



BUGGY ALUMNI ASSOCIATION

2014 Raceday Preview

Welcome to Carnival 2014! BAA Headquarters has once again been burning a lot of 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. This year, our typical sponsors have fallen through so we are relying on our reserves to fund certain aspects of sweepstakes. We do plan on trying out some different location for the Chute Jumbotron, and hopefully it will make for a better viewing experience all around.

On Raceday the BAA will hopefully not be operating the timing system for the fourth year in a row, hopefully at this point the Phoenix tech will be able to manage all of our time taking needs. Our 5th annual Lead Truck Auction just ended so if you did not get a chance to bid, better luck next year. You lucky winners will 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!

Carnival 2014 Schedule of Events

Thursday, April 10

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 11

Sweepstakes Prelim Races

8am - 12pm

Lead Truck Auction Rides

If you won a ride, stop by the BAA tent on Frew street near the Alumni reception tent for your info!

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 12

Alumni & Exhibition Heats

8am - 9am

Sweepstakes Final Races

9:15am - 12pm

Lead Truck Auction Rides

If you won a ride, stop by the BAA tent on Frew street near the Alumni reception tent for your

info! Awards Ceremony

6pm - Midway Main Tent

Sunday, April 13

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.

2013 Full Results

Last year had a bit of drama, but nothing was able to eclipse the amount of violations that organizations received that year. More A-teams were disqualified than anything leaving several orgs space to rise up the ranks and take higher spots than they would normally finish with. After the Drama that happened with the Women's finals heats, several orgs had changed finishes again leaving some disappointed, and others back in the running for a trophy.

WOMEN'S FINALS	Team	Time	Notes
1	SDC A	2:32.600	
2	Fringe B	2:39.004	
3	PiKA A	2:43.208	
4	SDC B	2:43.782	
5	CIA A	2:44.577	
6	SDC C	2:50.840	

WOMEN'S PRELIMS	Team	Time	Notes
1	SDC A	2:32.062	
2	CIA A	2:42.258	
3	SDC B	2:44.972	
4	PIKA A	2:46.54	
5	SDC C	2:53.515	
6	Spirit A	2:55.35	
7	Fringe B	2:57.228	
8	AEPi A	3:04.910	
9	Spirit B	3:07.946	
10	Fringe C	3:11.434	
11	CIA C	3:19.856	
12	Apex A	3:10.296	
13	SAE A	3:16.847	reroll
14	SigEp B	3:31.906	reroll
15	CIA D	3:54.486	reroll

MEN'S PRELIMS		Time	Notes
1	SDC A	2:04.987	
2	SigEp A	2:09.643	
3	PiKA A	2:10.298	
4	CIA A	2:18.029	
5	Spirit B	2:21.133	
6	Fringe B	2:21.312	
7	SDC C	2:21.927	
8	Fringe C	2:25.585	
9	PiKA B	2:27.184	
10	SAE A	2:27.296	
11	CIA B	2:28.391	
12	Spirit C	2:29.023	
13	SDC D	2:30.245	
14	AEPi A	2:31.309	
15	Spirit D	2:34.416	reroll (MRR1)
16	Fringe D	2:38.500	
17	SAW	2:27.751	
18	SigEp B	2:48.106	
19	CIA C	2:52.654	
20	CIA D	3:06.101	

Who's got the fastest buggy?

Freeroll speeds:

Like last year, in the final hour of Truck Weekend, we measured the speed of buggies through a timing trap just before the chute flag. This is the point each buggy should be at its top speed. We estimate that the speed trap is accurate to about 3mph, but precise to about 1mph. The highest speed from each team, and the difference from its speed last Truck weekend is shown below.

Team	Buggy	Speed (mph)	Vs. 2013 Speed
PiKA	Banshee	36.4	-1.3
SDC	Malice	36.1	-0.8
SN	Krait	35.6	-1.4
Spirit	Unknown	34.8	no time
Sig Ep	Kraken	34.0	-4.8 (Barracuda)
Fringe	Bissa	33.4	-3.6
CIA	Icarus	33.3	-1.4 (Ascension)
SAE	Lucy	31.1	-1.1
Apex	Ember	29.8	-4.9 (Phoenix)
AEPi	Kamikaze	22.9	-4.9

The first thing that jumps out is that the entire field is slower than it was at the same point last year. The second obvious thing is that some teams are much slower than last year. The measurements broadly agree with the observation that buggies just don't look they're moving as fast as we're used to seeing, and many buggies aren't rolling out as far as they did last year.

