No recreational pot at Calif. Tahoe ski towns

By Jenny Kane, Reno Gazette-Journal

California ski towns are going to have to wait a little longer for recreational marijuana.

On Jan. 1, adults 21 and over will be allowed to possess up to one ounce of recreational marijuana in California, but most ski towns in Northern California won't allow sales of retail product yet.

Some of the most popular ski towns in Northern California – South Lake Tahoe, Truckee and Mammoth Lakes included – have moratoriums on recreational marijuana businesses, which means that product won't be available until late spring, at the earliest.

Read the whole story

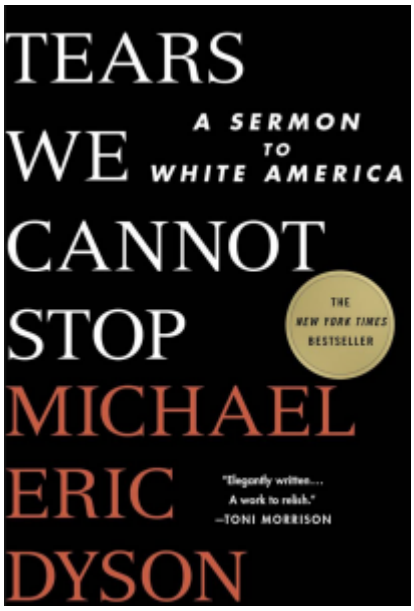
Book review: A lesson for all white people

By Kathryn Reed

I believe there is white privilege. I'm sure I've benefited in ways I don't even know. That ignorance is part of the problem of white privilege.

So much of the United States is divided by color. It's one of the original us vs. them battles, a battle that still exists

today. The Civil War, the Civil Rights Movement, a black president – we are still full of uncivility.



In many ways it seems to be getting worse.

"Tears We Cannot Stop: A Sermon to White America" by Michael Eric Dyson (St. Martin's Press, 2017) peels back the niceties of the issue to get to the raw truth. And that can be uncomfortable.

That's why this book should be read – to see the truth from a black person's point-of-view, to have to confront your own biases/prejudices, to learn, to think.

Most people just want their opinion, their feelings to be heard. But too many of us don't want to listen. We think we know. But how can we know if we don't actually engage with people who are not like us?

This book is a type of engagement, albeit one sided. But maybe that's what is needed – an uninterrupted lesson from someone who doesn't resemble the reflection in the mirror.

Lake Tahoe is a pretty homogeneous place where the number of black people is a blip on a demographic chart. All the more reason to read the book to learn.

Dyson delves into the conflicts with law enforcement. But this

book is so much more. It’s a history lesson of sorts. White privilege is not a new concept.

“But the truth is that what so often passes for American history is really a record of white priorities or conquests set down as white achievement,” Dyson writes. “You certainly have an insatiable thirst for history, but only if that history justifies whiteness.”

The negative about the book is that it was written as a sermon. And to me, a sermon is like a lecture. And, really, who likes to be lectured to? Still, the message was powerful, enlightening and thought-provoking.

Airlines set to limit use of ‘smart bags’

By Chris Isidore, CNN

Many smart bags could soon be banned on most U.S. flights.

“Smart bags, also known as smart luggage, have become more popular over the last few months, and they are expected to be a popular gift this holiday season,” said American Airlines. “However, smart bags contain lithium battery power banks, which pose a risk when they are placed in the cargo hold of an aircraft.”

The bags generally have USB ports where customers can recharge their phones and other devices. They might also have GPS to track the bag’s location in case it gets lost, electronic locks and a weight scale to prevent overpacking. Some even a motor to propel the bags so that they can double as a scooter

or just follow their owner around the airport.

Read the whole story

Valhalla seeking submissions for 2018 plays

Do you have a play you would like to see presented on the Boathouse Theatre stage in 2018? Now is the time to submit it for consideration.

The deadline to submit is 5pm, Jan. 19. Send all submission materials in one email to info@valhallatahoe.com with the subject line “2018 Theatre Submission” or in one envelope addressed to Valhalla Tahoe, RE: 2018 Theatre Submission, PO Box 19273, South Lake Tahoe, CA 96151.

