

LTCC to host three art exhibits

Lake Tahoe Community College begins the fall art season with a free artist reception Oct. 1 for three exhibits.

From 5-7pm people will be able to meet the artists, see their works up close, and enjoy light refreshments.

In the Haldan Gallery inside the library building, Southern California artist Yu Ji presents Recent Drawings. LTCC Art Department Co-Chair Phyllis Shafer will give a short talk about Yu's works in the Haldan at 5:30pm Oct. 1. This exhibit will be open through Dec. 4.

In the Fine Arts Building's Foyer Gallery will be Ellen Nunes' Creation Series: A Collaboration With Nature.

The third exhibit, the Student Gallery Winners Exhibition in the Commons/Main Building, is an invitational exhibit in which LTCC art students who were award winners in last spring's annual Student Art Exhibition are invited to show their winning pieces, along with three new works of art.

Book surveys oncology research on man's best friend

By Paul Barrett, Bloomberg Businessweek

Dogs suffer similarly to humans from certain cancers. The emerging field of comparative oncology seeks therapies for people that build on treatments effective in canines (and vice

versa).

In the book “Heal” dog lover and science journalist Arlene Weintraub conducts a brisk and often-moving tour of the frontier of comparative oncology. She describes cutting-edge research aimed at treatments for such ailments as lymphoma, breast cancer, and gastric cancer, the last of which took the life of Weintraub’s older sister, Beth, at the age of 47—a loss that animates the author’s account.

Dogs, Weintraub explains, “make ideal models for studying human cancer because, like us, they develop cancer naturally.” Mice and rats, the main lab subjects for generations because of their low cost (and lack of personal charm), rarely develop cancer on their own. Rodents have to be genetically manipulated or implanted with tumors to mirror human cancer experiences. Even then, 9 out of 10 experimental drugs that cure rodents of cancer fail in humans.

Read the whole story

Meyers to host gear swap

Meyers Community Foundation is hosting the second Meyers Outdoor Gear Swap in the Westgate Center parking lot adjacent to the Divided Sky on Oct. 18 from 11am-3pm.

Bring quality summer or winter gear to sell. Skis, snowboards, bikes, paddle gear, climbing gear, camping equipment, and other outdoor toys wanted. Public merchandise registration will take place in the parking lot between 8:30-10:30am; there is a \$1 cash per item fee to register it for the swap. No equipment more than 5 years old will be allowed.

Unsold merchandise may be picked up between 3-5pm; unclaimed items will be donated. Twenty percent of the proceeds will go to the Meyers Community Foundation.

Cash or credit cards will be accepted.

The Meyers Community Foundation is dedicated to improving life in Meyers through its support and promotion of creative and sustainable local projects and community-enhancing events like the annual holiday tree lighting.

For more information about the swap, contact Brian Levy at 530.545.9941 or Rene Brejc at 530.545.0340. For more information about the Meyers Community Foundation, call Brejc or Kim Wyatt at 530.573.1513.

TRPA recognizes projects helping environment

The Tahoe Regional Planning Agency this week announced and recognized award recipients for its annual Best in the Basin program.

This is the 25th year for the Best in the Basin program. TRPA created the program to recognize and showcase projects that demonstrate exceptional planning, design, and compatibility with Lake Tahoe's environment and communities.

Winners are:

Environmental Improvement Program/Public Project Category:

- **Bijou Erosion Control Project:** South Lake Tahoe and multiple partner agencies created this area-wide stormwater

system to capture, treat, and infiltrate urban runoff from the 42-acre Bijou Commercial Core.

- **Harrison Avenue Streetscape Improvement Project:** South Lake Tahoe and private property owners completed this comprehensive project to overhaul Harrison and Riverside avenues with improved roadways, sidewalks, bike trails, parking, landscaping, and street lighting.

- **Highway 50 Water Quality Improvement Project:** Caltrans upgraded nearly two miles of highway between Lake Tahoe Airport and the Y intersection in South Lake Tahoe.

- **Lake Tahoe Boulevard Enhancement Project:** El Dorado County and partner agencies built 1.7-miles of Class 1 bike path along the west side of Lake Tahoe Boulevard from Viking Road to Sawmill Road.

- **Highway 207/Kingsbury Grade Reconstruction Project:** Nevada Department of Transportation overhauled this highway corridor to reduce erosion, improve water quality, and install wider road shoulders for bicyclists.

