

Truckee wants help with General Plan revise

Truckee is embarking on a two- to three-year process to update the 2025 General Plan with a 2040 General Plan.

The General Plan is considered Truckee's "blueprint" or guide to fulfill the community's vision for future growth, development and conservation. Concurrent, the town will also be updating the Downtown Specific Plan.

With the council's initiation of the General Plan update, the council approved the creation of a community-based public engagement process. The creation of a GPAC was one of several opportunities for public participation supported by council to involve a variety of stakeholders, community perspectives, and interests.

Applications for the GPAC committee are available **online**. Indicate "GPAC" as the committee you are interested in serving on. The deadline to apply is May 31, 5pm.

For more information, contact Jenna Gatto at 530.582.2922 or jgatto@townoftruckee.com.

Road Beat: 2018 Lexus LC500h, the epitome of motoring



The 2018 Lexus LC500h is worth the money. Photos/Larry Weitzman

By Larry Weitzman

Let's just start this Road Beat with a bang, a very big bang. The Lexus LC500h is perhaps the best car I have ever driven. The best. It is an absolute tour de force of automotive technology, performance, handling, ride, quiet, style and fuel economy. Yeah, it costs a hundred Gs, but anything close to it costs double. In other words, as super cars go, it's a bargain, too.

Styling is about as slick as it gets. The fuselage is a coke bottle with smooth flowing wheel flares of bulging muscles. Significant details such as a hood line disappearing into the "A" pillar, the floating roof or the slightly ovoid windshield make this Lexus one of the best-looking cars ever. Forged 20-inch gorgeous alloys with 245/45 and 275/40 series tires fully fill up those wheel wells. Most of us don't like fat butts, but in the automotive world it looks fabulous when the rear

dominates. Even the Lexus L'finesse grille looks good in black and it basically follows the overall shape of the grille.

It's not a small car riding on a long 113-inch wheelbase and an overall length of a smaller mid-size sedan at 187 inches. Hey, but it has a back seat. Maybe not for adult humans, but it's there. And it even has a well-shaped trunk of 5 cubic feet. It easily swallowed a 40-pound bag of dog food. It could have handled two. And while it looks as wide as an aircraft carrier, it's a bit svelte at just below 76 inches. It looks wider. Kudos to Lexus for creating such a great optical illusion. And it's not like a GT40 which was only 40 inches tall (hence its name), it actually is 53 inches and ingress and egress is easy. In another Lexus illusion, LC looks lower. Interestingly, the co-efficient of drag is 0.33. It looks much more of a wind cheater, but spoilers (downforce) must play a part in its incredible handling.



Specifications

Price about \$100,000

Engine

3.5L DOHC, 24 valve V-6 295
hp @ 6,600 rpm
257 lb.-ft. of torque @
4,900 rpm

Electric System

L-i battery pack
59 hp electric motor to rear
wheels

Total combined 354 hp

Transmission

Four speed multistage hybrid transmission

Configuration

Longitudinal Front engine/rear wheel drive

Dimensions

Wheelbase 113.0 inches

Length 187.4 inches

Width 75.6 inches

Height 53.0 inches

Track (f/r) 64.2/64.4 inches

Ground clearance 5.5 inches

Weight 4,435 pounds

GVWR 5,430 pounds

Weight distribution (f/r) 52/48

Fuel capacity 22.2 gallons

Trunk capacity 4.7 cubic feet

Steering lock to lock 2.6 turns

Turning circle 35.4 feet

Wheels 20-inch alloys

Tires (f//r) 245/45X20//275/40X20

Co-efficient of drag 0.33

Performance

0-60 mph 4.28 seconds

50-70 mph 2.08 seconds

50-70 mph uphill 2.62 seconds

Top speed Electronically limited at 155 mph

Fuel economy EPA rated at 26/36/30 mpg

city/highway/combined.
Expected 41 mpg on the
highway at legal speeds and
32-35 mpg in rural, suburban
driving.

LC500s come in two versions, the hybrid "h" version and the throbbing, 471 hp (at a sky high 7,100 rpm) 5.0L V-8. My tester was the hybrid with a less throbbing 3.5L, DOHC, 24 valve, Atkinson Cycle V-6 that at 6,600 rpm peaks at 295 hp and 257 pounds of twist at 4,900 rpm. But it gets an electric kicker also driving the rear wheels, a 59 hp electric motor that brings its combined total power to 354 hp. Doesn't sound like a lot for a \$100K supercar, but the horses must be the size of elephants as its performance is almost unbelievable.

