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"A conclusion is the place where you got tired of thinking." - - Stephen Wright

W E L C O M E N E W R E A D E R S !

Dear British Car Enthusiast,

This non-commercial e-publication will arrive in your email about twice a month with information about what's going on in the British Car world. We are always looking for short pieces on just about everything British so let us know what YOU think. Your input is what will make this e-publication a path to fun with British cars.

Send to a friend!

Rick Feibusch, Editor

Dear Listers,

There has been a lot of ideas and theories about the changing formulations of modern motor oils and additives now being omitted that instrumental in valve train life. This is proving to be true.

I was involved with an aborted attempt to bring Penrite Oil Products from the UK (It originated in Australia) about 14 years ago. These products were developed for vintage racing in Australia and were found to be quite good when used in ALL older vehicles.

I had gone to the UK and met their people. Their people came here to check the market and develop a business plan. We were ready to go, including a medium-sized hangar at the Santa Monica Airport for a showroom and warehouse, where we were presenting Wheels & Wings as the greater LA British Car Meet at the time. I was even getting together a traveling rig to follow Ken & Barb Smith who were driving the Moss Motors promotional motor home to most of the British Car meets in the US at that time and I was talking to Moss management about using them for mail order sales.

Penrite had reasoned that the US market was so massive, that they wanted to concentrate on British cars and bikes, establish that market, then on to Hershey and American classics. They even had a Bay Area warehouse full of the stuff to make a long story a bit shorter, in the end, they expected ME to come up with the start-up funding and do Penrite USA at my expense and they would help by supplying product with a longer time to pay and any British advertising and support materials easy and cheap to accomplish when you have a California warehouse full of the stuff and no way to sell it. I passed, but I wish I had known about the self-financing at the beginning. Would have saved a lot of time

They sent me a number of books to read about oil refining and blend formulation. It is too much to cover here but simply (very simply), when refining oil, it is heated to a particular level, it stratifies into different levels like a desert parfait and the different levels are captured, stored and sorted. The best part is called "bright" oil and is used for medical use/petroleum jellies, and in oil blends to provide body and the best lubricating qualities. It must be blended with some lighter, cheaper oils (from a different strata of the petroleum parfait), as it is almost as thick as STP in pure, cool form.

Then there are the chemical modifiers that can make things like multi-weight oils that start out at 20 weight cold, yet provide the "lubrication qualities" of a 50 w when hot. Modern oils are mostly cheaper blends of oil that have been chemically modified to do the job at a bare minimum for cars that have light passenger car duty, are only expected to be used for six years before falling apart and have the oil changed every 3000 miles. When it gets hot, it can thin to the viscosity of salad oil, BUT STILL PROVIDE THE BASIC LUBRICATION QUALITIES DICTATED BY THE SAE. Some of these chemicals that are added as stabilizers and emulsifiers can actually attack certain metals in old engines.

Penrite oil is not magic and any oil refiner could make the same, but at a price. Use considerably more "bright" oil in the blend and leave out any chemical additives that are bad, while retaining the good ones. In 1994 Penrite was about \$5 a quart, over twice the price of the regular stuff. We figured that this would be no big deal on cars that only had one or two oil changes a year.

At the time, I used my new-found knowledge to evaluate off-the-shelf oils and found something called Shell Truck Guard that was sold for heavy duty use in diesel SUVs and 4X4s. The blend had the increase in bright oil but I was not sure about the additives. They stopped making it within a year of my discovery. You can buy a similar blend today that is made for big diesel rigs called Shell Rotella 15 - 40

My personal experience with both Penrite and Shell Truck Guard was in my 1950 MG TD and my 1959 Morris Minor. These oils had no affect on cold oil pressure but would hold about 5 - 7 psi hot idle over the Castrol GTX 20/50 that I had been using. The 88,000 original XPAG mill in the TD, that had never been opened, almost stopped consuming oil (still leaked out of that damn scroll seal!), ran a bit cooler and had higher hot oil pressure. I had the same results in the 42,000 original mile Minor, but not as dramatic.