It is possible but unlikely that some of the slowdown is due to a systematic bias (in the form of frozen stopwatch thumbs) causing 2014's times to measure slower than 2013's. Temperatures were just above freezing on both days in 2014, which is 5 degrees colder than in 2013. It would make sense for colder roads and colder air to be affecting speeds, especially for teams using heated tires.

Of the teams that slowed significantly, SigEp and Fringe are using wheels that look just like the wheels they were each using last year. So either the wheels are unchanged and the wheel prep they are using this year is less effective, or the wheels only resemble last year's, only slower. Last year, Fringe would have some buggies in the SDC/PiKA/SigNu speed group, and some in the CIA/Apex speed group. Which buggies were fast and which slow varied from roll to roll. This year, they are all in the same group as CIA.

Apex and AEPi were both on green Zero Error wheels last Truck Weekend. This time around, Apex was on orange, and AEPi on black Xootrs. Spirit and CIA had different wheel types on every buggy, sadly, we did not record which were on their fastest buggies.

Apex, CIA, and SigEp, seem to be planning on different A buggy this year, so perhaps their problems are in the buggy, not the wheels. All of these teams have enough experienced drivers and time that they could have compared the old and new A buggies to each other on equal wheels if they had wanted to. So they must have either concluded that going back to the old buggy would not be any faster, or they have some other reason for using the new buggy despite it being slower downhill.

Preliminary Heats for Friday, April 11

Time	Heat	Lane 1	Lane 2	Lane 3
Women				
8:25	1	SDC C	Apex A	CIA C
8:35	2	Spirit A	SigEp C	Fringe D
8:45	3	CIA A	PiKA A	SDC D
8:55	4	SigEp A	Spirit C	Fringe B
9:05	5	SDC B	Spirit B	Apex B
9:15	6	Fringe A	SigEp B	AEPi A
9:25	7	SDC A	CIA B	Fringe C
Men				
10:00	1	SDC C	Spirit B	Fringe D
10:10	2	CIA A	SigNu A	SigEp B
10:20	3	Fringe B	SDC D	SigEp D
10:30	4	Spirit A	SigEp C	CIA C
10:40	5	SDC B	Fringe C	SAE B
10:50	6	PiKA A	AEPi A	CIA D
11:00	7	SigEp A	Spirit C	SAE A
11:10	8	Fringe A	CIA B	Spirit D
11:20	9	SDC A	PiKA B	Apex A

Ben's Picks

While last year had some very close times, this year we might see some very close races. Heats are stacked up seemingly for maximum potential for crashes and passes. SDC might be the only one above the fray, but for how long?

The dark horse I see this year is likely Apex. They have some serious pushers this time around, and with a light new buggy, they'll be able to put up some serious times on the Men's side. I have a feeling the SigEp men will be pushing hard to maintain their 2nd place finish with Pike at their heels, however their women will likely swap places. Fringe won't be able to keep up like they used to this year and will drop a few spots, but likely still keep themselves ahead of CIA.

Men:	Women:
SDC	SDC
SigEp	Spirit
PiKA	PiKA
SDC B	SigEp
Spirit	SDC B
Fringe	Fringe
Apex	CIA
CIA	SDC C
SigNu	
SAE	

Behind the Hatch with Pacella

The Sunday only band of brothers haven't changed much it seems. Although we all remember the glory days of CAMO, AEPi is most famous for 2 things: RoboBuggy and Jake Reid(to me anyways). Rumor has it RoboBuggy is making a return this year. I always thought of it as a very hit or miss experience. Partially because of the concept and the number of bugs they had to work out before it would resemble the buggies we are used to like Bonsai or Malice. According to Erica, the team dynamic has changed recently. "When Jenn and I started driving, most of the brothers involved with buggy were juniors and seniors, and a few still had connections to the building of Kamikaze. Since the last of them graduated, we've had to introduce a lot of new people to buggy. We've had a group of freshmen and sophomores get involved this year, and it's been fun to experience buggy with and get to know them." So, it looks like we'll be looking at a less experienced, yet more passionate team. Passion can get them up in the morning but let's hope the lack of experience doesn't hurt them. Also, "AEPi used to roll on Saturdays," says Erica. "Who knew?"



