# 2 events on South Shore all about dogs

Animal Coalition of Tahoe is putting on two fundraisers this fall.

The first is Beer with your Best Friend – plus bingo and barbecue – at South Lake Brewing Company.

This will be Oct. 18 from 6-9pm. Brothers Bar and Grill will be cooking. Attendees will receive $2 off the first pint if a dog is with them. One-hundred percent of bingo proceeds and 10 percent of beer and food sales will be donated to ACT to keep the spay-neuter program going.

On Nov. 4 there will be a pool party for dogs at Tahoe Beach Retreat in South Lake Tahoe. The Doggie Dive-In is scheduled from noon to 2pm on the same day as TBR's Blizzardfest party. The pool party will be one of the last events before it closes for the season.

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# Jeff Harkins – 1954-2017



Jeff Harkins

Jeffrey Scott Harkins, age 63, passed away in his Los Osos home on Sept. 30, 2017.

Jeff grew up a surfer in Manhattan Beach in Southern California and graduated from Aviation High School in 1971. At 18 years old, he was honored as the youngest business owner in Manhattan Beach partnering in a motorsports company.

Jeff also operated a chandlery business at the Santa Cruz Marina, and worked as the Tahoe Keys Marina manager for several years, until he started a general contracting business in El Dorado County.

In 1988, Jeff married Judi McCallum in South Lake Tahoe, where they later gave birth to daughter Kelly and son Corey.

Jeff was a loving husband, father, son, brother, uncle and friend. He will be sorely missed by his surviving family: children, Kelly and Corey; brother Bruce (Terri) Harkins; sister Kim (Mike) Stickler; niece Macall (Keaton) Andreas; nephews Blair and Skyler Harkins, Sean and Micah (Molly)

Stickler.

Family and friends are invited to a celebration of life on Oct. 14 from 2-5pm at 1578 7th St., Los Osos.

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# Hall of Fame quarterback Y.A. Tittle dies at age 90

**By ESPN**

Y.A. Tittle, the Hall of Fame quarterback and 1963 NFL MVP, has died. He was 90.

His family confirmed to LSU, where Tittle starred in college, that he died Sunday night at Stanford Hospital near his home in Atherton.

Known as “The Bald Eagle” as much for his sturdy leadership as his prematurely receding hairline, Tittle played 17 seasons of pro football. He began with the All-America Football Conference’s Baltimore Colts in 1948 and finished with the NFL’s New York Giants. He played 10 years in between with the San Francisco 49ers but had his greatest success in New York, leading the Giants to three division titles in four years in a remarkable late-career surge.

Tittle at one time had an ownership stake in Ski Run Marina in South Lake Tahoe. His grandson, Mike Deleat, still lives on the South Shore.

**Read the whole story**

# With workers scarce, hiring criteria loosen

**By Paul Davidson, USA Today**

No degree? No experience?

No problem.

With employers struggling to find workers in an ever-tightening labor market, many are hiring job candidates for both white- and blue-collar jobs who lack skills or experience deemed essential just a few years ago.

“Companies aren’t going for 100 percent of the job description,” says Paul McDonald, senior executive director of staffing firm Robert Half. “They’re going for approximately 70 to 75 percent of the job description but they’re going with individuals who have high potential and are a good cultural fit.”

**Read the whole story**

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# ‘Vice mayor’ of Kings Beach community is focused

**By Marianne M. Porter, Moonshine Ink**

Emilio Vaca, 38, could have easily ended up in Modesto or Los

Angeles, or even Winnemucca, where he was raised after being born in Reno. After high school, he attended Modesto Junior College where he graduated in 2002, and in 2005 he earned a degree from Sierra Nevada College in political science and international studies. For Vaca, three life-altering events kept him anchored in Kings Beach: his work with Latino parents and teens, meeting his wife Aline, and their community church.



Emilio Vaca

Vaca traveled an impressive road on the way to Kings Beach. He currently owns his own business called Vaca Consulting. Since January 2017, he has been board president of the North Tahoe Business Association. Formerly, he was executive director of the North Tahoe Family Resource Center for four-and-a-half years. In 2011, he received the North Lake Tahoe Chamber of Commerce Citizen of the Year Award, presented by his friend Dave Ferrari, whom Vaca calls “the mayor of Kings Beach.” In turn, Ferrari calls Vaca his vice mayor.

A natural organizer and dedicated resident of the Kings Beach community, Vaca and his family thrive on staying actively involved in their children’s school, community church, area nonprofits, and his own neighborhood. Vaca says, “the greatest legacy we can leave for the next generation is the investment of our time.”

**Read the whole story**

# Trio of climbers to share stories on North Shore

Alpenglow Sports' fourth Tailgate Talk will feature Peter Croft, Doug Robinson, and author of "Why We Climb" Chris Noble.

The event is Oct. 25 at 7pm at the Tahoe City shop.

It will be a night to celebrate the soul of climbing with a night of stories, slides, and excerpts from the book.

