Why it’s time to quit your job and travel

By Ben Steverman, Bloomberg

Millions of Americans obsess over their careers and fret about saving, terrified they won’t have enough to ever retire. The advice now being offered by some experts may surprise these worried souls: Take months or years off from work, travel the world, and enjoy yourself.

There’s prudent logic behind a relaxing midcareer break. With longer lives come longer careers and longer retirements—the first so that you can afford the second. But a 40-year career, ending at age 60 or 65, is a very different prospect from a 50-year career ending at 70 or 75.

Read the whole story

Array of classes through Barton Health

Barton Health has a variety of classes and events taking place this summer and going into the fall.

Some of them include:

· Registration for Barton’s Sept. 8 Medical Wilderness Adventure Race (MedWAR) is open until Aug. 15. Go **online** to register a team of four to compete by paddling, mountain biking and navigating an 18- to 20-mile course.

· Adult family caregiver support group starts Aug. 8. They are the second Wednesday of each month from 3-4pm. Email bhealthy@bartonhealth.org for more information or call 530.539.6629.

· Women's cancer support group is the last Tuesday of each month from 5:30-6:30pm. For questions and more information, call 530.600.1950.

· Mastering mindfulness is a new class starting Aug. 13. It will be the second Monday of each month from 5:30-6:30pm. Cost is $10. Email bhealthy@bartonhealth.org for more information or call 530.539.6629.

· Sleep success is a class on Aug. 16 from 6-7pm. Call 530.543.5537 for details.

· There will be a concussion discussion on Aug. 16 from 6-7pm with certified trainer Jeremy Vandehurst at Barton Center for Orthopedics & Wellness, 2017-B South Ave., South Lake Tahoe.

Road Beat: 2018 Hyundai Sonata Eco best midsize



The 2018 Hyundai Sonata Eco is the best Sonata yet. Photos/Larry Weitzman

By Larry Weitzman

It’s been three years and at least 150 cars since I last visited with the Hyundai Sonata Eco. I loved it then and now consider the newest 2018 Sonata Eco to be perhaps the best midsize car in the business. That doesn’t mean it’s the quickest, best handling or best looking, but the best value, excelling in those aforementioned parameters while being the best at price point, fuel economy and operating efficiency. So, when you consider the whole package, Eco becomes excellence.

Sonata design broke new ground in the 2011 model year with the sixth generation and reaching a sales peak by 2012. It was a winner. While the seventh generation appeared in 2015, this 2018 model gets quite a refresh. Interestingly, while the new generation is a better-looking car with improved content, sales have fallen a bit. It might be due to renewed interest

in CUV/SUVs, but this new Sonata Eco is the best Sonata yet and the best midsize car value in the business.

First, although Sonata Eco sports mid-size dimensions (191L x 73W x 58H inches) on a 110-inch wheelbase, Sonata Eco is by EPA classification a large car with more than 120 cubic feet of interior volume. Second, the Eco is powered by a little giant, 1.6L inline four banger with DOHC, 16 valves, dual continuously variable valve timing, direct injection and a small turbo charger that cranks out a solid 178 hp at a low 5,500 rpm and oodles of twist with a peak of 195 pounds which occurs at a low of 1,500 rpm and stays flat at that prodigious number until 4,500 rpm meaning peak combustion efficiency is available from off idle to a very high rpm. Sure, other midsize four banger sedans make as much or slightly more hp, but very few produce that kind of twist especially over that rpm range. The secret is the direct injection and turbo charging.

But there is more as the front wheels are driven via a seven-speed dual clutch auto cog swapper, perhaps the most efficient tranny in the business. That adds up to overachieving performance with a 0-60 mph time of just 6.77 seconds which makes the Sonata Eco a high-performance automobile. Passing times also reflect this performance prowess with a 50-70 mph level pass of 3.67 seconds and the same run up a 6-7 percent grade only slowing that time by about a second to 4.79 seconds. This Eco is not just extremely responsive, but it really scoots. And as to turbo lag, what turbo lag? My advice is don’t choose one off at a traffic light grand prix. There are only a few midsize family sedans that have this kind of scoot.