From what glory they could have almost had, AEPi took a complete U-turn and has become a very different organization since they debuted Aether in 2010. Over the last few years, this small band of buggiers have stuck together through thick and thin. Last year they seemingly grew even smaller when Zephyrus was neither seen nor heard from, leaving only Kamikaze as the backbone buggy of the organization. Keeping to their Sunday-only schedule, AEPi attempted to qualify two drivers in Kamikaze again this year. To us at the BAA, our hope would be that this is an indication of potential building. Unfortunately, the constant rumors of an AEPi build have become indistinct from the boy who cried wolf – we'll only believe it when it happens.

Going into truck looked a little shaky from our point of view if they wanted to get both drivers qualified. The closest driver, Jennifer Shim, was good on rolls, but still needed a pass test while the other, Erica Green, hadn't yet come out in spring and needed a full 5 rolls and a pass test to qualify. Amazingly, both managed to secure pass tests, and Erica tallied up 4 rolls to get within one roll of qualification. If history is any indication, Sweepstakes will be forgiving even if it squarely fell to the organization's lack of trying. This year we will more than likely see similar to previous year's results, a decent showing, but nothing to write home about. We would like to think that after the last few years of hibernation, AEPi will once again find the courage to push themselves a little and compete at the level they were at one point headed towards.



Kamikaze '09



Behind the Hatch with Pacella

APEX might still be the new kids on the block but you wouldn't really know if this was your first buggy race. APEX will be attending their 3rd Sweepstakes and they have come a long way. The first year for every team is a learning year; no one really has any expectation for you but the course is glad to have a new name on the list using an old Fringe buggy, Insite. Year two saw a huge jump when they showed up with a new buggy, Phoenix, that sort of reminds me of Pandora but I don't want to insult APEX. Unfortunately, like Spirit the year before, a pusher made contact with another team's buggy and suffered a DQ. They were, however, about to put up a time of 2:35.104. This year they have made another giant leap with their new buggy, Ember, which looks like CIA's Orca and any Fringe buggy had a baby. The team has grown which of course means more pushers, but is the speed there? I wouldn't be surprised if they recruited a couple quick pushers but not top 5 fast. Don't be surprised if you see APEX A-team will a 2:25-2:27(ish) time and a top 15 placement.

Last year's races showed how this rag-tag group of freshmen had grown out of their rags and tags and into a minimum wage uniform that is Phoenix. This year, they clearly had been saving and investing their earnings to move into the realm of full-fledged professionals. Ember is a very clear HUGE step in technology that will have them vying for second day spots. They may not get it this year, but they will be damn close from here on out. After this year's performance, we may want to still call them the young team that has more to learn, but it'll only be a disservice to their accomplishments and growth as a team. The next major hurdle I see for this new team is sustainability beyond the graduation of their founders. From every indication now, it is all systems go!

We got an interesting showing from Apex's fleet this truck weekend. Both Ember and Phoenix looked solid around the course, their drivers showed experienced lines despite the evolving pothole landscape, but something seemed amiss. While Phoenix rolled smoothly at her normal speeds, Ember was distinctly lacking in speed compared to previous weekends. Now we get to wonder whether Ember will be their A buggy as we previously expected. It seems likely that there was some kind of mechanical issue since this is no time for slow push offs or braking. If they can get that fixed, she'll be nipping at the heels of second day, but if it breaks again, they could be looking at a 2010 PiKA-esque roll. Will they stick with the known reliability in Phoenix, or will they give their pushers an edge and potentially risk their freeroll with Ember?



Ember '14



Driven by Palak Pujara

Phoenix '13



Driven by Rachael Schmitt

Behind the Hatch with Anthony Pacella

This organization has usually been characterized by the upbeat personalities and the retractable push bars of the metal frame buggies. Now, they haven't had the best of luck on race-day. CIA hasn't had a competitively fast push team or competitively fast buggies until they upgraded carbon fiber and aerodynamic shapes with Ascension. The new fleet of buggies is definitely proof of the upgrade in technology. They even won 1st place in Design Competition 2013 and 2011. In the words of driver Shannon of Impulse, "The team's been different every year I've been involved, it seems. My freshman year it seemed a lot more social and large (though I went to a lot more events that year, so it could be an illusion). Last year, it grew even more and I think it gained a lot of people who were very serious about winning and being a professional org. This year, it's a lot smaller, but I think that the members are more focused on quality and buggy. I think that the overall trend in the time I've been here is that CIA's become less social and more focused on buggy." I am excited to see the return of a very competitive women's team who is hungry after last year's results.

