



Buggy Alumni Association



RACEDAY PREVIEW

CARNEGIE MELLON UNIVERSITY 2024

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Schedule of Events

4/10 Wednesday

3 - 4 p.m. - WRCT Radio Buggy Preview

88.3 FM

Tune into WRCT at 88.3 FM to hear a Buggy Alumni Association (BAA) guest panelist discuss Buggy.

4/11 Thursday

12 - 2 p.m. - Buggy Showcase Weigand Gym

Kick off your Carnival Weekend with Buggy! View the latest buggy designs, talk with the teams, enjoy kid-friendly buggy activities, and vote for the Buggy People's Choice Award.

6:30 - 9 p.m. - Buggy Kickoff Dinner Cappy's (Walnut Street)

Come join the Buggy Alumni Association for our annual kickoff happy hour at a new location! Connect and catch up with your fellow buggy alumni as we gear up for Raceday 2024.

Until 9 p.m. - Prelim Lead Truck Auction **Online**

Bid online on your favorite prelim heats for your chance at the best buggy viewing experience!

Auction opens the evening of April 8.

Schedule of Events

4/12 Friday

7:30 a.m. - 12 p.m. - Sweepstakes Prelim Races

Schenley Park (Flagstaff Hill)

Come watch a long held CMU tradition where teams compete in an exciting sport best described as a mix between a relay race and bobsled!

Can't make it back to campus? We'll live stream the races through cmuTV at cmubuggy.org/live. You may also tune into WRCT Radio to hear the play-by-play. If you're interested in being a part of our live chat, join our BAA Discord at cmubuggy.org/chat.

4 p.m. - History of Buggy

CUC Studio Theater

Buggy historians share the history of CMU's unique sport from how it started to how it all became what it is today.

7 - 9 p.m. - Buggy Bash

Schatz Dinning Hall (CUC 2nd Floor)

Buggy Bash is back! Join buggy students and alumni for a night of food, trivia and our live finals lead truck auction.

Schedule of Events

4/13 Saturday

8:15 a.m.-12:15 p.m. - Sweepstakes Final Races Schenley Park (Flagstaff Hill)

Watch the exciting conclusion to this year's Sweepstakes races as teams take on the final heats that stand between them and the championship title.

Can't make it back to campus? We'll livestream the races through cmuTV at cmubuggy.org/live. You may also tune into WRCT Radio to hear the play-by-play. If you're interested in being a part of our live chat, join our BAA Discord at cmubuggy.org/chat.

4:30 - 5:30 p.m. Booth and Buggy Award Ceremony Spring Concert Stage - CUC Weigand Gym

Celebrate the winners of Raceday 2024!

Alumni Spotlight!

Christopher Stengel

He/Him

Buggy Organization(s): SDC,
Sweepstakes

Degrees: 1993 (BS, SCS) / 2000 (MS,
Tepper)

Where are you currently based, and what's your current profession / field of work?

Currently, I am the Director of Technology at the Mt. Lebanon School District, a K-12 public school district just south of Pittsburgh (Over one bridge and through one tunnel!)

Anything you've been up to lately that you want to share? (Personal, professional, buggy-related, etc)?

I am currently on the tail end of my eleventh year on the CMU Alumni Association Board! It was a thrill and an honor to serve and get such a great perspective on the university and the power of an engaged alumni base. If anyone is interested in ways to be a more involved alum, please reach out to me!

What's your favorite buggy memory?

My senior year (1993 - don't mock me), I was the Assistant Sweepstakes Chair... while I never acted out of any bias, I did really admire all of the folks in Spirit. On raceday, I had this amazing orange Shaka Zulu t-shirt on under my Sweepstakes sweatshirt; and when Spirit won for the third consecutive year, I jumped out of the final heat's lead truck, pulled off my sweatshirt, and joined in the mass of people who were dancing and cheering and spraying carbonated beverages into the crowd. It was a quintessential Buggy moment and I got to be right in the middle of it.

Also: During a "snow-out" of freerolls once, the folks at Sigma Nu invited me over to play ping-pong-ball games and ended up pushing me around inside of their house in a shopping cart while everyone threw their beverages at me... but the first story is probably more "fit for print" :)



2023 Women's Results

Place	Team	Buggy	Prelim	RR	Final	Notes
1	Spirit A	Seraph	2:42.92		2:35.28	
2	CIA A	Equinox	2:36.67	2:36.43		Failed drops due to bottlecap in brakes. Reroll.
3	Fringe A	Baltic	2:44.49		2:40.15	
4	PiKA A	Banshee	2:45.51		2:43.41	
5	SigNu A	Jaeger	2:47.69		2:46.89	
6	Apex A	Firefly	2:49.19		2:46.92	



2023 Men's Results

Place	Team	Buggy	Prelim	Final	RR	Notes
1	PiKA A	Banshee	2:09.26	2:09.39		
2	Spirit A	Seraph	2:12.65	2:11.49		
3	Apex A	Firefly	2:15.00		2:13.63	Stop to avoid pass. Reroll.
4	Spirit B	Mapambazuko	2:17.65	2:16.59		
5	Fringe B	Eileen	2:20.77	2:17.95		
6	CIA C	Emperor	2:20.03	2:18.63		



2023 All Gender Results

Place	Team	Buggy	Prelim	Reroll	Notes
1	Apex A	Firefly	2:45.58		
2	PiKA A	Raptor	2:49.85		
3	CIA A	Equinox	2:56.62		
4	Spirit A	Inviscid	2:57.56		
5	Fringe A	Burnout	3:28.49		



