



Raceday *Preview 2022*

After three long years we are back. A feat that could not have been achieved without the stern efforts of the current students, three quarters of which will be experiencing full raceday for the first time

Let's Dive In



“When is that?”

Schedule of Events

THURSDAY, APRIL 7

12 - 2 p.m.

Buggy Showcase

Simmons Auditorium,
Tepper Building

8 - 10 p.m.

BAA Welcome Event

Fuel and Fuddle

*Limited Seating

FRIDAY, APRIL 8

8 a.m. - 12 p.m.

Sweepstakes

Preliminary Races

Schenley Park, course on
Tech, Frew & Schenley

8 a.m. - 12 p.m.

BAA Welcome Tent

The Chute, Frew Street

2 - 3 p.m.

History of Buggy: Buggy

100 Year Anniversary

McConomy Auditorium

7 - 9 p.m.

Buggy Bash: A

Centennial Celebration

Activities Tent, The Cut

*Reservations Required

SATURDAY, APRIL 9

8:30 a.m. - 12 p.m.

Sweepstakes Finals

Schenley Park (course on
Tech, Frew & Schenley)

8 a.m.- 12 p.m.

BAA Welcome Tent

The Chute, Frew Street

~ 11:30 a.m.

Post-Race Buggy 100

Photo shoot

Hill 1

4 - 5 p.m.

**Spring Carnival Award
Ceremony**

Midway Stage, The Cut

[Rain location: McConomy
Auditorium, 1st Floor, CUC]

Recap

Raceday 2021 Results

MEN'S RESULTS

Place	Team	Buggy	Prelims	Prelim Reroll	Notes
1	SDC A	Bane	2:12.98	2:11.30	
2	CIA A	Emperor	2:15.16	2:14.97	
3	PiKA A	Banshee	2:17.88	2:17.88	
4	Spirit A	Seraph	2:19.56	2:21.91	Raced the day before everyone else
5	Fringe A	Blind Faith	2:20.88	2:23.12	
6	Apex A	Firefly	2:23.50	2:24.98	
7	SigEp A	Barracuda	2:24.49	2:24.96	

WOMEN'S RESULTS

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Heat Schedule

Prelims 2022

tinyurl.com/buggyrd22

Team Summaries

APEX

Happy 10 year anniversary Apex!
Apex was a steady presence at rolls this year. In the fall, we saw them consistently getting at least 2-3 rolls per buggy, almost all of their drivers hit max carryover for rolls. Other than some difficulties with brake and harness rope rubbing issues on Solaris, Apex seemed to be in good shape going into the spring!

On day 2 of spring rolls, we saw the emergence of Apex's new buggy (and first forward trike), Nova! Her first day out, she got 3 rolls and seemed to have no issues. We're excited to see her paint job rolling around the course. During truck weekend, we saw Nova getting very strong freeroll times, and Apex seemed to have a strong handle operationally. Their older buggies, Firefly, Molotov, and Seraph, seem to be getting times that are consistent with previous years. I'm looking forward to seeing Apex's performance on raceday, it looks like they could be a bit of a wildcard.



CIA

With alumni returning to celebrate CIA's 50th anniversary, CIA is combining tradition and innovation with their impressive rolls times and pushbar curveballs. Coming back strong after some visibility issues and accidental passes in the fall, CIA recorded the fastest freerolls of the day during both mini raceday and truck weekend.

In the spring, we also saw the reveal of their newest buggy, Roadrunner. Roadrunner shows some promising freeroll times, a



wonderful new paint job, and pushers are giving positive feedback on their new push bar handle design.

Interestingly enough, CIA decided to use Emperor (a 2017 buggy) for their A team races, as opposed to using their newer buggies - Kingfisher or Roadrunner.

This year, CIA is definitely a team to watch, between their impressive free roll times and new pushbar design, will this be their year?

DG

Called “the most brazen team” on BAA podcast Chute the Sh**, after two years of building our anticipation, DG finally makes their raceday debut.

