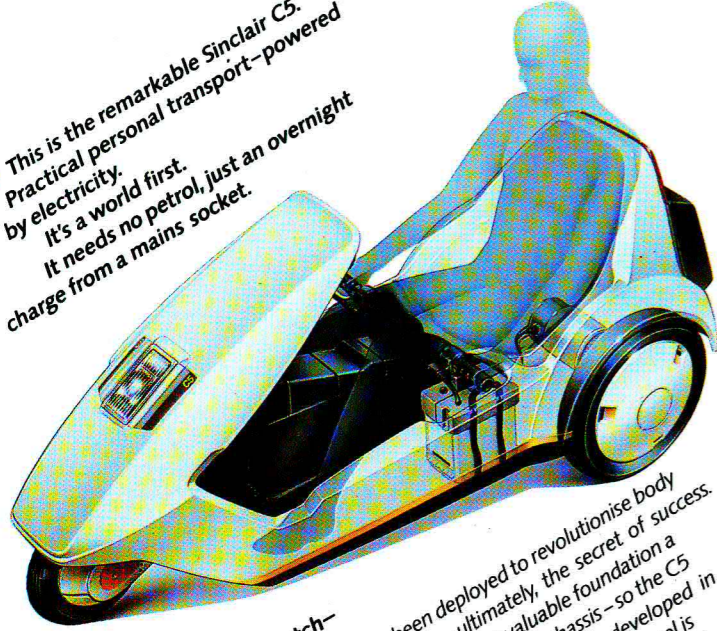


Sinclair C5. A new power in personal transport. £399

Plus packing and delivery

► This is the remarkable Sinclair C5. Practical personal transport—powered by electricity. It's a world first. It needs no petrol, just an overnight charge from a mains socket.



There's no gearchange, no clutch—press a button to start, squeeze a lever upwards. Anyone fit to be on the roads can drive it, from the age of fourteen. You need no licence, no helmet. You pay no road tax. The power for 20 miles costs you less than 5p. Most remarkable of all is its price: just £399. Above all, it's available now—in production already, at the rate of thousands a month. The revolution in the way you travel has begun.

► **HOW TECHNOLOGY MADE A DREAM A REALITY**
Electric vehicles for personal transport have been a designer's dream for decades. The Sinclair C5 is its first practical realization. Though the C5's battery is supremely efficient, delivering its full power in a dramatically different way from a car battery, the full weight of Sinclair technology has



New tyre technology cuts rolling resistance. But once it's at speed, the aerodynamic shape of a vehicle is even more important than its weight. The design of the C5's body has been

been deployed to revolutionise body design—ultimately, the secret of success. The most valuable foundation a vehicle can have is a chassis—developed in conjunction with Lotus Cars. But steel is not ideal for a vehicle body. It's heavy, and making it corrosion-resistant is expensive. So the C5's body is moulded in polypropylene—light, but tough, strong and resilient.

Polypropylene does not corrode or fade: the colour is contained in the bodywork, and a wipe restores the finish. So why doesn't every vehicle use polypropylene? Because large mouldings of polypropylene are exceptionally difficult to make. The C5's body shell is the largest injection-moulded polypropylene assembly ever mass-produced. To produce one is a technical triumph—yet thousands of perfect C5s have been produced.

refined in a wind tunnel until it's as near perfect as it can be. Of course, an advanced vehicle needs much more than a strong chassis, a light body, and plenty of power. Every-thing about the C5 is the result of endless development—even the wheels are reinforced nylon. A unique microchip monitors the motor, drive load and battery. This protects the motor and the battery—and provides you with comprehensive information through LED displays. Even the steering is new. When you sit in a C5, your hands fall naturally to the steering bars, to give you full control in the most comfortable position.

- **The C5 and the law.** New government legislation in 1983 opened the way for the C5. The law allows anyone 14 or over to drive it—with no licence, tax, compulsory insurance or helmet. And safety organisations have welcomed a new vehicle for young people.
- **The C5 and the future.** Electric vehicles are the vehicles of the future. The Sinclair C5 represents the state of the art now—and for some time to

come. But the C5 is just the beginning... by the early 1990s, Sinclair will have on the roads a range of fast, quiet, astonishingly economical family vehicles. The C5's 20-mile range (40 miles with a spare battery) and built-in boot make it ideal for shopping trips... for getting to station... even for suburban commuting. Is there a better way for children over 14 to develop road sense? Cruising at around twice the speed of a bicycle (15 mph max.) with drum braking and three wheels, it's far safer than anything on two wheels.

All the controls fall easily to hand. Press the drive button on the steering bars, and you're moving. Release it, squeeze the brake levers, and you've stopped. If you ever do run out of power, the C5's pedals get you home. For parking on a gradient, the rear

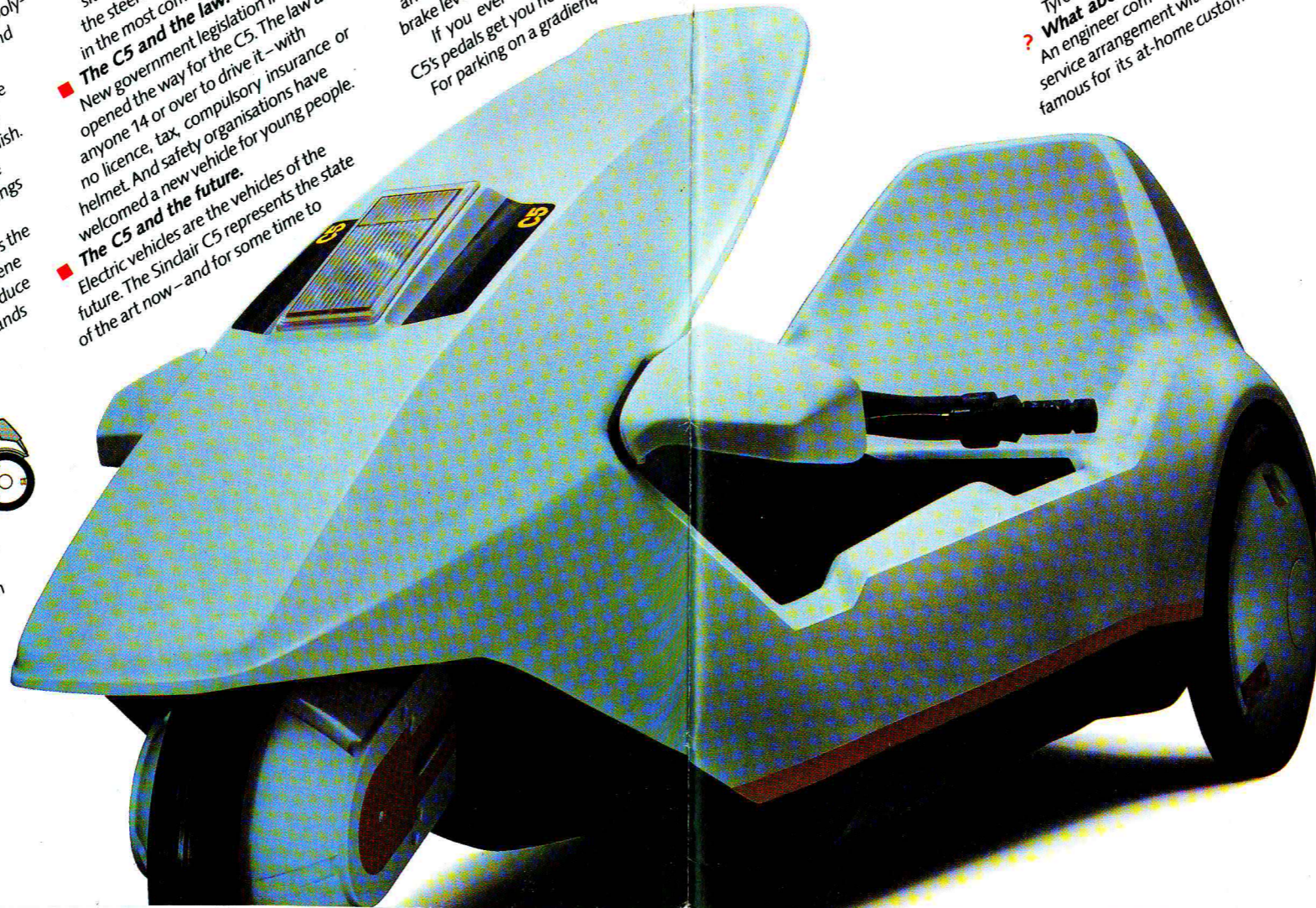
brake lever locks. And for security, there's a key-operated ignition switch. Technicalities aside, words can't quite describe the sheer fun of driving a C5. The quiet electric motor buzzes you along—you feel secure, but exhilarated. It's unique. We can only suggest that you try one for yourself... **THE C5 AND YOUR FAMILY** The C5 is such fun to drive that you may forget that it's also very practical, very efficient. The rear boot has enough room for a carrier bag of groceries—and there's an additional room on the C5's floor. (Even with a spare battery to double your range.)

