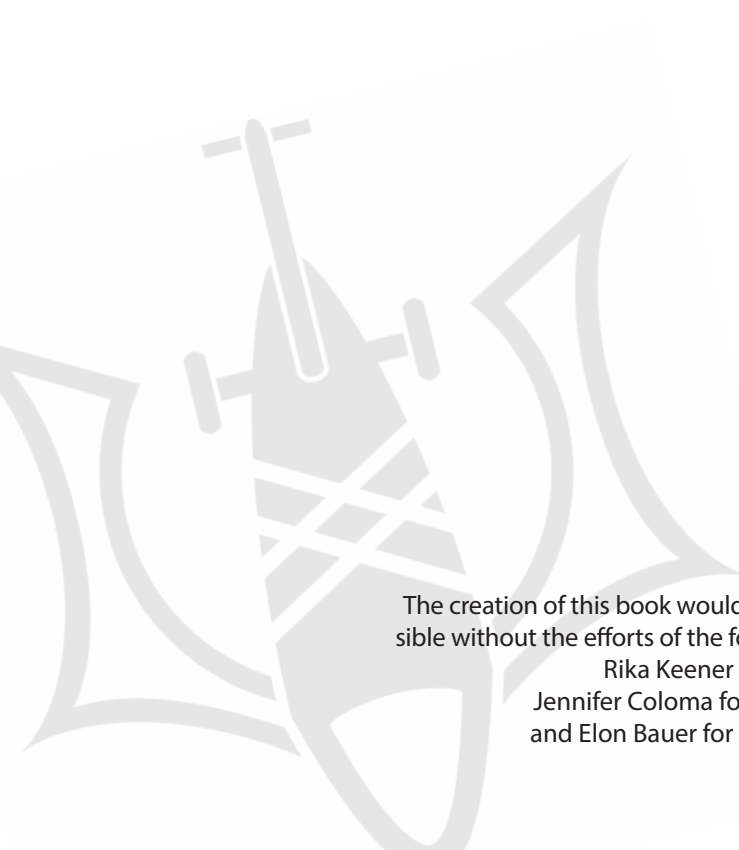




Sweepstakes 2013-14





The creation of this book would not have been possible without the efforts of the following individuals:

Rika Keener for the cover design
Jennifer Coloma for the interior design
and Elon Bauer for coordinating efforts

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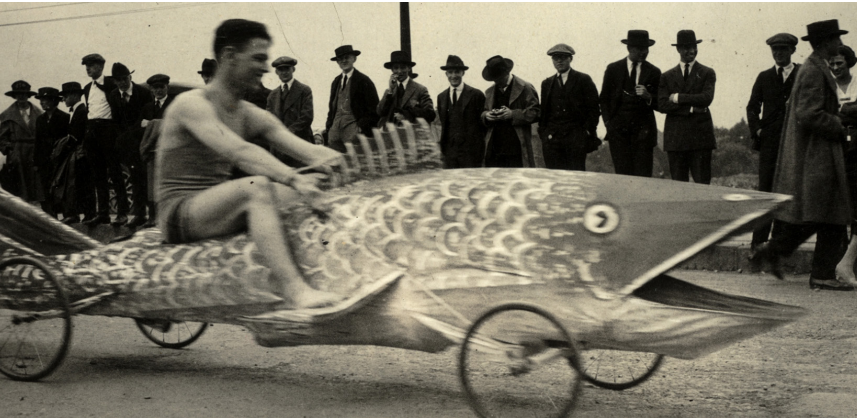
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what is
buggy?



history of buggy



Delta Upsilon's giant fish racing in the early 20's.

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 iconic sport of Sweepstakes, more commonly known as “Buggy,” began its 94-year history. A dozen box-like “pushmobiles” with male drivers inside lined up on the street that used to run between Hunt Library and Baker Hall. Each buggy was propelled towards Schenley Park by a pusher who rode on the back of the buggy for the downhill portion of the course. At the bottom of the hill was a pit stop, where the pusher switched places with the driver and the mechanic had to swap the rear two wheels to demonstrate the buggy’s mechanical prowess.

The Following Years

In 1921 the founders of Buggy eliminated the pit stop. Instead, a design competition was created to judge the mechanical features of the buggies. When it became mandatory in 1922, buggies like Delta Upsilon’s enormous fish became obsolete and mechanical perfection became the new goal. Teams reached unprecedented speeds when two extra pushers were added the same year, and from 1925 onward, the race was thankfully run in heats to mitigate collisions. In 1926 a fifth pusher was added to each team. In 1928, Frew Street was extended and the Buggy course finally became what it is today.



Buggies line up at the starting line sometime between 1930 and 1960.

Buggy Design Through The Ages

The buggies themselves, however, have never stopped changing. As the years progressed, the size, weight and number of wheels decreased and the shapes became increasingly aerodynamic. Buggies began to follow the leading edge of materials science and mechanical engineering as early as the 1930's. Beta Theta Pi broke the 3-minute barrier in 1931 by incorporating aluminum, an advanced aerospace product at the time, into their design.

After World War II, aluminum remained a building material of choice but required sophisticated production techniques. Fiberglass composites became the construction standard through the early 80's due to their ease of use, and carbon fiber crept into the buggies in the late 80's starting with Spirit's buggy Quantum Leap, but it presented some production issues. Teams have worked at perfecting their composite technology since then, adding core materials and reducing weight. These days, a well-made carbon fiber shell can weigh less than 9 pounds.

History of Wheels

But even a light buggy is nothing without good wheels. Prior to World War II most wheels were pneumatics. Starting in 1947, Soap Box Derby wheels were commonly used until the early 80's when the hubs changed from steel to plastic and were deemed unsafe for Buggy. This left teams scrambling for a solution, and out of the mess came innovation. Many teams chose off-the-shelf solutions like the Panaracer wheel chair wheels and later Xooter scooter wheels. Other teams made custom wheels out of rubber or polyurethane and saw success and improvement over stock wheels.

Around 2010, Zero Error Racing began offering over-the-counter, high-quality polyurethane wheels. These wheels have become the standard for any team looking for fast wheels without having to cast their own. Today, teams use a wide variety of wheel sizes and tread compounds, trying to find the magic formula that will make them the best.



CIA's 1974 buggy "Pickle" exhibits large wheels typical of that era.

