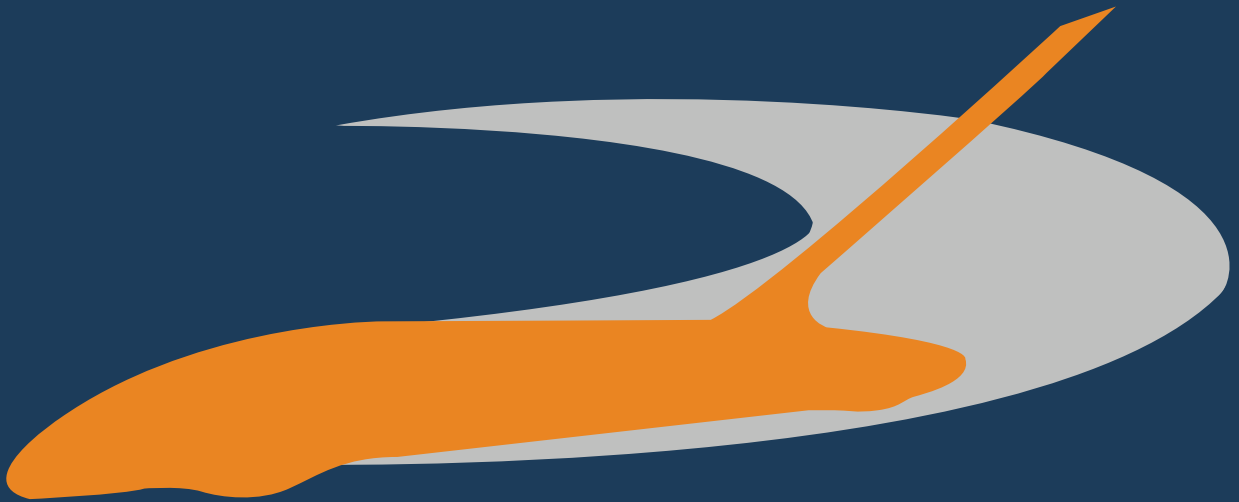


SWEEPSTAKES 2008-2009



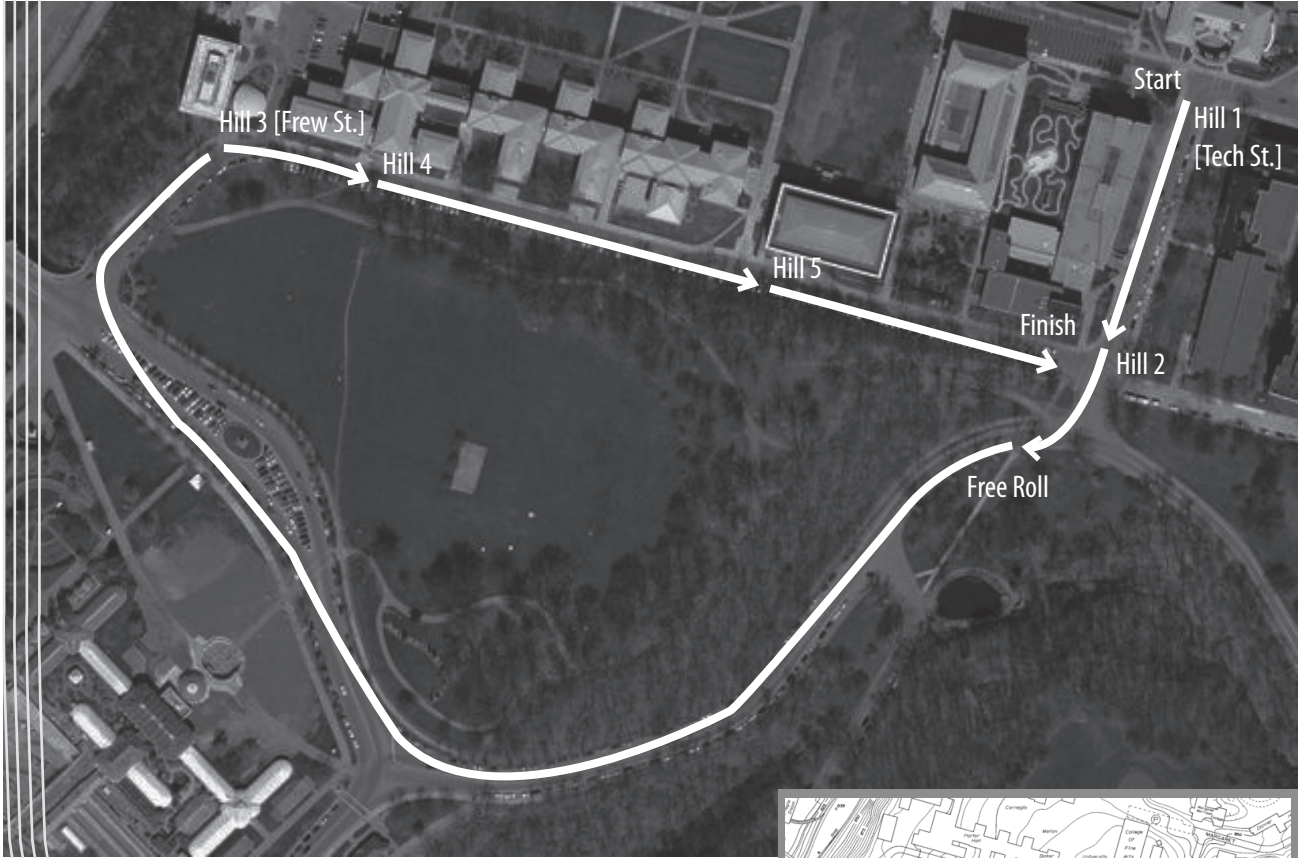


Left to right: Delta Upsilon's Underslung, Alpha Tau Omega's Andy 2, Beta's Theta Pi's metal buggy coming over the crest of Hill 2, 1964

Table of Contents

The Course	4
Buggy Terms	5
History of Buggy	6
Past Winners	8
Past Sweepstakes Chairmen	10
Sweepstakes Committee	11
Tales of Buggy	12
The Organizations	21
Alpha Epsilon Pi	22
Beta Theta Pi	24
CIA	26
Fringe	28
Kappa Delta Rho	30
Phi Kappa Theta	32
Pi Kappa Alpha	34
Pioneers	46
Sigma Alpha Epsilon	48
Sigma Phi Epsilon	40
Sigma Nu	42
Spirit	44
Student Dormitory Council	46
W3VC	48
Buggy Alumni Association	50
Spring Rolls Photos	52
Sponsors	54
Thanks and Photo Credits	55
Schedule of Events	Back Cover

The Course



Buggy Terms

buggy	a vehicle built, maintained, operated, and pushed by Carnegie Mellon students throughout the year in preparation for the races held during 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 (also see pushbar rule)
capability test (capes)	braking system test held on the sidewalk between Purnell and the University Center, in which 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	student(s) in charge of individual organization's buggy program
chute	the tight right-hand turn halfway through the course at the intersection of Schenley Drive and Frew Street
chute flagger	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
drop test	a test of each buggy's braking system performed before rolls and after each race
duct tape	traditionally, a key building component of building and maintaining buggies
follow car	a vehicle that follows the buggies in each heat containing judges and crew
hills	slang term for the buggy course, divided into five sections, each with an individual pusher
pushbar rule	the rule that states that 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 through 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 buggy races held during 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



History of Buggy

Unique to Carnegie Mellon University, Sweepstakes, more commonly referred to as Buggy, began in 1920. Over its 89-year history, Buggy has evolved in terms of its participants, its impact upon engineering design, and its mark on the Carnegie Mellon community.

