



# BUGGY ALUMNI ASSOCIATION

## 2016 Raceday Preview

It's time for Carnival 2016! The Carnegie Mellon Buggy Alumni Association has been preparing all year, distilling our insider info into this year's Raceday Preview. This is an exclusive perk of BAA membership, and our way to thank you for your contribution. If you want to share it with friends, former teammates or former rivals, encourage them to follow the membership link on [cmubuggy.org](http://cmubuggy.org).

The BAA is always looking for help, both locally in Pittsburgh and remotely (for example, your editor writes this introduction from Germany). We find that as our alumni get further away from their time at CMU, it's difficult to prioritize Buggy over families and careers. Thus, we always need lots of assistance, in technical, managerial, editorial or just plain logistical ways. If you are interested in helping out, please contact the BAA at [cmubuggy.org/about#getinvolved](http://cmubuggy.org/about#getinvolved) to find out more! We are interested in connecting with alumni regionally as well, so if you'd like to throw a BAA event in your town, let us know.

Our 7th annual Lead Truck Auction is underway - winners will get the best view of the race. This auction is our main fundraiser, and helps us to fund the exciting improvements you've seen at Raceday, including the JumboTrons, the improved timing system, and the buggy spotting guides. Keep an eye out for a copy of the buggy spotting guide so that you can keep track of who to cheer for!

Truck Weekend was cold and damp (Saturday bagging the buggies was strongly recommended), so it's going to be difficult to use those results to gauge team performance on Raceday. As expected, SDC looks extremely strong, and Fringe seems to be regaining their previous impressive form. After last year's resurgence, CIA looks again quite strong, and was getting impressive rollouts. PiKA/Fishing Club (see team summaries for an explanation) seems to be speedy, but inconsistent. Spirit had some issues during rolls, but seems to be going fast now. AEPi, Phi Delt, SigEp, SigNu, SAE, and Apex will also be racing, and anything can happen!

Be sure to watch [cmubuggy.org](http://cmubuggy.org) for important Raceday information. If you can't make it to Spring Carnival this year, you'll be in good company on our online chat, and the race will be streamed online at [cmuTV](http://cmuTV). If you're lucky enough to be headed to Pittsburgh, we'll see you on the hills!

### Buggy Alumni Association Executive Committee:

Aileen Dinin- Raceday Preview and Wrap-Up  
Jillian Brinberg- Regional Coordinator (NYC)  
Connor Hayes - New Teams Outreach / Preview  
Dan Becerra - Treasurer / Fundraising Coordinator  
Natalie McGuier - Rolls Reports Lead  
Ben Matzke - Rolls Reports / General Awesomeness

### BAA Executive Committee Emeriti:

Sam Swift  
Tom Wood

[cmubuggy.org](http://cmubuggy.org)

# Sweepstakes 2016 Schedule of Events

## *Wednesday, April 13*

### WRCT Pre Raceday Broadcast

8:00pm - WRCT Pre-Raceday broadcast - <<http://www.wrct.org/>> 88.3 FM Pittsburgh

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## *Thursday, April 14*

### Design Competition

10:00am (closed) - Weigand Gymnasium, UC

### Buggy Showcase

12:00am - Weigand Gymnasium, UC

### BAA Social Hour

8pm - Hough's Taproom & Brewpub, 563 Greenfield Ave ([houghspgh.com](http://houghspgh.com))

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## *Friday, April 15*

### Sweepstakes Prelim Races

8am -12pm

### Buggy Alumni Association Luncheon

12:30pm - Tennis Court Patio

### Buggy Alumni Panel

1:30pm Steinberg Auditorium

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## *Saturday, April 16*

### Sweepstakes Final Races & Exhibitions

8:00am - Schenley Park Course

### Buggy History Presentation - Highlighting the Class of 1991

12:15pm -

### Awards Ceremony

4:30pm - Midway Main Tent

*See you on the hills.*

# Preliminary Heats for Friday, April 15

## Women

		Lane 1	Lane 2	Lane 3
7:45 AM	Timing		Robo Buggy	
8:00 AM	Heat 1	SDC C	CIA B	
8:10 AM	Heat 2	Fringe B	Spirit B	Sig Nu A
8:20 AM	Heat 3	Spirit A	SDC D	Fringe D
8:30 AM	Heat 4	Sig Ep A	Apex B	CIA D
8:40 AM	Heat 5	SDC B	Fringe C	Spirit C
8:50 AM	Heat 6	CIA A	AEPI A	Fish A
9:00 AM	Heat 7	Fringe A	SAE A	Phi Delt A
9:10 AM	Heat 8	SDC A	Apex A	CIA C
9:20 AM	Re Roll			
9:30 AM	Re Roll			

