

buggy 2005



Drive it like you stole it.

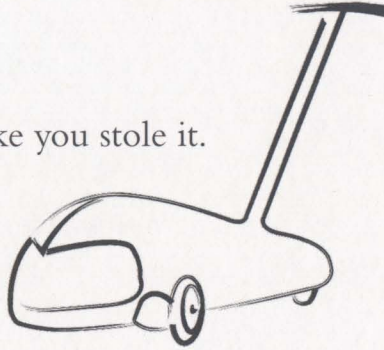


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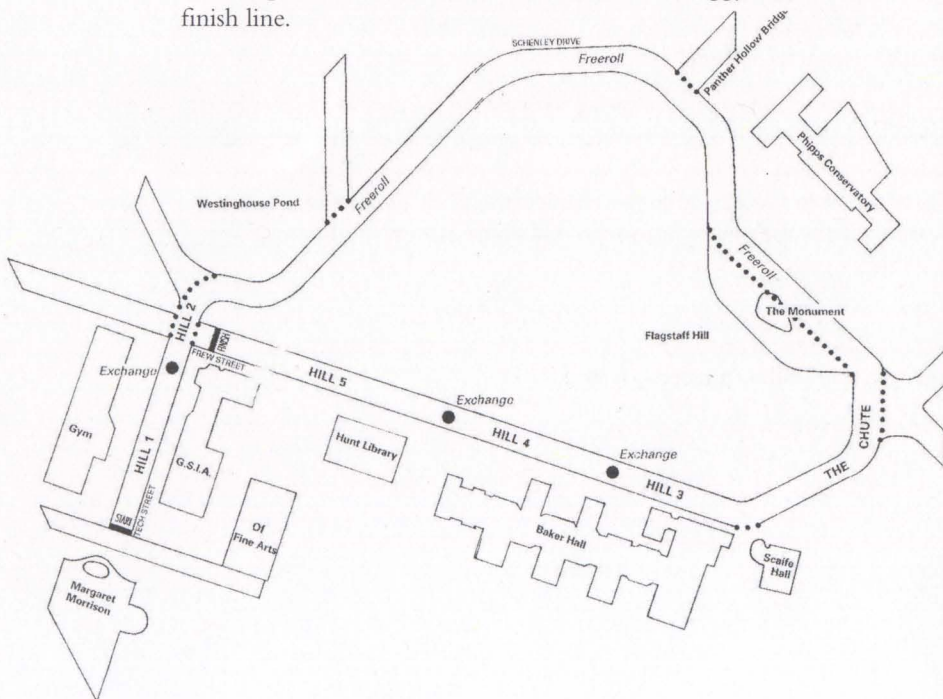
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the COURSE

T

The race begins with up to three buggies, at a full stop, at the base of Tech Street. As the buggy nears the top of Tech Street, it is 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 the 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.



chairman's NOTE

Welcome to Raceday 2005! Today is the culmination of a year's worth of hard work by hundreds of chairmen, drivers, mechanics, pushers, flaggers, sweepers and timers from thirteen organizations across the Carnegie Mellon Campus. To everyone who participated in buggy this year, congratulations and thank you for your hard work and effort. Together we overcame bad weather, the threat of not rolling on Saturdays and the never ending "dance of the lonely barricade."

It takes a lot of people to make Sweepstakes run smoothly. Each individual team needs to be well rounded with an organized chairman, hardworking mechanics, fast pushers, a driver who can stick to her line, and a well-tuned buggy. This year we have many organizations who have worked hard to form strong buggy teams and I believe it will result in another amazing raceday.

Last year, Pi Kappa Alpha swept both the Men's and Women's Races, in addition to setting a new Women's record. Their task this year is to hold on to those trophies while the twelve other organizations try to do what it takes to dethrone the champions. With such a short spring season, it's anyone's guess as to who will come out on top this year.

On April 15th it will come down to one last roll down the buggy course, the final shove from each pusher, and the time frozen on the clock as each team crosses the finish line. Raceday is about nerves, strength and skill, and raceday is here.

Good luck to you all.

buggy HISTORY



Unique to Carnegie Mellon University, Sweepstakes began in 1920, with the introduction of Campus Week. This predecessor to carnival was started so students would have a chance to relax. Buggy was only one of many events held among the festivities, along with scooter races for the women.

The buggy of 1920 was a lot different than the Sweepstakes of today. The race started and finished in front of the Fine Arts building on a road that cut through the campus, where you can now find the sidewalk between Hunt Library and Baker Hall, and the CFA parking lot. On May 19, 1920, a dozen boxy vehicles raced, and for what we now call the freeroll portion of the race, the pusher would jump on the back of the vehicle as the buggy continued down the hill. At some point along the course there was a pit stop and to demonstrate mechanical dexterity the rules required switching two wheels. Up the hill at Porter Hall (the Chute), the driver and pusher were allowed to switch positions to “insure a breakneck finish”. Unfortunately, no results of this first Sweepstakes exist.

In 1921, the second Sweepstakes brought 18 buggies to the starting line, all racing in the same heat. The pit stop was eliminated to speed up the race, and that it did. The carnage that year was fantastic. A fraternity, Iota Sigma Delta went on to win with the first recorded time of 4:38. This was also the first year of design awards, with DU coming in first with a monstrous fish on four wheels and Sigma Nu placing second with their “Toonerville Trolley”.

By 1923, Sweepstakes saw the elimination of such unique ideas and mechanical perfection became first priority. 1924 introduced the relay style we have now, as the push teams increased from one to four, and to five pushers 3 years later.