The Buggy races of 1920 featured several marked differences to the Buggy of 2009. Part of Campus Week, a predecessor to Carnival, Buggy took place on a course that cut through the Cut on campus. Twelve boxy vehicles took part in the first race, during which pushers jumped on the back of the vehicle as it engaged in the freeroll portion, later switching with the driver during the race. The races of the early 1920s also included a pit stop in which two wheels were required to be switched out to demonstrate the team's mechanical prowess.

Buggy became a reflection of cutting-edge materials science and mechanical engineering advancements as early as the 1930s. At the beginning of the decade, Beta Theta Pi broke the 3-minute barrier by incorporating aluminum, an advanced aerospace product at the time, into the design of its vehicle. This material, which featured a relatively high strength-to-weight ratio, has been mostly replaced in today's buggies by such composite materials as fiberglass and carbon fiber.

It was also in the 1930s, and into following decades, that Buggy became increasingly reflective of current trends in soapbox derby, which started in 1934. Old derby cars and similarly modeled buggies were entered in the competition, and throughout the history of the sport, derby wheels have been used in Sweepstakes.

Following World War II, during which Buggy was on a hiatus due to a shortage of such cutting-edge materials as aluminum and early composites, new designs emerged. Buggies largely influenced by the wedge- and torpedo-shaped buggies of soapbox derby began to dominate, and in the 1950s, brakes became mandatory and the prone position buggy was introduced on the course.

History of Buggy

In 1988, Sweepstakes required all buggies to have at least three wheels. It was the same year that Spirit, an independent organization, set the course record of 2:06.20 on a cold, snowy morning, a record that stood for 20 years in a sport largely dominated by fraternities throughout its history.

Last year, both the men's and women's records were usurped. Pi Kappa Alpha set the new men's record at 2:04.35 with Chimera, a buggy built in the same year and driven by Melissa Lee (MCS 2009). Student Dormitory Council set the women's record at 2:28.84 with Psychosis, a buggy built in 2003 and driven by Michelle Mirabella (H&SS 2010).

The buggies set to race in 2009 are lighter, more aerodynamic, and complexly engineered than ever before. With several teams consistently competing below 2:10.00, this year's races are guaranteed to be close, with the winning team likely being that which features the strongest union of fast pushers, well-trained drivers, and streamlined buggies. May the best team win.



CIA's Women's A Team buggy, Black Magic, being carried by the Men's A Team, 1983.

Past Winners [Mens Teams]

<i>Year</i>	<i>Team</i>	<i>Time</i>	<i>Year</i>	<i>Team</i>	<i>Time</i>	<i>Year</i>	<i>Team</i>	<i>Time</i>
1921	Iota Sigma Delta	4.38.00	1951	Delta Tau Delta	2.41.60	1981	CIA	2.10.50
1922	Sigma Alpha Epsilon	4.30.00	1952	Delta Tau Delta	2.36.00	1982	Sigma Nu	2.10.79
1923	Kappa Sigma	--	1953	Alpha Tau Omega	2.30.55	1983	Pi Kappa Alpha	2.09.00
1924	Kappa Sigma	--	1954	Alpha Tau Omega	2.28.10	1984	Pi Kappa Alpha	2.09.50
1925	Kappa Sigma	--	1955	Alpha Tau Omega	2.26.00	1985	Sigma Nu	2.10.09
1926	Pi Kappa Alpha	3.18.30	1956	Alpha Tau Omega	2.25.00	1986	Pi Kappa Alpha	2.08.67
1927	Kappa Sigma	3.15.80	1957	Alpha Tau Omega	2.25.00	1987	Spirit	2.11.32
1928	Kappa Sigma	3.04.40	1958	Alpha Tau Omega	2.28.40	1988	Spirit	2.06.20
1929	Phi Kappa	3.05.60	1959	Pi Kappa Alpha	2.29.70	1989	Spirit	2.06.57
1930	Beta Theta Pi	2.57.50	1960	Alpha Tau Omega	2.34.50	1990	Pi Kappa Alpha	2.07.05
1931	Delta Tau Delta	2.59.00	1961	Alpha Tau Omega	--	1991	Spirit	2.07.21
1932	Beta Theta Pi	2.54.80	1962	Alpha Tau Omega	2.27.50	1992	Spirit	2.01.01
1933	Beta Theta Pi	2.48.50	1963	Pi Kappa Alpha	2.34.00	1993	Spirit	2.10.43
1934	Kappa Sigma	2.49.70	1964	Beta Theta Pi	2.31.50	1994	Pi Kappa Alpha	2.09.17
1935	Beta Theta Pi	2.47.20	1965	Beta Theta Pi	2.28.70	1995	Pi Kappa Alpha	2.09.98
1936	Kappa Sigma	2.46.80	1966	Beta Theta Pi	2.37.80	1996	Pi Kappa Alpha	2.08.15
1937	Result Unavailable	--	1967	Pi Kappa Alpha	2.24.80	1997	Spirit	2.11.88
1938	Kappa Sigma	2.43.00	1968	Pi Kappa Alpha	2.20.90	1998	Spirit	2.09.07
1939	Kappa Sigma	2.44.00	1969	Beta Theta Pi	2.22.50	1999	Pi Kappa Alpha	2.09.72
1940	Kappa Sigma	2.53.00	1970	Pi Kappa Alpha	2.28.50	2000	Pi Kappa Alpha	2.06.71
1941	Kappa Sigma	2.55.00	1971	Pi Kappa Alpha	2.26.40	2001	Fringe	2.09.07
1942	--	--	1972	Phi Kappa Theta	2.24.00	2002	Pi Kappa Alpha	2.09.19
1943	--	--	1973	Phi Kappa Theta	2.23.00	2003	Pi Kappa Alpha	2.10.10
1944	--	--	1974	Sigma Nu	2.20.20	2004	Pi Kappa Alpha	2.11.74
1945	--	--	1975	Pi Kappa Alpha	2.19.30	2005	Pi Kappa Alpha	2.07.87
1946	Delta Tau Delta	2.49.00	1976	Pi Kappa Alpha	2.23.20	2006	Pi Kappa Alpha	2.07.30
1947	Delta Upsilon	--	1977	Pi Kappa Alpha	2.17.80	2007	Pi Kappa Alpha	2.07.39
1948	Delta Tau Delta	2.48.00	1978	Beta Theta Pi	2.20.00	2008	Pi Kappa Alpha	2.04.35
1949	Delta Tau Delta	2.42.50	1979	Beta Theta Pi	2.18.40			
1950	Delta Tau Delta	2.41.80	1980	Pi Kappa Alpha	2.15.40			

Past Winners [Women's Teams]

