SLT police agitator found guilty on 8 counts

Former South Lake Tahoe resident Ty Robben could be going to prison for seven years after being found guilty of making threats to area officials.



Ty Robben

Robben **spearheaded protests** against the local police department in early 2013 and made his opinions known at City Council meetings. He had websites and Facebook pages touting police corruption.

But he crossed a line and his actions were in fact harassment.

On Sept. 25 he was found guilty in Sacramento County Superior Court of eight felonies involving threats and attempted threats against El Dorado County judges, a lieutenant from the South Lake Tahoe Police Department, an investigator from the State Bar, the city attorney from South Lake Tahoe, and a local attorney who represented the defendant on a misdemeanor appeal.

All the El Dorado County judges had recused themselves.

“The city of South Lake Tahoe is pleased that justice has been served in this case. The jury verdict is a credit to law enforcement and the District Attorney’s Office,” South Lake Tahoe City Attorney Tom Watson told *Lake Tahoe News.*

Robben, whose full name is Todd Christian Robben, is scheduled to be sentenced Oct. 27. The maximum sentence is seven years.

– Lake Tahoe News staff report

Road Beat: ’18 Genesis G80 Sport gets even better



The 2018 Genesis G80 Sport is competing with Mercedes and BMW. Photos/Larry Weitzman

By Larry Weitzman

This is my third go around with the new Genesis G80, now in an updated Sport version. Offered in RWD and AWD, it is designed

to be a significant player in today's era of super sedans, like Mercedes AMG or BMW M cars.

How could a Korean compete in these lofty automotive circles? In the same way Genesis competes with other luxury sedans, by offering more for less. In fact, this car is so good, I expect BMW will file a lawsuit attempting to outlaw the sale of this new Genesis.

Genesis begins by sculpturing a sedan with world class looks, starting with an aggressive, strong front end, broad, long relatively flat hood, a single upper character line connecting the entire body all ending in a flowing rear end with a slight kamm tail. Genesis is a great looking ride.

With its long 119-inch wheelbase, Genesis is classified as a large car stretching out 197 inches while maintaining a svelte wide of 74 inches. Interior volume is 108 cubic feet with a 15-cubic-foot trunk. At 4,519 pounds, Genesis is no lightweight. AWD will add another 155 pounds.



Specs and Techs
Price $56,225 to $58,725
Engines
3.3L turbocharged, direct injected DOHC 24 valve V-6
365 hp @ 6,000rpm
376 lb.-ft. of torque @ 1,300 to 4,500 rpm

Transmission

Eight speed automatic

Configuration

Longitudinal front engine/Rear Wheel Drive/All Wheel Drive

Dimensions

Wheelbase 118.5 inches

Length 196.5 inches

Width 74.4 inches

Height 58.3 inches

Track (f/r) 64.1/65.3 inches

Ground clearance 5.3 inches

Weight (RWD/AWD) 4,519/4,674 pounds

Trunk capacity 15.3 cubic fee

Passenger volume 107.7 cubic feet

Fuel Capacity 20.3 gallons

Steering lock to lock 2.55 turns

Turning circle 36.2 feet

Wheels 18X8/19X8.5f; 19X9r inches

Tires 245/45X18/245/40X19f; 275/35X19r

Coefficient of drag 0.27

Performance

0-60 mph 4.94 seconds

50-70 mph level 2.40 seconds, uphill 2.99 seconds

Top speed will be mined blowing

Fuel economy EPA rated at 17/25/20 mpg combined. Expect 22-23 mpg in

suburban/rural driving. 31-32 mpg on a level highway at 70 mph.

Powering up the G80 Sport is the same 3.3L direct injected, DOHC, 24 valve turbo V-6 engine used in the Genesis G90. Belting out a 365 hp at 6,000 rpm and a healthy dose of twist (376 pounds at 1,300-4,500 rpm), Sport becomes a veritable animal sending prodigious power to the rear wheels (AWD is an option) via a super slick eight-speed auto cog swapper. The power is so stupendous it hits like a hammer, no make that a sledgehammer.

And the numbers don't tell the real story. Zero to 60 mph in less than 5 seconds at 4.94 seconds. That's supersedan numbers. Passing is also mind boggling with a 50-70 mph level pass requiring 2.40 seconds and the same run up a steep grade only slowing the Chrondex to 2.99 seconds. Interestingly, these times are virtually identical to the G80 V-8 (4.92/2.44/2.99) which has 420 peak hp at the same 6,000 rpm and 383 pounds of twist at 5,000 rpm. The reason the lesser hp Sport performs as well as the V-8 is because of the prodigious torque curve of the V-6 turbo.

