



BUGGY ALUMNI ASSOCIATION

2013 Raceday Preview

Welcome to Carnival 2013! BAA Headquarters has once again been burning the midnight oil to bring you the latest information in this year's Raceday Preview. It's an exclusive perk for our members, and we hope you enjoy it as much as we did making it. If you can't bare to keep this all to yourself, and you want to share it with some friends, please encourage them to become a member today by following the Membership link on cmubuggy.org.

We are often asked how someone can get involved in the BAA. This question often comes up when there's almost nothing going on (summer time) or when we're in the last minute frenzy of getting things together for Carnival, and we simply don't have the time to stop and explain the details. As some of us have expanded our families or moved on to other parts of the country, we see some great opportunities for fresh blood to join the ranks of the BAA committee. Share your talents, find your niche, get involved! Visit <http://cmubuggy.org/about#getinvolved> to find out how.

This Carnival will see the return of the JumoTrons and the timing system that we initiated several years ago, and we should give ourselves a pat on the back for kicking off these new traditions. We've also been heavily involved in coordinating sponsorships and raising awareness in the engineering industry. Chrysler and 4moms are returning as main sponsors this year to provide major support for the JumboTrons and support equipment needed to run the races.

On Raceday the BAA will be operating the timing system for the fourth year in a row, providing accurate timing and awesome finish line photos. Our 5th annual Lead Truck Auction should be in full swing by the time you get this, giving you a chance to bid on a seat in the lead truck. You'll get a view that even chairmen don't get, and help us raise money for our continuing Buggy Alumni efforts. And once again, we're partnering with Sweepstakes and Alumni Relations to produce the buggy guides that have been an enormous hit since we introduced them in 2009.

So what's on tap for Raceday this year? Well, we have several teams who have adopted the fastest wheels on the course, and some of them even know how to use them. As the freeroll race tightens up in the middle of the pack, competition for the top ten is going to be tight. ROTC is rolling again, this time in Naval regalia. Apex is going into their second year and looking incredibly strong for such a young team. Spirit seems to be getting a serious team together and they've finally found the grip they need around the chute. The Zoo is a minor player these days, but SigEp has come on as a perennial major contender. Their buggy, Barracuda, is in the same league as SDC, Fringe, and PiKA. Those last three orgs have seen some changes in membership in the last year, so expect some surprises on the podium.

Be sure to stay tuned to cmubuggy.org for all your Raceday essentials. If you can't be in Pittsburgh for Carnival, you'll have plenty of company on our chat line and at cmuTV. For everyone else, we'll see you on the hills!

cmubuggy.org

Carnival 2013 Schedule of Events

Thursday, April 18

Design Competition

Stop by the BAA table and check out all of this year's racing buggies.

10am - 2pm - University Center, Wiegand Gymnasium

Bar Hangout

Join us at the only bar in Pittsburgh with a buggy on the wall, 2 miles from CMU.

8pm - Hough's Taproom & Brewpub, 563 Greenfield Ave (houghspgh.com)

Friday, April 19

Sweepstakes Prelim Races

8am - 12pm

Lead Truck Auction Rides

Top of Hill 2 during Prelim Races - Visit cmubuggy.org to bid on a ride in the Lead Truck.

CIT Buggy Breakfast

9am - 11am - Roberts Engineering Hall, Singleton Room

Buggy Alumni Association Reception

12:30pm - 2:30pm - Baker Hall coffee lounge just off Hill 4

History of Buggy

Presented by Tom Wood (E'74)

1:30pm - 3pm - Baker Hall, Giant Eagle Auditorium

Saturday, April 20

Alumni & Exhibition Heats

8am - 9am

Sweepstakes Final Races

9:15am - 12pm

Lead Truck Auction Rides

Top of Hill 2 during Final Races - Visit cmubuggy.org to bid on a ride in the Lead Truck.

Awards Ceremony

6pm - Midway Main Tent

Sunday, April 21

Morning after breakfast

Recap the weekend over a cup o' joe at this informal gathering. Suggested time and place -

10am - Smallman Street Deli, 1912 Murray Avenue

See you on the hills.

2012 Full Results

Last year's drama-filled women's prelim races included contact in the freeroll, a crash into the bales, and reroll after reroll after reroll. When the dust cleared, CIA, SigEp, Spirit, and three SDC teams were lined up for second day, with a staggering 22 second spread between 1st and 6th. The men's heats went off more smoothly, and with less than five seconds covering the top five, finals were sure to be outstanding. But Mother Nature would have none of that. Just as the last women's final was crossing the line, the skies opened up and promptly put an end to the races. Women's final standings were the same as for prelims, and Men's Friday times were finalized.