<i>Year</i>	<i>Team</i>	<i>Time</i>
1979	SDC	3.11.00
1980	CIA	3.06.30
1981	SDC	3.04.08
1982	CIA	2.49.29
1983	CIA	2.46.50
1984	Pi Kappa Alpha	2.48.60
1985	CIA	2.45.33
1986	Spirit	2.38.94
1987	Spirit	2.37.34
1988	Pi Kappa Alpha	2.37.70
1989	Spirit	2.35.70
1990	Pi Kappa Alpha	2.35.66
1991	Pi Kappa Alpha	2.35.88
1992	Spirit	2.33.52
1993	Pi Kappa Alpha	2.38.69
1994	Pi Kappa Alpha	2.42.81
1995	Spirit	2.33.03
1996	Spirit	2.35.91
1997	Spirit	2.37.78
1998	Pi Kappa Alpha	2.43.28
1999	Pi Kappa Alpha	2.45.92
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
2008	SDC	2.28.84



Jess Woods, Pi Kappa Alpha, pushing Hill 5, 2007

Past Chairmen

Thank you to the following past chairs:

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

Sweepstakes Committee

Andrew Hundt

Sweepstakes Chairman
SCS 2009

Sundar Swaminathan

Assistant Chairman
Tepper 2010

Seth Rosenblum

Safety Chairman
CIT 2009

Melissa Lee

Design Chair
MCS 2009

Jessica Thurston

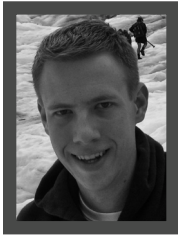
Buggy Book and PR Chair
CFA 2009

Kaycee Palko

Advisor



From the Chairman



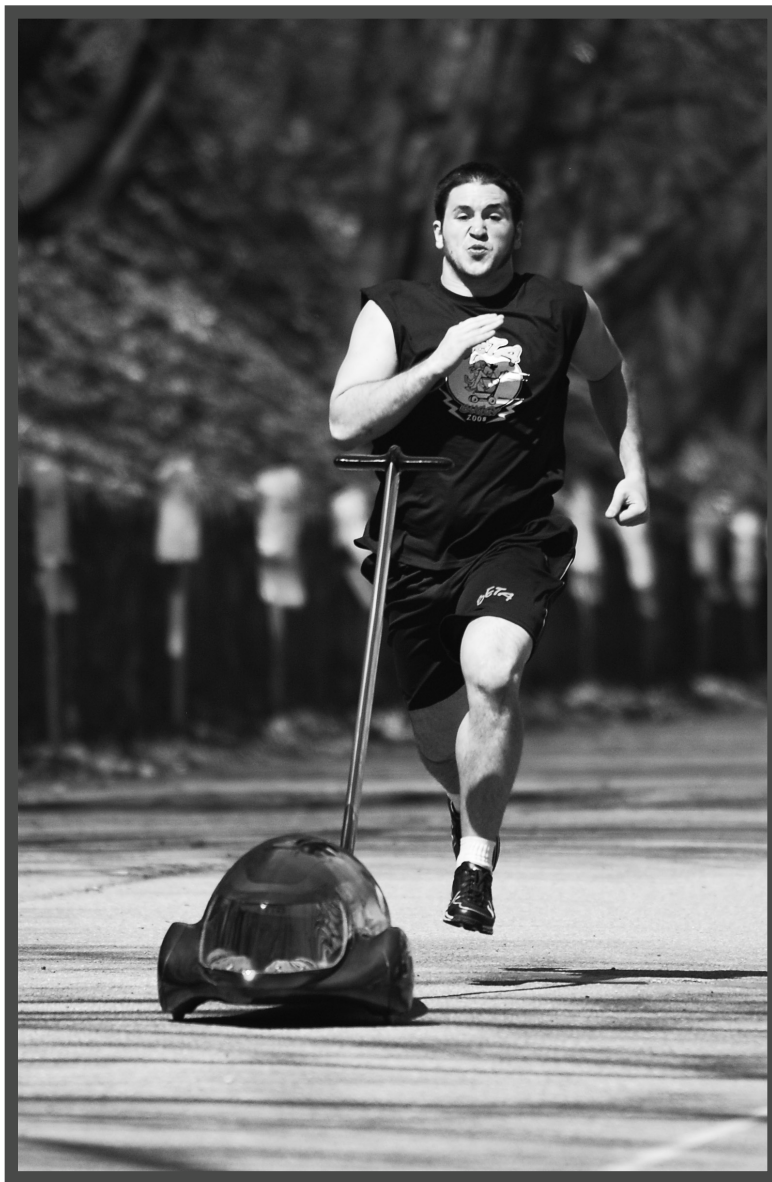
The little things make buggy so wonderful. You start sitting there waiting for it to begin, giddy with excitement and exhaustion, feeling glad you get to build on something so meaningful every week with your closest friends. Everyone is sprawled wherever they can find a spot. The time comes and you go on course walks like every other weekend and it always seems the same, but this week the chute is going to turn left! I am sure of it!

Nope. It's still a right hand turn — who would have guessed? The day starts and you're almost in the hole so the drivers pile frantically into their buggies. Occasionally, there's time to spare, so you take a moment to tickle the drivers when they are completely restrained and can do nothing to escape. Of course, you know full well that they have the right to abuse you in any way they would like after they get back. Shortly afterward, they're launched over the hill, and you know nothing. Blackout.

From the finish line a head finally crests over the hill. Slowly, a body reveals itself with a buggy cruising ahead. They made it through the chute! The most perilous moment has passed. Barring any bar problems, it will most likely splash down at the finish line. It's only a matter of time now. Wait! What is the time? Your eyes flit quickly back and forth between the clock and the buggy, trying to estimate the moment it will cross line. The pusher releases the buggy for the last time before crossing the finish line. Will they catch the bar, or miss it and get disqualified? They grab on for dear life at the last second and scream across the line; jubilation fills your very soul! But wait, the drop test. They still need to pass the drop test. Did a wayward rock or vicious pothole kill the brakes? The buggy rolls past the line... and stops. You've made it. This is what buggy is about.

Perhaps another new learning experience sells Sweepstakes in such a better way:
The people and their passion are really what matters, and that cannot be taken away.

Andrew Hunt



*Fringe's Men's A buggy, Banyan, driven by Brittanie Wine,
pushed by Beta Theta Pi's Aleksey Tigay, Hill 5, 2008*

From the Assistant Chair

My first buggy experience was as a freshman back on Raceday 2007, watching my friend push Hill 5. I thought it was such a cool event, watching buggies fly through the chute and race toward the finish line. The next year, I again was at Raceday, and I think all can agree that Raceday 2008 was one that will resonate forever in Buggy history. However, since being Assistant Sweepstakes Chairman this year, I now see Buggy in a completely different light and finally understand all the work that goes into it. The Sweepstakes Committee is out there just as early as the organizations, and it's amazing to watch so many dedicated individuals pour so much passion into Buggy. More importantly, I have become friends with people that I would never have had the opportunity to meet before. It has been a once in a lifetime opportunity and I would wake up at 5 a.m. every weekend in the future to do it again. Good luck to all the organizations this year, and I cannot wait to see what Raceday 2009 holds.

