

Rat Rods are starting to become a common occurrence at Street Rod Shows; or guess they should be called “Car Shows.”

“The Run To The Sun” in Myrtle Beach is held mid March and is the first Show many car buffs from ‘Up North” attend in the year. The 2009 show had great weather. The first day, Thursday, saw temperatures reach 75 degrees., Friday and Saturday mid 60’s.

There were many Rat Rods. This is a picture overview of some of them:



Have a MIG (Wire) Welder? Cut Your Gas Use in Half While Improving Start Quality: See www.NetWelding.com



A great deal of work went into the twin turbocharged V6 Buick powering this Rat Rod. May be inexpensive but these cars do not lack creativity! PVC intake plumbing was from Lowes!

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**Three Two's
add to the
'50s Theme**

**Neat White
Walls also fit
the '50s.**

**See '50s
style "Hot
Rod" next to
this Rat Rod**



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While Improving Start Quality: See www.NetWelding.com**



A Family Affair! This young man was polishing the blower! Overheard the owner say he just bought this high HP Chevy motor for \$3000 last weekend! Try that with a “finished” Street Rod. Several months as a minimum to detail all the engine parts etc etc. Note the parking brake—a piece of 2X4!



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Lots of detail and creativity in this car.



This car had a real "RAT" in the truck bed!



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RAT ROD interiors are also very creative. Many use metal signs, old license plates for interior parts. This one used kitchen chair tops for rear seats. The start switch on one dash was a house light switch!

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Some cars were really “Faux” Rat Rods! Not really Rat Rods because they were too nice! But they had some of the creative features the Rat Rod crowd employs.



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These cars are more '50s copies not really Street Rods with modern running gear, air-conditioning, stereo's etc and certainly not Rat Rods.



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More '50s facsimiles. Note the white walls that were the in thing in the 50's . Small block Chevy's were available in the late 50s but expensive. You were more likely to see '49 to '55 Olds and Cadillac engines.



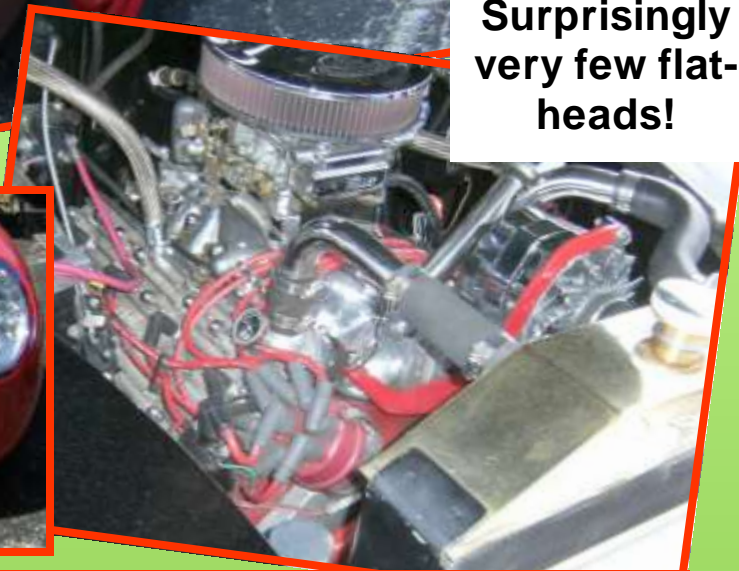
Saw few Olds and Caddy engines. They are expensive today and hard to find parts like manifolds etc.

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There were some '50's Hot Rods in primer like mine was in 1959!



Surprisingly very few flat-heads!



Those Porsche headlights in this '41 Ford n Myrtle Beach weren't an option in 1958! That's me on the right in my '41!



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Myrtle Beach “Run to the Sun 2010”

It's hard to find flat-heads and this '32 had a fine engine with classic 3 -2's. A real rod from the 50's this was no Rat Rod!