WOMEN'S FINALS	Team	Time	Notes
1	SDC A	2:30.903	
2	SDC B	2:37.346	
3	SigEp A	2:41.147	
4	Spirit A	2:50.270	
5	SDC C	2:50.580	
6	CIA A	2:52.463	

WOMEN'S PRELIMS	Team	Time	Notes
1	SDC A	2:30.684	
2	SDC B	2:37.304	
3	SigEp A	2:42.356	
4	Spirit A	2:50.859	
5	SDC C	2:52.197	
6	CIA A	2:52.575	
7	SigEp B	2:56.996	Reroll (WRR2)
8	Fringe B	2:57.875	
9	Spirit B	2:58.941	
10	PIKA A	3:05.567	Reroll (WRR2)
11	SDC D	3:05.689	
12	CIA B	3:13.541	
13	Fringe C	3:13.654	Reroll (WRR1)
14	AEPi A	3:16.214	
15	SAE A	3:27.115	Reroll (WRR3)
16	Apex A	3:34.282	
17	CIA D	3:49.355	
18	SigEp C	3:58.589	Reroll (WRR3)
19	CIA C	4:00.023	
	DF A	3:07.088	DQ, contact w/ leading buggy
	SigEp B	3:10.614	reroll granted
	PIKA A	3:26.817	contact on freeroll, reroll granted
	Fringe C		DNS, reroll granted
	Fringe A		Crash into outside bales
	SigEp C		Stop Flag, reroll granted
	SAE A		Stop Flag, reroll granted

MEN'S PRELIMS	Team	Time	Notes
1	SDC A	2:05.841	
2	Fringe A	2:07.134	
3	SDC B	2:08.212	
4	SigEp A	2:09.817	
5	PIKA A	2:10.194	
6	Fringe B	2:16.926	
7	CIA A	2:19.203	
8	SigEp B	2:20.008	
9	SDC C	2:20.511	
10	Spirit B	2:21.536	
11	Fringe C	2:22.476	
12	SigNu A	2:23.155	
13	PIKA B	2:23.267	
14	SDC D	2:23.968	
15	Fringe D	2:24.596	reroll (MRR1)
16	CIA B	2:27.141	
17	SigEp C	2:27.751	
18	DF A	2:28.505	
19	Spirit C	2:29.858	
20	APEX A	2:30.654	
21	SigEp D	2:30.989	
22	AEPi A	2:31.514	
23	SAE A	2:37.821	
24	CIA D	2:56.303	
25	AEPi B	3:09.264	
	Fringe D	2:25.223	granted reroll
	Spirit A	2:18.355	DQ, pusher interference, hill 1
	CIA C	2:37.786	DQ, contact w/ leading buggy

Seeding Times for Heat Selection

Men

Group 1:

- SDC A - 125.83
- Fringe A - 126.33
- SDC B - 128.66
- SigEp A - 130
- PiKA A - 130.16
- SDC C - 137.33
- Spirit A - 137.6
- Fringe B - 137.83
- SigEp B - 140
- PiKA B - 141

Group 2:

- CIA A - 141.83
- Fringe C - 142
- SigNu A - 142.25
- Spirit B - 142.5
- Fringe D - 144.5
- SDC D - 145.66
- SigEp C - 149.33
- Spirit C - 150
- Apex A - 151
- Spirit D - 152

Group 3:

- CIA B - 153.33
- SAE A - 153.5
- AEPI A - 154.66
- SigEp D - 155.8
- CIA C - 165.166
- CIA D - 184
- ROTC A - N/A
- SAE B - N/A



Women:

Group 1:

- SDC A - 151.83
- Fringe A - 156.33
- SDC B - 159.5
- SigEp A - 165.6
- SDC C - 172
- Spirit A - 172
- PiKA A - 175.16

Group 2:

- CIA A - 175.83
- Fringe B - 178.33
- Spirit B - 179.4
- SigEp B - 184.5
- SDC D - 187.66
- SAE A - 197.33
- Fringe C - 201

Group 3:

- CIA B - 203.2
- AEPI A - 205.33
- Apex A - 214
- CIA D - 229
- CIA C - 254

Beta's Suspension

This is not the kind of suspension we like to write about in Buggy. There has been some discussion about Beta's absence on the course this year in particular, as an organization and on an individual level, and a few of you that keep up on campus gossip might have heard a little more about the reasons behind it. We here at the Buggy Alumni Association try to keep our trolling and rumor-mongering well within the realm of three-wheeled composite vehicles, so we will humbly pass along the confirmed facts we are able to find.

"Beta Theta Pi fraternity activity was suspended as they are currently under university and police investigation. This investigation is regarding photos of both men and women, explicit in nature, that have been circulated on their d-list," according to Monica McGee, Greek life coordinator on campus. Accordingly, the University and the Beta Theta Pi national organization have suspended the CMU Beta Theta Pi chapter, pending outcome of the investigation. In addition to suspension of their chapter charter, the members of the CMU chapter of Beta were disallowed from participating in campus activities pending outcome of this investigation. This includes participation in Sweepstakes.

Much of our confirmed information comes from articles written by The Tartan on the subject, and we recommend readers go to thetartan.org to read more.