Throughout this year, DG has been working hard to make it to raceday, building on the efforts from the previous two years. Their chairwomen have been consistent and thoughtful about their approach, and they are passionate about ensuring the longevity of DG racing. They’ll be debuting in a former Fringe buggy, Brazen, thanks to wonderful cooperation and collaboration. Alumni and students alike have been impressed by their commitment despite two years of challenges, and we are just so happy to see them out!

FRINGE

Fringe had a strong freeroll time for mini raceday, and seems to be staying consistent with their one-buggy-a-year building pattern. Their new buggy, Burnout, seems to be a strong build, with clean lines and few stops around the course. Always strong on design, we’re all excited to see the new buggy’s new look.

“This year, CIA is definitely a team to watch”



The fall was rough for Fringe, with a major crash for their 2016 build, Boson, seemingly resulting in the retirement of that buggy. After this crash, they took their return to the course slowly, only getting a few rolls in.

Throughout the spring rolls, Fringe also had many stops, seemingly the result of some mechanical issues. These unfortunately continued all the way through truck weekend, during which Baltic's pushbar handle snapped off after the hill 2 pushoff during a roll. Looking ahead to raceday, Fringe seems to be planning to use Baltic for their women's A team, and Burnout for their mens A.

I, personally am glad to hear that they are giving their COVID-era buggy a chance to shine during raceday!

PiKA

After a close race in 2019, the PiKA racing team is coming back into this raceday with a vengeance. Despite this, however, they were showing some pretty slow times during truck weekend.

During the fall, PiKA took it super easy, coming each morning just for 2-3 rolls and then leaving.

In the spring, they continued a similar pattern, making sure to hit the minimum roll requirements, but not much more. Because of a lack of timing information, it's hard to know how PiKA will do this year, but there's definitely a lot of winning energy within their team



SDC

After a brief and mysterious hiatus, Havoc and Inferno returned to the course. What's not mysterious is our prediction for SDC this year- they're looking consistent as always. No major spins or accidents during rolls or truck weekend, and their times seemed to be competitive.

During truck weekend, SDC's Inferno (their A team buggy) was showing consistent



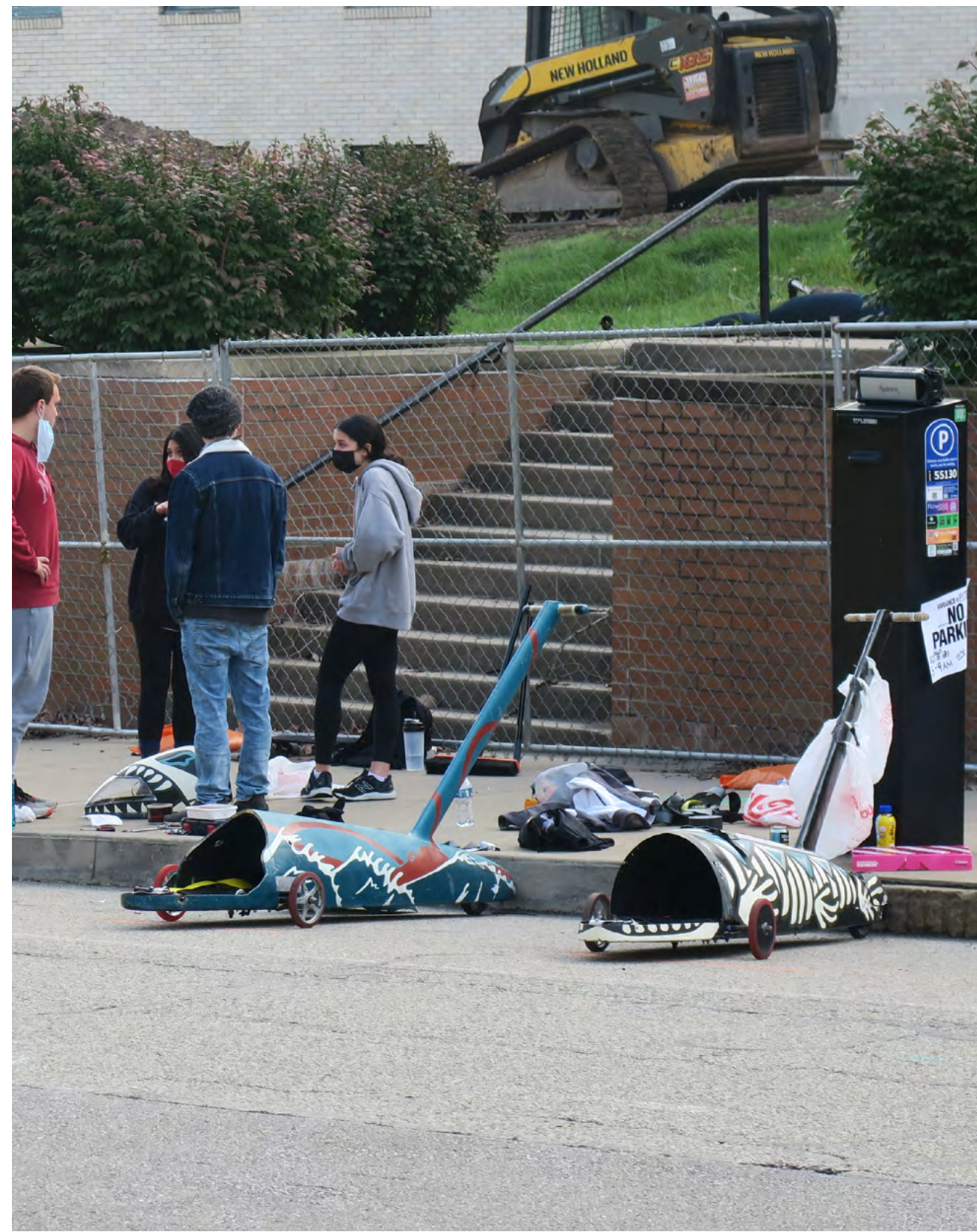
sub-60 second freerolls. Their fastest recorded total roll time was around 2:27, so I don't think we'll expect many surprises from SDC.