In 1926, Preliminaries were moved to Friday with Finals on Saturday, as it is done today. Frew Street was





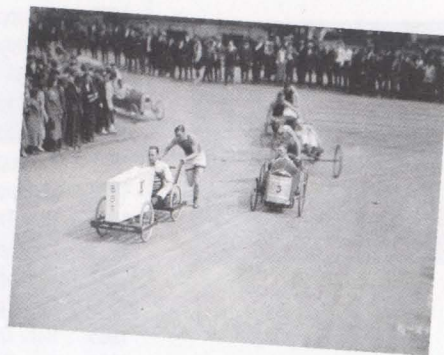
extended in 1928 and the buggy course became what it is now. This is also the first year that independent organizations were permitted to enter.

The 60lb minimum weight rule was eliminated in the 1930s and lane stripes were added on the course. Aluminum was discovered as an excellent material for buggies, which helped Beta Theta Pi break the 3-minute barrier in 1930. As late as 1938 some buggies were still carrying the Hill 2 pusher into the freeroll, but most organizations seemed to abandon this technique.

In the early 1940's, Sweepstakes was dropped due to the draft and the high priority of aluminum. Post-World War II, we saw a new wave of buggy designs. The three-wheelers, bike tires and low-slung wheelchairs gave way to soapbox derby models with wedge and torpedo shaped bodies. In the 1950s, brakes became mandatory and the prone-position buggy was introduced.

In 1988 it became mandatory for the vehicles to have at least three wheels contacting the pavement at all times. This same year Spirit set the current course record of 2:06.20 with its buggy, Quantum Leap, on a snowy April morning. The current Women's record was set last year, by Pi Kappa Alpha with a time of 2:29.83 with Zeus which remains one of the fastest buggies on the course.

Last year Kappa Kappa Gamma became the first sorority to compete in Sweepstakes. 2004 was also the first Raceday in many years to include a second day for finals heats. After the many spins and DQ's from last year, each team is even more driven to clinch that top time. No one knows what Sweepstakes 2005 has in store for us, but it is certain to be as exciting and competitive as ever.



past WINNERS

WOMEN

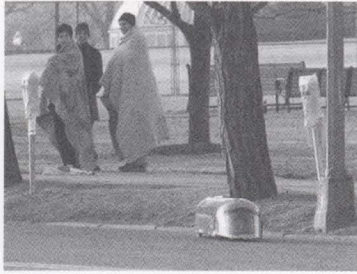
2004	Pi Kappa Alpha	2:29.83
2003	Fringe	2:44.81
2002	Pi Kappa Alpha	2:30.58
2001	Fringe	2:34.70
2000	SDC	2:35.79
1999	Pi Kappa Alpha	2:45.92
1998	Pi Kappa Alpha	2:43.28
1997	Spirit	2:37.78
1996	Spirit	2:35.91
1995	Spirit	2:33.03
1994	Pi Kappa Alpha	2:42.81
1993	Pi Kappa Alpha	2:38.69
1992	Spirit	2:33.52
1991	Pi Kappa Alpha	2:35.88
1990	Pi Kappa Alpha	2:35.66
1989	Spirit	2:35.65
1988	Pi Kappa Alpha	2:37.60
1987	Spirit	2:37.34
1986	Spirit	2:38.94
1985	CIA	2:45.33
1984	CIA	—
1983	CIA	2:46.50
1982	CIA	2:49.29
1981	SDC	3:04.08
1980	CIA	3:06.30
1979	SDC	3:11.00

MEN

2004	Pi Kappa Alpha	2:11:74
2003	Pi Kappa Alpha	2:10.10
2002	Pi Kappa Alpha	2:09.19
2001	Fringe	2:09.07
2000	Pi Kappa Alpha	2:06.71
1999	Pi Kappa Alpha	2:09.72
1998	Spirit	2:09.45
1997	Spirit	2:11.88
1996	Pi Kappa Alpha	2:08.15
1995	Pi Kappa Alpha	2:09.98
1994	Pi Kappa Alpha	2:09.17
1993	Spirit	2:10.43
1992	Spirit	2:07.37
1991	Spirit	2:10.63
1990	Pi Kappa Alpha	2:07.05
1989	Spirit	2:06.57
1988	Spirit	2:06.20
1987	Spirit	2:11.35
1986	Pi Kappa Alpha	2:08.67
1985	Sigma Nu	2:10.09
1984	Pi Kappa Alpha	2:09.50
1983	Pi Kappa Alpha	2:09.00
1982	Sigma Nu	2:10.79
1981	CIA	2:10.50
1980	Pi Kappa Alpha	2:15.40
1979	Beta Theta Pi	2:18.40
1978	Beta Theta Pi	2:20.00
1977	Pi Kappa Alpha	2:17.80
1976	Pi Kappa Alpha	2:23.20
1975	Pi Kappa Alpha	2:19.30
1974	Sigma Nu	2:20.20
1973	Phi Kappa Theta	2:23.00
1972	Phi Kappa Theta	2:24.00
1971	Pi Kappa Alpha	2:26.40
1970	Pi Kappa Alpha	2:28.50
1969	Beta Theta Pi	2:22.50
1968	Pi Kappa Alpha	2:20.50
1967	Pi Kappa Alpha	2:24.80
1966	Beta Theta Pi	2:27.80
1965	Beta Theta Pi	2:28.70
1964	Beta Theta Pi	2:31.50
1963	Pi Kappa Alpha	2:34.00
1962	Alpha Tau Omega	2:27.50
1961	Alpha Tau Omega	—
1960	Alpha Tau Omega	2:34.50
1959	Pi Kappa Alpha	2:29.70
1958	Alpha Tau Omega	2:28.40
1957	Alpha Tau Omega	2:25.00
1956	Alpha Tau Omega	2:25.00
1955	Alpha Tau Omega	2:26.00
1954	Alpha Tau Omega	2:28.10
1953	Alpha Tau Omega	2:30.55
1952	Delta Tau Delta	2:36.00
1951	Delta Tau Delta	2:41.60
1950	Delta Tau Delta	2:41.80
1949	Delta Tau Delta	2:42.50
1948	Delta Tau Delta	2:48.00
1947	Delta Upsilon	—
1946	Delta Tau Delta	2:49.00
1945	War - No Races	—
1944	War - No Races	—
1943	War - No Races	—
1942	—	—
1941	Kappa Sigma	2:55.00
1940	Kappa Sigma	2:53.00
1939	Kappa Sigma	2:44.00
1938	Kappa Sigma	2:43.00
1937	—	—
1936	Kappa Sigma	2:46.80
1935	Beta Theta Pi	2:47.20
1934	Kappa Sigma	2:49.70
1933	Beta Theta Pi	2:48.50
1932	Beta Theta Pi	2:54.80
1931	Delta Tau Delta	2:59.00
1930	Beta Theta Pi	2:57.50
1929	Phi Kappa Theta	3:05.60
1928	Kappa Sigma	3:04.40
1927	Kappa Sigma	3:15.80
1926	Pi Kappa Alpha	3:18.00
1925	Kappa Sigma	—
1924	Kappa Sigma	—
1923	Kappa Sigma	—
1922	Sigma Alpha Epsilon	4:30.00
1921	Iota Sigma Delta	4:38.00



