year however, and after a year of refinement in an organization's buggy designs, who knows what will happen this year, as fourteen organizations go for the first place trophies and attempt to beat the current course record of 2:06.02 set by Spirit in 1988 with Quantum.

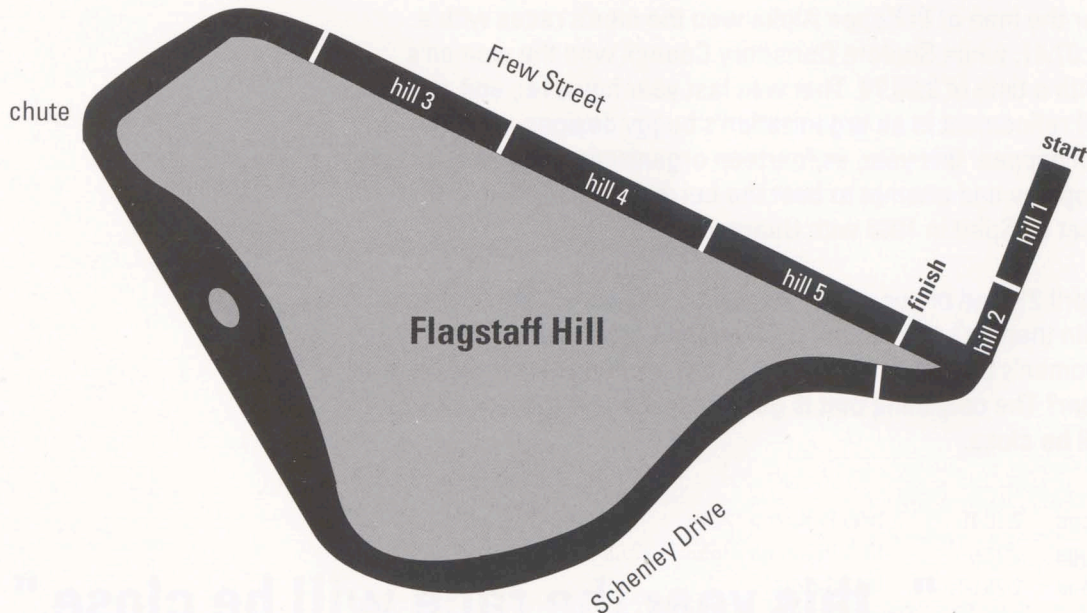
So on April 21st all of our questions will be answered. Will Pi Kappa Alpha win the men's title for the third straight time? Will SDC repeat in the women's title hunt? Or will other organizations steal the titles from them? The only thing that is guaranteed is that this year the race will be close.

"...this year the race will be close."

COURSE MAP

The race begins with up to three buggies, at a full stop, at the base of Tech Avenue. As the buggies near the top of Tech Avenue, they are pushed off by 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 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.



PAST WINNERS

Men

		1961 Alpha Tau Omega	----
1921 Iota Sigma Delta	4:38.00	1962 Alpha Tau Omega	2:27.50
1922 Sigma Alpha Epsilon	4:30.00	1963 Pi Kappa Alpha	2:34.00
1923 Kappa Sigma	----	1964 Beta Theta Pi	2:31.50
1924 Kappa Sigma	----	1965 Beta Theta Pi	2:28.70
1925 Kappa Sigma	----	1966 Beta Theta Pi	2:27.80
1926 Pi Kappa Alpha	3:18.30	1967 Pi Kappa Alpha	2:24.80
1927 Kappa Sigma	3:15.80	1968 Pi Kappa Alpha	2:20.50
1928 Kappa Sigma	3:04.40	1969 Beta Theta Pi	2:22.50
1929 Phi Kappa Theta	3:05.60	1970 Pi Kappa Alpha	2:28.50
1930 Beta Theta Pi	2:57.50	1971 Pi Kappa Alpha	2:26.40
1931 Delta Tau Delta	2:59.00	1972 Phi Kappa Theta	2:24.00
1932 Beta Theta Pi	2:54.80	1973 Phi Kappa Theta	2:23.00
1933 Beta Theta Pi	2:48.50	1974 Sigma Nu	2:20.20
1934 Kappa Sigma	2:49.70	1975 Pi Kappa Alpha	2:19.30
1935 Beta Theta Pi	2:47.20	1976 Pi Kappa Alpha	2:23.20
1936 Kappa Sigma	2:46.80	1977 Pi Kappa Alpha	2:17.80
1937 <i>Results unavailable</i>		1978 Beta Theta Pi	2:20.00
1938 Kappa Sigma	2:43.00	1979 Beta Theta Pi	2:18.40
1939 Kappa Sigma	2:44.00	1980 Pi Kappa Alpha	2:15.40
1940 Kappa Sigma	2:53.00	1981 Carnegie Inv. Ass.	2:10.50
1941 Kappa Sigma	2:55.00	1982 Sigma Nu	2:10.79
1942 <i>Results unavailable</i>		1983 Pi Kappa Alpha	2:09.00
1943 War years - <i>no races</i>		1984 Pi Kappa Alpha	2:09.50
1944 War years - <i>no races</i>		1985 Sigma Nu	2:10.09
1945 War years - <i>no races</i>		1986 Pi Kappa Alpha	2:08.67
1946 Delta Tau Delta	2:49.00	1987 Spirit	2:11.35
1947 Delta Upsilon	----	1988 Spirit	2:06.20
1948 Delta Tau Delta	2:48.00	1989 Spirit	2:06.57
1949 Delta Tau Delta	2:42.50	1990 Pi Kappa Alpha	2:07.05
1950 Delta Tau Delta	2:41.80	1991 Spirit	2:10.63
1951 Delta Tau Delta	2:41.60	1992 Spirit	2:07.37
1952 Delta Tau Delta	2:36.00	1993 Spirit	2:10.43
1953 Alpha Tau Omega	2:30.55	1994 Pi Kappa Alpha	2:09.17
1954 Alpha Tau Omega	2:28.10	1995 Pi Kappa Alpha	2:09.98
1955 Alpha Tau Omega	2:26.00	1996 Pi Kappa Alpha	2:08.15
1956 Alpha Tau Omega	2:25.00	1997 Spirit	2:11.88
1957 Alpha Tau Omega	2:25.00	1998 Spirit	2:09.45
1958 Alpha Tau Omega	2:28.40	1999 Pi Kappa Alpha	2:09.72
1959 Pi Kappa Alpha	2:29.70	2000 Pi Kappa Alpha	2:07.41
1960 Alpha Tau Omega	2:34.50		

Women

1979 Std. Dorm. Council	3:11.00
1980 Carnegie Inv. Assoc.	3:06.30
1981 Std. 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	2:34.28
1999 Pi Kappa Alpha	2:45.92
2000 Std. Dorm. Council	2:35.79

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 is used most noticeably by hill five pushers.

capability test A test, held on the sidewalk between the UC and Purnell 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 traveling 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 programs.

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 rollout. 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 that 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 that 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 rollout. Buggies that "roll the plug" are generally considered the most competitive on the course.

rollout 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.

spinout 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.

