

Steering Wheel Lock and Motion Alarm; *ITEM ALM*

The Corvette comes with a an excellent security system but lacks one item which could be helpful- a motion detector. Put one on my '88 Vette and wired it into the electrical system. It had a sensitivity control I thought was set properly. However one day when coming back to airport as I removed the car cover (which did not set-off the alarm) the attendant came over and said when the wind was blowing the alarm was going off all night!

I also used "The Club" when parked in a hotel etc. Found this device which combined the motion alarm with a steering wheel lock. It also has a Yellow Handle! J.C. Whitney had a good prices ordered it.



As noted, its called Gorilla Grip Lock and Car Alarm.

The following are some photos of it installed:

As with most steering wheel locks it clamps onto the wheel and locks with a key. No need for the key to set-it only to remove it.

Several rubber inserts provided allow adjustment to the wheel thickness. The thinnest works but is still a tight fit. Could use some trimming but it fits.



Not readily visible in this Photo is a blinking LED that indicates the integral motion alarm is armed! It is armed with the remote (visible in the photo on the first page.) Only a 9 volt battery is used to active the alarm with relatively minor motion. It's not too effective outside the car, but if your inside when it goes off the noise is painful! Glad I had the key fob in my hand to shut it off!



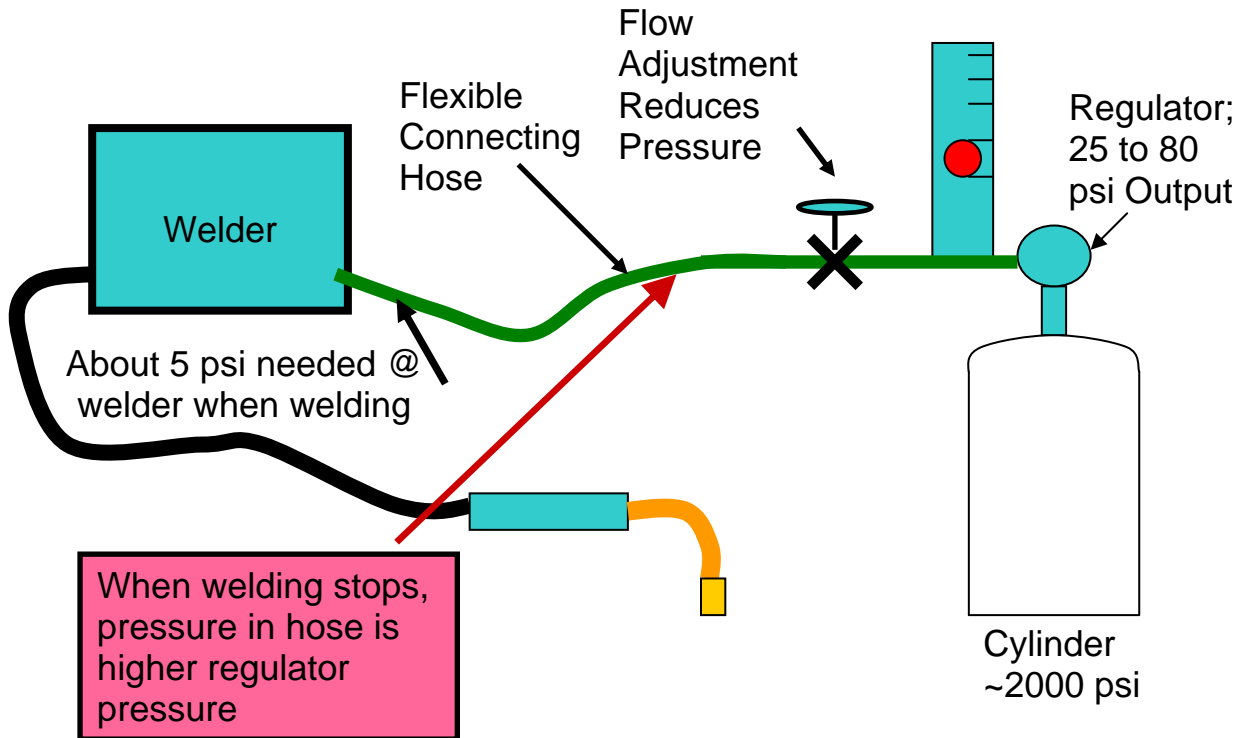
Decided to keep it stored in the garage in a large plastic bag to keep it clean. Put in near the car so it would be remembered when the car was going to be left in an area where a deterrent might be needed (probably not often.) Like any other device will not stop a pro but will help discourage amateur!



WA Technology

Have a MIG Welder?

Our Patented Gas Saver System not only cuts shielding gas use in half or more by reducing waste - it improves weld start quality.



The schematic shows why there is a surge of high gas flow at each weld start. Shielding gas pressure builds in the gas delivery hose when welding stops. When welding starts the pressure reduces to that needed for the low shielding gas flow rate. The extra gas surge at the start not only wastes gas but the high surge flow rate pulls air into the shielding gas stream. This air makes inferior weld starts in addition to wasting gas.

Our patented Gas Saver System (**GSS**[™]) solves both problems by limiting the volume of extra gas stored when welding stops and using a flow control restrictor to limit maximum surge flow. With thousands in use, some commercial applications have saved 60%! A small shop or home user will save even more since many short and small welds are made. The more often the torch switch is pulled the more gas is wasted and the more our **GSS** can save!

**Our Patented Product is Only Available from our Web Site.
It is "NOT Available in Stores."**

CUSTOMER TESTIMONIALS



Perry Thomasson Purchased a 50 foot Gas Saver System (GSS™) For His Home Shop

Perry has a very well equipped home shop. For a MIG welder he uses a Millermatic 175. However the small welder cart only held a medium size shielding gas cylinder and he 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 great deal of gas.

He bought our patented Gas Saver System (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 he used a splice connector we supplied him with the **GSS** (See Photo Right.) 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 these pictures and said; **" The system works great. Thanks for the professional service and a great product."**

A Professional Street Rod Builder Had This to Say: 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 porosity.

With the **GSS** replacing their existing hose, the peak flow surge at the weld start was about 50 CFH. **With the many short welds made and frequent inching of the wire at this shop, 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! We can't do that with our MIG gun!