

October 98 Odyssey 2000® Rider Memo

Date: November 11, 1998
To: Odyssey 2000® Registered Riders and staff
From: Tim Kneeland & Associates, Inc.
Re: Update on Odyssey 2000®

An awesome time

Sorry about being a little late with this Memo, but we have been swamped with events and a million activities. This October Memo has taken longer than expected to write, primarily because of the extensive detail we have included.

Even though time seems to be closing in on January 1, 2000, we still have about 13 1/2 months (416 days) to go. Enough time for TK&A to pull together Odyssey's challenging logistics and for each of us to personally sort out our complex lives in preparation of this enormous adventure. All the hassles and frustrations aside, the rewards for each of us who make Odyssey happen will be beyond belief as we pedal out of Pasadena as part of the 2000 Tournament of Roses Parade.

Now that our 1998 series of events is complete, we are directing most of our corporate energy toward Odyssey 2000®. As each day passes, we are getting more and more psyched. We learn more about each country and its resources. We continue to add to our extensive reference library of maps and books. And interest from the media and individual countries becomes stronger each day. Overall, it's an incredibly exciting time.

TK&A's focus

TK&A is currently focussing on two major areas around Odyssey; logistics and recruitment. Logistics (route selection, transportation, writing the DRGs, meals, overnight locations and facilities, showers and sanitation, gear transport, vehicles, staffing, equipment needs, communications, etc.) are relatively straight forward for us and viable solutions are becoming more apparent each day.

On the other hand, recruitment is a different issue. Even though we currently have 284 (34 more than our goal of 250) registered, we are still concerned about the final numbers. If we had a magic wand and could tell how many will actually make their final

payment, our life would be somewhat easier. Any insight you can offer will be appreciated. If you can't or don't think you will remain with Odyssey, please let us know as soon as possible. Once we find we have a relatively solid group of 250, we won't put additional energy into recruiting. Instead, we will focus our time on logistics and communicating with Odyssey riders.

Refund policy

Just a reminder, if you are planning to cancel (we hope you are not, of course) your participation in Odyssey 2000[®], requests for the refundable portion of your \$6000 must be in writing (e-mail, fax or letter) and mailed to TK&A before December 31, 1998. Please review the enclosed "Fees and Payments For Odyssey 2000[®]" financial sheet for specific details.

11/1/98 Odyssey stats

We currently have 284 registered Odyssey riders representing 35 states and 12 countries. Twenty-one of our riders live in 11 foreign countries - Australia, Canada, England, France, Japan, Netherlands, New Zealand, Saudi Arabia, Sweden, Switzerland and Wales. The average Los Angeles departure age remains at 48 and we currently have about 35 couples registered to ride. As usual, most of our riders are not hard core athletes, just people looking for a truly remarkable ride visiting 4 dozen countries for the entire year of 2000, the year of the party!

Final payment

Remember, your final payment is due in January (must be postmarked no later than Feb. 1, 1999). Please make your payment on time. If you are late for any reason, you will lose some, if not all, your early registration discount. Or you might lose your slot all together. Here is the "late fee" schedule: for every month you are late, you will have to add another \$300 to your final payment, i.e. pay in June, 5 months (Feb, Mar, Apr, May, & June) late, add an additional \$1500. This option is only available with TK&A's approval and if there are Odyssey slots available.

Money handling

In 1993, when we were making critical decisions about producing Odyssey 2000[®], TK&A made the decision to maintain full control over the Odyssey funds, thereby making it relatively easy to access the money in a timely and efficient manner. We are already in the process of investing heavily (travel, gear trucks, communications, equipment, etc.) in Odyssey and will be escalating the pace dramatically after the first of quarter of 1999. Because of this, none of the money TK&A receives is put into any type of escrow or

other protected account. Please tell any worried accountants, attorneys and friends TK&A will not run off with the funds.

