

the health services into wider and wider ranges of population. And why? Because of their knowledge on the one hand, and because, on the other, of their close and intimate contact with the people they serve.

But how can the practitioners play the part they should when the policy of the last twenty years has more and more detached them from all responsible contact with preventive medicine in the districts in which they live? Putting aside London and a few big cities, the local medical services have outgrown their organization, and the work of the doctors needs a new orientation.

Need for Unity of Effort

How to bridge the gap at present existing between the health services and the practising doctor, how to co-ordinate hospital services at present duplicating and sometimes conflicting, how to secure that the best medical talent of a district shall be at the service of the medical officer of health and the local authority, how, in short, to produce a unity of effort by doctors and administrators both in health and education—the solution of these problems would secure the objects of this campaign in far greater measure than relays of speeches up and down the country. None the less we welcome the public utterances of the Minister of Health and the President of the Board of Education as evidence of their leadership and encouragement. But in general—and I will end with this—this health campaign is an occasion when administrators need to take the advice of doctors, and for that reason among many others I give you the health of "Our College."

MOTOR CARS FOR 1938

THE EARL'S COURT EXHIBITION

[FROM OUR MOTORING CORRESPONDENT]

Judging from reports, the first of the Society of Motor Manufacturers and Traders' Exhibitions at the new Earl's Court building, which closes on October 23, has been an outstanding success. Although the final figures are not yet available, the daily attendance has been in excess of that of previous years, and large orders have been placed by motor traders both at home and over-seas.

Cars for all Requirements

The cars on view range from 7-h.p. to about 50-h.p., and, taking saloon vehicles as the standard type, in price from £117 10s. to over £3,000. The requirements and tastes of medical men naturally vary according to the type of practice, but the saloon is probably most in favour. From the standpoint of engine capacity the most suitable size will be found to lie between 12-h.p. and 14-h.p. According to the *Autocar* the modern 12-h.p. car is capable of giving a performance equal to that of a 14-h.p. vehicle of five years ago, and in some cases the 8 and 9-h.p. cars are even more lively than the 10-h.p. and 12-h.p. productions of the earlier date. Although one of the features of the 1938 vehicles is the large number of makes with four-cylinder engines those with six cylinders remain popular.

What Does it Cost?

Between £117 10s. and £160 there is a choice of ten makes, ranging from the 8-h.p. Ford to the new 8.3-h.p. Renault, with, in between, the 6.7-h.p. Fiat Balilla at £120; the Austin Seven and Big Seven at £128 and £155 respectively; the popular Morris Eight at £128; the Opel Cadets at £135 and £155; the 9-h.p. Singer Bantam at £139 10s.; the Ford Ten at £150; and the Flying Standard Nine at £152 10s.

Between £160 and £200 there are eleven different models to choose from, including the newly introduced Vauxhall Ten at £168; the 10-h.p. Hillman Minx at £169; the two-

and four-cylinder Jowetts at £169 and £199; the Singer Ten at £169 10s.; the Flying Standard Ten at £172 10s.; the B.S.A. Scout 10-h.p. coupé at £179; the Austin and Morris Tens at £185; and the 11.4-h.p. Fiat Balilla and the 12-h.p. Renault at £198. In the price class between £200 and £250 there is a selection of about seventeen models, including a number of the new four-cylinder cars. At the lower end of this section there is the new Morris Twelve, the 16.9-h.p. Opel, and the Flying Standard Twelve, all at £205; the Vauxhall six-cylinder Twelve and Fourteen at £215 and £225; the Austin Twelve and Fourteen at £220 and £250; the Singer Twelve at £229; the Citroën Twelve at £238; the 22-h.p. eight-cylinder Ford at £240; the Wolseley 12-48-h.p. at £245; and the new 14-h.p. Hillman and the Morris Fourteen at £248. Another section with a wide choice is that between £250 and £350, beginning with the Rover Ten, the Flying Standard Fourteen, and the Talbot Ten, all at £255; followed by the 30-h.p. Ford and the 14-h.p. Wolseley "Six" at £260; the Lanchester Eleven at £275; the Citroën Fifteen at £278; the 18-h.p. Wolseley at £280; the Triumph 14-h.p. at £288; the 20-h.p. Flying Standard "Six" at £295; the 13.2-h.p. S.S. Jaguar at £298; a 12-h.p. Riley at £299; and the Rover Twelve at £300.

