



**CARNEGIE MELLON UNIVERSITY
SWEEPSTAKES 2013**

BUGGY BOOK

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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: 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

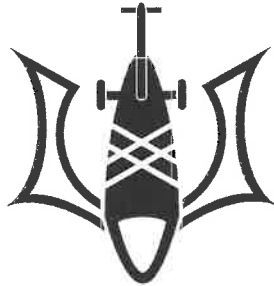
Rollout: Distance the buggy travels up Frew Street after coming through the chute before it slows down enough for the hill 3 pusher to begin pushing it

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



The 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 until 2012, derby wheels were still in use on the course.

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. Delta Tau Delta's post-war streak saw the emergence of buggies largely influenced by the wedge- and torpedo-shaped buggies of soapbox, 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 by PIKA and SDC, respectively, but the 2009 races proved to be a quick year for many teams and the Men's and Women's records were consolidated under SDC's roof.

The records have remained unchanged in the past three racedays, but progress marches on. New effort by old favorites like SDC, Fringe, and PIKA continue to threaten the record books, with Spirit and SigEp primed for an upset. And with a number of new teams (and old standbys) entering the competition in recent years, 2013 should prove to be one to remember.

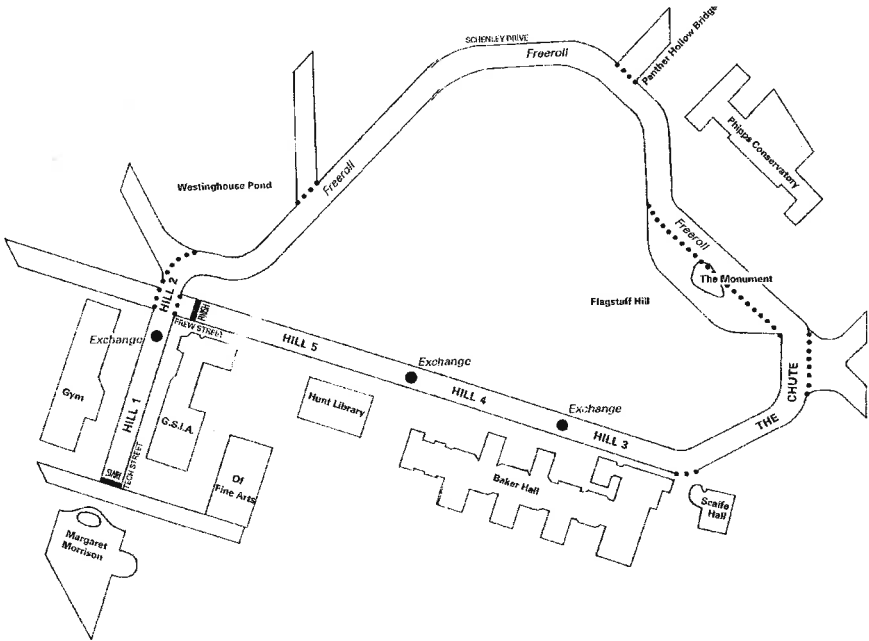
Past winners

Men's Teams

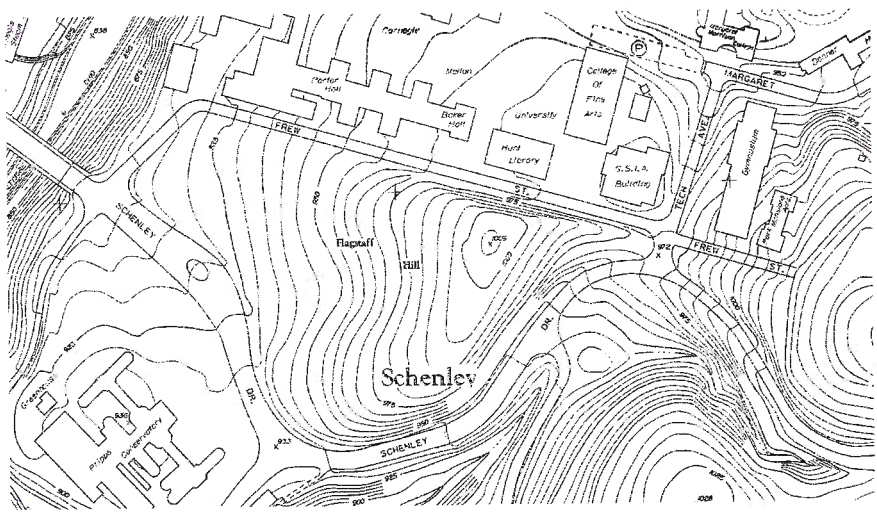
1921	ISD	04:38.0	1969	Beta	02:22.5
1922	SAE	04:30.0	1970	PiKA	02:28.5
1923	KapSig	-----	1971	PiKA	02:28.5
1924	KapSig	-----	1972	PhiKap	02:24.0
1925	KapSig	-----	1973	PhiKap	02:23.0
1926	PiKA	03:18.3	1974	SN	02:20.2
1927	KapSig	03:15.8	1975	PiKA	02:19.3
1928	KapSig	03:04.4	1976	PiKA	02:23.3
1929	PhiKap	03:05.6	1977	PiKA	02:17.8
1930	Beta	02:57.5	1978	Beta	02:20.0
