

Cole retires from South Lake Tahoe politics



A plaque near the South Lake Tahoe welcome sign pays tribute to Hal Cole. Photo/LTN

In an emotional goodbye, Hal Cole said farewell to politics on Tuesday – at least as an elected official.

After more than 20 years on the South Lake Tahoe City Council he opted not to seek re-election. He is the longest serving council member in the city's 51-year history.

At the December meeting the new council members will be sworn in. So, technically, he is on the council until then.



Hal Cole

Many accolades were bestowed upon him at the Nov. 15 council meeting. The city honored him with a plaque detailing how the welcome sign by the airport came about. It was installed before the meeting was over.

Cole started the process of creating the sign when he was on the Planning Commission and completed it with the help of many others once he got on council.

He readily admits it's his most treasured accomplishment.

A mini version of the plaque was given to Cole as well as a proclamation that was read by Mayor Wendy David.

Cole also spoke of how proud he is of the redevelopment of the Heavenly Village area and approving the gondola project. He said the risk paid off.

He equated his time on council to being in college; learning so much it was like getting degrees in multiple subjects.

But he also knows along the way he alienated friends with some of his votes. That, he said, is the fallout of doing what's right for the city.

After he thanked those he currently works with and those from

the past, Cole was sent off with a standing ovation.

– Kathryn Reed

Mother Nature delays opening of some resorts

Even though a storm is rolling into the basin, it won't be bringing enough moisture to allow for Heavenly, Northstar and Kirkwood to open this week.

Heavenly and Northstar have pushed their opening back five days to Nov. 23. Kirkwood has not set another opening date. While it usually has the most real snow of the three Vail Resorts' owned ski areas, it has the least amount of snowmaking capability.

Last year Heavenly and Northstar opened on Nov. 14, six days sooner than originally planned.

A warming trend in the first part of this month impacted the ability to cover the slopes with manmade white stuff. The forecast going forward is for cooler weather, which is conducive to firing up the snowmaking guns.

It's possible when people in the basin wake up Wednesday morning that there will be a couple of inches of snow on the ground. Above 6,500 feet about 4 inches is in the forecast. The high for the next two days is expected to be 39 degrees in South Lake Tahoe.

– Lake Tahoe News staff report

Californians fleeing high cost of housing

By Kevin Smith, San Jose Mercury News

California's warm weather, sunny beaches and world-class schools have lured people to the Golden State for decades, but rising home prices are turning that equation around.

Data analysis firm CoreLogic says that for every home buyer coming into California, another three are selling their homes, packing up and moving out, CNN Money reported recently.

The trend of out-migration was also noted in a separate trio of reports released earlier this year by Beacon Economics. Beacon noted that 625,000 more U.S. residents left California between 2007 and 2014 than moved into the state. The vast majority ended up in Texas, Oregon, Nevada, Arizona and Washington.

[Read the whole story](#)

Smoke in basin from West Slope controlled burn

Expect smoke to continue to fill the Lake Tahoe Basin and Reno areas. It's coming from the Eldorado National Forest.

The U.S. Forest Service so far has burned 159 acres in the

Pack Saddle Pass-Silver Fork Road area south of Highway 50 near Kyburz.

Smoke sensitive individuals are encouraged to reduce their exposure by staying indoors. Anyone driving in smoky conditions should use extra caution.

For more information on the prescribed fire program, go **online**.

Bread & Broth needs Thanksgiving dinner help

Bread & Broth is looking for donations for its 27th Thanksgiving dinner at St. Theresa Church in South Lake Tahoe.

The Nov. 21 dinner will be from 4-6pm at 1401 Lyons Ave.

The meal is open to all members of the community.

Donations of carrots, celery, mushrooms, onions, oranges, fresh cranberries, sausage, and butter are needed by Nov. 17. Cash will also be accepted. Bring goods to the rectory office between 9am-noon and 1-4pm.

For more info, contact Kathie Olsen at jk.olsen@sbcglobal.net or 530.600.3605.

STHS providing basic needs for students

South Tahoe High School has opened a teen resource room.

Students use the room to get needed clothing including hats and coats, school supplies and food, as well as bicycles. Counseling services are also offered.

The community may check out the center (Room C-1) on Nov. 16 from 5-8pm.

More items are needed to fill the room, such as:

- Non-perishable snack items such as nuts, granola bars, bagged fruit, cup-of-noodles and jerky.
- New socks
- Shoes and boots
- Hygiene supplies
- Backpacks
- Fabric bags
- Bike locks of the U-Lock variety
- Clean bikes and helmets.

Clothing may be taken to First Baptist Church (1053 Wildwood Ave. in South Lake Tahoe), Tuesday-Thursday from 10am-3pm.

For more info, email ahammond@ltusd.org.

Snippets about Lake Tahoe

- Douglas County 911 emergency services is encouraging residents to sign up for reverse 911, an emergency alert

system designed to send alert texts directly to your phone. To register your cell phone, go **online**.

- The Humane Society of Truckee-Tahoe's 2017 calendar is available **online** and in stores for \$20.

- Here is a **video** Lake Tahoe Visitors Authority put out about the South Shore.

