

Questioning if health apps benefit healthy people

By **Natasha Singer**, **New York Times**

Consumers looking to use their mobile devices to improve their health – or at least maintain their well-being – have tens of thousands of choices.

But if those consumers are already healthy, the apps won't necessarily do them any good, according to a new report in *The BMJ*, a British medical journal.

On Tuesday afternoon, for instance, the top 10 free health and fitness apps for iPhones included MyFitnessPal, a calorie counter and diet tracker; the FitBit activity tracker; Pacer, a pedometer and blood pressure tracker; and Period Tracker Lite, a menstrual-cycle tracker, according to data compiled by App Annie, an analytics firm.

[Read the whole story](#)

'Motherhood Out Loud' at Valhalla

"Motherhood Out Loud" will be at the Valhalla Boathouse Theatre for one night for a fundraiser on May 9.

The evening will begin with a dessert and wine reception with live music. Cakes by Grace and Flour Girl Wedding Cakes will provide the desserts, Thrans will decorate the Grand Hall and Vinny Berry will serenade the crowd with original music.

The show will include an all-star local cast and crew:

Producers: Ginger Nicolay-Davis and Diana Evans

Directors: Pam Taylor, Niv Nivens, Teri Levy, Ann Swallow

Cast: David Anderson, Diana Evans, Michelle Hirschfield, Ginger Nicolay-Davis, Ann Swallow, Pam Taylor.

Tickets for the dessert and wine reception and the play are \$50 with proceeds going to support the mission of Valhalla Tahoe to provide world-class arts programming to the community and to preserve and restore the Heller Estate (Valhalla). A limited number of tickets to the play only are available for \$25.

The dessert and wine reception will start at 6pm in the Grand Hall at Valhalla and the play will begin at 7:30pm in the Boathouse Theatre.

To purchase tickets, go online.

Susanne ‘Sue’ Stout – 1940-2015

Lake Tahoe Maritime museum friend and board member Sue Stout died April 16, 2015, from an unexpected cerebral hemorrhage. Her husband, Richard, and son, Christopher, were with her at Renown Medical Center in Reno.

Sue was Tahoe Maritime Museum's marketing guru and editor of the member newsletter "Tahoe MariTimes." Working an untold number of hours on each issue, she made sure all the publications were at their best. Sue was well known amongst the Friends of the Museum, as she and Rich often hosted Friends' events at their home. Sue was also the smiling face

greeting members and visitors at the annual Launch Party and other Museum events. Her thoughtfulness and boundless energy will put us in her debt forever.

Boating became her avocation and hobby starting with sailboats, "woodies", and later an express cruiser known as Navy Blue. She and Rich spent time relaxing and entertaining aboard during summers at Lake Tahoe and winters on San Francisco Bay. Married to an avid downhill skier, Sue saw herself as an Iowa flatlander who loved the apres ski fun of alpine winters.

Sue was born Nov. 2, 1940, to Wilma Haines and Elmer "Steve" Steff in Davenport, Iowa. A graduate of Davenport High School, Sue earned her bachelor's in journalism with an emphasis in public relations and advertising from the University of Iowa. Her career started at the Iowa City Press Citizen where she rose through the ranks. The Iowa City Press Citizen was a member of the transcontinental Speidel Newspapers group and Sue was selected to be Speidel's promotion manager and first woman executive at their corporate headquarters in Reno in 1974.

Sue married Speidel executive, Richard M. Stout in Reno on June 20, 1977. After Speidel's merger with the Gannett Newspaper Group, Sue retired and followed her husband's career, which took them from Reno to St. Cloud, Minn., and St. Thomas, U.S. Virgin Islands. Returning to Davenport, Sue gave birth to their son, Christopher, in January of 1981. Retiring from Gannett, the Stouts returned back to Reno in early 1982. In 1983, she and her husband purchased and ran Reno Printing Inc. until they sold it in 2004.

Sue's generosity and kindness touched many and she will be remembered for her joyous sense of humor and her unfailing graciousness. She also served on the boards of the Nevada Opera Association and the Nevada Women's Fund. Although "formally" retired from both newspaper and commercial printing

businesses, Sue still was meeting deadlines. She did pro bono publication and collateral design for several nonprofit groups, such as Tahoe Maritime Museum, Tahoe Yacht Club, and Tahoe Yacht Club Foundation, where she and her husband were both involved.

