

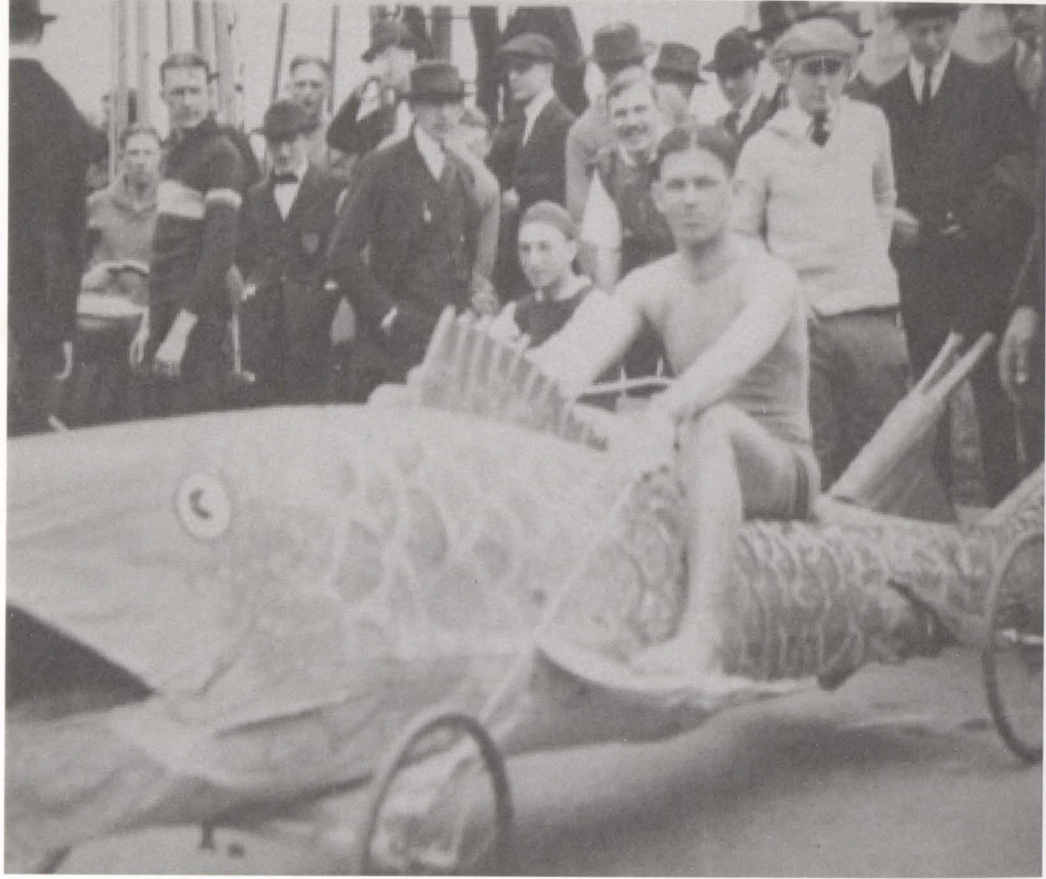


SWEEPSTAKES 2008

Carnegie Mellon

Sweepstakes

2008

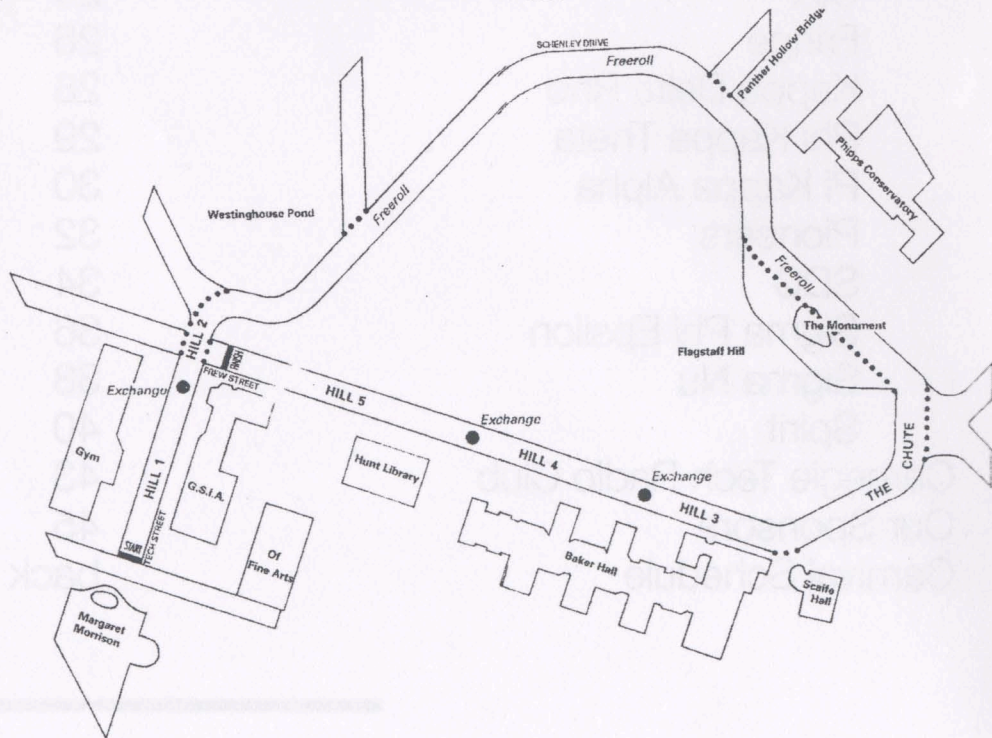


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At A Glance

The race begins with up to three buggies, at a fully stop, at the base of Tech Street. The race is started and the buggies are pushed up Tech Street. As it reaches the top of Tech Street, the buggy 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 buggies 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 hair-pin 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.



- buggy — a vehicle built, maintained, operated, and pushed by Carnegie Mellon students throughout the year in preparation for the races held in the first two days of Spring Carnival.
- 'Buggy' — commonly held name of the Sweepstakes Race and the sport in general
- bump and run — the technique of shoving a buggy and then running to catch up with it; most often used on hill 5. (see pushbar rule)
- capability test — braking system test held on the sidewalk between Warner Hall and the University Center. A buggy must be able to stop within a specified distance after reaching a minimum speed of 15 mph
- catcher — student who stops the buggy after crossing the finish line
- chairman — students who are in charge of an organization's buggy program
- 'the chute' — the tight, right-hand turn halfway through the course at the end of Schenley drive
- chute — member of an organization's team who stands on the course and signals to the drivers when to make their initial turn into the chute
- flagger — a test of each buggy's breaking system performed before each set of rolls and after each race.
- duct tape — traditionally a key component in buggy design and building
- follow car — a vehicle which follows the buggies in each heat containing judges and crew
- hills — term for the buggy course, divided into five sections, each with an individual pusher
- pushbar rule — the rule that states the Hill 5 pusher must have a hand on the buggy as it breaks the finish line at the top of the hill
- rollout — distance the buggy travels up Frew Street after coming down the chute before it slows down enough for the Hill 3 pusher to begin pushing it
- spinout — act of losing traction while going through the chute, resulting in a loss of control
- Sweepstakes — the official term for the races held during the Spring Carnival
- Sweepstakes Chair — the person who supervises Sweepstakes, including all freeroll practices, and all support activities, chairs the Sweepstakes Committee
- team — five pushers, one driver, and one buggy

