

Odyssey 2000® Summary Memo

Date: March 24, 1997
To: New Odyssey 2000® Riders
From: Tim Kneeland & Associates, Inc. (TK&A)
Re: Consolidation of Previous Odyssey 2000® Memos (1/24/94 to 3/30/97)

Welcome to Odyssey 2000®. Since 1994 TK&A has been writing an occasional Rider Memo to keep Odyssey participants informed about our thoughts, plans and travels. This "Summary Memo" consolidates the information in 6 previous memos from July 24, 1994 to December 12, 1996.

We have also attached the following handouts:

1. Use of the Odyssey 2000® Name (January 5, 1995)
2. Fees and Payments for Odyssey 2000®
3. Odyssey 2000® Media Permission form
4. Tyvek Jacket Order Form (they are cool)
5. Color flyer describing the Odyssey Tyvek jacket
6. "Countdown" and "The Year AD 2000" information sheets via the Web.

Please sit back and review the attached. You will find answers to many of your questions and garner additional insight into the workings of TK&A and its Odyssey thoughts.

PS A little of the info is dated, but we wanted to send it unedited for your reading enjoyment.

Odyssey 2000® Memo # 1

Date: July 24, 1994
To: Odyssey 2000™ Registered Riders
From: Tim Kneeland & Associates, Inc. (TK&A)
Re: Update and goodies

Its time for TK&A's first every "now-and-then" update on what's happening around Odyssey 2000™.....*the bicycle trek of the century.*

The interest in Odyssey 2000™ is overwhelming. To date, we have had 530 inquiries from all over the United States, with an occasional request from a foreign country. These requests clearly demonstrate the intrigue people have about exploring the world from the seat of a bicycle.

An even more impressive fact, however, is that we already have **17 registered riders** signed up for Odyssey 2000™. Needless to say, the numbers are way ahead of TK&A's wildest expectations. At this rate, we will easily fill all the available slots by the end of 1996.

The itinerary you have is still the latest available. It looks like we will probably eliminate the section from Key West to New Orleans and fly directly into New Orleans for the USA leg to Boston. This allows us time to add two or three additional countries in Africa. Stay tuned for details.

Please read the enclosed "TK&A Official Policy" for using the Odyssey 2000™ name. Review its contents carefully and be sure that you keep TK&A in the loop if you are fund-raising and/or preparing materials for distribution. It is essential that TK&A approves your materials in advance. Thanks!

Enclosed are some goodies from TK&A:

- Water bottle sporting the Odyssey 2000™ logo.
- Look inside your water bottle for a "pressy" directly from Karen-Ann's heart!
- Copy of the logo and poster.
- TK&A's current flyers and brochures describing our events. Hopefully, you will be able to squeeze a couple into your busy lives as Odyssey 2000™ approaches.

TK&A wishes you the very best as you organize your life to bring in the next century in style. If Karen-Ann, Brit-Simone or I can answer any questions or be of service in any way at all, please feel free to call us at 1-800-433-0528. Only 5-1/2 years to go!

Odyssey 2000 Memo - Jan. 95

Date: January 31, 1995
To: All 59 Odyssey 2000® Registrants
From: Tim Kneeland & Associates, Inc.
Re: TK&A laminated calendar and other thoughts

We laminated our *1995 TK&A Calendar and Event Schedule* and wanted every Odyssey 2000® rider to receive a copy. Hope you enjoy it!

The thoughts:

- One of our Florida Odyssey 2000® riders suggested that we encourage everyone who hasn't already done so to subscribe to National Geographic. Sounds like a good idea.
- We recently purchased the Dorling Kindersley World Reference Atlas. It is extremely well done and the best we have found. It costs \$50 and can be found (or ordered) in any quality bookstore.
- We would like to receive one or two Passport style photos so we can begin to put a face with a name.
- If you are interested in receiving an Odyssey 2000® news release to pass on to your local newspaper, let us know and we will send one along.
- The media interest in Odyssey is increasing with each new registration. It is TK&A's policy not to give a rider's name out to anyone unless we clear it with the rider first. If you do not want your name given out to the media, please give us a call.
- If you do not want your name given out to other Odyssey 2000® riders, please let us know as well.
- Anyone who has already asked us to keep their identify confidential does not have to call again. Please call when its okay to release your name.
- If you are interested in being added to a TK&A list of registered riders willing to talk to folks inquiring about Odyssey 2000®, give us a call.
- In fact, please give us a call and let us know how it is going.

The staff at TK&A are getting more excited about Odyssey 2000® each and everyday. The interest is unbelievable and the riders who are signing up are really friendly and enthused. Keep in touch by calling 1-800-433-0528!

Keep dreaming about the big one...

Odyssey 2000® End-of-1995 Rider Memo

Date: November 28, 1995
To: Registered Odyssey 2000® Riders
From: Tim Kneeland & Associates, Inc.
Re: Odyssey 2000® Update

Just 4 years and one month to go!

Needless to say, TK&A continues to be surprised by the overwhelming response to Odyssey 2000®. We have had over 3000 inquiries from people across the United States and around the world since December 1993. Even more impressive, however, is that we have 182 riders already signed up and ready, or at least getting ready, to go.

Who is registering?

Odyssey riders come from 25 different states (Washington state leads with 58 riders) and three countries; US, Canada and Japan. The two from Japan are US residents living in Tokyo. We have seven Canadians, four living in Canada and three in the US. We also have a Sri Lankan citizen and New Zealander registered who live in the US. Thirty-three percent (62 participants) are couples.

Another surprising but delightful statistic, is that we have 14 more women than men signed up. The average age of those registered is currently 44. The youngest is 8 (she will be accompanied by both parents) and the oldest is 71. Both are from Michigan. When we leave the average age will be 48, with the youngest 12 and the oldest almost 76. Pretty impressive, to say the least.

Most of the riders are not hard core athletes or wealthy adventurers. Instead, the group is made up of people from all walks of life and income levels. The most common biographical information offered by current Odyssey participants includes: their love of travel and adventure, the excitement and challenge of riding a bike for a year, and their ability to be flexible in all situations. We think its safe to say that everyone is looking forward to an extraordinary way to spend the last year of this millennium, while participating in the biggest bike ride of the century.

Odyssey 2000® is filling fast

Of the 250 allotted slots for Odyssey 2000®, 200 have been set aside for US and Canadians and fifty are reserved for residents of other nations, living in those countries. The 186 registered so far are filling US and Canadian slots.

To help insure that 250 people leave Los Angeles on 1/1/2000 at 9 A.M., we will register an additional 75 to 100 people. These riders will be guaranteed a slot on Odyssey 2000®.