Sundar Swaminathan



Pi Kappa Alpha, with driver Melissa Lee, after setting the course record at 2.04.35 on Day 2 of Races, 2008

From the Design Chair



As a freshman, I didn't expect to be involved in such a strange campus-wide event. In fact, when first hearing about Buggy, I thought it was the strangest sport, and refused to be a driver. (Perhaps it was the amazing food and excessive pampering that finally got me hooked.)

As a senior driver, I've realized that Buggy isn't only an annual event that takes place during Carnival, but that it has helped many of us form unique relationships and lasting friendships. Being part of my team has taught me a lot, but most importantly it has taught me about perseverance. Giving up is not an option. Losing is not in our vocabulary. This year has especially proven to me that perseverance is what makes Buggy. We all strive to build a faster machine, to run a better line, to perfect our transitions, to consistently improve our buggy program. We all strive to prove everyone wrong, to show how tough we really are, to exemplify why we deserve to win. We've all faced obstacles, endured hardships, confronted fears.

Being part of this culture has taught us a lot about ourselves, and I'm no exception. I've learned why I love buggy, why I wake up at 5 a.m. every weekend, why I belong to such an interesting culture and family, why it's important to never give up, and, most importantly, why I hold medals.

— *Melissa Lee, Pi Kappa Alpha*

From the Buggy Book Chair

Buggy is a lot of things. It's choosing garage work over sleep (and sleep over class), it's the stacks of stolen milk crates on which the buggies rest in-between rolls, it's the awkward mechanic-driver interactions. It's late-night meetings at the local diner and clandestine spying on other teams. It's always hoping that the next freeroll will be faster than the last.

Nothing has characterized my undergraduate education more than Buggy. (Trust me - I know I'm a bit extreme.) Within my own organization, I've seen what I thought constituted the main facets of Buggy. I've driven, I've built, I've even pushed (or, at least, attempted to reach the pushbar as my team look on, restraining their laughter, from the finish line). I've placed orders, organized team dinners, and made countless runs to Lowe's for duct tape, all the while navigating the sea of elbows that is the world from my 5'1" perspective.

But in putting this book together as part of the Sweepstakes committee, I've seen that Buggy is, more than anything, the result of an incredible amount of work on the part of an incredible number of already-busy students. Organizing public relations tasks and compiling this Buggy book have led me to feel so excited for each team coming out to compete on Raceday. The sport of Buggy is known for its crazy early-morning freerolls and late-night push practices, but to make Raceday happen, it's a 24/7 job. Congratulations to all the teams who committed to this effort, and who made it to this year's races.

— *Jessica Thurston, Fringe Racing*



sweepstakes 08 09

The Tales



A Driver's Tale

Before I entered high school, a doctor told me at a physical check-up that I was 60.5 inches tall. "Oh, I can still grow, though..." I thought. I always imagined I would end up about five-foot-three, just like my mom.

Now it's 2009. I'm 21, and am still just 60.5 inches tall. Throughout high school, I exploited both sides of living life as a girl just a smidge over five feet tall. I wore platform shoes, heels, or boots to make it look like I was taller. But when I was at my dance studio, I loved being short because I could be in the front of the formation. My height also came in handy because I would stand out and be known as "that girl who's tiny but dances really big."

Then I came to Carnegie Mellon. With one of my first friends here being five-foot-ten, I did the same thing I did in high school: I wore heels so I didn't look too short. But one day early freshman year, I found out about buggy, and my world changed. Today, I know that being short is really neat fun at this school, where I can proudly say that I'm "5 feet and .5 inches tall."

Buggy: When I explain the whole concept to people who do not go to Carnegie Mellon, they're in shock that I go down a hill in a little "thing" face first at 7 a.m. on a Saturday. "What does it look like?" they ask. "How can you get up so early? Isn't that scary?" My answer is always, "the thrill of going down the hill is worth getting up early on a Saturday morning." Why would one pass up the chance to get the same experience as going down a rollercoaster, but doing it just a mile away from campus? To me, buggy is one of those things that if you are given the opportunity, and are lucky enough to be short like me, you have to take it. Buggy's my kind of Carnegie Mellon pride.

Risa Masuda
Sigma Phi Epsilon



*Joe Pagliaro driving Alpha Tau Omega's
Andy 2, 1963.*

Countdown: A Pusher's Tale

Ten, Nine...

Hundreds of conversations fade, replaced by a flurry of activity at the starting line. The mechanics have done all they can, now it's all on my back.

Eight, Seven...

Here, grasping the reins of my chariot at this staggered trio of white lines, I coil up, ready to explode forward.

Six, Five...

Hours upon hours of preparation, mental and physical training, for this singular moment come into focus. I know my hill, my buggy, my driver, my transition and its recipient like I know the backs of my own two hands.

Four, Three...

Like the calm before a storm, simultaneous clarity and focus envelope me — a by-product of the hours of late-night push practice and early-morning rolls.

Two, One...

I know my team and the spectators are screaming, cheering, jumping up and down, but I can't hear or see them. It's just me and the course now.

Ready...

I was born ready.

Set...

Let's do this.

CRACK!



Nick Selman
Pi Kappa Alpha

A Mechanic's Tale

Murphy was an optimist. Or at least, he never did buggy. In buggy, anything that can go wrong, will certainly go wrong. Often, things that you think can't go wrong are the biggest headaches. Even worse, sometimes you have problems with things that you didn't even know existed until they went wrong. And that's just the buggies; there are drivers, pushers and flaggers to think about too.

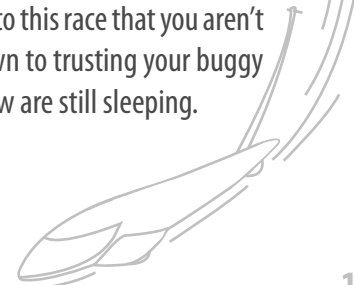
You think that if you spend enough time working on it, you'll find all the problems. If you disassemble and reassemble all the parts often enough, you'll know every possible detail and will make the buggy perfect. You'll be able to tell the drivers exactly where to drive and how to turn. You could give the pushers a buggy so fast it'll be just like they're sprinting with nothing in front of them.

You believe all this, so you spend hours in a cramped little room in the basement. The walls are covered with the musings of other mechanics who thought they, too, had figured it all out and had the right solutions. The room is dusty and the dust is so fine you swear that you can hear your lungs yelling at you. You try different set ups for each buggy, different ideas. Then you spend hours testing them all, trying to squeeze out that extra tenth of a second or save that extra half pound of weight. But it's maddening; the buggies always find new ways to surprise and confuse.

Finally raceday approaches, and you forget what sleep is. For that last week, you are in the room constantly. The buggies need to be smoother. Bolts need to be tightened down, axles greased up or realigned. Brakes need to be tested over and over and over, so that the all-important brake test isn't another reason for a heart attack. When you try to sleep, it just doesn't happen. Your mind won't stop thinking about the hundreds of things that could go wrong in 2 minutes a few seconds.

You put the buggy on the start line, and you let it go. A year of preparing comes down to this race that you aren't even a part of. After all your hours, days, weeks, months of preparation it comes down to trusting your buggy and your team. Now you go back to the truck and wait. Hopefully Murphy and his law are still sleeping.

