



BUGGY ALUMNI ASSOCIATION

2017 Raceday Kickoff

Welcome Buggy fans to the 97th season of our wonderful sport! Raceday 2016 we had some amazing races and we couldn't be more excited to see what this year will bring. We had simultaneous highs and lows: the Men's all-time record dropped below the 2:03 mark thanks to a powerful performance by SDC A, whereas once dominant fraternities continued to struggle past the finish line. On the Women's side, SDC A was on track to retake the throne, but didn't keep their eye on the bar and allowed CIA A to repeat as Women's champs.

Thanks to the continued efforts of our amazing committee, the BAA was awarded "Large Network of the Year" by the CMU Alumni Association in recognition of our contribution to the sport and support of the student-run competition. We, of course, have no plans to slow down and hope to make this year our best and most productive yet! Raceday discussions have already started with a few of the relevant organizations and we have many ideas that we hope to have implemented for this year. We have been searching for the next big, exciting thing to fund and we are narrowing in on some possible options. We are looking forward to sharing our new project with you soon and, as always, we welcome any ideas from the buggy community!

This year is already off to a slippery start with a late first weekend that got rained out. Sweepstakes tried their best to make it happen, but ultimately made the right call to cancel and not put drivers at risk. Teams were excited to get out, though despite the extended time to do so some teams still have yet to complete their safeties. Unfortunately, AEPi has announced that they will be taking a year off. We are sad to see them go on hiatus, but this is a great opportunity for a new team to take their place and have some functional buggies to borrow. Undeterred by the reduced number of teams, Sweepstakes is planning some significant outreach in an attempt to expand the field.

-Ben Matzke (CIT'11) - BAA President

Inside this Newsletter

- Meet Your BAA Officers
- Raceday 2016 Recap
- 2017 Sweepstakes Committee Introductions
- Game of Hills
- Future Rolls Timing System
- Predictions for 2017
- Upcoming Buggy Events

Contributors: Aileen Dinin, Connor Hayes, Ben Matzke, Anthony Pacella, Natalie McGuier, Jeremy Tuttle

Photos: Ben Matzke, cmubuggy.org, Guillermo Gomez

Special Thanks: Tom Wood, Mark Estes, Sam Swift, Kaycee Palko, Sweepstakes

cmubuggy.org

2016-2017 BAA OFFICERS



Jeremy Tuttle
Vice President
SDC (MCS '10)

I'm pleased to join the BAA as this year's Vice President. Previously, I was Chairman of SDC Buggy for Raceday 2008 and 2009. I graduated in 2010, and haven't missed a Raceday since (nor do I ever intend to!). Currently, I'm a proprietary trader at a Greenwich, CT-based quantitative trading firm. Buggy remains one of my biggest passions, and becoming a BAA officer seemed like a natural extension of my involvement as an alum.

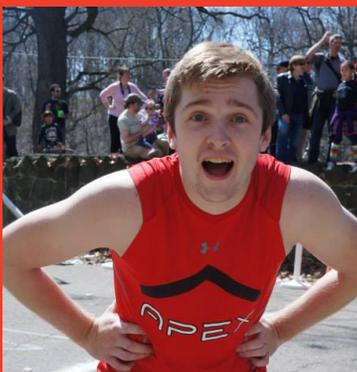
My primary goal as BAA VP is to continually increase participation in buggy, which I think is necessary for the continuation of the sport. I hope to raise interest on campus outside of the immediate buggy community, find ways to get more of our alumni involved again, and facilitate the establishment of new buggy teams. I look forward to working with the rest of the BAA officers (and all of you) to keep our tradition strong!



Natalie McGuier
Editor in Chief
CIA (MCS '10)

I graduated in 2010 after participating in Buggy all four years of undergrad. After a short stint in South Carolina, I moved back to Pittsburgh with my husband (also a Buggy alum). Presently, I'm teaching faculty at CMU. No, I'm not recruiting for my former team from the classroom. Yes, I am mentioning buggy to every freshman I come across. Currently my hat in the BAA is to write/compile the weekly Rolls Report. In the upcoming year, it is my goal to have more Buggy alumni out at weekly Rolls.

The past year our weekly Rolls Report has been a compilation of the observations of several alumni, and the more notes we get, the better the report. If you're still in Pittsburgh, or visiting for the weekend, come out! In addition to adding your perspective to how the teams are shaping up, your presence on the course means quite a bit to the current students. A word of encouragement or a bit of advice can go a long way to a team's success. Just as important, it goes a long way to showing CMU just how important Buggy is to our alumni base. The more we can get CMU on board with Buggy, the better.