1931	DTD	02:59.0	1979	Beta	02:18.4
1932	Beta	02:54.8	1980	PiKA	02:16.4
1933	Beta	02:48.5	1981	CIA	02:10.5
1934	KapSig	02:49.7	1982	SN	02:10.8
1935	Beta	02:47.2	1983	PiKA B	02:09.0
1936	KapSig	02:46.8	1984	PiKA	02:09.5
1937	-----	-----	1985	SN	02:10.1
1938	KapSig	02:43.0	1986	PiKA	02:08.7
1939	KapSig	02:44.0	1987	Spirit	02:11.3
1940	KapSig	02:53.0	1988	Spirit	02:06.2
1941	KapSig	02:55.0	1989	Spirit	02:06.6
1942-1945	-----	-----	1990	PiKA	02:07.1
1946	DTD	02:49.0	1991	Spirit	02:10.6
1947	DJ	-----	1992	Spirit	02:07.4
1948	DTD	02:48.0	1993	Spirit	02:10.4
1949	DTD	02:42.5	1994	PiKA	02:09.2
1950	DTD	02:41.8	1995	PiKA	02:10.0
1951	DTD	02:41.6	1996	PiKA	02:08.1
1952	DTD	02:36.0	1997	Spirit	02:11.9
1953	ATO	02:30.5	1998	Spirit	02:09.5
1954	ATO	02:28.1	1999	PiKA	02:09.7
1955	ATO	02:26.0	2000	PiKA	02:07.4
1956	ATO	02:25.0	2001	Fringe	02:09.1
1957	ATO	02:25.0	2002	PiKA	02:09.2
1958	ATO	02:28.4	2003	PiKA	02:10.1
1959	PiKA	02:29.7	2004	PiKA B	02:11.7
1960	ATO	02:34.5	2005	PiKA	02:07.9
1961	ATO	02:27.2	2006	PiKA	02:07.3
1962	ATO	02:27.5	2007	PiKA	02:07.4
1963	PiKA	02:34.0	2008	PiKA	02:04.3
1964	Beta	02:31.5	2009	SDC	02:03.3
1965	Beta	02:28.7	2010	Fringe	02:07.5
1966	Beta	02:27.8	2011	Fringe	02:05.1
1967	PiKA	02:24.8	2012	SDC	02:05.8
1968	PiKA	02:20.9			

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
2011	SDC	02:35.96
2012	SDC	02:30.70



The course



The Sweepstakes Committee

Josh Hixson

Chairman

DC 2013

Rachel Johnson

Assistant Chairman

DC 2013

Jake Reid

Safety Chairman

CIT 2011

Emily Ostrin

Design Competition Chair

MCS 2013

Danny Kane

Buggy Book Chair

H&SS 2012

It's a strange thing going from a team chairman to the Sweepstakes chairman. It was tough at first, I missed the challenges building, the rush of pushing a buggy, the thrill of competition, but it was just something I had to do.

