

Right dose of exercise for a longer life

By Gretchen Reynolds, New York Times

Exercise has had a Goldilocks problem, with experts debating just how much exercise is too little, too much or just the right amount to improve health and longevity. Two new, impressively large-scale studies provide some clarity, suggesting that the ideal dose of exercise for a long life is a bit more than many of us currently believe we should get, but less than many of us might expect. The studies also found that prolonged or intense exercise is unlikely to be harmful and could add years to people's lives.

No one doubts, of course, that any amount of exercise is better than none. Like medicine, exercise is known to reduce risks for many diseases and premature death.

But unlike medicine, exercise does not come with dosing instructions. The current broad guidelines from governmental and health organizations call for 150 minutes of moderate exercise per week to build and maintain health and fitness.

Read the whole story

5 must-see places between Reno and Las Vegas

By Kristen Desilva, Las Vegas Review-Journal

Despite the sweltering heat, Nevada was named the sixth best

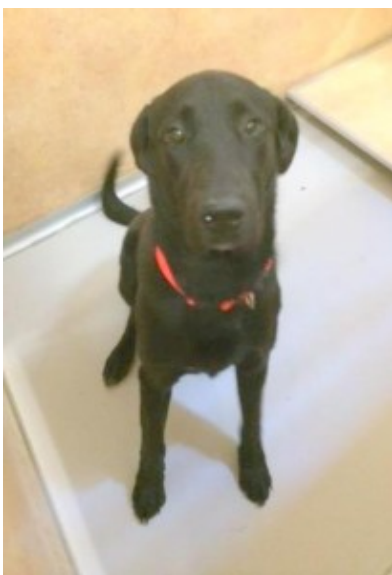
state for a summer road trip, for the drive from Las Vegas to Reno.

The ranking from WalletHub was determined by driving and accommodation costs, traffic conditions and safety, weather conditions as well as fun and scenic attractions.

There are two main routes one can take to visit the “Biggest Little City in the World,” but the road most traveled is a 450 mile, seven-hour drive on the Highway 95 winding up Nevada’s western border.

Read the whole story

Tahoe Tails – Adoptable Pets in South Lake Tahoe



Tucker

Tucker is a young retriever mix who’s had it rough in the first few months of his life. He was found running loose in a

busy part of town, and was very scared and super skinny. Now he's safe at the animal shelter, eating good food and getting used to nice people.

Tucker is about 10 months old and very sweet once he gets to know you. With lots of attention, training, and affection, he will become the great pet we know he can be.

Tucker is neutered, microchipped, tested for heart worm, and vaccinated. He 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 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

Where is the best place to raise a family in Nevada?

By Kristen Desilva, Las Vegas Review-Journal

When it comes to raising a family, many have different opinions about Nevada's two major cities of Las Vegas and Reno.

Turns out neither Clark County nor Washoe County are ranked as the best in Nevada to raise a family – it's Lander County

located toward the center of the state.

Data site FindTheBest ranked the counties with a Family Score out of 100 based on high amounts of homeowners and children and teenagers, low amounts of vice outlets (strip clubs and liquor stores) and unemployed residents, as well as high levels of college degree-holding residents.

Read the whole story

LTCC hosting Malcolm X event

To help mark the late Malcolm X's birthday, Lake Tahoe Community College is hosting a screening of his most famous speech followed by a faculty panel discussion on May 19 from noon-2pm.

The free event begins with a screening of "The Ballot or the Bullet," one of Malcolm X's most famous speeches, delivered at the Cory Methodist Church in Cleveland, Ohio, in 1964. In the speech, the civil rights leader discusses how participating in elections through the act of voting provides a pathway for addressing inequality in America. At the same time, he also cautions that if the government continues to stand in the way of equal rights, then other avenues of addressing inequality must be pursued.

After the screening, three LTCC faculty members will host a discussion about the speech and its relevance to today, 50 years after Malcolm X's assassination. LTCC sociology instructors Scott Lukas and Yasmin Sayyed will be joined by political science and ethnic studies instructor Albert Ponce in the discussion.

The event will be in the board room at the college.