Today, they are also now making new blends for "older cars" and "high mileage" cars that might possibly be of a similar ilk. I changed to Castrol High Mileage 20/50 on the wife's older BMW 325i and found, at about 95K miles, that the one quart of regular GTX that the car would consume between 3,000 mile oil changes stopped down to nothing when I changed to the Castrol "high mileage" blend.

This was all brought home again yesterday when I changed the GTX 20/50 in my 1950 Plymouth business coupe and replaced it with Shell Rotella 15/40 that I got at the Auto Zone store in Culver City. Hot oil pressure went up almost 10psi! This is not scientific, as the gauges in old American cars are about as accurate as idiot lights, BUT the needle knows that it is higher and the car seems a bit quieter at hot idle

As for Penrite, they gave the contract to a wealthy, well-known, vintage racer who never failed to throw a few cases of the stuff in his race trailer to sell to other racers at the track that weekend. That was the extent of Penrite sales and marketing. This fellow eventually closed up shop and moved overseasOh well

In the end, everything should be oil right!

Best,
Rick Feibusch
British Car Network
Palo Alto British Car Meet
Venice Beach, California

NOTE: The 2007 Palo Alto British Meet date is set (September 8th & 9th) but there are some aspects of it that are still being worked out. This will probably will be our last year at El Camino Park because the city is going to be building something on our traditional venue. We recieved a letter from our friends at Park and Rec early this year with full assurance that they would find us a similar spot somewhere in Palo Alto for the following year and beyond. There also is the possibility that there will be a long planning and zoning process that could give us an additional year at the old spot but this will have to be seen

There is a good possibility that the Saturday All-British Swap Meet will return this year hosted by our wonderful Bay Area MG Owners Club details and location are still being worked out

- - Rick Feibusch

THE 2007 PALO ALTO BRITISH CAR MEET
El Camino Park - Just Across From Stanford Center

September Eighth & Ninth - 9:00AM - 5:00PM

Join us for the most historic British automotive lawn event in California. 400 quirky, classic, and thoroughly lovable British cars are once again expected to grace the field at El Camino Park for the 29th Annual Palo Alto British Car Meet.

€ SUNDAY CAR SHOW - SEPTEMBER 10th

Join your British car friends for a smashing day at the park. Don't have a show car? Don't worry! Daily drivers, vintage racers, street rods & works-in-progress are as welcome as Concours quality restorations. British food, jazz, and more fun than you'll be able to tolerate! This year there will be individual marque awards in a minimum of 15 classes.

There is no preregistration and all entrants will receive a commemorative dash plaque. Cars will be placed on the field starting at about 9:00AM, and the fun goes on all day. The registration fee is \$25 per car at the gate. Joining us again this year will be the cool little cars from around the world in the Arcane Auto Society. Spectators attend for free.

€ SATURDAY BACKROAD TOUR TO THE SEA - SEPTEMBER 9th

The British Car Meet TOUR TO THE SEA starts at El Camino Park in Palo Alto - the same place as the Sunday Car Show. This is a no-cost option for people who like to drive their cars as well as show 'em. We will be sending cars off between 8:30 and 10:30AM. A map will be provided. The tour ends at Cameron's Pub in Half Moon Bay where we will be kicking tyres and telling tall tales well into the afternoon.

€ DIRECTIONS TO EL CAMINO PARK:

El Camino Park is located on the El Camino, just north of University Ave, opposite Stanford Center. From 101 take University Ave. west, go under the Alma Street overpass, and turn right onto the El Camino Real. From 280, take the Sandhill Road Exit east and turn right on the El Camino, stay to the right to the University Ave exit, turn left at the overpass, then left again back onto the El Camino heading north. PLEASE, DO NOT PARK TRAILERS IN THE STANFORD CENTER PARKING LOT! Trailer parking will be available on-site on the south field baseball diamond.