And the numbers don't tell the real story. First there is a hint of turbo lag or maybe fly by wire lag, a tenth or two. But during real passing maneuvers on Highway 50 in the four lane passing zones I would nail the go pedal and the car behind me also passing would too. But I pulled away from them so fast the vacuum created probably sucked all the coolant out of their radiator or else he thought maybe he hit the brake instead of the gas pedal as his image literally disappeared in my rear view mirror. I have never had that happen before. Astounding. This car inspires confidence.

Fuel economy wasn't that bad, in fact maybe quite good considering. While the EPA rates the G80 Sport at 17/25/20 mpg city/highway/combined, you can expect better. My two-way

highway fuel economy test at 70 mph averaged 31.9 mpg with the engine spinning an idle like 1,700 rpm. Overall the G80 averaged 22.6 mpg in 425 miles of mostly aggressive driving. My Carson City round trip averaged 25.1 mpg with massive traffic on the return home. In rural country driving 23 mpg should be the norm. The G80 Sport is guilt free.

In the handling department, the state of the art suspenders combined with an almost hydraulic feeling electric power rack that is quick at 2.55 turns lock to lock and staggered alloys measuring 19 x 8.5 and 19 x 9 inches shod with low profile 245/40 and 275/35 all season rubber. The result is incredible cornering power, accuracy and feel. It certainly belies its 4,500-pound curb weight like it’s a thousand pounds lighter. Cornering speeds were about 10 mph higher than other test vehicles while still having the feeling of being quite comfortable. Superb turn-in and off and on center feel are also standard equipment. Amazing.

And then there is the ride quotient. Awesome. This is one of the, make that it is the smoothest and quietest ride yet, except for when dipping into full tilt boogie when the engine makes some incredible sounds. Wonderful.

Brakes maybe be a little too sensitive, but the stopping power is amazing. All four rotors are ventilated and the fronts resemble 30-pound turkey platters at over 14 inches in diameter with four pot calipers. Massive. Every other safety acronym is standard in the G80 Sport and the LED headlights with dynamic bending could be used for the U.S. Open tennis tournament if there were a power failure.

Inside is a magnificent interior of leather, soft touch materials and carbon fiber. Seats are spectacular with power in every axis plus heating and cooling. Ditto for the steering wheel. Rear seating is equally comfortable with copious leg and shoulder room. Instrumentation is complete down to the tire pressure monitor which on the last day of my test became

an important tool. Gauges are clear and Swiss watch precise including the heads up which became important because glancing at the speedo at supra legal speeds could be dangerous. Just take a look at the interior and you will understand right down to the contrasting perforations in the leather seating surfaces.

Pricing starts and ends at $55,250 plus $975 for the luxury suite on the boat from Ulsan, Korea. AWD will add about 155 pounds and $2,500. While there is no question G80 Sport is the best supersedan buy on the market, you will buy it for the car itself and forget about the propeller or three pointed star badging. Koreans again out Japanese the Japanese and now the Germans.

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.

$3M in state money for Tahoe environmental work

The California Tahoe Conservancy board this month awarded more than $3 million in Proposition 1 funds for eight projects to improve the Lake Tahoe Basin’s forests, lake clarity, and water quality.

The projects approved for funding include:

· Aquatic Invasive Species program planning, Tahoe Resource Conservation District $862,000: To evaluate new techniques for controlling aquatic invasive plants and plan

for future AIS control efforts.

· Control of the invasive Mysis shrimp to recover lake clarity and ecosystem health, UC Davis, $390,081: To plan and test a strategy to reduce the abundance of nonnative Mysis shrimp, which damage Lake Tahoe’s food web and harm lake clarity.

· Lake Tahoe West Restoration partnership, National Forest Foundation, $398,750: To plan for large-landscape, multi-jurisdictional forest health, water quality, and restoration projects on nearly 60,000 acres on the West Shore.

· Tahoe City Caltrans maintenance yard relocation, Tahoe Transportation District, $354,000: To evaluate the feasibility of relocating the Tahoe City Caltrans maintenance yard, which sits on environmentally sensitive land on the banks of the Truckee River, to a more appropriate location.

· Polaris Creek and wetland restoration, feasibility study, Tahoe RCD, $282,000: To explore the feasibility of restoring Polaris Creek and adjacent wetlands near Dollar Point on the North Shore.

· Country Club Heights erosion control project, El Dorado County, $250,000: To construct water quality improvements in several areas of Meyers to enhance wildlife habitat, increase groundwater recharge, and improve water quality.

· Country Club Heights erosion control project, Phase 3, El Dorado County, $250,000: To plan for future storm water improvements that will improve water quality in areas of Meyers that discharge directly into the Upper Truckee River.

