

Book review: 'Women of the Sierra' a good history lesson

By Kathryn Reed

History is filled with the stories of men, their exploits, accomplishments and lives in general. Women have never garnered the same amount of ink.



Anne Seagraves in her book "Women of the Sierra" (Wesanne Publications, 1990) attempts to change that. She brings to life 15 women who many have probably never heard of. Though some of the last names, like Celio, are familiar, with descendants still part of the South Shore community.

Most of the women Seagraves features lived during the mid-1800s to the turn of the century. It was a much different time in the Sierra. It was really the Wild West. Modern conveniences some cities enjoyed at the time were not brought to this area until much later.

At 173 pages, it is a pretty quick read. While it's not the best written book, the stories captured me. I can't imagine enduring the hardships of that era. The strength of these women is admirable. The fact that so many worked beyond the home and even divorced surprised me.

After reading the segment on Allison "Eilley" Orrum it makes me want to visit the Bowers Mansion in Carson City. I didn't know the history of that estate until reading this book.

While it was a man's world, these women proved they could hold their own – were their husband's equals if not more.

This is definitely a great glimpse into the lives of some incredible women. Many would be worthy of book devoted to just them.

The black and white photos were a wonderful addition.

Tahoe Tails – Adoptable Pets in South Lake Tahoe



Bud

Bud is a young German shepherd/Labrador mix. He likes to play with other dogs and didn't chase the cat that he met at the shelter. He's a big, energetic boy who would do best with an active family.

Bud 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**.

Road Beat: Each Lexus seems better than the last



The 2018 Lexus GX460 will have you wondering if this is the best ride you've ever had. Photos/Larry Weitzman

By Larry Weitzman

I don't have an answer, but this new GX460 midsize Lexus SUV seems to be the smoothest and best riding Lexus the Road Beat has ever tested. And I am including all Lexuses tested, including the unbelievably smooth ES300h. Each one seems to be an improvement over the prior Lexus tested. And that is improving on a bar that is already sky high.

Loosely based on the Toyota 4Runner, the GX becomes an almost entirely new ride that shows no resemblance to its would be, at best, second cousin. (Probably more like a fourth cousin). By loosely based, the GX shares wheelbases (110 inches and the basic chassis set up with an almost identical track at 62.4 inches). Suspension is a state of the art double wishbone up front and a four link well controlled live axle in the rear. Yes, the rear set up is non-independent, but in this case a super well controlled system which uses a Toyota/Lexus Kinetic Dynamic Suspension System (KDSS) which reduces body lean (head tossing) without making the ride feel stiff. More on that later.

Of course, while both the 4Runner and GX are two box designs, they are totally different with the GX getting a L-finesse look via the signature Lexus front end which in this case looks great, perfect proportions, muscular fender shapes and a great window line incorporating the GX themed rear window kink. It is a beautiful vehicle finished with exquisite Lexus quality. And with a co-efficient of drag at 0.35 it's pretty slick to the wind.



Specifications

Price \$52,850 to about \$75,000

Engine

4.6L DOHC, 32 valve V-8 301
@ 5,500 rpm
329 lb.-ft. of torque @
3,500 rpm

Transmission

Six-speed torque converter
automatic

Configuration

Longitudinal front
engine/AWD

Dimensions

Wheelbase 109.8 inches

Length 192.1 inches

Width 74.2 inches

Height 74.2 inches (with
roof rack)

Ground clearance 8.1 inches

Weight 5,130 pounds

GVWR 6,600 pounds

Track (f/r) 62.4/62.4 inches

Steering lock to lock 3.0
turns

Turning circle 38.1 feet

Fuel capacity 23 gallons

Cargo capacity 64.7 cubic
feet

Wheels 18X7.5 inches

Tires P265/60X18

Tow capacity 6,500 pounds

Coefficient of drag 0.35

Performance

0-60 6.73 seconds

50-70 3.64 seconds

50-70 uphill 5.32 seconds
Top speed – Who cares? It will cruise effortlessly, quietly and smoothly well above all legal speed limits in the United States.