This was a great Rat Rod. True to form it was really rough and had a “rough looking” Hemi! The headers were classics. Unlike some of the Rat Rods that were there this one looked like a viable driver.

Other may drive their Rat Rods but they are hazards!

Other may drive their

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This ~'29 sedan was well done. It had a luggage rack that looked functional!

The appeared to be more than the usual 3500 cars, The initial reports were 3500 cars registered on Friday and it must have been exceeded Saturday.

This was a neat Rat Rod Truck. The wire wheels were great.



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**Have a MIG (Wire) Welder?
A Friend with a MIG Welder?
Know Someone with a
Fabrication Shop?**

**Do Them a Big Favor and Have Them
Review the Shielding Gas Saving
Information on Our Web Site:**

www.NetWelding.com

***If You Have a Home Shop -
Have You Run Out of Shielding
Gas on a Saturday or Sunday?
We Have a Solution:***

How Much Gas Can Be Saved??

The best way to show the savings is with an example from one of our industrial customers who tested the system then bought them for all 35 of his MIG welders.



A Texas Truck Box manufacturer evaluated the system on a repetitive job, welding doors. With their

standard gas delivery hose they welded **236 doors** with a full cylinder of shielding gas. Just substituting their gas hose with our patented **GSS** maintaining the same flow settings they welded **632 doors!** That's a 63% reduction in shielding gas use.

Weld Performance Improvement

A small shop owner provided this feedback after he purchased a 3 foot **GSS** for his small MIG welder. Al Hackethal reported these findings:



"Well, I can't believe it. I never thought a hose could make that

much of a difference. I had a small job that's been waiting for a while. The weld quality, and even penetration is considerable better. Almost no spatter! The weld seemed to be hotter and I turned my MIG down a notch.

Initially thought that my imagination had kicked in, but then realized that the gas I'm buying is actually working the way it's supposed to. Glad I found your website. This is one of the few things that really works better than any info could suggest. I understood the theory, though in practice I understood much better after the first couple of welds. Now I have better looking welds and almost no spatter, which means less grinding and finish work! In addition, the tip was cleaner after the job I just did.

This will provide savings in time, labor and maybe even consumables too. As a one man shop there's never enough time for anything.

Al also has a TIG welder with 300 amp water cooled torch and bought one of our Leather Cable Covers. His email said this about it!

Oh, the leather wrap for my TIG hoses worked very well and fits perfectly. I'd just replaced the hoses and was looking for something to protect them that was better than the nylon wrap that's available around here. Now I'm "TIGing" again too, and much safer. It's good to know the coolant hoses are well protected. Much better than using a 300 amp TIG and then realizing that I was standing in a puddle of coolant, which is what recently happened. Can't pay the bills if I electrocute myself!

Thanks for making products affordable".

Another Home Shop Writes About GSS System

Perry Thomasson has a very well equipped home shop. He uses a 175 amp MIG welder. However the small welder cart only held a medium size shielding gas cylinder and Perry



wanted to reduce the number of times he had to have it filled.

He purchased the largest cylinder his distributor offered for sale and chained it to a wall in his shop. He needed a much longer gas delivery hose so he added a 50 foot conventional 1/4 inch ID hose. He found he was using a lot of gas.

He purchased a 50 foot long **GSS** and saved a significant amount of shielding gas while improving his weld starts by reducing the starting gas surge. Since his regulator/flowgauge had a hose barb on the output, we supplied Perry with a splice connection on the supply end of the **GSS**. He simply cut the existing gas delivery hose close to the regulator and spliced in the **GSS** hose. The welder end uses a standard CGA fitting that is supplied with the system.

Perry emailed a picture and said;

" The system works great. Thanks for the professional service and a great product."

A Professional Street Rod Builder Had This to Say About the GSS:

They use a 250 amp MIG welder with built in feeder and a 6 foot gas delivery hose. With their standard

gas delivery hose the peak shielding flow at weld start was measured at 150 CFH, far more than needed and enough to pull air into the shielding stream. Air is then sucked into the gas stream causing poor weld starts and possibly weld porosity.

