



**NUTS,
BOLTS,
& WHEELS:
100 YEARS OF BUGGY**



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ACKNOWLEDGMENTS

Producing this book would not have been possible without the tireless work that volunteers and alumni have done throughout the years documenting the Sweepstakes.

While it's not possible to thank everyone in this space, we would like to thank the following people and organizations for their invaluable help producing this book: Bryan Arsham, Buggy Alumni Association, CMU Libraries' Digitization Lab, Kaycee Palko, Anne Witchner, and Tom Wood.

#BUGGY1000



Interfraternity Motor Sweepstakes—which would come to be known colloquially as Buggy—is one of Carnegie Mellon University’s longest traditions. The students and alumni who have participated throughout the years, documented so much of its history, and celebrated across generations created a community that is rare on modern university campuses.

But the Sweepstakes demonstrated—and continues to demonstrate—a profoundly unique aspect of CMU’s community. Buggy is a demonstration of our collective commitment to both art and science. It’s a demonstration of our desire to create applied knowledge to solve problems that exist outside the walls of the university.

This is what makes CMU great: our ability to be interdisciplinary, to seek non-traditional solutions to problems, and to empower our students to challenge themselves outside of the classroom.

It’s this spirit that made Spring Carnival—where the Sweepstakes happen—as important to CMU’s culture today as it was one hundred years ago. This is our celebration of a collaboration between the arts, the sciences, the humanities, and athletics. This is our celebration of a collaboration between students, faculty, staff, alumni, and the larger world. This is where we celebrate working together toward a common goal.

And Buggy—a student-run event—was the first, and most enduring, demonstration of all of those ideals.

Nuts, Bolts, & Wheels: 100 Years of Buggy is a celebration of those students—past, present, and future.

— Julia Corrin, *University Archivist*
Brad King, *Editorial Director, ETC Press + University Libraries*
Heidi Wiren Bartlett, *Designer*



1920s



The first Interfraternity Motor Sweepstakes—which would come to be known colloquially as Buggy—took place during Campus Week on April 21, 1920. Ten fraternities participated in “The greatest, wildest, jazziest, most blood-curdling, hair-raising, breath-stopping, shirt-tearing event in Tech annals.” By the second year, nearly two-thousand people gathered to watch the eighteen teams participate in what would become the annual competition that an announcement in *The Tartan* humorously described as a “soul-tearing, death-defying Interfraternity Push Mobile Sweepstakes.”

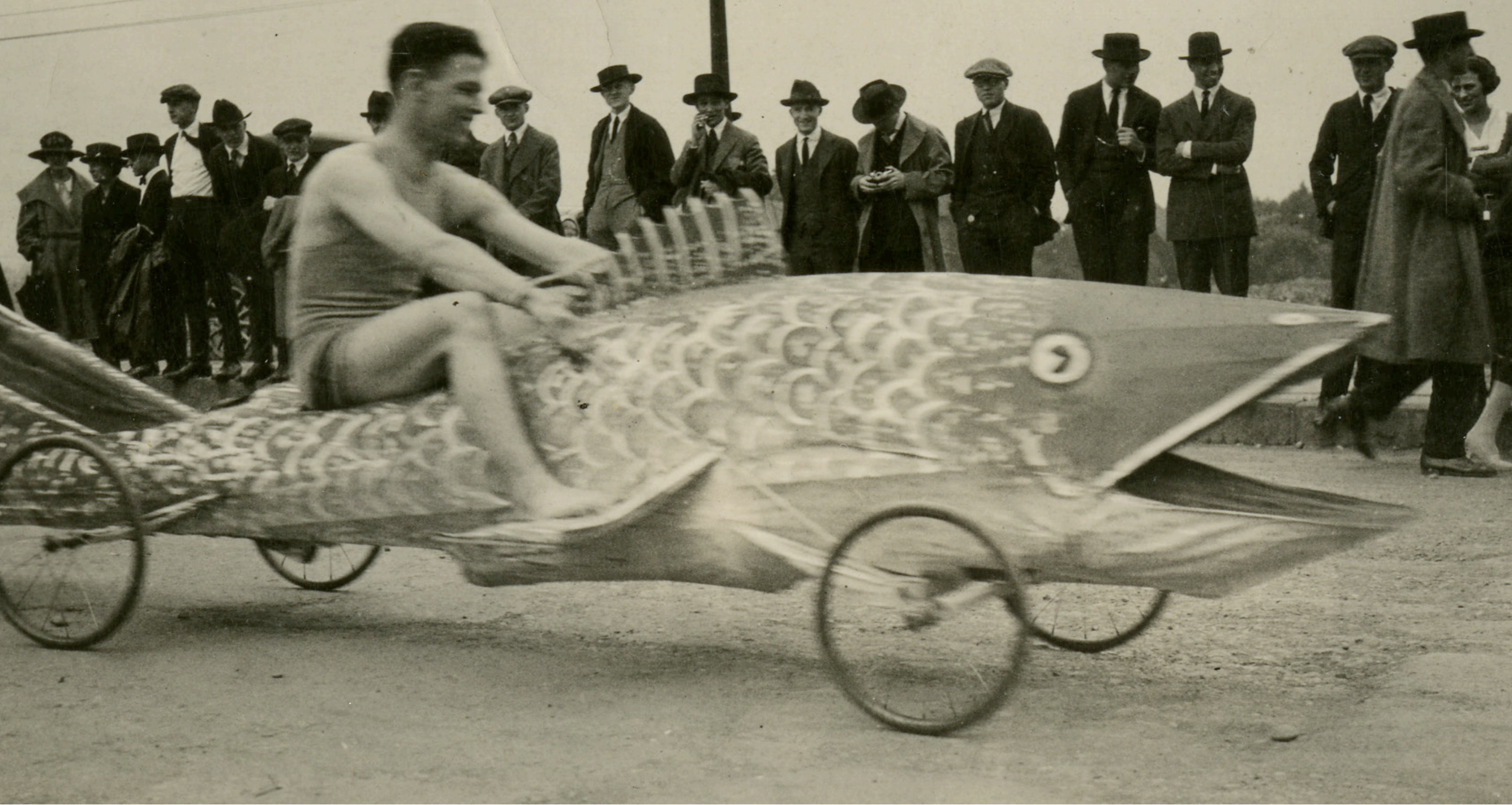
While the race would go on to become a campus mainstay, in the beginning nobody was exactly sure what the Sweepstakes would become. Rules were in flux. The course changed several times. Pusher-driver configurations changed. And, buggy weight and design specifications changed.

