

Tahoe Tails – Adoptable Pets in South Lake Tahoe



Lou

Lou is a 3 year old Chihuahua mix – that's our best guess.

He is house trained if he gets outside often enough and he has good manners. He can be a little shy to start with around new people. He walks nicely on his leash and loves other dogs. Lou would like a home with Bruce (another Chihuahua mix at the shelter). Their adoption fee has been reduced if you take both of them. If that's not possible, they would like homes with another dog. They cannot go home with children.

Lou and Bruce are neutered, microchipped, 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.

– Karen Kuentz

Ballinger to talk about Everest without oxygen

“Everest No Filter 2.0” documents Adrian Ballinger and Cory Richards’s second attempt to summit the 29,029-foot-tall Mount Everest without supplemental oxygen.

The duo originally set out to conquer this peak in 2016, and while Richards made it to the top with no supplemental oxygen, Ballinger was forced to turn just hours from the summit. This year, the pair set out once more, determined to get Ballinger to the summit sans oxygen. After significant preparation and acclimatization, the pair began their 43-hour summit push. This time, both Richards and Ballinger achieved their goal, joining the elite few who have summited Mount Everest without oxygen tanks.

Ballinger will give the inside scoop into what this year’s trek meant to him, and how it felt to finally experience the summit of Mount Everest, unfiltered.

Ballinger will be the star Dec. 7 for the next installment of Alpenglow Sports Winter Film Series. The free event starts at 7pm at Squaw Valleys’ Olympic Lodge. Doors open at 6:15pm. Fireside Pizza Co. will be on-hand with dinner offerings.

Road Beat: Kia Cadenza, near luxury super value



The Kia Cadenza is comfort and performance in one. Photos/Larry Weitzman

By Larry Weitzman

A year ago, I sampled the new Kia Cadenza. I proclaimed that the Koreans are now out Japaneseing the Japanese in the car business, building cars of incredible quality and value, with super styling, comfortable interiors, astounding performance and remarkable fuel economy. While this all sounds like a puff piece for the Kia, it's not. The numbers and pictures prove me right and their standard 100,000-mile powertrain warranty demonstrates their commitment to quality.

Nothing has changed with the Cadenza and that's a good thing, as there would be nothing to change. That's how perfect is the

design of the Cadenza, which is a bit of an unknown in the marketplace and that's too bad as it's a beautiful ride. During my testing, anyone who sees it has extremely positive comments, like, "wow, what a beautiful interior" or "that car is really pretty." It pretty well sums up the Cadenza, with its perfect proportions and tasteful, quality appointments. It's a super midsize at 196-inches long, 74-inches wide and 58-inches tall while riding on a long 112-inch wheelbase. Inside is a full size 124 cubic foot interior with a massive 16 cubic foot trunk.

Under the Cadenza's beautiful hood is a beauty of an engine, the 3.3L DOHC V-6 that belts out 290 hp at 6,400 rpm and 253 pounds of twist. It sends the power to the front wheels via an eight-speed cog-swapper. Usually with that kind of thrust you get torque steer and plenty of it, but not here. I don't know how Kia does it, but this Cadenza drives so good, it almost feels like a rear wheel drive car, most people would never know. And the addition of paddle shifters hints of its sportiness.



Specifications

Price (with destination)
\$32,890 to about \$45,290

Engine

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

Transmission

eight speed torque converter
automatic with paddle
shifters

Configuration

Transversely mounted front
engine/front wheel drive

Dimensions

Wheelbase 112.4 inches

Length 195.7 inches

Width 73.6 inches

Height 57.9 inches

Track (f/r) 63.1/63.4 inches

Weight (18"/19" wheels)
3,633/3,799 pounds

Ground clearance 5.4 inches

Fuel Capacity 18.5 gallons

Cabin interior volume 107.8
cubic feet

Trunk volume 16.0 cubic feet

Turning circle 37.2 feet

Steering lock to lock 2.71
turns

Wheels (std/opt)

18X7.5/19X8.0-inch alloys

Tires (std/opt)

245/45X18/245/40X19 inch
radials

Performance

0-60 mph 5.94 seconds

50-70 mph 3.15 seconds

50-70 mph uphill 4.71
seconds

Top speed Way beyond sanity

Fuel economy EPA rated at
20/28/23 mpg

city/highway/combined.

Expect 34 mpg in highway driving at legal speeds and 25-26 mpg overall in suburban/rural driving.

