

Smartphone apps to map your meanderings

By Stephanie Rosenbloom, New York Times

Who needs yet another smartphone app, let alone one that plots and records your wanderings?

You do – if you want to explore a city without keeping track of every turn, yet later call up the coordinates of that quaint patisserie you passed on that little cobblestone street whose name you can't recall.

Such apps let travelers live in the moment. You don't have to stop and jot down beguiling lanes, restaurants and boutiques – the app leaves digital bread crumbs.

Also, the routes that these apps ultimately plot are more than maps; they're shareable mementos, be it of your hike through Yosemite or stroll through Barcelona.

Read the whole story

Heavenly workers recognized for saving man's life

Several Heavenly Mountain Resort employees were honored May 17 for saving the life of a skier in January.

Kevin Coyne of Walnut Creek had a heart attack in the lift line at Comet Express on Jan. 18.

Alan Payne, assistant manager for Heavenly's Nevada Lift

Operations, retrieved the AED unit from East Peak Lodge, while first-year ski patroller Grey Grandy took over CPR from Payne's girlfriend, Karen. Responding ski patrol staff included Chris Grasso, Brandon Commanda, Jason Scott, Ashley Daw, Chris Child, Ryan McPartland, Justin Keys, and Luke Voss, in addition to Mike Orr from mountain safety.

Ski patrollers transported Coyne down Nevada Trail to the Boulder area, where Tahoe Douglas firefighters initiated advanced life support before Care Flight transported the patient to Renown Medical Center in Reno.

The quick action of the employees saved Coyne's life, which allowed him to walk his daughter down the aisle this spring. He is also looking forward to his own nuptials in October.

Coyne returned to Heavenly this week in honor of Emergency Medical Services (EMS) Week (May 17-23). Care Flight and Phillips, one of the world's largest manufacturers of automated external defibrillators, presented an award to the team who assisted in saving Coyne's life.

U.S. imperialism and El Salvador topic of lecture

Raul E. Moreno Campos, a doctoral candidate and teaching fellow at UCLA's Department of Political Science, will be at Lake Tahoe Community College on May 26 at noon to give a presentation on State-Sponsored Violence, U.S. Imperialism, and the Salvadoran Civil War.

Campos will share a historical and political analysis of the development of the Salvadoran military regime, and the onset, development, and resolution of the Salvadoran Civil War. He'll explore the role that the U.S. government played in this process, including the sending of military advisors from U.S. Special Forces, and their training and sponsorship of the Salvadoran military.

Campos was born in San Salvador, El Salvador, and lived there throughout the entirety of the Salvadoran Civil War (1979-92).

The free talk will be in the board room at LTCC.

Campaign under way to enforce seat belt use

Truckee and South Lake Tahoe police officers along numerous other agencies nationwide, including the California Highway Patrol, will be participating in the annual Click It or Ticket campaign now through May 31.

During this period officers will be specifically looking for seatbelt violations to remind drivers to buckle up. Of particular emphasis is child restraint use. All children in a vehicle who are under the age of 8 or weigh less than 80 pounds must be in an appropriate child safety seat that is properly installed.

Authorities say approximately 90 percent of child seats they inspect are improperly installed. Call 530.582.7570 to make an appointment to have the seat inspected for free.

Here are some of the most important aspects of proper

installation and use of child safety seats and other restraints:

- Your child safety seat must be securely anchored.
 - If your seat belts are door-mounted, or the inboard belt buckle is too far forward, you may need a special device that helps to properly secure the seat. Ask your car dealership or call one of the inspection agencies listed above for more information.
 - Do not install car seats in the front passenger seat of any vehicle. The only exception to this rule involves pickup trucks in which the front passenger airbag can be manually turned off.
 - Rear-facing infant seats must not be placed in any seat protected by an air bag.
 - As a normal rule, small children should not occupy seats protected by an airbag.
 - Shoulder belts should restrain a child at the shoulder and should not come across the child's throat.
 - Lap belts should fit across the thighs, not around the child's stomach.
 - Some seat belts are free sliding and may need a special locking clip for security.
 - For infants, a five-point harness offers the best fit. An "infant only" seat is also recommended.
 - Harness straps should fit snugly over the child and should directly touch the child. Blankets or other covering can be placed over the straps. To keep the straps snug, children should wear clothing no heavier than a light jacket or sweater while in the safety seat.
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LTCC instructors tackle racial inequality



LTCC instructors, from left, Yasmin Sayyed, Scott Lukas and Albert Ponce, on May 19 discuss racial issues. Photo/Kathryn Reed

By Kathryn Reed

White privilege. It's a concept that 50 years removed from the heyday of the Civil Rights movement is still hard for some people to grasp.

