



*Buggy*

Celebrating 91 Years of Speed, Athleticism, & Power

Sweepstakes 2010-2011



Sigma Nu At The Start Line in 1954

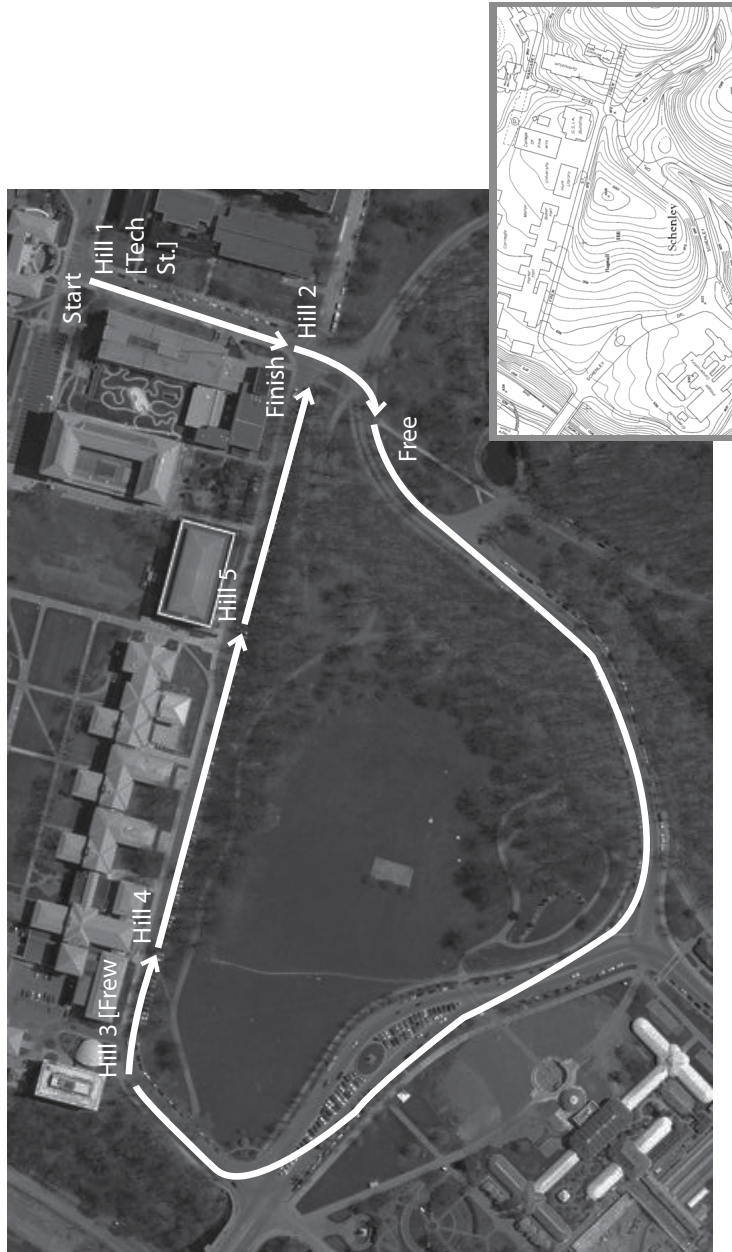
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# the course



**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:** 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 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

# buggy terms



# history of buggy

Unique to Carnegie Mellon University, Sweepstakes, more commonly referred to as Buggy, began in 1920. Over its 91-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 2011. 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 of the course, 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 and predictive 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.

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.

In 2008, both the Men's and Women's records were usurped. PiKA A set the new Men's record at 2:04.35 with Chimera, a buggy built in the same year and driven by Melissa Lee (HNZ 2010). SDC's Women's A team 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 2009 races proved to be a quick year for many teams and the Men's and Women's records were broken yet again. The Men's record was broken by SDC Men's A with their 2009-build buggy, Malice, driven by Mirabella, with a time of 2:03.30, ending PiKA's 7-year winning streak. SDC Women's A

beat its own record from the previous year, also with Malice driven by Mirabella, with a new course record time of 2:25.60.

In 2010, the Cosantino Cup was again handed off to another team – this time to another independent, Buggy-focused organization, Fringe. Winning the first-place Men's trophy for the first time since 2001, Fringe Racing swept both the Men's and Women's races with their A-team buggy, Banyan, built in 2007, driven by Becky Peterkin (CFA 2013).

The 2011 races are truly up in the air, and will likely be won by teams who can combine the best in technology, athletics, and team organization better than the other top teams on the course. The traditional and most recent winners – Fringe, SDC, and PiKA – are all jockeying for the lead, but with every team on the course posting staggering fast times year-round, anything could happen.





