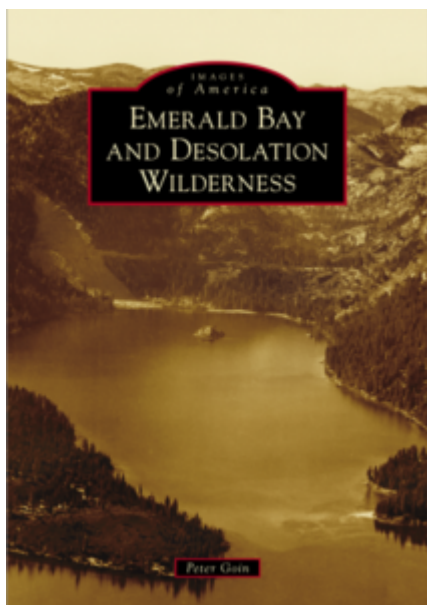


LTN Book Review: Book about Tahoe not great

By Kathryn Reed

It's hard to believe a picture book about Lake Tahoe could be disappointing. But "Emerald Bay and Desolation Wilderness" by Peter Goin (Arcadia Publishing, 2018) was just that.

Many of the pictures are repetitive and few are ones I have not seen before.



It would even be hard for me to recommend this to someone wanting to learn about the history of the area because the redundancy and the poor quality of so many of the black and white photos. While Goin can't be faulted for the photos especially since many date back to the early 1900s, he did choose them.

Clearly for some people there will be historical information that might not be known, so the book could be educational.

One of the photos I found most interesting was of the slope above Emerald Bay prior to the slide in 1955. That scar is still such a focal point along Highway 89.

The book is divided into chapters about Emerald Bay, Fannette Island, Vikingsholm, Cabins and Retreat, Emerald Bay Camp, "Rose Marie" the Movie, and Desolation Wilderness.

Had the book been produced by one of the area historical societies it would have been easier to recommend just to

support their cause. As a private individual simply using photos procured from elsewhere just adds to a reason to say this book should only be thumbed through at the library if you really want to see it.

Lake Tahoe's history can never be history

By Susan Wood

"Neither the life of an individual nor the history of a society can be understood without understanding both," wrote C. Wright Mills, an American sociologist and intellectual.

Mills, who taught at Columbia University right up to his death in 1962, was concerned with the citizens' responsibilities in post-World War II society – a milestone in the modern world. Knowledge and power: He believed that knowledge was the crucial element to social change, and critical thinking was the means of obtaining this crucial knowledge.

In other words, introspection can help us learn from our mistakes, advocate for what worked and know more about ourselves in the given time period.

It's the reason preserving our history is critical.

And in our little microcosm of a world in the Sierra Nevada, it's the reason to support the Lake Tahoe Historical Society in its quest to hold onto the artifacts and writings of the region.

This year, the society celebrates a half century of peering through that looking glass. For the monumental occasion, a

major fundraiser called Chautauqua at Lake Tahoe featuring Duane L. Bliss, George Whittell and Lillian Virgin Finnegan is slated for 7pm Aug. 18 at Lake Tahoe Community College.

“We all want to know where we came from, and why we’re here,” said South Lake Tahoe resident Carol Olivas, who’s lived here for about five decades.



Diane Johnson is key to preserving South Shore’s history through the Lake Tahoe Historical Society. Photo/Susan Wood

Truckee historian Chaun Mortier agreed.

“As a people, we are curious about our roots. A vast majority of Americans are American because they were born here, but their ancestors are from many other countries. We can understand our bloodlines because of preservation,” she said.

Mortier believes preserving history is “preserving a timeline

of our own selves and those that came before us.”

The evidence can be good and bad.

Our history is everywhere

Still standing are murals dotting the landscape, tables and shelves holding hundreds of books about Tahoe and walking tours provided by curators of oral history. At the museum off Highway 50, there’s the Osgood Toll House marking the oldest commercial building in South Lake Tahoe.

And still around is a founding board member, 96-year-old Betty Mitchell.

Mitchell believes wholeheartedly in the mission to preserve the history of her town, her region and her country.

“The simple way to put it is: If you don’t know where you’ve been, how will you know where you’re going?” she asked *Lake Tahoe News* while relaxing on the deck of her home with a million-dollar view of Heavenly Mountain Resort.

