

Plane crash kills 2 in Amador County

By Associated Press

Two people are dead after a small plane crashed not far from an airport in the Sierra Nevada foothills.

Amador County Undersheriff James Wegner told the *Sacramento Bee* that a call was received shortly after noon Dec. 24 about a plane crash near Sutter Creek.

Deputies and fire crews found a single-engine plane with two victims at the scene. Their names were not immediately released pending notification of family.

Wegner said the crash was not far from Westover Field.

FAA spokesman Ian Gregor said preliminary information indicated a Cessna 172 went down along Shake Ridge Road.

Drought drives bears into Tahoe-Reno area

By Kyle Roerink, Las Vegas Sun

Ernie Feld makes apple strudel, cookies and poppy seed pastries.

His Incline Village bakery is also known for bear claws – but not the confectionary kind.

Feld's scarred storefront – gouged by a black bear drawn by

the scent of baked goods in October – is a glaring sign of the bear problem in the Reno-Tahoe region. The drought plaguing the West has diminished the natural supply of water and food at higher elevations where black bears normally roam. The dearth of provisions and a sense of smell 2,100-times better than humans have prompted black bears to forage among civilization.

In 2014, NDOW captured and released 93 bears – a more than 130 percent increase from 2009 and 34 percent increase from a decade ago. Last year, NDOW captured and released 97. Those numbers are the highest on record save for 2007 – a drought year that saw 159 captures. After bears are trapped, wildlife officials tag and relocate bears to the wilderness as part of an ongoing study. Research suggests bears will often return to familiar locations once they are released and continue previous behavior.

This year, the state handled an additional 45 bears that were either hit by cars, killed during hunting season or died from natural causes. NDOW euthanized three bears: the bear that wandered on the beach and two that killed livestock. The department says there are at least 300 bears in the Reno-Carson region of the Sierra.

The bear influx has spurred a debate about how communities can cohabitate with animals that can reach 400-plus pounds in a region known for tourists and metropolitan vacationers who think bears are a cute novelty.

Read the whole story

Your virgin olive oil may be an impostor

By Amanda Ruggeri, Outside

More often than not, when you pull a bottle of “extra-virgin olive oil” off a grocery-store shelf, what you’re getting is not, in fact, extra virgin. This is a problem that extends far beyond the label: impostor oils and those past their expiration dates lack the health-boosting elements found in the real deal, leaving health-conscious consumers drenched in grease.

“It basically becomes a liquid fat,” says Patricia Darragh, executive director of the California Olive Oil Council.

Mislabeled and fraudulent oils are rampant. In recent studies, some of which were popularized by The New York Times, the UC Davis Olive Center found that 69 percent of samples of imported “extra virgin” olive oil sold in California supermarkets were not extra virgin, including those made by popular brands like Carapelli, Bertolli and Colavita. (California-made oils fared much better, with nine of 10 samples authentic.) Of 15 “extra-virgin” oils sold to restaurants, meanwhile, 60 percent were not extra virgin.

Read the whole story

Letter: Camp Rich takes a

turn at B&B

To the community,

Camp Richardson Historic Resort & Marina was the Adopt A Day of Nourishment sponsor for the Mexican themed dinner that was prepared by the Bread & Broth cooks and volunteers on Dec. 15. Camp Richardson's generous \$250 donation fed 120 dinner guests a nutritious, well-balanced meal and helped cover the costs of fruits and vegetables that were added to the food donations made by local stores for the weekly giveaway bags.

The upbeat and friendly crew from Camp Richardson helped bag the giveaways and man the serving line and dessert table.

Mai Dalton, lodging operations manager, remarked that, "Camp Rich wants to give back to our community when we can. It feels so good to help the less fortunate, especially during the holiday season."

Also volunteering from Camp Richardson were Larry Pedigo, IT supervisor and his son, Anthony; Travis Lauinger, Round Hill Pines Resort and Sports Center manager; and Charlie Gaspar, front desk manager.