# past winners

## Men's Teams

1921	ISD	04:38.0	1968	PiKA	02:20.9
1922	SAE	04:30.0	1969	Beta	02:22.5
1923	KapSig	-----	1970	PiKA	02:28.5
1924	KapSig	-----	1971	PiKA	02:28.5
1925	KapSig	-----	1972	PhiKap	02:24.0
1926	PiKA	03:18.3	1973	PhiKap	02:23.0
1927	KapSig	03:15.8	1974	SN	02:20.2
1928	KapSig	03:04.4	1975	PiKA	02:19.3
1929	PhiKap	03:05.6	1976	PiKA	02:23.3
1930	Beta	02:57.5	1977	PiKA	02:17.8
1931	DTD	02:59.0	1978	Beta	02:20.0
1932	Beta	02:54.8	1979	Beta	02:18.4
1933	Beta	02:48.5	1980	PiKA	02:16.4
1934	KapSig	02:49.7	1981	CIA	02:10.5
1935	Beta	02:47.2	1982	SN	02:10.8
1936	KapSig	02:46.8	1983	PiKA B	02:09.0
1937	-----	-----	1984	PiKA	02:09.5
1938	KapSig	02:43.0	1985	SN	02:10.1
1939	KapSig	02:44.0	1986	PiKA	02:08.7
1940	KapSig	02:53.0	1987	Spirit	02:11.3
1941	KapSig	02:55.0	1988	Spirit	02:06.2
1942-1945	-----	-----	1989	Spirit	02:06.6
1946	DTD	02:49.0	1990	PiKA	02:07.1
1947	DU	-----	1991	Spirit	02:10.6
1948	DTD	02:48.0	1992	Spirit	02:07.4
1949	DTD	02:42.5	1993	Spirit	02:10.4
1950	DTD	02:41.8	1994	PiKA	02:09.2
1951	DTD	02:41.6	1995	PiKA	02:10.0
1952	DTD	02:36.0	1996	PiKA	02:08.1
1953	ATO	02:30.5	1997	Spirit	02:11.9
1954	ATO	02:28.1	1998	Spirit	02:09.5
1955	ATO	02:26.0	1999	PiKA	02:09.7
1956	ATO	02:25.0	2000	PiKA	02:07.4
1957	ATO	02:25.0	2001	Fringe	02:09.1
1958	ATO	02:28.4	2002	PiKA	02:09.2
1959	PiKA	02:29.7	2003	PiKA	02:10.1
1960	ATO	02:34.5	2004	PiKA B	02:11.7
1961	ATO	2:27.2	2005	PiKA	02:07.9
1962	ATO	02:27.5	2006	PiKA	02:07.3
1963	PiKA	02:34.0	2007	PiKA	02:07.4
1964	Beta	02:31.5	2008	PiKA	02:04.3
1965	Beta	02:28.7	2009	SDC	02:03.3
1966	Beta	02:27.8	2010	Fringe	02:07.5
1967	PiKA	02:24.8			

## Women's Teams

1979	SDC	03:11.00
1980	CIA	03:06.30
1981	SDC	03:04.08
1982	CIA	02:49.29
1983	CIA	02:46.50
1984	PiKA	02:48.60
1985	CIA	02:45.33
1986	Spirit	02:38.94
1987	Spirit	02:37.34
1988	PiKA	02:37.70
1989	Spirit	02:35.70
1990	PiKA	02:35.66
1991	PiKA	02:35.88
1992	Spirit	02:33.52
1993	PiKA	02:38.69
1994	PiKA	02:42.81
1995	Spirit	02:33.03
1996	Spirit	02:35.91
1997	Spirit	02:37.78
1998	PiKA	02:43.28
1999	PiKA	02:45.92
2000	SDC	02:35.79
2001	Fringe	02:34.70
2002	PiKA	02:30.58
2003	Fringe	02:44.81
2004	PiKA	02:29.83
2005	Fringe	02:37.91
2006	PiKA	02:38.50
2007	SDC	02:31.00
2008	SDC	02:28.84
2009	SDC	02:25.26
2010	Fringe	02:40.59



1965	Roger Powell	1990	Erica Levy
1966	Paul Magnuson	1991	Ray Fratto
1967	Mike Smolens	1992	Alexis dePlanque
1968	Jim Wentz	1993	Alexis dePlanque
1969	Robert Gebbia	1994	Demian Johnston
1970	Harold Herre	1995	Pete Harlee
1971	Jeff LaRochelle	1996	Greg Dupier
1972	Jeff LaRochelle	1997	Fiona Bedford
1973	Don Dietrich	1998	Dani Barnard
1974	Dary Turner	1999	Debby Keller
1975	Dave Kanner	2000	Debby Keller
1976	Joan Bothwell	2001	Scott Wabnitz
1977	Mark Gardner	2002	Scott Wabnitz
1978	Gerd Beckmann	2003	Janice Golenbock
1979	Marianne Dwyer	2004	Janice Golenbock
1980	Janet Danek	2005	Sara Player
1981	May Slava	2006	Arnold Oh
1982	Elaine Andrysick	2007	Mike Rem
1983	Sandy Ruscini	2008	Mizel Djukic
1984	Nancy Burns	2009	Andrew Hundt
1985	Luan Denny	2010	Jessica Thurston
1986	Gretchen Von Grossmann		
1987	Shawn Stuft		
1988	Louis (Gino) Cosentino		
1989	Chris Hansen		

past  
chairmen

Chris Shellhamer CIT 2012  
Chairman

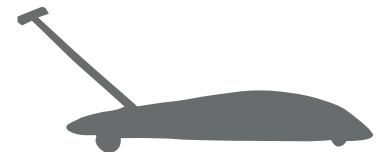
Janice Chen CIT 2011  
Assistant Chairman

Fritz Langford CIT 2011  
Safety Chairman

Rachel Johnson SHS 2013  
Design Competition Chairman

Hanae Kobayashi MCS 2011  
Buggy Book Chairman

Sweepestakes  
Committee





Let me take you through a typical morning of rolls from the viewpoint of the Sweepstakes Chairman. Your alarm goes off sometime around 4 am. Depending on your mood, you either decide to go shower or hit the snooze button at least two times. I doubt I need to clarify which decision is made 95% of the time. When you finally do get up, you throw on as many layers of clothes that you can possibly fit on your body and jump in your car. On the way to pick up the Assistant Chairman, you blast whatever song is on the radio as loud as your car's stereo will let you. At this point, you are just trying to drown out the voices in your head trying to convince you to turn around and go back to bed. The Assistant Chairman hops in the car and hands you a mug of coffee that she was kind enough to make for you. The first sip that you take immediately eliminates the negative thoughts from your head.

The next two hours of preparation seem to fly by. The towing of cars, drops, and chairman and barricader meetings provide just enough madness to keep entire Sweepstakes committee running around right up until first roll. You let out a sigh of relief right before the first buggy heads down the hill, as you know that the most stressful part of your day is now over.

During rolls, your duties mirror something close to that of an air traffic controller. You simultaneously "clear" organizations to roll while directing returning buggies and follow cars around the buggies waiting for their turn. As you watch organizations frantically get their buggies out of the prep areas and send them flying down the course, you can't help but chuckle to yourself in regards to the chaos that you are no longer directly involved in.

