

TOOL ORDERS

Natural Born Racer

Michael Mallock is the latest member of one of Britain's oldest racing dynasties, the Mallock family. For the last 50 years at least one of the Mallocks has been racing in one championship or another around Europe. Michael is a full time development and race driver and we caught up with him in between races at Brno in the Czech Republic and the Nurburgring, Germany.

What are you working on at the moment?

"This has been a hectic, but hugely enjoyable year. I've just come back from Brno where I've been competing in the European GT4 Cup with an Aston Martin Vantage N24, for the RS Williams race team."

This was the same car that James May used on the Top Gear test around Europe and found it quite hard to get along with as a road car.

"Yes. He was using the road version of the N24. I've found the race version to be a very good car. The GT4 rules keep the cars more closely related to the road cars, so it is basic in its handling, and the creature comforts you would find on the road car have been removed, for the sake of weight.

The engine produces around 420bhp and the power is delivered in a usable spread of revs, not in a short power band. The car also gives good



mechanical grip, and employs a conventional 'H' pattern gearbox"

Could you explain mechanical grip?

"Mechanical grip is where the drive and power transfer is governed by the car itself through the suspension, steering and tyres rather than by aerodynamic aids, items such as under trays and wings. The Aston Martin N24 has no aero package which helps keep speeds down from the faster GT cars like the DB9."

What else are you working on?

"I am also involved in the Mercedes SLR 722 GT Trophy as the official development & professional driver."

This is a new series involving the road car designed as a joint project between McLaren and Mercedes Benz?"

"Yes 2008 has been the inaugural year of the series and has mainly been run on circuits in mainland Europe, although there is hope that it will go further afield next year.

The cars arrive at RML (Ray Mallock Limited) as they would be delivered to customers ready for road use.

RML then strip the cars back to the engine and gearbox. The cars are built up to FIA GT safety specifications. They (RML) have developed over 300 new parts for the cars, including an aerodynamic package.

The engine is delivering about 680bhp, with good ground effects and excellent mechanical grip.

It's a tribute to the design, and engineering integrity, of the original car that the engine and gearbox are

contd.

Christmas is Here...

Firstly, our apologies, the Toolorders Newsletter is supposed to be on a bi-monthly basis, and as you will have noticed it has been longer than that.

We have been busy updating the site with all the new product ranges and additions to the existing choices from Teng Tools and Limit.

We have also made changes to the operation of the Toolorders website to try and improve the operating speed, ease of use and quality of the information about the products available. However, if you happen to find something we have missed please get in touch by e-mail at: info@toolorders.co.uk we will also be grateful for any suggestions that you may have to improve Toolorders even further.

Christmas is here and Toolorders have the new selection of special offers available for your perusal now. There will be items from most of the product ranges to suit all budgets. We will have items to suit those who like the gadget type things as well as the more mechanical minded of you.

This has been our first year with Toolorders and we would like to thank those of you who have supported us and hope that you will notice the improvements that we are making in all areas of the Toolorders operation.

Lastly, even though the racing season is over keep visiting Toolorders Latest News as we will keep you up to date with and developments in any of the motorsport activities that Toolorders and Teng Tools are involved in.

Thank you and have a Happy Christmas and even better 2009.

**Bruce and Zach.
Toolorders.**

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raced with only minimal changes. In essence we race with an automatic gearbox using the paddle shifts, albeit re-programmed for faster gear changes.”

How do the races work?

“Each owner is paired with a professional driver, who is there to give advice on driving and car set up. We then have two separate races, one for the owners and one for the professional drivers. The result is



based on an aggregate of the two races.”
Who are the other professional drivers?

“A pretty distinguished list including: Mika Hakkinen (former McLaren world champion) who has driven the car, but not raced yet, Jean Alesi (former Ferrari F1 winner), Bruno Senna (up and coming driver, and nephew of the late Ayrton), Klaus Ludvig (DTM champion and 3 time Le Mans winner).

There are many others as well.

It’s a great experience for everyone involved. The owners get to learn how to get the best out of the car and take part in competitive racing, with cars that are great fun to drive. It’s friendly, relaxed and fun to be involved.”

How do you develop a chassis?

“It’s a very workmanlike process. You need to have a good understanding of how the

components of the car work and how alterations to any given area will affect the car and, when you have altered them, be able to tell the difference that they have made to the characteristics.

You need to be quite analytical and clearly remember anything that may have happened whilst driving, and then relate this to the readouts on the telemetry. When you are sitting down with the engineers you need to download feedback and

information like a computer readout so that the engineers can translate what you are telling them so they can understand what may be causing the problem but also how to cure it. Good communication and understanding amongst the team is vital.