In a bit of a downturn this year, CIA's recent past of 5 buggies and 8 teams is down to only 3 buggies and 5 teams. Word is that even if they could have qualified another buggy, they are lacking the pusher strength to fill a new team. Whether this is telling of the future of the org is unknown, but it certainly leaves us with a bit of a knot in our stomachs. Last year, CIA managed to climb the leaderboard in spectacular fashion with their best place finishes in a couple decades. After a fluke reroll by Spirit's men's A team, CIA was able to leap frog into 4th place. CIA's women unfortunately had the reverse happen between prelims and



finals. Putting on their best showing in several years, and thanks to a crash by Fringe A, the women ended prelims in 2nd place. Thanks to spotty weather, the men had to redo their prelims on Day 2 ahead of the women's finals. Given more spotty weather, the Women's finals were preemptively cancelled leaving CIA to pack up and celebrate their achievement. However, because of backlash from Teams and some alumni, CIA had to reorganize at the last second leaving a gang of bitter pushers who would like nothing more than reclaim their position this year.

After skipping the first rolls of the semester to complain about the potholes on the course, CIA entered Truck weekend with a total of 4 rolls and 2 pass tests needed to qualify. Oddly enough, Freyja, who needed the most rolls, was nowhere to be seen leaving them with just the 3 who easily qualified. Being only two rolls short has potential for forgiveness, but a pass

test is usually harder to get past an exemption for. With the absence of Ascension as their previous go-to A-team buggy, it's a bit of a mystery which they will choose. After this weekend though, Icarus seems like a shoe-in. She managed to secure a few window roll-out nearly every roll, which is similar to SDC's Psychosis. New buggies are always temperamental, so we will have to wait and see how she will perform.

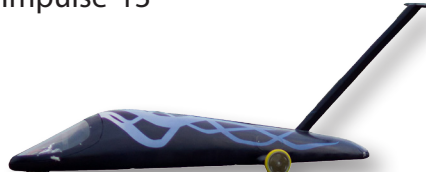
test is usually harder to get past an exemption for. With the absence of Ascension as their previous go-to A-team buggy, it's a bit of a mystery which they will choose. After this weekend though, Icarus seems like a shoe-in. She managed to secure a few window roll-out nearly every roll, which is similar to SDC's Psychosis. New buggies are always temperamental, so we will have to wait and see how she will perform.

Icarus '14



Driven by Amy Hung

Impulse '13



Driven by Shannon Lee

Orca '12



Driven by Ting Wang

Fringe

Best result of last 5: Men 1st (2011), Women 2nd (2013)

Org records: Men 2:05.08 (2011), Women 2:34.70 (2001)

Behind the Hatch with Anthony Pacella

Fringe has been busy. As we have or haven't noticed from the Rolls Reports, the new buggy is something quite ingenious; the addition of another wheel does a number of things to roll of the buggy. The biggest advantage is that the buggy gets a better roll over uneven surfaces, like the lunar surface we call a course. This little theory got tested over the last few weekends as we got closer to raceday but what about the team itself? The level of buggy quality is a clear indication of the level of effort by the mechanics. "We're getting more experienced! Last year, the people in charge were all very new and young, but now they have a little bit more of a hold on what they're doing." Driver Gillian Rosen confirms what we already knew about this team in the simplest way possible about what she will be doing on Raceday: "Feeling like I'm flying as I speed through the freeroll!" The problem with Fringe hasn't ever really been with their buggies, the fastest on the course, but with matching a push team to those buggies to get that number 1 spot. Last year we saw them put up a time of 2:11.26 but were DQed when their Hill 5 missed the push-bar at the finish line. They will need a much faster push team this year because even with that time they would have placed 4th. That being said I put them in 3rd this year based solely on the performance of their push team.



There were some very specific things that happened during last year's Raceday to make for a rather interesting outcome in Fringe's books. On the men's side, they didn't race during prelims with the rain that rolled in on top of their late heat time. On what became the final day for men's, the hill 5 pusher slipped up and wasn't able to catch up to the buggy for the finish resulting in a DQ. Initially, the Fringe women were outta luck come second day after a disappointing safety DQ when they almost lost their hatch on Hill 5. However, thanks to sweepstakes reversing their cancellation of the women's finals, they were able to run their A-team with their B-team buggy and claim a 2nd place finish instead of what would have been 7th place.