# chairman

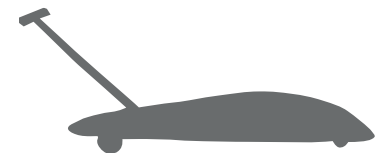


When 9 AM rolls (no pun intended) around, you make one last swing around the course to open up the roads and then drive away. As you are returning back to your house, two thoughts run through your head. First, you realize how truly amazing Buggy is. Where else in the world would you ever get to experience a sport this unique? Second, you come to the realization that you have, by far, the easiest job out of every chairman and mechanic out there each weekend. After rolls, you aren't spending an additional three hours in a garage attempting to get a better roll up. You didn't spend countless hours building these contraptions that are responsible for the safety of its driver. Nor were you responsible for getting twenty other college students up at 6 AM on a weekend.

In my two years as part of the Sweepstakes Committee, I have developed a huge appreciation for each and every chairman and mechanic. The amount of time that they put in to making Buggy a success, both for their organizations and the entire operation, is unimaginable. It has been an honor to work with each and every one of these individuals and can't wait to witness what they have accomplished for this year's races.



Chris Shellhamer





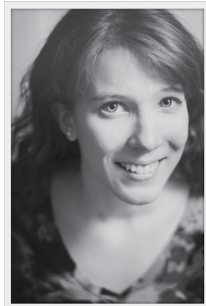
## assistant chair



Janice Chen

Most people probably do not know what being an assistant chairman entails, or think I am a secretary who keeps record of rolls. But I believe my primary duty is to assist as required and do everything necessary to ensure the prosperity of buggy at CMU. Yes, “everything necessary” includes things like bringing coffee for the chairman during rolls and cupcakes for teams’ chairman during Monday night meetings. I am certain that “everything necessary” also entails things like encouraging more teams to participate, ensuring the maximum safety of all participants, and improving relations with both the Pittsburgh and CMU community. But as everybody gets swept up in all the whirlwind world of buggy with stiff requirements and competition, I find myself wondering why any of us are awake at 5 am on the weekend in the cold for hours when we could be getting much needed sleep. Or why there are still so many alumni involved with buggy. But then I realize that the best things in life aren’t things, but instead are experiences that create lifelong relationships and memories.

## design competition chair



Rachel Johnson

People ask me why I get up so early, and my answer is always the same: it’s because buggy is the best part of my week, EVERY week. I love how everything is funnier at 5 A.M., I love huddling in front of a heater with teammates, I love how much fun it is to whoosh around the chute. This year, I’ve gotten to see buggy from other perspectives too: I worked as a mechanic, and discovered that accomplished feeling that comes when something that you helped build flies around the course. I pushed (well, I tried) and gained a new respect for how hard the pushers work- I was sore for a week afterwards, I have no idea how they do it all year long. Perhaps most interestingly, I’ve gotten to see buggy from the perspective of sweepstakes, getting to interact with all of the teams while planning design competition. It really made me realize just how much buggy means to so many people. Every team is different, but every team has its own buggy love, and there’s nothing quite like it.

Best of luck to everyone on raceday!

## safety chair

Every organization has a standard way of building their buggies, so buggies from one organization usually look similar (if not identical) inside. The variation in buggies and designs between teams, however, is staggering. Rumors about about what secrets the top teams rely upon for their success, and everyone seems to think that other teams know more than they do. After careful inspection of every buggy on the course, I’m not convinced that any team really has this sport figured out. Every team has one or two unique elements of their design that are really impressive. If teams shared their design failures and successes with each other, I think that the entire buggy community would benefit.

For me, the crowning event in buggy is the design competition on Thursday, which is sadly optional to participate in and held behind closed doors. Buggy is already a wonderful educational experience for everyone who participates, but I can’t help but think how much better it could be if each team was compelled to make a presentation not only to judges, but to their peers. I hope future generations of buggy builders are less obsessed with secrecy than the current one.

Nevertheless, I had a blast being the safety chairman this year. Thanks to all the teams for a great year, and have a safe day of racing!



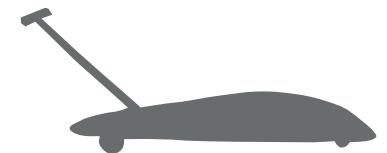
Fritz Langford

## buggy book chair

As the Buggy Book Chair, I had the privilege to design this Buggy Book you are currently holding in your hands. :) As a tiny girl that almost drove for buggy (but didn’t for various unnamed reasons), I constantly hear and see friends waking up at 4am on the weekends for Rolls (and then going back to bed at noon), slaving away in un-air-conditioned basements and garages for hours, resulting in (literally) puddles of sweat, and putting in more hours into Buggy than should be humanly possible. Despite seeing their endless days and nights that get more and more mushed together as Spring comes near, I think there is a part of me that secretly envies their undying love of Buggy and everything it stands for. Maybe that was the reason why I chose to work on the Buggy Book, or maybe it’s simply to gain more design experience – regardless, the experience has allowed me to appreciate, even more than before, the blood and sweat that each team member dedicates for the love of Buggy.



Hanae Kobayashi



# a driver's tale

by Emma and Jillian of CIA

Driving is f\*cking terrifying, and we're crazy because we love it. There's really nothing as nervewracking as the chute on Raceday. Nothing quite as nausea-inducing as the countdown to the start of Hill one. And of course, all drivers know the excruciating pain that is the back hills, especially during the long hours of push practice. Being a driver can be uncomfortable but it's safe to say that we wouldn't give up the experience for anything. We are so fortunate to be part of an activity that not only lets us spend hours on end with a wonderful group of friends who value our stature but also allows us to go plunging downhill at high speeds.

Buggy drivers are adrenaline junkies, there's no denying it. The thrill of racing down the freeroll inches behind another buggy is addicting. But luckily, we have a whole team that is equally addicted in the insane and dedicated way that only a select few can understand. In the long run, it is working with the team and making friendships with an eclectic group of individuals that keeps us hooked. Our first day of rolls freshman year was a wildly confusing experience. The crazies (um, mechanics) seemed giddy at the prospect of shoving us in carbon fiber tubes at 5 AM, rolling us in the pitch black to the sidewalk of tech street, and sending us bumping our way towards the flag. It was hard to understand the obsession. Our head driver spoke about "lines", our mechanics reminded us to "defog" and the resonating call of "pushers, to your hills" seemed foreign. But somehow, as it seems to do for everyone, buggy got under our skin. The strange culture became second nature and now we are the ones who get to enthrall the new drivers with tales of near chute misses and back hill blunders.