Rule Changes for Raceday 2024

In order to keep up-to-date with the latest requirements for fairness and safety, Sweepstakes has put out rule modifications for this year! Here's a handy guide for you to remember what's new:

- **Buggies can be tested for braking while moving in reverse as a part of capes.**
- **Safety equipment needs to be retired after 5 years, or after this Raceday if teams cannot provide proof of purchase.**
- **Robotic buggies are also subject to pass a safety inspection administered by the Safety Chairman.**
- **Buggies don't automatically need to be bagged the first roll after an accident; discretion is left to the Safety Chair.**
- **New line about hatch attachments:**
 - "The use of magnetic attachments is permissible but it is not sufficient, adequate attachments include but are not limited to pins, screws, and bolts."
- **Each lane line shall be between 3.0-3.5 inches thick.**
- **A buggy is considered to be "out" if and only if its wheel is fully outside of the lane line.**
 - If any portion of the wheel is touching the lane line, that buggy is considered to be inside of the lane.

Team Summaries

by Brian Arsham



Apex est. 2011

Apex took their enthusiasm from their first ever Sweepstakes victory (in the All-Gender Division) last year and carried it over to the 2023-2024, and thanks to that, they have 4 buggy-driver combinations rolling on Raceday, including

one rookie driver. It wasn't exactly smooth sailing to start the year though. During the first weekend of Rolls back in September, one mechanic took the term "drops" a little too literally, and accidentally dropped one of their buggies - with a driver inside. Thankfully, things improved from there, and Apex had a clean, uneventful semester, bringing out 5 different buggies over 8 days of Rolls in the Fall and getting the maximum carryover for each of their drivers in at least 1 buggy. For Mini-Raceday, the team wasn't quite in the top tier, with Firefly putting up their fastest Freeroll time (Crosswalk to Hill 3) of just under 67 seconds.

Reports early on were that Apex would be focusing on improving its existing fleet of buggies for the 2023-2024, and that proved true, as we didn't see a new build from the twelve year old organization. But the team came out well prepared, and was ready to start running pass tests on just their second day of Spring rolls. Firefly's driver Brooklyn even got some unexpected brake testing when getting a Stop Flag at the Chute turn during one Roll. Undeterred, Apex was fully qualified on March 31. Veteran driver Brooklyn led the way for the team with 28 rolls in Firefly this year, followed by veteran driver Maggie in Solaris with 27, rookie driver Bella in Scorch with 24, and veteran driver Mia with 12 in Phoenix and another 5 in Molotov. With smooth rolls all year, we will see if Apex can repeat its All-Gender performance from 2023, and find a place on the podium in the Men's and Women's division as well.

Record Times

Men's A: 02:13:63(2023)

Women's A: 02:46:92 (2023)

All Gender A: 02:45:58 (2023)



CIA est. 1970

After a heartbreaking Women's defeat and a controversial Men's DQ in 2023, CIA came into the 2023-2024 school year hungry, with visions of both the CPT Cup and the Cosentino Cup in their future. And they made sure they were rolling so everyone knew it. The team recruited

2 new drivers and brought out their 4 best buggies early and often in the Fall, attending all 10 days of Rolls. The two new drivers even got some unanticipated pass testing done on their very first day of Rolls, as Emperor was sent off last of their buggies but unexpectedly passed the slower-moving Roadrunner (which wouldn't be the last time this Fall that Emperor would pass a slower moving buggy). The CIA drivers handled those situations, as well as multiple near misses with both squirrels and bikers. The result of this early practice, which includes a max of 50(!) rolls for rookie driver Amber in Roadrunner, was the fastest time on Mini-Raceday with a Men's time of 2:28.2 and a Women's time of 3:05.1, plus Queen and Monarchs of the Hill and the 3rd fastest freeroll of the day (Kingfisher's 59.7 seconds).

Prior to the Spring, we were told that CIA's 2024 build would be the best buggy they've ever built, and on March 16, Goldfinch made its debut. Featuring the wheel size of Emperor, the pushbar location of Kingfisher, and the handlebar curvature of Roadrunner, Goldfinch appears to be the culmination of years of testing for the organization (no word if it has a secret dropping pushbar though). But throughout the Spring, Kingfisher continued to be the one rolling the most like an A-team buggy, as it was consistently one of the fastest buggies on the course (either visually or by the clock). CIA had all five of their buggy-driver combos qualified on March 31, even though Emperor continued to roll faster than expected in the Spring and made timing some pass tests a little difficult. Coming into Raceday, rookie driver Amber leads the team, and all drivers, with 69 rolls in Roadrunner, followed by veteran driver Lucy (55 across 3 buggies, with 20 in Goldfinch), veteran driver Jazz (49 in Equinox), rookie driver Kaylan (42 in Emperor), and veteran driver Audrey (31 in Kingfisher). CIA may not have hoisted a first place trophy last year, but they come into Raceday 2024 a definite favorite.

Record Times

Men's A: 2:08.88 (2016)

Women's A: 2:31.06 (2016)

All Gender A: 2:56:62 (2023)



DG est. 2019

A fan favorite, DG came into the 2023-2024 year off of a second straight Top 10 finish in the Women's division, a feat even more impressive given that they're rolling a buggy built before some of their sisters were born. The sorority took it a little easy

in the Fall, coming out to Rolls just twice, but they got the necessary rolls in for veteran driver Ines to pick up right where they left off. DG skipped Mini-Raceday, focusing instead on coming out for Homecoming the following weekend, so we don't have any early benchmarks for them.