The Champions

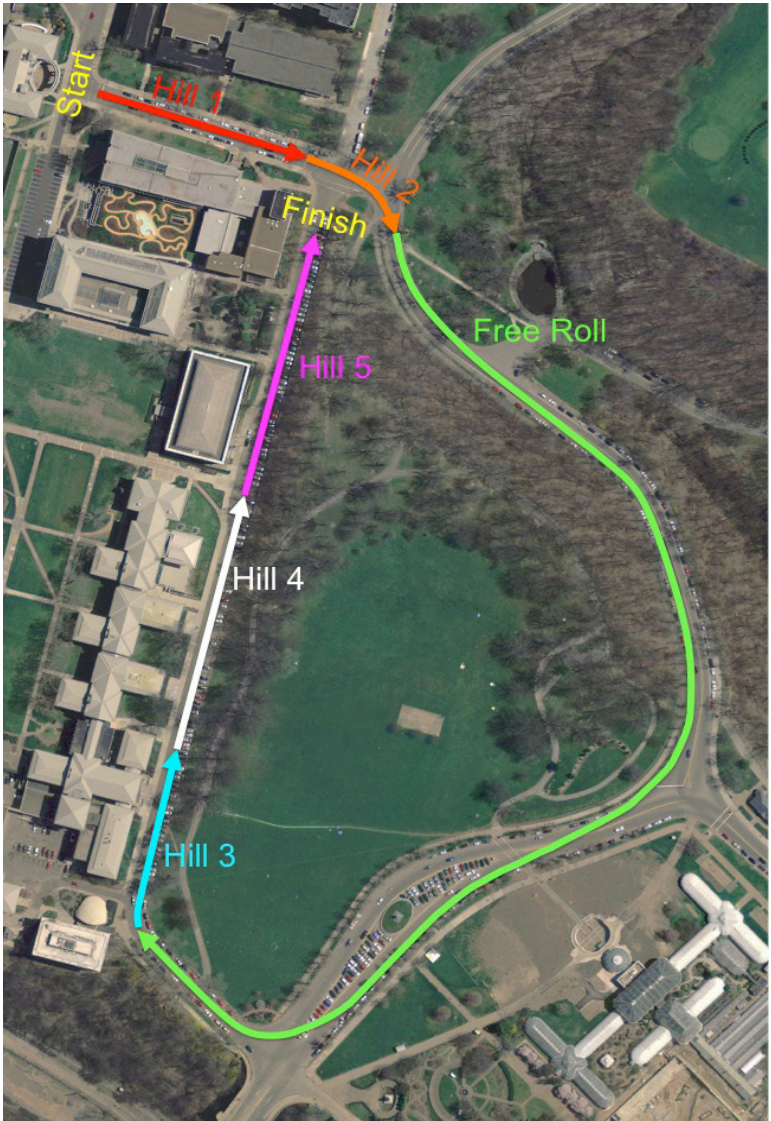
Even with a light buggy and speedy wheels, a team still needs a great driver, five really fast pushers, and a lot of luck to make it to number one. The trophy has traded hands many times over the years, with certain teams often standing above the rest. Kappa Sigma and Beta Theta Pi dominated prior to World War II, but after the war, Delta Tau Delta took over. New wheel technology by Alpha Tau Omega led to an almost-perfect 10-year reign through the 50's until Beta Theta Pi and Pi Kappa Alpha emerged as the teams to beat. In the 70's, Phi Kappa Theta and Sigma Nu challenged their reign. The first all-women's heats were run in 1979 where SDC and CIA quickly dominated.

The Greek men were shocked in 1981 by the phenomenal record of 2:10.8 and victory by CIA, the first non-Greek team to ever win the race. After Spirit followed suit with a controversial victory in 1987, they made sure everyone knew it was no mistake by setting a record of 2:06.2 in 1988 with Quantum Leap that withstood challenges for 20 years. The record was finally broken in 2008 with PiKA prevailing over SDC with a time of 2:04.35. In 2009 SDC set the current course record for both men and women with their buggy Malice. With only 3.3 seconds separating them from two minutes, everyone is wondering what it will take to cross that threshold.

2014

Breaking two minutes may take nothing more than freshly-paved roads. But even then, teams will never stop innovating. This year a number of noticeable innovations have emerged. Who knows how many unnoticeable changes the teams have made, what new wheel technology they might have produced, and how the push teams will stack up? It's anybody's guess. No matter what the outcome, this 100th Anniversary of Spring Carnival will be one to remember.

map of course



buggy terminology

- 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. (Also see *Pushbar Rule*)
- Capability Test** Braking system test 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 it crosses the finish line.
- Chairman** Student in charge of an 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.
- Driver** Typically a short (under 5'), lightweight female willing to put life and limb in jeopardy to pilot a buggy around the course.
- Drop Test** A test of each buggy's braking system; performed before every day of rolls and after each race.
- Duct Tape** A key component of building and maintaining buggies.
- False Start** When the buggy's nose crosses the starting line before the official start of that heat.
- Five-Second Rule** The rule that states that within five seconds of the start of the heat, nobody except the pusher may be within five feet of the buggy in any direction.

Follow Truck	A vehicle that follows the buggies in each heat containing judges and crew.
Freeroll	The mostly downhill portion of the course, during which the buggy is freely rolling and is generally going too fast for a pusher to keep up with.
Heat	A time slot on Raceday where up to three teams race against each other at the same time.
Hills	Slang term for the buggy course, divided into five sections, each with an individual pusher. (Hill 1, Hill 2, Hill 3, Hill 4, Hill 5)
Pushbar Rule	The rule that states that the hill 5 pusher must have a hand on the buggy as it crosses the finish line.
Reverse Trike	One of the two basic designs for a three wheeled buggy, with two front wheels and one rear wheel.
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.
Rolls	Weekend practices held from 7am-9am (weather permitting) throughout the year leading up to Raceday.
Spinout	Act of losing traction while going through the chute, resulting in the buggy spinning up to 360 degrees.
Standard Trike	One of the two basic designs for a three wheeled buggy, with one front wheel and two rear wheels.
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; head of the Sweepstakes Committee.
Team	Five pushers, one driver, and one buggy.



past
awards



past race winners men's times

Year	Winner	Time	Year	Winner	Time
2013	SDC	02:05.0	1990	PiKA	02:07.1
2012	SDC	02:05.8	1989	Spirit	02:06.6
2011	Fringe	02:05.1	1988	Spirit	02:06.2
2010	Fringe	02:07.5	1987	Spirit	02:11.3
2009	SDC	02:03.3*	1986	PiKA	02:08.7
2008	PiKA	02:04.3	1985	SigNu	02:09.1
2007	PiKA	02:07.4	1984	PiKA	02:09.5
2006	PiKA	02:07.3	1983	PiKA B	02:09.0
2005	PiKA	02:07.9	1982	SigNu	02:11.5
2004	PiKA B	02:11.7	1981	CIA	02:10.5
2003	PiKA	02:10.1	1980	PiKA	02:16.4
2002	PiKA	02:09.2	1979	Beta	02:18.4
2001	Fringe	02:09.1	1978	Beta	02:23.4
2000	PiKA	02:07.4	1977	PiKA	02:17.8
1999	PiKA	02:09.7	1976	PiKA	02:23.3
1998	Spirit	02:09.5	1975	PiKA	02:19.3
1997	Spirit	02:11.9	1974	SigNu	02:21.4
1996	PiKA	02:08.1	1973	PhiKap	02:25.4
1995	PiKA	02:10.0	1972	PhiKap	02:24.0
1994	PiKA	02:09.2	1971	PiKA	02:28.5
1993	Spirit	02:10.4	1970	PiKA	02:28.5
1992	Spirit	02:07.4	1969	Beta	02:29.6
1991	Spirit	02:10.6	1968	PiKA	02:20.9

past race winners men's times

Year	Winner	Time	Year	Winner	Time
1967	PIKA	02:24.8	1941	KapSig	02:55.0
1966	Beta	02:27.8	1940	KapSig	02:53.0
1965	Beta	02:28.7	1939	KapSig	02:44.0
1964	Beta	02:31.5	1938	KapSig	02:43.0
1963	PIKA	02:34.0	1937	---	---
1962	ATO	02:27.5	1936	KapSig	02:46.8
1961	ATO	---	1935	Beta	02:47.2
1960	ATO	02:34.5	1934	KapSig	02:49.7
1959	PIKA	02:29.7	1933	Beta	02:48.5
1958	ATO	02:28.4	1932	Beta	02:54.8
1957	ATO	02:25.0	1931	DTD	02:59.0
1956	ATO	---	1930	Beta	02:57.5
1955	ATO	02:26.0	1929	PhiKap	03:05.6
1954	ATO	---	1928	KapSig	03:04.4
1953	ATO	02:30.5	1927	KapSig	03:15.8
1952	DTD	02:36.0	1926	PIKA	03:18.3
1951	DTD	02:41.6	1925	KapSig	---
1950	DTD	02:41.8	1924	KapSig	---
1949	DTD	02:42.5	1923	KapSig	---
1948	DTD	02:48.0	1922	SAE	04:30.0
1947	DU	---	1921	ISD	04:38.0
1946	DTD	02:49.0			
1942 - 1945	---	---			

* Fastest men's race day time to date.

past race winners women's times



SDC's record-holding buggy Malice gets pushed off to Christie Adams in 2009.

