

"Fearless"



*Pictorial
of
Hans Eckert
Marathon Cyclist*

**My Hometown
Lauenstein**



**My Beloved
Seppel**



My Parents



Family Siblings



Residence
Mom, Dad & our Ducks



Family Reunion



My First Bike



(RADRENNBAHN HEIDENAUER)

250 m. 2.5 km Bahn

Es ist dem Publikum verboten
Die Bahn zu überschreiten,
die Bahnüberwachung mit Hindernissen oder sonst
Hindernissen,
sich über die Bahnüberwachung hinauszuwagen.
Für Fahrer, die durch Verstoß gegen dieses Verbot zu
Schaden kommen,
ist der Schaden zu zahlen.

Sonntag, den 19. September 1950

5. Heidenauer 2-Stunden

2 x je 1 Stunde hinter Motor
mit

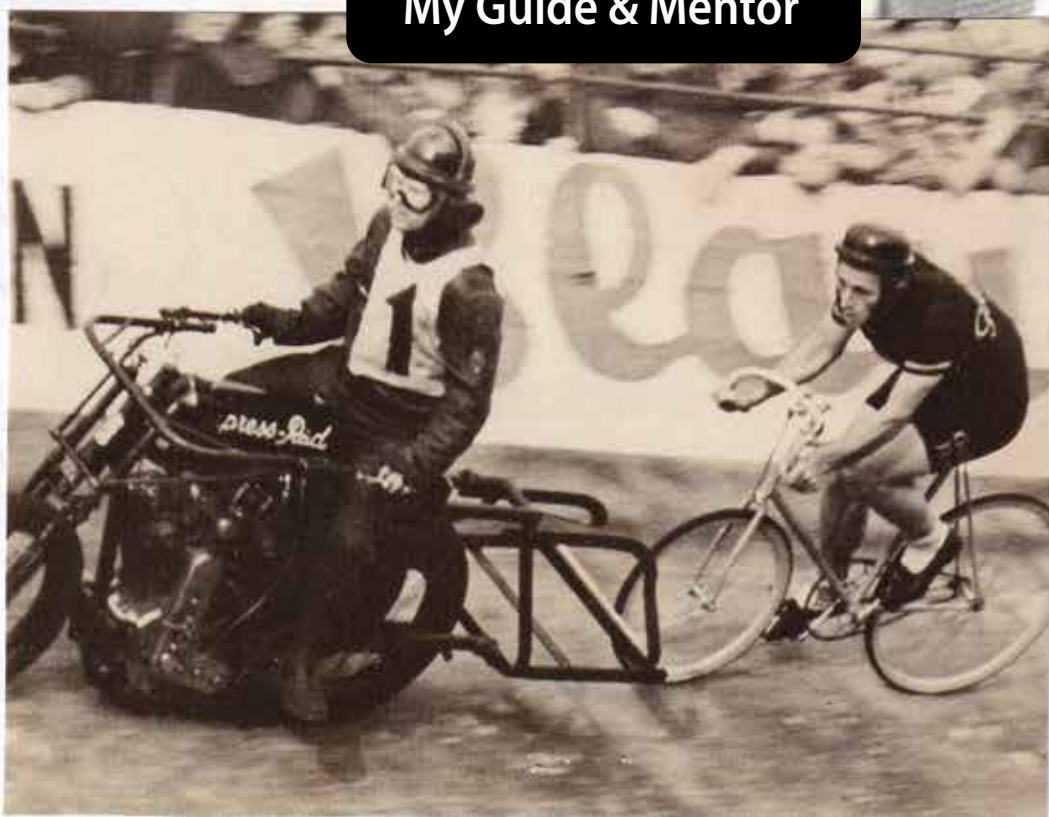
Gerber - Pankoke - Bo

75 Runden Punktelchren

Wie werden Fahrerrennen gefahren
Die Startfolge der Fahrer wird nachfolgend
festgelegt. Jeder Fahrer hat zu 1 Stunde
= 92,8 Zoll, 100 mm Körperlänge.
Jeder Fahrer und Schlichter muss vorher
stimmungen der HUK. Schlichterrennen

Preis 250

Rudi Voigt
My Guide & Mentor





Rudi Voigt
My Mentor



Cousin - Wolfgang

Preis 25 Pfennige

4. Berufsfahrer-Bahnrennen 1954

Ernst-Thälmann-Stadion

333 1/8 m Zementbahn

Veranstalter: Berufs-Radsport-Kommission, Halle
Sportlicher Leiter: Rolf Seyfarth, Karl-Marx-Stadt

Berufsradsporkommission Halle

Retourkarte

... durch das Publikum
... mit Kleidungs-

... dieses
Veranstalter nicht.
wird durch Laut-
der Bekanntgabe
analters.

1954, 17.30 Uhr

undert
x-Stadt

Verbindung mit der Eintrittskarte!

Kv 2834 54

100 km Dauerrennen hinter großen Motoren
in zwei Läufen über 40 und 60 km

Kittsteiner - Preiskeit - Voggenreiter

Gerber - Zieger - Hoyer

BERUFSFLIEGER - OMNIUM

Ein Deutschland ist,
soll sein und bleiben!

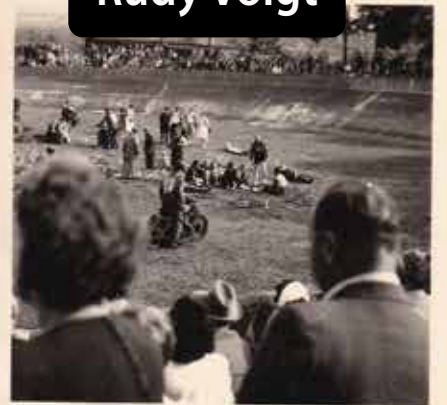




Rudy Voigt



My First Bike



Rudy Voigt





Rudy Voigt

(RADRENNBAHN HEIDENAU)

250 m Zementbahn

Es ist dem Publikum verboten:
Die Bahn zu überschreiten,
die Bahnumwehrung mit Kleidungsstücken oder sonstigen Gegenständen zu
behängen,
sich über die Bahnumwehrung hinauszulehnen,
Für Unfälle, die durch Uebertreten dieses Verbotes entstehen, haftet der Veran-
stalter nicht.

Sonntag, den 29. August 1954, 14.30 Uhr

Walter-Heflich-Gedenken

100 km hinter Motoren
in 3 Läufen über 20, 30, 50 km

Walter – Gerber – Pankoke – Schiller – H. Keil

Weltmeister-Toni-Merkens-Gedenken

Omnium für Berufsflieger

Wie werden Dan-
Die Startfolge d-
lor- oder 1954



ROCKENAUER KUR 1952-1954

20.03.2000

Nachruf für Radsportlegende Rudy Voigt Ein Sportler, der auch später Vorbild blieb

Ehemaliger Radsportler
informierten uns über den
Tod von Rudy Voigt. Wir
erinnern noch einmal an
seine großen Erfolge.

Herrn Rudy Voigt, der ge-
legentlich als Radsportler
bekannt war, ist am 19. März
gestorben. Er war 80 Jahre alt.
Bis 1950 bestanden mehrere
Erfolge der Radsportler
der DDR. Rudy Voigt war von
1950 bis 1954 Mitglied der
DDR. Später wurde er
als Mitglied der DDR
aufgenommen und wurde
als Mitglied der DDR
aufgenommen.



Einmaliger Radsportler
von Rudy Voigt. Rudy Voigt
war ein Radsportler, der
als Radsportler bekannt war.
Er war ein Radsportler, der
als Radsportler bekannt war.
Er war ein Radsportler, der
als Radsportler bekannt war.

Rudy Voigt





Berlin Tempelhof Airport



Ess- und Nagelgassenerflub



BahnhoftroBe und Industriehaus

Gruf aus Pforzheim



Am Sedanplatz



Bendnerpark

Pforzheim Residence



Me and my Piano





**Girlfriend Renate &
Ski Vacation**



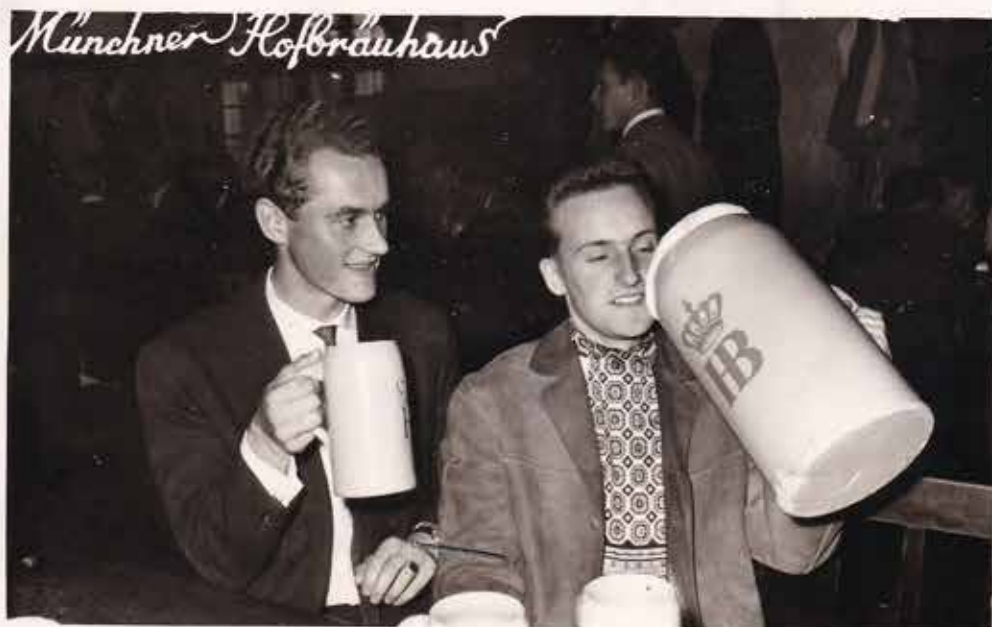


Ski Vacation with
Girlfriend Renate





Italian Vacation &
Octoberfest in Munich





Immigration to Canada

TOURIST CLASS

HOME
LINES

M/S ITALIA

2nd
Sitting

TABLE N. 17

Meal Hours :

Breakfast from 8,30 to 9,15 a.m.

Lunch 1 p.m.

Dinner 8,00 p.m.

Dining - Room "B,"
(C deck)

HOME
LINES



m. s. **ITALIA** 21.600 t.

HOME LINES

SHIP *Italia*

SAILING DATE *June 10th 60*

FROM PIER *Cuxhafen*

PORT OF LANDING *Montreal*

CABIN N° *B-16*

PASSENGER'S NAME
Hanns Jörg Eckert

ADDRESS



Canada & Friends



SEPT 1960

**HOME
LINES**

TOURIST CLASS

WANTED

IN CABIN



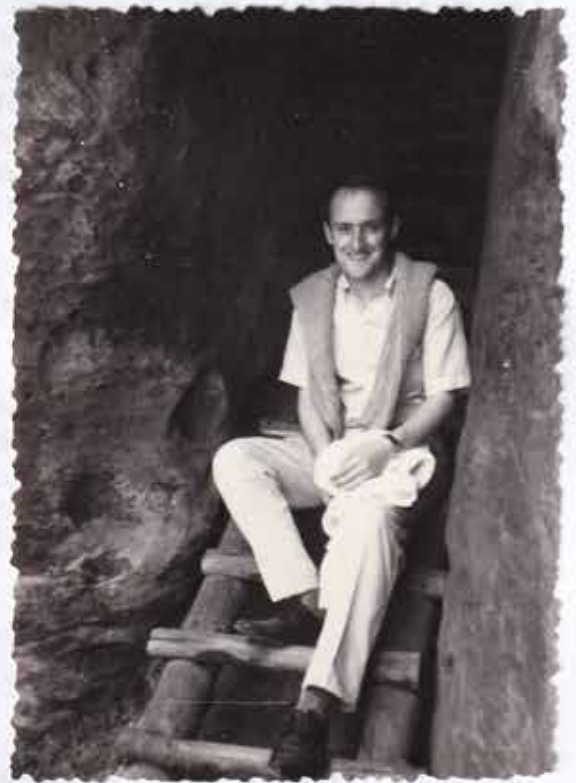


Canada





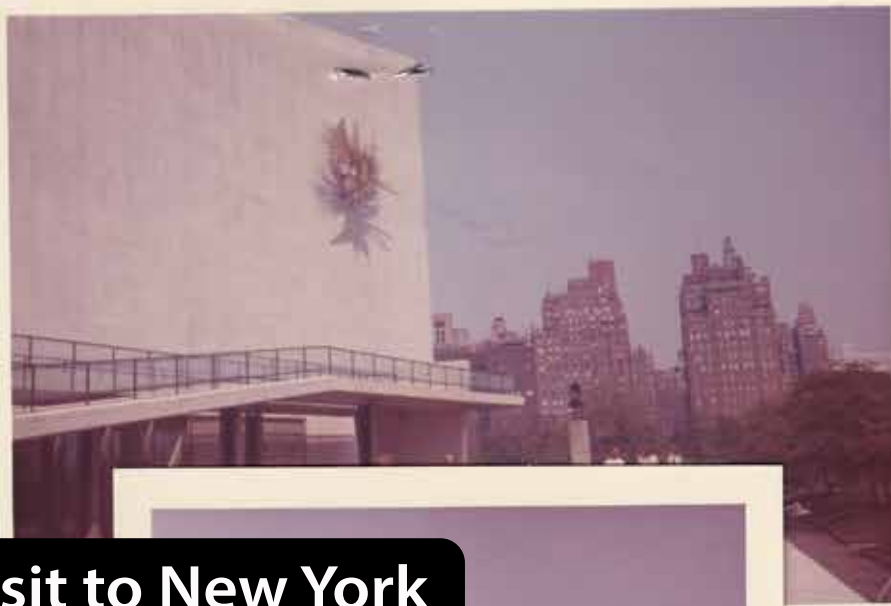
Canada, Friends, Elfrieda
& My Beloved 58 Impala





