

License Plate Frame Options



The law helped make the decision on a plate holder! That is a real problem in South Carolina as you will get a ticket if any letters are covered by the plate frame, even parts of South Carolina. Was recently stopped by an officer and warned that the clear plastic cover on my wife's Cayenne must be removed! Fortunatley I only received a warning!

Wasn't sure how carbon fiber would look, tried a \$10 simulated CF plastic holder that looked exactly like a real carbon fiber one available for about \$80. Most cars, like the C7, only have two top bolts. The backing on this plate is plastic but does not bend. The real carbon fiber holder has a metal back.

However a friend, who is with the auxiliary police and works drug stops on I 95, looked at the plate and said, "gives us a reason to stop you!"

A forum member from near Myrtle Beach, where tickets were being given (they all need the money) showed a pic of his "perimeter only plate holder." That was what I decided was the solution! No need to give the law any reasons!

Had the Same Selection Problem with the C6



First a review of plate holder selection decisions the with my C6, couldn't decide what plate was best. The car had gray wheels so tried black. Didn't like that so finally decided on a matching yellow frame.

The painted holder looked better! However it may not met the state requirements since the bottom letters are just slightly cropped.



Bottom Line For C7

After looking at a number of options and with the SC law published in the local paper, i.e. "Any part of a Number or Letter shall not be covered by a plate holder and even clear plastic covers are not allowed!" In addition, my auxiliary policeman friend, who works with the drug enforcement team stopping cars, primarily on I95 near Rt 20 said, "my simulated carbon fiber plate holder gives them a reason to stop the car!" No need to give any excuses or, like a ticket I received many years ago with my 260Z in a small town in Ohio when the officer, after I insisted I was not going over the speed limit, said, "makes up for the times you were!" He'd never admit that in court so just paid the fine!

Also the holder selected is narrow, which is needed as there is little room at the top because of the location of the rear view camera. All holders will be a tight squeeze. The following are some pics of the plate holders mentioned:

The simulated carbon fiber plate holder looked OK but the carbon fiber look was lost on the Carbon Flash Metallic paint. Would not spend the \$80 for a real CF holder.

Also the SC law and a comment from my friend said this is an excuse to be pulled over!



A Forum member, who lives near Myrtle Beach where they are stopping cars and giving tickets for illegal plate holders, used a perimeter only holder. He bought it at AutoZone. Picked one up for under \$10. It's well made, looks like power coated heavy metal. I also used security screws that require a special wrench and bought caps for the screws. Thought black caps would not look good so bought chrome.

This is a pic of the plate installed without the caps. Put two sided foam tape on the bottom and used small screws and nuts in the bottom holes just so the holes won't show. They only hold the caps Pic shows the plastic retainers before the caps were installed.



Chrome caps did not look good and black would have been as bad. Decided to paint the caps, SC plate colors! Too bad I am stuck with green, white and blue on custom lettered plates!

Used model paint and the rough sketch above the caps shows how the paint will be applied.



Pic without cap



Pic with painted cap



Finished Plate

**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.

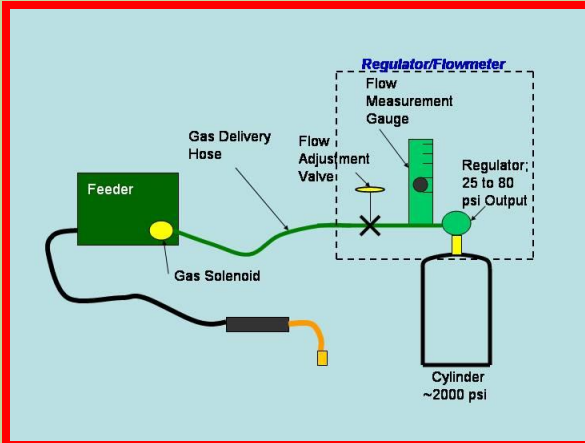


Kyle Bond, President, indicated a big benefit is the reduced time and effort

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