Still, I didn't really know what I was expecting to get out of it. I wasn't in it for the good times. The long hours, tedious organizational tasks, the constant barrage of complaints and criticisms from people both near and far, participating and spectating, can definitely wear a person down. I was hoping to get a new perspective on the sport I loved so much.

Recently, I got that perspective, and it completely shifted my paradigm about the sport. Where once I thought it was my job to run Buggy, I realized it was merely my job to facilitate Buggy. Buggy doesn't exist because of three people making it happen, it exists because 300+ people on 11 different teams are all passionate about this crazy tradition and want to give their time and efforts to do something extraordinary. I thought going in that it was my responsibility to make this sport great, but the greatness doesn't come from me, it comes every driver that slides into a buggy, every mechanic who picks up a wrench, and every pusher who runs up a hill. I knew then that I couldn't claim ownership of this, this sport was built by 93 years of dedicated students and belongs to every single participant who gives their time and efforts to keep this sport alive and who will hopefully get from it as much as I did.

So to all the teams, good luck on Raceday, it was an honor and a privilege to do this for every one of you.

- Josh Hixson, Sweepstakes Chairman

My dream at buggy for the last three years has been to get to be the person who announces the roll order over the walkie talkies. As assistant chairman, I finally got to do that! Then all the walkie talkies broke. Kind of anticlimactic, I guess, but still worth it.

This year has felt just like a buggy ride- somehow both fast and slow at the same time. There have been some potholes, both literally and metaphorically, but we made it to the finish line. I had no idea so much work went into buggy behind the scenes. Driving was easy, sweepstakes was hard. Driving is pretty much the same week after week, but with sweepstakes, there was always something new and interesting to deal with.

Buggy changed my life, and the end of it is going to be bittersweet. On the one hand, I will miss so much about it. But on the other hand, I will actually get to sleep until a normal hour on the weekends. I'm grateful to have had the opportunity to see it from the wider perspective of sweepstakes; I really gained an appreciation for just how much bigger than us the tradition of buggy actually is. I can't wait to be that alum who comes back to buggy every single year until I'm old and grey. Many thanks to all the buggy teams for their hard work and cooperation all year, to Josh and Jake for being a great team, to Kaycee for guiding and helping us, to my mom for watching all of the live streams and reading all the rolls reports, and to Danny for walking me to the course every week even though he didn't have to.

Rachel Johnson, Assistant Chairman

I decided to run for this job for one reason: to see all of your buggy secrets. The differences and similarities between buggy designs has always been fascinating for me, and I have been very lucky to have this opportunity to see and discuss the inner workings of your creations. Nobody else in the sport gets to talk shop with every single team and learn about all of the clever things your teams have come up with over the years. Every one of you who was involved in building one of these crazy contraptions should be damn proud of yourself. Good luck to all of the teams on Raceday 2013!

- Jake Reid, Safety Chairman

It all starts with a Saturday. After signing up at the Activities fair, or having been corralled by tabling orgs, you venture out for your first taste of buggy. It only took one roll, iflyinĝ through the chute, to get me hooked on driving. But like any Carnegie Mellon student, doing one thing just isn't enough, being a mechanic and a pusher were soon crossed off my CMU bucket list. Senior year, I can finally check the 4th, and final puzzle piece, off my bucket list, being on Sweepstakes. Being Design Comp. Chair has brought me amazing insight into how much goes into a single day of rolls, let alone Raceday. Buggy has a way of getting under your skin, you can't seem to shake it, the habit of waking up at 4 am becomes so burned into your brain, you count down the days to spring rolls. I have been lucky enough to be a part of an amazing organization where any yellow hoodie spotted across campus is a CIA friend, but I have also been able to get to know the diverse buggy community we are all a part of. Buggy can be the great equalizer, because no matter what team we are on, what traditions we have, or how far our roll out is, we all wake up, roll, have an epic nap, and do it again on Sunday.