- **NEW QUESTIONS... NEW ANSWERS**
 - **How long? Wide? Tall?** Here are the facts—there's room for a C5 in your life!

Length.....	1744 mm (5'9")
Width.....	744 mm (2'5")
Height.....	795 mm (2'7")
Weight (without battery).....	30 kg (66 lb)
CLUMAX battery.....	15 kg (33 lb) pneumatic
 - **What about service?** An engineer comes to your door! We've a service arrangement with Hoover—famous for its at-home customer service.

- **What happens when it rains?** Designer-styled weather protection clothing is only part of the range of C5 accessories, along with side screens, a tonneau cover, mud flaps, and other accessories.
- **How do I know when the battery needs recharging?** Look at the unique LED instrument panel. It has two displays: one gives you plenty of notice of a need to recharge. The other tells you how hard the motor's working at any one time. A specially developed battery charger is included. The battery has its own carrying handle—lift it out, or charge it in position.
- **HOW TO ORDER** The FREEPOST coupon brings the Sinclair C5 to your door. Access, Barclaycard and Trustcard holders can call 0272 217123, 24 hours a day, every day. You'll want to try your C5 as soon as possible, so we aim to deliver by courier within 14 days—28 days at most. Production began two months before launch, so long delays are unlikely—but there's any possibility of them, we won't debit you until shortly before delivery. Try your C5 for seven days. If you're not surprised, delighted—and exhilarated—let us know. We'll collect it and refund you. The Sinclair C5 comes with a 12-month guarantee, rechargeable 12-volt battery and charger—all you need to get on the road. Use the coupon now. You could be the first round your block—in a C5!

► Sinclair Vehicles Limited, Stanhope Road, Camberley, Surrey, GU15 3PS. Tel: 0276 686262.



PLEASE PRINT

Mr/Ms/Miss _____
Address _____
Tel (day) _____
Signature _____

NOTE: If delivery address is different from above, please notify at time of order.

Reg. in England No: 1781676

City	Item	Code	Price	Total
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To: Sinclair Vehicles Ltd, FREEPOST, Camberley, Surrey, GU15 3BR.
Please send me: _____

*I enclose a cheque/PO, made payable to Readers Account Sinclair Vehicles Ltd for £ _____
Please charge my Access/Barclaycard*/Trustcard* account no. _____

*Please delete/complete as applicable.
All prices include VAT. Offer applies in mainland UK only. Wing mirrors shown are accessories available from the C5 Accessories Brochure. Remittances should be made payable to Readers Account Sinclair Vehicles Ltd and shall be held on your behalf in this account until the goods are despatched.



THE OFFICIAL MAGAZINE FOR THE SINCLAIR C5 VEHICLE

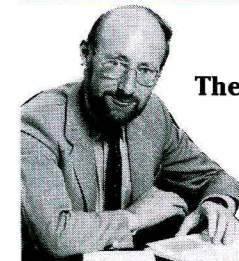
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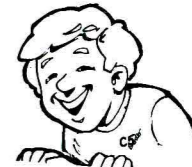
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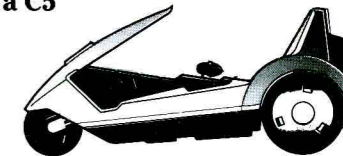
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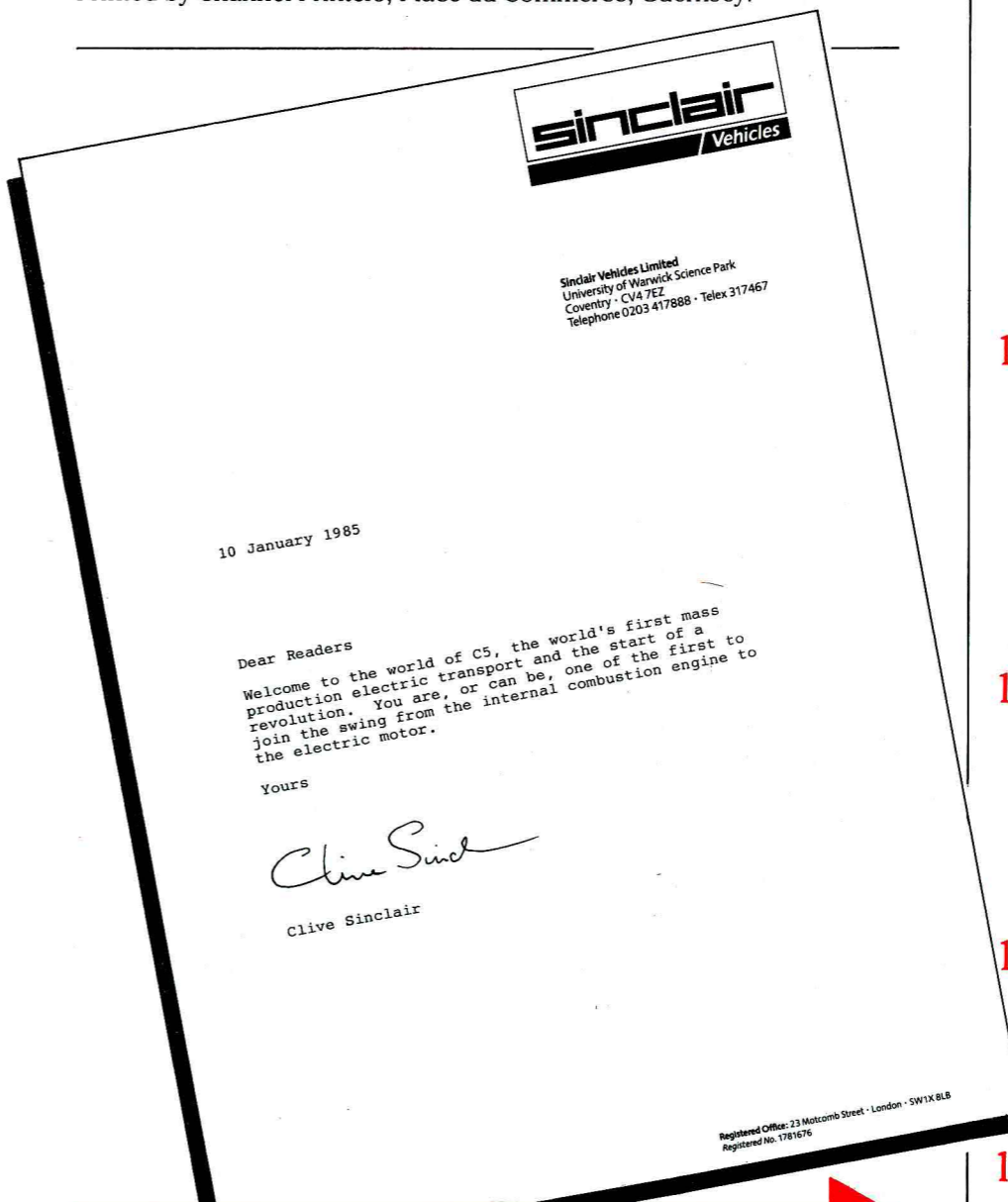