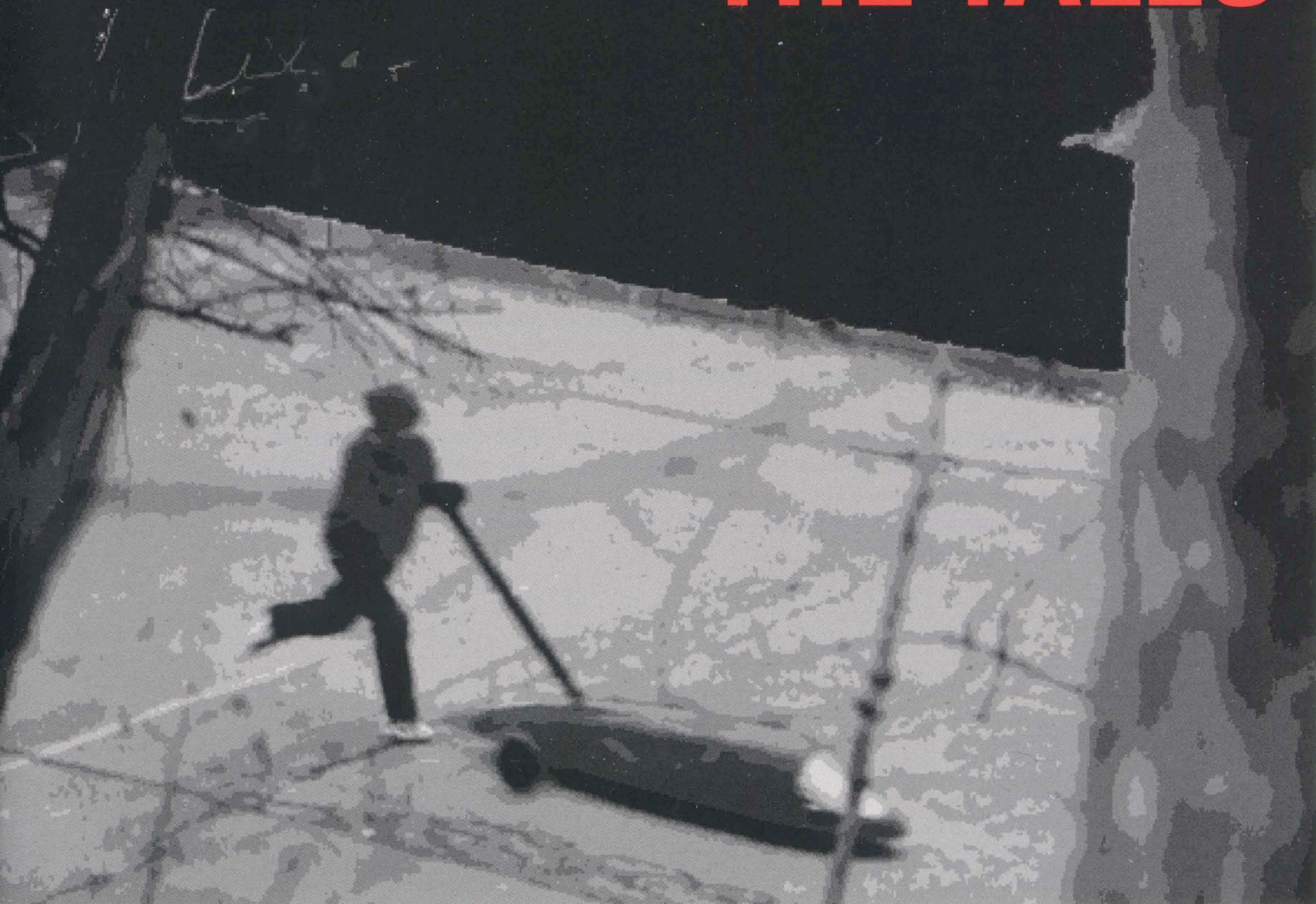
Chairmans Tale

Pushers Tale

Drivers Tales

Flaggers Tales

THE TALES



A CHAIRMAN

Pushers eat a /lot/ of pancakes. A blowtorch will melt not only ice, but asphalt as well. Hay bales make decent houses. Old bagels make good bowling balls. Hammers, too. People can sleep through 2 alarm clocks, 3 phone calls, and someone banging on their door - time to steal his key. 6:00am is /late/! Why aren't you at rolls yet?

Being a buggy chair is about the details, in all their gruesome andesoteric glory. You need to feed the buggies' insatiable appetites with endless late-night supply runs. You learn that a vise isn't indestructible after all. You must recruit, organize, and motivate tens of very busy people, but no one reads their email. Ever. Candy helps that sometimes. Why don't people sleep in their rooms? What was that new pusher's name? You do what you can to clear the course. Ginko fruit smells horrible. Don't turn too much in the chute - buggies aren't the only things that spin!

Chairing is about passion and dedication. Passion for the details. The insatiable need to make your team the fastest on the course. The dedication to spend hours upon hours with your push captain staring at numbers to find the fastest combination of pushers and buggy. The desire to walk the course with your drivers, over and over, to make sure they get it absolutely perfect. The willingness to spend days in the garage with the mechanics, repairing the latest damage or eeking that last hundredth of a second out of the buggy.

Above all, chairing is about pulling together the multitude of minutiae into a coherent (except early in the morning) buggy team. Long hours, deluges of email, and endless recruiting all distill down into those last couple of seconds, peering through the wind of the follow truck towards the finish line, stopwatch in hand, hoping against hope for the next course record.

A PUSHER

Nothing makes sense at 6:00 in the morning. You look at your alarm clock and all you see is a bunch of circles, squares and triangles. Everything is slow in the beginning – slow to turn off the alarm, slow to get out of bed, slow to stagger to the bathroom. But as you get dressed, everything speeds up. Your mind races with excitement as you tie your laces, close the door and bound down the stairs into freedom. Everything is wonderful and forgotten – all the bad tests, exams, homework and what not – cause there you are walking the peacefully quiet streets to your shrine, your temple, your place of worship. Up Hill 1 you start to jog as your heart races. And its heaven – it's a whole new world. The push order is called – on the good days there are tons of people out running alongside you, screaming your name and cheering you on. These are the fun days, but you secretly crave for the days when there aren't that many pushers and you are called for the ultimate challenge – The Iron-man. That's where you slowly walk down Hill 3, knowing that you are alone. Around the chute flies the buggy and you race off with it at full speed with it to the 3-4 transition zone. People expect you to shove it off and look in amazement when you keep going. Not to fast cause Hill 4's a b**** and you are not that crazy. Then comes the 4-5 transition zone and people expect you to shove it off, but you speed it up – you are crazy, crazier than any man alive. Your muscles scream in pain, thrive in pain, and want the pain to continue because it means you are doing something right.

In this world there are only two bad words that will never be uttered – one begins with an “r” and ends in “n” and the other begins with “s” and ends in w”. That is the evil that denies you free rolls and push practices. Denies you the presence of your beautiful buggies, with curves and lines so sexy, almost as sexy as the female forms that grace your team. You sacrifice sleeping on weekends, staying out late and the fun that comes with it. But that's okay cause you crave Race Day – a religious day if there ever was one. Hill 5 is what you want, to bring in the buggy to the sound of the screaming crowd – the finish line racing towards you for the ultimate moment – you leaping into the air and catching the push bar in time. Getting up from the concrete with scrapes all over your arms, blood pouring out of your mouth and not a worry in the world because you showed them why you belong in the elite class of pushers – willing to do anything, to go the distance and to sacrifice your body to bring that cup to your mouth so you can taste the sweet taste of ...jellybeans? The trophy is full of jellybeans right? And man do you love jellybeans.

A DRIVER

So you want to know what it's like to be a buggy driver? Well, to sum it up, as a driver: I've spun. I've crashed. I've played chicken with squirrels and birds. I've inhaled dust, dirt, and saly from the course. I've won. I've lost. I've laughed. I've cried. I've cheered and yelled, and most importantly, I've loved every minute of it.

Being a driver is like nothing else in the world. From about three inches off the ground drivers have a vantage point many people (especially mechanics) only dream about. From this point of view, I've learned to recognize mechanics and pushers by the sneakers on their feet, and I've also learned to enjoy every single roll because driving is an experience few people are able to enjoy. Every roll truly is unique and fun, but there are definitely some that stand out more than others. For example, the first time a driver goes around the course is probably up there with one of the scariest and most exciting experiences of any of our lives. The course look very different from the inside of a buggy and no matter how many course walks or trips in the follow car, the first time in a buggy is definitely nerve-racking. Will I know when to turn? Will I make it through the Chute? These are only some of the questions that go through a driver's mind as her buggy slowly drifts down the course with a few garbage bags tied to the pushbar.