Bread & Broth is committed to easing hunger in the Lake Tahoe South Shore community and with the generous support of our sponsors and donors, has been providing dinners to all who attend enter our doors for over 25 years. B&B would like to extend our gratitude to Camp Richardson Historic Resort & Marina for their two sponsorships which fed over 200 folks this year and being a part of the "solution" to ease hunger.

To help B&B as a donor or sponsor, contact at 530.542.2876 or carolsgerard@aol.com.

Carol Gerard, Bread & Broth

Calif. DMV prepares for undocumented residents

By Nathan Rott, NPR

California residents who are living without documentation soon will be eligible to apply for driver's licenses, thanks to a new law that takes effect in the new year.

The state's Department of Motor Vehicles is expecting 1.6 million immigrants to apply in the first few years, and law enforcement, community groups and others are preparing for the surge.

They're driving all over the state – in California's cities, in rural areas, commuting to work and school or just traveling. Like most people do – only in the shadows.

California isn't the first state to have this kind of law – Connecticut is implementing a similar one now, and a handful of other states already allow undocumented immigrants to apply for driver's licenses or card equivalents – but it's is certainly the biggest. The expectation of 1.6 million new applicants has spurred the state's DMV to add 800 employees to help with the transition.

Read the whole story

Snippets about Lake Tahoe



- Tahoe Regional Young Professionals raised \$6,700 for Project 44 at the organization's 4th annual Winter White Holiday Party.

- Beach Boys are coming to MontBleu in Stateline on March 27 at 9pm.

- The San Francisco Giants will take all three world championship trophies (2010, 2012 and 2014) on a public tour beginning in early January. There was a South Lake Tahoe stop in 2011, but one is not planned for next year. Reno and Sacramento are the closest stops to Tahoe.

- First Day Hike put on by Nevada State Parks is at Spooner State Park is Jan. 1 at 10am. It is a free ranger led walk or snowshoe depending on conditions.

- Do you want to know what Barton Hospice is all about? Then check out this video:

Benefits of biking indoors

By Erin Beresini, Outdoor

A bike trainer is a great tool for improving your cycling skills and overall fitness level, regardless of what the weather's like outside. Because it has constant resistance, the trainer has the potential to deliver an even more efficient workout than you'd get outside – but you may have to make it hurt more to get a comparable workout.

The first thing you'll notice when you hop on a trainer: No

hills to coast down. That makes a significant difference in actual time spent pedaling, says sport scientist and cycling coach Neal Henderson, owner of Apex Coaching and Consulting.

“When you’re outdoors, even in time trials and racing scenarios, it’s normal to coast 10, 15, even 20 percent of the time,” he says. “But when you’re on a trainer, you can pretty much go non-stop the whole time.”

That can make your workout more targeted and allow you to practice things you wouldn’t be able to outdoors, like holding a 100-RPM cadence for ten minutes straight, or focusing on evening out your pedal stroke. It also means you can get as good a workout in a shorter amount of time.

Read the whole story

Road beat: Plenty of Soul in 2015 Kia



2015 Kia Soul improves upon the year before. Photos/Larry Weitzman

By Larry Weitzman

All new in 2014, the new 2015 Kia Soul, while maintaining the character and appearance of the original, has received significant improvements that actually enhanced its uniqueness. More interesting is the fact that while a younger hip generation is its prime customer because of its remarkable utility; the Soul is appealing to the everyday compact buyer who is looking for a bit more than buying an appliance.

Soul is extremely practical, a mini CUV without the stigma of owning an SUV or CUV, yet giving its owner the pride of owning what looks to be a tricked out custom car. Its lines are different, but are done with slick proportions. Just check out the side window lines giving the Soul movement while standing still. Everything fits and has purpose.