Nick Basso
Pi Kappa Alpha





SDC's Women's A buggy, Psychosis, driven by Michelle Mirabella, followed by Sigma Nu's Women's A buggy, King of Spades, Day 2 of Races, 2008

sweepstakes 08-09

The Teams



Alpha Epsilon Pi



“Making second raceday since 2009”

Alpha Epsilon Pi

Chair

Zachary Waldman

Assistant Chairs

Jake Divone

Henry Zhang

Head Builders

Ben Berkowitz

Jon Daneman

Mechanics

Justin Winokur

Andy Long

Brian Mizrahi

Dave Lewis

Jake Divone

JB Feldman

Michael Zankel

Samuel Korman

Marc Rosenberg

Buggies

Kamikaze [09]

Zephyrus [07]

Camo [89]

Male Pushers

Aaron Mintz

JB Feldman

Robbie Voigtmann

Joel Feinstein

Sam Korman

Sam Ziegler

Dave Andrews

Dave Lewis

Max Hutchinson

Joe Gershenson

Billy Litner

Aaron Marks

Ilya Brin

David Zaidins

Drivers

Janice Chen

Samia Ahmed

Female Pushers

Rachel Jacobs

Ateret Reisner

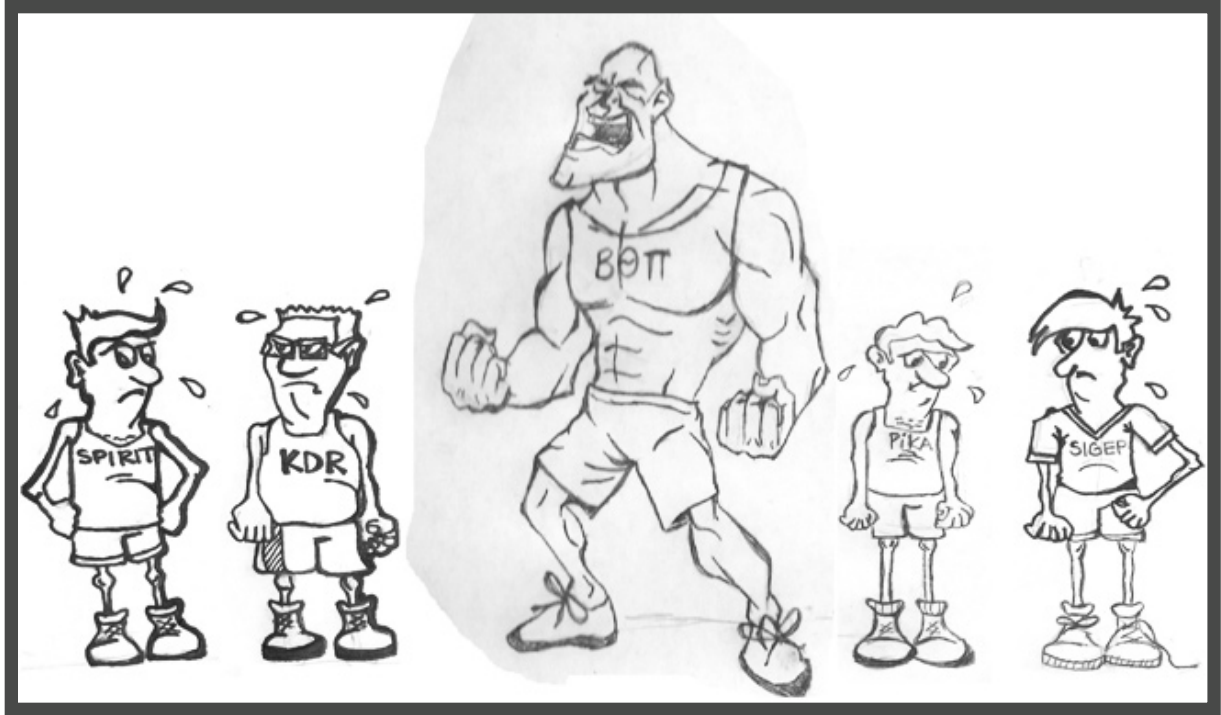
Ellie Gurary

Nicola Carey

Rachel Hoesly



Beta Theta Pi



“Beat it, Nerds!”

Beta Theta Pi

The Boys' School

Chairman

Andrew Lovrovich

Assistant Chairman

Big Sexy Stromberg

Mechanics

Big Sexy Stromberg

Uncle Slam Crites

Dick Musgravé

Uncle Frant Brant

Adam "So Married" Zewe

Pratt is Weird

Buggies

Problem Child [04]

Driver

Kelley Walker

Male Pushers

"Big Sexy" Stromberg

Pledge Sandrock

Brent "Beta Zero" Brien

Dick "Jay Leno" Byrnes

Tony "Blacked Out" Torrence

Female Pushers

Colleen Light

Paige Williams

Alexa Zin

and some other fratty chicks

Special Thanks To

Woods Quality Cabinetry

Company and our other

great supporters!



CIA



“ Question: ‘What are you doing?’
Answer: ‘It’s the bump and dance!’ ”

CIA

Witches

Erin Gantz - Chairman
Natalie Straight - Asst. Chairman

Infected Hoarde

Alex May
Amanda Burridge
Paul Desiderio*
Kevin Devos*
Ben Matzke*
Andrew McKinnie
Charlie Miller
Chris Mohr
Andrew Polonsky

Tanks

#15 [2010] (for reals)
Firebird [04]
Mirage [00]
Conquest [92]

Hunters

Annee Bacha
Amy Donovan
Annemarie Malbon
Maria Tartaglia
Lena Yoo

Smokers

Kelton Finch*
Sarah Marks*
Andrew McGuier*

Boomers

Gwendolyn Barr
Trevor Burns
Emma Cating*
Kevin Devos
Matt Doncheski
Natalie French
Kelton Finch*
Erin Gantz*
Richard Halstead
Dani Head
Sarah Marks*
Ben Matzke*
Matt Maurice
Andrew McGuier*
Andrew McKinnie
Charlie Miller
Dan Pehush*
DAN SIBLEY
Mike Sibley
Natalie Straight*

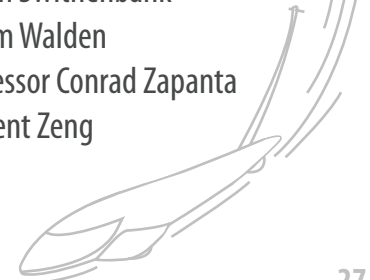
Survivors

Amanda Burridge
Tyler Diller
Sean Kelly
Ian Voysey

Rescue Helicopters

Frank and Lou
Katherine Crawford
Aileen Dinin
Dan Fernandez
Aiton Goldman
Larry Greenfield
Andrew Hundt
Sean Kelly
Seth Rosenblum
Brennan Sellner
Shafeeq Sinnamohideen
Susan Swithenbank
Storm Walden
Professor Conrad Zapanta
Vincent Zeng

*denotes officer of CIA



Fringe



“The willing, led by the unknowing, are doing the impossible for the ungrateful. We have been doing so much with so little for so long that we are now qualified to do anything with nothing.”

Fringe

Chairman

David Alberts

Mechanics

Graydon Loar

Kevin Kassing

David Alberts

Greg B.

