

**Newsletter of Air 'Vair, the CORSA Chapter for Air Conditioned Corvairs
Winter 2006**

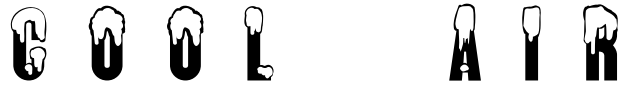
Survey: How Do We Do It?

With all the challenges of dwindling parts availability, changing regulatory climate (pun intended) and limitations of the original designs of the air-conditioning systems of our Corvairs, we now all get to cool in far more different ways than Chevrolet ever put together for the factory or the dealers who installed so many of the original systems. We'd like to know and report on the general trends among those who air condition their Corvairs, so herewith, a survey to capture the information. Please fill this survey out for any and all Corvairs you know about that are currently in service that have *ever* been air conditioned (the systems don't have to be working at present, or even complete). You don't have to an address envelope if you have e-mail. Just e-mail the editor with the subject "A/C Survey" and in the body, the number of each question and the answer (or its letter, for multiple-choice) next to the number, as, for example, 1. 1966. If you or someone you know isn't an Air 'Vair member, don't hold back on that account—we want as much of the data as possible. Thanks, and look for the results in the next **COOL AIR!**

1. Model year?
2. Model name?
3. Conditions in which vehicle is driven?
4. System working: (a) well; (b) fair; (c) poorly; (d) not working/incomplete.
5. Refrigerant used: (a) R-12; (b) R-12 substitute; (c) R-134a; (d) other, or empty
6. Original system: (a) factory; (b) dealer; (c) other; (d) don't know.
7. Present system: (a) mostly stock; (b) stock except compressor; (c) stock except condenser; (d) stock except compressor and condenser; (e) all custom/aftermarket
8. Condenser position: (a) on firewall (e.g., 1966); (b) over engine (e.g., 1965); (c) bottom of luggage compartment; (d) right side of engine compartment; (e) other
9. Compressor: (a) Frigidaire (original type); (b) Sanden type; (c) other
10. Other features (check all that apply, or none): (a) condenser fan(s); (b) thermostatic switch(es); (c) pressure switch(es); (d) system is "bone stock."

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To join AirVair and receive Cool Air, fill out the CORSA application and mail to Air 'Vair president with \$5 annual dues plus appropriate CORSA dues if you are not already a CORSA member. Renew the same way, indicating you are renewing on form.



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Blow It Out the Bottom: How One Man Does It

Living in Cocoa, Florida, Cecil Mills has to deal with a lot of heat, a lot of the time. Humidity, too, and all together. Perhaps for this reason, he just refused to put up with dumping the heated air coming off his condenser into that poor, hardworking 110-hp six that powers his beautiful yellow 1965 Monza. After exhaustive but disappointing experiments with a condenser mounted in the right-rear fenderwell, he finally bit the bullet and improved on GM's thermally challenged design with an approach used by the factory of that other (former) manufacturer of air-cooled cars, Volkswagen. He mounted a condenser in the floor of the trunk. Back at the other end of the car, he arranged to carry a spare tire (one of the miniatures supplied with new cars for the past ten years or more) in its original location in the engine compartment by replacing the original Frigidaire A-6 compressor with an R-5 Sanden-type compressor that yielded the necessary space.

Cecil has provided  (thanks, Cecil!) with photos and descriptions that enable us in this issue to treat you to the grand tour of what its proud owner and inventor describes as a system that keeps not only the passenger compartment cool, but the engine as well, each with its own independent flow of not-especially cool ambient air. First, a look at that condenser in the floor of the trunk.



The unit is a Danhard integrated condenser with fan and baffle rated at 21KBtu per hour. It draws air through two slots in the front of the trunk tub, and blows it out straight down. The shiny horizontal bands are supports for an attractive cover Cecil keeps over the rig when he isn't photographing it.

The next photo shows both the intake (upper left) and exhaust (center back) provisions for the condenser. The exhaust louvers are simply a panel from a house A/C condenser screwed down over the rectangular hole in the bottom of the trunk. The intake vent in the picture is actually cut into the spoiler (not stock for 1965) that Cecil keeps under the Monza's chin. A matching pair of vents is directly behind these, cut into the front of the trunk bottom.

C O L D A I R

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This tour concludes at the opposite end of the car, but along the way, a number of details might aid understanding of just how this system puts out 38°F air when the soup outside pegs the thermometer at 100. Between the fans and the compressor, the system uses a total of four relays. The system employs all aluminum bead-lock refrigerant connections, so is R-134a capable even though Cecil currently keeps R-12 in it. It even has an expansion valve calibrated for R-134a, but Cecil says he would feel better using the larger 32KBtu/hr Danhard unit, that will fit, with that refrigerant.



The last photo shows that little radial compressor at the back of the engine, nestling discreetly beneath a spare tire from the trunk of some water pumper, keeping Cecil and his passengers cool and dry as they cruise through the steamy heat of Florida's Space Coast.

COOL AIR

Air 'Vair, CORSA Chapter 004

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Address in Canada	\$6	\$54
Address elsewhere	\$7	\$55

Checks (payable to AirVair) must be in US funds drawn on a US bank.