

Victor Keith Gottschalk – 1935-2014



Keith
Gottschalk

One of South Lake Tahoe's first directors of Parks and Recreation, Victor Keith Gottschalk, has died. He was 79.

Mr. Gottschalk died at his home in Reno on Dec. 2. He was born Jan. 12, 1935.

His career spanned more than three decades as director of parks and recreation in Merced and South Lake Tahoe. He also had many professional Parks and Recreation Society memberships at state and national levels.

For more than 50 years, he was an active member in a variety of service organizations including the BPOE, the Lions Club and Rotary Clubs of Merced and South Lake Tahoe.

Mr. Gottschalk was a member of the United States Marine Corps.

Mr. Gottschalk is survived by Patricia, his loving wife of 55 years; daughter Megan Kangail (Paul) of Danville; son Darren Gottschalk (Terri) of Franklin, Tenn.; grandchildren Ryker and Austen Kangail, and Jordan, Makena and Sheldan Gottschalk; brother Christian Gottschalk of Minden; sister Carol Williams of Reno; as well as several nieces and nephews.

A memorial service and celebration of life will be Jan. 17 at 1pm at the Thunder Canyon Golf Clubhouse, 19 Lightning W. Ranch Road, Washoe Valley, Nev.

In lieu of flowers, the family requests donations be sent in Mr. Gottschalk's memory to the Freedom Alliance Scholarship Fund, 22570 Markey Court, Suite 240, Dulles, VA 20166. The fund grants college scholarships to the children of disabled and deceased military members.

Meyers resident Albert Morch dies



Albert Morch

Longtime Meyers resident Albert Morch died in his sleep Christmas morning.

After retiring from a career in the newspaper business in San Francisco, he moved to Meyers where he lived for the past 28 years.

Morch joined the *San Francisco Examiner*, then a Hearst publication, in 1976 as a society writer. He wrote his influential and entertaining column for 20 years. It grew in

popularity and eventually ranked second to that of the *San Francisco Chronicle's* venerable Herb Caen. The two developed a friendly rivalry and often chided one another in their respective columns.

Morch, originally from Brooklyn, N.Y., started his career as a writer/photographer for the *Hollywood Citizen-News*, later joining Fairchild Publications' Los Angeles bureau as a general assignment reporter for *Women's Wear Daily*. He eventually moved to San Francisco as assistant bureau chief of Fairchild's San Francisco office, a post he had before joining the *Examiner*.

In addition to writing his society column, Morch also served as the paper's art critic until 1978. He edited the paper's East Bay edition during the final four years of his career with the *Examiner* until his retirement in 1996.

When he retired, Morch purchased a cabin in Meyers.

At one point in his long career as society columnist, Morch wrote several columns on the growing use of cocaine among the city's upper crust. Although he named no names, he received credible death threats and was under police protection for several months. In his years in Southern California, Morch also worked as a freelance photographer and his pictures of Hollywood celebs appeared in many magazines and newspapers in the U.S. and foreign countries.

He is survived by daughters Melissa and Stephanie, grandson Talon, granddaughters Kaylee and Mara, as well as his former wife and mother of his children, Lucille, and Jackie, his Jack Russell Terrier.

Morch, a Navy non-com whose final tour was on an aircraft carrier, requested cremation and his ashes scattered at sea from a ship leaving from Pier 39 in San Francisco. Friends are invited to contact his daughter, Melissa, by calling 818.640.4790, if interested in attending his sea burial.

Harveys, Hard Rock lining up musicians

Two acts have already been booked for the 2015 Harveys Outdoor Concert Series. And with Lake Tahoe Hard Rock opening at the end of the month, the South Shore is expected to be more of a music destination.

Kenny Chesney will be at Harveys July 22. Dave Matthews will be on stage Sept. 9. This is a return engagement for both artists. Chesney was in Lake Tahoe in 2009, Matthews in 2013.

Chesney will start at 7:30pm. Tickets range from \$79.50-\$149.50, but a sale date has not been announced.

Matthews concert starts at 7pm, will be general admission – like last time – and are \$85. They go on sale Feb. 13.

Normally the series has about 10 shows from May-September. Last year set a record at 13. But Harveys now has the option to host 18 concerts based on approval last year from the Douglas County commissioners.

Stateline's newest casino – Hard Rock – is starting off with a free concert opening night Jan. 28. Mojo Green will be at Vinyl at 9pm.

According to Hard Rock officials, "Vinyl provides an intimate setting for singer/songwriters, classic rock n' roll entertainment and comedians. Programming will include local favorites and tribute bands, open mic nights, comedy routines and late night dancing, as well as national touring acts."

Uncle Kraker plays there Jan. 29 at 9pm. Tickets start at \$61. Skid Row plays Jan. 30 at 9pm – tickets \$50. Scott Weiland and

the Wildabouts come in Jan. 31 at 9pm – tickets \$50.