Barnaby

Dan Benjamin

Jimmy Chow

Dave DeGerome

Amanda Dilenno

Pat Dougherty

Tim Havlat

Thomas Lepingwell

Steve Oetjen

Jessica Thurston

Nick Wren

Buggies

Bedlam [09]

Bristol [08]

Banyan [07]

Blizzard [05]

Brazen [01]

Drivers

Brittanie Wine

Becky Peterkin

Jessica Thurston

Janice Weinberg

Dana Weinstein

Male Pushers

Eric Blood

Evan Acevedo

George Baramidze

Barnaby

Chris Bogie

Dan Burrows

Andrew Campbell

Dave DeGerome

Pat Dougherty

Evan Gates

Craig Hahn

Tim Havlat

Matt Kuhn

Mike Niedzwiecki

Ian Norman

Steve Oetjen

Matt Tsau

Rob Wojno

Female Pushers

Lauren Giesey

Julianna Bierworth

Aileen Craig

Ana Flores

Barbara Matthews

Ali Oppelt

Nicole Rappin

Sarah Schipul

Alyssa Siefert

Karisa Williams

Special Thanks To

John, Sam, Tommy, Carsen, Hurwitz, all alumni

KDR, McCue, Not Ray

Korrinn and Shaleya

Kung Fu Jimmy Chow

J and K

No Thanks To

Circuit Breakers

The "Cold"

Double Haybales

Potholes

TED

Virginia Cops



Kappa Delta Rho



“It’s the fastest who get paid
and it’s the fastest who get laid.”

Kappa Delta Rho

Dumbledore's Army

Ray "Doc" Barsa
 Mike "Marty" Mackin
 Larry "president" Gordin
 Ryan "it's STILL not up syndrome" Walsh
 Anthony "a-roids" Bruno
 Brian "power pills" Pollack
 Phil "SOAP" Manor
 Pledge #5

Hobbits

Sarah "smurfy smurf" Suhan
 Alice "I wanna go fast!" Basin
 Sarah "loooooopy" Shin

CTU

Adam "steel" McCue
 Justin "blue-orange-white" Dawber
 Adam "that's what a black man like" Glenos
 Tommy "special" K

Shakers

Anthony Bruno
 Brad Henderson
 Ronell "no I'm only 12!" Auld
 Eric "poophos" Couphos
 John "beej" Boyle
 Ray Barsa
 Sean "foreman" Moorman
 Phil Manor
 Matt Bonak-something
 Ryan Walsh
 "Spermin" Fermin Liang
 Mike Mackin
 (heyyy its) Franklin Krouse
 Jon dera-Licht
 One of the pledges

Bakers

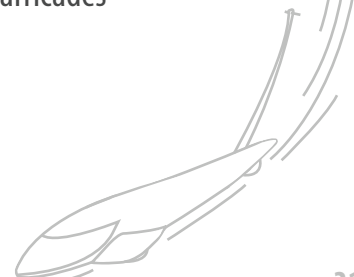
Sara "Swingen" Wingen
 Abby Coffin
 Emily Overstreet
 Two others that we'll find later

Thanks

Neil
 Hair ties
 1.21 Jigawatts
 Yudi (for going abroad)
 Ian Gourlay
 Gorilla Tape
 Adam "The Best There
 Ever Was" McCue

No Thanks

Palehorse
 "thirsty"-T
 Prestige
 Bristol
 United Parcel Services
 Perun's Hatches
 Right turns
 Barricades



Phi Kappa Theta



“We are eternally grateful to our two gorgeous, intelligent, expert buggy drivers — Jessie and Zari.”

Phi Kappa Alpha

Chairman

Chris Leonavicius

Assistant Chairman

Rhees Oakes

Mechanics

Dave Down

Mike Meloro

Albert Yoewono

Alex Psomopoulos

Gautam Poddar

Drivers

Jessie "Squirrel Killer" Kaercher

Zari "Supersonic" Salimnejad

Buggies

Svengali

Schadenfreude

Advisor

Mark Sherry

Pushers

Alex Hanna

Rhees Oakes

Joe Kopko

Chaten Boscha

Luke Seidman

Mike Meloro

Brian Wade

Nick Paro

Chris Lee

Michael McCarley

Russel Moller

Sean Hamilton

Ryan Hall

George Leontiev

Sam Russell



sweepstakes 08 09

Pi Kappa Alpha



Pi Kappa Alpha

FOADs

Nick Basso
Zack Welch
 Yulian Fedulov
 Nick Selman
 John McGraw
 John Pringle
 Sean Sechrist
 Chris Franzi
 Joey Raudabaugh
 Vlad Kostek
 Keshav Raghavan
 Mike Moore
 Jeremy Philipson

Timers

Drew Davis
 Ryan Kang
 Patrick de Ledebur
 Chris Shellhammer
 James Moon
 Yooni Kim
 Paul Kim
 Nikhil Iyer
 Tom Bracht
 Murphy Bug
 Akshay Udiavar

Drivers

Melissa Lee
 Diane Lee
 Catherine Rodriguez

Male Pushers

Chris Donelan
 Nick Selman
 Justin Granger
 Zack Smith
 Eric Bruner
 Nick DeAngelis
 Ben Johnston
 Taylor Towle
 Chris Samstag
 John Yates
 Lawrence Shieh
 Ashwin Bhavnani
 Dorian Adeyemi
 Shaman Ahuja
 Ephraim Hathaway

Female Pushers

Whitney Ladzick
 Kyla Graham
 Michelle Ganbaum
 Carolyn Danka
 Chelsea Grindle
 Lucy Lafitte
 Casey Garth
 Eda Kavlakoglu
 Kate Smith
 Colleen Grogan
 Chrissy Leffard
 Rebecca Ussai
 Lauren Burakowski

Flaggers

John Levidy
 Jin Baek
 Lee Lin
 Mike Rojas
 George Nardi

Special Thanks To

FOAD Alumni
 Bruce Cloutier
 Tom Wood
 Naveen Ghusha
 Sundar Swaminathan
 Paul Kim
 Jeremy Cohen
 Chris Schubert
 Jeff Schwartz



PIONEERS



“ My mohawk is still more aerodynamic than your buggy! ”

PIONEERS

Chair

Vincent Zeng

Mechanics

Akshat Gupta
Jacob Yanovsky

Buggy

Driver

Hannah Rosenblum

Pushers

Ross Kukulinski
Anthony Santos
Luther Patenge
Bryan Shultz
Max Koo
Chris Bondoc

Emotional Support

Buggy Alumni Association

Special Thanks To

the hands, feet, and 4mm
hex wrench loaned from
CIA, Fringe, and iev

In Loving Memory Of

Keres
Westbrook Knight Nicholas
Morrill III



Sigma Alpha Epsilon



“The Titanic hit icebergs. Buggies hit hay bales. Everything has its lot in life.”

Sigma Alpha Epsilon

Chairman

Nadir Sidi

Mechanics

Jordan Yuhas

Nadir Sidi

Buggy

Rubicon [99]

Chute Heroine

Jessica "Shawn Johnson" Sochol

Pushers

Joey Cordes

Jonah Coste

Kyle Buchholz

Marco Dyer

Nadir Sidi

Noah Levin

Paul Jasinto

Support

Anthony Kuhn

Brian Chambers

Matt Katase

Torrey Brenner

Spring '09

Special Thanks

To everyone who helped us not to look like complete idiots, and to everyone polite enough not to laugh too loudly when we did.