With one of the strangest new buggies on the course, Bolt is the first 4 wheeler to hit the asphalt in a few decades. Then again, there is no 4 wheeler that we know of in this configuration. Seeing this new buggy hit the hills was confusing to us and most others around the course.

Bolt '14



Claims were made of it being able to perform better on the rough terrain, but after a couple weeks of messing with our heads, we got to see the buggy in the traditional 3 wheeled style.

Bolt was one of the buggies furthest from qualification this weekend which was not out of the ordinary for Fringe this year. Having skipped the first day of rolls with CIA, they left themselves a lot of ground to cover and just barely got close enough for a likely exemption. That said, if we see Fringe eject their fairings like Bissa did this weekend, we could be in for a repeat of last year's DQ's.

Driven by Gillie Rosen

Beacon '13



Driven by Jenn Coloma

Bissa '12



Driven by Angela Lo

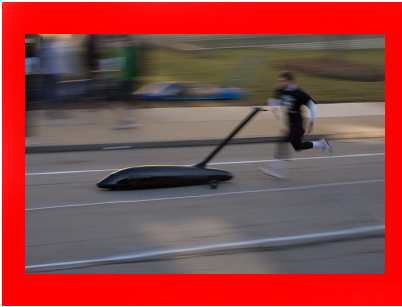
Banyan '07



Driven by Shaheen Essabhoy

Behind the Hatch with Anthony Pacella

PiKA has reserved the right to actually refer to their buggy program as a dynasty. They have won 27 times in the history of Buggy with a streak of seven titles from 2002-2008 ending with a course record of 2:04.35 which lasted for a year. That kind of started a streak of crappy years for PiKA both on and off the course. The worst of it was the loss of their house in 2011. They were allowed to return to the course in the spring of 2012, but with a significantly smaller house and thus a much smaller roster of pushers. With the help of alumni, the fraternity has survived and rallied behind the sport. This year is a turnaround year for PiKA because this year they have the similar elements that the team had in 2008. PiKA's Banshee has been seeing pretty fast times at rolls which is probably due to how black the buggy is. Driver Yisu Wang said it perfectly, "We have black buggies." Or are some black and other a slightly darker black? Either way they were the first to use the smaller roller blade wheels to help the speed and smoothness of the buggy around the course. Along with Banshee, I hear PiKA has a beast Hill 1 with few other speed demons and a Raceday experienced group of mechanics. They will also have to show up with a flawless push team to beat their time of 2:10.298, the best time they've



Banshee's debut for last year's Raceday was a surprise to everyone. It was far smaller than her predecessor Raptor, and rolled on itty-bitty wheels. None-the-less, Banshee rolled like a champ and earned a 3rd place finish in both men's and women's. From what we can tell, this year looks no different as banshee has been zipping around the corners and making a run at SDC's performance. Chimera on the other hand has been a different story. With two drivers, we could never be sure who was driving, which is a pretty good testament to their driver training. That said, their chairman could have used a bit more training as he expected to be able to run 3 teams with a Banshee A, Chimera B and Chimera C until they started to run into the issue of being placed against themselves.

Still seeking their 3rd qualification for their second Chimera driver, Pike pushed hard to get the last rolls that she needed. Putting all the focus on that effort, they seemed to have lost sight of Banshee a little bit as she spun and slammed into the bales on Sunday of Truck. After the dust cleared and she returned to the top of the hill in the back of their truck, it was surprising to see a wheel completely missing. This could be a bad sign going into raceday, but more likely than not, a mechanic probably forgot to tighten the hardware, and it shook loose over the roll until it fell off in the chute. Last year, SigEp managed to recover very well from a crash into the bales, so there seems little reason to doubt that Pike could do the same.



Banshee '13



Chimera '08



Behind the Hatch with Anthony Pacella

As we look back on the history of SAE buggy we don't see major advancements like we have with PiKA and SigEp, but their presence is representative of the attitude of their drivers Eileen and Sophia. With Rubicon on the course, after going an Optimus Prime level transformation from standard to reverse trike, SAE was able to find a driver to fit into Lucy and double the size of their fleet. SAE's presence on the course originated because the chapter thought it would be awesome for a major reunion they were having; ever since then a handful of devoted brothers have kept it alive. So, what makes this team so special? Sophia Kim's experience: "I don't know a lot about SAE's history but I really like how friendly everyone and respectful everyone is." This is exactly what you would expect from the True Gentlemen of SAE and is by far most underappreciated aspect of this team. Since their character hasn't changed what has? "The team has become bigger, as Lucy was completed just last year, and the team dynamic has improved a lot. The energy level and relationships between drivers, chairmen, pushers, and mechanics has improved a lot" says Eileen Wu. Might we see a competitive A-Teams from SAE? Throw some good wheels and a solid Hill 1, I think they could make second day.