She leaves behind her husband, Richard, son Christopher, daughter-in-law Stephanie, grandsons Ryan and Garrett, and granddaughter, Savannah.

The family will have a memorial service to be announced at a later date. In lieu of flowers, the family suggests donations in Sue's name to the Nevada Women's Fund, Tahoe Yacht Club Foundation, and Tahoe Maritime Museum.

The 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.

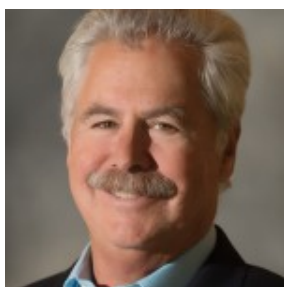
Read the whole story

Reasons to worry about oral cancers

By Ron Roth

Cancer from the neck up is typically associated with the tongue, throat, and voice box. But oral, head, and neck cancers can also occur in the mouth, lips, thyroid glands, nasal cavity, or sinuses.

Traditionally, tobacco and alcohol users were considered the populations at greatest risk. Now, according to new research from the American Academy of Otolaryngology, about 10 percent of new cases of oral cancer is attributed to human papillomavirus, or HPV, a sexually transmitted infection.



Ron Roth

The Centers for Disease Control and Prevention claims HPV is so common nearly all men and women will get it in their

lifetime. It is transmitted through vaginal, anal, and oral sex. An infected person can pass HPV on to a partner without showing any signs or symptoms.

Given the rise in oral cancers related to HPV, screening for early detection of cancer is more important than ever. According to the Harris Interactive Survey, 71 percent of Americans report they have not been examined by a medical professional for oral, head, or neck cancer.

Just because you can't feel it doesn't mean it isn't there. More than 110,000 Americans are diagnosed with oral, head, or neck cancers annually. Oral, head, and neck cancers claim approximately 14,000 lives each year. However, if diagnosed early, these types of cancers may be treatable without significant complications and the chances for survival greatly increases.

Who should get tested?

Every adult should get tested. Tobacco and alcohol users have the greatest risk, and younger adults who do not smoke may get the cancer causing virus from HPV. HPV related oral cancers are difficult to detect because cancers usually occur on the back of the tongue or tonsils. Yet another reason to get regular screenings.

What are the warning signs of oral cancer?

- A sore in the mouth that does not heal
- Persistent pain in the mouth
- Lumps or white patches in the mouth
- Difficulty chewing, swallowing, or moving the tongue
- Soreness in the throat or the feeling that something is caught in the throat
- Changes in the voice
- A lump on the neck.

What should you do?

Make an appointment with your primary care provider or contact an ear, nose, and throat or head, nose, and sinus specialist for an exam. Men through the age of 21 and women through the age of 26 are eligible for the HPV vaccine. Seeking help early can help avoid cancer, disfigurement, and even death.

Ron Roth is a board-certified otolaryngologist at Barton Ear, Nose, and Throat.

Nevada embraces its paranormal tourist treasures

By Anne Knowles

MINDEN —“We’re sitting in a haunted building.”

That’s how Janet Jones began her talk on paranormal tourism Thursday at Rural Roundup, the Nevada Division of Tourism’s annual conference.

“There’s an older man and woman and I suspect they’re the original owners,” Jones said, referring to the Brick House near the Carson Valley Inn where the breakout session was conducted. “She’s warm and welcoming, but he wants to know why there’s all these people here. But they’re fine. They’re just curious.”

Jones, a ghost tour operator who says she is also a psychic, was speaking to a crowded, overflow room of attendees, some anxious to learn how to turn local legends into live heads in beds, but most just eager to hear more tales of eerie apparitions.

Maybe Jones should have known she’d need a bigger room.



The Thunderbird Lodge in Incline is said to be haunted. Photo/LTN file

Jones, who worked with the Carson City Visitors Bureau for 18 years, conducts public tours and private events in local haunts, including dinners at the Mackay Mansion and overnights at St. Mary's Art Center, both in Virginia City.

"We do an elegant dinner with Champagne. We dress in costume, eat at the original dining room table, on china. We use candles, no electric lights," said Jones, talking about the one-time home of silver mining magnate John Williams Mackay. "Everyone brings a camera and when the ghosts come in the room, I let them know so they can take pictures."

Jones rents out St. Mary's for the night and hosts potluck dinners and sleepovers.

"Every room has a ghost," she said.

