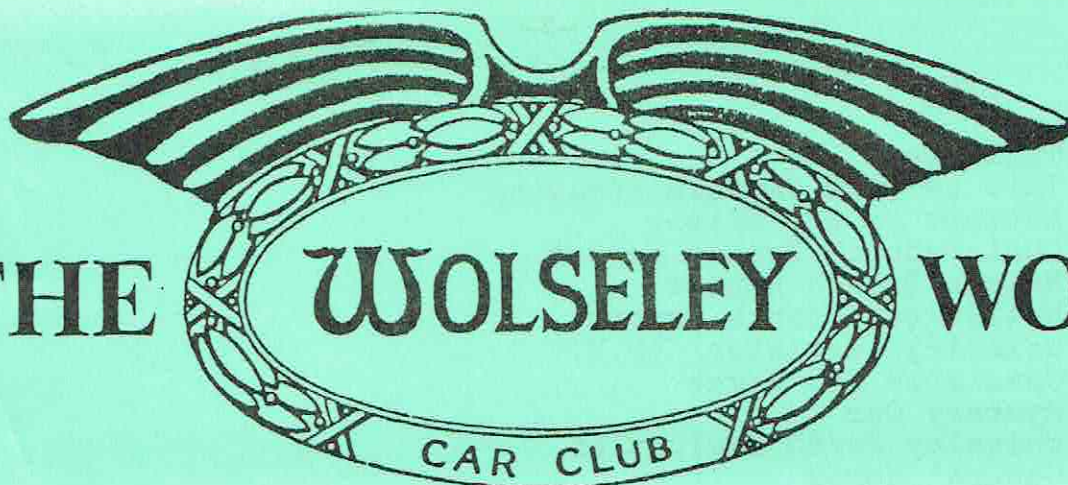


THE WOLSELEY WORD



Sept/Oct 1985

NEWSLETTER

Vol.10 No.1

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OFFICIAL NEWSLETTER OF THE "WOLSELEY CAR CLUB N.Z. (INC)"
Registered at P.O.H.Q. Wellington as a publication

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THIS IS YOUR CAPTAIN SPEAKING:

As I mentioned last month the muffler has started leaking, but I have not done anything about it yet.

I am now convinced that the brakes on this car have been sent to try me. After the work done on the front brakes LT 6282 flew through the W.O.F. Great I thought, until a couple of weeks later I decided to check the brake fluid and to my horror the cupboard was bare. The fluid was gone. Off came the front wheels very quickly, and to my relief all was well. Next a look under the car and there it was, one very wet rear wheel. As yet the repair work has not been carried out, but it will be before the economy run.

The front suspension seems to have settled down nicely. All the squeaks have gone and the car is a lot better to drive. Because I reset the suspension to the lower height of the later models, I am going to drop the rear suspension $\frac{1}{2}$ " to compensate.

The next major job is the wiring loom. A lot of the existing wiring is perished and several bits have lost all their insulation. I managed to get another loom from Robert Hey and I am going to change them. I'm not anticipating too many problems doing this as it is a straight replacement and I should be able to follow the colours.

By the time you read this the economy run will have come and gone, so I hope all of you who could participate had a good day.

See you soon.

Club Captain

LETTERS TO THE EDITOR (passed on from the secretary)

Dear Sir,

Please let the Chief Ape know that I really do enjoy his Monkey Mechanics Column, as my 24/80, although not 'cut down', serves the same purpose as a general conveyer of goods while I rebuild my second hand 20 year old classic caravan for permanent living quarters. I have removed one of the front seats in the meantime to transport the more bulky items. The car is looking a little sad, but I remind myself it is winter and a little hard to get motivated into doing much when the windows are consistently covered in ice. The newsletters are really worth waiting for.

