

Vernice Rianda – 1928-2016



Vernice Rianda

Vernice Rianda leaves behind a legacy of unparalleled kindness and selflessness.

She died Dec. 10, 2016. She was 88.

Vernice and her husband, Allen, retired to South Lake Tahoe in 1983. Vernice worked at the Lake Tahoe Community College bookstore for many years.

She loved spending time with her grandchildren and family, and rooting for the San Francisco Giants.

In 2013, she left the snow for her final move to Gold Country in Sutter Creek. Her family and friends were the most important part of her life.

Vernice was born on Valentine's Day 1928 in Parks, Neb. During the height of the Dust Bowl and Great Depression, her family moved to Colorado. She grew up in Denver with seven siblings.

In 1947, she graduated from East High School and moved west to San Francisco, where she met her husband and Oakland native, Allen. They settled in Salinas where they raised four children. She worked for Monterey County Municipal Court as a

clerk for 15 years.

She was preceded in death by her husband, Allen, of 57 years; son Robert; and daughter Ginger.

She is survived by her daughters, Linda Rianda of Sutter Creek; Sue (Bob) Novasel of South Lake Tahoe; daughter-in-law, Vera Rianda of Springfield, Ore.; granddaughters, Shayna Dorris of San Antonio, Texas; Meghan Dorris of Gardnerville; Kylie Novasel of Aspen, Colo., and Molly Novasel of South Lake Tahoe; and her great-granddaughter Ianthe.

Graveside services will be Dec. 19 at 10am at Happy Homestead Cemetery in South Lake Tahoe. There will be a celebration of life immediately afterward at Lake Tahoe Golf Course in Meyers.

In lieu of flowers, donations may be made in her name to Lake Tahoe Wildlife Care, 1485 Cherry Hills Circle, South Lake Tahoe, CA 96150.

LTVA, TRTA awarded tourism grants

Lake Tahoe entities are the beneficiary of Nevada Commission on Tourism grants.

The state agency this week awarded \$504,230 in grants to rural Nevada tourism organizations for marketing efforts.

NCOT awarded funding to 89 marketing projects designed to increase overnight stays, boost brand awareness and expand marketing programs for communities in rural Nevada. Grants are awarded twice a year, and this recent distribution is the

second in fiscal 2017. A total of \$1.4 million was awarded in fiscal 2017.

Recipients include:

- Lake Tahoe Visitors Authority was awarded \$6,000 for public relations efforts around the Amgen professional cycling race; the agency will host the first two days of the 2017 women's race. This high-profile event raises awareness of the Lake Tahoe area as a world-class destination for recreation and elite cycling. To amplify that message, grant funds will be directed toward digital advertising, social media and public relations.

- The Tahoe Rim Trail Association was awarded \$7,500 to construct the group's new website. The Tahoe Rim Trail, a 165-mile trail around Lake Tahoe, is one of the premiere outdoor destinations in the region and a key contributor to Nevada's outdoor recreation economy – a \$14.9 billion business, according to the Outdoor Industry Association. A modern, updated website will help ensure the trail's continued success.

Grant recipients must provide a 50-50 match in funds or volunteer hours unless a waiver is approved. Funding for the Rural Grants Program does not come from the state's general fund. TravelNevada receives three-eighths of 1 percent of room tax revenue as its operations budget. A portion of those funds is used to offer the Rural Grants Program.

Money Matters: Time to be one

community

By Nic Abelow

'Tis the holiday season. No matter your political, religious, economic, or cultural beliefs, the reality is we are all in this together. The holiday season is a time to reflect and cherish the important people in our lives. Also, it is a time of giving and many are in need of those gifts.



Nic Abelow

We are in this together. We are all on the same ship traveling through space. By coming together we can make this place better.

Did you know that in our local community we have more than 400 nonprofits and volunteer organizations? These are the people who have made a commitment to better our local community. They commit tens of thousands of volunteer hours every year to make this place tick.

Sometimes we need to just realize that others have different perspectives, and that is OK. Sometimes we need to keep a more watchful eye and look out for our fellow neighbors. Sometimes we need to just get up, and get out and lend our services to our great community.

