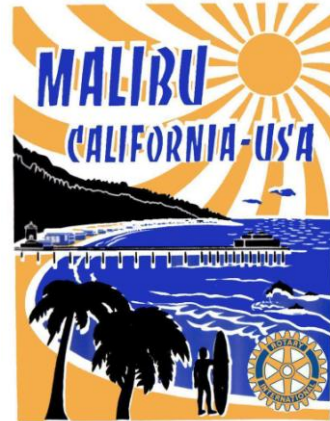




**ROTARY:  
MAKING A  
DIFFERENCE**



*The Award Winning*

## ***Malibu Rotary Club Surfwriter***

November 15 2017

**Official Newsletter of the Rotary Club of Malibu  
Malibu Rotary Club President Bianca Torrence  
Pictures by John Elman**

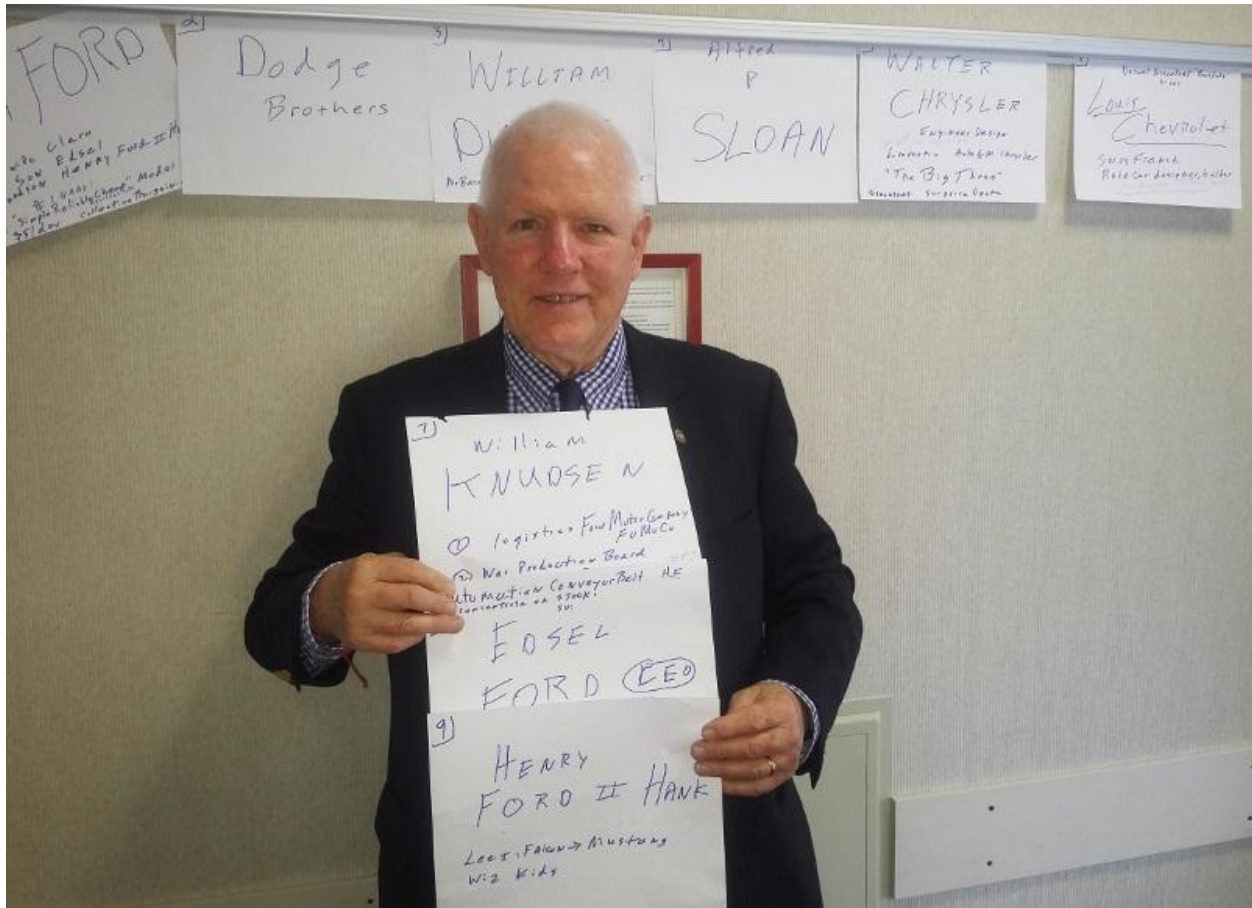
**Edited by Dr. John W. Elman**

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- Next Week on November 22 **NO MEETING—ENJOY THANKSGIVING**
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- Check [Calendar](#) on Malibu Rotary website [www.maliburotary.org](http://www.maliburotary.org)
- Rotary International Website: [www.Rotary.org](http://www.Rotary.org)
- Rotary District 5280 Website: [www.rotary5280.org/](http://www.rotary5280.org/)
- RI President (2017-2018) Ian H.S. Riseley

- Rotary District 5280 Governor ( 2017-2018) Cozette Vergari

## Bill Wishard Talks about "9 Engines Who Built America, Won World Wars Building Cars"



On August 18 of this year Malibu Rotary Club Past President Bill Wishard had been wheeled into a recovery room in the Cardiac Observation Unit of UCLA Ronald Reagan Medical Center after being treated with electrical cardioversion, electric shock to his heart to treat Atrial fibrillation, or AFib, or heart arrhythmia, that he had been experiencing. The procedure involved sedation with Propofol, which put him into a twilight zone kind of fog, after which he awoke with a TV in his room tuned to the History Channel, which was showing a 3 hour episode on the beginning of the auto industry and how it affected America in the 20<sup>th</sup> century. Bill grew up in Indiana, home of the Indy 500, and has always had special interest in cars, and the people and industry surrounding the auto industry. As he was watching the show, he realized how many of the people mentioned in this show he already knew about, and that many of them had touched his life in some way. As he was watching the show he took note of nine people, and how they not only affected the development of the auto industry, but the history of America in the past century. It was at that time that Bill began thinking about a program he would give at Rotary