Year	Winner	Time	Year	Winner	Time
2013	SDC	02:32.6	1995	Spirit	02:33.0
2012	SDC	02:30.7	1994	PiKA	02:42.8
2011	SDC	02:35.0	1993	PiKA	02:38.7
2010	Fringe	02:40.6	1992	Spirit	02:33.5
2009	SDC	02:25.6*	1991	PiKA	02:37.3
2008	SDC	02:28.8	1990	PiKA	02:36.3
2007	SDC	02:31.0	1989	Spirit	02:37.0
2006	PiKA	02:38.5	1988	PiKA	02:40.0
2005	Fringe	02:37.9	1987	Spirit	02:37.3
2004	PiKA	02:29.8	1986	Spirit	02:38.8
2003	Fringe	02:44.8	1985	CIA	02:45.5
2002	PiKA	02:30.6	1984	PiKA	02:48.6
2001	Fringe	02:34.7	1983	CIA	02:46.5
2000	SDC	02:35.8	1982	CIA	02:49.3
1999	PiKA	02:45.9	1981	SDC	03:04.1
1998	PiKA	02:43.3	1980	CIA	03:06.3
1997	Spirit	02:37.8	1979	SDC	03:11.0
1996	Spirit	02:35.9			

*** Fastest women's race day time to date.**

design competition winners



CIA and Apex line up their buggies at Design Comp in 2012.

Year	Winner	People's Choice	Year	Winner
2013	Ascension	Kingpin II	1995	Haraka
2012	Bissa	Mapambazuko	1992	Shaka Zulu
2011	Ascension	Mapambazuko	1990	Prometheus
2010	Borealis	Aether	1986	Yama Bachi
2009	Bedlam	Polaris	1984	Rapier
2008	Banyan	Kingpin	1982	ESP
2007	Banyan	Banyan	1981	Echo
2006	Bantam	Bantam	1980	Echo
2005	Blizzard	Blizzard	1979	Echo
2004	Blackjack	Blackjack	1978	Echo
2003	Insite	Insite	1977	Echo
2002	Wallaby	---	1976	---
2001	Brazen	---	1975	Streak
2000	Bachi	---	1974	Streak
1999	Bachi	---	1973	Streak
1998	Celerity	---	1972	---
1997	Demani	---	1971	Streak
1996	Rage	---		

organization awards



CIA's Ben Matzke accepts the Design Competition trophy in 2011.

Chairman's Choice

Given by the Sweepstakes chairman to the team they thought most deserves recognition at the end of the year.

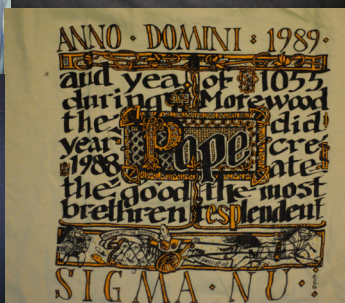
Spirit of Buggy

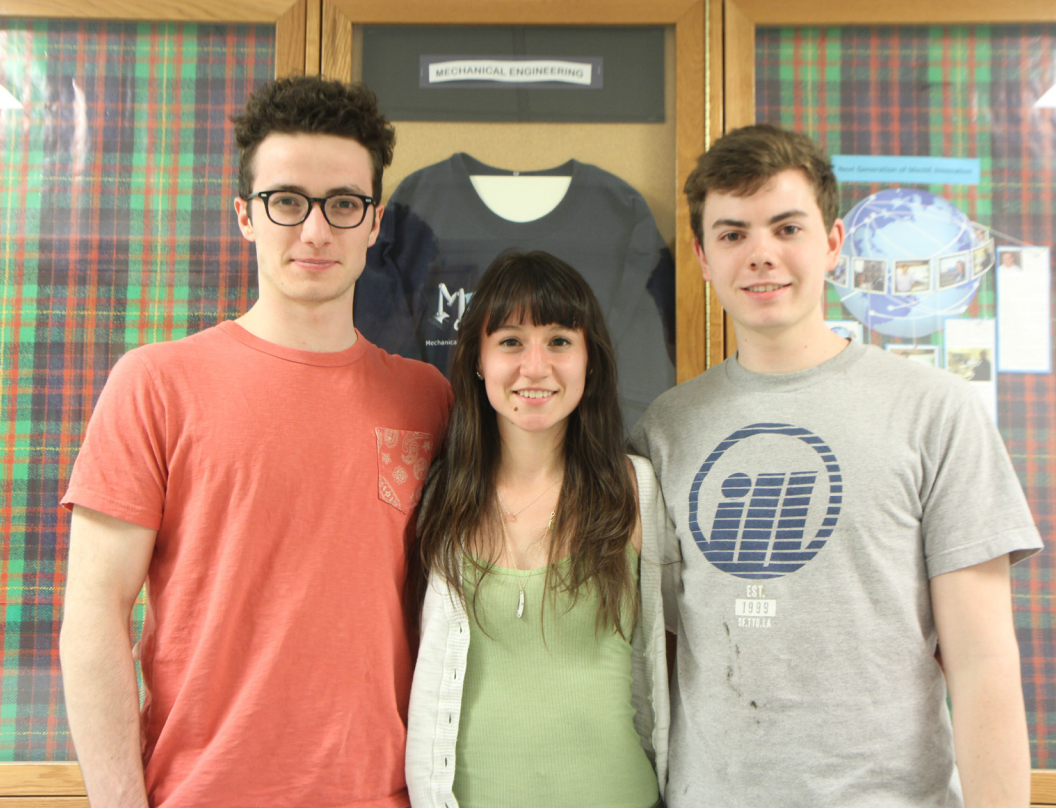
An award for the team that most upholds the ideals of Buggy and supports the sport as a whole.

T-Shirt Award

Given by Sweepstakes to the team with the best T-shirt design that year.

Year	Chairman's Choice	Spirit of Buggy	T-Shirt Award
2013	SigEp	CIA	AEPi
2012	Spirit	Apex	Fringe
2011	Kappa Sigma	CIA	Fringe
2010	Sigma Phi Epsilon	DTD	CIA
2009	Alpha Epsilon Pi	Pioneers	Spirit
2008	SDC	Alpha Epsilon Pi	KDR
2007	Alpha Epsilon Pi	Radio Club	SDC
2006	Beta	CIA	Spirit
2005	KDR	Pioneers	CIA
2004	Kappa	CIA	Phi Kappa
2003	Phi Kappa	Radio Club	Pioneers
2002	---	CIA	---
1998	CIA	Fringe	---
1994	---	---	Pi Kappa Alpha





sweepstakes



past sweepstakes chairmen

2013	Josh Hixson		
2012	Anthony Pacella		
2011	Chris Shellhamer		
2010	Jessica Thurston		
2009	Andrew Hundt		
2008	Mizel Djukic		
2007	Mike Rem		
2006	Arnold Oh	1988	Louis (Gino) Cosentino
2005	Sara Player	1987	Shawn Stufft
2004	Janice Golenbock	1986	Gretchen Von Grossmann
2003	Janice Golenbock	1985	Luan Denny
2002	Scott Wabnitz	1984	Nancy Burns
2001	Scott Wabnitz	1983	Sandy Ruscin
2000	Debby Keller	1982	Elaine Andrysick
1999	Debby Keller	1981	May Slava
1998	Dani Barnard	1980	Janet Danek
1997	Fiona Bedford	1979	Marianne Dwyer
1996	Greg Dupier	1978	Gerd Beckmann
1995	Pete Harllee	1977	Mark Gardner
1994	Demian Johnston	1976	Joan Bothwell
1993	Alexis dePlanque	1975	Dave Kanner
1992	Alexis dePlanque	1974	Dary Turner
1991	Ray Fratto	1973	Don Dietrich
1990	Erica Levy	1972	Jeff LaRochelle
1989	Chris Hansen	1971	Jeff LaRochelle
		1970	Harold Herre
		1969	Robert Gebbia
		1968	Jim Wentz
		1967	Mike Smolens
		1966	Paul Magnuson
		1965	Roger Powell