Connor Hayes
Design/Content
APEX (HSS ~'16)

I started my buggy experience early in my freshman year by founding Apex with friends and other residents of the Rez on 5th. It was definitely more difficult than joining an established team but I wouldn't trade that experience for the world. I never graduated CMU, but my time there has been influential to my life and was most affected by buggy. The team building, leadership, organization, research and design skills fostered in buggy are not found anywhere else on the CMU campus. Today, I manage a Mazda dealership repair shop and restore classic cars in my spare time. 2015 was an amazing year for the BAA and I am very excited to see how this year goes. We have grown tremendously since I started helping Ben in 2014 with the Race Day Preview and I am excited to see what Jeremy Tuttle will bring to the table as Vice President. Being far away from the 'Burgh I'm limited to helping with write ups and design work for our previews. But I hope to keep putting out enjoyable content for all!

2016-2017 BAA Committee



Dan Becerra
Treasurer
CIA (CIT '12)

I'm Dan Becerra, your returning treasurer for Raceday 2017. I was a pusher and officer for CIA from 2009-2012, and right now I'm in grad school studying Materials Science in sunny Santa Barbara nearing my PhD defence. The first thing I want to say is the state of the BAA's finances is strong. We saw a bit of a drop-off in our total contributions last year, but it was still enough to support our activities. Our 2016 lead truck auction raised \$834 last year, on par with 2015, but saw many rides go to only a few winners- so I encourage everyone to go and bid next year. It's a great ride if you haven't done it before (or in a while)!

The one thing I want to ask you to do is to keep spreading the word about the BAA, and remember to join and renew your membership, just give \$10 (or more) to the BAA and let us know about it. Also, if you have any ideas for more fundraising or if you are looking to start something to promote buggy involvement (and just think you need a little cash to get it started), email me at danbecerra@cmubuggy.org



Aileen Dinin
Communications
Director
CIA (CIT '07)

Like Dan, I am a returning officer from last year. In 2006 I was CIA Chairman for Raceday. I graduated CMU in 2007, bounced around the US (and the biotech industry) for a few years, and now live with my husband (CIA Hill 3, RD 2006) in Germany, where I teach English. Although I haven't been to Raceday in person since 2010, I am a devoted viewer of the cmuTV feed.

One of the things that keeps us together as alumni near and far are the Rolls Recaps and these newsletters. Natalie and her team of awesome local alumni keep us posted with every event every weekend of rolls, and I coordinate a team of contributors to create a newsletter every semester. My goal for this year is to continue to issue organization-wide updates in a timely manner, and capture as many of the diverse viewpoints of the buggy community as possible. If you are interested in helping out in any way (we have tasks ranging from interviews to rolls summaries to copyediting), please drop me a line at aileen@cmubuggy.org.

Raceday 2016 Recap

It had its ups, it had its downs, it was Raceday 2016. We started off with high hopes, as the course was in excellent condition, with newly repaired pavement at Phipps and in the chute, and some removed potholes at the end of Hill 2. These course improvements meant that many of the Hill 3 pushers were taken by surprise, and it took some time on Raceday for the pushers to have competent pickups.

The combination of this year's course improvements with last year's back hill paving meant teams had a nearly unbroken ribbon of smooth tarmac, and so it seemed a new record was likely from dominant SDC, CIA or Fishing Club. Who is Fishing Club you ask? PiKA attempted to get past their previous struggles, but several disciplinary incidents unrelated to Buggy led to them being banned from competition, but PiKA brothers managed to combine forces with the CMU Fishing Club and Rolled as Fishing Club or "Fish" borrowing some of their equipment, buggies, and personnel.

Raceday also had some novel visitors! Robobuggy continued to experiment, and cleared the course on Day 1, with a bit of a recoverable "crash" into the sidewalk on Day 2. In addition, between Men's and Women's on Day 1, the Uber mapping cars (part of Uber's now famous Pittsburgh pilot of self-driving cars) took a spin around the course.



Women's Prelims Heat by Heat Recap

SDC C / CIA B - The first heat of Raceday 2016 set a high bar for the rest of the races. CIA B was up and over Hill 1 before SDC C, and both buggies remained a close distance apart through the free roll. Both teams had unbelievable rollouts leaving barely any work for the Hill 3 pushers. This was simply foreshadowing of what was to come. Both teams finished strong and set team records for their respective B and C teams.

Fringe B / Spirit B / SigNu A - Unable to make it to the line on time, Sig Nu scratched their first heat. Spirit and Fringe were neck and neck up Hill 1, with Spirit just edging out Fringe. Spirit gained 2 buggy lengths during the free roll. Despite having a new buggy that was rolling well, Fringe just couldn't catch up. Spirit started out well as they ventured into the chute, but their tight lined turned into a long slow drift that ended with tapping the inner hay bales. Fringe passed clean with a 55 second free roll. It's worth noting that in 2015 that time would have been the quickest free roll time of the competition.

Spirit A / SDC D / Fringe D - As expected in this lineup, Spirit pulled away from the pack on Hill 1, although slightly slower than expected. With bated breath, the crowd watched Spirit tiptoe through the chute with enough speed to dust Hill 3. As usual, Spirit's excellent pushers smoked the back hills, landing them first in their heat and with a notably faster time than the 2015 prelim winner, CIA A.

