

***ERRsula* – part of the family**

Vanessa Sears, Bordon, Hampshire

Having owned a Fiat 500 and Mini Clubman in my early days of motoring, when I met my husband to be, Tim, I was the not-so-proud owner of a Vauxhall Chevette. Don't get me wrong, it was a great car to drive but nearing the end of its life: the radiator leaked, the brakes were almost non-existent and the ignition key was actually a desert spoon rigged up one night after I had my keys stolen.

At this time, Tim was servicing my sister's Singer Chamois, which I drove when the Chevette was off the road. I loved the classy walnut dash and the attention the Chamois attracted, even back in 1989. When the Chevette finally died, Tim found me a 1965 Mk1 Balmoral Grey Imp with just 28,000 miles on the clock. My second journey in ERR 565C or *ERRsula* as she is known, was to the 1990 National at Capesthorpe Hall, about 170 miles from home, following Tim in his matching Imp towing our 1960's *Château Mobil* (trailer tent). Despite being the hottest day of the century, both Imps ran quite happily in the blazing sun.

I had no idea what to expect at Capesthorpe, it being my first National. Arriving early on the Friday to an empty field except for Bob Hawes and Bob Allan setting up, I had the opportunity to watch the whole weekend unfold. The wonderfully friendly atmosphere on the Friday evening was a true representation of how I would come to see the Imp Club over the coming years. Friday night saw the arrival of Tim's friend and work colleague Adrian Oliver in his Stiletto with just a tent and a crate of beer, arriving late due to a failing dynamo. As the temperature dropped on the Saturday night, Adrian was lent some

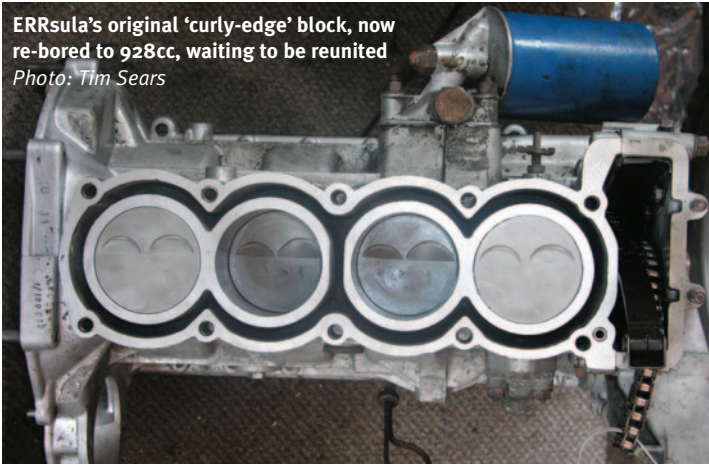


Capesthorpe Hall National 1990
Photo: Tim Sears

**Vanessa and *ERRsula*:
27 years together**
Photo: Tim Sears



ERRsula's original 'curly-edge' block, now re-bored to 928cc, waiting to be reunited
Photo: Tim Sears



blankets by Tim's parents, who had arrived with their Hillman Avenger and well-stocked caravan.

The Saturday run out to Jodrell Bank was my first of many enjoyable Impish expeditions around the country.

It was at Capes-thorne that we met the late Nigel Turner,

who encouraged us to attend our local area centre meetings in Reading, which we still do today.

Over the years *ERRsula* and I have covered more than 130,000 miles together, with very few problems. In fact, the only time we failed to get home was due to a seized water pump and vanishing fan belt.

A vital modification was introduced in 2000 when I needed a smaller steering wheel in order to accommodate the expanding bump that was to become our eldest daughter, Demelza.

ERRsula's engine started to get a little smoky after 120,000 miles and was re-bored to 928cc. But with a temporary replacement engine running well, *ERRsula's* original engine is still waiting to be re-fitted.

Using *ERRsula* just about every day for the last 27 years, she has always had her fair share of attention from the public, with most having fond memories of Imps long since passed. After a short conversation with one lady, she asked if I had owned *ERRsula* from new. I must admit I was a little offended as *ERRsula* was made a few years before I was born!

In 2003, our younger daughter Rosie was born which led to Tim fitting rear seat belts and refitting *ERRsula's* original steering wheel.

Of all our Imps, *ERRsula* is my favourite to drive with the original steering wheel making the steering light and the easier to press clutch pedal due to the smaller Mk1 clutch. I hope to drive *ERRsula* for many more years to come.



Bentley National 1996
Photo: Tim Sears