

# The Light Car and Cyclecar

Founded 1912

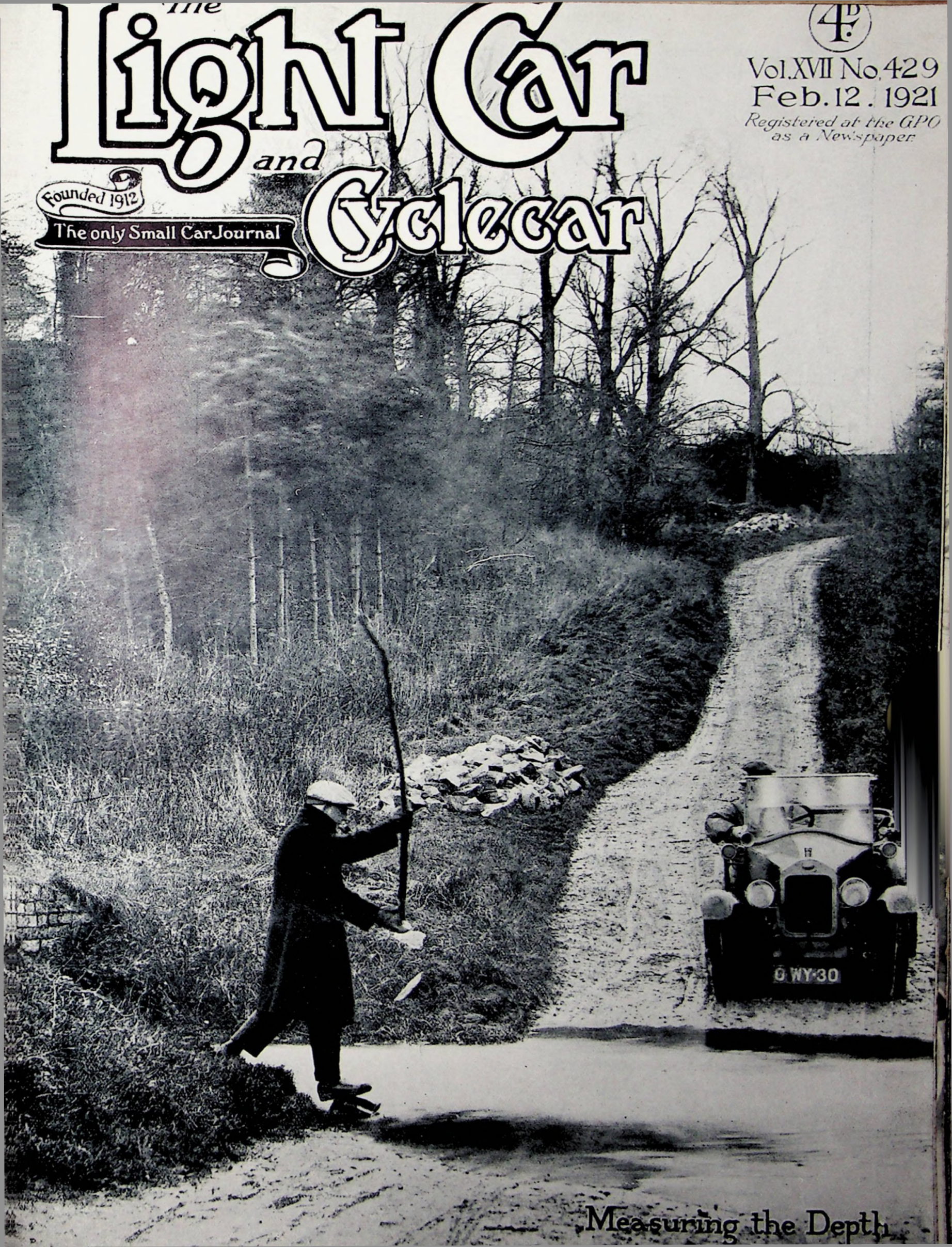
The only Small Car Journal

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Vol. XVII No. 429

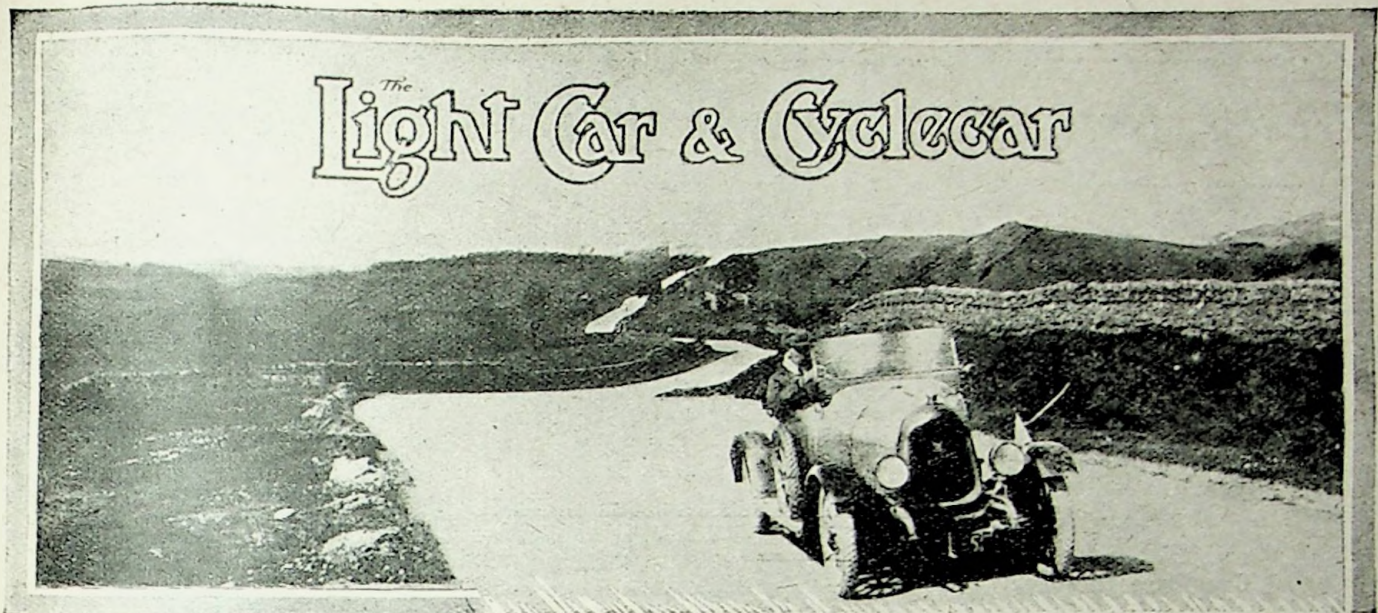
Feb. 12, 1921

Registered at the GPO  
as a Newspaper



Measuring the Depth





*The Call of the Road! As the days grow perceptibly longer the fascination of the open road increases, and our appetite is whetted by a snap such as the above, which shows a Hampton light car crossing Brough Moor.*

## THE SEARCH FOR AN IDEAL!

Will the No-trouble, Absolutely Weatherproof, and Always Reliable  
Light Car Ever Materialize?

ONE does not like to be accused of asking for the moon, but, coming down to earth, literally, one often sighs for something more perfect in the car world, whether it be large car, light car, or cyclecar.

The large car is purposely included, for, if anything does go wrong with it, a repair at the hands of the amateur owner-driver is usually out of the question: therefore, in touching kindly and sympathetically on the faults in the modern small car, it must be understood that it is deserving of the least criticism in the car world, and, despite its shortcomings, is a step nearer to perfection than the large car.

### Size and Simplicity.

The smaller the vehicle in which I travel, the more at ease I am, for I realize that, simplicity going hand in hand pro rata with size, my comparatively feeble strength and knowledge may be equal to the task of remedying any mishaps which may develop. I imagine that I should be the most miserable motorist on earth were I called upon to pilot, say, a 60 h.p. hotel-on-wheels from London to Edinburgh. The presence of little squeaks and rattles would obsess my mind to the exclusion of all else, and even a choked jet would cause me to tremble!