Sigma Nu

The many emotions of Spags.



Joy.



Melancholy.



Indifference.



Astonishment.

“What do I do???”

Sigma Nu

Too Stoned to Build

Dayman
 Nightman
 Flannel hobo
 Pissing in the ocean
 Ivan Drago
 The Stick
 Is that my boot?

Cloth Jockeys

Mirace Whipped
 Niganne
 Dilophosaurus
 The strong Silent Type
 Thunder of the Chocolate Variety
 DAAAAAAAAAAMN
 Ma_Ti
 Slumdogg
 Showtime Lawless III
 Big Papi
 Who?

In Rebean's Pants

Lauren Taglieri
 Charley Fitzgerald
 Tiffany Chan

Too Stoned to Push

Ronald McDonald
 Greenman
 Ling Ling Kraus
 Creepy
 Geisha Girl
 The Block
 Sloppy 37ths
 69 cent bean burrito
 Shakira
 Rubber Sheets
 Radio
 Cereal Killer
 The Clinic
 Pissing in the ocean
 What do I do?
 ½ Butters
 16-1

Special Thanks To

Tom (Obi-Wan)
 Carl (Obi-Wan)
 CMAP / CMARC Alumni
 Domingo Espinal
 Najat Nelson-Amaker
 Pushers



Sigma Phi Epsilon



“ If swallowed,
drink two glasses of water.”

Sigma Phi Epsilon

Chairmen

Peter Edge
Chris Chaffee

Mechanics

Andrew Strat
Fritz Langford
Jake Mohin
Jake Flittner
Bryan Bleda
Ed Baker
Brad Holden

Buggies

Barracuda [09]
Pandora [06]

Drivers

Risa Masuda
Silvia Manolache

Male Pushers

Ashton Thomas
Carl Spindler
Mark Loh
Brad Holden
Josh Grossman
James Hulley
Matt Wilson
Nick Ferrell
Oren Wright
Andrew Strat
Eric Lawson
Fritz Langford
Ben Cohen
Zach Beatty
Bryan Bleda

Female Pushers

Erica Spiritos
Diane Mattingly
Morgan Faer
Sami Simmons
Courtney Baker

Special Thanks

Jared Itkowitz
Joel Bergstein
Vishesh Nandedkar
Michael Bueti



Spirit



“Spirit, We go hard...NFJ”

Spirit

HMFICs

Olusheun Ogunsunlade
PJ Jones

MFICs

Mario Escalante
Kory McDonald
Adrienne Wilson
Jason Kelso
Hahna Alexander
Neha Padhi
Sophia Woodley

Drivers

Shauna Ormon
Lindsay Oakes
Kayla Aloyo

Push Captains

Danelson Rosa
Sobie Maduka

Flagger

Jennifer Major

Special Thanks To

Tom (Obi-Wan)
Carl (Obi-Wan)
CMAP / CMARC Alumni
Domingo Espinal
Najat Nelson-Amaker
Pushers

 SPIRIT RACING SYSTEMS 



Student Dormitory Council



“You are to us what Brawn was to Ferrari... Thank you!”

Student Dormitory Council

Chairmen

Jeremy Tuttle
Kathy Regan

Mechanics

Ian Price
Terry Brown
Sunny Chan
Derek Dechamplain
David Fortner
Jon Goettler
Wade Gordon
Julian Kessler
Parth Naidu
John Ni
Sanjeev Reddy
Won Shim
Krystina Teoh
Elaine Tsai
Jeremy Tuttle

Drivers

Michelle Mirabella
Siwon Choi
Laura Gurwitz
Liz Talbert

Buggies

Malice [09]
Envy [07]
Psychosis [03]
Addiction [02]
Rage [96]

Female Pushers

Nicole Tseng
Christie Adams
Mary Ashe
Katie Bastine
Aya Chaoka
Courtney Chin
Sarah DeWath
Carmen Easterwood
Amal El-Ghazaly
Ishita Kapur
Sojung Lindsey Lee
Nora McDaniel
Julie Ng
Adrienne Pajer
Stephanie Sharick
Crystal Wray
Elsa Wu
Annie Zheng

Male Pushers

Kyle Neblett
Phil Ajoux
Jon Bodnar
Adam Borochoff
Terrance Bouldin-Johnson
Nathan Bussiere
Ilkyoo Choi
Chris Defrancesco
Brian Freeman
Adam Kriegel
Anthony Little
Stephen Mead
Andrew Medenbach
Andrew Moore
Rob Morhard
Devin Murray
Casey Piper
Jim Sands
Jon Scholl
Mike Shedlosky
Nick Smarto
Joe States
Alex Woolf
Hugo Zhang

Special Thanks

The Perfect Man;
Alex Long; Gessner; Josh
Ayers; Jana; Alberto;
Tallex; Nut; The Duck;
Matt; Hoss; NickMo;
Mira; Drew; Orzalli; The
Skunk; The Man; DS; DC;
Skillet; 90; Benny; Duc;
Mandlebaum; Kurt;
Slow; all alumni; David,
Mike, Luc, and SDC
GenBody; Sweepstakes;
and our friends, fans,
and supporters.