The last change—design specifications—eliminated one of the more colorful aspects of the event. Originally, the competition was split into two categories: race and design. The “freak buggies,” created for the design competition, were developed to look cool without regard for their racing ability. However, by decade’s end, the freak buggies were no more. Only buggies that raced were eligible for the design competition.

NOTABLE HIGHLIGHTS:

- In 1922, Sigma Alpha Epsilon (SAE) and Pi Kappa Alpha (PiKA) tied at the finish line, the only tie in race history.
- Kappa Sigma (KΣ) became the first buggy dynasty, winning from 1923-1925, placing second in 1926, and returning to the winner’s circle in 1927-1929.
- In 1929, Campus Week was canceled. Sweepstakes still occurred, but without any other campus events. Phi Kappa Sigma (ΦKΣ) won that race.

Image credit: Robert Lepper—Andy Warhol’s design professor—reviews the starting line, 1925 (left page)



10 Image credit: Delta Upsilon's Fish, 1921

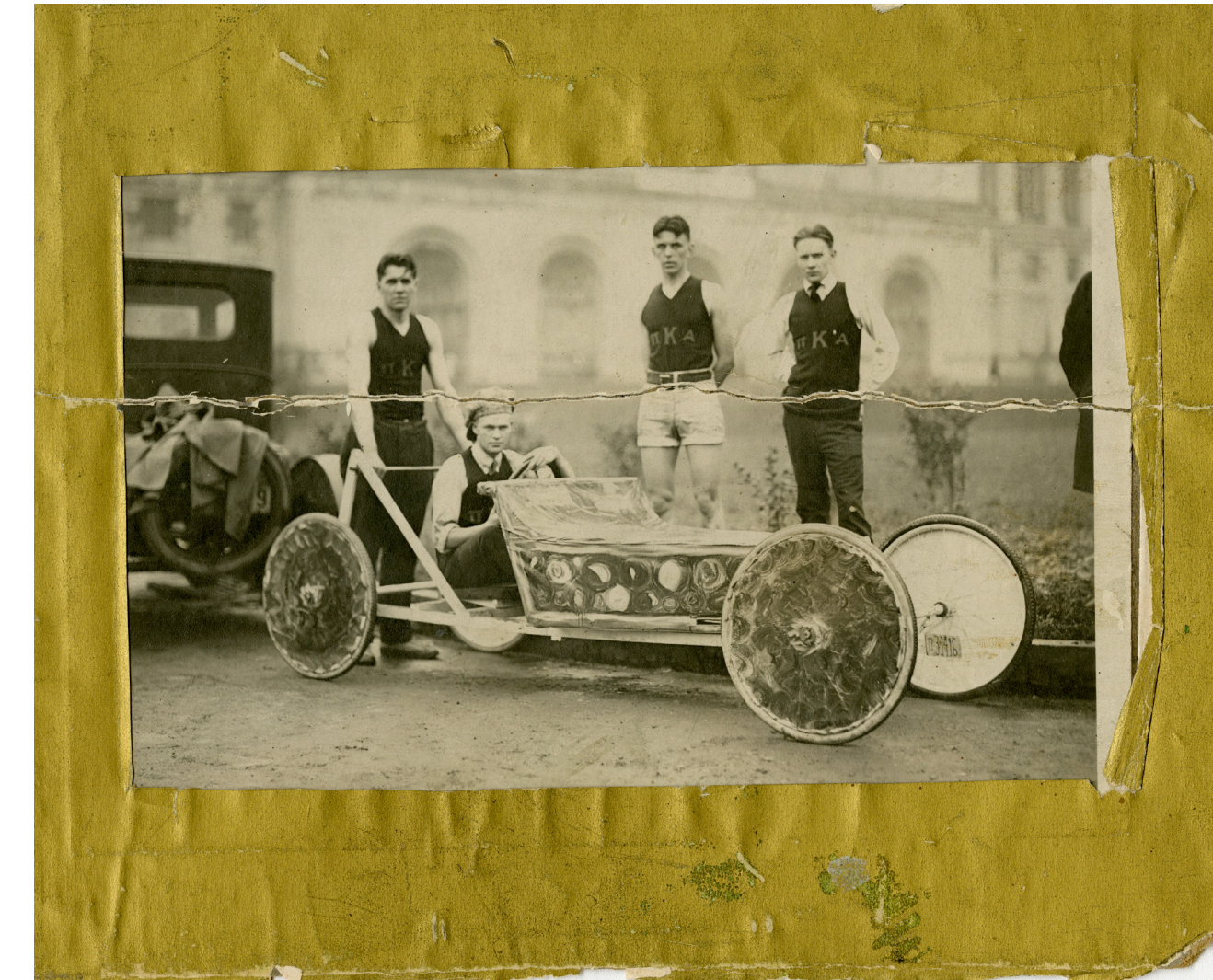


Image credit: PiKA's co-winner from Sweepstake's only tie, 1922

Although Campus Week was shuttered by faculty in 1929, students petitioned the administration and in January 1930 the faculty approved Spring Carnival, which began a new Sweepstakes era. Still, the rules continued to evolve. The prohibition against recruiting athletes as pushers was relaxed. And freak buggies were officially eliminated.

This decade saw some of the first major new buggy innovations as teams tried to out-engineer each other. While Beta Theta Pi (ΒΘΠ) had introduced the three-wheeled buggy the year before, in 1933 Beta Bill Dilks cloaked his trike buggy in airplane silk in order to create a lightweight, aerodynamic racer. That simple change helped trike buggies sweep the next few Sweepstakes.

There was also the golden age of Kappa Sigma's (ΚΣ) dynasty. They won in 1934, nearly won in 1935, and then won every race from 1936 through 1941, which was the last race until after World War II ended in 1945.