“I don’t know if we do, as I look back. We seem to make the same mistakes as we go to war. Taking up arms I guess is the easy way out,” she said. “Those things are important, but I’m reminded, the nonsensical things are important.

“I’m proud of the Lake Tahoe Historical Society. There was probably a lot more we could have done, and they had a lot they wanted to do,” Mitchell said, declaring she got involved because she was “a history buff.”

“I just stuck my nose in there,” she said with a giggle. She sat back in the lounge chair, gazing over the landscape with a pensive glance.

What was the memorable time relative to the preservation of Lake Tahoe’s history – redevelopment, political climate, tourism?

“Those early years,” Mitchell said, not missing a beat.

The South Shore has endured and conquered its share of challenges during its evolution. The city, for one, celebrated its own 50th anniversary a few years ago. So did Barton Health. Lake Tahoe Community College (not quite 50) started in a hotel room – appropriate for a tourism-based place. The winter of 1951-52, in which residents were snowed in up to their second-story windows, became the testament to a community banding together.

There was something about the 1950s leading into the civil uprising of the 1960s. The nation tried to regenerate after a civilization-defining war that preserved our way of life, only to enter into another that divided us and challenged our trust in government.

To the society’s Executive Director Diane Johnson, our history is the best learning tool. It grounds us and forces us to evaluate the vehicle that delivers our chronology.

A reference for the ages

What’s important is more than a reference. It’s a reference we can believe in.

“Everybody has a voice now. Some have a megaphone, but does that make it right?” she asked.

When someone brings in a piece to donate to the museum, Johnson finds she studies it with a more discriminating eye. She’s part historian, part administrator, part fact checker.

“I don’t know who would use it in the future. I don’t make that assumption. Still, to actually have it as a source (is necessary) because you never know when possibly we need it again,” she said.

The museum is filled from floor to ceiling with valuable artifacts and writings that define us as a people.

Johnson recoiled as she was reminded one man came into the museum and questioned whether James Beckwourth (who happens to be black) should be taking his place alongside the likes of Jedidiah Smith in the display commemorating notable mountain explorers. The notion of singling out a minority stuck with her.

What does this say about us?

“I’m concerned we’re leaving people out and creating a one-sided history,” she said, referring to the disenfranchised.

Truth in diversity is not always shared.

She applauds activists preserving the online pages taken down by the federal government because it doesn’t suit the current agenda.

“Our history is in danger. For example, will we ever return to common decency and compassion?” she questioned.

Incline prepping for busy holiday week

The Washoe County Sheriff’s Office and the Incline Village General Improvement District are warning people that Incline Village will be crowded Fourth of July, plus there will be temporary road closures.

The following traffic and parking controls are planned for June 30-July 5:

- Road closures on July 4: Lakeshore Boulevard will be closed on July 4 between Village and Country Club from

8pm until after the fireworks display.

- One-way traffic on July 4, 5am-11pm: Lakeshore Boulevard from Village Boulevard to Country Club Drive (west to east). One lane will be used for loading and unloading only. Incline Way from Country Club Drive to Southwood Boulevard (east to west).
- No parking areas: There will be no parking on Village Boulevard (Southwood Boulevard to Lakeshore Boulevard) and Lakeshore Boulevard (Village to Country Club) from June 30-July 5. There will be limited handicap parking available on Lakeshore Boulevard in front of Incline Beach gate.

Don't want to hassle with parking? Ride the free shuttle to the IVGID beaches: July 3: 10:30am-9:40pm; July 4: 10:30am-11:40pm. Must have valid beach access to use the shuttle service.

Access to all IVGID beaches is restricted to valid IVGID beach access to picture pass holders and their guests only.

4 chaplains join DCSO's ranks

The Douglas County Sheriff's Office recently acquired four new law enforcement chaplains.

The chaplains are civilian volunteers; faith based religious leaders in the community. The chaplains completed 60 hours of training in protocols and procedures in chaplaincy, along with DCSO procedures. The chaplains increased the group size from two to six. They are Bill Henderson, Eddy Sims, Frank Russell and Luke Wartgow.

Each law enforcement agency utilizes chaplains differently. In

Douglas County they assist deputies with tasks such as death notifications, and emotional support for those affected by crime and tragedy. They serve without religious affiliation, provide encouragement and resources.