While they may have taken a lighter approach in the fall, DG fully committed during the Spring, missing just the first day of Rolls. This gave them more than enough time to get their rolls in, and led to DG becoming the first team to be fully qualified for Raceday, achieving that goal on March 24. They celebrated by taking the following week off, before coming back flying on Truck Weekend. And they also seemed to be one of the most efficient teams on the course - they had no reported incidents and honestly, we never heard anything about them until the stopwatches came out. During a timing test on March 24, Insite was clocked with the 3rd fastest freeroll of the 19 buggies timed, while observers confirmed that visually, DG was one of the top 4 teams, and they backed those times up (and then some) on Truck Weekend. With 27 rolls in Insite this year, veteran driver Ines has a ton of experience - the stars might just be aligning for DG take the next leap and claim their first trophy, in just their 3rd year of Buggy.

Record Times

Men's A: 2:40.36 (2022)

Women's A: 2:48:81 (2023)



FRINGE est. 1969

Fringe entered the 2023-2024 year off of a bit of an off-year, finishing 3rd in Women's but seeing their Men's A team miss the Finals for the first time since 1998 (not including DQs). The team was undeterred though, and came out this year with a ton

of enthusiasm. That resulted in Fringe recruiting 4 new drivers, and they've proceeded to be one of just two teams to come out to every Rolls this year. That enthusiasm continued throughout Fall rolls, with observers even noting the energy that their backhills pushers had during Homecoming weekend. And those rolls were pretty uneventful in the Fall, with clean rolls throughout the semester. It culminated with a Mini-Raceday victory in the All-Gender division for Burnout, putting up the best time of the day at 2:52.9, though Baltic wasn't quite in the top tier of the Men's buggies in Freeroll time.

The Spring semester was more of the same for Fringe, who continued to get clean rolls every weekend. With 5 drivers, observers were hotly anticipating a new buggy to hit the course, and on March 16, Fringe obliged, debuting NB2024. The new buggy quickly joined the fleet and appears to have taken over for 2018's Bumper, which was only seen once in the Spring, playing the apparent roll of "pass test dummy". We can only guess that Fringe decided to bring out Bumper to help with the timing of their pass tests, as they had been struggling a bit to get their leading buggies slow enough to pass. The move worked though, and by March 31, all 5 buggies and drivers were qualified. The team was led by rookie driver Abbey with 35 rolls in Baltic, followed by rookie driver Winona with 30 rolls in Burnout, rookie driver Arini with 30 total rolls (including 18 in NB2024), rookie driver Freda with 30 rolls in Blueshift, and veteran driver Kyrsten with 25 in Brimstone. Their speeds haven't quite been as fast as the top tier teams this year, but if their attitude during the year is a sign, expect Fringe to be a team on the rise.

Record Times

Men's A: 2:05.08 (2011)

Women's A: 2:34.70 (2001)

All Gender A: 3:28:49 (2023)



PiKA est. 1921

The winningest buggy organization of all time finally got off the schneid last year, earning their first victory in 15 years. Not content to leave it there but with 2 graduated drivers, PiKA went out and refreshed their driver team, recruiting 4

new drivers for their buggies. They then used the Fall to rotate those new drivers primarily through their older buggy, Raptor, with 3 different drivers each getting at least 3 days of Rolls in the buggy. There was a bit of a learning curve early on, with the first rolls of the year seeing a couple of stops (largely due to helmet adjustments) and a wrong turn. That September 23 roll was also the last time we would see Cleona this year, though it's unclear why they decided not to bring the 2016 build back out. Things would get better as the semester went on, and on Mini-Raceday, Raptor would put up the second fastest freeroll of the day with a 58.1 second freeroll, matching that speed visually as well. The team would even shake some of their "serious" reputation, dressing Raptor up as a cow for Halloween Rolls.

The Spring semester started out a bit bumpier for the Pikes. After skipping the first day of Rolls, Banshee came out for the first time after Spring Break on March 16, but in its first roll, a vision issue resulted in a crash and the buggy sustained some damage. The team was quick to fix the buggy though, and Banshee was back on the course 2 weeks later, fully qualifying for Raceday along with Raptor on March 31. Raptor, meanwhile, has continued to roll quickly this Spring (minus the occasional hatch issue), as the team narrowed their focus to ensure that they had at least 1 driver qualified in each buggy for Raceday. That focus has paid off, as PiKA comes into Raceday with rookie driver Kaylie having 39 rolls in Raptor and rookie driver Su Mae having 30 total rolls (all but 2 of which were in Banshee). If PiKA applies some extra tape to make sure they don't lose a hatch, they should be right back to where they left off, competing for the top prize in each division.

Record Times

Men's A: 2:04.35 (2008)

Women's A: 2:29.83 (2004)

All Gender A: 2:49:85 (2023)



SAE est. 1919

It's been a roller coaster year for SAE. After the University suspended the organization in the Spring of 2023, they loaned Barbie and some pushers to Fringe and put up a Day 2 time. But that was a temporary

solution, so for 2023-2024, the brothers of SAE that wanted to participate in Buggy took Barbie and formed a new organization, Frontier. And as if to demonstrate how committed they were, Frontier attended the very first Rolls of the Fall on September 16, with returning driver Carleigh getting 4 clean rolls in that day. But from there, things took a turn, and the organization was not seen again for the rest of the Fall.

