



Healey Exhaust Notes

*The official newsletter of the
New England Region of the Austin-Healey Club of America
Serving the following areas
NY, CT, MA, RI, VT, NH, ME & Northern NJ*

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November 2011 AHCA NE President's Letter

The first forecast for light snow is on the horizon. I know our avid members who are also skiers or snow boarders are looking forward to hitting the slopes in the next month.

Looking for my next professional opportunities has kept me busy the past month. I spend my mornings networking and following up on potential job opportunities and enjoy my afternoons working in my workshop on the Healey's. I have recently rebuilt the master cylinder in the 100-6, so I don't have to pump the clutch pedal before each shift. Cindy's Sprite has had a recent tune-up and is running great. We have had some beautiful fall afternoons, so I have been using the cars every excuse I can, and the 100 is seeing most of the activity. I have also started selling excess Healey and Mustang bits on eBay as UK Classics. I have been an eBay junkie for over 10 years and have purchased many parts for my restorations of Healey's and Mustangs. "Project Lucas" the '59 Iris Blue Sprite which I have been restoring the past two years for our seven year old grandson Lucas, has fired for the first time in close to 30 years. The 1275 motor sounds sweet and I look forward to finishing the hydraulics and going for my first drive. The OEW hardtop will be a welcome addition on those drives later this fall and winter when the roads are dry.

I would like to thank Rich Ray and Jack Miller for hosting for the first time, events in October. I also appreciate Jud Perkins traveling from CT to attending both events! The rain put a damper on Rich's Winni tour around Lake Winnepesaukee, but five diehards started the tour under cloudy skies and four of us had an outstanding run of over 100 miles touring the beautiful New Hampshire lake district. Jack's Fall Colors event in Harvard, MA was a beautiful cool fall day with several enthusiastic members in attendance.

Please remember that Summit 2012 will be July 12th – 15th at the Eagle Mountain Resort in Jackson, NH. We have many new and interesting ideas for next year's New England premier Healey event. We will not have a Summit in 2013, as our close friends from Quebec will be hosting their International Conclave. Over a dozen club members are teaming up with Bob for the planning of Summit 2012. Bob held the first meeting at British Invasion and the next meeting is scheduled for Saturday at 5 PM before our annual Holiday party at the Olde Sturbridge Village. We need more volunteers to help plan next year's Summit, please contact Bob at healeybj7@hotmail.com or 603 381 3158.

Our final event of 2012 year will be our annual Holiday party the Saturday December 3rd at Olde Sturbridge Village. Carole and Don Paye have planned a spectacular event to kick off the Holiday season and we would love to have you join all your Healey friends for a fun evening of festivities.

See you down the road,
Peter Sturtevant
New cell: 774 284 1212
Healeybn4@comcast.net

The Austin Healey Holiday Party

Saturday, December 3, 2011

6:00 PM Till 11:00 PM

Fuller Conference Center

Olde Sturbridge Village, Sturbridge, MA

For this years party, we have moved down the walk from the Oliver Wight Tavern to the Fuller Conference Center. We will be in a little larger and quieter room with our own bathrooms, coat racks, bar and bar tender.

The dinner buffet will be very similar to the delicious and generous offerings of last year with carved roast sirloin of beef, pan roasted sage chicken and strawberry short-cake for dessert. Three hot and two cold hors d'oeuvres will be served at 6:00 for the hour prior to the dinner at 7:00. The price will be \$35/person.

Maximum seating is 80 people and minimum is 30.