While SAE has a long and fairly distinct history, their recent formation in 2009 started out as something of an experiment, but has now grown into a fairly self-sustaining organization. Last year the org finally branched out from their Rubicon backbone and managed to build a brand new buggy. Lucy was born into controversy over her steering and overcame all odds to give SAE their first Second day finish since 2000. The new buggy however has been plagued with issues all year, some of them more serious than others, but all of them fixable. The worst of which happened a weekend before truck where Lucy lost her pushbar before she left hill

2. This proved no challenge to the now veteran team as she was back to her old ways in no time.



Come truck weekend, SAE needed 3 rolls and a pass test for both Lucy and Rubicon. This should have been no problem as several other orgs managed to get 3 or more rolls each day. However, somehow Rubicon only managed to score one roll each day, where Lucy nabbed 4 total over both days. Lucy unfortunately managed to crash pretty early on Saturday thanks to a broken steering which put her head on into the bales.



Sunday we say the ramifications of that kind of failure where her front hatch was seemingly held on with only tape. Some alumni would have a field day with a situation like this, we just hope that they have some real attachment hardware in there. If that doesn't exist, we could see some parts go flying during the races this year.

Lucy '13



Driven by Eileen Wu

Rubicon '99



Driven by Sophia Kim

Behind the Hatch with Anthony Pacella

SDC has become almost the new standard for buggy. A standard is what you compare yourself to and the standard is 2:03.30 set in 2009. That following year SDC suffered an entire team DQ due to a fire safety violation but were still allowed to compete the following year based on precedence set by Beta. The following three years SDC put up sub 2:06 times and placement for their A, B, And C-teams. If you get the chance to read CompUBuggy, every year they pick SDC to win because the so-called 'Raceday preview' puts SDC as the best team on the course. Are they? No team is perfect but they are usually the most prepared and most organized at rolls. The past few weekends might shed a new light on the returning champs. There has been a rise in buggy stops and crashes this year as well as a number of issues at drops. Is this really an omen? For a team like SDC, I think yes. The crappy course is against everyone but it is really affecting SDC buggies because of the speed and the lines the drivers are forced to take compared to the ones they want to. Problems at drops are really a result of mechanical errors, which if unfixed, could lead to real problems on Truck Weekend and Raceday. The inconsistency of the course and the break-neck speeds of the buggies will really test the drivers. Truck weekend will show us the Raceday speeds and that will showcase the experience of the drivers most of all. More of these omens will translate to Raceday because the pressure on the drivers will be even higher. At the end of the day, I think we will see a 2:06ish time but it might not hold up to Fringe, PiKA or SigEp. Compared to the other teams where the push teams need to be perfect, the free-roll and chute turn will be the major obstacle that either gives SDC another trophy or not.

For the first time ever, SDC managed to pull off a second year sweep of both men's and women's races which shall henceforth be known as a Sweepeat. Fringe may have had their slip-ups, but it had no impact what-so-ever to SDC's complete dominance of the races and that trend doesn't seem like it will be ending any time soon. All year long, SDC has made it their mission to come out to every day of rolls as though they were preparing for raceday, and boy has it paid off. SDC was one of only a couple teams that seemed actually prepared for this semester of crappy weather. Even though they've been having some issues here and there, it still looks as though it is their race to lose. If SDC can avoid the vanity of trying to beat their own record, they will be an easy shoe-in for another potential Sweepeat.

Going into truck weekend, SDC was one of the most prepared orgs as all drivers had enough rolls and only a couple needed pass test which would be extremely doable, even on a weekend like truck. Not much can be said to their speed apart from fast! Malice is clearly the fastest buggy on the course currently, rolling the plug on a regular basis.

Vice for a little while was giving Malice a run for her money, but she just wasn't up to the same level of Raceday speeds. Watching SDC trying to navigate the chute around all those potholes has been something akin of the recent Winter Olympics, and while they haven't had any major issues over truck weekend, a warmer, faster raceday could prove dangerous for the team that is currently only competing against themselves.