· Bijou Park Creek restoration priority acquisition, South Lake Tahoe, $572,250: To acquire and restore one environmentally sensitive urban parcel as part of the city’s effort to restore the Bijou Park Creek watershed.

Suspect caught in Stateline burglary spree

Peter Quillian, who is suspected of committing several burglaries in Stateline, is behind bars.

Quillian was arrested by Douglas County sheriff's deputies on Sept. 24.

He was arrested on a fugitive warrant out of South Lake Tahoe. Deputies said at the time he was in possession of a hypodermic needle. Quillian is accused of stealing from several Lower Kingsbury Grade locations

– Lake Tahoe News staff report

Heavenly cements Hollay's legacy at resort



Martin Hollay has been an icon at Heavenly for decades. Photo/Terra Breeden

By Terra Breeden

There are a lot of South Lake Tahoe residents who ski, ride or work at Heavenly Mountain Resort, but few have had an impact on the mountain like Martin Hollay. The 96-year-old skier embodies the spirit of Lake Tahoe.

On Sept. 25, Heavenly honored Hollay with a hiking trail named after him in his honor of his lifetime of dedicated work and joyous skiing at the resort.

“He’s a legend in everyone’s mind but his own,” Stan Moore, friend of Hollay and longtime Tahoe resident said.

Hollay is a Hungarian native who has lived in South Lake Tahoe for well more than six decades. His passion for skiing brought him to Tahoe in the late 1950s. He began working at Heavenly in the 1960s.

At Heavenly, Hollay was the head of ski patrol in the winter,

and he planned and carved out runs in the summer, cutting trees and pruning branches to open up areas to tree skiing. Hollay also had a hand in building Heavenly's first snowmaking machine, and a dam and reservoir to conserve water runoff. Through his work, Hollay has helped transform Heavenly from a small-time ski resort to the sprawling world-class resort that people enjoy today.

"He created all of the runs on the Nevada side of Heavenly, laying them out and felling the trees," Tom McGowan said. "He's done so much for this mountain and today is all about him, as it should be."



Martin Hollay on Sept. 25 at Heavenly is honored with a trail and grove of trees named after him. Photo/Terra Breeden

Hollay not only cut down trees at Heavenly, he also planted them. The man has a soft spot for nature. He hated seeing the mountain barren of trees after clearing a run, so over the years, Hollay planted saplings around the resort. Today, if you ski down Maggie's run, many of the towering trees you'll see on either side were planted by Hollay decades ago.

An avid skier, Hollay spent every day of the winter at Heavenly until he retired from ski patrol when he was 70. At 96 years old, Hollay still skis more than 100 days a year. It's a personal goal of his. Last winter, when Heavenly closed

for the season, Hollay had only gotten 96 days of skiing under his belt, so he drove to Mammoth and skied four more days there, just to make sure he achieved his goal.

“I admire Martin Hollay because as long as he’s doing it, I know we all can do it,” South Lake Tahoe Mayor Austin Sass said.

A crowd of about 60 people gathered at the base of the Heavenly gondola on Monday morning. The day was crisp and clear and South Lake Tahoe residents were bundled in gloves and beanies as they exchanged greetings and hugs. When Hollay arrived, he was immediately surrounded by friends and together, the crowd took the gondola to the mid-station.

On the Observation Deck, Hollay was honored for a lifetime of achievement at Heavenly resort with a trail named in his honor: Martin’s Trail. The quarter of a mile-long trail winds from the Observation Deck through the trees to Martin’s Peak.

“His life is a life well-lived and that’s an understatement,” Mike Goar, Heavenly COO said. “We want to thank him for creating this place: a world-class ski resort.”

During the event, the grove of trees planted by Hollay all those years ago was given the name “Martin’s Trees” and a sign emblazoned with the story was unveiled to resounding applause from the crowd.

Hollay stood at the podium afterward with tears in his eyes.

“When the dam was finished, I looked around and saw that all the trees had been cut down,” he said. “I had to get the trees back on the mountain. So in 1973, I planted the trees at Maggie’s Run.”

At the end of the event, the crowd hiked Martin’s Trail to Martin’s Peak, an outcropping of rocks overlooking the Lake.

Hollay led the way.

“Here we go,” he said. “I hope I make it.”

Everyone in the group laughed. It was clear that if anyone could make it to the top, it was Hollay.

When all of the hikers reached Martin’s Peak they noticed a scrappy bit of red fabric waving from the top. The tattered remains of a flag Hollay hung there decades ago. On Monday, a new flag was hung there in Hollay’s name. A brand new, red, white and green Hungarian flag.