Past Winners

Sweepstakes

2008

Men's Teams

Year	Team	Time	Year	Team	Time
1921	Iota Sigma Delta	4.38.00	1956	Alpha Tau Omega	2.25.00
1922	Sigma Alpha Epsilon	4.30.00	1957	Alpha Tau Omega	2.25.00
1923	Kappa Sigma	---	1958	Alpha Tau Omega	2.28.40
1924	Kappa Sigma	---	1959	Pi Kappa Alpha	2.29.70
1925	Kappa Sigma	---	1960	Alpha Tau Omega	2.34.50
1926	Pi Kappa Alpha	3.18.30			
1927	Kappa Sigma	3.15.80	1961	Alpha Tau Omega	---
1928	Kappa Sigma	3.04.40	1962	Alpha Tau Omega	2.27.50
1929	Phi Kappa	3.05.60	1963	Pi Kappa Alpha	2.34.00
1930	Beta Theta Pi	2.57.50	1964	Beta Theta Pi	2.31.50
			1965	Beta Theta Pi	2.28.70
1931	Delta Tau Delta	2.59.00	1966	Beta Theta Pi	2.27.80
1932	Beta Theta Pi	2.54.80	1967	Pi Kappa Alpha	2.24.80
1933	Beta Theta Pi	2.48.50	1968	Pi Kappa Alpha	2.20.90
1934	Kappa Sigma	2.49.70	1969	Beta Theta Pi	2.22.50
1935	Beta Theta Pi	2.47.20	1970	Pi Kappa Alpha	2.28.50
1936	Kappa Sigma	2.46.80			
1937	result unavailable	---	1971	Pi Kappa Alpha	2.26.40
1938	Kappa Sigma	2.43.00	1972	Phi Kappa Theta	2.24.00
1939	Kappa Sigma	2.44.00	1973	Phi Kappa Theta	2.23.00
1940	Kappa Sigma	2.53.00	1974	Sigma Nu	2.20.20
			1975	Pi Kappa Alpha	2.19.30
1941	Kappa Sigma	2.55.00	1976	Pi Kappa Alpha	2.23.30
1946	Delta Tau Delta	2.49.00	1977	Pi Kappa Alpha	2.17.80
1947	Delta Upsilon	---	1978	Beta Theta Pi	2.20.00
1948	Delta Tau Delta	2.48.00	1979	Beta Theta Pi	2.18.40
1949	Delta Tau Delta	2.42.50	1980	Pi Kappa Alpha	2.15.40
1950	Delta Tau Delta	2.41.80			
			1981	CIA	2.10.50
1951	Delta Tau Delta	2.41.60	1982	Sigma Nu	2.10.79
1952	Delta Tau Delta	2.36.00	1983	Pi Kappa Alpha	2.09.00
1953	Apha Tau Omega	2.30.55	1984	Pi Kappa Alpha	2.09.50
1954	Alpha Tau Omega	2.28.10	1985	Sigma Nu	2.10.09
1955	Alpha Tau Omega	2.26.00	1986	Pi Kappa Alpha	2.08.67

Women's Teams

Year	Team	Time	Year	Team	Time
1987	Spirit	2.11.32	1979	SDC	3.11.00
1988	Spirit	2.06.20	1980	CIA	3.06.30
1989	Spirit	2.06.57			
1990	Pi Kappa Alpha	2.07.05	1981	SDC	3.04.08
			1982	CIA	2.49.29
1991	Spirit	2.07.21	1983	CIA	2.46.50
1992	Spirit	2.07.01	1985	Pi Kappa Alpha	2.48.60
1993	Spirit	2.10.43	1985	CIA	2.45.33
1994	Pi Kappa Alpha	2.09.17	1986	Spirit	2.38.94
1995	Pi Kappa Alpha	2.09.98	1987	Spirit	2.37.34
1996	Pi Kappa Alpha	2.08.15	1988	Pi Kappa Alpha	2.37.70
1997	Spirit	2.11.88	1989	Spirit	2.35.70
1998	Spirit	2.09.07	1990	Pi Kappa Alpha	2.35.66
1999	Pi Kappa Alpha	2.09.72			
2000	Pi Kappa Alpha	2.06.71	1991	Pi Kappa Alpha	2.35.88
			1992	Spirit	2.33.52
2001	Fringe	2.09.07	1993	Pi Kappa Alpha	2.38.69
2002	Pi Kappa Alpha	2.09.19	1994	Pi Kappa Alpha	2.42.81
2003	Pi Kappa Alpha	2.10.10	1995	Spirit	2.33.03
2004	Pi Kappa Alpha	2.11.74	1996	Spirit	2.35.91
2005	Pi Kappa Alpha	2.07.87	1997	Spirit	2.37.78
2006	Pi Kappa Alpha	2.07.30	1998	Pi Kappa Alpha	2.43.28
2007	Pi Kappa Alpha	2.07.39	1999	Pi Kappa Alpha	2.45.92
			2000	SDC	2.35.79
			2001	Fringe	2.34.70
			2002	Pi Kappa Alpha	2.30.58
			2003	Fringe	2.44.81
			2004	Pi Kappa Alpha	2.29.83
			2005	Fringe	2.37.91
			2006	Pi Kappa Alpha	2.38.50
			2007	SDC	2.31.00

Past Sweepstakes Chairs

Thank you to the following past Sweepstakes Chairs

Year	Name	Year	Team
1965	Roger Powell	1999	Debby Keller
1966	Paul Magmuson	2000	Debby Keller
1967	Mike Smolens	2001	Scott Wabnitz
1968	---	2002	Scott Wabnitz
1969	Robert Gebbia	2003	Janice Golenbock
1970	Harold Herre	2004	Janice Golenbock
1971	Jeff LaRoche	2005	Sarah Player
1972	Jeff LaRoche	2006	Arnold Oh
1973	Don Dietrich	2007	Michael Rem
1974	Dary Turner	2008	Mizel Djukic
1975	Dave Kanner		
1976	Joan Bothwell		
1977	Mark Gardner		
1978	Gerd Beckmann		
1979	Marianne Dwyer		
1980	Janet Danek		
1981	May Salva		
1982	Elaine Andrysick		
1983	Sandy Ruscin		
1984	Nancy Burns		
1985	Luan Denny		
1986	Gretchen Von Grossman		
1987	Shawn Stufft		
1988	Gino Cosentino		
1989	Chris Hansen		
1990	Erica Levy		
1991	Ray Fratto		
1992	Alexis dePlanque		
1993	Alexis dePlanque		
1994	Demian Johnston		
1995	Pete Harlee		
1996	Greg Dupier		
1997	Fiona Bedford		
1998	Dani Barnard		

A History of Buggy

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 the 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 was 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 the mechanical dexterity, the rules required switching two wheels. Up the hill at Porter Hall (the Chute), the driver and the pusher were allowed to switch position 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 the design awards, with Delta Upsilon 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 team increased from one to four, and to five pushers three years later. In 1926, Preliminaries were moved to Friday with Final on Saturday, as it is done today. Frew Street was extended in 1928 and the buggy course became what it is now. This was also the first year that independent organizations were permitted to enter.

The 60 pound minimum weight rule was eliminated in the 1930's and the lane stripes were added to the course. Aluminium 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 need for aluminium. Post-World War II, we saw a new wave of buggy designs. The three-wheelers, bike tires, and low slug 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.

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 in 2004 by Pi Kappa Alpha with a time of 2:29.83 in Jackal. Also, Kappa Kappa Gamma became the first sorority to compete in Sweepstakes.