Selecting your number

Each of you will be able to choose a number between 1 and 250 when you make your final payment. As on all TK&A events, this will be your personal number for the entire trip. It will be on your name tag, two bike tags, gear locker door, etc. and used as an official form of identification.

When you mail in or deliver your final payment, just indicate your first, second and third number choices. If your selections have already been taken, we will contact you indicating the numbers that are still available. If you don't have a preference, we will assign a number.

Participant names

Sometime in February or early March, every participant will receive a list of rider's names and addresses, excluding, of course, those people who request to have their name remain confidential. This list is strictly for use by registered Odyssey 2000[®] riders and staff and must not be used for any solicitations or commercial purposes or shared with other people. Privacy is very important to all of us.

This list will enable you to contact people in your own region and organize training rides and other activities within the spirit of preparing for a year's journey around the world.

Please let us know with your final payment if you don't want your name made public.

Really cool new Odyssey 2000[®] gear truck

We have purchased our first specialized vehicle for Odyssey. It's a custom built 26' trailer with 120 lockers, 18"X18"X34" deep, with individual lockable doors. Each side has 60 lockers in four rows of 15 each. The trailer has large outside doors that pull out, offering weather protection when storing or retrieving your gear. The top rows are easily accessible by standing on a wide step at the base of the bottom lockers. The trailer can be towed with a one-ton dual wheel pickup truck.

Based on our one day of experience from San Clemente to Tijuana, Mexico on the recently finished West Coast International Bicycle Classic[™], we have a winner. The 57 riders (including at least 11 Odyssey participants) put it to good use and were pleasantly surprised by the amount of room they actually had.

We are already looking at design changes that will lower the height of all the lockers, perhaps by configuring the lockers in a rectangular shape of say, 16"X20"X24" deep. We are also checking on the possibility of carving a few inches off the overall width and height of the trailer to allow it to fit into an ocean going 40' container. On November 2, I visited the manufacturer in Fresno, California to discuss the modifications of the new trailer and our collective ideas for the trailers yet to be built.

Our ultimate goal is to build three additional "Odyssey Haulers" and hop-scotch them from one region of the world to another. However, on occasion, we may still have to depend on the old reliable 24" Ryder box type truck to carry our gear, simply because there isn't enough time to ship our trailers in.

The "Odyssey Hauler" is heading for Hawaii

For those planning to ride Wheeling Hawaii 99™, you might get a chance to experience our new truck firsthand. We are planning to barge it over for a weeklong workout. Whatever we learn will be incorporated into the design of the other trailers. Reason enough to sign up for Hawaii, huh?

How much space can we count on?

Even though this is still subject to slight modification, we estimate that each rider's allotted space will be equivalent to 18" tall X 18" wide by 32" to 34" deep. That's more room than mentioned in our Rider Handbook. Two or three soft duffel bags should work quite nicely to organize all your gear. You can also figure about 60#s of total weight.

Locker allocations

We are considering a fair way to allocate the slots. The idea with the most appeal so far is to let everyone select their lockers on a first-come first-served basis, in the order in which we receive your payments. We also figure it might be cool to let each Odyssey rider decorate both sides of his or her locker door, reflecting their own personality. What do you think?

Can you pay early?

If you'd like, you can pay anytime between now and Feb. 1, 1998. But, please, don't wait until the last minute and take a chance on being late.

Odyssey bikes

Sorry, but we don't have any answers to report on this front. Some manufacturers have already been approached and initially responded in a very positive manner. However, additional companies need to be approached between now and the end of the year. After

evaluating each manufacturer's interest, checking their ideas with our needs, examining their track records and the viability of their proposals, we will begin the selection of the new bikes.

As discussed in earlier Memos, the bikes will likely be a touring or cross bike with at least 21 speeds and enough frame space for heavier tires. You will be able to add your own seat, pedals and handlebar config on the bike. We plan to have the manufacturer ship them to you by October 1, 1999, three months before Odyssey begins so you can bond with your new machine. Later next year we will ask each of you to complete a personal bike profile for help with sizing.

