Pure Speed. Really very pure.
A dream: to revive the Impéria!

Yves Toussaint

Green Propulsion s.a. is a Spin Off of the University of Liège. Founded in 2001, today it specialises in the development of “clean” propulsion and principally in the specific and expanding area of rechargeable hybrid motors.

To this end, Imperia Automobiles is a company created in 2009 by the demerger of Green Propulsion s.a. The independent “Imperia Automobiles s.a.” structure was created to operate these activities with the property rights for the Imperia make and for the PowerHybrid® propulsion.

At the head, Yves Toussaint, a great fan of the cars and Liégeois by adoption, had a dream: to revive the Imperia!

After three years in aerospace at ULG, his genuine spirit was revealed, his passion made him veer off in the direction of electromechanics at Val Benoit.

With his diploma in his back pocket, he spent several years in cooperation development in Brazil and Ethiopia where he would moreover complete his first drafts of the hybrid car. Upon his return, he took a post as an assistant at the ULG in thermal car propulsion. At the beginning of the 21st century, he decided, with his associates Nicolas Naniot and Bernard Loly, to move from virtual to real and Green Propulsion first saw the light of day.

Initially, the core activity of the company was devoted to prototype construction and certainly not to series production. One example of this was Green Propulsion who worked to create an electric Kangoo for Renault and internationalise its expertise and notoriety. Thus, backed by the recognition of its manufacturer-clients and the experience gathered when manufacturing 15 prototypes, the company has today decided to take the leap to produce and market its hybrid PowerHybrid® sports propulsion in its own Imperia GP. An Imperia GP that was resolutely sporty, a neo-retro roadster with timeless lines directly inspired by the past achievements of the Liège make.

The buyback of the Imperia marque in 2008 and the installation of its operational site in its original region also responds to the need to revive this emblematic firm relying on a prestigious past to create a momentum resolutely facing the future. The Service Public de Wallonie (SPW – Walloon public service), always attentive to ambitious projects that will perpetuate the spirit of enterprise that reigns in the region, is moreover giving enthusiastic support to this private initiative.
Nous vous parlons d’un temps que les moins de 20 ans ne peuvent pas connaître! An era when the pioneers, the craftsmen, manufactured a car piece by piece practically by hand. A glorious time during which Belgium had more than 40 car manufacturers!

It is in this mobilising context that a small specialised company active in the field of manufacturing motorcycles, the A.G. Piedboeuf shops in Liège, started to create the Imperia car make under the impetus of its founder.

Since 1906 and after its participation at the Paris Salon, the make asserted itself on the market thanks to the simplicity of its lines and the robustness of its engineering. It was building itself a reputation in the Belgian press (within which especially the informed pen of a certain Jacques Ickx!) for enthusiasm and exceptional expertise.

The Brussels salon in 1907 confirmed this trend and positioned Imperia permanently at the forefront of the makes in the Belgian car industry, a success that would survive until the 50s. The first half of the 20th century that would see Imperia progress further through its relationship with the designer of the Springuel chassis or through the projects developed with the Catalan Abedal. The first world war slowed the development of the entire European economy and it was through the thirst for the most recent motor sport event that the Liège make reasserted its potential, its qualities and its great successes, bearing witness to this emblematic victory at the 1922 Belgian Grand Prix on the all new Francorchamps circuit.

After more than 40 years of hegemony into the Belgian auto industry and after having cleverly overcome all obstacles (the financial crisis of 1929 and World War II), Imperia put up a fight and found itself at the Brussels salon in 1948 as the one and only Belgian make still active. Increasingly isolated, frustrated by fierce competition that took full advantage of a market in genuine expansion, Imperia survived by using representatives and associating itself with the makes or foreign concepts but the momentum came to a standstill. The future became less and less engaging and after displaying force and conviction over the best 50 years of car manufacturing in Belgium, this flagship of Liège industry disappeared in 1958...
A UNIQUE TECHNICAL AND TECHNOLOGICAL DESIGN

This vision of the future sensitive to respect for the environment but targeting genuine car fans who are even more avid about the unique performance demonstrates all its legitimacy. The new Imperia concept fits perfectly in this more extensive vision of the use of a prestigious vehicle, of which the three key principles are:

► A completely innovative hybrid propulsion
► An unrivalled consumer/performance relationship
► A fashionable design

PROPULSION: A REVOLUTION

For its propulsion, the Imperia GP roadster relies on an exclusive technology that was specially developed to fit out this vehicle. The Imperia GP hybrid drivetrain is unique by its balanced dual propulsion motor/engine. On its batteries and electric motor alone, the Imperia can already move quickly in and out of every city, without causing any local disturbance. By combining the motor and the engine, as a hybrid, the performances reach what has until now been the exclusivity of V8 and V12 engines. The car runs primarily on electricity and to a lesser extent on petrol. The electrical mode (with a range of 60 km) or the hybrid mode, may also be managed by the driver from the cabin depending on the specificity of its journey (highway or city).

Once at your destination, all you need do is connect it to the network (220V) to recharge it fully in about 4 hours.

CONSUMPTION AND PERFORMANCE: ENVIRONMENTALLY-CONSCIOUS DRIVING PLEASURE

This unique propulsion allows Imperia GP to combine the performance of a Porsche (0 to 100km/h in 6 seconds in electric mode and in 4 seconds in hybrid mode) with the consumption and CO2 emissions of a Smart!

The best choice, without question, for combining usefulness and enjoyability. A pleasure to drive strengthened further by the deliberate intention of the designers to restore nobility to driving. In fact, the series version is provided without the electronic driver assistance technologies found in most sports models today (available none-theless as an option).

DESIGN: A FEAST FOR THE EYES

At a time when “vintage” is honoured, the neo-retro concept of the Imperia GP is decidedly in fashion with its independent wings and its fluid lines.

Moreover, the efficiency mentioned in the “Consumption and Performance” chapter is harmoniously blended with the aerodynamics and elegance of a model that has no reason to envy any of its contemporaries of similar or comparable ranges.

50g CO2/km

Innovative, unique, high-performance, economical, prestigious, emblematic, 100% Belgian… the qualifiers are too numerous to mention to express the future of a concept that has definitively moved up to a higher speed!
SPECIFICATIONS IMPERIA GP

**Engine**
- Type: Petrol
- Configuration: 4-cylinder in-line turbo, direct injection
- Displacement: 1.6 l
- Maximum torque: 300 Nm
- Maximum power: 152 kW (208 cv)
- Transmission: 4x2 speeds

**Electric motor**
- Type: Permanent magnet axial flux
- Maximum torque: 350 Nm
- Maximum power: 119 kW (163 cv)
- Transmission: 2 speeds

**Batteries**
- Type: Li-Polymer, Nickel Manganèse Cobalt
- Configuration: 1P96S
- Nominal voltage: 355 V
- Capacity: 31 Ah
- Useful energy: 11 kWh
- Autonomy: > 60 km

**Battery charger**
- Maximum power: 3 kW
- Network plug: 220 V 16 A
- Charge time: 85% in 3.5 hr / 100% in 4 hr

**Miscellaneous**
- Chassis: Chromoly steel tube space frame including roll cage
- Body: Glass-fiber reinforced plastic
- Suspension: Double wishbone
- Wheels: 18-inch alloy

**Performance**
- From 0 to 100km/h in 6.0 seconds in electric mode
- From 0 to 100km/h in 4.0 seconds in hybrid mode
- From 0 to 200km/h in 12.6 seconds in hybrid mode
- Kilometre standing start: 22.3 seconds

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