Last year we saw Pi Kappa Alpha extend their winning streak in Men's competition to six years. But with few practice rolls due to weather, this year's Sweepstakes is up for any organization's taking.



Sigma Nu's Toonville Trolley

Sweepstakes Committee

Sweepstakes

2008

Mizel Djukic
Sweepstakes Chair
Tepper, 2008

Nathaniel Gist
Assistant Chair

Holt Wilkins
Safety Chair
MCS, 2008

Melissa Lee
Design Co-Chair
MCS, 2009

Kristin Koslowski
Design Co-Chair
CFA, 2012

Anne Witchner
Advisor

Kaycee Palko
Advisor



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Sweepstakes Chair

Tales of

buggy

For years, I thought waking up early meant waking up in time to make it to a 9:30 class. In 2008, I have a whole new view. While most of our peers are celebrating the end of the week – every week – dozens of students stagger home late into the night in hopes of a few hours of sleep before the alarm goes off at 4 am. To put it into perspective, when the alarm goes off at 4 am, you can't stop by Starbucks to get a cup of coffee. Why on earth would any reasonable student do this?

It's called buggy fever. It's not listed on Web MD and no cures are known to man. You'll catch it quickly even with limited exposure. Its symptoms are hard to explain. During buggy season, there is an abundant feeling of excitement seething from every corner of campus. Hundreds of hours are put into construction, practice, design, and work to make buggy happen. Dozens of students risk their success in class to build a better buggy. Many give up sleep to get the perfect push and find the perfect line.

Maybe it's the thrill of driving head first through a sharp curve, 35 mph, 1 inch off the ground. Perhaps it's the anticipation of seeing your successful design maneuver the most rugged city streets in all of Pittsburgh. It could be the accomplishment in taking a tenth of a second off your time each time you push.

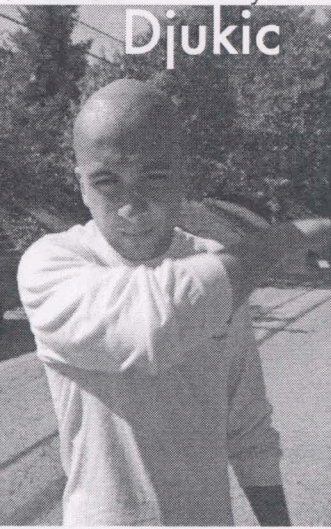
Ultimately, I think we do it for the feeling only felt on race day. It happens when the buggy has been in blackout for a few minutes on its way down the freeroll and all you can hope is that nothing has gone wrong. Your nerves are on edge in anticipation. Then you catch a glimpse of the pusher and eventually the buggy, as they both reach the crest of hill 4. It all seems to happen in slow motion. You feel a sense of relief that you've made it this far, but you quickly feel the rush of anxiety coarse through your body as you realize some of the most crucial seconds await. You can't help but watch and hope that waking early, pushing yourself every morning, and spending countless hours preparing have finally paid off.

"To conquer without risk it to triumph without glory."

- Pierre Corneille

Mizel

Djukic



My first introduction to buggy was about 5 years ago, I was interested in driving until I found out I was too tall, a first for me. Since then I've done just about everything else. I've been a pusher, a mechanic, a chairman, and now I'm the assistant sweepstakes chair. My responsibilities have changed over the years but my motivations have stayed the same. Buggy is a fascinating sport that blends multiple disciplines together, in a way rarely seen elsewhere. It is a sport where art, engineering, and athleticism, must all be taken into account. This dynamic is what keeps me coming back for more.

I have to say being in sweepstakes is different from being in an organization, but I think it really gives you the opportunity to appreciate the dedication and determination that everyone who participates in buggy shares. All in all I'm glad to have had the opportunity work with everyone to put this raceday together, and I can't think of a better way to end my buggy career.

Nathaniel

Gist



Safety Chair

Performance, reliability, and comfort. In deciding how to build a new buggy, these three things are addressed in that order. Keeping a strict schedule and a tight budget often means not being able to address all those points, and stopping after performance. Actually, looking inside all the buggies made me wonder if groups make them intentionally uncomfortable for the short drivers.

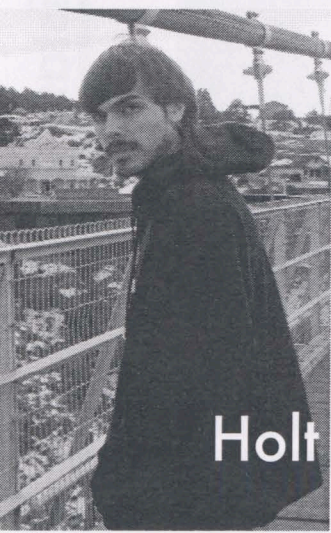
Buggies from each organization are all a bit different, but one thing that is universal is misrepresentation. Unintentionally, one organization's 'knowledge' about someone else's buggy will make it to my ears. Gossip is all this is, and I have to laugh at how sure they are of false information. Granted, some of this information is true, but most was passed down from others or 'seen' for themselves. Yet through the eyes of the Safety Chair all is known about the realm of buggies, and it was quite an experience and quite rewarding to be one of the very few (safety chairs) who know the truth.

During my time as Safety Chair, I have had a lot of fun, and many new experiences. One of the things that is interesting about buggy is how people that wouldn't ordinarily interact can get together to do something that is so time-demanding. To me, this was true as well.

Correctly matching driver names and faces was probably the hardest part though, as the majority of me seeing them was through a small windshield! On campus, it was nice to be able to recognize more faces on campus than I had before, even though all we had in common was buggy. More importantly than that, we are all part of (and suffer through) one of the most unique campus traditions.

buggy

Tales of



Holt

Wilkins

Perhaps it's going 35 mph headfirst on your stomach, or hearing the screams and cheers at the finish line that makes me love buggies so much. Perhaps it's the Consantino cups, the medals, the records, the victory. Maybe it's just the early 'psyche tape' mornings and late 'footage worthy' nights. It really could just be the excessive pampering from 50 fraternity boys (thanks, guys). Not until recently did I realize why buggies means so much to me, and it isn't the wins and trophies; it's the heart that goes into this competition. This is no ordinary race. Being on my team has helped me realize that victory is never handed to you; it is the product of hard work and perseverance. Mechanics, pushers, drivers and timers, work as a collective team for an entire year; for one day. Raceday. For two minutes of perfection. It is the realization that 'the margin of error is so small' and that talent shines through with practice that pushes us to our limits. It is the longing for making history, to have all that hard work turn into ever lasting glory. The kind of glory that lasts forever in your soul. Buggy is more than just a race, it's a test of character and heart.

"If you're not first, you're last"

- Ricky Bobby



Lee

Every Saturday and Sunday too many people get up at 5 in the morning to roll torpedo shaped objects around the course. At least this year, I think I finally understand why they do it each weekend. This year I got involved just enough to understand why alumni come back each year to see buggies get pushed up a hill, roll down another, and then back up to the finish.

Sure, I didn't have to get up every weekend, but I did a few times. Happy to say that I did wake up because I got to understand just what goes into making the whole buggy thing happen. I had no idea that some organization had to bag every parking meter, another had to build all the barricades, and others actually swept the road. This is for every day of rolls and I think its still unbelievable that it all works out.