Sig Ep A / Apex B / CIA D - Following Sig Nu's example, Apex B scratched their first heat of Raceday. Sig Ep A was off to an expected fast start with the commentator estimating a 22 second Hill 1. Sig Ep was 4 seconds behind Spirit by the stop sign but executed a wide, clean chute. Keeping with the day's theme, the Hill 3 pusher was smoked by the roll out. A decent back hills landed them 7 seconds from first, but Sig Ep DQ'd after failing drops. CIA D pushed in dresses, echoing their Men's D team tradition of pushing in suits.

SDC B / Fringe C / Spirit C - SDC B had an expected excellent roll, earning the fastest Hill 1 to this point in the races (another estimated 22 seconds). They followed a superb Hill 1 with a 55 second free roll, flying by their pusher who was waiting halfway up Hill 3. Solid back hills put them 0.5 seconds back from first.

CIA A / AEPi A / Fish (PiKA) A - In what promised to be an exciting heat, CIA and Fish were neck and neck up Hill 1, but Fish nosed out CIA over Hill 2. CIA pulled ahead in the free roll and gained 4-5 buggy lengths. Although CIA and Fish rolled equivalently, Fish was ready for the ridiculous Hill 3 rollout and gained some ground on Hill 4. CIA pulled away on Hill 5 for a 2:34 finish, setting a team record and taking first place position. Fish ended 4th behind Sig Ep.

Fringe A / SAE A / PhiDelt A - PhiDelt launched from the start line with an impressive start, keeping within a buggy length of Fringe. However, Bissa was just too fast and pulled away over the hill. It was a clean chute for all teams along with burnt Hill 3's. PhiDelt finished fairly close behind Fringe, setting a team record. Fringe crossed the finish line faster than last year with an almost entirely new push team.

SDC A / Apex A / CIA C - In an explosive start, SDC crested Hill 1 in 20 seconds. Apex nearly kept up, but fell back late in the Hill 1/Hill 2 transition. After being late to the line and with the B team scratch, we suspect they might have had some roster-related issues. SDC traversed the chute flawlessly with the exception of the Hill 3 pickup (the theme of the day). SDC A finished in 2:25, 9 seconds ahead of their B team.



Overall: SDC A emerged way ahead of the pack, leaving places 2-5 close together and in the dust. SDC closed in on their record time. CIA, Fringe, and SDC had the best chute lines of the morning with Sig Ep and Fish taking it wide. Spirit was tip-toeing through the turn but managed to maintain their speed. The top 7 teams all got smoked on their Hill 3 pick-ups, which can only be attributed to the improved road surface combined with a lack of practice at full speed.

Women's Standings after Prelims:

	Team	Buggy	Time	
1	SDC A	Malice	2:26.56	
2	CIA A	Equinox	2:34.34	
3	Fringe A	Bissa	2:36.96	
4	Spirit A	Inviscid	2:38.66	
5	SDC B	Avarice	2:39.69	
6	Fish A	Clidnah	2:45.68	
7	CIA B	Icarus	2:47.50	
8	SDC C	Bane	2:47.83	

Men's Prelims

SDC C - SDC C rolled alone in an effort to minimize risk. For the first time in years, SDC had fairings and a full wheel prep on their C team. They had a clean Hill 1 to Hill 2 transition and the first decent Hill 3 pickup of the day - they must have learned something from the women's prelims. SDC again showed their depth with a solid day 2 time.

Spirit B / Fringe D - Spirit immediately pulled ahead of Fringe and only gained more time into the free roll. The speed proved to be a bit too much for Spirit, because just after entering the chute, they spun and slammed backwards into the hay bales. Fringe rolled through and finished with a 2:32.

Apex A / SAE A / CIA D - SAE and Apex kept pace with each other up Hill 1, but SAE was over Hill 2 first. Ember couldn't pass Lucy in the free roll, but Apex's great Hill 3 had them back in the game. Apex nosed ahead on Hill 4 and was able to pass in the 4-5 transition. Apex finished with a 2:21, a borderline time for day 2.

Sig Ep B / SDC D / Fringe B - Fringe and Sig Ep were close off the start line, but a better Hill 2 had Fringe gaining on the free roll. They attempted an outside pass and then one on the inside at the stop sign. Fringe finally managed to pass at the apex of the chute within inches of Sig Ep. Contact was made turning into the back hills and Fringe pulled ahead. Although they finished with an approximate time of 2:19, Fringe B was DQ'd for causing contact.



CIA A / Spirit D - CIA executed one of the best rolls this far into day 1. Great front hills, technique, flawless rolls, excellent chute turn, fabulous back hills and their trademark shirtless A team pushers looked stacked. Some CIA alumni were heard to comment, "Where did these guys come from?!" They finished with a benchmark time of 2:10.05 for prelims.