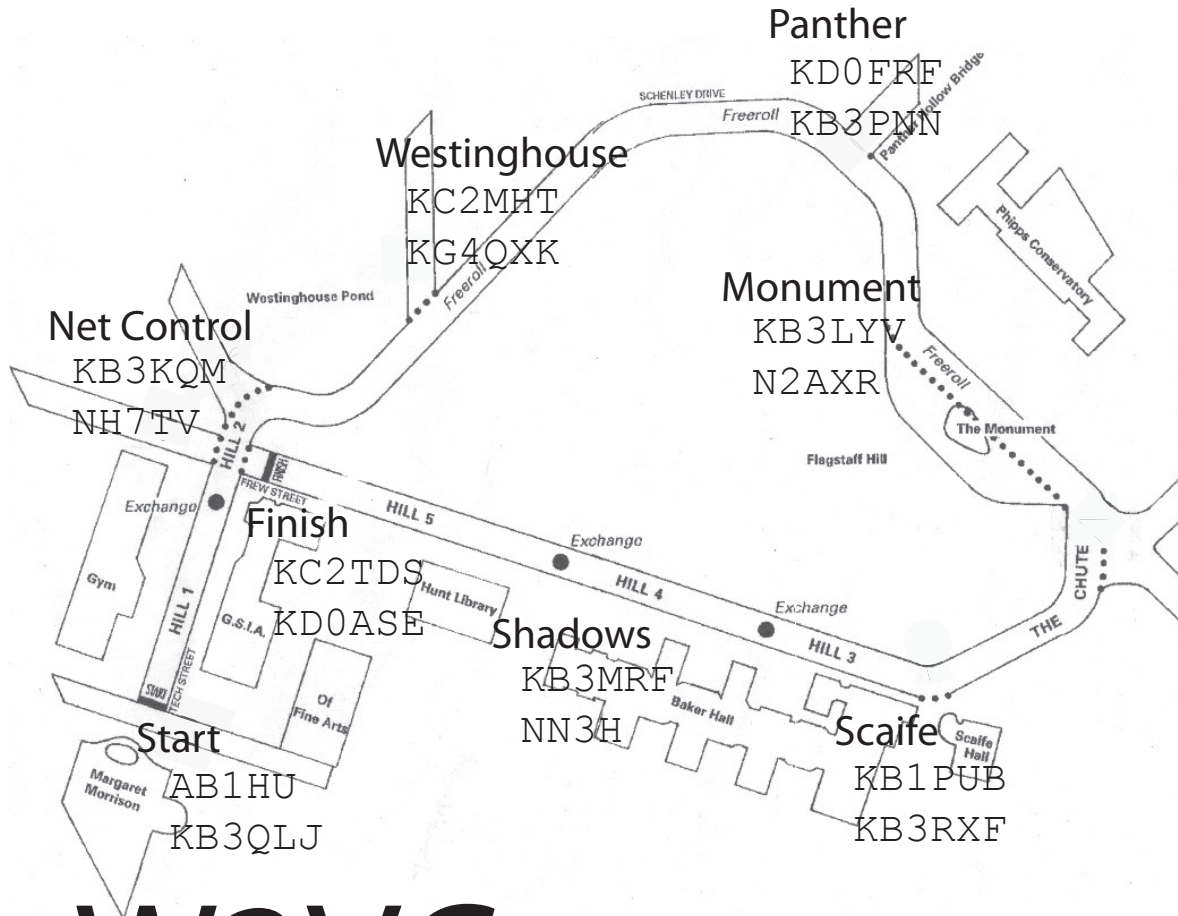


W3VC



“...Chute, Clear.
...QSL, Chute.”

W3VC



W3VC

Carnegie Tech Radio Club

Buggy Alumni Association



“Congratulations Seniors: You’re Alumni Now”

Buggy Alumni Association

You know you're going to miss buggy most of all. Here's how you can stay involved!

Register before graduation [May 17] to get 1 year of dues paying membership benefits for free:
<http://cmubuggy.org/seniors>

Dues Paying Membership includes:

- 3 detailed buggy updates [Fall summary, Raceday Preview, Raceday Wrap-up]
- Admittance to Raceday Reception 2010

After your first year, dues are only \$10, and they support all of the Buggy Alumni Association's efforts to

- Preserve and make accessible the history of the sport
- Provide a channel by which alumni can remain connected to and support the sport
- Support and improve undergraduate participation
- Improve relations and raise interest in the greater Pittsburgh community
- Unite alumni across organizations

Be sure to visit <http://cmubuggy.org> for access to

- Buggy photos
- Sweepstakes history
- The latest in buggy news
- A forum where you can talk buggy with your fellow alumni



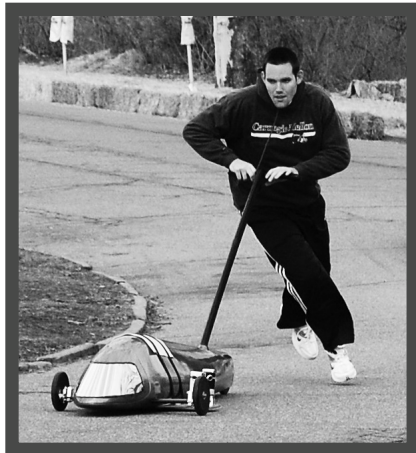
Spring Rolls 2009



CIA's Conquest, driven by Lena Yoo



Alpha Epsilon Pi's Kamakaze in the Chute

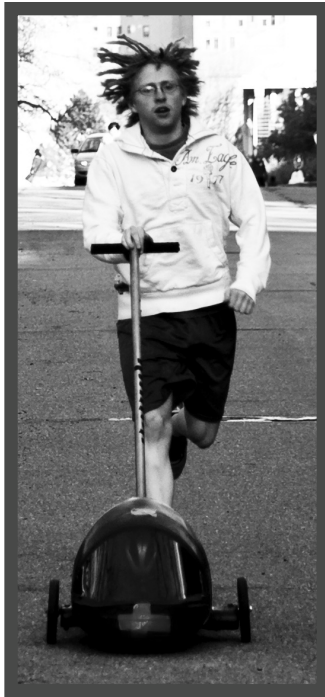


SDC's Envy, with video camera, coming out of the Chute



From left: Kappa Delta Rho's Perun, Polaris, and Powder, with mechanics

Spring Rolls 2009



Pioneers' Chaos, driven by Hannah Rosenblum on the back hills



Fringe's Bristol, driven by Janice Weinberg, on the back hills with pusher Andrew Charters



Sigma Nu's King of Spades trailing Sigma Phi Epsilon's Kamakaze, entering the Chute



From left: Pi Kappa Alpha's Knightfall and Zeus in the Chute

Toyota

Toyota Motor Engineering & Manufacturing North America, Inc. is a proud sponsor of Sweepstakes 2009's Lead and Follow Trucks.



2009 Toyota Tundra

The Official Lead and Follow Truck of Sweepstakes 2009

www.toyota.com

Sweepstakes would like to thank:

Bob Anderegg
City EMS
City Police
CMU EMS
CMU Police
FMS
H.J. Paul and Sons
Kaycee Palko
Mark Courtney
Phipps Conservatory
Radio Club
Spring Carnival Committee
Tepper School of Business
Toyota
WRCT
John Zeiner

Photo Credits and Information

Adam McCue
Carnegie Mellon University Archives
Individual Organizations for Team Photos
Sam Swift, Buggy Alumni Association
The Tartan
The 1964 Thistle
Vincent Zeng
www.betabuggy.org
www.cmubuggy.org
www.fringe.org
www.pikabuggy.com



2008-2009 SCHEDULE OF EVENTS

Thursday, April 16

10:00 a.m. - 2:00 p.m.

Sweepstakes Design Competition

Weigand Gym, UC

3:00 p.m.

Carnival Opening Ceremony

Midway (Morewood Parking Lot)

4:00 p.m.

Kiltie Band Concert

Main Stage, Midway

7:30 p.m.

AB Comedy Show - Zach Galifianakis

Main Stage, Midway

Friday, April 17

8:00 a.m. - 12:00 p.m.

Sweepstakes Preliminary Races

Schenley Park

11:00 a.m. - 1:00 p.m.

Buggy Alumni Assoc. Lunch/Reception

Finish Line of Buggy Course

1:00 p.m. - 3:00 p.m.

"The History of Buggy" Presentation

Giant Eagle Auditorium, Baker Hall

3:00 p.m.

Scotch 'n' Soda Theatre - "Me and My Girl"

Rangos Ballroom, UC

5:00 p.m. - 7:00 p.m.

Formula SAE Race Car Unveiling

Scaife Hall 125

8:00 p.m.

AB Concert - The New Pornographers

CFA Lawn

Saturday, April 18

9:00 a.m. - 12:00 p.m.

Sweepstakes Final Races

Schenley Park

11:00 a.m. - 1:00 p.m.

X-Prize - Red Rover Demonstration

The Fence

5:30 p.m.

Awards Ceremony

Main Stage, Midway

9:30 p.m.

Fireworks