Photographing buggies for the buggy book turned out to be numbingly cold. It took some real finger practice to get a decent photo of a buggy rolling with my little point and shoot camera. Keeping up with the buggy through the lens of my camera was the hardest part, but the best was watching sleepy pushers stumble to keep up and watch organizations laugh the whole morning. And in the end, I guess that's what makes buggy... well, buggy... and why people count down to carnival, because it was all the funny moments at times when you would rather be sleeping, that brings everyone together.



Kristin Koslowski

Design Co-Chairs

Driver's Tale

In school, I was always the shortest in my class. I suffer from moderate to severe claustrophobia. I get nervous even watching roller coasters, and riding them? Please, don't even ask. And sleep is my number one priority. Yet when I decided to come to CMU, I knew I wasn't going to pass up the chance to be a buggy driver. It goes against all logic, I know. But many might argue that our beloved obsession goes against all logic by nature.

So what is it about driving a buggy that is so appealing? What part of being outside at 4 a.m. in below freezing temperatures, getting stuffed in a tube and sent rocketing through hairpin turns despite limited sleep, mobility, and vision is fun? First of all, I think it's pride in our small size. I mean, where else are (insert your favorite homonym for "short") females highly sought after and treated like CMU royalty? I have stopped wishing for those two extra inches and in fact, at 5'2" feel like the tallest person in the room at drivers' meetings.

Needless to say, buggy has forced me to test my limits. I have never been a thrill seeker, yet the exhilaration of flying past the pond on a brisk morning as the sun is only starting to peek through the trees is beyond comparison. Watching the bewildered faces of joggers and bikers as I hurtle by makes me laugh out loud. And never before have I had such a strong desire to run over a squirrel with my buggy (j/k, PETA). I mean, really, those squirrels need to understand that their cuteness will not make me sacrifice my line.

Lastly, to quote one of my fellow drivers, it's all about "the glory". I think that for civility's sake we'd say that buggy isn't all about winning – but it is. What better story to tell your grandkids than about the day YOUR team won Sweepstakes? For me, Raceday is the best day of the year besides Christmas and April Fool's Day. The excitement in the air is electrifying and you swell up with pride knowing that you are part of one of our school's most famous traditions. All those early (or late, depending on your perspective) practices and hours of preparation seem worth all the trouble on Raceday. I mean, who needs sleep at this school, anyway?

I once equated building a buggy to giving birth. While I have never participated in the latter, I feel like I have intimate knowledge of the former, so using my best judgment I made the comparison.

This is my buggy.

It starts when you (and most likely someone else) decide you really want a buggy. So you throw the idea around and talk about the time commitment and what it would really mean to build a buggy.

There are many like it but this one is mine.

What will make this buggy different from other buggies? How can you improve on last year? What will make this one special? What will make it meaningful to you?

My buggy is my best friend. It is my life.

So you start to build and it consumes you. You build into the late hours of the night and into the early hours of the morning. You can't forget about your other buggies either though. You have to tune and repair them. Make them the best they can be, all while making this new one. You continue to build and as it starts to look more and more like a buggy, it becomes yours.

I must master it as I must master my life.

I am not just building a racing machine. This must hold someone. It must protect them if anything is to go wrong. I am building this not just for me, but also for my driver. I must take them into consideration with the highest importance as my buggy grows.

Without me, my buggy is useless.

These hands built this buggy, and the one before it. These are my buggies. I made them. When they roll through the chute and across the finish line I can point and exclaim, "Those are mine, I made them."

Without my buggy I am useless.

The race is now over. The buggies are put away for the summer. I sit and ponder. What could I have done better? What should I do now? So I get this idea.

I want to build a new buggy.

An Alumni Tale

Tales of
buggy

When we were at school and saw buggy alums come back to check out buggy, we viewed them with sympathy, because it seemed like they just couldn't get over it. One morning at spring freerolls, a guy came up to Matt who had been Beta's buggy chair in '70 or '71, which meant his fascination had survived for the entire time we'd been alive. He was pretty cool, actually, and they talked about the buggies' lines through the chute as they rolled by. Despite the fun conversation, the question hung out there, unasked and unanswered: "why would anyone keep coming back?"

As we return this year for what would be our 19th Sweepstakes races, we've become the objects of that very question, "Why do we keep coming back?" For many years it was the thrill of being a judge or a camera guy... helping out in the early morning with an extra set of eyes and hands...jumping out of the trucks at the finish line or to help at the scene of a spin-out...being the second or third person (or occasionally the only person) in the follow truck to ask, "do you have your extraction tools?" – something about reliving the thrill of raceday that only veterans of the sport can appreciate. Or maybe it was the satisfaction of giving the judges that "historical perspective" that might help them make a call one way or another. Perhaps it was simply a matter of being more than just another spectator and wanting to put our experiences to better use than just telling the guy next to us in the chute how it used to be, especially since he didn't even ask.

Except now it's been a few years since we've even done that – the last year we did raceday filming was 2005. So, it's more than just continuing to be a part of the show. There is a cadre of other alumni who keep coming back to be in the crowd as well. Heck, there are even alumni who show up at nearly every freeroll throughout the year!

We'd like to say that Buggy is a metaphor for life – something we could impart to you "young grasshoppers." But no one would buy it. In the end we think it comes down to this, which you probably know: for buggy enthusiasts, there are very few projects in your lives (past or future) in which you will invest such a high percentage of your energy, and the result of that effort makes an indelible mark on who you are (unlike the effect on your lung capacity of some of the solvents you utilize, which you may also feel in 15 years). It will call to you like the Sirens' song for years after you leave CMU. You'll come back too, to see what's different, to see what's stayed the same, and even to show your fiancée or your kids what this crazy thing called buggy is that you can't stop talking about 15 years after you graduate.

**Matt
Adler**

Safety Chair,
'92 and '93

and

**Chris
Stengel**

Asst. Chair,
'93



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Alpha Epsilon Pi

The

Organizations

Buggy Chair

Aaron Marks

Assistant Chairs

JB Feldman

Zachary Waldman

Head Mechanic

Ben Berkowitz

Buggies

Camo

Driver: Janice Chen

Zephyrus

Driver: Laura Burton

Mechanics

Sam Korman

Dave Lewis

Zack Waldman

Justin Winokur

Pushers

David Andrews

Joel Feinstein

JB Feldman

Max Hutchinson

Sam Korman

Dave Lewis

Keith Menchin

Aaron Mintz

Robbie Voigtmann

Sam Ziegler



GLaDOS

Vincent Zeng

Cake Recipe Core

Erin Gantz

Morality Core

Andrew McGuier

Curiosity Core

Alex May

Turrets

Paul Desiderio
Sean Kelly
Mark Levine
Simon Markowski
Ben Matzke
Chris May
Storm Walden
Natty Zaharia

Portal Guns

Erin Gantz
Trevor Burns

Blue Portals

Trevor Burns
Kevin Costello
Tyler Diller
Mark Fields
Kelton Finch
Sean Gilroy
Greg Hanneman
Matt Maurice
Andrew McGuier
Lucas Pehush
Dan Sibley
Ian Voysey