We are launching an international recruitment campaign this January and expect to fill the international slots before the end of 1996. The US/Canadian slots should be completely booked in early 1996.

We will most likely establish a “waiting list” on top of these numbers as well. Even though the final details need to be worked out, these folks will get first crack at registering should a slot become available.

Can I give my slot away?

Absolutely not! Odyssey is filled on a first-come-first-served basis. When you registered, you secured the spot for your use only. Under no circumstance can a registered rider give, trade or sell their slot to anyone else, regardless of the reason. If we allowed such transactions, the quality of riders would drop dramatically and some folks might be tempted to “scalp” their slots for big bucks. We had one person already want to buy five slots for resale. No way!

Yearly payments coming due

On or before February 1, 1996, you are required to make your yearly 2000® payment. Once again, here are the specifics:

Reg. Year	Full Cost	Discount	Your Cost	Yearly Payment
1993	\$36,000	\$7,000	\$29,000	\$1,100
1994	\$36,000	\$6,000	\$30,000	\$1,375
1995	\$36,000	\$5,000	\$31,000	\$1,833

We are sure most of you appreciate the deep discounts you received by registering early. One of the conditions for the discounts is, of course, that you make your payments on time for the full amount due. *If you don't make the payment on time, you will lose your slot on Odyssey 2000®.*

Please review the enclosed “Fees and Payments for Odyssey 2000®” for all the specific information. If you have any questions, please feel free to call us a 1-800-433-0528.

Odyssey checkout trips begin

Karen-Ann and I are heading for New Zealand and Australia in early December for about three weeks to begin the long, but exciting, process of checking out every country before Odyssey begins. We will be checking route options between Auckland and Christchurch, New Zealand; Hobart and Launceston, Tasmania; and Brisbane and Sydney, Australia.

We will be driving and recording the route, services available, and other points-of-interest. Our next check-out trip will occur this summer when we drive through Europe and the former

Eastern Bloc countries checking on possible routes. As you can imagine, we are psyched about working the logistical phase of Odyssey.

Sometime in the first quarter of 1996, we will send out another Memo describing our progress and include a slightly revised schedule. The new schedule, of course, is subject to modification as we check-out each of the countries. We are planning to add South Africa, remove the section from Key West to New Orleans, and have lowered the 23,000 mile (86 miles a day) schedule to 20,000 miles (77 miles a day).

Odyssey 2000® Tyvek Jacket offer

This is cool. Enclosed is a 3 color flyer of our exciting new lightweight, windproof official Odyssey 2000® jacket made from a tough DuPont material called Tyvek. The jacket is one of a kind and makes an excellent windbreak and even offers “caught-out unexpected” rain protection. It makes a super riding jacket or can be worn for semi-formal outdoor wear.

To have these made at an affordable price, we have to order 300 at a time. We will be able to offer them for \$35 each plus \$4 for shipping and handling. If there is enough response, will place an order on January 12, 1996. So...if you want one or more, please complete the order form and include a check with your order. If we fall short of orders, we will refund your money instantly! Guaranteed, they will generate a lot of interest in your ride and make an outstanding gift or thank you for your supporters.

Okay to release my name to the media

The list of our Odyssey 2000® riders is considered confidential. We feel that your right to privacy is very important and we don't want people contacting you without your permission.

However, we would like to offer the US and International media a list of folks who are willing to be interviewed for their various articles. We have included a media sheet for those interested in participating. Please complete it and mail it back to TK&A as soon as possible.

Odyssey 2000® trademark

As a reminder, make sure TK&A sees any information you produce (media releases, sponsor proposals, fundraising letters, etc.) before they are used. TK&A must approve every use of the Odyssey 2000® registered trademark.

For the dozen people who have selected the fundraising option for some or all of their participation in Odyssey, you must refer to Odyssey 2000® by name in your letters and proposals. You can't make it sound like you are doing your own trip around the world. All of your materials must be reviewed and approved by TK&A before they can be used.

TK&A is very serious about protecting the rights to its property. Please review the enclosed *Use of the Odyssey 2000® Name*. If you have any questions about this very important topic, please give us a call at 1-800-433-0528.

Keep us informed

Please drop us a line (or call) if your address changes, if you have any questions, or if you just want to chat. We are looking forward to getting to know each and every one of you in the near future. Hopefully, most of you will even consider participating in one of our other events before Odyssey 2000® begins.

Happy Holidays

From the staff at TK&A, may you have a wonderful holiday season and may your 1996 dreams come true.

Spring 1996 Rider Memo

Date: May 1, 1996
To: Odyssey 2000® Registered Riders
From: Tim Kneeland & Associates, Inc.
Re: Update on Odyssey 2000®

Odyssey blows us away

Everything around Odyssey 2000® continues to knock our socks off. Here are some facts to stimulate your senses:

- TK&A has had nearly 4000 Odyssey 2000® inquiries since we announced the “Bike Trek of the Century” in December 1993.
- We receive from 25 to 50 new Odyssey inquiries each week.
- As of today, we have 250 folks registered.
- In addition, 52 formally registered Odyssey riders have already dropped out for various reasons.
- We are planning to register at least 350 people to account for the expected attrition.
- These folks will be guaranteed a place on Odyssey. We will also start a waiting list after we reach the 350 mark.
- Odyssey riders hail from 33 states, Washington DC, Canada, Japan, Saudi Arabia, Australia and Switzerland. Several cyclists who live in the US are residents of other countries-Canada, New Zealand and Sri Lanka.
- We have 2 “official” foreign registrations so far, one from Australia and one from Switzerland. Canadians are not included in the foreign registration category.
- We have 35 couples signed up.
- We have 12 more women than men registered.
- If today’s specs hold true, the average age will be 48 when we leave LA on 1/1/2000. The age range will be from 17 to 79. The oldest is a Seattle man. The oldest woman is from Michigan and will be 75.
- Odyssey has been mentioned or featured in at least 32 newspaper and magazine articles, including the April 1996 issue of Vogue (page 215). If you know of others, we’d appreciate a copy.

Odyssey 2000® brochure

Enclosed is our new Odyssey 2000® brochure. Hope you like it. We printed a limited number for use at a recent Chicago conference on corporate sponsorships.

TK&A’s plan for selecting the final Odyssey route

Between now and the end of 1997, Karen-Ann and I plan to check out each potential Odyssey country at least once. Then, in 98 and 99, we will visit each country again to:

- 1) determine the final route.

