

SWEEPSTAKES **2012**



92 YEARS OF ENGINEERING & ATHLETIC EXCELLENCE

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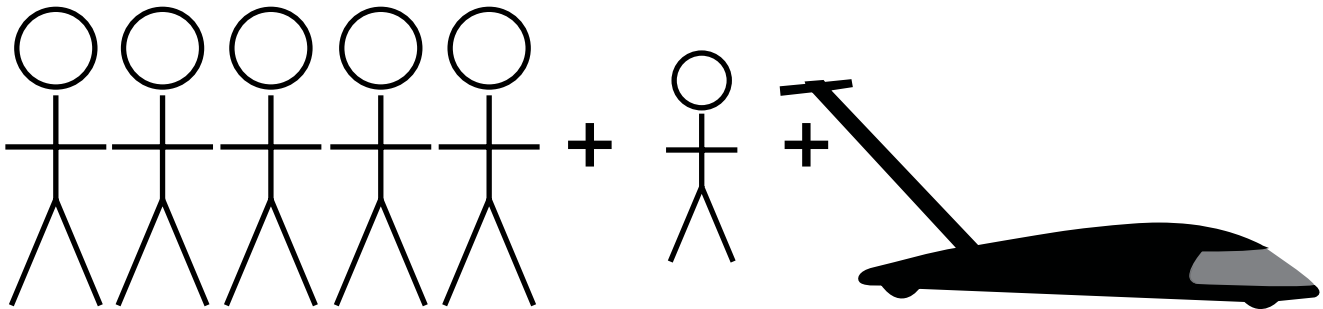
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WHAT IS BUGGY?

Often referred to as "Buggy" around Carnegie Mellon, Sweepstakes is the highlight of Spring Carnival. The tradition began in 1920 as "pushmobile races" of Campus Week. Buggies are essentially aerodynamic cylinders designed and built by student organizations throughout the year. Each buggy holds a driver that steers and maneuvers around a 4,400-foot course. Just an inch off the ground, the drivers speed through bends reaching speeds of nearly 35 miles per hour.

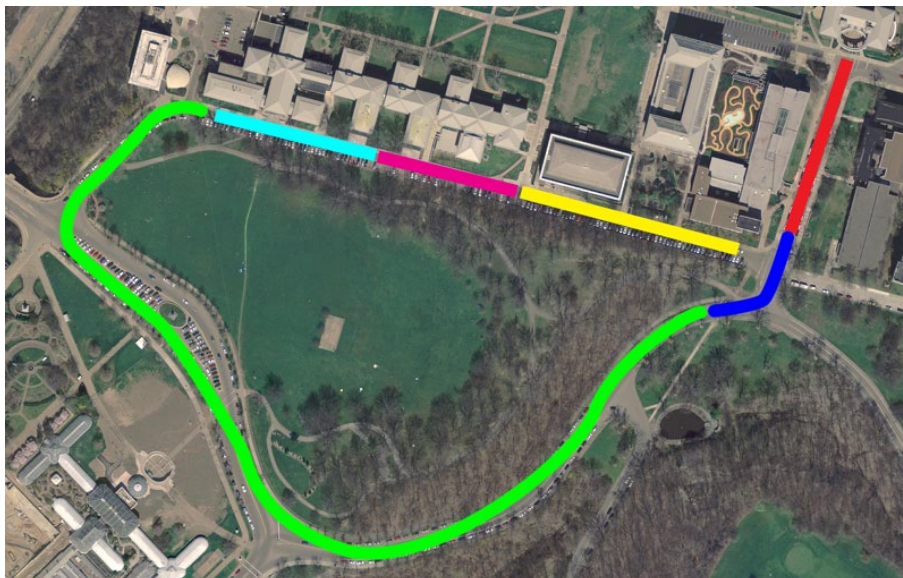
BUGGY TEAMS



Buggy teams consist of five pushers that push the buggies in a relay-style race up hills and to the finish line. There are two divisions of buggy teams: men's and women's.

THE COURSE

The buggy race begins at the bottom of Hill 1, or Tech Street, outside of the Margaret Morrison Carnegie Hall rotunda. The course follows Tech Street to Schenley Drive, past Phipps Conservatory, and onto Frew Street. In total, the buggy course spans approximately .8 miles and is broken into 6 segments: 2 uphill legs followed by a downhill stretch, and then 3 more uphill legs.



- Hill 1
- Hill 2
- Downhill
- Hill 3
- Hill 4
- Hill 5

BUGGY HISTORY

The annual University-wide party we now call Carnival started in 1914, not long after Carnegie Tech was founded. It started as “May Day,” and back then, school spirit events were limited to individual schools: Applied Science, Applied Design, the Trade Schools, and the Women’s School (later Margaret Morrison Carnegie College). By 1920, those events had merged and expanded into a cohesive celebration called Campus Week.



The first Campus Week saw the birth of one of the most unique and recognizable aspects of Carnival and Carnegie Mellon in general: Sweepstakes (then popularly called “BlitzBuggy” or just “Buggy”). The first buggy race started at 9:30 am on May 14, 1920, with what a witness called “a conglomeration of rain barrels with bicycle wheels, four wheeled orange crates, and three wheeled ash cans.” The first few years saw the essence of Sweepstakes change rapidly. The original buggies were propelled by two-man teams composed of a pusher and a driver. Not long after the sport was invented, a pit stop was added to the course. All buggies were required

to make pit stops, during which the team would do two things: first, switch the right and left rear wheels, and second, switch places themselves, so that the original pusher would drive for the second half of the course and vice versa. In 1926, the first multi-day buggy competition was held, using the time trials/finals system still in place today. That year, the buggy record was set at 3:22. In 1927, a fifth pusher was added to buggy teams; the following year, the course was altered to even up pushers’ workloads.