Colleen Paris(Miss)
Invercargill

Dear Chief Ape,

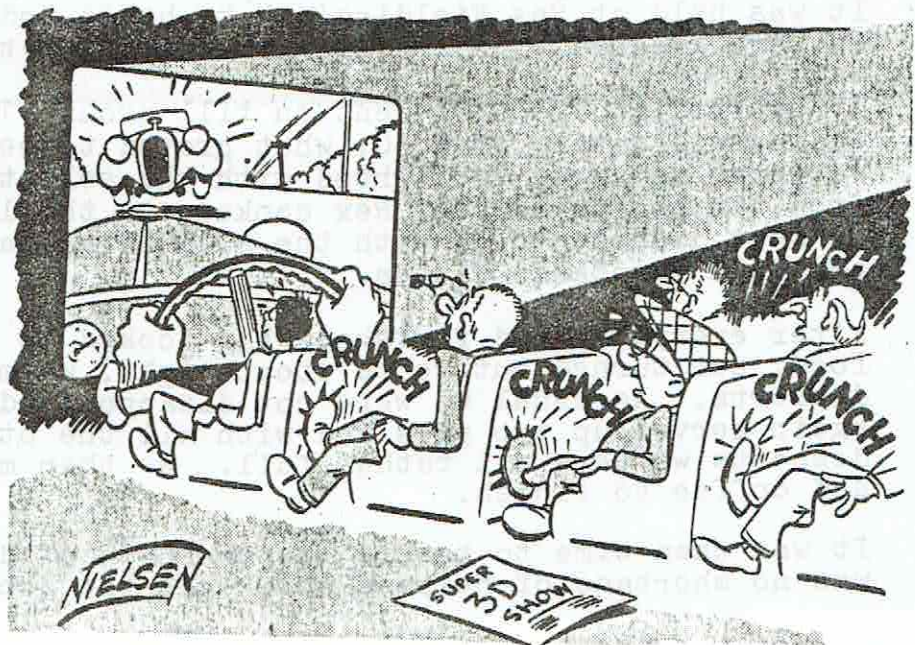
I have been reading your column since you first dipped your finger in some old sump oil and scribbled Monkey Mechanics Corner. While not about to truck a 6/99 or carry out any of the other projects you have written about I and many others have read your column with interest. Your tips are avidly read by all and filed away for future use. Keep up the good work.

Yours,
Nodrog.

Dear Sir,

I enjoy reading the newsletters and think it would be a great loss to the publication if Alex Sutton abandoned his "Monkey Mechanics Corner".

Kind Regards,
Paul Billing
Papatoetoe.



COMING ACTIVITIES - Christchurch BranchSATURDAY 2ND NOVEMBER - BARBECUE TEA & GUY FAWKES EVENING

Ouruhia Domain - from 5.30 p.m. onwards
(Off Marshland Road about ½ mile on left before Chaney's Corner.
Bring own food, barbecue and fireworks.

SUNDAY 1ST DECEMBER - CHILDREN - ADULTS CHRISTMAS PARTY

Orton Bradley Park - from 11 a.m. onwards. If wet this will be held in the Hutcheson Street Hall.
Lunch, visit from Father Christmas and Barbecue tea for those who wish to stay.

Dates for your Diary:

Sunday 12th January 1986. Summertime Display - North Hagley Park from 12 noon to 5 p.m. Our club will be displaying cars. All welcome.

Sunday 9th February. Wings & Wheels Classic 1986. We will be running our own Club Concours in conjunction with this show. (Start preparing your car now!) If you wish to enter please contact Colin Hey. The winning cars will form the basis of a Club Team to represent us at the: -----

Sunday 16th February - Inter Marque Concours in North Hagley Park, this year organised by the Daimler Car Club.

REPORTS ON PAST ACTIVITIESPot Luck Dinner - 20th July.

Once again our pot luck dinner proved to be very popular. It was held at Rex Fielding's bake house and as we arrived we were greeted by a really warm room with the fire going.

It started at 7.30 and went on till around 10.30 p.m. We started eating at 8.30, what proved to be a real banquet. We were, as usual, delighted with the selection of food, from the roasts of beef Rex cooked, to the large selection of meat dishes, to go with the also large variety of hot and cold vegetable dishes.

After everybody had finished what looked to be far too much food, but turned out to be about right, we moved on to the desserts. As usual we were not disappointed as Rex once again served up two pavs and with all the other delicious desserts we were all rather full. We then moved on to tea and coffee to finish.

It was then time to tackle the mountain of dishes. There was no shortage of helpers which got the job done in no time.

The evening proved to be a real success with people mixing well, and it was also a good opportunity for new members to get to know the club members.

Around 11 p.m. Jane and I checked to make sure everything was tidy and as we found it. We then thanked Rex and headed for home.