- 2) determine our layover days.
- 3) determine the overnight cities and make the lodging and/or camping arrangements.
- 4) determine who is going to feed us.
- 5) write the Daily Route Guides (DRGs).
- 6) meet with both the local and federal governments to discuss issues such as visas, immigration, medical facilities, special entry requirements, permits, receptions, special events, travel conditions, safety, their plans to celebrate the millennium, etc.
- 7) contact local and national media.
- 8) meet with community leaders and administrators of museums, cultural centers and entertainment venues.

Before we depart on a checkout trip, TK&A identifies resource people (mostly folks willing to offer insight) in each country. We look for contacts in the government, the media, the cycling community and individuals who simply have an interest in Odyssey. Several of you have mentioned personal connections. If you are willing to share one or more of your “contacts” with us, please give us a call or drop us a note. Time permitting, we might be able to give them a call or visit them during our travels.

Checkout trips have begun

Last December, Karen-Ann and I made a whirlwind exploration of New Zealand and Australia. Needless to say, it was an incredible trip. We scoped out possible routes in both countries and met lots of extremely friendly people. Everything we learned is tucked away in our computers, detailed on maps, and filed away for future reference.

Our month long trip helped us accomplish several goals for Odyssey 2000®. We came away with very positive feelings about both countries, made contacts with vendors and organizations interested in Odyssey, looked over several route options in both countries, examined possible overnight towns and got a feel for the services available. And, even more importantly, we began to polish our process for uncovering each country’s resources. Overall, we would rate our first trip as outstanding.

New Zealand

New Zealand is a state about the size of Colorado and inhabited by only 3,500,000 people (just 1-1/2% of the US population), most of whom live on the Northern Island. Obviously, the northern island has more traffic and people, but most of the roads are very acceptable for cycling. Auckland and Wellington (the national capital) are located on the northern island, along with a unique town called Rotorua, home of some boiling water and bubbling mud on a Maori (New Zealand’s native people) reservation. We talked to them about indoor camping (sleeping bags and pads on a floor) and catering a dinner. The idea was well received and will be weighted carefully when we actually settle on our final route through New Zealand.

The southern island is large and home to less than 1,000,000 folks. It is super for cycling. Excellent roads, polite people, tidy towns, the Southern Alps, beautiful and varied scenery, glaciers, lots of sheep, several national parks, unspoiled landscapes and countless recreational opportunities. After all, bungee jumping was created here, just outside of Queenstown.

Here are some of the things that impressed us about New Zealand:

- Karen-Ann and I drove about 3000 kilometers (1800 miles) and have an overall feel for much of New Zealand.
- As you know, the seasons in New Zealand, and, obviously, everywhere else in the southern hemisphere, are reversed. Their Christmas is just 4 days after the first day of summer.
- To be successful, you have to drive on the left side of the road. Though not difficult, it's tough to forget the habits you learn growing up as a "right side of the road" driver. It was especially challenging for me on a curvy road going over a blind hill. Even though I have driven in England and the Bahamas (both left side of the road countries), it still took a while to get used to this unsettling experience.
- Cycling is popular. We saw several self-contained cyclists touring both islands.
- Many of the roads, though narrow, are in virtually perfect order. A great road system with little traffic, especially in the south.
- The people of New Zealand are famous for their friendliness and hospitality.
- The scenery is beautiful.
- The glaciers descend to near sea level.
- The millions of sheep this country is noted for don't seem to make much of a mess.
- It seems that every New Zealand town prides itself on having a clean bathroom (called loos). We even noted a "super loo" in Taupo, on the northeastern end of Lake Taupo, centrally located in the middle of the north island.
- We might have to thoroughly clean our shoes and the bottoms of our tents before being allowed to clear immigration. As with Australia (and other countries), they don't want to introduce potentially harmful plant, animal or insect life.

Australia

Australia is huge (the 6th largest country in the world and has the distinction of being a continent as well as a country) and has a population about half of California's. As some of you know, Karen-Ann's parents live in the Gold Coast in New South Wales (one of Australia's six states). Brit-Simone (TK&A's PR Coordinator and Karen-Ann's daughter) flew over and joined us in a super down-under, warm, family Christmas celebration.

We checked out several possible Odyssey routes, but don't feel satisfied with what we have seen so far. Tasmania was great, but quite remote, and will probably be bypassed during Odyssey. We rented a car in Adelaide and drove to Melbourne. Starting about 300 km west of Melbourne we explored the Great Ocean Road, built to honor Australia's WWI servicemen. Though a beautiful area, we froze our butts off. We had the misfortune of connecting with a couple of storms that kept the true natural beauty of the area somewhat hidden.

This December we will be checking out a route from Cairnes to Townsville, in the heart of Great Barrier Reef country. From here we will fly into Canberra, Australia's national capital, and plot a route to Sydney, home of the 2000 Olympics. These two routes are the most promising for Odyssey. Stay tuned!

Here are some of the things that impressed us about Australia:

- Australia is large³, with most of the population gathered along its thousands of miles of coastal areas. And most of these people live on the east coast from Brisbane to Melbourne.
- Karen-Ann and I drove about 1600 kilometers (960 miles) and investigated the remote island state of Tasmania. Later we drove along the Indian Ocean and South Pacific Ocean shorelines from Adelaide, South Australia to Melbourne, Victoria. Needless to say, we saw lots of beautiful country.
- Gained more experience driving on the left side of the road. Learned what “roo bars” are and why they are needed in several parts of Australia.
- Cycling is a very popular activity. Several highly organized mass rides are produced and run by Bicycle Victoria of Melbourne, attracting several cyclists from the United States each year. Bicycle advocacy is also very important in Australia and can be seen in attitudes and facilities in their major cities.
- We saw and heard lots of wildlife.
- The weather should be gorgeous in Cairnes in September during Odyssey’s planned visit. A little less nice in Canberra and Sydney, however.
- Australian’s produce and drink a good deal of great beer.

Sponsorship conference

Last week 1000 people and I attended a truly amazing workshop in Chicago, the International Events Group’s Sponsorship Conference. I met dozens of people who were fascinated by Odyssey 2000® and hope that the conference’s contents and contacts will help make our hunt for one or several corporate sponsors successful.

TK&A hopes to attract corporate underwriting and inkind involvement for several aspects of Odyssey 2000®. By involving corporate sponsors, we might be able to add several activities or events not included in our original budget.

For instance, corporate involvement might allow us to (no promises, just ideas):

- Have our vehicles made to spec by one manufacturer.
- Use air transport for shipping our fleet of vehicles. This multi-million dollar project would offer convenience and save incredible amounts of time over shipping by water or driving thousands of extra miles from one country to another.
- Build a state-of-the art communications center. Though we will travel with a limited number of computers, phones, faxes, etc. to help TK&A keep on top of the complex logistical challenges, we would love to be considered as a “testing ground” for technologies of the future. We can only speculate what might be included in such a center.
- Internet coverage available to the entire world. Several Odyssey 2000® participants have expressed interest in being part of our efforts to communicate our travels over the Internet. We plan to update our progress via writings, photos and video to every school in the world who desires to follow our journey and has access to the Internet.