Emily Ostrin, Design Competition Chair

As a buggy alumnus, it can be hard to stay involved with the sport when any physical help you give can get a team disqualified, doubly so now that my team is defunct (rest in peace, DeltaForce). When the season started, I thought walking the Assistant Chairman to rolls was all I could do. But through the graciousness of Sweepstakes, I've been able to keep contributing in my own way, by designing 2013's buggy season. What started as a request for a logo soon evolved into road signs, auto decals, apparel, and this book you hold now.

It hasn't always been easy, but the quick turnaround is damn good training for the design industry, and rising to any challenge is the very cornerstone of this sport that we all love so madly. Seeing my work around the course, on the lead truck, and over the Sweepstakes committee's hearts is more fulfilling than anything else Buggy has given me. And after birthing a team, I do not say that lightly.

So thank you, Sweepstakes.

And thank you, Buggy. It's been an honor and a pleasure.

- Danny Kane, Buggy Book Chair

Buggy, through the eyes of...

a Pusher

I transformed just before my heat. I stood in front of my team and tried to take in as much as possible: the beauty of my teammates, our diversity, our laughter, the energy, our passion all focused on one thing. I fought back tears as my personal identity stepped aside and I became Spirit Buggy.

So I'm on hill 4, and I see the buggy flying towards the chute-our sharked-out fighter jet eating up the road. I'm still calm, trying to hold it all in. A bush obstructs my view and my heart pauses. Then, the announcer- "And Spirit with a beautiful line through the chute!" Finally, the buggy gets to the end of hill 3. The last three words I hear are my own: "Spirit, ready, PUSH!" For those next few minutes, there were no sounds, no distractions. All that mattered, all that ever matters when you're pushing a buggy, was fulfilling my job as passer of the torch, getting the buggy off to my teammate on hill 5. And when I caught my breath, I was myself again.

a Mechanic

Is it worth it?

Working on the buggy until 3am and then going to rolls at 4am?
Spending 20 hours a week in a cold, windowless room?
Stressing out trying to finish the buggy 20 minutes before capes?
Eating nothing but OE and snacks from Entropy for 2 months?

Yes.

When the buggy that I built, worked on, and obsessed over goes around that course, I know that I have done something amazing. I have kept up my commitments to keep the driver safe, to make the buggy easy for the pushers to push, and to make the buggy look good for my fellow mechanics.

As the buggy crosses the finish line, I know that it's not just what place we finish in, but what it took to get here. I am part of something larger than me. A team, a culture.

All of this, is something I would never give up.

a Driver

How do you describe buggy to an outsider? You try to explain the dark, early, November mornings, defend the long hours in the garage building your fleets newest edition, and try not to show them your hands, covered in carbon fiber splinters. "It's soap box derby" I always say, "after engineers have been doing it for 90 years". At this point they think your a bit odd, then you tell them you drive. This is the point where they call the nice men with butterfly nets to come and get you.

This is definitely one of the crazier things I have done with my life. Skydiving even seems more normal and definitely more socially acceptable when compared to our antics. Who in their right mind would allow strangers to put you in a carbon fiber torpedo and send you rocketing down a hill? No one! And thats what makes buggy great, none of us are in our right minds.

I had my first taste of buggy in the spring of 2009, I was a senior in high school. On the campus tour, we stopped at the Maggie Mo Rotunda. Tour guides began to give their buggy spiel. Somewhere in between explaining the white lines on the road and telling us about carnival, my mom repeatedly elbows me in the side, her way of telling me I should do this.