Call for information: 310-392-6605

e-mail: <

UK: Classic MG? Look again

Source: just-auto.com editorial team
(Image of red car attached)

Not a cherished classic, but hand-built new in Malaysia, the TD 2000 roadster was recently launched in the UK by Berkshire-based Lifestyle Automotive, an importer of niche speciality models, mostly sports cars. The sales target was just 50 in 2006 and up to 100 a year thereafter.

The TD 2000 combines 1950s design with more modern technology such as a 130hp two-litre Toyota DOHC engine, five-speed gearbox, low profile tyres and disc brakes all round.

The car is hand-crafted in a small factory on the outskirts of the Malaysian capital, Kuala Lumpur, and retails in the UK from GBP23,499 depending on specification. Its origins can be traced back to when Jaguar dealer Ross Marshall bought the original MG TD tooling which had found its way to the USA.

The Day the British Auto Industry Died:

April 15, 2005

So Long, Longbridge

by Richard Porter

Top Gear Magazine

Online

To see the sad photos that go with this article:

<http://www.topgear.com/content/features/stories/2007/03/stories/01/1.html?image>

On April 15, 2005, workers dropped tools, tea and all hope, and left the Rover factory for the last time. Bodies hang from the ceiling of the tunnel, their dusty hulks reflected in pools of oily water on the floor, as steam hisses from cracks in the pipes along one wall and dissolves into the dank, still air.

It feels like the set for a film based in a nightmarish near future, but it's not. This is actually what was once the longest car-production line in Europe. Welcome to Longbridge.

The near history of this place runs deep. The infamous Red Robbo-led strikes of the 1970s; an Eighties' renaissance as home to the Metro and Rover 200; subjugation as just another assembly

plant in the BMW empire; background to the triumphant return of John Towers in May 2000 as his Phoenix 4 collective bought the place for £10 and spent the next five years trying to find a corporate bunk-up that would secure its future.

They almost did it too, until in April 2005 their new suitors at SAIC got cold feet and, with nowhere to turn, they shut the factory down for what seemed like the last time.

That is until, out of the blue, another Chinese company snapped up the moribund plant and started talking about restarting production there. No one knew much about the new owners but they were called Nanjing and, according to ugly rumours, they were stripping the place of anything of worth.

Over a year after it all went belly up, Longbridge was strangely quiet. What were they actually doing in there? Clearly not posting out the housewarming invitations it seemed, so Top Gear decided to take matters into its own hands.

'Developers are nibbling at its fringes with their plans for technology parks and leisure shopping omniplexes' Someone knew someone who might be able to sort us out. Emails pinged back and forth, finally bringing a request for a mobile number. Two hours later the phone rang: meet us next Tuesday in the car park of McDonald's near the factory. We were in.

If the Chinese have been pretty silent on their future plans for Longbridge, it's nothing to the eerie stillness that pervades the place on a cold November evening. Developers are nibbling at its fringes with their plans for technology parks and leisure shopping omniplexes, knocking down the old West Works on the other side of the main road - and with it years of car building history.

But here on the main site, the factory buildings still stand, whipped by the icy wind that scuttles across the empty car holding-pans. We duck inside the old paint shop, its huge tanks and Willy Wonka-ish mass of pipework exactly as they were when MG Rover went under.

In fact, it has been left ticking over ever since: pumps primed and pipes flowing so that nothing dries out. Even now the stillness is intermittently broken by a sharp clack and bassy rumble as machinery automatically stirs into action to prevent the whole facility coagulating to death.

But while the machines run their cycles, the human side of the operation is absent, leaving only notes on white boards and grubby mugs on tables; age indeterminate but certainly less fresh than the paint that circulates through the miles of snaking pipework overhead.