Jane and I would like to thank the people who did come. I am sure they enjoyed the evening as much as we did.

Lynn Hey

WELLINGTON



BRANCH

Congratulations to the 35 Wolseley owners in Wellington who met recently to inaugurate a branch of the Wolseley Club. From this meeting came some dates for future events.

The inaugural event will be an 'easy' rally on Sunday October 27th (Labour Weekend). Subsequent events are all planned for Sundays. These are on Nov. 17th

Dec. 8th

Jan. 12th

Feb. 9th

No local committee has as yet been constituted. Wellington will 'play it by ear' for initial stages.

NELSON



BRANCH

Coming Activities

October 13th	Pelorus Picnic (details from Ollie Reid)
November 10th	Kaiteriteri, (leaving Richmond P.O. at 1pm)
December 8th	Barbeque tea, (place to be decided)



WOLSELEY REGISTER NOTES

Frank Mansell, in his latest letter from England, mentions that the Australian Wolseley Car Clubs have moved to become affiliated with the Wolseley register. This means that the exchange of information and ideas on an international scale becomes better organised and clubs on this side of the world gain access to some of the valuable information held in Britain. Also with the remanufacturing of parts that is occurring as we in New Zealand have seen with the making of rear door spikes and name badges for 15/50's.

Membership of the Wolseley register U.K. is now about 2 000 and, like us, expanding. The Stanford rally in August had nearly 50 Wolseleys on display.

Frank also hastens to reassure our Chief Ape.

Quote:

"His high brow chats are very welcome to a lot over here and he should dismiss any thought of giving up writing his little pieces".

COMMITTEE CAR SAGAS.

GORDON MACADAM has been able to have a quiet spell on both the Vanden Plas and the 15/50 lately, although "Willie" had to have a quick repair made to the horn ring assembly after one of the nuts holding the ring against its springs somehow came undone. Fortunately the nut was still inside the steering wheel hub so it was quite an easy job. With that job done and the brakes adjusted it flew through a warrant. The car still sports undamaged paintwork except for a small scratch put on it by a careless petrol station attendant at the National Rally - despite being warned beforehand to be careful! Gordon is now trying to persuade his Nissan truck to take a lesson from its stable mates - how to stay out of John Finlay's garage for at least a month!

COLIN HEY has actually made a start on the 25 HP - the interior woodwork has all been taken out for refinishing and one or two other minor jobs got underway. The black 1500 is now sporting a new exhaust system, but has been largely unused over the last couple of months. The first major outing for this season was the economy run to Hanmer. The white 1500 was recently in the North Island for a week while Colin attended a block course in Wellington, and got as far North as Palmerston North. During that week it covered about 1200 miles, and the only thing touched was the petrol cap. Not too bad for a 27 year old car with at least 200,000 miles on the clock.

LYNN HEY now taking over a job on the Committee from her husband Robert, reports some progress on their 1500. The body has been sandblasted and is now in the panel beaters having a few small areas of rust and previous filling attended to. Meanwhile the engine has been reconditioned and one or two other minor things attended to. Attempts to get the car back to begin refitting are frustrated by a rather slow painter friend, but hopefully by the next issue the car will be back in their garage and sporting a new coat of paint in the original colours.

MIKE DICKISON is eventually overcoming his braking problems and is now turning his attention to the interior. The backs of the front seats on the very early 1500's are prone to breaking - a problem which had occurred on both Mike and Ruth's seats (one can imagine how as there's not a great deal of room in the back after all). Mike has installed some good replacements and reports a much more comfortable driving position and a bit more room in the back too! I'm not sure what the next thing he'll attack will be, but no doubt he'll keep us up to date in "This is your Captain speaking".

ROD & LYNNE GRAHAM have had to invest a bit more money into the 6/110 Mk II since the last issue to get the brakes brought back up to scratch. The hydraulics, discs and pads have all been overhauled or renewed so they shouldn't have any worries in that department for a while. Rumour has it that Rod was thinking of doing the job himself, but realised there wasn't enough room in his small garage to get the wheels off, so he flagged it away.