SDC B / Spirit C / Fish A - Fish was first up Hill 1 with SDC close behind. The two teams hit Hill 2 at the same time, but Fish rolled ahead. SDC had a massive moment crossing the Phipps parking lines to catch Fish, but then slid again between the hay bales, allowing Spirit to pull in close. Fish had poor form on the back hill transitions, but were still moving fast. They were moving so fast, in fact, that they missed the push bar by a mile at the finish. SDC slipped into second behind CIA A for the prelims.

Spirit A / Fringe C - Spirit A had a decent Hill 1 and Hill 2 time followed by a solid free roll. After a confident chute turn, Spirit had a great performance on the back hills ending with a 2nd place grabbing 2:11.8 time. Fringe C had a similarly solid roll ending with a 2:21.

Fringe A / CIA B / PhiDelt A - Fringe had an excellent Hill 1 with CIA and PhiDelt a few seconds behind each other. Bissa rolled great and executed a tight chute turn. The Fringe Hill 3 pusher ran past the buggy in an attempt not to get burned. After an aggressive inside chute line, CIA was nipping at Fringe's heels out of the chute, but after an inferior Hill 3 pickup lost their advantage. Fringe pulled away on Hills 4 and 5 for a time of 2:12 and 4th place in prelims. CIA B and PhiDelt had strong finishes with both teams breaking their own records.

Sig Ep A / Apex B / CIA C - Sig Ep A killed Hill 1, temporarily taking the title of King of the Hill. Hill 2 sent Kraken flying into the free roll. As Kraken turned wide into the chute, however, there was an unfortunate clanging noise, apparently the result of an exploding bearing. The buggy rolled into the turn up Hill 3 and ejected the left front wheel. CIA and Apex passed Sig Ep cleanly, and Apex started to gain on CIA. They passed on Hill 4 and finished with a 2:30.

SDC A / Sig Nu A / AEPi A - The final heat of day 1 was worth the wait. SDC A took King of the Hill, and flew through hill 2 into the roll at a 25 over a second ahead of the next closest team. Malice buzzed the stop sign at 50 seconds and the driver performed an excellent chute turn. SDC capped the race with the fastest free roll, had excellent transitions, and superb back hills. Their hill 5 pusher might have had the fastest hill of all time running it in 17 seconds. The icing on that beautiful buggy cake? A new course record: 2:02.49.

Overall: SDC again dominated the course, finishing 8 seconds ahead of the field and resetting a course record they set 7 years prior. CIA continued their strong run in 2nd while the Frats continued their precipitous decline with only Sig Ep making finals. Spirit showed off their newly found free roll speed and took it to their fastest time in 10 years. SDC nearly qualified all 4 teams into finals with their D team missing by mere seconds. After only qualifying their A team a year prior Fringe had fast enough times to qualify their A, B and C team for finals with their B team missing finals due to a DQ. Apex squeaked into the top 10 for the 3rd straight year holding on in spite of much slower free rolls than the top teams.

	Team	Buggy	Time	
1	SDC A	Malice	2:02.49	
2	CIA A	Equinox	2:10.05	
3	Spirit A	Inviscid	2:11.89	
4	Fringe A	Bissa	2:12.46	
5	CIA B	Icarus	2:14.61	
6	SDC B	Avarice	2:15.60	
7	SDC C	Bane	2:19.41	
8	SigEp B	Hydra	2:19.79	
9	Fringe C	Beacon	2:21.26	
10	Apex A	Ember	2:21.67	



Women's Finals



Spirit A / SDC C - The heat went off with SDC C keeping on the heels of Spirit up Hill 1, but Spirit pulled away on Hill 2. Spirit's Hill 2 pusher gave a very weak shove though, costing them speed in the free roll. SDC gained slightly through the entire free roll, gaining 1 second by the stop sign and 2 by the chute flag. Both teams had clean chute turns with SDC having just a tiny tail wag and great Hill 3 pickups. Spirit's back hills dominated again and got them into a position to cut time from prelims. In a heart stopping near-bar-miss, Spirit grabbed the bar inches from the line, finishing with a 2:37.8, half a second better than day 1.

Fringe A / CIA B - Fringe women started strong running Hill 1 in 24 seconds, just a bit slower than Spirit A in the previous heat. Their Hill 2 kept them close to Spirit but they fell another second behind. By the end of hill 1, CIA was well behind and hit the free roll 6 seconds behind. Fringe hit the stop sign 2 seconds slower than Spirit and their buggy wandered a bit on the initial chute turn, but the driver recovered and still managed an impressive roll out. They had a solid hill 3 pickup showing a big improvement from day 1. A beastly Hill 5 put Fringe across the line at 2:35, almost 2 seconds faster than the previous day, and they temporarily took first place.