sweepstakes committee

Chairman

Lars Wander

Computer Science 2015

Assistant Chairman

Melisa A Yepes

Mechanical Engineering 2014

Safety Chairman

David (Dave) Power

Design 2016

Design Competition Chairman

Connor Hayes

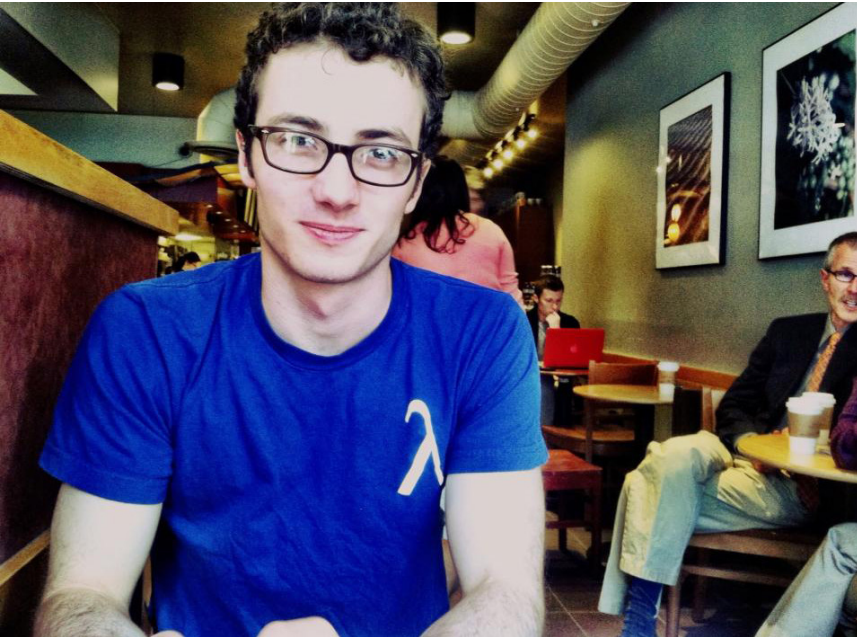
Social & Decision Sciences 2015

Buggy Book Chairman

Elon Bauer

Electrical and Computer Engineering 2014

letter from the chairman



I feared that removing myself from my buggy organization and becoming the overall chair would remove any intrinsic motivation that had previously managed to pull me out of bed at 5:00am on a Saturday. No longer would I be in direct support of my team, a team I was proud to work with and help push to victory, a team whose shared defeats only brought us closer. But instead, I was to become an impartial facilitator of the sport.

However, my perspective quickly adjusted. Every mechanic, pusher, driver, barricader, chute flagger and sweeper waking up before sunrise each weekend is motivated by their own sense of teamwork and dedication, to a degree that I find inspiring. No where else have I seen people work as hard for a little more than two minutes of recognition and adrenaline once every year.



I am no longer in the sport for the glory of victory; instead, I participate to ensure that this competitive, unique, and a little bit insane sport remains a part of CMU culture. Acting as the chairman has given me nothing but an utmost sense of respect for every team in the sport, and I wish them all the best on 2014 Raceday, and the years to come.

A handwritten signature in black ink, appearing to read 'Lars Wander', is centered on the page.

Lars Wander; Chairman of Sweepstakes, Raceday 2014

assistant chairman



I am not a morning person. Not now, not ever. I pull all-nighters comfortably and have planned my schedule so that 8:30 classes don't happen. Even when I do wake up early I am not in an effective state of mind and will very likely just fall back asleep. I don't know how this came about but this has been the way I always function; with one exception.

Any other early morning you would probably not find me in a good mood but on buggy

mornings I'm full of energy. Lars can attest that I sometimes have too much fun at the top of the hill. I'm usually up before my alarm and the only reason it takes me 30 minutes to leave is because that's how long it takes me to put on all my layers of clothes.

I've had a great time this year and am glad to have been a member of Sweepstakes. The job description was to bring cookies and tally-up the buggies at rolls. I'm sorry to say I only did half of it, but I hope that my efforts did not disappoint. I have aimed to be involved and help in whatever way I can.

Witnessing all the dedication and motivation from the top of the hill, I know that you all have what it takes for greatness. I wish the best of luck to all of the teams for Raceday 2014!

Melisa Yepes; Assistant Chair, Raceday 2014

safety chairman

A great deal is made about who is granted mutual passage into the land of “buggy secrets.” This person - the infamous Safety Chair - must be deemed both trustworthy now, and for years to come. After all, only he (or she) will for that one year have access to hundreds of years of hard work and evolution.

But alas, a sobering realization awaits he who enters the secret hollow - a hyena chasing two gazelles will go to bed hungry.

Each team has their own idea of what’s going on inside each other’s garages. One of the most amusing aspects of the job is listening to everyone’s guesses as to what the heck “Team X” is up to. And better yet - watching teams develop ideas based on their own conjecture about everyone else’s technology.

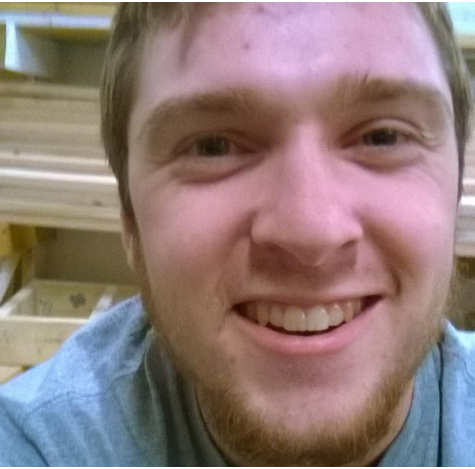
But at the end of the day, even the fastest, most well built buggy will lose without the support of a top push team - just as our friend the hyena is no match for the goat on the mountain.

Thanks for letting me be a part of your hunt.



David Power; Safety Chair, Raceday 2014

design comp chairman



It's a warm spring day in Pittsburgh in 2010, sunny with a sweet breeze that smells like pollen pouring from the cherry trees lining hill 5. I'm tired from the long drive the night before but my eyes shoot open at first sight of a slender, tear-drop-shaped 3-wheel vehicle. With its striking paintjob of deep black with powder blue stripes and sleek shape formed of space age composites, this contraption stole my attention from the tour guide's fading voice. I had no

idea what the thing was, but if I came to CMU I would find out.

Fast forward to the present day. I can say that 85% of what I learned in college came from buggy, especially the pursuit of founding the first new independent org in decades. From rebuilding a buggy that should have stayed in a dumpster to building a cutting edge competitive buggy, I have grown as Apex has, learning great life and engineering lessons along the way. There have been many highs and many lows, but each one has taught me something. The highest point was when we rolled Phoenix for the first time. This moment solidified that we achieved something very few have in over 90 years.

My love of buggy goes well beyond my team. Buggy is an amazing blend of design, planning, business and friendship that allows people to grow throughout their college careers. I wanted to do something to improve the experience for future students. That thought influenced my decision to take on the responsibility of design comp chair. I wanted to improve an aspect of Buggy that is experienced by everyone involved in the sport and hopefully get more outsiders

To the teams, good luck this year. To the alums, welcome back, and to everyone, enjoy yourselves at the new and improved design comp.

Connor Hayes; Design Chairman and Apex Founder

buggy book chairman

This year I had the crazy idea to volunteer to produce the Buggy Book. I'm not a designer, I'm not a writer, and I'm not an artist. I didn't really know how I was going to manage to create an entire book of extensive design containing each team's personality and Buggy history, but I didn't think too hard about it at the time. I wanted so badly to extend my love of Buggy to something bigger than any one team; I'd make it somehow.



In the end, I learned the most important rule of Buggy, which is that you can't do it alone. Just like a driver is nothing without her pushers and mechanics, this book would not exist without the help of my brilliant design team. Jenn and Rika, thank you so much. In case it wasn't obvious, I could not have done this without you.