But it can be less hospitable than the mansion, and sometimes more thrilling.

"I've been chased out of there three times," said Jones.

The building once housed a hospital run by nuns, some of who allegedly hang around still.

"There's Sister Regina," she said. "I always say something to make her mad."

Jones also hosts local ghost walks through the Stewart Indian School compound in Carson City, a boarding school where Native American children throughout the West were forced to live. The school operated for nearly a century, from 1890 to 1980.

"It is probably one of the most haunted places in Carson City and can be scary,"she said.

Jones often sees shadow people –a human figure appearing as a shadow –at the school and the spirits of children in a field long-rumored to be an unmarked cemetery.

"They bulldozed it and there's no sagebrush, no place for the children to hide,"said Jones. "It broke my heart."

Jones backed up her stories with a slideshow of photographs showing mysterious figures in places she tours, including Mackay Mansion and Stewart Indian School, as well as places she's visited, such as Gettysburg, Pa., the Civil War site overrun with history and phantoms, where Jones photographed what she said is a shadow soldier.

"It's like Disneyland to me,"said Jones.

Nevada is filled with places possessed by the dead, claims Jones –from the Mizpah Hotel in Tonopah to the Cal Neva Lodge and Casino straddling Nevada and California at the North Shore, and Thunderbird Lodge in Incline Village.

In fact, Jones said there's a business opportunity for a smart tour operator to run a Nevada-wide ghost tour, shuttling guests from one haunted hotel or site to the next across the state.

Jones told her listeners April 16 that the audience for ghost tours is all ages and broad, covering those who want a light, somewhat humorous tour like the Carson City Ghost Walk operated by actress Mary Bennett, who runs Reno's Bruka Theater, to people who want more of an "experience."

And every municipality, she promised, has some supernatural attraction it can capitalize on to pull in visitors.

“Every town has a ghost,” she said. “There are haunted places in every, single city.”

Baking saved North Shore man during Holocaust

By John M. Glionna, Los Angeles Times

Of all the guilty culinary pleasures that Ernie Feld whips up at his tiny pastry shop in the forest, one is particularly bittersweet: the popular poppy-seed strudels.

That’s the delicacy Feld made for the Nazi SS officers who held him captive as their personal baker during the final years of World War II, a time when Feld literally cooked for his life, using empty champagne bottles to spread his dough because rolling pins were in short supply.

At 90, he still runs Ernie’s International Pastries on the North Shore of Lake Tahoe, artfully preparing the treats he has made for seven decades – his signature strudels, Austrian Sacher torte and lemon Napoleons.

He’s a wartime survivor who has kept his sweet, grandfatherly sense of humor, whether he’s serving up one-liners to customers or recalling his painful past. While Feld was held at a makeshift German-run airport in Budapest, three dozen of his family members – including his beloved mother, Sara – went to the gas chambers at Auschwitz.

Read the whole story

LTCC launching 2 art exhibits

There will be a reception at Lake Tahoe Community College on April 16 from 5-7pm for two art shows.

In the Fine Arts building's Foyer Gallery, will be an array of drawing, paintings, and assemblage by Michael Murillo in One Man's Show: An Eclectic Body of Work by One Artist. The Haldan Art Gallery, in the library building, will be hosting the group exhibition Humboldt/San Jose Connect. Ceramic sculpture created by seven artists from the undergraduate and graduate programs in fine art at San Jose State and Humboldt State universities will be featured.

Light refreshments will be served and the artists' talk will be in the gallery at 5:30pm.

The Haldan Art Gallery is open Tuesday through Thursday, 11am-5:30pm and Fridays 11am-2pm. The Foyer Gallery is open when the school is open. Both exhibitions are on display until mid-June.

Efforts under way to preserve old Tahoe toll house

By Lake Tahoe Historical Society

Neomiah Osgood built the toll house in 1859. It is the oldest commercial building still standing in the Tahoe basin.

It was built at the foot of Meyers Grade where the Echo Lake Creek flows into the Upper Truckee River.

During the Comstock Load era there are reports of 400 to 500 people a day coming through South Shore on their way to Virginia City. It is stated that in bad weather the road could be backed up from the toll house all the way to Placerville, and that if someone broke a wheel on a wagon, it could take two days to get back in line.

