

Book delves into Apple founder's idiosyncrasies

By Kathryn Reed

Anyone who knew Steve Jobs is likely to say he was a difficult man with a tremendous vision who barely knew the word no.

It takes that kind of individual to bring the type of products to the market that Apple is responsible for. As he liked to say, he didn't believe in market studies because people don't now what they want or need. His goal was to create things people hadn't thought of. He did that with computers, phones and tablets. He revolutionized the music industry with the iPod.

Steve Jobs by Walter Isaacson



"Steve Jobs" by Walter Isaacson is an honest look at one of technology's leaders. It came out in 2011, the same year Jobs died.

While Jobs is credited with much of Apple's success – and at times its failures – the people who did the heavy lifting are also credited in the 630-page hardback.

But the book is about Jobs, not just Apple Computers.

Isaacson started it years before Jobs died. He had access to Jobs, his inner circle, his competitors and his family. Jobs

and his wife were adamant that a truthful portrayal of this tech tycoon be written.

We'll never know what Jobs would have thought of it. He probably would have found flaws. He was good at that – as is pointed out multiple times in the book.

Some books I just don't want to end. With this one it partly had to do with knowing there won't be a sequel – knowing the book would end with Jobs' death from cancer.

While much has been written about Jobs, this is a comprehensive look at the man who in many ways is still the face of Apple. Even people who aren't Apple advocates are likely to find this book intriguing because it's a great biography about one of this generation's iconic figures.

Shrink holiday belly with cardio, strength training

By Amanda MacMillan, Outdoor

Ah, the middle-age-man belly. You can try to run it off, but cardio alone won't be nearly as successful at battling the bulge as combining cardio with strength training, says a study published in the journal *Obesity*.

As we get older, our bodies tend to lose muscle mass and hold onto fat, says Rania Mekary, the study's lead author. So while cardio may still help you lose weight, some of that weight loss may come from muscle rather than from the fat accumulating around your midsection.

Strength training, on the other hand – either with free

weights, machines, or resistance bands – builds lean muscle while also helping to burn fat. In Mekary’s study, men over 40 who added 20 minutes of weight training to their daily routines had less of an increase in age-related abdominal fat over the next 12 years than men who added 20 minutes of moderate to vigorous aerobic activity.

“You have to do a lot more cardio to cover the benefits of just a little bit of weight training,” she says. In fact, study participants who lifted daily all fared about the same, belly fat-wise, regardless of whether or not they got the recommended 25 minutes per day of aerobic exercise as well.

Read the whole story

Student art contest focuses on Calif. drought

California students may participate in the Conservation Creativity Challenge Poster Contest. The contest aims to educate students about California’s drought, and to help raise awareness of everyday water conservation practices through the arts and creativity.

All California students in fourth and fifth grade are eligible to participate and win prizes, and the opportunity for their artwork to be displayed in the state Capitol.

Complete contest details and teacher curriculum and lesson planning resources are available online. The deadline is March 31.

This is the first time the California Arts Council and

Department of Water Resources have partnered on an initiative.

Gilbert Irving Smith – 1923-2014



Gilbert Smith

Gilbert Irving Smith passed away peacefully at home in the loving embrace of his wife, Linda, and collected family members. He was 91.

During the past several months myriad friends dropped by to visit with Gil and to share stories. We heard so many stories about how dad had helped people in their careers and personal lives. He was loved and respected by so many folks.

He was born in Pasadena on Sept. 4, 1923.

He was a gifted student and enrolled at Cornell University at the age of 16. Gil graduated from Cornell three years later and he promptly started medical school. He graduated from Cornell's medical school in 1946. He did his residency in urology at New York Hospital and UC San Francisco.

He served as a captain in the Air Force as a doctor. Gil's

medical practice flourished in San Jose. He had operating privileges at many hospitals, including O'Conner Hospital and Good Samaritan. He was chief of staff at Good Samaritan for many years.

After he retired from the practice, he volunteered at UCSF to train residents. His passion for medicine never ceased.

Our dad loved the outdoors. He had a group of buddies called the Menopausal Marching Society who went into the Sierra every year for 10 days. They would emerge from the woods dirty and hairy and intoxicated with the beauty of California. Gil was the last surviving member of the clan.

If you ventured into the woods with him, you had to be prepared for his regular quizzes. Since he knew the name of every California wildflower, whether in the mountains or the desert or on the beach, he expected the same of you. He often remarked, "Seeing the flowers each year is like greeting an old friend."

He loved tending his garden, especially his roses. Gil stood for strength, optimism, and honesty. For his family, if we ever experienced a hard time, he stood tall, and said, "You will be OK, everything will work out." At the end of his life, when he could barely walk, he continued to be a bright shining part of our lives. If we asked him, "How are you today?" he answered, "It is a wonderful day and I feel great."