How about 0-60 mph in 4.28 seconds? Lexus says 4.7, but they must have forgot to release the parking brake. It will run from 50-70 mph on a level highway in 2.06 seconds and going up a steep grade is barely noticeable as that time only falls off to 2.62 seconds. If it had fins, it could go to the moon. And the car weighs at the curb a portly 4,435 pounds. Interestingly, the larger V-8 is about 20 pounds lighter. Weight balance in the hybrid is better at a perfect 52/48. It's one of the quickest cars the Road Beat has ever tested and certainly the quickest car with less than 360 hp by a country mile. Credit Lexus with the creation of the Super Horse.

Shifting from the four-speed multistage transmission was quick and a muted crisp. It claims only four gears, but feels like about 10 speeds as the rpm drops in a shift acted as such. Lexus also gives you five driving modes, all with different characteristics, normal which I used, but there is eco, comfort, sport and sport plus which changes the tach for easier reading. It's all good, very good.

Here's what is so amazing with this Lexus, it returns the fuel

economy of a compact car. In a 200-mile round trip from Placerville to Carson City over Highway 50, this literal rocket ship averaged 38.7 mpg. The EPA test cycle says you should get 26/35/30 mpg in the city/highway/combined test cycle, but in an 80-mile round trip on a mostly level highway, the LC500h averaged 41.6 mpg. Overall it averaged between 33-35 mpg for the 500 miles of driving including 50 miles of some serious road work wringing out the LC handling characteristics. It was again amazing.

Never was a motor vehicle so easy to drive fast and quick in the twisties, and I mean fast. This is the best handling car the Road Beat has ever tested with more grip than 5 pounds of Gorilla Glue. Steering while lacking some feel was quick and super accurate almost never requiring mid-corner adjustments or corrections. It is easy to drive fast. Its creds are obvious, a state of the art multilink suspension in all four corners, the electric power steering rack is a variable speed sensing system, tires, either Bridgestone, Dunlop or Michelin are designed for performance, but still offer serene comfort and low tire noise and if you get over exuberant, huge four-wheel ventilated discs with six piston calipers up front and four piston calipers in the rear will arrest all unnecessary speed. Only once did the LC understeer in an off camber decreasing radius sharp lefty. But it always remained composed, planted and secure.

Ride quality is serene, especially in relaxed motoring, not slow but relaxed. Yes, the ride is firm, but it absorbs bumps like a world class fighter and the highway ride is about the best encountered. I know superlatives abound in this Road Beat, however, this is a superlative motor vehicle. Comparisons to a 6 Series BMW abound, but the Lexus wins in almost all counts. And we haven't got to the spectacular interior and fit and finish. Engine speed at 70 mph appeared to be about 1,500 rpm, but sometimes it was zero, running EV and other it was idling at 1,000 rpm. Whatever it was, it was

silent unless your foot got into it and then the V-6 would let out a muted roar.

I've mentioned the incredible brakes, but there are also all the safety acronyms of which the Traction Control or the Vehicle Stability System sometimes intercedes with the fun, retarding throttle or even braking. I didn't take time to try and turn it off. Probably not a good idea. Headlights were fabulous especially with the auto high beam system.

We are not done yet. Inside was one of the best, if not the best interiors ever encountered. With the flawless outside white finish was the semi-aniline soft tan leather seating and Alcantara head liner and door panels. Bolstering was the best and the overall design beautiful.

If there is a knock, it's the radio system. The mouse touch pad has got to go. It is difficult and distracting. Maybe it's designed to entertain a 10-year-old Apple phone wizard, but not normal adults. In fact, I never could get my phone on their Bluetooth system. But for this, the LC would be a perfect car.

Pricing for the LC500h started at \$96,510, plus \$995 for the luxo boat suite from Aichi, Japan. My ride had a few upgrades, \$1,100 for the Convenience package which includes blind spot, park assist and rear cross traffic alert, \$500 for the heads-up display, \$1,750 for the Semi-aniline leather and Mark Levinson sound system, \$65 for aa trunk/cargo net, \$20 for the key glove and \$105 for carpeted floor mats bringing the price of admission to \$101,385. When compared to the competition (if any), it's a bargain.

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.

Ballpark blends history with modern conveniences



Braves fans learn at an early age to “chop on.” Photo/Kathryn Reed

By Kathryn Reed

ATLANTA – Baseball may be a simple game – hit, catch, throw – but the history, the competition, the nuances of the game, the pageantry are what make it magical.