Elfrieda Dance Group



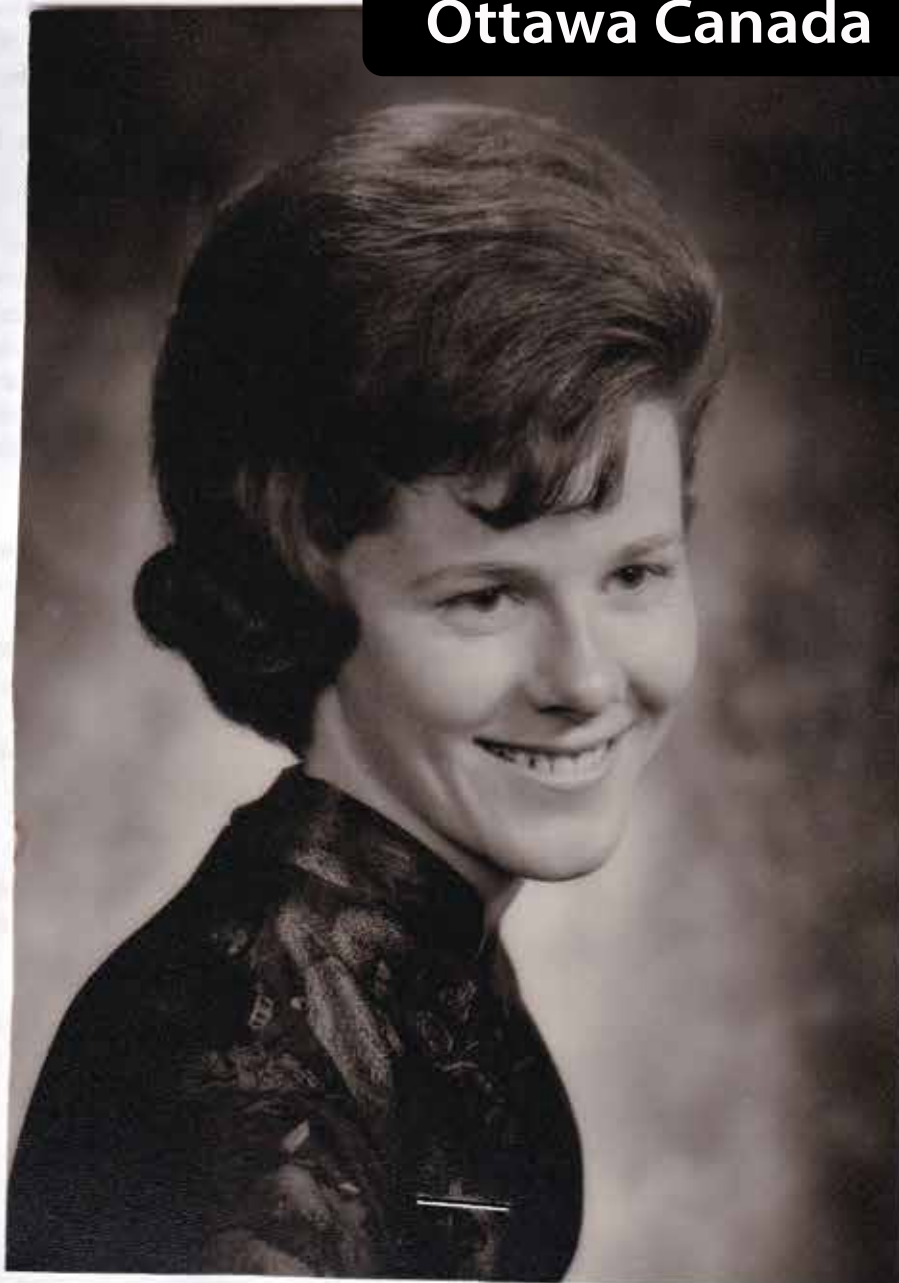


Elfrieda Visit to New York





Ottawa Canada





Ottawa Canada



Gloria, Armin, Elfrieda



ISSUED BY
TRANS-CANADA AIR LINES — AIR CANADA

PASSENGER TICKET AND BAGGAGE CHECK
PASSENGER COUPON

0141 720 6281

DATE AND PLACE OF ISSUE OF THIS TICKET
67-8 5714
AUG 16 1967

OTAWA
CE 4-1941

NOT TRANSFERABLE

OTHER THAN THE COUNTRY OF DEPARTURE, THE WATSON CONVENTION MAY BE APPLIED FOR DEATH OR PERSONAL INJURY AND IN RESPECT OF LOSS OF OR DAMAGE TO BAGGAGE.

FROM/TO	CARRIER	FARE CALCULATION	ORIGIN	DESTINATION	ISSUED IN EXCHANGE FOR	ENDORSEMENTS (CARBON)	BAGGAGE	NOT GOOD FOR PASSAGE	FARE CLASS/BASIS	VIA CARRIER	FLIGHT NUMBER	DATE	TIME	RES. STATUS
YOW TC			YOW	MONTREAL										
YUL TC			YOW	NEW YORK										
NYC TC														
YUL TC														
YOW TC														
FARE		\$58.00												
EQUIV														
AMT PAID														
TAX														



Greetings from 86th St. Brauhaus, 249 EAST 86TH ST. N.Y.C.

Visit to New York



All boats leave the southern end of Battery Park, South Ferry, N. Y. C.

BOATS LEAVE EVERY HOUR THROUGHOUT THE YEAR

on the hour — from 9:00 A.M. through 4:00 P.M.

ADDITIONAL SAILINGS APRIL 1

PHONE: BO 9-57

GENERAL INFORMATION:

The round-trip fares are the

ADULTS

CHILDREN (5 to 11)

Refreshments and souvenirs are served on all boats. The boats are comfortably heated with electric heat. A round trip takes 45 minutes. Allow one hour to go up into the Statue.

HOW TO REACH THE STATUE OF LIBERTY

By Subway: Take the R train to SOUTH FERRY Station.
By Taxi: Take the taxi to SOUTH FERRY Station.
By Boat: Take the boat to SOUTH FERRY Station.
By Car: Take the car to SOUTH FERRY Station.
There is a parking area in the vicinity for pleasure cars. Parking on Sundays and Holidays is usually no problem.

Circle Line Statue of Liberty Ferry

BATTERY PARK
NEW YORK CITY

THE STATUE of LIBERTY
is
OPEN ALL YEAR



*Zu unserer Trauung in der Heimatkirche sind uns unerwartet viele
Beweise der Mitfreude zuteil geworden. Es ist uns nur auf diesem Wege
möglich, Ihnen auch im Namen unserer Eltern, von ganzem Herzen
zu danken.*

Hannsjörg Eckert und Frau Elfriede

Our Wedding in Germany





Brawley, CA
Al Johnson Jewelers



Human Biological Rhythms, Cycles Upset

Sleep Scientists See Shift-Work Ill Effects

By HUGH MCCANN, *The Detroit News*

DETROIT—The Earth rotates on a 24-hour cycle and humans on a 25-hour cycle.

Because the seemingly insignificant one-hour difference produces unique medical problems and job hazards among America's growing number of shift workers, an obscure type of scientific researcher, the chronobiologist, is gaining prominence.

The "sleep scientists" study the rhythms and cycles of biological activity in humans, animals and plants.

The studies are particularly important since, by some estimates, there are as many as 16.5 million shift workers in the United States alone.

"Numerous studies have associated shift work with sleep problems," says psychologist Donald I. Tepas, who directs a sleep laboratory at the Illinois Institute of Technology in Chicago. "Continued chronic sleep deprivation may very well lead to a variety of health problems . . . and result in a general decrease in life expectancy."

Sleep researchers say that shift workers are not only inefficient but, in some occupations, can be downright dangerous. Nobody wants to fly with a tired pilot, they point out, nor have an overly fatigued surgeon operate them.

The armed forces are known for

creating difficult work schedules, according to Dr. Charles A. Czeisler, who studies sleep cycles at Brigham and Women's Hospital in Boston and is a staff member of Harvard University's health policy division.

He says that the U.S. Navy has persons scheduled "to an 18-hour day—on for six hours, off for 12, on for six, off for 12, etc.—careening around the clock. "It's very disruptive physiologically because it grossly exceeds the range of entrainment to which the human sleep-wake cycle can adapt."

Shift workers also suffer a disproportionate rate of marital discord, adds Tepas, pointing out that permanent night workers have a divorce and separation rate 40% to 80% higher than day workers.

'Much Ignored Problem'

Despite the fact that shift work has been an established reality since the days of World War I defense production, only in recent years have scientists begun deeply investigating the hazards associated with it. The impetus comes from a national trend toward more shift work.

"The only way to make business profitable is to work around the clock," says Tepas. Shift work, he continues, is "a much ignored problem."

But chronobiologists are at work across the nation, at such centers as the University of Michigan, Ford Hospital, Harvard University, Stanford University, Argonne National Laboratory, the National Institute of Occupational Safety and Health, and the Montefiori Medical Center in New York.

Chronobiology, which combines the Greek word for time, *chronos*, with "biology," began with the French astronomer, Jean-Jacques d'Ortous de Mairan. In 1729 he observed that a plant kept continually in the dark still raised and lowered its leaves at routine intervals. He concluded that something other than the normal cycle of night and day regulated the plant's behavior.

He suspected that plants have an internal regulator.

Because of De Mairan, the theory is widely though not universally held today that all biological organisms turn off and on according to an internal regulator, or "biological clock."

How does the human cycle work?

Let's say that you are accustomed to going to bed at 11 p.m. and rising at 7 a.m., but now find yourself living in a windowless room or in a cave. You have no clock and no way of knowing when it is day or night.

Letter from Six Day Kaiser

Chronobiologists say that unconsciously you start going to bed progressively later and rising progressively earlier. Eventually you will become completely "out of sync" with night and day. But, say the chronobiologists, after a few more weeks your sleep cycle will be back in sync once again with the night-and-day cycle outside . . . then out again . . . then in again, and so on.

Scientists call the 25-hour cycle a "ciradian" day. The word comes from the Latin *circa*, meaning "about," and *diēs*, meaning "day."

Humans can cope with relatively small differences between 24-hour and circadian days. But major differences put the two in direct conflict and trigger unpleasant consequences—more so for women than for men.

Early Morning Perils

Chronobiologist Charles Ehret has studied human work and sleep patterns for more than 30 years. "When your body rhythms are upset," he says, "you are more likely to become ill. You are less alert, and you are likely to make mistakes."

A 1955 study showed that U.S. commercial-vehicle drivers on late shifts were more than twice as likely to fall asleep at the wheel between 3 a.m. and 4 a.m.

An analysis in West Germany in 1974 found that train engineers were about 20% more likely than normal to miss signals during the same early-morning period.

In 1981, an investigation by scientists at the Argonne National Laboratory pointed out that the Three Mile Island nuclear accident

started at about 4 a.m. They concluded that it was probably a shift work accident as well as a human factor accident.

And a 1982 examination of job performance at a Southern hospital found a disproportionate number of lawsuits resulted from operations performed by surgeons working long hours on late shifts.

"In America, companies are not interested in educating their workers too much about shift work," says Michael Smolensky of the University of Texas School of Public Health. But the Boston-based Center for Design of Industrial Schedules (CIDS) is.

The center operates under an International Scientific Advisory Board consisting of 27 researchers from five countries. The board acts as a center for distributing sleep-cycle research.

Chronobiologists don't necessarily agree scientifically on why changed sleep cycles have their known ill effects. Some say that they the disruption persists until your biological clock, ticking away noiselessly in your brain, resets itself to your new cycle of rising and retiring.

Others discredit the "clock-reset" theory and maintain that the disruption ceases when you catch up on the accumulated hours of sleep lost—the so-called "sleep deficit"—because of the shift change.

Say that your routine retires you to go to sleep at 11 p.m. and gets you up at 7 a.m. The sleep scientists say that your body temperature dips lowest between 4 p.m. and 6 p.m. Periods of lowest-body temperatures, Ehret explains, are asso-

ciated with fatigue, reduced efficiency, errors and accidents on the job.

Chronobiologists also link the lowest level of certain types of intellectual performance with the lowest point on the body-temperature curve.

When the wake-sleep cycle changes abruptly, workers endure great difficulty and discomfort. "Shift work fatigue is not simple tiredness, simple fatigue of the sort that most workers experience," says Ehret. "Shift work is in fact a transient condition of mental dysfunction."

"When you rest your body clock from one time to another time, until the body clock is completely reset, it experiences multiple problems."

Chronobiologists find that:

Shift workers make the mistake of trying to sleep at the wrong time of day.

Shift workers seldom can sleep as long as they would like. They average an hour less sleep every 24 hours than permanent shift workers.

Female shift workers suffer more of a sleep deficit than their male counterparts. That may be, however, because women often continue to manage household responsibilities.

Women suffer more gastrointestinal disturbance—ulcers and upset stomach. This may be because frequent shift changes upset digestion and elimination routines.

They tend to consume larger amounts of caffeine and alcohol.

They have higher rates of menstrual irregularities than females on permanent shifts.

"6-Day Emperor" with 34 Six-Day Victories

Gustav Kilian Evingerstr. 395
4600 Dortmund-16
Germany



An Bord des Lufthansa-Senator-Dienstes

Dortmund, den 19.12.78

Lieber Herr Eckert,

Ihren Brief habe ich voller Interesse gelesen. Ich hoffe, daß Sie wissen auf was Sie sich da einlassen. Persönlich kann ich es mir nicht vorstellen, daß es möglich ist mit dem Rad von Los Angeles nach New York zu fahren. Für die heutige Zeit mit ihren Verkehrsproblemen wird das sicher nicht so einfach sein. Trotzdem werde ich mich nach einem Trainer umsehen, der vielleicht Interesse an dieser Sache hat.

Ich habe vor im nächsten Jahr eine Reise nach Californien zu machen und werde Sie bei dieser Gelegenheit einmal besuchen.

