The Can Am MG CONNECTION
WINDSOR-DETROIT

Vol. 34, No. 2 - Newsletter of the Windsor-Detroit MG Club **March 2012**

A Very Rewarding Hibernation Party

February 18th marked the occasion of our annual Hibernation Party. Nearly 80 members, family and friends gathered at the Windsor Yacht Club, where they enjoyed a splendid dinner, music, dancing, a quiz and raffle prizes. The party is also the occasion at which we present our annual awards, the recipients of which are pictured here.

See inside pages for many more pictures, as well as club reports and election results.

Steve Finch presents the club's prestigious Founders' Award to Matt Bade.

Ralph Poupard was given the honor of presenting the Lucky Lucas Award to Donna and Steve Finch.

Steve presents Ralph with the Hard Luck Award.

Heide Basinger was the recipient of the Rookie of the Year Award.

Donna Finch receives the Navigator of the Year Award from Ralph Poupard.

The Can-Am Connection
is published 10 times a year by the Windsor-Detroit MG Club, Inc.

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Stand-In Editor

This should be the last time for a while that you see the 'by line' *Stand-In Editor* at the top of this column. As we've explained before, Lise Brown — our official editor — was having such major renovation carried out at her home that, even if she could find the time to edit the newsletter, she had nowhere to operate a computer. We're glad to say that she and husband Dale are no longer living in their MGs and, starting with the April edition, they will together resume the editorship.

While Lise was on hiatus, Steve Finch and I have been doing the job. Sometimes it was a Finch-Astley production, sometimes the other way around; whichever, we've proven that the editor's role is one that can be a shared and cooperative one. Indeed, in the process, Steve and I have found that we make quite a team and have become good friends. Whether that will be the case with a husband and wife editorship, we'll find out soon; look out for ink blotches and torn pages in next month's issue!

Seriously however, the newsletter editor should have only to edit, but without contributions from membership, that person ends up writing everything too, which is somewhat the situation I'm left in this month. Fortunately, it's true that 'a picture paints a thousands words', and so the Hibernation Party has given me lots of material.

Steve and I will certainly continue providing content and I'm sure you will too — won't you?

Now, donning my club Secretary's hat, the Hibernation Party was also our Annual General Meeting at which we always have our elections.

The elected offices are: President, Vice President, Secretary and Treasurer. The term of office for any elected position is one year and the maximum number of consecutive terms a member may hold in an office is three. This year, only one of the elected board members' terms, Scott Turner's as Vice President, reached the 3-year maximum, requiring that we elect someone new to that position. We had a single nominee for each of the four positions and no more came from the floor during the meeting.

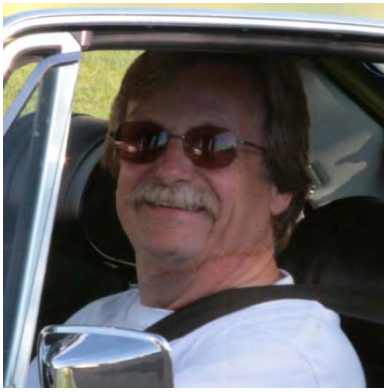
Under Robert's Rules of Order, which this club's by-laws require we observe, if there is no opposition there is no need for a formal vote and the matter is decided by 'acclamation' or by unanimous consent.

- For the position of President, the nominee was the incumbent Steve Finch. Steve was returned by acclamation.
- For the position of Vice-President, the nominee was Dale Brown. Dale was elected by acclamation.
- For the position of Secretary, the nominee was the incumbent Rick Astley. Rick was returned by acclamation.
- For the position of Treasurer, the nominee was the incumbent Matt Bade. Matt was returned by acclamation.

To help ensure publication in the next issue, please submit items the editor by the 15th of the month. Email to Editor@WDMGC.com.

Presidentially Speaking

Steve Finch - Club President



I hope a good time was had by all that attended the 2012 Hibernation Party and Annual General Meeting. As I begin my second term as President I am most grateful for the many friendships Donna and I have made with WDMGC members and internationally with fellow MG enthusiasts across North America. I must be doing a good job because I was re-elected unopposed, though I suppose there are other reasons for that. For me, serving the Windsor-Detroit MG Club is a labor of love.

