

REPORTER

01.07.11 *reportermag.com*

DIRTY RACING: RIT'S BAJA SAE TEAM
Go-karts on steroids.

SPEED DEMONS AND BUSINESSMEN:
RIT'S FORMULA RACING TEAM
Where adrenaline and determination collide.

THE LIVING ELEMENT: RIT'S HUMAN POWERED
VEHICLE TEAM
Melting the blacktop and delivering groceries.



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ONCE THE BALL DROPS

The habit of doing is writing New Year's resolutions (see "Word on the Street" on page 24) isn't one I've picked up over the years. There's just something about picking out that one large-ticket item, which will represent your success for an entire year, that scares the living daylights out of me; but there is something I do at the beginning of every year.

Every time New Year's Eve comes along, I take a look back at the past year, reviewing my experiences and accomplishments. A lot has happened this year, not just for me but for RIT as well (see "Stories That Shaped 2010" on page 10). Through a tasing, a trip to the Frozen Four, a residence hall flood, and a black bear visit, *Reporter* was with you all the way; and as a result, so was I.

Now, it's time to take what we can from those experiences and figure out what we can do better. It's about learning from the past and building a better future. The Baja, Formula One and Human Powered Vehicles teams highlighted in this week's Features section (see "Dirty Racing" on page 16, "Speed Demons and Business Men" on page 18 and "The Living Element" on page 20) are perfect examples. It got me thinking about what I wanted to achieve, starting with my last few months at RIT.

Though I have my doubts in New Year's resolutions, I do believe in to-do lists and short-term goals. So, as I was lying on my aunt's couch in New York City hours after the New Year's celebrations (see "Around the World in Four New Years" on page 15), I reflected on the things I wish I had stopped to enjoy while at RIT. I started listing everything down; first in my head, then on paper. The result wasn't one long-term overarching goal but an "RIT Bucket List," which includes eating at Gracie's one more time, attending a few more hockey games and climbing at the Red Barn.

One thing I haven't quite figured out yet is what exactly I want to do after graduation. I have a few ideas of which cities I'd like to live in and where I'd like to work, but they're all pretty straightforward and obvious choices. After reading about Jesse Steiner's journey to Argentina (see "The Steiner Chronicles" on page 22), I felt a little pressured to dream bigger. I really like the idea of taking a nice long road trip or backpacking through Europe before settling down in the "real world." I guess we'll see.

Generally speaking, I've still got some time to work it all out. In the meantime, I am now accepting suggestions for my bucket list.

One more thing: Happy New Year!

MKV Villavicencio

Madeleine Villavicencio

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Reporter Magazine is published weekly during the academic year by a staff comprised of students at Rochester Institute of Technology. Business, Editorial, and Design facilities are located in Room A-730, in the lower level of the Campus Center. Our phone number is 1.585.475.2212. The Advertising Department can be reached at 1.588.475.2213. The opinions expressed in Reporter do not necessarily reflect those of the Institute. MV: Where is Clanger? JB: He said "coming," but I'm beginning to think he meant the other kind of coming. MV: ...he said he has to unload his truck. Letters to the Editor may also be sent to reporter@rit.edu. Reporter is not responsible for materials presented in advertising areas. No letters will be printed unless signed. All letters received become the property of Reporter. Reporter takes pride in its membership in the Associated Collegiate Press and American Civil Liberties Union. Copyright © 2011 Reporter Magazine. All rights reserved. No portion of this Magazine may be reproduced without prior written permission.

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Members of the RIT Baja team throw snowballs as one of their drivers goes by on the off-campus practice track. | cover photograph by Rob Shook

top 10 things to do this winter

to avoid dying of boredom.



1. Write the great American novel. 2. Have an EPIC snow fort battle. 3. Memorize the lyrics to "Parents Just Don't Understand." 4. Learn how to make ice-cream with snow. 5. End every sentence you say for a day with "like a G6." 6. Blow bubbles outside when it's below freezing. 7. Make hot chocolate with crushed peppermint on top. 8. Rearrange your room. 9. Host a movie marathon.

10. Put freezefest on your calendar: February 4-6, 2011!

campuslife.rit.edu/freezefest & **FreezeFest!**

A CAR AND ITS CONTENTS ARE SOON PARTED

story and photograph by Robert Shook

Early on Tuesday, April 20, 2010, Cy Dickey, a third year Management Information Systems major, discovered that somebody had replaced his back tires with wood. A thief made off with both his tires while the car was parked in K-Lot, and to keep the axles from resting on the ground, the thief propped the sedan on two weathered tree limbs.

While Dickey's case is unusual, theft from cars parked at RIT isn't. There have been a steady number of vehicles break-ins resulting in stolen GPS units or other valuables.

"I wouldn't have known about it at all if [Public] Safety hadn't notified me about my car being broken into," says Aleef Mahmud, a fourth year Mechanical Engineering major, whose car was parked in a University Commons lot when the theft occurred.

In late October, Public Safety noticed that Mahmud's car door was propped open, and when they looked inside, the steering column wiring was torn up. The thief or thieves were apparently unable to start the car, so they made off with a few hundred dollars worth of tools that were inside.

One of the problems with a large university like RIT is that many vehicles sit unattended for long periods of time. With parking lots constantly filled with cars, it's no wonder that campuses see such consistent theft.

But just because a parking lot at RIT looks like a good target doesn't mean it is. Dickey's case concluded nearly a month later when the tapes from a security camera, mounted several hundred yards away on the corner of Sol Heumann Hall (SHH, 47), revealed the perpetrator — fourth year Electrical Engineering major Andry Bintoro. Public Safety put him into contact with Dickey and gave him a chance to pay up.

"[The thief] thought he could e-mail me offering to give the wheels back, and that I'd drop the charges," said Dickey. "Of course I said no. Giving back the old ones didn't help a bit since I spent so much money on a tow and new wheels."

Charges against the thief were dropped after he paid the insurance company back, but his degree was postponed by a three-year academic suspension.

Justin Gerace, a third year Applied Networking and Systems Administration major and resident of The Province, says that in mid-October he noticed that things in his car had been moved around during a Wegmans run. Once he took a closer look, he discovered that he was missing a GPS unit, an iPod and an FM transmitter for the iPod. He had forgotten to lock his door after leaving the vehicle.



Cy Dickey spent several hours on the phone with his dad, his insurance company and the local Nissan dealership to get new wheels. He ended up spending over \$1,000.

"Since there was nothing of value in sight, I imagine that some people were probably walking car-to-car and checking doors ... The GPS and iPod were in the glove box," said Gerace. "Although the idiots forgot to take the car adapter for the GPS."

KEEP YOUR STUFF SAFE

Everyone who parks on campus should take a few simple precautions. Just because you don't live in the 19th Ward doesn't mean you can afford to be careless.

LOCK YOUR CAR!

It's easy to forget. In Gerace's case, a key fob did him in. Click that lock button *twice*. Or if you still have manual locks, don't trust your passengers to do the job for you.

KEEP VALUABLES HIDDEN

Assuming you keep your doors locked, the glove box is a great place to hide stuff. The trunk is even better. Don't just put them under a sweatshirt on the floor of the backseat.

ROLL UP YOUR WINDOWS

Eventually, the weather will turn nice again. Don't be tempted to crack the windows open, even if it keeps your leather seats cool. Quick work with a clothes hanger will be all a thief needs to gain access.

AND...

Most importantly, if you are victimized, call Public Safety (585.475.3333) or the police immediately. A timely report will help with the investigation, and it is required for any insurance claim you might file.

BEYOND THE BRICKS

compiled by Christina Belisle | illustrations by Joanna Eberts

COMCAST-NBC MERGER CLOSER TO FRUITION

The proposed merger of media company NBC Universal and content provider Comcast is one step closer to completion. Julius Genachowski, chairman of the Federal Communications Commission, composed a draft order of approving the merger on Dec. 23, but only if certain conditions are met by both companies. They would need to allow television shows to be broadcast on competing cable and telecommunications outlets, including web platforms such as Netflix and Hulu, and Google and Apple TV.