- Complete photo and video documentation of Odyssey. We hope to either produce our own television special or work with a sponsor to create a documentary to “knock-the-world’s socks off” about our incredible journey.
- A bicycle manufacturer to build and support the Odyssey 2000® bike.
- Stay tuned for more details about potential sponsors.

Personal sponsorships

Just a reminder...if you plan to approach any companies about your involvement in Odyssey for fundraising sponsorship (or for any other reason), TK&A must approve your letter and the intended company in advance. This will help eliminate any potential confusion caused by inadvertently approaching a company TK&A has or is planning to contact. This is a critical part of our sponsorship strategy, so allow enough time in your planning for our approval.

Odyssey 2000® name

Make sure you use the ® mark and include the words “Odyssey 2000 is a registered trademark of Tim Kneeland & Associates, Inc.” whenever you refer to it (see *Use of the Odyssey 2000® Name* for details). TK&A needs to aggressively protect its right to the Odyssey name. We certainly don’t want Odyssey appearing like it belongs to any other entity or individual or that someone is doing it alone. Make sure we see any news releases, requests for sponsorships, fundraising letters, etc. before they are printed and/or mailed to avoid any misunderstandings. If we don’t, your plans and dreams may hit a sudden snag. Most folks have done a good job of this and it’s very much appreciated. A tip of the hat and thanks for your cooperation.

AXA World Ride ‘95 on CBS, May 19

“The world is always saying to us, ‘this thing you want to do is impossible, you can’t do this.’ Certain human beings always answer, ‘yes, I can’.” -Charles Kuralt, narrating “WORLD RIDE: The Impossible Dream”, the inspirational story about the participants in AXA World Ride ‘95.

After the Chicago conference I flew to Charlotte, NC to visit with World T.E.A.M. (The Exceptional Athlete Matters) Sports management. World TEAM is the organization responsible for creating and producing the 1995 AXA World Ride: 6 disabled cyclists pedaling 13,000 miles, through 16 countries, in 9 months, through some very remote and challenging lands.

I spent Thursday at their office discussing their experiences and logistical challenges. They were extremely generous with their time, information, insights and contacts. They are just as amazed about Odyssey as we are about their ride. Super people.

Perhaps you saw the CBS special on Thanksgiving day. If not, mark your calendars for 2 PM on May, 19, 1996. For \$20.00, you can order a copy of the video by calling World Team at (704) 344-9030.

Odyssey presents opportunity for a very unique scientific study

Dan Tripps, a Professor of Physical Education and Athletics at Seattle Pacific University, approached us last year about studying Odyssey 2000®. As far as Dan knows, there has never

been a group as diverse, active and large as ours traveling together for such an extended period of time. Dan thinks this presents a unique opportunity for a world-class study. He is particularly interested in the physiological and psychological changes that occur as Odyssey cyclists become increasingly fit.

We hope that the majority of Odyssey riders will participate in this research. We may even ask those interested to complete a questionnaire and submit the results of their blood work as early as next year. Dan hope's to publish his findings in both the scientific journals and mainstream literature.

Dan has an extremely interesting background and is a super guy. He is a true world adventurer and has done business in most of the countries of the world. He is currently responsible for selecting and training the pilot for the Raven Project: a world record attempt for human powered flight. Sometime late this year, the Raven Project will fly 100 miles, 18 feet off the deck, above the waters of Puget Sound. We wish them well. Stay tuned for details!

Answers to questions you may have asked yourself (or TK&A)

The following answers to these questions might help you better prepare both physically and mentally for Odyssey 2000®. In future memos, we will answer additional questions, so let us know what's on your mind. Even though each of these items is subject to change, the answers will give you an idea of our thinking on each subject.

Training for Odyssey

Yes, you should train. The most important asset you will have during Odyssey is discretionary time. The better your conditioning, the more freedom you will have to enjoy the daily sights. Refer to your Rider Handbook (RH) for more specifics.

Any exercise is helpful, of course, but bicycling is the best. The basic plan we are suggesting is as follows: plan to bicycle 2000 miles in 1996, 3000 in 97, 4000 in 98, 5000 in 99 and 20,000 in 2000. If you do less or more, it's perfectly acceptable. We expect that getting physically prepared will be less of a challenge than getting your life in order to leave for a year.

Equipment and clothing needed

Your RH details TK&A's suggested clothing and equipment list. You are responsible for furnishing your own tent, sleeping bag, ground pad, clothing and equipment. A complete list will be furnished in 1999.

Baggage allotment

We are sure you can appreciate Odyssey's space and weight limitations. Plan to fit all your goodies into an Army style duffel bag or 2 medium bags. We will submit exact specs in 1999. As you buy goodies during Odyssey, you should plan to ship as you buy. Don't plan to carry drink mixes and energy bars, unless they can fit in your limited space.

Mail

We plan to organize mail stops every couple of weeks. This list will be sent in 1999. Don't figure on shipping crates or boxes to yourself. The stops will be for mail and goodies from family and friends and it all must fit into your allotted space.

A comment on space

It will be limited. Exact details will be furnished in 1999.

Why TK&A is furnishing the bikes

It's simple. If we had 100 brands of bikes, people would be sitting in vans waiting for repair parts to be flown in. By furnishing a high quality bike, we can make quick repairs, even major ones, and keep you on the road.

More bike details

We don't know who will be producing the bikes yet, but in 1997 we will putting it out for bid to several major bike manufacturers. We do know that it will have 21 or so speeds and probably be more like a touring bike than a mountain bike. You will likely be adding your own pedals and seat. You might have some handlebar latitude as well, but this depends on the way the bikes will ultimately be shipped from country to country.

We plan to make the bikes available for your personal use about 3 months before the ride begins. This will give you a chance to *break* your personal steed in before 1/1/2000. Once the bike is yours, you will pay for all repair and replacement parts, unless it qualifies as warranty work.

Bike repair & service during Odyssey

Basically, you will have to pay for parts (tubes, tires, brake pads, chains, a new frame if trashed, biking shorts, replacement mirrors, etc.) and be responsible for keeping your bike clean, the chain oiled, routine service, replacing tires, changing flats, keeping your tires inflated, performing daily safety inspections, etc. TK&A will provide the repair work necessary to keep your bike in top condition for free (included in cost of ride). Any extra service you ask for or require must be paid for. You should also carry a basic repair kit, pump and extra tubes while pedaling. We are big believers in self-sufficiency.