I wanted to provide a simple list of ways all of can do a better job of making our home a better place to live and visit:

- Promote local businesses
- Participate in holiday food drives
- Sponsor or coach a youth sports team
- Attend a local charity event
- Offer your skills by volunteering.

The only way we will live in a better place in the future is for all of us to become more involved today. I encourage you to get up, get out, build friendship and fellowship, and make Tahoe a place we all want to call home.

Nic Abelow is a LPL financial advisor with Abelow, Pratt & Associates Financial Advisors and Wealth Management. Abelow is a board member of the Rotary Club of South Lake Tahoe and the Tahoe Regional Young Professionals.

Benefit event for STHS performing arts

The annual gala for South Tahoe High School's Performing Arts Boosters Association is Dec. 17.

It is at 5:30pm, before the "White Christmas" performance at the school.

This is an event for the entire.

Holiday cookies and treats will be provided by local bakeries. Santa will be there for the kids.

Cost is \$25 for adults and \$15 of kids. Contact

kkrolicki@msn.com for tickets.

State Parks sponsoring youth art contest

Winning student artists could have their work displayed at the state Capitol.

California State Parks is hosting an art contest that reflects what the artist discovered in one of the state parks.

Any flat medium is acceptable, including chalk, crayon, marker, ink, paint, watercolor or collage.

The contest is open to ages 4-6, 7-9, 10-12, 13-15 and 16-18. The deadline to submit is Dec. 17. Winners will be announced in January

Rules and entry forms, are **online**.

Road Beat: Volvo XC60 T6 – more than just safe



The Volvo XC60 T6 is more than just a safe ride.
Photos/Larry Weitzman

By Larry Weitzman

When many people think of Volvo, they think of the model 544 (see Anne Savoy's car in Bull Durham) which reminds me of my family's 1947 Chrysler Windsor. Or they think of the pure three box design of the 144 series which meant first series, four cylinders and four doors. The two-door model was a 142 and the five-door wagon was a 145. Volvo made well over a million of those ubiquitous vehicles in the 1960s and '70s.

Interestingly, those old 140 series, some with over a million miles (it's hard to kill a Swedish tank), are still on the road and have a couple of things in common with the beautiful XC60. Both are powered by a 2 liter four banger and have a length of 183 inches. But the XC60 has a long wheelbase of 109 inches compared to the 102 inches of the 140 series. And where

the 144 engine pounded out 101 hp, this new XC60 pumps out an astounding 302 hp. More on that later.

While the new XC60 is considered a midsize CUV, it is only a couple of inches longer than some compact CUVs. What make the XC60 feel big is its midsize width of 74 inches, so once ensconced in its fabulously comfortable seat, it feels more substantial and spacious. And were just warming up here.

Many of you know Volvo has gone through some hard times, but its sales are growing faster than almost every other manufacturer with worldwide sales expected to top a million vehicles this year. While the Chinese auto company Geely bought Volvo for a song, they haven't moved Volvo production which are built in Sweden and Belgium.



Specifications

Price \$46,350 to \$53,555

Engine

2.0L DOHC, 16 valve supercharged and turbocharged inline four 302 hp @ 5,700 rpm

295 lb.-ft. of torque @ 2,100-4,800 rpm

Transmission

Eight speed torque converter automatic

Configuration

Transverse front engine/FWD/AWD

Dimensions

Wheelbase 109.2

Length 182.8 inches

Width 74.4 inches

Height 67.4 inches

Ground clearance 9.1 inches

Track (f/r) 64.3/62.4 inches

Weight 4,234 pounds

Fuel capacity 18.5 gallons

Cargo capacity 62.4 cubic feet

Max Trailer weight 4,400 pounds

Turning circle 38.4 feet

Co-efficient of drag 0.35

Performance

0-60 mph 6.07 seconds

50-70 mph 3.39 seconds

50-70 mph (up 6-7 % grade) 4.95 seconds

Top speed-Well into triple digits and who really cares anymore

Fuel economy EPA rated 20/27/22 mpg city/highway/combined. Expect 22-23 mpg in rural country/suburban driving and 30 mpg on a level highway at legal speeds.