The Justice Department is also investigating the proposed merger for antitrust issues. There are concerns regarding competition and internet television. As part of the agreement, the merged companies may be required to share NBC content with internet-based outlets like YouTube and Roku if other networks are doing so.

Comcast has stated that it does not have a reason to withhold content from rivals for it would be “bad for business.”

The order was given to the other members of the FCC; it's expected to be voted on sometime in January.

ELECTION FRACAS IN THE IVORY COAST

President Laurent Gbagbo of West African nation Ivory Coast lost the election but isn't stepping down. In November, Alassane Ouattara was elected as the new president, but Gbagbo has not acknowledged his own defeat. The African Union and the United Nations recognized Ouattara as the winner.

The UN says that over 170 Ivoirians have died from fighting caused by the election, which was supposed to bring peace to a country that fought a civil war eight years ago.

Gbagbo told France's "Le Figaro" newspaper that attempts to forcibly remove him could start a war in the already troubled West African nation. He also accused France and the United States of plotting to remove him from power.

"SPIDER-MAN" MUSICAL HITS ANOTHER ROADBLOCK

The much-hyped musical "Spider-Man: Turn Off the Dark" suffered another setback when its leading actress left the production after the Dec. 20 show. Natalie Mendoza, cast as Arachne, suffered a concussion from a backstage accident. Her role requires her to fly over the audience and perform acrobatics, making the chances of injury high.

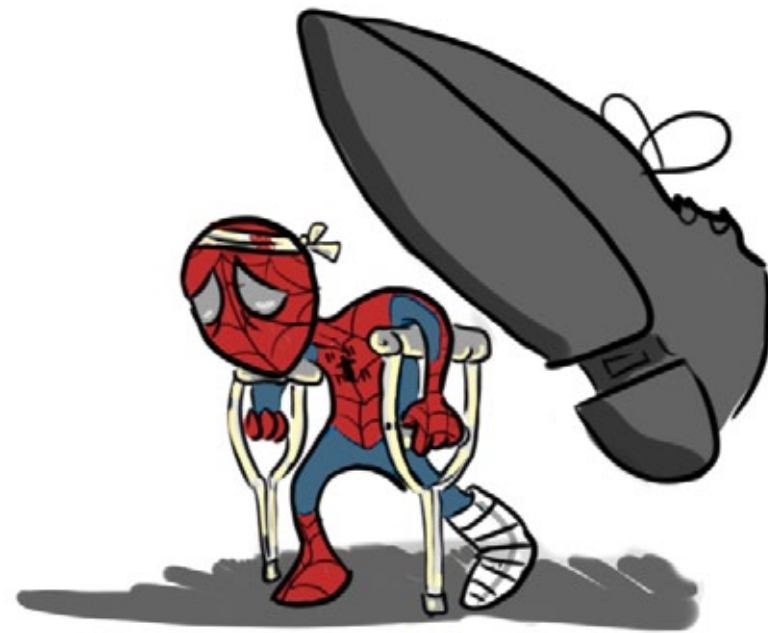
During the show's first preview on Nov. 28, Mendoza was hit by a weighted rope backstage, resulting in the concussion. She returned for the Dec. 15 show but took a leave of absence five days later. In the same show, Christopher Tierney, the primary stunt double for Spider-Man, fell off a platform due to an improperly attached safety tether. The show was stopped, and he was taken to the hospital for injuries including broken ribs and internal bleeding.

This was the fourth injury of a performer. The Occupational Safety and Health Administration and the New York State Department of Labor are investigating the production's safety practices.

The production is valued at over \$60 million, a figure more characteristic of Hollywood than Broadway. The "New York Post" said that the show would have a weekly running cost of \$1 million and would need to run for 8,000 years in order for it to break even, an estimate made when the production cost was at \$40 million.

CORRECTION

In the December 17, 2010 issue of *Reporter*, the photographs for "Augmented Golf: A Classic Game with a Geeky Twist" were misattributed to Foster Snell. The photographer was Jonathan Foster.



RIT BEAR FOUND DEAD

The black bear that visited RIT last October was hit by a car and killed the weekend of Dec. 19. On Oct. 15, the Friday of RIT's Brick City Homecoming, this young bear caused a ruckus after being found in the Sol Heumann Hall (SHH, 47) quad.

The New York State Department of Environmental Conservation tranquilized the bear and brought it to the Finger Lakes Community College East Hill campus in Naples, N.Y., where he was released. The DEC fitted the cub with a radio collar so he could be tracked.

Unfortunately, the bear was found dead near Arkport, N.Y., in western Steuben County late last month. A DEC biologist said the bear had traveled about 20 miles from and had gained 20 to 30 pounds since it was released. According to the biologist, the driver who hit the bear obtained permission to keep the body, possibly so he could stuff it.

The bear has a fan-made Facebook profile with over 750 friends who have filled his wall with final goodbyes.



BRICK BEAT

by Jacqueline Conner

TRIANGLE BACK, MANSION GONE

On Dec. 8, Triangle President Scott Loyer and his fraternity brothers awaited their appeal with Student Conduct. Clad in suits and displaying their Triangle membership pins, they aimed to overturn the suspension of their fraternity.

With disorderly conduct, harassment and RIT organizational policy charges stacked against them, Triangle had been suspended on Oct. 26 and its members had been banned from meeting as an organization. RIT had removed their charter, and their national organization had been awaiting the appeal hearing to take action.

As the suspension and disbanding of their fraternity was overturned at the hearing, the room erupted into smiles and congratulations.

The fraternity, however, will not be allowed to return to their former mansion on Greek Row. The reasoning behind the decision is not immediately clear.

Triangle declined interview requests, citing a cartoon *Reporter* ran in "At Your Leisure" on Nov. 12 as the cause. The cartoon's first panel depicted a geometric triangle with the caption "TRIANGLE." The second panel was blank save for the caption "GONE." — a reference to Triangle's suspension.

"We're back!" said Nate Polselli, a Triangle member, in a comment left on *Reporter's* website. Losing the mansion was the only downside, Polselli said.

FORECAST

compiled by Michelle Spoto

07 FRIDAY

Holiday Exhibit
Oxford Gallery, 267 Oxford St. 12 - 5 p.m. Head on down to Oxford Gallery to see never before exhibited works of art as well as pieces from recent collections. Music and refreshments will help extend that holiday spirit. Cost: Free.

08 SATURDAY

CSA Date Auction
Al Davis Room, SAU. 5-9 p.m. Score a date at the Caribbean Student Association's annual date auction. Although it'll cost you, all proceeds will be donated to Doctors Without Borders. Cost: \$3 admission, \$5 for auction and after party.

09 SUNDAY

Dodge the Police
CLK. 12-5:30 p.m. Participate in this charity dodgeball tournament to raise money for St. Jude Children's Research Hospital or just watch your friends compete against local police departments. Cost: Free.

10 MONDAY

Go Skiing
Brantling Ski Slopes, 4015 Fish Farm Road, Sodus, N.Y. 4-9 p.m. Imagine whizzing down an alpine slope with the wind in your hair and your cares left far behind. Package includes lift ticket, ski rentals and a lesson. Just avoid the trees. Cost: \$36.

11 TUESDAY

Taking Aim: Unforgettable Rock 'n' Roll Photographs
George Eastman House, 900 East Ave. 10 a.m.-5 p.m. Look back into the history of popular music with this memorable exhibition of rock 'n' roll photography, selected by musician and photographer Graham Nash. Cost: \$10 adults, \$6 students.

12 WEDNESDAY

Highland Park Winter Farmers Market
Cornell Cooperative Extension, 249 Highland Ave. 4-7 p.m. Get a taste of the local flavor with organic produce, homemade honey, jams and more at this winter farmers market. Cost: Whatever you buy.