Non-fraternal organizations first regularly entered Sweepstakes during the 1950s with the running of a buggy from the men’s dorms - though to no avail as most of the decade was dominated by Alpha Tau Omega (ATO). Though ATO lost their presence on campus several years ago, it remains among the most dominant single organizations in Carnival history. ATO brothers earned the first-place cup in Sweepstakes every year from 1953 to 1962 except for 1959, and managed to take second place as well in both 1953 and 1955.

The 1980s were the decade of the independent organization in Carnival competition. Organizations like Pioneers quickly adapted to Carnival and were taking silvers by the end of their second and third years. The infancy of such organizations during the ‘70s prepared them for it, but CIA’s record-setting buggy victory in 1981 - the first such win by a non-Greek organization - was nevertheless unexpected. Their pace and a four-year streak for CIA women’s was followed by the coming



BUGGY HISTORY



of SPIRIT in 1987, which won its first Sweepstakes on account of weather canceling the three final heats, even though Beta's finals time was better than SPIRIT's preliminary. SPIRIT returned the next year to place with a time of 2:06.2, setting a record that stood for 20 years.

The evolution of buggies occurred amidst changing rules about safety requirements and the first relaxing of regulations in several decades.

More innovation in buggy technology - advances in body design and the eventual standardization of most vehicles - was the major change during the early part of the decade. Despite these changes effectively leveling the playing field, PiKA and SPIRIT took every Sweepstakes championship from 1986 until 2000 because of those organizations' competitiveness in Sweepstakes, followed by Fringe in 2001. PiKA continued its success in the early

2000s, winning the men's race from 2002-2008, and setting the new course record of 2:04.35 in 2008. SDC took the lead in 2009, shattering PIKA's course record, and setting the new time-to-beat of 2:03:30. 2010 was a disappointing year for SDC, when they were disqualified from the finals heats due to a fire hazard near their buggy staging area. The loss of SDC in 2010 opened the door for other organizations, and Fringe came out on top. Fringe also dominated the men's heats in 2011, winning the race with a 2:05.08.



CURRENT RECORDS

Women: 2:25.60 SDC 2009

Men: 2:03.30 SDC 2009

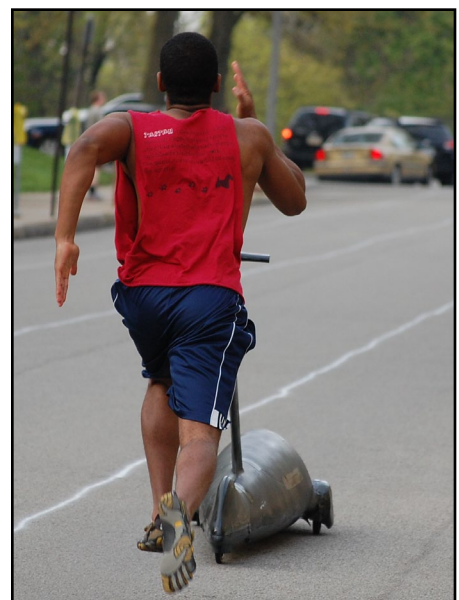


PAST WINNERS - MEN

YEAR	TEAM	TIME
1921	ISD	04:38.0
1922	SAE	04:30.0
1923	KapSig	
1924	KapSig	
1925	KapSig	
1926	PiKA	03:18.3
1927	KapSig	03:15.8
1928	KapSig	03:04.4
1929	PhiKap	03:05.6
1930	Beta	02:57.5
1931	DTD	02:59.0
1932	Beta	02:54.8
1933	Beta	02:48.5
1934	KapSig	02:49.7
1935	Beta	02:47.2
1936	KapSig	02:46.8
1937	-----	
1938	KapSig	02:43.0
1939	KapSig	02:44.0
1940	KapSig	02:53.0
1941	KapSig	02:55.0
1942	-----	
1943	-----	
1944	-----	
1945	-----	
1946	DTD	02:49.0
1947	DU	
1948	DTD	02:48.0
1949	DTD	02:42.5
1950	DTD	02:41.8
1951	DTD	02:41.6
1952	DTD	02:36.0
1953	ATO	02:30.5
1954	ATO	

1955	ATO	02:26.0
1956	ATO	
1957	ATO	02:25.0
1958	ATO	02:28.4
1959	PiKA	02:29.7
1960	ATO	02:34.5
1961	ATO	
1962	ATO	02:27.5
1963	PiKA	02:34.0
1964	Beta	02:31.5
1965	Beta	02:28.7
1966	Beta	02:27.8
1967	PiKA	02:24.8
1968	PiKA	02:20.9
1969	Beta	02:29.6
1970	PiKA	02:28.5
1971	PiKA	02:28.5
1972	PhiKap	02:24.0
1973	PhiKap	02:25.4
1974	SigNu	02:21.4
1975	PiKA	02:19.3
1976	PiKA	02:23.3
1977	PiKA	02:17.8
1978	Beta	02:23.4
1979	Beta	02:18.4
1980	PiKA	02:16.4
1981	CIA	02:10.5
1982	SigNu	02:11.5
1983	PiKA B	02:09.0
1984	PiKA	02:08.50
1985	SigNu	02:09.05
1986	PiKA	02:08.67
1987	Spirit	02:11.35
1988	Spirit	02:06.20
1989	Spirit	02:06:57

1990	PiKA	02:07.05
1991	Spirit	02:10.63
1992	Spirit	02:07.37
1993	Spirit	02:10.43
1994	PiKA	02:09.17
1995	PiKA	02:09.98
1996	PiKA	02:08.15
1997	Spirit	02:11.88
1998	Spirit	02:09.45
1999	PiKA	02:09.72
2000	PiKA	02:07.41
2001	Fringe	02:09.07
2002	PiKA	02:09.19
2003	PiKA	02:10.10
2004	PiKA B	02:11.74
2005	PiKA	02:07.87
2006	PiKA	02:07.30
2007	PiKA	02:07.39
2008	PiKA	02:04.35
2009	SDC	02:03.30
2010	Fringe	02:07.50
2011	Fringe	02:05.08