Avarice '10

Malice '09

Psychosis '03



Driven by Audasia Ho

Driven by Rachel Chow

Driven by Vivian Wong

Sig Ep

Best result of last 5: Men 2nd (2013), Women 3rd (2009)

Org records: Men 2:08.55 (2009), Women 2:33.95 (2009)

Behind the Hatch with Pacella

SigEp has yet to see a Number 1 spot on that leaderboard. Although if we look at who they've faced the past few years it doesn't really compare; a record setting PiKA in 2008, a record setting SDC in 2009, and the fastest buggy (Bonsai) of Fringe in 2011. That being said, they have still showed up with notoriously fast push teams and very good buggies, namely Barracuda, with the hopes of pulling out a miracle time to edge out either of those three. Sushma Narayan will hopefully be driving Kraken for A-team which is the fastest buggy SigEp has produced and is their best shot of surpassing SDC. "What I can say, though, is that from the experiences I've collected over the course of the past 1.5 years as one of the SigEp drivers, I don't exactly want the dynamic of the team to change. I like to think we have a lot of fun and I like the feeling of knowing that I don't need to uphold any type of façade when I'm around my teammates. Oh, we are faster this year though ;)" veteran driver Colleen, 'cuda's driver, put it nicely, "I think my team has made huge strides just in the past few years as we've gotten larger. I honestly can't say much about the team's overall buggy history but I know that right now we're focused on breaking our current records. The team feels just as fun and welcoming as it always has, but we've been able to see a great deal of success together. Last year's second place win made us see how much we've improved just in the past few years, and I think that success really bonded us." SigEp's main weapon is their returning push team which had a 2:09.64 last year. With an even faster buggy, SigEp will need to show up with a nearly flawless push team and they could possibly be the first win in the history of

Perpetually being the org that is flying high under the radar, SigEp managed to earn a second place trophy last year without the help of anyone else screwing up. That doesn't mean they didn't screw up themselves and somehow managed to get away with holding two jugs of gasoline by their truck and only getting 2 teams DQ'd unlike SDC's full DQ back in 2010. This newfound speed however has given the relatively young org a true sense of accomplishment and a hunger for more. After her season ending crash last year, Kraken has returned to the course in an attempt to prove that they can still build fast buggies to go with their fast pushers. However, Kraken only made it out in the spring and she didn't make a showing at every morning, sometimes for weeks in a row. This lack of commitment makes for a strange predicament when they start placing their A-team pushers on her. To put that much faith in a new buggy is not uncommon, but generally those buggies come with drivers with a couple dozen rolls or so of experience.



Entering into truck weekend, we here at the BAA were not even considering Kraken to be rolling as she needed 8 rolls and a pass test to qualify, which for any org is usually an indication that it's time to cut your losses and put your effort into the drivers that have been coming out and are learning the new landscape of the course. None-the-less, Kraken managed to obtain 6 rolls and a pass test over the weekend putting them well within forgiveness range. Despite this, even if she was rolling well, it seems the more prudent choice would be to roll her as a B-team and allow your drivers with more experience on the road to navigate for your A-team. Clearly SigEp know's something that we don't, or maybe they are just jaded by their recent accomplishments.

Kraken '13



Mamba '11



Barracuda '09



Pandora '06

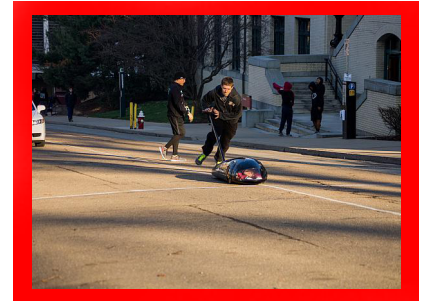


Behind the Hatch with Pacella

SigNu is another buggy elder that has seen three championships and numerous second places behind PiKA which is why you usually hear both teams in the same sentence especially when Bordick and Estes are in the broadcasting booth. If you get the privilege of hearing Tom Wood's History of Buggy, or if you can make it to Raceday this year, Bordick will probably touch on the rise of a very competitive SigNu in the past. I will touch on the recent years; SigNu is hurting and took another stab to the Achilles buggy heels with the loss of their house and, ultimately, the spark of hope of a resurgence of the team that Estes would remember. The brothers hasn't been seen with a new buggy in some time and the house's numbers are not what they need to be to produce a competitive push team. However, Avia, driver of Krait, would disagree. "I think SigNu is really starting to get excited this year. The buggy is getting improvements and I am very determined to run the course well on race day. With this motivation and the hard work of the pushers and mechanics, we might be able to prove ourselves this year." There is nothing better for a house then something to rally behind and get the alumni involved like buggy. Maybe a Day 2 showing from these guys? Probably, that buggy can still