– *Lake Tahoe News staff report*

Road beat: 2015 Tundra ride quality excels



The 2015 Toyota Tundra is a complete package. Photos/Larry Weitzman

By Larry Weitzman

Toyota's new third generation 2015 Tundra (refreshed in 2014)

has finally got it right (keep reading and you will understand). Toyota has been making trucks for decades with the Tacoma owning the mid-size class for years and one of its biggest competitors, the Ford Ranger no longer in production.

In the full size realm, Toyota started with the T100 in 1992, which morphed into the first generation Tundra in 1999. Although it had an 8-foot bed and was considered by some automotive types as a full size pickup, it was smaller, especially in the cab. It was more like a 7/8 truck. But it was a great truck. Go try and find a used first generation Tundra; good ones are expensive.

In 2007 Toyota brought out a real full size “half-ton” Tundra pickup, matching the size and dimensions of the Big Three in every way, including power with a 5.7L 381 hp V-8. In several tests of this second generation Tundra, there was no question it was effectively the equal of the competition in almost category, except one, ride quality. Toyota tried too hard to make its truck feel tougher than the competition and it did that by making it ride more like a heavy-duty truck. It could be bouncy over expansion joints. In my first test of the 5.7L about six years ago, I remarked that the oscillation was intolerable. In a 4.6 version tested a few years later it was much improved, but still not perfect.



Specifications

Price (1794 Crew Max 4X4, as tested) \$48,880

Engines

4.0L DOHC, 24 valve V-6 270
hp @ 5,600 rpm

278 lbs.-ft. of torque @
4,400 rpm

4.6L DOHC 32 valve V-8 310
hp @ 5,600 rpm

327 lbs.-ft. of torque @
3,400 rpm

5.7L DOHC 32 valve V-8 381
hp @ 5,600 rpm

401 lbs.-ft. of torque @
3,600 rpm

Transmission

Five speed automatic (4.0L
V-6 only)

Six speed automatic (4.6L,
5.7L V-8)

Configuration

Longitudinal front
engine/rear wheel drive/four
wheel drive

Dimensions (as tested)

Wheelbase 145.7 inches

Length 228.9 inches

Width 79.9 inches

Height 76.2 inches

Track (f/r) 67.9/67.9 inches

Ground clearance 10.4 inches

Bed size (l/h/w)

78.7/22.2/66.4 inches

Weight 5,880 pounds

GVWR 7,200 pounds

Tow capacity 9,000 pounds

GCWR (gross combined weight
rating) 15,300 pounds

Fuel capacity 26.4 gallons

Steering lock to lock 3.71
turns
Turning circle 44.0 feet
Brake rotor diameter (f/r)
13.9/13.6 inches
Co-efficient of drag 0.38
Performance
0-60 mph 6.61 seconds
50-70 mph 3.63 seconds
50-70 uphill 4.98 seconds
Top speed Without a governor
it would probably hit 130
plus mph. It=s got a lot of
air to push.
Fuel economy EPA rated at
13/17/15 mpg
city/highway/combined.
Expect 14-15 mpg in rural
country driving and 19-20
mpg on the highway at legal
speeds.

While this new third generation is more of a refreshed second generation with new sheet metal and interiors, it is mechanically quite similar to the second generation except for one thing, this new third generation rides smoother than a baby's butt. Fabulous.

Toyota also brought out a new top of the line model, the 1794 Edition, which turns out to be an obscure reference to the location of the San Antonio plant where Americans assemble the Tundra. Still don't get the 1794? You see that was the date of the founding of the JLC Ranch upon which the Tundra plant is located. Texas wasn't even Texas back then and Sam Houston was only 1 year old in 1794. It wasn't an American ranch. It appears to be a feeble attempt to mimic Ford's King Ranch pickups.

Outside the new Tundra is a bit busy, but styling a pickup to be different is a tough job considering it is a true three-box design. Let's put it this way, it is good looking and everyone who looked at it remarked on its beautiful color, Sunset Bronze Mica, which is exclusive to the 1794 edition. It is captivating; Toyota may sell this truck because of the paint finish. Surprisingly, the coefficient of drag is a low (for a pickup) 0.38.

But it doesn't end there. Wait until you open one of the doors and take a look inside. King Ranch watch out. First are the soft oil tanned leather seats. Fabulous number two. The rear seating has more luxury, comfort and space than a limousine. Even the floor mats are trick. About the only comment is I would have left out the basket weave on a couple of the trim pieces. The instrument panel is also new and well done. The front chairs are as comfortable as they look. Kudos, Toyota.