After that, most rolls are smooth sailing. There are of course mishaps along the way like spins in the Chute and crashes, but for the most part we as drivers are able to simply roll over and over again in order to work up to the most important day of the year... Race Day! Race Day has to be the most exciting part of buggy, and the reason that the drivers, mechanics, and pushers, fight the cold and the fatigue for so many weekends throughout the year. There is nothing more exciting than hearing the starting gun fire, seeing people cheer as you're pushed up hills one and two, and then feeling the most powerful shove ever as you're thrust down a hill, accelerating to over 30mph. Making it through the Chute, relaxing on the back hills, and seeing people jump up and down as you approach the finish line is unbelievable, and it's what makes all the cold, early mornings worth it.

Being a buggy driver is really a privileged honor that is bestowed only upon those short enough and crazy enough to do it, and trust me when I say the rest of yinz are missing out. I regret that drivers are not able to ever drive again after their final Race Day, and I'll miss everything about buggy when I graduate, but most of all I'll miss hearing things like: "Hello? Is there really someone in there? Someone fits in there? Oh wait...I think I see her hands!"

A DRIVER

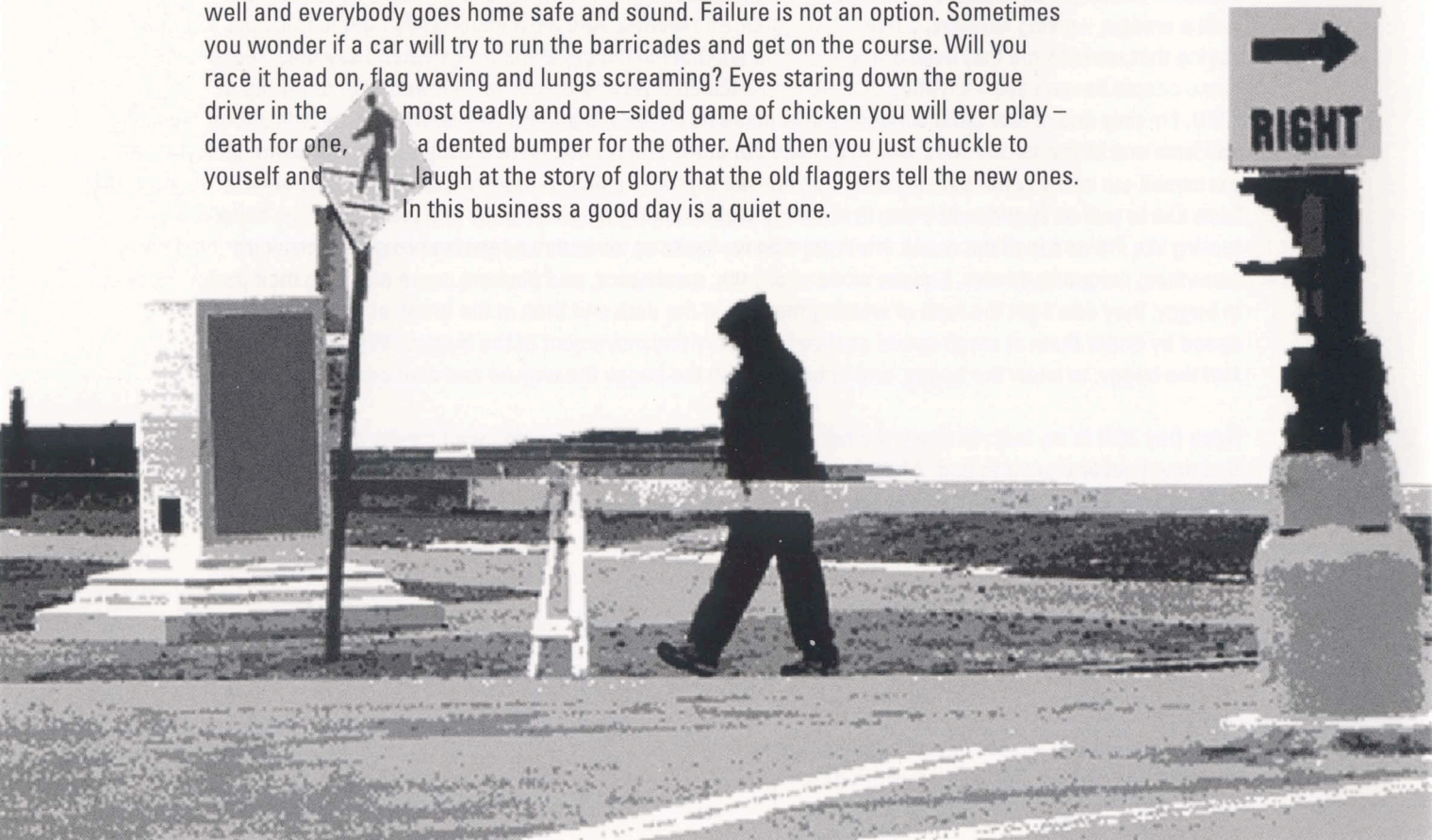
It's 9:38pm. Instead of getting ready to go out like the rest of the world or doing schoolwork, I check www.weather.com for the 15th time and once again there is the annoying little picture of a stormcloud with these cute little raindrops falling from it. I see absolutely nothing cute about rain. Rain cancels buggy, no buggy means I get sleep. Sleep? I don't want sleep! I want to fly down the hill laying on my stomach negotiating hairpin turns breaking all speed and traffic laws in Schenley Park. Some say that I overreact to the things I cannot control. But what they don't know is that buggy is more than getting up at 5 am to squeeze into a small wheeled vehicle and roll down hills. Buggy is a lifestyle. It consumes you and owns you and causes you to deprive yourself of sleep and like it.

I think that I am the luckiest girl in the world. I am 5'3, 100 lbs even, with no hips, and look cute wearing spandex clothing that doesn't match because I got dressed in the dark. To add the look, I accessorize with a wedgie – giving harness, a helmet, goggles, and leather. And most importantly I get to roll. Just saying that reminds me that most of the world thinks that I'm talking about drugs when I say that. Those same people haven't seen anything like the small wheeled vehicle that is so near and dear to my life at CMU. I'm only one of few CMU women who knows what it feels like Race Day morning to get the phone call from one of the sleepy boys who is already out at the course and have a surge of energy hit me as I get myself out of my warm bed knowing that something big is going to happen that day. I know what it feels like to pull on spandex at 5 am, to wear my organization's colors proudly and walk out to the truck feeling like I'm on top of the world. It's crazy that we wake up so early and yet feel so good. I think it's something unique to drivers, because while chairmen, mechanics, and pushers come out to do their part in buggy, they don't get the rush of walking the line in the dark and then at the break of dawn, feeling it speed by under them at mach speed as they feel every tiny movement of the buggy. We drivers get to feel the buggy, to know the buggy, and to be one with the buggy the way no one else can.

Race Day 2001 is my last roll down the hill and through the Chute. I couldn't wait for the day to come and now I never want it to end. After three years of being a driver, the lucky one that gets to experience it all, who would want the glory, the respect, and the fun to end? I know the life, love the life and even though I am graduating, I am a buggy driver, and I always will be.

A FLAGGER

"Car!!!" You scream and race toward the red lights – a sight that has been imprinted into your mind as danger. You stand in harms way, your body between the clueless driver, who does not know it is push practice, and the buggy that flies by. Nothing matters except one thing – protecting your buggy and the driver inside it. You are expendable, you are a flagger with one mission – to stop cars and bikes from endangering your buggy and the driver – the buggy with it's curves and lines so sexy and the driver with her cute little driver's feet and shoes so adorably small. You walk around your area, eyes and ears alert. You have been trained to hear the sound of keys jingling, an ignition starting, car door slamming no matter how far away. You can sense it like a predator in the jungle can sense fear. You do your job well and everybody goes home safe and sound. Failure is not an option. Sometimes you wonder if a car will try to run the barricades and get on the course. Will you race it head on, flag waving and lungs screaming? Eyes staring down the rogue driver in the most deadly and one-sided game of chicken you will ever play – death for one, a dented bumper for the other. And then you just chuckle to yourself and laugh at the story of glory that the old flaggers tell the new ones. In this business a good day is a quiet one.