After the empty dip tanks and dry spray chambers, there are rows of painted Rover 25 and 45 shells, stacked four-high to the ceiling in the racks that held them until they shuffled through to the assembly hall.

Now their glossy metallic bodies are gathering dust. The tracks and slings that carried newly sprayed shells to meet their guts and trimmings are empty, save for in the murky tunnel where Rover 75 shells hang from the ceiling, still bearing the build-sheets that would determine their final spec if they'd ever made it out the other side.

Without maintenance, lakes of filthy water are forming on the floors and many of the fluorescent tubes in the roof have blown. At one end, a large electronic sign still glows, its display stuck on 0000. Does Nanjing know this stuff is switched on? If not, they're in for one hell of an electricity bill.

After the line of lifeless 75 shells, the tunnel rises up and out into the main car assembly hall. The

lighting is patchy and there are more dot matrix signs, still powered up and projecting red light into the gloom. As we walk by they flicker to read 'HI'. It's just another error message, but that doesn't stop it being very spooky.

The hall seems weirdly empty. A smattering of Nanjing logoed crates probably explains why. Alongside the old assembly line, there are rows and rows of parts: steering racks, wheels, brake discs, badges, a box of Bosch starter motors carrying a shipping note from just a week before MG Rover closed down.

'Does Nanjing know this stuff is switched on? If not, they're in for one hell of an electricity bill.' You could almost believe that everyone has simply gone home a bit early today, and tomorrow they'll be back to work as normal. There may be some signals that the Chinese have been removing equipment, but what's more bizarre is the evidence that many areas haven't been touched for over 18 months.

On the far side of Longbridge is an old hanger called the Flight Shed, once used to build bombers during the war. Latterly it was home to MG Rover's development operations, clustered under the elegant lattice of its vast vaulted roof in a warren of workshops and stores divided by thin metal partitions.

The tools of the job are everywhere: worn tyres stacked in corridors, old computers and calibration kit left lying on floors, unsettling headless dummies used to replicate the weight of passengers sitting shoulder to shoulder in racks. The large workshop at one end of the building is filled with vehicles, bonnets up, sensors and probes still taped to their engines.

There's the grey Rover 45 that's actually an MG ZS simulator built under the radar when BMW wouldn't let Rover do sporty. Further along, a green Rover 75 estate on chunky tyres, test car for a stillborn plan to make the 75 Countrywise - an Audi allroad-style faux off-roader.

A mangled gaggle of luridly coloured crash-test cars rests in the far corner. Most are mashed examples of that awful CityRover, displaying terrifying crumpling and visible weld failure. Only one is fully intact: a print-out on its screen shows it was in the process of being prepped for testing. It's dated March '05.

Again, it feels like we're intruding into people's work, that they've simply gone home for the evening, although the day they went home was almost two years ago. Above the benches along one wall are postcards and yellowed cuttings from the local paper, mostly uncomplimentary articles about the personal wealth of MG Rover senior management.

Everything seems frozen in time. Nothing has been smashed, there's no obvious evidence of theft. People just quietly got their things and vacated the building. Perhaps they thought that the company would pull back from the brink, that they would be back soon enough to clear away that mug, put away those files of test data.

In one office there's a white board detailing the whereabouts of the development fleet as it completed shakedown tests on EU4 compliant K-Series and Galileo, the code name for a secret new in-house diesel engine commissioned after a deal to buy JTD units from Fiat went sour. One lot of cars was in North America, the other pounding across the Australian outback. When the company went under many of them never made it back.

It's surprising to find that cash-strapped MG Rover was so busy engineering for the future. Not just engines, either, because hidden on a mezzanine above the Flight Shed floor is an unfamiliar shape squatting on tatty alloys. It's an early version of RDX60, the fabled hatchback that would

have taken on the Focus and Golf.

This particular car, a crude fibreglass-bodied mutant on a cut-down 75 chassis, was built to test cooling and aerodynamics before being abandoned. It's not a pretty car, matt black paint and crude detailing notwithstanding.