Now here is where it gets good. Based on the Rio chassis and its relatively long 101-inch wheelbase, the Soul looks as if its wheels are positioned at the vehicle's extremes because it is only 163-inches long (that's 9 inches shorter than a Rio). Soul looks stable because it is 3 inches wider than a Rio giving it a much wider track of over 2 inches. And even though it stands about 5 inches taller, most of the weight is carried low in the chassis so you don't get that SUV "head tossing feeling." In practical terms, it is a brilliant design.

Under the hood, Soul also stole the 130 hp (at 6,300 rpm) 1.6L inline four cylinder out of the Rio, but added a kicker, a 2.0L inline four that punches out 164 hp at 6,200 rpm and a torque curve that peaks at 151 pounds at a relatively low 4,000 rpm. Connected to a universally shared six speed auto cog swapper, the Soul generates some actual moxie.

While 0-60 mph comes up in 9.15 seconds, the Soul feels much quicker. Throttle response and linearity are about perfect making the Soul feel a second or two quicker. Passing performance is



Specifications

Price

\$15,896 to about \$28,195

Engines

1.6L 16 valve DOHC (CVVT) inline four 130 hp @ 6,300 rpm

118 lbs.-ft. of torque @ 4,850 rpm

2.0L 16 valve DOHC (CVVT) inline four 164 hp @ 6,000 rpm

151 lbs.-ft. of torque @ 4,000 rpm

Transmission

Six speed manual

Six speed automatic

Configuration

Transverse mounted front engine/front wheel drive

Dimensions

Wheelbase 101.2 inches

Length 163.0 inches

Height 63.0 inches

Width 70.9 inches

Track (f/r) 61.4/61.9 inches

Ground clearance 6.5 inches

Weight (1.6/2.0) 2,714/2,837 pounds

Weight distribution (f/r) 60/40 percent

good with 50-70 mph coming up in 5.34 seconds and the same run up a six percent grade only slowing about three seconds to 8.67 seconds. Overall the Soul feels like it really scoots.

EPA rates the Soul at 23/31/26 mpg city/highway/combined. In 400 miles of varied driving it does a bit better. Highway mileage at 70 mph settled in at 32-33 mpg, but overall fuel economy in rural driving average between 28-29 mpg. And when you average the total 400 miles, which included performance testing, city stop and go, some time on the highway and two-lane country roads fuel economy dropped to 26-27 mpg which is a schosh better than the EPA combined number. Go with the 2.0L engine, the fuel economy loss of perhaps an mpg is far outweighed by the Soul's improved performance and personality.

Remember that wide track I spoke of before? When you combined that 62-inch track with MacPherson struts up front and a semi-independent transverse torsion beam rear end plus 18 x 7.5 inch alloys shod with super-wide 235/45 series tires and you have a vehicle that goes where you point it without complaint. Also helping in the handling department is a quick electric rack that is just 2.85 turns lock to lock. Turn in is very quick with those low profile tires. Flinging the Soul through a series of dozens of corners in a stretch of road that resembles a four mile long contorted snake was excellent,

Steering lock to lock
2.85 turns

Turning circle 34.8 feet

Wheels (opt) 7.5X18 inch
alloys

Tires (opt) 235/45X18

Fuel capacity 14.2
gallons

Cargo volume (rear seats
down/up) 61.3/24.2 cubic
feet

Passenger volume 101.0
cubic feet

Performance

0-60 mph 9.15 seconds

50-70 mph 5.34 seconds

50-70 mph uphill 8.67
seconds

Top speed Well into
triple digits

Fuel economy EPA rated
23/31/26 mpg

city/highway/combined.

Expect 27 mpg in rural
country driving 32-33
mpg on the highway at
legal speeds.

never faltering, never losing its line and with Gorilla Glue like grip. Steering feedback was good as was its over the road on and off center feel. Is it a Porsche? No, but it certainly drives like a small sports sedan and is surprisingly good when the road bends. Turning circle is a tight 34.8 feet.