Fuel economy

EPA rated 15/18/16 mpg city/highway/combined. Expect 16-17 mpg in rural country driving and 21 mpg on the highway at legal speeds.

Under the gorgeous hood is a 4.6L DOHC 32 valve V-8 with all the bells and whistles that cranks out 301 horses at a low 5,500 rpm, plus a solid 329 pounds of peak twist at just 3,500 rpm. It is connected to a silky-smooth six-speed torque converter auto cog swapper that drives all four wheels all the time. For serious work, GX gets an electronic locking two speed center differential. It has the capability to go just about anywhere a mountain goat might. But that first scratch on its incredible paint finish will be a killer. Let's be honest, most GXs will rarely see anything but pavement, but when the weather turns really bad or the paved road ends even with foot deep ruts, the GX can keep on going without fear or considering its fabulous ride quality, without much disturbance to its occupants.

Excellent performance is about guaranteed by the aforementioned fab, super smooth and sounding V-8. A dead stop to 60 mph at full tilt boogie will arrive in just 6.73 seconds and that's in spite of the anti-gravity forces created by its 5,130 pounds of mass. Passing is also equally satisfying with 50-70 mph runs of 3.64 and 5.32 seconds on the level and up a steep grade. GX gets it done. The throttle and tranny are very responsive. It is rated to tow 6,500 pounds and doing so

should be a non-issue.

The EPA rates the GX at 15/18/16 mpg city/highway/combined or only a 1 mpg improvement over its slightly bigger brother the LX570 with a more powerful 5.7L V-8 of 381 horses. While the GX does a bit better than what the EPA says it should do by about two mpg, it's better than its bigger brother. At 70 mph in a two-way run on a level highway, the GX averaged 21.1 mpg or about 2 mpg better than the LX. In a 200-mile run from Placerville to Carson City and return the GX averaged 20 mpg. Overall in 500 miles of testing the average was 16.8 mpg. Compared to a behemoth from the late 1950s or 1960s, this is remarkable fuel economy, especially considering it would just about blow the doors off most muscle cars, but hey, this is the 21st century. I'll leave the political commentary to your imagination. Let's just say I love this GX and most everything about it.

Handling is aided by reasonably quick electric power steering rack (3.0 turns lock to lock), big 18 x 7.5-inch alloys shod with meaty 265/60 rubber and the ability to tailor ride and handling from normal, sport and comfort. It makes this big Lexus becomes an easy handler with plenty of cornering power. It comes standard with all the electronic wizardry and during some aggressive corner exercises it actually intervened even though the GX was not even close to letting go. Most, if not all, GX drivers will never get to that point, but at least you know it's really there and working.

Quiet is the key word for the GX, so much so even the muting is muted. And then there is the ability to absorb bumps. It's about the best the Road Beat ever encountered and I recently said that about a related vehicle, the Land Cruiser. The GX has the edge here, that's how good it is. My tester was the GX Luxury which adds Adaptive Variable Suspension and Adjustable Height Control with the former undoubtedly contributing to its incredible ride quality. The engine spins a low 1,750 rpm at 70 mph and this is one silent, smooth automobile.

Safety is everywhere. GX has just about every acronym, especially with the Driver Support package (\$4,340) which also adds the Mark Levinson sound system. I already mentioned how the vehicle stability control system works, it does, maybe intervening a little too early for my tastes, but it works. Headlights are excellent especially with intelligent high beam control (low beams are LED).

Other items worth mentioning are the hill decent control, pioneered in the GX plus other systems of raising and lowering ride height and more.

Inside is all Lexus with extreme quality everywhere. Sublime seating is semi-aniline soft, thick leather. Seats are heated and cooled plus the steering wheel is heated. Materials on the doors, console, dash and elsewhere are some of the best ever encountered. Instrumentation is complete with a big tach and speedo flanking a center trip/info center.

The center stack while appearing complex is easy to use and there is no mouse. Looking at all the off-road system switches, there is probably no room. Thank goodness for small favors.

Being a square, upright SUV, cargo capacity is large at almost 65 cubes. Just have a look from the big, left side opening tailgate door.