Its designer says he accidentally left one shoddy concept sketch in a management presentation, little guessing that David Brent-alike boss, Kevin Howe, would pick it as the look for a make-or-break new model. But this festering prototype became obsolete long ago, as the company continued tweaking the design to suit the tastes of the Chinese firms it was trying to court.

No matter what it looked like, it's unlikely a new hatchback alone could have saved MG Rover. But at least the factory itself has some sliver of hope, because in CAB2 - the assembly building readied for the new Mini before BMW cut and ran to Cowley - Nanjing are being true to their word, kitting out a clean, modern space to make MG TFs again. It's better than nothing, but they'll use just a tiny portion of the site to make a tiny number of cars.

The rest of Longbridge is silent, trapped in the moment when it all went wrong for Britain's last home-grown car factory. The Post-It notes are still stuck to computers, the hammers are still lying on benches, and, for now, the calendars all still remain on April 15, 2005.

Richard Porter

submitted by John Voelcker

"Politics, n. strife of interests masquerading as a contest of principles." - - Ambrose Bierce

2007 Concours and Automotive Car Show Web Sites
compiled bt Jim Perell

Event Date Website

Pacific Coast Dream www.miramarevents.com/dream
Machines - Sunday, 4/29/07 [machines/index.html](http://www.miramarevents.com/dream/machines/index.html)

Hillsborough Concours 05/06/07 <http://www.hillsboroughconcours.org>

MG¹s By The Bay 05/12/07 www.mgoc.org

British Cars @ Dixon 05/20/07 www.ubsc.org/

British Cars @ Dunsmuir 05/25-27/07 www.dunsmuir.com/

Wine Country Classic 06/02-03/07 www.winecountryclassic.com

Shriner¹s Concours 06/10/07 www.shrinersconcours.com/

Chico British Car Pending www.chicobritish.org (

Palo Alto Concours 06/24/07 www.paconcours.com
(SCCA)

Hot August Nights 08/5-08/12/07 www.hotaugustnights.net

Italiano Concours 08/17/07 www.concorso.com/

Pebble Beach Concours 08/19/07 www.pebblebeachconcours.net

Palo Alto British Car Sept. 8 & 9/07 Rick Feibusch:

Chico Concours 09/09/07 www.chicoconcours.com

Ironstone Concours 09/22/07 www.ironstonevineyards.com

Niello Concours @ Serrano 10/07/07 www.nielloconcoursatserrano.com

California Autumn Classic 10/20-21/07 www.autumnclassic.100mregistry.com
831-722-3253 Bill Meade

Click on the above links or cut and paste to your browser!!
Check this information for yourself to assure accuracy.
I don't give guarantees, as this is just a courtesy for
fellow enthusiast!

Pacific Coast Dream Machines - Sunday, April 29, 2007

The show will be held at Half Moon Bay Airport on Sunday, April 29, 2007. Hours are 10 a.m. to 4 p.m. To show a car, the registration fee is \$30 (\$35 for entries postmarked after April 15) which includes a dash plaque and admission for two people. Spectator admission is \$20 (adults), \$10 (age 11-17 and 65+), and free (age 10 and under). Half Moon Bay Airport is located on Highway 1, 20 miles south of San Francisco and 5 miles north of Highway 92. PROCEEDS BENEFIT THE COASTSIDE ADULT DAY HEALTH CENTER.

www.miramarevents.com/dreammachines/index.html

June 2007 OpenRoads British Car Show at Tahoe

SUNNYVALE CA (January 15, 2007) - Registration for the OpenRoads 2007 British Car Weekend at Tahoe is now open. The meet is hosted by the Golden Gate Austin Healey Club of northern California. Registration forms are available at the club's web site www.GoldenGateHealeys.com.