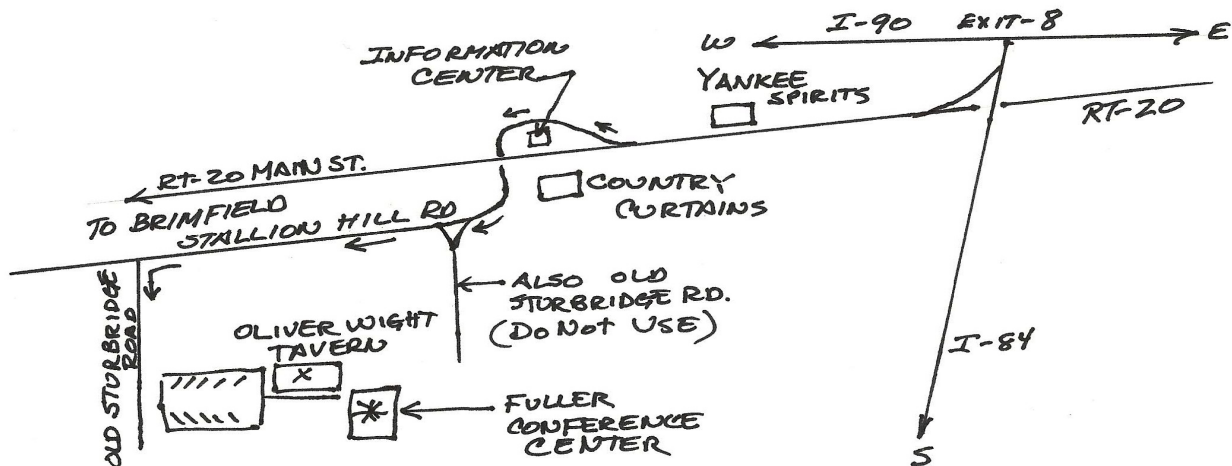
Make your reservations on or before Wednesday November 23 to:

Carole Paye 24 Conway Rd. Shelburne Falls, MA 01370

Santa will arrive after dinner so don't forget your \$10 gift for our Yankee Swap.

At 5:00 there will be a short club business meeting in order to get a head start planning for next year's events

Please make checks out to: AHCA of NE, Inc.



For Sale

Set of 4 Sprite Wheels, 13 x 5.5
 4 lug polished aluminum wheels, no curb scuff,
 matching chrome lugs
 Match set of Yokohama Radial 325,
 185/60R13 tires with about half wear remaining.
 \$475 — Don 413-625-6568



Mystic Car Show 2012?????

Sun and Sand Summit 2011 in Southeastern Connecticut and Southwestern Rhode Island had many, many high points; including the temperature.

One of the most significant events was the car show on the green at Mystic Seaport. We put over forty Healeys in front of hundreds of visitors to one of New England's premiere destinations.

And, we have been invited to come back next year.

Ted Stanton and I gave (from the Austin-Healey Club – New England Region) to Mystic Seaport President Steve White a check for \$200. President White invited us to be a signature part of the same weekend next year.

Meaning that "Healeys on the Green" would be a part of the promotion and the event name changed to something like "Antique Boat and Car Festival Weekend."

I personally think that it would be a fantastically effective way to promote awareness and appreciation of the Healey marque as well as a fun event. Participants would not only get a day at the Seaport – which, if you did not attend, is a magnificent recreation of a 18th-19th century whaling village and seaport with a world-class collection of period-perfect buildings and craftsmen and most of all boats, boats and more boats; many of which you can rent or ride on. (To get an idea visit, www.mysticseaport.org.) In addition there is a party on Saturday night that we did not stay for this year, although we were invited, called the Rumrunners Rendezvous. President Smith suggested that the presence of Healeys next year should inform the party theme next year.

As you can see from the photo we let Steve sit in Ted's 100-4 and told him he had a year to get his own.

But before I get carried away we need to be sure that it won't just be five or six cars which was all Amy could count after an informal survey at Stowe.

I would like to hear from anyone in the region who would seriously plan to attend Saturday July 28, 2012.

The concept is a car show starting shortly after noon, popularity judging by the crowd at the Seaport, followed that evening with the Rumrunners Rendezvous party. (This year they had a steel drum group playing during cocktails and the buffet and a Jimmy Buffet tribute band for the dance.) People should plan to stay at a nearby hotel Saturday night; there are several within a mile or so. There are ample breakfast and brunch options in the neighborhood for Sunday morning.

ggreider@gmail.com George M Greider

British Invasion 2012

What a wonderful weekend bestowed the members of the club and all British Car enthusiasts who journeyed north to Stowe, VT for the 21st Annual British Invasion. All three days, Friday, Saturday and Sunday offered warm sunny weather and cool, crisp nights. The club stayed again this year at the Inn at the Mountain which is part of the Stowe Mountain Resort at the foot of the highest mountain in VT, Mount Mansfield.