Fuel economy is excellent with EPA numbers showing 28/37/31 mpg city/highway/combined. But expect about 10 percent better as in a 20-mile two-way highway run at 70 mph the Eco averaged 43 mpg. Overall in 516 miles including all testing the Eco averaged 34.1 mpg and in its over the mountain 200-mile round

trip to Carson City the Eco averaged 37 mpg in aggressive driving. It’s hard to stay out of the delicious throttle. Only hybrids return better fuel economy and not by much. No other midsize car can match this balance of performance and fuel economy. Engine speed is a low 2,050 rpm at 70 mph which contributes to the Eco’s extreme quiet and silky behavior. One other bonus is the huge 18.5-gallon fuel tank. After a fill up on the highway your range on the trip computer will be over 600 miles. You might be able to stretch that out to 700 miles if your human components can last that long.



Specifications

Price with destination $23,660 to $28,310 loaded up

Engine

Four cylinder inline 1.6L turbo 16 valve 178 hp @ 5,500 rpm

195 lb.-ft. of torque at 1,500-4,500 rpm

Transmission

Seven speed Dual Clutch automatic with a manual mode

Configuration

Transverse mounted front engine, front wheel drive

Dimensions

Wheelbase 110.4 inches

Length 191.1 inches
Width 73.4 inches
Height 58.1 inches
Track (f/r) 63.5/63.5 inches
Ground clearance 5.3 inches
Cabin volume 106.1 cubic feet
Trunk volume 16.3 cubic feet
Fuel Capacity 18.5 gallons
Weight 3,247 pounds
Steering lock to lock 2.78 turns
Turning circle 35.8 feet
Wheels 16X6.5-inch alloys
Tires 205/65X16
Co-efficient of drag 0.27

Performance

0-60 mph 6.77 seconds
50-70 mph 3.67 seconds
50-70 uphill 4.79 seconds
Top speed beyond sanity
Fuel economy EPA rated at 28/37/31 city/highway/combined.
Expect 33-34 mpg in suburban driving and 43 plus mpg on a level highway at 70 mph.

Handling is also good as the Eco gets state of the art independent suspension with coils in all four corners and gas shocks. Track is a very wide 64 inches and the steering is a quick electric power rack at just 2.78 turns lock to lock. About the only negative is the still big 16 x 6.5-inch alloys and 205/65 series rubber. But notwithstanding, the handling is very good with good cornering power and nimble feet. The suspension is a bit soft so body roll is more than I prefer, but I am picky and prefer a very sporty stiff, firm ride.

However, Eco can attack corners with some of the best and exits are fun as you squeeze the throttle. It’s fun to drive.

Ride quality is very smooth, quiet and bump absorbing. You won’t get complaints from granny. There is no wind, road and engine noise.

My tester was devoid of any option packages but basic safety is there including a fabulous back-up camera, blind spot detection, rear cross traffic alert and all of the usual acronyms. Strong four-wheel disc brakes (front ventilated) have powerful stopping power and the headlights on low and high-beam are very good.

Not to out do itself is the quality interior with soft touch materials, comfortable soft seats and a precise instrument panel. Besides the customary speedo and tach flanking and info center, mention should be made of the easy to use, excellent trip computer which is overflowing with pertinent info. Nice job. The center stack is easy to use with appropriate knobs, pushbuttons and a touch screen.

Rear seating is voluminous and so is the well-shaped trunk.

Pricing is the other part of the balance equation with a Monroney of $22,650 plus $885 for the train and truck from its Montgomery, Alabama assembly plant. My only option is the $125 for the obligatory carpeted floor mats. That’s it, $23,660 all in for the best value and perhaps the best mid-size car on the market. I would buy one. Oh, and I forgot to mention to 10 year/100,000-mile warranty.

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.

Tahoe Tails – Adoptable Pets in South Lake Tahoe



Gretel

Gretel is a very sweet shepherd who is about 16 months old. She is a happy, playful girl, and very smart.