A CHUTE FLAGGER

It's 7 a.m. on a Saturday in November. The sun is taking its time making its way above the horizon, but the lightening sky tells everyone that freerolls are about to begin. I've been awake for almost three hours now, Sleep has been a rarity for me in recent weeks, with almost all of my time being spent in the cluster, in the buggy room, or here on the Course. I can't think about sleep right now. The buggies and the cold wind blowing across Flagstaff Hill will demand my undivided attention for the next couple of hours. It's my turn today. Boy, I really wish I could spend today in the tent, where it's warm and there's always something going on. Unfortunately, the chairman and the head mechanic have another task for me this morning, and complaining about the situation isn't going to change matters. Having accepted my fate, I grab the day's roll order and pick up the flag from under a bunch of pusher's jackets. It's time for me to start the long walk to the Chute.

After a seemingly endless wait, the first team's buggies make their way down the course. Things are looking slightly more interesting now, though I would still rather not be here. After a few more teams roll, my turn to flag arrives. A couple of minutes later I see the first buggy make its way through transition. The driver makes a good line towards me, and at the last moment I raise my flag out of her way. I then turn my head, and watch as she handles the turn easily. I do the same thing as the second and third buggies arrive at the beginning of the Chute. After the follow car passes, I step off the course, place my flag on the ground, and watch all the other buggies until my team's next turn half an hour later.

When I'm flagging my team's buggies, a whole gamut of emotions runs through my mind. The anticipation builds as each buggy makes its way past transition to where I'm standing. I'm sure every flagger here dreams of watching his or her buggies roll the Porter stairs. This feeling of hope is amplified when I know mechanics in the tent are experimenting with something intended to make the buggies go faster. Sometimes this hope is rewarded with a great rollout or watching your buggy lead a heat on Race Day; other times it is dashed by some new mechanical problem that prevents a buggy from making it past Window Zero. In addition to this hope, there is also a concern. Every time my team rolls, I pray to the Buggy Gods that the crumpled brake flag in my right hand shall never have to see the light of day. While the Chute is usually good to our drivers, sometimes it decides it's necessary to ruin a team's day with a spin. I don't want to see any driver spin or flip, but when it happens to our drivers, a Chute incident is especially horrifying. As is the case with everyone else in the organization, I care deeply about our drivers. Given the choice of either watching one of our buggies roll the stairs or ensuring that I'll never have to put out my yellow flag, I would pick the latter in a heartbeat.

Why do I do this to myself? I'm in love with buggy. I can't think of another reason why anyone would stand on Schenley Drive with a metal pole in his hand when it's 19 degrees out. Not only does a flagger get to see his buggies roll the course, he can watch all of the other ones too. Watching freerolls from here makes one a lot closer to what buggy is all about. In my four years here, I've gotten to know a lot about other teams' buggies from watching them in the Chute. I find it amazing that some of the flaggers don't even know the names of their buggies, let alone know what's inside of them. I'm sure they will learn much more from being down here. Sometimes I point something out on a buggy to make conversation. Talking to the other flaggers is the only way to retain one's sanity in the Chute, even if the discussion centers on how bad the weather is. Seeing the same people in the Chute for a semester or more makes flagging much easier since everyone understands what it involves.

I've seen quite a lot in my time in the Chute. I've seen all sorts of strange ideas in buggies, from a disappearing pushbar to all sorts of different wheel designs to a plastic rear end attached to the top of a buggy. I've seen countless spins and flips. I've been here for two Race Days, getting a much better view of what racing is all about than what the mechanics and pushers see from the hills. I've experienced the glory of watching one's A Team buggy blaze through the turn on its way to the top trophy, and I've experienced the dejection caused when the Chute decides to steal one of those trophies by spinning a buggy. Twenty years from now, most of the memories and stories I have from Buggy will be of events witnessed here. I hope that these memories will include flagging the winner on Race Day, but that decision remains on the Buggy Gods to ponder. The Chute is what Buggy is all about, and I'm proud to be a small part of its storied tradition.

SWEEPSTAKES COMMITTEE

Advisor
Jennifer Church

Chair
Scott Wabnitz

Assistant chair
Pete Wach

Safety Chair
Scott Ziolko

Youngster
Victoria Bracco

Buggy Book Designer
Anna Main

Design Competition Chairs
Chris Myers
Lev Pinelis

After everything the chairman goes through I think this should be more of a rant space than a tale. Who else on this campus spends all their free time arguing with JFC over how important barricades are to buggies talking to Jennifer Church over the most random/odd occurrences, educating fraternity pledges on where/how they perform their tasks, and receiving random calls at 3am from campus police and other organizations who for some reason do not believe that their call could wait until a more reasonable hour? This is the life of a sweepstakes chairman, except I think my title really should be pledge educator. You head a committee that is by far the hardest working, yet receives almost zero credit, and deal with the stress of knowing that your screwing up can end up resulting in some very bad consequences. It's not always what I'd call a fun job.

However, it does have its perks. You get free donuts every morning for example (at least we did this year, the funding people kind of cut that for next year). Well, actually that's all I can think of and maybe that's not really worth it.

Okay, I'm kidding. I do enjoy buggies. Obviously there are a lot of things I could do without, but buggies has afforded me the opportunity to work with some very interesting people. I really enjoyed working with all the chairmen from every organization and everyone else that I met out there on the course. A special thanks goes to Jenn, Revo, Pete, Vic, Chris, Lev, and Anna for making this year's race day a real party. A special thanks goes to Revo, Pete, and Vic who kept me company on top of the hill all year during free rolls. Everybody owes you guys one for everything you did and I will always be especially grateful for your help.

— Scott W.



As I see the end of another buggy season approaching, I look back and think to myself, "This was fun, but my God what was I thinking??" I remember running for Assistant Chairman because I wanted to stay involved and do a bit more than I did last year as Design Chair, but didn't want all of the responsibility the Chairman has. So due to my vast buggy experience, I easily defeated my competition and earned my space on the committee. For probably the first time since my freshman year, I made it out to freerolls. For months now I've endured the repeated Holy S**t! Pete Wach is at freerolls?! from my friends in the big blue tent outside GSIA. Somehow that will never cease to amuse Ryan Jackson or (now skinny) Oof.

I've managed to come out to rolls every weekend (almost), on time (well, most of the time), and sober (ummmm maybe). But I've finally experienced what buggy truly is, as opposed to seeing only the final weekend's results. I've sacrificed nights of partying and fun, and have skipped assignments and deadlines because I'm sleeping all day Sunday. But if I had the choice all over again, I'd still do it. I've always wanted to push for my house, perhaps next year when I'm finishing my Masters I will. But until then, I'm going to stand at the top of the hill with my propane heater, endure the teasing of my brothers, and help run the show.

I wish to thank Scott and Revo for enduring my shenanigans. Also, I'm grateful to Jennifer Church for all her help and support, especially with the buggy book ads. I wish to thank Alex Cressman for throwing things at me when he realizes it's 5:30am and I'm still in bed, and the rest of PiKA for making the mornings more fun. Also, thank you Old Crow, O.E., and Dunkin Donuts. I couldn't do it without you. Lastly, if anyone ever finds classified buggy information for sale on EBAY, it wasn't me.

- Pete



Best of Luck to all the organizations in Sweepstakes. It has truly been a pleasure to work with all of you and I wish to thank Scott, Pete (of "Holy S**t, Pete Wach is at rolls!" fame), Victoria, Anna and Jenn Church for all their hard work as well. Also for the drop line antics of various flaggers/sweepers (especially Beta) I thank you for making another year of early mornings that much more bearable.

DTD pledge - "So where is that?"

Scott Wabnitz - "Down by Scaife."

DTD pledge - "Is that by Wean or the library?"

Scott Wabnitz - "No by Schenley Bridge"

DTD pledge - "Oh so over by phi-bar?"