What to Watch - Pushers

For all the conversation and debate that happens on building, wheels, composites and fire risks, we sometimes lose sight of the fact that the only technology besides SDC's flywheel that gets a buggy up Hill 1 is a big, burly, and often disheveled creature known as a pusher. This is a sport where all the preparation in the world can be undone by a poorly timed pulled ankle, and the worst problem child of a buggy can be hurled into competition, and so far this has all been invisible to the viewers. This year, your reporters out on the Pittsburgh hills decided to start to rectify this situation, reaching out to teams willing to give us a little insight on their teams this year and clue us in on what we should be watching for during this year's raceday. CIA, Apex, and Spirit were kind enough to help us for this first year of raceday coverage.

Remember, we need your feedback to know what to cover on the hills throughout the year. Get involved, talk to us on the website, and give us input on what you want to see. If this section is a hit, expect to see a lot more coverage of individual pushers and push teams next fall. Remember, we need your feedback to know what to cover on the hills throughout the year. Get involved, talk to us on the website, and give us input on what you want to see. If this section is a hit, expect to see a lot more coverage of individual pushers and push teams next fall.

Steven Dieckman, CIA Push Captain

Tell us a bit about yourself.

I'm a sophomore CS Major, not exactly what you'd expect from a push captain. When I first started doing buggy, I was just a mechanic; I'm not a very athletic person and I didn't think pushing was anything I'd ever do. But one day at rolls my first semester we were short on pushers, so I wound up with a hill to push. It was the slowest hill of all time, but it was super fun, and I've been a pusher ever since. As far as how I became push captain, last year I was on our D team, so it certainly wasn't because of my speed. I'm just a pretty active pusher, always around at rolls, push practices, pusher workouts, so that's how I wound up with this job.

How are your top teams comparing to last year? Do you have many returning faces, or a lot of new people in your top teams?

Our top teams are definitely looking faster this year. On most of those teams, we're looking at about three of the same pushers from last year and two new pushers. Our returning pushers have definitely gotten better, especially those on our Women's A team, and our new pushers are all looking to be as fast or faster as their predecessors, so I definitely expect our top teams to be even better than last year.

Can you tell us about your training this year? Do your teams train together, or tend to operate on their own off of the course?

Many of our pushers train independently, but we also have collective CIA pusher workouts four days a week. Attendance varies, and a lot of our top pushers come to at least a few, but 50% of our Women's A team is there every day, which is fantastic. It's definitely helped their times a lot.

Is there anything this year you are doing differently from last year to get ready for raceday?

Nothing too different. I guess the biggest change would be our pusher workouts. We just started them for the first time in the Spring semester last year, but this year we've had both semesters to do those and we've gotten more pushers to come out to them as well.

Any team pre-race rituals? How do you get ready the night before, the morning of, and the minutes leading up to your heats?

CIA always has a giant pasta party the night before when we all get together, watch lots of old raceday videos, and eat a bunch of pasta. Then we tell all of our pushers to go home and get some sleep while the mechanics go to the garage to deal with all of the last-minute stuff that needs attention.



Steven Dieckman, CIA Push Captain, Continued

Where should we expect to see CIA teams finishing this Raceday?

Last year our Men's A placed solidly in 7th place. They're going to be faster, and I expect them to be in the running for a trophy this year. Same thing with our Women's A, they've gotten a lot better and I'd expect them to have a good shot at earning a trophy. Last year our Men's B was roughly six or seven or so seconds off from qualifying for second day. I think that they can be about that much faster this year, so I'd expect them to be on the borderline of placing in the finals. It's hard to guess when everyone's teams are also improving, but I'd say our Men's B has a pretty reasonable chance at second day this year. Women's B should also be faster, though I don't know what to expect with the increased finals places for the Women's this year. I think they stand a reasonable chance at making second day, but it's hard to say for certain.

As far as the rest of our teams go, well, about half of our Women's C & D pushers are also drivers, and our Men's D races in suits. We have some reasonable depth, but don't go expecting any course records out of our lower teams.

Anything you care to say to current students watching and thinking of joining a team next year?

Come do Buggy! It's so much fun, and I'm so glad that I decided to join a team. Waking up early every weekend isn't for everyone, but it's something you should try at least once to see how you like it. We have a saying that there are two types of people at Carnegie Mellon: those who do Buggy, and those who haven't tried it.

Connor Hayes, Apex Chairman

Tell us a bit about yourself.

I have been chairman of Apex since last year when we were officially recognized as a student org. Working hard to make my friend Trevor's idea into a reality with him, I guess I proved enough to where the team elected me as co-Chairman with Trevor. Unfortunately his workload was to high so I made it a goal to see Apex through to fruition.

How are your top teams comparing to last year? Do you have many returning faces, or a lot of new people in your top teams?

Our teams are comparing favorably to last year. I think we can surprise a few people come raceway. Our women's team looks to be more experienced than last years crew and hopefully that will translate to improved success. On the men's side of things we have lost 2 fast pushers to major injuries in the past few weeks yet our members have stepped up their times and I think we may be on the cusp of a day 2 time this year.



Can you tell us about your training this year? Do your teams train together, or tend to operate on their own off of the course?

