

## Electric Whistle Chases Deer

Deer collide with cars 1.5 million times each year, causing \$1 billion in insurance claims, 7,000 injuries and around 100 human fatalities every year. John Effingham thinks his new Hornet Deer Whistles can put a big dent in those numbers.

"There are already between 60,000 and 70,000 of them on the road," says Effingham. "So far, we have only had one customer tell us they hit a deer, and it was coming down a steep embankment trying to stop. It just bumped the car and didn't cause any damage."

Unlike deer whistles introduced in the past that relied on wind speed to make their warning whistle, the Hornet is wired to the vehicle's electrical system. The sonic generator produces a high-powered directional sound wave no matter what speed the car is traveling.

While Effingham hasn't had any complaints, he warns that even the Hornet isn't foolproof. He suggests that it should reduce the risk of a deer/vehicle accident by more than 70 percent. "With the average deer claim running \$2,000 and a Hornet selling for as little as \$59.95, we think a 70 percent risk reduction is pretty good," he says.

Prior to being introduced, the Hornet was tested on police and emergency vehicles. The test vehicles drove more than 6 million accident-free miles before the Hornet was brought to market.

The Hornet produces two tones that are compressed and reflected off the road, creating what is described as an echo effect that travels farther than it otherwise would. Deer approaching the road from an angle hear the strange sound and stop to listen and look for its source. Deer in the road hearing the strange sound tend to head for concealment, explains Effingham. Pets can hear it but not while riding in the car.



Electric whistle wires into vehicle's electrical system.

He reports the Hornet has been especially popular among motorcyclists, as a deer collision is much more likely to cause injuries or fatalities.

Effingham offers motorcycle clubs and similar organizations fleet discounts, which are also available to small businesses and farmers. In some cases, clubs have sold the Hornet as a fundraiser.

The basic black unit sells for \$59.95. A new chrome version that's popular with motorcyclists sells for \$69.95. Both have an effective range of 700 ft. with a potential range of 1,600 ft. A larger version designed for over the road truckers sells for \$229.95 and has an effective range of 1,000 ft. and a potential range of approximately 2,000 ft.

The Hornet installs in 15 minutes or less with normal hand tools. To be effective, it must be mounted outside the vehicle with a clear unobstructed view of the road surface ahead. The Hornet includes an on/off switch, as it is audible to humans as a high pitched sound when stopped or in a closed area. It is recommended that it be turned off in residential areas.

Contact: FARM SHOW Followup, Homet Northwest, P.O. Box 538, Christmas Valley, Ore. 97641 (ph 541 576-2950 or toll free 866 576-2950; website: www.hometnorthwest.com).



Before



After

## Low-Cost "Corn Savers" Made Out Of PVC Pipe

"They keep down stalks flowing smoothly without catching on the ends of the header," says Roger Maschino, North Vernon, Ind., about the "corn savers" he made out of 8-in. dia. PVC pipe. He uses them on his Deere 9610 combine equipped with a 6-row header.

Three years ago Maschino replaced the original metal snouts with plastic ones. The slick plastic helped keep down corn from catching on the snouts. But he needed something to keep stalks from catching on the ends of the header. That's when he came up with the corn savers.

He started with a 52-in. length of 8-in. dia. PVC pipe. He used a band saw to cut the pipe in half diagonally. Each half is tapered down at one end so it's only about 3/4 in. wide. Then he used a pair of 5/16 by 1 1/2-in. bolts to secure both ends of each corn saver to the header.

"They really work well. The PVC provides

a slick surface that won't rust or corrode. And the pipe's round edges keep stalks from bunching up like they did on the header's original square edges," says Maschino. "I've used them for two years with no problems. I already had the pipe, but you could buy it for only a few dollars.