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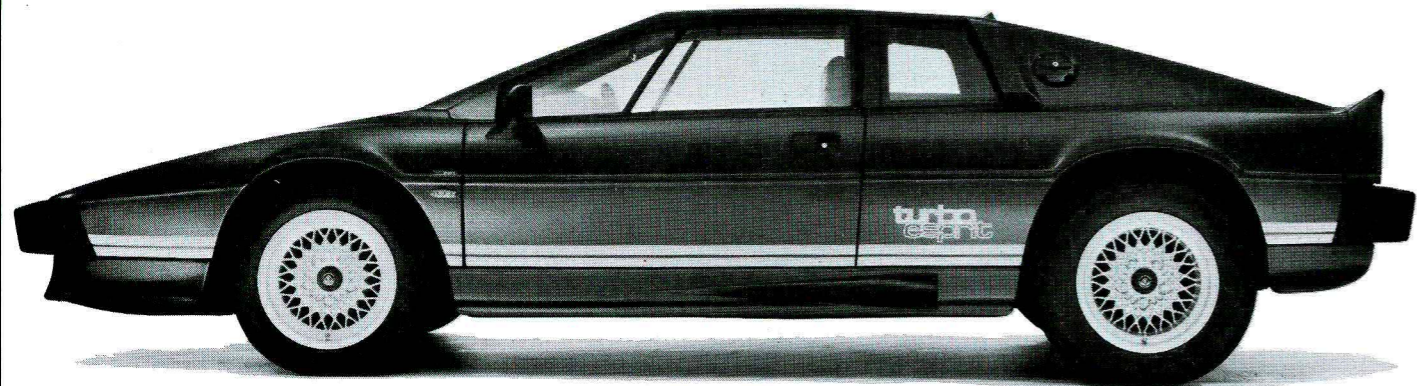
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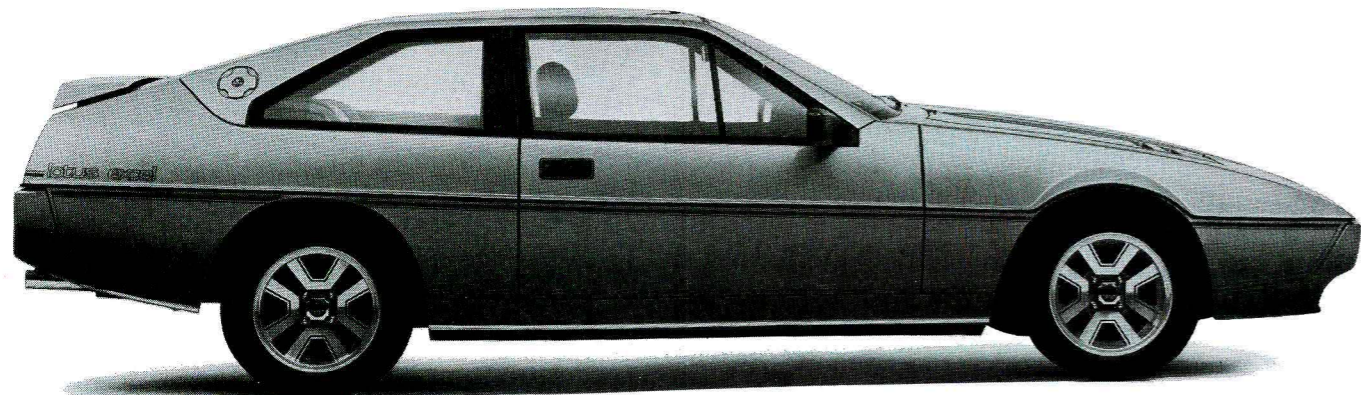
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C5 The Start of the Revolution in Personal Transport

Lotus and the C5

Sleek, grey and diminutive, C5 nestled in its corner of the Lotus vehicle engineering development workshop surrounded by 152 mph Esprit Turbos.

Lotus means style, efficiency, prestige, engineering flair and solid in-depth research. It also means design integrity and pride in the quest for perfection. Which is why the development of a 15 mph electric vehicle was as important to their skilled engineers and designers as a 190 mph Grand Prix car, and why it received the same meticulous attention.

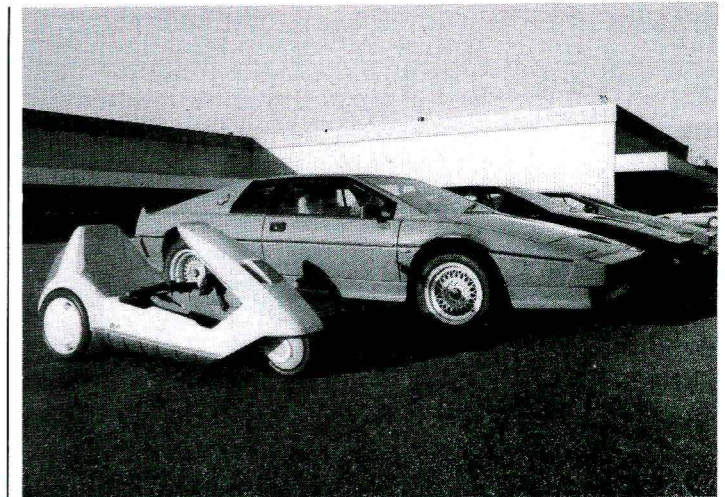
For 19 months they developed, built, tested, solved hitherto unresolvable problems, modified, re-built, re-tested all in the unlikely setting of rural Norfolk with only the windmills and pheasants for company.

There are few hills in Norfolk. So they built one. They ran C5 over the roughest dirt tracks. Then they took it to the industry's test track at MIRA, ran it over pavements, through the water splash, and used every facility except the high-speed banking. Including the crash test. Incredibly they even took it to Prescott's famous motor racing hill-climb, cruising up and hurtling down at speeds C5 will probably never see again.

Lotus Supercar Technology for Sinclair Baby

With the project from Day 1 was Lotus engineer director Colin Spooner and his brother Brian, who is project manager, renowned for their work on many vehicle projects including the Grand Prix cars of Mario Andretti, the Esprit and Excel, the forthcoming X-100 two-seater and the Etna, 182 mph Lotus supercar of the future. It is a significant tribute to Sinclair that such high-flyers were able to dedicate so much effort to this project.

Says Colin: "The longer I was involved with C5, the more excited I became. It is a remarkably stable vehicle, it performs very well, and is safe. It is neither a toy or a plaything, and a great number of people are going to have a lot of fun with it. It is also a very serious vehicle for people everywhere to use in their everyday lives, and one that will undoubtedly have great social implications".



BROTHERS under the skin. The diminutive Sinclair lines up beside the 135 mph Lotus Esprit at the Norfolk factory.

Right from the start the C5's principal design features were safety, simplicity and strength within as light a framework as is practical. To their end, Lotus worked with the Sinclair development team to ensure that the final product not only contained these principals but represented the most efficient vehicle possible.

And what of the future? After 19 months of daily contact with the project Lotus remain both confident and enthusiastic. Says Brian: "The C5 is an extremely reliable piece of engineering which I am convinced will in time become even more sophisticated. I see it as the first of a family".

The C5 is the first vehicle where the garage comes to you.

How does The C5 drive?

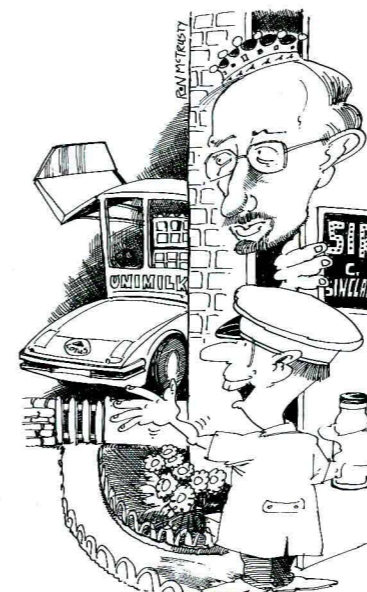
Driving the Sinclair C5 is totally in keeping with its basic philosophy of simplicity. You press a button to go, release pressure to slow down, and brake down to stop. It's as easy as that. Furthermore, the three wheels and the weight distribution make the vehicle both stable and easy to drive. Range for the C5 is up to 20 miles per battery, without pedal assistance. A spare battery will extend the range pro-rata. But even if you do run out of "juice", you can still easily peddle home as the cleverly designed angle of the driving position allows the minimum of effort to cause the maximum of effect. The fact that you can drive the C5 at the age of 14 without needing a licence, road tax, helmet or even insurance, combined with the minimal running costs (a full overnight recharge at off peak electricity rates costs less than a penny) will open up new horizons for countless thousands.

C5 The Family Machine

A C5 will become a family vehicle providing for the various needs of all; father can use it for the short run to the station, saving the awful wear and tear on the car-engine which such short runs cause.