TVES 5th-grader lucky to be alive

By Kathryn Reed

Crystal Ann Aguilar is no ordinary 11-year-old.

She was born with a crushed aortic valve and three holes in her heart. Two were repaired within days of her birth. She has spent months at a time in the hospital. For an entire year she was on a feeding tube. Doctors said she would be considered terminal until age 12, at which time the thought was medical advancements would have improved to help her live longer.

She was in a stable period medically until last month.

Fundraisers

1. May 17, 8am-3pm at Bliss Salon, 290 Kingsbury Grade, Stateline. Donations for manicures and pedicures go to Aguilar family for Crystal's medical expenses. Call 775.200.6409 to make appointment.
2. Go Fund Me: <http://www.gofundme.com/sy28rs>

Crystal almost died on the playground at Tahoe Valley Elementary School in South Lake Tahoe.

"Crystal is not to do any running. Her teacher ran her on the track with other students," Todd Aguilar, Crystal's father told *Lake Tahoe News*. "She complained her chest was hurting. The teacher said keep running. She collapsed with a heart

attack.” This was halfway through the first lap.



Crystal Aguilar

Aguilar says everyone at the school is aware of Crystal’s medical condition and her limitations. She usually is allowed to walk while the other kids run.

While she is in the fifth-grade, her skill level is that of a second-grader, her dad said. One of her handicaps is the inability to speak well. Her parents understand her, but not everyone else can.

“She is now back fighting; again trying to stay alive,” Aguilar said. “She is back in the same situation as a couple years ago.

“We are going to hold the school accountable for what happened.”

The Aguilars have an attorney.

“In terms of privacy and so forth we can’t make a comment,” Lake Tahoe Unified School District Superintendent Jim Tarwater told *Lake Tahoe News*.

Crystal was able to return to school May 14.

Soroptimist reward students with scholarships

Soroptimist International of Tahoe Sierra this week hosted an awards and scholarship breakfast honoring eighth-graders and graduating seniors from South Tahoe Middle School, Whittell High School, South Tahoe High School, and Mt. Tallac High School.

The awards and scholarships totaled \$11,800, which was split between 18 students.

Receiving awards for most improved eighth-grade student and graduating senior from WHS were Isaiah Womack and JC Narvarte. South Tahoe Middle School students were Thomas Burgess and Nevaeh Reed. STHS seniors receiving the award were Abishay Rosales and Christian Bernal Ruiz.

Scholarships were given to the following graduating seniors: the Mt. Tallac Joy Rothschild Memorial Scholarship was awarded to Cristian Reyes Montiel and Travis Perrine; and Mt. Tallac Young Parents Program Scholarship was awarded to Ana Amaro and Nikita Gorman.

The Soroptimist International of Tahoe Sierra Senior Scholarship recipient from WHS was Rodolfo Hernandez-Mata. Those receiving the scholarship from STHS were Dalton Diggs, Lindsey Herring, Trinity Marino-Latella, Joemae Santos and Teresa Tenoceloti.

Interfaith expert to speak at Unity

Rajan Zed will be the guest speaker at Unity at the Lake on May 17.

He will be sharing his unique and powerful experiences in the interfaith movement. Zed is a distinguished religious statesman residing in Reno who has taken up Hindu, interfaith, peace, environmental and other causes all over the world. He read the ground-breaking first Hindu opening prayer at the U.S. Senate in 2007.

Zed is one of the panelists for On Faith, a prestigious interactive conversation on religion produced jointly by Newsweek and Washington Post.

Following Unity's 10am celebration, Zed will be doing a workshop on The Basics of Hinduism from noon-2.

All are welcome. Suggested love offering for the workshop is \$20.

Unity at the Lake is located at 1195 Rufus Allen Blvd., South Lake Tahoe. For more information, call 530.544.2266.

Free physicals for South Shore athletes

Barton Health, Tahoe Center for Orthopedics and Lake Tahoe Unified School District are offering free sports physicals for student athletes.

South Shore students may receive medical and orthopedic screenings on June 1 at the South Tahoe High School blue gym.