## Men

		Lane 1	Lane 2	Lane 3
9:40 AM	Exhibit			
9:50 AM	Heat 1 A	SDC C		
10:00 AM	Heat 1		Spirit B	Fringe D
10:10 AM	Heat 2	Apex A	SAE A	CIA D
10:20 AM	Heat 3	Sig Ep B	SDC D	Fringe B
10:30 AM	Heat 4	CIA A	Spirit D	
10:40 AM	Heat 5	SDC B	Spirit C	Fish A
10:50 AM	Heat 6	Spirit A	Fringe C	
11:00 AM	Heat 7	Fringe A	CIA B	Phi Delt A
11:10 AM	Heat 8	Sig Ep A	Apex B	CIA C
11:20 AM	Heat 9	SDC A	Sig Nu A	SAE A
11:30 AM	Re Roll			
11:40 AM	Re Roll			

## Ben's Picks

Predicting placements based on last year's results is extremely challenging. With new roads this year, teams have an entirely new beast to learn and master; some have handled it far better than others. Last year's dismal men's performance can rest partly on the state of the roads, however it is more than likely that some teams held back to successfully complete the chute. Those teams that did not hold off on chute speed found themselves facing the wrong direction. The other disappointing part of the races last year were the ridiculous and completely avoidable DQs that were seen across both Men's and Women's. Many of these teams had just finished with competitive times. While the Women's teams also had to deal with a terrible chute, they had the added challenge of starting with some very wet roads causing a few spins early in the morning. The women's times were significantly more on par with previous years showing that even though conditions were bad, there was room for speed.

With their newfound consistency through the chute, the Spirit women's A will continue their performance and slot in at 8th. Apex's unfortunate DQ pushed their A to their B and came out with what would have been a competitive time, If they can repeat that performance, they will squeeze into 7th place. SigEp's lack of practice this year will set them back to 6th and while Fish may not have the organizational expertise, their pedigree of buggies and pushers will still allow them to place in 5th. SDC B was devastated by the wet roads last year, but their rollouts are still enough to get them into 4th. Fringe had a great showing last year but it won't be enough to unseat a revitalized SDC giving them a smooth 3rd place. SDC and CIA will be duking it out for the top spot this year, and with a partially returning A team and further improved buggies, CIA will squeak ahead for the win.

Starting off the men's heats, CIA B and Sig Ep B will be duking it out over the bottom of the top 10 spots. SigEp B's stronger pushers will get them over the hill first, but their sub-par buggy will hold them back sitting them at 10th place pushing CIA B into 9th. Apex A would have placed higher, but with no significant improvement at rolls, they will barely sneak into 8th. SDC B will keep comfortably ahead of Apex placing in 7th and be nipping at the heels of a scaled back Fish who will splash into 6th. Fringe will trail the top teams gaining an advantage with their top tier buggy, but losing out with somewhat weaker pushers. SigEp A lacks practice and a decent buggy this year, but their sheer pusher strength will make up some of their ground granting them a 4th place finish. The battle for second is strong this year as both Spirit A and CIA A have a few strong returning members and equally impressive buggies and drivers. CIA's demonstrated consistency will give them the smallest edge, just barely sneaking them ahead putting Spirit A into a 3rd place finish, and CIA A into 2nd - their highest place over a decade. SDC A will once again claim their top spot with the trifecta of clean roads, fast buggies, and strong pushers (with little help from the CMU Football team).

Men:	Women:
SDC A	CIA A
CIA A	SDC A
Spirit A	Fringe A
Sig Ep A	SDC B
Fringe A	Fish A
Fish A	Sig Ep A
SDC B	Apex A
Apex A	Spirit A
CIA B	
Sig Ep B	

## Fall Rolls:



AEPi rolled Kamikaze all fall, mainly just on Sundays, although with a single Saturday thrown in. Rumor has it a new build is in the works, but that's been just rumor for the past few years. However, this fall there were specific developments, including information that the mold for a new buggy was being finalized. Their pushers appeared to be faster than one expects from this org, and with the rumored new buggy they might be competitive! Otherwise, Kamikaze progressed as expected, shedding bags quickly (with a regression midseason, possibly for driver training) and developing a smooth chute turn with good Hill 3 pickups.