Water Quality Improvement Category:

- **Kingswood 500 Tank/120 Booster Pump Demolition and Griff Creek Restoration Project:** North Tahoe Public Utility District removed an aging 500,000 gallon water tank, booster pump station, and access road from a stream environment zone on Griff Creek and restored the floodplain and native vegetation.

- **Smith BMP Retrofit Project:** Basile management practice and property owner James Smith improved a compacted dirt driveway and parking area at this lakefront home in Tahoma.

Building and General Construction Category:

- **SUP Tahoe – South Shore Bikes Project:** David Goldman

Environmental Architecture and property owners Jessica Howitt and Brandon Miller remodeled a blighted and abandoned Chinese restaurant on Highway 89 into an attractive new home for this recreation business and its bike and stand up paddleboard shops.

Defensible Space/Forest Health Category:

- **Incline Pines Homeowners Association Defensible Space Project:** Homeowners in this Incline Village neighborhood partnered with Rockwood Tree Service and Defensible Space Specialists and the North Lake Tahoe Fire Protection District to create defensible space through the entire neighborhood.

Sustainability/Community Benefit Category

- **Tahoe Truckee Community Foundation Community House Project:** Tahoe Truckee Community Foundation, Placer County, and many community partners overhauled a blighted and abandoned hotel in Kings Beach into a Community House for social services previously scattered around the North Shore.

Police K9s to compete in South Lake Tahoe

The South Lake Tahoe Police Canine Association will be hosting the 8th annual K9 Trials at Lakeview Commons on Oct. 3.

As a sanctioned Western States Police Canine Association event, it is expected to draw 45-50 canine teams throughout California.

The competition will begin at 9am on that Saturday with the Field Search phase, which tests the ability of the canine team to locate hidden suspects.

The Obedience and Agility phases are combined. They test dogs' abilities to navigate several obstacles and respond to the handlers commands of right turn, left turn, about turn, turn into your dog, fast/slow and heel.

The final Protection phase will begin at approximately 1pm. It judges the canines on their courage, drive, control and how well they bite. Handlers are sequestered and do not know the scenario until they walk onto the field.

Move over Millennials, here comes Gen Z

By Alex Williams, New York Times

Hear the word "millennial," and plenty of images spring to mind.

There's Facebook's Mark Zuckerberg, in his hoodie, earning his first billion by the age of 23.

There's Miley Cyrus, preening for the cameras in a flesh-baring act that recalls a Snapchat sexting session.

They're brash, they're narcissistic, they're entitled. Or so the cliché goes.

But what about "Generation Z," the generation born after millennials that is emerging as the next big thing for market researchers, cultural observers and trend forecasters?

With the oldest members of this cohort barely out of high school, these tweens and teens of today are primed to become the dominant youth influencers of tomorrow. Flush with billions in spending power, they promise untold riches to marketers who can find the master key to their psyche.

While it is easy to mock the efforts of marketers to shoehorn tens of millions of adolescents into a generational archetype, à la the baby boomers, it is also clear that a 14-year-old in 2015 really does inhabit a substantially different world than one of 2005.

Read the whole story

Author to give talk at S. Tahoe Library

Friends of the South Lake Tahoe Library on Oct. 24 are hosting William Lindemann, local author of contemporary and historical fiction.

During the past 25 years he has researched, written and developed exhibits for art, history, and technology museums and state parks. In addition, he wrote and produced an award-winning historical short film, "Auto Tour of Lake Tahoe 1915", which he will share at the talk.

Lindemann's books, "Between The Waves", "Timbre Coulee", "Counterpoise", "Down The Fall Line", and "River's End" are available as ebooks.

The free talk is at 1pm at the library, 1000 Rufus Allen Blvd.

Road beat: 2015 Lexus RX450h electrons can push



The 2015 Lexus RX450h continues to be a stellar ride.
Photos/Larry Weitzman

By Larry Weitzman

Besides the hybrid drive system, other than some badging and some other small details like a 2-gallon smaller gas tank, there are not a whole lot of differences between the RX350 and the RX450h, except for fuel economy, which is obviously better in the RX450h. Of course there is a price differential of about \$6,600 as well in favor of the RX350. Let's see how they line up.

RX as reported before is in its sixth year of its third generation and this third gen didn't fall very far from the second gen tree. It remains Lexus' bestseller and for good reason. It is all Lexus in quality and design. It is sublimely quiet with this hybrid really acting like a bank vault. You haven't driven a quiet car until you've tried a Lexus hybrid, any of them will do for the ultimate quiet experience.