Road Beat: Genesis G90 V-8, best sedan



The Genesis G90 V-8 is worth every penny. Photos/Larry Weitzman

By Larry Weitzman

I won't call the Genesis G90 V-8 the best car ever as I would currently give that title to the Lexus LC500 sports coupe

which lists for about 30 large more. But the Lexus is basically a two plus two and not a super luxury sedan. Genesis G90 is designed to compete with other luxo sedans like the MBZ S550, BMW 7, Lexus LS500, Audi A8 and it not only succeeds, but when price is factored in, the G90 blows the other sedans away.

It's the best sedan, two door or four door, I have ever driven. It's a close call, between the G90 V-6 turbo and the V-8, but my preference goes to the V-8. Here's why.

Genesis G90 is a big, beautiful, stately car with a more formal rear roof line. By big, wheelbase stretches out to 124 inches and its length is 205 inches, bigger than most of the competition. Yet it is svelte at 75 inches of width. Front end styling is aggressive with a big, mesh grille dominating and sleek fabulous multi headlamps. There is almost no chrome as it would only clutter and detract from its flowing shape. And it does flow as its co-efficient of drag is a low 0.27.

Powering this magnificent vehicle is a wonderful 5.0L DOHC, 32 valve V-8 that pumps out 420 hp at 6,000 rpm and a prodigious 383 pounds of twist at 5,000 RPM. The 365 hp G90 3.3 V-6T comes standard at a slightly lower price (\$3,500 less) and without the rear entertainment system in the G90 5.0L V-8. But herein lies an interesting conundrum. Even though the 3.3L turbo V-6 has 55 less hp, it's performance is virtually the same and that is because while the 3.3L turbo loses in the horsepower race, it actually makes more hp than the V-8 at lower rpms because it makes peak torque of 376 pounds at just 1,300 rpm and holds that number until 4,500. And while in my Road Beat on the G90 V-6 turbo was full of superlatives calling it the best sedan I had ever driven, and the best V-6 in production, there is just something about this incredibly sweet V-8 that adds something to the Genesis experience. But this is not the best V-8 in production as that would go to the Lexus LC500 471 hp 5.0L V-8. Also, normally aspirated.



Specifications

Price

\$69,050 - \$72,150 with destination

Engine

3.3L turbocharged, direct injected, DOHC, 24 valve V-6
365 hp @6,000

376 lb.-ft. of torque from 1,300-4,500 rpm

5.0L normally aspirated DOHC, 32 valve direct injected V-8 420 hp @ 6,000 rpm

383 lb.-ft. of torque @ 5,000 rpm

Transmission

Eight-speed torque converter automatic with paddle shifters (on a limousine?)

Configuration

Longitudinal front engine/RWD/AWD

Dimensions

Wheelbase 124.4 inches

Length 204.9 inches

Width 75.4 inches

Height 58.9 inches

Track (f/r) 64.5/64.5 inches

Weight 4,630 pounds
Fuel capacity 21.9 gallons
Trunk capacity 15.7 cubic
feet
Passenger capacity 113.2
cubic feet
Wheels (f/r) 19X8.5/19X9.5
inches
Tires 245/45X19/275/40X19
inches
Brakes (f/r) 14.2/13.4-inch
diameter; ventilated
Steering lock to lock 2.55
turns
Turning circle 39.2 feet
Co-efficient of drag 0.27
Performance
0-60 mph 4.85 seconds
50-70 mph 2.15 seconds
50-70 mph uphill 2.98
seconds
Top Speed Perhaps escape
velocity?
Fuel economy EPA rated
16/24/19 mpg
city/highway/combined.
Overall in rural and
suburban driving expect
22-23 mpg and on the highway
at legal speeds 31 mpg.

Genesis performance numbers are absolutely world-class with 0-60 mph coming up in just 4.88 seconds. And this Genesis tips the scales 4,751 pounds which makes its performance all the more gravity defying and remarkable. Passing times are also world class with a 50-70 mph runs on the level and up a 6-7 percent grade of 2.15 and 2.98 seconds respectively. The 3.3L

turbo times were 4.81/2.48/3.19 seconds respectively. Almost virtually no difference. The V-6 eight-speeder is geared slightly lower than the V-8's eight speeder, which could explain the two tenths of a second difference in the passing times. But make no mistake, these are among the quickest cars on the planet, not just sedans, I am talking about all motor vehicles.