## Spring Rolls

AEPi was packing in their practices as Spring progressed. Unfortunately, their rumored build did not come to fruition in time for the Spring, but we hope whatever progress they made can continue into a new buggy for the next year. They made good strides, qualifying their buggy easily and building some foundational knowledge for next year. Kamikaze had smooth and consistent chute turns, and we at the BAA are optimistic they will roll solidly but uneventfully this raceday.



Kamikaze '09



Driven by Rachel Sniffen

# Apex

Best result of last 5: Men 6th (2015), Women 10th (2013)  
Org records: Men 2:20.40 (2015), Women 2:48.38 (2015 B)

## Fall Rolls

Apex started the year as a 1 buggy org, only bringing Phoenix to rolls. Mid Semester their newer buggy Ember returned to the course bringing the team to 2 buggies again. They seem to be a little lower in numbers than in previous years, but are demonstrating the competency of an experienced team. Ember had a brief hiccup midseason when she failed drops, but otherwise there were no major hurdles. They increased their speed throughout the season, with Phoenix still taking a wide, slow chute line, while Ember took a tighter, faster line. The team was talking often about building their 3rd buggy and debuting it in the Spring.



## Spring Rolls

Apex rolled both Phoenix and Ember consistently throughout the spring. Phoenix spent some of the spring practices bagged, possibly for driver training. They were exhibiting some tight chute turns, but had a hard time getting pushers out on to the back hills. Ember had her paint stripped and debuted a new paint job. Apex qualified three drivers prior to Truck weekend and they looked confident and solid. Their new buggy did not get finished in time but hopefully it will debut sometime in the Fall of 2016 so it has an entire year to be ironed out into a solid competitor.



Ember '14



Driven by Erin Hsi

Phoenix '13



Driven by Anna Bendecca  
& Sam Wong

### Fall Rolls

CIA looks to be building on last year's successes, with a large member turnout. Equinox in particular looked quite speedy early on, with new wheels, allowing her to leave Icarus, Orca and Ascension in the dust. Ascension and Impulse subsequently reached similar high velocities as CIA spread their new wheel expertise around. Their drivers also experimented with tight chute lines throughout the fall, getting close enough to the manhole in the chute that observers noted it multiple times at rolls. It doesn't seem to be slowing them down though, as all five of the buggies they ran in the fall were among the fastest on the course. They had one spin of Orca midseason, possibly due to an inopportune helmet shift. Both buggy and driver were fine and finished the roll. CIA also maintained its quirky personality this fall, using drag chutes on the pushers to aid in training. We at the BAA are unsure of the effectiveness of this technique, but it certainly entertained us.



### Spring Rolls

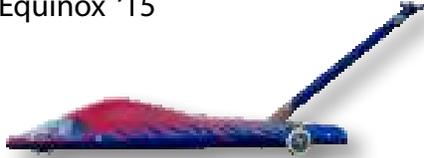
CIA started spring strong and debuted Tempest, a new reverse trike buggy, in the third weekend of spring rolls. The buggy looks like a blend of Ascension and their recent buggies Equinox and Icarus. They continued to perform strongly in the Spring, with Equinox looking particularly strong. They showed diverse, driver-specific chute lines, and the veteran buggies had impressive rollouts. We expect them to be competing for the win in both Men and Women's races.

Tempest '16



Driven by Victoria

Equinox '15



Driven by Amy Hung

Icarus '14



Driven by Ari

Impulse '13



Driven by Yushuan

Orca '12



Driven by Natalie

# Fringe

Best result of last 5: Men 1st (2011), Women 2nd (2015)

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



## Fall Rolls

Notes on Fringe from the fall contained a lot of “fast, clean, quick and quiet”. Bissa, Beacon, Balius and X1 all put in appearances. Most of the excitement from Fringe in the fall consisted of a reversion on Balius’s fairing material from composite back to cardboard. Observers were unsure of the reason, but it didn’t seem to slow the buggy down substantially. X1 is still a bit of an engineering enigma as well with its nine inline skate wheels, but otherwise all was quiet on the Fringe front during fall rolls. Their rollouts were a little underwhelming, and some experimentation with their stiffer chute lines was seen, but that’s not unexpected in the early part of the buggy season.