Friday night's Reception party on the show field was followed by a Street Party on Main Street with a live band. British Cars were invited to line Main Street before it was closed off to regular traffic and the British Tribute band then started to play many old favorites from the 60's and 70's. A lot of rock and rolling was observed before the block party ended around 9 PM

Saturday was one the nicest days in recent years for the car show at British Invasion. With light winds, brilliant sun and temps in the mid 70's everyone enjoyed a great day of British Car camaraderie with over 600 LBC's on the field along with a few BSA, Norton and Triumph motorcycles. One of my favorite British cars, the Morgan, was one of the Featured cars this year. My first car ever was a 1965 Morgan +4 which I drove during my college days in Boston back too many years ago to think about. That car brings back a lot of fond, and a few not so good, memories! An unofficial count had over 45 Healey's on the show field with about half this number being BJ7/BJ8's. Club members who took home awards included Bill Bourque for a 2nd and Bill and Marlene Beyers for a 3rd in the 100/6, 3000 Roadster Class, Bob Britton who took a 2nd in the Convertible BJ7/BJ8 Class and Robert and Justin Scalla a 2nd place in the Sprite class. Congratulations to all.

After the show there was a brief meeting back at the Inn to discuss preliminary plans for Summit 2012. The members attending voted to hold next years Summit event at the Eagle Mountain House in Jackson, NH from July 12-15, 2012.

After the meeting club members and guests adjourned to the infamous Matterhorn Bar (The "Horn" as it is known by the locals) for a fabulous cocktail party with a variety of hors d'oeuvres including Sushi and other delights. Many club members stayed to enjoy a delightful dinner at the "Horn" but not many, including myself, hung around for the live band afterwards.

After a stop at the Show Field on Sunday to view the Competition of Colors and Tailgate Picnic Competition most members headed home with tops down to enjoy another great day of Healey motoring.

Until next Year.....Submitted by Bob Britton



The Winni Run Rich Ray

Our New England Region events take a lot of planning. One thing that no amount of planning can control is the weather. So, when it rains we make a decision to keep the Healeys moving forward or stay at home and wait for the sun and lose another opportunity to have a special day on the road with our Healey friends. We scheduled October 1st to make our run around Lake Winnepesaukee. Of the 12 cars/owners that expressed interest in going only 4 made the trip because of a rainy day forecast. The brave souls that started the run with mist falling included: Peter Sturtevant (a.k.a. the Pres.) in his windowless '54 bn4, Jud Perkins in his '65 3000, and Rich Ray (The host) in his '65 3000. Moving North from Rochester, NH we met Bob & Linda Britton in their BJ7 in Alton, NH. The first order of business was lunch in Wolfeboro, NH at the Wolfetrap oyster bar and grille. The skies opened up big time during lunch. We had an excellent lunch and fortunately none of the cars floated into Lake Winnepesaukee. Pete decided to put his umbrellas over the side curtain openings and it made for an interesting look in the parking lot. Our first stop after lunch on the 69 mile loop was in Melvin Village, NH at a gas Texaco station from the 1930s. This is an active business that restores antique cars. A 1929 Duesenberg Model J228 sat in the garage. We drove on in the rain. Everyone's wipers were working. We paid for them; might as well use them. North through Center Harbor, NH moving toward Meredith, NH. We visited a water fall that ran right through a hotel. It was in prime form with the heavy rain.

O.K., It would have been nice if the sun was shining. Did we have a great time? Absolutely! Did our cars melt in the rain? Not a one! These were built in a country where it rains every 6 minutes.

The bottom line is that if you only drive on sunny days you will miss a lot of good times and miss meeting a lot of nice Healey friends.



Know of anyone looking for an excellent, quality restored 1960 BT7? Colorado red, black leather piped in red, perfect weather equipment including tonneau, chrome 72 spoke Dayton's, Michelin 175 XVX tires, and more. Great chassis and mechanically excellent. 54000 two owner miles. From California, never rusted, a really nice car. I would not have bought it if it wasn't. Asking \$38000.00

Gene Piscopo

The Quebec AHCA is hosting CONCLAVE 2013

JUNE 23-27, 2013

At the MANOIR RICHELIEU
HARLEVOIX, QUEBEC, CANADA

For pictures and information on this venue go to:

<http://www.fairmont.com/richelieu>

Start saving now and add this event to your 2013 calendar.

FOR SALE

TOYOTA SUPRA 5 SPEED TRANSMISSION
for Healey Conversion

\$350 obo call Bruce @ 1-508-272-6565

BRITISH CAR
R&R
RESTORE REPAIR

Repair, Restoration, Winter Storage

Winter is just around the corner and many people are thinking about putting their cars away for the season. At British Car R and R we offer a complete fall service program and there is still some space left for winter storage.

