beginning with the forms of life with which the student is most familiar and works out from this in both directions. It appears that this method of presentation has been appreciated by the students the author teaches, judging from his remarks in the preface to this edition.

Dr. RICHARD H. HUNTER'S *Short History of Anatomy*,^a which is intended for medical students entering on their anatomical course, fulfils its purpose well. It gives a concise and readable account of the subject from the time of Hippocrates to the passing of the Anatomy Act in 1832. The student will not only learn from this book something about Herophilus, Galen, Sylvius, Vesalius, Fallopius, the Hunters, and the Monros, to mention only those who have given their name to some anatomical structure, but will also gain a clear idea of the difficulties with which the early anatomists had to contend. The work is to be warmly recommended to the student who wishes to take an intelligent interest in anatomy.

^a *A Short History of Anatomy*. By Richard H. Hunter, M.D. London: John Bale, Sons and Danielsson, Ltd. 1925. (Cr. 8vo, pp. 51. 2s. net.)

MOTOR CARS FOR MEDICAL MEN.

FINAL IMPRESSIONS OF THE MOTOR SHOW.

By H. MASSAC BUIST.

THE curious policy of the Standard Company in respect of the manner in which its new 12/24-h.p. car was placed on the stand on press view-day, and announced to the press later, explains why it has been passed over. The procedure is not calculated to assist in securing it that measure of attention it might otherwise have received. The announcement on behalf of the company states that this car is supplementary to its 11-h.p. and its 14-h.p. types. It is a £12 tax chassis with an overhead valve four-cylinder 1,943 c.cm., 12/24-h.p. engine, having forced lubrication and magneto ignition, a right-hand controlled three-speed gearbox, a dual-plate clutch, gaitered half-elliptic springs back and front, supplemented by shock absorbers, reinforced balloon tyres, and four-wheel brakes. It is catalogued at £215, or with five-seat body at £275, and as a saloon at £335, both with four wide doors. The open car is of the all-weather hooded type with separate and adjustable front seats, the windscreen being of the two-panelled type. When out of use the six detachable side-screens are stored behind the rear upholstery.

Standard light car bodies have always been notable for their roominess. This 4 ft. 8 in. track and 9 ft. 4 in. wheelbase chassis provides room for spacious coachwork without excessive overhang rearward.

Four of the seven lights on the saloon can be lowered into, or raised out of, the hollow doors by means of automatic regulators. The back light extends almost to the full width of the rear panel. Companions are fitted at each side of the rear seat, being sunk flush into the body framing. The equipment is comprehensive, and the buyer has the choice of three colour schemes.

The Ford-Fiat Cablegram.

But the sensation of motor show week has been furnished by the cablegram from America to the effect that Ford and Fiat had formed a world-wide combine. This is the first exhibition at which the 7-h.p. overhead valve four-cylinder engined half-elliptic sprung four-wheel braked Fiat chassis has been shown in the form selected for standardization after over three years of experiment by the pioneer firm of the Italian industry, which has the largest output of cars in Europe and the greatest international reputation in long-distance road racing during the last twenty years. That chassis shows in every line advanced standard car construction of the most efficient, durable, refined, and economical sort, such as could have been arrived at by no other means; it is one of the two most completely self-explanatory examples that this exhibition affords of what experiment means to the advance of automobile construction for world-wide daily service to the public.

I cannot get an official denial of the statement contained in the above mentioned cablegram—I deliberately phrase the matter so—and it is within my knowledge that for a long time past the leaders of the American industry (which knows nothing about the small car, for which there is, never-

theless, a world-wide demand) have been experimenting with the Morris as evolved and built in this country; with the Citroën as evolved and built in France; and with others. With their world-wide ramifications, the major American organizations consider they have the middle size and large car trade in every country in their hands. But they recognize that the conditions in their own country have not been ripe for the introduction of the small car; that there nevertheless exists a world-wide demand for such a product outside the borders of the United States; that the problems of successful design require much greater knowledge and experience than their automobile engineers possess; and that there is not a moment to be lost if the war-impoorished countries—Britain, France, and Italy—are not to enjoy practically the monopoly of this branch of motor car building. Nor will the American Government brook delay. On the contrary, it is urging transatlantic manufacturers to go ahead with small car building without awaiting any appreciable demand within the borders of the United States. To this end it has shown them how an export market could be found for an output of 40,000 small cars of any one make in twelve months, consular activities all over the world being directed to getting statistics of local conditions which, in the aggregate, total that figure.

What American Makers Want to Know.

Operating solely on its own initiative, the Fiat Company could entirely recast the small car proposition the world over by the standardization of this new 7-h.p. chassis, because it is theoretically a correct automobile engineering job from end to end. It is a design which lends itself to stampings and pressings, and therefore to reproduction by the hundred thousand or million examples a year. Despite its simplicity, it is "stiff" in a sense new to small car practice even as it is, of light weight, simple and road-worthy, as the frame, half-elliptic suspension, low centre of gravity, and four-wheel braking details attest. I do not think I shall prove a false guide in intimating that it eclipses the remarkable 10/15-h.p. Fiat, itself world-famous for efficiency in a quite different class. The new small car can take any type of body suitable to the medical man's needs.

Whether the individual has a practical or merely an academic interest in its advent, this chassis should be looked at because it can explain much to those unversed in technical matters concerning the vital problem of what it is essential to incorporate in a sound engineering job and what can be left out with advantage. That I am not suggesting a waste of time will be obvious from the fact that the American automobile engineers are unable to think in the simple terms that experiment has enabled these Italians to employ.

How to Learn to Judge a Car.

I have to record two other last impressions of new design as introduced at this show, which are calculated to be of service to the medical man. It is that he should make careful inspection of the new £18 tax nominal 17/75-h.p. overhead valve six-cylinder engined £650 Darracq chassis with right-hand controlled gearbox providing four speeds forward, single plate clutch, spiral bevel back-axle drive, and internal expanding brakes on all four wheels. This machine presents in middle-size car practice a blend of Anglo-Franco-Italian automobile engineering design in the light of the latest experiences. Only the expert looking at it can realize fully how clever has been the solution of the problems involved. Instead of conveying the idea that it is probably the second most difficult chassis to design of any at the show, it will strike the average motorist that it must have been the easiest because the way everything is done looks so obvious.

The other chassis should be studied in part only at this juncture for the purpose under consideration. The single sleeve valve six-cylinder engined Vauxhall chassis indicates what will be done universally somewhat in this style one day to rid us of the nuisance of spring shackles and shackles in lubrication.

Whoever studies these examples will furnish himself with means to understand the niceties of motor car design more clearly; in other words, after giving himself such a lesson he will see more in any chassis he looks at.