This was obvious by the questions being asked during a 90-minute seminar at Lake Tahoe Community College on May 19 on what would have been Malcolm X's 90th birthday. The civil rights activist was gunned down in 1965 at the age of 39.

"When you watch the coverage of what went down in Waco it's a system of privilege," LTCC sociology instructor Scott Lukas told the nearly 70 people in attendance.

Had the deadly biker gang fight on Sunday in Texas been between blacks instead of whites, Lukas believes the response by police and the media would have been much different.

Albert Ponce, political science instructor, said, "Relationship today exist vertically. It needs to be horizontally. We need intercultural dialogue – and not be told what we should become. That is assimilation."

He believes interculturality is the answer to people understanding and respecting one another, not multiculturalism.

Yasmin Sayyed, LTCC sociology instructor, stressed the need for people to not lose themselves as they blend in with the majority. It's about never losing your own story and not taking on someone else's.

"If education means you lose your mother tongue, then it is a hollow victory," Sayyed said.

Sayyed grew up in New York, where she knew Malcolm X. She met him in 1964 after she returned from Mississippi where she was getting people to register to vote. It was the summer before her 18th birthday. She said she returned to Harlem broken – having been beaten and sexually assaulted in the South.

She embraced much of what Malcolm had to say.

"Who are we to let our oppressors define how we fight our oppression against them. His words started having a different implication for me especially after my experience in Mississippi," Sayyed said.

"We stapled our picket signs to baseball bats. It was amazing we never got spat on again," she said. She never took a swing at anyone, but the gesture made people take notice.

From there the discussion in the Malcolm X camp became less about what drinking fountain blacks could drink out of, and more about moving away from protests and seeking political power.

Sayyed said the fight then and today is not against white

people, but it's against whiteness.

Road beat: Sonata boasts world-class interior



Sonata continues to make improvements with 2016 model.
Photos/Larry Weitzman

By Larry Weitzman

About two months ago I spent some time with the all-new 2015 Hyundai Sonata Limited powered by the Theta 2.4L direct injected inline four-cylinder engine. For a detailed discussion of the new refined Fluidic Sculpture 2.0 see that story. Suffice it to say the new refined look is more pleasing

in every way, with a more aggressive grille, straighter lines showing off its sleekness and improved proportions with a better cabin line.

As reported, the size of the Sonata has grown by about an inch in wheelbase, length, width and track improving balance, stability and handling.



Specifications

Price \$21,150 to about \$35,000

Engine

Four cylinder inline 16 valve 2.4L 185 hp @ 6,000 rpm

178 lb.-ft. of torque at 4,000 rpm

Four cylinder inline 16 valve 2.0L 245 hp @ 6,000 rpm

260 lb.-ft. of torque @ 1,350-4,000 rpm

Transmission

Six speed torque converter automatic with a semi manual mode

Configuration

Transverse mounted front engine with front wheel

drive

Dimensions (Sport)

Wheelbase 110.4 inches

Length 191.1 inches

Width 73.4 inches

Height 58.1 inches

Track (f/r) 62.9/63.1 inches

Ground clearance 5.3 inches

Cabin volume 106.1 cubic feet

Trunk volume 16.3 cubic feet

Fuel Capacity 18.5 gallons

Weight 3,505 pounds

Steering lock to lock 2.78 turns

Turning circle 35.8 feet

Wheels 18X7.5 inch alloys

Tires 235/45X18

Co-efficient of drag 0.27

Performance

0-60 mph 7.21 seconds

50-70 mph 3.22 seconds

50-70 uphill 4.41 seconds

Top Speed Beyond sanity

Fuel economy EPA rated at 23/32/26

city/highway/combined.