The nuts and bolts of the new Tundra are a carryover, including most powertrain, suspension and chassis components with some obvious beneficial tweaks as is evident in the much improved ride quality. Three engines are available, a 270 hp V-6 found also in the Tacoma/4Runner, a 4.6L DOHC V-8 of 310 hp and a stroked version of that block displacing 5.7L and producing 381 peak hp (at 5,600 rpm) and peak torque of 401 lbs.-ft of twist at a low 3,600 rpm. The 5.7 came with the 1794 Edition. Performance is excellent with a 0-60 mph elapsed time of 6.61 seconds. Passing runs are also quick with 50-70 mph on a level highway requiring just 3.63 seconds and the same simulated pass up a six percent grade slowing that time to 4.98 seconds. Compared to the 4.6L V-8 this times are a half to a full second quicker. The six speed auto tranny needs special mention for its incredible shifting smoothness. While a part-time 4 x 4 system, all testing was done in rear wheel drive.

Considering its weight (5,860 pounds) and large engine, fuel economy is not the forte of the 1794 4 x 4. EPA rates it at

13/17/15 mpg city/highway/ combined. On the highway at 70 mph with the engine spinning just 1,800 rpm, the Tundra averaged 19.4 mpg on a two-way run. Overall in rural hilly driving expect 14-15 mpg. It did average 17.4 mpg on a trip from Placerville to South Lake Tahoe and back at mostly legal speeds, plus a 10-minute stop for the Wagon Train and several full throttle passes. Fuel tank is a bit small at 26 gallons.

Suspension is a carryover from the prior generation, meaning fully independent double wishbones up front and a live, solid axle with trapezoid multi-leaf springs in the rear. Low-pressure nitrogen gas shocks reside in all four corners. Steering is a hydraulic rack with a winding 3.71 turns lock to lock. Another big surprise is the short 44 foot turning circle. Wheels are 20 x8 inches shod with 275/55x20 tires and the track is 68 inches front and rear. Lots more surprises to come such as excellent handling with good cornering power, a flat, stable cornering attitude and good steering feedback. It will "surprise" you at seven to eight-tenths driving. After eight-tenths you can feel the rear end start to rotate, but if you are paying attention, it telegraphs its intentions well. It may seem big and ponderous, but it is actually relatively light on its feet.

As said before, ride quality is baby butt smooth. No expansion joints, no bobbing and weaving, no float, just an extremely smooth controlled ride. It is a pleasure on the highway. Sure there is some jiggle on choppy surfaces, but there is no jarring.

Braking is done by four wheel ventilated discs of nearly 14 inches in diameters. You could serve a Thanksgiving turkey on discs that big. Of course every conceivable acronym is standard and in panic stops from 40 mph are achieved in 46 feet. Vehicle stability control, traction control and in this 4x 4 model, A-TRAC or active traction control is standard.



Luxury has not been sacrificed.

I have already described one of the best truck interiors ever, roomy, comfortable, connected, convenient, full power and then some. Lots of cubbies and storage as well. Just open the door and you will understand.

One of the newer styling designs are the deep cargo boxes now in the Tundra, over 22 inches deep. Even the width between the interior wheel wells is 50 inches. While the box is a short 5½ five, the box looks and is voluminous. With the tailgate down there is about 7.5 feet of length. It will haul a big motorcycle.

Pricing starts and ends at \$47,320, plus \$995 for the trucker from San Antonio. Chrome clad wheels and running boards add another \$565; \$48,880 and you are all done; for a 4 x 4 Cowboy Lexus.

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.

Organizers scramble to save SnowFest

TAHOE CITY – SnowFest almost wasn't going to happen this year.

The annual winter carnival that started in the early 1980s on the North Shore has been threatened because of mismanagement and diminishing sponsorship. But enthusiasts have rallied to ensure the event takes place this year – Feb. 27-March 8.

Events are staged from Homewood to Truckee to Squaw Valley to Incline Village. They include parades on the street and by torchlight on a mountain, polar bear plunge, luau, dog sled race, food and wine events and more. It's a huge fundraiser for area nonprofits.

It started as one weekend, grew to two and is now 10 days.

Ruth Schnabel, who has been brought back to organize this year's event, gave a presentation last week at the North Lake Tahoe Resort Association's Tuesday Morning Breakfast Club at Granlibakken Resort.

She gave a brief history of the event. She said in 2000 the nonprofit's board hired a man out of Los Angeles to run SnowFest. He left the organization in debt \$250,000. SnowFest has been on financially shaky ground ever since.

Last spring another executive director was hired. He resigned after four months, but did nothing during that time, according to Schnabel. Today SnowFest is operated by volunteers. The office space is probably going away soon.

Schnabel said from an outsider's perspective the event would go on as it always has – same look, feel, events. From the inside, though, it is barely functioning. She said an infusion of \$10,000 in cash would help with some basics for this year

and provide a little nest egg going forward.