Volvos are great looking vehicles especially the new XC60, XC90 and S90. Smooth soft lines have lots of muscle built in. Just look at the shoulders on this XC60. Its strong front end and smooth transitions highlight its perfect proportions along with a superb window/cabin line. It is one curvaceous ride now a far cry from its historical start mentioned above. About the only four-sided design input is the traditional Volvo grille which resembles a soft rectangle. One of the beauties of its design is that it is quite sophisticated in its shape without

being complicated. In other words, there are not a lot of useless lines to crap it up.

Now to its "2" liter powerplant. This is no ordinary turbocharged four banger, but follows in the footsteps of some great aviation radial engines which were both mechanically supercharged and turbo charged so the engine could still develop sea level horsepower at high altitudes. While this Volvo won't see the altitudes of a B-17 or P-47, my Volvo ride did climb to about 7,400 feet with no loss of its massive performance.

This little DOHC, 16 valve mill with its high compression (10.3:1) and two blowers belts out 302 hp at just 5,700 rpm and 295 pounds of twist from 2,100 to 4,800 rpm. Hook that up to a swift/slick shifting eight speed torque converter auto cog swapper and this thing will rocket to 60 mph in a miniscule 6.07 seconds. If that isn't quick enough, then how about 50-70 mph simulated passes in 3.39 seconds and that same task up a 6-7 percent grade happens in less than five seconds (4.95 to be exact). Because of the instantaneous response of a supercharger, there is absolutely NO turbo lag. None, zero, zip, nada. In fact, this engine is so responsive, an unprepared strong tip in will snap a few necks. Hit the gas and you are in the next county. If you want to view this technical marvel, Volvo has the best hood release system in the business. Your mechanic will love you for this. But then again, as to looking at an engine, do you know anyone who drives with their hood open? I certainly do not.

And with all-wheel drive there is no wheelspin or torque steer as would be a FWD model. AWD is a must for the XC60, even if you live in Palm Springs. It improves most everything about the drive and handling.

A couple of points. First this is not the best sounding four, under load at below 2,000 rpm it was a bit coarse sounding almost diesel like. And that can be exacerbated by the manual

mode of this slick tranny which allows you to control it like a true manual. I know of no other auto that allows such complete control in manual. It is a sequential manual and whatever gear you select; it will stay in that gear until a stop when it will shift back to first gear. But if you select eighth gear going up a grade, it will not downshift if it lugs and then you will notice the coarseness when rpms drop off to 1,500 or so. Top gear is designed for fuel economy as the engine spins just 1,900 rpm at 70 mph, but going up a steep grade it needs seventh or sixth gear which are not quite as tall. Most people will operate in "D" and this never becomes an issue. The aggressively programmed tranny (designed to up shift quickly) will keep your ride smooth and quiet. This is really a non-issue. I prefer the way Volvo set up this XC60.

Fuel economy is actually good. EPA numbers show 20/27/22 mpg in city/highway/combined regime. But as usual, at a steady 70 mph on cruise control XC60 returned solid 30 mpg. Overall it averaged 22 mpg and on a round trip to South Lake Tahoe and back to Placerville it averaged exactly 25 mpg. Five years ago it would be considered a fuel miser, but today it's about average, but remember its performance is top of the class. And while its size is diminutive, it still tips the scale at a healthy 4,234 pounds. It's larger 18.5-gallon fuel tank will outlast your tank on road trips.

Handling is very good as XC60 uses state of the art four-wheel independent suspension with 20X8 inch alloys shod with wide 255/45 series tires. XC60 has oodles of grip and when coupled with limited body roll, it goes around corners like a sporty sedan. Steering has a slightly numb feeling which means more driver attention is necessary when pushing the XC60 hard, but it will willingly comply to your commands. It will surprise most drivers.

Ride is on the firm side. There is no float and little head tossing. But it is a smooth mover swallowing the worst road conditions with aplomb. There is no wind or

road noise and when the tranny is left to do its job without human interference, the engine is smooth and quiet.