Expect 26-27 mpg in suburban driving and 35 plus mpg on a level highway at 70 mph.

But the new Sport 2.0LT also gets a new engine or a new version of Hyundai's 2.0L direct injected turbo engine which uses a twin scroll turbocharger, which doesn't mean twin turbo but a turbo with smaller twin internal impellers of different sizes. Such a system improves turbo response. It produces 245 hp at 6,000 rpm and 260 pounds of twist from an off idle 1,350

to 4,000 rpm meaning it is making 198 hp at 4,000 rpm as well. At peak hp, torque has already fallen off to 214 pounds of twist. The engine runs a high for a turbo, 10:1 compression helping low speed response.

This is not Sonata's only turbo engine. There is another 1.6L turbo designed for the ECO model for improved fuel economy. Although not tested, it shouldn't be a performance slouch in any way shape, matter or form as it knocks down 177 hp at a low 5,500 rpm and 185 pounds of torque between 1,500 and 4,500 rpm or about the same numbers produced by the normally aspirated 2.4L Theta engine. But the ECO gets a seven speed dual clutch tranny which should give it as good if not better performance than the Theta powered Sonata while picking up a couple of mpg. Power in the Sport is sent to the front wheels via its six-speed torque converter auto cog swapper with paddle shifters which I mostly ignored.

The Sport model gets some other niceties like a chrome rocker strip that accentuates its length, a fabulous, heavily bolstered interior which we will discuss later, a dual pinion steering rack, sporty tightened-up suspension, a trick flat bottom steering wheel with paddle shifters, mechanical gauges and more.

Performance is most improved in the midrange as 0-60 mph improves about half a second with an average time of 7.21 seconds. But passing times are much improved with a 50-70 mph time on the level of 3.22 seconds and 4.41 seconds up a six percent grade. Compared to the Theta powered Sonata whose times were 7.82, 4.25 and 6.56 seconds respectively, you can see the huge passing performance improvement with the Sport turbo engine. But a comparison should be made to the Camry V-6 which sports only 23 more hp and 12 pounds of less torque from its 3.5L V-6, yet posts performance times as if has 50-100 more hp. This example and comparison just demonstrates that there is no replacement for displacement. The Camry V-6 posted times of 5.35, 2.67 and 3.53 seconds. There is horsepower and

then there is horsepower. The Camry V-6 gives up a couple of mpg to the Hyundai Sport Turbo, however. Maybe the Toyota motor has underrated hp and torque numbers as well.

Fuel economy is EPA rated at 23/32/26 mpg city/highway/combined. Overall the Sport 2.0 Turbo averaged about 26-27 mpg and achieving 35.2 mpg on a level highway two way run at 70 mph. In a round-trip from Placerville to South Lake Tahoe the Sport averaged 30.6 mpg, which is excellent and there was no feathering of the throttle as speeds were kept near 60 mph. Sonata's large 18.5 gallon fuel tank is a real benefit when long distance cruising.

Suspension is by state of the art MacPherson struts up front with a sophisticated revised and improved multilink system in the rear. Sport is more than name only as the stab bars are thicker by a millimeter, springs are stiffer, the trick Mando dual flow shocks have been revised and the whole system is retuned for changing direction and the Sport does just that and does it extremely well. Track is actually down by two-tenths of an inch because the wheels are wider by half an inch (18x7.5 inch alloys) and the tires grow from 215/55x17 to some real meaty 235/45x18, which is substantial. The improved dual pinion power rack steering remains very quick at 2.78 turns lock to lock. With the extra rubber on the road and lower profile tires and fortified suspension, the Sport flat out corners. Grip is vice-grip like and steering accuracy is spot on. Body roll is also well controlled. I would give the handling nod to the Sonata Sport over the Camry V-6.



The interior of the Sonata sets it apart from others.

Ride quality is a bit firmer than say a Sonata Limited or even the Camry V-6. And that is good as the Sport while still extremely smooth and quiet is preferred by me, an excellent balance of handling and ride. Sport is also solid, feeling as if it was carved out of an ingot. The engine spins a low 2,050 rpm at 70 mph in sixth gear and there is no road noise and wind noise. It is a quiet car.