The Hibernation Party was a wonderful evening at the Windsor Yacht Club, with great atmosphere, best friends, good food, service and entertainment. I, like some others, was taken aback by the band's first song. I recognized the little ditty but didn't know its name. Come to find out, it was *"Alley Cat"* by Bent Fabric and his Piano from 1962. Our band was *"The Kool Kats"* and this is their trademark first song. Thanks to Helen Barton for making the connection for me. The band turned out to be very good and many stayed for the entertainment and dancing. Thanks to Dale Brown for finding the band. Thanks to Sue Hunt, Lise Brown and Anne Astley for organizing the event. Thanks to Terry and Ozzie Pillon for selling raffle tickets. Thanks to all the door prize contributors, particularly including Little British Car Company (Jeff Zorn) and Bits4Brits (Eric Marshall). Congratulations to Scott Turner, this year's winner of *"The Door Prize"*.

I also want to thank Scott Turner for his services as Vice President for the past three years. And thanks to the new and returning elected Board members — Vice President Dale Brown, Treasurer Matt Bade and Secretary Rick Astley.

Donna and I are looking forward to another MG driving season. The anticipation may be greater given our mild winter.

This year we begin the celebration of *50 Years of the MGB.* The first pre-production MGBs were built in May of 1962, first production cars were built in June 1962. The MGB was officially unveiled at the press preview for the London Motor Show in Earls Court on 20 September 1962. The line inside the October 1962 edition of *"Safety Fast"* magazine read: 'This month's cover: Formula for fun! - sunshine, a pretty girl and a brand new sports car that sets new standards in comfort and effortless performance—it's the new MG Series MGB'. The MGB would go on to an 18 year production run of 512,243 cars. That's a long time and a lot of cars.

The first driving event will be April 14 for the annual Kimber Run and Birthday Bash. That event will be our first official celebration of the *50 Years of the MGB* in conjunction with the Heritage Motor Centre (UK), the MGB 50 Events Committee, and their MGB 50th Birthday Run. We will meet in Lansing with the other Michigan MG Clubs, eat birthday cake and sing happy birthday to Cecil Kimber, the creator and first general manager of the M.G. Car Company. He was born 12 April 1888 and 2012 is the 124th anniversary of his birth.

We also look forward to traveling to the NAMGBR MG2012 Convention in Dillard, GA, June 6-12; the Stratford Theater Event, *"The Pirates of Penzance"*, June 15-17; NAMGAR GT-37 Convention, Dayton OH, July 9-13; University Motors Summer Party Reunion, Grand Rapids MI, in conjunction with the Vintage MG Racers Focus Event and the VSCDA races at Grattan Raceway, Belding MI, August 17-19; *AND MOST IMPORTANTLY*—The 30th Annual Battle of the Brits featuring a celebration of *50 Years of MGB,* Orchard Lake St. Mary's, September 9.

I hope you will join us at meetings, events, and for a drive in our MGs—

Celebrating 50 Years of MGB.

Safety MG Fast!

Steve

Jim Cox Hospitalized in Intensive Care

We were informed last week that Carolyn and Jim Cox were involved in a very serious auto-accident near their home in Grand Blanc. Jim was seriously injured and is in intensive care at William Beaumont Royal Oak. Carolyn, thankfully, was not injured, but for Jim it will be a long and difficult recovery. He is currently in a medically induced coma to help him heal from his many injuries. Please keep them in your thoughts as they will not be able to join us in the coming months on any of the club's functions.