Volvo is second to none when it comes to safety. About every safety acronym ever thought of is standard. It was first in automatic braking about 10 years ago and safety continues as its prime objective. Low speed collision avoidance is standard with City Safety and Collision Warning with Full Auto Brake that comes with the Advance package (\$2,500). It also comes with Lane Departure Warning, laser cruise control, Active High beams and so much more. Xenon headlights were fantastic with a wide flat low beam and a broad distance high beam.

And then there is the interior. Volvo leathers are about the thickest and softest in the industry with some of the most comfortable accommodations in the business. There have been many instances where Volvo front seats have been found attached to an office chair pedestal. Rear seating is copious for three with excellent shoulder and leg room. Instrumentation is complete, the tach is a bit small and controlling the trip computer was difficult, but it did have a gallons per hour meter which was fun to play with. The center stack was especially clean and easy to use.

Cargo capacity behind the front row is over 62 cubic feet, about average for this group of CUVs but more than ample for most Home Depot or Lowe's runs.

Pricing is surprisingly inexpensive on a relative basis in that this near luxo or luxo ride XC60 T6 starts at \$46,350 plus \$995 for the boat from Ghent, Belgium, its final assembly factory. A majority of its parts come from Sweden or Belgium, except the eight speed tranny is from Japan. My ride had three option packages totaling about \$5,400. It had a charge of \$560 for the fancy paint and the bargain of \$350 for the larger 20 inch wheels. It totaled \$53,555, all in. If you are thinking German or Japanese luxo CUVs, you need to look at Volvo.

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



Blackie

Blackie is a 5-year-old Chihuahua who is sharing a kennel with 8-year-old Iggy, also a Chihuahua mix.

Both boys are very sweet, wagging their tails and begging with their eyes for you to let them climb into your lap. Even though the shelter is usually noisy and inspires most dogs to bark, these boys are both very quiet. They are tiny dogs (6 to 8 pounds) who get along well, but they do not need to be adopted together. All adoption fees are sponsored this December.

Blackie and Iggy are neutered, microchipped, tested for heart worm, and vaccinated. They are 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

Burning Man theme is 'radical ritual' for 2017

By Jenny Kane, Reno Gazette-Journal

If Burning Man were not a spiritual event before, it promises to be in 2017.

Burning Man founder Larry Harvey announced the 2017 theme, radical rituals,"for the annual 70,000-person bohemian campout in the Black Rock Desert. Harvey, who worked this year with Burning Man education director Stuart Mangrum, has invented the theme every year since 1995, when the first theme was Good and Evil.

"Burning Man employs ritual, but it is ritual removed from the context of theology. Unhindered by dogma, ritual becomes a vessel that can be filled with direct experience," Mangrum said in the announcement.

Read the whole story

Rob Wheatley – 1949-2016



Rob Wheatley

Rob Wheatley's love of tennis never wavered, even when he was battling cancer.

Cancer, though, was the one opponent he could not beat. Rob died Nov. 24, 2016, in Indian Wells. He was 67.

Rob split his time between the desert and the mountains. For the past eight summers he was the pro at Zephyr Cove Tennis Club. He was an instructor for more than 40 years.

He had words of advice or a smile for all levels of tennis players at Zephyr Cove. Rob would attend matches to support the club as he enjoyed being a major part of the Zephyr Cove

tennis community.

Rob was a constant presence at Zephyr Cove. If he didn't have a lesson to give, he was tidying up the courts or in the office doing work. He was also integral in helping with the annual Tahoe Tennis Classic each summer.

Rob had a regular group of guys he would play with when he wasn't doing one of his duties related to being head pro at ZCTC.

He first started playing competitively when he was 13. He attended San Jose State University on a tennis scholarship; graduating with bachelor's degrees in physical education and psychology.

After graduation, Rob participated in the ATP circuit in Europe, Asia, and Australia.

He was the Southern Cal Sectional and Pacific SW 55 doubles champion, a four-time National USPTA senior doubles champion (40, 45, 50, 55), a four-time National USTA singles semifinalist on grass (35-40), and a lifelong member of the USPTA.