"The header is about 20 years old so the metal snouts were almost worn through. I paid about \$2,400 for the plastic snouts," he says. "The corn savers took only about 15 minutes to make. At the time I made them, there was nothing on the market like my corn savers. Then last fall Deere came out with a corn header equipped with plastic snouts and hinged plastic corn savers at each end. However, a 6-row model sells for about \$15,000."

Contact: FARM SHOW Followup, Roger Maschino, 7845 W County Road 400 S, North Vernon, Ind. 47265 (ph 812 522-5037).

## Secrets Unveiled In Truckers' Books

How do truckers and RV'ers know the best routes to take through a city or across a mountain range? How do traffic laws like chain use and weigh station procedures vary from state to state? How steep is a given mountain pass grade? How long? How sharp are the curves?

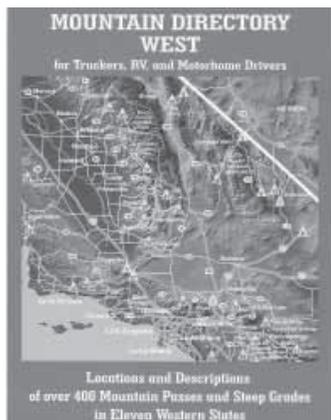
The answers to these and many other truck and RV driving questions can be found in books published by Donde Publishing, Inc. that are written by Don and Debbe Morrow, long haul truckers themselves.

"We drove for a truckload carrier with loads taking us all over the country," explains Don Morrow. "As we drove from state to state, we realized that procedures, requirements and laws changed. We realized there was a need for information from each state in an easy-to-use format."

Their book, "For the Long Haul," is the result of thousands of hours on the internet, phone calls to state officials, agencies, departments and organizations. It's broken into three sections - maps, detailed text by state, and a glossary of common terms and definitions. While written specifically for 18-wheelers, Morrow says it has value for everyone on the road. The cost of the book is \$14.95.

Anyone who has ever wondered what was ahead when tackling a mountain pass will also appreciate Donde Publishing's Mountain Directories. These two books were written by Richard Miller. Information covered includes how steep are the grades, how long the passes, number of lanes, presence of escape ramps, switch backs, sharp curves, speed limits and more.

"Mountain Directory East" includes locations and descriptions of over 300 mountain



Trucker's and RV'ers appreciate new Donde Publishing Guides that give state-by-state information on roads, laws, procedures and more.

passes. States included range from Vermont and New Hampshire to North Carolina and Tennessee. It is priced at \$12.95.

"Mountain Directory West" covers 400 passes and steep mountain grades from Arizona, California and New Mexico to Washington, Idaho and Montana. It is priced at \$14.95.

The two directories, plus "For The Long Haul," can be ordered as a set from Donde for \$39.95 at the company website or by phone at 1 877 782-8388.

Contact: FARM SHOW Followup, Donde Publishing, Inc., 5817 Christopher Drive, Eau Claire, Wis. 54703 (ph 715 874-6584; website: www.dondepublishing.com).



Lift can hoist a load up to 6,000 lbs., raising it as high as 18 ft. in the air.

## Farmall Fitted With Truck Axle, Heavy-Duty Hoist

Dave Fuchs and John Arter of Raymond, Ill., have an unusual tractor that they use in their auction business. It's a 1960 International Harvester 560 tractor equipped with the wide front axle off an old semi truck, as well as a heavy duty hoist equipped with a single big telescoping hydraulic cylinder. The tractor's 10.00 by 20 front tires also came off the semi tractor.

"We bought the tractor used eight years ago and use it mostly to lift heavy farm machinery onto trucks. The big front tires provide added safety and stability," says John. "Someone else had already made all the modifications to it. They reworked the pivot point at the center and also installed hydraulic steering. The heavy duty hoist is a commercial model that was available only for a few years. It works slow but can lift loads up to 6,000 lbs. as high as 18 ft. We operate it with a great deal of respect."



A metal weight rack on back holds a yard of concrete.

To counterbalance heavy loads, a metal weight rack was mounted on back that holds a yard of concrete.

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