Reported by Russ LaFevre

Party Pictures

Mary & Bob Elliott

Dorothy & Harry Mac Lean

Helen & George Barton with Donna Finch

Linda & Graham Creswick

Bryan & Bonnie Brown

Lyn Cunningham & Reinold Kosciuw

Jan & Colin Stafford

Ruth & Steve Swarin

Scott Turner with Roli Sylvestre

John & Miriam Woodall

Jan Tucker & Philip Wiltshire

Matt Bade, on behalf of winning wife Vicki, receives the film quiz prize from Elvin Davis & Janet Anderson-Davis

Joan & Gene Johnson

Sharon Hadden & Dick Kubit

Adam & Susan Gucfa

Barry & Barbara Jones

Annual Awards

Each year the club asks everyone to nominate members for the awards presented at the annual Hibernation Party. This year's awardees are pictured on page 1. The awards and citations are:

Founders Award: Given to the member(s) who have contributed the most to the club over the past year. This person or persons are the most valuable members of the club. They have contributed above and beyond anyone else in the club.
Recipient: **Matt Bade**. For his loyal and outstanding service during 13 years of membership, during which he has been Treasurer twice and volunteered countless times to manage and run events.

Rookie of the Year: Given to the new member(s) who have contributed the most to the club over the past year.
Recipient: **Heide Basinger**. For having attended so many events, contributing to the *Can-Am Connection* and for having begun organizing an event, all within a few months of joining the club.

Navigator of the Year: Given to the "Traveling Companion" or "Navigator" that has contributed the most to the club over the past year.
Recipient: **Donna Finch**. For riding shotgun for husband Steve on some very long, often eventful, and sometimes patience-testing journeys.

Hard Luck Award: Given to the person that has had the most problems with their MG during the past year.
Recipient: **Ralph Poupard**. For having prepared his car meticulously for the 4,000 km trip to Reno, only to have someone back into it at the customs plaza, even before it had properly warmed-up.

Lucky Lucas Award: Given to the member that has had the most electrical problems with their MG during the past year.
Recipients: **Steve & Donna Finch**. Joe Lucas wasn't responsible for their travails on their return from Reno, but having unfairly been initially blamed for the first problem they endured, his ghost decided to exact a cruel revenge. For having later lost oil pressure, resulting in major engine failure and an ignominious trailer ride home.

Congratulations to all this year's winners!

… and a big *Thank You!* to all of you that donated raffle prizes

One of the reasons that the attendance price for our Annual Hibernation Party is such good value is that it is subsidized by the sale of raffle tickets. On behalf of everyone who was there, we would like to acknowledge and thank the following for their generous donation of raffle prizes:

Bryan & Bonnie Brown
Thomas & Heide Basinger
Mike Abrosimoff (COGECO)
Jeff & Jan Zorn (Little British Car Co)
Steve & Donna Finch
Guy St. John
Barbara & Barry Jones
Reinold Kosciuw
Matt & Vicki Bade
Pat Boring & Bob Fougere
Sue & Marty Hunt
Sue & Adam Gucfa
Fran Lewis
Dale & Lise Brown
Eric Marshall (Brits 4 Brits)
Steve & Ruth Swarin
Gordon & Susan Wallace
Helen & George Barton
David Stein
Philip Wiltshire
Colin & Jan Stafford
Ralph Poupard
Harry Mac Lean
Bob & Mary Elliott
Ozzie Pillon
Anne & Rick Astley

(Names are listed in no particular order and as they were entered on our sign-in sheets);

Financial Report

I want to take just a few inches of space in this months *Can-Am Connection* to comment on the Financial Report included in this months issue.

Despite having some seven fewer members in 2011 vs 2010, our membership revenue was just $90 less than last year. This is due to the fact that we needed to raise our cost to members receiving a printed copy of the newsletter from $30 to $40 to cover higher printing and postage costs.

As a result of more members choosing to receive their letter via email, we were able to reduce our overall cost of the newsletter distribution process from approximately $4,100 to $2,860; a savings of nearly $1,300. Many thanks to those of you who made the switch to email delivery.

Another significant reason for the positive change in our financial status is the dramatic increase in the sale of Club Regalia. Specifically, the Club generated $2,400 in sales of shirts, hats, jackets, and many other items. Many thanks, once again, to our Regalia team of Donna Finch, Roli Sylvester, and Phillip Wiltshire for their hard work and dedication to making sure that we are all properly attired with Club gear , no matter the weather.