PAST WINNERS - WOMEN

YEAR	TEAM	TIME
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	02:45.48
1986	Spirit	02:38.84
1987	Spirit	02:37.34
1988	PiKA	02:40.00
1989	Spirit	02:36.99
1990	PiKA	02:36.30
1991	PiKA	02:37.31
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	02:25.60
2010	Fringe	02:40.59
2011	SDC	02:34.96



2012 SWEEPSTAKES COMMITTEE

CHAIRMAN: Anthony Pacella

ASSISTANT CHAIRMAN: Kevin Jang

SAFETY CHAIRMAN: Mike Mackin

DESIGN CHAIRMAN: Rachel Johnson

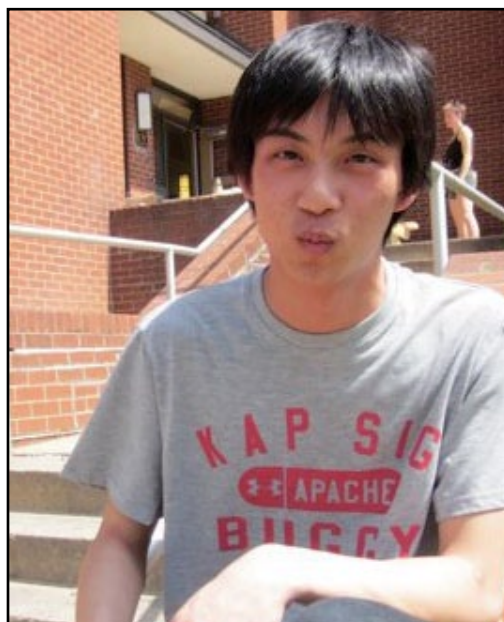
BUGGY BOOK/COMMUNICATION CHAIRMAN: Amy Revak

ADVISOR: Kaycee Palko

WORDS FROM THE CHAIRMEN...

CHAIRMAN: Anthony Pacella

“I wasn’t like every other kid, you know, who dreams about being an astronaut, I was always more interested in what bark was made out of on a tree. Richard Gere’s a real hero of mine. Sting. Sting would be another person who’s a hero. The music he’s created over the years, I don’t really listen to it, but the fact that he’s making it, I respect that. I care desperately about what I do. Do I know what a buggy is? No. Do I know what I’m doing today? No. But I’m here, and I’m gonna give it my best shot.”
(Adapted from Zoolander)



ASSISTANT CHAIRMAN: Kevin Jang

“Hey, there’s a party on Beeler tonight, you going?”

“Na, I gotta be up for buggy, I’m hitting the sack early.”

“What? What’s buggy? You don’t have to be up that early do you? Just come out for a few hours.”

“I have to be up at 5, I promised my team I’d be there.”

“Dude, seriously?! 5?! Why would you do that to yourself?? What do you guys even do during buggy?”

“Well, we have this soapbox car but like... smaller... and there’s a driver who can steer and brake and we push it around the course.”

“That’s it?”

“... well... no, but... that’s the gist of it”

“So you make these little go-karts, stuff someone in them, and then push them up and down hills?”

“No, it’s more than that!”

“So what is it?”

“It’s um.... well.... yeah, that’s basically what it is.”

WORDS FROM THE CHAIRMEN...

SAFETY CHAIRMAN: Mike Mackin

As a freshman in the fall of 2008, I began my buggy career pledging Kappa Delta Rho. As a mechanic, pusher, designer, builder, director of drunk/sleepy frat dudes, and hill 3 pit stop Death Eater, I fell in love with the sport and the community around it. After the untimely end of KDR in the summer of 2009, I was fortunate to be taken in by Fringe. After three years, 3 buggies, and innumerable sunrises, I decided to retire. I wanted to spend my senior year giving back to the community that had given me so much, so I ran for Safety Chair. This year and this role have been the perfect cap to my undergraduate buggy experience. This sport's uniqueness, rich history, and depth of knowledge set it apart from all others. Its technologies, designs, and materials have evolved over generations, perpetually pushing the limits of performance. I think I speak for the entire community when I say I would like to thank all those that came before me. To all the teams competing on Raceday 2012, Good Luck!



DESIGN COMPETITION CHAIRMAN: Rachel Johnson

I joined buggy by accident, but it's always been one of my favorite parts of college—there's no love quite like buggy team love. 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 got to plan design competition for a second time, and it's been so much fun. I love how buggies are similar and different at the same time, and how cool it was getting to see teams grow from last year to this year. I can't wait to see all the new (and old) buggies out on raceday!

BUGGY BOOK/COMMUNICATION CHAIRMAN: Amy Revak

I'll never forget my tour of Carnegie Mellon as a high school junior. It was a rainy, dreary day when I first heard about buggy, standing outside the rotunda of Margaret Morrison Carnegie Hall, looking up Hill 1. "I'm going to do that!" I proudly announced to my none-too-thrilled parents. I had an amazing time as a driver for 2 years of my time at CMU, and being buggy book/communications chair this year has allowed me to see a new side of sweepstakes. Thanks to everyone for their hard work, and go get 'em this race day!



A TALE OF A DRIVER...

BY: Kayla Aloyo, Spirit Driver

I can't imagine life without buggy. It sounds horrible! Partying all night and sleeping in on the weekend...who even does that? All kidding aside, buggy is a hell of a sport. But not for the reasons you think it is. Yeah, pusher's train all year to be strong and push the buggy up the hill. But I've learned that they're not the only athlete on the team. The driver is also one. Anyone that can say the driver isn't an athlete hasn't experienced rolling down a hill face first at 40 mph. Did I mention that we are laying on our stomach inches from the ground? Well, it takes a good deal of upper body strength, endurance, and focus. Of course, you also have to be the right stature.