Our storage area is a concrete floored area with sprinklers and an alarm system. The building is active so critters are never a problem and we can keep your battery on trickle charge if you wish. Cars stored with us will be ready to go in the spring when you're ready to start driving again.

Call to inquire about prices and the remaining spaces.
Call Bob at 603-425-3333 or Dave at 508-577-0077








I am on the board of a school for severely mentally and physically handicapped children.

We had a 2005 Chrysler Crossfire with 800 miles donated to us.
Only 300 tickets at \$100 Ea.

The drawing is when all tickets are sold.

Thanks,
Nick Barber



Newsletter Deadline!

All meet write-ups and advertisements by email on or before the 25th day of the month. Also, include the articles as an attachment in Microsoft word... Pictures should also be as attachments.

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ATTENTION ALL NE AHCA CLUB MEMBERS..... IT'S TIME TO SHOW OFF YOUR HEALEY!!

on the new MEMBERS HEALEY CAR page
on the clubs web site.

Send a photo of your Healey(s) to Deb Katz at
dlkatz_99@hotmail.com

We want to get as many members car shown on the web site so email your digital photo now. Include the year and model, i.e 100-4, 100-M, 100-6, 3000 MKI, MKII, MKIII. Brief Bios are also welcome.

News from Gerry Paquette in Sunny California

We had the canyon Lake Car Show this weekend, over 250 cars were registered. I was the only Healey of any type there. Here are a few pictures attached. I joined a British car club there no dues... no rules ...just blog online and get together once a month. The entire British contingent was 3 MGBs, 1 TD ,1 Rolls Royce, 1 Bentley, 2 Morris Minors, 1 Amphicar, the 100 and a MGBGT. The Amphicar won the trophy. The ratty roadster in the pics is a 1 off Nardi bodied fiat, only one was ever made. The owner traded a near new Porsche for it. Go figure. Most of the show cars were V8 s, if it didn't come with one they stuffed one in.



“Country Colors Drive” Harvard, Massachusetts

October 15, 2011

Jack and Grace Miller were gracious enough to host a group for a tour of the Harvard, Massachusetts area and its fall foliage. Jack led Nick and Alex Zarkades, Bill and Mary Lou McMahon and Jud Perkins on great Healey roads to Carlson Orchards where Nick and Alex picked apples while Jud and Jack solved many of the world's problems while shopping at the orchard. Afterwards the group went to the Fruitlands Musuem founded by [Clara Endicott Sears](#) in 1914 for lunch. The complex includes the Shaker Office Building, which houses the largest archive of Harvard Shaker documents in the world, the Native American Gallery, which houses a significant collection of artifacts that honors the spiritual presence and cultural history of the first Americans and the Art Gallery, containing 100 Hudson River School landscape paintings, and significantly, over 230 nineteenth century vernacular portraits, the second largest collection in the country.

After lunch Jud headed off to the Nashoba winery which had been visited by Bill and Mary Lou earlier in the day. Rudy Minar in his '59 Bug Eye stopped by while the group was exploring and visited with Grace and Jack and Grace's beautiful eight year old twins.

Jud Perkins

COUNTRY COLORS DRIVE AND HARVARD HOSPITALITY

October 15, 2011

Kudos to Jack and Grace Miller of Harvard for preparing a superb New England experience Over “coffee and” , participants received a map and flyers describing nearby venues: Fruitlands Museum whose vista is outstanding, Carlson Orchard or Bolton Orchard for apple picking, Neshoba Valley Winery and the Museum of Russian Icons. And other numerous sites were noticed on touring.

Jud Perkins, Alexis and Nicholas Zarkades and Bill and Mary Lou McMahon were pleased to share the fall day in one of New England’s most attractive areas perfect for Healeying. Top down, sun shining, crisp air-----you missed out! Mary Lou McMahon

Putting Your Car into Storage from Moss Motors

Putting a Car Into Storage: If you're covering the vehicle, use a car cover that will allow moisture to escape. Any plastic or other waterproof material will trap moisture on the paintwork. If you are storing the vehicle outside, be advised that no car covers exist that will replace a garage. Cars stored outside also become a haven for all kinds of creatures, most of whom will be lousy tenants. Make a list of the steps taken to ready the car for storage, and leave it in the car. Not a bad idea to include your notes for “bringing it back to life.” That way, you won’t be searching high and low for the information when that time comes.