While the EPA fuel economy is rated at 16/24/19 mpg city/highway/combined, my testing showed much higher numbers. Overall in rural country, suburban driving the G90 V-8 averaged 22-23 mpg with significant use of that delectable throttle including all testing which included dozens of full throttle applications. It's a tough job, but someone has to do it. In a 20-mile two-way run on a level highway, the big G averaged 31 mpg with the engine spinning just 1,750 rpm. In a 260-mile round trip to Reno via Highway 50, the Genesis averaged 28.7 mpg. This Genesis is surprisingly economical, especially considering its size, performance and weight. It returned slightly better fuel economy than the V-6 turbo tested about a year ago. Fuel tank is a large 22 gallons so range extends out to 600 miles, a piece of cake in this vehicle, especially with a Motorman's Friend.

While the ride is on the softer side of life, handling it quite impressive with things like Dynamic Stability Damping Control, huge staggered wheels and tires (19 x 8.5 inches up front and 19 x 9.5 inches in the rear shod with 245/45 and 275/40 series rubber respectively), a wide track of 65 inches and quick is not slightly numb steering at 2.55 turns lock to lock. Grip is amazing and while there is some body roll, its cornering power will amaze you. Turning circle is 39 feet.

Ride quality is superb. Even abrupt speed bumps do little to intrude on comfort. It is just extremely smooth and quiet, although it lets you hear some of that beautiful V-8's music when you get your foot into it. This is a sublime automobile. I would expect nothing less from the best in class.

As to safety, this vehicle leaves nothing on the table with every acronym known to mankind. Brakes are large and very strong. Headlights are fabulous LED with auto high beams and dynamic bending, meaning they follow steering wheel inputs.

Inside is an interior bathed in soft, Nappa leather. It is simply elegant and sublimely comfortable. Mentioned must be made of the mammoth rear seat leg room. It could double for a limo. Instrumentation is complete and well-designed including the heads-up display. You want for nothing.

The trunk is huge at 16 cubes.

The price of admission is almost reasonably and a bargain when compared to the competition at \$72,825 including \$975 for the boat suite from Ulsan, Korea. If you want all-wheel drive instead of rear-wheel drive, add \$2,500. Everything else is standard down to dual 10.3-inch, rear entertainment system. I spent some time looking for the hot and cold running water, I guess they left that off. This is a fabulous motor vehicle and when you factor in its incredible value, you have the best of the best. It doesn't get any better.

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.

SLT woman reveals connection to serial killer

By Kathryn Reed

Fear. It's a sensation that has defined a large extent of Laurie Ault's life. Fear of an unknown killer. Fear another family member would become a victim. Fear she would be a target if she spoke out.

The South Lake Tahoe woman's life was rocked in 1980 when her aunt and uncle were murdered. Ault was 23. Nothing has been the same since then.

The arrest this spring of Joseph DeAngelo on multiple murder charges has brought some peace. But it has also produced more unanswered questions for Ault and presumably all the family members whose lives were upended by the man known as the original Night Stalker, the East Area Rapist and the Golden State Killer.

"How many other people did he murder or rape?" Ault asks.

That's a question for law enforcement. Or maybe the suspect himself will confess. For now, he is alleged to have committed 12 murders, 45 rapes and more than 150 break-ins from 1976-86. The 72-year-old was arrested at his Citrus Heights home in April.

Ault also wants to know why her relatives, Lyman and Charlene Smith of Ventura, were targeted. At the time, her 43-year-old uncle was expecting to be appointed to a judgeship by Gov. Jerry Brown. Semen found on her aunt was consistent with DNA found at the site of the Contra Costa County crimes, according to court records. However, it wasn't until 2000 that detectives started linking many of crimes.

The 48-page **arrest warrant** says, "Lyman was found nude lying face down on the right side of the bed. Both his hands and feet had been bound. Charlene was found nude from the waist down, lying face up with her hands bound behind her back. Her ankles were also bound. Both victims died as a result of blows inflicted to their head by a wood log the offender had procured from the firewood pile outside the house."