Unfortunately, like the concern is for many forward-trike buggies, bad weather and few un-bagged rolls in the spring has led to less speedy practice. This could potentially result in some spins during raceday, will this year be the end of SDC's winning streak?

SigEp

SigEp seemed to be taking things very slow this year. They started out the year caping three buggies (Kraken, Barracuda, Hydra), but only rolled Kraken for the fall. We shockingly didn't see any buggy other than Kraken out on the course until truck weekend, when SigEp showed up with a new driver for their 2016 build, Hydra. Impressively, this new driver managed to get 10 rolls in on that one day and, by the end, was going at top speeds down the course with strong control.

This year was definitely a year of rebuilding for SigEp, as they figured out how to run a buggy team after losing some key members in the last few years. But there is definitely a lot of buggy excitement within their organization, and I am looking forward to seeing how they grow in the coming years.



SigNu

Signu has returned to the buggy course! They've reignited their passion for buggy, emulating their strong legacy of buggy excellence.

We didn't see them out in the fall (possibly due to rumors that their buggies were in Ohio?). However, in the spring, SigNu came out to truck weekend with a huge group of very enthusiastic members, and pulled out some fast times in their 2009 buggy, Bungarus Krait.

They had a top 5 freeroll time during truck weekend and could maybe start off their re-entry into buggy off strong. SigNu are definitely ones to watch!





SPIRIT

As we await their newest fleet makeover, Spirit is riding high off a mini raceday win. Shockingly, they were the one team in which all drivers hit max carryover in the fall, and are looking quite strong going into raceday. Our main concern for them is the same as everyone else, they barely got a chance to roll this past semester. Their pusher transitions on the backhills looked especially strong on truck weekend, maybe this is their year to shine.





| Jeremy Tuttle's *Raceday Predictions*

DG - They're just trying to finish the course this year, but look out next year for a new build and a competitive team. Their push teams are nothing to scoff at. Shockingly, their buggy program already has sway in their chapter.

Prediction: They will be the first perennial sorority buggy house. A Women's 6th place trophy will be a great memento of their first year.

SAE - After a couple years off, they're back with newfound enthusiasm. A good Raceday under their belt could help carry that energy into their rumored new build for next year— and they have the pushers to pull it off.