Riding protocol

TK&A will insist that all Odyssey participants ride in a responsible manner each and everyday of the trip. We will also require mirrors, rear flashers, helmets, a bright helmet cover (we provide) and ask you to always dress with visibility in mind. Please review the RH for tips on cycling safely, legally, comfortably and courteously.

Insurance

We are looking into all types of insurance. Companies are not likely to issue a policy now for the year 2000, but it looks like we will be able to recommend one or more potential policies closer to the event. We have also looked at trip cancellation

insurance for those interested. It might be possible to insure some of your last year's large payment for a hefty premium. These policies are for your protection only if you are not able to make the trip. We will send details closer to the ride.

Coming and going

If you need to leave Odyssey for any reason (injury, illness, family emergency, etc.) we will save your spot until your return. You just have to keep us informed of your plans so we don't send out a search team. Please remember that you cannot offer or sell your spot to anyone else, under any condition whatsoever.

Others joining you

Odyssey is not set up to have others travel with you. However, at any time, you can leave the trip at your own expense and rejoin us a few days (or weeks or months) later. **Never** invite anyone to ride with you during Odyssey, it simply isn't fair.

Food

TK&A always works hard to offer ample quantities of excellent food. We plan to contract with local vendors (restaurants, caterers, church groups, service organizations, etc.) to provide the dinners and breakfasts. However, it never hurts to keep your flexibility hat on considering the number of vendors with whom we will be working.

Odyssey will accommodate non-meat eating vegetarians. Lacto, vegan or other special dietary needs are the responsibility of the individual rider.

Remote lunches

If food vendors (restaurants, cafes, convenience stores, etc.) are not available on the more remote days of Odyssey, the Odyssey staff will take up a collection, do the shopping and prepare a lunch stop about midway through the day's travels. We expect most days will likely have adequate facilities for buying your own lunch along the way.

Water

We are working on several strategies (potable water sources, water trucks, bottled water, filters, chemicals, etc.) to insure an adequate supply of potable water each day. This is an obvious priority and will be carefully addressed throughout trip.

Security

As always, each of us will be individually responsible for the security of our own clothing, equipment, camping gear, bike, wallets, etc. Even though we will do our best to keep a presence around camp, etc., it's still a good idea to get into the habit of thinking "security" at all times.

Why we offered deep discounts

The full price of Odyssey 2000® is \$36,000. Since TK&A doesn't have deep pockets, we needed a method of funding Odyssey and its millions of components-promotions,

planning, travel, exploration, phone support, office overhead, etc. So, TK&A decided to offer substantial discounts to encourage early registrations and adequate cash flow between now and Odyssey.

We also wanted to discourage folks who were only casually interested parties from registering and “locking” up a slot. That’s why there’s a \$500 non-refundable deposit required to secure a space and why half of the yearly payments are non-refundable. All of this is designed to eliminate any surprises (dropouts) in 1999.

We are pleased that our strategy seems to be working. The only surprise is that 52 people have already dropped from Odyssey. This is a little higher attrition than we initially expected. Better now, though, than in 1999. The bottom line is that we want to leave (and finish, of course) with 250 people, not fewer. Its easier for TK&A to handle a few additional riders than to fund fewer than planned for.

Tyvek jackets

Since we ordered a minimum of three hundred jackets, we still have plenty available in all sizes. Just drop us a note with the size and \$39.00 (includes the \$4 shipping charge) and we will mail out ASAP.

Media release

If you haven’t previously authorized us to give your name to the media and would like to now, please write a note authorizing us to release your name, date it, sign it and mail to us. We will file it away for future reference.

TK&A takes Visa/MC, but not for Odyssey payments

Now you can pay for tyvek jackets, bike parts and register for most of TK&A events with Visa or Mastercard. However, we will not accept Odyssey registration fees or annual or final payments via credit card. The reason is simple, we want each participant to think about each Odyssey payment they make and write a check or arrange for a money order to cover what’s due. It might sound strange, but we feel it’s important.

Internet activities

TK&A’s new Webb page will be up and running in less than one month, we hope. The artist that creates our brochures and posters is designing it and will be involved in keeping it updated as time marches on. A big thank you to a very talented man.

We do have E-mail. It’s **TimTKA@aol.com**. We do prefer phone calls over E-mail to answer questions because it is quicker, much more interactive and gives us a chance to get to know you better.

Resource books

So far, our favorite reference work is Dorling Kindersley’s *World Reference Atlas*. It costs about \$50 and is a super resource. It also comes in a CD-ROM called Cartopedia. It is a definite recommended buy.

Barbara Savage's *Miles From Nowhere* is also worth the read. She is an excellent writer and tells a great tale about her husband's and her journey around the world. She is pretty candid about her own personal challenges.

Questions

Let us know what's happening. And if you ever have any challenges or doubts about remaining on the active list for Odyssey, give us a call at 1-800-433-0528 or (206) 322-4102.

June 1996 Rider Memo

Date: June 10, 1996
To: Odyssey 2000® Registered Riders
From: Tim Kneeland & Associates, Inc. (800) 433-0528 or (206) 322-4102
Re: Leap-years, Millennium beginnings, Web page, Sponsorships

Odyssey facts

- As of today, we have 270 folks registered.
- We're up to 40 couples.
- The gap between women and men is narrowing, with only 6 more women than men.
- The average age will be 48 when we leave LA on 1/1/2000. The age range will be from 12 (the exception made because both her parents will be along) to 81. The oldest is from Florida.
- In 2000, the age grouping will be as follows: 80's = 1 rider; 70's = 6; 60's = 38; 50's = 78; 40's = 75; 30's = 42; 20's = 18; and 5 will be under 20 (all accompanied by parents). The total is less than 270 because we are missing a couple of birthdays.
- We will have 284 birthdays (250 riders and 34 staff) while on Odyssey. Specifically: Jan = 20; Feb = 15; Mar = 22; Apr = 26; May = 26; Jun = 18; Jul = 16; Aug = 30; Sep = 25; Oct = 25; Nov = 26; and Dec = 14. We are exploring the idea of celebrating birthdays once a month.
- We have 3 generations in one family: grandmother, daughter and son-in-law, and 2 sons.
- Odyssey occupations cover the spectrum of careers and jobs. Currently we have 27 teachers, 18 students, 13 engineers, 7 doctors, 6 attorneys, 2 dentists and one bike messenger registered. Sometime later, will be sending out a questionnaire to capture lots of details about who we all are.