Being the Buggy Book chair and a part of the Sweepstakes Committee has opened my eyes to a side of buggy I never knew existed. I joined a group of people who were no longer interested in winning, but instead performed their duties because of their undying love for the sport and their desire to see every team succeed. That experience has been unspeakably amazing. To be able to see every team as equal, and not as enemies or people to be defeated is something I wish everyone could experience.

But it wouldn't be a race without the competition. And so I wish all the teams the best of luck this year! Stay safe, and have a blast!

Elon Bauer; Buggy Book Chairman and CIA Head Mechanic RD 2013



a driver



a mechanic



a pusher

the
tales





a tale from a driver

It isn't about the buggy. It's about the people.

Blizzard

Drivers get tunnel vision in buggies. The world shrinks down to just you and Blizzard. Sometimes it's feet too. When I crashed freshman year, the world shrunk down to asphalt, darkness, and fire. The world shrunk down to something painful—and I wanted out.

It opened back up with sounds. The follow car crunching to a stop. A door opening. Words. Calm. Steady. The fire licked away at my hands, but the words never stopped. "Hey, everything's going to be okay."

It isn't about the buggy. It's about the people.

Borealis

Push practice is painful. For two or three hours it's just you and Borealis. No room to expand. Slowly, everything goes numb. The potholes you roll over make earthquakes inside the buggy. Drivers endure it for their team, for their pushers. Endure it so they get better, stronger, faster. Drivers get breaks, so it doesn't hurt as much.

But sometimes, drivers are forgotten. It's just you. Your buggy. No room to escape. Words of "it", "this", "thing" objectifying you trickle down from above. They don't mean it. They've just forgotten you.

It isn't about the buggy. It's about the people.

Bedlam

A year of enduring later, and you're at the start line. The countdown begins. You breathe in with the first number. With the second, your pusher tightens his hold on the pushbar. By the fifth, the noisy crowd vanishes. The world shrinks down to you, your pusher, and Bedlam. For two minutes, it's just you and your team. The rush is addictive but nothing compared to the celebration afterwards. Win, lose, it doesn't matter. Your team is all that matters.

It isn't about buggy. It's about the people.

Jennifer Coloma; Fringe Buggy Driver 2010 - 2014



a tale from a mechanic

When I first came to Carnegie Mellon in 2011, I never thought that it would happen to me. I never thought that I would become one of them. My wildest dreams never suggested to me that every waking thought would be about buggy, a sport that is, frankly, weird. But here I am, three years down the road, and that's exactly what happened. So it goes.

Evan Moss, living legend and chairman during my first two years of school, is probably at fault for every positive change that I have seen in myself over these past few years. He first recruited me at Origins, a pre-orientation event, neither of us knowing that my life was a ticking time bomb of personal crises. Evan wanted me to do buggy for him, for Spirit. I didn't really know what I was getting myself into, but I told him yes. So I go.

At the time, being a mechanic for Spirit meant that everything went wrong all the time and nobody knew why. But we didn't give up. We had hope, and we had each other. I think that's the first time "Family" got passed around. I've thought a lot about what family means. Family doesn't mean that you always like each other; it doesn't mean Mom and Dad and Sis. It means that you forgive. Family means nobody gets left behind. It means that you go through the tough times together, not just the easy times. We are a family.

As a mechanic, you learn the ins and outs of every mechanical and structural system on every buggy. You can change an axle by yourself in 5 minutes, and you swear you could put together the steering blindfolded. Really you can't, but you'll swear to it anyway. You learn just enough about chemistry to understand your epoxy and your wheels, and many will swear that they can do fluid dynamics and stress analysis in our heads, but we're really just seeing things. I like to think I have good eyes.

More often than not, if you're losing sleep, it's for buggy. It's the late nights, not the early mornings that get you. As a mechanic, you control whether the team has a good day, or a bad one. The fate of the team rests in your wrench. Really, it's just a little pressure. Don't f**k up.

Glenn Philen; Spirit Chairman



a tale from a pusher

powerful

We are physically and mentally strong. We are not only pushing a buggy up a hill, we are pushing ourselves. When our bodies start to give out near the end of our hill, our minds tell us to keep going.

unyielding

We always feel like we can do better. When pushers gets timed, we know that we can push harder and faster. We are the kind of people who always expect more of ourselves.

speedy

Pushers are not only powerful, but fast! Some can push a buggy up a hill faster than others can with no buggy! To motivate their pushers to be their best, some orgs use shouting, sticks, or the follow car. (Please note that the CIA does not condone any of these practices... we use Firebears!)

hard-working

Pushers wake up early in the morning for weekend rolls and stay up late for push practices. They spend hours preparing for their hills, sprinting and working out in the gym

energetic

None of us would be here if we didn't love what we do. Pushers manage to find energy at 6 in the morning, running around campus when the mechanics go to sleep.

ruthless

Pushers are predators. Their prey are the hills as well as the pushers that they leave behind in the dust.

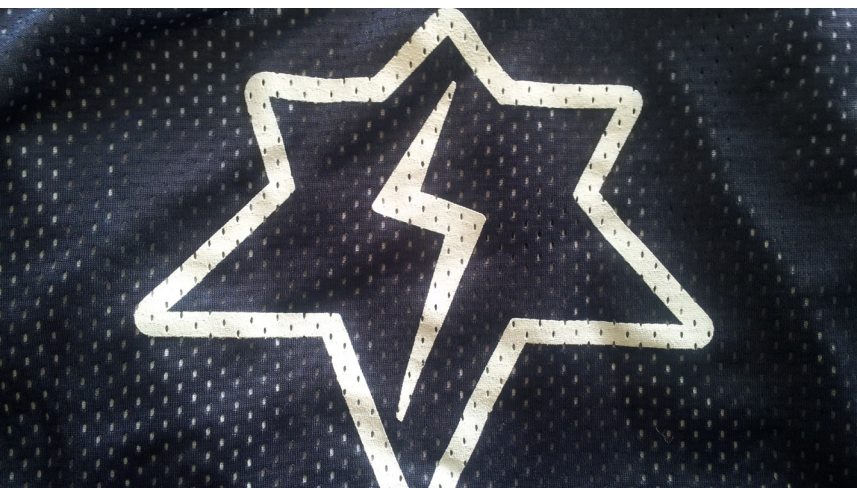
Being a pusher requires you to be all of these things and more. I've been pushing for two years, and I can't sum it up into one experience. As the saying goes, there are two types of people at CMU; those who have never pushed a buggy and those who pushed once and never looked back. I'm glad I never looked back.

Alex Miklos; CIA Women's Push Captain 2013-2014



the teams

alpha (Α Ε Π) epsilon pi



AEPi's 2013 shirt logo.

About AEPi

AEPi. We bring new meaning to the phrase “pushy Jews”. Our organization promotes Jewish life of all kinds: orthodox, reform, observant, non-practicing, even a few people of other faiths. All we ask of our buggo team, all we can ask, is that they are passionate and willing to give their best effort. Our primary goals are safety and fun because if those aren’t met, then the rest doesn’t matter. We may not be first to the finish line, but we’re going to be there. And if you need it, we’ll help you get there too.

Chairmen

Brandon Mittman
Brian Humbarger

Head Mechanic

Sam Share-Raab



A photo taken during rolls in Fall 2011. Here, we see Kamikaze being flagged to take a daring turn into the chute.

Mechanic

Sam Zbarsky

Drivers

Erica Green

Jennifer Shin

Womens Pushers

Alex Frankel

Corinne Clinch

Gates Palissery

Leah Willis

Mens Pushers

Brian Humbarger

Nathan Oshlag

Spencer Dunnison

Tyler Novet

William Howard-Matchen

apex

“Burn brighter. Since 2012.”



Apex team photo taken on the football field this year.

About Apex

Two years ago, Apex started as a bunch of Freshman in the Rez who had a crazy vision of starting a buggy team. We are now 22 members strong and growing. To this day, we are a close knit team with a ton of excitement and energy.