Pricing for the GX the Luxury unit starts at \$63,230 plus \$995 for the luxu suite on the boat from its assembly plant Aichi, Japan. My tester had 10 grand in options, including a dual screen rear entertainment system (\$1,970), a \$1,950 Sport Design package, a Driver Support package (\$4,340) which adds the Mark Levinson Sound System, radar cruise, auto high beams and some other good features and with some other smaller items brings the price of admission to \$75, 072. Perhaps the real value is in the base GX which starts at about \$53,000. It's a superb vehicle any way you price it.

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.

Shade gardening does not have to be boring

By Melinda Myers

A shady spot provides welcome relief from the summer heat; but it can make growing a beautiful garden a bit more challenging. Take heart, your landscape may receive more sunlight than you suspect and if not, there are quite a few shade-tolerant plants you can grow.

Evaluating the sun and shade patterns throughout the day, season, and year is a good place to start. Sun-loving bulbs need lots of sun early in the season before most trees leaf out, while other plants need sunlight throughout the growing season. If you work all day, you may assume those shady spots in the morning and evening never light up, so take some time to evaluate the sun and shade conditions throughout the season.



Utilize a variety of shade-tolerant plants in shade gardens to add beauty and interest to the landscape. Photo/Melinda Myers

Make a list of plants that you have had success with and those that failed in the shady location. Use these to help you select or avoid plants with similar light requirements. For example, if peonies bloom and tomatoes produce fruit this area receives quite a bit of sunlight, perhaps more than you thought.

If your landscape is too shady to grow the plants you desire, try increasing the sunlight reaching ground level plantings. Hire a certified arborist to thin the overhead tree canopy. They have the training and experience to do the job safely and correctly. You don't want to damage the health and structure of established trees, so critical to the beauty of your landscape.

If there's too much shade to grow even shade-loving plants, consider mulch to keep the mud in place, permeable pavers and a table or chair for relaxing, or a few steppers and moss to create a moss garden.

Once you've made your selections and planted your garden, you need to adjust the care to compensate for the limited light conditions. Plants growing under large trees or overhangs need to be watered more often, especially the first year or two until they become established. The dense canopy of many trees

and impervious overhangs prevent rainfall from reaching the ground below. Plus, the extensive root systems of trees and shrubs absorb much of the rainfall that does make it through, so check soil moisture several times a week and water thoroughly as needed.

Tree and shrub roots can also compete with plantings for nutrients. Use a low nitrogen, slow release fertilizer like that promotes steady above and below ground growth. The 85 percent organic material further helps improve the soil. Apply slow release fertilizers at planting and once again for annuals mid-season. Fertilize new and established perennials in early spring and again in mid-summer as needed.

Avoid high nitrogen, quick release fertilizers that promote lush succulent growth that is more susceptible to insects and diseases. And with limited light as a potential plant stressor, this can increase the risk of problems.

When planting under or near trees be careful not to kill them when creating your shade garden. Adding as little as an inch of soil over the roots can kill some tree species. And deep cultivation can damage the feeder roots critical for water and nutrient absorption since the majority grow within the top 12 inches of soil.

Here is a list of just a few shade-tolerant perennials to consider:

Woodland Wildflowers

Spring Flowering Bulbs

Grape hyacinths

Checkered lilies

Camassia

Daffodils

Virginia Bluebells

Perennial Flowers

Ajuga

Astilbe

Barrenwort (Epimedium)

Bleeding Heart

Bugbane/Snakeroot (Actaea)

Columbine

Coral Bells

Deadnettle (Lamium)

Ferns

Foam flower (Tiarella)

Ginger (Asarum)

Hostas

Japanese Forest Grass (Hakonechloa)

Lungwort

Sedges

Siberian Bugloss (Brunnera)

Variegated Solomon Seal

Toadlily (Tricyrtis).

As always make sure the plants also tolerate your region's climate. And once you start reviewing the internet and plant catalogues you may find it difficult to narrow down your

choices to fit in your new shade garden.

Melinda Myers has written more than 20 books, including "Small Space Gardening" and "The Midwest Gardener's Handbook." She hosts the Great Courses "How to Grow Anything" DVD series and the nationally syndicated "'Melinda's Garden Moment TV and radio segments.