Our training is really up to how the members want to train. We try to be laid back and a fun atmosphere. Push practice has been the first time we have all trained together this year and it has really brought the team together. Next year I hope we start some informal workouts just to keep all of the pushers together throughout the year to build camaraderie.

Is there anything this year you are doing differently from last year to get ready for raceday?

The biggest difference from last year is our knowledge of what it takes to get a buggy rolling to the best of its ability. We have been massaging every second out of Phoenix that we can this semester and I really think we are onto something. Our freeroll times have been extremely promising and the improved rollout will help tremendously on hill 3. Our wheel tech has also taken a huge leap this year which is undoubtedly improving how we are rolling.

Any team pre-race rituals? How do you get ready the night before, the morning of, and the minutes leading up to your heats?

Being so new we still don't have many traditions/pre raceway rituals. We will be in the shop prepping and making sure everything is in tip top shape after design comp on Thursday.

Where should we expect to see Apex teams finishing this raceday?

I see Apex A in mens competing for a second day time. If I had to put a guess on it, we will fall in the 2:21 - 2:19 range which will be a 10 second improvement on last years time. Looking at the women's team, we should be improved. Our transitions this year will be much crisper than last year and should save us a couple of seconds. I expect us in the 3:10's or 3:20's, both double digit improvements.

Anything you care to say to current students watching and thinking of joining a team next year?

To anybody watching buggy for the first time and thinking about joining a team, Apex is the place for you if you are looking for a small team trending upwards. We still have a lot to learn and are striving to enjoy the process as we do. You can get heavily involved from the first day on the team. We plan to build again in the fall, so your first semester on campus you will get your hands dirty with carbon fiber, a material you can only work with in a select few places on campus. We would love to have you onboard!

Randy Garcia, Spirit Push Captain

Tell us a bit about yourself.

I am a sophomore mechanical engineering major. Last year as a freshman I was a Hill 3 and Hill 4 pusher trying to learn as much as I could about Buggy in general. This year I'm a Hill 2 pusher this year and I decided to take a more important role on team. I noticed that from last year an area we needed to improve on was pusher organization during weekend rolls. I approached the Spirit Buggy Chairs about my ideas and plans and they agreed and helped me refine those ideas and plans to make them better and thought it would be best to make me a push captain.

How are your top teams comparing to last year? Do you have many returning faces, or a lot of new people in your top teams?

Compared to last year our top teams are looking better. We have many veterans who returned and we have a much higher freshmen turnout than we did last year. If there is anything spectators should look out for is that Spirit Buggy pushers have the best technique for every hill. Our technique is something we have worked on extensively throughout the year and I know for a fact no other team will have better pushing technique than Spirit.



Can you tell us about your training this year? Do your teams train together, or tend to operate on their own off of the course?

We have team workouts throughout the year and all of our teams workout together.

Is there anything this year you are doing differently from last year to get ready for raceday?

We have a strong sense of team unity as a result of better communication between all team members, which is important if a team wants to be successful. You ask anybody in Spirit and they will tell you that Spirit Buggy is more than a team, it's a family.

Any team pre-race rituals? How do you get ready the night before, the morning of, and the minutes leading up to your heats?

The day before race day we always have a Hype Session at Spirit House in which we get the whole organization together, introduced the teams revealed the buggy shirts and get excited and pumped up for the race day.

Where should we expect to see Spirit teams finishing this raceday?

Here at Spirit Buggy our goal is to always finish on top and the only expectation is to be on top. No team works as hard or cares as much as we do. Our biggest competition will always be ourselves.

Anything you care to say to current students watching and thinking of joining a team next year?

Any students who watches the races and is interested in joining a team that values and truly cares for its members should just come out once to rolls with Spirit Buggy. We are more than just a team we are a family and that will become obvious the moment you join us.



Who's got the fastest buggy?

Most of the discussion about buggy performance focuses on comparing overall freeroll times, because how fast the buggy gets around the course is what matters in the race. The Hill 2 pusher, however, has a big effect on the freeroll time, which makes it difficult to figure out how to divide the credit for a fast freeroll between the buggy, the wheels, the pusher, and the driver. To try to reduce the influence of the last two, Shafeeq plotted the speed reached by each buggy at the chute flag on Truck Weekend. For competitive buggies, that should be the top speed reached on the course and depend mostly on total drag. The speed trap should be accurate to about 3mph but precise to about 1mph.

Team	Buggy	Speed (mph)
SigEp	Barracuda	38.8
PiKA	RD2013	37.7
SDC	Bane/Malice	37.0
Fringe	Bissa	37.0
SigNu	Krait	37.0
Fringe	Banyan	34.7
Apex	Phoenix	34.7
CIA	Ascension/Orca	34.7
SDC	Avarice/Vice	33.2
SAE	Lucy	32.3
AEPi	Kamikaze	27.9
Spirit	(none)	(no time)

Interestingly, the stopwatch shows that SDC, Fringe, and Sigma Nu are going into the chute with equal speed. PiKA is going a little faster into the chute, but is getting a visibly worse rollout from it, so they must be losing more of it in the turn. SigEp is even faster, and getting a rollout to match, but they crashed on their fastest roll. Similarly, Apex & CIA are the same speed going in, but Apex is leaving the chute with less of it. Apex and AEPi appear to be using the same Zero Error wheels, on similar looking buggies, but whatever prep Apex is doing to them is working a lot better.

