



For a 20-year-old machine, this one's mint.

an under-floor fluorescent tube, which is the only non-standard part fitted to it.

Despite the C5's shortcomings, Sir Clive's dream of eco-friendly transport perhaps isn't lost. There are other manufacturers out there who are currently building electric-powered machines, and some of these we've already tested in T&G. But one thing's for sure, there's nothing quite like a Sinclair C5 – a real icon of the 80s. I still couldn't imagine travelling to work on one, though... ▣

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Just a few samples of C5 paraphernalia.

## OTHER SINCLAIR INNOVATIONS

### 1992 SINCLAIR ZIKE

Another gem (depending on your point of view) is the ultra-light Sinclair Zike which is, in fact, an electric 'scooter'. Dating from the early 90s, the Zike superseded the C5 as 'state-of-the-art rechargeable



transport'. With a motor hidden inside the frame, the Zike has a top speed of about 10mph. Alas, the Zike went the same way as the C5; in fact it was less successful with only 2000 units sold. Production wound up after just six months. Nowadays, Zikes are incredibly rare and not often seen on the market.

Two years after the Zike, Sinclair introduced the Zeta – a shoebox-sized accessory for converting a standard bicycle into an electric one. Over 15,000 were sold worldwide up to the Zeta's withdrawal from production in 1997.

### 2004 DAKA A-BIKE

For many years now, there have been rumours that Sir Clive had another bike design up his sleeve. Well, Daka Development in Hong Kong announced news of the A-Bike last year, which they claim to be the world's smallest and lightest foldable bicycle. Lo and behold it was Sir Clive Sinclair who had been credited for its design when the product was



unveiled at a Singapore Press conference. The part-plastic, part-aluminium A-Bike weighs in at just 5.5.kb (12lb) and, according to Daka, will be available in the second quarter of 2005 at retailers like The Gadget Shop here in the UK. For more info, check out: [www.daka.com.hk](http://www.daka.com.hk)