13 THURSDAY

"Happy Gilmore"
Ingle Auditorium, SAU. 10-11:30 p.m. Relax from your first week back at school with a screening of the Adam Sandler comedy "Happy Gilmore" at the Ingle Auditorium. Cost: Free. **R**

STORIES *that*

SHAPED

2010

compiled by Chris Zubak-Skees | illustration by Joanna Eberts

The stories that shaped RIT in 2010 were about students: facing child porn charges, threatening campus, resigning a post, getting drunk, playing hockey and, far too often, dying. They were about a growing Institute: building onto its campus, changing to semesters, adding a health college. And, as if to add a third ring to a circus, some of the stories were about a beloved bear, and a high-tech tricycle.

HERE, REPORTER TAKES A LOOK BACK AT WHAT THE YEAR HELD:



SEMESTER TRANSITION BEGINS

Feb. 10 – President William Destler takes the plunge and approves the switch from quarters to a more traditional semester-based system. Almost immediately, the controversial change faces opposition from faculty and students. After this initial protest, complaints diminish when the conversion is announced to take place fall 2013, after most current students are scheduled to graduate.

SUICIDAL GUNMAN ISN'T

March 17 – At 1:30 a.m., RIT's alert system sends text messages, phone calls and e-mails that instruct recipients to go into the nearest room, then lock or barricade the door. RIT cancels the warning 30 minutes later after Monroe County Sheriff's deputies take two students into custody. One of the students was the subject of a 911 call from California, which expressed concern he might be armed and suicidal. He claims to be neither but is transported to a hospital.

NRH FLOODS

April 27 – A hot water pipe in Nathaniel Rochester Hall (NRH, 43) ruptures. Water sluices down through walls, electrical conduits and elevator shafts. The downpour causes power and water to be shut off in the building. The Post Office, the Corner Store and the NRH computer lab are closed. All residents are evacuated briefly, and seven rooms are left uninhabitable for days.

TIGERS MAKE IT TO FROZEN FOUR

April 8 – The Tiger's men's hockey team ends a division-record 12-game winning streak in a loss to the Wisconsin Badgers at the Frozen Four tournament in Detroit. The defeat, though crushing to fans, capped a record-breaking season.

SECOND CHILD PORN DEFENDANT CHARGED

May 13 – Federal prosecutors charge Christian L. Barroso, an RIT student who studied computer engineering, with possession of child pornography. It is the second time in two years an RIT student is charged with that crime.

SG PRESIDENT RESIGNS

Aug. 10 – Phil Amsler, the newly-elected Student Government president, withdraws from his post after serving for a month. The reasons, which Amsler calls "personal," are never publicly disclosed.

GLOBAL VILLAGE OPENS

Sept. 30 – The school celebrates the grand opening of the Global Village housing complex. The complex is intended to prepare students for RIT's global programs. Interior design differences mark different cultures around the world; a change from an earlier idea that called for mimicking regional architecture.

GOOGLE TRIKE COMES TO CAMPUS

Oct. 11 – A Google Trike photographs campus for Street View after RIT won a contest suggesting locations to photograph.

FIFTH STUDENT DIES

Oct. 11 – Pranita Agarwal, a second year multidisciplinary studies major, crosses the center line on Jefferson Road at high speed. Her car sideswipes a taxi before spinning through an intersection, knocking down a road sign and hitting two parked U-Haul trucks. Flames engulf the vehicle moments after. She is the fifth RIT student to die since July.

BLACK BEAR ALSO COMES TO CAMPUS

Oct. 15 – A black bear cub disturbs the peace in the Sol Heumann Quad when it briefly takes up residence. It is tranquilized and transported to southern New York. It is hit and killed by a car two months later.

STUDENT CONDUCT BRIEFLY SUSPENDS TRIANGLE

Oct. 26 – Student Conduct suspends Triangle Fraternity after an alcohol-fueled dispute involving Zeta Tau Alpha. An appeal succeeds on Dec. 8, overturning the suspension.

ARENA CAMPAIGN BEGINS

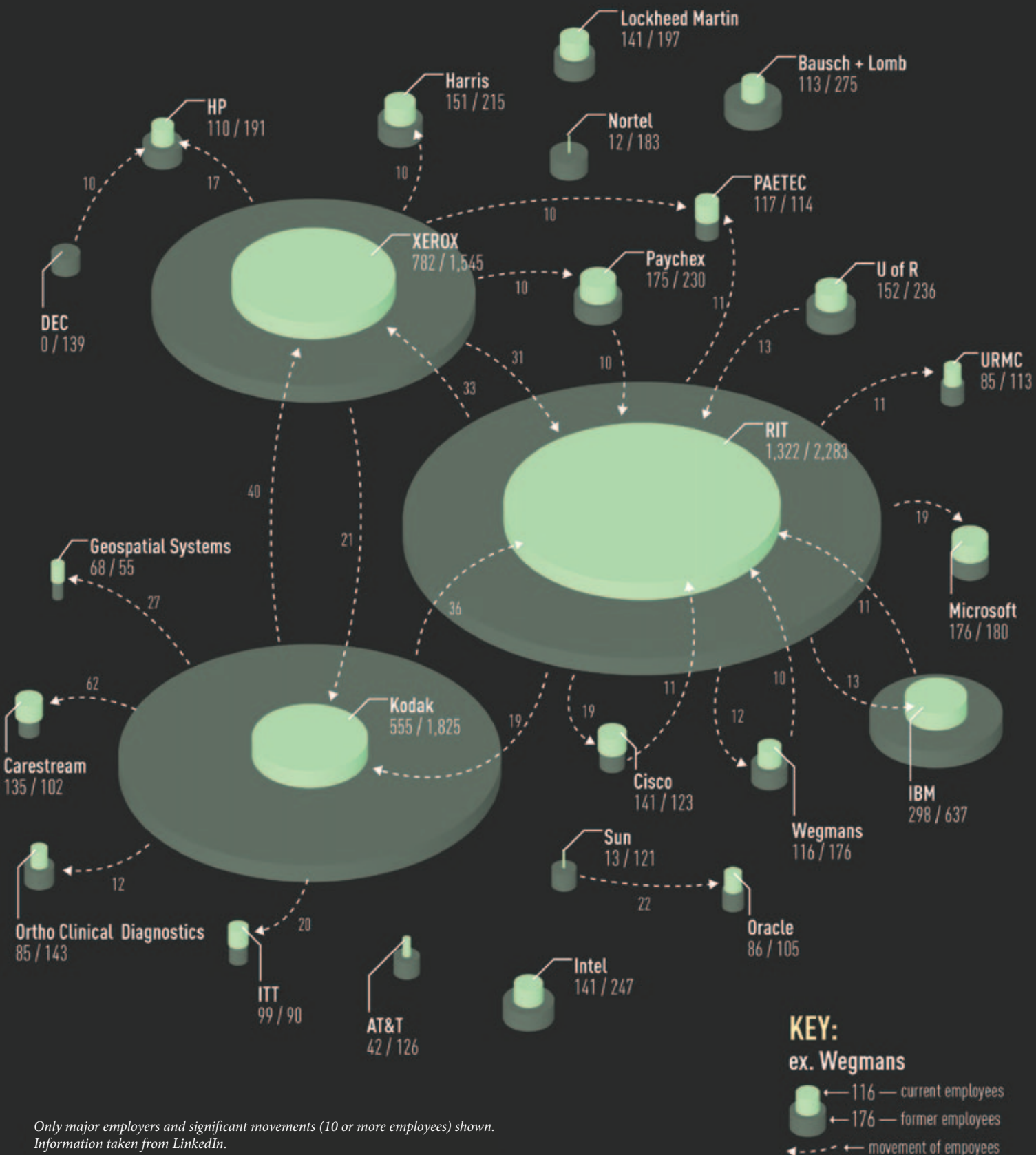
Nov. 12 – Destler announces a campaign, Power Play, to raise money for a new hockey arena. The current arena, Frank Ritter Memorial Ice Arena, is too small to support growing demand for RIT hockey tickets, he says. Steve and Vicki Schultz, RIT alumni, donate the first \$1 million. Organizers anticipate it will take two to three years to raise the \$15 million needed in outside contributions for the arena.