Applicants will be notified in February.

For more information, go **online**.

From elite athletes to Tahoe business owners

Snowboarder Ryan Williams is the brains behind the app Stomp Sessions. Photo/Provided

By Alexandra Spychalsky, Moonshine Ink

It’s no secret that Tahoe is rife with professional athletes, both current and retired, but it may surprise some to learn that a number of local businesses, from long-standing staples to new companies just taking off, have former elite athletes at the helm.

The decision to leave a professional run in a lifelong passion is not easy. Here are five athletes who all decided their successes needed to be measured in more than medals and magazine covers.

Kristin Krone stands in the construction zone that will soon be her new bakery, deep in discussion with her team. The white subway tiles gleam behind her as Krone ponders the best placement for the kitchen sink. Although she has owned Wild Cherries for 18 years, this is her first opportunity to design

a space from scratch. And she is loving the new challenge.

Before she got into the coffee shop businesses, Krone was chasing gold on the U.S. Ski Team, traveling on the World Cup circuit, and competing in the 1988 and 1992 Olympics. In her later years on the team, however, she found herself pondering different careers at every turn, which she took as a sign that she was ready for a life off the snow.

Read the whole story

LTN subscriber wins copy of book club book

Ellie Waller, who has been a loyal reader and subscriber of *LTN* for years, is about to receive a copy of *Lake Tahoe News'* first **book club** book in the mail.

The book is "The Airbnb Story: How three ordinary guys disrupted an industry, made billions … and created plenty of controversy" (Houghton Mifflin Harcourt, 2017). We hope you have started reading and will participate in the discussion via the comments.

As a subscriber, Waller was eligible to receive the book.

"*LakeTahoeNews.Net* is my go-to for online local and regional news. A great variety along with some personal commentary allow all readers to find something they may be interested in," Waller said. "I have been involved with and participate in local jurisdiction, local and state agency meetings and local issues for 15 years and I'm glad to send information as well as read all posts daily. The new book is related to issues I follow in the Tahoe basin and around the USA."

Subscribers are allowed to comment on all stories however often they like, receive breaking news alerts, are eligible for give-aways like the book, Soroptimist wine tasting and Giants tickets, and of course are ensuring the stories keep flowing on Tahoe's only daily news source. It costs $100 a year or $10/month. Subscribe **online** or send a check to LTN, PO Box 13406, South Lake Tahoe, CA 96151.

– LTN staff

High-end lounge opens at Reno airport

By Johnathan L. Wright, Reno Gazette-Journal

Have lounge, will travel.

Escape Lounge – a stylish new spot for food, drink, connectivity or simply watching planes take off and land – opened Dec. 15 just beyond security on the connector joining concourses B and C at Reno-Tahoe International Airport (and just in time for the holiday travel season).

Unlike many airport lounges, Escape Lounge is open to passengers in all classes of service; the fee is $40 in advance, $45 walk in. American Express Platinum Card holders receive free access.

Read the whole story

Road Beat: 2018 Hyundai Santa Fe Sport impresses

The 2018 Hyundai Santa Fe Sport continues to be at the top of its class. Photos/Larry Weitzman

By Larry Weitzman

Last year I called the Santa Fe Sport at least tied for the spot of No. 1 in the class of compact CUVs (crossover utility vehicles). Crossover means an SUV based on a sedan chassis, sort of like a modern day tall station wagon. Wagons of the ’50s, ’60s and ’70s averaged about 57-58 inches in height, most crossovers are 66 inches or slightly taller. Lots of headroom inside, plus much more cargo capacity and flexibility.

With just finishing a week with the new 2017 Mazda CX-5, I thought it prudent to re-experience the Santa Fe Sport to see

how the new 2018 version stacks up. In many respects the new Hyundai still retains its title, and an important title it is.

Compact CUVs are a huge seller with the sales leaders, the Honda CR-V and Toyota RAV4 both selling over 400,000 units annually and a bunch of other manufacturers not far behind. One item worth mentioning with the CX-5, in its new iteration, albeit with somewhat improved looks and enhancements. It is a great looking ride and interior, and while horsepower was up by 3 to 187, performance and fuel economy remained relatively constant.