Orange Portals

Reiko Baugham
Erin Gantz
Danielle Head
Sarah Marks
Natalie Straight

Chell

#15

The Computer's Friend

eeyan

Weighted Storage Cubes

Firebird
Mirage
Conquest

Weighted Companion Cubes

Annee Bacha
Tiffany Barth
Amy Donovan
Annemarie Malbon
Maria Tartaglia
Lena Yoo

Credits Page

Frank 'n Lou

Brennan Webmasterforlife Sellner

Aunt Aileen and Uncle Justin

Aiton Goldman

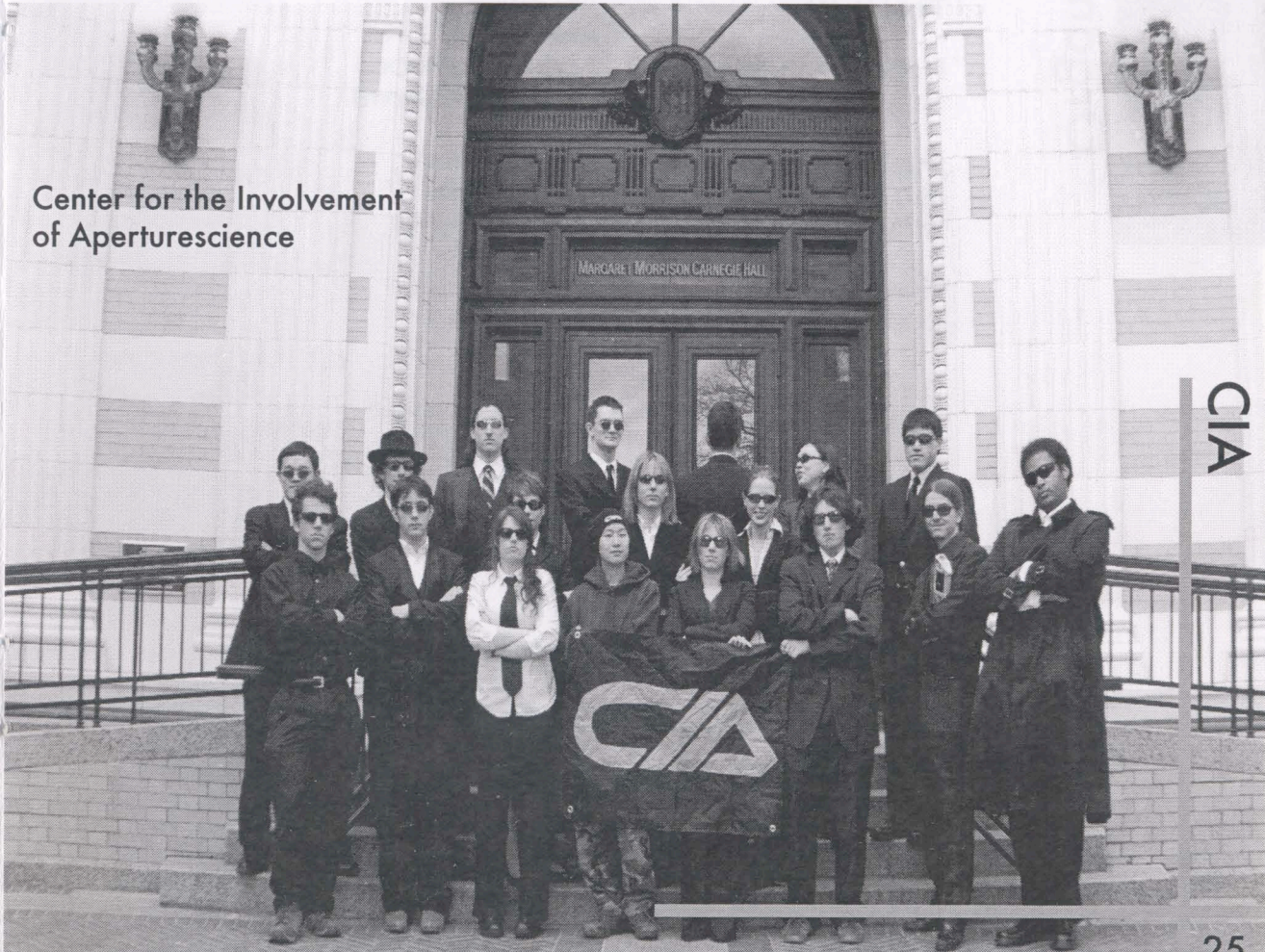
Olive Stohlman

Shafeeq Sinnamohideen

Roach

Wes-oneers

Center for the Involvement
of Aperturescience



CIA

Fringe

The Organizations

Chairman

Tim Havlat

Head Mechanic

Graydon Loar

Push Captains

Eric Blood

Kelly Lacey

Head Driver

Lindsey Bernier

Drivers

Brittanie Wine

Janice Weinberg

Jessica Thurston

Buggies

Bristol

Banyan

Bantam

Blizzard

Brazen

Pushers

Ali Oppelt

Ana Flores

Andrew Campbell

Barbara Matthews

Barnabey

Dan Benjamin

Grant Cobb

Jen Summerhill

Jimmy Chow

Lauren Giesey

Marshall Roy

Matt Kuhn

Matt Tsau

Mike Niedzwiecki

Nicole Rappin

Binge

Adam Zewe

Brad Yates

Aleksey Tigay

Andrew Lovrovich Dave

Babcock

Doug Facemyer

Derek Wisnieski

Jimmy Harvey

Stanley Onyimba

Mechanics

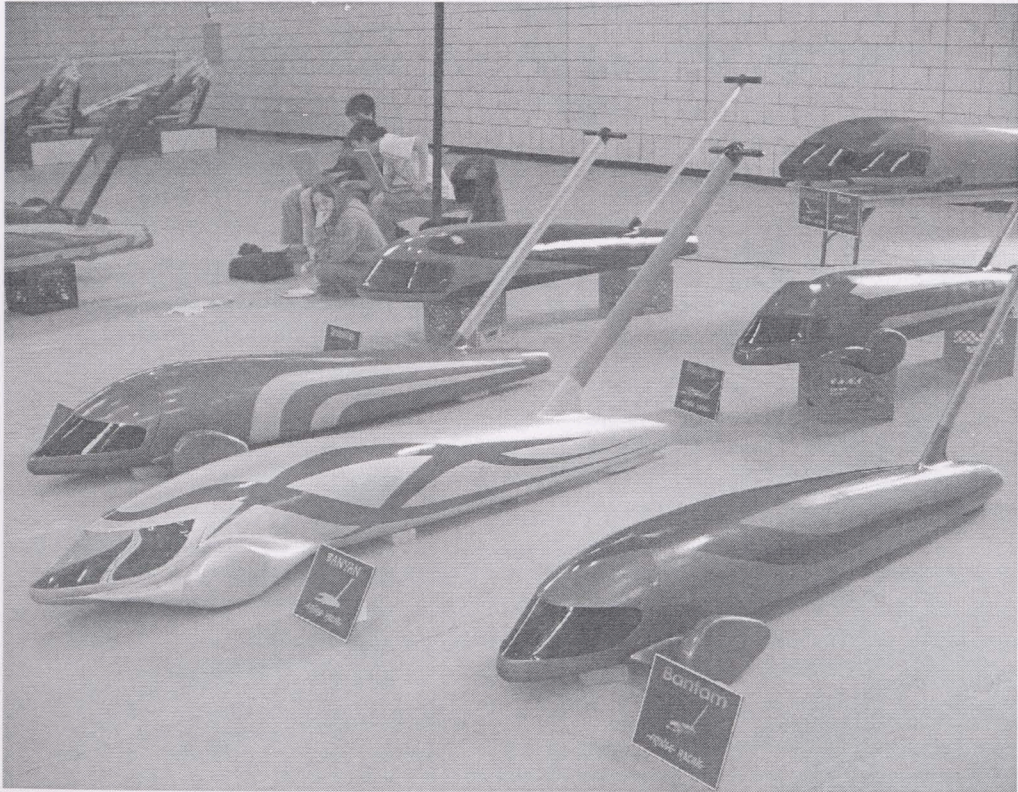
Amanda Diienno
Andrew Hundt
Eric Blood
George Baramidze
Jessica Thurston
Jimmy Chow
Kevin Kassing
Nick Wren
Steven Oetjen
Thomas Leppingwell
Tim Havlat