Let me paint you a picture:

It's Raceday. I hop up out of the bed and turn my swag on. It's time for my gear: underarmour, harness, goggles, helmet and long socks. And I put on my vans, cause they look like sneakers. Now, I need to get in my zone (*Jay-Z voice* don't let me get in my zone). I'm mentally prepared and ready to rock and roll. I'm one with the buggy. Once the countdown begins, everything is a blur. Its

2 minutes of pure energy, adrenaline and excitement. I'm rolling so fly...like a G6. I think you get the picture, but honestly, I can't compare driving a buggy to any other experience.

Driving for SPIRIT for the past 4 years has truly been an adventure. I've grown from a shy little freshman to head driver to a leader in our organization. I've learned that the driver has to be fierce, a risk taker, ready for anything, and trusting. Most importantly, the driver needs an amazing team to depend on.

Like I said: Buggy is a hell of a sport. You can tell because of how crazy committed people are to their craft: the obscene hours, battling all of the elements, being sent down a large hill in a torpedo shaped vessel with nothing more at your disposal than a helmet, a hand brake, and a whole lot of courage. Preparing for my last race day, I am ready to put all I've worked for on the line for one last shot at glory.

SRS. NFJ.



A TALE OF A MECHANIC...

BY: Alex Wachsmann, AEPi Mechanic

I was halfway through the chute when I regained consciousness of my surroundings. Waking up at 4:30 can be hard on one's memory. The usual crowd of vagrants, obnoxious kids, and bikers was in evidence so that I didn't feel lonely. They were the ones laughing at me. And how could I blame them, standing as I was, sweeping a public road with a pushbroom. Back-and-forth, back-and-forth, scraping the previous week's crap into the gutter. It's a ridiculous sight for anyone to see, especially at 5 in the morning, especially when the road will be covered in gravel and cigarette butts again after about thirty minutes of regular traffic.

Nothing about buggy really makes the kind of sense that you'd want it to, which I guess can be said about traditions in general. We don't really do them with a goal in mind, we do them because we've been doing them and we're not about to stop now. And because often, in spite of everything, they're fun as hell. How else can you explain to someone why you stuff a tiny girl in a rolling coffin, drop her down a hill, only to push her back up again every weekend before sunrise?

I'm rambling again. Five in the morning will do that to you. After some (much) needed coffee, it was time to load up and roll out. As a mechanic, this is the part where you cross your fingers. If something goes wrong down there, there's nowhere else for the pointing finger of accusation to turn. Tiny girls can be counter-intuitively scary when they're pissed off. Maybe it's because the type of tiny girl who volunteers to be rolled down a hill at forty miles per hour six inches off the ground again and again in a wheeled bullet is not the type of girl you typically want to mess with. On the other hand, when everything works there's no overwhelming triumph. You were just doing your job. There's only the satisfaction that your time spent waist-deep in brake cables and bearings wasn't spent in vain, at least not entirely.

I guess the punchline is us, and the fact that we keep showing up, with grins on our faces. And we wouldn't have it any other way. What else are we going to do, sleep?



A TALE OF A PUSHER...

BY: Miranda McCoy, CIA Push Captain

Hill 1: You stand at the starting line, heart pumping pure adrenaline. This is the moment you've been waiting for, when your year-round regimen of sprints and lifting will pay off. The mechanics set the buggy down at your feet and you instinctively clutch the pushbar. You feel your entire body tense as the countdown nears zero, and then you're flying up the hill.

Hill 2: The pained look on the Hill 1 pusher's face makes you smile. As he practiced sprints year round, you sat in a nice air-conditioned weight room. You are the muscle; you are a buff, chiseled machine. You catch the push-off and in three shoves you've torpedoed the buggy down the hill. You could probably eat the other pushers for breakfast.

Hill 3: You watch the buggy glide down the freeroll, praying it will get a good enough rollout you won't have to sprint back down to Scaife. You like Hill 3 precisely because it is a shorter version of Hill 1, and you're going to give the Hill 2 pusher hell if the buggy doesn't make it past the hay bales.

Hill 4: You love the fact that your hill is a nice mix of Hill 3 and Hill 5. The Hill 3 pusher passes off the buggy and right as you begin to feel the wear of uphill sprinting, the course levels out, enabling you to plant yourself firmly at the line and give a push-off that will take the Hill 5 pusher twenty yards to catch.

Hill 5: The Hill 2 pusher could probably eat you for breakfast. Of all the pushers you are the only one who can claim long-distance running as your favorite activity. As you sprint towards the finish line the crowd is an incomprehensible roar in your ears. You lunge to catch the bar as it crosses the line, and are extremely impressed with yourself when you don't faceplant.



ACTIVE BUGGIES RACEDAY 2012

AETI



Kamikaze 2009

APEX



Insite 2003
(Borrowed from Fringe)

CIA



Orca 2012

Ascension 2011

Freyja 2010

Firebird 2004

Quasar 2002

Delta Force



Perun 2007
(Borrowed from KDR)

FRINGE



Bissa 2012



Bonsai 2011



Borealis 2010



Bedlam 2009

TTKA



Raptor 2011



Chimera 2008



Zeus 2000

ΣΑΕ



Rubicon 1999

ΣΝ



Bungarus Krait 2009

SDC



Bane 2011



Avarice 2010



Malice 2009



Rage 1996

ΣΦΕ



Mamba 2011



Peregrine 2010



Barracuda 2009



Pandora 2006

Spirit



Mapambazuko 2011



Seraph 2004



Kufa Haraka 1995

2012 ACTIVE TEAMS



- ALPHA EPSILON PI..... 15
- APEX..... 16
- CIA 17
- DELTA FORCE..... 18
- FRINGE 19
- PI KAPPA ALPHA 20
- SIGMA ALPHA EPSILON 21
- SDC..... 22
- SIGMA PHI EPSILON 23
- SIGMA NU 24
- SPIRIT 25