Bill Morgan – 1934-2018



Bill Morgan

Bill Morgan, the former leader of the Lake Tahoe Basin Management Unit and Tahoe Regional Planning Agency, died April 14, 2018, at his home in Alpine County. He was 84.

In 1975, Bill was appointed the forest supervisor of the Lake Tahoe Basin Management Unit, which the U.S. Forest Service had recently established to manage the federal government's landholdings with the goal of preserving the area's natural resources and Lake Tahoe's pristine water quality.

During his time at the LTBMU, he redirected the federal government's land management policy in the basin from one of timber management to one of restoration and recreation. He also helped manage the federal government's extensive land acquisition program in the basin. In 1965 only 47 percent of the basin was federally owned. This increased to 65 percent by 1980 to about 78 percent presently. One of the most significant land acquisitions made at that time was the purchase of two casino developments on the South Shore that Bill helped orchestrate to prevent their construction. Other acquisitions included Bliss/Shakespeare Point, Zephyr Cove, Round Hill Pines, and lands acquired under the 1980 Burton-Santini Act. He was also instrumental in furthering the historic preservation of the estates near Camp Richardson.

It was during this period that the recently formed Tahoe Regional Planning Agency was struggling to develop its own land management program for public and private lands. Battered by opposing political forces and legal challenges from environmentalists and property right advocates, the agency was on the verge of being disbanded. Having accomplished much at Lake Tahoe with the U.S. Forest Service, Bill retired early from that agency to work for the TRPA, which he viewed as being critical to protecting Lake Tahoe's environment.

On April Fools' Day 1985 he assumed the position of executive director with the embattled organization with the charge of developing a new Regional Plan to end a 1984 court order that had imposed a moratorium on further development in the basin affecting private landowners of more than 15,000 vacant lots around the lake. As he took the helm, Bill formed a consensus building team to help guide the development of the plan. After two years of intense work, the plan was completed. On July 15, 1987, a federal judge lifted the building moratorium order after accepting the new TRPA Regional Plan that would guide land-use in the Tahoe basin for the next quarter century. Those who worked with Bill on the plan labeled him as "the

right man for the time”.

President Ronald Reagan and Sen. Paul Laxalt (who as governors of the states of California and Nevada earlier had created the TRPA) sent Bill personal notes of appreciation for his work in resolving the planning conflict.

When Bill retired from the TRPA on Sept. 30, 1989, he was given a piece of the original “consensus building table,” which he fashioned into a coffee table that remained a fixture in his living room until the time of his passing.

Over the years, that table was the site of many more epic battles between family and friends playing cribbage, poker, Jenga, and many other games.

It has been said that Bill’s ideas resolved many of the long standing issues at Tahoe and led eventually to a spirit of cooperation among the various interest groups that survives to this day.

In 1990, Bill moved to Woodfords in Alpine County with his wife, Carole, where they designed and built a home, Memdewee Down. It was at this home overlooking the distant snow-capped peaks that he chose to spend his final moments. During his “retirement” years, Bill served on the Alpine County Planning Commission, Tahoe Rim Trail Association, and the Lake Tahoe Baikal Institute. He also worked as a consultant to the Russian government on Lake Baikal environmental issues on behalf of the U.S Agency for International Development shortly after the dissolution of the Soviet Union in the early 1990s.

William A. Morgan was born March 16, 1934, in Sault Ste. Marie, Mich., to Luella (Bell) and William C. Morgan. He was the youngest of three children, with sisters, Mary Lou (Blanchard) and Mildred (Galinski). Bill spent his early years growing up in Michigan’s Upper Peninsula where he developed a passion for the natural environment. Hiking and canoeing with the Boy Scouts were two of his favorite activities. He earned

the rank of an Eagle Scout.

At the age of 17, after graduating from high school, he and his high school buddies spent the summer trekking across Canada to Alaska on the crude roadway system that spanned the region, sleeping in the wide open spaces under the stars. This adventure further reinforced his love and respect for nature. Upon his return, he enrolled at Bay City Junior College.