Special Thanks To

John
Revo
Sam
Tommy
John
Steve
Shaleya
Vanderwall

No Thanks To

Pittsburgh Weather
TED
Arbitrary Anonymous Votes
Escort
Potholes
Dunkin Donuts



Kappa Delta Rho

The Organizations

Teh_winz

Brad Henderson
Ronell "7hr33 1n d4 571nk" Auld
Eric "Fammered" Couphos
Sean "the Landlord" Moorman
Josh "HGH" Chen
Alex "Apple Muff" Timmons
Brett "Tiger" Cannaday
Adam "Brazzers" Klein
Nick "Underdog" Burkholder
Jon "Dera" Licht
Chris Van Bell
Jeff "Brown-eye" Dahlen
Matt Bonakdarpour
Y00dy "JV" Lew

Seekers

Torrie " > (insert name here)" Pagos
Sarah "WTF is a stop flag?" Suhan
Alice "Rook" Basin

Red Team

Bruno "Luke"
Ray "Wedge" Barsa

Pr0z

Ryan "It's not Up-Syndrome" Walsh
Brian "Legshot" Pollack
Larry "the Postmaster" Gordin
Mike "8% of kids do it" Ricci

Teh_winzesses

Sara "Swingin' " Wingen
Kate "Wrecking Ball" Smith
Abby Morrell
Jess Howard
Amanda Rose
Lizzie Haldane
Betty Mbom
Carrie Kmetzo
Kendal Fowler
Kathryn Fowler
Isabel Gardocki
Jessica Meng

N00bz

JT
United Parcel Services
Gryffindor
Pale Horse
PETA

Gratz

Neil
Adam "PaleHorse" McCue
Justin "Dobby" Dawber
Glenos
Tommy K
Shake and Bake



Chair

Shark Merry

Driver

Jessie Kaercher

Assistant Chairs

Fieval

Lurch

Mechanics

Jo Jo

Rhees

McUgly

Pushers:

Hanna

DJ DK

Dhruv

Con Con

Chris Yellow

Taylor

Other Contributors

James B. Beam

Wook

Bash

Das

Doof

Simone

BBush

Sniggles



Pi Kappa Alpha

The

Organizations



**“Black is the fastest color.”
-Unknown Pike**

Chairmen

Shane McGuire
Adam Haag

Drivers

Olivia Ostrand
Melissa Lee
Diane Lee

FOAD's

Nick Basso
Zack Welch
Kayhan Amadi
Craig Cramer
Yulian Fedulov
John McGraw
Nick Selman
Chris Franzi
Sean Sechrist
Joey Raudabaugh
Matt Tembo

Timers

Drew Davis
Sundar Swaminathan
Paul Kim
Ryan Kang
Justin Lachesky
Nitin Kabra

Women Pushers

Nadine Lippa
Melissa Bartel
Sarah Prozeller
Whitney Ladzick
Caroline Danka
Michelle Ganbaum
Adriane Pajer
Katy Olesnavage

Men Pushers

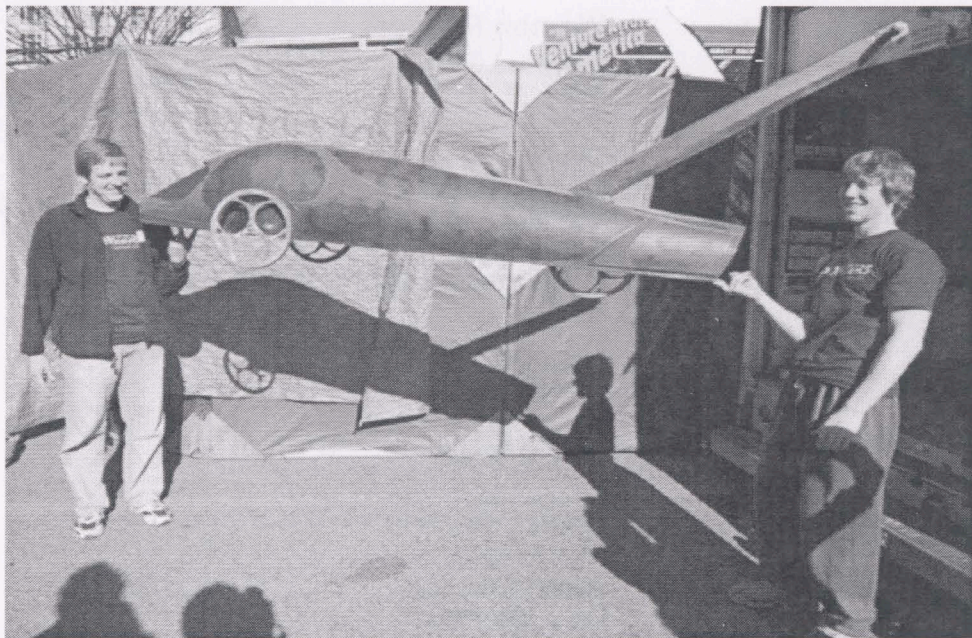
Chris Donelan
Basil Carr
Nick Selman
Lawrence Sheih
Linden Vaughn
Nick Basso
Justin Granger
Ben Johnston
Zack Smith
Zack Welch
John Yates
Matt Tembo
Joey Raudabaugh
Vladimir Kostek
Marcel Christian

Special Thanks

FOAD Alumni
Bruce Cloutier
Tom Wood
Alex Cresman (Logo)
Cihan Kadipasaoglu (Psych Tape)
Mizel Djukic
Konstantine Sykulev

Pioneers

The Organizations



PIONEERS

Chairmen/Head Mechanic

Wes Morrill

Buggys

Keres

Quicksilver

Chaos

Pushers

Akshat Gupta

Alvin Fong

Angela Jiang

Ashleigh Molz

Cassie Li

Chris Bondoc

Dan Cox

Evan Osheroff

Hilary McWilliams

Jared Luxenberg

Jim Grasmeder

Jordan Bartlow

Justin Hatchett

Lucy Li

Luther Patenge

Mike Condon

Ross Kukulinski

Roy Concepcion

Ryan Conaghan

Ryan Handerham

Tim Miller (Iron Man Exhibition)

Wes Morrill

Drivers

Cassie Li

Hannah Rosenblum

Lucy Li

Nick Jones



Pioneers would like to thank Kappa Sigma for their help this year, and wish them the best of luck starting their buggy program next year.