We have received a few letters from interested manufacturers. One who is really interested in Odyssey is Green Gear Cycling, the makers of Bike Friday. Last May, they sent Karen-Ann and me bikes to try out. I have ridden my Bike Friday over 1000 miles and have been pleasantly surprised by the performance of these small, foldable bikes. And, yes, they perform as well as a high quality, full size touring bike.

Sponsorship

There has been a lot of activity, but nothing to report at this time. Perhaps we will be able to share some concrete results in February. Our sponsorship company is working with dozens of potential prospects and is very optimistic about involving several companies in Odyssey. TK&A is trying to build viable partnerships in many areas, including vehicles, water, transportation, shipping, specialty trailers, technology and communications, bikes, clothing, helmets, etc.

Odyssey study

We just completed a super meeting with the Odyssey research team. We all agreed to accomplish whatever is possible based on the available funding. The first stage is to administer baseline physiological and psychological tests on every interested rider before Odyssey 2000[®] begins and immediately after Odyssey ends. The next level, if we score outside funding, is to study several dozen riders at the University of Washington (perhaps a few days before Wheeling Washington 99 begins in Sept.) and again after the ride ends in Los Angeles. Using the same scientists and facilities to administer these tests, of course, increases the viability of the study. And, if enough money surfaces, we plan to administer the same type of tests three or four times during 2000.

For those interested in becoming involved in the study right away, there is something you can do. Next time you have a physical, ask your doctor to gather the following basic information: blood pressure and other vitals, complete blood count, full chemistry and

lipid panel including cholesterol, high and low density lipoproteins, ferritin and urinalysis. These are all fairly basic tests and might help us tailor the research to our group.

If you are interested in being a participant in the study, please drop us a note or email. Please don't contact the study team, TK&A is the contact point for the study.

Tournament of Roses Parade

Karen-Ann and I will be meeting with the Tournament of Roses Parade management next week. As previously reported, Odyssey 2000[®] is an official invited participant in the 1/1/2000 parade. We are also considered one of the Tournament's millennium activities and, I expect, one of the most exciting. We also have word we will be able to participate in some fashion in the 1/1/2001 parade to help celebrate the first day of the new millennium. Bonus!

Our position in the parade has yet to be determined, even though we will be featured prominently. We have discussed pedaling the parade route just after the police close and sweep the route. We are also exploring the possibility of being the second or third group in the parade. This is a premier spot but would delay the beginning of our pedaling down the coast. Wherever we begin, I can guarantee that most of our families and friends will be watching us on television on January 1, 2000 if they are unable to in LA for the kickoff. Stay tuned!

The world is dynamic + Cuba

As we all know, Odyssey planning is an incredibly dynamic process. Since the last newsletter, Northern Ireland, Israel and a handful of other countries have suffered from terrorism acts. Even worse, both the American Embassies in Tanzania and Kenya were bombed. The result for Odyssey is our final decision to eliminate Israel, Egypt, Kenya and Tanzania. Northern Ireland is tentative at this time, even though we hope to keep it in our final schedule.

On the natural disaster side of the equation, Honduras and its neighbors just suffered a devastating hurricane. The damage is so extensive, we have rescheduled our preliminary checkout trip into the area until after the first of the year. Thankfully, most damage from natural disasters is recoverable with time, but Central America was hit extremely hard and they don't have the resources for rapid recovery. Don't be surprised if we fly into San Jose and limit Odyssey's Central America pedaling to Costa Rica and Panama.

And finally, on the Cuba side. As required, we wrote the Licensing Division, Office of Foreign Assets Control, Department of the Treasury for official permission to visit

Cuba. On a follow-up telephone call, we found that it is unlikely we will get permission to visit Cuba, let alone permission to travel with 284 people in 2000. Basically, Americans are not allowed to spend money in Cuba. The only hope we have is if Congress changes our national policy towards Cuba. So, though we will remain optimistic, the bottom line is that we probably won't be visiting Cuba.