Specifications

Price \$41,880 to about \$58,315

Engine-conventional

3.5L DOHC 24 valve V-6 245 hp @ 6,000 rpm

234 ft.-lb. of torque @ 4,800 rpm

Electric motor front axle 155 hp

Electric motor rear axle 67 hp

Sealed nickel metal hydride (Ni-MH) 50 hp

Transmission

CVT

Configuration

Transverse mounted front engine/front wheel drive/all wheel drive (rear axle

is electrically powered)

Dimensions

Wheelbase 107.9 inches

Length 187.8 inches

Height 66.3 inches

Width 74.2 inches

Weight (AWD) 4,652

Track (f/r) 64.2/63.8 inches

Ground clearance 6.9 inches

GVWR 5,974 pounds

Tow capacity 3,500 pounds

Fuel capacity 17.2 gallons

Cargo volume (second row
up/second row folded)

40.0/80.3 cubic feet

Seat belts (passenger
capacity) 5

Wheels (std/opt)

18X7.5/19X7.5 inch alloys

Tires (std/opt)

235/60X18/235/55X19

Turning circle 40.0 feet

Steering lock to lock 2.79
turns

Coefficient of drag 0.33

Performance RX450h AWD

0-60 mph 6.75 seconds

50-70 mph 3.72 seconds

50-70 mph uphill 5.75
seconds

Top Speed Electronically
limited to 112 mph

Fuel economy EPA rated at
30/28/29

city/highway/combined mpg
(AWD). Expect 27-28 mpg in
rural country driving with

some stop and go and 30 plus mpg on the highway at legal speeds.

The dimensions of the RX hybrid are essentially identical to the conventional model with a wheelbase of 108 inches and a length, width and height of 188, 74 and 66 inches, respectively; slightly on the small size of a mid-size SUV, except for its wide berth.

Its design is Lexus L'finesse and it is quite attractive or maybe I am just used to it as there seems to be hundreds of thousands on the streets and when you think about it, even 15-year-old models look clean, fresh and well taken care of.

Hybrid power means a combination of conventional gasoline engine plus an electric motor which powers the 450h via the gas engine, both or pure electric at speeds below about 30 mph. It can seamlessly do this via their trick CVT which uses a sun gear, planetary gears and a ring gear which mesh both power systems together absolutely perfectly. About the only thing you can feel only once in a while is the starting of the 3.5L DOHC 24 valve V-6. That powerplant makes 245 hp at 6,000 rpm and 234 pounds of twist at 4,600 rpm (205 hp). The normal V-6 does better (270 hp and 248 torque) even though the hybrid V-6 sports a 12.5:1 compression ratio. As an Atkinson cycle engine a late closing intake valve effectively lowers the compression ratio, making for a better expansion cycle ratio and therefore more efficiency. Anybody understand that?

Now here is where it gets interesting. The RX hybrid has three electric motors. One for running tranny gear ratios, engine starting and a generator. Motors two and three each perform the same function except the larger 155 hp drives the front axle and the third smaller motor generator (67 hp) drives the rear axle. The gas engine doesn't drive the rear axle, that's left to electric motor number three and it makes perfect sense. Who needs the extra weight and complexity and meshing

system of a drive shaft and complex rear axle? The RX450h system will do the job and then some with its brilliant, simple system. But don't think the total power of the RX hybrid is 467 hp or like the massively powerful Lexus RC-F. Because the maximum battery output is 50 hp, the combined power is limited to 295 hp (245 hp+50 hp). When the engine is under a load at full power, there is no surplus electrical energy to feed the electric motors or battery.

One of the reasons that Toyota/Lexus hybrid systems are basically fail-safe is that they tightly control battery recharge and discharge rates and levels.

Performance is very good knocking off 0-60 mph benchmark in 6.75 seconds. Passing times also reflect this level of performance with a level 50-70 mph run of 3.72 seconds and the same run up a 6 percent grade slowing the time by two seconds to 5.75 seconds. By themselves those are excellent numbers of a very high performance vehicle. But even with a 25 hp advantage over the regular RX350 AWD, the hybrid isn't as quick as the conventional AWD RX350 as the 450h carries a 300 pound weight penalty (4,652 pounds). The RX350 posted its three relevant numbers of 6.30, 3.59 and 4.66 seconds. Except for the hill climb pass the differences are insignificant and because the hill climb is still well under six seconds you could consider that insignificant as well. Why, the RX350 posted a phenomenal number in that department.