Nev. posts poor eighth-grade math scores

By Meghin Delaney, Las Vegas Review-Journal

Nevada students are slowly making gains in math in elementary school, but by the time eighth grade rolls around that progress comes to a screeching halt.

At least that’s what the most recent testing data released by the state suggests. Only 18 percent of students reached the proficiency level on the eighth-grade math exam, compared with 29 percent for seventh-grade math students. That made eighth-grade math the scoring nadir on the Smarter Balanced test in Nevada among all grades.

Other states that use the test don’t show similar drop-offs for their eighth-grade students.

Read the whole story

Letter: Why VHRs don’t belong in neighborhoods

To the community,

So you want my take on VHRs – OK. I’m going to start by asking a few questions,

Why is one type of lodging property held to different standards than the other. Why don’t VHRs have to be ADA compliant? They’re a business and open to the public. Why are businesses allowed to set up in residential areas? Zoning exists so I don’t end up with a mechanics shop/office building/dentist next to my house. I’m in a residential area. For people who spout property rights – zoning is the agreed upon designation for the area. You want to own a business, buy in a business/commercial area.

Next let me clear something up: It has been said that the only people complaining are old people and retirees, um, no. They are the only people who can make it to the meeting because the rest of us homeowners are busy working one or two jobs to stay afloat up here.

Let me share some of the things I have experienced living next to VHRs.

Coming home to find a family playing in my yard “because my snow was better.”

Looking outside to see another set of renters playing in the neighbors’ yard. When I asked them to locate to their yard they actually said, “Don’t worry no one is home.” Then me having to explain that the owners work graveyard and are

sleeping.

Waking up to people parked in my driveway and then getting upset because I woke them up early. (Hey gotta do snow before I go to work.)

People upset with me for doing snow removal early.

People expecting to park in my driveway because theirs wasn't clear of snow.

People venting on me because the rental isn't what they expected.

Seeing people barbecue in the rental's garage.

People parked in the street and hindering snow removal.

People letting their dogs run loose and getting upset when I ask them to pick up what their dog left behind in my yard. (Sorry no. That itty bitty poop did not come from my dog.)

People asking me to not do yard work because they are on vacation.

People leaving food outside to bait bears, coyotes, other wildlife.

People with fireworks.

Having the owner not heed my warnings of a problem tree and then having that tree come down and take out our side and back fence.

New housekeepers leaving trash out after Sunday cleaning when trash day isn't until Tuesday.

I'll also mention that with all of the above instances I never once called to file a complaint. Do you see a callable situation?

Look, I know heads in beds is the game in this town, but VHRs have really become a nuisance in a lot of instances. If enforcement is the issue, and I think it is, maybe we should have a moratorium on VHRs until enforcement can catch up and get its act together.

My 2 cents.

John Spinola, South Lake Tahoe

Snippets about Lake Tahoe

· Nominations for the annual Lake Tahoe Bicycle achievement awards are open. Applications are due Oct. 15. For more info, go **online.**

· The California Tahoe Conservancy board plans to go from four meetings to six a year starting in 2018.

· Tahoe Douglas Fire Protection District personnel have responded to 45 out-of-district fires; as close as Gardnerville and as far away as Utah and Arizona.

· Trivia: President Trump is a member of the Gaming Hall of Fame. He was inducted in 1995 as a casino operator.

· Here is the Sierra roadwork schedule for the week from Caltrans.

Work on I-80 to impact travel near Truckee

Caltrans is alerting motorists traveling on westbound Interstate 80 of the planned closure of Exit 184 from westbound I-80 to Donner Pass Road from 7am-5pm Sept. 26-27 for emergency pavement repairs.

The on-ramp to westbound I-80 from Donner Pass Road will remain open. Motorists can continue on westbound I-80 to the next exit at Donner Lake Road to reverse direction and access Donner Pass Road from eastbound Interstate 80.

Additionally, the on-ramps to westbound I-80 from Highway 89 and Highway 267 will be closed from 9am-5pm on Sept. 28 for striping operations. Motorists can use an alternate route of eastbound I-80 to the Overland Trail /Union Mills Road (Exit 190) to reverse direction onto westbound Interstate 80.

Expect delays to occur during the closure periods.

AAA study reveals Americans love fall travel

By Donald Wood, Travel Pulse

A new study revealed that almost 30 percent of Americans plan to take a fall vacation this year.

According to AAA, 28 percent of United States citizens expect to make time to travel between Labor Day and Thanksgiving. Fewer crowds and children, more favorable

weather and a better value are some of the reasons travelers prefer vacations in the fall.

For autumn travelers, a road trip in the family vehicle is the most common form of transportation, with 62 percent of survey respondents driving to their destinations.

Read the whole story