Laurie Ault thumbs through her book
“Murder on His Mind” about the serial
killer known as the Golden State Killer.
Photo/Kathryn Reed

Ault only shared her family’s secret with the men she married and her sons. That is until now. Now she is ready for the world to know what it is like to live with such sadness, such uncertainty for decades.

Lyman Smith was her grandfather’s son, her mom’s step-brother. Family was family no matter the exact connection. Her grandparents were incredibly close to her – almost like second parents.

It was Ault’s grandparents who introduced her to South Lake Tahoe. They had a cabin here. She has been a full-time resident since 1985.

Some of the anxiety that had gripped her when she lived in the Sacramento area evaporated after moving to the lake. Still, though, an uneasiness prevailed, as did a sadness for those close to her.

Watching her grandfather suffer was emotionally overwhelming.

"I was a shy, naïve 23-year-old. You didn't talk about it. You stocked it away as far away as you could," Ault told *Lake Tahoe News*. "I never said a word in 35 years. I kept it to myself."

With the silence came a form of post-traumatic stress. Feelings range from grief to depression to anger.

She tried to blend in, to not call attention to herself.

"I tried to make myself not be a target," Ault said. "I was always on guard."

Not knowing why her aunt and uncle were killed created an uneasiness. She was living in a perpetual state of anxiousness. Blinds were closed at dusk. Parking garages were avoided whenever possible. Her behavior went beyond the normal safety precautions. The killings weren't something she could overcome.

"I had let fear interfere with some of my freedoms," Ault said.

Ault was living blocks from where the suspect lived when he started his crime spree. She was 19 when he first struck. People were scared. They didn't know who would be next. He terrorized the area for a good two years.

"My gut told me he was always there," Ault said. "There were so many red flags on this guy. The whole time he attacked he was a cop. Back in the day they didn't look at their own in the same way."

In January 2017, Ault published a book about the case under a pen name. Cops warned her not to reveal her connection to the case. Her desire was to stir memories in others in hopes a new piece of evidence would lead to an arrest.

Getting her thoughts down on paper as well as facts helped Ault get a handle on her fear.

Then in November 2017 she released a different version. "Murder on His Mind" was published under the name Anne Penn. She admits in that book to being a family member of a victim.

Part of the reason to write it was to honor all the victims.

Ault wishes the suspect were younger so "he'd be punished longer."

Today Ault continues her investigation as she writes another book about this man who she consistently refers to as a "creep."

Time to plan for school immunizations

El Dorado County Health and Human Services Agency, Public Health Nursing is reminding parents to plan now for the coming school year by ensuring their children are up-to-date on required immunizations.

For families without a health care provider, Public Health Nursing offers low-cost back-to-school immunizations for eligible children. Public Health can provide all childhood vaccinations required for school entry, and other vaccinations recommended to keep children healthy.

For an appointment call Public Health Clinic at 530.621.6100 in Placerville or 530.573.3155 in South Lake Tahoe. Public Health does not bill private insurance and vaccinations are charged at full cost for those with private insurance. Children on Medi-Cal, or who are uninsured, are eligible for Public Health's low-cost immunization services; a \$10

administration fee is charged per shot, though no child is refused a vaccination due to inability to pay.

Public Health Nursing also offers free, walk-in vaccination clinics for uninsured children or those on Medi-Cal at designated locations in El Dorado County from July through November each year. For dates and locations of the free walk-in vaccination clinics, go **online**.

Road Beat: Mazda 6 – the best of the best



The Mazda 6 continues to improve with each year. Photos/Larry Weitzman

By Larry Weitzman

Now starting its fifth year of production, the Mazda 6 still reigns supreme among mid-size family sedans, if you could call it that (a family sedan). And this is after the intro of some new heady models from Toyota in the form of the all new Camry and heavy revisions of the Hyundai Sonata and Kia Optima.

The new Camry is a great car. Some will like it better than the Mazda 6 as it is a bit softer, less edgy, but after spending a week in the new Mazda 6, its close, but give me the Mazda 6 six out of seven days a week.

Mazda 6 is just a bit sharper than the competition and when it comes to looks, the Kodo design philosophy remains supreme. It is the best looking of all mid-size sedans with aggressive, curvaceous and muscular lines with perfect proportions that starts with the best looking front end in the business and ends with one of the best looking rear ends in the business that the competition wishes that Mazda get penalized five yards for "backfield in motion."