However, when it comes to fuel economy, the RX shines. EPA rates the 450h at 30/28/29 mpg. Most hybrids have a hard time meeting EPA numbers in real life tests. Not the 450h as it posted 30.3 mpg in the highway test and an overall number of 27.4 mpg with little stop and go where the RX achieves its best fuel economy as it can spend more time on pure electric mode. The average speed during my entire test period was an astounding 37 mph. Almost half of the test was a 60 mph road trip to South Lake Tahoe and with not much hybrid help returned 27.6 mpg in that sojourn.



This model is all about comfort.

While handling is not the 450h's strong suit, it is good. Suspension is state of the art, its track is wide at 64 inches and the optional 19 x 7.5 inch alloys are shod with 255/55 rubber. Steering is quick too at 2.79 turns lock to lock. However, turning circle is a bit wide at 40 feet. In routine and aggressive driving the 450h was predictable with no vices, but pushed beyond eight tenths and you could feel the vehicle rotate and start to move around on its underpinnings. But 99.99 percent of RX drivers won't ever push their cars like that and left to its own devices (lots of electronic intervention) it won't let you.

When it comes to ride quality, there is nothing more comfortable or quiet. I mean quiet. It's a true anechoic chamber. The solidity of this vehicle is amazing. It's not a floater but an absorber. Fabulous ride quality.

Braking performance is excellent; stopping the 450h in 42 feet from 40 mph. Discs are large (over a foot in diameter) and ventilated in front. It has practically if not every electronic intervention safety device know to humans. Certainly more than the space station return vehicle. Headlights are terrific.

Inside is sumptuous soft leather seating that literally ensconces your entire backside in comfort. These would make great office chairs. Ditto for rear seating. Shoulder room is

so wide it makes three across seating without complaints. Just as a note, the dreaded mouse was easy to use, but preset buttons are easier to use, much easier.

Instrumentation is good, no tach but everything else you such as a trip computer is easily accessible. All the interior materials are beyond first quality and all soft touch. The dash and doors materials are like the seats. Lexus does a great job and are second to none in these areas.

Pricing starts at \$48,645 plus \$910 for shipping from Detroit. My AWD RX350 tester stickered for about \$6,600 less. Shipping was the same although the Monroney said the 350 came from Japan. The 450h had about \$9,000 in options including \$3,060 that included leather, moonroof, BSM and a bunch more. The question becomes whether the hybrid is worth the extra \$6,600.

While your mileage is up by about 20 percent its only 5 to 6 mpg. If you drive 15,000 a year, you will save about 140 gallons a year or about \$450 annually. If you lease one for three years or so, your payments for the hybrid will probably exceed that number. Performance between the two is essentially the same, except the hybrid offers an exceptional quiet, even more so than the extremely quiet RX350. RX is not the best selling Lexus without reason. It's relatively inexpensive, not too big with huge utility, great performance and then there is the quiet and quality. You need to decide how much the extra quiet is worth.

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.

CalSTAR – A fall from 14 hands high

By Lisa Jarvis

It was a beautiful day for horseback riding in March. The sky was a sharp blue, and a light breeze swept over the meadow grass, cooling Sharon Gonzalez and her riding partner, Petra Van De Hey, while they rode. The two were out riding a groomed trail, surveying a section of their employer's 1,300-acre private ranch outside of Mt. Aukum in El Dorado County. Every so often, they stopped to take pictures of the breathtaking scenery around the property for the owners who were out of town.

Sharon had chosen to ride Bosco that day – a Tennessee Walker/Peruvian Paso of 27 years. "He is the oldest and gentlest of horses, which is why he's my riding buddy," says Sharon. "It was a day like any other."



Bosco and Sharon Gonzalez

Photo/Sharon Gonzalez

Then, everything changed.

Twenty minutes into their ride, on a straight and level section of trail, something happened. Sharon cannot remember exactly what that “something” was, as her memory of the event eludes her to this day. However, she does remember awaking to find her face in the dirt. “At the time, I wasn’t in any pain, but I couldn’t move. I didn’t know where I was or what was going on. And then I lost consciousness again.”

Petra, who had been riding ahead of Sharon at the time, had just turned to say something over her shoulder and saw Bosco in mid-fall. The horse had been in good health and spirits that morning, and was not prone to misbehavior or accidents; but something had caused him to stumble hard, knocking Sharon to the ground in the fall. The force of the blow crushed her ankle, fractured her ribs, and caused her helmet to crack open and separate from its lining.

Kneeling beside her, Petra tried to determine the extent of Sharon’s injuries, and soon realized that emergency services would be needed. The main ranch house was at least a mile away, and as in many remote regions, cellphone reception was unreliable for those in the area. The decision that Petra made next was both brave and terrifying. She would have to leave Sharon alone to find help.