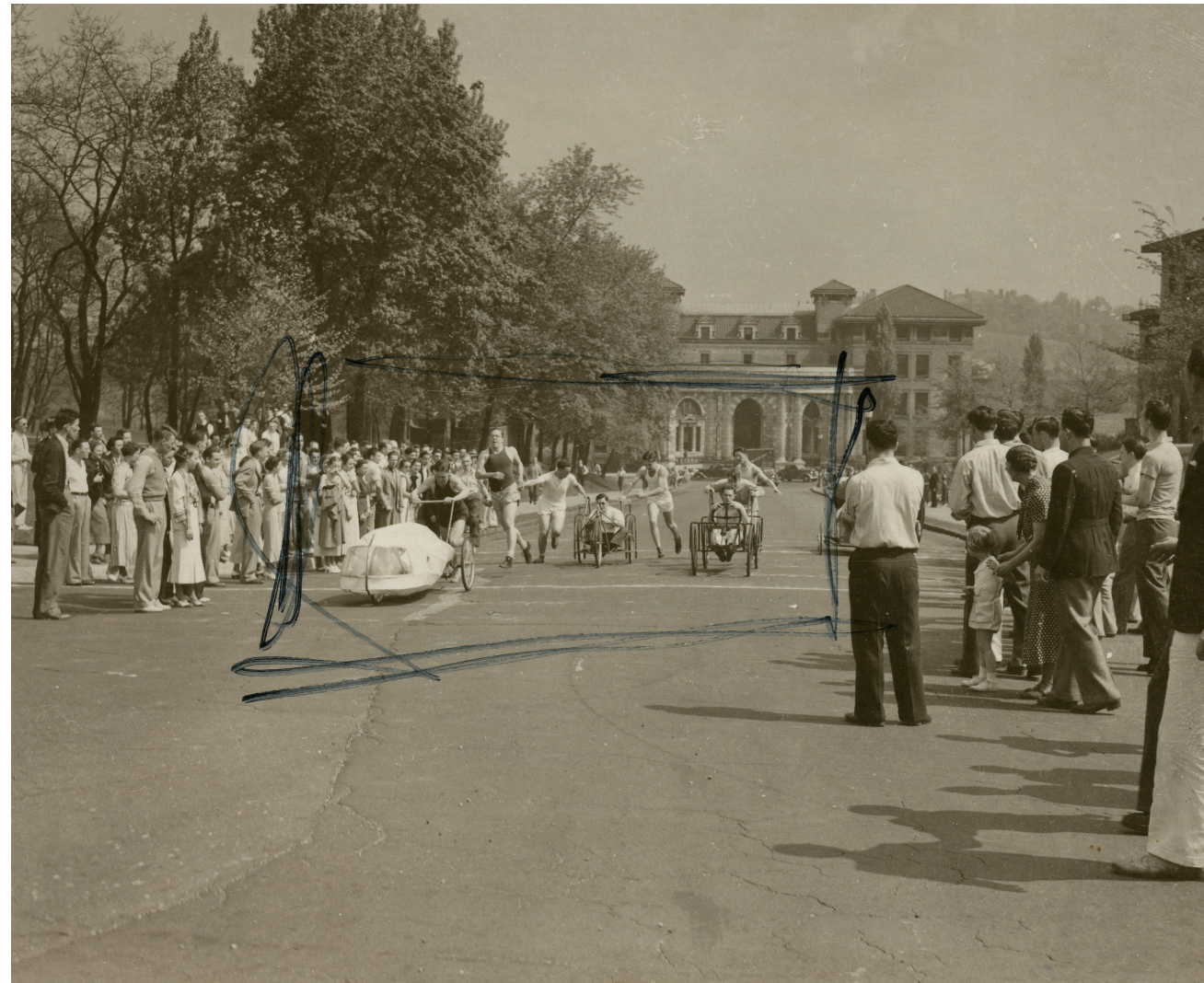
NOTABLE HIGHLIGHTS:

- In 1931 Delta Tau Delta (ΔΤΔ) wins both the CMU's buggy race and Pitt's buggy race.
- In 1935, somebody dumped a bucket of sand in the Chute in order to cause the first buggy to skid and flip over. However, it was discovered and cleared before the race began.

Image credit: Sweepstakes, 1930 (from the 1931 Thistle) (right page)