Prediction: They're not quite in trophy contention yet, but will make it to Finals.

Apex - Everyone's favorite open-source independent has turned to the dark side and built a forward trike. Wisely, they've moved Firefly back up to their A team, where it always should have been. Unfortunately for them, that means their fastest buggy will once again be on B. Eyes to the sky, there's about to be a superNova.

Prediction: Steadily moving in the right direction. Men's trophy, Design comp winner.

Spirit - It looks like they were taking it a bit too easy on truck weekend because they had so many drivers to qualify. They're hungry, but taking their prep to the limit on Raceday puts them at risk of not finishing at all.

Prediction: If they give it all they've got, it's either top 3, or spin out. Fingers crossed.

SigNu - Enthusiastic as ever, SigNu consistently brought a knot of brothers out to rolls. Surprising everyone, Krait is once again one of the fastest rolling buggies on the course. Per their Chair, "the rumors of SigNu's demise are greatly exaggerated."

Prediction: Not to nudge the Pope, but if they wear the fancy shoes, they'll out-dance the GALS.

Fringe, on the other hand, seems to have lost their groove. Frantic attempts to keep up with the tempo left them a bit overheated. And with the new Design Comp rules, they're losing their easy annual trophy, too.

Prediction: Tumbling downward. Avert your eyes.

SigEp - They too have lost a step. It feels like that's the case every year, and then they manage to crank up the speed out of nowhere. This year would take a pretty big surprise, especially with the age their buggies are showing.

Prediction: They won't make it to Finals, and don't seem to care.

CIA - Impressively, CIA is the only org running the full 8 push teams. It's no surprise, then, that they're carrying on their legacy of innovations in pushbar technology.

Maybe less appreciated, though, are the smaller changes they've made. The Emperor needs new clothes—his shoes are too big. But the Roadrunner's fancy footwear is fetch.

Prediction: 2:10, at best.

PiKA - They've been leaning on the strength of their pushers, because their freerolls haven't been top tier of late. With Banshee their longest tenured A-team buggy since the '70s, it's time for a pivot in design.

Prediction: They're so close to the podium, but it will fall just out of reach due to the resurgence of an old rival.

SDC - Running a program apparently designed to withstand the end of the world, they're picking up right where they left off. In post-apocalyptic buggy, you still need to roll sub-2:07 to win Men's, and to SDC, a 2:07 is unacceptably slow.

The path to paradise begins in hell.

Prediction: Inferno reigns.

Final Verdict

Men's

1. SDC
2. CIA
3. SigNu
4. PiKA
5. Spirit
6. Apex
7. SDC B
8. SAE
9. Apex B
10. CIA B

Women's*

1. SDC
2. PiKA
3. CIA
4. Spirit
5. Fringe
6. DG
7. SigEp
8. Apex

*Women's races shameful disclaimer - The data is sparse and hard to draw conclusions from. Raceday will reveal a lot, and we could be in for some big surprises.

|Mike's Spicy Heat Guide

Raceday 2022

It has been a long time since we've had actual racing conditions for Sweepstakes... and the weather certainly isn't doing us any favors this year in our first full attempt to return. It will take time for organizations to fully recruit again, but hopefully they can bring the heat with who and what they have!

WOMEN'S HEATS:

Apex C Spirit C

We're starting off hot! There is some chance of a pass and certainly a close race, but the big headline: If Spirit can finish without DQ, it will be their first Women's C finish since 2006. The course record for Spirit C is 3:01.95 from the absolutely legendary 1989 Raceday - fast but not impossible to break either, Apex C raced 3:02.00 in 2017! This is a very rare, spicy opening heat, can't miss!

SigEp A SDC C

In a typical year, this would be an unwise pairing of teams – both teams usually aiming for about a 2:45 full course time. However, SigEp looked strong at truck weekend despite getting even less practice than most other teams and only fielding one entry. There is a small chance of a pass but this heat seems pretty reasonable, 2 Flamin' Hot Cheetos.