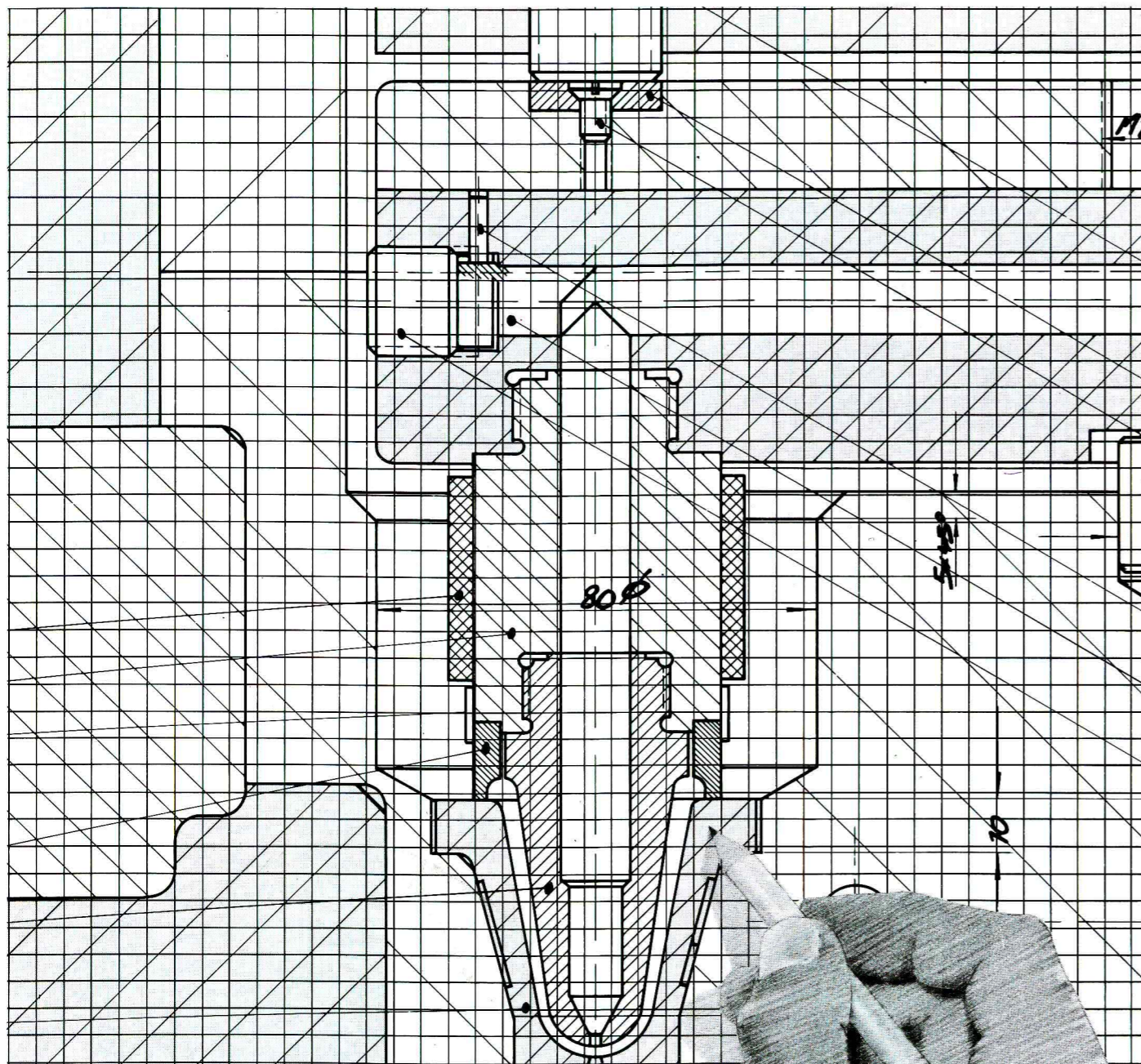
Mother can use it for going out and about if the family car is already being used, instead of being stranded.

For the rest of the family it could mean independence from the restrictions of shrinking Public transport schedules and save Mum and Dad from being used as an un-paid taxi service.



Reproduced from the Engineer Magazine.

INNOVATION AND HIGH TECHNOLOGY IN PLASTICS MOULDING FROM LIN PAC



As one of Europe's largest plastics mouldings groups Lin Pac are involved in many projects that help to advance plastics design and technology.

The latest are the mouldings for the upper body, lower body and boot of the new C5.

We wish Sinclair Vehicles every success with this outstanding new vehicle.



Lin Pac Mouldings Limited, Road One, Industrial Estate, Winsford, Cheshire.
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C5 Facts and Figures

The Sinclair-Lotus design and development approach for the revolutionary new C5 called for the latest technology and the highest standards of engineering in all areas of the vehicle. The most important factor in the viability of an electric vehicle, which has been the down-fall of most previous attempts, has always been the crucial ratio between Battery weight and Battery power output. To match the exacting specifications requested by Sinclair, Oldham Batteries Ltd. used specially designed plates and separators to produce a battery encased in a small automotive container to suit the space available in the C5 vehicle.

Oldham's involvement with the project extended to working with Stellar Components Ltd., the battery charger manufacturers, to ensure a long-life for the battery when combined with a minimum re-charge time.

The weight of the body of C5 also had to be kept to a minimum. Sinclair chose Lin Pac Mouldings, one of Europe's largest plastics processing organisations, to develop the moulding techniques. Lin Pac's engineers have worked closely with J. J. Harvey, the mould tool makers, to ensure that not only were Sinclair's design criteria being met, but that production of the Polypropylene mouldings which are used for the upper body, lower body, and boot of the vehicle would be manufactured economically and to the quality standards required. The result is a vehicle which is light, tough, strong and resilient. Polypropylene does not corrode or fade: the colour is contained in the bodywork, and a quick wipe restores the C5 to showroom condition.

As one would expect from a Sinclair company the electronics for the vehicle were specifically designed for their purpose. A unique microchip monitors the motor, the driving load and the battery. The LED display on the instrument pod in front of the driver indicates the power left in the Battery and the motor temperature. Electronic cut-outs prevent the driver

overheating the motor or completely draining the battery. Ferranti and AB Electronic have worked with Sinclair's on the electronics to ensure that the finished product meets the exacting requirements of the vehicle. As a result of a joint programme between Lotus and British Aerospace, the vehicle has been developed for all weather conditions. Sinclair Vehicles have designed a very attractive range of 'all-weather' protective clothing, including a cape which fits over the sides of the C5 keeping you dry and snug in the most inclement weather, side screens, tonneau cover and mud flaps. Other accessories include Mirrors, Indicators, Horn, Seat cushions and a seat booster for the short driver.

TECHNICAL SPECIFICATIONS

Vehicle type: Single-seat, electrically assisted pedal tricycle. **Motor:** 12 volt DC, 250 watt, maximum 4,100rpm. **Transmission:** 13:1 reduction gearbox integral with motor housing, toothed belt drive to rear axle, freewheel. **Pedal drive:** Single speed, by chain to rear axle, with freewheel, gearing 3 metres/pedal crank turn. **Battery:** 12 volt, 36Ah at 5-hour rate; one battery standard, second (in parallel) optional. **Suspension:** By chassis spring effect. **Steering:** By handlebar under seat and crank-linkage to front wheel. Turning circle 15ft approx. **Brakes - front:** Cable-operated caliper brake with high-performance blocks. **Brakes - rear:** Cable-operated twin-shoe hub brake on offside wheel, with parking provision. **Wheels - front:** Single 12 1/2in diameter, nylon composite. **Wheels - rear:** Twin 16in diameter, nylon composite. **Tyres - front:** 12 1/2 x 2 1/4 low rolling resistance, normal pressure 30psi. **Tyres - rear:** 16 x 2 low rolling resistance, normal pressure 35psi. **Dimensions:** **Length overall:** 5ft 8 1/2ins. **Width overall:** 2ft 5 1/4ins. **Wheelbase:** 4ft 3 1/4ins. **Rear track:** 2ft 0 3/4ins. **Weight (without battery):** 66lbs (30kg) approx. **Battery weight (each):** 33lbs (15kg) approx. **Recommended gross vehicle weight:** 330lbs (150kg). **Luggage capacity:** 1 cubic foot (28 litres). **Performance:** **Maximum level speed, motor only:** 15mph (24km/hour). **Typical range, single battery:** 20 miles (32km).



AB Electronic Products Group PLC - the source of professional electronics - wish every success to the Sinclair C5 vehicle project.

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C5
driver

The Man behind the Machine



Sir Clive Sinclair

The C5 is far from being a flash of innovative brilliance pushed into production in five minutes. Sir Clive Sinclair has been committed to the future of electric transport since 1973, when one of his earliest companies, Sinclair Radionics, started researching further into electric motor technology. When Sir Clive left to set up the highly successful Sinclair Research, the project went with him.

In 1981, work was stepped up as Sinclair started to devote more time and money to the vehicle project. The company established a multi million pound secret research lab under the name of MetaLab to look at, among other things, battery technology.

With the sale of 10% of the shares in Sinclair Research raising £12.9 million, Sir Clive's commitment to produce the first volume electric vehicle shifted into top gear.

Sir Clive, who was knighted two years ago, started his electronics career after leaving St. Georges College, Weybridge. Business was soon transferred to a garage in Newmarket Road, Cambridge which quickly became known nationally for its pioneering innovations in the areas of Amplifiers, Hi-Fi and low cost micro-electronics.

The business rapidly expanded, and in the early seventies moved to The Mill, St. Ives, Cambridge. By the mid-seventies the product range included miniature Calculators and Televisions.

In 1980 Sir Clive launched the ZX80 Micro-Computer, heralding a new era in home electronics.

The Hi-Tech Trend-Setter

When Sinclair produced their first Pocket Calculator, it's rivals were the size of a small typewriter, very expensive and as a result few people had access to one. Now a pocket calculator is probably at most peoples finger-tips.

The Home Computer was virtually un-heard of in 1980, and yet 4 years later it is estimated that 1 in 6 households have one.

The secret of Sinclair's success lies in designing a product with the minimum number of components, and going for high volume production from the start. This enables products to be marketed at incredibly competitive prices. The last technological marvel that Sir Clive's team came up with was the Flat screen mini-T.V., which is said to be not only technically superior to its nearest competitor, but sells at about a third of the price.

The revolutionary Sinclair C5 carries all the tell-tale marks of a Sinclair product; simplicity in construction and components as a result of meticulous design; stylish appearance; the latest in microchip controls; and a price which makes it instantly appealing to it's target market.