While the specs remain the same, for some reason performance has improved and by a significant amount. And, no I am not testing the new turbo model with about 50 additional horsepower that uses the beautiful 2.5L, CX-9 engine that makes 227 hp on 87 octane fuel and a full 250 hp on high test premium. My tester had the normally aspirated 184 hp (at a low 5,700 rpm) version of the 2.5L DOHC, 16 valve, direct injected mill (Mazda calls it Skyactiv) which drove the front wheels via a six-speeder torque converter auto cog-swapper. Shifting can be done through the manual mode floor shifter or steering wheel paddles.



Specifications

Price \$22,780 to about \$34,695

Engine

DOHC, 16 valve inline 2.5L
four 184 hp @ 5,700 rpm
185 ft-lb of torque at 3,250 rpm

Transmission

Six-speed torque converter automatic, with paddle shifters

Configuration

Transverse mounted front engine/front wheel drive

Dimensions

Wheelbase 111.4 inches

Length 191.5 inches

Width 72.4 inches

Height 57.1 inches

Track (f/r) 62.8/62.4 inches

Ground clearance 6.7 inches

Weight 3,305 pounds

Weight distribution (f/r)
58/42%

Fuel capacity 16.4 gallons

Cargo capacity 14.8 cubic feet

Passenger volume 99.7 cubic

feet

Steering lock to lock 2.81 turns

Turning circle (curb to curb) 36.7 feet

Wheels 19 x 7.5-inch alloys

Tires 225/45 x 19 all season radials

Co-efficient of drag 0.26

Performance

0-60 mph 6.93 seconds

50-70 mph 3.58 seconds

50-70 mph uphill 5.54 seconds

Top speed 140 mph electronically limited

Fuel economy 27/35/30 mpg city/highway/combined.

Expect 32-33 mpg in rural country driving and 40 mpg on a level highway at legal speeds.

Performance is outstanding with this Mazda being the first normally aspirated mid-size car to solidly break into the sixes in its 0-60 mph run averaging 6.93 seconds. And that number is no fluke as it blasts from 50-70 mph in a record 3.58 seconds and up a steep grade (6-7 percent) only slows that time to 5.54 seconds. My last test of this same car resulted in respective times of 7.36, 4.15 and 6.09 seconds. Quite an improvement. Throttle response is stellar and linear and the tranny always picks the correct gear. It's a beautiful thing. Mazda 6 definitely lives up to the promises of its looks. I can't wait to test the new turbo model.

Also, with that incredible performance comes guilt free fuel economy. EPA says expect 27/35/30 mpg city/highway/combined

and my tester averaged 32.0 mpg for 414 miles of varied driving including all full throttle performance testing and less than 20 percent of the time spent on a highway. At a constant 70 mph in a 20-mile two way run the Mazda 6 averaged exactly 40 mpg. With its 16.4-gallon fuel tank, your road trips could stretch out over 600 miles. Mazda gives you a delicious, low calorie, big piece of cake that you can eat all the time and never gain weight.

The Mazda 6 driving experience is enhanced by its sophisticated fully independent suspension, the use of subframes and a stiff monocoque body. Add to that 19 x 7.5-inch alloys shod with 225/45 series rubber plus a quick electric power steering rack (2.8 turns lock to lock) and you have the ingredients of a true sporting sedan that delivers on all the perceived promises. It changes direction and carves up corners like a superb Buck knife. It will create new found confidence in handling.

Yet ride quality is especially quiet, smooth, supple and compliant. Perfect for my tastes. And the engine only spins 1900 rpm at 70 mph, part of the reason for its quiet and fuel economy. There is no wind, tire or road noise.

Safety is enhanced with all the acronyms including lane keep assist and strong four-wheel disc brakes. Headlights are superb LEDs with standard automatic high beam control plus adaptive front lighting that follows your steering inputs.

We are not done yet as the interior needs special mention which comes with standard leather and it is nice. Even nicer and making the Mazda 6 into a premium or near luxury vehicle is the optional super soft Nappa leather which comes with the GT Premium Package which also adds the i-Eloop regen engine system which reduces the engine's electrical load, heated rear seats and steering wheel and some other goodies for \$2,500.