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 the hill five pushers.

CAPABILITY TEST A test, held on the sidewalk between the UC and the 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/Hamersschlag 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 raceday. 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. The occurrence usually causes the driver to lose control of the buggy.

drivers' TALES



I could pretty much can tell when my supposed “growth spurt” took me up to five feet even and left me there that I was going to spend the rest of my life relying on stepladders to reach things, getting buried in armpits in crowds, and being the butt of short jokes like “How’s the weather down there?”. What I definitely did not expect was that one of Carnegie Mellon’s strangest and most revered traditions would specifically require my mostly unique height and size deficiency and the ability to squeeze into spaces that would give any claustrophobic person a serious cause for concern.

Now I still hear the short jokes – from my chairman, pushers, mechanics, flaggers...but in return I get to fly downhill and through the chute at 35 miles per hour screaming my head off in a sheer thrilling rush of excitement and adrenaline. I get to enjoy surprisingly comfortable naps in my buggy, and blinding sunrises on freezing mornings. I get back rubs and piggyback rides and hot chocolate and bagels and flowers. I get to tell people that I drive buggy, enjoy their looks of stunned disbelief and hear for the millionth time “I can’t believe you fit in there!”

And most amazingly I get that once-a-year, magical experience of Carnival, complete with the palpable excitement that fills the air on Raceday from the hordes of people crowding the sidelines, the countdown and ready-set-go that always takes you by surprise, the satisfaction of knowing you kept your line and made however many windows, and the pride you feel in your mechanics and your team of pushers who, with power you can’t really understand, can make you tear up hills as if you were soaring a couple of inches above the ground. As a driver it’s all too easy to get caught up in the obsession of buggy, waiting for the next time you get to harness up, tug on gloves, wriggle in, helmet, t-shirt, hatch on, you know the drill, and then you’re racing off and thinking – for the first time in your life, most likely – that being short really isn’t all that bad.



Living in Arizona, almost 2,000 miles away from the love of my life, I often can't help but mention it, even in the face of certain, yet forgivable, ignorance.

Juan Q. Public: "...Wait...you do what?"

Me: "Here, I have pictures...that's a buggy."

pause as wheels in brain turn and the information in photo is processed

Juan: "You fit in there?!?"

This is an extremely common conversation, any driver will tell you that, whether in California or American Samoa. I've even gotten the timing down to the second; I can answer before someone asks the question. But that's what happens when you are a member of a sport that is found only at a school populated by 5,000 undergraduate engineers, computer geeks, and the occasional girl.

Chatting with one of those previously mentioned engineers, I was tangentially informed that one cannot feel speed, only acceleration. Well, going down a hill at 35 miles per hour a mere couple of inches off the ground with another organization's buggy right on your tail, you can feel the speed. And it feels good!

Generally, a first-time driver will be nervous at the thought of going so fast in a buggy. And she will never believe her teammates when they tell her that she will be going that fast and be comfortable about it by the time Raceday 'rolls' around. Granted. But to be a great driver; I mean an exceptional, extraordinary driver, not a milk-toast, run-of-the-mill, placed-well-but-not-that-well driver; to be a noteworthy, legendary, first-place-multiple-years-running driver, a girl needs to have something special, besides a height deficit. She needs to adore her team. She needs to love that rush taking the chute. She needs to yearn for speed. She needs to crave victory. She needs to need, with every fiber in her being,

buggy.

Last year being my first with buggy, I went faster than I had ever gone in my life on Raceday. And it was amazing. That is what I have





come to live for. Raceday is what I now live for. Raceday is what coaxes our exhausted eyes open, and our sleep-deprived bodies out of bed and gets us all through all those 4AM mornings, the bitter cold, damp practices, and not being able to party on the weekends. It is what drives us and helps us endure those teammate squabbles, rivals, or those days when everything just goes wrong. It is what enables us to smile through administrative grievances and frustrations with anybody who steps in your path. And you will never know what buggy truly is until you have experienced a Raceday. It is a phenomenal show of loyalty, commitment, and reward.

mechanics' TALES

“One time I got up at 8 AM on Friday and I went to class and then I went to help do safety checks on the buggies but something was wrong and it took all night to fix and I went to rolls and lifted heavy things and remembered to tape things on and I think it was cold and then we had pancakes and then I went home on the bus but I fell asleep on the bus and I missed my stop and I was in Homestead and I had to get a bus in the other direction but this time I didn't fall asleep and I made it home and then I was asleep and then it was midnight and I ate an Eggo waffle and then I went to bed again and then it was 3 and rolls were cancelled so I went to bed again and then it was 11 Sunday morning and I got up.”

“Three, two, one... I take a deep breath. Ready, set, BANG! I sigh with relief; for the next two or so minutes my job is over. I think to myself, “Did I check the brakes?”, but there is nothing I can do now. I am a mechanic, and unlike the rest of my team, my work comes before the race...”