ALPHA EPSILON PI AETI

“F*ck it, we’ll do it live”



CHAIRMAN: Jake Reid
HEAD MECHANIC: Alex Wachsman
FALL PUSH CAPTAIN: Eric Chandler
SPRING PUSH CAPTAIN: Michael Andrews
PUSHER TRAINING CAPTAIN: Russell Kirmayer

DRIVERS: Jennifer Shin
Erica Green

MECHANICS:
Jake Reid
Alex Wachsman
Brian Humbarger
Michael Andrews
Brandon Mittman
Ethan Myers
Jake Olitsky

WOMEN’S PUSHERS:
Corinne Clinch
Maritina Tsembelis
Christina Razzano
Eva Humphrey
Christine Law

MEN’S PUSHERS:
Jake Reid
Asa Berg
Brian Humbarger
Michael Andrews
David Gamble
Eric Chandler
Russell Kirmayer
Nate Barshay
Ted Smongeski
David Zaidins

SPECIAL THANKS:
Camo
Alex Wachsman
Brian Alderman
Michael Zankel
Steven Klee
Roboclub
Duke Ellington
Louis Armstrong





CHAIRMAN: Connor Hayes
CO-PILOT (SECRETARY): Meghan Kaffine
TREASURER: Alek Kirchmann
HEAD MECHANIC: Jackson Toth
RACEDAY COORDINATOR: Roberto Jaime

HEAD DRIVER: Mallory Hayase
DRIVERS: Steph Cheung
Cindy Zeng

MECHANICS: Calvin Chan
Gianfranco Colombi
Trevor Decker
Victor Naziazeni

PUSHERS: Jeff Cole
Lukas Ronner
Ian Rosado
Koganti Rikky Roy
Roberto Jaime
Alek Kirchman
Adele Grabowski
Steph Chung
Mallory Hayase
Elena Feldman

THE LAST PIONEER: Ethan Gladding

Honestly it is amazing where we are today. This whole idea of creating a new buggy organization started off as nothing more than a few words being tossed around. We were discussing whether or not the Rez on Fifth wanted to do booth this year when all of a sudden the topic was turned to having a dorm buggy team. All of us were hooked. As time rolled on, we began to realize the passion we had for this crazy sport and decided we just couldn't give it up after a year. The concept of "Rez Buggy" was thrown aside and Apex was born from the Ashes. This is where a personal shout-out to PiONEERS must be made. Without them, we would not be here. Folding over and donating their assets to us gave our dream the impetuosity it needed to move forward. Also we must thank Josh Hixson, Sam Swift, Molly Hall, Eli Murphy-Trotzky, and the rest of Fringe for loaning us a buggy to roll after we killed the first one we borrowed. obligatory mccue reference. Jerry Carlson, Rachel Browne, Ben Houser, Ben Matzke, Zach Waldman CIA and their alums must be thanked as well for being way to nice to us and for giving us a ton of information to get off the ground! The future holds BIG things and build 1 should be wrapping up around raceday. Thanks everyone for the help and support. All of the other teams and Alum were unbelievably helpful in preventing us from most certain failure.

We hope to see everyone real soon on day two!



CHAIR:

Gerald Carlson (Chair)
Rachel Browne (Ass't)

DRIVERS:

Jillian Brinberg (Orca)
Shannon Lee (Firebird)
Lizzie Li (Quasar)
Allison Lim (Ascension)
Annemarie Malbon (Firebird)
Emily Ostrin (Freyja)

WOMEN'S PUSHERS:

Miranda McCoy*
Natalie French
Maddie Stearns
Ashley Dickson
Allison E. McKnight
Christina Miller
Tamar Ben-Shachar
Rachel Browne*
Kelley Huang
Lyndsey Gray

Rika Keener
Jess Phoa
Sophie Zimmerman
Rika Keener
Ran Liu
Cathy Schwartz
Rachael Schmitt
Susan Zheng
Lindsay Victoria
Unfortunate drivers

SUPPORT:

Ellen Obenshain
Stacey Chin
Melanie Danver
Alessandra Zimmerman

HONORARY DRIVERS:

Elon Bauer
Rachel Browne
Minh Le
Amy Revak

MEN'S PUSHERS:

Ben Hauser*	Alex McGuigan	Gabe Diamond
Dan Becerra*	Andrew McKinnie	Carl Glazer
Josiah Boning	Jerry Carlson*	Dan Tabrizi
Kellen Chow	Ben Pattison-Gordon	Connor Brem
Connor Brem	Jaime McDermott	Tyler Chapin
Steven Dieckmann	Dylan Mori	Ryan Davis
Kelton Finch	Steven Pepin	Nat Jeffries
Guillermo Gomez	Graham Spicer	Myles Killpatrick
	John Brieger	

MECHANICS:

Michael Saitta*	Susan Zheng	Alicia Carrion
Ben Hauser*	Elon Bauer*	Ryan Davis
Dan Becerra*	Rachel Browne*	Nat Jeffries
Kellen Chow	Gabe Diamond	Preston Ohta
Guillermo Gomez	Steven Dieckmann	Cathy Schwartz
Andrew McKinnie	Carl Glazer	Rachael Schmitt
Jerry Carlson*	Alex Kozhemiakov	Sophie Zimmerman
Jaime McDermott	Dan Tabrizi	
Dylan Mori	Connor Brem	

THANKS TO:

Frank & Lou
Ben Matzke
Zatch
Anthony, Kevin, Mackin, and Kaycee
Natalie & Erin
Paul & DeVos
Alex May
Aiton Goldman
Lawrence Greenfield
Fernandan & Club Wilkins
Storm Walden
Apex
Fringe
Everyone who donated to the build of Orca!