1930s



14 Image credit: Kappa Sigma's first place buggy (far left), 1939

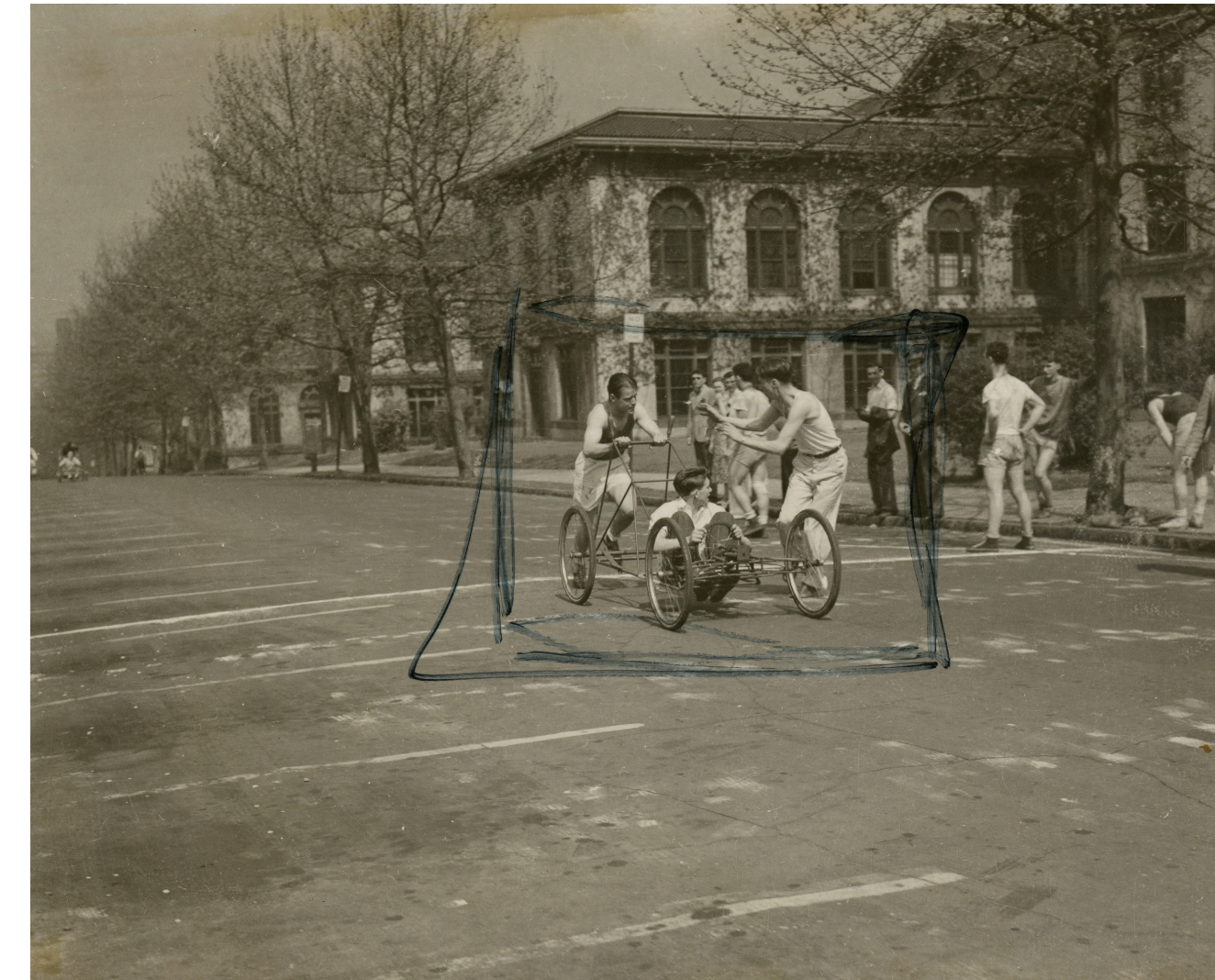


Image credit: Delta Tau Delta changes pushers, 1936

1940s

The United States' entry into World War II caused a hiatus with Spring Carnival during the war years. And in 1942, the Sweepstakes was cancelled for the first time.

In its place, the buggy organizers created a "Jalopy Race," which was similar in style to the Sweepstakes with one exception: vehicles couldn't contain any materials that "might instigate tension with the [War Production Board]." This meant no metal or rubber. The jalopies were smaller than buggies, and the course, which was a wild ride down Frew Street, was much shorter.

Buggy would resume in 1946 with a small field since not all the fraternities had re-activated. While the Men's Dorms were permitted to race as early as 1928, it wasn't until 1948 that there was a record of the organization participating.

Another notable addition: the era of broadcasting began that same year. A jeep with a PA system drove along the course and called the race to the spectators.

NOTABLE HIGHLIGHTS:

- In 1941, the Delta Upsilon (ΔΥ) trike was leading the race on the free roll when a car accidentally made its way on the course. The trike team attempted to avoid the vehicle to no avail. It hit the car and went up and over the curb.
- From 1943 through 1945, Spring Carnival and buggy were both cancelled.
- In 1947, Delta Upsilon (ΔΥ) earned their only victory in the history of buggy, driving the Flying Pork Barrel.
- 1948 marked the start of a five-year winning streak for Delta Tau Delta (ΔΤΔ).
- The introduction of the Soap Box Derby Wheel led to the development of wheel technology.

Image credit: Army Specialized Training Program (ASTP) on campus, circa 1943 (left page)



1950s

Like much of the rest of American culture, engineering and experimental innovation marked the post–World War II Sweepstakes decade. Just as Beta Bill Dilks' innovation created a new type of buggy, the introduction of brakes was the first major safety rule meant to eliminate some of the bad wrecks that happened in previous years.

By the middle of the decade, teams had begun experimenting with wheel technology. Some experiments were successful, such as the Alpha Tau Omega's (ATΩ) decision to place its wheels in an oven on a truck in order to alter the hysteresis of the rubber. Some failed experiments include Alpha Tau Omega's (ATΩ) decision to use solid aluminum wheels, resulting in the buggy coming to a stop during the freeroll.

In 1956, several organizations paid more than \$100 for wheel bearings from Switzerland as teams focused on speed over safety. By 1959, ball bearing technology advanced so much that teams spent upwards of \$250 on the latest innovations. This led to new safety inspections which included checking for functional brakes, wheel security, adequate steering mechanisms, and ensuring that detachable parts would not come flying off during the race.

NOTABLE HIGHLIGHTS:

- 1953 began Alpha Tau Omega (ATΩ) six-year championship run.
- 1953 also marked the first time organizations could enter more than one buggy in the competition.

Image credit: A circus-themed buggy for a circus-themed Carnival, 1953 (left page)