Unlike football and basketball where the dimensions of the field and court never change, the same is not true for baseball parks. Sure, the distance from the pitcher’s mound to home plate and between all the bases are a constant, but

outfield configurations are all different. This makes each park unique.



Ronald Acuna Jr. is one of the Braves hot young players.
Photo/Kathryn Reed

SunTrust Park, now in its second season, is the newest ballpark in Major League Baseball. The Braves are an exciting team to watch this season with a slew of young players; some aren't even old enough to drink.

Left fielder Ronald Acuna Jr., 20, is one of those players. He's also one of the major draws to the ballpark. For his home debut on May 4 it was a sell-out and an attendance record of 41,807 for this park that opened in 2017.



Giants third baseman Pablo Sandoval signs autographs. Photo/Kathryn Reed

As a Giants fan – thus the reason to be there for three games earlier this month – I thought the crowd size might have had something to do with who the visiting team was. The Giants cooled off the sizzling Braves, sweeping them in three games.

While the game is the main draw, this ballpark has so much to offer that even a casual fan of the sport is bound to find plenty to enjoy. I think of AT&T Park in San Francisco as still being new even though it opened in 2000. After being in Atlanta, I can tell my home park is a bit dated.



More than 50 Braves players and managers have been inducted into the Hall of Fame. Photo/Kathryn Reed

I was especially impressed by the tribute to the Braves' history, with a nod to baseball lore in general, that is showcased on the lower level. It is appropriately named Monument Garden.

It tells the story of the Braves journey from Boston starting in 1871, which makes this the oldest franchise in Major League Baseball, to Milwaukee and then to Atlanta in 1966. Names like Babe Ruth and Hank Aaron are tied to the Braves.

Greg Maddux's 1995 Cy Young award is there for all to see.



Even traditional ballpark food is better in the Delta Club.
Photo/Kathryn Reed

The hardware the Braves have collected through the years is impressive.

It so happened that some of that history was on the field during batting practice on May 4. Legendary outfielder Andruw Jones was seen talking to John Schuerholz, who was general manager of the Braves from 1990-2007 and then the Braves president from 2007-16. He entered the Hall of Fame in 2017.

Another piece of history the Braves are holding onto is the tomahawk chop. The phrase now being touted by the marketing folks is "chop on." It's supposed to be less offensive. It really is something to see nearly 40,000 people either wave foam tomahawks or raise their arm in a chopping motion.



The area outside SunTrust Park is full of eateries, shops and condos. Photo/Kathryn Reed

As with most of the modern parks, an area has been dedicated to the younger set. A zipline and other kids' activities are behind the outfield.

I had the privilege of being at the park with a season ticket holder who has seats in row 11 behind home plate. Wow! It had been a while since I'd seen a game from that perspective. These were the most luxurious seats I've ever sat in for a sporting event – they had cushioning – not just hard plastic.



Giants catcher Buster Posey is ready for batting practice.
Photo/Kathryn Reed

These are part of the Delta Club section. Much like at AT&T, there is a special eating area for these ticket holders where the masses are not allowed. A big difference though is all the food and drink are included with the ticket price at SunTrust.

And it's not just traditional ballpark food that is available. The chefs acknowledge each visiting team with specialties from their home city. For San Francisco, it was grilled oysters on the half shell and ahi tacos.

The food was outstanding – grilled vegetables, portabella sliders, a corn concoction that was worth having more than one day, pizza with soft dough, nachos with a slightly spicy white cheese, salads that tasted like the veggies were just picked.



SunTrust Park is beautiful day and night. Photo/Kathryn Reed

And with Sharla's tickets come the opportunity for four "memories" she can participate in. She cashed one in while I was there – the opportunity to be on the field for batting practice. What a treat.

Sure it was fun to see some of my favorite players – Buster Posey, Brandon Crawford – up close, but it was more impressive watching the players interact with the fans. (It's also possible to pay for this experience.) These players on both teams were warming up for a job they were about to do, but some still took the time to sign autographs – no matter who the fan was rooting for. This was classy – just like the park.

Opinion: Caltrans work

hurting Tahoe businesses

By Bruce Grego

Years ago, we, in South Lake Tahoe, could look forward to summer. Nowadays, we can look “forward” to Caltrans construction season on Highway 50.