The sports physicals start at 5:30pm with the schedule as follows:

- 5:30pm: South Tahoe High and Saddle School athletes
- 6pm: Pop Warner athletes
- 6:30pm: Whittell High School athletes

There is no fee.

The physical includes: vital signs, orthopedic evaluations and medical screenings. All students should wear appropriate gym attire.

Before the physical, students must have a medical history form completed and signed by a parent or guardian. Forms may be picked up in each school's front office or through the student's Pop Warner football coach.

For more information, call 530.543.5615.

**Road beat: Lexus ES350 oozes
luxury**



The Lexus ES350 is more popular with women. Photos/Larry Weitzman

By Larry Weitzman

While I call the Lexus ES350 a gentleman's express, the buyer's demographics show a majority of the majority of drivers are women. When you look at the performance numbers, you will see that the ES is a real performer, posting numbers well beyond my expectations, although I did receive a clue after testing the Camry V-6.

When introduced in 1990 as a Lexus ES250, there was little question that Toyota rebadged a gussied up Camry V-6, but as time went on with each successive generation the distinction between the two cars became more pronounced. And now the Lexus ES is based on the Toyota Avalon chassis with its longer 111-inch wheelbase (up 1.7 inches over a Camry). However, the ES is about 3 inches shorter than the Avalon at 193 inches, making the ES a midsize ride. In the area of width, the ES is

identical to the Camry at 71.7 inches.



Specifications

Price (base including transportation) SE \$24,115 to over \$30 large for a loaded V-6

Engines

3.5L DOHC, 24 valve V-6 268 hp @ 6,200 rpm
248 lbs.-ft. of torque @ 4,700 rpm

Transmissions

Six speed automatic

Configuration

Transverse front engine/front wheel drive

Dimensions

Wheelbase 111.0 inches
Length 192.7 inches
Width 71.7 inches
Height 57.1 inches
Track (f/r) 62.6/62.0 inches
Ground clearance 5.5 inches
Weight 3,549 pounds
Weight distribution (f/r) 61/39 percent
Passenger volume 100.1 cubic

feet
Trunk capacity 15.2 cubic
feet
Fuel capacity 17.2
Steering lock to lock 2.85
turns
Turning circle 37.4 feet
Wheel sizes 7X17 inches
alloy
Tires 215/55X18
Co efficient of drag 0.27

Performance

0-60 mph 5.44 seconds
50-70 mph 2.68 seconds
50-70 mph uphill 3.51
seconds
Top speed Electronically
limited at 130 mph
Fuel economy EPA rated at
21/31/24 mpg
city/highway/combined.
Expect to achieve 25-26 mpg
in overall driving and 33-34
mpg on the highway at legal
speeds.

Externally the shape is definitely Lexus L'finesse and that is good, as the overall Lexus body of work should be considered classically beautiful. Starting with its elegant grille the shapes are flowing and pleasing especially the window line. Nothing is wasted and its leanness can be seen by its lack of add-ons. Designers were intelligent in that less is more. ES350's co-efficient of drag reflects its trim style with a number of 0.27.

Under the hood are more parts sharing and that is good as its powertrain (transmission included) is nut for nut, bolt for

bolt the same as a Camry V-6. (The Avalon differs in a lower final rear axle ratio, but otherwise is also identical.) But this is a good thing as the 2GR-FE engine is one of the best in the business for smoothness and performance. While it is "only" rated at 268 hp at 6,200 rpm and twist is a modest 248 pounds at 4,700 rpm, it performs like 300 plus hp with another 40 pounds of twist.

Sending the power to the front wheels is a six speed automatic. The ES uses the identical transmission as well as the Camry V-6 and the Avalon. But while the ES and Camry use the same axle drive ratio, Avalon gear ratio is slightly lower.

Acceleration is deep into world class numbers. Do not choose off an ES in a drag race or you might very well get a real comeuppance. As with the Camry V-6, the ES performs just a tick behind the super performance Lexus IS350. Even Lexus lists the ES 0-60 mph times at 7.1 seconds. Lexus engineers must have left the emergency brake on. You can throw that number out the window as the road testing consistently ran 0-60 mph in the low 5-second range with an average of 5.44 seconds. That is super-sedan quick.