ΔΔΔΤΔ (Delta Force)

“Moby! Moby! Dick dick dick!”



CHAIRMEN: Danny Kane, Kelsey Briggs
HEAD MECHANICS: Brad Plaxen, Carlijn Valk
DRIVER: Ivy Chung
FUNDRAISING CHAIR: Meela Dudley

MEN'S PUSHERS:

Tyler Healy (captain)
Ian McIntyre
Jake Helmers
Derek Lessard
Danny Kane
Alex Clement

WOMEN'S PUSHERS:

Melissa Sidran (captain)
Shannon Ho
Amritha Mallikarjun
Katy Basore
Lauren Ellis
Emily Boncek
Katie Lin
Kyla Dolan
Carineh Ghafafian
Kelley Sheehan
Julia Embody
Sara Saheb Kashaf
Lauren Milisits



THANKS TO: Kappa Delta Rho for lending us Perun, Dana Weinstein for helping to train our driver, and Rachel Johnson for being the voice of reason and experience.

FRINGE



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

FRINGE

CHAIRMAN: Josh Hixson

HEAD MECHANIC: Neil Goeckner-Wald

MECHANICS:

Spencer Barton
Andy “Broski” Borowski
Andrew Brown
Dave DeGerome
John Dieser
Molly Hall
Graham Harvey
Josh Hixson
Dan Marsh
Taryn Monteleone
Eli Murphy-Trotzky
Vivek Nair
Utkarsh “Michelle” Sanghi
Sophia Zikanova

DRIVERS:

Jenn Coloma
Angela Lo
Becky Peterkin
Julia Shen

PUSHERS:

Evan Acevedo, Push Captain
Faith Clayton, Push Captain
Alex Abedian
Eric Balkanski
Justin Barsano
Peter Crampton
Dave DeGerome
Zach George
Neil Goeckner-Wald
Graham Harvey
Nick Marco
Alex McHugh
Sam Murray
Daniel Orbegozo
Aswin Tejasukmana
Mike Velez

Robert Winkelman
Rob Wojno
David Zimmerman
Lara Dorko
Molly Hall
Aubrey Higginson
Sara Humel
Taryn Monteleone
Jaclyn Stutz
Lydia Utkin
Emma Williams
Karisa Williams
Stephanie Yeung
Ranny Zhao
Sophia Zikanova

THANKS: Jess, Mackin, Ray, Sam, Carsen, Revo, TommyK, Mike, Christian, Ken, DanBen, Graydon, Dave, Barnaby, Tucci, Amanda, Janice, Andrew, Korinn, Shaleya, Derrick, Julia, Barb, Jimmy, Blood, Nicole, Krishan, Sarah, Yervant, Jason, Candace, John and Ken, FSAE, CIA, AEPI’s jazz, Bantam, Half our org for an extra room, Flat tires, Cheeze Balls, Breuggers, Altoids, Signicast, Wrenches, Molly’s car and its infinite supply of Monster, Kermit, Spongebob, Miles

NO THANKS: Nutcase, Labels, Colors, Simon, Windtunnels, Walkies, Bale stealing hobos, Escorts, Potholes, Flashlights, 110v outlets, Whamboozie and The Hulk, old mushroom-coated booths, TED, Mystery pissers, Those in the Hallway :3



CHAIRMAN: Taylor Towle

MECHANICS: Eric Bruner, Michael Carroll, Zach Hissam

DRIVERS: Catherine Rodriguez, Yisu Wang, Katherine Lee

HEAD TIMERS: Paul Brachitta and Andres Velez

MEN'S PUSHERS:

Ephraim Hathaway

Eric Bruner

Jack Butler

Kyle Woltersdorf

Doug O'Connell

Nimi Wariboko

Yannick Hogarth

Jeff Bouton

Phil Glover

Brian Saravia

Edmund Chow

THANKS TO: Thanks to all of our brothers and alumni for their unwavering support, and thank you to Sweepstakes for all of the time they put in this year.

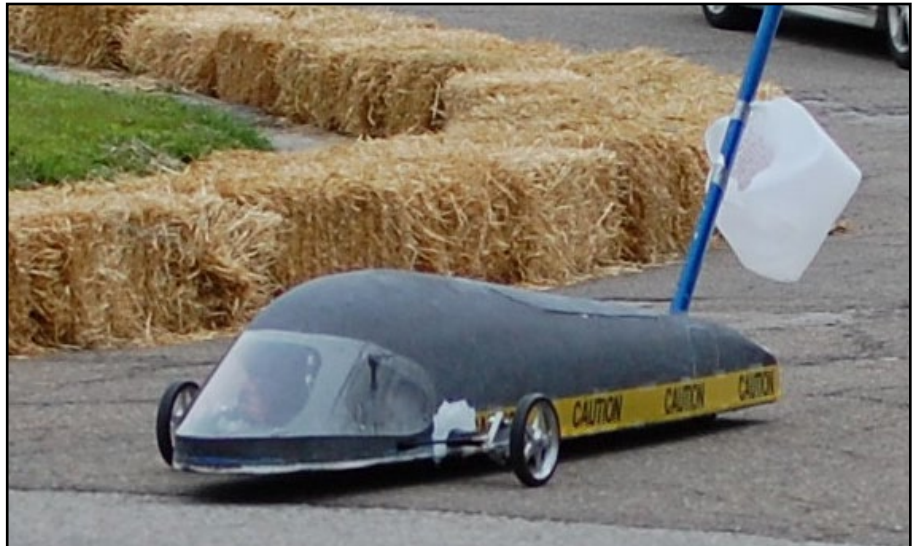


SIGMA ALPHA EPSILON ΣΑΕ

“Road: Long and hard, but we finished”



- CHAIRMEN:** Alex Campbell, Alex Martinez
MECHANICS: Alex Martinez, Adam Constanza, Joe Wynant
DRIVER: Lauren Milisits
PUSHERS: Matt Katase
Jeff Mich
James Crisuolo
Oscar Chahin
Peter Pacent
Mike Ford
Alex Campbell
Steve Yang
Alex Mark
Harold Kim
Juan Portela
Ian Glasner
Nick Trileski



THANKS TO: Alex Martinez for the motivation to bring Ruby back and Joe Wynant for his great help, and as always, thanks to our dedicated driver, Lauren. Without her, our buggy would crash.