“It’s one of the few things I remember after the fall,” states Sharon. “Petra very calmly said to stay still ... she was going to get help.”

Miraculously, Bosco seemed uninjured by the fall, but Petra worried that he may accidentally injure Sharon further if left alone, so she got him up and tied him to her own horse for the ride back.

“I tried ponying him [i.e. lead a horse while riding another], but he was slowing us down. When we were far enough away, I threw Bosco’s reins over his saddle horn and continued without

him, knowing he would either go find grass or go back to the barn," she added. Luckily, Petra had received wilderness/rescue training during her career, and she knew her decision to quickly locate help would ensure the best possible outcome for Sharon.

After riding back to the ranch, Petra sought the help of fellow co-worker, Stephanie—a retired ER nurse—who traveled back to look after Sharon while Petra called 911 and made her way out to the main road to direct first responders. By the time fellow caretakers Troy and Mandy McCabe arrived on site, paramedics were already caring for Sharon, and CalSTAR pilot—Harry Holt—was just landing the air ambulance in an adjacent field.

After nine minutes surrounded by emergency services, Sharon was stabilized for transport and loaded into the helicopter by EMS crews and CalSTAR flight nurses (Jeff Wallen and Heather Summerby). Nineteen minutes later, the CalStar team landed at Sutter Roseville Medical Center. Sharon remembers very little of the friends and first responders who had arrived to help her. In fact, other than the brief memories of being carried on a stretcher and flight nurse Jeff Wallen speaking to her before takeoff, Sharon remembers nothing of her preparation on the ground or her short flight.

She spent the next five days in the Neuro ICU at Sutter Roseville Medical Center, receiving treatment for her traumatic brain injury (TBI) and other injuries caused by the blunt force trauma.

"Never having been in a hospital before, I had nothing to compare it to," she says, "but I can tell you that the care I received at Sutter Roseville was completely beyond anything I expected. They treated me like a precious princess when I awoke. It was wonderful."

In a humorous turn, Sharon's physician was also named Bosco.

"When you're in the hospital for a traumatic brain injury and your doctor shares the name of the horse that threw you, it can lead to some fairly amusing interactions between patient and hospital staff," relays Sharon. "A horse is a horse, of course. Of course?"

"It's still remarkable to me that I was only there for a week. After returning home, my emotions fluctuated greatly. Now, I'm feeling more like myself, although my sense of taste and smell is still a bit off. I understand that condition may improve with time."

She credits her expedited recovery to the quick, multi-agency response of EMS crews, the CalSTAR flight crew, and her care at Sutter Roseville Medical Center. "At some point, I would love to reunite and thank everyone who cared for me. They are my life-savers."

Has the accident affected her love of riding? "Absolutely not," says Sharon, "although I will most likely never ride Bosco again because the reason for his fall could not be identified. He was vet-checked shortly after the accident, and other than biting his tongue, he suffered no injuries. To this day, we have no idea what caused his fall. It was simply a fluke."

We can all learn a valuable lesson or two from an experience like this. "I want to encourage your readers to take every precaution when riding, even if they are experienced," instructs Sharon. That includes the following:

- Never ride remotely alone. If you don't have that option, tell friends or family where you are headed as well as the time they should expect you back.
- Take along safety/survival gear and a means of communication, if available.
- Most important, wear a helmet.

“One or all of these things may help save your life. Two saved mine.”

Lisa Jarvis works for CalSTAR.

Camp Rich taking on a German theme

Oktoberfest – the yearly celebration of all things German – will have a taste of California at Camp Richardson Historic Resort and Marina Oct. 3-4.

This event will feature German beers brewed in the Golden State. Saint Archer Brewery of San Diego created a beer infused bratwurst exclusively for the event with its IPA. And another San Diego firm, Ballast Point’s Longfin Lager, will be on pour.

Now in its 21st year, Oktoberfest at Camp Richardson offers a little something for all ages of the family from 10am-5pm each day.

The resort is offering a free bike valet in front of the Mountain Sports Center, across from the Historic Hotel. Admission and parking is free for Oktoberfest.

Activities include German food and desserts, an owner and dog dress up contest, craft booths, face painting, pumpkin patch, balloon art, bouncy house, bungee platform, climbing wall, live music featuring the polka styling’s of the Gruber Family Band, and the beer and wine garden.

There's also sausage eating contest. Interested contestants need to sign up by 1:30pm at the pumpkin patch on Sunday. The showdown will take place at 3pm on the main stage.