There is also a wide choice in the £300-£350 class, outstanding cars in this group, mostly with six-cylinder engines, being the 25-h.p. Vauxhall at £315; the 14-h.p. Armstrong-Siddeley and Morris Twenty-Five at £320; the 20-h.p. eight-cylinder Flying Standard at £325; the new Humber Sixteen and Rover Fourteen at £330; the 16-h.p. Triumph at £338; and the 12-h.p. British Salmson, the 20.9-h.p. Humber Snipe, and the 14-h.p. Lanchester at £345, with a de luxe model in the latter case at £365.

Armstrong-Siddeley and Austin

The Armstrong-Siddeley cars, the range of which continues as before—namely, 13, 17, and 25-h.p.—are all fitted with six-cylinder engines and, for the tenth year in succession, with the Wilson pre-selective self-changing gear. A new feature of all three models is what is known as a "balanced drive," in which the usual engine flywheel is dispensed with, the automatic clutch, starter ring, and change-speed gear being now integral with the power unit, an arrangement which is claimed to result in much smoother running. Other points of interest are the grouped chassis lubrication and the permanently fitted wheel-jacks. While retaining their characteristic outline, the frontal appearance of the cars has been improved and the interiors made more comfortable and roomy. Two styles of 14-h.p. saloons are available, one with six and one with four windows, both being listed at £320.

As usual, the Austin Company has a wide range of cars from 7.8 to 23.5-h.p., including two new models—the Big Seven and a six-cylinder Eighteen. The first of these is an enlarged edition of the popular Seven; it has a slightly larger engine and a bigger wheelbase and track, enabling a more roomy, all-steel, four-door saloon body to be mounted on the chassis. With fixed head the new car is priced at £155, or £5 more with a sunshine roof. The Eighteen is produced as a roomy saloon, with accommodation for five or seven persons, at prices from £350 to £383. The Austin Ten, Twelve, Fourteen, and Twenty cars are continued, with various improvements in detail, including Girling brakes, longer and low-periodicity springs, easy-to-clean wheels with low-pressure tyres, and two independent scuttle-mounted screen wipers.

B.S.A., Citroën, and Daimler

The B.S.A. Company continues to confine its attention to the 10-h.p. Scout sports cars, which are now being made in two lengths of wheelbase. Features of both comprise front-wheel drive and independent wheel suspension. Included in the different models are two attractive coupés, one at £179 and the other at £185.

The Citroën Company displayed its three four-cylinder cars—Twelve, Light Fifteen, and Fifteen—the chief feature of the first two of these being the front-wheel drive and independent front springing by means of torsion rods. Various modifications in detail have been made in all three models, the prices of which range from £238 to £298.

The principal change in the series of Daimler vehicles is found in the Fifteen, the six-cylinder engine of which is, however, rated at 17-h.p. Not only is the power unit now mounted well forward to provide for inter-axle seating, but independent front-wheel suspension has been adopted and the wheelbase extended. The usual Daimler features of fluid flywheel and self-changing gear are, of course, retained. In view of the changes, it has been found necessary to increase the price of the six-light saloon to £475.

D.K.W., Fiat, and Ford

A newcomer to this country is seen in the D.K.W. car, one of the most popular small vehicles in Germany. Its chief features include an 8-h.p. two-cylinder two-stroke engine—the only one of the kind in the Exhibition—front-wheel drive, and independent front springing. As a four-seated saloon it is priced at £169.