She likes other dogs though right now she seems to prefer other girls. Gretel chases birds in the shelter's yard, so she may not be the best with cats.

Gretel is spayed, microchipped, tested for heart worm, and vaccinated. She is at the El Dorado County Animal Services shelter in Meyers, along with many other dogs and cats who are waiting for their new homes. Go to the Tahoe animal shelter's Facebook page to see photos and descriptions of all pets at the shelter.

Call 530.573.7925 for directions, hours, and other information on adopting a pet. For spay-neuter assistance for South Tahoe residents, go **online**.

– Karen Kuentz

Road Beat: 2018 Toyota RAV4 Adventure AWD



Toyota continues to impress wit the RAV4 Adventure AWD. Photos/Larry Weitzman

By Larry Weitzman

When I last wrote about the Toyota RAV4, it was still trailing the Honda CRV in the very popular compact SUV/CUV category, where the CRV outsold the RAV4 by about 5,000 units in 2016. Bear in mind the CRV was a total redesign for 2016 and the RAV4 was in its third year of its current generation. Fast

forward about 15 months and the tables have turned despite the RAV4 now being in its sixth year of this current generation four. And those numbers are as recent as March when the RAV4 outsold the CRV by 3,000 units nearly outselling Toyota's new fabulous Camry, falling short by just 300 units.

So how does Toyota do it? By making a super competent and capable, properly sized good-looking rig that does it all. My test ride for the week was the AWD Adventure model which came with some cosmetic paint touches like the blacked-out hood center line and heavy duty rubberized floor mats.

Sized right at 184 inches long and 73 inches wide on a 105-inch wheelbase, the RAV4 sports a cavernous cargo capacity of over 73 cubic feet behind the first row and almost 40 cubes behind the second row of seats. It is a big compact CUV volume wise.

Besides the hybrid choice, there is only one powertrain, Toyota's 2.5L inline four bangers with DOHC and 16 valves pumping out 176 hp at 6,000 rpm and 172 pounds of twist at a low 4,100 rpm. It drives all four wheels via a six-speed torque converter auto cog swapper. Pretty conventional stuff. But it works well as it powers this RAV4 to 60 mph in a respectable 8.28 seconds. Passing numbers were equally capable with a 50-70 mph run taking 4.62 seconds and the same run up a steep (6-7 percent) grade slowing that time to 7.53 seconds. While not quite as good as the powerful hybrid version, it was marginally improved over my 2014 test which had numbers of 8.51, 4.57 and 7.73 seconds respectively. My hybrid test from a year ago had better numbers of 7.08, 4.09 and 5.95 seconds.



Specifications

Price $ 32,990 all in

Engine

DOHC 16 valve Inline four-cylinder gasoline 176 hp @ 6,000 rpm

172 lb-ft of torque @ 4,100 rpm

Transmission

Six-speed automatic torque converter

Configuration

Transverse front mounted engine/AWD

Dimensions

Wheelbase104.7 inches

Length 183.5 inches

Width 72.6 inches

Height 67.1 inches

Ground clearance 6.5 inches

Track (f/r) 61.4/61.4 inches

Weight 3,605 pounds

GVWR 4,640 pounds

Fuel capacity 15.9 gallons

Tow capacity 3,500 pounds

Cargo volume (rear seat down/up 73.4/38.4 cubic feet

Wheels 7.5×18 steel/alloy/alloy

Tires P235/55×18
Turning circle 36.7 feet
Steering lock to lock 2.68 turns

Performance

0-60 mph 8.28 seconds
50-70 mph 4.62 seconds
50-70 mph uphill 7.53 seconds
Top speed Who cares?
Fuel Economy EPA rated at 22/28/25 mpg city/highway/combined. Expect 25 mpg overall in a combination of all driving and 32 mpg on the highway at legal speeds.