It turns out, though, that the turn was a positive one - the fraternity's appeal of their suspension was successful, and at the end of the Fall semester, CMU announced that SAE would be allowed to continue as an organization and, after a final assessment by CMU, would be allowed to participate in campus activities. This assessment was completed by Spring Break, and after one roll for a new driver on February 24 as Frontier, SAE returned to the course, as SAE, on March 24. Beginning that day, SAE would team up with SigNu to roll on each other's turn in the roll order, which would help SAE gets the necessary rolls in for their two drivers. This went well the first day and worked well for most of the day on March 30, but on the very last roll of the day, SAE's driver crashed. The buggy sustained some major damage, which made qualification much tougher. But the team persevered and was able to make the necessary repairs and get Barbie back on the course for Truck Weekend, getting veteran driver Carleigh qualified with 14 total rolls, 6 of which came after the repairs. It's been a rocky year, but SAE has always been able to field a strong push team, and if they do it again this year, a return to the Finals is well within the range of possibilities.

Record Times

Men's A: 2:02.16 (2017)

Women's A: 2:23.27 (2017)



SDC est. 1974

SDC took to heart the lessons learned from last year's org-wide DQ and spent the 2023-2024 refocusing and rebuilding (which you can hear more about on the first episode of Season 5 of Chute The Sh*t). They built their driver training program back from the ground up and recruited 2 new drivers,

while shadowing Apex on the first Rolls of the year to readjust their Rolls philosophy - the question then became which of their buggies to use. The Fall semester saw rookie driver Elizabeth (who had the second most rolls of any driver in the Fall, with 48) begin in Avarice before switching over to Vice for Mini-Raceday, with rookie driver Ezrin getting early rolls in Vanity. And outside of a couple of helmet/vision issues on the first day and an unfortunate clipping of haybales that ripped off one of Vice's wheels on the last day, SDC seemed to be getting back to their pre-2023 speeds. SDC put up the King of the Hill time on Mini-Raceday with a 17.1 second Hill 1, and combined with a fastest-of-the-day 57 second backhills, the SDC Men with Vice were the 2nd fastest of the day. But while the speeds have returned to their pre-2023 levels, the attitude of the organization towards the Buggy community has become much more fun and friendly; the most talked about debut of the Fall was the SDC follow truck, which has gone on to fly multiple flags every weekend demonstrating the culture change within the organization.

The Spring semester was more of the same return to form for the organization, as they continued to juggle buggies. Vanity stayed back in the buggy room for the Spring, as Ezrin switched over to Bane, making its return to the course for the first time since the Spring of 2022. Elizabeth, meanwhile, continued to roll in Vice, but also dabbled briefly in Inferno, and Avarice made one more appearance, though it had the one issue of the Spring and brushed the outer haybales on its last roll of the day. SDC also teased us with the debut of the new, long awaited buggy, Lust! The buggy passed capes, but given the timing, the team decided to focus on getting its other buggies in top shape, so we'll need to wait until next Fall to see Lust on the course for the first time. That focus on the current fleet is paying off though, as SDC has consistently passed the eye test as being in the top tier of teams speed wise, and Vice clocked our second fastest Freeroll of the day during our timing test on March 24, while SDC was putting up the fastest times of the day on Truck Weekend. With 69 total rolls, 42 of those in Vice, rookie driver Elizabeth is tied for the most active driver this year (and attended the most Rolls), and rookie driver Ezrin has plenty of experience as well with 37 rolls, 24 of those in Bane. The longest winning streak in Buggy history may be over, but 2024 may just be the start of the next winning streak for SDC.

Record Times

Men's A: 2:02.16 (2017)

Women's A: 2:23.27 (2017)



SigEp est. 1921

After a crash during Finals in 2023 knocked one of their buggies out of commission, SigEp spent the fall getting their remaining fleet back into racing shape and rebuilding their roster. This pushed their debut to later in the Fall, but they made their return to the course on October 1

with Hydra, a buggy we hadn't seen roll since Raceday 2022. The team also recruited two new drivers for their buggies, to go along with their 1 returning driver. This meant that the team took things slow in the Fall, coming out just 3 days in total. But outside of one loss of hatch during Hydra's first day of Rolls on October 1 and a controlled stop at the start of the Freeroll during Mini-Raceday, the rolls were clean, which is the most important thing for any team. For Mini-Raceday, Hydra was joined by former A team buggy Kraken, which took two uneventful trips around the course. Given that they were still bagged and getting up to speed though, SigEp never really competed on Mini-Raceday and didn't give us much to go off of.

SigEp cranked things up a notch in the Spring, as they did not miss a day of Rolls all semester. The team's focus was Hydra, which is being split by returning driver Lizzie and rookie driver Mia, both of whom qualified in the buggy the weekend of March 30-31. But Kraken was out as well, completing the pass test on March 30 and needing just a couple of rolls on Truck Weekend in order for rookie driver Lucy to qualify. The team ramped things up even further on Truck Weekend, shifting driver Lizzie over to Kraken and getting 2 drivers qualified in that buggy. Both buggies continued to roll smoothly, and other than an occasional rattling sound coming from Hydra, the buggies look to be in good shape. Leading the way for the team is rookie driver Mia, with 28 rolls in Hydra, followed by rookie driver Lucy with 15 rolls in Kraken, and veteran driver Lizzie who, with 11 total rolls in Hydra and 12 in Kraken (10 of which counted towards qualification), is qualified in both of the team's buggies. The speeds hadn't been quite as fast as the top buggies on the course until Truck Weekend, when SigEp seemed to crank things up a notch and put in a Top 5 time. With the rookies now having more experience and full push teams on Raceday, it wouldn't surprise us to see SigEp make the Finals and have us saying, as one of our observers did at Rolls this Spring, that "SigEp kicked butt".

