

Dry Sump Systems

Car came with a wet sump oiling system for the motor, typical of these cars in 1968. Most T140's that had dry sump systems that required removing a frame tube to install the Dry Sump Pump. For this car we designed a dry sump system using a Aviad 3 stage pump which has one pressure pump and two scavage pumps, ARE dry sump tank, ARE oil pan and remote oil filter to complete the system constructing mounting brackets as needed. The pump is mounted to the engine in so that no chassis frame tubes were removed.

For the 50th Anniversary F5000 races at the 2018 Monterey Reunion we redesigned the system with the help from ARE to mount the a new dry sump tank inside the left side body. The goal was to remove the tank and associated weight from the rear of the car and make the car look as it did in 1968 with a wet sump oiling system. This system worked as well as the original system except the oil catch tank would capture more oil than normal for each track session. Hence we reinstalled the original system as seen on the car today. The new tank is still mounted to the left side of the chassis, but it needs to be modified to prevent the catch tank from filling. All the hoses used for the new system are in one of the storage boxes that come with the car. The Aviad oil pump was rebuilt when the new system was installed.

Fuel System

In 2006 the car came with fuel cells that hang from the side rails of the frame and are held in place by the fiberglass center section. To make the car safer we fabricated an aluminum container and had Fuel Safe construct a custom designed fuel cell to fit in this container. The cell was replaced with a new cell by Fuel Safe this month. The fuel flip cap remains on the car but is not connected to the fuel cell for safety reasons.