Our aim as head drivers is to prepare our new vertically challenged members for the crazy experience of driving so that by raceday they'll drive their best line possible. But even with a year of frigid coursewalks and detailed pothole analysis, raceday brings uncertainty. When the countdown starts the driver knows it all boils down

to the coming two minutes and that, regardless of how much experience she has, is a terrifying feeling. But what makes drivers unique (other than our size) is that to us, terrifying equals wonderfully exciting.

Maybe we really are crazy for loving it so much, but that craziness is what makes us good at what we do. And ultimately, it doesn't matter if those two minutes are perfect or not. The real joy of buggy comes from the time spent working together to make those two minutes count. For those two minutes on the course we're by ourselves, but we spend the rest of our time with our amazing, sleep-deprived team. They're the reason we wake up at 4 AM on the weekend, and drag ourselves out to the course. Go ahead, pot-holes, give us your best; you've got a crew of crazy shorties ready to handle it.



# a mechanic's tale

by Anonymous FOAD



PiKA on Raceday 2011 going through the Chute

You know you are a good mechanic...

When you spend more time with a buggy than with your girlfriend.

When you have to keep track of the amount of sleep you've lost to buggy in terms of 16 oz "Rockstars."

When your only hope at rolls is that after you roll you don't have a line of pushers outside your tent to yell at you.

When you find jokes about a friend's inability to complete basic mechanic tasks overly funny.

When you dream more about buggy than you do about girls.

When you've watched more buggy races than Victoria Secret Fashion shows.

When you start to think that all your drivers are really cute, you should probably take a break.

When you're convinced every other organization uses flywheels.

When you're too suspicious to have a buggy conversation when there are people within 100 yds.

When you've heard certain songs so many times that you don't even hear the music anymore.

When you get excited about hundredths or tenths of a seconds.

When solving any kind of buggy problem it immediately becomes cause for celebration.

When you've tasted the sweet champagne of victory while also knowing the pain for defeat.

When you love and hate buggy at the same time.

When cmubuggy is on the list of your most visited websites.

When your non-buggy friends start to hate you for talking about buggy too much.

When you go through three walkie talkies a weekend.

When you stir the pot on cmubuggy just for fun.

# a pusher's tale

by SPIRIT pusher



When I first arrived on campus this past fall as a freshman, upperclassmen weren't asking me my major, where I was living, or even my name. The only thing they asked me was who I was pushing for. Seeing the passion, and at times desperation, that teams were exhibiting when trying to recruit on one hand, the most built and "in-shape" men and women to be pushers, and on the other, the smallest and most petite women to be drivers made me wonder what all the hype was about. Choosing my team, Spirit, wasn't hard since I was friends with some members prior to coming to CMU, but my obsession with buggy didn't come until after my first weekend rolls. Just as athletes practice for hours to perfect their game for game day, we practiced for hours pushing buggies up the hills to perfect our craft for race day. The same intensity that basketball players use to dribble up and down the court and the same intensity football players use to sprint up and down the field was the same intensity I used to push our buggies in practice, and eventually on race day. After huddling up and chanting "SPIRIT!" at the conclusion of rolls, I realized two things; buggy is my sport and race day will be the biggest game of my life...NFJ!







SDC Fall 2010 Rolls - Nov. 14

# the teams

- AEPi
- CIA
- Fringe
- KapSig
- PiKA
- PiONEERS
- SAE
- SigEp Racing
- Sigma Nu
- SPIRIT Racing Systems
- Student Dormitory Council



AEPi



“You just put wheels on it and it freakin rolls!”

### The Bros In Charge:

Chairmen:	Jake Reid Michael Zankel
Head Driver:	Asia Wolf
Push Captains:	Eric Chandler Maggie Kowalski
Assistant Push Captain for Logistics:	Asa Berg

Mechanics:	Drivers:	Push-Bros:	Women Push-Bros:
Terminator	Asia Wolf	Mighty Mouse	Maggie Kowalski
DOG	Emma Steuer	Tedbro	Miki Bassey
Brolitsky	Kayla Heglas	Batman	Lalitha Ganesan
Hamburglar	Miki Bassey	Mandrews	Kyra Gould
2X4		The Hutch	Danielle Head
		Captain Fabulous	Paige Wilson
Thanks, Brah:		Hamburglar	Shayna Hillburg
Broshi		Balderdash	Sara Mackenzie
Chuckles		JD	
2X4		Bicep	
Robonate		Kramer	
Highlander		Startup	
Charlie Kelly			
Jerald			
Camo			



# CIA



Celebrating 40 years as a Buggy Org

“The Paul Says...”

Navsat: Ben Matzke  
Jerry Carlson (Ass't)

Scramjets:  
Ben Hauser\*  
Tamar Ben-Shachar\*  
Josiah Boning  
Kellen Chow  
Ashley Dickson  
Rosena Glenn  
Miranda McCoy  
Jamie McDermont  
Allison McKnight  
Ben Pattison Gordon  
Nicola Segall  
Graham Spicer  
Maddie Sterns  
Daniel Becerra\*  
Alex McGuigan\*  
Ben Matzke\*  
Jerry Carlson\*  
Rachel Browne  
Dylan Mori  
Elizabeth Li  
Andrew McKinnie  
John Brieger  
Matt Britton  
Dan Curhan  
James Carroll

Initial Thrusters:  
Ben Matzke\*  
Jerry Carlson\*  
Michael Saitta\*  
Susan Zheng  
Elon Bauer  
Gabe Diamond  
Carl Glazer  
Andrew McKinnie  
Charlie Munoz  
Alex Kozhemiakov  
Ben Hauser\*  
Zack Waldman  
Stephen Poniatowicz  
Guillermo Gomez

Payloads:  
Jillian Brinberg\*  
Emma Balay-Wilson\*  
Allison Lim  
Shannon Henley  
Rachel Browne  
Vera Slavisberg  
Chloe Shim  
Emily Ostrin

Ground Control:  
Dylan Mori  
Ellen Obenshain  
Sarah Benjamin  
Emily Forney  
Elizabeth Li

Launch Vehicles:  
Quasar (2002)  
Firebird (2004)  
Renaissance (2009)  
Freyja (2010)  
Ascension (2011)

Recovery Parachutes:  
Nicolas Paris  
Rallison Lim/Browne  
Fringe and SDC  
Lawrence Greenfield  
Frank and Lou  
Aiton Goldman  
Dan Fernandez  
Everyone that donated for the build of Ascension.