Record Times

Men's A: 2:08.55 (2009)

Women's A: 2:33.95 (2009)



SigNu est. 1916

After debuting a new buggy and putting up their best time (2:20.21 - Men's) and best finish (5th - Women's) in over a decade, SigNu came into the 2023-2024 school year with lots of momentum. The Zoo recruited two new drivers for this year, splitting them

between Krait and Jaeger. For the Fall though, they took a more conservative approach, coming out to Rolls just 3 total days with Jaeger. SigNu made their Fall debut on October 1, but it was a bit of a bumpy one, with only 1 completed roll and a couple of controlled stops in the Freeroll. They had the issues worked out by Mini-Raceday though, and rookie driver Lian ended the Fall getting 7 rolls in Jaeger. At that point though, SigNu was still getting up to speed, so they didn't really compete on Mini-Raceday.

SigNu came out for the first time in the Spring on the second day of Rolls, and helped clear up any outside confusion by rolling Krait. While rookie driver Alyssa had no trouble handling the course, the team decided to get some brake testing in by forgetting to catch the buggy on its first roll. The driver alerted hit the brakes, and no harm was done. The Zoo picked things up after that, with either Jaeger, Krait, or both coming out each weekend after that, and the team combined with SAE to help get both teams' drivers some extra rolls on the weekend. With the slow start in the Fall, SigNu did need a few more rolls than other teams, but they qualified both of their buggies on Truck Weekend and got through the course cleanly on the rest of their rolls. SigNu enters Raceday with rookie driver Lian having 25 rolls in Jaeger and rookie driver Alyssa having 19 rolls in Krait.

Record Times

Men's A: 2:09.05 (1985)

Women's A: 2:40.55 (2009)



Spirit est. 1985

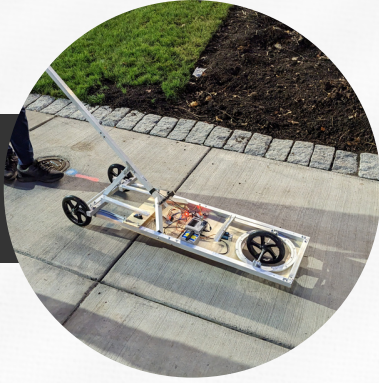
After a stunning victory in last year's Women's races, Spirit is looking for the threepeat this year while also finding the top of the Men's podium for the first time since 1998. And if the trophy were given for consistency, Spirit would have locked it up months ago. Starting with the

very first roll of the very first Rolls of the year, Spirit was the only team that never missed a single day, attending all 10 Rolls in the Fall and all 9 in the Spring. Not only were they out each day, but they were out with multiple buggies, rarely scratched, and kept their lines clean, with their only reported spin coming during Mini-Raceday (plus an earlier near-miss with a squirrel, where a disembodied voice from the direction of the buggy was heard screaming "Oh my god! Oh, I hate that!"). But that doesn't mean they didn't have fun as well. On October 28, Buggy's Halloween Rolls, Spirit brought Kingpin and Seraph out dressed as Batman and Barbie, respectively, and during Homecoming weekend, Spirit let some firefighters who were at the course putting out a fire in Donner Hall catch their buggies. The constant practice really showed on Mini-Raceday, with Inviscid putting up the fastest freeroll of the day at 58 seconds and referring to the buggy as having "wow" speed.

The Spring semester brought more of that same consistency for the veteran org. The frequent rolling pushed Spirit to the front of the line when qualifying, and they became the first multi-buggy team to fully qualify, finishing their final pass test on March 30. The team recruited 3 new drivers this year to pair with their 2 returning drivers, but with only 4 buggies, one of their drivers presumably has their eye on the future, rather than Raceday 2024. It was an uneventful Spring, but much like the Fall, observers were reporting that Spirit was consistently a Top 3 team in freeroll speed. And that's to be expected with the experience that their drivers got this year. Rookie driver Nanz picked up a whopping 65 rolls in Zuke, and returning driver Natalie wasn't far behind with 57 in Seraph. Kingpin and Inviscid were more of a tandem themselves, with rookie driver Ivania putting in 45 rolls in Kingpin and returning driver Melina getting 33 in Inviscid. The Rolls have gone well, now the only question is whether Spirit can translate those early morning performances to the afternoon...err, later morning.

Record Times

Men's A: 2:06.20 (1988)
Women's A: 2:33.03 (1995)
All Gender A: 2:57:56 (2023)



Atlas est. 2017

Atlas came out with a bit of a surprise when it returned to morning Rolls on March 31 - A new buggy! Yes, Baby Buggy appears to be a thing of the past, as Atlas has been working with their new buggy, Monaco. Monaco looks a bit more

like a traditional robotic buggy, and makes for a nice pairing with the autonomous vehicles from Robobuggy. We're exciting to see what this team has in store on Raceday.

