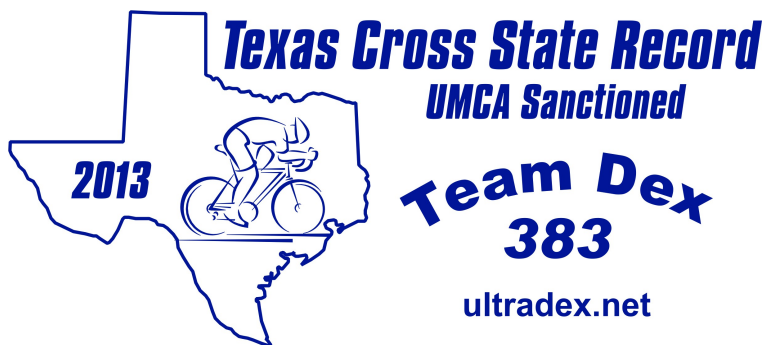




Team Dex:

- Joni Tooke: Crew chief/domestique Del Rio, TX.
- Leah Folsom: domestique Boston, MA
- Kalleen Whitford: driver Burleson, TX
- Kevin Jones: driver Canyon Lake, TX
- Daniel Sanchez: UMCA official Katy, TX
- Douglas Hoffman: UMCA official Woodstock, NY
- Dex Tooke: racer (age 63) Del Rio, TX

I will not begin my ride report without first expressing my gratitude to my crew and officials. The sacrifice, hard work, and exhaustion they experienced showed their true dedication and passion to this challenge. I owe this crossing to them.

I live in Val Verde county and I dedicated my ride to the Val Verde County Library Expansion Project. Prior to the challenge I was a spokesperson for the project to help raise awareness for an upcoming bond election for a new library expansion. The bond passed on November 5.

I used a follow vehicle with (2) crew members and an official. I also used an auxiliary vehicle with (2) crew members and an official. The crews/officials rotated from vehicle to vehicle as needed.

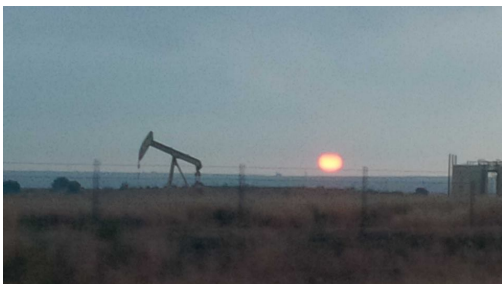
The weather in Texas and for such a long record attempt is a crucial and unpredictable foe. For this reason, I actually submitted (2) record attempt applications. One application from North to South, and one from South to North. After carefully studying the weather in the days leading up to the attempt, I decided to forfeit the South to North application and challenge the North to South.

The start point is the Texas/Oklahoma state line approximately 7 miles north of Perryton, TX on highway 83. The end point is the Border Patrol Station at the Mexico port of entry in Brownsville, TX.

The attempt began at 5:03 am. The temperature was in the upper 40's, drizzle and light fog. I

knew we would have a headwind for about the first 280 miles. Even at 5:00 in the morning, the traffic on

hwy. 83 was significant. The Panhandle in Texas is part of the booming oil business. 18 wheeler oilfield trucks were abundant. Luckily, most of the highway had a wide shoulder.



I was disappointed with only 89 miles completed in the first 6 hours. I had to remind myself that it was headwind and on rough Texas chip seal roads.

I remained steady with my pace and stayed on top of my nutrition. I knew from my ultra racing experience that I needed at least 200 calories per hour. I was utilizing Hammer Heed alternated with water for my hydration. I used Skratch Lab home made bread cakes, breakfast bars, Hammer Gel and Perpetuem solids for my main source of nutrition. My crew also had a rice cooker in the follow vehicle and were able to melt cheddar cheese on to a flat bread for me every now and then. Those were really delicious. For extra treats, I was served Dr. Pepper, Ginger Ale and Cherry Juice (with Emergen C). These were all served in small portions and handed to me in a flask.

The winds finally started to die down a bit at about 250 miles. I started getting a cross with a tailwind push near Aspermont and was able to really pick up my speed. However, it didn't last near as long as I would have preferred. The road made a slight direction change and I had a very tough 25 mph/gusty crosswind from Aspermont to Anson as a cold front was blowing into Texas from the North.

It was dark, cold and extreme winds as we neared Abilene. I could see dust, sand, debris and huge Texas tumbleweeds blowing across the highway in front of me.

The winds and cold temperature presented nutrition problems for me. My cold weather gear included toe warmers in my shoes, shoe covers, leg warmers, long sleeve liner shirt, jersey, long sleeve jacket, mittens with hand warmers and full face bacala. With all this garb on, especially the mittens on the hands, it made it very difficult to eat the bread cakes or get the wrappers off the breakfast bars. Even vehicle to rider handoffs were precarious. Another cold weather problem incurred was the Hammer Gel was so cold that I couldn't even squeeze it out of the flask. I would have to hand the flask to my domestique in the follow vehicle and let them warm it up.