As a result of these cost savings and revenue increases, we were able to report a net profit of $1,443 for 2011 vs a net loss of about $900 in 2010.

Thank you all for your cooperation with the Board members and kind words of support throughout the year. I enjoy making my small contribution to the betterment of the Club.

Until next year,
Matthew Bade, Treasurer.

Membership Report

Members	2012	2011	Change
Number of Members	208	215	-7 (-3.0%)
Number of Canadian residents	50	53	-3 (-5.5%)
Number of US residents	158	162	-4 (-2.5%)
Number accepting E-newsletters	121	101	+20 (+20%)
British Vehicles per Member			
Number of cars	374	376	-2 (-0.5%)

As Matt reports above, in May 2011 we were forced to increase dues to members receiving mailed newsletters. We were naturally concerned that this decision would hurt our membership numbers. As the above table shows, we did indeed lose 7 members year-on-year. However, that is a net number; we actually lost 18 members, but gained 11 new ones. Of the 18, 10 (56%) were mailed newsletter recipients, the total of which made up 47% of the membership. We may conclude therefore that the increased dues were a factor in a few of our losses, but not overwhelmingly so. We're pleased to say that of those who chose not to pay the $40 amount, most switched to receiving the newsletter electronically, reducing their membership dues by $5 per year, and our costs considerably.

The other notable statistic is the small change in the number of cars owned by members. We certainly know of at least a couple of cases where leaving members have sold their cars to remaining ones. We have lost track of some cars and so we encourage you to mind Club President Steve Finch's mantra, "Follow the car", which in practical terms means that if you are forced to sell a British car, please encourage the new owner to join our club. *Rick Astley*

Profit & Loss January - December 2011

		$US
Income		
Advertising Income		182.00
Hibernation Party Receipts		1,985.00
Interest Income		1.29
Membership Fees		5,660.69
Other Income		30.25
Raffle		405.00
Regalia Sales		2,400.00
Total Income		10,664.23
Cost of Goods Sold		
Can-Am Connection		
Postage	624.80	
Printing	2,235.60	
Total Can-Am Connection		2,860.40
Foreign Exchange Charges		
Hibernation Party	16.79	
Membership	4.14	
Regalia	8.63	
Total Foreign Exchange		29.56
Hibernation Party		
Dining-Food	2,547.19	
Entertainment	550.00	
Other Expenses	445.45	
Total Hibernation Party		3,542.64
Other - Cost of Goods		
Regalia		
30th Anniversary Shirts	1,241.23	
General Inventory	144.40	
Graphic Designs	114.00	
Sample Inventory	83.55	
Total Regalia	1,583.18	
Total Other - Cost of Goods		1,583.18
Total COGS		8,015.78
Gross Profit		2,648.45
Expense		
Bank Charge		
Transaction Fees	6.55	
Bank Charge - Other	48.00	
Total Bank Charge		54.55
Board Meeting Expenses		257.58
Gift Expense		58.00
MG Outings		96.48
Misc. Business Expense		30.25
Name Tags		109.45
Postage and Delivery Expense		258.00
Printing and Repro. Expense		340.23
Total Expense		1,204.54
Net Income		**1,443.91**

MG RV8 Impressions

by Rick Astley

Last September, Anne and I stayed a night at my old friend Nic Houslip's home in Solihull, just south-east of Birmingham, England's nearest equivalent to Motor City.

Nic owns a variety of vehicles, and while I wasn't about to take a ride on his 1963 BSA Rocket Gold Star, we all decided that it was appropriate to go to dinner in style in his 1990 Bentley Turbo-R. It was certainly a smooth and quiet ride, but Nic does admit that it can make a rather disturbing noise; that's a sucking sound as it very rapidly empties its fuel tank if you decide to push your foot down.