Overall "Itinerary" and a detailed "Day-to-Day Itinerary" enclosed

Based on last summer's seven week Odyssey checkout trip and other research, TK&A has prepared what we believe is a much improved and more realistic itinerary for Odyssey. In fact, I'll bet we are about 75% closer to the final route. The specific dates, overnight locations and some of the order will likely change as we nail down many of the final details in 1999.

Enclosed is our latest itinerary in two forms, the abbreviated country by country revised Odyssey 2000[®] Itinerary and an updated "Day-to-Day Itinerary" for your dreamin', planning, mapping and reading enjoyment. The new itinerary reflects our current thoughts on how Odyssey's final itinerary is going to look. We have tried to reduce the mileage on tougher, hillier days and have trimmed the overall mileage to slightly under 20,000 miles (32,400 Km) in 48 countries. If anything, we will continue to shorten the days where it makes sense. So, enjoy this snapshot of our thoughts.

Incidentally, even though the detailed Day-to-day Itinerary is considered confidential, please feel free to share this with your family and friends. Please don't circulate copies to anyone or share with any commercial enterprise.

Contract

As promised, we have been working on the Odyssey contract. We have kept it straight forward and written in plain language reflecting the specific aspects of Odyssey 2000[®]. It begins with a summary section outlining the level of service TK&A has promised to deliver. Then the contract addresses several aspects of Odyssey such as safety, self-responsibility, conduct and liability. The contract actually is an expansion of TK&A's "Warranties and Limitation of Liability" form used for all of our events.

A completed contract will be included with the December 1998 Memo.

Next √-out trip

In about a week, Karen-Ann and I leave Los Angeles to checkout a few potential Odyssey routes. Our first goal is to explore a route from Pasadena, CA to Cabo San

Lucas, Baja California, Mexico. Then we fly to Santiago, Chile where we will meet Angel, the same driver who took from Buenos Aires to Rio de Janeiro last Dec. He's great, but it's a hassle not being able to pickup a rental vehicle in Chile and dropping it off in Argentina. We are excited about our potential route into the Patagonia region of South America, crossing the Andes into the famous resort area of San Carlos de Bariloche in Argentina.

Then it's off to South Africa to check a route from Johannesburg to East London via Kruger National Park and Swaziland. Then we fly into Malaga, Spain and explore a route to Granada, Cordoba and Seville into Lisbon, Portugal. We'll also fly to Paris to check a route along the Loire west to le Mont St Michel ending in Calais via the Normandy Coast.

We'll then head back to Australia to put many of the final elements in place for the route from Canberra to Sydney, our visit to the Olympics and the route along the Great Barrier Reef from Townsville to Cairns. Then, on our return, we will stop in Hawaii to finalize the details for both Wheeling Hawaii 99™ and Odyssey 2000®. We will be back in Seattle around January 10.

1999 travel schedule

Needless to say, 1999 is going to be an extremely busy year at TK&A, and I'm sure, in your home as well. Our strategy for "finalizing" Odyssey routes is to visit each respective region during 1999 about the same time of the year as Odyssey will visit. Our travels will put us on the road from 2 to 4 weeks at a time, then returning to Seattle for 2 to 3 weeks to prepare for the next leg.

1999 rider get-together meetings

It would be great to meet as many Odyssey riders and staff as possible before we gather in LA for the start of the ride. If there is enough interest, we will organize a few optional rider meetings at different locations throughout the United States during 1999.

Our idea is to meet for 3 or 4 hours on a Saturday or Sunday afternoon. These meetings will give all those who attend a chance to meet one another and share their ideas and strategies for getting prepared for this enormous adventure of a lifetime. They will also give TK&A an opportunity to share the latest information about Odyssey and address your concerns and questions about the ride. The cities will be selected according to where concentrations of riders live and might include Seattle, Portland, San Francisco, Los Angeles, Denver, Chicago, Boston and Washington, D.C.

If there is enough interest expressed in having these meetings, TK&A will distribute a list of locations sometime in February.