"Why We Climb" is an exploration of the connection between climber and nature, an appreciation of the physical and mental skill of climbers, and a celebration of exploring the self, and the world, through climbing.

Croft and Robinson will join Noble for the talk and share their climbing wisdom and experience. Croft is a Canadian climber with an impressive list of Sierra first ascents and free solos. Robinson is a professional mountaineer and Tahoe local known for spearheading the "Clean Climbing" revolution in the 1970s, aimed at reducing the impact of rock climbing on the rock and environment. Robinson has a staggering collection of first ascents in the Sierra, and has spent over half a century guiding and sharing his love of mountaineering in the U.S. and across the globe.

Tickets are $7 at the door. Sierra Nevada will be served, and beer donation proceeds will benefit the Donner Land Trust and Preserve Black Wall Initiative.

# Group connecting at-risk kids to outdoors

Alpenglow Sports is partnering with Adventure Risk Challenge for Voices of Youth, Now and Beyond, a night of inspired poetry and stories of growth through adventures in the backcountry.

It will be Oct. 13 at 6:30pm at the Tahoe City shop.

Voices of Youth, Now and Beyond is a unique opportunity to engage with and listen to brave young people share their life stories through reflective writing. It's an opportunity to learn how the communities of ARC's students are enriched by of their experiences in the backcountry.

The goal of ARC's programming is to guide local youth into the backcountry, allowing them to find themselves through nature, and bring those skills, insight, and confidence back to their communities. Their mission is to empower underserved youth through integrated literacy and wilderness experiences. ARC facilitates 40-day summer immersion courses for high school-aged youth in the Tahoe National Forest, Yosemite National Park, and Sequoia and Kings Canyon national parks.

ARC's annual Voices of Youth series has a goal of raising $75,000. ARC is incredibly fortunate to have a dollar for dollar match for this year's campaign, so the donation that you give will have double the impact. The event is free, but donations are encouraged.

On Friday, the event starts at 6:30pm for hors d'oeuvres and a beer garden before the presentation, which starts at 7:30pm. After the reading, there will be cookies and coffee

from Sugar Pine Cakery and the Tahoe House Bakery.

Seating is limited. RSVP **online**.

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# Casinos grapple with where to place skill-based games

**By Nicole Raz, Las Vegas Review-Journal**

When Blaine Graboyes approached what he estimates as “a dozen or more” casino operators in 2014 with his idea for skill-based video gaming machines, he pretty much heard the same responses.

“They said, ‘Oh, it will be 10 years before the games end up on the floor,’” said Graboyes. Or “’By the time you have the games on the floor, we’ll have these dedicated areas for’ — back then it was called millennial areas, but now it’s grown into integrated entertainment zones or adult arcades. I hear different terms, but I don’t think any of them are perfect yet in terms of branding the space.”

A risk to dropping a machine right in the middle of the floor is scaring away traditional gaming customers, said Steve Walther, senior director of marketing and product management for Konami Gaming Inc.

**Read the whole story**

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# Tahoe Tails – Adoptable Pets in South Lake Tahoe



Fern

Fern is a 5-year-old purebred Doberman pinscher. She is a nice girl who gets along well with other dogs. Fern is a bit stressed in the shelter, but is settling in. She will need an experienced owner.

Fern is spayed, microchipped, 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.

Animal Coalition of Tahoe, which offering spay and neuter vouchers, has had to put that program on pause until more funds are raised. To donate and learn more about ACT, go **online**.

*– Karen Kuentz*

# Road Beat: Mazda CX-5, again the class leader

**By Larry Weitzman**

Compact CUVs are one of the hottest selling segments in the market and the competition is stiff, real stiff. I understand the CX-5 is not the biggest selling CUV, brand T and H are followed by brand N and they are good CUVs.

Mazda is an outlier brand, the big Japanese manufacturers have referred to Mazda as “cowboys,” doing things a little different. But I like different. I own an RX-8 rotary with 112,000 miles on it and I love that car. It is a phenomenal ride in so many ways. And it was the Wankel rotary engine that originally separated Mazda from other brands. And that is a good thing.

The prior generation CX-5 was the top of its class with world class looks following the Mazda Kodo-Soul of Motion design ethos. With the new 2017 generation, while similar looking to the previous model, the new body is bolder, sharper and smoother all at the same time. You can see it in the more defined grille, the slimmer, sleeker headlights, shapelier flanks and a more attractive and proportional window line.

Every dimension has changed by as little as a tenth of an inch to about half an inch, demonstrating that the 2017 CX-5 is a new design. Wheelbase, length and width are 106 x 179 x 73 inches putting it in the category of a smaller compact CUV.