With the 2018 Santa Fe Sport, its looks were just ever so slightly tweaked which is good because you don’t fix what isn’t broken and the Santa Fe Sport certainly isn’t even close to broken. It still has a sporty, fresh, muscular appearance. At 185 by 74 x 66 inches it is sized just right on a long 106-inch wheelbase.

Under the bonnet is a powerful 2.0T DOHC, 16 valve turbocharged power plant that knocks down 240 at 6,000 rpm and a stump pulling 260 pounds of twist from a mind boggling 1,450 -3,500 rpm. This makes for an unbelievable throttle response and the SF Sport will wow you with its part throttle response, absolutely no turbo lag. Power gets to the front wheels via a six-speed torque converter auto cog-swapper. It shifts beautifully.

Specifications

Price $25,350 to about $40,000

Engine

2.0T DOHC, 16 valve, directed injected turbocharged inline four 240 hp @ 6,000; 260 lb.-ft. of torque @ 1,450-3,500 rpm

Tranny

Six-speed torque converter automatic

Configuration

Front mounted, transverse mounted engine/FWD/AWD

Dimensions

Wheelbase 106.3 inches
Length 185.0 inches
Width 74.0 inches
Height (w/o/with roof rack) 66.1/66.5 inches
Track (f/r) 64.1/64.5 inches
Weight 3,949 pounds
GVWR 5,004 pounds
Fuel capacity 17.4 gallons
Cargo capacity (behind front seats/second row) 71.5/35.4 cubic feet
Wheels 19 x 7.5 inch alloys
Tires 235/55 x 19
Tow capacity 3,500 pounds with trailer brakes
Steering lock to lock 2.96 turns
Turning circle 35.8 feet
Co-efficient of drag 0.34

Performance

0-60 mph 6.92 seconds

50-70 mph 3.47 seconds
50-70 up a steep grade 6-7 percent) 5.49 seconds
Top Speed Well into triple digits
Fuel economy EPA rated 20/27/23 mpg city/highway/combined. I recorded 26-27 mpg overall with 50 percent in rural country driving and 10 percent freeway. Highway mileage should average 31 mpg at legal speeds.

Straight line performance is slightly improved over my last visit with 0-60 mph arriving in under seven seconds at 6.92 seconds. Simulated passing times are also marginally improved with a 50-70 mph jaunt taking just 3.47 seconds and the same run up a steep grade sowing that time to 5.49 seconds. Prior numbers were 7.17, 3.51 and 5.65 seconds, respectively. It actually feels much quicker. And when up in the Sierras, there is the turbo bonus that altitude will not strangle this SF Sport and it will still deliver sea level power throughout the Sierra.

Fuel economy is EPA rated at 20/27/23 mpg city/highway/combined. Overall mileage was down by about an mpg with a two-way 70 mph run capturing 31.3 mpg, but still a big improvement over the EPA test cycle. A two-way run to Carson City average a reasonable 28.1 mpg and in rural driving 26 mpg should be the norm. Fuel capacity is a large 17.4 gallons, so range should extend out an easy 500 miles. My tester was a FWD model so expect about a one mpg loss in a AWD model from weight and drive gear losses.

Handling is sport sedan secure. SF Sport has all the

credentials, 19 x 7.5-inch alloys, 235/55 series rubber, independent suspenders and coils in all four corners along with gas filled shocks. Stab bars reside at both ends and the steering is reasonably quick at 2.96 turns lock to lock. The totals equal oodles of cornering power, crisp turn in, great on and off-center steering and it does the tango in the twisties like that well sorted out sporting sedan. SF Sport gets it done with a flat attitude. Turning circle is a tight 36 feet.

Ride quality is quiet. The engine spins at just 2,050 rpm at 70 mph and is inaudible. And it is a smooth mover, very smooth. And here's why the SF Sport is such a good ride. It performs like gazelle, it is reasonably fuel miserly, achieving over 30 mpg on the highway (real numbers), handles like a sporting sedan with accurate, easy steering and serious grip and feedback, rides like a much larger car and gives passengers the feeling of real spaciousness because of its extra inch or two in shoulder and hip room, never mind swallowing most of Home Depot during a big garden sale.