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Notes:

- The event is Feb. 27-March 8.
- For more info, go online.

– *Lake Tahoe News staff report*

LTCC hosting 3 diverse art exhibits

Lake Tahoe Community College is having three free art exhibit opening receptions on Jan. 15 from 5-7pm.

Printmaking artist Emmy Lingscheit show *Departure*, housed in the Haldan Art Gallery, debuts. In the Foyer Gallery in the Fine Arts Building, people may explore recent paintings by artist Kelley Hackleman in her show *Slightly Disheveled*. In the Student Gallery in LTCC's main building, artworks created by regional high school students will be featured. Cash awards will be given to the winners during the reception.

Light refreshments will be served at all three receptions, and the artists will be on hand to discuss their techniques and inspirations. All three exhibits will continue to be open to the public through mid-March.

For those particularly interested in printmaking, the LTCC Art Club is also hosting a free printmaking demonstration with Lingscheit on Jan. 16 from 3-5pm in Room F101, followed by a

slideshow and lecture at 6pm. Lingscheit was born and raised in South Dakota. She earned a BFA in painting from St. Cloud State University in Minnesota, and also studied art at Palacky University in the Czech Republic. She later worked at the Highpoint Center for Printmaking in Minneapolis. Her work has been included in several national and international juried exhibitions and invitational exchange portfolios.

South Lake Tahoe native Hackleman studied under LTCC art instructor Phyllis Shafer. This will be her first solo show, featuring oils on canvas that are darkly humorous, portraying the natural world in slightly odd, quirky ways.

10 locals to dance for charity

Rehearsals are about to begin for the third annual Dancing with the Tahoe Stars.

The fundraiser for Tahoe Arts Project pairs 10 South Shore residents with professional dancers. It is based on the TV show "Dancing with the Stars."

This year's local contestants are: Paul Bruso, Jason Collin, Joe Laub, Howie Nave, Martin Goldberg, Corrina Osborne, Ginger Nicolay-Davis, Jenn Boyd, Rita Wang and Lisa McDaniel.

Judges for the evening will be Marcia Sarosik, Don Bosson, Joan Elias and Paul Middlebrook.

The event is March 7 at 6:30pm at MontBleu in Stateline.

Reserved tickets are \$15-\$45.

Tahoe Tails – Adoptable Pets in South Lake Tahoe



Monkey

Monkey is a very sweet 6-year old Spaniel mix who has lived with kids. She is petite, about 15 pounds, and loves to go for walks. She is an active girl with loads of personality who came to the shelter with her sister, who has already been adopted. Monkey will fit into just about any home.

Monkey is spayed, microchipped, tested for heartworm, and vaccinated. She 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 animal shelter's Facebook page to see photos and descriptions of all pets at the shelter.

Call 530.573.7925 for directions, hours, and other information on adopting a pet.

For spay-neuter assistance for South Tahoe residents, go online.

Study: Youngsters reading fewer books

By Motoko, Rich, New York Times

Cue the hand-wringing about digital distraction: Fewer children are reading books frequently for fun, according to a report released Thursday by Scholastic, the children's book publisher.

In a 2014 survey of just over 1,000 children ages 6 to 17, only 31 percent said they read a book for fun almost daily, down from 37 percent four years ago.

There were some consistent patterns among the heavier readers: For the younger children – ages 6 to 11 – being read aloud to regularly and having restricted online time were correlated with frequent reading; for the older children – ages 12 to 17 – one of the largest predictors was whether they had time to read on their own during the school day.

The finding about reading aloud to children long after toddlerhood may come as a surprise to some parents who read books to children at bedtime when they were very young but then tapered off. Last summer, the American Academy of Pediatrics announced a new policy recommending that all parents read to their children from birth.

Read the whole story

Learn about Calif.'s new workplace laws

Horrible Employment Headlines and How to Avoid Them is the topic of an employment law update that will be given Jan. 15 in Truckee.

Co-sponsored by the Truckee Donner and North Lake Tahoe Chambers of Commerce, in partnership with the Sierra Human Resources Association, this seminar includes updated information on new laws for 2015 and how will they impact your business.

The California Legislature has introduced mandatory paid sick leave, new "unfair immigration-related practices," required training on "abusive conduct/bullying", reporting of safety issues, arbitration agreements and disclosure requirements related to computerized data breaches, and expanding potential liability for employers who use temporary staffing agencies to mention a few.

Presenters Allegra A. Jones and Lori Ocheltree are attorneys at Duane Morris LLP in San Francisco who practice in the areas of employment law and civil litigation.

Registration and coffee service will begin at 8am. Seating is limited and advance registration is required by going online and then clicking on the online store.

The seminar is at the Truckee Tahoe Airport Community Room, 10356 Truckee Airport Road from 8:30am to noon.