## Spring Rolls

Fringe demonstrated their typical efficiency, but was a little slower than expected to start the Spring the spring. They spent a lot of spring with paper covering, no fairings or cardboard fairings, and less impressive pushing than seen in previous years. Bolt returned to the course but the small wheels it originally debuted with had been replaced with Xootr sized wheels. They also debuted a new reverse trike buggy, and reached the top five fastest teams later in the season. Their competitiveness shone through in the later stages of the spring, and their rollouts were significant. The new buggy looks to finally be a return to form for Fringe out rolling Bissa on truck weekend. It will be Regulated to B team status by Bissa but Fringe looks to finally be on the rebound.



NBXVI'16



Driven by Helen Kim

Balius '15



Driven by Nina Flores

Bolt '14



Driven by Amy Chen

Beacon '13



Driven by Madison Scott

Bissa '12



Driven by Gillie Rosen

# Phi Delt

Best result of last 5: Men 16th (2015), Women 12th (2015)

Org records: Men 2:46.39 (2015), Women 5:09.13 (2015)



## Fall Rolls

Phi Delt, Sweepstakes' newest team, had a confident showing in the fall with Perun (on loan from KDR). They even hinted that they may be building a new buggy, and completed many clean (but slightly slow) rolls. Their time was being spent training 3 drivers obviously with an eye towards the future and towards a new build. Whether this will help or hurt them come raceday is yet to be seen.

## Spring Rolls

PhiDelt wasn't the most devoted team in the spring, but they showed steady progress and a lot of team effort. They picked up speed, and had only one issue all spring, with the loss of a hatch one roll. Their 1st buggy never made it to the course but they focused a lot of effort on getting the maximum performance out of Perun. The hard work from the PhiDelt team was apparent in Perun's improvement all season long, and their drivers looked clean and confident in their chute lines. They showed up with new wheels on truck weekend and put up a 1:02 freeroll which was 12 seconds faster than Mini Raceday.



## Perun '07



Driven by Sarah Deluty, Anny & Kamakschi

## Fall Rolls

PiKA started a week late in the fall, but started fast with Banshee. They tested out some innovative flagging techniques to work around the raised bike lane paint in the freeroll, and later brought Raptor around to also speed around the course, as one of the fastest teams during fall rolls. Their mix of experienced mechanics and young fast pushers seemed extremely promising, but their rollouts were underwhelming at the start of practices, sliding off a lot of speed in the chute. Their chute lines improved a bit by the end of fall.

## Spring Rolls



PiKA started out looking a little light on the manpower early on, and Banshee sported some experimental farings that seemed to make her quite loud and not so fast. The farings were abandoned fairly quickly and she recovered her expected celerity. Raptor also appeared on the course, but was not quite as quick. PiKA seemed to have modified their chute lines to reduce skidding, retaining their incredible speed through the chute. However, their pushers did not show up at the same rate, and they had to enlist CIA and Spirit to help out on hill 3. Banshee also made a spring appearance a little later, as did RD2016. RD2016 had trouble with a loose windshield, but otherwise had a problem-free first experience, looking fast and exciting.

However, due to an All Greek Community Standards Board ruling too complex to cover in this space, PiKA was banned from buggy for the year. However, the newly formed "Fishing Club" was able to arrange a loan of Banshee, Raptor and RD16, but had to requalify the buggies and drivers. In addition, Fishing Club is restricted on how many PiKA brothers can be on any push team. The back hills will be interesting, but at the very least their women's teams should be quite dangerous. We hope that the opening day of PA trout season on April 16th doesn't interfere with their racing plans.



RD 16'16



Driven by Anna Zhang

Banshee '13 (DNQ)



Driven by Steph

Raptor '11 (DNQ)



Driven by Sara

# SAE

Best result of last 5: Men 7th (2015), Women 7th (2015)  
Org records: Men 2:14.74 (1991), Women 2:54.50 (2010)

## Fall Rolls

SAE only brought Lucy to the course twice in the fall. She had clean rolls, and the team looked to be having a great deal of fun. They debuted some interesting new wheels Halloween weekend that seemed to have a lot of camber, making Lucy lean a bit through the chute.