Fuel economy as rated by the EPA test cycle is 22/28/25 city/highway/combined. Fuel economy was almost identical to my previous RAV4 with the same powertrain. This RAV4 averaged 32 mpg on a level highway at 70 mph and overall averaged between 24 and 25 mpg with no time spent on the highway except for the fuel economy run. Now this is where it gets interesting. The Hybrid RAV4 is rated at 34/30/32 and averaged 32 mpg overall and between 33-34 mpg on the highway with the big improvement coming in suburban driving, about 5-6 mpg. Not only did the hybrid perform better by a significant amount, get this, it cost about the same as this Adventure, stickering for an almost identical number, both about $33 large.

Good handling is in the cards as the RAV4 has the credentials, 18 x 7.5-inch alloys, big 235/55 series tires, quick 2.68 lock to lock electric power steering rack, MacPherson struts up front and a double wishbone set up holding up the rear and stab bars at both ends. It devourers corners without a top-heavy feel, even with the high belt line and turn in is crisp.

Handling is sporty with very good grip.

Ride quality is quite pleasant and the quiet is noticeable. Engine speed is a reasonably low 2,200 at 70 mph. There is no road, engine or wind noise. It has a ride like you would expect from a sporting sedan only it does much better on bigger bumps.

Headlights are very good in both low and high beam and auto high beam is standard, a great feature. Four-wheel disc brakes (front ventilated) are strong and of course all the acronyms are present with a complete compliment of Toyota Safety Sense.

Inside is a Toyota quality heavy duty cloth interior and the seats are comfortable. Rear seat legroom is spacious. Instrumentation is complete with a trip computer flanked by a speedo and tach. Sound system is fairly straight forward, no mouse to make you crazy. But there is one annoying issue with the instruments, they are hard to see unless it is night when they are backlit. Even with the panel lights on during the day, the panel is hard to read. Work on that Toyota.

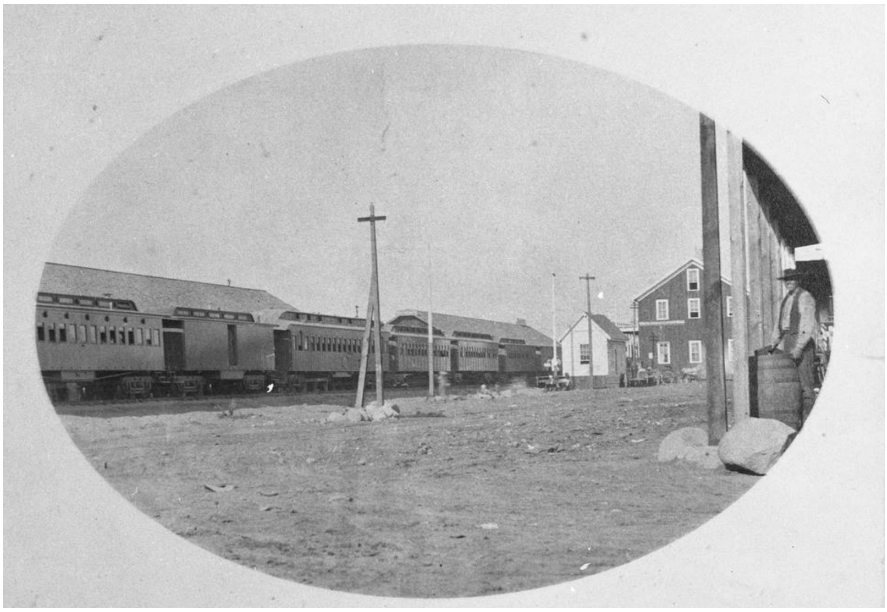
As mentioned about, cargo space, shape and volume are huge. This ride would dangerous at a Lowe’s or Home Depot.

Pricing for this Adventure AWD is $28,400 plus the train from its Woodstock, Ontario, Canada, assembly plant. Among the few options one, Premium Packaging is a deal as it has an effective price of $1,550 and you get some great goodies such as NAV, Smart key, power lift gate, trick audio, blind spot detection and so much more. It’s a no brainer. The $1,080 Cold Weather package plus some other odds and end brought the price of admission to $32,990. Not bad for a fairly serious AWD CUV. Remember the hybrid version is about the same price and that becomes a no brainer.

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.

Historical railroad car finds new life in N. Nev.