SDC, Fringe and CIA have more than one "fastest" buggy. SigEp and PiKA have only one each and a big dropoff to their B teams, so they may not be able to count on their B team to get them into finals if their A team crashes. For the most part, there's no surprise aside from SigEp pulling ahead, and how well newcomer Apex is doing on ZE wheels.

Curiously, there are a few buggies that are notably slower than their siblings (Impulse, Beacon, and Peregrine). For Fringe and CIA, having a stock of fast buggies may have given the mechanics the courage to take risks with their new designs that didn't pan out as they hoped. SigEp, though, could use a second good buggy - perhaps they were counting on the unfortunate Kraken to fill that role. We'll have to wait till next year to find out.

AEPi

Alpha Epsilon Pi

Best result out of last 5: Men 11th (2009), Women 12th (2010)

Team records: Men 2:21.49 (2009), Women 3:26.25 (2010)

AEPi again only came out one day this truck weekend and picked up a couple rolls for both their drivers who are now both qualified for Raceday. They've continued to roll on their bright green ZE's heat gunning them out in the open before their roll. With it being so cold, and each wheel only getting short bursts from the heat gun, it's debatable how much improvement they get unless they're heated them up more earlier. Despite their fancy wheels and heating, they're still one of the slower rolling orgs through the chute. With 2 drivers in Kamikaze, AEPi managed to rack up 7 rolls with Shindig and 6 rolls with Erica.



Choosing to only come out one day every weekend this year, the brothers seem to barely be limping along. Little is known about what's going on behind the scenes, but rumors have been mentioned of a possible new build. The rumors have been around since last year and we've still not seen anything come of it. For their sake, I hope they are spending those other days building so that they can add a new buggy to their fleet. AEPi will be rolling one less men's team than last year dropping to one men's and one women's team and one driver for each. Last

year they knocked off over 10 seconds for each team much of which people attributed to their new ZE wheels. I expect their times to be fairly similar this year to last year, but with them not coming out half the time, it is hard to get a good idea of their pusher strength.

Kamikaze '09



Apex

Best Result out of last 5: Men: 20th (2012), Women: 16th (2012)

Team Records: Men's: 2:30.654 (2012), Women's: 3:34.282 (2012)

Also out on ZE's, Phoenix has really been picking the speed all semester and showing what a new org can pull off. The wheels may have been purchased, but their enthusiasm certainly can't be. Rolling now like a veteran team, Apex is now rolling alongside long-standing teams like CIA, Spirit, and the slower side of both SDC and Fringe. If they have the pushers to back up that freeroll speed, they will become a force to be reckoned with in the coming years. With all that pent up enthusiasm, Mallory managed to total 21 rolls through the spring semester putting her 3 below the roll leader for the semester.



In their second year out on the Course, this new team has now completely taken over What Pioneers left behind including a half finished buggy build. During most of fall, the

young org was without a buggy to push as they finished up the half complete mold and built their first buggy. They finished the build with enough time to briefly roll before the holidays getting them some much needed carry over rolls to help them qualify in the spring. As the new year began, they eagerly went to rolls as much as possible and started a new paintjob for the aptly named Phoenix. Last year, they successfully raced with a loaner from Fringe and had the most fun of any team out there. Coming back this year with a new buggy to call their own, rolling on some familiar neon green wheels, these youngsters are rolling as fast as some veterans and look to do even better than they did last year.



Phoenix '13

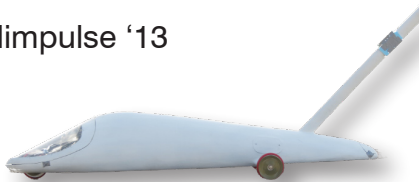


CIA was out again with their 5 qualified buggies this Truck weekend and were rolling up a storm. Though they were sometimes a little loose with their time, they were able to keep things clean and smooth throughout the weekend getting 7 rolls for each of their drivers. Impulse was rolling rather slow, getting a worse rollout than the the older Freyja, but with so many buggies, it's possible the focus was elsewhere during the morning. CIA was rolling so much they even got rolls for other teams. As has been common with CIA over the last few years, they've topped everyone in the roll counts. Freyja was at the lowest only 16 just behind Freyja at 17, Impulse starts to get a lead with 19 but still falls behind Ascension with 22 who ties at 3rd overall and Orca takes the top spot with 24 total rolls for the semester.