The car I wanted to drive, however, was his MG RV8. The RV8, you'll remember, was an updated version of the MGB released in 1992. It really is an MGB, but being powered by a 190 bhp, 3.9 liter, fuel injected version of the aluminum block Rover V8, derived from the early '60s Buick/Olds engine, it can accelerate from 0-60 mph in under 6 seconds. There are other updates of course. The body was restyled with new panels, with only the boot lid and doors remaining from the original. It also has a smart walnut fascia, luxurious upholstery, and a 3.31:1 ratio limited-slip differential. Surprisingly some other things were little changed, including the rear brakes and suspension. I have an *impression* of the RV8, which is MGB V8 conversion with the original Buick engine, and I wanted to see how it compared to the real thing.

As soon as I started the car I noticed the noise; not that it was loud, but that it came from the back, whereas much of that in my car seems to emanate from inside. At first I thought that the RV8 had much better sound deadening under the bonnet, but that proved not to be the case, and I concluded it was probably due to the fact that my car is a GT, and so tends to contain and resonate the sound inside its closed cockpit.

At low speed, the steering was noticeably lighter than mine, which can be heavy because of the wider than standard tires. However, it turns out that Nic found the RV8 steering heavy too, so he's fitted a Peugeot power steering system procured from the MG Owners Club. It has an electric-motor driven oil pump, which consumes quite a bit of current, so Nic fitted an on/off switch, just in case for any reason he needs to conserve electrical power. With the system 'off' the steering was comparable to mine in heaviness, but the RV8's updated front suspension and steering geometry certainly improve the overall handling.

As we drove around Nic pointed out landmarks like the current Jaguar factory (originally constructed in WW2 to build Spitfires), the Land-Rover and Aston-Martin plants, the site of the infamous British-Leyland headquarters (now demolished), and lots of places where famous motorcycles were manufactured such as BSA and Royal-Enfield (both of which were originally gun makers), Triumph, Norton, Velocette and Ariel.

On the road the car's fuel-injected motor responded very smoothly, without the hesitation and flat spots I experience as I still try to get my car's 4-barrel carburetor set-up correctly. The RV8 is fast, but not as quick as Marc Weisman's Cougar engined car, which I drove more recently. The RV8 does, I was relieved to find, stop rather more rapidly than Marc's car!

Overall, the RV8 is certainly more refined than my V8 conversion, but at the same time, it isn't light-years better, and so when I returned back home I was happy to drive my own car with the satisfaction of knowing that I only needed to get a few things working a tad better, and I'd have car as good as the factory made some 25 years after mine left Abingdon.

MGB
Born August 1962

Nearly 50

Watch the club calendar for celebratory events during the year.

A "Welcome back" to Member

James Carr
of Berkley, Michigan
who owns a
Red 1974 Midget

James was formerly a member in the 1980s

WANTED
Dead or Driveable

Your Car Picture

Let us have a picture of your car and some anecdotal information so that we can feature it in *Can-Am Connection* and the club web-site gallery.

Also Wanted

Pictures of members with their "ride" in their childhood or as young adults for our **The Young and the Reckless** feature.

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Club Calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

March

■	Wed. 14	**Monthly meeting** Dominion House, Windsor, Ontario.

April

■	Wed. 11	**Monthly meeting** Brass Pointe, Farmington Hills, Michigan.
■	Sat. 14	**Kimber Run and Birthday Bash** Delhi Cafe - Lansing, MI
■	Sun. 22	**Convoy to Ancaster All-British Flea Market** Ancaster, ON
☐	Sat .23 - Fri. 27	**NAMGAR Key West Regional** Key West, FL

May

☐	Sat. 5	**NAMGAR "Drive Your MGA Day"**
■	Wed. 9	**Monthly meeting** Dominion House, Windsor, Ontario.
☐	Sat 26 - June 3	British Car Week - Drive your British Car to Work

June

☐	Sun. 3	**14th Annual British Return to Fort Meigs** Perrysburg, OH
■	Wed. 9th	**Monthly meeting** Brass Pointe, Farmington Hills, Michigan.
☐	Wed. 6 - Sun. 12	NAMGBR MG2012 Convention Dillard, GA
■	Fri. 15 - Sun. 17	**Stratford Festival Tour, The Pirates of Penzance** - Stratford, ON

March Meeting at the Dominion House

Our next club meeting will be Wednesday March 14th at the Dominion House in Windsor. The meeting starts at around 7:30 pm but join us earlier if you plan on having dinner. Most people start arriving at around 6:00. pm.