Safety is also second to none with most, if not all the acronyms including lane departure warning. But the piece d'resistance is the Multiview camera which shows everything in a 360-degree top view when in reverse and going forward at less than 10 mph. This is besides the backup camera. There will be no excuses for every touching any part of its gorgeous body on anything during parking maneuvers. Headlights are very good.

Inside is a well-designed instrument panel, with tach and speedo and trip computer front and center. The center stack is also very well done and no three-unit college course required to figure out its operation. It's intuitive.

Seating is leather and comfortable with full power in the Ultimate with about every adjustment you can imagine or want, but there is no ejection seat. Who wants to get blown out of

the roof of a car by a 37mm cannon shell? Without a sunroof it might shorten your neck. Rear seating is also copious with legroom galore and some adjustability. It’s an almost luxo ride for under $40K even with go anywhere AWD.

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.

12-year-old, retired SLTPD K9 Duke dies

By Tony Broadfoot

Duke was a Belgium Malinois who was born on March 5, 2005. He was trained by the Dutch police in Belgium prior to us being introduced in December of 2005.

Tony Broadfoot and Duke

I was at K9 decoy school when I was first introduced to him.

The owner of the contract company showed up one day during instruction with Duke in a crate. He said he had just picked him up from the airport and wanted to see how his bite was. He asked for volunteers and I eagerly accepted. I was the first person on American soil to take a bite from him and needless to say it was the start of a lifetime friendship and partnership.

I remember I went back to my hotel room that night and called my lieutenant, who had approved my request to attend decoy school. I remember saying to him “LT, a police K9 followed me home. Can I keep it?” Of course the answer was “no.”

I was there at decoy school and hadn’t earned the position of a handler yet. Fast forward to February 2006. I was driving on Highway 395 when I got a call from the same lieutenant. He told me I had been selected as a K9 handler and told me to call and see if my beloved Duke was still available.

I immediately called and was told another agency had asked for the best four dogs available, sight unseen, and Duke was one of the four. I was heart broken and the owner knew it. He remembered the bond Duke and I had formed in such a very short interaction. He explained the agency had never seen the dogs they had purchased and he could give them another dog in Duke’s place.

The same lieutenant and I were at the training facility a couple days later, where I came home with Duke. Duke was certified for patrol deployment and we were off running. Duke served the South Lake Tahoe Police Department from February 2006 until September 2012. During that time he was a phenomenal narcotics detection K9 that maintained continuous certification with the California Narcotics Canine Association and the Western States Police Canine association.

He was responsible for the seizure of almost half a million dollars cash collectively throughout his career and countless

narcotics detection arrests. He had numerous street suspect apprehensions, none of which was ever challenged in criminal or civil court.

It will never be known how many times he saved myself or my partners' from physical confrontation, merely by his presence. He was also certified as a SWAT K9 Integrated Deployment (SKIDs) K9 and worked regularly with the SWAT team. Throughout his career Duke was recognized and received accolades and commendations and was awarded by the department as well as several other community entities.

Upon Duke's retirement he spent his time at home, mostly laying in the sun or on the couch. While he was in service we literally spent 24/7 together. He would get anxiety if he wasn't near me. He got a little better after retirement, but still wanted to be with me all the time. We were truly attached at the hip, best friends.

I had the honor of being with Duke when he went home. Duke passed away peacefully with his head in my arms at home on his bed. I miss him so much, but know he touched so many people he will never be forgotten.

I love you Durka.

Tony Broadfoot is a former officer with the South Lake Tahoe Police Department.

Tahoe Tails – Adoptable Pets in South Lake Tahoe

Coco

Maisy and Coco are mother and daughter Labradoodles, and they have been at the shelter for over a month, much longer than we expected. Even though they are “designer dogs,” they are not puppies.

They are 9- and 7-years-old, with plenty of happy and healthy years left for a family to enjoy. Severely matted when they arrived at the shelter, they have been groomed and are beautiful and friendly chocolate Labrador/standard Poodles. Maisy and Coco can be adopted together or separately.

Maisy and Coco are spayed, microchipped, tested for heart worm, and vaccinated. They are 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