The Indomitable Men of the Carnegie and the enthusiastic Women of the Association are as numerous as ever and have built themselves a brand new forward trike in place of their first monocoque attempt, Renaissance. Impulse has been rolling well, but hasn't yet caught up to their reverse trikes. Without more time to practice, it is possible they ran out of time to get her completely up to speed. Rolling on many different colors, CIA is clearly still testing out new compounds and trying to find the best possible. They are still however, staying away from the ZEs. The loss of tire from Fringe's Women's A during last year's races probably made some mechanics rethink their plans. Being the second Organization ever to roll with 8 teams (4 men's, 4 women's) they're doing it again with another 5 buggies qualified. They clearly have a breadth of pushers, but despite the many that they have to choose from, CIA has only just squeaked by into finals. If their wheel experimentation has paid off they will have an easier time placing, but it's going to be a tough battle for the resurging organization.

Impulse '13



Orca '12



Ascension '11



Freyja '10



Quasar '02



Fringe

Best Result out of last 5: Men: 1st (2011), Women: 1st (2010)
Team Records: Men's: 2:05.08 (2011), Women's: 2:34.70 (2001)

Truck weekend for Fringe was a chance for them to work on their timing and get everything in top shape for the coming races. They had their timers out on Sunday getting whatever information they could to figure out which buggy should go where. Their new buggy finally has it's new 'B' name making Beacon a full fledged fringe buggy, despite still missing it's iconic Fairings. Fringe tends to have a bit more trouble getting pushers out than CIA or SDC, so even though they have 4 men's and 3 women's teams their 4 qualified buggies got far fewer rolls. Bissa got the lowest at 10 rolls, with Bedlam edging out last year's buggy with 13. Banyan and Beacon tied eachother with 16 rolls a peice.



After a saddening Women's A crash which what might have been a record breaking roll, Fringe settled with a second place for men's and a lot to be desired. Coming back this year, expect Fringe to be giving it their all as they attempt to regain lost glory of the two years prior and make up for having no women's team make finals. Unfortunately, their claimed fastest buggy ever, Bonsai, will not be rolling. Rumors are something is broken with the steering and with only 4 drivers it is more work than benefit. Their new buggy looks very similar to the previous few though it is not yet rolling like them. It got a later start to the year compared to all but SAE, so they haven't yet gotten all of the required rolls, but with a pass test already completed, they will almost certainly be rolling this new buggy. Expect them to shave off some of their time from last year so long as they don't lose any more tires.



Beacon '13



Bissa '12



Bedlam '09



Banyan '07



NROTC

Naval Reserve Officers Training Corps

Best Result out of last 5: Men: N/A, Women: N/A

Team Records: Men's: 2:37.60 (1988), Women's: 3:21.72 (1989)
(AFROTC)

All eyes were on the new org come truck weekend. They started the weekend with only 7 rolls and no pass test. As most buggy alums are aware, Truck weekend usually is one of the slower weekends as everyone is cramped at the bottom of hill one and everyone wants to get all the hill 1s they can. So for the new org to get 8 rolls AND a pass test in the weekend would be tough to say the least. Things became surprisingly promising after Saturday when they rolled through 4 times and were able to complete their pass test. 11 rolls and a pass test for a new team is nothing to scoff at and would probably have been allowed to race even if they didn't get the full 15 rolls. Even though Sunday started with a crash, sweepstakes had things rolling equally quickly as the previous day and NROTC picked up one roll after another. CIA was called as the last roll of the day and with so many buggies, it was going to be a tight end to begin with.



At the same time SigNu decided it was their last chance to roll and jumped on with CIA, seeing their opportunity, NROTC jumped in as well, and what was already going to be tight became an even tighter 7 buggy roll. At this point, Sweepstakes gave in on trying to finish before 9 and pushed them through as the last rolls of the season. Because of this NROTC finished out the semester with the full 15 rolls, picking up 8 total over the weekend including their pass test and qualifying for Raceday.

Not out since 1990, ROTC is making a return 23 years later with their Naval counterparts and a somewhat recent SigEp buggy. Repainted to match their roots with the red, white, and blue, Shrek started out creeping along this spring and has made small improvements. Not yet in competitive mode, NROTC has been building their operations and will be competing to prove that they can still be out there with the best of them. They made their qualification even harder this time around by only starting the weekend before Truck, but with some lucky weather and help from other teams, they've been able to get their pass test and just enough rolls to qualify their one men's team. Assuming these guys are will to stick it out, it is very likely that they could be extremely competitive if they find the time to build themselves a buggy of their own.

Shrek '04



PiKA

Pi Kappa Alpha

Best Result out of last 5: Men: 1st (2008), Women: 16th (2012)
Team Records: Men's: 2:04.35 (2008), Women's: 2:29.83 (2004)

Coming into Truck weekend, PiKA was sitting in a pretty good position where the new buggy only needed a few rolls to qualify and Chimera only needed a pass test. Neither buggy had no major incident on Saturday where RD2013 was rolling just as fast as she has been, with Chimera not up to her old standards, but also somehow got hit by a falling clump of dirt and sticks from one of the overhanging trees. The squirrels seem to be getting smarter and instead of running across the road are now throwing things from the trees. As first roll sunday they had a shaky start with Chimera running headlong into the bales and losing part of her fairing within the hay. Pike got some extra flak from sweepstakes since they didn't bring their follow car down for several minutes while their driver sat in the crashed buggy. Chimera scratched her next roll and got a spot safety from the safety chair. Apparently they wanted another



roll enough to get a clear by the safety chair to roll twice more that day. At the end of the spring season, Chimera had 14 rolls just behind RD2013's 16 rolls, both safely qualifying for Raceday.