It is three weeks until raceday. I've seen the sun rise four times this week, and countless more times this semester. Each night my crew has been faithfully by my side. Each morning the quality of the night's work can be seen in our faces. The dismal look of defeat or the joy of success will adorn them. We have come so far, encountered problem after problem, and met each with a solution. From broken tools to human error, we have seen it all this semester. Sometimes we wonder if some higher power has sent these problems our way, and yet kept us from injury.

It is already late in the season, but we are determined to finish. It's Friday night, and the final touches are being put in place. An early morning cape will be the final step. A success! The new buggy is ready for its first roll. Seeing it for the first time outside of the garage has filled me with hope.

The sun has risen, drops are done, and it's time to roll. I quickly carry the buggy over to the road, and we're off. Other teams stop to look. I can hear their whispers. They've never seen a buggy like this from our organization, but looks aren't everything. A short jog, and it's away. It glides around each bend, past the flaggers, through the chute. One window! Not too bad for its first roll. The whole team has grand visions of the coming raceday. It was a successful day, but there isn't time to rest. More work needs to be done.

Two weeks more work and raceday is upon us. We have examined every detail of the buggy, nose to tail. It all has to be right. Even the slightest flaw can add seconds to your time. After the roll, it was clear that there was much more we still had to learn. The outcome fell short of our expectations, but as many mechanics have said "There's always next year".

Most people have trouble understanding what motivates a mechanic. They can't seem to grasp that you are the one person everyone is counting on. Your pushers, your drivers, and your alumni are all counting on you to succeed. That is what motivates you. That is what drives you to obsession, to sacrifice. "I do it for them."

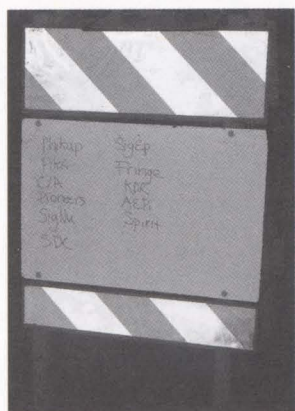


chairman's TALE

The role of a chairman is different in every organization. Some chairmen are just in charge of sending out emails and attending meetings, while others are building buggies. These are subtle differences compared to the things that we do all have in common. Firstly, we are all very responsible people, who love to get up early in the morning. Well, maybe not all of us. In fact... some of us would never see daylight if it weren't for buggy and classes. I guess the one thing that really ties us all together is the love of buggy. Maybe we fight and squabble at meetings, but we all work together to make buggy happen.

Every morning at rolls, we all gather together for "chairmen's meeting". This is by far our favorite part. We get to see a chipper sweepstakes committee and complain about who didn't do their chores. After we all fight to see who has the honor of sweeping one more section of the roads, we are about ready for the fun to begin. When the buggies start rolling, the chairmen start smiling. In part because we all love buggy, but also in part because that means another short girl (insert requisite short joke here) is one step closer to being qualified on race day. I guess what I'm trying to say is that for a chairman, buggy is a fun activity, but it is also a lot of work which we all gladly do. We all work our hardest to make sure that not only our drivers, but also that everyone is safe. We all strive to make buggy as much fun for not just our organizations, but for the whole campus. It's no small task (insert requisite short joke here) but we are all glad to do it.

Recruiting pushers, qualifying drivers, fixing buggies, buying duct tape, fighting to get reimbursed, fundraising, and all the other things that chairmen do are all vital to the success of buggy. Of course, so are the morning phone calls. Believe it or not, but those phone calls are sometimes the most rewarding part. Until you've heard what someone sounds like at 4am on a Saturday morning after being out "socializing" the night before, you haven't lived. I'm serious about this one. Call one of your friends at 4am and in a very chipper manner say to them, "Good morning sunshine! Time to wake up! Early bird gets the worm."





Inevitably, they will hang up on you. Generally people are too tired to actually turn off their phones though. This is a realization that most people do not catch on to until at least the second phone call. Now is the time to make your move. This time you don't even have to dial; you can just press that handy "redial" button. Now you've got them. As soon as they pick up, don't worry they always do, it's time to yell "GOOOOOOOOOOD MORNING VIETNAM!" Trust me, your friends will love it.

Well, I've diverged too much... Let me conclude by saying to the other chairmen that I respect all the work that you do, and thank you. I couldn't do what I do without you, and I wish you the best of luck on Race Day. To all the drivers, I hope that you have had fun, and I ask that you take the time to thank your chairman. To all the pushers, flaggers, mechanics, and other titles people come up with, I salute you for your devotion and hard work. Finally, to all the engineers and engineer wannabes who build a buggy, keep up the good work, and keep them rolling. As a wise anonymous sweepstakes member of old once told me, "buggy is the greatest exercise in stupidity... but it's the greatest".

I couldn't agree more, and now I must end with a requisite short joke: "Short girls are like kittens, they're cute, but you have to be careful not to step on them"



a letter from the chairman

In November 2001 I was hanging out with some friends. One of them asked me, "Sara, what are you doing tomorrow morning?" I showed up to push the next morning and I was hooked. 3.5 years later here I am at the top of the totem pole. I can safely say that I've seen buggy from more angles than just about anyone else. I've been a pusher, a flagger, a mechanic, a sweeper, and driver. I've been assistant chair and chair of an organization, and now a member of Sweepstakes. Each step has been more exciting than the last (with the exception of driving, which takes the cake).

It has been an incredible journey. Buggy is part of my life forever and I have so many people to thank. Thank you to Mr. L, Jorge, Katherine, Erik, Larry, Brennan, Shafeeq, Brooke, Roach and everyone else in CIA. Thank you to Janice and Carla for convincing me that I could take this on. To Stu for his endless humor and the generous use of his car. To Radio Club for keeping me informed and teaching me that QSL doesn't actually mean anything. Thanks to all the flaggers, sweepers and people kind enough to donate their cars as barricades.