Other tests demonstrate that 0-60 mph number is no fluke, as ES350 passing tests were also super sedan quick with 50-70 mph simulated passes taking 2.68 seconds on a level highway and only slowing to 3.51 seconds up a 6 percent grade. Interesting is that these numbers are virtually identical to those of Camry V-6, which had times of 5.35, 2.67 and 3.53 seconds. Although the powertrains are identical, the Lexus weighs 3,549 pounds, while the Camry V-6 tips the scales at 70 pounds less, virtually insignificant.

Fuel economy is rated by the EPA at 21/31/24 city/highway/combined. The Camry numbers are 21/31/25. But the reality is the ES350 returned slightly better fuel economy on the highway; perhaps because the engine in the ES only turned

1,900 rpm at 70 mph while the Camry V-6 ran at 1,950 rpm. That RPM difference was either a tach error or caused by the ES350's larger tire aspect ratio. Overall the ES350 averaged 29.4 mpg largely because 75 percent of the mileage during the test was a Saturday road trip from Placerville to Santa Rosa. Even with some time off the highway, the ES averaged 32.9 mpg for the 300 mile trip. But during a level highway run at 70 mph the ES350 averaged 34.5 mpg. But in purely rural driving 25-26 mpg would be the norm. It's amazing for a luxury car with world class performance to achieve that level of fuel economy.

While the ES350 uses the same suspenders as the Camry V-6 and Avalon, it has its own discernible upscale feel. Its suspension is state of the art four wheel independent. Steering is a quick electric rack that is 2.9 turns lock to lock with a 37.4 foot turning circle. And torque steer is held in check well, only noticeable under low speed, hard acceleration. Standard wheels are 17x7 inch alloys shod with 215/55 all season rubber. In another surprise, handling was good with accurate, quick turn in and strong grip. During its handling course it actually felt tighter than the Camry especially when sport mode is dialed in. Sure the steering feel is a bit isolated, but it can hustle through the twisties quite composed even when pushed hard. At eight-tenths you can feel the ES rotate in tight transitions. It was much better than expected.

Quiet is the operative word in describing ES350 ride quality. And you can say that with a capital "Q." It is one of the smoothest rides for the Road Beat, especially on the highway or even on Caltrans deficient roads. On and off center feel is near perfect making that 300 mile one day trip as comfortable as it can get. There is simply no wind, road or engine noise, just the sweet sounds from Lexus Premium sound system. Fox News never sounded so good. Speaking of sound, when pushed hard the engine gave a nice tone, uncharacteristic for a V-6.

Braking also uses the same rotors and discs with the same safety systems of ABS and the rest of the acronyms. The ES350 had the shortest stops, coming to rest in just 40 feet from 40 mph. Excellent. Besides its complement of 10 airbags, the Lexus Enform Safety Connect system has automatic collision notification, an emergency connect button, a stolen vehicle location and an emergency assist button, an entire buffet of safety. HID headlights were excellent (\$565).



Lexus understands what luxury means.

Interior quality is pure Lexus, everything you see or touch is of the highest quality. Special mention needs to be made about the sublime front chairs which seem to simply envelope the driver and passengers. The quality of the seats was demonstrated by the lack of fatigue encountered during that five hour drive. The total support was terrific.

Complete instrumentation was perfect with the only downside being the requirement to use a mouse to control the sound system. It is annoying and requires too much distraction. It is also a long learning curve and difficult to use. However, as said before the sound system quality is superb.

The trunk is huge at more than 15 cubic feet.

Pricing for this luxury ride starts at just \$37,550. My tester had about \$5,000 in options plus a \$925 charge for the luxury liner from Japan. Options included Blind spot monitor (\$500),

heated and ventilated front seats (\$640), Nav system (\$1,795), intuitive parking assist (\$500), Premium pack Lexus memory system for seats, steering wheel, mirrors, bamboo wood interior trim (\$730), rain sensing wipers (\$155) and \$300 for the bamboo and leather steering wheel which was quite comfortable to use . It was extra thick. The totaled sticker was \$43,660. It is an exquisite motor vehicle.

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.