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Smokey Yunick's Hot Vapor Engine Headed for the Smithsonian

One of Smokey Yunick's hot vapor engine has been accepted into the Smithsonian Museum and joins one of his infamous hats and dark-rimmed glasses that were sent there earlier this year. The hot vapor engine delivers very high fuel efficiency from a small engine at the same time it produces very robust power. One of his test cars, an old Volkswagen Rabbit with a two-cylinder hot vapor engine in it, got over 50 miles per gallon and produced over 150 horsepower.

Smokey was a self-taught inventor that never made it out of the tenth grade. This lack of formal engineering training coupled with a willingness to try anything without fear of failure, probably led to many of his off the wall ideas. Where there was a need, Smokey would find a way to get things done. In order to eliminate the need to fly diesel fuel in by helicopter for the generators at the well head and the pumps along the pipeline, Smokey modified the diesel engines and invented a device that filtered the crude oil they were pumping out of the ground and allowed it to be used as fuel.

Three of Smokey's ten U.S. patents are related to the hot vapor engine with the others covering a pressure vent, two for oil changing systems, one for the Smoketron and one for a race track design with an integrated safety wall that protected both the drivers and the fans.

Smokey spent many of his years after NASCAR working to make racing safer for the drivers and he was convinced that unless the track wall moved, it can't lower the G forces enough to save the driver. During his career, he had always put safety first and that was the primary reason why he quit NASCAR – they refused to allow his car to run a safer fuel cell because it wasn't stock.

(Copies of all of these patents are available.)

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