As with other Sinclair innovations you can be sure that C5 will be the fore-runner of other methods of personal transport. But you can also guarantee that just when Sir Clive's competitors are ready with their rival products, Sinclair Vehicles will be one step ahead with their next model. Could it be C6! Who knows?

The world's first pocket calculator, the smallest-ever T.V. and now the first volume production personal electric vehicle.

A totally new concept in Sales and Service

IF WE TOLD YOU THAT YOU COULD BUY A COMMUTER VEHICLE, BY MAIL ORDER; DELIVERED TO YOUR DOOR; ON 7 DAYS TRIAL, AND THAT WHEN YOU WANTED IT SERVICED THE GARAGE CAME TO YOU, YOU WOULD THINK WE WERE CRAZY.

But this is the amazing way in which Sinclair Vehicles have decided to launch their first electric vehicle; the C5. At the incredible price of £399.

According to their sales literature, if you charge the purchase of the vehicle to your credit card account, then you should have your complete C5, ready for the road delivered by Atlas Express within 14 days.

The next extraordinary feature about owning the C5 is servicing and repairs. It is more than a happy coincidence that the company which assembles the C5, will also be responsible for servicing it—namely Hoover plc.

Instead of wasting time taking your C5 to the garage, the garage, in the form of a trained Hoover serviceman in his distinctive and fully equipped Sinclair/Hoover service van, comes to you in exactly the same way as Hoover repair washing-machines.

It is worth noting however that the C5 has been very carefully designed to require only simple, routine home maintenance to keep it running at full efficiency.



C5 Drivers – Who will they be?

In an interview recently with Barrie Wills, Managing Director of Sinclair Vehicles, we asked who Sinclair expect to be the main user of the C5.

"We see the C5 as most probably a family purchase, with the whole family using it to suit their individual requirements".

"To the Family, C5 will mean safe and cheap independence for the members aged 14+ to get out and meet their friends without inconveniencing Mum or Dad. Instead of the aggravation of taking the family car along to the shops for those last minute groceries and spending time and money to park, the C5 is ready for use in seconds and far less expensive to run than a second car. It also gets you in and out of the traffic in a fraction of the time."

"One surprising discovery we made during our research, was that when we showed C5 to around 80 families, they were almost unwilling to give it up at the end of the trial period, simply because it was such fun to drive. Many members of the families stated that it cost so little to run, that they would use it just for the enjoyment of "taking it out for a run".

"C5 is really the start of a revolution in personal transport, and we at Sinclair Vehicles are delighted to have laid the foundations for that revolution, on which can build a whole range of safe, clean and economic vehicles".

No Licence, No Road Tax, and Cheap to run, If you're 14 plus; Get Around in a C5.

Until C5, you had to wait until you were 16 before you could take any sort of Motor powered transport out on the streets. Before the age of 16 you either had to wait for a Bus that didn't get you quite where you wanted to go to at quite the right time; or persuade someone to get the car out to give you a lift and beg them to pick you up later; or, dressed in your best gear, drag your bicycle out of the shed and peddle to your disco or club, arriving somewhat disheveled.

At 16, you can take to the roads on a moped, which is only a motorised bicycle anyway, and tends to be treated with the same dangerous lack of courtesy by other road-users as the bicycle. A moped needs to be Taxed, Insured and with its complex combustion engine is expensive to run and service. The C5 is the stylish alternative to the bicycle or the moped, and is aimed at giving anyone from the age of 14 the chance for inexpensive Personal transport. Remember the C5 arrives at your door, ready to go. It needs no licence or Road Tax, no compulsory helmet or Insurance and it costs less than 1p of electricity to drive 20 miles.

JOIN THE EXCITING WORLD OF C5.

IN EVERY ISSUE OF C5 DRIVER MAGAZINE LOOK FOR THE C5 TEENSTERS CLUB PAGE:

COMPETITIONS, NEWS ON THE LATEST ACCESSORIES, C5 RALLY DATES, AND YOUR LETTERS.

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Prices do not include postage or packing. Send a stamped addressed envelope to C5 Teensters Offers, P.O. Box 27, St. Peter Port, Guernsey, Channel Islands.

Join the C5 Teensters and you could win your own C5 Special!

To celebrate the launch of the C5, and to get our Club for C5 Drivers between the age of 14 and 19 off the ground with a bang, C5 DRIVER MAGAZINE is offering a C5 special as the First prize in our Competition to find a suitably descriptive name for this new mode of transport.

Send your entry to C5 Teensters Competition, C5 Driver, P.O. Box 27, St. Peter Port, Guernsey, Channel Islands to arrive no later than the 31st March 1985. No correspondence will be entered into and the judges decision is final.

THE FIRST 20 RUNNERS-UP WILL RECEIVE A VARIETY OF CONSOLATION PRIZES, INCLUDING C5 ACCESSORIES, C5 TEENSTER SWEATSHIRTS AND BADGES.



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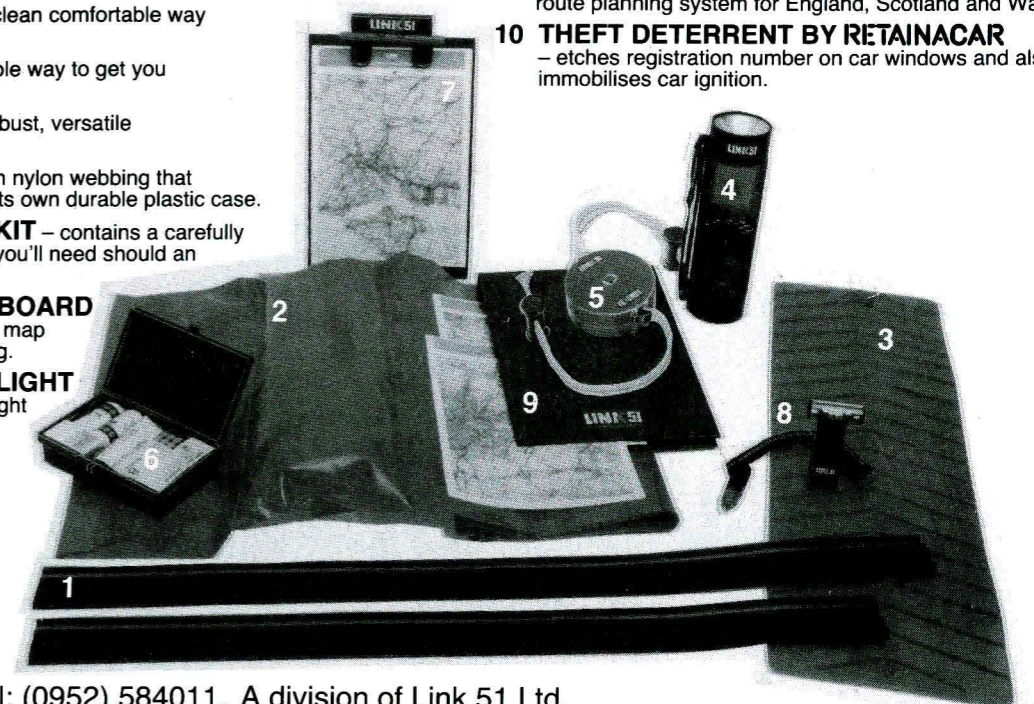
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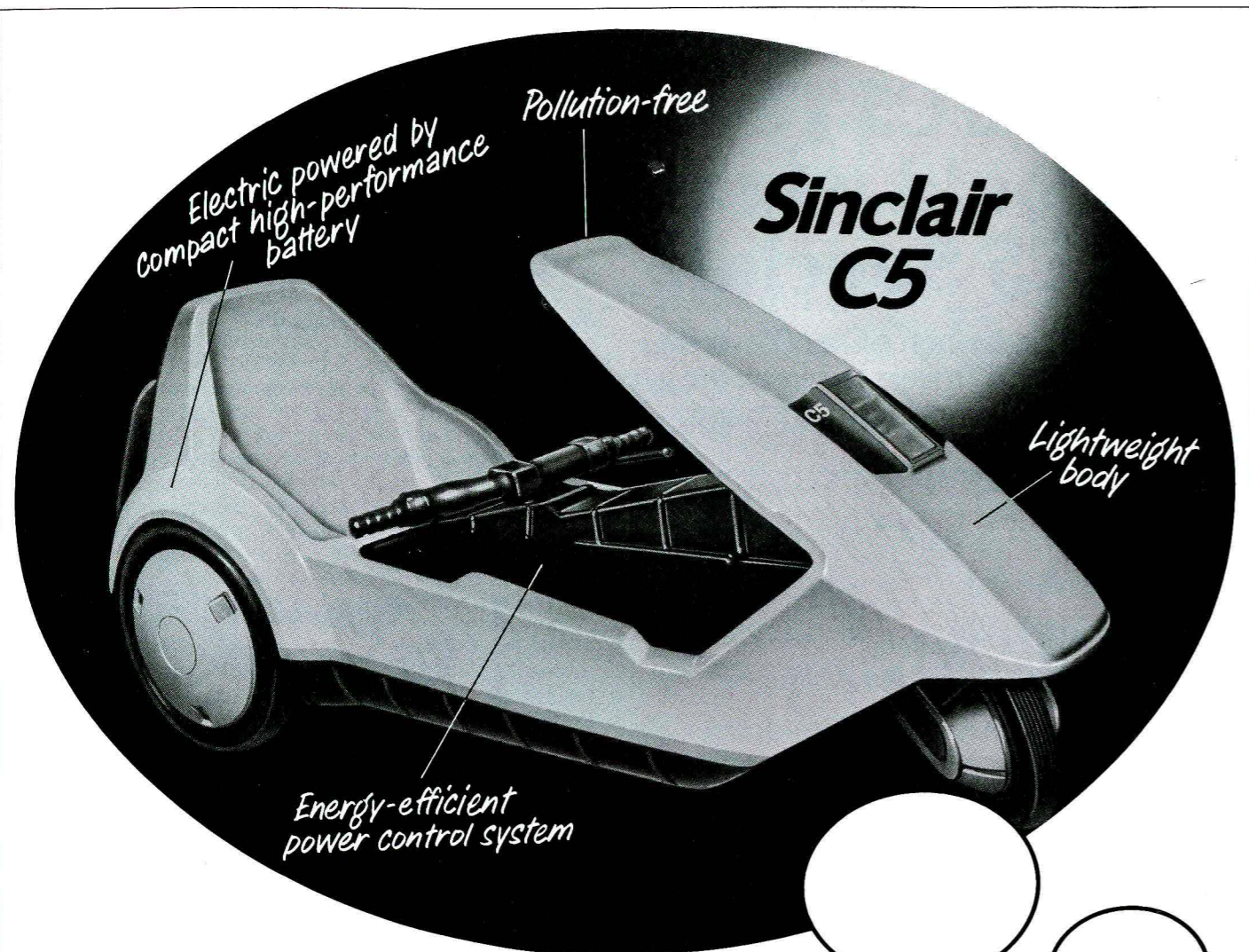
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Link House, Halesfield 6, Telford TF7 4LN. Tel: (0952) 584011. A division of Link 51 Ltd.