To Tim and Arnold, thank you for making waking up at 4am a lot more interesting. To Rowshan, thank you times a million for keeping us all sane and for remembering everything our sleep-deprived brains forget.

To quote an old t-shirt slogan, "Where ever I go, my eyes will always turn courseward, for it is there that I have been and it is there that I will always long to be."

~Sara Player
Sweepstakes Chairman 2004-2005

a letter from the **assistant chairman**

It was chilly and still dark when the sweepers came out. They swept leaves and debris from the road, careful not to miss anything that might cause the buggies to veer off course as they sped around flagstaff hill on the first day of Freerolls.

Mechanics pitched tents along the course, dutifully tightening bolts and checking brakes in secret. Pushers stretched their legs. Drivers walked the course, some learning the line for the first time. Everyone was out and ready to roll.

There was a problem, however. In the hectic first weeks of school Sweepstakes had assumed that the barricades from last year would be intact in their locked storage facility. To our surprise, they were not. The majority of the roadblocks were missing, and we were unable to close the roads. Freerolls were canceled.

We learned that buggy was a delicate operation that first day of Freerolls, and that lesson became even more apparent as the year progressed. Organizing Buggy is like putting together a thousand piece jigsaw puzzle, and the whole endeavor fails if even one piece is missing.

We have gotten pretty good at putting together this jigsaw puzzle, and I'm confident that all the pieces will come together. Enjoy the races.

~Timothy Bowen
Sweepstakes Assistant Chairman 2004-2005

sweepstakes **committee**

ADVISOR

Rowshan Palmer

CHAIRMAN

Sara Player

ASSISTANT CHAIRMAN

Timothy Bowen

SAFETY CHAIRMAN

Arnold Oh

BUGGY BOOK DESIGNER

Valerie Naumets

a letter from the **safety chairman**

“
Brake!
Release!
Brake!”

Those 2 words have become very familiar to me during this year. I mean, when do you ever get to scream out those words over and over again at 5am in the morning on the weekends? Heh, I doubt that I ever will be doing such crazy things again, but at least I can think back some day and say to my self, “Wow Arnold, you were one crazy dude”.

Being the safety chairmen was both very fun and also a bit frustrating. But I am very glad that I did this, and overall I really enjoyed it. Of course, it was you guys, all the buggy participants; chairmen, drivers, pushers, mechanics, etc. that made Sweepstakes possible. Thank you so much for that, and giving me such an interesting year. Good luck on race day and next year!

~Arnold Oh
Sweepstakes Safety Chairman 2004-2005

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alpha epsilon pi

CHAIRMEN

Ben Naman
Joshua Schmieder

CREW

Bryan Arsham
David Blumenthal
Mike Kaufman
Adam Schloss
Greg Schoppe

MECHANICS

Bryan Arsham
Brian Hirsch
Avi Siegel

DRIVERS

Laura Burton
Esther Chen

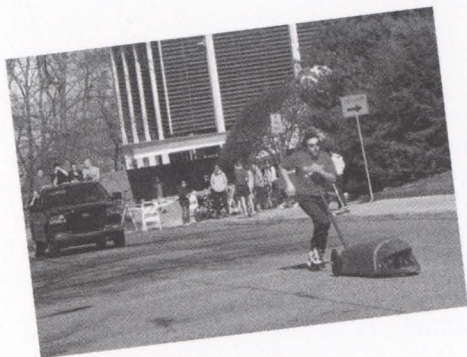
PUSH-TEAM

Dan Cartoon
Tim Kirchner
Brian Hirsch



Adam Krukas
Ben Loving
David Mason

Keith Menchin
Dan Rosenthal
Brian Thompson



carnegie involvement association

CHAIRMAN Matt Laroche

ASSISTANT CHAIRMAN Aileen Dinin

MECHANICS

Olive Stohlman

Erika Bannon

Justin Burstein

Beth Cooper

Shandor Dektor

Alberto Guzman

Sean Kelly

Jackie Kirchoff

Steve Marshall

Greg Price

Mark Rockwell

Nick Scocozzo

Brent Selby

Shafeeq Sinnamohideen

Siva "MF" Srinivasan

Storm Walden

Monica Ware

Jeremy Weagley



DRIVERS

Tanna Alford

Ruby Chen

Monica Ware

BUGGIES

Firebird (RD 05)

Mirage (RD 99)

Conquest (RD 92)

PUSH-TEAM

Jeff Heller

Kristin Olgaard

Jim Puls

Erika Bannon

Mary Berna

Joe Burch

Justin Burstein

Kevin Costello

Shandor Dektor

Brian Dunlavey

Will Eimer

Sean Gilroy

Jeff Heller

Aaron Johnson

Kat Masterson

Andreas Pfenning

Mark Rockwell

Sarah Rockwell

Dave Rollinson

Brent Selby

Maureen Tang

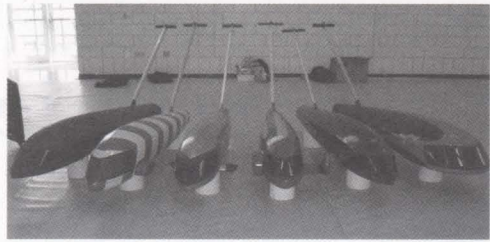
Luke Xie

FINALLY GRADUATED (AND SORELY MISSED) Sonia Balsky

THANKS TO *Frank & Lou; Sara Player; Matt Longnecker; Katherine Crawford; Brennan Sellner; Larry Greenfield; Aiton Goldman; Erik Schoenfeld; Hans Mueller; Brooke Abounader; Nathan Dushman; Dan Fernandez; Stu & Pioneers; Fringe; Radio Club; Sweepstakes; Jeff & Bob; John & Bob; Swamp; Major Tom.*



fringe



CHAIRMEN

David Bertucci
Michael Preysman

MECHANICS

John Thornton
Larissa Atamian
John Berezney
Jimmy Chow
Gerry Chu

Galit Frydman
Steve Huber
Ben Meyers
Tim Miller
Kaushal Patel

Tyler Paulk
Sarah Smith
Kartik Subrama

DRIVERS

Mika Larrison
Jess Banks
Lindsey Bernier
Torrie Pagos

BUGGIES

Bassketcase ('00)
Brazen ('01)
Blackjack ('04)
Blizzard ('05)