FRANK NOORDANUS our new committee member and editor this year, will require some introduction to many of you. Frank and his wife Barbara own two Wolseleys, a Mk II 24/80 which they have had for a few years now, and a more recently purchased 15/50. The 15/50 belonged to another member, David Armstrong, who was about 80% of the way through restoring the car when a house sale also meant the Wolseley had to go. Frank intends to finish off the restoration, which will be mostly "cosmetic" and refitting work, so we should be able to keep you up to date with progress in future issues. Some major mechanical work is also planned for the 24/80 from memory - more news of this as, or if, it comes to hand.

RON NORRIS had a spot of bad luck with the 4/44 just as the last issue was going to print. Somehow a spring in the clutch pressure plate let loose and caused all sorts of funny noises in the bell housing as it journeyed around in there for a while. Fortunately he only had a few miles to go to get home, but on arrival found that the clutch had also packed up in his other car, a Triumph 2000, and that it was stranded across the other side of town. At least the Wolseley got home! Jocelyn thinks the two cars must have been "communicating" in the garage the night before. The Wolseley is now fixed again (and the Triumph) and all set for the economy run in September.

MYSTERY CAR

No-one identified last issue's mystery Wolseley.

It was: a kitset body built on a Triumph chassis which incorporated a Wolseley grille.

This month's mystery is real Wolseley (we believe) but also a real mystery to its restorer and us.

Any ideas to Editor please.



WOLSELEY 24/80

This car was produced by B.M.C. Australia. The Mk I 24/80 was introduced in 1962 and was superseded by a slightly modified Mk II version.

In concept the 24/80 was a Farina type body and suspension with a six cylinder 'B' Series engine squeezed tightly into the limited engine compartment.

The 2430 c.c. six cylinder engine suggests a 1622 (16/60) engine with casting for two extra cylinders. This essentially is the case.

The engine is just accommodated by using up the space 4 cylinder engines leave between the radiator and radiator grille. The radiator is moved as far forward as possible while the engine rear is 1cm from the fire wall. Another accommodation is the fitting of an adaptor to position the oil filter much higher than on 4 cylinder engines. This improvement does treble the cost of oil filters!

The problem areas in access terms are; starter, gear linkages, engine mounts and distributor.

From the outside a 24/80 differs little in detail from its 4 cylinder ancestor, the Mk I (rare in Christchurch), is identical to a 15/60 body except for rear and side identification badges. While the 16/60 reshape abandoned the front side wing strips the Mk II 24/80 retained them. This enables easy identification for Mk II versions.

The engine has high torque characteristics. Top gear (third) can be comfortably engaged from 20 m.p.h. upwards. The 24/80 is also a good towing vehicle. Having power squeezed into a medium size body gives remarkable manoeuvrability when towing or backing trailers.

Manual transmissions consist of a three-speed column change box with synchro from third to second gear. The Author considers the gear ratios clumsy for town driving. A gear somewhere between 2nd and 3rd would be appreciated. Such issues fade quickly when cruising for any distance.

The 24/80 was also fitted with the highly rated Borg - Warner 35 Automatic transmission. Such a box will shortly be replacing the Author's manual box.

The 24/80 steering is heavy at parking speeds, this may be due to extra weight and widened wheel rims giving extra grip.

The interior is traditional Wolseley. The Mk I was trimmed in leather, wood and tasteful tufted carpet. The Mk II moved from leather to extremely comfortable seats finished in a high grade P.V.C.

A peculiar feature is the prominent positioning of the cigar lighter. It is placed in a central position above the dash

on the cowl in a most dominating position.

Fuel consumption was no big issue in 1962, but 22 m.p.g. is disappointing. This does not change much between driving conditions.

As with other Farina type bodies B.M.C. fitted the 24/80 with an oversize steering wheel which the author finds restricting of leg movement and access to foot controls. If your arms are long enough you can solve this by shifting the seat right back. Automatic drivers may avoid this inconvenience.