Tune Up: Why on earth would you tune a car that is not going to be driven? The purpose here is to stop the guessing games that come next time you try to start the car. If everything is in good working order when you stop driving the car, sorting out a problem next season will be easy because you know the basics were in good order.

Battery: Disconnect the battery, and remove it from the car. Inspect the area where the battery lives. Clean the area carefully with a solution of baking soda and water (2 tablespoons in 2 pints of water) to neutralize any battery acid. Rinse it well. Dry the area completely with a hair dryer. Take care of any rust you discover. Back to the battery. Clean the battery case and terminals with the baking soda solution. Find a place that will remain cool (but not freeze) and dry. If you have a non-sealed battery, top up the electrolyte level with distilled water if needed. Do not overfill. Use a battery maintenance device (like the 386-245) to keep the battery(s) fully charged. These are essentially small battery chargers (about the size of a paperback book) that plug into a normal 110V outlet. If the battery voltage drops one volt, it will come on and stay on until the battery is fully charged again. The alternative would be to hook the battery up to a “regular” battery charger once or twice a month for an overnight charge at 4 amps. Either way, keeping the battery fully charged will prevent sulfation, which can render a battery useless in a matter of months, and it will eliminate the possibility of the battery freezing, which would also ruin the battery.

Brakes: Release the handbrake and chock the wheels. Brake shoes can become firmly rusted to the drums in a matter of months. If you are using glycol based brake fluid, be aware of the incredible ability it has to absorb moisture out of the air. Glycol based brake fluid should be completely replaced every 18 to 24 months. If the fluid has been in the car for over a year, drain and refill with fresh fluid before you put the car in storage.

Cooling System: The coolant should be no more than 30% to 50% antifreeze. Pure water transfers heat much better than any antifreeze/water mix, but antifreeze raises the boiling point and, as the name implies, prevents the coolant from freezing. The protection provided is dependent on the age of the coolant; as it ages, it becomes less effective. If the coolant is over 1 year old, drain and refill the system using a name brand antifreeze designed for use in older cars. (Some modern anti-freeze formulations designed for aluminum engines or radiators adversely affect old British engines.)

Body & Paint: Carefully remove accumulated road grit and dirt from the nooks and crannies in the fender wells. Left alone, rust and corrosion will be the inevitable result. Wash the car thoroughly, including the underside of the car. Dry the car completely. Use a top quality automotive wax and apply it to all the painted and chrome surfaces, polishing with a soft clean cloth. The wax is

(continued from previous page) Putting your car in storage.....

essential to keeping moisture away from the chrome and the bodywork. Use wax on the chrome trim, not a "chrome polish." Most commercial chrome polish has some abrasive elements and they are to be avoided. Minute scratches in the chrome are where rust and corrosion attack first.

Oil & Lubrication: Oil has an effective life, and even if a car is not driven it will deteriorate over time. Perform a complete oil change with a new filter. Drive the car for at least 30 minutes on a dry day to drive off any moisture that has collected in the crankcase before putting it up for the season. We recommend oils that are formulated for classic cars that are idle for long periods. These special oils will coat and protect the internal surfaces of the engine better than modern oils. Lubricate the suspension in accordance with the factory workshop manual.

Upholstery & Interior Trim: Clean the interior thoroughly. If any of the carpets or padding are damp, take them out and dry them. Treat all leather with Connolly Hide food or AutoGlym Leather Care Cream. Vinyl trim can be treated with AutoGlym Vinyl & Rubber Cream. Put the top up and give it a good cleaning, and treat it with a suitable protectant. The line of Renovo cleaning and preservative products for both vinyl and fabric tops are excellent. Leave the top up and either roll up the windows or fit the side curtains. Leaving the top up will help prevent the development of permanent creases in the material and plastic windows.

Belts: Slacken the tension on the fan belt and any auxiliary belts.