PUSH-TEAM

Ben Meyers
Amanda Deming
Doug Applegate
Ashley Bakelmun
Nick Bannister
Derrick Chan
Laura Gabby
Charles Goldenberg

Alex Gordan
KJ Helmstetter
Teo Ifrim
Laurence Lau
James Leszczenski
Nick Misek
Emory Neely
Krista Pasfield

Tyler Paulk
Alex Rutgers
Jocelyn Sikora
Nate Stock
Karen Tailor
Eric Tang
Justin Van Denend
Russel Verbofsky

THANKS TO John K; KDR; Sam Swift; Scott Poff; Alumni; Bubb Rubb.



“Fringe - 35 Years On The Edge”



kappa delta rho

FEARLESS LEADER Adam McCue

MECHANICS

Eggy the Flying Turk
 Moda Finil
 Garganus
 Token Gerin
 A\$D
 J-Ray "The Dawb" Blueberry Caveman
 Thomas J Corrigan III

MINIATURES

Smyzzy
 Ali Jenna Jameson
 Miniskirt (hates Tennis)

KDR'S MEN'S TRACK TEAM

Kevin Caffrey	Tim Montgomery	Maurice Greene
Ben Johnson	Magnum Glenos	Keith Aziz
Tom Kuczynski	Michael Johnson	Pat Hagarman
Mario	Chris Van Bell	Bru-yes

CORN GIRLS

Otsai the Ferocious	Heidi	Chimberly
Findsey Lerris	Drea Gar-ah-vwa	Nik's BFF
Kate Hollabaugh-Ward	Some S.N. Pusher	Simone
Australia	Aspare	
Kelly Not-A-Minga	Wolfie	

OLD GERINS

40 the Corndogg	CKlemmer the Dad	Schteeve
Fish	Stark	Dirty Bob Kay
Nate	The Accusatory Finger	Gross
Robert Ungaretti	Doug Armstrong	Grundle
Kubby	Tom Wood	

FRIENDS *Burt Rutan; Alexander Shulgin; Bob Douglass (Kim Il-Sung) & Evan English (Kim Jong-II); Jeremy; Rocco Siffredi & Nacho Vidale; Anne & Mika; 5-LeO-DiPT aka DJ Stoneface; Our Brothers in Friendship, Truth, and Love; The Parisi Speed School; Janice <3; Fringe (except Preysman); Retirement.*

kappa kappa gamma

BUGGY CHAIR Shabi Ghaffari

MECHANICS

Jaci Feinstein

Jessamine Winer

Estee Barbuto

Debbie Brashear

Kat Fox

Stephanie Kuga

Jessica Liu

Ashley McMakin

Kristina Ricco

Becca Steinberg

Amy Tsao

LITTLE TANKS

Cat Mack

Susan Montenegro

BUGGY

Ursula

FEMALE TANKS

Cat Mack

Jessica Mastalski

Debbie Brashear

Karoline Evans

Jaci Feinstein

Camille A. Fisher

Kat Fox

Shabi Ghaffari

Laura Graf

Stephanie Kuga

Kate Libby

Cat Mack



MALE TANKS

David G. Rozner

James Kot

Eric Hong

Dan Bernier

SPECIAL THANKS TO Rowshan Palmer; Renee Camerlengo; Jennifer Church; Sara Player; Alumni; Parents; All of those who reached out a helping hand!

phi kappa theta

GOD

Baker

LUCIFER

Elijah

DRIVER

Olga

MEATHEADS

Basher

Krazy Karl

Robico

Z-Unit

sp

PUSH-TEAM

Air Force

NorCal

Crackerson

MachMe

John

Tarzan

Zivester

Mr. Jones



THANKS TO *Olga first and foremost; Russ; Wook; Wop; White Lightning 1.0; Doof; Clavin; Larson; Boris; BBush; Matty J. and all the other old heads who help keep this program going strong the retard circus; the Butterfly Technique; Shanleigh; Brenna; and last but not least, Jim Beam.*

PHI KAPPA THETA

pi kappa alpha



CHAIRMEN

Nathan Curtis
Evan English

FOADS

Charles DeMattia
Adam Haag
Ben Liss
Thomas Matteo

DRIVERS

Abbie Bednar
Olivia Ostrand
Puja Talati

THUMBS

Bartlett Stewart
Craig Cramer
Dan Guy

MALE PUSH-TEAM

Jeremy Stone
Basil Carr
Nick Chizzonite
Steve Curtis
Adam Haag
Mike Halmo
Benaldo Hernandez
Flynn Jones
Nick Jutila

FEMALE PUSH-TEAM

Jess Woods
Melissa Bartel
Katie Benintende
Jenna Colbaugh

ASSISTANT CHAIRMEN

Bruce Burnett
John Kubasick
Matt Long

Shane McGuire
Mike Rem
Burdell Schwartz
Cory Stawartz

BUGGIES

Raceday 2k5
Brimstone 2002

James Kim
Skyulev Konstanin
Justin Lachesky

Nitin Kabra
Cihan Kadipasaogh
Alex Kalke
Joe Kim
Matt Long
Shane McGuire
Brian Morelli
Travis Newburg
Ramen Rajagopal