Sport also gets bigger front ventilated discs and in braking tests, possibly due also to the bigger wheels and wide rubber, the Sport stops in a benchmark 40 feet from 40 mph. Fantastic brakes. All the safety acronyms are standard including a rear view camera and blind spot detection. Superb HID headlights are very good. Only the lane departure warning and forward collision avoidance was optional, which might be advisable if you're an inattentive driver, but I found the collision avoidance a sometime annoyance and distracting in its own right.

Now to the best part, the Sonata's world-class interior. The leather is soft and luxurious, the design is sharp with superb side bolster and the dark orange piping and double French stitching on the seats, the aforementioned, flat bottom steering wheel, door panels and shifter. One of the best interiors out there, especially for a sticker of \$28,575. Fit and finish is excellent.

Instrumentation couldn't be better, clear, clean and concise. Big tach and speedo flank an information center which includes a trip computer which gives you both average and instantaneous fuel economy info simultaneously.



Sonata provides smooth handling on mountain roads.

Rear seating is huge as the Sonata is classified as a large car. In my tester with the Ultimate Package (\$4,950), they were also heated. Truck capacity is also large at over 16 cubic feet.

While a base Sonata starts at \$21,150 plus \$810 for the train and truck from its Montgomery, Ala., assembly plant, this super well-equipped Sport will set you back \$28,575 plus destination. If you want the ECO model with the smaller turbo four plus the seven speed dual clutch and improved fuel economy that will cost \$23,275. My tester came with two options, the obligatory embroidered carpeted floor mats for the bargain price of \$125 and the \$4,950 Ultimate package which I would live without. The standard sound system is fabulous and has XM and I certainly could easily live without the smart cruise, auto high beams and some other niceties. This Sport is so well equipped right out of the box, unless you need the trick LED interior lights, save the five grand. But you can decide for yourself.

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.

TOCCATA's 10th summer season schedule set

TOCCATA – Tahoe Symphony Orchestra and Chorus – kicks off its 10th Summer MusicFest with “Going For Baroque – Summer Solstice Series” June 17-23.

The program opens with Vivaldi's “Concerto for Violin and Cello, RV 547”, with Natalie Haines Backman and Nick Haines as soloists, and continues with flutist Josue Casillas performing Vivaldi's “Concerto for Flute No. 428, Goldfinch.” Other soloists include Yuri Liberzon, guitarist, performing Vivaldi's “Concerto RV 82”, and harpist Marina Roznitovsky performing Vivaldi's “Concerto No. 540”. The concert concludes with J.S. Bach's “Cantata BWV 9, Es ist das Heil” featuring Anna Helwing, soprano, and Stuart Duke, baritone, with Natalie Haines as concertmaster. Maestro James Rawie will conduct all performances.

The performances are:

June 17, 7pm at Shepherd of the Sierra Lutheran Church in Carson (3680 Highway 395 South)

June 19, 7pm at St. Patrick's Episcopal Church in Incline Village (341 Village Blvd.)

June 21, 3pm at St. Theresa Church in South Lake Tahoe (1041 Lyons Ave.)

June 23, 7pm at Good Shepherd Lutheran Church in Reno, (501

California Ave.)

Tickets for this series are available at the door or online. General admission is \$25 adults, \$20 seniors. Preferred seating is \$35 and \$15 for youth/students. Students with ID under 24 years of age are \$5, in non-reserved seating at most regular season concerts in 2015, in whatever seating is available 10 minutes prior to concert start time.

SLT dentist creates program for kids in need

By Kathryn Reed

Dental care can be a luxury. Often it's not covered on health plans or it's cost prohibitive to add it. And most doctors don't accept Affordable Care Act or Medi-Cal patients.

One South Lake Tahoe dentist is bucking the trend. Mireya Ortega through her Young Tahoe Smiles program is providing extremely low cost care for ages 0-16. Until this year the youngest children she saw were 5 year olds.

She started the program in 2010; and it has grown each year. Partly this has to do with the First 5 dental van no longer making visits here, part has to do with the casinos not offering dental care to most employees and part of it has to do with the economy not turning around for everyone in the area.