Cut to freshman year, before I even realized it, I was waking up for my first day of rolls. I crept around my room finding under armor and purple fuzzy socks before slipping on my superman shoes, grabbing a pop tart, and venturing into the darkness. I got hooked instantly, my bags came off as soon as my mechanics would let me, I asked for bigger hill 2s and I attempted to perfect my line. Jargon such as "course walks", "reverse tryke", "roll outs" and "drops" invaded my every day speech. Weekend after weekend, push practice after push practice, and finally, raceday after raceday,

I continue to be amazed by my sport and my team. The funniest things happen at 5 in the morning, mechanics can do anything with duct tape, pushers may as well be Olympic sprinters, and buggy people are, by far, the most dedicated people I have met.

I've come a long way since being that 4'8" newbie who didn't understand how Doherty's A floor connected to Wean's 5th floor. I may be the same size (thank goodness), and the CFA building is still a mystery, but I have learned a lot from my 4 years of buggy. Early mornings are early, pushing is hard, if you can use a screwdriver and duct tape you can mechanic (at least some things) and pancakes are better with chocolate chips. Thanks to buggy I will forever wince when I see a pothole, before realizing I won't feel it in a car, but more importantly I got to participate in one of CMU's coolest traditions.

So maybe one day those nice men in the white jackets will take us all to a yellow rubber room, where we will reminisce about our time spent at the corner of Tech and Frew. Until then, I'll enjoy those mornings, flying past the haybales in my custom speed racer, and try to think of a way to explain to my aunt why I'm getting up at 3 in the morning again tomorrow.

Sweepstakes would like to thank our kind sponsors, Chrysler and 4moms, without whom Raceday would not be possible.



AETP

(Alpha Epsilon Pi)



“I would be honored to be in your buggy book quote!”

Chairmen

Michael Andrews
Brian Humbarger

Head Driver

Jenn Shin

Head Mechanic

Brandon Mittman

Push Captain

Russell Kirmayer

Mechanics

Michael Andrews
Brian Humbarger
Brandon Mittman
Bryan Gardiner

Drivers

Jenn Shin
Erica Green

Pushers

Russel Kirmayer
Eric Chandler
Liran Sharir
Russell Tucker
Bryan Gardiner
David Gamble
Ted Smongeski
Michael Andrews
Brian Humbarger

Apex



"Open door policy."

We have come a long, long way in 2 short years. From living in a nursing home to completing our first build, Phoenix, has been an unbelievable journey. Our motto has been and still is "open door policy." We had our entire build filmed by CMU TV this year for future use and distribution. Hopefully we can inspire even more collaboration between all of the teams! With all of our combined knowledge people should keep their eyes on Apex in coming years.



Sophomores

Connor Hayes
Roberto Jaime
Meghan Kaffine
Alek Kirchmann
Mallory Hayase
Trevor Decker
Calvin Chan
Connor Dixon
Ian Rosado
Austin Cheng
Elena Feldman
Roy

Freshmen

Deepak "Shakur"
Veronica Jaime
Anshu Bansal
Joel Accorsi
Nicole Huang

The Last Pioneer

Ethan Gladding

Honorary

McCue



Special Thanks

Adam McCue, Jerry Carlson, Emily Ostrin, Joshua Wise, V, Jacob, Jarrett M, PiONEERS, Fringe, CIA, Rustoleum Paint, "removable" hatch tabs, McMaster Carr, duct tape and balsa wood plates

CIA



“Buggy may be one year for two minutes, but in the end, it’s all about the year.”

Chair

Rachel Browne*

Assistant Chair

Sophie Zimmerman*

Special Thanks

Frank 'n' Lou
Matt Longnecker
Conrad Zapanta
Sean Kelly
Veronique & Christian Zimmerman
William & Rose Marie Glazer
The Paul
Sara Player
Arnold Blinn
Larry Greenfield
Erin & Alex
Shandor Dektor

Support

Ellen Obenshain*
Alessandra Zimmerman
Melanie Danver
Rika Keener
Stacey Chin

Natalie McGuier
Jillian Brinberg
Annemarie Malbon
Shafeeq Sinnamohideen
Brennan Sellner
Ben Matzke
Peter Mariani
Apex & Fringe
Morehood
Apple*