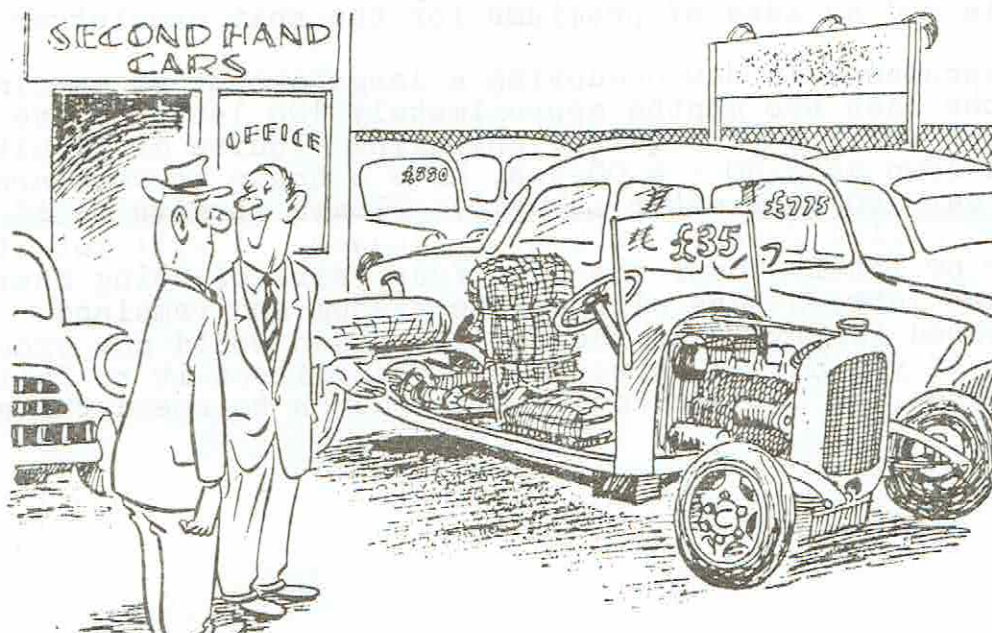
GENERAL NOTES

- Seen recently in the Riley Car Club Newsletter - "Wanted to Buy - Riley Elf, in good condition, by motoring enthusiast. Please contact Graham Ryan, 52 Roberta Drive, Christchurch 2." Graham is also a member of our club (with I think still two 6/110's) and on the committee of the Rover club with a 105. You must have a big garage and an understanding mother, Graham - how do you find time to go to all the meetings?
- For those of you who in the past have had your car insured under the special policy offered by the Phoenix Insurance Co. you may or may not be aware that they are no longer offering, (or renewing existing policies) for cars which are post 1960. This I found out when I tried to pay the bill I had received for our 1964 1500. The Committee is therefore now investigating an alternative policy through a firm of brokers which will offer vast concessions provided the car meets certain criteria such as a mileage of no more than 3000 per year, drivers nominated must be over the age of 25 years, and the car must be the secondary means of transport. If you are interested in insuring your Wolseley, and it meets the above terms please drop me a line. I hope to have more exact details and an idea of premiums for the next newsletter.
- Correspondence is now occupying a large amount of my time. Over the last two months approximately 100 letters have been received which have required answering - quite difficult when I hold down an 8.30 - 5.00 job, have a house to work around, and 3 cars to look after as well. Please forgive me if a longish period goes by without an answer. I will get it out sooner or later. Over the past four years of being Secretary only two letters have slipped the system and remained unanswered (sorry), but the total written would now exceed 1500. If you have a parts query, then direct it to Bill Williamson, 80 Mathers Road, Christchurch to speed things up.

SPARK PLUG DATA

Original Plug Modern equivalent Alternative modern equivalents

<u>Champion</u>		<u>A.C.</u>	<u>Autolite</u>	<u>K.L.G.</u>	<u>Lodge</u>
C7	7	C85 or 85H	----	----	C3
L7	L7	44F	----	F70	H14
L10	L10	45F	----	F50	CN
L10S	L7	44F	----	F70	H14
N8	N8	46N or 46XL	AG5	FE50	CLNH
N8B	N8	46N or 46XL	AG5	FE50	CLNH
NA8	N5	45XL	AG3	FE70	HBLN
NA10	N3	43XL	----	FE100	2HLN
<u>K.L.G.</u>				<u>Champion</u>	
L50	}	T90	----	210	2HL10
P10					
P10L					
PT.L70					
PT.L80					
10L30					
<u>Lodge</u>					<u>K.L.G.</u>
C314	CLNH	46XL or 46N	AG5	N8	FE50
CLNH	CLNH	46XL or 46N	AG5	N8	FL50
H14	H14	44F	----	L7	F70
HLN	HLN	----	AG2	N4	FE80
HLNP	HBLN	45XL	AG3	N5	FE70
HLNR	CLNH	46XL or 46N	AG5	N8	FE50
HN	HN	----	AE4	L85	F80
HNP	HN	----	AE4	L85	F80



"LOOK AT IT THIS WAY — BUY IT, ADD WHAT NEW PARTS IT WANTS
AND YOU'VE GOT YOURSELF ALMOST A BRAND NEW CAR FOR 35 GUIN!"