Club meeting, and thought of that catchy title of these nine iconic auto industry names, “9 Engines Who Built America, Won World Wars Building Cars.” These nine engines were in fact nine people, all mentioned in this History Channel show, who, by promoting automobiles, changed America, from the rural culture, with unpaved roads, with people that would use a horse and buggy for short transportation and trains for longer trips, to the industrialized urban culture, which auto has become, for better or worse, the main source of transportation. These were the people that Bill remembered from the show as he was awakening from his Propofol induced sleep.

1. **Henry Ford** – Bill chose Henry Ford for good reason. When it comes to bringing the automobile to the forefront, to make it an essential part of daily life, Henry Ford, more than anyone was the one to do it. After much experimentation and backing from investors, building cars for racing Henry Ford was able to accomplish his primary goal—to make a simple, reliable cheap car that everyone could afford—The Model T Ford. Bill wasn’t sure about dates, but much has been written about Henry Ford. Most of this information is on Wikipedia.

Henry Ford was born July 30, 1863, on a farm in [Greenfield Township, Michigan](#). In 1879, Ford left home to work as an apprentice [machinist](#) in Detroit. In 1882, he returned to Dearborn to work on the family farm, where he became adept at operating the [Westinghouse portable steam engine](#). He was later hired by [Westinghouse](#) to service their steam engines. During this period Ford also studied bookkeeping at [Goldsmith, Bryant & Stratton Business College](#) in Detroit. In 1891, Ford became an engineer with the [Edison Illuminating Company](#). After his promotion to Chief Engineer in 1893, he had enough time and money to devote attention to his personal experiments on gasoline engines. These experiments culminated in 1896 with the completion of a self-propelled vehicle which he named the [Ford Quadricycle](#). He test-drove it on June 4. After various test drives, Ford brainstormed ways to improve the Quadricycle.