OpenRoads 2007 welcomes all owners and enthusiasts of British cars of all makes. It will be held Friday June 8 to Sunday June 10, 2007 at the Horizon Casino and Resort at Stateline NV on the south shore of Lake Tahoe.

The event will start Friday June 8, 2007 with check-in and evening reception. On Saturday, June 9, there will be a day of tours and autocrossing, followed by an awards event in the evening. On Sunday morning June 10 there will be a morning car show and awards ceremony followed by departure early that afternoon.

A registration fee of \$50 covers one car and two adults. Additional adults are \$20 each; additional cars \$20. There is no charge for children under 15. There is a \$30 charge to participate in an unlimited number of autocross runs. Award dinners are priced at \$48 each person. Double rooms will be available at the Horizon at a special rate of \$97 per night (single or double); \$107 (triple occupancy) and \$117 (four). Taxes are not included. Registrants must have a registration number issued by the Golden Gate Austin Healey Club to obtain this special rate.

Payment is by check only. Send payment and registration form to:

John Trifari
1160B La Rochelle Terrace
Sunnyvale CA 94089

"John Trifari" <

www.GoldenGateHealeys.com

Drag racer Eric Medlen, comparing his current sport to his old one as a rodeo bronco rider, told the LA Times: "It's all horsepower. It's just a different exhaust system."

THE METROPOLITAN CLUB OF SOUTHERN CALIFORNIA, LTD

Proudly Presents the
27TH Annual Southwest Unique Little Car Show
Metropolitans, Crowleys, Hondas, Subarus,
Classic Minis, Messerschmitts, Isettas and more!
Most British saloons and sportsters originally
under 1500cc are eligible - call for details.

Free Admission

Saturday, April 21, 2007,
9:00 a.m. to 3:00 p.m.

Holiday Inn,
3223 E. Garvey Ave North,
West Covina
Just north of the 10 Fwy at Grand Ave

RAFFLE GRAND PRIZE
1958 Nash Metropolitan
Donation \$10.00 per entry
Proceeds benefit the City of Hope
Need not be present to win
Contact: Jacqui Lopez at

Show Flyer Link <<http://www.metro.nash.org/misc/carshow.htm>>

For more information or a form sent directly to you:

Email

L E T T E R S

CCBCC All British Car & Cycle Meet & Auto Jumble

Rick,

This year is our 17th Annual CCBCC All British Car and Cycle Meet and Auto Jumble (Parts Swap meet) - So far we know this much information:

When: Sunday- July 22, 2007 between 8:00 am~4:00 pm (doors open early for pre-registered participants)

Where: Channel Islands Harbor in Oxnard, CA. (Same place as last year) This year (one of) the Rolls-Royce Owners Clubs and The Triumph 1800 Roadster Owners Club plan to join us as part of the overall car show. They'll judge the cars in their group themselves, although their cars will also be eligible and will be part of the overall 17th Annual CCBCC British Car Show.

All cars will be judged by the viewing public. As usual we will have lot's of Awards to give out Plus an all day Door Prize Raffle give away. And the usual entertainment Scottish Dancers Bagpipers..Like before. This is just a heads up notification. We will send you a more thorough and complete run down once we have it. We're forming our car show committee and the actual media person will be contacting you soon with all of the necessary data.

We hope to attract over 200 cars. we were real close last year And had more than 200 counting the cars that came and left early, or decided to stay out in the parking lot.

Cheers!