STUDENT DORMITORY COUNCIL (SDC)

“Pushing the Limit”



CHAIRMAN: Alex Muñoz

HEAD MECHANIC: Mike Darcy

HEAD DRIVER: Melisa Yepes

PUSH CAPTAINS: Brian Flores
Emily Lee

MECHANICS:

Alex Muñoz
Allen Lee
Brian Flores
Derek DeChamplain
John Greth
Julian Kessler
Jung Kim
Matt Kent
Melisa Yepes
Nastassia Barber
Noelle Jung
Riley Larget
Rokhini Prahbu
Steph Chen
Tristram “Tris” Hogben
Wade Gordon
Wonbo Shim

DRIVERS:

Jing Xiao
Rachel Chow
Vivian Wong

FEMALE PUSHERS:

Abby Ondeck
Amy Zhang
Caroline McCool
Cecilia Zischkau
Courtney Chin
Crystal Wray
Diane Koeller
Dorothy Yu
Elise Lim
Emily Wright
Jenn Frazier
Jennifer Elkin
Jess Rinn
Kathryn Davis
Leela Chockalingam
Mariah Ondeck
Meghan Nahass

MALE PUSHERS:

Adam Kriegel
Andrew Medenbach
Anthony Westren
Arthur Hong
Brandon Girmus
Edward Cao
Eric Dissinger
Greg Fillios
Harrison Turner
Jeff Kehl
Joe Barbish
Joe Zischkau
Keyan Sadeghi
Jordan Kunz
Julian Kessler
Kristian Wojnar
Michael Kellman

Rebecca Piston
Sam Skinger
Sarah Carlson
Stephanie Goldfein
Sue Weidenbach

Steve Ford
Steven Devinentis
Sam Smith
Talha Ali

SPECIAL THANKS: The Perfect Man and His Perfect Woman, Alex Long, Mr. Price, Nut, Jana, DF, Michelle, Jeremy, Laura, Sunny, Hat Jon, GFY, Tallex, NickMo, Drew, Orzalli, The Duck, 90, Mira, Alberto, Nat, Josh Ayers, The Skunk, The Captain, Spaceman, Hoss, Kris, Mark Roboff, Annie, Borochoff, Devin, Soltesz, Sands, SiwonC, Hugo Zhang, Neblett, DeFran, Ron Miller, The Man, Matt Sheby, Scott Miller, DS, Russ Koenig, Doug Robl, Tom Hadad, Lars Hanson, Meridith Fry, Crash, DC, Kurt, Frew, Coox, Chris Stengel, the Vandermarks; all alumni; Thomas Rainey, Blake, and SDC GenBody; Sweepstakes; and our friends, fans, and supporters.

SIGMA PHI EPSILON ΣΦΕ

“Why doesn't this work, Bless?”



CHAIRMAN: Ben Cohen

MECHANICS:

James Snyder
John Breiger
Harley Montano
Brian Pfiffner
Bryan Bleda
Richard Barber

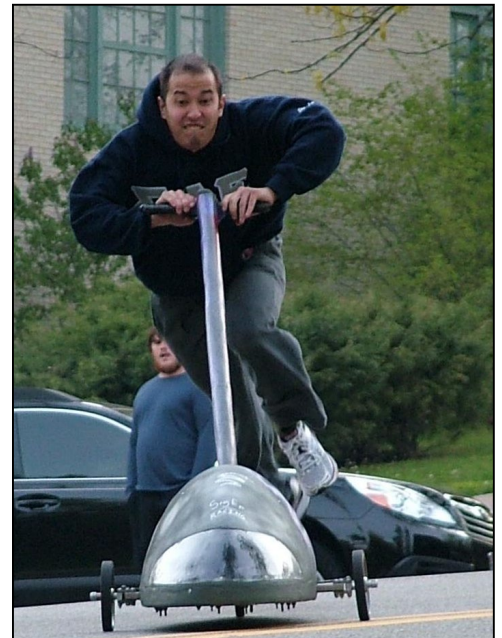
DRIVERS:

Silvia Manolache
Antara Sarkar
Rachel Johnson
Colleen Casey
Chaclyn Barut

PUSHERS:

Chris DiAndreth
James Solomon
Jon Soyt
Anthony Corletti
Ling Qu
Zach Anderson
Steve Crawford
Tomek Makowiecki,

THANKS: Jake Mohin, Peter Edge,
Damian Valdes





THE PEOPLE TO BLAME:

Broken Door
Ra-Ra-Rasputin

STILL IN ONE PIECE: Bungarus Krait

DERP: Wap-Wap-Weep-Wap
The Man with 4 PokéBalls
Slurpee in a Highball
Mo-but-not-Illy
Grunk Duhan
Brown Change
Cheshire Cat
The Fifth Teletuby
El

HONORARY WOMEN: Unloads Himself

THE SPANISH INQUISITION:

Air Force Black
Lemon Sugar Cookie
Fool on the Hill...1
ΓΘΔΓ
Smart Gump
Naps
Ich bin ein Berliner
Kinda Kanadien

VEXILLOLOGISTS AND SANITATION ENGINEERS:

The Pi-Pi's
Wuzgud
MNEW



THANKS:

Rebean
The Wheelfather
Stof.O
Shaggy
William “The Bird” Malenzi
Johnny
Jour Hadique
Nathaiel E. Light
President Andrea Garcia-Thompson