Candice Gesecki
Nadine Lipa
Christina Liu
Stefani Penn

FLAGGERS

Kayhan Ahmadi
Sean Weinstock

Noah Tanzman
Randall Weinstein

Zeus 2000
Phantom 1998

Russell Savage
Tom Schultz
Geoff Weiss

Shingai Samudzi
Burdell Schwartz
Anthony Scolieri
Cory Stawartz
Jeremy Stone
Joe Strickler
Linden Vaughn
John Yates

Julie Schoenfeld
Carlene Ulish
Jess Waxman

*“Pi Kappa Alpha is the
winningest organization in
Sweepstakes history.”*



pioneers

CHAIRMAN Stuart Weiler

ASSISTANT CHAIRMAN Mike Norman

MECHANICS

<i>Lynna</i>	Robbie Holop	Miles Thompson
Caroline Conley	David McCabe	Stuart Weiler
Tanu Datta	Mike Norman	

BUILDERS

Nicky Cates	Nick Jones	Miles Thompson
Caroline Conley	Lydia Lam	Trevor Schmidt
Kelly Cronin	David McCabe	Noël Walker
Tanu Datta	Mike Norman	Stuart Weiler

DRIVER

Nicky Cates	Hyperion 1992
Bethany Dorn-López	Scorpion 1998
Priscilla Kim	Chaos 2003
Lydia Lam	Valkyrie 2005
Noël Walker	

BUGGIES

PIA

Pia, the one, the only

TSHIRT

Kelly Cronin
Lydia Lam

PUSH-TEAM

<i>Kelly Cronin</i>	Jim Grasmeder	Mike Norman
<i>Adam Bowland</i>	Alex Gutierrez	Trevor Schmidt
Adam Bowland	Robbie Holop	Evelyn Tay
Kelly Cronin	Lydia Lam	Noël Walker
Tanu Datta	Rachel Lin	Stuart Weiler
Bethany Dorn-López	David McCabe	Rage of Bramski

THOSE WHO WE COULDN'T HAVE DONE WITHOUT *Sweepstakes; CIA; Alumni; Mega Maid; Suzy "the Swiss Miss" McAnanama; Sonya; All the buggy organizations; and of course, our wealth of knowledge Jim and Lynna.*



sigma alpha epsilon

CHAIRMAN Helder Rocha

MECHANICS

Helder Rocha

Liam Bucci

Gopal Patel

DRIVER

Eric Kidderr

PUSH-TEAM

Luis Balceda

Ryan Berens

Edward Bergin

Daniel Brean

Ryan Chin

Ryan Faught

Daniel P. Gilmour

Dan Goldman

Russell Grant

Kevin Hutchinson

Pat Hvozdk

Gustav Johnson

Jacek Krawczyk

Kevin LaBuz

Ryan Leonard

Mike Madvedoff

Max Martinelli

Matt Massa

Roderick T. McMullen

Emory Neely

Mark Phillips

Edward Salwin

Neil Sanyal

Tyler Shaughnessy

Ryan Spector

Steven Weinberg

Tom Yaniglos

Kevin Zhang



sigma nu

RUSH CHAIRS

Gixxer Girl Kelly
Donut Puncher P. Butters

JOINT SUB-COMMITTEE

Grenade Walker	LaTeX Lawson	Diabetoids O'loughlin
Colonoscopy Tool	Rebar	
Stinky Pete	Dan the Global Brain	

DESIGNATED DRIVERS

Sage Bowser
Amanda Kamps
Miriam Savad

SOCIAL CHAIRS

Stephanie T. Hartman
Erin F. Danehy

RISK CHAIRS

Betty Crocker
Yakov Smirnoff Dvinov

LIABILITIES

Dirty Sanchez	Super Milk Chan	A Run! Ghosh!!
Puddles	Booby Wang	Jew Steward
Private Master Lock	P-Wing	Phil McCrackin
Squid	Soco Loco	
Rebar	Lightning Chris Powers	

GUEST LIST

Ashley M. McMakin	Marciela M. De Grace	Christina S. Maksymiuk
Valerie A. Savage	Zofia M. Koscielniak	Andrea L. Blitzer
Christine L. Remmers	Rebecca J. Shore	Natalie Freed
Leigh A. Stuckhardt	Allison Marie Naaktgeboren	

SOBER PATROL

\$2 Chuck
Moneyshot Movva
Rosal-Cheeked
 $P + (1/2)pV^2 + pgh = \text{constant}$
Little Butters

NASCAR Elliot
Holt Xander

FILL AND CHUG TEAM

Phil
Chug

RECON

Denrico Suave
Bar Staff

HOUSE CLEANUP

DJ Heavy Flo

CAN'T CONTROL THE ALUMNI

A group hallucination called Jughed; The old Tom would have done it; Pinko the lying robot and his awesome laser; You can tell Quimby used to be good at hockey; Rebadiah--A reformed Amish hero.

THANKS TO Dickie; Walt; Bird; Fire Marshall Tim; The Capital; Jour; Nathaniel E. Light. 27

sigma phi epsilon

CHAIRMAN Tom Sabram

ASSISTANT CHAIRMEN

Vishesh Nandedkar

Michael Bueti

MECHANICS

Justin Marini

Joe Trapasso

DRIVERS

Erica Krivoy

Esther Yu

PUSH-TEAM

Eric Chang

Tim Cheung

Jon Dorando

Dan Granahan

Alex Hu

Syed Hussain

Bill Lukens

Ivan Maddock

Justin Marini

Tom Matta

Steve Nielsen

Julio Segundo

Khalil Snell

Derrick Steigerwalt

Joe Stockhausen

Ryan Swick

Matt VanWinkle

James Wen

“Rolling beyond all expectations.”



spirit

CHAIRMEN

Grisel Perez
Richard Benedict
Crystal Yeldell

MECHANICS

Cherlisa Tarpeh
Mario Escalante
Kienuwa Osayawe

DRIVERS

Abigail Cyntje
Satrice Rigsby
Selina Brownridge
Kakia Moto

“The Buggy Man is almost legal with 20 years of racing and many more to come.”