Pike's "return" to the course last year was very impressive given all the trouble they had outside of the course. Despite their DQ in 2011, they made a fantastic showing last year and look to improve on that this year. Without a campus house to call their own, the brothers still managed to build up a new buggy and what a buggy it is. Being their second forward trike, they've refined the design from Raptor and slimmed down the shape making it look even smaller than an SDC buggy. Better yet, she's been rolling just as fast as their past fleet and looks like she'll be putting them in contention again for placement in finals. Though they gained a couple seconds from 2011 to

2012, it looks like they'll be speeding up and dropping their time back down to pre-2010 levels. The PiKA Women's team last year had an out of place finish in 10th compared to their top 3 finish for several years previous, the New buggy will help correct this for them, but they'll be up against some steep competition.

RD2013 '13



Chimera '08



SAE

Sigma Alpha Epsilon

Best Result out of last 5: Men: 13th (2011), Women: 7th (2010)
Team Records: Men's: 2:14.74 (1991), Women's: 2:54.50 (2010)

Even though SAE came out only late this spring, Truck weekend was their chance to put the finishing touches on their roll counts. And get the qualification for their new-buggy, old-driver combo as well as their old-buggy, new-driver combo. Entering the final weekend with about 4 rolls needed for each and a pass test for Rubicon made their weekend one of the more relaxing of those out there. They quickly snagged Rubicon's pass test in her only roll on Saturday, before they switched to Lucy getting her her last 3 rolls to qualify. Rubicon needed just 3 more rolls on Sunday which they got handily with another 2 for Lucy rounding out the spring with 12 rolls on Lucy and 15 for Rubicon to just barely squeek in the qualification for both.



Since their return to the course in 2009, SAE has been rolling Rubicon in various forms of spoked wheels and Xooters, forward and reverse trike to varying success. Last year they were passed in the rankings to finish at 23rd, 10 places lower than previous years, while their women stayed the course in the mid teens. Shockingly, all those modifications to Rubicon seem to have been experimentation and testing for their new buggy Lucy which debuted this semester and blew everyone away. Despite a lumpy shape, Lucy rolls incredibly quick and could be the shot SAE needs to push up the leaderboard and make a break for the top 10. With the huge step in technology and upgrade to ZE wheels, it's going to be down to their pushers to make up the difference. Rubicon will still be rolling this year, this time as their Men's B while both their Men's and Women's A should take the fast new buggy.



Lucy '13



Rubicon '99/'12



SDC

Student Dormitory Council

Best Result out of last 5: Men: 1st (2012), Women: 1st (2012)
Team Records: Men's: 2:03.30 (2009), Women's: 2:25.60 (2009)

Out there to compete for the top roll counts this weekend, SDC entered truck with only extra practice to acquire. This was only made easier when they decided to postpone rage's driver to next year since she was a bit nervous and had some issues rolling through the spring. Showing that they're still strong and out for the win, SDC raced hard and strong all weekend long totalling 7 rolls for each of their 4 buggies to match against CIA's 7 per buggy. SDC definitely had the most tightly clustered rolls totals to help prove their consistency throughout this semester. Avarice was their lowest with 20 rolls, who was beaten in a tie at 22 rolls for Bane and Malice, both of which were barely edged out by Vice's 23 Rolls which comes in at 2nd most overall for the spring.



Continuing to be the team to beat, SDC showed their depth again last year with 3 teams in the finals for both men's and women's. The Women's top 6 was opened up with the surprising crash by Fringe women's A and claimed they the top two spots with a first and third in men's. This year, SDC has lost nearly half of their pushers over last year mostly from their A and B teams. That's not nearly enough to count them out, but it's safe to say that they probably won't be able to pull out nearly the same depth as recent years. Their new buggy Vice, though not quite up to Malice or Bane speeds, is pretty speedy and doesn't bounce nearly as much through the chute as Avarice. With another 8 teams, SDC attempted to qualify a 5th driver, but lacking rolls and a pass test, chose to save it for next year and keep the focus on the 4 they already have qualified. This will be the first time that Rage hasn't rolled on raceday since 96, and SDC will be rolling with no buggies older than 4 years.