- Douglas County Sheriff's Office had a swearing in ceremony for newly hired Deputy Scott Wharton.

- The fifth annual Christmas Stocking Stuffer event at Whiskey Dicks in South Lake Tahoe will feature Mickey Avalon along with Black Rock City Allstars. The concert is Dec. 16. Doors open at 9pm. Tickets are \$20.

- Mount Rose ski resort is opening Nov. 14.

NDOW denies relocating bears to hunting areas

By Terri Hendry, KRNV-TV

Lake Tahoe Basin bears are at the center of a unique controversy. Some animal advocates are claiming the Nevada Division of Wildlife is putting relocated nuisance bears into hunting areas. It is a claim NDOW flatly and firmly denies.

Bear advocate Carolyn Stark said, "A majority of the bears are relocated out of the Tahoe basin and into the high desert hunting areas." She added, "It is to stalk up the bear hunt. They hoping by moving these bears to hunting areas. some will stay in the area."

NDOW spokesman Chris Healy said, “We haven’t done that. I can continue to say we don’t do it, we don’t do it, we don’t do it. Then I could follow that up with a we don’t do it. That is not how this works.”

Read the whole story

Multiple controlled burn projects planned

The North Lake Tahoe and Tahoe Douglas fire protection districts and the U.S. Forest Service may continue prescribed fire operations this week in several areas around Lake Tahoe. If conditions are favorable, operations may begin today and may continue through the week.

Operations may take place at Stillwater Cover near Crystal Bay, off Logan Creek Drive, near Cave Rock, Zephyr Heights and Round Hill, and on urban lots near Heavenly Mountain Resort, off North Upper Truckee Road and near Big Meadow off Highway 89.

Operations will continue as conditions allow.

Smoke from prescribed fire operations is normal and may continue for several days after an ignition depending on the project size and environmental conditions. Agencies coordinate with state and local county air pollution control districts and monitor weather conditions closely prior to prescribed fire ignition.

To receive prescribed fire notifications, send an email to pa_ltbmu@fs.fed.us

Road Beat: 2016 Lexus IS200t, a Euro fighter



2016 Lexus IS200t is worth the money. Photos/Larry Weitzman

By Larry Weitzman

IS has been in the United States since 1999 as a 2000 model. It was designed to be the least expensive Lexus and to be the sportiest Lexus with rear wheel drive and a short 105-inch wheelbase and a length shorter than most compacts at 173 inches.

Lexus gave IS a 3.0L inline six that made 215-220 hp. It didn't become my favorite Lexus because it lacked a bit of power and that honor fell to the wonderful GS400. That was a

car I recommended to a lot of friends who thanked me for a wonderful driving experience.

But in 2006 as the GS was getting fatter and a bit bloated, the IS became the car it should have been with a new redesigned generation and a 306 hp 3.5L V-6 and with the suspension creds to match. It instantly became my favorite Lexus with outstanding world class performance, great looks and superb handling. Lexus lengthened the wheelbase to 107.5 inches and its length grew by seven inches, but still many journalists complained it was still too small. However, me, being of average height and weight thought it was the perfect size.

In 2013 IS while retaining its overall crisp, aggressive shape brought us its third generation, with wheelbase and length growing by about three inches (110 and 183 inches respectively) with the wheelbase actually exceeding that of the Camry based Lexus ES (by an inch) while remaining seven inches shorter. The only objection to IS's chiseled wedge shape is the signature L'finesse grille which looks like a frown.



Specifications

Price \$37,325 to about \$45,000

Engines

2.0L turbocharged, DOHC, 16 valve, inline four 241hp @

5,800 rpm
258 lb.-ft. of torque @
1,650-4,400 rpm
3.5L, 24 valve, DOHC V-6 255
hp @ 6,400 rpm (IS300)
236 lb.-ft. of torque @
2,000-4,800 rpm
3.5L, 24 valve, DOHC V-6 306
hp @ 6,400 rpm (IS350)
277 lbs.-ft. of torque @
4,800 rpm
Redline 6,600 rpm

Transmission

Eight speed automatic with
paddle shifters (IS200t-AWD
IS300 and 350 models receive
a six-speed auto)

Configuration

Longitudinal front
engine/rear wheel drive/all-
wheel drive (IS300/350 AWD)

Dimensions

Wheelbase 110.2 inches
Length 183.7 inches
Width 70.9 inches
Height 56.3 inches
Track (f/r) 60.4/61.0 inches
Weight 3,583 pounds
(IS200t)
Weight distribution 54/46
percent
Trunk capacity 13.8 cubic
feet
Fuel capacity 17.4 gallons
Steering lock to lock 2.84
turns
Turning circle 34.2 feet

Wheels (opt) 18X8/18X8.5
inch alloys
Tires (f/r opt)
225/40X18/255/35X18
Brake diameter (f/r)
13.15/12.2 inches
Coefficient of drag 0.28

Performance

0-60 mph 6.50 seconds
50-70 mph 3.45 seconds
50-70 uphill 4.96 seconds
Top speed Artificially
limited at 131 mph and I
believe them.
Fuel economy EPA rated
22/33/26 mpg
city/highway/combined
(IS200t). Expect 28 mpg in
rural country driving and
36-37 mpg on the highway.