## Spring Rolls

SAE was back out and rolling but had a couple minor mishaps. On their first roll of the spring, the rear hatch was quite loose and the Hill 3 pusher had to secure/remove it before getting the buggy up the hill. Also, the front wheels of Lucy appear to be quite off kilter and tip inwards in a disconcerting fashion. Lucy's driver this year is new and had some interesting chute line experimentation as well. Their Impressive hill 1 pusher is back but Lucy will hold them back from competing for a trophy this year.



Lucy'13



Driven by Heejung

# SDC

Best result of last 5: Men 1st (2015), Women 1st (2014)  
Org records: Men 2:03.30 (2009), Women 2:25.60 (2009)

## Fall Rolls

SDC exhibited their usual high level of performance right off the bat, debuting a new buggy (Havoc) on the first day of rolls. They were out every weekend with three or four buggies, and were quick early in the season. They had some interesting chute line selections, taking lines that suggested perhaps they hadn't adapted to the newly-paved chute. Vice had a squirrel near-miss in the chute, but both squirrel and buggy emerged unscathed. Later in the season she contacted the haybales, likely due to a too-wide chute angle, but no injuries or damage occurred. Avarice spun once as well, but again, with no injuries to the driver or apparent buggy damage.



## Spring Rolls

SDC was the first team to attempt pass tests in the spring, setting and surpassing their usual high standards. They also were clearly doing some work behind the scenes, as their freerolls became dramatically faster. SDC seemed to standardize their chute lines eventually, minimizing their previous skidding losses of speed, although there was some driver-to-driver variability in where the drivers ended up in the chute. They take a tight line into the chute, but go wide once within the haybales - originally, observers thought this was an old habit leftover from when there was a pothole there, but now it may be related to shedding speed so that the driver can retain control.



## Havoc '15



Driven by Maggie Lin

## Bane '11



Driven by Kyoko Inagawa

## Avarice '10



Driven by Elizabeth Ji

## Malice '09



Driven by Anna Black

# Sig Ep

Best result of last 5: Men 2nd (2015), Women 3rd (2012)  
Org records: Men 2:08.55 (2009), Women 2:33.95 (2009)

## Fall Rolls

SigEp spent the fall rolling veteran buggies Kraken and Pandora. They seem to have sufficient pushing and driving, but their technology lags a bit. Pandora is the loudest thing on the course - notable this year when the course is newly-paved and most buggies are quieter than ever. Barracuda made a brief appearance with an altered hatch, but was shelved after some steering issues before hitting the freeroll.



## Spring Rolls

SigEp had some manpower problems early in the spring, having to leave one day due to a total lack of flaggers or pushers. However, Kraken and Pandora eventually got their time on the course, and showed excellent driving, although Pandora is still quite loud. SigEp was the guinea pig on the first, wet day of Truck Weekend, because they had a desperate need for rolls on their new buggy. Their new buggy Hydra is interesting with a lot of unique characteristics but rolled poorly throughout truck weekend. With Cuda looking retired it will be tough for their B team to be competitive rolling with Pandora or new buggy Richard.

Hydra '16

Driven by Sophie Halpern

Kraken '13



Driven by Nazli Uzgar  
& Madeline Finn

Pandora '06



Driven by Nazli Uzgur

## Fall Rolls

Sig Nu got a bit of a late start to the fall, but rolled Krait cleanly when they did appear. They didn't make it to every practice, but showed some speed, and promise for the spring. Its good to see them rolling solidly when their chairman of the last 4 years is now safety chair of sweepstakes.



## Spring Rolls

In a bold organizational choice, Sig Nu did not roll at all in the spring until Truck Weekend. They made a desperate attempt to qualify and succeeded qualifying last years driver Raisa in Krait. Hopefully her few rolls this year have allowed her to develop a new chute line, one that will carry some speed into hill 3. In a change from recent years, Sig Nu will be rolling a women's team. We are intrigued to see if they can roll more competitively than their men's team has in recent years.