And the performance is world class with a 0-60 mph time of 5.99 seconds. Passing times also reflect world-class performance with a level simulated pass taking 3.02 seconds and the same run up a grade only slowing that time to 4.66 seconds. This Cadenza flies.

Fuel economy is also remarkable. While the EPA numbers are 20/28/23 mpg city/highway/combined, in the 400 miles of varied driving the Cadenza averaged 26.8 mpg with just 20 percent spent on a four-lane highway. At a constant 70 mph, the Cadenza averaged 35.8 mpg and in a 210-mile run over the Sierra to Carson City the average was 30.1 mpg. Part of this is due to the eight-speed tranny keeping engines speeds low, just 1,900 rpm at 70 mph. And with its 18.5-gallon fuel tank (another bonus), 600 miles nonstop is in the ball park, depending on your range.

Suspenders are state of the art four wheel independent and the electric steering rack is a quick 2.7 turns lock to lock. Add to that 19 x 8 inch wheels shod with wide 245/40 series rubber and you have a handler as well as a magic carpet ride. Yes, it is sprung a little less than firm, but in sport mode it is amazing with crisp turn, accurate steering and amazing grip. It does exhibit some body roll but not significant as this Cadenza will exceed most all driver's abilities except for maybe Jeff Gordon at Laguna Seca but then he would effectively demonstrate just how good the Cadenza can perform. Turning circle is good at 37 feet.

Yet it rides like the aforementioned magic carpet with exceeding quiet and comfort. This is a think in a whisper car. It has a super compliant ride and no float.

Braking is strong and every acronym is present down to lane departure warning. LED headlights are very good. A special mention needs to be made about the surround view monitor. It is amazing, at speeds below about 10-15 mph it displays a 360-degree view of what's around your vehicle. In tight parking situations, nothing should ever touch this vehicle and the beautiful finish should always remain perfect.

Inside is another area where the Cadenza shines. The Nappa leather interior is not only butter soft, but spectacular. The quilted bolsters are Ferrari like and the comfort would make me want to have this seat as my office chair. And while they are, of course, heated and cooled, the leather is perforated as well, for added style and comfort, as if they weren't comfortable enough. It's one of the inviting interiors of any car. Rear seating is also spectacular. Leg room would fit a giraffe, never mind the front line of the June Taylor dancers.

Instrumentation is also excellent with a tasteful binnacle with all the right gauges and a center info display that has three trip meters, a nice feature for a techno and data junkie like me. It also has a beautiful center stack with enough buttons and knobs without being cluttered and make controlling all its HVAC and sound system functions easy. And what a sound system it is. If you can't get to Carnegie Hall, just sit in this Cadenza. And I guarantee the seating will be much more comfortable.

So where does that leave us. Here's the amazing deal as Cadenza's start at just over \$32,000 and they are beautifully equipped including leather in the base car. If you are thinking any upgraded midsize sedan, you have to look at Cadenza. The base model will blow you away. But my super luxu SXL model stickers for \$44,390 plus \$900 for the luxury suite on the boat from Hwaseong, Korea. This is a vehicle that is not advertised heavily, if at all and should not be overlooked by any midsize car buyer. It is an incredible value.

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.

History and future of Olympics subject of talk

Squaw Valley Institute in partnership with Squaw Valley Alpine Meadows presents Behind The Gold: Winning Traits of Olympic Athletes.

On Nov. 17, Tom Kelly, noted Olympic historian and longtime U.S. Ski Team spokesperson, will bring the Olympics to life. Kelly's talk will trace the origins of the Olympics and fast-forward attendees to firsthand stories of athletic success.

Kelly has been on the front lines of nine Olympics and in the finish area for more than 130 U.S. Olympic and World Championship medals. Kelly credits his passion directly to the 1960 Olympics in Squaw Valley.

The event will be at the Olympic Valley Lodge. Admission is free. Doors open at 5:30pm. Keynote address from 6:30-7:30pm, with Q&A following the presentation. Refreshments and a cash bar will be available.

Americans retire later, die sooner, sicker in between

By Ben Steverman, Bloomberg

The U.S. retirement age is rising, as the government pushes it higher and workers stay in careers longer.

But lifespans aren't necessarily extending to offer equal time on the beach. Data released last week suggest Americans' health is declining and millions of middle-age workers face the prospect of shorter, and less active, retirements than their parents enjoyed.