Student Dormitory Council

The Organizations

Chair

Jeremy Tuttle

Buggies

Envy

Psychosis

Addiction

Rage

Drivers

Michelle Mirabella, Head Driver

Siwon Choi

Kathy Regan

Jessica Wong

Dawn Wang

Mechanics

Alberto Morales, Head Mechanic

Alex Keene

Alex Long

Akshay Jayaram

David Fortner

Ian Price

Jeremy Tuttle

Jon Goettler

Krystina Teoh

Kevin Guo

Terry Brown

Male Pushers

Ryan Keitzer, Push Captain

Evan Stade, Push Captain

Joe States, Push Captain

Adam Borochoff

Andrew Althouse

Andrew Moore

Andy Stochetti

Angel Gonzalez

Brandon Van Tassel

Brian Granger

Chris DeFrancesco

Devin Murray

Doug Robl

Edward Burns

Hyun Kim

Jim Sands

Jon Brown

Jon Scholl

Kyle Neblett

Kun Qian

Luke Benedict

Mathew Hartje

Mike Shedlosky

Nelson Cheung

Nick Grego

Shi Weng Chung

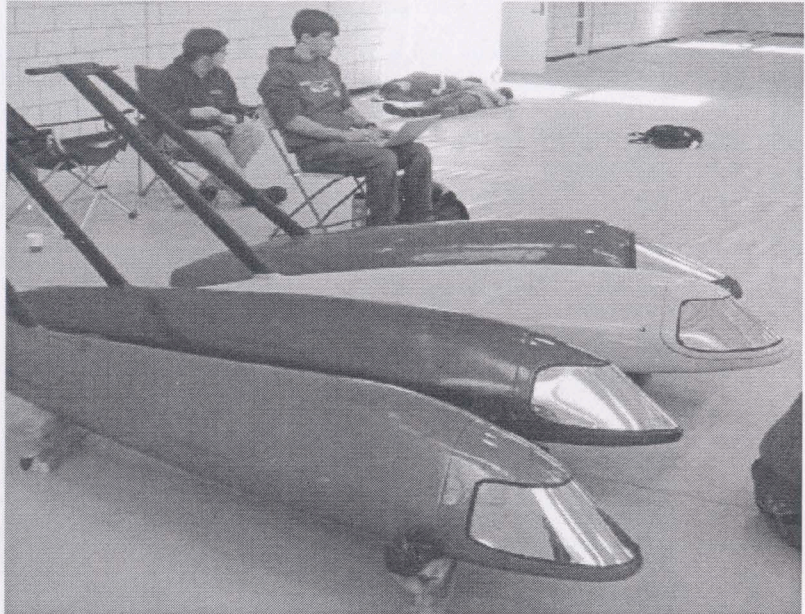
Trent Sisson



**“Psychosis is away...
Psychosis is away...
Psychosis is awaaayyy...”**

Female Pushers

Mary Ashe, Push Captain
Abigail Branch
Christie Adams
Christine de Briffault
Ishita Kapur
Jane JeeSoo Sun
Jessica Brackin
Julie Ng
Katie Bastine
Laura Steidél
Leigh Fortenberry
Macy Goh
Natalie Weir
Nicole Tseng
Reva Street
Sarah DeWath
Sojung Lindsey Lee



Special thanks

Fith, POFC, Jana, Matt, Josh Ayers, The Skunk, Nut, Hoss, Mira, Nat, Skillet, Nick, The Duck , Russ, Vic, 90, Drew, Orzalli, The Man, Benny, The Bent, The Thomases, Duc Nguyen, 1i, Crash, Mandelbaum, Kurt, Sensitive Ponytail Guy, Rowshan, Slow, All Alumni; SDC Genbody and David; Sweepstakes; All friends, fans, and supporters.

Sigma Phi Epsilon

The Organizations



Chairman

Jared Itkowitz

Head Mechanics

Joel Bergstein
Peter Edge

Mechanics

Andy Strat
Chris Chaffee
Fritz Langford

Buggies

Messiah
Pandora
Enigma

Drivers

Rhoni Rakos
Robin Lazrus
Belle Peng

Operations Chair

Trevor Torigoe

Pushers

Ryan Swick
Ashton Thomas
Andy Weist
Colin Marks
Josh Debner
Josh Grossman
OrenWright
Chris Chaffee
Sam Kriegler
Chris Eldred
Nick Ferrell
Kevin Woo
Andy Strat
Eric Chang
Brandon Wirakesuma
Adam Knowlton
Mark Ritterhoff
Damian Valdes
Zach Beatty
Carl Misitano
Vivake Prasad

Special Thanks to

Colin Sternhell
Dan Parry
Chase Midler
Vishesh Nandedkar

Sigma Nu

The Organizations

¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼
Posh Spice
Queen Zee

Chickens

54123
Fatty McMudduck
Tent Pitcher
Bird Bath
Pongopygmaeus hyperplasia
Tricophytonrubrum
Otto "Touch my" Kuter-Arnabeck
The Survivor
Toobierkwear

Little Peeps

Tiffany Chan
Charley Fitzgerald
Lauren Taglieri

Pitchers

Hidekeeeey Masczschoooooey
Rearendng
Sir Barnabus Stenson
Double Stuff?? (he's offended)
Sloppy Seconds
Sure don't
The Count
Hoarse Whisperer
Mantequillas
Fleshlight
Tee-ball Pitcher
Can I have some?
Tom "Phöc-ken" Cherry
Mudduckling

Mudduckling
Still a Featherweight
Faking an Injury
Marathon Argument
Phil "and chug" McCrackin
Angry Drunk
John "Obvious nickname"
Boney

Catchers

Half Quota
Miss Janet
wtf... she != azn...?
D-crew
Izzy's real father
Other half

The Biggest Contributors

Hand draft ;-)
Charles in charge
Dick Van
wtf... i r != azn...?
Spags
Novak's inbreed
Hey... mine's eight
I ♣ baby pandas
Afro Sheen
Oreo