- An attempt to get to the Chute in the fall

- Scott Z.

This year's

ORGANIZATIONS



[the participants]

Carnegie Involvement Association

Delta Upsilon

Pioneers

Sigma Nu

Student Dormitory Council

Spirit

Sigma Phi Epsilon

Fringe

Pi Kappa Alpha

Sigma Tau Gamma

Kappa Delta Rho

Beta Theta Pi

Phi Kappa Theta



Flight Crew

Chairman

Brennan Sellner

Assistant Chair

Katherine Crawford

Secretary/Treasurer

Michelle Ungerer

Head Mechanic

Eric Schoenfeld

Co – Push Captains

Jorge Chavier

Maria Sensi

IM Chair

Duane Prasuhn

Social Chair

Heiko Ramirez

PR Chair

Maria Sensi

George's Army

Pete Allen

Mary Berna

Esther E. Bradley

Jorge Chavier

Kristin Connors

Katherine Crawford

Al Du

Patrick Durham

Dave Fallon

Brian Gestner

Liz Glogowski

Danielle Hooper

Lorraine Hsu

Daniel Jimenez

Ed Latimer

Ellie Moore

Hans Mueller

Kristin Olgaard

Duane Prasuhn

Heiko Ramirez

John A. Ramsey

Erin Reeve

Becca Ringdahl

Margrit Rosado

Slava Rovner

Erik Schoenfeld

Brennan Sellner

Maria Sensi

Fay Shaw

Tim Simpson

Ivan Sljussar

Michelle Ungerer

Oliver Wojtyna

Starfleet

Mirage '00

Conquest '92

Stealth '86

Spectre '84

Dwarves

Sonia Balsky

Jess Libratoro

Yu-Ling Mei

Jenny Rappaport

Michelle Ungerer

Fellow Travelers

Them

Fringe

Pioneers

Spirit

Sweepstakes

Leprechauns

Steve Baier

Scott Boehmke

Sharon Church

Lou Conley

Nathan Dushma

(International Man of Mystery)

Aiton Goldman

Larry Greenfield

Grog

John Kindling

Ken Luther

Jeff McMahill

Campus Police

Frank Robb

Gnomes

Brooke Abounader

Sonia Balsky

John Bellinger

Adam Bender

Mary Berna

Terence Chau

Eva Chu

Kristin Connors

Katherine Crawford

Al Du

Patrick Durham

Nathan Dushman

Dave Fallon

Nick Fotopoulos

Ken Herman

Lorraine Hsu

Sam Kerner

Matt Longnecker

Nathan Los

Ellie Moore

Hans Mueller

Emilie Phillips

Duane Prasuhn

Mike Raisman

Karthik Ramachandran

Elba Rangel-Erazo

Jenny Rappaport

Becca Ringdahl

Erik Schoenfeld

Brennan Sellner

Maria Sensi

Chris Smoak

Erick Tryzelaar

Michelle Ungerer

Philippe Wilson

DELTA UPSILON

Wothless Chairman

Aaron Politsky
Bon Shih

Verrrrrrrry Patient Driver

Elissa Lapide

Skeptics who can run

Matthew Shewchuk
Chris Pierce
Jeff Kaditz
Marvin Ward
Ace : Dave Dishuk
Gary : Josh Aisenberg



Mechanics

Shewchuk
Polish
Automobile -- uhh
Russell Ball

Very special thanks to

Domehead

No thanks to

DU's not mentioned, people who ask me every week if we're really rolling this year, and bat boy

Person who has seen DU roll

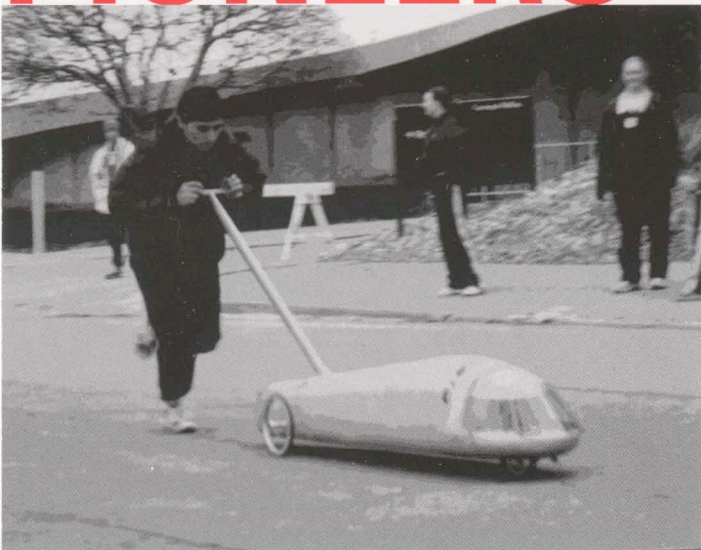
Merwede

Chachi's nicknames

Alex
Rat
Charmin
yeah-yeah
Jiminy Cricket
Ragin' Cajun
Pocket Tadlock
Scott Baio
Chachi in Charge
Spyder
Spicoli
El Presidente
Richard Greico
Ludwig

**no, we weren't
kidding...**

PIONEERS



Men Pushers

Matt Westfall
James Casazza
Jimmy Clutter
Justin Flowers
Brian Fredrick
Kevin Fredrick
Alex Gutierrez
Kam Lasater
Eric Leese
Raj Mehta
Hank Pellerin
Ramon Poo
Tom Puzak
Christian Reed
Chuck Szeto

Women Pushers

Lisa Branden
Randi Dembski
Marissa Fahrner
Mimi Huang
Sally Mattern
Christine Moeller
Alicia Plocha
Liz Nee
Lynna Quandt

Drivers

Jessica Chiu
Josh Binder
Brian Fredrick
Matt McGrath
Lynna Quandt
Pia Soriano

Chairman James Casazza

Assistant Chair Vanessa DeGennaro

Push Captain

Matt Westfall

Head Mechanic

Jessica Chiu

Special thanks to Jay McCormack



Drivers

Cammie Williams
Jennie Schweitzer
Katie Singer

Mechanics

Slappy Seconds
Rabbi Reklump Phillipsteinbergowitz
Jimbo "Mo' Illy" Miller
Jughead Screwnuts
Calabama en Casa
Commie Pinko Bastard
Luis "Your Baby Brother" Carvajal

Men's Team

Jesse "Spanky Mangler" Hausler
Aaron "Make your time" Rankin
Mrs. Christian Fasnacht
Mrs. Dirk Williams
Mrs. Graeme Major
Mrs. Michael P. Jeep
Matthew Prossor
Tom the Damn Dirty Hippie
"Freakishly Goth" Kyle Schriver
Dan "El Gimpo" Caballero
Stone Cold Ken Sieber
Ian "I think she likes me" Kash
Timmy "hublublublublub" Drozd

Women's Team

Michele "Seabass" Adrianse
Anne Dollard
Nikki "Say my name" Fasnacht
Heather "Who's yer daddy" Major
Rachel Holbrook
Theresa "T-bone" Ondrejco
Lizard "Re-Bone" Painter
Becky "Biacky" Reitmeyer