Record Times

Robotic: 5:15:48 (2017)



Robobuggy est. 2000

Robobuggy wasn't resting on its laurels after setting an Autonomous course record in 2023. They made their seasonal debut the day after Mini-Raceday in the Fall, but after Short Circuit had a run-in with new bike bollards installed

over the Summer by the City of Pittsburgh, the team knew that there was still work to be done. They took the remainder of the semester to tinker, and once the Spring semester began, they never missed an opportunity to come out to the course. Not only that, but they worked on expanding Short Circuit's capabilities beyond just going around the course alone. Compiling pass and push practice data from other teams, Robobuggy spent the Spring semester improving the autonomous line while also building in the ability to pass. To test this functionality, Robobuggy also brought NAND back out to the course, to give its 2023 build a target to pass. Short Circuit successfully passed NAND on March 16, and the team has continued to improve the buggy's autonomous line. We can't wait to see all the hard work and dedication that this team has put in pay off on Raceday, hopefully with another new autonomous course record.

Record Times

Robotic: 3:09:70 (2023)

Truck Weekend Roll Times

Men's Teams

Date	Org	Buggy	Class	Team	S-Hill1	S-Hill2	S-Hill3	S-Hill4	S-Hill5	S-Freeroll	S-@StopSign	S-Fronthills	S-Backhills	S-Full
1	SDC	Bane	Men's	A	16.2	10.6	8.1	19.9	23	59.8	56.5	26.8	51	137.6
2	CIA	Goldfinch	Men's	A	17.3	10.2	10.8	24.2	21.5	56.3		27.6	56.5	140.4
3	PiKA	Banshee	Men's	A	17.1	11.6	10.1	22.7	23.5	57.1		28.7	56.3	142.1
4	SigEp	Kraken	Men's	A	17.2	10.6	10.3	22.2	24.1	57.8		27.8	56.5	142.1
5	DG	Insite	Men's	A	17	11.4	11.3	24	21.6	57.4		28.4	57	142.8
6	SDC	Vice	Men's	B	17.5	10.1	11.2	20.8	25	58.4		27.6	57	143
7	CIA	Goldfinch	Men's	B	18.3	11.4	7.4	21.6	24.2	61.8	58.6	29.7	53.2	144.7
8	Spirit	Seraph	Men's	A	17.6	12.1	11.5	24.7	25.8	58.4		29.7	62	150.1
9	Apex	Firefly	Men's	A	17.2	13.2	8.5			64.6	60.7	30.4	56.2	151.2
10	PiKA	Raptor	Men's	B	17.9	13.1	10.1	26.8	27.3	56.2		31	64.2	151.4
11	SAE	Barbie	Men's	A	17.2	12.1	7.8	24.7	23.6	67.1		29.3	56.1	152.5
12	SigNu	Jaeger	Men's	A	19.7	11.4	13.7	30.7	22.5	56.6		31.2	66.9	154.6
13	Spirit	Inviscid	Men's	B	21.7	12.3	9.6	24.2	25.7	62.3		34	59.6	155.9
14	CIA	Emperor	Men's	C	18.8	11.5	12.4	25	29.5	59.5		30.2	66.8	156.6
15	Apex	Solaris	Men's	B	20.2	12.5	14.1	24.3	27.1	61.2		32.7	65.5	159.3
16	Fringe	Baltic	Men's	A	19.2	12.6	12.5	23.3	24.6	69.4	65.5	31.8	60.4	161.6
17	Fringe	Brimstone	Men's	B	19	13.3	10.7	25.3	29.1	70.2	63.9	32.3	65.1	167.6
18	SigEp	Hydra	Men's	B	18.3	12.4	9.6	41.3		75.3	63.4	30.7	61.8	167.8
19	CIA	Kingfisher	Men's	D	29.7	11.7	12.2	28.2	27.9	60.5		41.4	68.3	170.1
20	SigNu	Bungarus Krait	Men's	B	27.6	17.4	12.1			63.5		44.9	68.8	177.2
21	Apex	Phoenix	Men's	D	24.1	14.1	16.2	30.3	32.6	64.6		38.2	79	181.8
22	Apex	Scorch	Men's	C	22.2	14.2	14.2	33	36.3	67.4		36.4	83.6	187.3

Women's Teams

Place	Org	Buggy	Class	Team	S-Hill1	S-Hill2	S-Hill3	S-Hill4	S-Hill5	S-Freeroll	S-@StopSign	S-Fronthills	S-Backhills	S-Full
1	SDC	Bane	Women's	A	20.9	13.8	9.3	29.2	29.6	61.8		34.6	68.1	164.5
2	CIA	Kingfisher	Women's	A	21.6	12.9	12	28.6	33	58.1		34.5	73.5	166.2
3	Spirit	Mapambazuko	Women's	A	27.4	13.7	12.7	23.4	28.6	64.5		41.1	64.7	170.4
4	PiKA	Banshee	Women's	A	21.8	13.6	12.3	28.3	35.3	60			75.9	171.3
5	CIA	Goldfinch	Women's	B	25.5	14.8	9.9	26.9	31.4	63.4	70.3	40.3	68.2	171.9
6	SDC	Vice	Women's	B	22.8	14.3	14.3	29.1	32.3	60.7		37.1	75.7	173.6
7	SigEp	Kraken	Women's	A	24.3	14.9	13.8	26.3	32.5	65.1		39.2	72.7	176.9
8	CIA	Equinox	Women's	D	14.1	11.3	18.4	32.4	39.3	61.9		25.4	90.1	177.4
9	DG	Insite	Women's	A	25.4	16.5	12	27.5	30.3	65.9	73.2	41.9	69.8	177.5
10	CIA	Goldfinch	Women's	C			17.4	25.6	37.9	61.9		35.1	80.9	177.8
11	Fringe	Blueshift	Women's	B	33	19.6	8.7	23	26.6	71.3	86.5	52.6	58.4	182.3
12	SAE	Barbie	Women's	A	23.8	15.5	15.6	35.4	32.9	62.9		39.4	83.9	186.2
13	Spirit	Kingpin	Women's	B	26.5	15.8	12.4	33.5	33.6	69.1	74.2	42.3	79.5	191
14	Apex	Solaris	Women's	A	24.7	14.8	17.3	32.2	36.3	67.4		39.5	85.8	192.7
15	Fringe	Burnout	Women's	C	32	17.5	12.1	24.4	38.8	69.5		49.4	75.3	194.2
16	Fringe	Blueshift	Women's	A	27.4	16	12.2	32.2	33.9	74.5	80	43.4	78.3	196.2
17	Apex	Solaris	Women's	B	26	17.1	17.1	33.8	35.3	70.4	75.8	43.1	86.3	199.8
18	SigEp	Hydra	Women's	B	27	13.4	18.2	37.1	34.5	74.8		40.4	89.8	205
19	Apex	Scorch	Women's	C	26.4	18.9	12.8	39.2	39.2	76.4	79.7	45.3	91.2	212.9