Powering this Lexus is a 2.0L twin-scroll turbo charged inline four-cylinder engine that is hooked up to an eight-speed automatic driving the rear wheels. AWD is available with the IS300 and the IS 350 which both use the Lexus 3.5L V-6. However, the IS300 gets a detuned version with only 255 hp while the IS350 is rated at 306 hp (both at 6,400 rpm) at full tilt boogie. The turbo four is rated at 241 hp at 5,800 rpm and 258 pounds of twist at 1,650-4,400 rpm which means at just 1,650 rpm this engine is already knocking down about 60 hp. A normally aspirated engine of 2.0L would require about double the rpm to achieve an output of 60 hp.

One other interesting note is that there are at least three turbocharged 2.0L in production and 240 hp seems to be the standard with the IS besting the other two engines (BMW and Hyundai-Kia) by one hp. Torque production is also almost

identical at about 260 pounds. Audi, Mercedes and Cadillac make 12 to 35 more hp out of their 2.0L turbo engines, more than likely from higher boost pressures. I wouldn't worry about the minor spec differences.

Performance for this nearly 3,600-pound car is about where you would expect with a 0-60 mph elapsed time of 6.50 seconds. Passing performance is a bit better with a 50-70 mph pass lasting 3.45 seconds and the same run up a steep (6 percent grade) lasting an average of 4.94 seconds. The factory 0-60 mph time is listed at 6.90 seconds. The driver must have left the emergency brake on.

There is some turbo lag apparent especially off the line, but in everyday driving it is not very apparent. However, as with most turbo charged cars, the throttle is not linear. In other words, when you ask for power from the engine room, sometimes you get more than you asked for and have to back off a bit a second or so later. It's something that you get used to, just like flying a jet powered or turboprop airplane. You add throttle and nothing happens for a second or two, then all of a sudden you get this rush of power. One other thing exacerbating this non-linear throttle is the tendency for the tranny to hunt by quickly dropping a gear or two under the slightest throttle pressure. But the tranny operates smoothly, like warm butter and the shifts a lightning quick.

Fuel economy is a bit better than the EPA ratings which are 22/33/26 mpg city/highway/combined. On the highway with the cruise control set at 70 mph the IS recorded 36.9 mpg in a two-way run. On a round trip from Placerville to South Lake Tahoe the average was 30.3 mpg with several full throttle passes. Overall including that trip plus several full throttle performance runs, some stop and go in traffic and some rural country driving the IS averaged 28 mpg. Early Volkswagen Bugs were lucky to get 25 mpg.

Now to what the IS is all about, handling. While most cars

today get MacPherson struts up front, the IS gets a more sophisticated double wishbone system with multilinks suspending the rear. Of course, gas filled shocks and coils are at all four corners with stab bars at each end.

Being equipped with the F Sport option (\$3,545), other creds include special staggered 18 inch wheels, 8 inches wide in front and 8.5 inch in the rear shod with summer tires 225/40 in front and wide 255/35 in the rear. In addition to the suspension is tweaks, it gets some cosmetic enhancements. Steering lock to lock is a quick 2.84 turns and it has a tight 34 foot turning circle. It adds up to predictable, powerful handling and grip. Understeer is mild, turn in extremely crisp and it feels more like a go kart with almost no body roll going directly where you point it. Is there a negative? Yes, one minor niggle in that when the steering wheel is at full lock, left or right, it doesn't want to unwind by itself.

Ride quality is understandably on the firm side, but still quite smooth with no harshness. I prefer this type of ride quality. It still is quite supple, compliant and well controlled. It is also quiet which is good as the sound of four cylinder engines do little to stir my soul except for high winding inline motorcycles. There is not much, if any, whine from the turbo, either. There is some noise however, from the high-performance summer tires. The engine spins a very low 1,900 rpm at 70 mph which is part of the reason for its exceptional highway fuel economy. IS also gets a large 17.4-gallon fuel tank.

Braking is spectacular with huge four wheel ventilated discs and all the acronyms. It has all the electronic interventions and no less than eight airbags. The optional (F Sport or premium package) LED headlights were fantastic on low and high beam, with the low beam being wide, long and flat with a remarkable cutoff so as not to blind oncoming traffic.

Inside are great body fitting seats with standard full power.

A center tach encircles a digital speedo with a complete info center to the left. While the center stack still operates with a mouse, it is getting easier to use as it was not an issue for me. Materials of the interior were top quality except for the seats which were done in NuLuxe, Toyota's name for vinyl. If you want leather, it requires the Luxury Package.

Rear seating has improved with the 3 inches of extra wheelbase and the trunk, while not huge (13.8 cubes), is well shaped.

Pricing for the IS200t starts at \$37,325 plus \$940 for the boat from Japan. My tester had the F Sport Package (\$3,545) and the Nav/Mark Levinson Sound system (\$2,645). Some other smaller items like Blind Spot monitor (\$600) and illuminated door sills (\$425) a cargo net (\$65) and a cargo mat (\$105) brought the sticker total to \$46,650.

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.