Chairman

Deepak Ravi

Head Mechanics

Calvin Chan
Jackson Toth

Head Driver

Palak Pujara

Push Captain

Ian Rosado

Assistant Chairman

Veronica Jaime-Lara

Treasurer

Stan Krasner

Founder

Connor Hayes

Buggies

Ember - 2014

Phoenix - 2013



Connor Hayes, founder of Apex, experiences what it's like to be inside Pioneers' old buggy, Chaos.

Mechanics

Chris Addiego
Chris Kaffine
Connor Dixon
Deepak Ravi
Josh Furhman
Meghan Kaffine
Michel Hoang
Nik Tom
Palak Pujara
Rachael Schmitt
Robert Marsh
Skye Toor
Stan Krasner
Trevor Decker
Veronica Jaime-Lara
Zach Shearer

Drivers

Mallory Hayase
Rachael Schmitt
Veronica Jaime-Lara
Xian Chang

Pushers

Alek Kirchman
Amanda So
Avanti Dabholkar
Deepak Ravi
Delaney Lam
Emily Wright
Jakob Rohwer
Jeff Chen
Jerome Reano

Louis Ferragonio
Jordyn Greenberg
Maya Holay
Michel Hoang
Nik Tom
Roberto Jaime
Sam Westrick
Savina Reid
Shreya Gupta
Veronica Jaime-Lara

Special Thanks

Adam McCue
Nik Bonaddio
Chicken Hawks
Josh Wise
Ben Matzke
V
Jacbo
Ethan Gladding
Wes Morrill
Fringe
KDR Alumni
Pioneers Alumni
Under Armour
Connor Hayes' Grandmother
Joan, The Buick

Carnegie involvement association

“Everything is Awesome.”



CIA took the fence earlier this year.

About CIA

Founded in 1970, CIA was the first independent (non-Greek) organization to win Sweepstakes. Open to all members of the student body, CIA's objective is to strike the right balance between performing well and having a blast!

Chairman

Sophie Zimmermann

Head Mechanics

Alicia Carrion
Rachael Schmitt

Head Driver

Amy Hung

Push Captains

Alex Miklos
Nathaniel Jeffries

Social Chair

Ryan Davis

Secretary

Guochen Shen

Support Chair

Hannah Lyness

PR Chair

Reine Li

Advisor

Conrad Zapanta



Icarus (2014), Impulse (2013), Freyja (2010), and Ascension (2011) wait to roll at the top of hill 2.

Pusherchanics

Nicholas Tackowiak
Carl Glazer
Gerald Carlson
Patricia Xu
Rebecca Tien
Peter Godofsky
Rika Keener
Elon Bauer

Mechanics

Haley Dalzell
Andrew Sun
Preston Ohta

Drivers

Ting Wang
Shannon Lee
Rachel Karp

Pushers

Ryan Black
Connor Brem
Dennis Shih
Daniel Tabrizi
Leon Zhang
Philip Garrison
Karl DeStefano
Axel Smith
Michael Oden
Rachel Browne
Ashley Dickson
Jess Phoa
Noah Fatsi

Special Thanks

Alumni
Frank & Lou
Steven Dieckmann
Allison Lim

fringe



Fringe group photo taken last year during Design Comp.

Special Shout-out

Fringe would like to extend a very special thanks to Mike Vélez and Aubrey Higginson for all the work that they put into the design and construction of our new buggies. Without them, we wouldn't have been able to accomplish so much.

Fringe would also like to extend special thanks to: Mike Mackin and Spectrum Energetics, Kyle Mueller, Carnegie Mellon Racing, Adam McCue, Sascha Demetris, Alaxander Bont and the Bont company, Sam Swift, and all of our wonderful alumni.

Chairman
John Dierse

Head Mechanic
Vivek Nair

Push Captains
Brad Hodge
Emma Williams
46

Buggies
Bolt - 2014
Beacon - 2013
Bissa - 2012
Bedlam - 2009
Banyan - 2007



Fringe's new 4-wheeled buggy, Bolt, at spring rolls in 2014.

Mechanics

Aubrey Higginson
Andy Borowski
Andrew Schroeder
Connor Armstrong
Eli Murphy-Trotzky
Kavin Sanghavi
Linna Griffin
Mike Vélez
Nikita Budwal
Paul Chao
Preetam Amancharla
Rick Rodgers
Ram Verma
Sophia Zikanova
Utkarsh Sanghi
Zach Schwemler

Thanks

Bed sheets
Apple pie and pink lemonade
Sh**ty Wrap Music
Black flames
Cheese
Sad soap
POUND CAKE (LEVINS ALL CAKE
EVERYTHING EDIT)
The iPhone 5c
The Tyrrell P38
Borealis
The Jamaican bobsledding team
Hough's

Drivers

Angela Lo
Gillie Rosen
Jennifer Coloma
Madison Scott
Shaheen Essabhoy

No Thanks

Plastic knives
The Splashies
Plastic wrapped arms
Allergic reactions
Booty
Tina Belcher
Whackermann
M8 holes
Potholes
Open-wheel racing
Cold

pi kappa alpha alpha



PiKa team photo with Banshee (2013).

Message from PiKa

We at Pi Kappa Alpha are pleased and thankful to be able to participate in Sweepstakes during this 100th Anniversary of Spring Carnival. We hope to honor this one of a kind tradition made famous at Carnegie Tech/Carnegie Mellon University with an effort that embodies the competitive nature of buggy with the sportsmanship that it deserves. This sport like no other blends the raw and coordinated athletic talent with sophisticated technology and elegant design. We wish that all race safely to the best of their abilities.

Sincerely, The Mechanics, Pushers, Drivers (and Buggies) and Brothers representing Pi Kappa Alpha.

Buggy Chair
Matt Dawson

Head Driver
Yisu Wang

Push Captain
Yannick Hogarth

Head Mechanic
Zachery Hissam

Head Flagger

Akash Khanolkar
Martin Smith

Head Timer

Andres Velez
Paul Bracchitta

Drivers

Anabelle Lee
Wendy Du

Pushers

Andrew Fernandes
Avinash Patel
Ben Walker
Brian Saravia
Carter Sharer
Chad Tomasetti
Connor Siwik
Dom Akerele
Doug O'Connell
Edmund Chow
Erbey Erdman
Eugene Zhitomirskiy
Gabe Renna
Jack Butler
Maksim Horowitz
Paul Kioko
Saab Alsadig
Thomas Cooper

Mechanics

Carter Sharer
Christopher Chan
Julian Pearlman

Support

Charles Gauthy
Chris Murphy
Gabriel Mitchell
Jay Kuvelker
Josh Burca
Mikhail Kutsovsky
Patrick Clancy
Rohan Saigal

Carry Team

Alexandre Abitbol
Alex Dintino
Mark Moskwa
Matthew Hsieh
Ryan Kwok

Timers

Aman Agarwal
Andy Kim
Eugene Wong
Joel Lankford
Matthew Greenberg
Maksim Horowitz
Nick Sacks
Rohan Saigal

Film

Brendan Lee
Jake Gordon
Joel Lankford

Utility

Alan Vurgait
Alec Maire
Ankur Toshniwal
Kevin Zhao
Rob Reynolds
Suraj Vasishtha

Communications

Diego Schaps

Wheel Man

Richie Spaulding

T-shirt Design

Andrija Zuzul

Barricader

Zach Geller

sigma (Σ A E) alpha epsilon



*Pushers: Michael McCaffrey and Jeffery Setian. Chairmen: Juan Portela and Benjamin Post.
Drivers: Eileen Wu and Sophia Kim.*

About SAE

At SAE buggy we work until we can step back from our buggies and say “eh good enough”. The memories we create during this process are nothing less than memorable. At heart we truly are bare minimum engineers.