Vice '13



Bane '11



Avarice '10



Malice '09



Rage '96



SigEp

Sigma Phi Epsilon

Best Result out of last 5: Men: 2nd (2010), Women: 3rd (2009)
 Team Records: Men's 2:08.55 (2009), Women's 2:33.95 (2009)

Truck weekend did not treat SigEp well as they saw each of their top buggies crash into the bales, one turned into a season ender, while the other just makes things more unknown for raceday. Kraken was the first to hit the bales on Saturday. She came in hot and lost control just after the turn hitting the same spot that Chimera did the week before. Kraken hit the bales hard enough to rip apart their outside wheel and probably do significant damage to the steering. Due to the hit, Kraken was not out the next day and was replaced by Pandora come Sunday. On Sunday, Barracuda was rolling faster than anyone on the course and looked great for her first two rolls. On her third roll, she followed in Kraken's line and hit the bales hard in the same place, which Chimera had hit earlier that morning. It was Barracuda's last roll of the day so we won't know how this will affect their times until the actual races. All tallied up, Pandora grabbed a



total of 3 rolls in the spring, but the driver got several rolls in other buggies. Barracuda racked up a total of 10 behind Mamba with 13. Peregrine was the big winner with 17 total rolls for the spring.



Starting out the year, SigEp had some trouble finding a Pandora driver as the buggy continued to have issues getting down the course. The Pandora Driver found her way into Peregrine come the spring. Their new buggy, finally named Kracken, doesn't have the speed to match Barracuda just yet, and with the short spring season won't be making it out this year for raceday. This was finally clinched with a crash on the first day a truck leaving her with over half her required rolls and a pass test left to get in one day of Truck weekend madness. Nipping at the heels of SDC and Fringe over the last few years, this will be the year for the brothers of SigEp to prove themselves

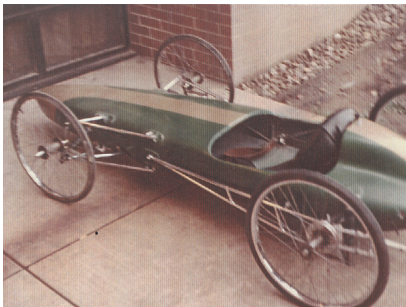
as the top Fraternity. PiKA is back with possibly their fastest buggy yet, but SigEp might just be able to keep themselves on top. Barracuda has been rolling extremely quick the last few weekends so expect them to be right up there under the 2:10 mark.



Sigma Nu

Best Result out of last 5: Men: 10th (2009), Women: 6th (2009)
Team Records: Men's 2:09.05 (1985), Women's 2:40.55 (2009)

SigNu came out for first rolls this spring, but took a weekend off in the middle leaving them with a large gap to fill for the last two weekends. They were down 6 rolls at the start of Truck and without knowing that truck would have gone so smoothly, most teams would have called it a long shot at best. But they managed to pull out 3 rolls on Saturday and planned for a repeat on Sunday. By the end of Sunday, SigNu had only gotten 2 rolls and needed one more to qualify outright. CIA was called last rolls, so in a last ditch attempt they requested to jump on to the end of CIA's roll, which of course CIA allowed, and opened up NROTC joining in too, making for a finale roll that sweepstakes just couldn't say no to, even if it meant going past 9. By the end of Truck SigNu had squeaked in their 15 rolls for the spring.



Last year, for the first time in several decades SigNu didn't make second day (not including DQ's). Their house has also been losing brothers over the years and they will no longer have enough to retain their spot on the Quad next year. With only one men's team this year, the question comes to whether they are still motivated to compete, or if they're just keeping their legacy alive. With SigEp duking it out with PiKA for the top Frat Spot, and AEPi taking it easy for the last couple years, SigNu can either shoot for the top as they did against Pike for several years, or take the 3rd Frat spot with little to no contest. This year they seem to be trying a bit harder as Bungarus Krait has been picking up speed, though with Skua is still out of commission, they won't be able to field a B team. This raceday should be very telling about their plans for the future, hopefully they're working on a comeback that won't require their house.

Bungarus Krait '09



SPIRIT

Best Result out of last 5: Men: 4th (2008), Women: 4th (2012)
Team Records: Men's 2:06.2 (1988), Women's 2:33.03 (1995)

Having taken things seriously in the spring, Spirit was completely qualified roll-wise and quickly picked up Seraph's pass test on Saturday to round out their qualification. Spirit is one of two organizations to qualify 5 buggies and they've been rolling smoother than all of the last few years combined. Spirit was one of the more rollingest orgs of the semester with seraph getting the fewest rolls for the org at 11. Fuko was next with 15 followed by Zuke at 18. Kingpin 2 and Haraka tied for the most at 20 rolls a piece.

For years Spirit has been plagued by constantly losing control and spinning in the chute. Last year, they started to look like they got things figured out until they got DQ'ed on a Hill 1 pusher interference. So far this semester, they haven't spun once and it looks like they might be able to keep it up through raceday. Instead of Building this year, Spirit took the route of refurb and brought back Kingpin,



Kingpin, which looks a good deal like Haraka. Spirit is the only other org to have 5 buggies qualified for raceday for their 4 men's and 2 women's teams. Surprisingly, Spirit's buggies mostly roll about the same and based on pure observation, it's hard to pick out a clear distinction on team combinations, almost as hard as it is to figure out which is which. If they can prevent themselves from getting any more DQs, expect them to be battling it out with CIA, SigNu and Apex for the lower end of the top 10.

Kingpin '02/'13



Mapambazuko '11



Seraph '04



Zulu Machafuko '96



Haraka '95



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