Mit freundlichen Grüßen

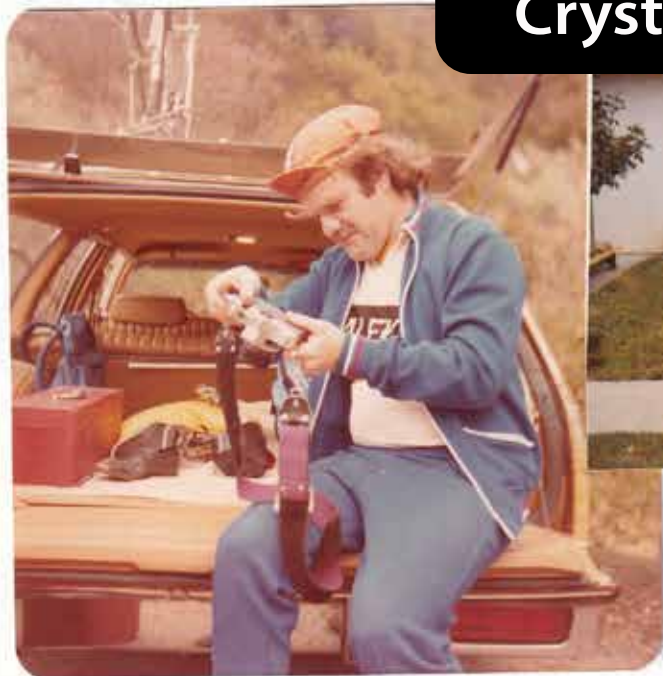
Gustav Kilian

Gustav Kilian

Letter from Six Day Kaiser



**Mainer & Family
Training at Hwy
34 to
Crystal Lake**



COTTONWOOD / ARIZONA & LAW

1979 Attempt LA - NY

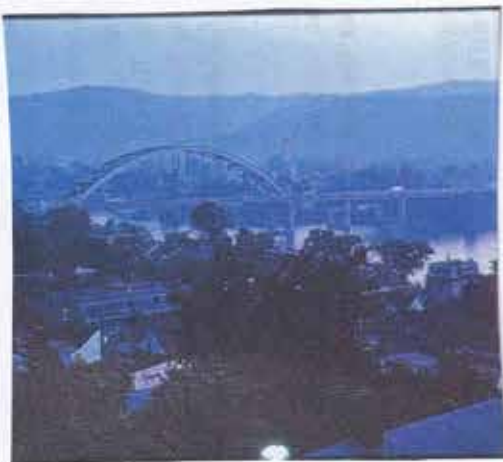


Cottonwood
Incarceration
Film Crew
Terry, James, Joyce
Adolfo & Darlene





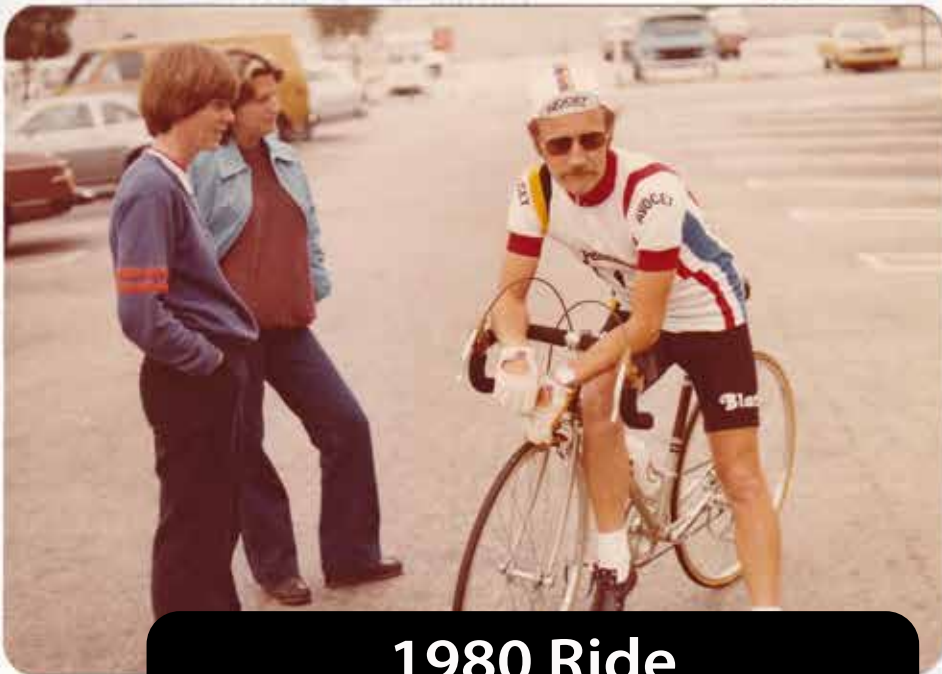
1979 Attempt LA - NY



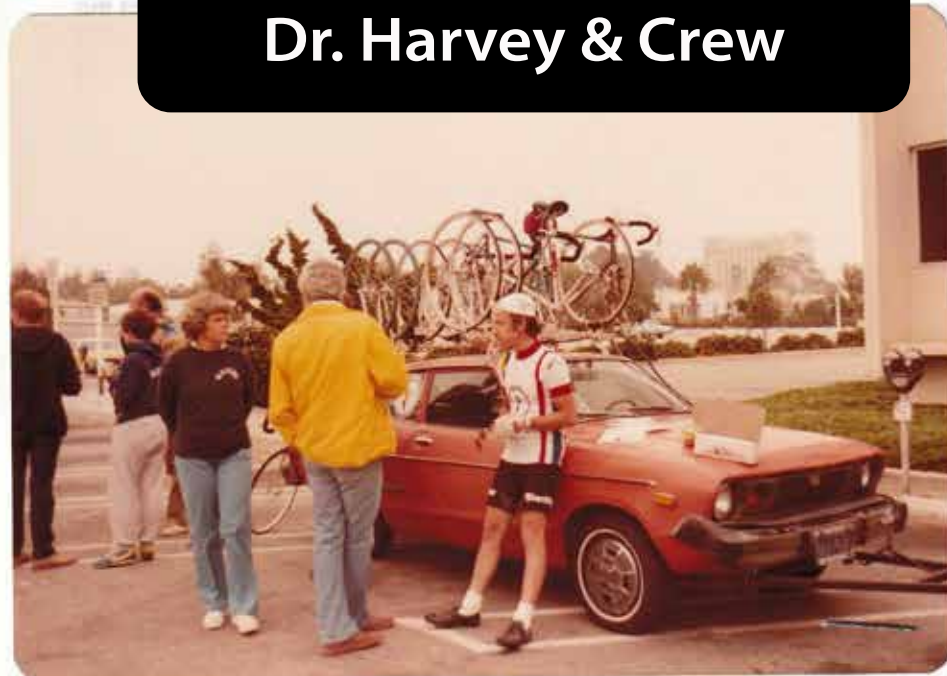


1979 Attempt LA - NY





1980 Ride
Dr. Harvey & Crew





1980 Ride
2nd Attempt





UNITED STATES CYCLING FEDERATION, INC.

TREASURER'S RECEIPT

No 1627

Received From

James Eckert

Date

6/19/81

Club Dues

Dealer
Memberships

International
Licenses

International
Travel Fund

New Checks

Patches
& Decals

Registrations

30.00

Sanctions

Sponsorship

TOTAL

30.00

K. Althoff

**1981 Record Breaker
USCF Sanctioned Receipt**



Hans Eckert's Goal Turns Into A

by Ed Robles

If a stranger were to visit Hans Eckert at his East Irvine condominium and talk to him for a while, chances are that person would leave Eckert's home declaring something like, "That man is an unhinged lunatic!"

For the last year and a half, Eckert has had his mind on the trans-continental (Los Angeles to New York) bicycling record of 13 days, one hour, 20 minutes held by Newport Beach's John Marino. But due to natural and human obstacles, Eckert has had to give up during his two attempts. His first was made last year and the second ended last month after eight days.

What makes some wonder about Eckert's sanity—or praise his determination—is that after all the hardships he has suffered from the trips, Eckert is preparing himself to make a third attempt in May of next year, providing his health is up to the challenge.

Last year's trip was a nightmare for Eckert and his crew from the first day. Eckert, 41, began the journey well enough, bicycling 340 miles in less than 24 hours. But the Arizona Highway Patrol soon caught up with Eckert and the mobile home he had rented.

Evidently, the mobile home was rented illegally. Eckert had subleased the vehicle from a Santa Ana dealer who had leased it from a Los Angeles area dealer. However, the Santa Ana dealer hadn't made any payments to the Los Angeles man, so as far as the authorities were concerned, the mobile home was stolen.

As a result, Eckert and his crew lost half a day, spending 12 hours in an Arizona jail until his wife came to bail them out. At the moment, Eckert has lawsuits pending against both dealers.

Despite the large setback,

Eckert was determined to cross the country in a record-breaking 12 days. To make up for the lost time, he rode day and night through 100-degree temperatures, intense lightning storms, hail storms and 30 mph head winds. For the 10 days that followed his stay in jail, Eckert had reduced his sleeping time to one 1½ hours per day.

Just 300 miles from New York and with a substantial amount of time (27 hours) remaining to break the record, Eckert had to give up on his attempt when he encountered a Bermuda hurricane near Harrisburg, Pa.

The two most significant events of Eckert's second attempt were the "unbelievable heat" and his stay in the hospital.

"It was about 118 degrees in the shade," Eckert remembers. He has a thick German accent, although his command of the English vocabulary is commendable.

"The heat was unreal, but I didn't respect it because I did my training in the Imperial Valley where it can get very hot."

He would place a frozen cabbage leaf under his cap to keep his head cool.

It was a few miles past Blythe when Eckert began having dizzy spells and hallucinations. He started complaining of chest pains and was riding dangerously as a result of the problems, unconsciously crossing from lane to lane. It wasn't long before Eckert passed out and woke up in a hospital.

"I was pretty bad. I was just burning up so they rubbed me down with ice and cold towels," Eckert said. "I remember a nurse wanted to put this cold sheet over my head and I said, 'I'm not that bad.'"

The diagnosis was heat stroke and the doctors said bed rest

Wheeling

Obsession



would remedy the situation, but Eckert felt an obligation to his supporters, like Avocet, which supplied the bicycle parts; "little old ladies" who gave donations, and the crippled children and Boy Scouts, for whom Eckert was trying to raise money.

Feeling somewhat better, Eckert continued his trek on the morning of the third day. However, once the sun came out,

NOT GIVING UP—Hans Eckert, 41, of Irvine, is determined to set a record for the fastest trans-continental crossing on a bicycle. He's yet to make the distance in two attempts.

Staff photo by Barry Slobin



the symptoms flared up again. He remembers feeling a pain from the right side of his neck up to his left temple. The chest pains also returned.

To cool him off, Eckert's crew would rub him down with ice and rubbing alcohol every 15 minutes or so and, once he resumed riding, he would place a frozen cabbage leaf under his cap to help keep his head cool.

"It got so hot I was sunburned

through my shirt and once the cabbage leaf melted I would get sunburned through my cap. It was unreal," Eckert explained. "Soon I had to do my riding at night, but during the day I couldn't sleep because it was too hot."

Eckert and his crew made it as far as Kansas City, and on one evening of riding he had covered 309 miles. But Eckert knew he wasn't healthy and so did one member of his crew. That crew member went to Eckert and told him he was quitting.

"I was floored, I didn't know what to say. I just asked him what do you mean?" Eckert

"I've worked too hard and suffered too much not to get the record."

said. "He told me, 'Hans, we're just like brothers and I don't want to have any part of your trying to kill yourself. If this is the only way I can make you understand the shape you're in, then I'll do it.'"

So, after eight days, Eckert gave up his second attempt. On the way home he started to cough up blood due to ruptured blood vessels in his lungs. "That was one of the effects of the heat," Eckert said.

After all the suffering Eckert and his family have gone through now, the obvious question is, why?

"I'm not doing it for the money because I can make a hell of a lot more working (Eckert operates his own business as a jeweler) all day," he says. "It's a goal I have. I've worked too hard and suffered too much to not get the record. It's like the guy who climbed the mountain because it was there. That's why I'm going after the record."

Eckert has ridden over 15,000 miles in training to break the mark and, as a result, he describes his family life as almost non-existent. He admits that sometimes he wonders if he hasn't been a good father to his children; Michelle, 12, and Brian, 10.

"Sure, that's something I always wonder about, but I've promised my wife (Frieda) and the kids that once I get this out of my system I'll spend more time with them. I think they understand," he explains.

"I'm just obsessed with getting that record. It's terrible trying to explain why. The whole thing is driving me wacky and I won't feel good about it until I have the record."

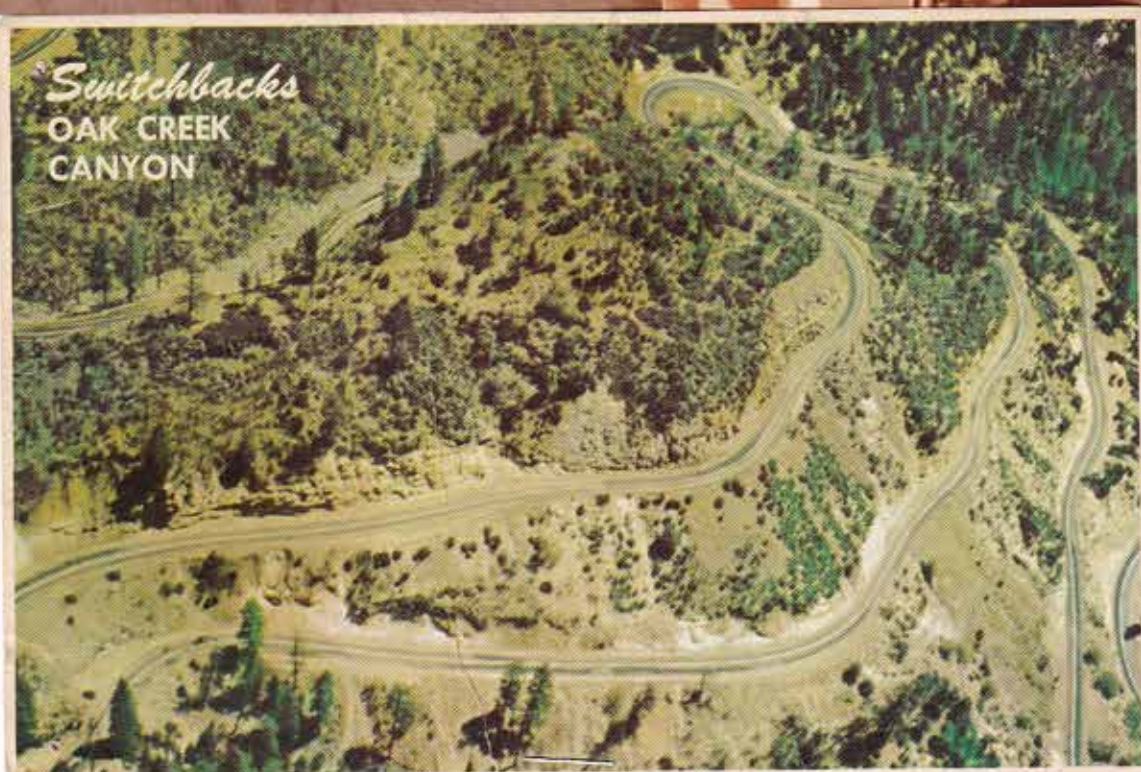
When Eckert says that he'll get this obsession "out of his system" that may still be a long time coming. After he breaks the record, he wants to race in the European World Championships for Veterans. After that race, he says he's entertaining the idea of "motorpacing" across the United States. Motorpacing is a bicycling sport in which the rider attempts to maintain a certain distance between his front tire and a motorcycle.