The Fiat cars, which are of Italian design, include an entirely new model known as the 1100 c.c. Balilla. This, while having a four-cylinder engine rated at 11.4-h.p., follows the lines of the little car bearing the same name introduced a year ago, and as a saloon is priced at £198, or £208 with a sliding roof.

Since last year the 8-h.p. and 10-h.p. Ford cars have been largely redesigned; the smaller model has been provided with a new braking system, with the hand-brake lever of the pistol-grip type mounted under the scuttle. The frontal appearance has also been brought into line with modern practice, the body space made more roomy, and steel-spoked wheels fitted in place of the former wire type. Prices for two and four-door saloons are now £117 10s. and £127 10s. The Ford Ten has the same modifications introduced in April last, these comprising a longer wheelbase, inter-axle seating, pressed steel wheels, and Girling brakes. With two doors this car costs £150, or with four doors £162 10s. Various alterations have been made in the 22-h.p. eight-cylinder Ford; more leg and head room is now available and the luggage space is increased. The price of the car has been advanced from £210 to £240.

Hillman, Humber, and Jowett

Like others, the popular 10-h.p. Hillman Minx car has undergone a number of changes as regards both the chassis and the bodywork; the latter is more roomy and there is more luggage space. The spring shackles are now fitted with "silentbloc" bushes which require no lubrication; the four-speed gearbox is all-synchromesh; other good features include self-cancelling direction indicators and long-beam dipping headlights. The standard saloon sells at £169, the de luxe model at £184, and a four-seater drop-head coupé at £215. One of the features of the Show is the new 14-h.p. Hillman which, with a five-seated saloon body, is listed at £248. It has "evenkeel" independent front-wheel springing, and there is a large luggage space with a separate compartment for the spare wheel and tyre.

The Humber Company is now confining itself to four models of six-cylinder cars, two of which, in view of the Humber reputation and the marked reduction in prices, may be mentioned. The first is a Sixteen at £330 and the other a new 21-h.p. Snipe at £345. Both have the "evenkeel" independent front-wheel suspension, gaiter-enclosed rear springs, Bendix-Cowdrey compensated brakes, and easy-to-clean wheels; there is comfortable accommodation for five persons.

The Jowett Company—the only firm using engines of the horizontal type—continues the production of its 8-h.p. two-cylinder and 10-h.p. four-cylinder cars, the prices of which are now £169 for the 8-h.p. and £199 for the 10-h.p., de luxe types of the two cars costing an additional £10. Various improvements in detail have been introduced and the frontal appearance made more attractive. A feature of the 10-h.p. car is the use of the Warren synchronizer in conjunction with the four-speed gearbox, a device which is claimed to facilitate gear changing and to permit free-wheeling if desired.

Lanchester and Morris

The chief item of the Lanchester Company's 1938 range of cars is the new 14-h.p. six-cylinder Roadrider, which is claimed to embody no fewer than sixteen special points, prominent among which are independent front-wheel springing, the Daimler fluid flywheel and pre-selective gearbox, adjustable steering column, and perfect ventilation without pivoting windows. As a de luxe model the car is listed at £365, but with the ordinary type of clutch and a synchromesh gearbox the price is £25 lower. The Eleven four-cylinder, at its reduced prices of £275 and £285, is the cheapest vehicle on the market with the special Daimler transmission.