The construction activity that continues for still another year on Highway 50, regarding the installation of drainage and sidewalks, is disruptive to small businesses. I realize that you can't make an omelette without breaking some eggs, but to have Caltrans conduct all summer construction activities on our principal roadway is not acceptable.



Bruce Grego

As an example, part of Highway 50's lanes were closed off (last week) between Tahoe Keys Boulevard and Sierra Boulevard and traffic was reduced to one lane traveling east. Traffic not only backed up on Highway 50, but also Tahoe Keys Boulevard and Third Street. The summer traffic hasn't even started. Also, at 5:06pm that day, the crew stopped working.

Last fall, Councilmember Tom Davis invited me to attend a meeting with Caltrans in the city manager's office, where we discussed the problems that developed the previous summer. It seemed, to me, that Caltrans was, at least, listening to our concerns. But, as this season develops, no changes have occurred. One of the promises made was that the center turning lane would be used to replace the left lane during

construction. This suggestion alone would alleviate many of the concerns and reduce the impact upon small business by allowing the free flow of traffic. But, so far, this proposal has not been implemented by Caltrans.

Presently, the contractor, working for Caltrans, is busy tearing up our highway for the next section of work. Even though there were cones running from the Tahoe Keys intersection to Sierra Boulevard, I counted only seven employees working on this section. Really! One way to reduce the impact of this construction is to have a greater number of construction personnel working on the project.

In the last few years, we have seen the same pattern of sparse construction activity affecting the use of our highway. Only in the last weeks of the season, after the first snows and before winter actually begins, does the contractor add additional personnel to complete the work for that season. This methodology is not acceptable, but it proves that construction can proceed more quickly, if the contractor so chooses.

When you consider the fact that Caltrans will soon begin work on the roundabout near the bus station in Meyers, and then the reconstruction of the Echo Summit bridge in 2019, which will close traffic for an entire summer or more, what exactly should small businesses expect to do during these periods? You don't have to conduct a study to know that the majority of businesses in this town earn their money from Memorial Day to Labor Day. We have Caltrans continuing to interfere with this business season to the significant detriment of everyone.

Where is local government protecting our interests? We do not have to accept the status quo. If we have the will, we can change Caltrans' mythology. Our council can call for a special meeting if they want and discuss openly with Caltrans the need to change. Our council can open a dialogue with our state representative and demand action. The contract between

Caltrans and the contractor can be examined to assure full timely performance. If Caltrans doesn't get it, or doesn't care, then maybe more formal action brought by local government needs to be pursued. But the first thing local government has to declare is that the present system of construction on our highway is not acceptable. If they can pass legislation concerning plastic straws, why can't we do more in protecting the business community that supports our workers and of course pay the taxes that support local government. The time to act is now.

Bruce Grego is a resident of South Lake Tahoe and former council member.

Studying chimpanzee calls for clues about human language origins

By Michael Wilson, The Conversation

Freud, Wilkie and the other chimpanzees peacefully fed and rested in the sun-dappled Tanzanian forest. Mzee Hilali stood next to me, writing notes on the chimpanzees' behavior, as he had been doing for over 30 years as a field assistant for Jane Goodall's long-term study at Gombe National Park.

Suddenly, a strange, high-pitched call sounded from where some other chimpanzees were feeding, about a hundred meters from us. Hilali turned to me, and with a little laugh, said, "Nyoka." This was the Swahili word for "snake."

Freud climbed down from his tree and walked quickly toward

where the call had sounded, with Hilali following close behind. As I slowly made my way through the undergrowth to catch up with them, Hilali called to me: “Chatu!” “Python!”

When I caught up with Hilali, he was pointing to a tangled mass of leaves and vines on the forest floor. I looked closely – most of the snake lay hidden from view, but the one visible stretch of black and tan scaly hide was too big to be anything but a python.

From years of experience, Mzee Hilali knew instantly that this particular chimp call meant they’d found a snake. Does this mean that chimpanzees have a “word” for snake? Do chimpanzees have a language of their own? I’ve been working with a team of students and Tanzanian field assistants to record and analyze chimpanzee vocalizations in an effort to answer questions like this. Ultimately we hope to learn more about how human language first evolved.

Clues to the origins of language

Chimpanzees are among human beings’ closest living relatives, and they share with us many unusual traits. Like humans, chimps make and use tools; join together in groups to hunt animals like monkeys; defend group territories; and sometimes gang up on and kill their enemies.