Unsure of what he wanted to study, he left school after one year and enlisted in the U.S. Army for two years during the Korean War, leaving with the rank of sergeant. His time in the military left him with an appreciation for the work of teams and for the sacrifice and devotion of service members. After his discharge, he returned home to Michigan and enrolled at Central Michigan University and later Michigan State University. It was at Central that he became reacquainted with a high school friend, Carole Panches, whom he married in 1957. Two years later, daughter Stacey (Foster) was born, and Bill graduated from MSU with a bachelor's degree in civil engineering.

Following college graduation, Bill joined the U.S. Forest Service as an engineer and moved with his young family to California where they were stationed first on the Klamath and then Angeles national forests. While stationed at the Angeles National Forest, sons Craig (1962) and Eric (1964) were born. In 1965, Bill and Carole moved the family to Grass Valley, where Bill served as the forest engineer for the Tahoe National Forest for 10 years.

In Grass Valley, Bill and Carole were active in the community, engaged with their church (Peace Lutheran, of which they were founding members), Boy Scouts, and their children's sports. Bill and family traveled extensively across the wilderness areas of the U.S., Mexico, and Canada camping, hiking and fishing.

Travel, writing, and fitness were also life-long passions of Bill's. He and Carole traversed the world, sometimes with friends, exploring North America, as well as Europe, Asia and Polynesia. But it was always the Sierra that they returned to as home. He wrote and published six books: five fiction and one (his last) a nonfiction account of his time with the U.S. Forest Service and the TRPA at Lake Tahoe. His writings reflect the landscapes and experiences of his life through a variety of genres including adventure, science fiction, memoir, and saga. He also was a past contributor to the *Record Courier*. A regular tennis player, hiker, skier, canoer, and snorkeler, Bill enjoyed all sports—especially those involving his children and grandchildren. Up until the last weeks of his life, he was engaged in healthy and friendly competitive contests.

Throughout his life, Bill Morgan championed public access to the outdoors and wild spaces while ensuring the preservation of such spaces for future generations. He was a consummate problem solver and worked tirelessly to bring opposing interests together using consensus building techniques while developing win-win solutions.

He is survived by his wife Carole of 61 years, daughter Stacey (Martin Foster), sons Craig (Michaela) and Eric (Susan); grandchildren Riley Kennedy (Sean), Christian Foster, Alexandra Morgan, Jack Morgan, Max Morgan, Cameron Morgan, and Nicole Morgan.

A celebration of life will be at the Carson Valley United Methodist Church in Gardnerville on April 28, 2018, at 10am.

The family is sincerely appreciative of the love and care from members of the Carson Valley United Methodist Church and from Barton Home Health and Hospice (South Lake Tahoe). In lieu of flowers, the family asks that individuals consider supporting these organizations. The family has also established the William Morgan Foundation for Environmental Excellence to

recognize and support services and activities that promote appreciation, access, and sustainability for natural spaces.

Calif. car culture killed promise of 20-minute commute

By Meghan McCarty Carino, KPCC

As an innovator and early adopter of freeways, California became the symbolic capital of car culture. But the ease of movement conferred by the massive postwar freeway building boom was short-lived, turning the dream of car travel into a nightmare of congestion and long commutes.

The story of how Californians went from getting around to getting stuck behind the wheel is deeply entwined with the history of the urban freeway, an enterprise that advanced earlier and on a larger scale here than anywhere else in the country.

Half a century ago, there was reason for optimism about cars. Los Angeles native Michael Alexander remembers the days when the old saying about getting anywhere in Los Angeles in 20 minutes actually held true.

[Read the whole story](#)

Promoting a greener Nevada by reducing plastic pollution

By Samantha Thompson

In recognition of Earth Day on April 22, the Nevada Division of Environmental Protection's Recycling Program is helping to educate communities about the threats posed by "plastic pollution" throughout the state, and how to lessen the impact of plastic pollution to Nevada's unique natural environment.