Great minds think electric.

Congratulations to Sir Clive Sinclair on the exciting development announced today.

You can see the Sinclair C5 at over one hundred Electricity Board showrooms. Watch out for advertisements in your local press.

THINKELECTRIC

The Electricity Council, England and Wales



C5 The Perfect Alternative to the Second Car

For three weeks following the launch of the C5 at the Alexandra palace on the 10th of January over 100 Electricity Board showrooms around the country will be the showcase for Sinclair's new C5 electric vehicle.

The C5 offers the acknowledged benefits of all electrically powered transportation: quietness, cleanliness, and, above all, economy.

The economic benefits fall into two main categories which look like making it perfect as an alternative to a second car for the family.

(1) Maintenance:

The C5 electric motor, like all electric motors is simple and reliable and has few moving parts compared with the complicated design of internal combustion engines. This means the C5 only needs a few simple home maintenance routines to keep it safely on the road.

(2) Very Low Fuel Costs:

A full battery charge requires no more than Half a unit (0.5 kWh) of electricity. At daytime rates this equates to less than 3p. But if the battery is charged during the night, the cost can be still lower. This is where C5 meets E7. Economy 7, to give it its full title, is the less than half-price tariff available during seven night time hours.

Using E7, the C5 can be re-charged for less than a penny.



The Automobile Association's schedule of estimated standing and running costs compared to the C5.

What do you use your Second Car for?

For the most part the second car in the family is the car which is used for the shorter journeys, such as the quick trips to the shops, the morning run to the Station, or taking the kids to school.

All these short trips involve starting the car from cold, running it for a short period, stopping and then repeating the process. This is the worst way to treat a motor car and does untold damage to the engine and running gear.

Your C5 is designed to be ready for this type of instant, Stop & go use.

With a C5 in the family:

Mum won't need to get dressed to take Dad to the Station; he can take the C5.

When the car is being serviced, the rest of the Family won't be stranded; the C5 will be ready to go.

The regular evening interruptions to drive the younger members of the family to the Disco or Club; let them take the C5.



ROSPA have produced a brochure of safety tips for the use of C5 on the roads.

LET US RESOLVE YOUR PRESSWORK PROBLEM

Covrad Presswork and Willenhall Manufacturing have combined resources and technical expertise to offer an unrivalled presswork and assembly facility.

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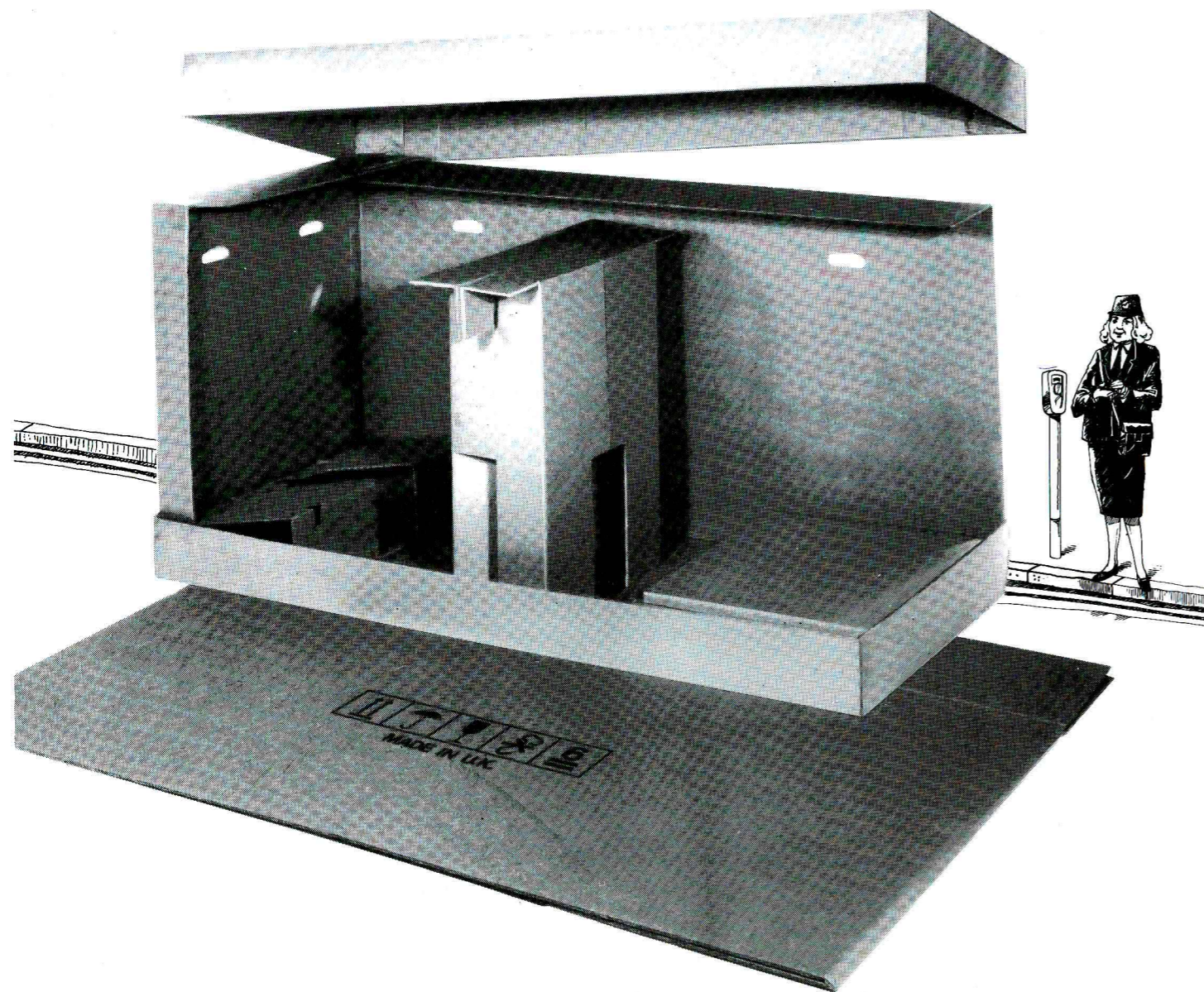
Sir Henry Parkes Road, Canley, Coventry CV5 6BN, England. Telephone 0203 75544 Telex 31549

Members of the Armstrong Group of Companies

WILLENHALL MANUFACTURING

Neachells Lane, Willenhall, West Midlands WV13 3SN, England. Telephone 0902 732221 Telex 339621

THE MAGIC ELECTRICAL VEHICLE BOX.



Unlike most vehicles, the C5 comes packed in a box.

An engineered fibreboard Bowater box to be very precise.

Designed, developed and produced by Bowater Containers of Newport.

So, however tricky your packaging problem, you can rely on the magic of Bowater.

Thank you, Sir Clive, and the best of luck.

