



TECHNOLOGY - The State Of The Air

Air conditioning your specialty vehicle today requires more knowledge and informed thought than a few years ago. As you may already know, the old industry standard refrigerant known as freon or R-12 is no longer being produced. In fact it hasn't been produced in the U.S. for several years now.

The reason for its demise is based on the fact that the chlorine component (in chloro-fluoro carbon 12) has been identified as the primary offender in ozone depletion theory affecting legislation in this country and virtually every other industrialized nation in the world. Production has, as a result, been banned in this country and the end goal is to control its use until it is all but eliminated from common usage.

The refrigerant selected by all automakers world wide to replace CFC-12 is HFC-134a. The primary difference is the use of hydrogen in place of the chlorine atoms. Hydrogen is relatively benign to the atmosphere and HFC-134a is less harmful. No known atmosphere destruction, no problem!

Still, we would like to go on record as saying all refrigerants, including HFC-134a should be dealt with responsibly, using proper control procedures and recycling machines for each type of refrigerant you handle.

What Does All of This Mean to You?

It means that, as was predicted early on, CFC-12 has become very scarce. If you are currently building a vehicle and hope to have it running soon, you'll need to decide which refrigerant makes the most sense to use. Among the considerations are:

1. Although CFC-12 can be found, it is getting scarce as shops stop purchasing and replace the equipment used for CFC-12.

2. The cost of CFC-12 in relation to HFC-134a is substantial. If you can find CFC-12 it will cost many times as much as HFC-134a. This situation will only get worse as supplies dry up.

3. The use of, or even possession of, CFC-12 is strictly regulated. Your buddy's stash could result in some legal problems!

4. If you install a system designed specifically for CFC-12, or you are restoring one originally designed for CFC-12, you can anticipate a continuing costly and time consuming effort to maintain them.

Performance Of HFC-134a Systems

HFC-134a systems are now the industry standard and are about as trouble-free as they can get. It has been almost twenty years since we began our quest to fully develop high quality, high performance air conditioning systems for use with HFC-134a. It has been over fifteen years since the first Vintage Air HFC-134a system was installed in Rick Love's 1939 Ford coupe. We have developed and tested hundreds of such systems in virtually every kind of application and have sold thousands to satisfied



customers around the world.

We can say with absolute confidence that these systems, when configured correctly, work as well, or better than the old CFC-12 systems.

The Status Of HFC-134a Refrigerants And Equipment

As stated above, HFC-134a costs have dropped as production has increased. The price per pound of HFC-134 is a fraction of the cost of CFC-12, if you can even find a supply.

MANAGEMENT TEAM

Our Executive Vice President, Rick Love, has an extensive engineering background and is involved with every area of operations and marketing. Rick recently finished building a '32 coupe and drives his new '72 Camaro to work regularly. He recently fulfilled a lifelong dream by making his Bonneville licensing run at 146 mph in George Poteet's '32 Roaster.