The toll house operated until the late 1800s and then stood empty for three decades. In 1910 the spring thaw following a very severe winter broke the dam on Echo Lake Creek and sent tons of water down upon the toll house, washing it from its foundation. It was rescued by the Celio family and placed on Celio land in Meyers near the old golf course. It remained on their land until the Celio family sold that land for the renovation of the golf course.

At that time the Celio family contacted the Lake Tahoe Historical Society and basically gave us the toll house if we could move it off their land. After extensive fund raising (about \$8,000), the building was moved to the site of a proposed museum adjacent to the new county library. Funds for the new museum were never raised and the toll house was again moved and now sits behind the current museum building.

The toll house is considered to be the oldest commercial building in the entire Lake Tahoe Basin and is thought to be the only remaining toll house in the Sierra.

Although the Toll House has been under the care of the Lake Tahoe Historical Society since 1974 we do not qualify for any state or federal grants under the historic guidelines because the toll house has been moved. Neither our city nor the county feels any responsibility toward the toll house and so the Lake Tahoe Historical Society is seeking monetary help from our community to restore the toll house.

Keith Klein is a longtime member of the LTHS and is donating his expertise as an architect to help us with plans, permits, etc. His estimate to restore the building to a capacity where it could be used as another building for our museum is \$25,000 to \$30,000. We have received a grant of \$3,000 from the El Dorado County Foundation and to date we have used about half of that money in stabilization.

We have received about another \$1,500 in donations marked for the toll house and are about \$500 away from meeting Bob Harms matching \$5,000 challenge. Once that is met we will have another matching challenge of \$2,500 by long-time member John McDougal.

Those dollars will bring us about half of the money needed to restore this historic old building. We are hoping the community will see the value in this project and contribute to it.

On April 18, the Tahoe Douglas Rotary will be helping us clean the toll house and catalog items that have been in the toll house for many years.

For further information on the Toll House project, contact the Lake Tahoe Historical Society at 530.541.5458.

**Road beat: Elantra has
comfort over sport**



Hyundai continues to improve Elentra. Photos/Larry Weitzman

By Larry Weitzman

You may think a Hyundai Elantra is a middle of the road compact sedan that competes for one of the largest segments in the auto market which includes the likes of Corolla, Civic, Cruze, Mazda 3, Sentra and several more. It's heady competition so you must offer something a bit unique with special qualities.

Hyundai Elantra GT fits that billing. While I have been a fan of its swoopy and edgy styling, the GT adds a bit of sportiness in the hatchback rear end, which also multiplies its utility. It is convenient. While it might not quite have the stunning styling of the new Mazda 3, it has a bit more performance (over the 3's 2.0L version) and will appeal to those looking for more comfort over sport, although this new GT did acquit itself very well at the drag strip and in the twisties regardless.



Specifications

Price \$19560 to \$25,500 all in

Engine 2.0L DOHC, 16 valve inline four 173 hp @ 6,500 rpm

154 lb-ft of torque @ 4,700 rpm

Transmission

Six speed Automatic

Six speed manual

Chassis layout

Front transverse engine, front wheel drive

Dimensions

Length 169.3 inches

Wheelbase 104.3 inches

Width 70.1 inches

Height 57.1 inches

Track (f/r) 61.0/61.5 inches

Ground clearance 5.5 inches

Weight 2,855 to 2,983 pounds

Fuel capacity 13.2 gallons

Cargo capacity (rear seats down/up) 51.0/23.0 cubic feet

Passenger volume 96.1 cubic feet

Steering lock to lock 2.8

turns

Turning circle 34.8 feet

Co-efficient of drag 0.308

Performance

0-60 mph 7.57 seconds

50-70 mph 4.55 seconds

50-70 uphill 7.43 seconds

Fuel economy EPA rated
24/34/28 mpg

city/highway/combined.

Expect 38.1 mpg on the
highway and 30-31 mpg in
rural country driving.

While the GT rides on a special European developed chassis exclusive to the GT that has a wheelbase of 104.3 inches, it is two inches shorter than the sedan's wheelbase. Overall length is only 169 inches long making it about 9 inches shorter than the sedan and what could be called a sub-compact in length. Width is the same at 70 inches, but here is the kicker, the cabin volume of the GT is 119 cubic feet making the GT one cubic foot short of being classified as a large car. In other words it has an interior that is bigger than most mid size cars while being 20 inches shorter. The average midsize car is 190 inches.