All of our awesome alumni

*denotes CIA officer

Drivers

Allison Lim*
Amy Hung
Emily Ostrin
Lizzie Li
Shannon Lee

Mechanics

Elon Bauer*
Carl Glazer*
Aaron Lear
Alicia Carrion*
Allison Lim*
Amy Hung
Benjamin Hauser*
Daniel Tabrizi
Dylan Mori
Elise Everett
Eric Parigoris
Gerald Garlson
Guillermo Gomez
Guochen Shen
Gwen Jones
Haley Dalzell
Hannah Lyness
aime McDermott
Kellen Chow
Michael Saitta
Miranda McCoy*
Nat Jeffries
Patricia Xu
Rachael Schmitt
Rachel Browne*
Reine Li
Ryan Davis*
Sophie Zimmerman*
Stephen Poniatowicz
Steven Dieckmann*
Susan Zheng

No Thanks

Potholes*
Squirrels
Pittsburgh weather demons

Pushers

Miranda McCoy*
Steven Dieckmann*
Aaron Lear
Alex Miklos
Allison Lim*
Allison McKnight
Amy Hung
Ashley Dickson
Ben Pattison-Gordon
Benjamin Hauser*
Carl Glazer*
Connor Brem
Daniel Tabrizi
Dylan Mori
Elise Everett
Emily Ostrin
Graham Spicer
Guochen Shen
Gwen Jones
Hannah Lyness
Jess Phoa*
Kellen Chow
Kelley Huang
Kelton Finch
Lizzie Li
Michael Saitta
Nat Jeffries
Noah Fatsi
Patricia Xu
Pat Mead
Philip Garrison
Rachel Browne*
Reine Li
Ryan Davis*
Shannon Lee
Sophie Zimmerman*
Steven Pepin
Stuart Guertin
Susan Zheng
Tyler Chapin

BG units
Broken ankles*
Dead batteries

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”

Chairman

John Dieser

Push Captain

Graham Harvey

Assistant Chairman

Sophia Zikanova

Buggies

Beacon [2013]

Bissa [2012]

Bonsai [2011]

Bedlam [2009]

Banyan [2007]

Head Mechanics

Andrew Borowski

Eli Murphy-Trotzky

Mechanics

John Dieser
Sophia Zikanova
Neil Goeckner-Wald
Molly Hall
Aubrey Higginson
Mike Velez
Andrew Borowski
Eli Murphy-Trotzky
Vivek Nair
Utkarsh Sanghi
Dan Marsh
Connor Armstrong
Jonathan Mah
Neha Kodi
Gillie Rosen

Drivers

Becky Peterkin
Jennifer Coloma
Angela Lo
Gillie Rosen

Thanks

Shalaya
FSAE
Bonsai
Ventilation
Spare parts
Theoretical shop heaters
Pancakes

No Thanks

Five minute
Time
Walkie talkies
Circuit breakers
Weather
That one wheel
Bales
Those in the hallway

TKA

(Pi Kappa Alpha)



Chairman

Eric Bruner

Head Driver

Yisu Wang

Drivers

Yisu Wang

Wendy Du

JingXu Yang

FOADs

Zach Hissam
Matt Dawson
Robbie Walzer
Alec Abitbol
Julian Pearlman
Jack Butler
Carter Sharer
David Power

Tshirt

Paul Bracchitta
Pat Clancy

Head Timers

Paul Bracchitta
Andres Velez

Pushers

Avinash Patel, PTC
Jack Butler, PTC
Kyle Woltersdorf
Eric Bruner
Edmund Chow
Doug O'Connell
Jeffrey Bouton
Pat Clancy
Max Horowitz
Jay Kuvelker
Forrest Richmond
Briana Saravia
Richie Spaulding
Thomas Cooper
Andrew Fernandes
Eugene Zhitomirskiy