Here are the stats: The U.S. age-adjusted mortality rate—a measure of the number of deaths per year—rose 1.2 percent from 2014 to 2015, according to the Society of Actuaries. That's the first year-over-year increase since 2005, and only the second rise greater than 1 percent since 1980.

[Read the whole story](#)

Road Beat: Hyundai Elantra Value Edition, a super deal



The Hyundai Elantra Value Edition is priced for most wallets.
Photos/Larry Weitzman

By Larry Weitzman

Hyundai has in the past few years taught the Japanese manufacturers a thing or two, doing what I refer to as out Japaneseing the Japanese. They make high quality cars that perform well in all categories, becoming an almost default brand. In other words, it's a brand you buy without even thinking about it as you know you just can't go wrong. This new Elantra Value edition is one of those very few, special cars.

First it stickers for \$20,000 plus \$835 for the train from its Montgomery, Ala., assembly plant. But this is no bare bones ride. It comes with full power including the drivers' seat. It even has auto dimming headlights, heated front seats and blind spot detection, all standard.

And being an Elantra it comes with honest good looks. A great

looking, hexagonal aggressive grille, slick LED parking lights, a great window line and a strong appearance. It is one good looking ride. It is 180-inches long and rides on a long 106-inch wheelbase. At 71-inches wide and a 56-inch height just add to its strong, aggressive nature. At 0.27 coefficient of drag, it is also a wind cheater.

Under the bonnet is Hyundai's 2.0L DOHC, 16 valve direct injected Atkinson cycle engine, meaning higher compression and late closing intakes valves which improve engine efficiency at a small loss in overall hp. But it still pumps up 147 hp at 6,200 rpm and 132 pounds of twist at 4,500 rpm. It drives the front wheels via a very smooth six speed automatic torque converter cog-swapper. It hunts a bit when driving aggressively and that's understandable when applying the whip to all those horses.

At full tilt boogie this Elantra will scamper from 0-60 mph in 8.91 seconds, an above average time for an inexpensive compact. Passing times are also above average with a level 50-70 mph simulated pass of 4.95 seconds and the same test up a steep grade slows that time to 9.16 seconds. All good times for compact, especially when considering how it sips fuel. Throttle response is quite lively giving the driver a fun, guilt free time behind the wheel.



Specifications

Price \$21,210 about \$21,210

Engine

2.0L DOHC, 16 valve direct injected inline four 147 hp @ 6,200 rpm, 132 lb.-ft. of torque @ 4,500 rpm

Transmission

Six speed torque converter automatic

Configuration

Transverse mounted front engine/front wheel drive

Dimensions

Wheelbase 106.3 inches

Length 179.9 inches

Width 70.9 inches

Height 56.5 inches

Track (f/r) 61.2/61.6 inches

Ground clearance 5.3 inches

Fuel capacity 14.0 gallons

Trunk capacity 14.4 cubic feet

Passenger cabin volume 95.8 cubic feet

Weight 2,811-2,976 pounds

Steering lock to lock 2.7 turns

Turning circle 34.78 feet

Wheels 16-inch alloys

Tires 205/55X16

Coefficient of drag 0.27

Performance

0-60 mph 8.91 seconds

50-70 mph 4.95 seconds

50-70 uphill 9.16 seconds

Top speed Well into triple digits

Fuel economy EPA rated at 28/37/32 (automatic) mpg

city/highway/combined.
Expect 33-34 mpg in rural
country driving with some
stop and go. 43-48 mpg on
the highway at legal speeds.

Fuel economy is EPA test rated at 28/37/32 mpg city/highway/combined. But the Elantra did even better than those numbers in my testing. At a constant 70 mph in a two-way 20-mile run, the Elantra averaged 47.8 mpg or a solid 10 mpg more than the EPA test. They must have forgot to release the emergency brake. In my 210-mile run to Carson City and back averaged 40.6 mpg with only 10 miles of that trip spent on a constant speed multilane highway. At least 30 miles were spent in Carson City and South Lake Tahoe stop and go traffic and the rest of the time was spent going up and down the Sierra on two lane roads with at least a dozen full throttle passes. Overall fuel economy was about 36-37 mpg in the 500 miles of testing.

And instead of the usual 13.2-gallon fuel tank, Hyundai has a larger 14-gallon unit. Kudos, Hyundai. That means an easy 500 miles and I suspect even 600 miles, if your tank can last that long.

