



To say, "things change" would be an understatement where the street rod and performance world is concerned. Thirty years ago our main goal was convincing rodders that they needed air



Street Rod Show Back In The Early Days

conditioning and then, all we had to do was produce a reliable compact system that would deliver enough cool air to satisfy basic expectations. We don't need to tell you that the level of technology, sophistication and performance of special interest cars has surpassed anything we foresaw back then. Just as suspension and engine technology has improved, the expectations for climate control system performance has increased as well. Vintage Air has continually improved our systems each year since the beginnings. Today it's much more than just cold air. Even the average street rod or restored classic car or truck is finished to an amazing level of quality. And the owners of these vehicles want to enjoy their driving experience in almost any weather conditions or environment. So, how have we evolved

the simple air conditioner into a modern, full-function climate control system, capable of providing what we like to call "Just Right Temperatures" in any driving conditions? This section will be an overview of the progression.

A Change For The Better

For over twenty-five years the cooling goal of auto air conditioning was fairly easily achieved because the commonly used refrigerant, CFC-12 allowed compact systems to



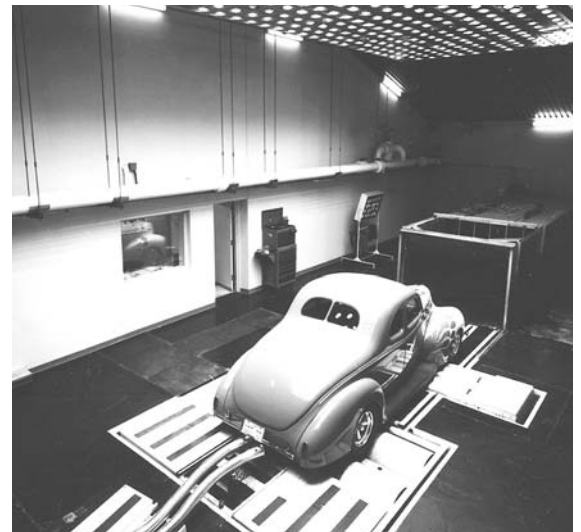
The "New" HFC-134 Systems In R&D

produce very low vent temps. As you may already know, the old industry standard refrigerant, commonly known as R-12, is no longer being produced. In fact it hasn't been produced in the U.S. for many years now based on the fact that the chlorine component (in chloro-fluro carbon 12) had been identified as the primary offender in ozone depletion theory, affecting legislation in this country and virtually every other industrialized nation in the world. The refrigerant then selected by all automakers world wide to replace CFC-12 was HFC-134a. The primary differ-

ence is the use of hydrogen in place of the chlorine atoms. Hydrogen is relatively benign to the atmosphere and HFC-134a is less harmful. Vintage Air is proud to say that we began research and development on (the then new) HFC-134a very early, and in fact produced our own 134a systems a full five years before the federal laws mandated its use. Regardless of your position on the debate about climate change and ozone layer depletion, the simple fact is the change was law, and we believe anything we can do to limit pollutants is always a plus. We will also go on record 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.

Why Is This Important To You?

It means that you will be installing a 134a refrigerant system in any new installation regardless of manufacturer. It also means that there is no option, when trying to restore a classic car's a/c system, to



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.