Mireya Ortega through Tahoe Young Smiles ensures youth have quality dental care. Photo/Kathryn Reed

Through 2014 she saw 196 patients. This equated to more than 600 visits and more than 2,100 procedures. The care is worth hundreds of thousands of dollars.

It's not just a cleaning. Ortega takes X-rays, provides fluoride, sealants, basic fillings, baby teeth root canals and extractions.

Having the young patients come back at six-month intervals has made a dramatic difference in reducing the care they need and getting them to do the basics. Hygiene has improved, and she can provide preventative care and less restorative care.

Ortega does all of this because she knows that catching dental issues early can lead to better overall health. Plus, getting kids to understand the importance of oral hygiene is easier than teaching adults.

According to the American Dental Association, the first dental visit should be by age 1 or as soon as the first tooth appears. By kindergarten more than 40 percent of kids in the U.S. have tooth decay, according to the Centers for Disease Control and Prevention.

Ortega's literature about the program says, "Young Tahoe Smiles is a dental program whose mission is to provide basic dental care to children in the age group of 0 to 16 years, who are dentally ill, financially challenged, underserved, and without dental insurance or any other assistance program to help them. The goal is to restore children's oral health to a stable, infection free, pain free and functional state."

Also new this year, Ortega changed the income requirements to allow more patients. She verifies financial eligibility and sets fees accordingly. The minimum charge is \$5.

For Ortega, Young Tahoe Smiles is a better way to care for kids than Medi-Cal. (No dentists in South Lake Tahoe accept Medi-Cal.)

"(Medi-Cal) is a time consuming process. It's not worth it," Ortega told *Lake Tahoe News*. "It's assembly line dentistry. It's not the type of care I like to provide."

It's not just kids she addresses. Educating the parents about dental care is part of the deal, too.

She also has dental plans for adults who don't have medical insurance.

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Notes:

- High Sierra Dental Care is at 1060 Ski Run Blvd., South Lake Tahoe.

- For more info, call 530.541.7040.

Train to release Tahoe themed holiday album

By Gary Graff, Billboard

Train will be bestowing holiday wishes on its fans this year.

Frontman Pat Monahan tells Billboard that the group is in the midst of recording a seasonal set, tentatively titled “Christmas in Tahoe” – “because, being a Bay Area band, that’s where everybody goes to ski and have fun” – and out most likely in November. The album will feature three originals amidst covers that Monahan will be different from the usual Yuletide fare.

“There’s a couple of traditional covers on there, but we tried not to do the same stuff everybody else does,” Monahan explains. “Like, our favorite song on it is from The Band called ‘Christmas Must Be Tonight,’ so it’s that kind of record where it’s a vibey, make dinner around Christmas time and listen to an alternative kind of Christmas album.”

Train has been recording the set since last month at Bear Creek Studios near Seattle, and Monahan says the band “may finish it on the road.”

Train returns to Lake Tahoe on July 21 at Harveys.

Read the whole story

Travel industry responds to rise in solo sojourners

By Stephanie Rosenbloom, New York Times

Vacations have long gone hand-in-hand with company: family bonding, honeymoons, babymoons, bands of oats-sowing college backpackers. Yet today, more and more travelers are going solo – and they're not who you might expect them to be.

Some 24 percent of people traveled alone on their most recent overseas leisure vacation, up from 15 percent in 2013, according to the 2015 Visa Global Travel Intentions Study, which was conducted across 25 countries by Millward Brown, a market research organization. Among first-time travelers, solo travel is even more popular, jumping to 37 percent, up from 16 percent in 2013. And while the stereotypical solo traveler has traditionally been single and looking, a solo traveler these days is just as likely, if not more likely, to be married or in a committed relationship.

As the numbers creep up, more travel brands are paying attention. TakeSolos Holidays, one of the oldest and largest companies in Britain offering guided getaways for solo travelers. The company has been around since 1982, but a few weeks ago it introduced an American arm, Solos Vacations, that's beginning to offer escorted trips (to Italy and Britain so far) throughSolosvacations.com. (Guided tours in general are becoming more popular among solo travelers, according to Visa's research, up almost threefold compared with 2013.)

Read the whole story