The Central Pacific's directors car, far left, now known as V&T Coach No. 17, is seen in Reno on June 9, 1870. Photo/Nevada State Railroad

By John M. Glionna, Las Vegas Review-Journal

CARSON CITY – Wendell Huffman recalls the first time he saw the old train passenger car he considers one of the most significant artifacts in American railroad history.

Known as Coach 17, it was sitting in a storage shed at the Nevada State Railroad Museum, collecting dust as it had once picked up passengers. It was a cruel twist of fate for this venerable vehicle, once the very symbol of streamlined

movement, to become so stationary and so forgotten.

Huffman, then a museum volunteer, had read about the train car and knew of its freighted history. In its infancy, the private coach had ferried officials from the Central Pacific Railroad to Promontory, Utah, where they met their business brethren from the Union Pacific on May 10, 1869.

Read the whole story

Road Beat: 2018 Acura RLX a Tahoe car with AWD



The 2018 Acura RLX sport hybrid SH-AWD delivers the goods. Photos/Larry Weitzman

By Larry Weitzman

Acura's RLX has been in production for about four years, entering the 2018 model year with a significant face lift giving it an all-new model look. A new front end, hood, sheet metal and rear end has given it a new life and certainly an improved appearance. Most of the mechanicals remain the same and that is all good.

This is my second go round with an AWD Acura, the first being a new generation 2018 TLX SH-AWD super sedan from about a year ago, which I gave nearly unlimited accolades for its performance, handling, ride, fuel economy and value (bang for the buck quotient). RLX ups the anti with more performance, a smoother and quieter ride without giving up much in handling and size.

RLX is still a mid-sized ride, a big mid-size if you will at 198-inches-long with a beam of 74 inches on a 112-inch wheelbase. It's total interior volume in the Hybrid edition is 114 cubic feet, which falls in the middle of the EPA mid-size classification. It's styling is understated with a much-improved mesh grille, new trick jeweled headlights and a sculptured hood with sharply raised left and right power bulges. It's the design's best feature.

Under that trick hood resides Acura's 3.5L direct injected, SOHC, 24 valve VTEC V-6 that cranks out 310 hp at a high 6,500 rpm and 273 pounds of twist at 4,700 rpm. Interestingly, the numbers are almost identical for the non-hybrid model except of a pound of torque. But the hybrid gets the addition of three electric motors, one 47 hp unit integrated into the seven speed DCT automated manual tranny and two 36 hp motors connected to each rear axle which allows electric motor torque vectoring to each respective rear axle half-shaft. In fact, the rear wheels are electrically powered only. Total vehicle torque is 341 pounds. No power from the V-6 is sent to the rear wheels, hence no center drive shaft.

However, total hp rating for the RLX is rated at 377 as the 1.3 kWh, 66-pound L-I battery pack behind the rear seat limits total hp because of battery output is limited to 67 hp. Don’t fret as this RLX offers World Class performance knocking off a 0-60 mph time in an average of 5.15 seconds. It will scamper from 50-70 mph in an extremely quick time of 2.60 seconds and that time only slows to 3.38 seconds up a 6-7 percent grade. Those passing numbers correspond to a low five second vehicle so there is no question the RLX has World Class performance.



Specifications

Price $62,865 all in.

Engine

3.5L DOHC, 24 valve, direct injected VTEC V-6 310 hp @ 6,500 rpm

273 lb.-ft. of torque @ 4,700 rpm

Three electric motors: Front 47 hp @ 3,000 rpm

109 lb.-ft. of torque @ 500-2,000 rpm

Rear (X2) 36 hp @ 4,000 rpm

54 lb.-ft. @ 0-2,000 rpm

Battery

Lithium-ion 1.3 kWh

Transmission

Seven-speed dual clutch

automated manual

Configuration

Transverse mounted front engine/front wheel drive/two 36 hp electric motors drive rear wheels