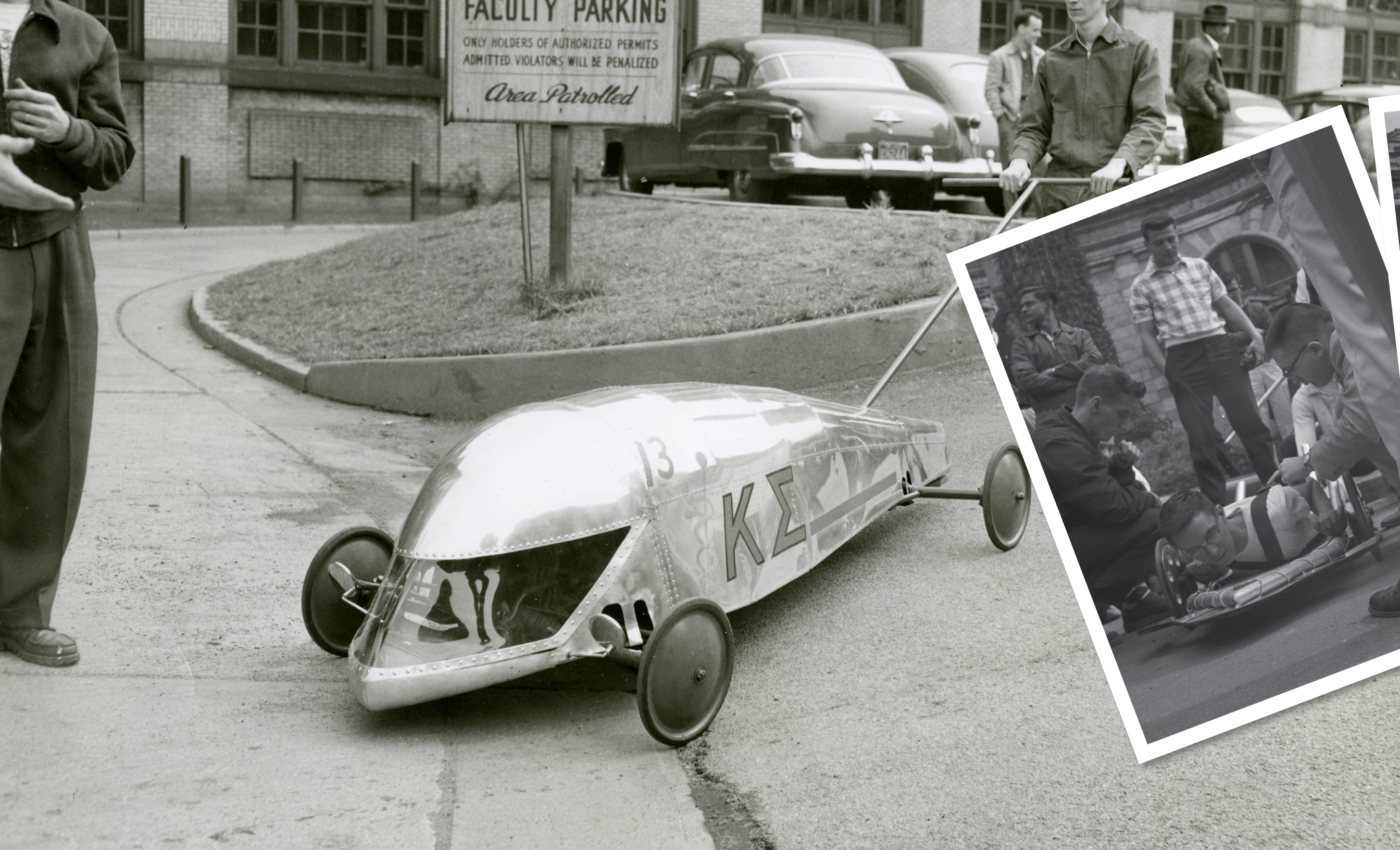


Image credits: Kappa Sigma's design winner, 1950 (left page) ■ Dick Hartman (MCS '58) gets strapped into the Men's Dorm's buggy, 1958
Sigma Nu's two wheeled buggy (center-lane), 1954 ■ Delta Tau Delta crosses the finish line, 1959 ■ Finish line crowds, 1959

While the fifties were filled with innovation, the experiments of the sixties weren't quite as successful.

In 1961, Sigma Alpha Epsilon (Σ AE) created the two-wheeled, bike-style design, which became the organization's hallmark buggy. However, the group failed to win any of the races in the decade. Two years later, organizers put together a comical heat that featured Sigma Nu's (Σ N) "sailboat," which was made out of a bathtub and concrete. They were in the lead until the last ten feet when one of the concrete wheels disintegrated.

The buggies were getting faster thanks to all the design changes with wheel technology, but that speed didn't come without a price. Despite safety precautions, the increased speeds caused some racers to miss the "chute" turn, sending them over the curb and crashing into the crowds. Those crashes led organizers to install hay bales around the turn in 1967.

With so many material and design innovations happening in the business world and on the campus, the sixties marked a grand time for new buggies. Organizations ditched their recycled buggies and built newer, lighter ones. And to ensure safer, more competitive (and faster) runs, the course road was paved.

NOTABLE HIGHLIGHTS:

- In 1960, the Men's Dorm made the finals, which marked the first non-fraternity organization to accomplish that goal.
- While not officially called the drop test, in 1963 organizers added a brake check that required each buggy to remain stationary while on a fifteen degree incline.
- In 1965 the Buggy Book was introduced. It contained past photos, highlights from history, photos for each team, and information and statistics from the past.
- In 1969, the International Club (renamed Fringe in 1970) was founded by a group of architects as the first independent organization to compete in Booth and the Sweepstakes during Spring Carnival.

Image credit: Driver, 1965 (right page)





More design and engineering innovations were on the way, some for speed and some for safety.

The decade also marked an increase in safety, including adding a safety chair to the sweepstakes committee in 1972 and requiring a number of changes to the buggy design, including safety harnesses, crash bars, and head gear for drivers. In 1978 Buggy Safety Net, run by the W3VC group, officially became part of the Sweepstakes.

But the biggest change to Sweepstakes happened in 1979 with the introduction of the Women's Division. The first year included four teams: Carnegie Involvement Association (CIA), Pi Lambda Phi (ΠΛΦ), Student Dormitory Council (SDC), and the Society of Women Engineers (SWE). The SDC's team of Shari Burton, Juanita Jordan, Cybelia Cartwright, Deneice Williams, Tammy Fair, and Sarah Freestone won the day.

NOTABLE HIGHLIGHTS:

- In 1970, a crash took out the entire consolation heat, which caused organizers to revert to the preliminary times to determine fourth through sixth place.
- In 1971, the first official Sweepstakes predictions appeared in *The Tartan*.
- In 1972, Kappa Sigma (ΚΣ) little sisters ran in an exhibition heat against alumni teams from Phi Kappa Theta (ΦΚΘ) and Pi Kappa Alpha (ΠΚΑ).
- In 1976, Joan Bothwell was named the Sweepstakes chair, marking the first time a woman held that position.
- This marked the first time a women's team was officially recognized.

Image credit: Driver, 1976 (right page)



1970s



The eighties marked the start of the modern, three-wheeled buggies. The three wheel buggies came into being due to the Pi Kappa Alpha (ΠΚΑ) "Silver Bullet"—which spun in the turn in 1981—recording very fast freerolls in practice. Thanks to a dominating victory by Sigma Nu (ΣΝ) in 1982, other organizations sought to copy their success. The dominating success of Sigma Nu in 1982 was a combination of their buggies and for a couple of years a single source of superior wheels. Within a few years, several fraternities and organizations scrapped their four-wheeled buggies and replaced them with faster, more agile three-wheelers.

The decade saw more innovation around wheel development, one of the surest ways to increase a buggy's speed and agility. Some teams opted for smaller wheels, others for "fast" Goodyear tire rubber, and others settled on pneumatic wheelchair racing wheels. With the increased speed of the buggies and after a few unfortunate accidents, the buggy organization introduced a new 83-page rulebook in 1987 that outlined measures both on and off the track.

One interesting idiosyncrasy about the Women's Division: while there were twenty-one teams representing eleven organizations in the 1988 race, sororities aligned themselves with fraternities, racing in the Women's Division under those organizations.

NOTABLE HIGHLIGHTS:

- In 1981, Carnegie Involvement Association (CIA) became the first independent organization to win the Sweepstakes.
- In 1984, Pi Kappa Alpha (ΠΚΑ) built Mach I, a very small and fast buggy designed for its driver, first-year student Audrey Greenfield.
- In 1985, SPIRIT raced for the first time. In just its second year, the organization won the Women's Division Sweepstakes.
- In 1986, comedian Jerry Lewis was named the Grand Marshall of Sweepstakes.
- In 1989, the two-wheeled buggies were banned with the new safety rules but permitted to remain until the Delta Upsilon (ΔΥ) drivers had graduated.