Instrumentation is complete along with a heads-up display and

two trip computers. It is all beautifully done except for the radio controls which require too many steps and an imprecise knob which is an anomaly in this most precise of mid-size sedans.

I could go on waxing poetic about this Mazda, but it still retains its title as the best in the mid-size arena, although it's a very close call. It stickers for \$30,695 plus \$875 for the boat from Hofu, Japan. My tester had the GT Premium Package four other small options including \$300 for the much-complimented Soul Red paint bring the total price of admission to \$34,695. That very competitive in the family of mid-size rides, but this Mazda 6 just delivers a bit more in performance, fuel economy, looks and handling. Classic Kodo styling doesn't seem to get old. I can hardly wait to test the turbo model followed by the new RX-9. Mazda is known as a bunch of cowboys. It seems that other manufacturers should take up riding and roping, 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.

Tahoe Tails – Adoptable Pets in South Lake Tahoe



Midas

Midas is a Labrador/Anatolian shepherd puppy, who is about 8 months old. He is house trained and has good manners. He likes to play with other dogs and did not chase the cats that he met at the shelter.

He is a smart boy who would love to go to training classes.

Midas is neutered, microchipped, tested for heart worm, and vaccinated. He is at the El Dorado County Animal Services shelter in Meyers, along with 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

‘Solid Gold Soul’ – a jewel of a show



Bobby Brooks Wilson, center, et al will be at Harrah's Lake Tahoe through Labor Day. Photo/Kathryn Reed

By Susan Wood

STATELINE – A new summer show at Harrah's Lake Tahoe not only returns audiences to the roots of soul with rhythm and blues, but it even takes back the performers.

“Solid Gold Soul” staged in the South Shore Room features an ensemble of accomplished singers accompanied by a five-piece band of highly-skilled musicians.

Leading the pack is Bobby Brooks Wilson, who is the son of the late soul-singing star – Jackie Wilson. This is something the younger Wilson found out later in life. He was given up for adoption before landing in South Carolina foster care homes in a Dickens-style account of his childhood.

While he was entering the music industry, those working with him couldn't help but notice his moves and voice resembled his father in an uncanny way. That's what led him to discover his roots.

The music industry often comes full circle.



Bobby Brooks Wilson is singer and showman in "Solid Gold Soul." Photo/Kathryn Reed

The young Wilson recounted being assigned to a doo-wop group called The Love Notes by the father of blockbuster singing sensation Bruno Mars.

Wilson consequently signed with Motown Records.

"That gave me my chops," Wilson told *Lake Tahoe News* during a media event last weekend.

The record label welcomed the young Wilson to the world chosen by his father, who he credits for building Motown's stellar reputation.

"It was 1959. It all started that year," Wilson said during the opening of the Harrah's show. About 100 people were clapping and cheering as he appropriately opened with his father's mega hit "(Your Love is Lifting Me) Higher and Higher."

"Welcome to the show. We're here to have a good time," Wilson declared. Even though he has his own music – most recently recording his "It's About Time" compilation – one could say he was born to carry on the performances of his legendary father.

Plus, the audience appeared hungry to return to the days of great dance music, lyrics of innocent love and the aura of the social consciousness of the 1960s.

"This music is a part of our relationship," Sandy O'Conner told *LTN*. The Arizona woman, who owns a cabin here, calls the genre "our time," when the tunes on the radio were "uplifting."



Listening to the music it was hard to know these weren't the "real" Supremes. Photo/Kathryn Reed

Other performers beyond Wilson graced the stage with their renditions of the music by Otis Redding, Diana Ross and the Supremes, Marvin Gaye, Little Richard, Stevie Wonder, Donna Summer, Martha Reeves and Sly and the Family Stone.

Denita Asberry rocked the house with her flattering rendition of Aretha Franklin's timeless hit "Respect." No one in the crowd was sitting down.

"I think Aretha was amazing. We liked it all," Fred Padilla of San Carlos said, while still like his wife Sandy, was grinning from ear to ear afterward. They were bumping during the 80-minute show, which featured some of the biggest hits of Motown producer Berry Gordy's era from "Sitting at the Dock of the Bay" and "Baby Love" to "Ain't No Mountain High Enough" and "What's Going On."

The 24-karat party will last through Sept. 3.