Fringe B DG A

DG has come out strong this year after a late start, and getting to see an org compete for the first time is always a treat. With both teams potentially competing for Day 2 but neither able to complete a pass test before Raceday, this one could be a nail-biter. There is definitely an opportunity for both drivers to make a name for themselves! 4 Fuego Takis level of spicy here.

CIA B Apex A

Although Apex has made an excellent recruiting push org wide and shown solid engineering with their new builds, CIA B has posted fantastic finishes in the last several races, and is a near lock for Day 2 if they can finish cleanly. Both drivers are relatively well practiced. There is a chance that Apex A can close the gap, but it's pretty slim. Two jalapenos.

Spirit A CIA D

Spirit A should qualify for Saturday if they can finish, and are looking pretty good for a trophy at that. For CIA to even field a D team this year is impressive and speaks to their strength, but they won't be contesting any of this race. Clean driving should make this a cool, calm, and collected heat.

Fringe A PiKA B

Both teams have a shot at the second day. The PiKA women's non-A teams have been pretty rare over the last decade, only finishing once in 2018, so essentially any complete result there will be an improvement. Fringe is definitely in it for a trophy but they'll have to work at it. Even with PiKA magic I don't think there's much of a chance for a pass or other fireworks here. It's like Tabasco

SDC B Apex B

Much of the same here. Given their truck weekend performance, SDC B is generously seeded fourth fastest as per the rules, but should be considered firmly in the middle of the pack: likely to make day two, unlikely to put down such a hot time that they can relax Saturday. Apex B might be "in the same zip-code" for part of the freeroll, but otherwise there won't be much here – Apex B needs a huge performance or a lot of DQs to make it to the second day.

CIA A Spirit B

Solid racing ahead! CIA A women's team has become a perennial powerhouse, and this year looks no different. Three peppers because I love seeing fast times and CIA looks to contest Queen of the Hill this year. Spirit B can put together a respectable performance, but even with their emphasis on the front hills, they'll be playing second fiddle for this one.

PiKA A CIA C

I really want it to happen, but given the conditions this year, I don't think CIA will be able to contest PiKA A in this one. Alas, we are likely to see PiKA A advance and CIA C test their mettle against the clock in a valiant attempt to make the second day... which could bear fruit (but not much spice).

SDC A Fringe C

Both teams will be happy to be here, with Fringe C securing a coveted last heat of the day and SDC A not having to worry about a close contest. With the seeding calculation reflecting times from 2017-2019, this race might have an even larger gap than what is helpful for safety, as a lot has changed since 2019... Lately, SDC A has absolutely put it away on the first day, posting a time totally out of reach, and that's a good bet again this year.

Men's Heats

SAE A PiKA C

SAE's full course time on Truck Weekend was shockingly fast, better than every B team and a couple A teams, putting them in line for their best finish since 1992. It's hard to know what to expect after such a break in Raceday but I'm excited for this race. PiKA C isn't really in the picture – bizarre given that you'd expect PiKA C to win this race if it were any other year. If SAE can deliver on expectations, they might regret not fielding a women's team this year... 4 chilis.

Spirit B Apex D

Spirit B should roll through this one, but needs to push to make Finals. Apex, like CIA, impressively fielding a D team despite historic obstacles. But they might need some suits to put any heat under the collar. I'll give it two pepperoncinis – hardly spicy.

DG A

Alright, we got a new org, by themselves, in a heat. I'll give it two peppers, but it's a shame – DG could have given several teams a run for their money up the hill. But now we'll never know. Maybe the rest of the field is too chicken.

CIA D PiKA B

PiKA B presumably selected Lane 2 on this one, alright. Nobody is even using Lane 3 at all this year, what a shame. CIA D hopefully will race in style, breaking a sweat but probably not breaking any records – it was just set in 2019 at 2:30.52. But it's possible, and they do seem on the upswing. Three thai chilis – this one could sneak up on us.

CIA B Apex C

CIA B is looking to punch their ticket in this relatively pedestrian heat. Apex C is known for shenanigans on Raceday, but everything is different this year. I'm expecting a bog-standard race with straightforward (and to the right) driving. One orange bell pepper for this one.