Motorpacing is considered by some to be easier than ordinary bicycling because the rider keeps his concentration on the distance between bike and motorcycle rather than the usual drudgery of pedaling.

However, the unexpected must be taken into account with this variation. Should the motorcyclist have to make any unexpected turns or sudden shifts, a nasty spill may be in store for the following bicyclist.

It doesn't seem to faze Eckert, though.

"Sure it's dangerous, but it's very tempting," he says with sparkling eyes and a strange smile.



Switchbacks
OAK CREEK
CANYON





State of Arizona
Department of Public Safety



ARIZONA TRAFFIC TICKET & COMPLAINT

DEFENDANT COPY		STATE OF ARIZONA VS DEFENDANT:		TRAFFIC COMPLAINT	
SCORREX CODE _____		TITLE _____		MIDDLE _____	
ADDRESS (RESIDENCE) _____ _____ _____		TOWN _____		STATE ☐ OVER ☐ CHALK	
SEX _____	HEIGHT _____	HAIR _____	EYES _____	ORIGIN _____	BIRTH DATE _____
BUSINESS ADDRESS _____ _____ _____		TOWN _____		STATE _____	
DRIVER _____		TOWN _____		STATE _____	
PLATE NO. _____		YEAR _____		MAKE _____	
CITY OR TOWN _____		STATE _____		TYPE _____	
ON THE _____ DAY OF _____ 190____		COURT NUMBER _____		ARIZONA	
JUDGE _____		NOTICE TO APPEAR BEFORE _____		COURT NUMBER _____	
CITY MAGISTRATE _____		COURT NUMBER _____		COURT NUMBER _____	
ON THE _____ DAY OF _____ 190____		COURT NUMBER _____		COURT NUMBER _____	
DEFENDANT _____		COURT NUMBER _____		COURT NUMBER _____	

IN THE _____ COURT _____

THE UNDERSIGNED SAYS: _____

ON _____ DAY _____

THE _____ OF _____ 190____

DID THEN AND THERE UPON A PUBLIC HIGHWAY, NAME, V. LOCATION _____

COMMIT AN OFFENSE (A MISDEMEANOR) _____

IN VIOLATION OF SECTION _____

AS FOLLOWS _____

IN THE _____ COURT _____

THE UNDERSIGNED SAYS: _____

ON _____ DAY _____

THE _____ OF _____ 190____

DID THEN AND THERE UPON A PUBLIC HIGHWAY, NAME, V. LOCATION _____

COMMIT AN OFFENSE (A MISDEMEANOR) _____

IN VIOLATION OF SECTION _____

AS FOLLOWS _____

DEFENDANT IS ADVISED TO READ INSTRUCTIONS ON REVERSE SIDE AND TO BRING THIS COPY TO COURT

CALIFORNIA HIGHWAY PATROL
NOTICE TO APPEAR

N 598947

DATE 19 IS TIME M DAY OF WEEK

NAME (FIRST, MIDDLE, LAST)

RESIDENCE OR BUSINESS ADDRESS

CITY STATE ZIP CODE

DRIVER'S LICENSE NO. STATE BIRTHDATE

SEX HAIR EYES HEIGHT WEIGHT

VEHICLE LICENSE NO. STATE

YEAR MAKE BODY STYLE COLOR VEH. TYPE

REGISTERED OWNER OR LESSEE

RESIDENCE OR BUSINESS ADDRESS CITY ZIP CODE

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PUBLISHERS

9 February 1982

Hans Eckert
165 Briarwood
Irvine
California 92714
USA

Dear Mr Eckert

Thank you for your letter and enclosures dated 3 December but only just recieved, concerning your US coast to coast cycling feat.

I am afraid that we cannot consider this for publication in the Guinness Book of Records until we are in receipt of confirmation from the USCF that they have accepted your time and ratified it as a new record.

From past experience they are sometimes a little slow in issuing such certification, and may need a little pressure applied. However we look forward to receiving their confirmation in due course.

With best wishes.

Yours sincerely

MRS B WAITES
Assistant Sports Editor
GUINNESS BOOK OF RECORDS



THE LONG RIDE

by Hans Eckert

FEB. 12 THRU 13, 1983 – A fundraiser for the Boys & Girls Club of Irvine

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Address: _____

I pledge 10¢ per mile or _____ ¢ per mile.

I pledge \$1 per hour or \$_____ per hour.

I make a flat pledge of \$_____.



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_____ ¢ per mile.
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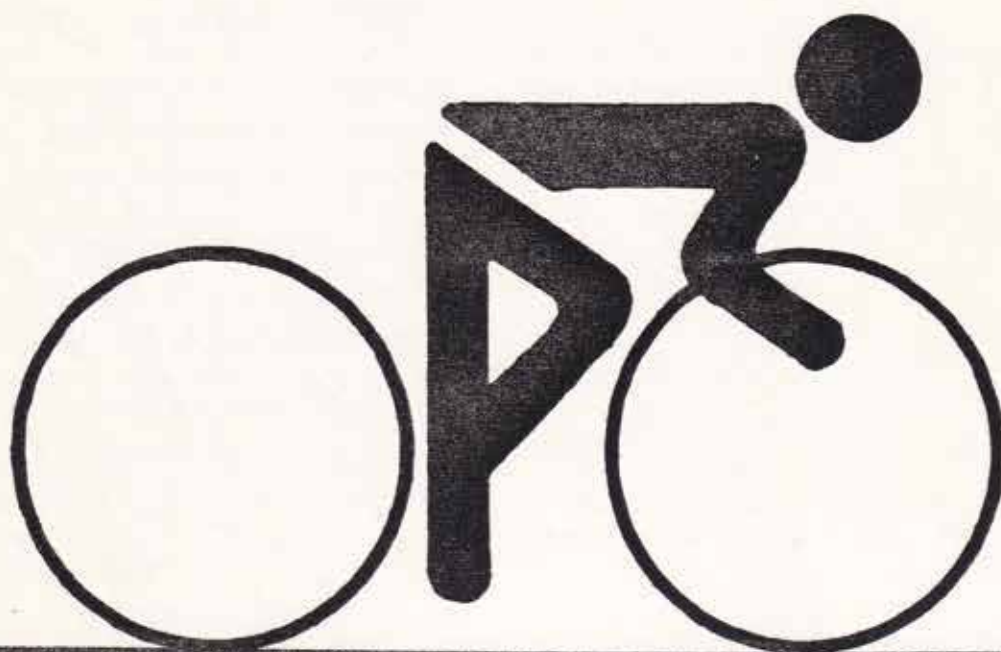
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THE LONG RIDE

by Hans Eckert

FEB. 12 THRU 13, 1983



Cyclist a big wheel to Irvine club

Pedal power has earned the Irvine Boys and Girls Club more than \$2,000, thanks to a marathon bicyclist's efforts over the weekend.

Hans Eckert, a professional cyclist and an Irvine resident, spun the wheels of his Allez bicycle for more than 400 miles in a 24-hour benefit for the club.

Although a final tally still is incomplete, club spokesman Dan Carlsson said he expects pledges made for the ride will total from \$2,000 to \$2,500.

Eckert, 44, far exceeded his prediction that he would cover about 250 miles in the 24-hour ride. He started at noon Saturday and finished at noon Sunday, riding at times through pouring rain.



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A fundraiser for the Boys & Girls Club of Irvine







Pledge gatherers rewarded

The efforts of four Irvine Boys' & Girls' Club members who collected pledges for the fundraising bike ride last month by cyclist Hans Eckert were rewarded recently by club director Dick Rojo. Receiving prizes as the club's leading pledge gatherers are (from left) Erik Carlsson, Sarah Cameron, top prize winner Brian Eckert, and Kyle Libby. Eckert's 24-hour ride raised more than \$2,000 for the club, according to Rojo.



Daily Pilot Photos by Richard Koshler and Charles Starr

Cycle's charitable

Hans Eckert took off amid balloons and applause at noon Saturday and finished pedaling at noon Sunday to benefit the Irvine Boys and Girls Club. Pledges based on the 400 miles he covered raised more than \$2,000 for the club.



Daily Pilot Photo by Charles Starr

Brian Eckert (left), 11, and Mark Simpson play a fast game of Foosball at the new Irvine Boys and Girls Club as Brian Blades, 7, watches from the sidelines.

Irvine kids get their club

By GLENN SCOTT

Of the Daily Pilot Staff

For one fleeting day, the Irvine Boys and Girls Club was new.

The \$1.2 million facility on East Yale Loop in Woodbridge opened Monday afternoon. The children were waiting.

What the youngsters discovered inside the stucco building were new pool tables still level, ping pong balls that weren't dented, wood shop tables with no nicks, a basketball floor with gleaming varnish, see-through fiberglass blackboards missing a single smudge and a stage still waiting for its first performance.

"It's so new that you don't

even want to let the kids use it," said Greg Borsuk, who didn't mean it.

Borsuk, the boys' physical activities director, spent the first hour in the spacious gym pumping up new orange basketballs and helping retrieve those that got stuck in the new, unstretched nylon nets.

Other staff members also watched over the children who suddenly transformed what had been a quiet, almost dreamlike facility into a loud, working one.

Built to handle a membership of more than 3,000, the club is the largest in Orange County and one of the biggest in the country, said Ed Portmann, public relations consultant. It is twice

the size of any of the three other facilities in Costa Mesa and Newport Beach run by its parent organization, the Harbor Area Boys Club.

Its three major areas are a multi-purpose room with stage and kitchen, a hobby center with a separate wood shop, crafts room, darkroom and game room, and finally the gym with an adjacent weight room and two locker rooms.

"We're going to have the ultimate in programming, believe me," said Lou Yantorn, executive director.

He said the idea for the Irvine facility began in 1978 when city officials approached his (See IRVINE, Page A3)

\$2,000 pledged

Long-distance cyclist Hans Eckert's 24-hour ride in Irvine last weekend is expected to have raised more than \$2,000 in donations for the Irvine Boys' and Girls' Club, a spokesman for the organization said.

Eckert, an Irvine resident, pedaled more than 400 miles during rain and shine for the fund-raiser, the spokesman said.

His circuit took him from Culver Drive to Walnut Avenue, to Jeffrey Road, to University Drive and back to Culver Drive.

He circled the route 39 times, said the spokesman, adding that a City of Irvine vehicle followed the cyclist during his day-long ride that began Saturday, Feb. 12 and was punctuated by a three-hour rainstorm.

Subaru of Southern California, which has offices in the Irvine Industrial Complex-East, donated a pace car in the fund-raising effort. Coco's restaurant in Woodbridge provided food and refreshment to volunteers and Seiko provided time keeping instruments, the spokesman said.

The spokesman said that an official tally of the donations and pledges would be completed in the next two weeks.

Ygnacio Nanetti/The Register

Bike rider Hans Eckert trains for marathon.

Marathon bicyclist goes a long way to help club in Irvine

By John Westcott
Register staff writer

IRVINE — Two hundred and fifty miles is all in a day's work for Hans Eckert.

It will be Saturday, at least, when the marathon cyclist rides the streets of Irvine for charity.

Eckert will mount his bicycle at noon Saturday at the Irvine Boys and Girls Club on Barranca and East Yale Loop. He won't stop cycling until noon Sunday, hoping to cover some 250 miles.

Eckert, an Irvine resident, said he trains some 350 miles a week, so the 24-hour marathon should not disrupt his training schedule.

"I just thought that while I was doing all those miles, it could be for somebody else's benefit, too," said the 44-year-old Irvine resident.

Pledges made for the ride will benefit the club, which opened its \$1.3 million facility earlier this year. The club expects several thousand pledges to be made by noon Saturday, said Ed Portmann, club spokesman.

The 24-hour ride will not approach Eckert's most excruciating endurance tests, which have included three attempts at a transcontinental record. His best effort in the Santa Monica-to-New York trip was completed in 11 days, 13 hours and 44 minutes.

Although he submitted the time to the U.S. Cycling Federation as a record for "veteran" cyclists — 42 years or older — the federation told Eckert it no longer had time to research all of the applications for records.

Eckert, who joined Pro-USA, the nation's largest professional cycling organization, in 1982, said he's ready to tackle the transcontinental trip again if he can find a sponsor. He said he spent about \$42,000 of his own money in his first three attempts.

Residents can call 551-8214 to make a pledge for Saturday's event.

WELTREKORDLER ECKERT IN HERFORD

Herford (H.W.). Der Rad-Weltrekordler auf der Strecke Los Angeles — New York, Hans Eckert aus Irvine / Kalifornien, war drei Tage bei Klaus Augustin zu Gast. Der gebürtige Sachse Hans Eckert und der Wittekind-Vorsitzende sind seit einigen Jahren befreundet. Am Dienstag, dem 24. April, hielt der MarathonradSPORTler aus den USA einen Bildvortrag über seine Weltrekordversuche im Vereinslokal des RSV Wittekind, der Gaststätte Schony. Als Vertreter des Sportausschusses der Stadt Herford sagte Claus Naß einige nette Begrüßungsworte.