Leap-year and millennium questions

Recently, a couple of riders have called and challenged our "claim" that the year 2000 is a leap-year and that the millennium starts on January 1, 2001. They site knowledgeable friends as the source of doubt. TK&A has, of course, known from the initial planning stages of Odyssey that there will be 366 days in 2000 and that the millennium does not start on Jan. 1, 2000, even though most will consider 2000 the year to celebrate.

However, for those needing documentation from a higher authority (just under Divine resources), we have enclosed the Royal Greenwich Observatory Information Leaflet No. 52: 'The Year AD 2000' for your files. We took it off the web. Its URL is printed at the top of the page for those interested in such things.

Please keep it posted to your refrigerator for quick retrieval when asked if TK&A has its facts straight!

TK&A has a new Web page

Check us out @ <http://www.kneeland.com/timtka/>

Thanks, Les, for a job well done. Watch for updates.

Sponsorship

Each day brings new opportunities to explore the philosophical, psychological, physiological and logistical aspects of Odyssey as we speak with riders, inquiries, vendors, travelers and global resource people. These conversations provide plenty of ideas and thoughts to sift through; many good ones promising to add to the Odyssey experience and others better suited for another adventure.

As we evaluate these various bits of Odyssey input, we try to anticipate the overall impact of each idea or suggestion on Odyssey 2000®. This is no easy task, but an important part of TK&A's responsibility.

Though Odyssey was designed as a self-funding event, TK&A has always planned to involve corporate sponsors as "partners" in making Odyssey more successful. The right sponsor or sponsors can enhance media involvement, provide product, organize receptions and special events in countries where they have operations, build vehicles to our specs, air freight our vehicles, build a state-of-the-art communications center, etc. Though we are not promising any of these things, we know sponsors can add many positive benefits to Odyssey.

The process of attracting and negotiating with potential sponsors may take a couple of years to finalize. Then, making sure that both the sponsor's and Odyssey's expectations are met will require a fair amount of time and flexibility, from the time a sponsor signs on through the completion of Odyssey. Our initial read of sponsorship possibilities is very encouraging and we expect to attract several international companies to participate. We are, of course, excluding tobacco as a possible sponsor.

A few Odyssey participants have inquired about approaching companies to underwrite some of their individual expenses. This is a very sensitive area and cannot be pursued until TK&A finalizes its corporate sponsorship programs. You can appreciate the conflict we will face if an individual rider promises to wear a Pepsi shirt around the world if Coca Cola is an Odyssey sponsor. If for some reason you foresee a problem with this, you'd better discuss the particulars with TK&A (ASAP) to save everyone a good deal of embarrassment.

As the year 2000 approaches and Odyssey becomes better known, you may find yourself approached by a company or individual promising you product or cash in exchange for promoting their goods while you are participating in Odyssey. This is considered a form of "ambush marketing" and dilutes the value of any official sponsorship associated with Odyssey. This, of course, would have an extremely negative effect on Odyssey and will not be acceptable in any form.

As our Odyssey sponsorship program develops, we will keep everyone informed and clarify issues as they come up. If you have any questions, please give us a call.

WWIII™ (Wheeling Washington III™)

If you've got the time and \$450, we have an extraordinarily beautiful event for you, WWIII™. The response has been fantastic and it looks like we will have 200 to 300 riders participating. Mark your calendars from August 11 to 17 and have a ball with several other Odyssey riders. Checkout the enclosed brochure for more details.

Ride cross-country

Even though time is hard to find, if possible, try to schedule one of our cross-country riders in 1996, 97 or 98. Traveling for 48 days will give you a good feel for being part of a mobile community and will be excellent training for Odyssey. We have enclosed Southern Cross Bicycle Classic™ and next year's Coast to Coast Bicycle Classic™ information for your files.

December 1996 Odyssey 2000® Rider Memo

Date: December 12, 1996
To: Odyssey 2000® Registered Riders
From: Tim Kneeland & Associates, Inc.
Re: Update on Odyssey 2000®

Happy holidays

From all of us at TK&A, we wish each of you a prosperous holiday season, and a new year filled with 3000 miles of enjoyable cycling.

Odyssey facts

- As of today, we have 333 folks registered, 63 more than we had when we wrote the June 10, 1996 Memo.
- A total of 58 registered riders have dropped from Odyssey so far. The reasons, of course, are as varied as the reasons for signing up. Many have cited finances, time conflicts, careers or a desire to pursue other activities.
- We're up to 52 couples and have 5 more men than women registered.
- The average 1/1/2000 age remains 48.
- We have 33 states, one US possession (Washington, DC) and 8 countries (US, Canada, Japan, Australia, New Zealand, Saudi Arabia, Switzerland and Wales) represented on Odyssey 2000®. We will continue to accept international registrations (residents of other countries living in those countries) for a few months. Registration for Canadians will close with registrations for the USA.

How many are we going to register?

A very good question. Our goal is to take at least 250 riders on Odyssey 2000®. To-date, we have had a total of 390 people register since Dec., 1993. Odyssey's cancellation rate is understandably going to be higher than "normal" since it is still three years out and carries a strong financial and time commitment. Using our best calculations, we have decided to continue accepting Odyssey registrations until we reach about 375 on the active roster.

When will registration close?

We are estimating Jan., 1997. When all is said and done with the January annual payments, we will have a much better feel for the expected attrition between now and 2000.

Will these folks be guaranteed a spot on Odyssey?

Yes. If we accept a person's registration and deposit, we will guarantee them a space on Odyssey 2000®.

Will we go with more than 250?

Yes. If we over estimate the expected attrition rate and end up with, say, 275, we will go with the 275. Having more than 250 is better for Odyssey than having fewer than 250 people.

Will there also be a waiting list?

Yes. After the registration for Odyssey officially closes, we will allow interested potential Odyssey 2000® riders to be placed on a first-come first-served waiting list. There will be a small fee for reserving a wait-listed spot and an annual fee to maintain it.

Will there be another Odyssey?

Karen-Ann and I have discussed this many times. Though the cost will undoubtedly increase, we are seriously considering producing Odyssey 2003® and Odyssey 2006®. Though not inaugural and millennium rides, they will be similar to Odyssey 2000® in most regards.

We believe the Odyssey 2000® group will clearly be the lucky ones. There will only be one millennium in our lifetime and only a small group of 284 riders and staff will be participating in Odyssey 2000®. And, from all the feedback we’ve received, Odyssey has the potential to be among the very best of all the millennium events produced worldwide.