Image credit: Driver, 1976 (right page)



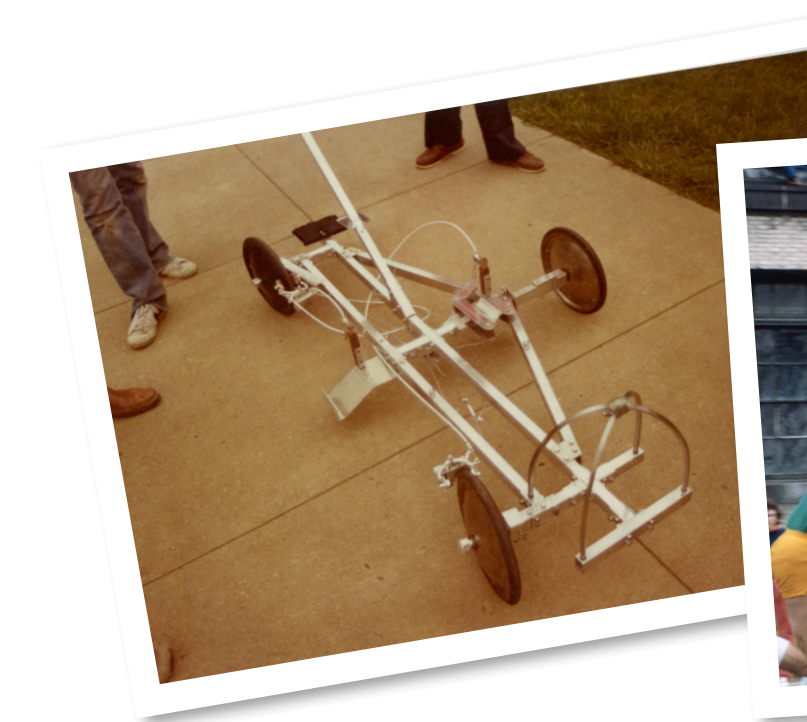
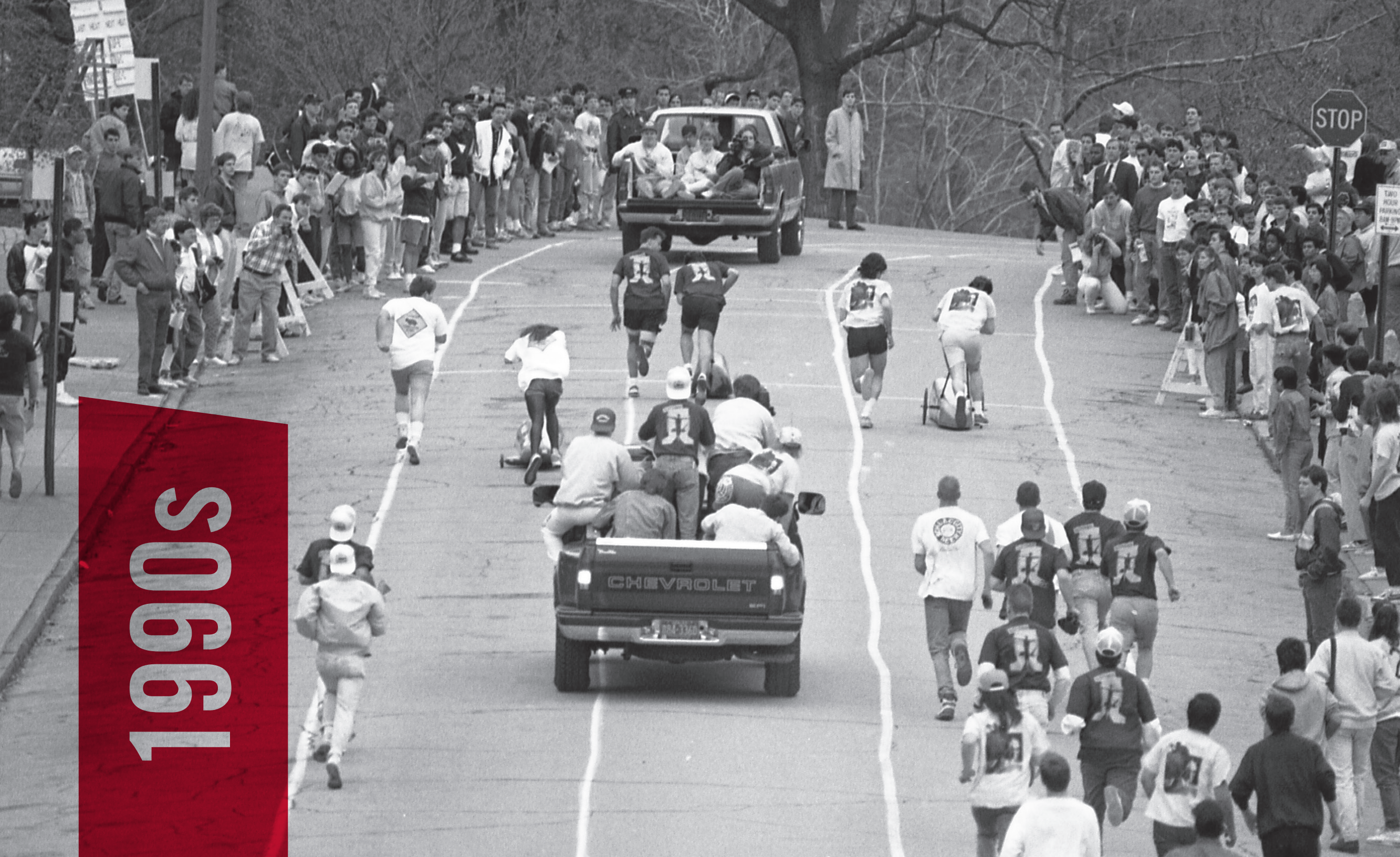


Image credits: SPIRIT's first victory, 1987 (left page) ■ Fringe's Vanishing Point, 1981 ■ Students sit in the windows of Porter Hall to watch the race, 1983
Buggy fans watch the race from atop the Scaife Hall "potato chip," 1983



1990s



s Sweepstakes continued to grow in popularity on campus, the allocation of money became a major sticking point between the organization and student government. But that didn't dampen the spirit of the spectators. In 1991, Tartan TV produced its first live coverage of the event, which was piped to people on campus while WRCT, the student radio station, provided the audio commentary.

One notable change in buggy design: the nineties helped usher in the modern reverse trike, first with Sigma Nu's (ΣN) entry in 1990 and then as others followed suit throughout the next few years.

Sigma Phi Epsilon ($\Sigma \Phi E$) returned to the Sweepstakes for the first time since 1931 after the fraternity reorganized in 1996. While they didn't field a team that year, they partnered with Fringe and provided a push team.