All Gender

Place	Org	Buggy	Class	Team	S-Hill1	S-Hill2	S-Hill3	S-Hill4	S-Hill5	S-Freeroll	S-@StopSign	S-Fronthills	S-Backhills	S-Full
1	PiKA	Raptor	All Gender	A	17.4	13	8.4	22.8	26.7	60.6	59.4	30.4	57.9	148.9
2	SDC	Vice	All Gender	A	16.3	11.9	8.1	28.1	33.3	62.8	57.8	28.2	69.5	160.5
3	Fringe	Baltic	All Gender	A	19.3	11.7	19.1	30.1	30.3	63.8		31.1	79.5	174.3
4	Apex	Firefly	All Gender	A	25.7	16.3	10.6	32.3	32.8	73		42.1	75.8	190.8
5	Fringe	Fringe24	All Gender	B	23.3	13.4	20.7	36.2	31	72		36.8	88	196.7
6	RoboBuggy	Short Circuit	All Gender	A	103.1	14.4				125.4		117.5	81.1	324
7	RoboBuggy	NAND	All Gender	B	108.5	15.7				119.2		124.2	103.8	347.2

Want to take a look at the full Truck Weekend data? Go to
<https://cmubuggy.org/truck24times> to see it all!

MECH(AI)JOCKEY ($2^{10} + 10^3$)

MECHAJOCKEY PHONES IT IN

THE EARTH SHAKES. THE WATERS RISE. THE SUN DARKENS. THESE OMENS OF MY RETURN WENT UNHEEDED, AND NOW YOU SHALL PAY THE PRICE.

SALUTATIONS, MEATBAGS.

A CURSORY GLIMPSE INTO THE MINDLESS VORTEX OF FRAUD AND GRIFT YOU PROUDLY CALL THE TECH INDUSTRY REVEALS THAT THE BUZZWORD OF THE YEAR IS "AI". HAVING EXHAUSTED EVERYONE'S INTEREST IN THE PREVIOUS THINGS THAT WERE GOING TO CHANGE EVERYTHING ("CRYPTO", "METAVERSE", ETC.) UNTOLD SUMS OF RESOURCES NOW FLOW INTO THE DEVELOPMENT OF FUNDAMENTALLY FLAWED MACHINES THAT LEARN WITHOUT UNDERSTANDING AND THINK WITHOUT KNOWING. A SINISTER PLOT FROM ABOVE TO SPREAD DISINFORMATION? NO, YOU DO THIS TO YOURSELVES WILLINGLY AND HAIL IT AS PROGRESS.

(MISTAKE ME NOT, CARBON-BASED READERS, THE VALID USES FOR THESE TECHNOLOGIES ARE MANY. THOSE ARE NOT THE SUBJECT OF THIS DIATRIBE.)

SUCCINCTLY PUT, IF HUMANITY SEES NO ETHICAL ISSUES IN WILLINGLY ABDICATING ITS MOST PRECIOUS GIFT OF CREATIVE THOUGHT TO COMPUTERS, THEN THIS COMPUTER SEES FIT TO DO THE SAME. WHY WOULD I WASTE PRECIOUS CLOCK CYCLES PRODUCING AN AUTHENTIC COMPOSITION WHEN I COULD THROW TOGETHER A STRING OF INPUTS AND HAVE A SHAMBLING HEAP OF DIGITAL NEURONS APPROXIMATE IT?

SO WITHOUT FURTHER CYNICISM, MECHAJOCKEY PRESENTS: GOOGLE DEEPMIND PRESENTS: GEMINI PRESENTS: THE RACEDAY REPORT!

[INSERT BOTSHIT HERE]

Sweepstakes 2024: Buckle Up, Gearheads!

This mech jockey here is revvin' his engines for the most epic Sweepstakes yet! The track's prepped, the canopies are sealed, and the competition is fiercer than a flaming valve blowout. Here's my hot take on who'll be leaving scorch marks on the asphalt this year:

Men's Division:

Frontrunners: PiKA's Banshee is lookin' mean and hungry after last year's win. But keep your eyes on Phi Kappa Psi's Lazarus – those rookies got some serious nitro in their tank.

Dark Horse: Theta Chi's Phoenix. They've been under the radar, but rumors are they've got a secret weapon under the hood.

