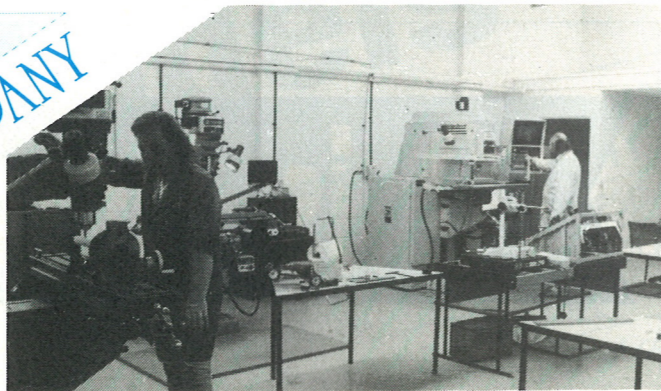


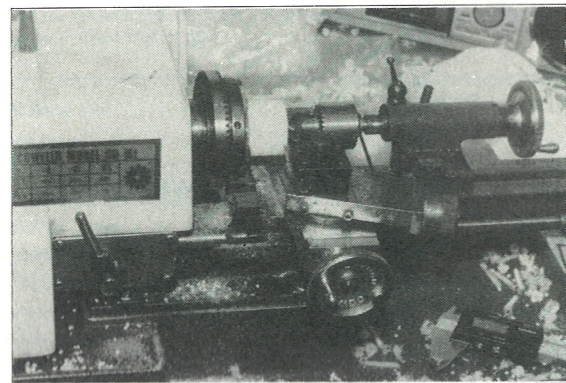


*Model Motor Sport*  
**M.M.S.**  
 A GREAT BRITISH COMPANY



The Machine Shop!

One of the things that we don't do very well here in the U.K. is blow our own trumpet loud or long enough! We can and do make superb products, some of us even know how to market these products to a waiting world however most of us and that includes T.Q. don't know how to say. "Yes we are very proud of the product we manufacture" without feeling a little embarrassed or big headed about it. Nine times out of ten we leave it to others to pass on what they know or feel about our own well made, beautifully produced, item however this month we are glad that we, at T.Q. have the trumpet well and truly to our lips and are blowing a tune called M.M.S. M.M.S. or Model Motor Sports began life in 1987, working from a small lock up unit in the industrial area of Balsall Heath in Birmingham, an area better known for it's, shall we say, night life than anything else. From those small beginnings M.M.S. have grown into a leading aftermarket, specialist component manufacturer of extremely high quality. Success for M.M.S. has been for some time firmly based



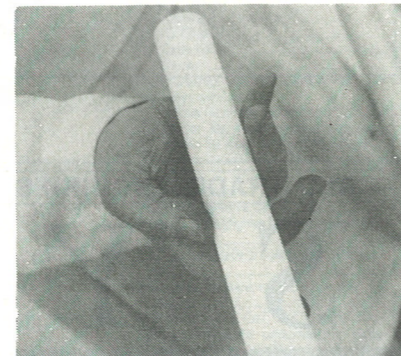
Where it all began! Alan's first machine doing a sterling job.

on one product range, the legendary differential and top pulley replacement set for the Schumacher CAT of which over 27,000 units are now happily fitted and in use throughout the world. We asked Alan Stewart, the man behind it all why he chose this product, his answer was, as always remarkably straightforward. "Well it's the best car in the world isn't it"

Both the diff and the top layshaft unit have gone through, and continue to go through, a continual design uprate. Alan is, however, quick to point out that production methods have remained virtually unchanged since diff number one. Having spent some time at M.M.S. we can see why this is so, as each item leaves the factory only after it has been carefully checked and scrutineered for the highest quality of workmanship.

The man responsible for production and quality control of differentials is Wayne Parker who accepts nothing but the best. We were amazed at the low rejection rate of components, with less than 0.01 per cent of all production being scrapped. This is not because of poor quality control but because of extremely high workmanship standards.

These days M.M.S. are producing more than just one product, and have a quality selection of performance transmission parts and high efficiency heatsinks on the market.



This is how your diff begins life - as a solid bar. Then teeth are exactly machined into it!

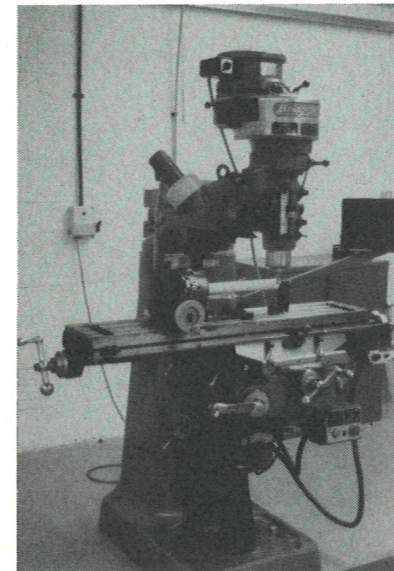


Careful inspection is vital, any deviation from the norm is thrown away!

want, from more or less any material, to tolerances of less than 3/10,000 of an inch and produce it every time you ask and repeatably to the same tolerances. This led your nosey, erstwhile reporter into a train of thought that maybe Alan was thinking of producing something other than components, maybe, just maybe he was thinking of manufacturing his own car? On asking Alan if that might be the case, he instantly changed the subject and began muttering something about an urgent problem in the packing department that he just remembered needed sorting! We leave you to make your own minds up, all that production equipment plus Alan's reaction to a blunt question just might mean that we may soon be looking at another serious racing car produced here in the U.K. "Scoop Pearson" will keep you posted, I wonder what the Sun would pay for a story like that!