HEALTH COLLEGE APPROVED

Nov. 8 – Creating RIT's ninth college, Destler approves the Institute of Health Sciences and Technology. The Institute will house existing and new health-related majors at RIT, as well as conduct research and do outreach.

MAJOR EMPLOYERS OF RIT STUDENTS AND ALUMNI

compiled by Chris Zubak-Skees | infographic by Ko Kawazoe



Only major employers and significant movements (10 or more employees) shown. Information taken from LinkedIn.

AT YOUR LEISURE: 01.07.11

by James Arn

QUOTE

"One of the most frightening things about your true nerd, for many people, is not that he's socially inept — because everybody's been there — but rather his complete lack of embarrassment about it."

- Neal Stephenson

HAIKU

It is a new year.
 Make crazy resolutions.
 You will not keep them.

WORD OF THE WEEK

Pusillanimous *adj.* — lacking courage and resolution; marked by contemptible timidity.

Though he meant well, the **pusillanimous** lion was little help to Dorothy on her quest to meet the wizard. Definition taken from <http://merriam-webster.com>.

OVERSEEN AND OVERHEARD

"I just got a drunk text where the only discernible phrases are 'Enya,' 'ergonomics,' and 'dick towel.' I take it that party was excellent."

- Male student on Twitter

SUDOKU

8	1	4						
	6							
						9	3	
7			5		1	4		2
					6			
		9			4	1		
5			7					

Difficulty Rating: Extreme

STREAM OF FACTS

The term "checkmate" originates from the Persian word *shah mat* meaning "the king is defeated" and sounds the deathblow in the game of **CHESS**.

The game of **CHESS** was originally created by the people of India in the 600s. By 1000, the game had spread through much of Europe and the Middle East. Though the rules have changed slightly in the last 1400 years, modern players would still be able to recognize the original game, making the **BOARD GAME** one of the oldest still being played.

The best-selling **BOARD GAME** in history is Monopoly. It was created in 1934 by Charles Darrow, a man who was unemployed during the Great Depression. After self-publishing the game, it was picked up by **PARKER BROTHERS**. Since then, Monopoly has been translated into about 89 languages and has sold over 200 million copies.

In 1991, **PARKER BROTHERS** was bought by Hasbro Inc., which had previously purchased Milton Bradley Company, making **HASBRO** one of the largest toy and board game manufacturers in the world.

HASBRO is the maker of the popular **NERF** products that play a crucial role in RIT's semi-annual Humans versus **ZOMBIES** game.

A lesser known and generally unpublicized variation on the rules of **RISK** involves the use of **ZOMBIES**. Play is largely the same except one player controls the zombie armies that have a chance to recruit any soldier that has fallen in combat.

REPORTER RECOMMENDS

Old editions of "Risk"

Pretend for a moment that you and a group of friends, having just completed an arduous week of work. Facing several free hours, you decide to take a break and get in a game of "Risk." Having not played the game in many years, you're pretty stoked about breaking open your friend's brand new box and taking over the world. Your heart races as you anticipate seizing those tiny soldiers and cannons whose mere presence on the board strikes fear into your opponents' hearts.

At long last, you open the box and are blasted with a wave of disappointment so fierce it could extinguish the sun. Gone are those steadfast plastic soldiers and fearsome cannons of doom. Instead, you find pathetic plastic pieces that are an absurd combination of an arrow and a chevron. Beyond that, Hasbro, the makers of the game, have also seen it fit to change the default rules of the game. Instead of depending on sheer global domination for victory, it is now possible to win the game by simply completing a series of challenges.

You can still play using the original rules if you choose, but to do so, you must first dig through a mess of "additional playing options" in the instruction booklet. All in all, this newest incarnation of "Risk" is nothing but a disappointment. You're much better off finding an older, well-loved edition to fully satisfy your nostalgia. **R**



cartoon by Will Lawson

SCARRED FOR **LIFE**: *Lessons from Board Games*

by Madeleine Villavicencio | illustration by Justin Iannucci

When the weather is chilly and there's snow on the ground, hibernation mode kicks in. I'd do anything to snuggle under a warm blanket and watch a movie or read; unfortunately, those activities can only do so much for my social life. Enter the board game, providing countless hours of fun without the heavy cost or the hassle of stepping outdoors. Besides, nothing warms your soul quite like charging your friends \$1,200 for landing on your Marvin's Gardens hotel. Entertainment, however, isn't the only thing you can gain from a rousing game of "Risk" or "Scrabble." These plastic- and cardboard-filled boxes are kind of like fortune cookies in disguise, offering many a life lesson — and minus the food baby!

LOOK BEFORE YOU LEAP

While you may be able to hit restart when you don't get the angle quite right in "Angry Birds," you don't have that luxury with a regular board game. Each move matters, whether you're deciding to go to college in "LIFE" or laying down a 30-point word that opens up the Triple Word score space in "Scrabble." You need to keep your eyes open because there are no cheat codes, walkthroughs, re-rolls or repeats. When you have fewer opportunities to play it right, you need to know when to hold 'em, when to fold 'em, and when to walk away.

PATIENCE AND PERSEVERANCE, YOUNG GRASSHOPPER

The right moves take an awful lot of thought. If you've ever finished a game of "Risk" and you've got your eyes set on global domination, you know you'd better clear out your schedule. Building an empire takes time, especially if you start the game at a disadvantage; and sometimes, it can take a good 20 to 30 minutes before you can reinforce those armies again. You wouldn't breeze through your senior project, would you?

IT ISN'T WHAT YOU KNOW, IT'S WHO YOU KNOW

When you're crossing that newly-developed, hotel-laden stretch between "Go To Jail" and "Go," you could be strolling on through instead of sweating over which properties you may have to mortgage. If you play your cards right, you may be able to work out a deal with another player — just like in real life, when knowing the right people can give you an unfair advantage. Similarly, when you're looking for work, you might as well be as faceless as those "Trivial Pursuit" player pieces. Many students have similar qualifications and accomplishments. Your relationships matter, and they can make all the difference.



SAY IT LIKE YOU MEAN IT

It's a difficult truth to swallow, but what you see may not exactly be what you get. If you learn to speak with confidence — or lie convincingly — then there may be more than a "Balderdash" victory in your future. Marketing matters. If you can convince a player that it would be ultimately beneficial to him to form an alliance or play up another opponent's looming threat, then you're one step closer to playing puppet master and making them bend to your every whim.

However, one of the most important things you're ever going to learn is that life is unpredictable. Armies can fall with a roll of dice, you never know how many children LIFE is going to throw at you, and the community chest may bill you for street repairs. Sometimes you just have to cross your fingers, take a leap of faith, and give a little to get some. **R**

AROUND THE WORLD IN FOUR NEW YEARS

by Kristen Maslanka | illustration by Joanna Eberts

The New Year comes with many spectacular celebrations — great booming fireworks, outrageous performances and Time Square's ball drop are among America's most popular New Year's traditions. But Americans aren't the only ones who release their party animals annually. Around the world, countries awe and inspire with their own celebrations.

Edinburgh, Scotland has Hogmanay, a four-day celebration full of singing, dancing and music. Berlin, Germany enjoys a rockin' party with lasers arching through the night sky accompanied by music and cheer, making for a spectacular display. Hong Kong sets off a dazzling show of fantastic, colorful fireworks.

But let us not forget that the first of January is not the only New Year's celebration in the world. Many cultures follow a lunar calendar, which renders the first of the year on a different day than that traditionally celebrated in the West.

Many New Year's celebrations welcome the coming of a new age and a fresh beginning. *Yuan Tan* is one of the most important holidays in China, with celebrations that can be traced back more than 2,000 years. The celebration falls on the 23rd day of the last lunar month of the year, so the exact date changes

every year. During this celebration, the Chinese place decorative calligraphy pieces meant to bring peace and prosperity into their homes. In addition, *Hong Bao* or "red packet" is performed. Children and unmarried couples are given red envelopes filled with money. The celebration lasts until the full moon, a total of 15 days. The New Year's celebration in China is about as important as Christmas is to Christians. Presents are exchanged, families are gathered, and prayers are made for a fabulous new year.