CRAB PEOPLE:

Brewing is More Important
Pretending to Work is More Important
Avoiding Responsibility is More Important

Worthless Waste of Space 2.0



CHAIRMEN (HMFIC): Evan Moss and Shemariah Ellis
ASSISTANT CHAIRMEN (MFIC): Kayla Aloyo and Jennifer Major

HEAD MECHANICS: Evan Moss and David Oluwole

MECHANICS: Katherine Loiselle
Jessica Lee
Jordan Garcia
Daniel Campos
Anibal Pichardo
Armando Calvillo
Bruno Berry
Cajer Gong
Glenn Philen
Kevin Williams Jr.
Luis Hernandez
Will Moro Milner
Matt Kellogg

HEAD DRIVER: Brittany Robertson

DRIVERS: Kayla Aloyo
Vanessa Branch
Feyi Quadri

PUSH CAPTAINS: Daymanuel Sampson
and Joe Frick

HEAD FLAGGER:
Semawit Gebrehiwot

FLAGGERS:
Jennifer Major
Annie Blissit
Alexis Jenkins

TIMER AND VIDEO CREW:
Eve Shum
Annsley Lucas
Jordan Garcia
Lindsey Pherribo
Gordon Pherribo
Jordan Bailey

To SRS Alumni,

We'd like to give a special thanks to our faithful alumni. Not everyone understands the effort that it takes to compete in buggy, and the fact that you all do and that you actively encourage and support us means more than you could know. You all's advice and thoughts help us long after morning rolls and midnight practices have ended. SRS Family, NFJ!

To our pushers, mechanics, drivers, flaggers, timers/videographers, and Kru:

Together we form a family, and through all the ups and downs we all know that SRS is NFJ--we're all in this for the love of buggy. Whether we're in the buggy room or on the hills, without y'all, we wouldn't be able to do our thang. Much love, and appreciation to you.

SUPPORT ORGANIZATIONS



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CMU TV 27

CMU EMS 27

WRCT 27

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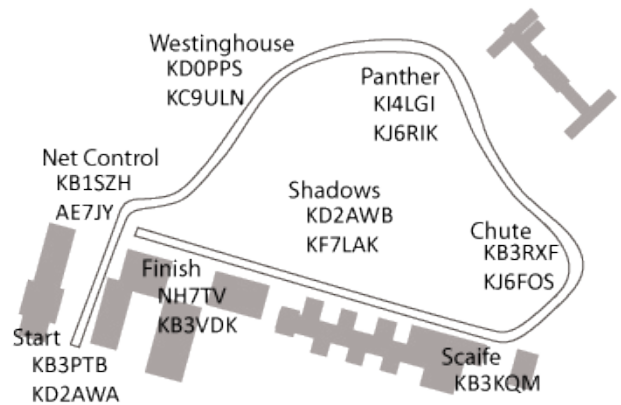


W3VC



Thanks to W3VC Radio Club for helping keep rolls running smoothly throughout the year! We couldn't do it without you guys!

"Chute, One, Two."



W3VC
Carnegie Tech Radio Club

"...QSL, Chute."

CMU TV

Live streaming and raceday videos of Raceday 2012 made possible by CMU TV. Thanks to them for all of their help and support!



CMU EMS



Many thanks to Joe Burgess, Anthony Chivetta, Jonathan Carreon, Katy Wells, Rob Tisherman, DJ Robinson, Tim Bach, Blaise Loughman, Laurel Zelnik, Abhi Kelkar, and all of the CMU EMS team for their help at rolls and raceday this year!

WRCT

Thanks to WRCT for their broadcasting help with Raceday 2012!



BUGGY ALUMNI ASSOCIATION

“Congratulations, Seniors! You’re alumni now.”



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

Register before graduation (May 20) 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:

1. Preserve and make accessible the history of the sport
2. Provide a channel by which alumni can remain connected to and support the sport
3. Support and improve undergraduate participation
4. Improve relations and raise interest in the greater Pittsburgh community
5. 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

THANKS

Sweepstakes would like to thank the following people, for all of their help making Raceday 2012 a success!

Carnegie Mellon EMS
Carnegie Mellon Police
City of Pittsburgh Police
cmubuggy.org
Sam Swift and the Buggy Alumni Association
CMU TV
Tepper Printing
Kaycee Palko
Student Activities
Student Life
Dan Barnett and Alumni Relations
W3VC
WRCT
Shafeeq Sinnamohideen
Chrysler
John Wesner
Henry Thorne
Michael Boyer
Chris Winkler
Matt Wagner
Marcia Gerwig
Multimedia Farms
Student Senate



SCHEDULE OF EVENTS

APRIL 19-22, 2012

THURSDAY:

10am-2pm: Design Competition
(UC Wiegand Gym)

8pm: Buggy Alumni at Hough's
(Hough's, 563 Greenfield Ave)

FRIDAY:

8am-12pm: Preliminary Races
(Tech and Frew St.)

9-11am: CIT Buggy Breakfast (Singleton Room, REH)

12:30pm: Buggy Alumni Reception
(Coffee Lounge, Baker Hall)

*Registration Required/Event fee: Non-members-\$10, Members & Children under 12 -free

1:30pm: Everything I Know About Innovation I Learned From Buggy
(Giant Eagle Auditorium, Baker Hall)

3-4pm: Buggy and Patent Law? Really?
(Giant Eagle Auditorium, Baker Hall)

SATURDAY:

8am-9am: Alumni and Exhibition Races
(Tech and Frew St.)

9am-12pm: Finals Races (Tech and Frew St.)

6pm: Awards Ceremony (Main Tent, Midway)

SUNDAY:

10am: BAA Morning-After Breakfast
(Smallman St. Deli, 1912 Murray Ave.)