With the **GSS** replacing their existing hose, the peak flow surge at the weld start was about 50 CFH and it quickly reduced to the 25 CFH setting. With the many short welds made and frequent inching of the wire, they used less than half the gas and had better starts.

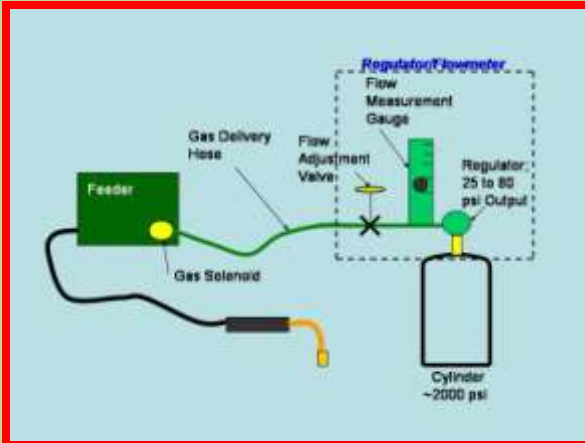


Kyle Bond, President, indicated a big benefit is the reduced time and effort

changing cylinders since it's required less frequently. He quickly saw the improvement achieved in weld start quality as a significant advantage! Kyle, an excellent automotive painter, was well aware of the effects of gas surge caused by pressure buildup in the delivery hose when stopped. He has to deal with the visible effects in the air hose lines on the spray gun in his paint booth! It's too bad we can't see the shielding gas waste as Kyle can the effects of excess pressure when he triggers his spray gun! The paint surge is visible and creates defects unless the gun is triggered off the part being painted! Kyle can manage the surge by triggering the paint gun off the part; unfortunately we can't start our weld with the MIG gun off the part! The **GSS** has a built in surge flow limiting orifice that keeps the peak flow from becoming excessive. So you not only save gas you improve your weld starts!

How Does The GSS Work?

Gas waste occurs every time you pull the MIG torch trigger even if it's only to inch the wire to cut off the end.



To keep flow at the preset level the gas pressure in the cylinder regulator will be between 25 and 80 psi. Flowgauge regulators (those with a flow calibrated pressure gauge) operate in this pressure range as well.) However to flow shielding gas though the welder and torch typically requires 3 to 5 psi depending on restrictions. Therefore every time



welding stops the pressure in the gas hose raises to the regulator pressure of 25 to 80 psi. That stores up to 7 times the hose volume of gas in the hose. This is similar to your shielding gas cylinder which holds about 150 times the volume of gas as the physical volume of the cylinder due to the high pressure!

The patented **GSS** stores over 80% less gas than typical shielding gas hoses. In addition to the wasted gas (which you can hear when you pull the torch trigger) the high flow also

causes air to be pulled into the turbulent shielding gas stream! This is like starting with the gas cylinder shut off! You have probably experienced that before when you forgot to open the valve!

It takes a short time for the shielding gas flow to return to a smooth less turbulent (laminar) flow even when the start gas surge flow reduces. That can take several seconds so when making short welds or tack welds you're not getting all the benefits of the shielding gas you're purchasing!

SUMMARY:

The **GSS** can cut your gas use in half or more. It also has a surge restriction orifice built into the fitting at the welder- wire feeder end. That limits peak flow (*but not your set flow*) to a level that avoids excess turbulence for better starts. It allows a controlled amount of shielding gas to quickly purge the weld start area.

All you need to do is replace the exiting gas hose from cylinder regulator to welder with our patented **GSS**. It is available in various lengths at www.NetWelding.com.

There are more testimonials at:

http://www.netwelding.com/product/on_test_results.htm

Have more questions? See:

http://www.netwelding.com/Overview_GSS.htm

Or email us at:

TechSupport@NetWelding.com