In 1896, Ford attended a meeting of Edison executives, where he was introduced to [Thomas Edison](#). Edison approved of Ford's automobile experimentation. Encouraged by Edison, Ford designed and built a second vehicle, completing it in 1898. Backed by the capital of Detroit [lumber baron](#) William H. Murphy, Ford resigned from the Edison Company and founded the [Detroit Automobile Company](#) on August 5, 1899. However, the automobiles produced were of a lower quality and higher price than Ford wanted. Ultimately, the company was not successful and was dissolved in January 1901. Ford designed, built, and successfully raced a 26-horsepower automobile in October 1901. With this success, Murphy and other stockholders in the Detroit Automobile Company formed the [Henry Ford Company](#) on November 30, 1901, with Ford as chief engineer

In 1902, Murphy brought in [Henry M. Leland](#) as a consultant; Ford, in response, left the company bearing his name. With Ford gone, Murphy renamed the company the [Cadillac Automobile Company](#).

Teaming up with former racing cyclist [Tom Cooper](#), Ford also produced the 80+ horsepower racer "999" which [Barney Oldfield](#) was to drive to victory in a race in

October 1902. Ford received the backing of an old acquaintance, [Alexander Y. Malcomson](#), a Detroit-area coal dealer. They formed a partnership, "Ford & Malcomson, Ltd." to manufacture automobiles. Ford went to work designing an inexpensive automobile, and the duo leased a factory and contracted with a machine shop owned by [John and Horace E. Dodge](#) to supply over \$160,000 in parts. Sales were slow, and a crisis arose when the Dodge brothers demanded payment for their first shipment.

In response, Malcomson brought in another group of investors and convinced the Dodge Brothers to accept a portion of the new company. Ford & Malcomson was reincorporated as the [Ford Motor Company](#) on June 16, 1903,<sup>1</sup> with \$28,000 capital.

The [Model T](#) was introduced on October 1, 1908. It had the steering wheel on the left, which every other company soon copied. The entire engine and transmission were enclosed; the four cylinders were cast in a solid block; the suspension used two semi-elliptic springs. When the automobile was introduced in 1908 there were only 10 miles of paved roads. The car was very simple to drive, and easy and cheap to repair. It was so cheap at \$825 in 1908 (\$21,990 today) (the price fell every year) that by the 1920s, a majority of American drivers had learned to drive on the Model T.

Ford created a huge publicity machine in Detroit to ensure every newspaper carried stories and ads about the new product. Ford's network of local dealers made the car ubiquitous in almost every city in North America. As independent dealers, the franchises grew rich and publicized not just the Ford but the concept of automobiling; local motor clubs sprang up to help new drivers and to encourage exploring the countryside. Ford was always eager to sell to farmers, who looked on the vehicle as a commercial device to help their business. Sales skyrocketed—several years posted 100% gains on the previous year. Always on the hunt for more efficiency and lower costs, in 1913 Ford introduced the moving assembly belts into his plants, which enabled an enormous increase in production. Although Ford is often credited with the idea, contemporary sources indicate that the concept and its development came from employees.

Ford astonished the world in 1914 by offering a \$5 per day wage (\$120 today), which more than doubled the rate of most of his workers. The move proved extremely profitable; instead of constant turnover of employees, the best mechanics in Detroit flocked to Ford, bringing their human capital and expertise, raising productivity, and lowering training costs. Detroit was already a high-wage city, but competitors were forced to raise wages or lose their best workers. Ford's policy proved, however, that paying people more would enable Ford workers to afford the cars they were producing and be good for the local economy. He viewed the increased wages as profit-sharing linked with rewarding those who were most productive and of good character.

Real profit-sharing was offered to employees who had worked at the company for six months or more, and, importantly, conducted their lives in a manner of which Ford's "Social Department" approved. They frowned on heavy drinking, gambling, and (what today are called) [deadbeat dads](#). The Social Department used 50 investigators, plus support staff, to maintain employee standards; a large percentage of workers were able to qualify for this "profit-sharing."

Ford's methods were controversial but effective in shaping America.