Plastic pollution refers to the accumulation of plastic waste that has negatively impacted the natural environment in the form of air, water, and land pollution. Plastic is composed of numerous toxic materials, and when not properly disposed of or recycled, can damage our natural environment. Plastic pollution harms plants and trees, endangers wildlife, degrades waterways, and poses threats to our overall public health.

The U.S. discards more than 30 million tons of plastic each year, but only 8 percent of this waste gets recycled. The rest, nearly 27,600,000 tons, ends up in landfills, is burned, or litters the environment.

Even plastic properly discarded in landfills impacts the environment and consumes energy resources. Many plastic items take up to 1,000 years to decompose, even in landfills where precious water resources are used to help facilitate the natural decomposition process. As the driest state in the U.S., it is critical to manage Nevada's limited water resources carefully, and one way to achieve this is by reducing plastic pollution in our landfills and encouraging greater recycling of plastic waste. Plastics dumped in Nevada landfills or discarded into our natural environment will never break down easily (or ever), and the effects can be irreversible. But you can help reduce plastic pollution in

Nevada.

The Nevada Recycles program, which strives to achieve a 25 percent recycling rate statewide, offers the following tips to help reduce plastic pollution and support public health:

- Opt for reusable shopping bags, rather than single-use plastic bags.
- Keep reusable eating/drinking utensils on hand – including forks, spoons, knives, straws, and cups – and avoid using single-use plastic utensils.
- Forgo to-go containers; even paper coffee cups are often lined with plastic.
- Avoid storing or microwaving foods/beverages in plastic containers whenever possible.
- Replace plastic baggies, plastic wrap, and other food storage with reusable glass containers or jars.

Some of the evidence-based, long-term effects of plastic pollution include, but are not limited to, the following:

- Plastic has negatively affected wildlife, as animals often become entangled in plastic, or they may eat it and/or feed it to their young.
- Burning plastic releases toxic chemicals into the air, which can cause respiratory issues.
- Plastic pollution can affect the economy, due to the impact on public health, wildlife, the environment, and more.

“The Nevada Recycles program is dedicated to reducing waste generation and increasing recycling throughout Nevada,” said Eric Noack, bureau chief of Nevada Waste Management within the Nevada Division of Environmental Protection. “By reaching out to our communities and collaborating with local jurisdictions,

schools, and partner agencies, our goal is to help educate people of all ages about steps they can take – both big and small – to actively recycle and reduce their plastic pollution and carbon footprint. We can all be part of the solution to end pollution, and foster a healthy, sustainable, and eco-friendly planet for generations to come.”

Samantha Thompson is with the Nevada Department of Environmental Protection.

Anderson to be on ‘Dancing with the Stars’

Jamie Anderson is used to doing a dance of sorts on the snow, now she will see if she can do so without a snowboard attached to her feet.

The Olympian from Meyers is going to compete on ABC’s “Dancing with the Stars: Athletes.” Her professional partner will be Artem Chigvintsev.

Other contestants include Adam Rippon, Arike Ogunbowale, Chris Mazdzer, Kareem Abdul-Jabbar, Jennie Finch Daigle, Johnny Damon, Josh Norman, Mirai Nagasu and Tonya Hardin.

The show starts April 30.

– Lake Tahoe News staff report

El Dorado County Fair makes competing easier

Entering the El Dorado County Fair just got easier. This year's fair theme "There's Magic in the Air" is appropriate because the fair can "magically" accept online entries.

The fair runs June 14-17.

The entry guide is **online**. At the top of the page, hold mouse over El Dorado County Fair, then click on entry guide. Click the tab that says "exhibits sections and forms."

Once you have decided what you are going to enter, download the form from the same tab. Email the form to entry@eldoradocountyfair.org, then go to the "Pay with PayPal" tab to pay fees.

In keeping with the magical theme, a Harry Potter category has been added. For crafters there are options such as making magic wands and favorite sock puppet magical character.

Most of the entry forms are due by 4pm on May 24, the exception being flowers, plants, fruits and veggies. They have a June deadline. Actual entries are due in June.

Livestock cannot enter online.

