

## New white Super Imp – 20 years after the first...

Paul Coulter, Edinburgh, Scotland

My first Imp was a white Super Imp bought over 20 years ago when I was 17. I loved it and completed many miles in it over the next three years with it appearing in *Practical Classics*, newspaper articles and on TV. I knew very little about old cars and joined the Imp Club and Jim Fraser carried out most of the running restoration work kindly keeping it on the road for more years than I could have done alone.



A youthful Coulter with the first of many  
Photo: Daily Record



Monte Carlo Historic 2011:  
Paul in Otto followed by Scott Fanning  
in DSU, having bought it from Paul  
Photo: Paul Coulter

Eventually student debt built up and I sold it on for £600. (I did buy it back many years later in 2010, used it heavily for a year and then sold it on again in 2011). After a year with no Imp on the road I bought HHM 572N, another late Super Imp, this time in Apricot. I loved that car too and it transported me on many epic voyages as a student.

After six years of study I started work as a graduate for a big US real estate firm and commuted 90 miles to Edinburgh to begin with. An RAC truck, however, put an end to that when it smashed into me. I took the car off the road and with some money in my pocket for once moved my car affections elsewhere. Starting with a new MGF, then an MX5 and then a six-cylinder BMW Z3.

Although I didn't run an Imp for five years I maintained a great affection for the car and still had mine in the lockup. After setting up my own company in 2010 and settling down with a wife (and now kid) I rekindled my Imp enthusiasm. Otto came home then quickly went, I bought and



DSU 353G as found on an  
Aberdeenshire farm in 1998.  
(Also see back cover)  
Photo: Paul Coulter

restored partially a beautiful yellow Deluxe, KNR 125P. That car became the cover star of my play, *Linwood No More*. I never did get it running right though and sold it for half what I had spent on it. I wish I hadn't parted with it but hope the new owner got it sorted and is enjoying it.

I then bought a Caledonian. I had always liked this run-out model and was delighted to find one just a couple of miles from Linwood. It is currently being professionally restored and will hopefully be back on the road next year.

To complement the Caledonian I bought a May '63 Imp in white. It needs a full restoration so it will have to wait until next year.

I also have a Police Imp first registered to Kent Police in Maidstone in 1973 one



Saying goodbye to  
KNR 125P in February  
2014. A mistake but, hey ho!  
Photo: Paul Coulter



January 2014:  
A proud moment  
Photo: Paul Coulter

of only two original Police Imps known to exist. For many years I had it on display at museums but brought it home to get it back on the show circuit.

My Apricot Super was pulled out of storage and is currently with Imp Club

member Alan Ramsay at his workshop for some professional restoration work. Alan's garage used to be a Rootes dealer many years ago so it is in safe hands.



Many other Imps have come through my ownership over the years but I've done some work on them and passed them on for others to enjoy before getting them on the road with the exception of OLP 444L that I used for a few months back in 2002. I also owned a Clan Crusader, WPT 5L, that I rescued from a shed in the Highlands. It passed onto Imp Club member Hugh Little who performed an exceptional restoration.

My first love, however, was always



**2012: Caledonian stripdown commences**  
Photo: Paul Coulter



**Paul owns one of only two surviving Police Imps**  
Photo: Paul Coulter

period alloys and steering wheel. Tom kindly agreed to sell it to me in March 2015 and I have been absolutely delighted with it. Its first long run in four years was to Imp Ecosse. After a few teething troubles – expected for a little used car – such as replacing the radiator with an Imp Club



**Lovely Mk1 Imp was found in 2014 and will be the subject of a future restoration**  
Photo: Paul Coulter

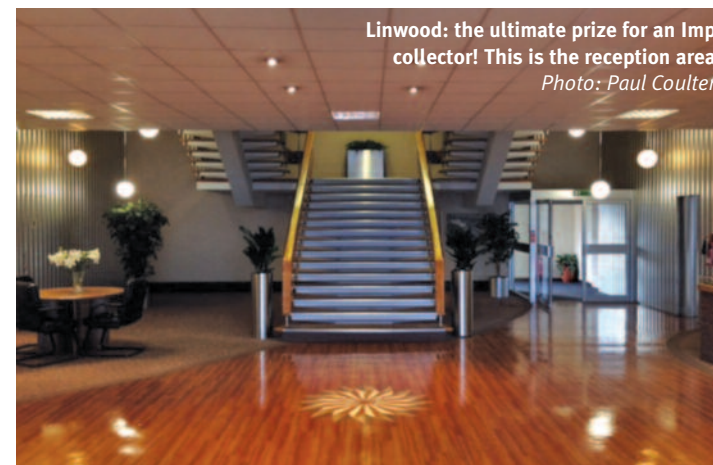
my first car and not wanting to begin another restoration project I started looking for a replacement. Imp club member Tom Blackwood had a stunning white Super Imp just like my first car. It had only 17,000 miles on the clock and was in factory specification save for some

high efficiency version and a good mechanical service my 'new' Imp is now performing faultlessly. To say I love it is an understatement. I feel very privileged to own such a stunning example. It will be used every week all year round and is well looked after residing not at my lock up with the rest of my collection but under the house in a heated garage.

So that is my 20 years of Imping, back where it all began with a white Super Imp. Over the years I have seen the club grow into an amazing resource with friendly and helpful members and although I am still just as clueless when it comes to manual work on the cars I hope I have given something back over the years by saving scrap Imps, writing a book and a play about the Imp and championing it in the press.

To conclude my Imp story I am now very lucky to be in possession of a set of keys for the Linwood factory which is being restored to its former glory... But that's another story for another time. Keep up the good work, thanks to everyone for the help over the years and happy Imping.

**Paul's new Imp, like his first it's a white Super. Although having covered only 18,000 miles this is no trailer queen and will be used and enjoyed regularly, as all Imps should be**  
Photo: Paul Coulter



**Linwood: the ultimate prize for an Imp collector! This is the reception area**  
Photo: Paul Coulter