CIA A / Fish A - In a rematch of the prelim heats, CIA beat Fish up Hill 1 this time. CIA had the strongest Hill 2 of the day and went into the free roll a full 4 seconds ahead of Fringe and Spirit in previous heats and Fish in this heat. Equinox cruised past the stop sign at 1 minute with fish gaining 2 seconds and crossing the sign only 2 seconds behind. A clean chute for CIA and some sliding from Fish gave CIA an advantage in the back hills and CIA took control with stronger pushers. CIA crossed the line at 2:31, cutting 3 additional seconds off of their team record from prelims and undercutting Fringe by 4 seconds for 1st. Fish finished in the 2:40s well behind the top 4 teams.

SDC A / SDC B - SDC A was in the hunt to break the women's course record and started out strong - but entered the roll behind CIA. By the stop sign, they were slightly ahead of CIA crossing in a 59. A tiny slide in the chute didn't seem to affect the roll out, with Malice rolling the plug. A combination of a solid Hill 3 pickup and a fast Hill 4 set SDC A up for a race-winning roll. In a heart-breaking end for the women's A push team for SDC, the Hill 5 pusher completely botched her timing and attempted to switch hands on the push bar just feet before the finish line. She never got her hand back on the bar and DQ'd, gifting CIA the win.

Women's Results

	Team	Buggy	Time	
1	CIA A	Equinox	2:35.64	
2	Fringe A	Bissa	2:39.92	
3	SDC A	Malice	2:46.58	
4	PiKA A	Banshee	2:47.87	
5	Spirit B	Seraph	2:53.20	
6	CIA B	Ascension	2:54.52	
7	SAE A	Lucy	3:11.26	
	Apex B	Phoenix	2:48.38	Pushbar



Men's Finals

CIA B / Sig Ep B - After Kraken DQ'd during prelims, Sig Ep's A team pushers were subbed in for their B. Hydra was rolling better than expected on her small front wheels, but CIA was gaining the entire roll. In the most terrifying moment in years, Hydra's steering locked just past the hay bales, and the buggy continued turning towards the inside curb. Hydra flipped onto its left side and slid into flagstaff hill, nearly hitting multiple spectators. The buggy was damaged and the driver was taken to the hospital for evaluation (she was okay). CIA continued on for a respectable 2:16.63.

Fringe A / Fringe C - The Fringe A Hill 1 pusher got over-enthusiased by finals and let the buggy get away from him, and in an attempt to get a better shove to Hill 2, he bumped the Hill 2 pusher out of the way as he was grabbing the push bar. Visibly shaken the Hill 2 pusher put up a sub par time and shove. Fringe was over the top of the hill in 28 seconds and to the stop sign in 53 seconds, neither times being competitive for first place. A textbook smooth chute turn for both buggies caught the Hill 3 pushers flat footed and sent them running after the buggies. As our esteemed announcer Will Weiner put it best on the broadcast "Grab some butter and jam, Fringe is serving up toast." With a decent but not blistering back hill, Fringe A still crossed the line in 2:13, temporarily taking first place.



Spirit A / Apex A - Spirit A put out a similar performance to day one on Hill 1 and 2: solid but not incredible. Apex kept up on Hill 1 but fell behind on Hill 2, with the teams cresting hill 2 at 27 and 30 seconds. Spirit was to the stop sign at 54 seconds, just behind Fringe and had one of the cleanest chute turns we've seen from them in a long time. A dominant back hill performance had them across the line at 2:11.7, placing them first. The Apex Hill 5 pusher did his best Superman impression and laid out to try and keep a hand on the bar across the line, but missed by a nose.



CIA A / SDC C - CIA A came into the heat as the expected number 2 and didn't let down. With a 17 second hill 1 and a solid hill 2, Equinox went into the roll at a 27. SDC went in 3 seconds behind and stayed there the whole roll. CIA passed the stop sign at 53 seconds just ahead of spirit and probably had the best rollout of the day. This set up what would be an impressive back hill performance. Their hill five pusher gave all alums a collective heart attack as he let the buggy get away from him. But he caught it a buggy length from the finish line, crossing in a new team record 2:08. SDC C came through with an impressive 2:19.

SDC A / SDC B - SDC A gained early separation on Hill 1, and both teams had clean Hill 1/Hill 2 transitions. The two teams went into the free roll at 25 and 27 respectively. SDC A hit the stop sign at a 49 not seen since Fringe and Bonsai in 2011. Malice slid the tail on the initial turn-in to the chute, causing their Hill 3 to out run the buggy and have to slow down to let it catch up. Their amazing back hills especially their potential fastest ever hill 5 pusher were able to run a 2:03.1 breaking the old record but not quite their first day time and new record of 2:02.5. Possibly more impressive was SDC B crossing the finish in a 2:08.1 to sneak under CIA A for 2nd place.