Don't forget Wheeling Hawaii and Wheeling Washington

If you feel it would be helpful to go on a TK&A ride before Odyssey begins, you only have two more weeklong rides from which to choose. Wheeling Hawaii is from March 14 to 20 and Wheeling Washington is from Sept. 12 to 18. To lessen the financial burden of either ride, you can take \$200 off the going rate for you and one friend for either or both rides. Your friend's registration must be included in the same envelope as yours and you must attach a note about this offer. This offer is non-retroactive and can not be used with other discounts.

The short three day Courage Classic is also an option. It's a fundraising ride for Mary Bridge Children's Hospital's Child Sexual Assault Clinic. The Courage Classic is in its seventh year and is supported (great rest stops and mountainous summit lunches each day) by the Pierce County Rotary Clubs. Discounts are not possible, but it's a great investment of time and fundraising (or pay-to-go) energy.

How can you pull Odyssey off?

"I don't envy you! How can you possibly travel with 284 people around the world for an entire year?" A frequently asked question of TK&A staff. Here is some of what we explain to people:

- First of all, it does sound like an impossible task. If it wasn't a complex project, lots of people would be doing it...organizing all types of world tours, that is.
- Secondly, in every part of the inhabited world, residents are housed, eat, sleep, drink, communicate, travel and satisfy the basic necessities of life.
- Thirdly, we are not going to the most primitive places of the world where these needs are nearly impossible to meet.
- Fourthly, TK&A has a ton of experience in traveling with larger groups for weeks at a time, most notably taking 2 different groups of three-hundred-thirty-plus across the United States for seven weeks each time.
- Fifthly, TK&A intimately knows the needs of a traveling cycling community and understands what it takes to satisfy these needs, regardless of the environment or language.
- And sixthly, TK&A understands how to go into a country and ferret out the resources and people necessary to satisfy the needs of our group.

Odyssey isn't easy, but it's very do-able! It's going to be a blast, guaranteed!

TK&A booklets

We have enclosed two pocket sized manuals I wrote several years ago, Cold Weather Guide: Working Outdoors in Comfort and Wilderness Survival mini survival manual. We thought some of you might find the contents interesting, especially since we are all trying to hone our self-reliance and self-sufficiency skills for Odyssey. Enjoy.

Summer of 98's Odyssey J-out trips

Karen-Ann and I had two challenging, but very productive trips this summer. The first began immediately after we finished the Southern Cross. We designed a route from Atlanta, Georgia to Quebec City, Quebec, Canada, a distance of 2303 miles. Two weeks after we returned from this journey, we were off for two additional months of exploring potential routes in several countries. In the process, we flew about 30,000 miles and drove an additional 7590 miles. Though a hectic pace, we enjoyed our visits to Japan, China, Italy, Monaco, France, Andorra, Spain, England, Wales, Ireland, Northern Ireland, Norway, Sweden, Finland, Estonia, Russia, Germany, Poland, Slovakia, Austria and Denmark. Here is a summary of our observations:

USA: We drove for several days through some awesome country and designed several potential routes. The drive from Atlanta to the Blue Ridge Parkway is shoulderless in Georgia and pretty congested. The Blue Ridge Parkway of North Carolina and Virginia is gorgeous and challenging. The route from the mountains into Washington, D.C. is okay, but pretty hectic from D.C. into Baltimore. Then we designed an excellent route through the Amish country of Lancaster County, PA, into Valley Forge, and then New York City via Princeton, NJ. Once we left the Big Apple, we discovered surprisingly cycling friendly roads in both New Jersey and Upstate New York sporting fairly decent shoulders. We crossed into Canada at Niagara Falls, NY. Because so many Canadians were crossing the border to pick up the new miracle drug, Viagra, the local news had renamed the area Viagra Falls.

Canada: Crossing the border into Canada's much bigger Niagara Falls is super. Beautiful gardens and wonderful landscaping. We designed a route along Lake Ontario and the Saint Lawrence Seaway to Quebec City via Toronto, Ottawa and Montreal.