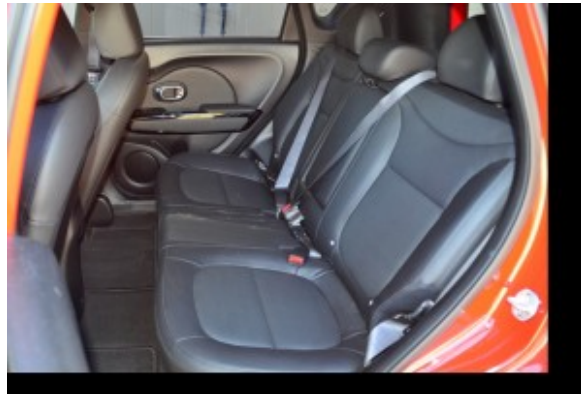
On the flip side, the Soul delivers a smooth ride especially on the highway while doing a good job of absorbing the punishment from less than friendly roads. No head tossing, no kickback through the steering wheel and no jarring. And despite its upright appearance, there is no wind noise and road noise is quelled. The engine spins a reasonable 2,300 rpm at 70 mph and is inaudible.

Braking is done by four-wheel disc brakes (vented in front) with all the bells and whistles such as ABS, EBD, ESC, VSM, BAS, TCS, Hill start assist and TPMS, a virtual alphabet soup of safety. All that was able to halt the forward progress of the Soul in 42 feet from 40 mph. Very good. If that doesn't float your boat, then its front, side and side curtain airbags will. Perhaps we take too much for granted when you have such automobile safety as even inexpensive cars like the Soul are remarkably safe. But please remember nothing can overcome inattention and stupidity.

Once you are ensconced in the leather driver's perch as in my top of the line Soul Exclaim, identified as "!" you will feel the bit of luxury that is in its genes. And sure, the interior is top quality with excellent fit and finishes. The room is copious front and back and behind the back seat is about 25 cubic feet of cargo capacity. Lower the rear seat and the volume more than doubles.

Instrumentation is complete with big speedo and tach plus a full trip computer, but the real light show starts when you activate the sound system. The main speakers in the doors change colors and the more powerful the music; it seems as if the lighting effect also intensifies. Maybe it is just me, but

it is a fun treatment. Hey, it's a hip car and unique. It's not my fault it's so practical as well. Demographics show that the average age of a Soul buyer is 41.



Leg room for those in the back seat.

Pricing starts for a base model with a six-speed manual tranny at \$15,100, plus \$795 for the boat from Korea. Step up to the automatic and add \$2,000. But at least buy the "+" model. For an additional \$1,500 you get the 2.0L engine plus the choice of several desired options which are not available in the base Soul. My ride was a loaded Exclaim which stickers at \$20,700 and has standard features like LED lighting and trick wheels and tires. It also had two option packages, the Sound and Sunroof Package (\$2,600) which is self-explanatory (the sunroof is the whole roof) and a package Kia calls "The Whole Shabang (Kia's spelling, not Webster's and it's \$2,500). It means what it says with items like leather, heated seats front and rear, HID headlights and more. All toll the price of admission for this full boat Soul is \$28,195. Let's face it; hamsters never had it this good. Ask Janet Evanovich's main protagonist, bounty hunter Stephanie Plum.

Larry Weitzman has been into cars since he was 5 years old. At 8 he could recite from memory the hp of every car made in the U.S. He has put in thousands of laps on racetracks all over the Western United States.

SnowGlobe entertainment goes beyond music



Professionals demonstrating ski and snowboard tricks is part of the SnowGlobe experience. Photos/Andrew Jorgensen

By Jessie Marchesseau

Dozens of music artists on multiple stages for three days. There is no question the SnowGlobe Music Festival offers plenty of music for ticketholders, but the entertainment doesn't stop there.

In addition to regulated decibel levels and ground-shaking bass which can be heard for blocks, festival-goers are also

exposed to a variety of visual stimuli. They may witness fire dancers performing flame-entwined choreography, sculptors creating fresh artwork, and skiers and snowboarders soaring 30 feet above the crowd while executing finely tuned McTwists, backflips, 720s and inverted whatnots.