Depending on what you are looking to achieve, you generally work to get the handling and chassis sorted first. No matter how good the engine and gearbox are if you can’t get the car to go in a straight line and round corners you will never have the opportunity to exploit the power properly. As a race driver you are looking to change the car on a more personal level and the changes you make are solely for the purpose of going faster, it’s not as multidimensional as developing a road car, as you would be looking at comfort, durability and adjustability to

allow for the different drivers who may drive the car.”

So you know how to use the tools?

“I never said that, I’ll stick to what I know, thanks.”

Do you still like to have a go in single seaters?

“I really enjoy driving sportscars and later this year I will be competing in the Walter Hayes Trophy at Silverstone, driving a Mallock Mk9. The car is a 1969 Formula Ford chassis, and as this year is the 50th anniversary of Mallock as a constructor it will be nice to represent the family and get a feel for the sort of cars my father competed in. I enjoy driving the old Mallocks but just don’t get the opportunities very often.”

Are there any particular championships or races you want to try?

“I would never say never to anything but I would really like to try Le Mans. My father did it on a number of occasions in the Eighties, I’d also like to try Touring Cars. Hopefully it will happen sooner rather than later.”

“It’s a great experience for everyone involved. The owners get to learn how to get the best out of the car and take part in competitive racing, with cars that are great fun to drive. It’s friendly, relaxed and fun to be involved.”



Toolorders “Guide Gloves” make debut at Silverstone

Motorbase Performance BMW, the British Touring Car Championship Team, field tested Guide gloves from Toolorders for the first time at the August race meeting at Silverstone.

The team tried pairs of Guide 5005M Allround gloves with built-in magnets. The innovative design means a good all round fit and the integral magnets allows the wearer to hold screws, nuts and bolts conveniently, and available quickly, when needed on the back of their gloves while continuing to work unhampered.

The weekend was plagued by wet weather but the gloves proved their usefulness in the wet, and dry, as well providing good finger and knuckle protection.

Team Principal, David Bartrum, said, “The boys in the pit garage were very impressed



by the gloves. They feel they were well designed and fitted in all the critical areas. Fingers and joints are well protected, but not overly so, allowing the feeling of whatever they are working on”.

As well as protection from the elements, the gloves need to provide maximum protection from the high temperatures experienced when working on the cars. Again Guide gloves excelled, as David

explains, “We have three races on race day and often have to work very quickly, in cramped conditions. Time does not allow the cars to cool down, so hand protection is critical, Silverstone saw a lot of activity between the races and, based on this test, Motorbase Performance will be issuing Guide gloves from Toolorders to all members of the Team for the 2009 season.”



Luna Impact Wrench from Toolorders is put to the Test at Brands Hatch.

Motorbase Performance tested the new Luna 207340100 Composite Impact Wrench in the final round of the HiQ MSA British Touring Car Championship (BTCC) at Brands Hatch in Kent recently.

The reversible wrench has been especially developed for use in workshop and pit lane applications. With a high torque action the wrench develops 280 – 450Nm (209 -355lb/ft) and has a dial switch for the three forward and two reverse speeds.

The compact ergonomic design is further enhanced by the adoption of composites in its construction giving it an operating weight of just 1.2kg, this compares with 2.4Kg for the equivalent standard model. It is a wrench that can truly punch above its weight!

Toolorders recently asked Motorbase Performance BMW to try the newcomer at the season finale of the HiQ MSA British Touring Car Championship in their busy pit garage.

Team Principal, David Bartrum, commented on the pit crew's findings: "The boys found it to be a well designed and constructed impact wrench. The rubber handle feels good to hold and the whole unit fits in the hand nicely.

It is obvious that a lot of thought has gone into the design and finish of the tool. Everyone has commented on the lack of vibration through the hand and wrist when being used.

Another nice feature is the way that the dial and switch can be changed from left to right handed operation. This could prove to be invaluable to the left handed amongst us!

It may be coincidence, but this weekend has been our most successful so far, and we have been the top scoring team, even



beating the manufacturers' teams and part of that can be put down to the smooth operation in the garage. That comes from everyone knowing their role and being able to rely on the Luna equipment Toolorders provided us at Motorbase Performance BMW.

The Luna air wrenches will be included in our kit list for 2009."

All Luna hand tools come with a two year warranty and spare seals can be ordered to further extend the working life of the equipment.

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Jeepers...Creepers

The introduction of the 2008/9 catalogue saw the introduction of the Luna brand, replacing Race. Toolorders will be adding to the range as new products are introduced.

Already, in time for Christmas, Toolorders have new editions to the website.

A number of customers were disappointed that Luna had not introduced mechanics' creepers, well, the wait is over now the new Luna creepers have arrived. There are two new models.

204540108 is the traditional trolley style creeper finished in black with green Luna logos. It has six castors for easy manoeuvrability and two tool storage trays.

207860107 (above) is a creeper that can be cleverly folded into a stool with a durable metal frame and grey cushion covers with green Luna branding.

Also from the Luna there are new bench grinders, battery chargers and drill bits.

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