USA/Canada Results: based on our overall goal to keep the mileage at or below 20,000 total trip miles, we have decided to reorganize this section of Odyssey. As the new itinerary reflects, we will fly into Washington, D.C. and head directly north to Ottawa and then to Quebec City via Montreal. This new route still takes three weeks and combines world-class cities and beautiful countryside.

Japan: Japan is a great country with wonderfully friendly people. At the Tokyo airport in Narita, we picked up a car and drove a route south along the coast to Hiroshima. The roads are excellent and the speed limits are relatively low. However, lots of traffic and tunnels. The going was quite slow and congested so we returned to Tokyo and decided to design a new route to the north. Japan is the only country in Asia where camping is a viable alternative.

China: Our second trip to China this year. We decided to explore our "original" route from Beijing to Shanghai. After arranging for a driver (turned out to be a well educated communist driver) to take us between the two cities, we scheduled a quick visit to the Great Wall. Outstanding. The route from Beijing to Shanghai is not very appealing, so we have decided to return to the south to organize the route from Hong Kong to the Vietnam border via Guilin.

Italy: Incredible. We have decided to spend as much time in Italy as feasible. We have also tried to shorten the length of some of the more challenging days, and there are several. We have an excellent route from Brindisi in the south to Florence and Pisa and then along the Italian Riviera to the French Riviera. A spectacular route.

Vatican City: AWESOME. We will have plenty of time to explore this very tiny, but powerful country.

Monaco: Shortly after crossing from the Italian Riviera into the French Riviera along the spectacular Mediterranean, up pops Monaco. Monte Carlo, the capitol of the country, is the playground of James Bond and the rich and famous. We passed the famous Monte Carlo Casino and went by it so quickly we had to return to see it again. This is a beautiful portion of the route and we'll try to spend some quality time here.

France: We have checked several routes in much of France; the east coast wine country shared with Germany, the French Riviera, the timber country of southwestern France, the Bordeaux wine country and the Pyrenees. After our drive through the Bordeaux region from San Sabastian, Spain to Paris, France, we decided to rethink this part of the route. Next month, Karen-Ann and I are going to explore a route from Paris to Calais along the Normandy coast.

Andorra: After leaving the Mediterranean, we drove to Carcassonne, a very historic town in France. Then we decided to design a route that would add Andorra to Odyssey's route. In the process, we found two different roads that were part of the 1998 Tour de France. The Tour was a couple of days behind us. The route crossing the Pyrenees is

spectacular and quite do-able. Descending through Andorra, which doesn't take a lot of time, and makes one quickly realize that inexpensive shopping is its economic base. One could actually describe it as one long, thin mall. Interesting.

Spain: As you leave Andorra and cross into Spain, one quickly notes the thoroughness of Spanish customs making sure they collect their "rightful duty" on the thousands of bargain shoppers leaving Andorra.

We designed a route with plenty of earned descents (and more climbing) from Andorra to Barcelona, then across northern Spain to Donostia-San Sebastian, a great spot on the Atlantic Ocean. We have decided to eliminate the entire 1150 miles we documented from Barcelona to Paris, except for the Loire Valley south and west of Paris. Instead, we are returning to Spain and designing a route from Málaga to Lisbon, Portugal via Granada, Córdoba and Sevilla. This should be an excellent addition to southern Europe.

Ireland: We had a pretty fast train ride through the "Chunnel" from Paris to London. Super trip. Then we picked up a car, moved to the left side of the road and drove to Holyhead, Wales to catch a ferry to Dublin. Ireland was wet, green and beautiful. Quite a contrast to the outstanding weather we left on the Riviera. The biggest problem we will have with Ireland is the relatively short time allotted in this friendly country.

Northern Ireland: We finally decided to go to Northern Ireland, since the political situation seemed to be relatively quiet. However, since we left this part of the United Kingdom, another bomb went off west of our intended route. We remain very optimistic about the peace process and at this time still plan to visit Northern Ireland.

