



Ugo Rossi ITA



Brian Jackson GBR



Gyula Krizsma HUN



*Team USA 1968; Arnold Nelson, Roger Theobald, Bill Wisniewski and Pete Brandt (Team manager).*

From 1960 it was a combined Championship with all three classes (A-B-C) present. This year the Speed contest will be remembered for two things. One is the super fuel used by Bill Wisniewski. It was a mix of Methanol (15%), Nitromethane (55%), Castor oil, Steen "C" Polyoxide, Nitrobenzene and just before start tetra nitromethane was added. Bill called it "California Moonshine" and it could be used for 30 minutes before the effect was gone. After each flight the piston had to be replaced as the top of it collapsed.

In round 3, with Bill W in a clear lead, the second thing occurred.... Ugo Rossi did a super whipping and also shortened his lines by having them around his shoulder which positioned him in the lead. The ones watching expected him to be d'qed but the Jury apparently looked away when he was flying.

When it came to the 1962 Championship two rule changes had been made by CIAM/FAI. First was the use of standard fuel (80/20 or 75/25) and the second was a change of the pylon and the use of a handle with a crossbar that should be put in the pylon. There were also new rules for those using monoline. All because what happened in 1960.

In 1964 new inventions were seen as the Americans came with side exhaust Schnuerle ported engines. Also the Czechoslovak pilots used Schnuerle ported engines.

1966 came with new inventions again as the Americans used resonance pipes. Chuck Schuette had an assymetric model with a Dural aluminium inner wing and a stabilizer on the outside only. In addition the engine was laying down (Sidewinder). The line diameter for monoline was increased to 0.40 mm.

By 1968 FAI/CIAM had taken a decision to ban monoline and only allow two line system (0.30 mm) together with a crossbar handle. In 1970 Rossi had their new engine ready and this Champ it was used by 5 pilots. As it proved to be a powerful engine the 1972 Champs had 24 pilots out of 34 using a Rossi. And that started a long era of success for Rossi!



Arnold Nelson USA

# 1960-1972

## 1960 Budapest Hungary

- |                   |      |     |        |
|-------------------|------|-----|--------|
| 1 Ugo Rossi       | ITA  | 236 | ST G20 |
| 2 Bill Wisniewski | USA  | 230 |        |
| 3 Zbynek Pech     | CSSR | 227 |        |

## 1962 Kiev USSR

- |                   |     |     |      |
|-------------------|-----|-----|------|
| 1 Gyula Krizsma   | HUN | 218 | Moki |
| 2 Giancarlo Ricci | ITA | 214 |      |
| 3 Imre Toth       | HUN | 211 |      |

## 1964 Budapest Hungary

- |                   |     |     |            |
|-------------------|-----|-----|------------|
| 1 Bill Wisniewski | USA | 227 | K&B "Wart" |
| 2 Gyula Krizsma   | HUN | 225 |            |
| 3 Glenn Lee       | USA | 223 |            |

## 1966 Swinderby Great Britain

- |                   |     |     |     |
|-------------------|-----|-----|-----|
| 1 Bill Wisniewski | USA | 258 | TWA |
| 2 Roger Theobald  | USA | 241 |     |
| 3 Chuck Schuette  | USA | 226 |     |

## 1968 Helsinki Finland

- |                   |     |     |     |
|-------------------|-----|-----|-----|
| 1 Arnold Nelson   | USA | 256 | TWA |
| 2 Bill Wisniewski | USA | 250 |     |
| 3 Roger Theobald  | USA | 243 |     |

## 1970 Namur Belgium

- |                   |     |     |     |
|-------------------|-----|-----|-----|
| 1 Arnold Nelson   | USA | 240 | TWA |
| 2 Jim Nightingale | USA | 238 |     |
| 3 Brian Jackson   | GBR | 229 |     |

## 1972 Helsinki Finland

- |                   |     |     |       |
|-------------------|-----|-----|-------|
| 1 Ugo Dusi        | ITA | 252 | Rossi |
| 2 Giancarlo Ricci | ITA | 251 |       |
| 3 Jürgen Lenzen   | BRD | 247 |       |



Roger Theobald USA



Glenn Lee USA and his side exhaust schnuerle K&B Wart engine.