Yearly payments due in January

Please remember in January (postmarked on or before February 1, 1997) you are required to make your yearly Odyssey 2000® payment. Here are the specifics based on the year you registered:

<u>Reg. Year</u>	<u>Full Cost</u>	<u>Discount</u>	<u>Your Cost</u>	<u>Yearly Payment Due</u>
1993	\$36,000	\$7,000	\$29,000	\$1,100
1994	\$36,000	\$6,000	\$30,000	\$1,375
1995	\$36,000	\$5,000	\$31,000	\$1,833
1996	\$36,000	\$4,000	\$32,000	\$2,750

One of the conditions for the discount you received, of course, is that you make your payments on time for the full amount due.

Please review your “Fees and Payments for Odyssey 2000®” for all the specific information. If you have any questions, please feel free to call us a 1-800-433-0528.

What happens if I’m late?

This year, as in the past, we are offering a one month grace period for a additional cost of \$250. This is equal to forfeiting 1/4 of one year’s equivalent discount. So, if you can’t make your payment in January but can between Feb. 2 to Feb. 28, simply add \$250 to your payment, i.e. your \$1833 payment becomes \$2083.

What happens if I can’t make my payment in January? Or at all?

Unfortunately, you will lose your spot on Odyssey 2000®. It simply isn’t fair for TK&A to financially subsidize a rider, especially considering that most Odyssey cyclists are not independently wealthy and are sacrificing a good deal to meet their financial obligations. It is very important to arrange your financial life to enable you to make all your yearly payments in a timely manner.

Can I pay my payment early?

Yes. If it is beneficial to you, please feel free to make your payment in December.

Final 1999 final payment

TK&A has a strong desire to avoid any surprises in 1999 from folks who are unable to participate in Odyssey because they can't make their final payment. We are sure most people can appreciate the financial impact a quarter million dollar shortfall would have on Odyssey. Though Odyssey would run without a hitch, it is a substantial amount of money for TK&A to lose.

If for some reason you feel you won't be able to make your 1999 payment, please let us know as soon as possible. We really appreciate everyone's cooperation in this very sensitive area.

Keep us informed

Please let us know if you are going to or think you might cancel. If you are due a refund, drop us a note or email your intentions. If you are uncertain about your ability to continue, please let us know. After all, we might have an idea or two for you to consider.

TK&A events and flyers

Enclosed is information on TK&A's upcoming events.

1. **Wheeling Hawaii I™** (April 6 to 12). Guaranteed to be a cure for cabin fever caused by the long winter gray months. Circumnavigate 256 miles on the "Big Island" of Hawaii. Cycle, swim, snorkel, hike, explore and enjoy 7 care-free sunny days of paradise.
2. **Coast to Coast Bicycle Classic™** (June 16 to August 2). The Coast to Coast Bicycle Classic™ is a "cyclist's dream." Since 1987, over 1100 individuals have made their dream of crossing America a reality with TK&A. After 3 mountain ranges, 12 states, 3450 miles, 48 days, dozens of new friends and countless adventures, the CTC will be remembered as one of the most powerful experiences of your life. You will have earned braggin' rights and the best level of fitness you have ever achieved.
3. **Courage Classic™** (August 23 to 25). This is the fundraising ride to do. Enjoy *Washington State's Best Weekend Ride Ever...Guaranteed!* and have the time of your life. In three days, pedal 172 miles over 3 central Cascade Mountain passes; enjoy 7 huge, delicious meals; 9 fully stocked rider service centers; the very pleasant company of 450 fellow cyclists; and know that you helped curb the devastating effects of child sexual assault. The Courage Classic is a special event fundraiser of Mary Bridge Children's Hospital in Tacoma, WA.
4. **Wheeling Washington IV™** (September 7 to 13). A repeat of our very popular WWIII™, our most popular Wheeling Washington ever. This incredibly beautiful international route begins in Seattle and finishes in Long Beach, WA., with overnights in Pt. Townsend, Orcas Island, Victoria (CANADA), Forks, Lake Quinault and Westport. A great way to see the best Washington state has to offer.
5. **Southern Cross Bicycle Classic™** (April 20 to June 6, 1998). Many feel this is the best route for crossing America. The terrain, vegetation, topography, weather,

services, people and cultures vary from day to day. After 48 days, 3195 miles of exciting pedaling, 8 states, spectacular scenery, a great tan, braggin' rights, and scores of unforgettable adventures, Southern Cross cyclists arrive for a victory celebration at Walt Disney World Resort.

TK&A's web page

We will be updating our web page very soon. Don't forget to look at <http://www.kneeland.com/timtka/> or <http://odyssey2000tka.com/timtka/>.

1997 calendar

Check your mailboxes in early January for our brand new brochure and 1997 calendar. Hope you'll like it as much as we do. Please ask any friends who would like a copy to give us a call. If you'd like to drop a few at your club or bike shop, please let us know.

Summer of 96 Odyssey travels

Last July, Karen-Ann and I spent 3-1/2 weeks scouting out potential Odyssey routes in Europe. We had an extremely successful journey, covering more than 5,000 miles through 10 different countries. As we traveled, we documented nearly every turn made on our trusty Mac laptop. Some of this work will end being published as DRGs (Daily Route Guides) and used during Odyssey.

United Kingdom

The United Kingdom has a population about 1/3 of the US and is made up of England, Scotland, Wales and Northern Ireland. Great Britain refers to the island containing England, Wales and Scotland. Ireland is an entirely separate nation, gaining independence in 1922.

Our first stop after leaving Gatwick Airport (south of London) was in Manchester, England, to spend the night with a vet of our 1995 Coast to Coast Bicycle Classic™. Two other vets and their wives joined us for dinner...it was super evening.

While in Europe, we had hoped to checkout coastal routes in both Ireland and Northern Ireland. Two weeks before we arrived, however, the IRA (Irish Republican Army) set off a bomb in Manchester, breaking a very hopeful truce. To mitigate our obvious concerns, folks in England continually reassured us that Northern Ireland was a safe place to visit and tourists were never targets of terrorism. Well, as the week continued, tensions grew in Belfast and a bomb finally exploded, creating significant turmoil. Needless to say, Karen-Ann and I decided to postpone our visit to give Northern Ireland and England additional time to iron out their differences.

Terrorism

Terrorism has surfaced in discussions at TK&A several times. Obviously, we will use reasonable measures (we are not planning to use guards or the military for security) to avoid becoming targets of terrorist activities. If a country appears too risky for travel we will try to avoid it. If the political climate deteriorates in one of Odyssey's scheduled countries, we will try to bypass it and spend the time in a more politically stable area.

As you are well aware, no one can guarantee an individual's safe passage to the local grocery store, let alone on a 20,000 mile bike trip around the world. Adventure travel has its risks. Odyssey is no exception. However, we venture to predict that many of your most vivid and positive memories of Odyssey will be dealing with the unknown-weather, terrain, cultures, beliefs, languages, dress, attitudes, unusual circumstances and variety of people.