When crossing from Ireland into Northern Ireland we didn't see a visible border, not even a sign, indicating a very close and historic alliance between the two countries. We continued north and visited the Giant's Causeway (an area where large basaltic columns are visible on the north coast) and designed a route back to Belfast. It's a great route and we hope it remains part of Odyssey.

Scotland: This was our second trip through Scotland and continues to be one of my favorite countries. Probably has something to do with my roots being traced back to 1225 Scotland. We have a pretty complete route from Stranraer (Irish ferry terminal) to Aberdeen via Edinburgh. However, we are considering a redesign, heading up the west coast toward the Firth of Lorn, Fort William, Loch Ness, Inverness and then to Aberdeen. This new route should be awesome.

Norway: We flew from Aberdeen to Stavanger, Norway and began to design what we think will be a fabulous route through Scandinavia (Norway, Sweden, Denmark and Finland). We picked up a car and drove to Bergen (highways and ferries) and then off to see the mother load of all of Norway's Fjords, Sognefjorden. Norway is relatively cycling friendly and has dramatic scenery. We drove to Oslo via the ski slopes of southern Norway. Super area!

Sweden: We found an excellent route from Oslo into Sweden through some lowland lake areas. Then, because of evaporating time, we hit the main road and drove to Stockholm where we caught an overnight ferry to Helsinki, Finland. As we drove across Sweden, we began to rethink our route through Scandinavia and decided to add Denmark after Norway, instead of waiting until we finish the rest of Europe. Sweden is awesome.

Finland: Unfortunately, we didn't get to spend much time in Finland. Just enough time to return the rental car and walk around Helsinki. Then we caught a fast ferry to Estonia.

Estonia: Estonia is the northern most of the three Baltic States (Estonia, Latvia and Lithuania) and declared its independence from the former USSR in 1991. They are a feisty bunch. We spent a night in Tallinn, Estonia and enjoyed the old town area. We were very impressed with the people and relatively high standard of living, especially compared to what we experienced in Russia and other communist or former communist countries.

Russia: Before we left Tallinn, we met our driver who took us from Tallinn to St. Petersburg, Russia. When we reached the border town of Narva, Estonia, we were stopped by the police and our driver ended up slipping the officer two \$10 USD notes to get his documents back. That experience, coupled with the fact it took over an hour for 5 or 6 cars to cross the Russian border, left us with some pretty uncomfortable feelings. After watching this payoff, we discovered that carrying US dollars to handle similar situations is quite common. Ah, the power of the greenback.

We spent a night in St. Petersburg before meeting our new driver and interpreter, and heading to Moscow via the few secondary roads we could find. The route is not particularly interesting, except for the wonderfully decorated window sills on some of the very modest farm homes. When we arrived in Moscow, we stayed in the usual official tourist hotel with two or three guards at the entrance.

After settling in, our driver, interpreter, Karen-Ann and I set out to find dinner. We ended up in a very nice restaurant after passing through an airport type metal detector, presumably for finding concealed weapons. The meal was great, but quite expensive.

The next morning, Karen-Ann and I walked a few kilometers to the Kremlin, paid a modest entrance fee and walked around for a few minutes. Then we tried to visit Red Square but the line was too long for the time available. After checking out of the hotel, we experienced the chaos of the Moscow Airport. Overall, however, the people we met (except for the hotel staff) were very friendly.

Since we left Russia, the Ruble has lost more than 50% of its value and Russia has made the US dollar an acceptable currency (before it was the unofficial, preferred currency). Since Russia is going through so much change, we feel it prudent to minimize our time there. One other rather disappointing aspect of Russia is that you can't drink the water.

Scandinavian/Russia Thoughts: Since returning home, we have modified this part of the route. First, we plan to fly from Scotland to Bergen, instead of Stavanger. Then, when we leave Norway, we will head south into Sweden, Denmark, back to Sweden, a visit to Stockholm, and then a ferry to Turku Abo, Finland. Then we'll cycle through Finland into St. Petersburg, Russia. After St. Petersburg, we plan to fly to Berlin.