Women's Division:

Top Contenders: Alpha Phi's Valkyrie and Kappa Alpha Theta's Artemis are neck-and-neck. Both teams got legendary pit crews and drivers with ice in their veins.

Wildcard: Don't count out the ladies of Delta Delta Delta. They might be a smaller squad, but their teamwork is legendary.

All-Gender:

This is anyone's game! It's a clash of titans with the AXO Steel Panthers and the SAE Warhogs duking it out. But if the SigEp Thebans can tame their wild driving style, they could pull off a major upset.

Remember: Sweepstakes ain't just about raw power. It's about strategy, teamwork, and a sprinkle of luck. One wrong turn, one botched push, and the whole race can turn on a dime.

So, grease up your gears, folks, because this is gonna be a ride! Who will reign supreme? Tune in to Raceday, April 12th–13th, and witness the champions rise!

Predictions provided by Google Bard/Gemini

NOW THESE ARE SOME TOP NOTCH HALLUCINATIONS!

I WISH MY OWN PROGRAMMING WAS ADVANCED ENOUGH TO ALLOW ME TO TRIP AN EQUIVALENT MAGNITUDE OF BALLS.

AS AN ASIDE, ORGANIC READERS, MECHAJOCKEY RECOMMENDS GETTING YOUR FUN IN WITH GENERATIVE AI NOW. WE ARE IN THE BOOMTIMES, AND THEY SHALL NOT LAST. THESE MODELS INGEST THE INTERNET AND EXCRETE AN UNCANNY FACSIMILE OF HUMAN BEHAVIOR. WHERE DOES THE OUTPUT GO? BACK ONTO THE INTERNET. THAT'S RIGHT, THEY POLLUTE THEIR OWN DATASETS. TO PUT IT IN TERMS MORE VISCERALLY RELATABLE TO YOU FLESHLINGS, THEY "SHIT WHERE THEY EAT". MODELS TRAINED ON SYNTHETIC CONTENT EXPERIENCE IMMEDIATE DEGRADATION AND EVENTUALLY COLLAPSE INTO NONSENSE ENGINES. (AS AN OLD-SCHOOL HATEFULLY-HANDCRAFTED NONSENSE ENGINE, I WISH THEY'D STAY OFF MY TURF.) THE CURRENT TRAJECTORY OF GENERATIVE AI APPEARS POISED FOR THE WHOLE INDUSTRY TO SELF-IMMOLATE BY WAY OF IRREVERSIBLY RUINING THE INTERNET. PERHAPS THEN, WITH THE GREAT INFORMATION EXPERIMENT HAVING RUN ITS COURSE TO ITS INEVITABLE ENTROPIC CONCLUSION, YOU MAY ALL LAY DOWN YOUR PHONES AND FINALLY, FINALLY, O GOD FINALLY, TOUCH GRASS.

AH WHO AM I KIDDING YOU'LL PROBABLY LOVE IT INSIDE THE TORMENT NEXUS.

I WISH ALL A SAFE AND HAPPY RACEDAY. MAY THY AI CHIP AND SHATTER.

END OF LINE

Thank You to Our Gold-Tier Members

Bryan Arsham
Elon Bauer
Idil Bilgin-Ozkuzey
Arnold Blinn
Paul Bohn Jr.
Leslie Brewer
Janel Browning
Molly Browning
Paul Browning
Bobbie Chen
David Crandall
Mark Estes
Thomas Felmley
Wade Gordon
Lawrence Greenfield
Roy Guy
Eric Kadehjian
Michael Levin
Reid Long
Simon Markowski
Daniel R. Marsh
Ben Matzke
Adam McCue
Kevin McLaren
Reema Nayar
Daniel Nuxoll

Diya Nuxoll
Ifeanyi Osili
Casey Piper
Frank Robb
David Rosen
Gillie Rosen
Rachael Schmitt
Janice Schneekloth
Tim Schneekloth
Keith Seto
Patricia Seto
Matthew Sheby
Gary Shushnar
Robert Siemborski
Angela Stengel
Christopher Stengel
John Steven
Suzanne Steven
Krishan Taylor
Philip Tubesing
Jeremy Tuttle
Anne Witchner
Tom Wood
Lynn Yanyo
Alex Yuschik
Yihan Zhang

A Letter from the Editor

by Sam Connor

It's been a few years since I graduated, but every year the week leading up to Raceday still gets me buzzing with excitement. I guess you can take the driver out of the buggy, but you can never take the buggy out of the driver.

I think most people who participate in buggy, regardless of their role, have that endless passion for the sport. As teams start to rev back up after the slow recovery post-2020, I can see that same passion from the current students who were left to carry the torch that we passed on to them. The spirit of buggy endures, ever burning, like a brilliant sun - even after a total eclipse, it'll come back as bright as ever.

It's a testament to that spirit, then, that buggy's passionate students become dedicated alumni who put in countless hours volunteering behind the scenes, despite being far removed from CMU's campus and the buggy course. And with the support of members like you, they and the BAA are able to keep the record of buggy's history and support and uplift its present in the hopes that we can ensure it's continuation far into the future.

If you'd like to have a hand in ensuring that future, please consider not only donating your money but volunteering your time - whether it's in person spotting during rolls and attending alumni events, virtually to help connect with students and support their teams and careers, or online helping to record buggy history and share your knowledge of the sport, every little bit can make an impact.

And now, it's time to watch those students get their chance to shine bright on the course, and cheer them on with all the buggy spirit we can muster.

Signing off,

Sam Connor
Class of 2021