England

We had great meetings with the CTC (Cycle Touring Club), John Potter of Bike Events in Bath, and others knowledgeable about cycling in Britain. Each offered their full support and the cooperation of their respective organizations. We also made excellent contacts at Greenwich (home of the Prime Meridian, Greenwich Mean Time and a focal point for millennium activities) in London. We believe Odyssey has a good chance of becoming part of their official millennium celebrations. We are planning 3 or 4 days off in London to take advantage of this phenomenal area.

The route we explored extends from Dover to Wales, including visits to Canterbury, London (Greenwich), Godalming (CTC headquarters), Salisbury, Stonehenge, Bath Upon Avon and Bristol. The people we met were very friendly and always hospitable.

The UK has an extremely active cycling community, yet doesn't have an abundance of bicycle lanes or routes. The roads in England vary from freeways (M roads) to narrow, one lane paved paths connecting farms and villages. We hope to include many miles of these tiny lanes on Odyssey. Overall, the English countryside we explored is flat to moderately hilly through lots gorgeous farmlands and picturesque villages.

Wales

We drove 260 miles in Wales, from the Severn River to Hollyhead, the main ferry terminal to Dublin, Ireland. The Welsh are friendly people and inhabit a remote, sparsely populated country. The terrain is memorable and quite challenging. Triple crank country, for sure. Narrow roads with some steep climbs and exhilarating descents are quite common throughout Wales.

Don't count on pronouncing city names based on your understanding of English. There are simply too many pronunciation mysteries to venture a proper guess.

Scotland

Since we chose to delay our visit to Ireland, we drove 360 miles on major thoroughfares from Hollyhead to Stanraer, Scotland, the main ferry terminal servicing Larne, Northern Ireland. From Stanraer, we drove up the coast then cut across the country to Edinburgh via Motherwell. Edinburgh is a wonderful city, worth an extra layover day or two for exploration.

From Edinburgh, we documented a 142 mile route to Newcastle, where we caught a 15 hour ferry to the Continent, landing in the Netherlands.

Netherlands

Commonly referred to as Holland (not technically correct, however), the Netherlands is a unique country with over half of its land below sea level. It has a population just over 15 million nestled in a country smaller than Vermont and New Hampshire combined. Its very dense population has made cycling and cycling facilities an extremely important part of its transportation system. In fact, you can find a connection of detached bike paths and signed bike routes between any two points in the Netherlands. Many intersections include regular street signs and a smaller set of bike route directional signs. Cycling is an integral part of nearly everyone's life in the Netherlands.

We drove to Groningen to begin documenting a likely Odyssey 2000® route from Delfzijl to Belgium along the North Sea. This coastal route covers 367 miles and goes through the heart of their very sophisticated dike/levee system. You can expect the flattest cycling the world has to offer.

Belgium

Karen-Ann and I documented a 252 mile route starting along the coast, then heading cross-country to Luxembourg via Brussels. Belgium is about 1-1/2 times the size of Massachusetts and supports a population of 10,000,000 people, 4 million more than Massachusetts.

Belgium is a beautiful country, flat in the west and rolling hills in the east. The northern (Flemish) people speak English and are easy to communicate with. The people in the south seem to prefer to speak french. Belgium doesn't share the same level of bike facilities as the Netherlands, but evidence of cycling friendliness is found throughout the country, as well as much of Europe.

Luxembourg

This is the third country of the Benelux nations, along with the Netherlands and Belgium. These three nations formed an economic and social alliance called the Benelux after World War II, the forerunner of the European Community.

The Grand Duchy of Luxembourg is a little smaller than Rhode Island, with less than 400,000 residents. It's a beautiful country with plenty of rolling hills and tree cover. We drove 72 miles and will probably use at least half the route we documented.

Germany

Germany is one of the world's great economic powers. It has a population of 80 million people concentrated into an area 20,000 square miles smaller than California. The landscape is varied and beautiful.

From Luxembourg, we designed a route to Darmstadt, just south of Frankfurt. Then we made our way down the Rhine River, through the Gates of Deutches Strasse, Germany's famous wine country. The route crossed the French border several times. By the time we reached Switzerland, we had logged 221 miles in Germany.

Switzerland

What a great country. Switzerland has nearly 7,000,000 people in an area the size of Ohio. Its natural beauty is legendary. Its terrain is quite varied, though quite topographic. Switzerland is made up of huge lakes, manicured farm lands, rolling hills, Sub-Alps and, of course, the Alps. Magnificent!

Our travels took us to Bern, Geneva, through the Alps at Grimselpass (2165 meters/6712 feet) and into the famous city of Zürich. We drove a total of 532 miles to the Austrian border. We met a number of cyclists crossing the Alps on weekend outings, just pedaling to the summits for exercise, enjoyment, views and braggin' rights. Much of what we saw will be included in Odyssey's route.

Karen-Ann and I had the good fortune of spending some quality time with all three of our Swiss Odyssey 2000® registrants.

Liechtenstein

Sixty-two square miles and 30,000 people make up this Principality, one of the smallest and richest countries in the world. We traversed this beautiful countryside a grand total of 8 miles to the Austrian border. Liechtenstein is in an ideal setting, with mountains everywhere.

Austria

The beauty of Austria was made even more famous by the Sound of Music, and we anticipate quite a lot of singing from our group. About 8 million live in an area the size of Utah.

Because time was running short, we limited our easterly travels to Innsbruck before heading north to Munich, Germany. It was a gorgeous 150 mile drive.

Return to England

We spent the night in Munich and then drove to Calais, France to catch the ferry back to Dover. The return drive of 840 miles included 615 miles on France's very expensive tollways (around \$150). The ride, though long, was very scenic, crossing mostly agricultural areas.

Crossing borders

The formation of the European Community (EC) has had a dramatic affect on travel between EC countries. Today, crossing from one European country to the next is almost seamless, except for the former Soviet Block Nations. We didn't need any visas for this trip, and our passports were only checked when we arrived in England, when we crossed the English Channel to the Netherlands, once in Germany, at the Swiss border (mostly to check that we had purchased a freeway access tax sticker), when we returned to England, and in Detroit, USA. There was still plenty of evidence of a much more restricted past, however; many empty old border crossing booths.

We're off

Karen-Ann and I are leaving for Hawaii tomorrow to do some logistical work on Wheeling Hawaii I™. On Sunday, it's off to Australia to document our route from Canberra to Sydney for

our visit to the Olympics. Then we fly to the Great Barrier Reef to design the route from Cairnes to Townsville.

Questions?

As always, please feel free to call TK&A at 1-800-433-0528 or (206) 322-4102 with any questions, ideas or concerns.