Rick Antle – 1956-2018



Rick Antle

Rick Lester Antle, an icon of the produce industry and a legend in agriculture, has died after a brief battle with cancer. Rick passed away peacefully surrounded by those he loved and hand-in-hand with his wife, children and grandchildren on April 14, 2018. He was 61.

Rick was born on Dec. 15, 1956, in Salinas to Robert (Bob) and Sue Antle. His father, Bob Antle, precedes him in death. He is survived by his wife, Tonya Antle; mom Sue Antle; sons Brian (Amanda) Antle, Jeff Antle, Anthony Pavich; daughter Natalie (Eric) Drobn;, and grandchildren Cameron and Spencer Antle. He is also survived by his siblings and many nieces and nephews.

In 2001, Rick married his soulmate Tonya. They spent the last 17 years enjoying boating, traveling the world and their family. He adored his children and grandchildren and was proud of their many accomplishments.

Rick has owned a home in Tahoe since early 1970', and was a member of the Tahoe Yacht Club since early 2000s.

Rick was the embodiment of "larger than life" and his legacy will always live on. He had a big personality and an even bigger heart. He loved and absolutely mastered the art of adventure – on the mountain, the water, the air, and of course

on the farm. Skiing, boating, flying and farming took up most of his life, but people always came first. Family, employees and friends regularly describe him as a fun-loving, work-hard-and-play-harder kind of guy. He was thoughtful, magnanimous and a respected mentor.

Through hard work, perseverance, and leadership, Rick is the epitome of a true industry icon. He followed in the Antle family tradition of leadership and innovation, and helped propel the produce industry forward for decades. He was a fearless captain, a true visionary, a selfless leader and a revolutionary risk-taker.

In 1982, Rick and his father formed Tanimura & Antle with the Tanimura family. Together, it is a perfect partnership of the Antles' strong packing and shipping expertise with the Tanimuras' farming expertise. Rick has been president and principal of Tanimura & Antle since its inception in 1982 and chief executive officer since 2003. Prior to the formation of Tanimura & Antle, Rick was a vice president of Bud Antle Inc., which eventually became a division of Castle & Cooke Inc., known today as Dole Fresh Vegetables.

Rick was a great leader, teacher and friend to so many at Tanimura & Antle and in the produce industry at large. The success of Tanimura & Antle can be attributed to Rick's dedication and respect to the company's employees. His latest achievements include the development of a housing project that provides homes for 800 farmworker employees at Spreckels Crossing. Additionally, he recently spearheaded the transition to an Employee Stock Ownership Plan (ESOP), which gives employees the chance to be part owners. Rick was fond of introducing new technologies and systems into the industry and never lost sight of its essential elements – customers, growers and employees. He inherited this intense focus from his grandfather, Bud Antle, and father Bob Antle.

One of his proudest personal accomplishments was working

alongside his sons, Brian and Jeff.

He constantly challenged his team to provide innovative solutions, even when the ideas were against conventional practice. He believed that creative solutions have made Tanimura & Antle the nation's premier independent produce grower, shipper, and distributor.

Rick served in many leadership positions within the Tanimura & Antle family of companies, the Antle family of companies, charities, and community organizations. Rick was formerly the chairman of Monterey County Water Resources Agency. He also served on numerous boards including Pacific Ag Rentals, Iceberg Lettuce Research Board, United Fresh Produce Association Board, Earthbound Farm LLC, Ready Pac Produce Inc., Dulcinea Farms LLC, and the Cal Poly College of Agriculture Advisory Council.

Rick was the humble recipient of many industry awards and recognition. Among his numerous awards and achievements were: The United Fresh Produce Association 2016 Lifetime Achievement Award, The Packer 2005 Produce Man of the Year, and Cal Poly 1994 Department of Agriculture Distinguished Alumnus. He was also recognized by the Salinas Chamber of Commerce as its outstanding young farmer, and has served in many volunteer roles throughout his career.

A celebration of life will be held at the Tanimura & Antle headquarters on April 27 at 2pm. In lieu of customary remembrances, the family requests that donations be made directly to the **Rick & Tonya Antle Community Foundation Fund** to support Rick's favorite charities including the Salvation Army of Salinas, Calif., and Yuma, Ariz.