Germany: Germany is always awesome. We drove through former East Germany to Poland and then from Austria to Munich. A check of the new itinerary will give you an idea of the projected route into and out of Germany, several times.

Poland: Another surprisingly modern country recovering from Soviet rule. The Polish are wonderful people and never wavered in their fight against Nazi Germany. We decided to visit Krakow, a wonderful, old and historic city that we enjoyed. Then we drove 62 kms to Auschwitz, Hitler's first concentration camp. It was difficult witnessing one of the darkest actions (crimes) against humanity. Unfortunately, Poland isn't on the current itinerary, so we are planning a visit to the concentration camp at Dachau, Germany, near Munich.

Slovak Republic: Another great country formally under Soviet rule. It used to be the eastern half of Czechoslovakia. We were only there for a few short hours on our way to Austria. The border crossing was easy and we enjoyed the Slovak Republic's hilly terrain and scenery.

Austria: We didn't spend much time in Austria this trip since we were heading for Munich. However, we did spend a night in Vienna (Wein). The next day we drove the expressway directly to Munich to catch a plane to Copenhagen.

Denmark: We didn't spend any time here, so we can't say much about Denmark, except that it's flat, cycling friendly and expensive (we paid \$200 for a modest hotel room at the SAS Radisson near the airport). The next morning we caught a direct flight back to Seattle to begin preparing for the 1998 Courage Classic, Wheeling Washington and the West Coast International Bicycle Classic.

Your ideas

We continue to be interested in your reactions to our plans or thoughts. Your travel experiences, readings and knowledge of the various countries might offer an idea or insight we might be able to incorporate into Odyssey.

December newsletter

In December, we will send out another short Memo. Look for the following enclosures:

- A summary of your account, including what you owe
- A copy of the new Odyssey Contract
- A updated list of Odyssey Media Articles
- A new copy of our Media Release for you to sign
- T-shirt order form

Media plan

Once we receive your final payment, we hope to accomplish several things relating to the media for those wishing to participate:

- We will ask each of you to prepare a brief paragraph on who you are and why you are participating in Odyssey 2000[®].
- We will prepare a news release on your participation and send it to your local media. We would appreciate an updated list of local media and any media connections you have.
- We would like to post a list of all Odyssey riders, perhaps with a photo, on our web page at www.odyssey2000.com.

Conditioning

If you don't get in condition before Odyssey, you certainly will during Odyssey. But it won't be as much fun.

Once again, it's not too late to begin your conditioning program. We even speculate that some of you will be too "busy" to train as much as you'd like. However, we can't say it enough! Work hard to get into shape for a more enjoyable experience. Any form of exercise that works your cardio-vascular system will do on a daily basis. Begin with a warm up, at least 20 minutes of aerobic exercise and a cool down period. But, nothing beats getting out on your bike as often as you can, even in marginal weather. Try to squeeze in shorter rides during the week with one or two longer rides reserved for the weekend. Even if you have to drive to a more suitable area for training, it will be worth the time and hassle.

How ya doin'? In an earlier memo TK&A recommended riding 3000 miles in 97, 4000 miles in 1998 and 5000 miles in 1999 to help prepare for riding the rigors of Odyssey.

T-shirt

We are gearing up to order Odyssey t-shirts after the first of the year. The shirts will be cotton and come in unisex sizes-medium, large and extra large-and shipped by the end of January. If you would like to order one or more, watch for the order form in the December 1999 Memo. The cost will be \$12.00 each plus \$3 for shipping and handling.

Keep dreamin'

Whatever happens during the next few months, don't get discouraged or doubt that you will be able to do Odyssey. Once on the road, you will only get stronger as the days pass and the adventure grows. Keep preparing in a positive way for this epic adventure and keep dreamin about January 1, 2000.

Congratulations on being part of Odyssey 2000®.