Fringe C SigNu A

Could be pretty exciting. SigNu makes another go at it, with a very reasonable competitor in Fringe C across from them. Historically these two teams are very similar in time, which earns this heat a bit of spice – especially combined with SigNu’s often imbalanced checkpoint performance. Potentially challenging driving ahead! If Sig Nu can deliver (the eternal question), it could be their first Day 2 since 2009.

SigEp A SDC C

My magic 8-ball is telling me that this race will be neck-and-neck, with SigEp’s neck just in front. I would also rate this heat as likely to check the driving skills of both teams – close heats like this often test patience and skill to judge whether the pass is possible at all. I would take “no pass”, but it should make for great viewing. Three cronchy poblano peppers for this one.

Fringe A

Solo team in a heat, not much chance at a team record, might not even be in trophy contention. You know what they say: if you can’t take the heat, get out of the kitchen. A lot of teams passed on this heat later in the day during initial selection, too. Pretty strange and I don’t even like the flavor - 1 Sichuan peppercorn for this one.

Spirit A Apex B

Spirit A looking to return on the second day with Apex B likely watching from the sidelines. Apex seems to have spaced their teams throughout the day – hopefully their process can deliver smoothly on so many races. Both teams should be moving quickly up and down the course but I doubt that Apex B can keep up with Spirit’s front hills – they’ll open a gap which will slowly widen over the course.

SDC B CIA C

Ah, this one I am looking forward to! CIA with an opportunity to make a highlight reel for the years to come in a close heat with SDC B. They are going to need every ounce of their front hill pushers but if they can keep up it should be a wild finish. Not guaranteed action, this is more like “50% chance of two peppers, 50% chance of 4 peppers”. SDC B as usual in the hunt for Day 2 – if CIA C can win, they might brush against their team record too.

CIA A Spirit C

This should be a pretty decisive heat, with CIA A running away with it early. But given their depth, I have high hopes for CIA contending for a sizeable trophy this year. This heat should show us their potential, although they'll need to find that Raceday oomph that some of the other top teams seem to have. It would seem CIA has gained ground relative to the field steadily for a long time now, and they'll hope to continue that here. 3 Cayenne peppers for this one – we're becoming familiar with this flavor.

PiKA A Fringe B

PiKA A against Fringe B in the penultimate heat, it won't be close but PiKA looks to notch a top time as usual. With their returning and highly practiced driver, there's nothing stopping them from climbing to the top of the leaderboard here, setting up a Saturday showdown. Unusually, Fringe B appears a step slow to make the second day but should enjoy some of the best conditions of the day and will give it a go. Two pickled peppers for PiKA pledges, pushers, pilot, and practitioners.

SDC A Apex A

It's quite rare for SDC A to be challenged up the hill, but with the depth of Apex's pushers this year, it could happen. The spiciest timeline would involve a simultaneous push-off with Apex desperately scooting ahead before the freeroll with inside corner advantage. With SDC's speed in the freeroll, they should overtake Apex quickly even in this case, but the heat is there and for that I award 3 regular chillies.

Spicy Takes by Michael Darcy





Psst---Hey You!

Thanks to Life-Time Members

A huge thank you to all of our members who have stepped up and contributed to the Buggy Endowed Fund and become Lifetime Members with the BAA. This fund will be able to provide permanent funding to support the advancement of Buggy at CMU. Already this fund has helped some teams purchase new safety equipment and has been made available to new teams and organizations that are looking to join in this incredible tradition.

Since we launched the fund for Raceday 2020, our generous new lifetime members have contributed well over the minimum threshold of \$50,000 in the first year and have continued to grow the fund well beyond our initial expectations! These lifetime members will always receive the annual benefits which the BAA provides, as well as prominent recognition alongside the Buggy display in the Cohen University Center, a metal nametag which will fit in at any CMU event, and this year a unique shirt commemorating 100 years of buggy. Please join us in thanking these generous members, who will be advancing our beloved sport for the next 100 years and beyond!

Thank you

Golden Goose *Members*

Bryan Arsham
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Arnold Blinn
Paul Bohn Jr.
Leslie Brewer
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Molly Browning
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Thank you

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