Gil loved to sail. His first boat was a Thistle and then he moved on to the 505 and finally a Soling. He won many of the important regattas and races on the West Coast. When he was in college, he rowed on the crew team. The walls of his office are chock full of photos of him with his long oar and later as skipper of one of his boats.

He was an avid flyer and every family member had his or her story of near death experiences with dad in the pilot's seat.

He loved to fish and hunt, and he would fly to remote landing strips in small towns in Mexico and British Columbia in search of fish or birds or adventure.

Toward the end of his life, Gil fell in love with painting. His plein air canvases of Marin adorn the walls of their home and those of friends and family everywhere.

The love of his life was his wife, Linda. They married in 1994 and lived happily in Marin. They loved to travel and told stories of their many trips throughout the world.

Gil is survived by Linda, his four children Terry, Scott, Kim and Tory, his three stepchildren Mike, Liz and Matt, and nine wonderful grandchildren Jesse, Hoby, Lily, Carson, Maxwell, Kelly, Vera, Andrew and Audrey.

In lieu of flowers, consider a donation to Gilbert's grandson's foundation for the blind, Accessible Science.

Road beat: Hyundai Santa Fe – a roomy ride



Hyundai Santa Fe is a head-turner. Photos/Larry Weitzman

By Larry Weitzman

Naming a vehicle after the highest state capital of any of the 50 states and also the oldest state capital in the country gives the Hyundai Santa Fe lofty goals. On top of that, the city of Santa Fe is one of our country's art centers. Hyundai's Santa Fe meets that challenge by fulfilling and achieving goals befitting its name.

From a design standpoint the new Santa Fe (all new as a 2013 model) also fits its nameplate with perfect proportions, great lines and turning heads wherever it goes. The clean aggressive front end simply flows rearward enhanced with a perfect window line that also keeps the cabin airy and bright. It is a great looking ride that promises an excellent driving experience.

Size-wise, the Santa Fe has grown over the 2012 model with a midsize wheelbase of 110.2 inches just 0.2 inches longer than its midsize Sonata sibling and a length of 193 inches. When

you add in its wide beam of 74.2 inches you actually have a midsize “plus” SUV. Inside it provides a full-size interior with three real rows of adult seating and almost 60 inches of shoulder room. The very similar looking Santa Fe Sport now occupies Hyundai’s position as a compact CUV.



Specifications

Price Santa Fe Limited
\$33,790 plus \$855
destination

Engine

3.3L DOHC, 24 valve V-6 290
hp @ 6,400 rpm
252 ft.-lb. of torque @
5,200 rpm

Transmission

Six speed automatic with
manual mode

Configuration

Transverse mounted front
engine/FWD/AWD

Dimensions

Wheelbase 110.2 inches
Length 193.1 inches
Width 74.2 inches
Height 66.5 inches
Track (f/r) 64.5/64.5 inches
Weight 4,173 pounds

GVWR 5,512 pounds
Fuel capacity 18.8 gallons
Steering lock to lock 2.95
turns
Turning circle 36.9 feet
Wheels (std/opt)
18X7.5/19X7.5 alloys
Tires (std/opt)
235/60X18/235/55X19
Interior volume (2nd row
up/down, 3rd row up)
40.9/80.0,13.5 cubic feet

Performance

0-60 mph 6.47 seconds
50-70 3.68 seconds
50-70 mph uphill 5.29
seconds
Top speed governed at 130
mph
Fuel economy EPA rated
18/28/21 mpg
city/highway/combined.
Expect 22 mpg in rural and
suburban driving and 30 mpg
on a level highway at legal
speeds.

Under the hood is Hyundai's potent state of the art 3.3L DOHC 24 valve V-6 that produces 290 hp peak hp at 6,400 rpm and 252 peak pounds of twist at 5,200 rpm. That equates to 250 hp at the same 5,200 rpm. In my non-AWD tester only the front wheels are driven via a six-speed auto cog swapper that can do some thinking on its own to improve fuel economy by shifting more aggressively (getting into the next higher gear sooner so the engine operates at lower rpms). But not to worry, if you ask for flank speed, it will deliver instantaneously with near escape velocities.

Speaking of making the scene, the Santa Fe can do it in style with a 0-60 mph run of a near world class 6.47 seconds (any motor vehicle having a 0-60 mph time of less than 6 seconds is world class). That is a very quick time especially when you consider 1960 muscle cars with 7.0L V-8s and a rated 400 hp were lucky to break seven seconds and most could not break 8 seconds. A 1969 Pontiac Grand Prix with 400 cubes and 350hp did 0-60 mph in 7.5 seconds. It also was lucky to get 10 mpg.