Albert Escalante Editor "The Clear Hooter"
Central Coast British Car Club--Ventura, CA.

www.centralcoastbritishcarclub.com

on the classic car auctions:

Barrett-Jackson. The world survived yet another wallow in the Gordon Gekko Memorial Car Auction, aka the "Barrett-Jackson," or as Dr. Bud refers to it, "that relentless greed-fest powered by fools and their money" - but not for long, it seems. When a 427 Cobra goes across the block for \$5 million plus a Barrett-Jackson "buyer's commission" of \$500,000.00, then the car collector world as we know it is headed for a shakeout of seismic proportions. The "Muscle Car Bubble," which we've been writing about for a couple of years now, is just about to pop. And Craig Jackson - the prime mover behind the "B-J" - will go down in history as the man single-handedly responsible for bringing the muscle car buying frenzy to a screeching halt. Memo to all of the dandies, hangers-on and fools who either cruise the B-J looking to make a quick buck, or who somehow find solace in handing over huge wads of cash to Jackson and his Greed Merchants: Get ready to perform your "duck and cover" drill for real this time. When this one blows, the casualties will be heavy and across the board. Then, we can only hope that the term "hobby" is returned to the phrase "collector car hobby" once and for all.

Peter DeLorenzo

"You know you're in a dive bar when a sign in the men's restroom reads "Please do not eat the urinal cakes." - - Dave Barry

Thursday, February 15, 2007

RIO RANCHO, N.M. - New Mexico is hoping to keep drunks off the road by lecturing them at the last place they usually stop before getting behind the wheel: the urinal. The state recently paid \$21 each for about 500 talking urinal-deodorizer cakes and has put them in men's rooms in bars and restaurants across the state.

When a man steps up, the motion-sensitive plastic device says, in a woman's voice that is flirty, then stern: "Hey, big guy. Having a few drinks? Think you had one too many? Then it's time to call a cab or call a sober friend for a ride home." The recorded message ends: "Remember, your future is in your hand."

The talking urinal represents just the latest effort to fight drunken driving in New Mexico, which has long had one of the highest rates of alcohol-related traffic deaths in the nation. (The new tactic is aimed only at men, since they account for 78 percent of all driving-under-the-influence related convictions in New Mexico.) "It startled me the first time I heard it, but it sure got my attention," said Ben Miller, a patron at the Turtle Mountain Brewing Co. bar and restaurant. "It's a fantastic idea."

Jim Swatek, who was drinking a beer nearby, said: "You think, ` Maybe I should call the wife to come get me.'" Turtle Mountain Brewing owner Niko Ortiz commended the New Mexico Transportation Department for "thinking way outside the box."

Department spokesman S.U. Mahesh said the bathroom is a perfect place to get the message across. In the restroom, "guys don't chitchat with other guys," he said. "It's all business. We've got their total attention for 10 to 15 seconds"

Similar urinal cakes have been used for anti-drug campaigns in Colorado, Pennsylvania and Australia, and for anti-DWI efforts on New York's Long Island, said Richard Deutsch of New York-based Healthquest Technologies Inc., which manufactures the devices. But Deutsch said he believes New Mexico is the only state to buy the devices.

New Mexico had 143 alcohol-related deaths in 2005, for the nation's eighth-highest rate per miles driven. The problem is blamed in part on the wide-open spaces that make it necessary to drive to get anywhere, and the poverty and isolation that can lead people to drink to relieve their boredom or misery. Also, some have complained that the state has only recently begun to emerge from years of lax enforcement.

Gov. Bill Richardson led a successful push two years ago to require ignition locking devices for anyone convicted of DWI - a first in the nation - and each year the Legislature has agreed on tougher penalties for repeat offenders. New Mexico also has started a toll-free "drunk buster" hot line, boosted DWI enforcement in problem areas and increased police checkpoints.

In November, a wrong-way drunken driver slammed into a car near Santa Fe, killing five family members, authorities said. The governor has since directed state regulators to issue cease-and-desist orders against three airlines to stop serving alcohol on flights to and from New Mexico. The culprit in the fatal wreck had been seen drinking on a flight into Albuquerque hours before the accident.

At the Turtle Mountain, the urinal cakes have proved so intriguing that three have been swiped

already. "I'm mystified why someone would stick their hand into one of our urinals," Ortiz said. "But I'm sure we'll see them on eBay. Hopefully, the seller will advertise it as, `Stolen from Turtle Mountain."