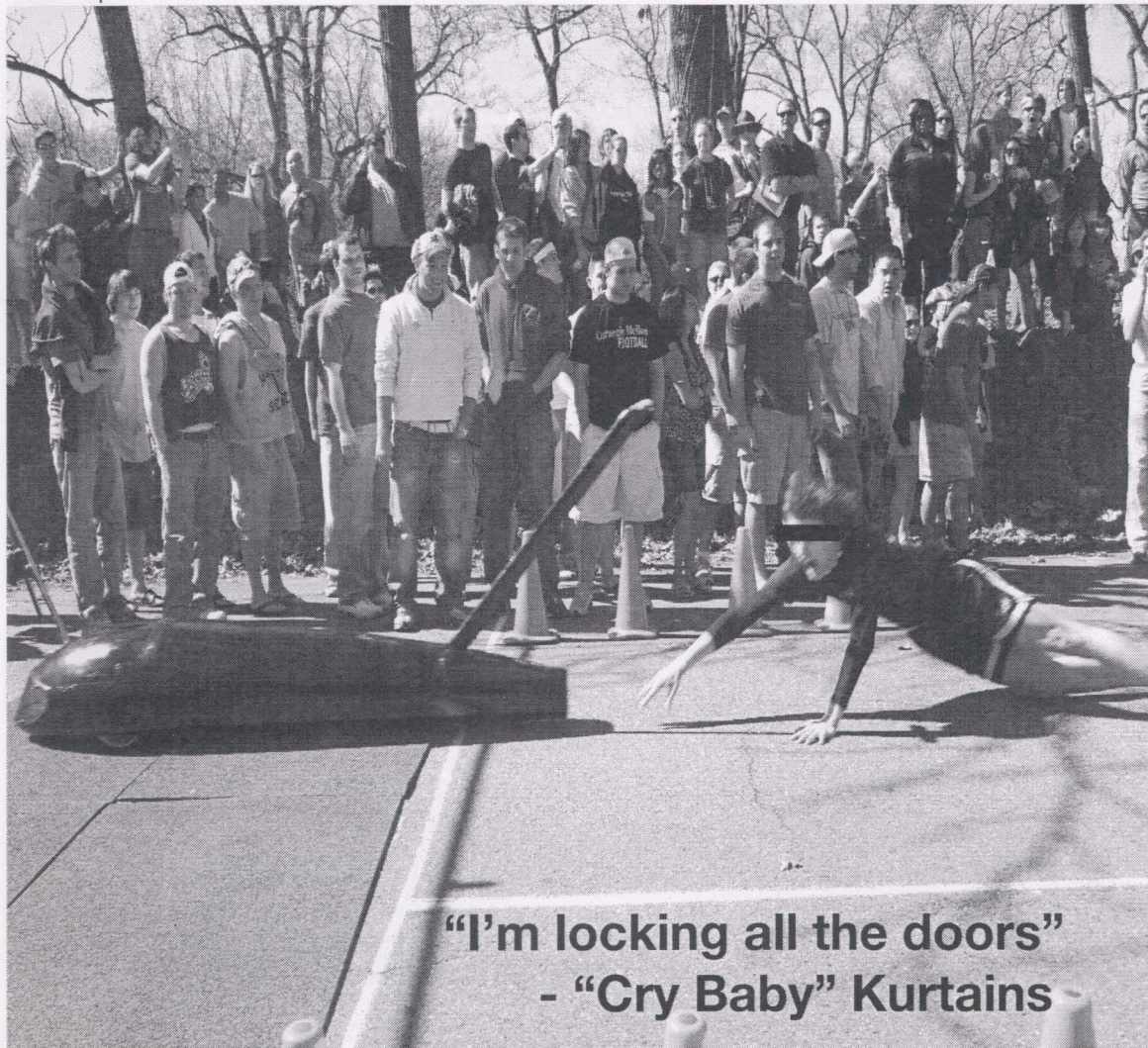
Special thanks to

The 4th year hermit
Walt Barie
Mark Estes
Duane Delaney
John Hahn
Larry Heimendinger
Bruce Dale

Continued thanks to
Bryant "the pushbar" Magnien
The Korean army's beverage
specialist

Joisey
2 girls, 1 cup
Skinny Natty
Jour Hadique

Black
Black Black
Blacker than Black
What's your 20? We're 10-99.



**"I'm locking all the doors"
- "Cry Baby" Kurtains**

Sigma Nu

Spirit

The Organizations

HMFICs-NFJ

Cherlisa Tarpeh
Becky Armady
Paul Jones Jr. – HMFIC-IT

Mechanics

Mario Escalante
Neha Padhi
Sophia Woodley
David Torres
Patrick Gallimore
Kory McDonald
Francisco Santiago

Drivers

Shauna Ormon
Megan Nisargand
Najat Amaker-Nelson
Babyzilla F.

Push Captain

Olusheun Ogunsunlade

SBM

Candice Lawrence
Neil Ngondi
Sean McMillan
Luther Young

Men's Pushers

Bobby Jones
Dorian Redman
Paul Jones Jr.
Olusheun Ogunsunlade
Aaron James Harris
Jaleni Thompson
Brandon Tyson
Evol Reid
Chris Loncke
Danelson Rosa
Patrick Gallimore
Kyle Campbell
Kaml Ibrahim
Terrence Copney
Akil Simon
Kory McDonald

Women's Pushers

Becky Armady
Shauna Ormon
Chisom Amaechi
Sobie Maduka
Kristine McPherson
Allison Wolf
Jillian Turner-Evans
Tehana Weeks
Bahati Mutisiya
Destiny Ridguard
Candice Lawrence

**SAM, Thanks for
your support.**

WAVE Robin Club



Spirit Racing Systems



The Return of the Tribe

Spirit

Sweepstakes

2008

W3Vc Radio Club

“...Chute, Clear.”
“...QSL, Chute.”

Sweepstakes

2008

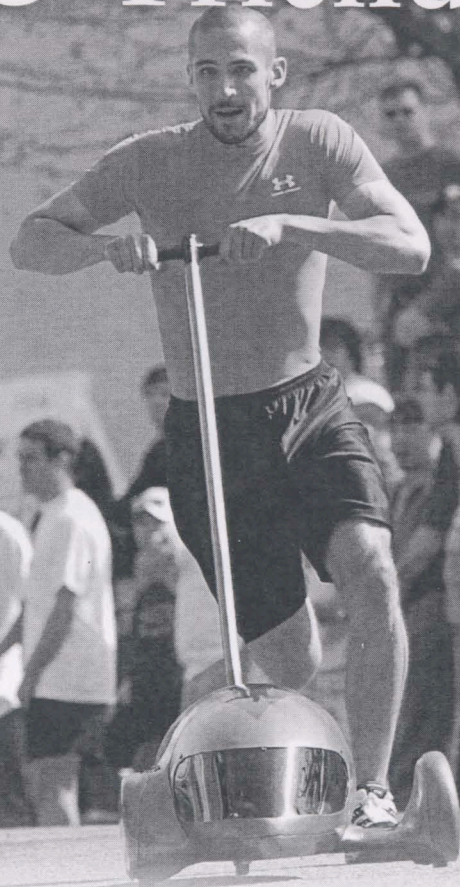
Toyota



TOYOTA
moving forward

Welcome Alumni, Students & Friends!

Be sure to stop by the Alumni Association Welcome Areas either at Frew Street (Buggy finish line) or on Midway to register, grab your class pin, and pick up your reunion souvenir.



GOOD LUCK TO ALL TEAMS!

Carnegie Mellon.
ALUMNI

Sweepstakes would like to thank:

Anne Witchner
Campus EMS
Campus Police
City EMS
FMS
Kaycee Palko
Mark Courtney
Mayor's Office
Phipps Conservatory
Radio Club
Schenley Visitor's Center
Spring Carnival Committee
Student Senate
Tepper School of Business
Toyota
WRCT
Adam Glenos
The Office of Alumni Relations

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

Schedule of Events

Thursday, April 17

10 am - 2 pm	Buggy Design Competition	Weigand Gym
3 pm	Midway Opening Ceremony	
3 - 7 pm	Alumni Association Welcome Tent	Midway Tent
3:30 pm	Kiltie Band Concert	
8 pm	AB Concert featuring The Roots	CFA Lawn
9 - 11 pm	"Look Who's Here Party"	the PHI

Friday, April 18

8 am - Noon	Sweepstakes Races	Schenley Park
11 am - 11 pm	Midway	Morewood Parking
11 am - 1 pm	All Campus Barbeque	
1 - 2:30 pm	A History of Buggy, by Tom Wood	
3 pm	Scotch N' Soda Theatre	Rangos, UC
8:10 pm	AB Comedy Show	

Saturday, April 19

8 am - Noon	Sweepstakes Races	Schenley Park
5:30 - 6:15 pm	Awards Ceremony	Midway
9:30 pm	Spring Carnival Fireworks	

"...Chute, Clear."

Panther

KB3OAS

KB3PNN

Westinghouse

KB3NFB

KC2MHT

Monument

KI4MAD

KB3LYV

Net Control

KG4QXK

KI4IXD

Chute

AA1YR

KB3ESX

Finish

NH7TV

KD0ASE

Shadows

KB3KQM

KE5I0Q

Scaife

AB3CI

KI4MRU

Start

NK1B

NN3H

W3VC

Carnegie Tech Radio Club

"...QSL, Chute."

W3Vc Radio Club

TOYOTA

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is a proud sponsor of Carnegie Mellon University's Sweepstakes 2008.

Presenting the 2008 Motor Trend Truck of the Year



2008 Toyota Tundra
The Official Lead and Follow Truck of Sweepstakes 2008

Check out opportunities with our team at <http://www.toyota.com/jobs>

Toyota