RAFFLE

(Christchurch Branch)

IN AID OF SPARE SHED BUILDING FUND.

1st PRIZE: Weekend for 2 at Akaroa Village - Accomodation, all meals and petrol supplied. (VALUE \$275)
(NOTE: Cash equilavent for out of towners)

2nd PRIZE: Clarion Car or Sanyo Transistor radio of your choice. (VALUE \$125)

3rd PRIZE: Sunbeam Snackmaker. (VALUE \$75)

TICKETS ONLY \$1EACH OR \$5 PER BOOK OF 5

For your tickets please send cheque, money order etc to: Gordon Macadam, 79 Tones Rd, Christchurch 5.

CLOSES 25th NOVEMBER
DRAWN 4th DECEMBER.

ADVICE for the
Wolseley buyer

'It's unwise to pay too much...

but it's worse to pay too little!'

"When you pay too much, you lose a little money — that is all.

"When you pay too little, you sometimes lose everything because the thing you bought was incapable of doing the thing it was bought to do.

"The common law of business balance prohibits paying a little and getting a lot — it can't be done. If you deal with the lowest bidder, it is well to add something for the risk you run. If you do that, you will have enough to pay for something better."

From;
Bill Noordanus.

-12-

classified advertisements

BUY, SELL AND EXCHANGE

- Buy Wolseley Hornet parts (1930-31) anything considered,
Contact N. Sisson 38 Ottawa Rd. Christchurch 6
- Buy 6/110 Mk II, wanted in good order. Contact Mr. M.L. Wallace
Motumaho, R.D. 2, Morrinsville, or Bill Williamson.
- Buy Wolseley 1500 Mk II or III
Condition needs to be average to good, warrantable,
preferably registered, and in running order. Prepared
to pay a bit more for something better, if available.
Contact: Roy Salmon, Wellington branch secretary.
Ph. 358-661 Wgtn.
- Buy Generator for power steering pump.
Contact: John Setter, 30 Blueberry Grove, Upper Hutt.
Ph. 266-563
- For Sale "Amy" our Morris 8 1937 Series II 4 Door Saloon. Original
Morris Motors Green with Black Guards. Meticulously
maintained in pristine condition. Restored over 6 years,
serviced and garaged after every use. Often used for
weddings, shows, T.V. ads, and in rallies. Sold together
with an extensive range of new and used parts. Current
W.O.F. and Registration. \$6,000 ono.
Contact R. Salmon, 24 Conclusion Street, Ascot Park, Porirua.
- Sell 1970 Wolseley 18/85 4 Dr Automatic.
Motor and transmission in good condition, can be heard
running (no smoke) Approx. 90,000 miles. Body quite
rusty, sills, boot, doors. Is garaged. \$6500ono
Contact W.J. Pearce, 39 Motueka Street, Ngaio.
- Sell 1969 Wolseley 18/85 4 Dr Manual
In reasonable condition. Needs ring gear to complete for
driving. Any good offer considered.
Contact: Royce Brown, Main Rd. Makara, Karori, Wellington
Ph. 766-83
- Sell 2 Wolseley 6/80 1954 4 Dr saloons.
In rough but possibly restorable condition. 1 fully intact
but rust is in residence. The other is only suitable
for parts. Both are on wheels, tyres still up. Motor/
gearbox has been running. Parts only car has been accident
damaged. \$300 ono
Contact: Pat Kendrick, 16 Gawler Grove, Wainuiomata.
Ph. 646-279.
- Sell 1966 Wolseley 6/110 Mk II Automatic. 200,000 miles approx.
original dark green paint, in restorable original condition.
CNG powered, 601 tank. Some rust in front guards/sills
both sides. Original motor, recond. gearbox. Only three

owners.

Contact: Paul Nickson, 15 Wilkie Cres, Lower Hutt.