Suspenders are MacPherson struts up front and a semi-independent torsion beam in the rear with gas shocks and coils in all four corners. Steering is a quick (2.7 turns lock to lock) electric power rack. Wheels are 16 inch alloys shod with 205/55's a mid-size handling tire so the Elantra is a bit more playful although in aggressive driving in the twisties it had gobs of grip and it was a no brainer to push it hard as it was very benign and extremely predictable. It just followed my input perfectly without complaint. Nicely done Hyundai, and this is supposed to be some super economy budget sedan. Not hardly. Let me turn on the seat heater.

Ride quality is even better. This Hyundai is smooth and quiet.

No road, wind or tire noise. Even coarse roads are quiet. Ride is slightly less than firm, meaning its very compliant, nicely controlled and bank vault solid. Coast to coast would be no issue and as cheap as a super cut rate discount airline fare even if doing it solo and no need to rent a car when you get there. Just might take a day or two longer. But if you are doing 400-500 miles, the Hyundai will be within an hour in the time department and cost you much less, never mind the need to rent a car. I know I have done it several times driving to L.A. and to Portland.

Safety is all there including standard blind spot detection and a big screen rear view camera. All the acronyms are present and the brakes are strong (four-wheel discs, ABS, etc.) and the headlights very good, especially with the aforementioned auto dimming. All standard equipment.

Inside is a quality interior, no cheaping out here, all first quality. The cloth seats are surprisingly comfortable and with power in the driver's seat, infinitely adjustable and on those cold mornings, just turn on the butt warmer, passenger too. Soft touch materials abound and the instrument panel is perfect. Large tach and speedo left and right flanking the center trip/info computer with easy to use steering wheel controls for the sound system, bluetooth and cruise as well. This could be a model for how to do a center stack. There is nothing lacking.

Rear seating is roomy for two and OK for three. The trunk is huge (for a compact) at 14.4 cubes. When you add the cabin volume of 95.8, it puts the Elantra into a midsize car category in a compact size.

Pricing for this ride as said above totals \$21,210 with the train ride from Alabama. And the engine and tranny are manufactured here in the USA. The only extra or up charge on this ride are the perfunctory embroidered floor carpets/mats (\$125). When are manufacturers going to throw them in for

free? Hyundai throws in what would be about a \$2,000 up charge their 10 year/100,000-mile powertrain and a five year/60,000-mile whole car warranty for free, why not the floor mats? Notwithstanding, this Elantra is the real deal in a compact, just buy the dang floor mats, they look good and fit perfect.

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.

A skier's struggle with depression

By Megan Michelson, Powder

The crash was classic Jackie Paaso. It was April, in Verbier, Switzerland, for the final stop of the Freeride World Tour. Paaso, a veteran competitor on the FWT and the 2016 winner on this venue, skied the top of the famous Bec des Rosses relatively conservatively, arcing fast, fluid turns and hitting a couple of tiny airs. The on-air announcer wondered aloud if she was going to step up her game.

I've known Paaso for years, but it's still hard to get a read on her. Like her ski style, her personality feels like one of extremes. Some days, she's warm and pleasant, a quiet girl in the corner observing everything. Other days, she turns inward, closing herself off, while her penetrating and steely blue eyes reveal a crippling shyness.

Paaso tells me she has been keeping a secret for a long time—one she's hidden even from close family and friends—but

she's ready to open up. For years, Paaso suffered from a devastating depression that nearly broke her and her ski career. Most don't know this side of her. The 35-year-old has always been good at hiding it.

Read the whole story

Finding solutions to chronic hip pain

By Robert Rupp

When medications and other treatments don't help your hip pain, you may have hip arthritis. Surgery to replace the hip joint may be the answer. An orthopedic surgeon who has experience with hip arthritis will understand your frustration with the pain and be able to help you get back to living your daily life.



Robert Rupp

What is hip arthritis?

Hip arthritis is an inflammation of the hip joint. Your hip is a ball in a socket. When you move your hip, the ball turns in the socket. When the natural cushion between the ball and socket wears away, you are left with bone on bone. As the

bones move together, the pain begins. Your body cannot repair bone-on-bone pain or replace the lost cushion between the bones.

How do I know if I have hip arthritis?

Common symptoms include:

- Swelling
- Pain
- Stiffness
- Inability to get up, walk, or climb without pain

Hip arthritis can cause permanent hip joint changes. Severe hip arthritis pain can become steady and not go away. You may not be able to continue your daily activities.

What can I do to for my hip arthritis?

If you think you have hip arthritis, you should see an orthopedic doctor to discuss your treatment options. Your doctor may recommend hip replacement surgery to lessen your pain and help you get back to normal daily living.