With minimal off bike time, I concluded the first 24 hours with a PR of 359 miles. I continued to ride to the 30 hour point/458 miles where I took my first sleep in Mason.

My follow vehicle van was equipped with a narrow foam bed. The only clothing I removed was my helmet. I slept for 1.75 hours and was back on the bike after a total of 2 hours off bike time.

Of course the second 24 hours was more difficult than the first 24 hours. After my short sleep the next 125 miles or so would include significant climbs through the Texas Hill Country. The Texas chip seal roads continued to be a formidable foe.

I had been utilizing an external battery to keep my Garmin running. But at about the 575 mile point, it completely shut down. It would not power up.

Apparently the data accumulation had reached it's maximum. I had to reset to get it to power-up. I lost all my previous data.

At about midnight as I neared Devine, my pace was dropping and I was experiencing a burning pain in my left foot. The pain was significant enough that it was effecting my pedal stroke. We stopped to discover I had a blister forming on the ball of my foot. Joni, my crew chief, made a first aid donut to cover the blister and I put on a thicker pair of socks. I was also so sleepy at this point that Joni decided to put me down for a 15 minute power nap. I did not crawl into the bed, I slept with a neck pillow as I sat in the rear seat of the follow vehicle.

I made it to Pleasanton at 2:30 am. about 624 miles into the challenge. The auxiliary crew had gone up ahead and gotten a motel for showering, rest and much needed sleep. Joni decided to put me down



for my 2nd sleep here. But unfortunately she didn't allow me to sleep in the motel. I slept on my foam in the van. It was okay, I didn't know any difference anyway. Again, I took nothing off but my helmet, covered up in a blanket and slept for 1.75 hours. After 2 hours off bike, I was at it again. I hit the 48 hour mark with 637.5 miles.



It was extremely difficult making it from 4:30 am till the sun came up. But once the sun came up as I neared Three Rivers, I knew I was up for the duration of the record. No more sleep.

I had a good tailwind push from Three Rivers to Kingsville. I continued maintaining my nutrition and hydration.

While the last 125 miles presented the worst of the Texas chipseal road conditions, a follow vehicle emergency and unbelievable freeway traffic congestion, it also became my favorite section of the challenge. I guess the reason is because I knew it was the home stretch and this horse was headed to the barn. I knew it was time to bring it home.

With about 90 miles left, the follow vehicle ran over a huge industrial type nail/bolt. It was wedged in the tread of the front right tire. The tire was not losing air at this point but if the bolt ever fell out, Joni knew it would be an immediate total deflation. The auxiliary vehicle wasn't far away. Joni called them to come back. The necessary supplies were shifted from the FV to the AV which took over as FV. While a problem for the crew, this incident did not cause me any loss of time since it was day time and we could utilize leapfrog follow.

The route from Harlingen to the end in Brownsville is on mostly freeway with congested traffic. The debris on the shoulder of the expressway was terrible. Everything from glass, trash, road kills to tire debris. I was constantly having to make my way

through the maze of objects.

Utilizing our Cardon communications headset, my driver, Kevin Jones did a superb job maneuvering me through merging traffic ramps, exit ramps and the crazy traffic. But the closer we got to Brownsville the more dangerous it became. Joni decided to get me off the expressway and down on the parallel service road. Now the foe became the biggest chipseal I had seen on the entire challenge and stop lights every half mile or so.

I remained steady as I made my way to the finish line at the Mexico border. The auxiliary crew had gone ahead and made arrangements with a Homeland security officer to allow us to finish at the appropriate spot. The officer and crew were waiting for us.

This challenge was truly a testimony to the hard work and dedication not only by me but also by the crew.

We celebrated with joy, tears and photos. The photos had to be taken from the direction away from the border as a Federal building would have been in the background. The Homeland security officer was there to make sure we didn't forego National security.

This record attempt turned out to be one of my strongest rides in my ultra racing career. I strongly encourage others to step out there on that limb and chase your dreams. Challenge a cross state record. It will hurt, it will be difficult and it will be SO worth it.

"There is magic deep in the soul, discover your magic!"

Dex Tooke 383

Final Results: 873.5 miles. 64 hours 33 min. 13.54 avg. mph.



**Kneeling left to right:
Kalleen Whitford, Leah Folsom**

**Standing left to right:
Kevin Jones, Daniel Sanchez, Joni
Tooke, Dex Tooke, Douglas Hoffman.**

Dex Tooke
Texas Cross State Record
November 11-13, 2013
64 hours 33 minutes