“People are coming here to experience not just the concert, but Tahoe. So whether they get on the hill or not, it still exposes them to that snowsports environment,” Rob Giustina, big air producer for OnCourse Events, told *Lake Tahoe News*.

Giustina said the inclusion of winter sports was part of SnowGlobe’s design from the beginning. It was a way to incorporate the overall Tahoe atmosphere, add more visual stimuli and encourage sponsorship from local companies such as ski resorts. He also pointed out how other music festivals are incorporating sports, too, such as the Warped Tour with its skateboard and BMX demonstrations.



Snowsports events bring the mountains to the music venue.

Giustina puts together a roster of about 15 local riders who perform three to four 20-minute segments each night – Dec. 29-31 – on the ball field next to Lake Tahoe Community College in South Lake Tahoe.

“We get to showcase skiing and snowboarding to people who aren’t familiar with it, or at least not familiar with it at

that level,” said professional skier and South Lake Tahoe local Kyle Smaine. He will be part of the snowsports demonstration for the third year.

He told *Lake Tahoe News* he views it as a cool way to showcase local talent and give concert-goers a taste of the true Tahoe atmosphere: being outside and having fun.

Situated off to the side of the main stage, the setup consists of elevated scaffolding from which riders start their runs. They drop down about 35 feet to the jump takeoff, then fly over a 30-foot gap before the landing.

Besides sheer visual entertainment, part of their job is to distract the crowd in between music sets. When the music ends, instead of everyone immediately rushing to the next stage, some will stay to take in the air show, a rather ingenious form of crowd control.

South Lake Tahoe local David Rodriguez has been part of the SnowGlobe crowd twice and thought the Big Air demonstration was cool, but seemed a little out of place.

“I felt like it was kind of a side note just because we’re a mountain town,” he said. His wife said she barely noticed it.

An avid snowboarder himself, Rodriguez would like to see the snowboarding become an even bigger part of the festival. That, however, is unlikely since Giustina said it was never intended to be a main attraction, more of just a filler between events. But this doesn’t stop the riders from putting on the best show they can.



Local athletes give flatlanders a taste of what Tahoe is about.

Snowboarder Nathan Owen will be part of the Big Air for the second year in row and said riders will be treating viewers to a show of high-flying acrobatics with a variety of flips, twists, turns and spins. He said the crowd will also be seeing a lot of smiles “because we’re all out there just having a good time.”

Owen believes the demonstration really brings everything together.

“Music is a huge part of snowboarding. It’s only fitting to have the two together, especially in Tahoe,” he said.

So while most people are really there for the music, smaller events like the Big Air Demonstration give a little hometown flair to the SnowGlobe Music Festival. Plus, as Giustina put it: “You gotta have snow-related activities inside the snowglobe.”

Opinion: The woman's heart attack

By Martha Weinman Lear, New York Times

In medical circles, they call it the Hollywood Heart Attack. You've seen it: grimace of agony, clutching of chest, sudden collapse, the whole purple-prose panoply.

For my husband, Harold Lear, a doctor who became a patient just that suddenly, it was the first stop in a five-year medical odyssey, one cardiac crisis after another, ending with the ultimate stop in 1978.

Through all the years that followed, it remained my assumption that the Hollywood Heart Attack was it: the paradigm, the norm, the way heart attacks are supposed to happen.

I was relieved of this assumption two years ago, when I had one of my own.

Mine went like this: altogether well one moment, vaguely unwell the next; fluttery sensation at the sternum, rising into the throat; mild chest pressure; then chills, sudden nausea, vomiting, some diarrhea. No high drama, just a mixed bag of somethings that added up to nothing you could name. Maybe flu, maybe a bad mussel, maybe too much wine, but the chest pressure caused me to say to my second husband, "Could this be a heart attack?" "Of course not," he said. "It's a stomach bug."

Read the whole story