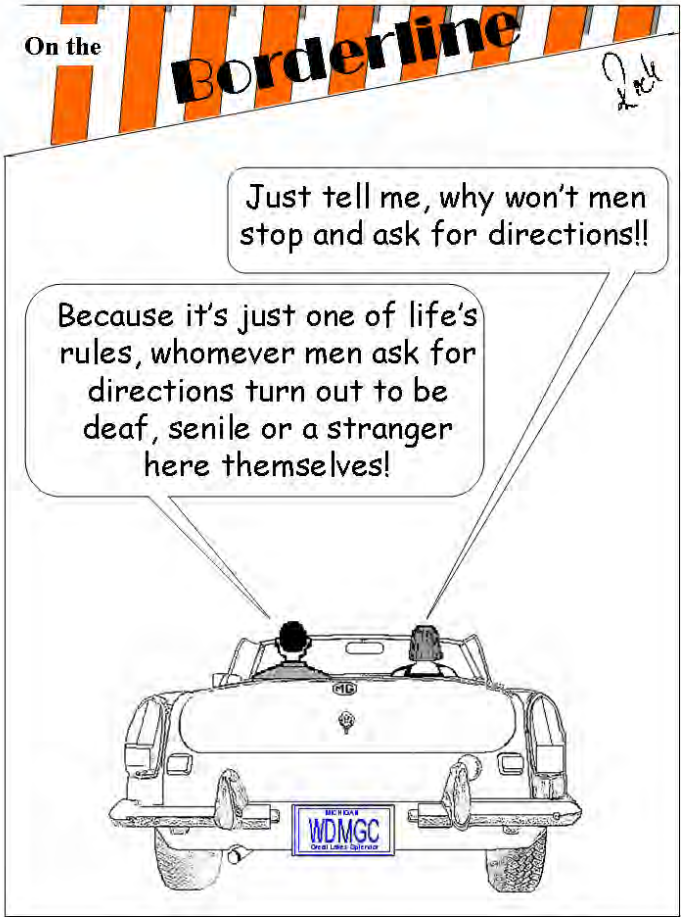
2012 Stratford Theatre Tour

June 15—17, 2012

The Pirates of Penzance

Event details are now available at WDMGC.com

The Windsor-Detroit MG Club is a chapter of
The North American MGA Register & The North American MGB Register



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For Sale

Full set of tires, hubcaps, wheels for 1960 MGA.
I have a set of five tires mounted and balanced on steel disc wheels from my 1960 MGA 1600. The wheels and hubcaps are perfect. The tires are four (4) Dunlop SP20 and one (1) SP4. Four tires have 3/16 of tread left, one tire is unused (the spare), one tire has a slight bubble. Also included is a spare set of lugnuts. I just bought the car and switched to wire wheels; I don't know how old the tires are. The parts are in Ann Arbor Michigan, you can pickup or I will ship (buyer covers shipping). Best offer will be accepted.
Contact Andy, 617-285-0920, ajhoff@umich.edu
Picture at: www.WDMGC.com/MGAwheels.JPG *2012-03*

1977 MGB Roadster convertible. Navy Blue exterior and Black interior. Body in excellent condition; however, floor needs repair. Stored for past 20 years, covered. Was drivable prior to being stored; currently not running, needs TLC. 37,000 miles. Pictures available upon request. $1,500 OBO. Vehicle must be picked up from Brighton, MI area. Call 810.623.4256 or email daylilly50(at)live.com.