The festival of Saint Basil, celebrated on Jan. 1, honors one of the forefathers of the Greek Orthodox Church. Like *Yuan Tan*, the celebration is very popular. St. Basil was believed to leave presents in the shoes of children set by the fireplace, much like Santa Claus; and because of that, gifts are exchanged on this day in his memory. As with most holidays, a great deal of food is served, and among these tasty

morsels is St. Basil's cake, which contains a hidden coin. The first three pieces are reserved for Christ, St. Basil and the Virgin Mary, and whoever finds the coin in their slice of bread will receive a full year of luck.

Hindus across the globe celebrate *Diwali* or *Deepawali*, a five-day festival symbolizing the triumph of good over evil. For this holiday, all work is to be finished and new goals and projects begun, similar to New Year's resolutions. The houses are adorned with flowers and celebratory décor whilst families gather and gifts are exchanged.

Throughout the world, many New Years are celebrated, with each country and culture welcoming the new year in their own way. Beyond that, however, each family celebrates differently. Not every home in America celebrates the New Year with fireworks or the television airing of the ball drop. Not every home in China exchanges red envelopes, and not every Indian decorates his home with flowers. New Year's celebrations and traditions are all around us; each is different and unique, but in the end, they all celebrate the passing of a year and the promise of the future. **R**





DIRTY RACING: RIT'S BAJA SAE TEAM

Imagine designing and building an off-road racecar, totally from scratch. It must endure mud, rocks, water and whatever else is thrown at it, all while meeting competition restrictions. Over a period of six short months, this is exactly the challenge RIT's Baja Society of Automotive Engineers (SAE) Team faces.

by Michelle Spoto | photograph by Rob Shook

A Baja vehicle is a miniature off-road racecar that utilizes a lawn mower-sized engine. Or, as team manager Evan Lumby, a third year Mechanical Engineering major, puts it, "it's basically a go-kart on steroids." The team is composed of 25 dedicated members, who act just as much like a family as they do a team. As Lumby says, "Our team really is a group of friends, we work together for a common goal, and we're always hanging out together." It is certainly this devotion to the sport, as well as the team's cohesiveness, that has led to success in recent years, a trend they hope to continue this upcoming season.

THE DRAWING BOARD

The first step in the creation of a Baja car is the design process. For the RIT Baja team, design work begins in September and usually lasts through winter break, ending around Jan. 1. For the team, designing the car is by far the longest process on the road to completion, and it also one of the most important. It is during this phase that the team must design their car to meet certain specifications, such as speed and durability, and work around competition restrictions that keep the sport fair.

The responsibility for this initial stage falls on the design team. To ensure that every aspect is covered, each member is responsible for a specific aspect of the vehicle including breaking, steering or suspension. Composed of 16 members, the design team works together under the supervision of the project manager who oversees everything related to the design, manufacturing and repair of the car. But the design team's work doesn't end there, after the car is carefully planned, they will spend the winter months making their design a reality.

BUILDING A BEAST

Over the next month and a half, the team manufactures the car quickly but meticulously, working on a tight schedule to prepare for springtime competitions. Much like the design process, each member is responsible for assembling a certain aspect of the vehicle, helping ensure that the process runs smoothly under such a time crunch.

In recent years, the team has designed and built an entirely new car from scratch while also repairing and upgrading the previous year's car. This year, however, the team decided to focus their efforts on only building one car, realizing that last year's vehicle was damaged beyond repair.

Another important aspect of the manufacturing process is cost analysis. The team must record every purchased piece of equipment's price as well as the amount of time spent on the project in order

to calculate a "real world analysis" of the car's cost. This cost analysis is used to judge each team in the competition; the team with the lowest estimated cost scores the most points.

Each year, the team runs on a budget of approximately \$50,000, which includes materials as well as travel costs. While the cost of each car alone is around \$10,000, the team stocks up on multiple spares of each part in case something breaks during a race, causing costs to rise quickly. Fortunately, RIT's Baja team is extremely well-funded, receiving a significant amount of money from the school with additional donations from numerous sponsors including Toyota, Honda and several local businesses. "We're probably one of the top five best-supported schools in the country," says Lumby. "We try to give back by doing well."

PUTTING IT TO THE TEST

Each year, the Baja team attends three major competitions — one each in April, May and June — held by the SAE. This year, the team will travel to Birmingham, Ala., Pittsburg, Kan. and Peoria, Ill. Each competition will last about four days, with a different event hosted each day.

On the first day, the team typically competes in static events wherein the car is scrutinized by tech inspectors who are usually industry engineers. On the second day, each team usually competes in a variety of dynamic events such as off-road races; these are used to test the speed and durability of each car. On the third day, the endurance race usually takes place; here, teams compete to score the most laps within a four-hour time limit.

“We're probably one of the top five best-supported schools in the country... We try to give back by doing well.”

While speed may get a car ahead quickly during the endurance race, it is a car's durability and strength that leads it to victory, overcoming rocks, mud, posts and more. The friendly attitude of RIT's Baja team is apparent during this endurance event; they often help other teams fix their cars to get the back into the race. "When we go to races, we probably work on other people's cars more than we

work on our own," says Nicholas Liotta, a fourth year Mechanical Engineering major and project manager. "People need to get in the races — it doesn't matter if you're our biggest competitor or just some new team that started five weeks ago. Our only rule is that our cars come first."

On the fourth day, the top three teams in various categories are named and honored at an awards dinner. Cash prizes between \$250 and \$1,000 are available for the top three contenders in three categories: design, endurance and overall performance. This year, RIT is hoping to win the Mike Schmidt Award, which is given to the team with the highest cumulative score from all three competitions.

The Mike Schmidt Award is not only prestigious, but it also holds sentimental meaning for the RIT team. Schmidt is an RIT alum and former member of the RIT Baja Team. His dream was to compete in all three races, but at that time, the RIT's car was unable to finish an endurance race. In 2001, Schmidt tragically passed away in an auto accident at the age of 21, leaving the award as a sign of his dedication to the program.

Winning the Mike Schmidt Award is the team's ultimate goal, and with their track record, it seems extremely possible. In the last three years, the team has taken either first, second or third in almost every event, improving each time. For Lumby and the rest of the RIT Baja team, the goal is in sight. With a little elbow grease, they very well may pull through. By polishing up their paperwork — a major source of point deductions in the past — and concentrating their efforts on only one car, this could prove to be a momentous year for Baja at RIT. **B**

Opposite page: David Donaldson crosses Jefferson Road on his way to practice with the RIT Baja team. Practices are held in vehicles the team has built in past years so that drivers have plenty of experience behind the wheel once the current year's car is completed.



SPEED DEMONS & BUSINESSMEN: RIT'S FORMULA SAE TEAM

It's a bright, sunny day, and you've decided to hop in your car and drive with the windows down while blasting Katy Perry's latest pop single. Positive vibes circulate in the air as you begin to lip sync the chorus and bridge, all while trying to dance and somehow maintain control of the vehicle. Now, imagine transitioning from a summer drive down the lane in an average vehicle to a raceway, reeking of gas and cluttered with other cars just like yours: a formula car. The burst of adrenaline, determination to win and wonderful scent of oil collide, making for an experience unique to formula racing. Bryan Reinheimer, a fifth year Mechanical Engineering major and chief engineer of the RIT Formula SAE Racing Team, described it best, "the experience of driving a formula car is faster than anything you have experienced."

by Patrick Ogbeide | photographs by Joshua Kuckens

NO NEED FOR SPEED?

It's a common assumption that the RIT Formula Racing Team is only for driving; many people view it differently. Reinheimer specifically saw joining the team as a way to "help ... implement everything you learn in the classroom and take it to the next level."