\* denotes Officer





# 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”

Chairmen: Mike Mackin  
 Head Mechanic: Daniel Benjamin  
 Push Captains: Evan Acevedo  
 Faith Clayton

Pushers:  
 Aileen Craig  
 Aubrey Higginson  
 Jaclyn Stutz  
 Karisa Williams  
 Lara Dorko  
 Molly Hall  
 Nicole Rappin  
 Raedun Knutsen  
 Sara Humel  
 Taryn Monteleone  
 Yeliz Karadayi  
 Ying Lin  
 Alex Abedian  
 Alex McHugh  
 Aswin Tejasukmana  
 Dave DeGerome  
 Eli Murphy-Trotzky  
 Eric Balkanski  
 Evan Acevedo  
 Josh Hixson  
 Justin Barsano  
 Neil Goeckner-Wald  
 Ray Barsa  
 Rob Wojno  
 Steve McQuaid  
 Steve Oetjen  
 Tommy  
 Zach George  
 Chris A Garcia Jr.  
 Robert Winkelman  
 Patrick Blanks

Mechanics:  
 Mike Mackin  
 Faith Clayton  
 Neil Goeckner-Wald  
 Josh Hixson  
 Dave DeGerome  
 Molly Hall  
 Andy Borowski  
 Eli Murphy-Trotzky  
 Taryn Monteleone  
 Becky Peterkin  
 Jennifer Coloma

Thanks:  
 Josh's Dubstep  
 Broski's box of Goodies  
 Swirly  
 That one pixel  
 FSAE  
 Banyan  
 Alumni  
 Dalberts and Kevin

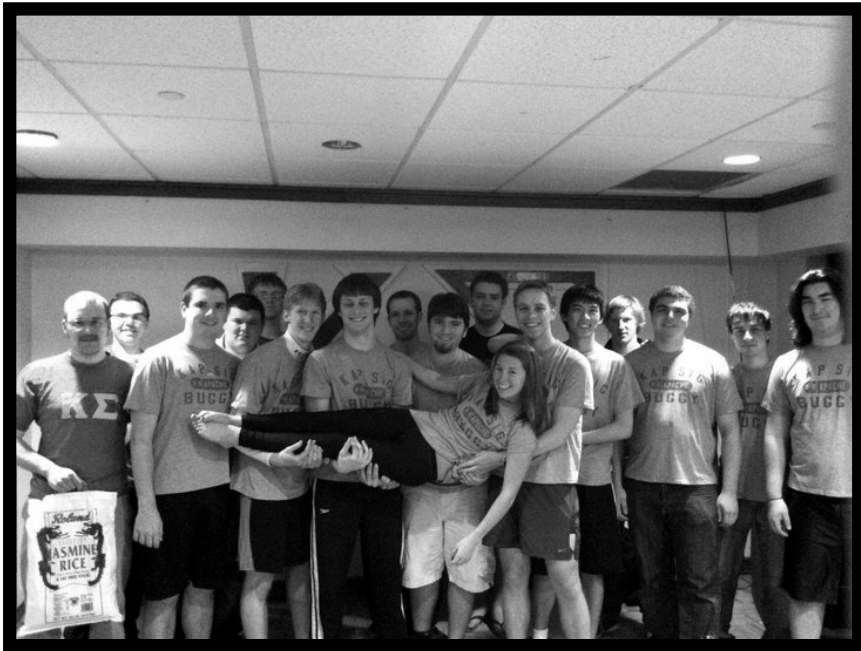
Buggies:  
 Bonsai: 2011  
 Borealis: 2010  
 Bedlam: 2009  
 Banyan: 2007  
 Blizzard: 2005  
 Brazen: 2001

Drivers:  
 Becky Peterkin  
 Dana Weinstein  
 Jennifer Coloma  
 Sarah Mann  
 Jaclyn Stutz

No Thanks:  
 The metric system  
 Fail Bales  
 Snow Bales  
 Rain Bales  
 Escorts  
 Potholes  
 Mackin Mounts  
 McCue  
 Color Changer  
 Those in the hallway ^\_^



# KapSig



Head Pusher/  
Co-Chair: Reid Sherard

Head Mechanic/  
Co-Chair: Ben Koopman

Mechanics:  
Jacob Yanovsky  
Drew Armstrong  
George Bargoud  
Joe Frazier  
Echo Hu  
Sean MacGahan

Pushers:  
Max Koo  
Kevin Jang  
Alan Nochenson  
Nate Steggall

Driver:  
Amy Revak

Pusher/Mechanics:  
Bryan Shultz  
Tim Bach

Primary Follow-Car:  
Alan Ronn

Special Thanks:  
Jon Senn  
Pat Dunn  
Chris Bondoc  
Matt Pocius  
All of our Brothers and Alumni for their immense amount of support and donations.