In 1982 he founded the Desert Tennis Boutique in Palm Desert. Rob had been the head pro at The Reserve in Indian Wells, associate pro at La Quinta Resort, tennis director at Club at Morningside in Rancho Mirage, advisory staff member of Wilson and Fila sports, USPTA member and former vice president of the San Diego Division, and head tennis coach at College of the Desert in Palm Desert.

Robert Thompson Wheatley Jr. was born in Tucson, Ariz., on June 12, 1949.

He is survived by brother Jack Wheatley of San Antonio, Texas; sister Shelley Kosarek-Weir of Richardson, Texas; nieces and nephews Kristen Rosenberg, Meghan Scully, Nicole Stancel, Mac

Wheatley, and Ryan Kosarek; and numerous friends.

There will be a celebration of life Jan. 7 at 1pm at Palm Desert Community Presbyterian Church, with a reception to follow.

The Tahoe community will honor Rob in the spring when the tennis season resumes at Zephyr Cove.

In lieu of flowers, donations may be made to the **American Lung Association**.

SLTFD decorated engine brings good cheer



The annual South Lake Tahoe fire holiday truck begins its rounds tonight. Photo/Provided

By Kathryn Reed

There's a certain sound this time of year that brings a smile to kids of all ages – the holiday fire engine making the rounds of South Shore streets.

This annual tradition with South Lake Tahoe and Lake Valley fire departments goes back decades. It's something youngsters look forward to – though some adults seem just as excited.

"There are always kids who are extremely excited to see Santa and then the ones who are scared," South Lake firefighter Danny Vallejo told *Lake Tahoe News*. "For local people like myself and Capt. Tyler Jack who grew up here, this is a tradition we are pretty fond of."

In South Tahoe the decorated vehicle started in the Public

Works Department. Employees would drive around city streets with a little house on the back of a flatbed truck, with Santa in the house.

The Lake Valley tradition dates to the mid-1960s. Fire Chief Tim Alameda remembers getting his candy cane from Santa. That's all the history that department has about the truck.

About 20 years ago the South Lake Tahoe Firefighters' Association took over the responsibility of the city's tradition. For three years they kept things the same as Public Works.

Then the firefighters started decorating a fire engine and driving it around town. Everyone on the decorated truck is volunteering their time.

That same year the house never left Station 2. However, that is where Santa would be. (Three years ago the department stopped staffing Santa's house because the reserve program was disbanded and that job fell to them.)

Santa is now on the fire truck handing out the candy canes. His arrival is hard to miss as Christmas tunes can be heard before the lights are even visible in most neighborhoods.

"This year we are going to be decorating one of our brush rigs," Vallejo said. Various apparatuses have been used throughout the years.

It takes more than 75 strands of lights to illuminate the vehicle. Plus, the reindeer made out of thick wire are all aglow. The truck is wrapped in such a manner that all the compartments can be accessed in case it is called into action.

New this season is the crew on board will be taking pictures of youngsters they meet. Those photos will be posted on the agency's Facebook and Twitter pages as they drive along. The firefighters are hoping people will tag themselves to spread

the cheer a little further.



Firefighters decorate the South Lake Tahoe engine. Photo/Provided

Here is the South Lake Tahoe fire engine schedule:

- Dec. 10 – Tahoe Keys/Venice
- Dec. 11 – Glenwood
- Dec. 12 – Keys Boulevard/state streets
- Dec. 13 – Barton/Tahoe Island
- Dec. 14 – South Y /Tata
- Dec. 15 – Al Tahoe Boulevard
- Dec. 16 – Springwood/Bijou Pines
- Dec. 17 – Sierra Boulevard
- Dec. 18 – Ski Run area
- Dec. 19 – Heavenly Valley
- Dec. 20 – Stateline/Pioneer Trail
- Dec. 21 – Gardner Mountain
- Dec. 22 – Stateline hotels
- Dec. 23 – Main areas
- Dec. 24 – Highway 50.