

## All Imps should carry donor cards!

Mike Scott,

After an excellent sunshine holiday in Alcudia I arrived back home to Aberdeen on Saturday 27th October, on Fran's birthday, to a nice surprise of snow on the ground.

The next day I was found searching out warm winter clothing for my duties as Chief Marshal at The Circuit of the North, a two-day event run by the Caledonian Classic and Historic Motorsport Club.

The stage at Grampian Transport Museum Race Circuit consisted of seven continual tests set out over the race circuit. By luck the day remained dry but cold and we welcomed 15 competitors, who had survived the previous day and night stages, in a variety of classic cars. As I was unable to download the final entry list I was unaware that Imp Club member Keith MacCurrach from Edinburgh was entered, although his car was not running smoothly when he arrived at the circuit.

The cars were to have two runs on the circuit. Unfortunately the Talbot Sunbeam of James Meggat from Paisley developed electrical fuel pump problems and sadly Keith's Imp died on the



James Maggat's Talbot Sunbeam and Keith MacCurrach's Imp which was to save the day for James  
*Photo: Mike Scott*





James Maggat fits the donor fuel pump while anxious wife Wanda looks on  
Photo: Mike Scott

start line on his second run due to gremlins in his newly installed fuel injection system.

After the Tests all the competitors were treated to a lunch in the Museum café before driving south on the road sections to arrive at the finish at Scone Palace, Perth for the high tea and prize-giving.

Both the Imp and the Talbot Sunbeam owners looked as if they had terminal cases on their hands and were already organising for AA recovery home. However, after speaking to James and reassuring his Dutch wife Wanda that we would try to get them mobile, I spent the next hour with James trying to source a replacement high-pressure fuel pump from local garages, motor factors and motorsport contacts, sadly to no avail.

On our return to the circuit the best I could offer James and Wanda was to take them to a warm lunch at the Museum before driving them to Aberdeen in order to catch a train home. The plan was that James would return next day with his trailer to recover the car. As we made our way to the café we passed Keith, who was still awaiting transport for his Imp from the AA. By chance his bonnet was open and there, like a 'single gold tooth in a facial grin' was a fitted high-pressure fuel pump of the exact type and spec as the one James needed!

Keith, a true gentleman and enthusiast, without hesitation offered and removed the donor fuel pump in order that James could continue in the event and hopefully get him home thereafter. The lunch was put on hold as James successfully fitted Keith's fuel pump to his Talbot Sunbeam and was able to leave the circuit by 3 p.m. much to his wife (navigator) Wanda's delight and thanks.

Another hour passed by in the car-park before Keith, his navigator and his 'Donor' Imp were uplifted and relayed home to Edinburgh. *(Presumably without a victorious cry of, "Ah, it's your fuel pump, mate," from the AA man! GP)*

I would like to take this opportunity to thank Keith again for all his help on the day despite his own problems, the true spirit of motorsport fellowship was shown that day.

Surprisingly enough the 930 cc engine, which was replaced by its present Volvo engine, in James Meggat's Talbot Sunbeam was sold recently to Glasgow Imp Club member Scott Fanning. Donor cars, eh?