Ph. 679-026

- Sell 1964 Wolseley 6/110 automatic. 152,000 miles 14000 on record motor/gearbox. 4 good tyres, rust in front doors/guards, boot. Has been altered, original seats replaced with Mazada 808 bucket seats, and Hillman Hunter T bar auto shift. Hopeful offers around \$1 200. NB. not registered or W.O.F..
Contact: Alan Evans, Flat 10, 4 London Rd, Korokoro, Lower Hutt. Ph. 688-076
- Sell Wolseley 6/110 parts. 1962-63
Motor/gearbox, windshield, wiper motors, dashboard, bonnet (no rust), steering wheel, column, wheel rims, diff complete, hubcaps, heaps of chrome bits. All parts have been kept in a garage since '66. Offers.
Contact: Graham Morrison, 6 Anderson Street, Ekethuna. Ph. 8231 Ekethuna.
- Sell Vanden Plas 3 litre 1964
4 speed with overdrive. Maintained regardless of cost.
Contact: Gordon Macadam. Ph. 527-410
- Sell 1968 6/110 Mk II Auto
Cornish white with red trim. 120,000 original miles with two owners. Engine reconditioned at 87,000. This was the last 6/110 assembled by South Island Motors. \$3 500 o.n.o.
Contact: Ray Swaney. Ph. ChCh 523-852
- Sell 6/110 Mk II, 4 speed OD
125,000 miles, towbar, air shocks, original dark blue paint in tidy condition.
Spare gearbox, tyres, workshop manual. Any reasonable offer considered.
Contact: Mr.E.K. Wood, Hokio Beach Rd, RD 1, Levin
Ph. 89340
- Sell 1937 Seris II 14H.P. 4 Door Sedan in semi-dismantled condition. All running gear restored and overhauled to concours condition, body half done. Still a lot of work to do but most of the money has already been spent. New leather hides included in the sale - nothing missing. \$3,300 o.n.o. This car is being sold as deceased estate.
Contact: Mrs. A.M. Thomas, 40 Salisbury Rd, Richmond, Nelson. (Colin Hey also has photos and more information.)
- Sell 16/60 1964
W.O.F. and registered. 83,000 miles. Engine and gearbox (auto) in good condition, paintwork fair, some rust. Towbar. Offers.
Contact: P.E. Rollo, 115 John Sims Drive, Westpark, Johnsonville, Wellington.

- Sell 6/110 Mk II, English Assembled, Auto
97,000 miles (Beige) Body in good order, interior tip
top apart from small tear in drivers seat. Has been
in the family for eight years.
Contact: Graham Sheath, 124A Seaview Rd, New Plymouth,
Ph. (067) 36485
- Sell New crown wheel and Pinions - 1 each for 6/80 (10:41 ratio)
and 14 H.P. (10:51 ratio) at very cheap prices.
Contact the Spares Co-ordinator, Bill Williamson.
- Sell 6/110 Mk I 1964
In very good condition. 1 owner from new, 94,000 miles
Recent valve grind and fitted with S.S. exhaust.
\$3,500.
Contact: Mr. D.H. Steenson, 1 Ngarimu St, Havelock North.
- Sell 1937 25H.P. 4 door sedan (same model as Colin Heys)
2 tone brown in very good running order and original
condition, 125,000 miles, engine overhauled recently
at a cost of \$3,000, Interior very good and original,
all original equipment still intact.(fog lights, horns
etc.) \$6,000 (negotiable)
Contact: Gordon McBain, 118 Ironside Rd, Johnsonville.
(The car is presently stored in Tauranga) Ph. 780-982
- Sell 1950 6/80
Cream with tan interior. Goes very well. Registered
with W.O.F. Interior good, body fair but looks most
presentable. Fog lights, working valve radio etc.
This car is being sold on behalf of the estate of a
deceased member of our club. \$1,500 or offer.
Contact: Colin Hey or Bill Williamson.
- Sell 2 6/110 Mk II diff heads. Good order. \$60 each
Contact: Allan Perkin, 44 Suva St, ChCh. Ph. 487-645
- Sell Wolseley 6/90 1958 Seris III
Black with tan interior. 3 owners.
Contact: Wally Moffat, 14 Finsbury St, ChCh. Ph. 499-322