Passing times were also super quick for the Santa Fe with a 50-70 mph simulated pass stopping the Chronodex is 3.68 seconds and the same run up a 6 percent grade only slowing that time to 5.29 seconds. The throttle was so responsive that a quick stab (not even half throttle) from a stop would produce wheelspin and that's with a vehicle with about 60 percent of its 4,173 pounds on the front wheels.

And the tires are wide 235/55 x 19 inches. The Santa Fe certainly does not lack power in any way, shape, manner or form. Escape velocities is not a misnomer. It can get it done. It is also rated to tow up to 5,000 pounds which it should do with ease. And it will also have the ability to pass gas stations. During a long highway run the Santa Fe averaged 30 mpg at 70 mph. Overall in rural/suburban driving it averaged about 22 mpg. EPA says 18/25/21 mpg city/highway/combined. With its large 18.8 gallon fuel tank the Santa Fe has a highway range of an easy 450 miles with reserves.

When pushed hard, its cornering power will surprise you. Suspension is state of the art four-wheel independent with stab bars at both ends and coils in all for corners. Steering is a quick electric rack that is 2.95 turns lock to lock that allows for Driver Selectable Steering Mode (at least it is not passenger selectable or your friends could play tricks on you). There are three modes, comfort, normal and sport. It not only adjusts effort levels, but on center build up on the highway and the curves. Try it and see what you like. As a result changing directions in the Santa Fe is fun with good

cornering power and a benign attitude. It was better than expected with none of the body roll or head tossing found in larger SUVs. Simply point the Santa Fe and go with confidence.

What is amazing is the ride quality. It's so good you hardly think about it as it absorbs just about anything a road can dish out and then some. On the highway it is extremely quiet and smooth, providing over the road comfort of the best luxury car. The engine spins a very low 1,900 rpm at 70 mph. Sure it's not designed to do the Rubicon, but when was the last time you were there and if you have that need, just tow the built up off roader behind you. At least you will be comfortable getting there and have a sublime ride home.

Braking is by large four wheel discs and all the acronyms. Stopping power is very good, bringing the Santa Fe to a stop from 40 mph in just 42 feet under perfect control. Extensive use of ultra high strength tensile steel is designed for collision energy management in the event of an accident and there are seven airbags including side curtain airbags that have a roll over detection system.

Other safety features include a Vehicle Stability Management system to optimize the electronic stability control. It also interacts with the electrically driven power steering system to apply steering assist when because of driving conditions the vehicle wants to pull. I didn't experience this system, but information says that when the vehicle starts to slide it will automatically provide countersteering. I think they mean an assist in a countersteering maneuver. Sounds impressive.

Inside the cavernous interior are beautifully appointed seats and details. Everything is top quality in this Santa Fe Limited model with the Limited Technology Package. Understand that the package doesn't add more luxury, but things like HID headlights, parking assist, memory seat, Nav, ventilated front seats (heated front seats are already standard), sunroof and some other goodies. In other words the Limited comes extremely

well equipped without any packages.



The Santa Fe has plenty of leg and shoulder room.

Seats are very comfortable and the instrumentation is complete with a dual cowl tach and speedo dividing by an information center. Its systems are easy to use. And the interior is voluminous and versatile with 160 cubic feet of volume, 80 cubic feet behind the front seats, 40.9 cubes behind the second row and 13.5 cubes behind the third row. If you need a bus, this surely beats a Greyhound, including the Scenicruiser which was designed by famed industrial designer, Raymond Loewy. The Scenicruiser was considered one of the 100 best industrial designs of the 20th century.

Price for the Santa Fe Limited FWD starts at \$33,790 plus \$855 for the boat from Ulsan, South Korea. The aforementioned Tech Package will add \$4,850. Carpeted floor mats are \$135. Hyundai's have come a long way as the Santa Fe is a world class vehicle. Their dramatic rise in quality and value speaks volumes as their U.S. sales continue to grow that when combined with their sister company, Kia, are knocking on Honda's door. There is something to be said about their five year/60,000 miles bumper to bumper warranty and their 100,000 mile 10 year powertrain warranty.

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.

High-caliber performing arts center in the works

By Kathryn Reed

TAHOE CITY – A multi-theater indoor-outdoor performing arts center in the mountains has a growing audience of supporters. Now organizers need the funds to make the facility a reality.

The Tahoe Regional Arts Foundation is planning to build a center at Castle Peak. A 75-year lease has been signed with Vail Resorts-Northstar.

The 208 acres are near the entrance of the ski resort. The area is accessed by going to the right at the initial roundabout where the parking lots are. These lots would be used for the center.