Men's Results

	Team	Buggy	Time	
1	SDC A	Malice	2:03.1	
2	SDC B	Avarice	2:08.06	
3	CIA A	Equinox	2:08.88	
4	Fringe A	Bissa	2:13.74	
5	CIA B	Icarus	2:16.63	
6	SDC C	Bane	2:19.62	
7	Fringe C	Beacon	2:20.32	
	Spirit A	Inviscid	2:11.75	3/4 Trans
	Apex A	Ember	2:25.12	Pushbar
	Sig Ep B	Hydra		DNF



2016-2017 Sweepstakes Committee



Enosh Shachar
Chairman
AEPi (CoE '18)

Last year I was AEPi's chairman, loving every second of it, but coming from a struggling Buggy program I was able to notice a lot of internal issues. By the end of the year, I began to recognize that everyone was affected by these same issues. So this year as Sweepstakes Chairman, I plan to tackle these problems. I'll be trying to get as many people out there for rolls and race day; by trying to help every organization improve their program, and hopefully getting a few new organizations into Buggy, I'm sure that this year we'll see a tighter knit community with plenty of excitement come race day.

What we've seen - Enosh is very enthusiastic about his position and has focused on some ways to expand participation. He is planning outreach to existing organizations who do not already participate in buggy and work with them to find ways they can become a part of the sport.



Linna Griffin
Safety Chair
Fringe (CFA '17)

I am a senior Industrial Design student in CFA. I am ready to put my last two years as Fringe's Head Mechanic to good use as this year's Safety Chair. I have helped build four buggies and I have extensive knowledge about fixing and maintaining buggies as well. My decision to become safety chair was made largely in part to empower drivers and improve safety expectations across the board. Since taking the office I have updated the driver safety meeting presentation and plan on keeping everyone safe and sound.

What we've seen - Linna is determined to increase safety for the sport, has taken a serious role and will be doing more frequent spot safties at rolls. As the first female safety chair in many years, she is able to better relate to the drivers and is already making an impact.



Ryan Barrett
Asst. Chairman
PiKA (TPR '19)

I became involved with Buggy as a mechanic for PiKA last year. It is my goal to build the excitement around Sweepstakes so that it is the activity students want to get involved with on this campus. Outside of Sweepstakes, I am a business major, as well as a member of the football team.

What we've seen - Ryan has been taking a very active role in organizing the required materials for rolls. The city is forcing some changes to the current storage of rolls equipment such as the stack of hay bales, which will need to be stored out of view of flagstaff hill. New locations have been investigated, as well as other possible storage options and possible hay bale alternatives.

Game of Hills

This year, we thought we would try a different way to describe the teams, in a way that might make sense to people who aren't as familiar to the sport. First, spoiler alert... maybe... for people who have not seen or read Game of Thrones or A Song of Ice and Fire. If you're a fan, this article should hit home because, much like the show, the people vying for the throne see it as life or death and if you don't, you're not serious enough for the sport. Of course, this article is the opinion of Anthony Pacella (MCS '12), your opinion may differ.

House Targaryen: This house would obviously represent Pi Kappa Alpha. The definition of dynasty, this house took the throne decades ago with a fury. The throne defined them and they defined the sport. Members were selected for their speed or their mechanical brains and secrecy was protected above all else in their red(brick) keep on Morewood Ave. Then, like all dynasties, the competition finally caught up with them and though PiKA set the new course record in 2008 with a sub 2:06 time, the glory was not to last. Over the past few years PiKA has taken some blows and there never seems to be the consistency in performance. What needs to happen to take back the throne?

House Lannister: SDC (Student Dormitory Council) are the current champions in the men's division and have been for the past few years. The Lannisters are known as the wealthiest house in the entire kingdom. Whether or not they have the number of funds we think they have, SDC clearly has the right things going on, given the quality of all of their materials. My time interacting with SDC was like dealing with the CIA (the real one), secretive and worried someone would to get them, trusting only their own people: that sounds a lot like the Lannisters to me. The leadership does not seem like it once was and it's beginning to weaken. I see a once strict team making very basic mistakes like failing capes and crashing in the chute.

House Martell: Sigma Phi Epsilon (SigEp) is a great organization with fast buggies and even faster pushers. However, just like in the storyline, SigEp has been in second place for the past few years. I guess being a good second place is good enough for them, like the Martells, there doesn't seem to be the overwhelming drive to reach out and take the throne. If Sig Ep actually wants to win this year instead of trying and being happy with second place, they need to build a spectacular buggy. Everyone is waiting for SigEp to make a huge impact on the buggy world (just like I am of the Martells) but pushers are not showing up to rolls and we haven't seen a new buggy in a while.

House Stark: This one was particularly hard to compare but stay with me. Fringe hasn't been killed off over the years, but they most resemble the Starks in a lot of ways. The Starks were always a force to be reckoned with and should never have been underestimated as someone who could take the throne. Their ace in the hole has always been their buggy technology and having a fleet of fast buggies with good mechanics. Since the recent rise in Fringe they have suffered a lot of bad beats that has really brought them down. They are still a team that can win, but they don't make it easy on themselves.