Psyche Tape

Pat Clancy

Thanks

All of our alumni and friends who made this year more than possible

NAVAL ROTC



Chairman

Christina Razzano

Push Captain

Nick Allen

Assistant Chairman

Lawrence Jackson

Driver

Gwen Jones

Head Mechanic

Max Wilson

Pushers

Thomas Hricisak
Matthew Decker
William Griffin
Alex Lin

Mechanics

Kevin Anderson
Samantha Barzowski
Carly Bair
Grant Langevin

Flaggers/Design Team

Colleen Casey
Shannon Carr
Tony Lee

Special Thanks

A special thanks to the buggy community, especially Spirit, CIA, and Apex for all the advice and mentorship you have given us. Thanks to Jerry Carlson who is the godfather of this team. We could not have started this team without any of your help.

ΣΑΕ

(Sigma Alpha Epsilon)



“Two buggies, one chute.”

Chairmen

Adam Costanza
Alex Campbell

Drivers

Lauren Milisits
Eileen Wu



Mechanics

Alex Martinez
Adam Costanza
Max Queenan
Ben Post
Juan Portela

Men's Pushers

Max Queenan
Darren Kerfoot
Jess Setian
Alex Campbell
Nick Trileski
Alex Rao
James Criscuolo
Dennys Morales
Oscar Chahin
Juan Portela
Mike Ford

Thanks

Our dedicated mechanics who produced our first new buggy in 13 years, Lucy, our alumni who made it possible, and our drivers, Lauren and Eileen, who keep our buggies from crashing.



SDC

(Student Dormitory Council)



“Pushing the limit.”

Chairman

Stephanie Chen

Push Captains

Cecelia Zischukau

Emily Lee

Jordan Kunz

Head Mechanic

Michael Darcy

Special Thanks

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Drivers

Melisa Yepes (Head Driver)
Callista Gonzales
Jing Xiao
Rachel Chow
Vivian Wong

Buggies

Vice [2013]
Bane [2011]
Avarice [2010]
Malice [2009]
Rage [1996]

Pushers

Cecelia Zischukau
Emily Lee
Jordan Kunz
Allen Lee
Andrew Nadig
Anne Alcasid
Cameron Hull
Caroline McCool
Chris Burchhard
Colleen Eagan
Denise Yam
Edward Cao
Eric Dissinger
Foo Lai Choo
Greg Fillios
Jenni Tuttle
Jennifer Elkin
Jeremy Meza
Jessica Yuan
Joe Barbish
Joon-Hyuk Han
Joshua Chen

Kaeli Halbersleben
Keyan Sadeghi
Kristian Wojnar
Mackenzie Boyd
Marcos Gonzalez-Bode
Maria Bajzek
Mathea Tenwalde
Matt Sebak
Michael Kellman
Michael Martin
Natalie King-Kuang
Nathan Hanh
Niki Kawakmi
Rachel Sewell
Rebecca Piston
Sam Simon
Sam Thompson
Sarah Carlson
Shannon Ho
Stephanie Chen
Steve Ford
Talha Ali

Pushers

Michael Darcy
Alex Muñoz
Alex Roman
Allen Lee
Benson Qiu
Charles He
Chris Goode
Christopher Kwan
Connie Wang
John Greth

Jung Heun Kim
Karim Elmaaroufi
Kristian Wojnar
Matt Kent
Nastassia Barber
Noelle Jung
Omer Elhiraika
Riley Larget
Sonia Berg
Stephanie Chen

ΣΦΕ

(Sigma Phi Epsilon)

SIGEP

RACING



Chairman

Anthony Corletti

Head Mechanic

James Snyder

Men's Push Captain

James Solomon

Head Mechanic

Lindsay MacGillivray

Mechanics

Richard Barber
Harley Montano

Drivers

Antara Sarkar
Colleen Casey
Krystina Williams
Sushma Narayan
Katie Correll
Alicia Iott

Buggies

Kraken [2013]
Mamba [2011]
Peregrine [2010]
Barracuda [2009]
Pandora [2006]

Special Thanks

Rick Shanor
Junki Nakayama
The alumni & brothers of Sigma Phi Epsilon Penn Theta

ΣN (Sigma Nu)



"Everyone knows black is the fastest color."