NOTABLE HIGHLIGHTS:

- In 1992, Beta Theta Pi ($B\Theta\Pi$)'s buggy split into two before race day causing the fraternity to withdraw from the Sweepstakes.
- In 1995, this incarnation of the Carnegie Involvement Association (CIA) organization competed for the last time.
- In 1997, Women's teams completed a clean slate. Seventeen teams entered and all of them crossed the finish line, making this the most successful Women's race.
- In 1998, Sigma Alpha Epsilon (SAE) returned after a four-year hiatus.

Image credit: A circus-themed buggy for a circus-themed Carnival, 1953 (left page)



Wheel technology was back at the center of buggy design in the new millennium.

Fringe started the wheel design race in 2001 when it replaced its old pneumatic tires with smaller, better ground-gripping wheels made by the scooter company Xootr. Fringe swept the Men's and Women's races that year, and it took home the top two spots in the Design competition. Other organizations rushed to catch up just as Fringe again swapped its wheel design in 2007, replacing the Xootr wheels with better performing wheels made by AEND Industries.

Race coverage got another upgrade, as well. A graduate student research team at the Entertainment Technology Center contributed to a Jumbotron, which was installed at the top of Hill 2 so that spectators could watch the race. The screen proved so successful that the Buggy Alumni Association sponsored a second Jumbotron in the Chute.

NOTABLE HIGHLIGHTS:

- In 2000, cmuTV began broadcasting the race. The first video made public was in 2003.
- In 2004, Kappa Kappa Gamma (ΚΚΓ) became the first women-only organization to compete in both the Men's and Women's Sweepstakes.
- In 2008, the Buggy Alumni Association was formed.
- In 2008, the course record which had stood for 20 years was finally broken, as Pi Kappa Alpha (ΠΚΑ) ended the day with a new course record and a new record for consecutive wins when they captured their seventh win.

Image credit: Driver, 2009 (right page)

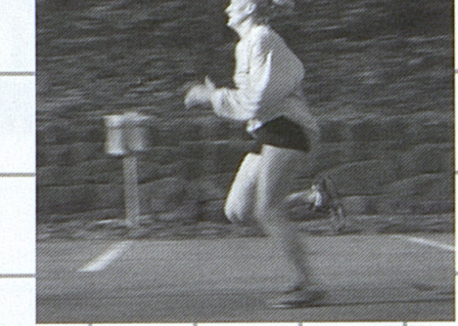




Below: The Fringe Team finishes with a strong second place, just milliseconds short of first place PiKA.



Left: The Hill One pusher for the Spirit team has a strong start.





s the Sweepstakes approached its one-hundredth birthday, the race had taken on a different look.

Gone were many of the fraternities who once dominated the Interfraternity Motor Sweepstakes. Independent organizations now ruled the race. Even as the number of organizations decreased, Sweepstakes has seen an increase in the number of people participating. Today, nearly half of organizations have at least four Men's teams and three Women's teams.

The increase in Women's teams means both divisions now look similar. The Women's Division final increased from six to ten, the same as the men. And in 2018, the Men's Division had twenty-seven teams and the Women's Division had twenty-five.

The increased competition in the Women's Division has pushed teams to roll faster. In the first 28 years of Women's racing, only one Pi Kappa Alpha (ΠΚΑ) team had finished with a time under 2:30. But by the 2010s, Women's teams have finished under 2:30 nine times.

NOTABLE HIGHLIGHTS:

- In 2012, cmuTV began live streaming their TV coverage of race day.
- In 2017, Student Dormitory Council's (SDC) buggy Malice became the winningest buggy of all time, winning nine races (five Men's and four Women's).
- In 2017, the CMU Robotics Club, known as Robobuggy, completed the first autonomous roll using a self-driving buggy pushed by the usual team of five pushers.
- In 2019 Sophie Halpern became the first ever buggy chair of a fraternity team (SigEp).
- In 2019, the Student Dormitory Council (SDC) set the record for most consecutive wins when it captured its eighth straight victory.

Image credit: Three Pittsburgh icons in one photo: Buggy, Kiltie, and Sauerkraut Saul, 2018 (right page)









BUGGY WINNERS

1920: TAU GAMMA PHI (DTD)
1921: IOTA SIGMA DELTA (SKELETON)
1922: SAE AND PIKA TIE (CONTROVERSY!)
1923: KAPSIG (#19)
1924: KAPSIG
1925: KAPSIG
1926: PIKA
1927: KAPSIG
1928: KAPSIG
1929: PHIKAP
1930: BETA
1931: DTD
1932: BETA
1933: BETA
1934: KAPSIG
1935: BETA
1936: KAPSIG
1937: KAPSIG
1938: KAPSIG
1939: KAPSIG
1940: KAPSIG
1941: KAPSIG
1942-5: WWII
1946: DTD
1947: DU
1948: DTD (#13)
1949: DTD
1950: DTD
1951: DTD
1952: DTD
1953: ATO (ANDY I)
1954: ATO (GREEN FLASH) - IN DELMAR
RITCHIE'S BOOK HE WAS LISTED AS ANDY I

1955: ATO (GOLDEN GOOSE)
1956: ATO (ANDY I)
1957: ATO (GOLDEN GOOSE)
1958: ATO (ANDY I)
1959: PIKA (SHARK)
1960: ATO (GOLDEN GOOSE)
1961: ATO (ANDY II)
1962: ATO (GOLDEN GOOSE)
1963: PIKA (SHARK)
1964: BETA (OO)
1965: BETA (OO)
1966: BETA (OO)
1967: PIKA (SHARK)
1968: PIKA (T-2)
1969: BETA B (OO)
1970: PIKA A (T-2)
1971: PIKA A (PITHON)
1972: PHIKAP A (STREAK)
1973: PHIKAP A (STREAK)
1974: SIGNU A (HORNET)
1975: PIKA A (T-2)
1976: PIKA A (T-2)
1977: PIKA A (PI-THON)
1978: BETA A (ECHO)
1979: BETA A (ECHO)
1980: PIKA A (WHITE LIGHTNING)
1981: CIA A (BLACK MAGIC)
1982: SIGNU A (LEMUR)
1983: PIKA B (BULLET)
1984: PIKA A (MACH I)
1985: SIGNU A (COLUGO)
1986: PIKA A (KING SOLOMON)
1987: SPIRIT A (STING)