There are no more well-known cars than those of the Morris Company. For 1938 the number of the different types of chassis has been reduced from eight to five—namely, 8, 10, and 12-h.p. four-cylinder and 14 and 25-h.p. six-cylinder. The popular Eight, apart from a few minor details and the adoption of easy-to-clean wheels, remains unchanged, with saloons ranging from £128 to £149. An important feature of the larger Morris cars is the adoption of an engine with overhead instead of side valves. Radiator shells are no longer chromium plated but are painted in the same colour as the bodywork, and the radiator grilles have been changed from honeycomb to metal strip pattern. Other modifications include self-cancelling direction indicators and larger tyres. In addition to Ten saloons at £185 and £195, there is a coupé at £220. The main attraction of the Morris range is an entirely new Twelve, which is fitted with a roomy body, a four-speed gearbox, and the other features mentioned in connexion with the Ten. At present the new model is only available in saloon form at £205 for the standard and £215 for the sliding head model. The Morris Fourteen at £248 10s. will probably appeal to those who prefer a six-cylinder engine and a five-seated body, while those who desire a powerful car will find it in the Twenty-five at £320. On this model "Jackall" hydraulic wheeljacks are included in the price, but on the 10, 12 and 14-h.p. such fittings cost £5 extra.

Renault, Riley, and Rover

The Renault Company, one of the oldest French car firms, has a new model—an 8.3-h.p. four-cylinder car with independent front-wheel springing, priced as a two-door saloon at £155. The Renault Twelve, with its wide front seat for three persons, has only been modified in detail, the standard saloon being listed at £198, with a de luxe model at £225 and a two-seated coupé at £235.

A feature of the new Riley series is the introduction of a 16-h.p. four-cylinder model, which has a three-speed synchronized gearbox with two automatic overdrives, giving five speeds in all; as a saloon the new car costs £385. Another new Riley model is the 12-h.p. Victor at £299.

The Rover Company continues the same models as during the past season, only minor changes having been found necessary. The range includes 10 and 12-h.p. four-cylinder and 14 and 16-h.p. six-cylinder saloons at prices from £255 to £360, a Ten coupé at £280 recently having been added. The bodywork of the Rover car, like the mechanical details, is excellent.

Singer, S.S. Jaguar, and Flying Standard

The models shown by the Singer Company include the 9-h.p. Bantam at £139 10s. and £149 10s., a new Ten at £169 10s. or £189, and a Twelve at £229 or £239. The different models have an improved frontal appearance; engines are all of overhead-valve type, while the equipment includes all modern fittings. The 1½-litre or 14-h.p. S.S. Jaguar, the five-seated saloon, is priced at £298.

The Standard Company exhibited a series of Flying Standards ranging from the well-known Nine to an eight-cylinder Twenty at prices varying between £152 10s. and £325. Although there are no important changes in these popular cars, the frontal appearance has been improved by the adoption of a new and distinctive radiator grille. The Nines and Tens, like the Twelves and Fourteens, are fitted with four-cylinder engines, there being in addition to the V8 a 20-h.p. six-cylinder vehicle. One of the most attractive of the range is the Twelve, available either as a saloon at £205 or as a drop-head coupé at £245.

Talbot, Triumph, Vauxhall, and Wolseley

The Talbot Company introduces a new 28.8-h.p. six-cylinder car with independent front-wheel springing; the popular Talbot Ten is continued with numerous mechanical improvements and new designs of bodywork, which includes a saloon at £255 and a foursome drop-head coupé at £285.

For the 1938 season the Triumph Company is again building cars of three engine sizes—11.8, 13.9, and 15.7 h.p.—the first two having four-cylinder engines, the other being a "six." Details of the different cars, prices of which range from £288 to £388, comprise sunshine roofs, "biflex" headlamps, and Dunlopillo rubber-cushioned upholstery.

The Vauxhall Company this year showed a Ten four-cylinder model at a popular price. Noteworthy points in the new car, which is listed at £168 in standard and £182 in de luxe form, are the independent front-wheel suspension, overhead-valve engine, hydraulic brakes, and the combined steel body and chassis construction. The well-known Vauxhall 12 and 14-h.p. six-cylinder cars are being continued as last year, the former with a saloon body at £215, the Fourteen at £225, and a coupé at £245. The biggest Vauxhall, the 25-h.p. "six," which sells at £315, has been improved in various directions, among the new departures being an all-synchromesh three-speed gear-box, articulated metal rear-spring gaiters, "silent-bloc" oilless bushes to the back springs, a built-in car heater, and a device known as a defroster added to the windscreen to remove any sleet or snow which may collect on the glass in bad weather.