What is hip replacement surgery?

The procedure is called anterior hip replacement. The orthopedic surgeon will remove your worn-out hip joint and replace it with a new joint made of metal and plastic.

Anterior hip replacement surgery is different from the original hip replacement procedure. It offers many advantages:

- It is minimally invasive. The incision is smaller, and thinner needles are used during the surgery.
- The surgeon will not cut any muscles.
- The surgery is performed from the front of the body,

not the backside of the hip. This approach better protects the hip joint.

- Your stay in the hospital will be shorter.
- You will have less pain after the surgery.
- You will feel more balanced when you stand up.
- You will have fewer restrictions after surgery, and you'll begin walking sooner.

You may be hesitant about having hip surgery. Take time to have a discussion with an orthopedic surgeon who can address your concerns. There are options to help you manage hip arthritis pain.

Robert Rupp is an orthopedic surgeon at Tahoe Orthopedics & Sports Medicine. In a wellness lecture on Nov. 1 he will be speaking for free about Minimally Invasive Treatments for Hip Pain at Lake Tahoe Community College's board room at 6pm.

Herb Wheeler – 1929-2017



Herb Wheeler

Herbert King Wheeler passed away peacefully on Oct. 28, 2017, in Reno with his wife, Donna, by his side. He was 88.

He was born April 10, 1929, at Morton Hospital in Taunton, Mass., to Charles Alden Wheeler and Marion King Wheeler. Herb spent his early and teen years in Mansfield, Mass., where he attended

Mansfield schools and was active in the scouting program and attained the rank of Eagle Scout.

In 1945, he transferred to Tabor Academy in Marion, Mass., where he graduated with the class of 1948. Herb attended Hobart College in Geneva, N.Y., and Babson in Wellesley, Mass.

He then joined the U.S. Navy, where he trained at Pensacola, Fla. He earned his Navy wings in April 1952. Herb flew fighters with VF-81 at Oceana, Va., and served on carriers USS Coral Sea and USS Antietam.

After release from the Navy he worked briefly in his father's insurance business while continuing to fly with the Naval Reserve at NAS South Weymouth. Herb left the Naval Reserve with the rank of commander.

In 1956 Herb joined Trans World Airlines where he flew domestic and international routes for the next 31 years as first officer and later as captain.

He has made his home for 44 years in Zephyr Cove. He loved traveling and has visited much of the world while working and for pleasure with his wife, Donna. Herb loved flying his Lake Amphibian across the country and on several area lakes. He also spent many years boating on Lake Tahoe with Donna and many friends and family who joined them.

Herb particularly loved flying for the Navy and his career with Trans World Airlines where he accumulated nearly 22,000 flight hours.

He was a life member of the Association of Naval Aviation, Tail Hook Association, member and former president of the Military Officers Association Lake Tahoe Chapter, Sons in Retirement, Quiet Birdmen MEV Hangar, Crystal Bay Yacht Club, National Eagle Scouts Association, TWA Seniors and Pacific Northwest TWA Ambassadors.

Herb is survived by his beloved wife of 34 years, Donna, and four children from a previous marriage: Valerie Taylor (Jack), Kimberly Ludwig (Ray), Bradford Wheeler, Stephanie Putnam (Kevin) and 10 grandchildren.

His wishes are to be cremated and his remains interred in the Court of Honor at Happy Homestead Cemetery in South Lake Tahoe. He requests there be no memorial services and donations be made to a favorite charity in his memory.

He will be greatly missed by his family and many friends and hopes to be remembered for the good and happy times that were shared together.

Swimming dogs to raise money for ACT

Animal Coalition of Tahoe and Tahoe Beach Retreat are teaming up to offer a unique event for South Lake Tahoe. Doggie Dive-In is an opportunity for dogs to go swimming in the Tahoe Beach Retreat pool before it closes for the season.

The Doggie Dive-In will be Nov. 4 from noon to 2pm. If your dog isn't a big swimmer or if you don't have a dog, you're still invited.

It's \$5 per dog to swim, and all proceeds support the ACT spay-neuter program.

The 3rd annual TBR Blizzardfest & Pray for Snow party on the beach will be that Saturday from 5-10pam.

ACT is a 501(c)3 nonprofit, all-volunteer corporation that operates the only low-cost spay-neuter program in the South Tahoe area.

For more information on the Animal Coalition of Tahoe Doggie Dive-In, email info@tahoeanimals.org.