I may be cautious, nervous, or even simple-minded, but I cannot enjoy even the shortest trip unless I am satisfied in my own mind that I shall not, metaphorically speaking, be lost in the desert on a stranded car and wander round and round in circles looking for the oasis which boasts of a repair shop. Sure of the fact that the most common mishaps met with on the road will yield to my skill as a repairer, however, I fear no desert—not even the Sahara!—and this is  
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one reason why I prefer the light car or the cyclecar.

The average small car designer may assume that I speak for the whole motoring community (incomparable but unattainable honour!)—and, shrugging his shoulders, remark, "Well, why grumble? If you can put small faults right, you have little of which to complain"; but, should my foresight in attributing such a protest to him prove to be correct, the matter is far from being settled.

Many of the faults which small cars develop on cross-country runs may be small, but they are irritating and cause endless delays. One would have thought that, with the wealth of experience which they have accumulated, designers could cure them.

Unfortunately it is not so. We still wrestle with detachable wheels which will not detach, inaccessible carburetter jets, lighting sets which ignominiously plunge us into darkness, springs not strong enough to withstand the shocks from what must now be regarded as standard roads, oiling systems which fail in the "weakest link," hoods which do not keep out the rain, and so on, almost ad infinitum!

### Wanted at Once.

Who is to blame? Those responsible for design, material, or workmanship? I should not like to act in the capacity of judge and condemn one or another, for perhaps I am ignorant of much against which all three parties have continually to struggle; but, in my capacity as amateur and self-appointed prosecutor, I would like to summon the three defendants before the bar and ask them why sentence should not be passed upon them. If they have any defenders, let them speak up at once or for ever—leave me to pursue my grumbling.

F.J.F.  
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