Not only specific to mechanical engineering, the RIT Formula team allows students from all types of majors to join. "We had business majors, art majors and new media students help us out, and not only at what they're good at," says Reinheimer. "You can build up and become something if you're willing to put in the time and effort."

Ed Gliss, a fifth year Mechanical Engineering major and project manager, shares a similar view, "[It's] a venue to apply some of the basis of your class work to a real-world application and a great opportunity to develop interpersonal skills such as conflicting design ideas and engineering dynamics." Even though the thought of driving a formula car is what entices potential recruits, it is the satisfaction that to have taken part in something amazing and the experience earned that keeps them.

DESIGN AND INNOVATION

Building something isn't easy. It takes teamwork, a keen understanding of your role and a large commitment of time in order to fulfill such a task. It is no different when designing a formula racecar, wherein you could potentially spend 60 hours a week working on your section of the car.

The design process is notably the most difficult part due to the safety regulations and restrictions that the team must follow. Here, however, also lies the beauty in formula racing — car design. Unlike other industries, where you can only pull ideas from one direction, formula racing gives you the freedom to design the car best-suited to meet the needs of the race. As Reinheimer pointed out, "You can take any approach, go to the competition and see hundreds of different ways of teams attempting to solve the same problem while having the best-designed car." Each member of the team is responsible for assisting with the design and manufacturing of several areas of the car such as the chassis, composites and brakes. It is then the duty of the chief engineer to combine the different aspects of the car into a complete, race-conquering machine.

With a history spanning 19 years, don't think that the RIT Formula Team is simply content to build the same car repeatedly. Thanks to the legacy they have built, the team is able to look back on previous designs to see what ideas have the potential to be repeated and what supposed



Above: Tim Moran, a second year Mechanical engineering major, welding the chassis of RIT's 2011 car. *Opposite page:* Tyler Peterson, a third year Mechanical Engineering and Technology major, welds the chassis of RIT's 2011 car

innovation should be avoided. Even today, the team is innovating; they are using an updated engine for increased performance and investing in a new carbon-fiber chassis that allows for more freedom in the overall design process.

TOURNAMENTS!

The biggest draw of RIT Formula Racing team has to be the tournaments that the team takes part in every year. Most notable is their journey to Hockenheimring, Germany, one of the most difficult competitions in the race series. Making their fourth appearance in 2010, the team managed to take fifth place out of 76 teams.

When asked about the journey, Gliss had one word, "phenomenal," emphasizing the professional feel of the race. "It's punctual. When they say an event is going to start, it starts at that point, which makes it easier for the team to plan ahead and make sure you have everything accounted for, for that specific event." While in Germany, Gliss and his teammates learned the surprising impact culture has on car design: "You can see the location difference in a European car versus an American car or an Australian car," he said.

Germany is just one of three races the team participates in each year. The first race is held in Detroit, Mich. The Detroit race is also the largest

competition held, and the team again left with a fifth place finish. The next is in sunny California. For the second year in a row, the team managed to earn a first place overall victory, grabbing a top three spot in the majority of the categories.

“ We had business majors, art majors and new media students help us out, and not only at what they're good at. ”

The RIT Formula Racing team definitely has a bright future ahead of it. With continuing innovation and a high sense of camaraderie, the team shares a special bond that only comes with designing brakes and racing cars. No matter the major, as long as you have an interest in designing a car, then the RIT Formula Racing team is certainly a fine choice. As the team attends more races — and hopefully gains more first-place finishes — they will certainly leave a mark for future members to try to surpass the high achievements the current team has already set.



THE LIVING ELEMENT: RIT'S HUMAN POWERED VEHICLE TEAM

About a dozen students sit around a table in James E. Gleason Hall (GLE, 9), catching each other up on new developments of sponsorships, sketches, ordered parts and faring. After a short conversation, the group of students — mostly Mechanical Engineering majors — breaks into groups. With the help of software like SolidWorks, a brand of 3-D drafting software, they pore over endless designs and prototypes. The product of their past endeavors, a three-wheeled vehicle sits in a room filled with bike parts (including pink bike frames suitable for little girls), wheels, bolts and designs from previous competitions on Gleason's fourth floor.

by Emily Bogle | photograph by Jonathon Foster

“The back is very sexy, but doesn't seem very aerodynamic,” said Mason Verbridge, a fifth year Mechanical Engineering student, while delivering his update with a smile. He is developing designs for the faring, or covering, of the vehicle. Because it is light and cheaper than carbon fiber, they plan on using fiberglass. The team will also need to design a back compartment that will be accessible during certain parts of the competition.

The Human Powered Vehicle Team creates, implements and drives an original design to race each year. This year, the team will compete in the American Society of Mechanical Engineers (ASME) Human Powered Vehicle Challenge East in Indianapolis, Ind. from April 29 to May 1. The races will take place at the Indianapolis Speedway a month before the INDY 500's 100th anniversary.

The team will compete in the Utility Endurance Event, where their track will consist of an obstacle course including hills, ramps and puddles. One aspect includes a stop-and-go simulation wherein the driver will stop to pick up two bags of groceries, ride and then stop again to drop them off. Unlike the speed event, the driver has to be able to stop the vehicle and regain speed on his own.

JUST ADD DRIVER

“[Human Powered Vehicle] is more difficult. You can add horsepower mechanically in Formula or Baja [racing],” Nick Leathe, a fifth year Mechanical Engineering student, said. “[It] focuses on design proficiency over design for power.” Professional human-powered vehicles have gone 81 mph, but the RIT team hopes to achieve at least 28 mph, which it reached at last year's competition.

The vehicle has three wheels: two smaller ones in front and a larger one in the back. In this recumbent bike, the driver reclines while steering with the controls in the front of the vehicle. During competition, team members will take turns driving the bike. Although much of the process lies in design, Leathe noted that the bike is only as strong as the driver in it. Speed and accuracy depends heavily on the person in the seat.

Matthew Misiaszek, one of three second year Mechanical Engineering students on the team, recalled a design that the team worked on last year. During the testing phases, the team created a bike with rear-wheel steering that would be, in theory, lighter and faster. Despite a few improvements, the steering system resulted in an almost impossible to drive monstrosity, leading members to jokingly coin the phrase “unride-a-bike.” Fortunately, the team discovered a solution with enough time to redesign the vehicle before the competition.

Currently, this year's vehicle contains a few leftover pieces from last year. The Human Powered Vehicle



Above: Jared Rugg, a fifth year Mechanical Engineering major, discusses the Human Powered Vehicle Team's fairedesign with group members during a weekly meeting on December 13.

Opposite page: Chris Rinauto, a fifth year Mechanical Engineering major and vice president of the Human Powered Vehicle Team, in the workshop with last year's model. The current group has made drastic changes in fairing and frame design.

team is ordering parts and starting to frame how the bike will look and perform.

TEN YEARS IN THE MAKING

The Human Powered Vehicle team started 10 years ago, when the members competed in the NASA Great Moonbuggy Race. RIT's vehicle won first place in 2007 and 2009. Their giant checks from NASA hang in the team's workroom where the winning moonbuggy can also be found.

Last year, the team decided to try a new challenge and entered in ASME's Human Powered Vehicles Challenge. They registered the bike in the speed category and came in fifth in its vehicle class. The members received positive feedback and were encouraged to enter the utility event for the next competition based on the bike's design and performance.

Tiffany Heyd, a fifth year Mechanical Engineering student, has been the team's president since last year. She was persuaded to join when a friend told her that the team needed a girl. The competition is split based on gender, and single gender teams are given a 15 minute start delay, thus hurting the chances of winning. Heyd remains the only girl on the team but feels comfortable in her leadership position. The team is mostly self-directed, but Dr. Stephen Boedo, an associate professor in Mechanical Engineering, offers members advice and problem solving assistance.

A TEAM WITH A PASSION

The team is largely comprised of mutual friendships and is bonded by a common interest in

mechanical engineering. There has been significant turnover, with many students graduating last year and more are expected to graduate this year. As new members join, they get hands-on experience outside of textbooks and labs.