Powering the new CX-5 is a choice of one engine, Mazda’s 2.5L SkyActiv DOHC, 16 valve, inline four, which has the ability to run in a more efficient Atkinson cycle when flank speed is not

called for. In its new iteration horsepower is up by three to 187 at 6,000 rpm and torque remains at 185 pounds at 4,000 rpm in this AWD model. With FWD, peak torque drops to a low 3,250 rpm. Redline is 6,500 rpm. All four wheels are driven all the time via a six speed extremely smooth torque converter auto cog-swapper. Adaptation of the Mazda low pressure turbo in the CX-9 as an option would be welcomed, especially operating at high altitudes.

AWD models adds about 128 pounds to the CX-5. My performance numbers suffered slightly from my last CX-5 test, which was an FWD unit. Zero to 60 mph arrived in 8.35 seconds or marginally slower than my prior CX-5 FWD test from 2015. Passing times were also marginally slower as 50-70 mph arrive in 4.47 and 7.99 seconds respectively in a level and uphill 50-70 mph passing simulation. The weight difference should not account for this so I have no explanation. However, the performance of the new CX-5 is still very good. It feels very responsive.



**Specifications**

Price $24,985 to about $34,380

**Engine**

2.5L inline four 16 valve, DOHC 187 hp @ 6,000 rpm

185 ft-lb of torque @ 4,000 rpm

**Transmission**
Six speed torque converter automatic
**Configuration**
Transverse front engine/ FWD/AWD
**Dimensions**
Wheelbase 106.2 inches
Length 179.1 inches
Width 72.5 inches
Height 65.3 inches
Track (f/r) 62.8/62.8 inches
Ground clearance 7.6 inches
Weight 3,655 pounds
GVWR 4,643 pounds
Steering lock to lock 2.7 turns
Turning circle (wall to wall) 38.7 feet
Wheels 19X7 inch alloys
Tires 225/55X19
Cargo capacity (second row up/down) 30.9/56.6 cubic feet
Fuel capacity 15.3 gallons
Co-efficient of drag 0.33
**Performance**
0-60 mph 8.35 seconds
50-70 mph 4.47 seconds
50-70 mph uphill 7.99 seconds
Top speed (mfg) 127 mph
Fuel economy EPA rated 23/29/26 mpg city/highway/combined. Expect 25-26 mpg in rural country driving. 33 mpg on a level highway at legal speeds.
*Photo/Larry Weitzman*

Fuel economy is EPA rated at 23/29/26 mpg city/highway/combined. Highway mileage actually improved with a two-way run at 70 mph averaging 33.7 mpg and overall about 26 mpg. In a round trip to Carson City the CX-5 averaged 28.5 mpg in aggressive driving with full throttle passing in all of

the 20 or so passing zones on Highway 50. More normal applications of the go pedal may have improved that number by an mpg or two.

While the new CX-5 may share similar dimensions to the prior generation, its structure and build quality is significantly improved. Of course, suspension is state of the art four-wheel independent with one of the best electric power steering racks and 19 x 7 inch alloys shod with wide 225/55 series rubber all add up to precise, benign handling, handling of a good sports sedan (like a Mazda 6), safe, accurate and secure with great grip. CX-5 will straighten out the best pretzels easily. It maintains a flat attitude when pushed hard and understeer is mild. And the stiffer construction and chassis just add to the equation of making CX-5 top of the class in drivability.

And the ride is smoother, more refined and quieter and that's with the engine spinning a moderate 2,350 rpm at 70 mph. The engine only becomes slightly intrusive at high rpms during a full tilt boogie. But it's the new ride quality that really stands out, certainly best in class and then some controlling pitch motions perfectly while absorbing road punishment like a world class heavyweight champion. There is no wind, engine and tire noise except as noted above.

Then there is the new, highly refined, gorgeous interior. It falls in the category of a near luxury car. Soft touch and leather abounds. Seats are sublime and in the GT with the Premium Package (a bargain at $1,830) you get heated rear seats, heated steering wheel, a slick heads up display, power passenger seat and even windshield wiper deicers.

Instrumentation is all business with all the proper precision like instrumentation, complete trip meter and that superb heads up display. Dash is of course soft touch. The only negative is the radio/nav system and the mini-mouse. After a few weeks, I can use it with decent proficiency, but it still

requires too many steps. It is flat out too complicated. It as if they are trying to outdo the infotainment system in a BMW. Maybe they have succeeded in that goal, too.

Safety is another high spot for the CX-5. Standard LED headlights are fabulous and all the acronyms are standard plus automatic braking. Adding to that safety factor is Mazda's exemplary handling. Nearly 1-foot four-wheel disc brakes are powerful.

Pricing for the CX-5 starts at $24,045 for the Sport FWD. Add $1,300 for AWD. My top of the line tester AWD stickered for $30,695 and $1,830 for the Premium pack. My tester was painted in a deep Soul Red Crystal for an additional $595 and when you add on the boat ride from Hiroshima, Japan ($940) the sticker totals $34,380 for the best in class compact SUV. It is the leader of the pack. And on top of that you get world class looks. Maybe the other manufacturers should learn how to ride horses and work cows, too.

*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.*