Two-Man No-Pants Wrestling Squad

Luis
Cal



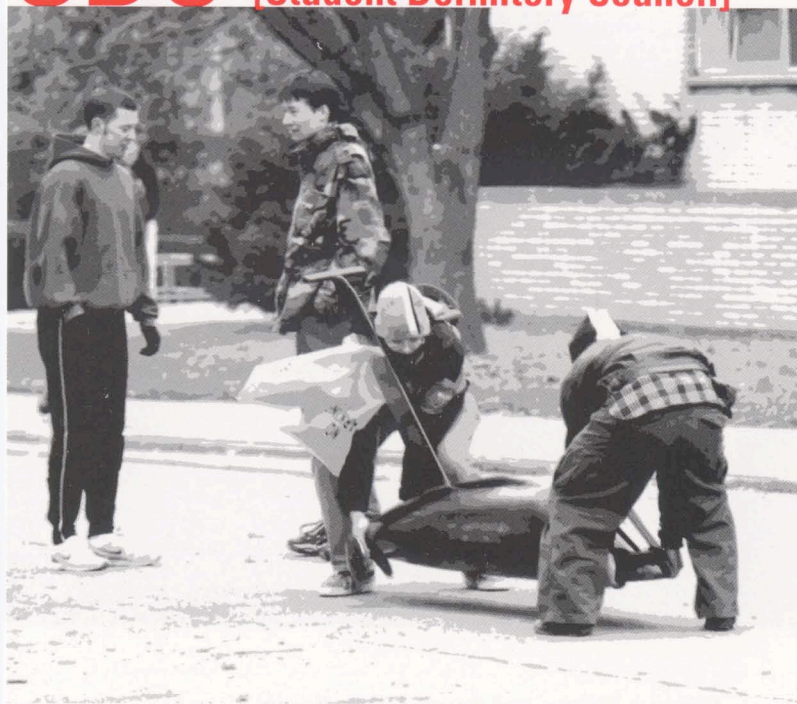
Flaggers, Timers, and Assorted Silly People

El Captain Larry Connor
Andy "Officer Report" Butts
Mrs. Jordan Brelsford
Mrs. Staplez Ono
Mrs. John "not my car" Watson
Chuck Zito the Random
"Skippin' Town" Mintus
Will "Bad Form" Malenzi
Exteban 8-Bowles-Martinez
Rich "F*ck Buggy" Friedberg

Special Thanks

Nathaniel E. Lite
Philip Morris
Fei "Jet Li" Lung
Mrs. Shaggy Deighan
Big Rebean
June "Fudge" Pak
Boosty "Tatoo" Chiang
Raj "The Raging Gupta" Virani

SDC [Student Dormitory Council]



Senior Captains

Harry "your favorite word here" Tsang

Mike "90" Walsh

Pushers

Alex "damn slow" Thompson

Jon Kwok

Ed Chang

Linda Wang

Theresa Nguyen

Tak Cheng

Dave Wynne

Kate Aerni

Dana Vinson

Amy Graveline

Duc Nguyen

Jared Markowitz

Crystal Hall

Pat Correra

Victor Lesniewski

Jason Capeheart

Dave Dixon

Ethan Clay

Boriska Toth

Sam Portnoff

Nicole Rodriguez

Anita Shen

Ronald Miller

Buggies

Raceday '01

Rage '96

Sambvca '94

Akula '97

Escargot '91

Chairman Duc Nguyen

Asst. Chair

Amy Graveline

Drivers

Margaret Tarampi (head)

Juvy Santos

Anne Macaulay

Jana Leong

Mechanics

Viraj "Hoss" Mehta (head)

Chris "wft" Gessner

"Big" Duc Nguyen

Alex "shaft" Meyer

Steve "the skunk" Davis

Jacob "fith" Bordens

Dave "ba" Collins

Amy "Mendelbaum" Graveline

Vince "funny man" Giarnella

Juvyrose Santos

Brooke Rosenthal

Doug Holman

Justin Hsu

Mark Tadao Baugh – Sasaki

Support Ronald Miller

Special thanks

Carlos Moreno

Solitro

Brian Bluth

Karen Werther

Henderson Residents

Ko Nakatsu

SDC General Body

Housing

Mother Nature (oh wait, no we don't)

liquid happiness

all out sweepers and flaggers

Thanks everyone for all your dedication, hard work, and fun this year. Banzai? Yeah, still the champ.

SPIRIT

MFICs

Cameron Boone
Joshua Stechenberg

Vice MFIC

Tim Kendig

Push Captain

Jason France

Drivers

Ana Ramirez
Jennifer Wong
Susanna Hans
Vidhya Annavajhala

Mechanics

Joshua Steckenberg (HM)
Jolyne Johnson
Aisha Rutherford
Vern Grenade

Trainer

Antoine Skaf

Flaggers/Timers

Jolyne Johnson
Andrea Modeste
Patrice Hardaur



Active Fleet

Shaka Zulu
Kufa Haraka
Zulu Machafuko
Demani

Project SB – 18

Robert Yu

We Hold **Both the Men's
and Women's Records.**
Let the **legacy** continue!

SIGMA PHI EPSILON



Mechanics

Will Cothen
Phil Fong
Alan Wagstaff
Ryan Voss

Drivers

Angela Chen
Vanessa Ou

Pushers

Gerry Hamel
Frank Sun
Paul Horman
Nic Welty
Josh Burnett

Chairman James Wade

Assistant Chair Eric Kadehjian

Head Mechanic Tom Kelleher

Push Captian Chris Stratis

Head Driver Janice Golenbock

Buggies

Bachi '99

Bandit '00

Basketcase '00

----- '01

Junior '89

Drivers

Carla Bellisio

Supaporn "Noo" Erjongmanee

Lina Kontos

Renata Melamud

Men's Team

Andy Lee

Chris Stratis

Cooper Blake

Dave Vorraro

David Liu

Doug Williams

Ed Pudup

Ethan Clay

Jaimin Shah

Jason Crawford

Jeremy Shaffer

John Corwin

John Davin

John Ketchpaw

Marcin Jeske

Matt Gustin

Ryan Gelfand

Ryan Moskal

Shyam Ayengar

Steve Mahalec

Tim Schneekloth

Tomas Esterrich

Women's Team

Brianna Blaser

Christi Bruchok

Christine Siverd

Jeri Goede

Jessey Paul

Joann Wang

Joanna Lovering

Laura Rosensteel

Lauren Holz

Mindy Hebert

Rhonda Forrester

Sara Lechleitner

Mechanics

Zach Anderson

Jason Boxerman

Nirva Dave

Zavo Gabriel

Chris Laskowski

Mitch Kent

Scott Poff

Sam Swift

Terrence Wong



FRINGE

RACING

Thanks

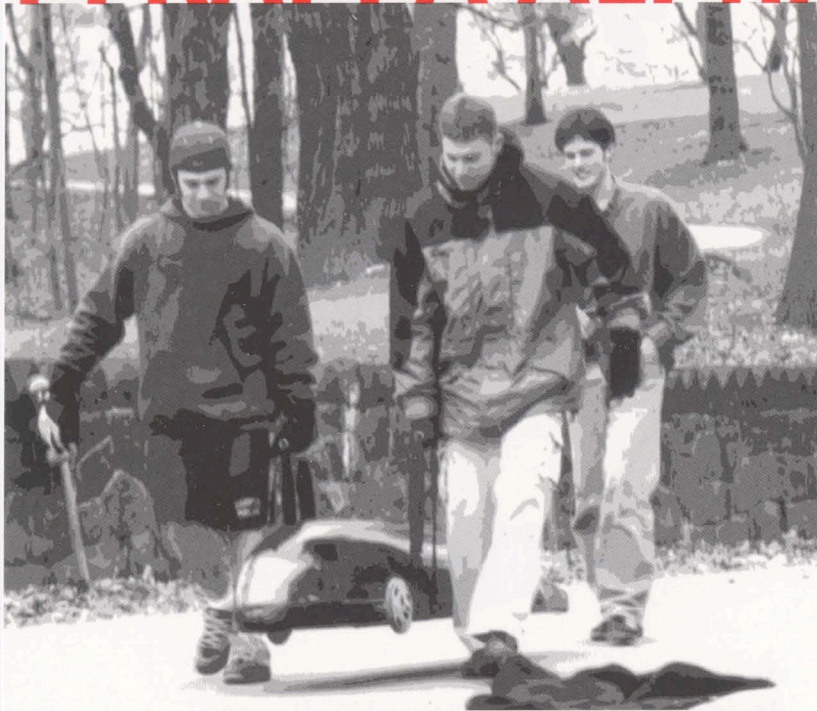
Myriam the Great, Carsen, Anand, Mike Hurwitz, Ken, Jungers, Mengo, Dave, Muenzer, Katie, Dr. John, Sweepstakes, Spirit, CIA, 'Toineycakes, Mark Steinkerchner, Bob May, John Kindling, Tomas, Revo, Alums, El Tigre de la Noche, Boanza, Il Bambino della Notte, Panther Hollow Gnome, Basketcase, Christophe Rehaul, Mike Routh, City of Plttsburgh

No Thanks

PFD, Level 3, Weather, RCB, Mr. Roger's Neighborhood, Red Door Gallery, Wonder Boys, Haybale Bums, Nomad, City of Pittsburgh

Fringe Racing
is brought to you by
the letter X
and the numbers
43 and 16.