“I'm building something. We took a piece of paper and a block of aluminum and made something,” Misiaszek said. He joined the team last year and experienced using design and fabrication techniques that he had not yet learned in class. Last spring, he took a 3-D modeling class, and, because of his work with the team, discovered he knew almost everything covered in the course.

The team members all seem to enjoy working collaboratively, whether working out problems on the whiteboard or designing new coverings for the bike. They laugh and joke around about hypothetical vehicles and parts, but they eventually return to their projects. Most said that they would continue working on vehicles outside of school but noted that it will be more difficult with a full-time job.

Currently, the HPV team members work together, carefully testing their parts and designs on computers in order to create a written report on how the vehicle is expected to perform. The process begins to pick up when they begin testing the vehicle under race-like conditions in a couple of months. For now, they begin assembly of the vehicle and continue to perfect their design. All of this work is for the chance to ride the vehicle they designed and built. **B**



Above: Jesse Steiner takes a nap on the side of the road in Concord, New Hampshire on May 15, 2010.

Opposite page: The back side of Jesse Steiner's bicycle as he leaves Montreal, Canada on May 8, 2010.

THE STEINER CHRONICLES

by Jeff McKinzie | photographs taken from JesseSteiner.com

Enter Jesse Steiner. As a recent graduate of Electrical Engineering at RIT, he had the opportunity to establish himself as a flourishing industrialist. But after a stint working in sunny California, he decided to give up everything he had and embark on a bike trip. Departing from Montreal in May 2010, Steiner aspired to travel as far as he could and make it to Argentina, meet new people and have the time of his life. Six months later, Steiner is still on his bike and his final destination has changed.

So why is Steiner still thousands of miles away from home? "I've had a few people ask me what I'm searching for. I really started to think about it in Omaha, Neb. because I didn't set off on this trip looking for anything ... I tried to think about what I might be subconsciously searching for, the more I became sure that I wasn't searching for anything," he said.

While Steiner may not have been looking for anything in particular, there were plenty of things that found him. Take, for example, the encounters he made with supporters and like-minded folk along the way — people who, like him, were on a mission including a man in Iowa who had traveled 442 miles by bike to spread his friend's ashes in the Mississippi River. "It brought me to tears," Steiner said.

A few months later, Steiner had another emotional confrontation. This time he was in Cabo San Lucas, Mexico, when he noticed a local man admiring his

bike outside a Wal-Mart. Steiner, who isn't fluent in Spanish enough to engage in lengthy conversations, approached the man, hoping for an explanation. To his surprise, the man, named Carlos, spoke perfect English. After being born in Mexico and being raised

“...[the more] I tried to think about what I might be subconsciously searching for, the more I became sure that I wasn't searching for anything”



Jesse Steiner reached Aguascalientes, Mexico on January 1. He has traveled 6615 miles over a duration of 225 days.

in Southern California, Carlos moved to Cabo 12 years ago. Taking advantage of an opportunity to have a roof over his head, Steiner explained that he was looking for a place to stay on the beach where Carlos happened to have a house. Steiner took him up on his offer to room there and ended up staying with him an entire week.

During his stay, Steiner heard two stunning revelations about Carlos' personal life. First, doctors told Carlos he had less than a year to live. News like this is hard for anyone to hear, but it was especially shocking for Steiner whose father suffers from health problems. The heart wrench continued when

Carlos revealed that his daughter was taken away because custodial courts had ruled he was mentally unstable. Steiner felt empowered to do something. Therefore, after he had learned that the decision to reunite with Carlos was in her hands, Steiner asked Carlos' lawyer for her address and wrote her a letter, hoping to quell any fears she had of reconnecting with him.

"I sent Carlos a copy of the letter and kept one for myself; and I told him to let me know when I could send it," Steiner said. "He was actually quite apprehensive about the whole thing, probably because it was a 20-year battle and I just walked into his life and tried to help. It was a pretty emotional part of the trip ... one of the most emotional, actually."

Along with the experience of a lifetime in Mexico, Steiner found something he never expected: a female companion. At 21, Steiner pledged to hold off on a committed relationship until he turned 30. Steiner, now 24, says he has learned how to be happy while single and live life to the fullest; while that may be true, he's still found time to spend with a girl. Steiner met Lauren at a brewery in Fort Collins, Colo., and they immediately hit it off. They spent a week and a half with each other in Denver, with Lauren expressing approval and supporting Steiner's trip. "She's paid me visits along the way, when I was in Vegas, in Cabo San Lucas and Puerto Vallarta," he said.

Steiner is more than appreciative of her support, especially after he went against his own pledge. "I realized this girl was too perfect for me to pass up, and she felt the same way; we decided to start 'dating' just before I left Colorado, which goes against everything I said I was going to do, but I hadn't actually imagined there was a girl so perfect for me," said Steiner. "Nobody is more surprised that I caved in than I am."

As for the biking, when does Steiner envision the trip ending? Not anytime soon. If he had to stop now, he would concede that the experiences so far were well worth it. "The success of this trip isn't measured in countries or days or miles — it's measured by the intangible fun I have," said Steiner, "and by that measure, I've already gotten a lot further than I ever would have dreamed."

"I could jump on a plane to the U.S. tomorrow with a hell of a lot of stories and absolutely no regrets." **R**

WHAT'S YOUR NEW YEAR'S RESOLUTION?

by Joi Ong



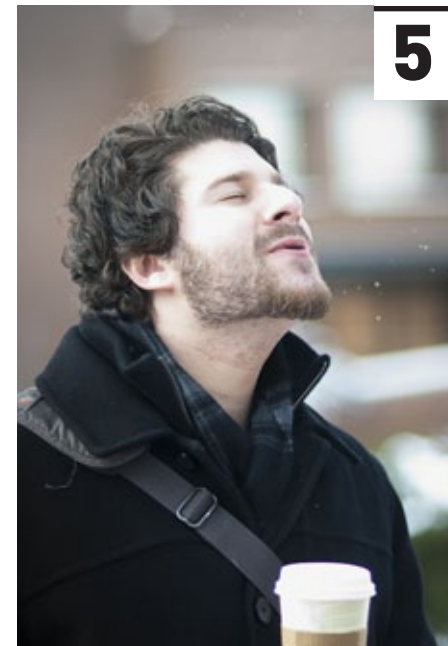
1

ALISSA CRENO
3D DIGITAL GRAPHICS
SECOND YEAR
"Have Pixar find me."



2

ANNIE GORDINIER
GRAPHIC DESIGN
FOURTH YEAR
"Become a mermaid."



5

KYLE MAKRAUER
ADVERTISING PHOTOGRAPHY
FOURTH YEAR
"To be irregular every morning."



6

SABRINA SOARES-KERN
BIOCHEMISTRY
SECOND YEAR
"Quit smoking."



3

HAL BOSTON
BIOMEDICAL SCIENCES
FOURTH YEAR
"Get out of RIT alive."



4

KETAN DESHPANDE
MICROELECTRONIC ENGINEERING
FIRST YEAR
"Sleep more."




7

SAM HUYNH
MECHANICAL ENGINEERING
FOURTH YEAR
"To write more, draw more, to create beautiful things to make others smile."



8

KENNA LINDSEY
FINE ART PHOTOGRAPHY
THIRD YEAR
"Do yoga for at least an hour everyday and stop procrastinating." 

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- Chandler from Georgia Institute of Technology

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FROM OUR READERS

GABBING ABOUT GOLF

I found this article to be disappointing and inaccurate. First there is no chemical engineer on the project. Second the art team happens to be ahead of schedule for the Imagine RIT deadline. Speaking of the artists, are they fine art, graphic or photography. The reporter seemed anxious to define the engineers while totally dismissing the 3D digital graphics artists. The reporter needs to verify his facts before going to print. This project is an exceptional opportunity for cross collaboration, innovation and commercial viability with many dedicated students who represent RIT in a professional manner. Virtual Golf deserves better than this article.