“At this point the idea is conceptual, and Northstar is very supportive of the Tahoe Regional Arts Foundation’s current efforts to research feasibility, funding possibilities, and community interest levels for bringing a performing arts venue to the Truckee-Tahoe region,” Beth Howard, general manager of Northstar, told *Lake Tahoe News*.

Keith Vogt, president of the foundation, gave a presentation Jan. 6 to the North Lake Tahoe Resort Association’s Tuesday Morning Breakfast Club at Granlibakken Resort.

“Almost every other mountain community has a theater and we don’t,” Vogt told the group.



The Stages at Northstar is a multimillion performing arts center proposed for Truckee. Photos/Williams+Paddon Architects

In doing research, the theaters in Jackson Hole, Wyo., Telluride, Colo., and Beaver Creek were looked at. All are successful, well designed and bring in diverse entertainment.

The Truckee center will be called The Stages at Northstar.

However, it's likely the theaters and other aspects of the facility will have other names. Vogt told *Lake Tahoe News* there are opportunities for at least 20 areas to be named. This is where some of the larger checks are expected to come from.

It's estimated that \$50 million is needed to build the center and establish an endowment fund.

The goal is for it to be a year-round facility. There will be an outdoor amphitheater that will seat 3,500, with the potential for more on the mountainside. There will be two

indoor theaters, with the main theater being 33,000-square-feet, with a capacity of 500 people.

It will be a visual and performing arts center. Vogt said the community theater groups need it, the youth deserve it and the public wants it.

The foundation, which received its nonprofit status last year, is run by a board of directors. They foresee offering summer drama programs where students will be part of a residence program.

Multiple studies have been done seeking the public's input and such a facility keeps rising to the top.

Vogt assured people that while the goal is to be a state-of-the-art center that one day could garner international acclaim, area schools and nonprofits would be able to afford to use the space. He anticipates significant revenue being generated from renting out space for corporations for retreats. That classroom has multiple windows looking out onto the ski slopes of Northstar.

The annual fiscal impact to the area is estimated to be \$4 million, Vogt said.

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Notes:

- For more info, email tahoestages@tahoearts.net.
 - More info is also available online.
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Winter music series starting on South Shore

The FNCTN Winter Music Series is a biweekly event that offers a diverse lineup of live music from California, Nevada and the Pacific Northwest.

The series will alternate between Xhale Lounge and Lake Tahoe Golf Course every other Friday night from Jan. 9-April 17.

Doors open at 8pm and admission is \$10 – free on your birthday.

Xhale Lounge will allow EDM artists to shine, showcasing their live electronic skills in an upscale lounge setting. Lake Tahoe Golf Course will highlight the rock and funk bands in the clubhouse.

Young actors needed for ‘The Jungle Book’

Auditions for Missoula Children’s Theatre production of “The Jungle Book” are Jan. 12 at Sierra House Elementary School’s multipurpose room from 4-6pm. Plan to stay for the full two hours.

Some of the cast members will be asked to stay for a rehearsal immediately following the auditions. Auditions are free. If cast, there is a \$50 per child fee to participate in this weeklong theater experience.

A limited number of scholarships are available by calling

Peggy Thompson at 530.542.3632.

Approximately 60 roles are available for local students. All students in K-12 may audition. No advance preparation is necessary. Rehearsals will be held Monday through Friday from 4-8:30pm. The performances are scheduled for Jan. 17 at 3pm and 6pm at the South Tahoe High School theater.

For more information, call Tahoe Arts Project at 530.542.3632.

Tahoe Tails – Adoptable Pets in South Lake Tahoe



Blue

Blue is a big pit bull puppy with beautiful silver fur and blue eyes. He is 9 months old, and may get just a bit bigger than his current 75 pounds.

He knows several commands, and after he works out his initial excitement at going for a walk he walks pretty nicely on the leash. He likes to play with other dogs, but he might be best suited to a companion about his size. Blue is a very happy energetic boy who will make a great pet for an active family.

Blue 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 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.

– Karen Kuentz

Children's book all about sugar pines

On Jan. 31 at 11am South Lake Tahoe Friends of the Library will be supporting the Sugar Pine Foundation with the reading of "The Happiest Tree in the Forest", a new children's book about the sugar pine trees of Lake Tahoe.

With colorful and playful illustrations, the book tells the story of Lambe, a lonely little sugar pine seedling who grows up to be a very happy tree. Follow Lambe as he grows from a little seed in a big pinecone into the biggest sugar pine in all the forest. Meet all of his animal friends along the way.

Author Michelle McLean and illustrator Ana Valdez will read the story and have books and prints available for purchase and signing.

This event is free and open to all.

The library is at 1000 Rufus Allen Blvd., South Lake Tahoe.