# PIKA



“This one’s for you”

Chairman: Keshav Raghavan  
 Assistant Chairmen: Joey Raudabaugh  
 Li Lin  
 Steve Bennett  
 Taylor Towle  
 Eric Bruner  
 Push Team Captains: Eric Bruner  
 Whitney Ladzick  
 Head Timer: Ryan Kang

Pushers:  
 Chris Samstag  
 Ephraim Hathaway  
 Eric Bruner  
 Taylor Towle  
 Jayon Wang  
 Forrest Richmond  
 Spencer Rice  
 Sachin Rajpal  
 Kyle Woltersdorf  
 Cody Martin  
 Stephane Batton  
 Andrew Mccoy  
 Daniel Nesbit  
 Emerson Silva  
 Donovan Smith  
 Aakash (Rick) Bhat-  
 tacharaya  
 Paul Brachhitta  
 Philip Glover  
 Pat Clancy  
 Nimi Wariboko  
 Yannick Hogarth

Flaggers:  
 Zachary Hissam  
 Zachary Medeiros  
 Markova McPherson  
 Chris Sell

Pushers (cont'd):  
 Whitney Ladzick  
 Colleen Grogan  
 Leah Hayes  
 Caroline Danka  
 Kirti Thapar  
 Eda Kavlako  
 Carolyn Johnson  
 Danielle Fisher  
 Kelly Chang  
 Brianna Wallace  
 Peggy Lees

Drivers:  
 Diane Lee  
 Catherine Rodriguez  
 Katherine Lee  
 Yisu Wang  
 Shannon Chen

FOADs:  
 Robbie Walzer  
 Zachary Benamram  
 Michael Carroll  
 Zachary Hissam  
 Julian Pearlman  
 Zachary Medeiros

Timers:  
 Andres Velez  
 Augy Tighe  
 Matt Hsieh  
 Andrew Gumbs  
 Matt Dawson  
 Jon Mark  
 Teddy Kahn  
 Jay Kuvelkar  
 David Keyser

Special Thanks:  
 Chris Shellhamer  
 Akshay Udiavar  
 Paul Kim  
 Jonathan Mark  
 Tom Wood  
 Bill Shank





# PIONEERS



“Don’t worry, we got it.”

#### Drivers:

Maija Mednieks  
Hira Ahmad  
Laura Berg

#### Buggy:

Chaos

#### Less Specific People:

Ethan Gladding  
Joshua Wise  
Jacob Potter  
Eric Faust  
Robert Marsh  
Thomas Wright  
Matthew Glisson  
Sean Stangl  
Zach Sparks  
Costas Akrivoulis  
Caroline Colombo  
...and probably some  
other people as well

#### Thanks to:

Our friends at CIA  
Our friends at SigNu  
Any of the other orgs that  
flagged for us or made it  
easier to roll with a small  
group  
Our wondrous alumni for  
helping fund us

#### Photo Credit:

hvincent



# SAE



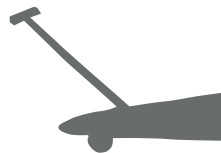
“We may not beat you on the course but we’ll beat you off.”

Chairmen: Alejandro Martinez  
Alex Campbell

Pushers:  
Matthew Katase  
Melissa Sidran  
Harold Kim  
Leandra Mosca  
Torrey Brenner  
Steven Yang  
Joe Wynant  
Oscar Chahin

Drivers:  
Lauren Milisits  
Cece Franchi

Special Thanks:  
Joey Cordes  
Asa Foster



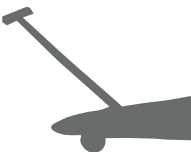
# SigEp Racing



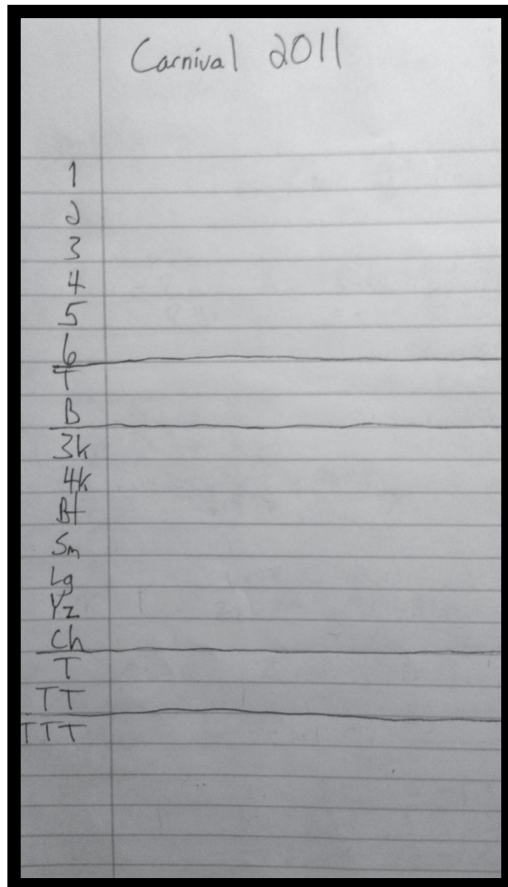
“If conscious, give two glasses of water”

Chairman:	Bryan Bleda
Head Mechanic:	Brian Pfiffner
Men's Push Captain:	Brad Holden
Women's Push Captain:	Alyssa Montanaro

Mechanics:	Drivers:	Buggies:	Special Thanks:
Neil Abcouwer	Silvia Manolache	Mamba (2011)	Daniel Burdzy
Tyrone Celozza	Rachel Johnson	Peregrine (2010)	Peter Edge
Ben Cohen	Antara Sarkar	Barracuda (2009)	Brad Holden
Eric Lawson	Chaclyn Barut	Pandora (2006)	Andy Strat
Rachel Johnson			
Jacob Mohin			
Junki Nakayama			
Anthony Pacella			
Rahool Padhye			
Gaurang Poddar			
Brian Pfiffner			
James Snyder			



# Sigma Nu



“Thou Shalt Spin Vols not Buggies”

The Blind Leading  
the Blind:  
“I am not a Spags”  
Less Racister

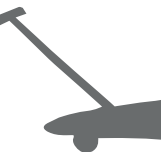
The Blind:  
Bob  
The Better Asian  
The Less Better Asian  
Member of the Tribe  
Towlie  
GK  
Salacious Crumb

The Slow:  
Chief Nevershowsup-  
wubwubwubwub  
Read Admiral Reason-  
ably Reliable  
R Kelly  
Elton John  
Chocolate Milk  
Word

Emotional Support:  
Lollipop Man  
Rhoid Rage  
Commodore 64  
The Sandman  
Mr. Phil Ashio  
The Giszler