One trait that seems to set humans apart from every other species, however, is a fully developed language. Other animals communicate, but only humans appear able to talk about an unlimited variety of topics. Language enables us to make plans, negotiate with and teach one another.

How and why language evolved remains a mystery. Much of the evidence of human evolution comes from fossils, but fossil bones don’t tell us much about soft tissues or the sounds early human ancestors made. Studying the communication patterns of our living relatives can help solve the mystery.

If some features of chimpanzee communication resemble language, we can study chimpanzees further to find clues for why those features evolved. If chimpanzee communication doesn't share much in common with human language, then the key steps in language evolution must have occurred after our lineages separated (around 7.9 million years ago) for reasons unique to our human lineage.

Recording in the forest

To investigate chimp communication, my colleagues and I follow chimpanzees through the forest as they go about their lives. We carry a hand-held "shotgun" microphone and a digital recorder, waiting for them to call.

Usually we pick a particular chimp to follow each day, trying to get equal numbers of calls per individual. In addition to recording new calls, we've been working to build an archive of recordings from other researchers, going back to the 1970s. The archive currently contains over 71 hours of recordings.

Snake alarm calls are intriguing, but because chimps don't encounter large snakes very often, it is hard to do a systematic study of them. (Cathy Crockford and colleagues have done some interesting experiments, though, playing back recordings of these calls to see how chimpanzees respond and presenting them with model snakes). One thing chimpanzees do every single day, though, is eat. Chimpanzees spend most of their time looking for food and eating it. And when they find food, they often give a particular kind of call: the rough-grunt.

Biologist Lisa O'Bryan studied rough-grunt calls for her dissertation research with me. They vary from low, noisy grunts to higher-pitched calls. Some researchers have proposed an intriguing possibility: Maybe chimpanzees make distinct kinds of rough-grunt calls in response to particular foods, rather like words that name certain food items.

But O'Bryan has found that when eating any one kind of food, chimpanzees can produce a range of different rough-grunts. Rough-grunts thus tell other chimps that the caller is eating, but they don't say what's for dinner.

Just as a particular alarm call informs others that a snake has been found, the thin, wavering tones of a copulation scream announce that a mating has just taken place.

Why female chimpanzees sometimes give such a scream just as they finish mating remains unknown. Because the data collected by Mzee Hilali and other field assistants since the 1970s have been entered into a computer database, we can readily examine thousands of different mating events.

My student Tony Massaro has been analyzing these data to try to tease out what factors make females more likely to produce these calls. Such calls aren't particularly word-like, but they do play an important role in communication. Like many wordless sounds that people make – think laughter, screams and crying – listeners hearing the sounds can infer quite a bit about the caller's situation.

When Jane Goodall gives public talks, she often begins by giving a pant-hoot: a loud call that begins with an introduction, followed by a build-up, a climax and a let-down. Pant-hoots are loud and enable chimpanzees to communicate over long distances through the forest.

Previous studies have found differences in the pant-hoots calls from different regions. For example, the pant-hoots from Gombe sound a bit different from those made by chimpanzees in Mahale, 160 km away. When I played recordings of a single Mahale pant-hoot call to chimpanzees in Kibale Forest, Uganda, the Kibale chimpanzees acted as if they had just heard an intruder. If they were in a group with three or more males, they gave a loud vocal response and rapidly moved towards the speaker.

If they were in a group with only one or two males present, though, they stayed quiet, and if they approached, did so slowly and cautiously.

For chimpanzees, correctly telling friend from foe is a matter of life or death, so it would make sense for chimpanzees in neighboring groups to have distinctive pant-hoot calls.

Cathy Crockford and colleagues found that pant-hoots from different communities within Taï Forest, Côte d'Ivoire, also sound distinct. If such group-level differences result from vocal learning, they would be rather like dialects in human languages.

My student Nisarg Desai has been testing whether this is also the case at Gombe. We've been working with a team of Tanzanian field assistants, Hashimu Issa Salala and Nasibu Zuberi Madumbi, to record calls from the Mitumba and Kasekela chimpanzees, and are starting to test for differences between groups.

We are in the early stages of this analysis.

Chimpanzees might be capable of some degree of vocal learning, but I'm struck by how subtle the differences in pant-hoot calls are from place to place. Chimpanzees make lots of different calls – pant-hoots, pant-barks, waa-barks, pant-grunts, rough-grunts, and so on – but across Africa, all chimpanzees produce a pretty similar set of calls in similar circumstances. In this respect, chimpanzee calls resemble human sounds like laughter and crying more than they resemble human words, which can vary drastically from place to place.