1968 Morris Minor 1000, Almond Green four door coupe. Car is in excellent original condition inside and out, runs perfect, $7500. Call Richard Hensley at (734) 262-5590. *2012-01*

1972 MG Midget used for autocross by the previous owner. Body is in very good condition with little, if any, rust. Paint needs some help. Engine and transmission included, but currently not in the car (will probably need rebuild). Comes with 6" wide Chevy Vega wheels with wide tires. Seats will need to be re-covered. Top in fair condition. Interior in average condition (needs to be cleaned, probably needs new carpet). Top dash cover is not cracked or broken. This is a nice car and good candidate for restoration. $1,500 or best offer. Also have other items for this car: set of 5 Rostyle wheels sandblasted and painted, $150; set of 6 Rostyle wheels that need to be painted, $50; set of reconditioned rear springs in good condition, $75. Car is located in Ann Arbor, MI. Contact Rick at (734) 761-1877 or email to RichardE50 (at) Yahoo.com. *2012-01*

For sale. Windshield from MGB, good condition, $25. Four (4) painted knock off wire wheels for MGB fitted with Firestone tires, 175/70R14 $120 for all four. Contact Doug at (248) 685 8610. *2012-01*

For Sale. Complete Official MGB 1962-1974 Handbook by Robert Bentley. Manual includes the complete coverage of models sold in the UK and North America and provides authentic maintenance and repair information including The Driver's Handbook and the official Workshop Manual. This manual is in very good condition and sells for $150 new. Price: $60. Call Mike at 248-789-0004 or email leadfoot (at) wideopenwest.com *2012-01*

1974 1/2 MGBGT Last year for the GT in the US; rare Rubber Bumper GT. Teal blue with autumn leaf interior. Interior excellent; paint a little thin (no rust). Wood dash and steering wheel. Dual SU as original with all factory running gear; including overdrive. 170,000! miles completely restored/rebuilt in 1993 at 110k; paperwork back to 80k miles. One MG enthusiast owner since '93. Spares, some books; great road car and shows well (some trophies included too). Detroit garage too small. $5,500 obo. Contact Jim Demerath at (608) 335-7304 or email at demerathtax (at) yahoo.com *2011-10-01*

1980 MGB with factory hardtop and overdrive. This car has only 10,175 miles on it. In storage for 15 years. Rust free, fresh Pageant Blue paint, tan interior. Datsun 280Z wheels. New fuel tank, fuel pump, brake and fuel lines. Runs great. Car runs, stops, and handles like car with 10,000 miles on it. Featured in the September Newsletter *"B in the Woods"*. Asking $11,000. Contact Rick at 734-223-0955 or email to han5l778 (at) comcast.net. *2011-10-01*

MGA 1956 convertible. Complete car for restoration. Engine runs but needs bodywork and general restoration. $4,350. Phone 586-337-5162. Located in Michigan *2011-10-01*

1970 MG Midget 75% restored. Body completely restored with a pro paint job. I have 90% of parts (purchased new 1995-2006) to complete project. Pictures of restoration, paint and parts for review. Dearborn MI. Contact: Dave 313-216-9946 davidhavener (at) yahoo.com *2011-10-01*

MGB GT 1966 Great car for restoration, wire wheels, black/white leather seats, stored for 25 years. Daily driver before being stored. Non OD, extra
body parts. Can send photos. Local sale (Royal Oak/Ferndale), no shipping. $1100 OBO. Call 248 219 3705 or 248 890 5452, or email dmiller (at) us.stabilus.com *2011-10-22*

1980 LE. Originally a collector's car. Excellent condition. Had 10k when I bought it in 1998. Have put an additional 6k on since. Stored every winter. Car runs great. New radio. Maintained by Guy St. John. $12,000. 734-432-0154(h) 734-634-9489(c). 20*11-10-01*

1963 Yellow MGB. Engine is from a '74 with only 8-9K miles. The body is sound but the paint needs a little attention. $4,500. Call: Ed Pavella 313-565-4685 *2011-10-01*

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FIRST CLASS MAIL

Car of the month: Darrell Sampson's 1974 MGB.

When Darrell turned 50 he decided to buy an identical car to the one he owned back in 1974. The early '74 MGB is easily recognized by its massive overriders, known on this side of the pond as Jayne Mansfields and in Britain as Sabrinas (both ladies being outstanding actresses.) The overriders were a stop-gap measure to meet US regulatory requirements until the rubber-bumper model was released later that year.