Special Thanks:  
Rebean  
Shaggy  
The Stof  
Walt  
Bootsy  
Dirk  
The Cook  
The Wheelfather  
America’s Greatest President  
That Worthless Waste of Space

Buggy:  
Bungarus Krait 2009  
Downhill Navigation  
Specialist:  
Alicia Low





# SPIRIT Racing Systems



**“It is Dawn...We go Hard. NFJ!”**

Chairmen: Kory McDonald  
Adrienne Wilson

Assistant Chairmen: Kayla Aloyo  
Shemariah Ellis  
Jennifer Major  
Evan Moss

Head Driver: Kayla Aloyo

Push Captains: Elisha Clayton  
Dionti Davis  
Brett Harris  
Joe Frick  
Danelson Rosa

Head Flagger: Jennifer Major

Mechanics:  
Jason Kelso  
Jessica Lee  
Katherine Loiselle  
Evan Moss  
David Oluwole  
Lenny Rodriguez  
Eve Shum  
Kevin Williams

Buggies:  
Kufa Haraka- 1995  
Zulu Machafuko- 1996  
Seraph- 2004  
Mapambazuko- 2011!!!

Drivers:  
Tyler Doss  
Leslye Graham  
Carolina Flores  
Brittany Robertson

Flaggers:  
Annie Blissit  
Semawit Gebrehiwot

Timers:  
Alesia Etinoff  
Alexis Jenkins  
Darlene Reid

To the SRS Alumni,

We MUST give a special thank to all of the SRS alumni that helped us make extraordinary strides this year. Thanks for the late night emails, recommendations and surprise visits. We have progressed to new heights within SRS and will continue to move forward with your support. Word up!

To our pushers, mechanics, drivers, flaggers and Kru members,

Each person has dedicated countless hours and effort to make sure we are our best this year. SRS is a moving gear and one would not work without the other. We've had our laughs, cries and pains. But like a true family we always get through it together. Thanks for putting your best foot forward and your true love for buggy.

Now leegoooo and take this b\*\*\*\*. We go hard...NFJ!

Zulu Nation

Papa and Mama

# Student Dormitory Council



“Purple is the new Black”

Chairman: Julian Kessler  
 Head Mechanic: Wade Gordon  
 Head Driver: Laura Gurwitz  
 Push Captains: Kyle “Max Power” Neblett  
 Hugo “The Hammer” Zhang  
 Brian “B-Ri” Flores

Male Pushers:  
 Akwasi Brefo  
 Adam Kriegel  
 Andrew Medenbach  
 Arthur Hong  
 Brandon Girmus  
 Chris DeFrancesco  
 Casey Piper  
 Chris Sparks  
 Dillon Grove  
 Eric Dissinger  
 Evan Korol  
 Greg Fillios  
 Joe Barbish  
 Jessie Jemison  
 John “Keyan” Sadeghi  
 Josh Mathews  
 Julian “JBeast” Kessler  
 Luke Benedict  
 Steven Devincentis

Female Pushers:  
 Ashley Reeder  
 Abby Ondeck

(Pushers cont’d):  
 Adrienne Pajer  
 Amy Zhang  
 Bryn Loeffler  
 Courtney Chin  
 Caroline McCool  
 Crystal Wray  
 Danielle Rosenfeld  
 Eda Akyar  
 Emily Lee  
 Jenn Frazier  
 Katie Supko  
 Marci Calabretta  
 Meghan Nahassa  
 Sarah Carlson  
 Stephanie Goldfein  
 Sam Skinger  
 Stephanie Chen  
 Sue Weidenbach

Drivers:  
 Siwon Choi  
 Melisa Yepes  
 Rachel Chow  
 Denise Yam

Mechanics:  
 Alex Muñoz  
 Alex Yuschik  
 Allen Lee  
 Brian Flores  
 David “DF” Fortner  
 Derek DeChamplain  
 John “Spaceman” Ni  
 Julian Kessler  
 Jung Kim  
 Melisa Yepes  
 Mike Darcy  
 Patra “Pat” Virasathienpornkul  
 Sunny Chan  
 Tristram “Tris” Hogben  
 Won Bo Shim  
 Buggies:  
 Bane - 2011  
 Avarice - 2010  
 Malice - 2009  
 Psychosis - 2003  
 Addiction - 2002  
 Rage - 1996

## Special Thanks:

The Perfect Man, Alex Long, Nut, Jana, Mr. Price, Tallex, GFY, Mira, Josh Ayers, Jeremy, Mirabella, Annie, The Skunk, The Captain, Hat Jon, Drewfio, Orzalli, The Duck, 90, NickMo, Alberto, Nat, Hoss, K-ris, Mark Roboff, Ron Miller, The Man, Matt Sheby, Evan Stade, Trent Sisson, Scott Miller, Russ Koenig, Justine Rembisz, Doug Robl, Tom Hadad, Lars Hanson, Meredith Fry, Crash, DC, Kurt, DS, Frew, Coox, the Vandermarks, Aaron Daniele, Adam Borochoff, Bumki Kim, Aaron Harris, Philippe Ajoux, Brian Freeman, Akshay Jayaram, Michelle Wong, Amy (Graveline) Durocher; all alumni; Thomas Rainey, Luc, Blake, and SDC GenBody; Sweepstakes; and our friends, fans, and supporters.