Bevor der Weltrekordler im Jahre 1960 Staatsbürger der USA wurde, lebte er bis 1956 in Bad Schandau / b. Dresden. Über Pforzheim, der Schweiz, Kanada, New York landete er schließlich in der Nähe von Los Angeles. Schon als Kind in der DDR ließ Hans Eckert seine Liebe zum Radsport erkennen. Trotzdem betrieb er weder in seinem Heimatland, noch während der ersten Jahre in den USA Radsport im eigentlichen Sinne. Es lag mit daran, daß er der Sohn eines Pators ist. Erst 1978 stieg

er, der für seine Zukunft sehr bestimmend sein sollte. Es wurde darin von einem Unternehmen berichtet, daß die Öffentlichkeit in den USA aufhorchen ließ. John Marinos, ein Italien-Amerikaner fuhr auf der Strecke Los Angeles — New York (ca. 5000 km) Weltrekord in 13 Tagen, 1 Stunde und 22 Minuten. Diese Nachricht bedeutete einen radikalen Wandel im Leben des 40jährigen Juwelier - Geschäftsinhabers Hans Eckert. Nun hieß es trainieren und viel Geld in Material und eine komplette Begleitmannschaft zu investieren. Die Mannschaft setzt sich aus einem Mechaniker, Masseur, Ernährungswissenschaftler, einem Videofilm- und Bildfotografen zusammen. Im Jahre 1979 startete Hans Eckert dann zum erstenmal zu einem »Quer durch das Land« in Santa Monica. Es sollte von vielen Hindernissen geprägt sein. Sogar ein Gefängnisarrest von 12 Stunden blieb dem Team nicht erspart. Es lag daran, daß man ihnen ein als gestohlen gemeldetes Wohnmobil vermietete. Der Zwangsaufenthalt in Arizona führte

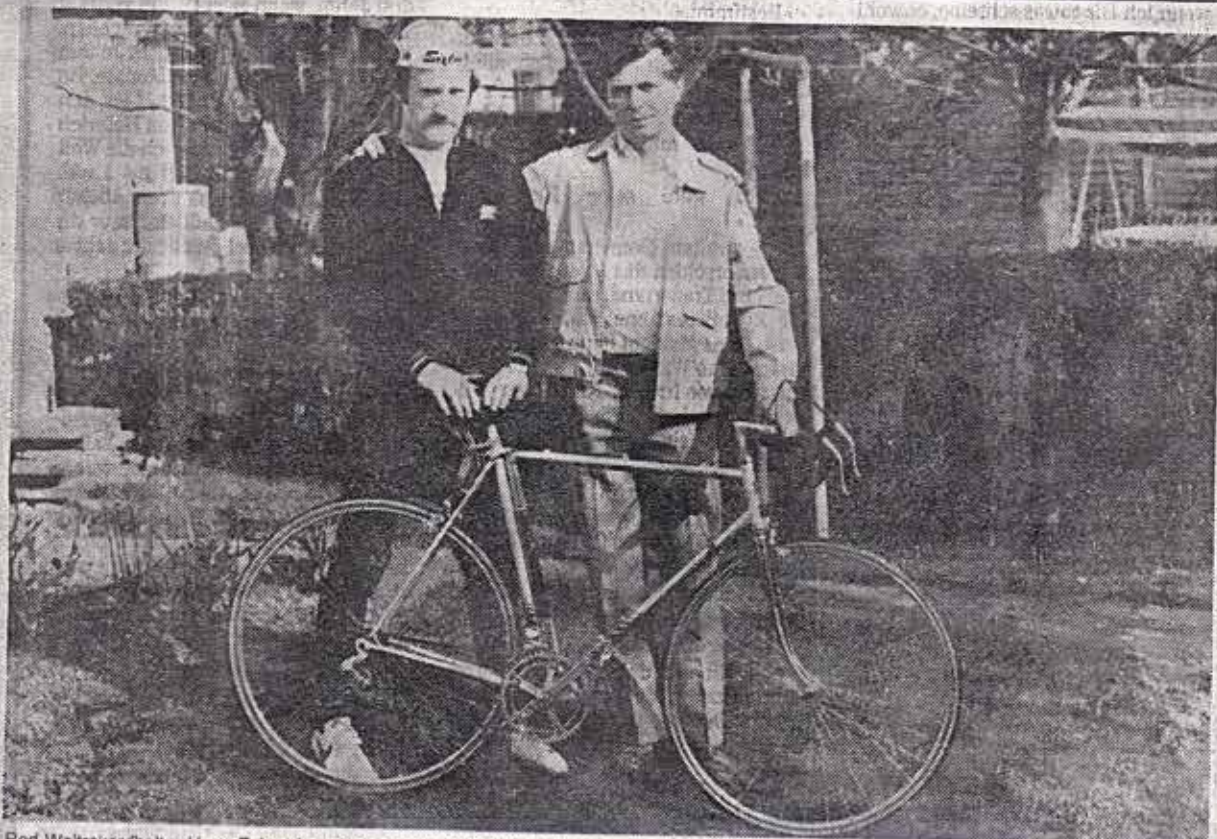
dazu, daß die Begleitmannschaft von Tag zu Tag unzuverlässiger wurde und sich nicht mehr im erforderlichen Maße um ihren Schützling bemühte. Durch einen Wirbelsturm, 300 Meilen vor dem Ziel, wurde das Unternehmen dann endgültig zum Scheitern verurteilt. Aber Hans Eckert ließ sich nicht unterkriegen. Im darauffolgenden Jahr scheute er sich nicht, noch einmal die Strapazen einer solchen Strecke auf sich zu nehmen. Schon auf der ersten Tagesstrecke erlitt er, wegen der 1980 überaus großen Hitzewelle in Kalifornien, einen Hitzeschlag. Er wurde in ein Krankenhaus eingeliefert und bereits von einem weißen Tuch zudeckt.

Doch als ihn der Arzt am nächsten Tag in Richtung Heimat entließ fuhr er weiter. Schwindelanfälle machten ihm

die Weiterfahrt zunächst nur in der Nacht möglich. Auch die Mannschaft wurde von den Hitzeeinflüssen nicht verschont. Einige Leute drehten völlig durch und prügeln aufeinander ein. Das war das frühe Ende des zweiten Versuches. Erst im Jahre 1981, als Elfriede Eckert, Hans seine Frau, die Mannschaft führte, gelang der Erfolg. Er machte sich seine Erfahrungen auf den Gebieten wie Material, Kleidung, Schlaf und Ernährung zu nutze. Nach 11 Tagen, 13 Stunden und 44 Minuten erreichte Hans Eckert mit seinem Team New York. Nach vielen Qualen und hohen Kosten ging sein Traum in Erfüllung. Der wenige Schlaf, den er durch vorheriges Training auf 2—3 Stunden pro Tag reduziert hatte und zwei schwere Stürze konnten ihn diesmal nicht zum Aufgeben zwingen. Die letzten 300 Meilen fuhr er mit Lähmungerscheinungen, die sturzbedingt waren und wodurch er den Lenker nicht mehr richtig halten konnte. Bei seinem Vortrag lauschten die Anwesenden gespannt den Episoden, die er am laufenden Band von sich geben kann.

Inzwischen sind einige Jahre vergangen und Hans Eckert will noch einen neuen Rekord fahren. Den 24-Stunden-Steher-Weltrekord (hinter Motoren). Gleichzeitig sollen einige amerikanische Rekorde über 10, 20, 50 und 100 km ausgelöscht werden. An sich ist da an die Olympia-Bahn in Los Angeles gedacht, nach der Olympiade im nächsten Jahr. Aber Amerika verfügt über kein Steher- und Schrittmacher-Material. Deshalb hat Hans Eckert auch schon an Bielefeld gedacht und sich die Bahn angesehen. Gemeinsam mit Klaus Augustin führte er auch Vorgespräche bei dem amtierenden Steherweltmeister Rainer Podlesch, in Berlin. Auch Weltklasseschrittmacher Christian Dippel aus Bielefeld wollte Ostermontag im Hause des Wittekind - Vorsitzenden. Zunächst muß aber ein Sponsor gefunden werden, denn Hans Eckert haben seine Rekordversuche, trotz Unterstützung der Industrie, sehr viel Geld gekostet.

Katrin Augustin



Rad-Weltrekordhalter Hans Eckert besuchte seinen Herforder Freund Klaus Augustini. Der gebürtige Dresdner berichtete über seinen Weltre-

kord, in dem er in elfeinhalb Tagen mit dem Rad eine Strecke von rund 5000 Kilometern zurücklegte.

Foto: A. Strötter



Zwölf Tage Höllenqualen bei Wüste, Sand und Regen

»Marathon-Radler« bei Klaus Augustin – Neuer Weltrekord in Bielefeld?

Von Axel Strötter

Beim gemeinsamen Frühstück im Hause des Vorsitzenden des RSV Wittekind, Klaus Augustin, läßt Hans Eckert seine Rekordversuche noch einmal »Review passieren«.

Schon nach 340 Meilen stoppte die Polizei das transkontinentale Wettrennen. Das vorher angemietete Wohnmobil der Begleitmannschaft war als gestohlen gemeldet worden und Eckert wurde irrtümlich verhaftet. Nach zwölf ungewissen Stunden »befreite« ihn schließlich seine Frau durch eine Bürgschaft. Danach stieg Eckert wieder aufs Rad, doch aufgrund des Zeitverlustes und daraus resultierenden Unstimmigkeiten in der Mannschaft brach er den ersten Weltrekordversuch ab.

Das war 1979. Ein Jahr später erging es dem gelernten Uhrmacher nicht viel besser. Ein Hitzeschlag milt anschließend dem Krankenhausaufenthalt beendeten den zweiten Versuch. Doch Hans Eckert gab nicht auf. Der heute 45jährige trainierte noch besessener und konzentrierte sich ganz besonders auf die Zusammenstellung seiner Mannschaft. Die Führung legte er »in die Hände« seiner Ehefrau Elfriede, die Eckert als »prächtiges Weib« beschreibt.

Die Voraussetzungen waren längst nicht ideal, jedoch besser als in den Vorjahren. Ein neuartiger Anzug für die Wüste sollte mithelfen, die psychologische Wirkung des Hitzeschlages 1980 zu überwinden. Um es vorwegzunehmen: Hans Eckert erlitt teilweise Höllenqualen, doch er schaffte einen neuen Geschwindigkeitsrekord. Nach elf Tagen 13 Stunden und 44 Minuten war der in der Nähe von Dresden aufgewachsene Eckert am Ziel seiner Träume.

»Fernandos Hilfe«

Der »Radsportverrückte« bestätigte damit seine vorher aufgestellte These, in der er von sich selbst behauptet, daß für ihn keinerlei Leistungsgrenzen bestehen. Hans

Herford (HK). Hans Eckert spähte durch das Gitter der winzigen Gefängniszelle und schüttelte verzweifelt seinen Kopf. So stellt man keinen neuen Geschwindigkeitsrekord auf, dachte der Radfahrer, als er sich abgekämpft auf die Schlafkoje zurücklegte. Gerade an diesem herrlichen Septembertag war Eckert von Santa Monica (Kalifornien) aufgebrochen, um die mörderische Strecke Los Angeles – New York (ca. 5000 Kilometer) mit dem Fahrrad in weniger als 13 Tagen zurückzulegen.

Eckert erinnert sich an die Septembertage im Jahr 1981: »Hitze und starker Wind in der Wüste, ich bekam eine Trinkflasche überreicht und wollte unser geparktes Wohnmobil überholen, als mir plötzlich ein Auto entgegenkam, von dem ich durch den Wind und den entstandenen Wirbel mit meinem Kopf an die linke Seite des Caravans prallte. Trotz eines Helmes ging die Brille kaputt und zerschnitt meine rechte Augenbraue und die Haut unterhalb des Auges. Fernando (unser »Medizinmann«) machte die Wunde sauber, unterdrückte die Blutung und zerrieb Aspirintabletten zu Pulver, die er dann in die Schnittwunden streute. Mit Heftpflastern wurden die Ränder zusammengehalten und ... weiter ging's.«

Vier Stunden Schlaf

Andere Probleme blieben nicht aus. In Texas regnete es tagelang, die Straßen waren überschwemmt. In den Bergen bildete sich Eckert ein, daß ihm die passende Überset-

zung fehle. Ein Freund besorgte ein anderes Hinterrad, welches später gar nicht mehr gebraucht wurde, doch Hans war wieder zufrieden. Am meisten machte ihm der wenige Schlaf zu schaffen. Ein Leistungssportler benötigt sechs bis acht Stunden Schlaf pro Tag, Eckert genehmigte sich höchstens vier Stunden, oft sogar nur zwei oder weniger. Dafür hatte er vor dem »Rennen« wochenlang trainiert. Trotz einer Gehirnerschütterung meisterte er die letzten 300 Meilen. Heute weiß der Rekordhalter nicht mehr genau, wie er das letzte Teilstück überstanden hat. Zweimal ist Eckert sogar auf dem Fahrrad eingeschlafen, der Sturz weckte ihn wieder auf.

Für den Sport verkaufte Hans Eckert seine Juweliersgeschäfte in den Staaten. »Das Sparguthaben von 42 000 Dollar habe ich investiert«, sagt der Weltrekordinhaber. »Doch ohne die Sponsoren hätte es nicht geklappt«, fügt er schnell hinzu. Eine amerikanische Firma stellte ihm zwei nur für die Strecke gebaute »superleichte Räder« zur Verfügung.

Zur Zeit wohnt Hans Eckert beim Herforder Klaus Augustin, der den »Marathonrenner« einmal trainieren wollte. Nur um Urlaub zu machen? Nein, natürlich nicht: Hans Eckert schaute sich gestern die Radrennbahn in Bielefeld an. Wenn alles klappt, soll dort im nächsten Jahr ein weiterer Weltrekord aufgestellt werden: Geplant ist ein 24-Stunden-Stehenrennen; immer in die Runde.

Hoffentlich gibts dann keinen Drehwurm.



Hans Eckert aus Irvine/Calif., in der Nähe von Los Angeles. Der Deutsch-Amerikaner hält den Weltrekord auf der Strecke Los Angeles - New York. 1982 legte er die 5000 km Strecke mit 43 Jahren in 11½ Tagen zurück. Im April dieses Jahres war Hans Eckert zu Gast bei dem RSV Wittekind Herford. Im Jahre 1985 will er den 24 Std. Steher-Weltrekord auf der Bielefelder Radrennbahn angreifen. Er wurde im Jahre 1932 von dem Amerikaner Oppermann aufgestellt. Oppermann legte damals 860 Meilen = 1383,99 km zurück.

Lieber Sportfreund Hans Eckert,
von meinem Radsportkameraden Klaus Augustin aus Herford habe ich erfahren, daß Sie in Los Angeles einen Weltrekord hinter Motoren aufstellen möchten.

Ich möchte versichern, daß ich bereit wäre, Ihnen in allen auftretenden Fragen zu beraten und bei technischen Problemen meine Erfahrung einzubringen.