Dimensions

Wheelbase 112.2 inches
Length 198.1 inches
Width 74.4 inches
Height 57.7 inches
Ground clearance 4.5 inches
Track (f/r) 64.3/64.2 inches
Fuel capacity 15.1 gallons
Trunk capacity 12 cubic feet
Passenger cabin volume 102.1 cubic feet
Turning circle 40.5 feet
Wheels 19X8 inch alloys
Tires 245/40X19
Weight 4,380 pounds
Weight distribution (f/r) 57/43 percent

Performance

0-60 mph 5.15 seconds
50-70 mph 2.60 seconds
50-70 mph uphill 3.38 seconds
Top speed way faster than sanity on public roads.
Fuel economy EPA rated 28/29/28 mpg city/highway/combined.
Expect 31 mpg on the highway at legal speeds, 27-28 mpg in rural and suburban driving.

Throttle response is instantaneous, especially during part throttle operation.

Fuel economy as a hybrid should be improved and it is. But it demonstrates that hybrids main advantage is in city stop and go driving. EPA numbers are 28/29/28 mpg city/highway/combined. The conventional RLX model with the same 310 hp V-6 driving the front wheels only via a 10-speed torque converter automatic has EPA numbers of 20/29/23 mpg. In other words, in the city cycle the hybrid fuel economy improves by eight mpg, but zero mpg in the highway cycle, demonstrating there is no highway benefit. At times in a 250-mile round trip with 95 percent on Interstate 80 to the Bay Area the RLX hybrid averaged 31 mpg and many times in heavy traffic, where the hybrid operated electric only up to about 58 mph for stints of perhaps a mile, but perhaps the extra 400 pounds of curb weight (a portly 4,380 pounds), reduces any highway benefit. In my 200-mile Carson City round trip, the RLX averaged 31.1 mpg and overall in 600 miles the RLX returned 28.2 mpg. The Hybrid picks up in mixed driving an estimated 3-4 mpg plus a huge performance advantage and the security of AWD.

One drawback for the hybrid version is a reduction in fuel tank size from 18.5 gallons to a smallish 15.1 gallons. If the average highway fuel economy was 35-40 mpg, ok, but not with a highway mileage of 31 mpg. It means a max range of about 450 miles until you are pushing.

But in comparison, the smaller Acura TLX SH-AWD with a normally aspirated 290 hp version of the Acura 3.5L V-6 actually returned about five more mpg on the highway but an mpg less overall at 27 mpg while offering almost the same level of performance with 0-60 mph and 50-70 mph times of 5.43/3.00/4.09 seconds respectively at a savings of about $15,000 less. It doesn’t deliver, however, quite the comfort and quiet of the RLX which is more of a pure luxo car.

Speaking of rides, this RLX delivers quiet and smoothness of the best luxo rides. It is exceptionally quiet and the ride is an excellent compromise of soft and sharp handling demonstrating a special softness and very tight handling when necessary, especially in sports mode. It has superb creds, state of the art independent suspension, a quick electric power steering rack, a wide track of 64 inches and 19X8 inch alloys shod with meaty 245/40 series high performance tires. The only knock is a wide 40.5 foot turning circle.

RLX does the twisties with cornering power and confidence that even the ham-fisted driver will think himself a pro. While it weighs in at over two tons and 400 pounds more than the standard RLX, weight distribution is improved from 61/39 percent front to rear to an improved 57/43 percent in the hybrid. Agile handling is relatively flat and tight, holding its line as if guided by rails. It does have Agile Handling Assist standard which helps correct understeer and oversteer by braking, usually an inside tire.

Safety means all the bells and whistles, lane departure warning and assist and some more. A 360 degree display and heads up display are added pluses. Headlights are spectacular low and high beam.

Inside is the best Acura interior with soft leather and soft touch everywhere. Seats are the best encountered in any Acura with long haul backside comfort and rear leg room is huge. Instruments include a big tach and speedo with an information/trip computer. Not as bad as a Lexus, but the radio system is still a bit cumbersome to use as there are two screens involved, one touch and one not. Its confusing, but I am sure after a week or two it would become second nature. While there is no mouse, the outer control ring was still a bit difficult.

Trunk capacity in the hybrid is also 20 percent smaller than the conventional RLX at 12 cubic feet.