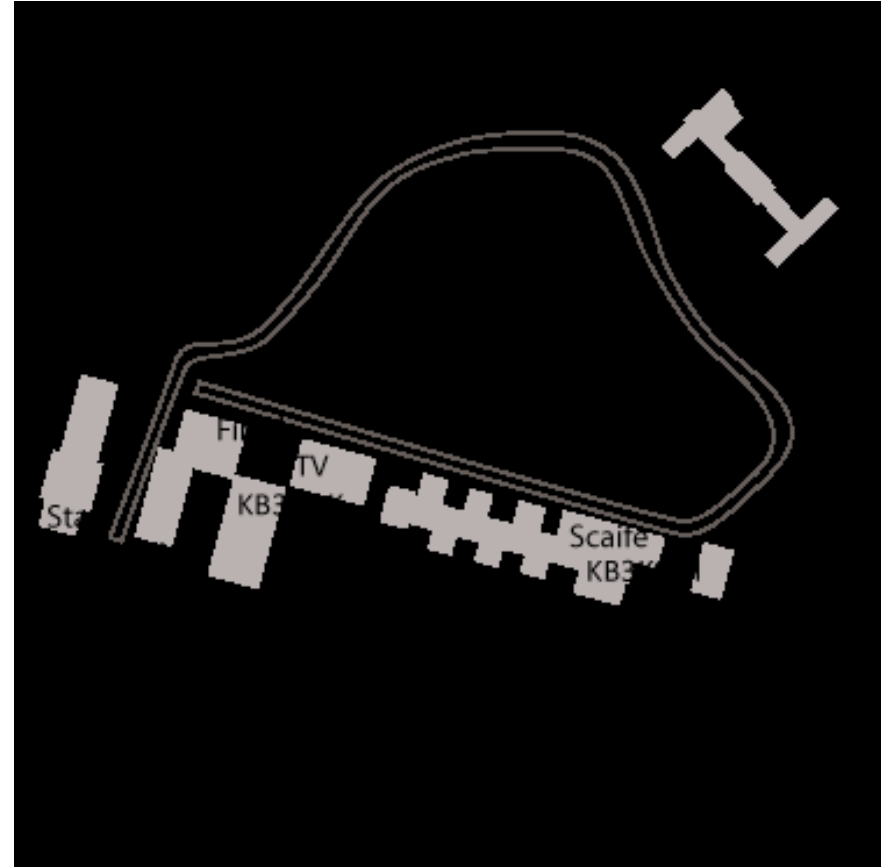
CIA Fall Rolls 2010 - Nov. 14

# support

W3VC - CMU TV - WRCT - CMU EMS



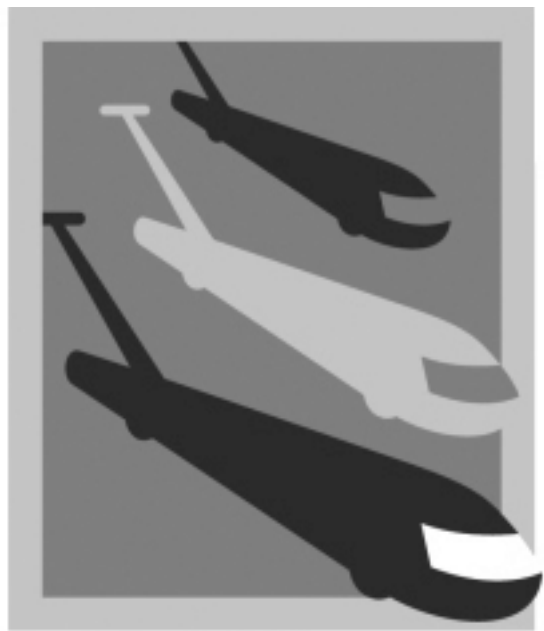
# W3VC





# Buggy Alumni Association

*"Congratulations, Seniors. You're Alumni now."*



**BUGGYALUMNI**  
ASSOCIATION



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

Register before graduation (May 15) to get 1 year of premium membership benefits for free:

**<http://cmubuggy.org/seniors>**

Supporting Members and New Alumni get

- Non-public in-depth updates on buggy events to keep you in the loop
- An invite to the annual raceday reception

After your first year, a contribution of any size makes you a supporter and helps us pursue our 5-point mission:

- 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
- Help sponsor improvements for the sport, such as the timing system and Jumbotrons
- 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

**You know them.  
You've seen them.  
You may even be one.**

**LOYAL  
SCOT**  
PLAID TO THE BONE

Unleash your Carnegie Mellon University pride and be part of our exclusive recognition program for alumni and students.

- ✓ **Give Back**
- ✓ **Get Involved**
- ✓ **Stay Informed**
- ✓ **Show Your Pride**

Learn more about the Loyal Scot program at:

cmu.edu/loyalscot  
loyal-scot@andrew.cmu.edu  
1.800.226.8258

**Carnegie Mellon University**  
Alumni Association

Special  
Thanks  
to

Bob Anderegg  
Carnegie Mellon EMS  
Carnegie Mellon Police  
Rick Caruso  
City of Pittsburgh EMS  
City of Pittsburgh Police  
Cmubuggy.org  
cmuTV  
FedEx Kinkos  
FMS  
General Motors  
Aiton Goldman  
Kaycee Palko  
Jamar Park  
Jessica Thurston  
Shafeeq Sinnamohideen  
Sam Swift  
Student Activities and Student Life  
The Buggy Alumni Association  
W3VC  
WRCT  
Tom Wood

# Sweepstakes

Schedule of Events 2010-11

April 14-17

## Thursday

- 10am - 2pm Sweepstakes Buggy Design Competition  
*Wiegand Gym, University Center*
- 3pm Spring Carnival Midway Opening Ceremony  
*Spring Carnival Midway*
- 4pm Kiltie Band Concert  
*Spring Carnival Midway Tent*
- 8pm AB Concert: Big Boi with Brother Ali  
*Spring Carnival Midway Tent*
- 11pm Scotch'n'Soda: "Cabaret"  
*Rangos Hall, University Center*

## Friday

- 8am - noon Preliminary Sweepstakes Races  
*Schenley Park*
- 9am - 11am CIT Alumni Buggy Breakfast  
*Singleton Room, Roberts Engineering Hall*
- 12:30pm Buggy Alumni Reception  
*Coffee Lounge, Baker Hall*
- 1:30pm The History of Buggy  
*Giant Eagle Auditorium, Baker Hall*

## Saturday

- 8am Exhibition Races  
*Schenley Park*
- 9am - noon Sweepstakes Final Races  
*Schenley Park*
- 2pm School of Drama: "The Alice Project"  
*Philip Chosky Theatre, Purnell Center for the Arts*
- 6pm Spring Carnival Awards Ceremony  
*Spring Carnival Midway Tent*

## Sunday

- 10am Buggy Alumni Assoc. Morning-After Breakfast  
*Smallman St. Deli, 1912 Murray Ave.*