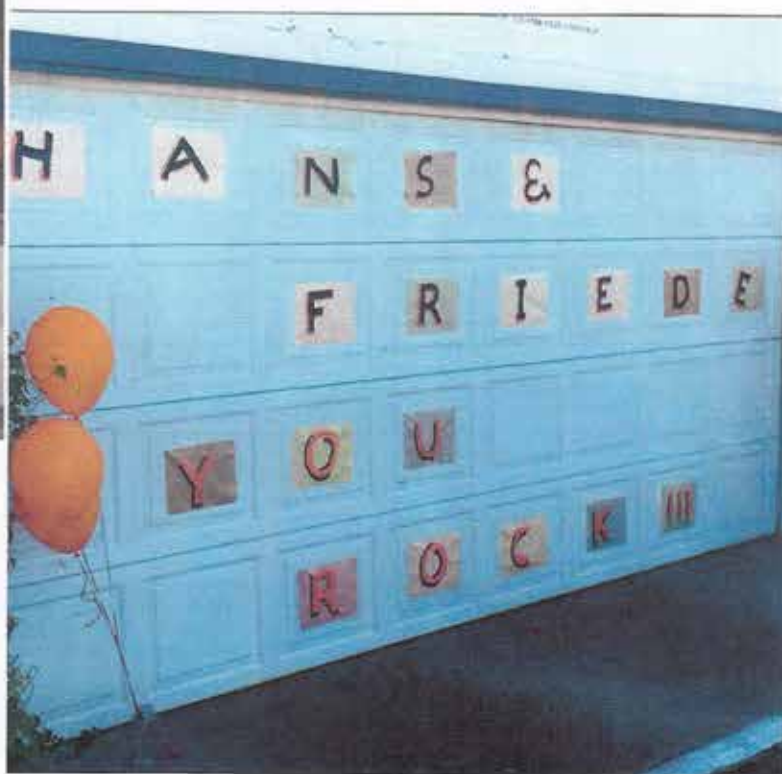
Das Problem einer passenden Rennmaschine für eine Körpergröße von 1,70 m stellt sich nicht, da ich eine genau passende Rennmaschine zur Verfügung stellen kann.

Von meiner Seite stellt sich nur die Frage der Reisekostenerstattung und des Aufenthaltes für die Zeit meiner Tätigkeit und Hilfe bei dem geplanten Weltrekordversuch.

Selbstverständlich kann ich auch die Schrittmacher-Frage für den Weltrekordversuch lösen, es handelt sich hierbei um einen international erfahrenen und erfolgreichen Schrittmacher.

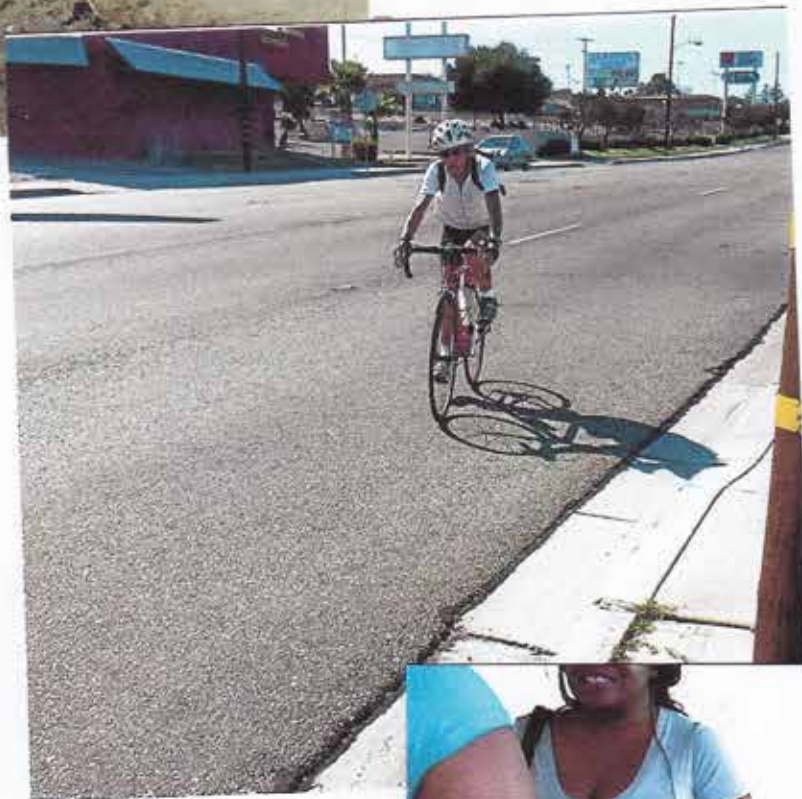
Ich hoffe, Ihnen fürs erste mit meinen Ausführungen helfen zu können und verbleibe mit sportlichen Grüßen.

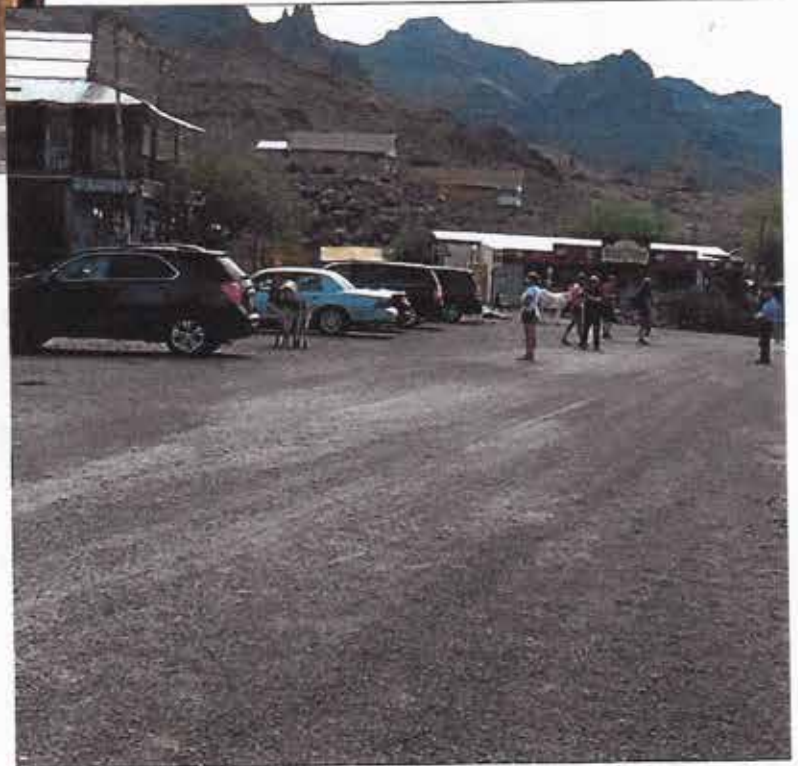
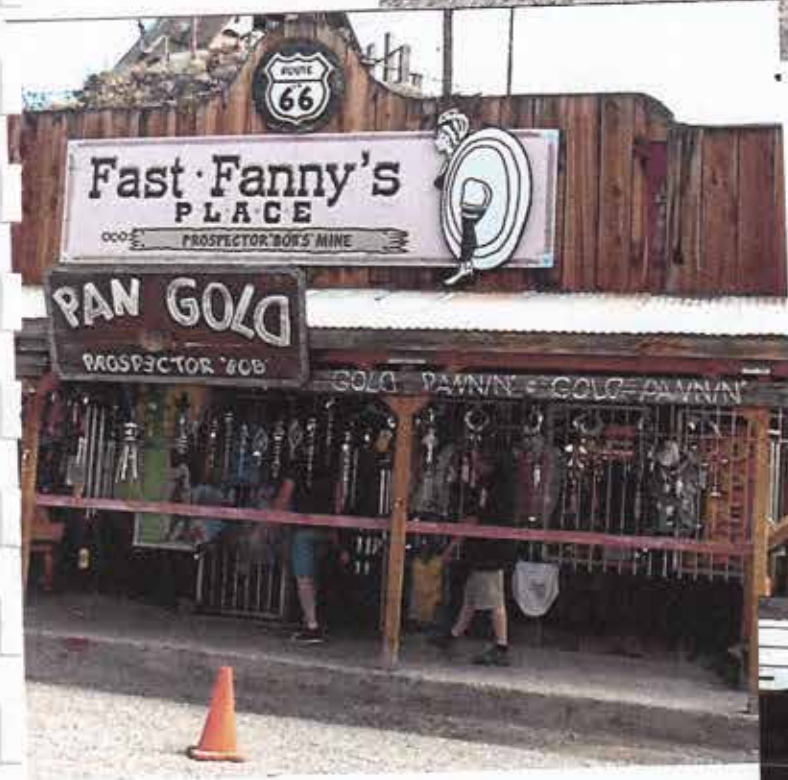
Rainer Podbesch

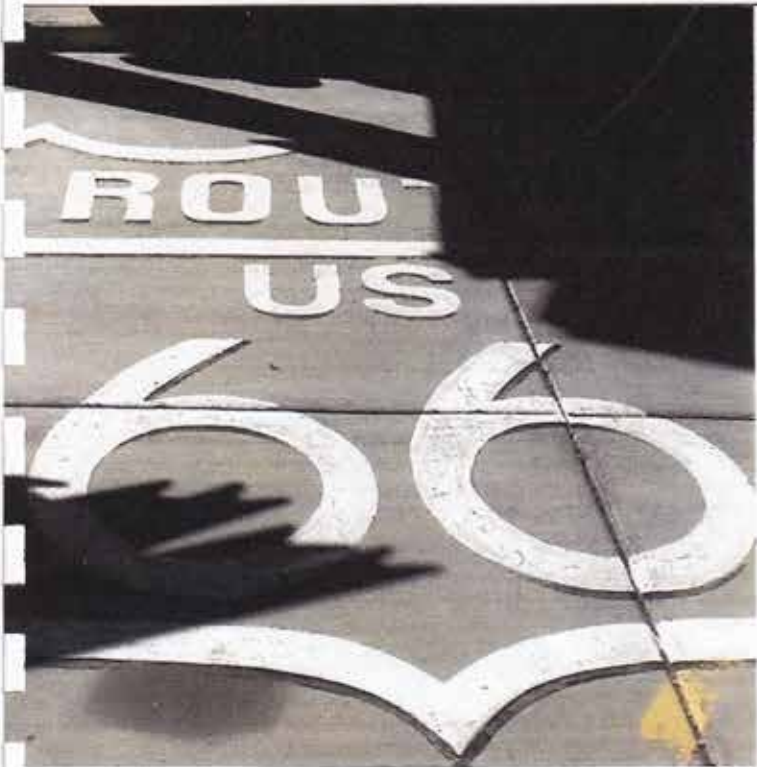


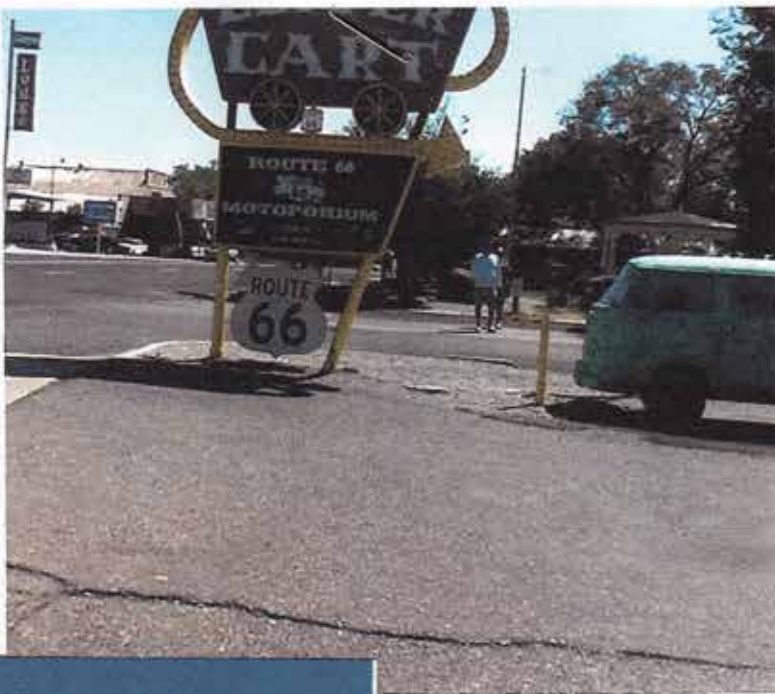












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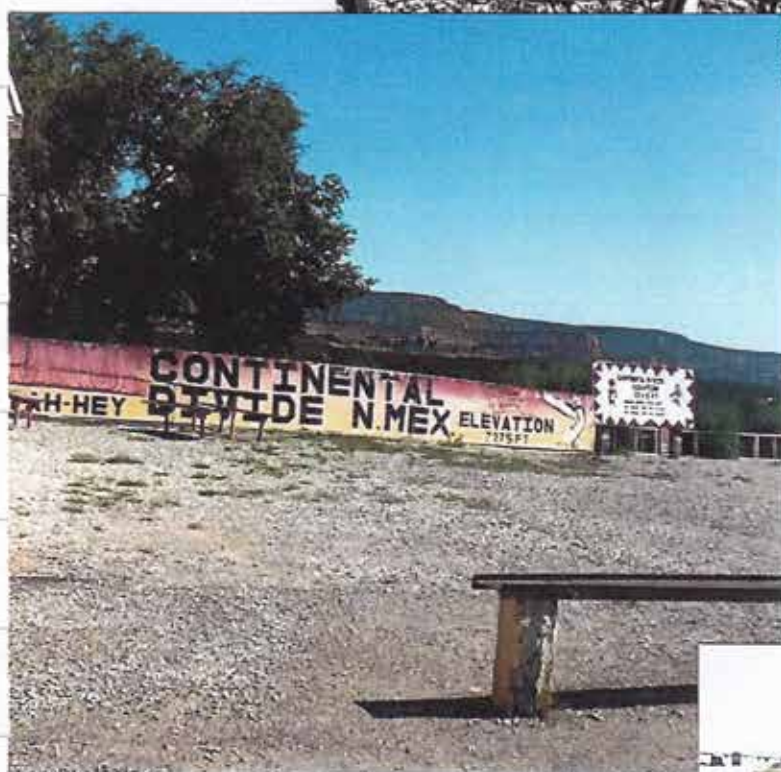
Raymond Rowe
Duke
mother of a cyclist