Chimpanzees communicate effectively with their various sounds, but in ways quite similar to those of other nonhuman primates. This suggests that our common ancestor with chimpanzees also had a fairly typical repertoire of vocal communication for a nonhuman primate. The really big changes in human language – such as a lifelong ability to learn to make entirely new

sounds and a rich symbolic meaning of such sounds – likely evolved later, for reasons that we still don't understand.

Michael Wilson is an associate professor of ecology, evolution and behavior at University of Minnesota.

Amgen to continue as Tour of California sponsor



Egan Bernal is the overall winner of the 2018 Tour of California. Photo Copyright 2018 Carolyn E. Wright

Amgen will remain the title sponsor of the Tour of California for the foreseeable future.

AEG, the owner and operator of the Amgen Tour of California, has renewed its agreement with Amgen. Amgen has been the sponsor for the last 12 years.

“At this time, we are not disclosing the exact renewal length other than multiyear,” spokeswoman Kristi Mexia told *Lake Tahoe News*. Nor has the value of the agreement been disclosed.

The renewal agreement provides the biotech company with naming rights and other exclusive sponsorship benefits for the Tour de France-style eight-day professional cycling road race, which travels annually across more than 800 miles of California’s most scenic roadways, highways, and coastline drives.

South Lake Tahoe is a regular stop on the route, with stages for the men and women being **here on Friday**.

“At Amgen, our mission is to serve patients, and the Amgen Tour of California gives us a platform to discuss, educate and empower the community including patients who are battling serious illness,” said Laura Hamill, Amgen senior vice president, said in statement.

As a part of the renewal, AEG and Amgen are collaborating on an elementary school program for participating California schools. The program, Be Safe! Be Active! Be Smart!, is aimed at helping children lead a healthy lifestyle while learning about bike safety.

Judge: USFWS illegally denied bi-state sage grouse listing

By Scott Sonner, AP

The U.S. Fish and Wildlife Service acted illegally in 2015 when it denied Endangered Species Act protection for a distinct population of bi-state sage grouse in California and Nevada, a federal judge ruled Tuesday.

U.S. District Chief Magistrate Judge Joseph Spero in San Francisco said in an 85-page opinion that the agency ignored its own best scientific evidence when it reversed course three years ago on its 2013 proposal to declare the bird threatened.

Read the whole story

Snippets about Lake Tahoe

- From the Tahoe Rim Trail Association, "Currently, there is still significant snow coverage and drifts above 7,500 feet. We anticipate the trail to be fully open at higher elevations and north facing sections fairly early this year, probably mid-July."

- Kelly Smith, lead loan servicing specialist, is employee of the year at Ridge Resorts at the top of Kingsbury Grade.

- The League to Save Lake Tahoe is looking for donors and volunteer for the July 5, 8:30am-noon beach cleanup. Go **online** to help.

- Bert's Café in South Lake Tahoe is hosting a spaghetti night fundraiser for Tahoe Arts Project on May 23 from 5:30-7:30pm. Cost is \$10.

- Soroptimist International of South Lake Tahoe is having a poster contest for the 2018 wine event. Winner receives \$500 cash and two tickets. The theme is "Sparkles." Send high resolution art to SISLTWineTickets@gmail.com. For questions, contact Colleen Manzer at 530.867.4586 or Val Conners at 530.544.8545.

Water safe to consume in Douglas County

The precautionary "boil water notice" issued for Cave Rock and Skyland Water System on May 17 has been rescinded.

Results from the bacteriological testing show both rounds of sampling came back clean.

A computer error at the Cave Rock Water Treatment Plant led to the boil notice.

Pianist to be featured at Summer MusicFest

Michael Angelucci will be the guest pianist for the TOCCATA-Tahoe Symphony during the the 13th annual Summer MusicFest.

Performances will feature Beethoven and Mozart.

Performances will be:

- June 2 4pm at Cornerstone Church, Incline Village
- June 3 4:30pm at Methodist Church, Gardnerville
- June 8 7pm at St. Theresa Church, South Lake Tahoe
- June 10 4pm at St. John Church, Reno.

Tickets are available at the door or **online**. General admission are \$30, seniors \$25. Preferred seating is \$40, \$25 for youth/student. Youth and students with ID under 23 years of age are free, in non-reserved seating at most regular season concerts in 2018.