BY BOWATER CONTAINERS

BOWATER CONTAINERS LTD, SAFFRON GROUND, DITCHMORE LANE, STEVENAGE, HERTFORDSHIRE SG1 3LD. TEL: 0438 313300.

C5 and Road Safety

by John Brownfield,
Head of Road Safety Section, Greater London Council.

Each year in Greater London, over 50,000 people are killed or injured in road accidents. It is up to organisations and individuals alike to take whatever action they can to reduce the scale of the problem.

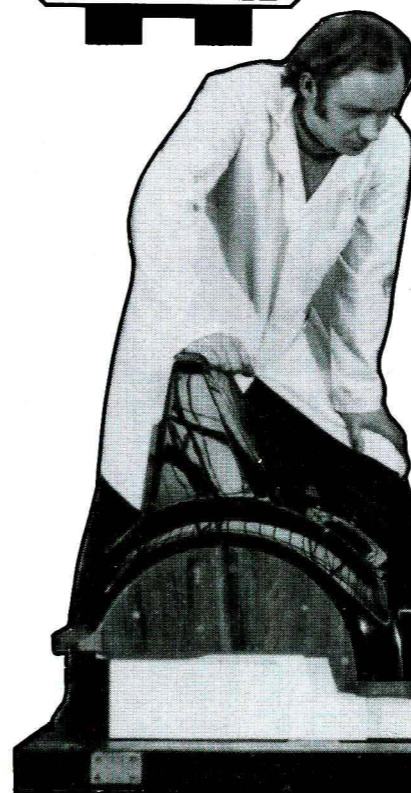
In London, the GLC has a very progressive approach to road safety. Its Road Safety Section monitor all accidents that involve personal injury, identify those sites with bad accident records and then, using the details from the accident records, design appropriate engineering remedial schemes. To date, over 1800 safety schemes have been implemented throughout London and these are currently saving over 3000 accidents each year. Road safety research carried out by the GLC is constantly looking at new ways for reducing accidents.

Additionally, the Council's Cycling Project Team are implementing cycle lanes and special cycle facilities throughout Greater London, including special provisions for cyclists at busy junctions. To date £1.5 worth of cycling facilities have been approved. As a C5 user you would be allowed to use the special cycle tracks and other cycling facilities as well as the bus lanes. These will make your journeys safer and more enjoyable. The GLC is constantly implementing new cycle routes and the Council's eventual intention is that there should be a complete cycle network of over 1000 miles throughout London.

While the GLC exists, it will continue to carry out work to make life safer, but you too can make things safer for yourself. Everyone needs to make journeys at some time or another and the method of travel you choose is important in terms of safety. Some forms of transport, such as buses, are very safe while others such as mopeds and motorcycles can be very dangerous. C5 is a revolutionary vehicles and a lot of

consideration has been given to safety in its design. How safely it performs on the road will depend both on the user and the vehicle itself. However, there is no doubt that the 3 wheeled C5 should have greater stability than 2 wheelers. For the younger user in particular, it could offer a safe alternative to the moped or motorcycle.

If you are going to become a C5 owner or user then make sure you learn to handle the vehicle safely. Get trained! Contact the Road Safety Officer at your local Town Hall for details of training courses in your area. Make yourself and your vehicle as conspicuous as possible both in daytime and at night. Remember you are considerably safer on the road if other people can see you are there. Pick the safest route for your journey and use the special cycle facilities if you can. Finally, carefully read the safety booklet produced by RoSPA. This gives you a good guide to safe and enjoyable use of your C5.



J.J. Harvey made the models and mould tools to produce the electric car for Sinclair Electric Trucks Ltd. Four blocks of steel weighing a total of 45 tons were needed to make the inner and outer moulds which were finished by spark erosion.

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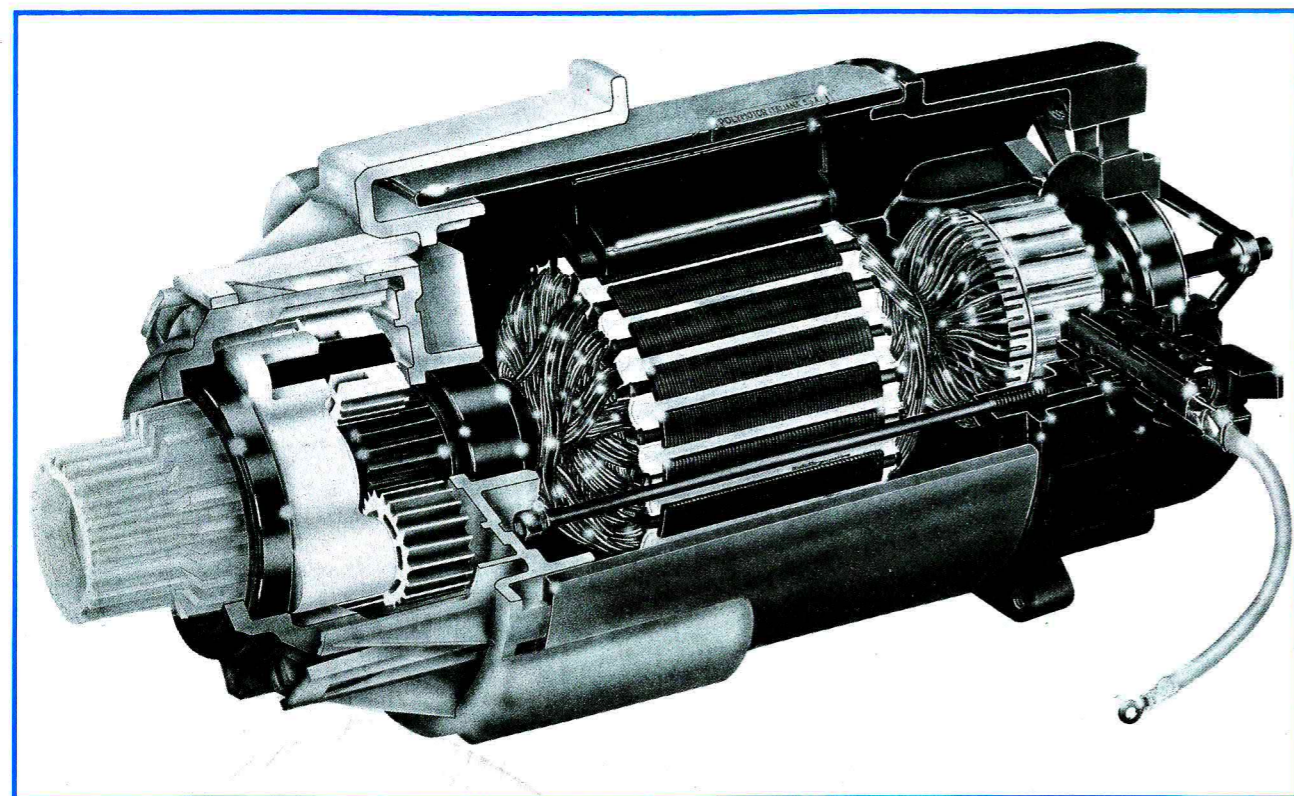
TLX 667439

Model of tool for Sinclair Electric Car

POLYMOTOR ITALIANA S.p.A.

A COMPANY OF THE PHILIPS GROUP

DESIGNER AND MANUFACTURER OF THE ELECTRIC VEHICLE MOTOR



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PRODUCTION RANGE

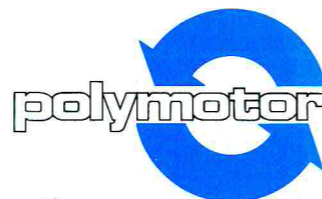
"FASTACT" BRUSHLESS SERVOMOTORS: highest power density and extreme reliability for N.C., machine tools, automation and robotics.

D.C. SERVOMOTORS: fast reponse, compact size and wide selection of option for N.C. machinery, positioning, variable speed drives.

HIGH SPEED BRUSHLESS AND INDUCTION ROTOR STATOR UNITS: separate active parts for extra high speed applications in grinding spindles, textile equipments, supermilling machines, military and avionic drives and generators.

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What the Press Said

A great deal has been said about C5 since the project began two years ago, some of it right, some of it wrong. We asked Sinclair Vehicles to select a few press clippings from the last couple of years which give an insight into how C5 went public.