Pricing starts and ends at $62,865 including $965 for the luxo suite for the boat accommodations from Japan. There are no factory options, everything you need and then some is standard. It’s a great luxury/sporty ride.

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.

Borg to sign latest Owen McKenna thriller

South Shore author Todd Borg’s latest book in his Owen McKenna Mystery Thriller “Tahoe Skydrop” is out.

After murderous thieves steal Tahoe Robotics’ software worth a billion dollars, they kidnap a child who reportedly knows the password. The child’s father contacts Tahoe Detective Owen McKenna. McKenna discovers that the child is being held at a mountaintop compound protected by a fence and armed guards. McKenna decides to attack the gang by dropping in at night on a paraglider. But the plan goes horribly wrong. If he can’t find the child, the child will die.

Here are Borg’s upcoming book signings:

South Lake Tahoe
Aug. 3, 4:30-7pm: Artifacts, 4000 Lake Tahoe Blvd. (in the Raleys Village Center)
Aug. 12, 8:30am: Red Hut Cafe at Ski Run Boulevard
Aug. 15, 6:30pm: Talk and signing at the South Lake Tahoe

Library, 1000 Rufus Allen Blvd.

Reno
Aug. 4, 11am: Talk and signing at Sundance Bookstore at 121 California Ave.,

Tahoe City
Aug. 4, 3pm: Geared for Games, Boatworks Mall

Truckee
Aug. 9, 5-7pm: Truckee Thursday street fair in the Word After Word Books tent, 10118 Donner Pass Road

Carson City/Carson Valley
Aug. 10, 6pm: Talk and signing, Shelby's Bookshoppe, 1663 Lucerne St. in Minden Village, Minden
Aug. 11, 8:30am: Red Hut Cafe 4385 S. Carson, Carson City
Sept. 29-30: Exhibiting and signing all of his books at the Candy Dance Festival in Genoa
Oct. 2, 4-6pm: Exhibiting and signing books at the Minden Library Author's Day, 1625 Library Lane
Oct. 22, 5:30pm: Talk and signing at Browser's Books in Carson City, 711 E Washington St.

Mountain View
Sept. 8-9: Exhibiting and signing books at the Mountain View Art & Wine Festival

Sacramento
Oct. 26-27: Exhibiting and signing books at the Sacramento Fine Arts Show, Sacramento Convention Center
Nov. 16-17: Exhibiting and signing books at the Sacramento Harvest Festival, CalExpo

San Mateo
Nov. 9-11: Exhibiting and signing books at the San Mateo Harvest Festival

San Jose

Nov. 23-24: Exhibiting and signing books at the San Jose Harvest Festival, San Jose Convention Center.

Will's Kids bringing 'Macbeth' to Valhalla

Now in its third year, Will's Kids for the Arts is a free art fair for children on the South Shore, featuring arts and crafts booths and a performance by Lake Tahoe Shakespeare Festival's D.G. Menchetti Young Shakespeare Program.

It will be Aug. 3 from 11am-4pm at Valhalla.

There will be an hourlong performance of Lake Tahoe Shakespeare Festival production of "Macbeth" that is an interactive version appropriate for children of all ages.

Will's Kids for the Arts brings together Lake Tahoe nonprofit service organizations with local arts organizations to expose local youth to the arts and allow them to discover the joy of self-expression while promoting arts education on the South Shore.

Reservations for the performance are requested.

Books in Incline dumpster

belonged to Thomas Jefferson



Some of the items found by Max Brown in a trash bin in Incline Village. Photo/Provided

By Jordan Cutler-Tietjen, Sacramento Bee

In December 2014, Max Brown was picking through an Incline Village dumpster for a community service project when a collection of 1980s cassettes caught his eye. Fancying himself a collector, he pulled them out and inspected them.

Then he noticed the substantial pile of worn books buried beneath them.

Then it started raining.

It wasn’t until six months had passed that Brown offhandedly bent back the cover of one of the books and saw “from the library of Thomas Jefferson” inscribed on the open page.

Read the whole story