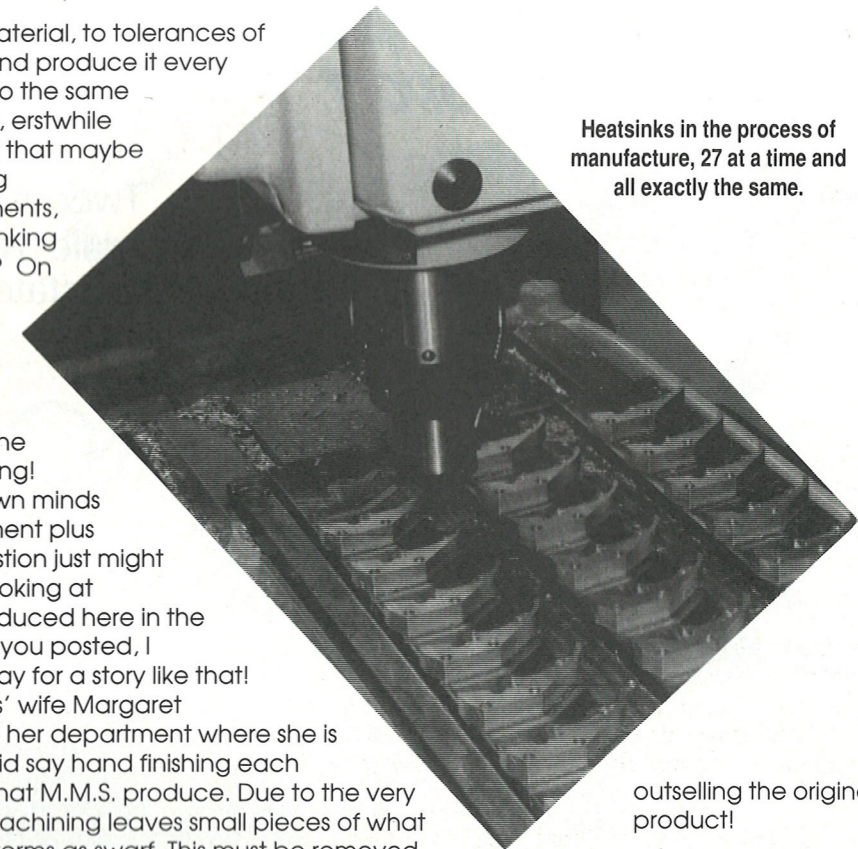
Enough of the gossip! Alans' wife Margaret proceeded to show us around her department where she is responsible for hand, yes we did say hand finishing each and every nylon component that M.M.S. produce. Due to the very nature of high quality nylon, machining leaves small pieces of what would be referred to in metal terms as swarf. This must be removed in order that the diff gives one hundred percent efficiency. Amongst her other duties Margaret is also responsible for making sure that every transmission part has been checked!

M.M.S. have a commitment to race proving their products which they do in the toughest form of racing, endurance events. First time out in the now regular



This is the machine that puts all the teeth in all the right places. Just think, your M.M.S. diff started life here!

This is how it all ends up, ready for hand finishing and final inspection.

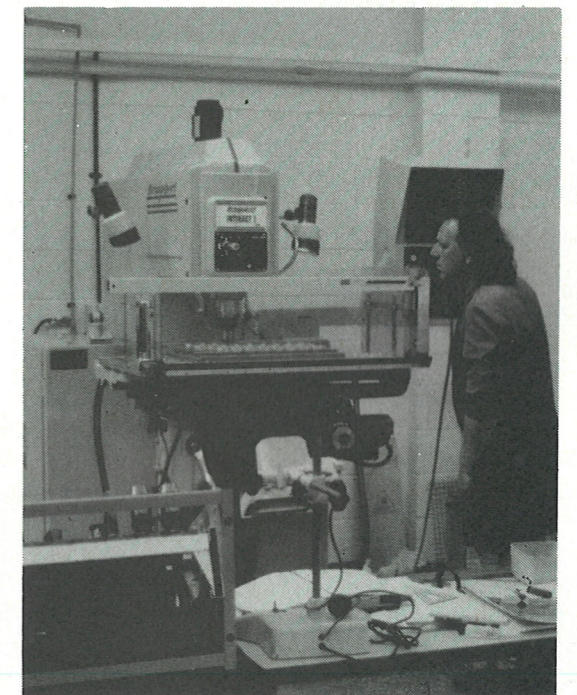
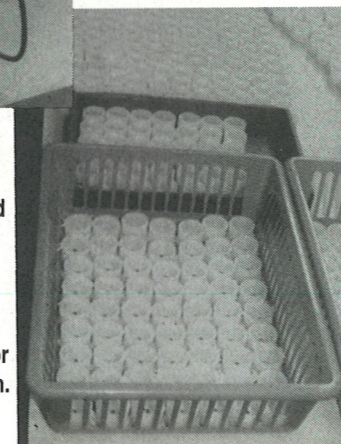


Heatsinks in the process of manufacture, 27 at a time and all exactly the same.

outselling the original product!

So there we are - an insight into one of the U.K.'s manufacturers of high quality competition parts. Many CAT. owners have already found what M.M.S. quote as their motto. A consistency of quality second to none in the world!

out in the now regular Donisthorpe 24 hour event they came in a very creditable second, behind Schumacher, and in the Telford eight hour they took first place some two hundred laps in front of the second placed team. In line with the M.M.S. development programme the new CAT Super diff is now on the market and is reported to be



M.M.S.'s new baby being put through it's paces by Wayne. This machine represents an investment of £30,000+ in order to bring you utter reliability.