Finally there are the Wolseley cars, the 1938 range of which comprises a 12-48-h.p. four-cylinder, and 14, 16, 18, 20, 21, and 25-h.p. "sixes." Some of the distinctive qualities of the new "Super" series are what is known as "phase-suspension" springing, which is claimed to prevent bouncing and swaying when travelling at speed, the roomy bodywork giving comfortable accommodation for five persons, and the ample luggage space. The new 12-48-h.p. model is priced at £245, or £256 with sunshine roof and other special fittings; the other models range from £280 up to £750.

American and Canadian Models

As usual there is a large display of American and Canadian cars, mostly six-cylinder engines of between 20 and 30 h.p. at very attractive prices. There is also a separate section for what is known as customer-built motor bodywork, which appeals to those motorists who prefer, and can afford, to have chassis fitted with bodies to suit their own particular tastes. Prominent among the exhibitors in this section are Mann, Egerton and Co., Ltd., with Humber.

Useful Accessories for Winter

Despite the fact that nowadays cars are supplied with almost every necessary fitting, the accessory section of the Exhibition always reveals a number of devices which add to the general convenience of motoring. Of special interest are the many headlamps designed to meet the new car-lighting regulations, and, for use during the winter months, anti-freezing preparations, engine warmers, and garage heaters. The electrical equipment of doctors' cars, particularly the batteries, are among the most vulnerable components, owing to the load thrown on the accumulators by reason of frequent starting and stopping of the engine. In this connexion attention may be drawn to the improved types of Exide, Oldham, Lucas, and other batteries, and to the Westric battery charger of the Westinghouse Company. In most private garages a supply of electricity is now available, so that with a Westric installed battery troubles may be reduced, as it is only the work of a moment to connect it up to the car and so give the accumulators a useful "boosting" charge during the night. The Lucas Company has made an improvement in connexion with the current producer or dynamo fitted on cars, consisting of a thermostatic addition to the compensated voltage control equipment, as a result of which, in cold weather, the operating voltage of the regulator is increased. The advantage of this device lies in the fact that an increased charge is passed to the accumulator during the first half-hour of running, when the temperature under the engine bonnet is below normal. Still another section of interest in the accessory display is that devoted to sparking plugs, among the well-known makers of which is the Lodge Company. Attention may be drawn to radiator muffs, such as the Fabram, to keep the engine and radiator from getting cold during long stops in the winter months.

C. J. W.

Reports of Societies

PHYSICAL RESEARCH IN PSYCHIATRY

In the Section of Psychiatry of the Royal Society of Medicine, on October 12, Dr. EDWIN GOODALL delivered his presidential address, taking as his subject physical research in psychiatry, and dwelling also on the need for research into hereditary factors and for a system of pedigree-keeping.

Dr. Goodall began by remarking on the comparatively small improvement which had been effected in the recovery rate in psychotics, comparing the late 'eighties, when he began his professional career at Bethlem, with the present day. He attributed a good deal of the lack of progress to the neglect of the study of human genetics in general and of the heredity of the psychoses and psychoneuroses in particular. More and more did the importance of the hereditary factor, alike in comparatively trivial and in more serious illness, become manifested, and in no branch of medicine was the subject of inheritance more in need of attention than in psychological medicine—a pretentious term which he disliked. The same unreliable and incomplete history-taking was practised as obtained a generation ago; indeed, the history returns, like those of income tax, became more cunningly comprehensive after receiving the attention of various committees, but pedigree-keeping, in health and disease, had not yet been established.

Cerebral Histology and Biochemistry

He went on to make some reference to the valuable early work which had been done on the morbid histology of the cerebral cortex in acute psychoses. The institutions in this country, in addition to Bethlem, in which some