Instead of the still powerful 1.8L, 148 hp inline four of the standard Elantra and last year's GT, the new GT version gets a 10mm stroking and GDI which brings the boil up to 173 hp at 6,500 rpm and 154 pounds of twist at 4,700 rpm. Now the GT is showing some GT credentials. The engine has some other features, one worth noting is the adding of some aluminum to the lower engine block reducing NVH and increasing block rigidity by 30 percent. I mention this because this is one of the quietest and smoothest four bangers I have ever encountered.

While a six-speed auto cog swapper is available, my tester had the sportier six-speed manual that has something to be said for it. It shifts so smoothly that upshifting rarely requires using the clutch. You can downshift the same way, but in relaxed driving it takes too long, so the clutch makes it easier. It's as close to warm butter without being yellow.

Performance of this 2,900 pound sporty ride is also commensurate with the specs as several 0-60 mph runs averaged 7.57 seconds. Passing performance (50-70 mph) stopped the chronodex at 4.55 seconds and the same run up a six percent grade lasted 7.43 seconds. Certainly significantly better than your average compact and the standard 148 hp Elantra and a smidgen better than the Elantra Coupe with the 173 hp engine tested a few months ago (times were 7.84, 4.80 and 7.73 seconds). While the engine is revvy and smooth, even at or near redline (about 7,000 rpm) it the engine feel a bit soft, but it isn't. It will pull in the top three gears from about 2,000 rpm and acceleration is brisk at that rpm in the lower gears. Hit 4,700 (peak of the torque curve) and it pulls smartly in any gear.

Fuel economy is EPA rated at 24/34/28 mpg city/highway/combined. The GT does about 10 percent better with 38.1 mpg at 70 mph on a level highway. Overall fuel economy averaged 30.6 mpg with very little time on the highway. Interestingly, the numbers for the Elantra Coupe discussed above were essentially identical. In real life testing highway mileage for the more powerful-engined GT is the same as the 148 hp engine Elantra as it should be, but overall driving might suffer by an mpg or two. The GT is a guilt free sporty compact car with a dash of style and utility. Also contributing to the GT's fuel economy is a 0.30 co-efficient of drag.

Suspension is compact car standard MacPherson struts up front with a torsion beam bringing up the rear. Gas filled shocks and coils are at all four corners. With the Style package

(\$2,550) besides the upgraded 17 inch alloys and wider (215/45) tires, the components are sport-tuned which means springs and shocks are a bit stiffer and have different ratings which adds some firmness and stability in the corners. I still felt the package was a bit soft, but the cornering power was still very good. This GT will still out corner the non GT Elantra with no ride penalty.

That's what endears the GT to the regular driver, its adds to its handling with no loss of ride quality or quiet. The GT gives you that quiet, smooth ride you look for without any detriment to handling. Even outside the car, the engine is almost inaudible. On the highway at 70 mph the engine revs a bit high at 2,700 rpm (300 more rpm than the automatic) but the cabin remains totally free from engine, road and/or wind noise.

Braking is by large four-wheel discs with all the acronyms and does an admirable job at arresting foreign progress in the benchmark of 40 feet. Also in its complement of safety devices are seven airbags and most every other acronym including TPMS. But one thing missing especially considering this GT was a manual, was Hill Start Assist which prevents rolling backward when starting out on a hill. Yes, it's a crutch, but it's a nice crutch.



The vehicle goes from 0-60 mph in 7.57 seconds.

Inside is a very high quality leather interior which is part of the style package. Interior quality is excellent giving one the feeling of luxury. It is amazing how Hyundai in 20 years has vaulted to near or at the top of the class in quality.

Seats are comfortable (driver's is power, part of the Style pack) with plenty of rear seat leg room. Instrumentation is clear and complete with a big tach and speedo plus ancillary gauges and a full trip computer. All appointments are top quality. Cabin volume is huge including 51 cubic feet with the rear seats down and 23 cubic feet with the rear seats up. That's more truck room than a Crown Vic or a Towncar.

Pricing for this ride is a bargain at \$18,750 plus \$810 for the boat ride from Ulsan, Korea. I would add the Style pack for \$2,550 and the sort of obligatory nicely monogrammed carpeted floor mats (\$125) bring to total to \$22,235. That's a lot of car that has an aversion to gas stations. And standard equipment includes a five-year/60,000 mile bumper-to-bumper warranty plus a 10-year/ 100,000 miles powertrain warranty. Hyundai certainly puts their money where their mouth is. Now this is value.

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.