House Blackfyre: Sigma Nu aka SigNu was the fiercest competitor against PiKA (Targaryen) in ages past. SigNu at certain points in history had better buggies and technology. This went on for generations. The house has dwindled to something of a whisper these days. Will they ever return? I have no idea. They would need an absolute change in their recruitment to get new brothers and a lot at that.

House Baratheon: A great team like Spirit most resembles this house for a number of reasons, but mainly it's their luck. True, they haven't had as bad of a story as the Starks but it has been a bad one. Spirit has always been a competitor for the throne for years but hit some roadblocks. For the longest time, Spirit was plagued with a curse of spinning out in the chute, not just one buggy but many. With a strong history and a very loyal group, the team got better over the years. Spirit continues keep striving to take the championship but at the very last minute something seems to stonewall their victory.

House Tyrell: This house best resembles CIA. They have both been large influences on the game for year with never really a shot at the throne. This was the case until recently when the females rose to pure dominance. Just like in Game of Thrones, the females of this house have proven to be the most dominant portion even though the males are usually the main focus. The SDC women's team usually holds the throne along their male peers but CIA has risen to hold their own crown. They are playing the game well but the male championship seems a little out of reach. I would put money down that the girls will stay on the throne for one more year.

House Greyjoy: Apex would be my choice that reminds me of the Greyjoys. The story of the Greyjoys started out really promising when they first came to into the picture but slowly trailed off. For a time they were making headway with building new buggies and gaining members including some fast pushers. However, there were some major decisions that were really big gambles and Apex lost. Now with only Phoenix, Apex has become stagnant in their endeavors to become a top 5 team. Their mentality needs to change to something like their origins or they will get off the hard road to the top and settle for easy road of just making second day.

Varys, the Spider: Not a major house but still an important fixture in the story. Like AEPi, Varys plays a great role when interacting with other houses with moments of competitive force. AEPi once in awhile puts up a strong push team that will stand up to anyone but not their buggy. They, like Varys, are at rolls for the love of the game and the joy of playing. Everyone loves AEPi and we always want them around for their contributions.

Petyr Baelish: Never really sure if they want the throne some years or not but SAE has always had the most fun with this sport. They have the best sportsmanship and really only on the course for themselves and not to really take the throne. There is nothing bad to really say about them. They will continue to have great fun on the course but they won't be seen at the top unless they want to be.

Tyrion: PhiDelt is small but has a lot of promise. Their drive to be a great force on the hill is definitely present but the cards have to be right for them to succeed. The team needs the rest of their fraternity to get behind them with pushers, mechanics and money. They were lucky to keep Perun on loan from KDR and great things appear to be in store for them.



2017 Organization Previews and Predictions

AEPi – Unfortunately, the brothers of AEPi have decided to suspend their buggy program. They’ve had a love/hate relationship with buggy for a while now, and have decided to take a year off to see how it affects the brotherhood. We hope they come back next year! Interestingly, this year’s Sweepstakes chairman, Enosh, is an AEPi brother.

Apex – This could be a pivotal year for Apex. They are starting this semester in critical condition, with very few mechanics remaining. And while they’ve been getting quicker over their short 5-year history, their A-teams have been plagued by DQs since 2013. Will they continue their push into trophy range, rising like a Phoenix, or will their last Ember die out? It will take a strong recruitment effort for them to keep rolling.

Prediction: Due to manpower issues, they’ll be slower than last year. 2:30 men, 3:00 women.

CIA – CIA stormed forward last year like a Tempest, setting org records in all their women’s teams and their men’s A and B teams. Plus, their new leadership and aggressive recruiting show that they are embracing the competitive spirit, and should be out in force again this year. But will they break the next major barrier in speed, going sub-2:07 in men’s and sub-2:30 in women’s, or have they reached their peak? It’s unclear, but what we can be sure of is their determination to make it happen.

Prediction: They’ve nearly topped out—for now. 2:08 men, 2:30 women.

Fringe – Fringe seems to have two goals every year—build a buggy, and win design comp. On those fronts, they’re doing well, but their race performances leave something to be desired. With their great technology, they can still roll sub-2:15 and sub-2:40 with their eyes closed. Unfortunately, that seems like exactly what they’ve been doing. Do they have the energy to make the most of their technology, and Bolt toward a first place trophy this year? It would take a revival of their competitive culture, but it’s possible.

Prediction: Another design comp trophy, another unexciting raceday. 2:14 men, 2:38 women.

PhiDelt – As the newest org on the course, Phi Delta Theta put up impressive times last year, and was only a few places away from racing their men and women on Day 2. In an era when many Greek orgs are scaling back their buggy programs, it’s exciting to see one ramping up; in fact, rumor has it they are hoping to roll out their first new buggy this year. Look for this year’s sleeper to continue knocking seconds off their course times, and possibly field B-teams this year.