PI KAPPA ALPHA



PTC Brenden Eps

Pushers

Jon Mayes
Steve Joiner
Chad Harper
Kirk Larsen
Rob Ready
Andy Jackson
Danny Orihuela
Abishek Mitra
Adam Greenbaum
Jason Nickell
Kyle Kirby
Rob Hoffman
Opher Tanz
James Woolfe
Jonah Cohen
Justin Kulla
Adam Stoler

WPTC Katie Minardo

Women Pushers

Liz Pino
Kiarri Kershaw
Julie Hick
Debbie Walker
Lauren Schmidt
Adriene Mathes
Shanna Tellerman
Laura Coleman
Kimberly Loux

Buggies

Race Day 1
Race Day 2
Zeus
Phantom

Special thanks to Eric Nicklaus

Chairman Joshau Wilke

Asst. Chairmen

Ryan Jackson
Evan Rinkoff
Mike Stow
Joe Leopold

Drivers

Lisa Brown
Deepa Nama
Nora Tewksbury

FOADS

Matt Blum
Kase Macosko
Jeremy Henriksen
Jaiman Park
Bob Douglass
Paul Yoo
Prabhath Nanisetty
Derek Pawlikowsky
Greg Riches
Luke Woolley

Head Thumb Steve Protulipac

Thumbs

Sam Perl
Omari Teel
John Paul Guinta
John Wylie
Dan Gertler
Andrew Gilman
Will Bennet

**PiKA is the winningest
organization in
Sweepstakes history.**

SIGMA TAU GAMMA

Chairs

Bryan Read
Scott Knapp

Mechanic

Scott Storck

Buggy

Spitfire



Driver

Ligeia Richardson

Pushers

Paul Katz
Vivek Sridharan
Ed Kao
Ben Kane
Pete Hanlon
Dave Breece

Special Thanks To

Space Ghost
Sticky Tape
Corn Nuts
RATM
Emerald Patterson

KAPPA DELTA RHO



Sled Dogs

Sully Dog
Otte
Nate
Grundle
Chester
Frogg Dogg
Flex
Kiran
Reggert
Hellhocker
Too Tall
Captain Hash
Bender
Aman
Audley
Tommy

Lightning Fast Ladies

Michelle
Krista
Meredith
Kelly
Erika
Christi
Laura
Eileen
Bizzy

Slaves

Anderson
Russian
HSOL

Tools

Yinzer
Homeless
Dan

Little People

Cheryl Ciesielski
Erika Cheng
Stephanie Lee
Ufei Chan

Headaches

Pagan '01
Pandemonium '01
Penthus '00
Pumkin King '94
Palooka '93
Phoenix '87

Thanks

Orange
The Pig
Dognuts
Black Label
akipkcuf
Lucy and Thelma

Special Thanks

Fisch
Lou Dogg
AM
40
Joe

BETA THETA PI

Co – Chairmen

Mark Hamblin
Bob Barton

Mechanics

Mark Baldwin
Jason Black

Drivers

Rina Mansukhani
Kristina Critchlow

Push Captain

Lou DePaul

Pushers

Lou DePaul
Brian Vest
Chris Rose
Chris Kay
... and anyone else who pushes

Buggies

Beast
Occum

Special thanks to

Lee Collins
Everyone who ever got us drunk
Everyone who ever loaned us a car
Dunkin' Donuts
Sweepstakes
Mother Nature
Everyone in the kiddie – pool
The entire house
Anyone we forgot



house motto:

**win or lose,
we still booze**

PHI KAPPA THETA



GOD

Wop

Head Mechanic

Ptn

PEONS

Pete

Bj

Lil' Jeff

Rick the Devil

Drivers

Anna Gilbert

Phebe Taylor

Push Captain

Jew

Pushers

Turbo

Dink

Chunk

PBR

Reid

Sleep-a-rek

Dante

Small Nutz

Vaughan

Vizzi

Justen

Gordon

Rachel Dub

Kristin Paluchak

Megan Koehler

It's one **SOLID** piece.

HISTORY

The history of buggy...

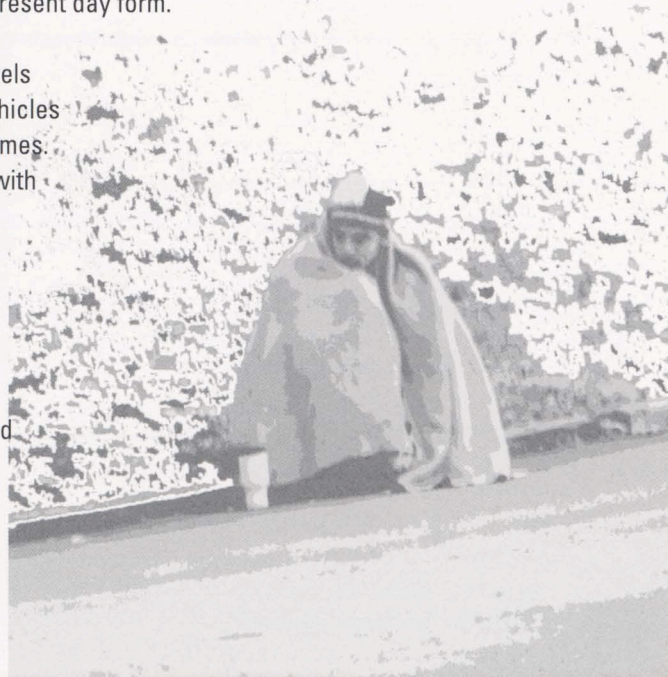
1920 saw the first buggy race that involved a dozen box-like machines that lined up in front of the Fine Arts building, on a road that use to cut through campus between Hunt Library and Baker Hall. The four-wheeled buggies took off toward Schenley Park with the pusher/mechanic riding on the back of the vehicle through the chute until the pit stop. At this point, the mechanic had to demonstrate mechanical dexterity by switching the left rear wheel with the right. Back on the course again, the driver and pusher were allowed to switch positions to insure a break neck finish.

In 1921 a design competition was added and the pit stop was eliminated to speed up the race; the number of competitors increased to eighteen. Running all in one heat, the buggies lined up six abreast and three deep. The carnage was fantastic.

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

As the years progressed the size, weight, and number of wheels decreased. In 1988 however, it became mandatory for the vehicles to have a least three wheels contacting the pavement at all times. This same year Spirit set the current course record of 2:06.2 with their buggy, Quantum Leap, on a snowy morning.

2001 promises to be a very fast year. Many more teams are in contention for first place. There is new pavement on the last half of the free roll and through the chute. Several new buggies have been built, and the weather for the weekend free rolls has been the best it has ever been. This has allowed many teams to fine tune their driving and pushing techniques to a whole new level.