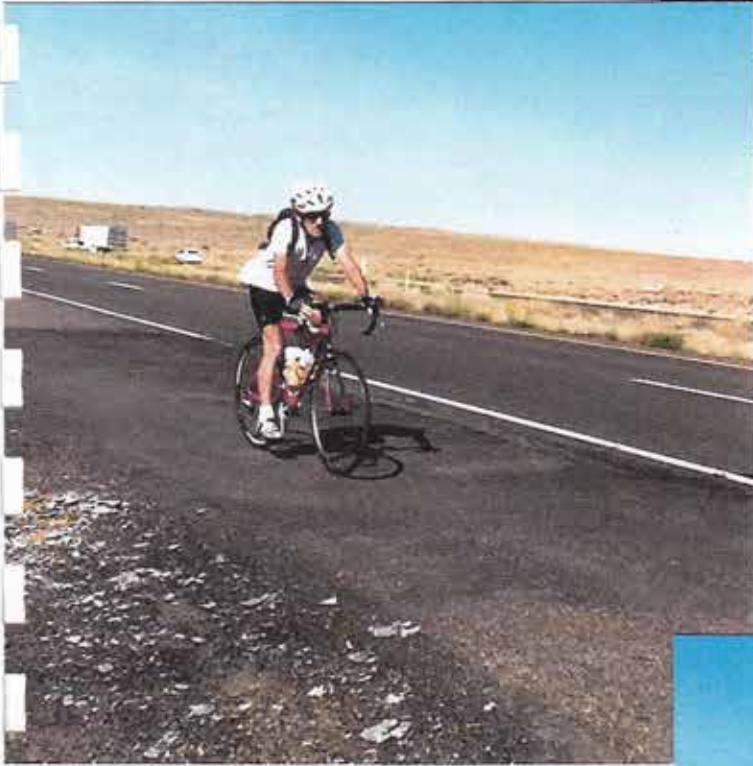


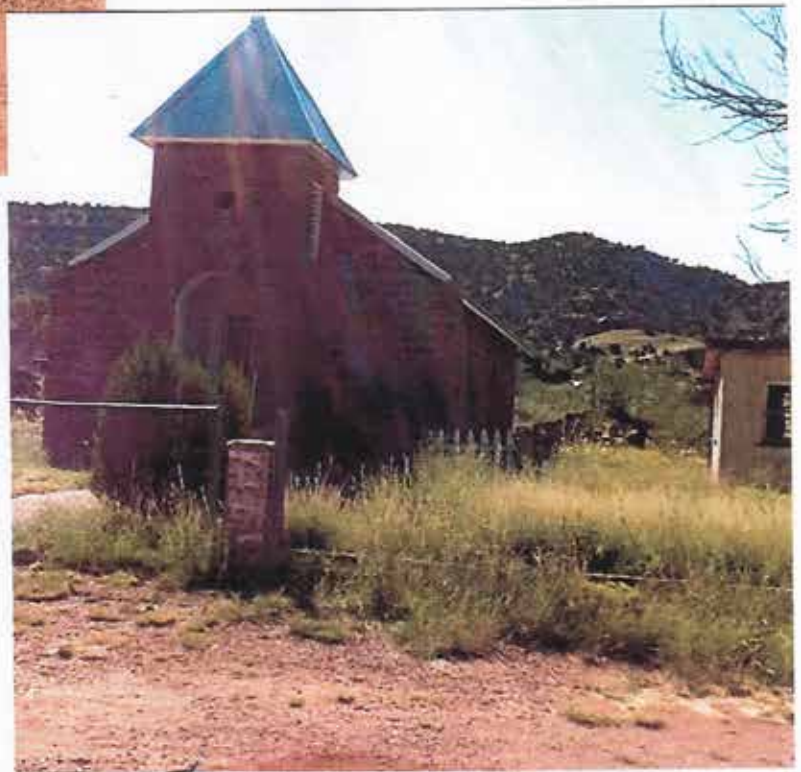
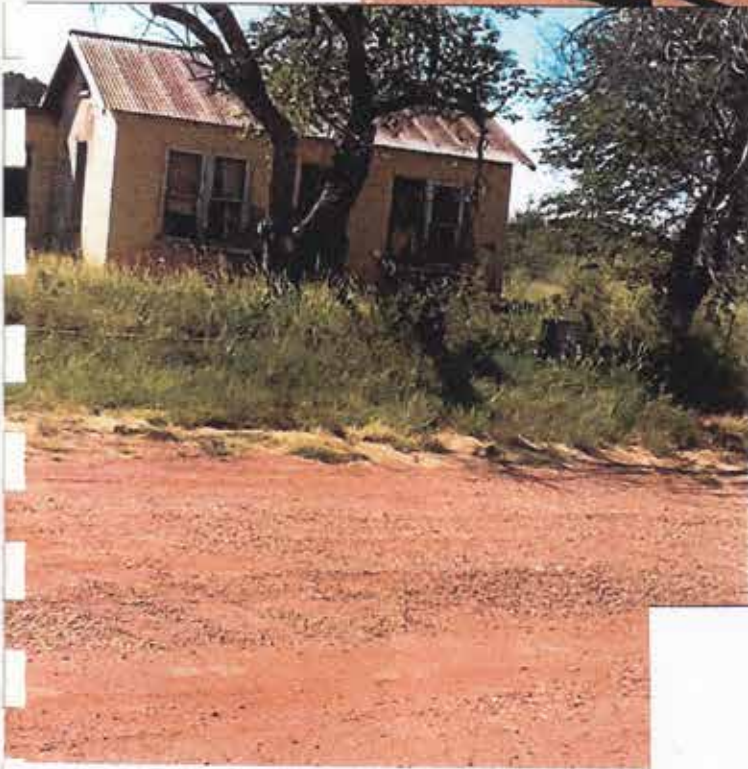
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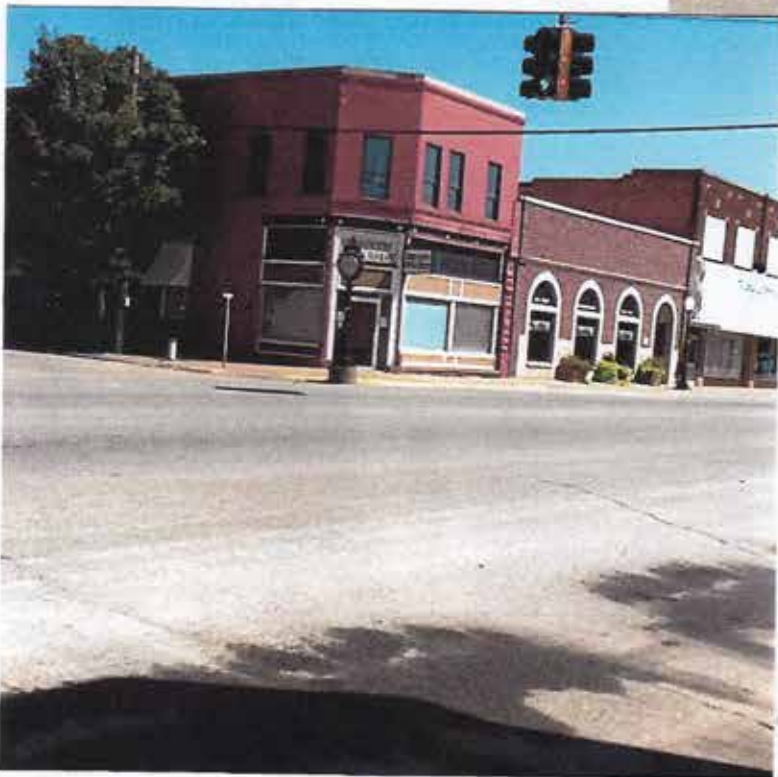
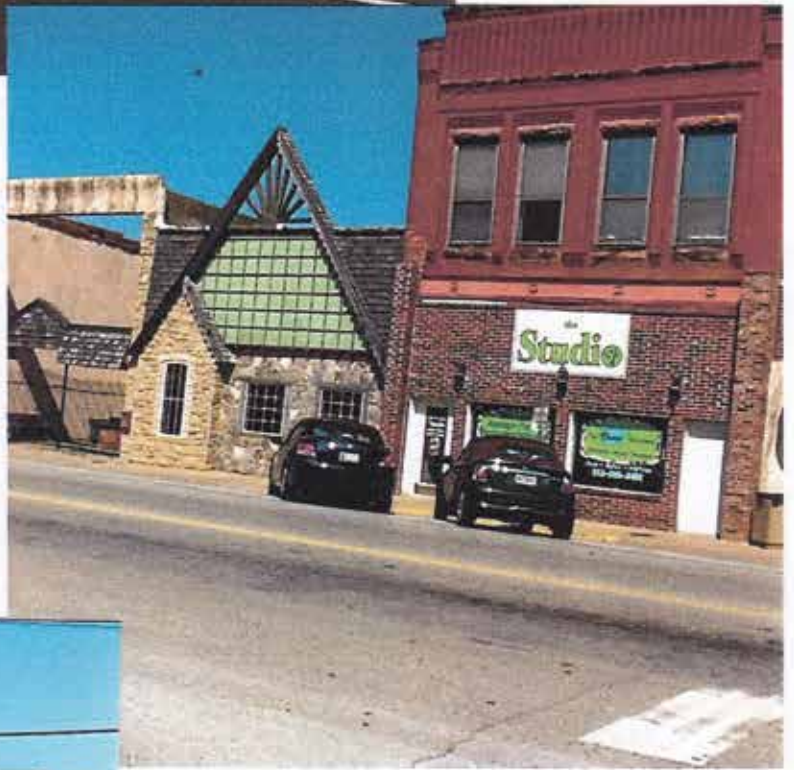


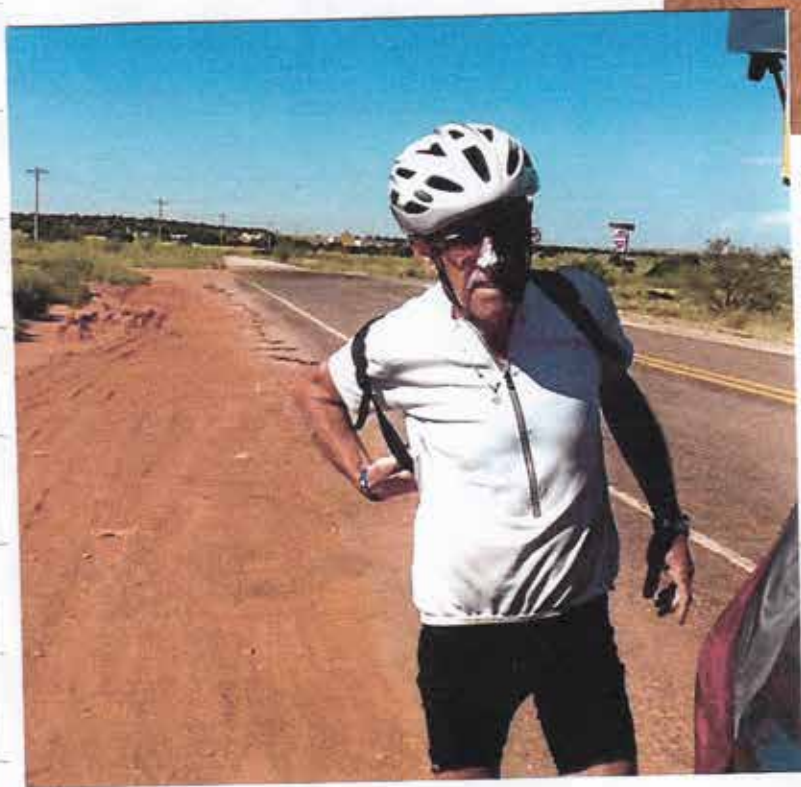
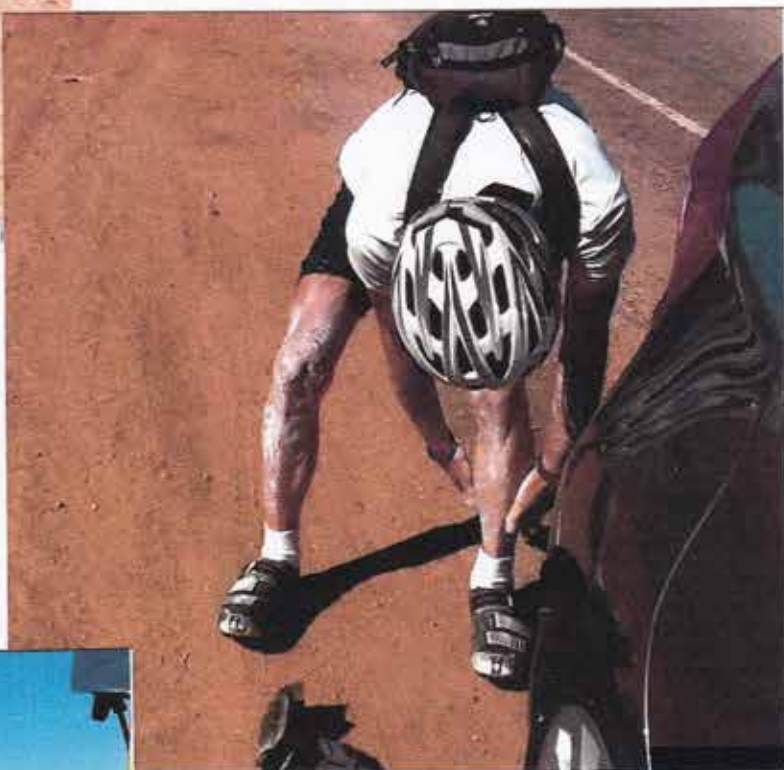
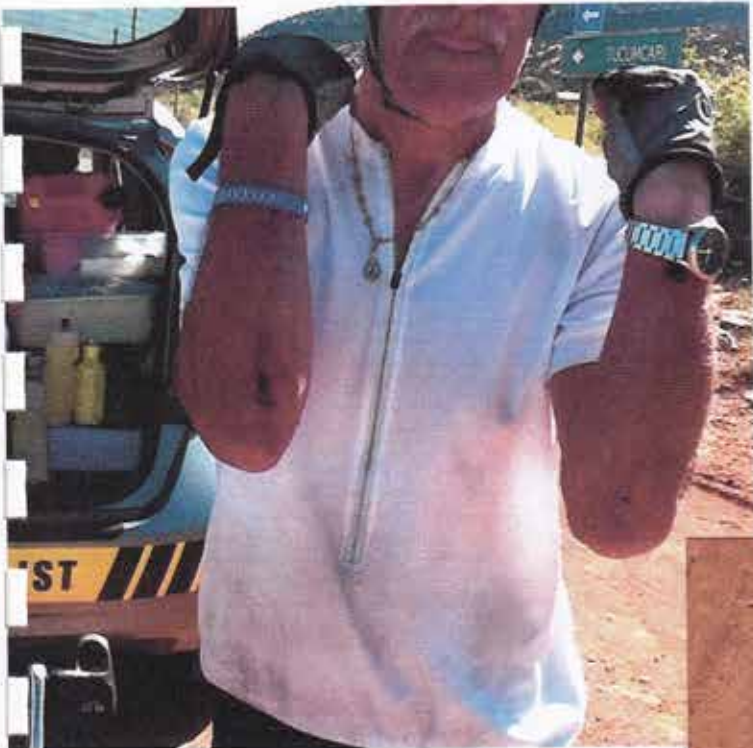