Tires: If the car will be sitting for the winter, jack the car up and place jack stands under the rear axle and the front suspension. With the tires off the ground, they will not develop the flat spots that cause an unpleasant vibration when the car goes back on the road. If you choose to place the jack stands under the frame instead of the suspension, take a look at the bump rubbers up front. After several months of being compressed with the full power of the front springs, the bump rubbers will be ruined. Depending on the car, you may be able to fit wooden spacer blocks between the upper arms and the frame to keep the bump rubbers from being squashed. In the rear, if the axle is left hanging from the limit straps, the straps may fail, and if they don't break, they certainly will not last as long as they should. Placing the jack stands under the rear axle instead of the frame will work better. Some air will leak out of the tires given enough time, so overfilling them by 10 pounds is generally a good idea. Check the tire pressures every couple of months. Keep the tires out of direct sunlight.

Wheels: With the car on jack stands, you can leave the wheels on the car. Some people prefer to remove chrome wire wheels and bag them with desiccant to keep them clean and dry for longer term storage. If you plan to leave the wheels on, remove them long enough to thoroughly clean the splines on the hub and in the wheel. Carefully inspect the splines for signs of wear. Apply an anti-seize compound (like Copaslip) or grease to the splines and re-fit the wheels. Replace and tighten the knockoffs.

Exhaust: Plug the tail-pipe(s) with a rag or rubber ball and tape it in place. It will keep the mice from building a nest in the exhaust, or worse, in the engine. Although unusual, I know of one Healey BN2 that simply would not turn over after being stored for several years. When the cylinder head was removed, #4 cylinder was found to be packed with walnut shells, acorns, string and upholstery stuffing. A mouse (with a real need for security, apparently) had climbed all the way through the exhaust, through the open exhaust valve and into the cylinder. When the car was eventually started, the amount of debris coming out of the tailpipe was impressive.

Engine Air Intake: Depending on the length of time the car is going to be out of service, consider bagging the air cleaner and taping it to prevent moisture laden air from finding its way into the cylinders through the open intake valves. A bag of silica-gel desiccant inside the bag will absorb whatever moisture gets in, reducing the chance of rust building up in the cylinders.

Heater/Fresh Air Intake: Cover or plug any vents or openings. My 73 MGB GT had a mouse nest inside the heater box, which I did not discover until I tried the fan. The fan would not come on and when I pulled the motor I found a mouse bachelor apartment.

Fuel System: There are two basic approaches: drain the system or fill it up completely and treat the gas with a stabilizer and/or products that deal with ethanol related issues. To store a car for the winter, draining the tank is not generally done. If the car is going to be off the streets for years, I'd drain the tank and lines completely. Gasoline is not stable, and it is common knowledge that it deteriorates over time. Volatile elements evaporate. Deposits form over time, often described as "gum" or varnish." Modern gasoline is frequently blended with ethanol, and these fuels remain useable for 90 days in a sealed fuel system with a full tank. Sealed fuel systems were required by law in the US in 1970. (If you have a "carbon cannister" in your engine compartment, you have a sealed system). If your car was built before 1970, the fuel is exposed to atmospheric moisture and the ethanol in the gas will absorb water relatively quickly. The higher the humidity, the faster it happens. There are products designed to increase the useful life of ethanol blends (E-Xtend, E-Zorb), and products specifically engineered to prevent the formation of gum and varnish, like Stor-n-Start.

Wiper Blades: Remove them and store them inside the car. They have a tendency to stick to the glass and if left long enough, the blade edge will deform from being pressed just one way.

Humidity and Ventilation: There are two ways to go. Either ensure that the garage has a supply of fresh air and roof vents to promote air circulation, or seal the garage and control the humidity. A room de-humidifier will take less energy than actually heating the garage, which is generally totally out of the question.

Alternatives to Storage: If the preparation of the car for storage seems impractical, you have options. One is simply to use the vehicle once or twice a month in dry weather (assuming registration and insurance are up-to-date). Simply driving the car will help keep the engine and other systems fully functional. Barney Gaylord (mgaguru.com) has pointed out that the time and effort required to prepare a car for storage, plus the similar amount of time and effort required to get it back on the road make storage very unappealing. He is very much of the opinion that driving the car regularly as conditions permit is just plain easier. However, if you do decide to drive the car every so often, make sure you go for at least 20 minutes to get all the systems fully warmed up to minimize condensation. As an alternative, there are also companies that will, for a fee, store and look after your vehicle. Some enterprising shops will take your car and the list of work you'd like to have done, and they do the work and store the car, spreading the expense over several months.