Prediction: They haven’t yet reached their full potential. 2:17 men, 2:50 women—but still on KDR’s buggy.

PiKA – After a brief stint as the Fishing Club, PiKA is back to racing under their own letters. But will they return to classic PiKA form? Last year’s pushbar miss marked their third men’s A DQ in a row, and there has been a distinct lack of intensity in their efforts. Yet, they are still one of the fastest teams in the free roll. Their raceday will likely come down to recruitment. With a few quick pushers and a bit of determination, their teams could splash into the top three—but it will be an upstream swim.

Prediction: Still floundering. 2:13 men, 2:45 women.

Men’s Tiers

2:03	•	2:21
SDC A	•	SAE A
	•	Fringe B
2:09	•	SDC C
SDC B	•	Fringe C
CIA A	•	Spirit B
Spirit A	•	
	•	2:26
2:15	•	Sig Nu A
PiKA A	•	Apex A
Fringe A	•	SDC D
CIA B	•	
Sig Ep A	•	2:32
Phi Delt A	•	Fringe D
	•	CIA C

SDC – With a new course record, a one-two men’s heat, and a near-record women’s race, SDC continues to put on dominant displays of speed. Their A teams both left others in the dust by over five seconds. But in their avaricious pursuit of new records, they caught a pushbar DQ on their women’s A team, spoiling the attempt and losing the trophy. With their growing men’s win streak, and strong competitors vying for gold, the pressure increases every year. Can they handle it, or will SDC prove to be their own worst enemy? Once again, it’s their race to lose. Prediction: They’re still crazy hot. 2:02 men, 2:25 women. Men’s B 2nd place again.

SigEp – By virtue of their huge roster of brothers, SigEp has some of the fastest pushers on the hills. In spite of their athletic talent, they achieved the dubious distinction last year of DQing all three of their teams with a failed drop test and two spins that seemed to be caused by mechanical failures, ending their streak of three second-place men’s finishes. It seems they have lost the will to try hard enough to remain competitive, and will likely be eclipsed by more serious teams this year. But with a bit more attention to detail, they might manage to make it around the course.

Prediction: Fading, fading, fading. 2:15 men, 2:50 women.

SigNu – We just hope they show up to rolls.

Prediction: Failure to qualify.

Spirit – Spirit is a team with a lot of pride and high expectations. Their leadership is competent and they have good technology and pushers, but they don’t quite have the formula down yet—their A-teams have been hamstrung by DQs over the past few years. However, while they didn’t meet their goals of 2:08 and 2:35 last year, they put up their best times since 2009, with an especially great improvement on their women’s time. This year, Spirit looks competitive and fired up. With a focused effort, they could really impress.

Prediction: DQ risk is high, but they’ll work hard to avoid one. 2:09 men, 2:36 women.

Women’s Tiers

2:28	2:52
SDC A	Phi Delt A
CIA A	Fringe B
2:36	3:00
Spirit A	Apex A
Fringe A	Fringe C
SDC B	Spirit B
2:44	3:08
PiKA A	SDC D
Sig Ep A	SAE A
SDC C	Fringe C
CIA B	CIA C

What to Look For this Fall

New Rolls Timing System:

With the successful test of last year's speed trap, a group of alumni are excited to continue to develop and expand the capabilities of the system. While the original system worked well for a single point measurement, the process was a bit manual for recording the data and we are limited in our location options. Thankfully the monument made for a great space to work behind and was also the point at which (or near enough) the buggy would be going its fastest. Having that live data at race-day was an additional bonus for the coverage and gave us some stats to start waving around.

After Carnival, our own Buggy Commentator and previous Soap Derby champ Mark Estes started talking to us about a 2.0 system that might come to life for this year's rolls and raceday. He has been working on a multi-station, wireless speed/timing trap set-up that would be able to capture a series of data points along the course, giving us accurate times through various sections of the course and the flexibility to adjust timing locations and sensors.

We are currently in discussions with CMUtv to potentially have the data displayed live to the stream. That type of connectivity is, of course, a stretch for this year and not at all guaranteed, but knowing that this type of work is being done is incredibly exciting and only gives us more drive to make this an eventual reality. In the short term, we will re-investigate connectivity between the official timing system and the CMUtv broadcast to have accurate timing displayed live during the races.

Loss of AEPI:

As we have already stated on our website, AEPI is taking a year off of buggy to reorganize their team and do some soul searching. We hope that one year is all they will miss. This is a very different opening statement for AEPI from last year, when there was heavy discussion of them finally beginning a new buggy build.

UPCOMING EVENTS

October 29: Homecoming: Coffee and doughnuts on the course

Mid November: Mini Raceday (weekend not yet selected)

Early March: Estimated Start of Spring Rolls

April 21 - 22: Raceday

For details on Mini Raceday and the start of Spring rolls, keep an eye on cmubuggy.org. See you on the course!