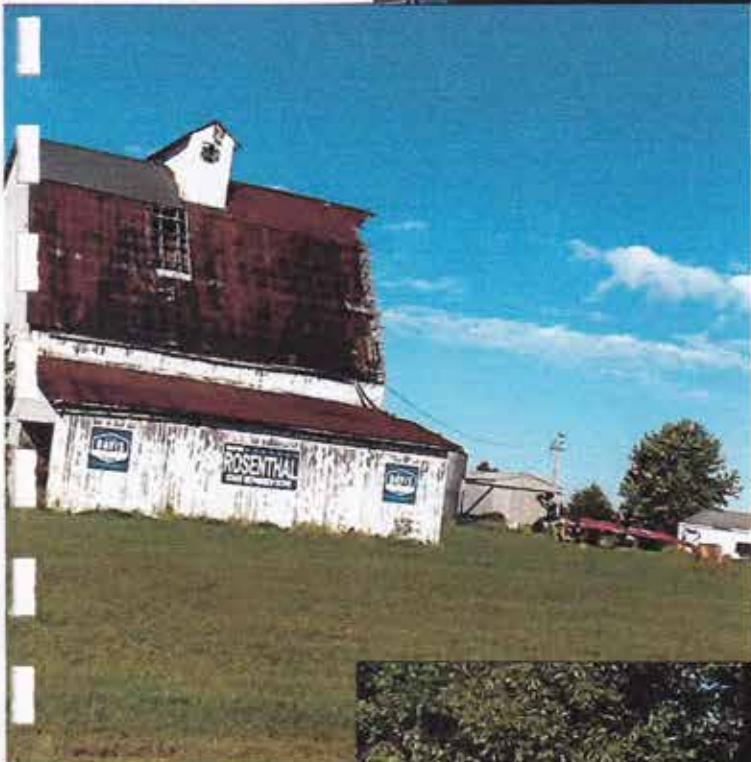


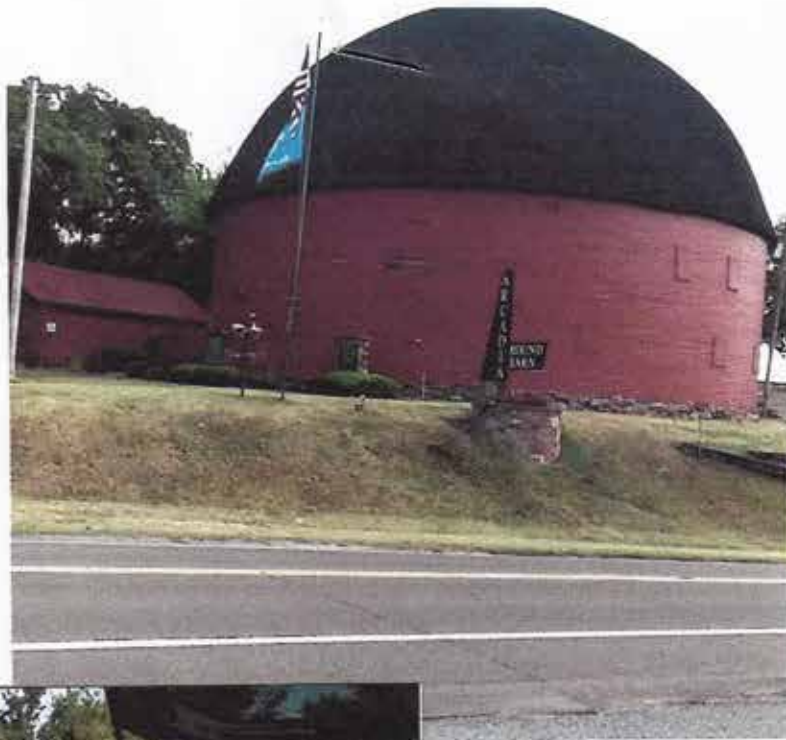


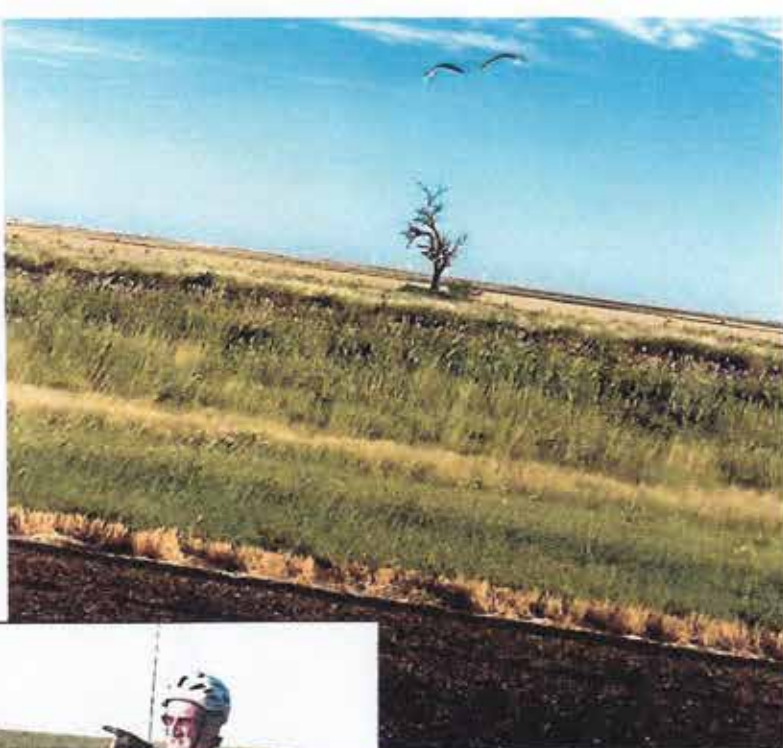












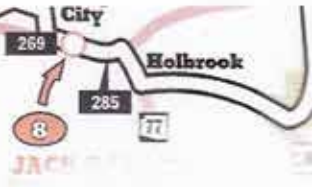


9 STANDARD OIL STATION

The Mother Road is riddled with old filling stations, but you'll be hard-pressed to find one in finer shape than this 1932 masterpiece. Locals have lovingly restored the old station, which no longer pumps gas but touts a nifty gift shop inside.

- Near south edge of Odell, IL. From I-55, take exit 209; turn right at second stop sign onto Route 66.
- (815) 998-2133.





Country and Homey Cafes

APPROXIMATE MILEAGE 4 2 3

1 LAGUNA RESERVATION

It may be only a few miles off the interstate as the crow flies, but this section of old 66 feels decades removed. Winding through a picture-postcard landscape, the road passes a number of small towns, including Cubero, where Hemingway once holed up to work on *The Old Man and the Sea*.

- From I-40 eastbound, take exit 96 (or exit 117 from I-40 westbound).



Laguna Reservation

2 LOS LUNAS LOOP

This drop-dead gorgeous stretch deposits you onto Central Avenue, the heart of the old route through downtown Albuquerque.

- From I-40, take exit 126 and follow SR 6 southeast to Los Lunas, then take SR 83 and 4th St to Central Ave.



Route 66 Auto Museum

3 ROUTE 66 AUTO MUSEUM

Nearly three dozen sets of really cool wheels—from tricked-out hot rods to cherry classics—make this museum a must for all true car lovers. When you're done, grab a bite at nearby *Joseph's*, home of the famed "fat man" logo and fresh-baked biscuits that literally melt in your mouth.

- From I-40, take exit 275 and drive 1 mile east; 2766 Old Route 66, Santa Rosa, NM.
- (505) 472-1960.
- **JOSEPH'S**
- 865 Old Route 66, Santa Rosa, NM.
- (505) 472-3361.



Midpoint Cafe

5 TUCUMCARI

5 TUCUMCARI

If there's one town that captures the spirit of 66, it's this friendly, spread-out burg of 5800, a favorite stopping place for generations of Mother Road travelers. The main drag is awash with funky old motor inns, gitzzy neon signs, and murals paying homage to the famed highway. All this, amid the scenic mesa/butte country of eastern New Mexico.

- Off I-40, exits 329-335, 40 miles west of the Texas state line.



Neon in Tucumcari

7 CADILLAC RANCH

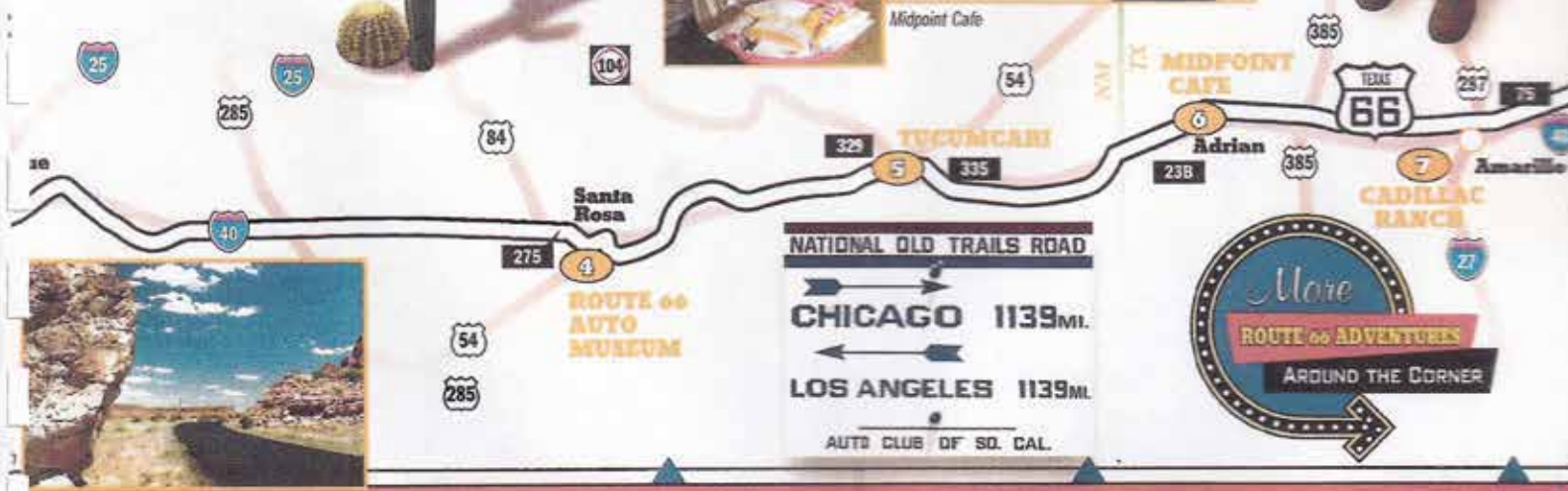
Stroll around this famous vintage Cadillacs planted in a farm field west of town, you may (or may not!) work up an appetite for the monster 72-oz. steak at Amarillo's equally famous Big Texan Steak Ranch.

- From I-40, exit at A Rd and take freeway road 2 1/2 miles.
- **HIGH TEXAN STEAK RANCH**
- 1/2 mile from exit 75 along I-40 (750) E3 Amarillo, TX.
- (806) 572-7000.



Big Texan Steak Ranch

SANTA FE



**STANDARD OIL GASOLINE STATION
HISTORIC ROUTE 66
ODELL, ILLINOIS**



**NATIONAL REGISTER OF
HISTORIC PLACES
NOVEMBER 9, 1997**

HISTORY & LEGENDS

PRESENTED BY:

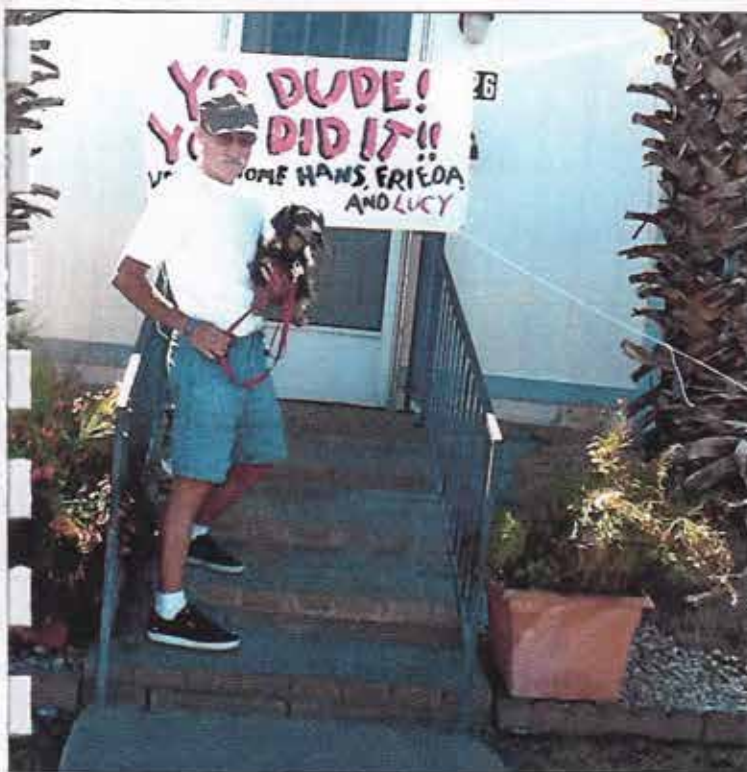
**THE ODELL TOURISM
& COMMUNITY
DEVELOPMENT BOARD**

**IN COOPERATION WITH
THE PRESERVATION COMMITTEE
OF THE
ROUTE 66 ASSOCIATION OF IL**

**PRESERVING THE PAST
FOR THE FUTURE**







UNITED STATES CYCLING FEDERATION
Record Certificate

This certifies that Ernst Eckert
has established a United States Amateur Bicycle Record

Classification Sr. Men Distance Trans-Con Time 11 Days, 13 Hours,
14 Mins.
Event Transcontinental Motorpaced Date Sept. 1 to 12, 1981

Organized 1920



Incorporated 1921

CHAIRMAN RECORDS COMMITTEE

CHAIRMAN BOARD OF CONTROL

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