Anna Orosz

Excerpted from a comment posted on <http://reportermag.com>.



MAJOR MISREPRESENTATION

As a member of the programming team involved in the project, I am bothered by the way in which the project is represented in the article. The greatest issue is that the article completely ignores the critical role that the art team plays in the project as a whole. The engine, robots, and sensors all received adequate coverage, so where is the mention of the work that goes into making the product presentable? Besides, the other co-lead on the project comes directly from the aforementioned team and at least deserves to be mentioned. Also, on a related note, the listing of majors involved in the project feels very poorly put together. This is mainly due to the fact that the engineers are listed by majors, but the rest are not. Programmers and computer scientists should instead be listed as Game Design and CS while artists should be listed as 3DDG. Finally, the last issue here is the rather unprofessional presentation of the interview at the beginning. An entire paragraph about the change in subject regarding chairs? Why wasn't that space used to fill in missing details regarding the project? An accurate portrayal of the interview process is fine, but that only wastes the reader's time and portrays the team in a negative light.

Jason Rosenberg
Game Design and Development
Third Year

Excerpted from a comment posted on <http://reportermag.com>.

COMPRESSION CONTENTION

The author has confused file compression with dynamic range compression two entirely independent things. The lossy audio data compression employed by MP3 and AAC does "throw away" information to make files smaller at the expense of fidelity, but this does not affect the dynamic range (difference between loud and quiet) or make songs "louder." Dynamic range compression is performed during the recording and mastering process and in recent years has been used to excess with the intent of making songs sound louder than others. This has led to a decrease in audio quality (due to clipping and distortion) and causes listening fatigue. It doesn't matter what format the audio is delivered in, there is nothing that can be done to undo it short of obtaining the original mix and re-mastering the album.

Kyle Ryan
Imaging Science
Second Year

Excerpted from a comment posted on <http://reportermag.com>.

THE REAL CSH

As an on-floor member of CSH I found this article disrespectful in quite a few places. For example, "You spy someone waiting there, sporting a fedora atop an unkempt mane of hair with a case of Mountain Dew under each arm." Really? Last time I checked that was about half of RIT, we're not the ones wearing capes or sporting brooms.

The REAL CSH is a bunch of cool (for the most part) legit people who are pretty social and enjoy a good party, not late-night coding. You treated this article like you were walking into 1980s computer house, where your stereotypes would probably fit.

What you did get right is that we are a tight-knit, good group of people who help each other, work on awesome projects, and have a good time.

Also, your choice of pictures, especially the cover was awful. Of all the pictures you could've got you chose the one with toilet paper in it? GOOOOOD CALL photo editor. There were plenty of pictures you took that were pretty sweet to show off CSH.

I'm not trying to sound harsh, but from a REAL CSH POV, I invite everyone to come to the floor and hang out for a bit, it's a pretty chill place.

Excerpted from a comment by CSH Member posted on <http://reportermag.com>.

THE RETURN OF RUGBY

Nice to hear of the re-birth of the team. I played RIT Rugby back in the 80s, and still play now, in my late 40s. Every sport has social aspects, and rugby was always infamous for that, but all the clubs I have been involved with over 20+ years have consciously moved toward placing the emphasis on competition, fitness, and sport. As an old Roach, the name change is unfortunate, but sounds like the right move to indicate a change in direction. Good luck RIT Rugby!

Joe Carey
RIT Alumni

Excerpted from a comment posted on <http://reportermag.com>.

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RINGS *****

compiled by Amanda Szczepanski and Moe Sedlak
All calls subject to editing and truncation. Not all
calls will be run. REPORTER reserves the right to
publish all calls in any format.

585.672.4840

SUNDAY, 12:58 A.M.

**WHY IS THE HOCKEY TEAM GETTING A NEW RINK
WHEN I CAN'T WALK THROUGH THE LOCKER ROOM
WITHOUT CATCHING HERPES BETWEEN MY TOES?**

(from text)

THURSDAY, 9:01 P.M.

Hey Rings I was just wondering if me and my hoes can get 40's at Gordie's?

(from text)

MONDAY, 10:45 A.M.

There's a Teddygram sitting on the back of the toilet seat in the handicap bathroom. I think he works for Pedobear.

(from text)

MONDAY, 1:18 P.M.

**So you know you're at RIT when
your professor's kid comes in to
class and all he wants to do is play
MineCraft. He's like six.**

(from text)

WEDNESDAY, 1:02 P.M.

How ironic is it that the only deaf girl in class got the really squeaky chair?

(from text)

SUNDAY, 6:56 P.M.

**IF COPS WENT ON RIDE-ALONGS WITH ZONIES, THEY WOULD BE
ABLE TO MAKE SO MANY DRUG BUSTS.**

(from text)

FRIDAY, 11:37 P.M.

**Hey Rings! Thanks for letting me use your page in the
Reporter as a weed funnel! Pleasure doing business with you.**

(from text)

THURSDAY, 8:20 P.M.

**HOW COME EVERYTHING TRIANGLE DOES
MAKES ALL THE OTHER FRATERNITIES
LOOK SOOOO MUCH BETTER? SIGNED, A
BETTER FRATERNITY GUY.**

(from text)

THURSDAY, 8:32 A.M.

I've come to the conclusion that a building's bathroom graffiti is representative of the intellectual capacity of the common tenants. For example, Barnes and Noble stalls contain somewhat intelligent dribble, where as the art building contains "I [poked] your mom!" and sharting references.

(from text)

**HEY RINGS, I'M HERE AND I'M NAKED, BUT
THESE TWO GIRLS AREN'T. CAN YOU HELP ME FIX
THIS? THANKS!**

(from text)

RINGS * * * * *

compiled by Alex Rogala

All calls subject to editing and truncation. Not all calls will be run. REPORTER reserves the right to publish all calls in any format.

SATURDAY, 10:33 A.M.

If you have to turn off your fridge and you need to eat everything in it, be careful what you combine.

(from voicemail)

SATURDAY, 10:58 P.M.

My friend is drunk on Four Loko and is robbing me with a knife!

(from voicemail)

THURSDAY, 6:58 P.M.

So I'm writing this song called "Don't Fear the Creeper." I'm not sure if I want it to be about RIT or Minecraft

(from voicemail)

FRIDAY, 12:05 P.M.

For Secret Santa, I got a roll of caution tape. Brace yourselves.

(from voicemail)

FRIDAY, 12:05 P.M.

Some kids have vuvuzelas and open bottles of Molson on their table on the third floor of the library.

(from voicemail)

WEDNESDAY, 11:01 P.M.

Have you finished kidnapping yourself yet?

(from voicemail)

WEDNESDAY, 11:32 A.M.

So I was just at this bar, and I tried to go to the bathroom and ended up in the kitchen.

(from voicemail)

FRIDAY, 2:05 P.M.

Hello RINGS, we're calling about your having kidnapped our RINGS, and we want them back. We won't get off the line until you give them back. You're going to have a long, boring conversation.

(from voicemail)

FRIDAY, 4:09 P.M.

I was just stuck in a traffic jam for 30 minutes because of some [freakin'] rubbernecks.

(from voicemail)

THURSDAY, 9:50 P.M.

Hey RINGS, is it okay if my intestines are on fire?

(from voicemail)

THURSDAY, 9:25 P.M.

Now while you may have kidnapped yourself, I am willing to pay for your safe return. But I will pay no more than two cents and a half-eaten graham cracker.

(from voicemail)

FRIDAY, 10:23 P.M.

So I was sitting in class the other day, and the girl in front of me had a fake eye, and she not only had a fake eye but she had it sitting on her desk. It was gross.

(from voicemail)

SUNDAY, 10:38 P.M.

If I had a [disco stick], I would slap you with it.

(from voicemail)

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Interpreters provided upon request subject to availability. Please call if you need the services of a sign language interpreter.

**& Pizza
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will be served!

Aziz Ansari

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