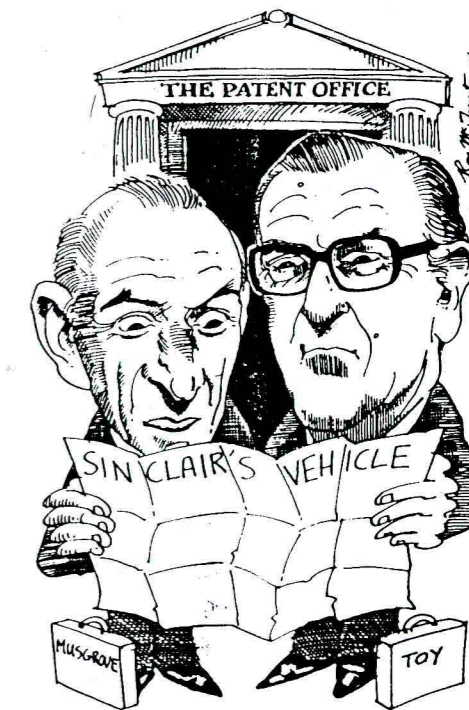
The Engineer Magazine 16th June 1983: reported that Sir Clive Sinclair was committing £12.9 million of his own money into an electric car. Other reports ranged from £3 million to £13 million.

The Engineer 23rd February 1984: continues to report the fact that Sinclair are interested in the failed De Lorean company's body production equipment and announces that Sir Clive is poised to announce the name of his "business partner" and the location of the production plant.

The Mail on Sunday 11th November 1984: produces a world exclusive by cleverly obtaining the first pictures of the top secret C5 which it envisages as being a 45 mph car and selling for £1000.

The Engineer 13th December 1984: publishes a highly accurate article on the C5, including price, performance and launch details.

These publications are to be congratulated for their perseverance and tenacity in bringing the story to the public, how will they fare with the equally secret C6?



'Good God, the ingenuity of the man. He's invented a circular rotating device imparting low friction linear motion when coupled to a beam or axle. And he's calling it a "wheel".'

Reproduced from the Engineer Magazine.

WE ARE PLEASED TO HAVE
DESIGNED AND SUPPLIED
THE GEARING SYSTEM
FOR THE C5.



MIKRON (U.K.) LIMITED, KIRKHEATON, HUDDERSFIELD, HD5 0QR ENGLAND.
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We would like to hear from you

With the C5 launched and appearing on the roads around the country. We would like to hear your ideas about a C5 Drivers club. Use the back of your competition entry to give us your comments.

Subscription to the club would provide many benefits. A regular copy of C5 Driver magazine to keep you in touch with the latest news on Vehicles and Accessories. Free entry to regular competitions, and details of clubs and facilities in your area. Official C5 Drivers Club offers.

C5 Teenster Section; News, views and articles of interest for the younger drivers.

Whether you own a C5 or are a prospective buyer, we would value your opinion on what you would like in the way of a club or magazine.

Into the Future with C5 Driver

The C5 is only just the beginning. Who knows what discoveries have been made during the course of the project?

The next Sinclair vehicle is already reputed to be on the drawing board. But the same degree of secrecy that surrounded the creation of the C5 appears to cover its successor.

There's talk of a network of re-charging points planned to cover the country.

Are rumours that one state run industry is considering the purchase of a fleet of C5s true?

With more people realising the detrimental effects on the environment of the internal combustion engine as a means of propulsion and the ever dwindling supplies of fossil fuels around the world, electricity must be seen as the clean and efficient method for propelling the transport of the future. Developments in the last two years have created C5, what's next?

Is it true the Governments are drafting new laws to encourage electric transport?



'Increase ze current, Ivan. He can't have been in England for a year without finding out something about Sinclair's electric vehicle'.

Reproduced from the Engineer Magazine.

10,000 miles travel for less than a fiver. An overnight battery charge at off peak rates costs less than one pence.



WHO DID SINCLAIR CHOOSE TO MAKE THEIR C5 CHARGER?

ELEMENTARY SIR. STELLAR COMPONENTS LTD. OF COURSE. STELLAR ARE THE LARGEST MANUFACTURERS OF DOMESTIC TYPE BATTERY CHARGERS IN BRITAIN.



WE ARE PROUD TO BE PART OF THE TEAM PRODUCING THE FIRST MASS MARKET ELECTRIC VEHICLE.

SINCLAIR'S REQUIREMENT FOR ADVANCED TECHNOLOGY BATTERY CHARGERS HAS BEEN MET, WE NOW LOOK FORWARD TO THE NEXT GENERATION MODELS.

STELLAR COMPONENTS MAKE A LARGE RANGE OF BATTERY CHARGERS, ALARM SYSTEMS, CABLE REELS, MULTIWAY SOCKETS AND OTHER PRODUCTS UNDER THE FAMOUS SELMAR BRAND NAME.

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STD Code: 0621 Telex: 995269

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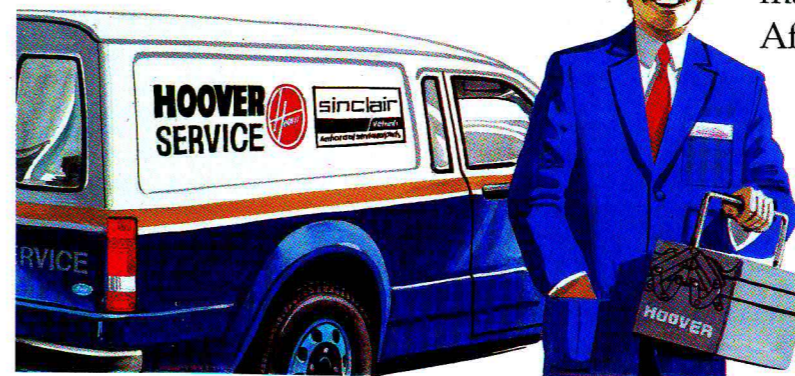
WHO WILL SERVICE YOUR SINCLAIR C5?

The amazing, innovative Sinclair C5 is being manufactured for Sinclair by Hoover at a brand new production line at their Merthyr Tydfil factory. Hoover, with 75 years experience of electrical engineering, were the ideal choice.

Hoover were the natural choice, too, for Sinclair C5

servicing and spares. The nationwide network of Hoover Service Offices is already staffed with Service engineers specially trained to maintain Sinclair vehicles. And genuine Sinclair spares are available across the counter at all these offices.

Who better than Hoover to manufacture and service the Sinclair C5? After all, Hoover have been putting electrical power on wheels longer than anyone can remember.



HOOVER® WHO BETTER?



The QL takes you further

Home computers are fine as far as they go... but do they go far enough?

Eventually, you reach the limits of your computer's memory (frustrating if you're half-way through writing a program at the time!)

What's needed is something more than a home computer...

The Sinclair QL has a massive 128K of memory, with over three times the usable memory of the BBC Model B.

So you can write longer, livelier programs – and run better software.

To prove it, the QL comes complete with four ready-to-use, professional quality software packages, written by Psion.

There's a database for filing records and business information. A word processor for typing letters and reports. A spreadsheet to help with household accounts and budgeting. Plus a graphics program that lets you make charts and graphs. And software breeds software...

QL programs by independent suppliers are appearing all the time!

But there's more...

The QL also has 32-bit architecture. This may sound daunting. But essentially it means your QL can do things like windowing (several displays on the same screen) and multi-tasking (several jobs at the same time). These features, in other computers, could cost you thousands of pounds.

You also get two built-in Microdrives for storing your programs and data. So there's no need for slow cassette tapes or expensive disk drives. In fact, the Microdrives are *faster* than some larger disk drives.

There are no less than *eleven* expansion ports for adding peripherals such as printers. (The first range of QL peripherals has just been announced!)

And in all respects, the QL is very much a Sinclair computer.

It's superbly designed, with a responsive, full-size, typewriter style keyboard, and high-resolution colour display. It comes complete with a course in computing. And, most astonishing of all, there's the price.

The QL costs just £399. In the words of 'Your Computer' it represents 'the ultimate in technical advancement in computers priced at £400'.

Or to put it another way: it won't set you back much to go infinitely further...

Available at...

Selected branches of Dixons, WH Smith, John Lewis Partnership, Currys and larger branches of Boots, John Menzies, Greens and specialist computer stores nationwide.

Sinclair Research Ltd,
Tel: Camberley (0276) 686100.

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sinclair

How to get 15mph out of a Barclaycard.

Just think how much easier you'd find it to get around on a new Sinclair C5 Electric Tricycle.

No more sitting in traffic jams.

No more rushing to the station for the 8.15.

No more queuing for a number 25.

But if you've got a Barclaycard, you can go much further than just thinking about it.

Your Barclaycard could get you on to the road and upto 15mph straight away.

If you're lucky, it could even mean you end up without having to pay a penny.

Visit the Capital Cruiser and try your luck in winning a Sinclair C5.

There is one to be won each day of the exhibition and the lucky winner will have the Tricycle delivered to their home.

If you're over 18 and haven't got

around to getting a Barclaycard yet, send for an application form with the coupon below.

There's no fee for becoming a cardholder and no annual subscription.

And you'll get a lot more mileage out of your money.

Barclaycard interest charged at 1.75% per month. Annual rate of charge is 23.1% typically for purchases.

Please send me a booklet containing full Barclaycard details and an application form.

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C5 *driver*

THE OFFICIAL MAGAZINE
FOR THE SINCLAIR C5 VEHICLE

JANUARY 1985



Souvenir

45p

Edition