Bungaris Krait '09



Driven by Raisa Chowdhury

# Spirit

Best result of last 5: Men 5th (2014), Women 4th (2012)

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

## Fall Rolls

Spirit had a typical Spirit fall - fast, well-supported and... not entirely incident-free. On the second day of rolls, Kingpin crashed in the chute, and the team incurred penalties for the following buggy and follow car ignoring stop flags. At a later date, Zuke spun in the chute and went tail-first into the bales, and then subsequent buggies on the same roll had dangerous stop-related incidents. No injuries were incurred and Spirit reevaluated their driver training procedures. Another weekend, Inviscid brushed the curb and came to a stop, and the following roll Seraph hit a bump and rolled into the outer hay bales. The driver was fine, and the buggy appeared to possibly have sustained some damage. After getting their September jitters out, the rest of fall was less eventful, with three similar Seraph spins, none causing damage. Their buggies and drivers showed great resilience, with one managing to break some of the pavement at the joint between the old and new pavement near the Phipps parking lot.



## Spring Rolls



Spirit had a strong pusher and mechanic turnout throughout the spring. However, their spin problems continued, but each time the following buggies encouragingly had perfect stops. Kingpin had a relatively large crash when the buggy appeared unable to turn into the chute - a lot of hay was flying. However, as the spring progressed, their spinning problems disappeared and they became consistently one of the fastest teams on the course. Some variability was seen in their chute lines, but Inviscid developed some truly impressive rollouts. If their pushers are up to previous standards, they should be a top contender on Raceday.

Inviscid '15



Driven by Shaleena Jeewoody

Zuke '11



Driven by Diamond Moody

Seraph '04



Driven by Rebecca Kang

Fuko '96



Driven by Tina Goparaju

# What Buggy Is

From the students, to the school, and to the community, Buggy is something that affects us all no matter how we break it down. On the surface, it is a race lead by students, breaking past all school boundaries. Fraternities, Sororities, and Independents are made of teams of Engineers, Artists, Writers, Physicists, Programmers, Actors, Architects, and on across the campus. Buggy challenges everyone equally, and provides everyone the chance to apply themselves and use the skills they learn in the classroom. Each team works together to grow their organization, build better buggies, and push their speeds to the limit. From a far off view, this is buggy. As we all know though, there is so much more to this sport of ours. It's all about what Buggy means to each of us.



As students, Buggy can be a number of things. It could be as simple as a group of friends who are there when you need them, or a place to go and escape the stress of classes. To some, buggy is their connection to the school and the campus; it connects them to people beyond the classroom whom they might otherwise never have known existed. To others, it is something that can test their knowledge and their ability to learn, applying lessons from lectures and real-world experiments. Further still, buggy is teamwork, requiring cooperation and compromise. Students who put the team first and themselves second and gain an appreciation and understanding of the compounding effect that a group can have far beyond that of an individual. Those who are unable to come together experience brutal, sometimes soul-crushing defeat, and are left only with the desire to do more, do better, and fight again the following year.

To the school, Buggy is Andrew Carnegie's immortal words brought to life. "My heart is in the work" is not only an inspiring quote to us because without our heart in the work, we accomplish nothing. Our heart pushes us keep going; pushing harder and faster every day. No matter the challenge, we strive for the answer, reaching out to our classmates, our professors, and our alumni. Each little accomplishment fuels the fire to continue on and stay fighting. Through the long nights and tireless weekends, none of it matters so long as we are able to eke out even the smallest improvements. Buggy exemplifies CMU's values since, without our heart in the work, we stagnate and we stay asleep.



As alumni, Buggy is a link, connecting us all together in shared triumphs and defeats. We continue to follow and watch, not only to re-live the days of our youth, but also to support those behind us and raise them to heights beyond our own. Buggy is shared across all those who participate, across all disciplines, and across all ages. Techniques might have changed and materials have advanced, but our mentality stays consistent.



Buggy is our own, yet we share it with everyone we are able, with every chance we get. It is our avenue to give back to something that gave us far more than we even knew. Only when we faced the real world did we understand what this sport had truly given us. Buggy is our resilience to defeat, our humility in victory, our drive for perfection, and our dedication to excellence.

Buggy is our home.

Have a story you'd like to tell? Send it to us at [admin@cmubuggy.org](mailto:admin@cmubuggy.org) and we will add it as part of our new series which will be posted to the site periodically through the year.