SigNu's driver this year is new to the course, but she is as determined as they come. Avia has been seen going out on course walks, studying every nook and cranny, sometimes even bringing a skateboard to test portions of the course. This commitment from a driver is very rare, even by those competing at the highest levels and should make for a very interesting race this year. Over the weekends, Krait has picked up more and more speed and has been putting up impressive rollouts, comparable or better than Fringe's, but not quite up to PiKA or SDC caliber. Krait has been solid all year which is a huge change from previous years where she had a clear tendency to spin and sometimes end up in the bales.



At Truck we saw probably her largest mistake this semester where she tried to follow the Fringe line outside of the chute cones. This line was a little too sharp for her to handle which she quickly realized and tried to correct for, but the damage was already done and she was in a spin. After a neat 180 at the entrance to the chute without hitting any bales, she sat and waited for her follow car to show up. Since she hadn't impacted anything, Krait was quickly spun around and pushed through to the hill 3 pusher. Aside from that roll, SigNu has been looking better than most of their recent years combined and it's possible that we might see the resurgence that we all know was bound to come sooner or later, but is now that time?

Bungaris Krait '09



Driven by Avia Weinstein

Spirit

Best result of last 5: Men 5th (2011), Women 4th (2012)

Org records: Men 2:06.2 (1988), Women 2:33.03 (1995)

Behind the Hatch with Pacella

Spirit has been atop the leaderboard 8 times since 1987 while sparring of with PiKA up to 2004. At which point we see a decrease in placements. Why? A number of reasons really contribute to this both internally and externally. But there is one major attribute of Spirit that really hasn't changed and that is the family like structure they have. "I love the history of SPIRIT and the family that we are. It's so great seeing all of our alumni come back for Carnival and embracing you like you have known them forever. It's amazing how buggy brings people together." Feyi, driver of Kingpin 2, couldn't have put it better. It's what keeps alumni faithful and people coming out every weekend. So what will help them win? "The team's dynamic has definitely evolved since I was a freshman. The family aspect has always been there, but we are always growing closer. Our zeal to win is greater than ever and our support system is making that so we are at our best for raceday." Spirit almost has the same problem as Fringe but in reverse. Spirit pushers are speed demons but the friction is with the buggies. Most recent alumni would bet that Spirit will spin out but they fixed that problem. So why didn't we see them beat out SDC? After a 5 Second violation last year for both Men's and Women's A-teams, the org's best times would have put them into 5th place, the men would have been behind CIA. I have high hopes for Spirit this year but with the competitiveness of the field growing I'm not convinced they will break 2:13 which might put them at 5th or 6th if CIA decides to speed down the free roll like last year.

Despite walking away with a 5th place men's trophy, Spirit was far and away one of the sloppiest teams last Raceday. On three separate occasions they were charged with a 5 second violation. The first time, they were able to exonerate their men's team claiming poor communication from the starter and were granted a reroll. On that reroll, they managed to lose a second, losing themselves a place off the bat, but also managed a 5 second violation for the same team. The women were no stranger to this problem as they were also charged with the same violation during the Finals heats. After such a disappointment last year, the team has come back this year, and while not looking incredibly fast, has been able to remain very consistent after years of spins and haybales. Maybe those ZE's are doing them some good.



When diving into Truck weekend, Spirit was the second most prepared organization after SDC. All but their newest buggy had a pass test already and they only needed 3 rolls total among all 5 of their buggies. Zenith, their newest buggy, may have a crazy steering, but its benefit is yet to be seen. The buggy is clearly bouncy enough with the new shock absorber, but it seems that they are likely losing more energy than they are saving it. It seems doubtful that Zenith will be placed as their new buggy, though that suspension might make the road a much more bearable by their driver. Hopefully the pushers of Spirit learned from last year and will pay attention to what's going on so that they can yell at the mechanics when they need to leave the start line. Getting this down will be critical if the team wants to compete again for that top spot.

Zenith '14



Driven by Sussy Romoleroux

Kingpin II '13



Driven by Feyi Quadri

Zuke '11



Driven by Vanessa Kalu

Seraph '04



Driven by Shaleena Jeeawoody

Haraka '95



Driven by Alyssa Casamento