Chairmen

Ben Post
Dennys Morales
Juan Portela

Follow Car

Ben Post
Dylan Mikus
Juan Portela

Drivers

Eileen Wu
Sophia Kim



Rubicon (1999) races through the chute during rolls in spring of 2014.

Pushers

Alex Walencyk
Daren Kerfoot
Dennys Morales
Drew Holinski
Jeff Setian
Kerolos Mikaeil
Kevin Malcolm
Max Queenan
Max Willsey
Mike Ford
Mike Wang
Neil Carleton
Nick Trileski
Robby Vint

Mechanics

Ben Post
Juan Portela
Max Queenan
Mike Ford
Noah Fox

Flaggers

Ben Debebe
Tim Brooks
William Duncan

student dormitory council

"Aerodynamics are for people who can't build engines." – Enzo Ferrari



SDC team photo taken last year next to Hill 1.

About SDC

Another year of early morning pancakes, athletics, and precision engineering. We've made new friends and practiced hard despite the lengthy and bitterly cold winter. Persevering through it all, we've made it to Raceday! Whether or not we take home any trophies, we're thankful for the journey. To new and returning members of SDC, thanks for an excellent year!

Chairman & Push Captain

Jordan Kunz

Head Driver

Jing Xiao

Drivers

Audi Ho

Callista Gonzalez

Elizabeth Ji

Rachel Chow

Vivian Wong

52

Push Captains

Cecilia Zisckau

Edward Cao

Buggies

Bane - 2011

Avarice - 2010

Malice - 2009

Psychosis - 2003

Rage - 1996



Brian Flores pushes Rage with Fozzy on his back.

Mechanics

Alex Munoz
Alex Roman
Alina Rath
Christopher Kwan
Chris Goode
Connie Wang
Dan Francis
Drevin Galentine
Michael Darcy
Nastassia Barber
Omer Elhiraika
Peter Lee
Riley Larget
Stephanie Chen
Zoe Falk

Pushers

Alex Duncan
Andrew Nadig
Anne Alcasid
Brian Flores
Cameron Hall
Colleen Eagan
Emily Conlan
Eric Dissinger
Garrett Zinke
Jake Housen

Jenn Golda
Jenni Tuttle
Jennifer Elkin
Jeremy Meza
Jessica Yuan
Joon-Hyuk Han
Joshua Chen
Logan Watanabe
Mackenzie Boyd
Mathea Tenwalde
Matt Sebek
Michael Kellman
Michael Martin
Natalie Kuang
Nathan Hahn
Nick Stanley
Niki Kawakami
Rachel Sewell
Rebecca Piston
Sam Simon
Sam Smith
Scott Holmes
Shannon Ho
Stanton Man
Stephanie Chen
Steve Ford
Yixing Shi

sigma (Σ Φ Ε) phi epsilon

“Rage layup”



SigEp team photo taken during a formal event.

About SigEp

SigEp, or Sigma Phi Epsilon, is all about finding and developing the Balanced Man: a leader, an athlete, a scholar, and a gentleman. We're dedicated to building and developing lasting friendships and memories, promoting leadership skills, and having fun.

Chairman

Harley Montano

Head Mechanic

Richard Barber - “The duke of Demascus”

Mechanics

Anthony Corletti

James Snyder

“Where’s” Aaron Sentis

John “Jack” Kaplan

John William Krevins Brieger

Drivers

Colleen Casey

Emily Helfer

Katie Correll

Krystina Williams

Madeline Finn

Sushma Narayan

Buggies

Barracuda

Kraken

Mamba

Pandora



SigEp's buggies lined up and shining at Design Comp in 2013.

Pushers

Anthony Corletti
Colleen Casey
Emily Helfer
James Snyder
"Where's" Aaron Sentis
John "Jack" Kaplan
John William Krevins Brieger
Katie Correll
Krystina Williams
Madeline Finn
Sushma Narayan

Special thanks to...

Junki
Sweepstakes

sigma (Σ N) nu

“Your wheels suck”



SigNu team photo taken somewhere in the woods this year.

About SigNu

The brothers of Sigma Nu are proud to once again compete in Sweepstakes for this year's 100th annual Spring Carnival. We wish best of luck and a safe competition for all orgs.

Chairman

Griffin

Mechanics

(At the) Helm

Shmo

Kaiser Wilhelm

Vijayyyyyyyyyyyyy

Sudev

Johnny Boy

Santino

Driver

Avia Weinstein

Buggy

Bungarus Krait - 2009

Flaggers

MNEW

Luis

The Pterodactyl

Leon



Bungarus Krait (2009) takes a daring line into the chute during rolls.

Pushers

Edge
Mita Mike
Georgy Boy
Austiiin
The Boy-Boy
Figgy
Thunder Throat
Cristian Mingle
Gingooo
Joe "Skyscraper" Cossins
Ross the Boss

The Janitor

Gooby Tuesday

The Zoo would like to thank

Rebean
The Wheelfather
Rusky
and all those in the ESP family

spirit



The Spirit family together outside of CFA.

Thoughts from Spirit

Family can otherwise be defined as a group of people under a common ancestor. This is what Spirit Buggy represents, a diverse group of students brought together from all parts of campus, ethnic backgrounds, with different stories. We all join under one common interest; buggy. Through buggy we have built a family, playing off each others strengths and passions to create a competitive yet cohesive team. A team that has existed and thrived for decades, a team that will continue to grow, through dedication and love. Spirit buggy has always been and will always be, first and foremost, a family.

Chairmen

AJ Pichardo
Feyi Quadri
Glenn Philen

Head Mechanic

Daniel Campos
Ben Corwin

Push Captain

Randy Garcia

Head Driver

Shaleena Jeeawoody

Head Flagger

Courtney Chambers

Design Chair

Kathy Lee

Social Chair

Konyin Adewumi

Head Timer

Nigel Noriega

Buggies

Kingpin II

Seraph

Zuke

Haraka

Fuko

Zenith

Drivers

Alyssa Casamento

Feyi Quadri

Sussy Romoleroux

Vanessa Kalu

Mechanics

Alisa De Bruyn Kops

Amir Nour

Armando Calvillo

Chris Jerome

David Oluwole

Hope Dohner

Joshua Mark

Marcus Todd

Maya Lassiter

Natalie Arguello

Roberto Andaya

Shaun Ford

Sam Hassel

Will Moro Milner

Pushers

Aalique Grahame

AK Brefo

Carter Redwood

David Adu

Edrei Rodriguez

Erin Godwin

Emmanuel Samuels

Katherine Loisselle

Kayode Dansalalmi

Kiffele McBurnie

Malik Parker

Martha Nkangabwa

Nkem Chikwendu

Pierce Sinclair

Rahshel Brown

Ramon Cepeda

Ryan Flood

Sabrina Estudillo

Sinoriti Stegman

Shannon McCullough

Wesley Jones

Wole Idowu

Yaminah Carter

Flaggers

Michelle Mann

Design

Daniel Campos

Edrei Rodriguez

Support

Annsley Lucas

Thanks to

Shoutout to Tom Felmley, Will Motley, Link Brown, Bill James, and all of our alumni for their incredible support throughout the year!



**NO
PARKING**
POLICE DEPARTMENT

**NO
PARKING**
POLICE DEPARTMENT

support organizations



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 18) to get 1 year of premium membership benefits for free:

<http://cmubuggy.org/seniors>

Member Benefits

Supporting Members and New Alumni get non-public in-depth updates on buggy events to keep you in the loop and 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

special shout-out



cmuTV

The student-run television station of Carnegie Mellon University. They bring all of the video footage of Sweepstakes including live streaming, raceday videos, team profiles, and behind-the-scenes footage of Buggy. Thanks to the team for all of their help and support!



WRCT

A non-commercial freeform radio station hosted in the basement of Carnegie Mellon's University Center, WRCT broadcasts interviews as well as Raceday coverage during the buggy races. Many thanks to the team for making that possible.

emergency^{medical} service



We'd like to thank CMU EMS.