student dormitory council

CHAIRMAN Khalid Harun

ASSOCIATE CHAIRMAN Nick Morozovsky

MECHANICS

Alex Long

Josh Ayers

Drew Carleton

Caro Chow

Joel Dumont

Khalid Harun

Carmen Jackson

James Kennard

Nick Morozovsky

Tom Quisel

Justine Rembisz

Matt Russo

DRIVERS

Mira Lynn

Caroline Chen

Liz Eick

Carmen Jackson

Justine Lee

BUGGIES

Strife 2004

Psychosis 2003

Addiction 2002

Rage 1996

SOCIAL CHAIRS

Liz Eick

Nat Gist

PUSH-TEAM

Andrea Price

Adam Sharick

Kris Borer

Drew Carleton

Andrew Choate

Brad Courage

Joel Dumont

Liz Eick

Eric Yew

Meredith Fry

Nat Gist

Lars Hanson

Henry Hargrove

Khalid Harun

Tim Kester

Alex Long

Brian Loo

Lizza McGregor

Scott Miller

Nick Morozovsky

Bill Nicoll

Chris Pearson

Bernie Perez

Tom Quisel

Doug Robl

Mark Roboff

Samir Sahu

Adam Siladi

Evan Stade

Kim Weston

Daryna Yakusha

THANKS TO *Jana; The Pittsburgh Cowboy; The Bent; Polish; The Skunk; Cigarette Smoking Man; Fith; POFC; Skillet; Russ; Vic; Hoss; 90 seconds; Bill; Nut; One Eye; Krash; Luca; Mandelbaum; Bluth; Kurt; Sensitive Pony; Tail Guy Alex; DC; Slow; All Alumni; SDC GenBody; Sweepstakes Committee; Rowshan; All friends and supporters.*



THIS HAS BEEN
A REGULAR
SESSION OF
THE CARNEGIE
MELLON RUGBY
SAFETY NET

PANTHER
KB3ITH
KB3JIA

WESTINGHOUSE
NN3H
K3FD
KB1KPK

NET
KB3IOI
KC8YKJ

ROVER
KG4QXK
KG4ZEX

MONUMENT
KC2HOS
WN3BOJ

FINISH
KA3YAI
AB3CI

CHUTE
KB3LUV
KB3ESX

START
AA3XT
KB3KOM

SHADOW
KA3YAI
NH7TV

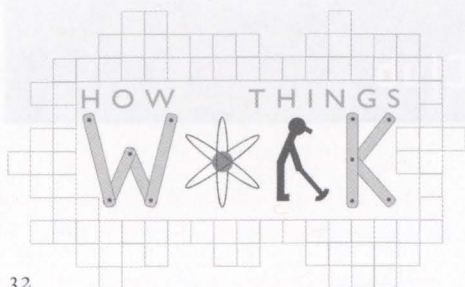
BAKER/PORTER
KG4VDN
JC2NNU
N3NBB

SCARFE
AA1YA
KC2NNU

W3VCarnegie Tech Radio Club

carnival SCHEDULE

DAY	ACT	TIME	LOCATION	RAIN SITE
Thursday	Opening	3:00 - 3:20	Midway	Drill Deck
	Kiltie Band	3:30 - 4:30	Main Stage (MS)	Underground
	—	4:30 - 5:30	Side Stage (SS)	Drill Deck
		5:30 - 6:30	MS	Underground
	—	5:50 - 7:50	SS	Drill Deck
	Comedian	8:30 - 11:00	MS	
				Drill Deck
Friday	Jazz Band	12:00 - 1:00	MS	Drill Deck
		1:30 - 2:30	MS	Drill Deck
	Sa'J 7	3:00 - 4:00	MS	Drill Deck
	Step Show	4:15 - 5:00	MS	Drill Deck
	Adam Evil	5:30 - 6:30	MS	Drill Deck
	Ari Hest	7:00 - 8:00	MS	The Gym
	The Shins	8:00 - 11:00	CFA Lawn	
				Drill Deck
Saturday	Joyful Noise	11:00 - 11:30	MS	underground
	—	11:00	SS	Drill Deck
	Counterpoint	11:30 - 12:00	MS	Drill Deck
	The Originals	12:00 - 12:30	MS	Drill Deck
	Soundbytes	12:30 - 1:00	MS	Drill Deck
	No Parking Players	1:15 - 2:45	MS	Drill Deck
	Belly Dancing	3:00 - 4:00	MS	Drill Deck
	Idiot Boyfriend	4:15 - 5:15	MS	Drill Deck
	Awards Ceremony	5:30 - 6:15	MS	
	Night Market	6:30 - 10:00	UC	
Singled out	7:30 - 9:00	Connan Room		



SATURDAY

NOON-2PM; COFFEE LOUNGE, BAKER HALL

Buggy 85th Anniversary Post-Race Reception

Alumni and student buggy participants are invited to join in this informal reception to celebrate the 85th Anniversary of Sweepstakes at Carnegie Mellon. (\$5 Alumni, \$1 Students)

Sweepstakes would like to thank...

Campus Police

CMU EMS

FMS

Kenny Slaughter & Joe Cirigliano

Mark Courtney

Mayor's Office

Bill Conner

Phipps Conservatory

Schenley Visitor's Center

Herrmann Printing

Chris Stengel & Matt Adler

HJ Paul & Sons

Radio Club

Denise Fazio & Marcia Gerwig

...and the many volunteers who made this day possible.

Alpha Epsilon Pi
Carnegie Involvement Association
Fringe
Kappa Delta Rho
Kappa Kappa Gamma
Phi Kappa Theta
Pi Kappa Alpha
Pioneers
Sigma Alpha Epsilon
Sigma Nu
Sigma Phi Epsilon
Spirit
Student Dormitory Council
W3VC