Chairman

Griffin

Driver

Molly Hall

Buggy

Bungarus Krait [2009]

Mechanics

(At the) Helm
Shmo
Sir William
Vijayyy
Sudev
Yaps

Pushers

Zaccardo
Mike
George
Austiiin
(Feel the) Raf
Timmy!!
Brad (Double T)
Gong

Flaggers

MNEW
Luis
Nikhil

The Janitor

Dara

The Zoo would like to thank

Rebean
The Wheelfather
Rusky
Sean Kelly
Tiggy
all those in the ESP family

Spirit



We would like to thank everyone who put in the countless hours, blood, sweat, and tears that got us to where we are today- the students who stuck with the team through the early mornings and late nights to form the family bonds that we share and the alumni whose wise words, watchful eyes, and wallets helped facilitate this experience for us all. Special thanks to the real Spirit OG's Tom, Matt, and Bowie. Also, special thanks to the CMBAA, Will, Link, Grace, Chad, Sheun, Robert, Paul, Sheun, Kayla, Brett, Freddie, Mike, and many many others.

WRCT

WRCT has been a part of the CMU community since 1950. As a free-form radio broadcaster, WRCT is committed to providing quality alternatives to the mainstream commercial programming that dominates the radio. Our DJs, Public Affairs hosts, and other staff members are not only Carnegie Mellon students, staff, and faculty, but also community members from the Pittsburgh area, some of whom have more than 30 years of radio broadcasting experience. WRCT has been broadcasting the buggy festivities to CMU's campus and the greater Pittsburgh area for over 40 years, and is proud to be a part of this campus tradition.

EMS



Carnegie Mellon EMS provides emergency medical response to the Carnegie Mellon campus community 24/7 while the university is in session and medical standby support to CMU organizations as needed for major events. Staffed and lead at the state EMT level of care entirely by student volunteers, CMU EMS has been in service since 1984.

CMU EMS is stationed in The Chute during all free rolls practices and Raceday. Thanks to the following people for helping staff Sweepstakes standbys during the course of the 2012-2013 season:

Gabe Diamond
Tim Bach
Blaise Loughman
Evan Finkelstein
DJ Robinson
Abhi Kelkar
Jack Moldave
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Caitlin Lohman
Alexa Smith
Emily Bram
Jessica Cox
Stephen Nimalasuriya
Adam Montgomery
David Hanna
Dri Raman

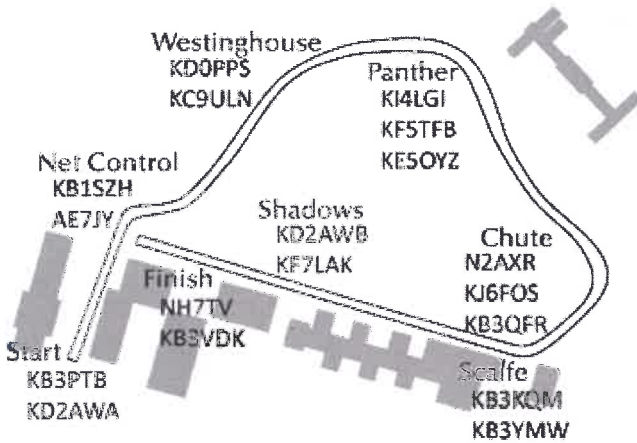
cmuTV



cmuTV is Carnegie Mellon's video production club. cmuTV has been filming Buggy for over ten years and is shooting the full event in HD for the first time this year. We hope you enjoy the coverage!

Radio Club

"Chute, One, Two."



W3VC
Carnegie Tech Radio Club

"...QSL, Chute."

Raceday 2013 sponsored by