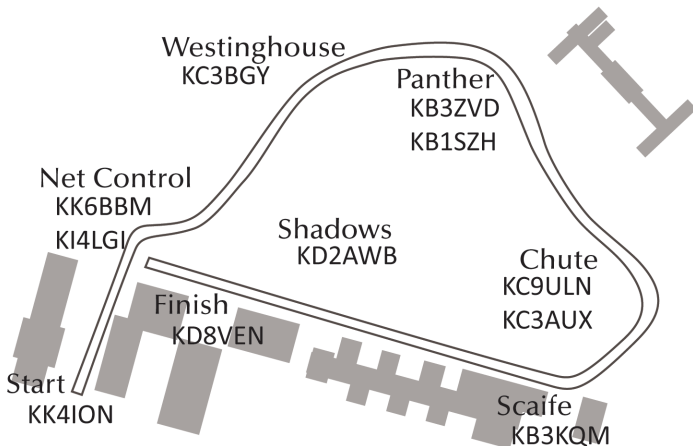
An all-volunteer, student-run, state certified, quick response service providing emergency medical care to the Carnegie Mellon campus community 24/7. Many thanks to all of the people on the EMS team for supporting Buggy this year. When injuries happen, we know we're in good hands.

Special thanks to the following people for helping to staff Sweepstakes standbys throughout the 2013-2014 academic year. These individuals awoke at 5 AM and remained stationed at The Chute during all free rolls practices and Raceday:

Gabe Diamond	Tommy Goode
Jeff Cooper	Dustin Brout
Emily Bram	Caitlin Lohman
Laura Carroll	Jun Hong Park
John Frens	Blaise Loughman
Alexandra Lewis	Ele Haglund
Fazil Akhtar	

w3vc radio club

"Chute, One, Two."



W3VC
Carnegie Tech Radio Club

"...QSL, Chute."

We'd like to thank W3VC.

W3VC is the invaluable team of radio experts that keep rolls running smoothly throughout the year. From the top of hill 2 to the end of the chute, this team of hardworking individuals makes sure the course is clear and reports any problems to Sweepstakes. When a team crashes, they are the first to let the top of the hill know what happened and what needs to happen. They are as crucial as the Sweepstakes Committee and we really couldn't do it without them. Thank you guys.

special thanks

Sweepstakes would like to thank the following people for helping to make Raceday 2014 a success!

Alumni Relations (Lindie Droulia, Laurel Bosshart, and Kate Malekof)

Anne Witchner

Ben Matzke and the Buggy Alumni Association

Bob Anderegg

Carnegie Mellon EMS

Carnegie Mellon Police

City of Pittsburgh EMS

City of Pittsburgh Police

cmubuggy.org (Buggy Alumni Association)

cmuTV

Dan Gilman

Environment Health & Safety

Kaycee Palko

Phoenix Sport Technology

Rick Caruso

Student Activities

Student Life

Student Senate

Taylor Rental

Tom Wood

Viewpoint

W3VC (Radio Club)

WRCT

buggy sponsors

#1 Cochran GO **1** BETTER



heat 2014 schedule

Women

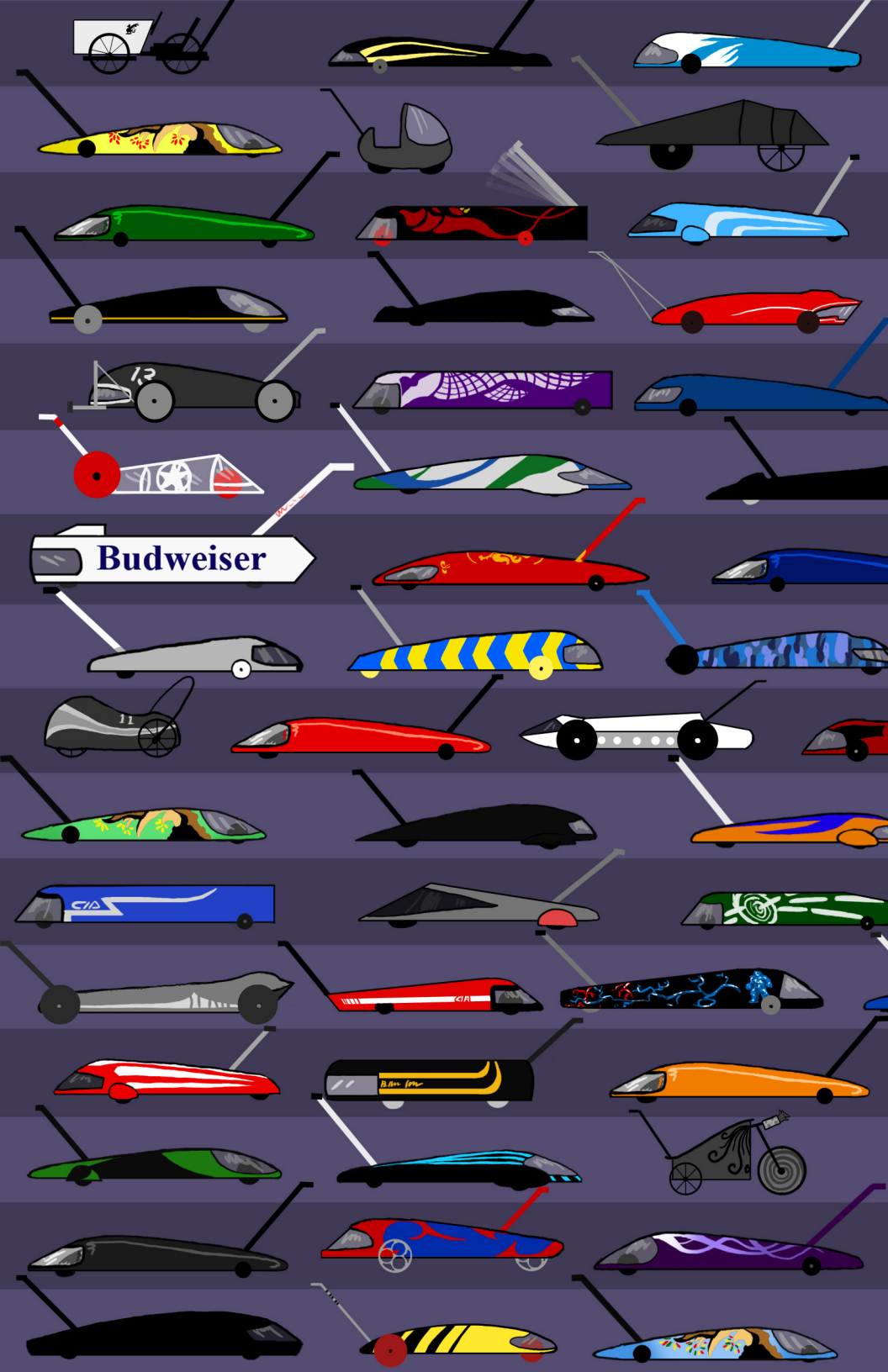
Heat	Lane 1	Lane 2	Lane 3
1	SDC C	Apex A	CIA C
2	Spirit A	SigEp C	Fringe D
3	CIA A	PiKA A	SDC D
4	SigEp A	Spirit C	Fringe B
5	SDC B	Spirit B	Apex B
6	Fringe A	SigEp B	AEPI A
7	SDC A	CIA B	Fringe C

Men

Heat	Lane 1	Lane 2	Lane 3
1	SDC C	Spirit B	Fringe D
2	CIA A	SigNu A	SigEp B
3	Fringe B	SDC D	SigEp D
4	Spirit A	SigEP C	CIA C
5	SDC B	Fringe C	SAE B
6	PiKA A	AEPI A	Apex B
7	SigEp A	Spirit C	SAE A
8	Fringe A	CIA B	Spirit D
9	SDC A	PiKA B	Apex A

View a full schedule of
Carnival 2014 events
by scanning this code
with your smartphone.





Budweiser