SPRING CARNIVAL

Thursday, April 19, 2001

Opening Cerimonies

Midway, 5:00pm

Midway and Rides Open

Girls, Technology and Education Forum

McConomy Auditorium, 2 – 6pm

Kiltie Band Concert

Main Stage – Midway

Come listen to the Kiltie Band's final spring concert!,

5:30 – 6:30pm

Hooray for Everything

Sidestage – Midway, 6:00 – 7:00pm

Punchline

Sidestage 7:30 – 8:30pm

Scotch and Soda's "Best Served Cold"

Rangos, UC

See SnS's annual spring musical, a student – written, modern musical version of Shakespeare's classic comedy, The Tempest,

8:00pm

Friday, April 20, 2001

Alumni Welcome Tent

Buggy Finish Line

Free coffee, hot chocolate, bagels and donuts for Alumni, 8:00am – noon

Midway and Rides Open, 11:00am

Alumni Open House in the Alumni House, 11:00am – 3:00pm

7th Annual Mobot Races

Wean Hall Sidewalk

Including Mobot Salom and MoboJoust, 11:30am – 2:00pm

Sweepstakes – Buggy Races

Tech Street

Elvis

Sidestage – Midway

George Gee

Main Stage – Midway

Student Acts

Sidestage – Midway

The 15th Annual Gate Awards Ceremony

Newell-Simon Hall 3305

Mobot Race Wrap-up, Award Presentations and team Technical Presentations. A reception is included. All are welcome, 3:00pm

The Baker's Wife

Chosky Theater, Purnell Center, 8:00pm

New Invisible Joy

Main Stage – Midway, 8:00 – 9:00pm

Jump Little Children

Main Stage – Midway, 9:30 – 12:00am

Midway (booths only) closes at 11:00pm, rides close at 11:45pm

Saturday, April 21, 2001

School of Architecture brunch

CFA 210, free coffee, hot chocolate, bagels and donuts, 10:00am – noon

THANK YOU'S

Midway and Rides Open

11:00am

Sweepstakes

Buggy races on Tech Street

Acapella

Main Stage – Midway, 1:00 – 2:30pm

SCA

Main Stage, 3:30 – 5:00pm

Fugazi – AB Concerts

3:00 – 5:00pm

All– Alumni Reunion Party

with Class of 1996 5th Reunion & Class
of 2000 1st Reunion
time and location TBD

Scotch and Soda's "Best served Cold"

Rangos, UC

See SnS's annual spring musical, a student –
written, modern musical versino of Shakespeare's
classic comedy, The Tempest. 4:00pm and 8:00pm

Awards Ceremony

Main Stage – Midway, 6:00pm

Soma Mestizo

Sidestage, 6:30 – 7:30

WRCT Dance Party

Time and location TBD

The Baker's Wife

Chosky Theater. Purnell Center, 8:00pm

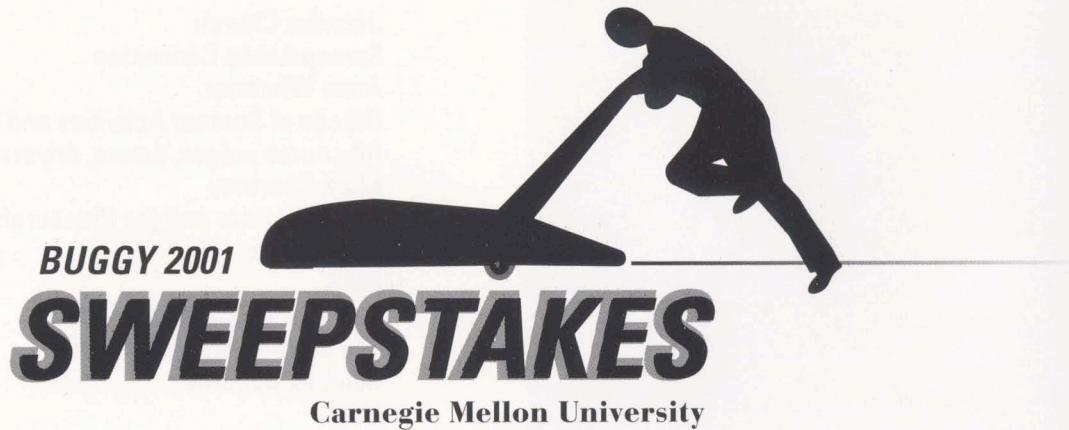
Midway (booths only) closes 6:00pm, rides
close 10:45pm

A Special thanks goes out to :

Jennifer Church
Sweepstakes Committee
Anne Witchner
Offices of Student Activities and Student Affairs
All course judges, timers, drivers
Mark Courtney
Ken Slaughter and the Pittsburgh Police
CMU Police
EMS
#1 Cochran Automotive Group
City of PGH Parks Department
Campus Security
GSIA
Phipps Conservatory
Student Senate
Sweepstakes Alumni

BEST OF LUCK

to all Sweepstakes competitors!



BUGGY 2001

SWEEPSTAKES

Carnegie Mellon University

from The Division of Student Affairs
Career Center
Counseling and Psychological Services
Health Services
Housing Services
Office of International Education
Office of the Assistant Dean
Office of the Dean
Student Activities
Student Life

We're cheering you on
as you drive toward
the finish line!



*From the Centennial Campaign
for Carnegie Mellon*

The campaign to fuel the future of your university just crossed the finish line ahead of goal, raising \$410 million to enhance Carnegie Mellon's position as one of the most exciting and innovative universities in the world.

Carnegie Mellon
Centennial Campaign

Congratulations to our campus community!

**The President and Mrs. Cohon
congratulate all teams participating in**

Sweepstakes 2001!

Good Luck on Race Day.

WELCOME BACK!

Carnegie Mellon ALUMNI

FRIDAY, APRIL 20

- 8 a.m.-Noon **Alumni Welcome Tent***
Buggy Finish Line
*Tune in to WRCT (88.3 FM) or on the web at
www.wrct.org for live heat-by-heat coverage*
- 11 a.m.-3 p.m. **Alumni House Open House***
Alumni House
- 11:30 a.m.-2 p.m. **7th Annual MOBOT Races**
Wean Hall Sidewalk
- Noon **Midway Opens**
Morewood Parking Lot
- 3:30 p.m. **The 15th Gate:**
MOBO Awards Ceremony & Wrap-Up
Newell-Simon Hall 3305
- 5 p.m. **Carnegie Mellon Black Alumni Association
(CMBAA) Executive Committee Session I**
Kirr Commons, University Center
- 5:30-7 p.m. **Fifth-Year Scholar Reunion Reception**
Danforth Lounge, University Center
- 7 p.m. **CMBAA Discussion 2001 with Undergrads**
SPIRIT House
- 8 p.m. **"The Baker's Wife"**
Philip Chosky Theatre, Purnell Center
- 8:30 p.m. **CMBAA/SPIRIT Buggy Races Auction**
SPIRIT House

SATURDAY, APRIL 21

- 8 a.m.-Noon **Alumni Welcome Tent***
Buggy Finish Line
*Tune in to WRCT (88.3 FM) or on the web at
www.wrct.org for live heat-by-heat coverage*

- 10 a.m.-Noon **School of Architecture Brunch**
Room 201, College of Fine Arts
- Noon **Midway Opens**
Morewood Parking Lot
- Noon **Carnegie Mellon Varsity Soccer vs. Alumni**
Gesling Stadium
- Noon-2 p.m. **H&SS Family Picnic
(with Classes of 1985-2000)**
Baker Hall
- Noon-1:30 p.m. **CMBA Homecoming 2001 Planning Meeting**
Room 201, 4902 Forbes Avenue
- 1:30-3:30 p.m. **CMAP Alumni-Senior Reception**
CMAP Office, 4902 Forbes Avenue
- 2-4 p.m. **All-Alumni Reunion Party***
**(with Class of 1996 and
Class of 2000 Reunions)**
Tent on the Cut
- 2 p.m. **"The Baker's Wife"**
Philip Chosky Theatre, Purnell Center
- 2:30-4 p.m. **CMBAA Executive Committee Session II**
Room 201, 4902 Forbes Avenue
- 3:30-5 p.m. **Swimming Clan Event**
Pool, University Center
- 4 p.m. **Student Life Reunion
(for Former Student Life Staff)**
Mudge Lounge
- 4:30-6:30 p.m. **CMAP Hoopall**
(Alumni-Undergraduate Basketball Game)
Skibo Gymnasium
- 8 p.m. **"The Baker's Wife"**
Philip Chosky Theatre, Purnell Center

**Events sponsored by the Alumni Association*