1988: SPIRIT A (QUANTUM LEAP)
1989: SPIRIT A (QUANTUM LEAP)
1990: PIKA A (VENGEANCE)
1991: SPIRIT A (VICIOUS FLOW)
1992: SPIRIT A (SHAKA ZULU)
1993: SPIRIT A (SHAKA ZULU)
1994: PIKA A (MAD DOG)
1995: PIKA A (MAD DOG)
1996: PIKA A (MAD DOG)
1997: SPIRIT A (HARAKA)
1998: SPIRIT A (HARAKA)
1999: PIKA A (PHANTOM)
2000: PIKA A (ZEUS)
2001: FRINGE A (BRAZEN)
2002: PIKA A (JACKAL)
2003: PIKA A (BRIMSTONE)
2004: PIKA B (JACKAL)
2005: PIKA A (ZEUS)
2006: PIKA A (WYVERN)
2007: PIKA A (ZEUS)
2008: PIKA A (CHIMERA)
2009: SDC A (MALICE)
2010: FRINGE A (BANYAN)
2011: FRINGE A (BONSAI)
2012: SDC A (BANE)
2013: SDC A (BANE)
2014: SDC A (MALICE)
2015: SDC A (MALICE)
2016: SDC A (MALICE)
2017: SDC A (MALICE)
2018: SDC A (INFERNO)
2019: SDC A (BANE)

BUGGY (WOMEN) WINNERS

1979: SDC (BLUE HAZE)
1980: CIA A (SYNERGY)
1981: SDC A (BLUE HAZE)
1982: CIA A (BLACK MAGIC)
1983: CIA A (BLACK MAGIC)
1984: PIKA A (THETA) (BULLET)
1985: CIA A (BLACK MAGIC)
1986: SPIRIT A (ELAN)
1987: SPIRIT A (STING)
1988: PIKA A (KING SOLOMON)
1989: SPIRIT A (QUANTUM LEAP)
1990: PIKA A (DESPERADO)
1991: PIKA A (RENEGADE)
1992: SPIRIT A (VICIOUS FLOW)
1993: PIKA B (MAVERICK)
1994: PIKA A (MAVERICK)
1995: SPIRIT A (SHAKA ZULU)
1996: SPIRIT A (HARAKA)
1997: SPIRIT A (DEMANI)
1998: PIKA A (MAD DOG)
1999: PIKA A (MAD DOG)

2000: SDC A (RAGE)
2001: FRINGE A (BASKETCASE)
2002: PIKA A (ZEUS)
2003: FRINGE A (INSITE)
2004: PIKA A (JACKAL)
2005: FRINGE A (BRAZEN)
2006: PIKA A (BRIMSTONE)
2007: SDC A (PSYCHOSIS)
2008: SDC A (PSYCHOSIS)
2009: SDC A (MALICE)
2010: FRINGE A (BANYAN)
2011: SDC A (MALICE)
2012: SDC A (BANE)
2013: SDC A (BANE)
2014: SDC A (MALICE)
2015: CIA A (EQUINOX)
2016: CIA A (EQUINOX)
2017: SDC A (MALICE)
2018: SDC A (INFERNO)
2019: SDC A (BANE)

BUGGY DESIGN WINNERS

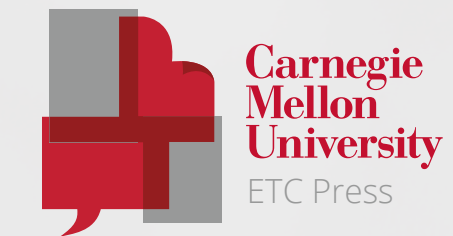
1920: SIGMA NU
 1921: DELTA UPSILON (FISH)
 1922: SIGMA NU (PIRATE SHIP)
 1923: DELTA XI
 1924: DTD
 1925: DTD
 1926: ATO
 1927: BETA
 1928: SAE
 1929: ??
 1930: THETA XI
 1931: THETA XI
 1932: THETA XI
 1933: THETA XI
 1934: BETA
 1935: THETA XI
 1936: BETA
 1937: ??
 1938: PIKA
 1939: PIKA
 1940: BETA
 1941: PIKA
 1942-5: WWII
 1946: BETA
 1947: PIKA
 1948: KAPSIG
 1949: SAE
 1950: KAPSIG
 1951: KAPSIG
 1952: KAPSIG
 1953: PHIKAP
 1954: PIKA
 1955: PHIKAP

1956: ATO
 1957: PHIKAP
 1958: PHIKAP
 1959: ATO
 1960: PHIKAP
 1961: ?
 1962: BETA (00)
 1963: SIGNU (LIZARD)
 1964: SIGNU (LIZARD)
 1965: BETA (00)
 1966: BETA (00)
 1967: BEAT (00)
 1968: PHIKAP (SHAMROCK)
 1969: BETA (00)
 1970: BETA
 1971: PHIKAP (STREAK) / DTD (BITCH 2)
 1972: BETA (825)
 1973: PHIKAP (STREAK)
 1974: PHIKAP (STREAK)
 1975: PHIKAP (SHADOW)
 1976: SAE (INTREPID II)
 1977: BETA (ECHO)
 1978: BETA (ECHO)
 1979: BETA (ECHO)
 1980: BETA (ECHO)
 1981: BETA (ECHO)
 1982: SIGNU (ESP)
 1983: UNKNOWN
 1984: THETA XI (RAPIER)
 1985: UNKNOWN
 1986: SIGNU (YAMA BACHI)
 1987: SIGNU
 1988: PIONEERS (PINNACLE)

1989: SIGNU (POPE JACKSON)
 1990: KDR (PROMETHEUS)
 1991: UNKNOWN
 1992: PHIKAP (SECRETARIAT)
 1993: PHIKAP (SECRETARIAT)
 1994: SPIRIT
 1995: SPIRIT (HARAKA)
 1996: SDC (RAGE)
 1997: SPIRIT (DEMANI)
 1998: PHIKAP (CELERITY)
 1999: FRINGE (BACHI)
 2000: FRINGE (BACHI/BANDIT)
 2001: FRINGE (BRAZEN)
 2002: FRINGE (BRAZEN)
 2003: FRINGE (INSITE)
 2004: FRINGE (BLACKJACK)
 2005: FRINGE (BLIZZARD)
 2006: FRINGE (BANTAM)
 2007: FRINGE (BANYAN)
 2008: FRINGE (BANYAN)
 2009: FRINGE (BEDLAM)
 2010: FRINGE (BOREALIS)
 2011: CIA (ASCENSION)
 2012: FRINGE (BISSA)
 2013: CIA (ASCENSION)
 2014: CIA (ICARUS)
 2015: CIA (EQUINOX)
 2016: FRINGE (BOSON)
 2017: FRINGE (BLUESHIFT)
 2018: FRINGE (BUMPER)
 2019: FRINGE (BLIND FAITH)







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