Ford married Clara Jane Bryant in 1888 and they had one child, Edsel Ford. Clara was to influence Henry Ford's decisions.

2. **Dodge Brothers** - Horace and John Dodge worked in various parts of Michigan, until they were both hired by the Murphy Iron Works in Detroit, 1886. In 1896, Horace created a dirt-proof ball bearing at his home workbench; he shared credit with John in the patent. The brothers increasingly made automotive parts, rather than bicycles. Their reputation brought business from [Ransom Olds](#), the first automaker to use an assembly line. Dodge Brothers' plant made thousands of engines and transmissions for Oldsmobiles — which soon had a 30% share of car-building in the US (1903) Henry Ford had gone through two bankruptcies, and couldn't find financiers or suppliers who would work on credit. That may be why, when he approached the Dodge Brothers, they demanded a 10% stake in Ford's new company — and the right to all of Ford's assets in case of another bankruptcy. In return, they provided \$3,000 in cash, \$7,000 in parts, and their mechanical and business acumen. When Ford started making its first cars, Dodge had 135 employees making parts, and Ford had 12.

The Dodge brothers were tough, but fair: they gave up their other customers, borrowed \$75,000 for tooling, and created the production drawings and *all* mechanical parts for Ford's new company.

3. **William Durant** - In 1904, Durant began realizing his vision of building the car industry. Starting out as owner of Durant-Dort Carriage Company, in Flint, Michigan, the largest carriage manufacturer in the US, he invested a controlling interest in the Buick Motor Company, which had recently moved to Flint as part of Flint Wagon Works. He used his sales skills to enter Buick (which had only built 37 cars to date) into a New York auto show, returning with orders for 1,108 cars.<sup>[4]</sup> Durant and [Samuel McLaughlin](#) of Canada signed a 15-year contract to build Buick powertrains at [cost plus](#); they were called McLaughlin until 1942. Durant founded General Motors Holding Company on September 16, 1908, with \$500,000 in Buick stock that Durant traded McLaughlin for \$500,000 of McLaughlin stock, making McLaughlin one of General Motors' biggest shareholders. That same year, GM bought Buick and Oldsmobile, and started an automobile conglomeration on a major scale. In 1909 Durant bought Cadillac and Oakland, later called Pontiac, and many parts-manufacturing companies, paint and varnish companies, axle and wheel companies, etc., and merged them with GM.

4. **Alfred P Sloan** — Alfred P Sloan was a long-time [President, chairman](#) and [CEO](#) of [General Motors Corporation](#).<sup>[2]</sup> Sloan, first as a senior executive and later as the head of the organization, helped GM grow from the 1920s through the 1950s, decades when concepts such as the annual model change, [brand architecture](#), [industrial engineer](#), [automotive design](#) (styling), and [planned obsolescence](#) transformed the industry, and when the industry changed lifestyles and the [built environment](#) in America and throughout the world. Sloan's memoir, *My Years with General Motors*, written in the 1950s exemplified Sloan's vision of the professional

manager and the carefully engineered corporate structure in which he worked. It is considered one of the seminal texts in the field of modern management education

5. **Walter Chrysler** - Chrysler apprenticed in the railroad shops at Ellis Kansas as a **machinist** and railroad mechanic. Chrysler's automotive career began in 1911 when he received a summons to meet with **James J. Storrow**, a banker who was a director of **Alco**. Storrow asked him if he had given any thought to automobile manufacture. Chrysler had been an auto enthusiast for over five years by then, and was very interested. Storrow arranged a meeting with **Charles W. Nash**, then president of the **Buick Motor Company**, who was looking for a smart production chief. Chrysler, who had resigned from many railroading jobs over the years, made his final resignation from railroading to become works manager (in charge of production) at Buick in **Flint, Michigan**. He found many ways to reduce the costs of production, such as putting an end to finishing automobile undercarriages with the same luxurious quality of finish that the body warranted.

In 1916, **William C. Durant**, who founded **General Motors** in 1908, had retaken GM from bankers who had taken over the company. Chrysler, who was closely tied to the bankers, submitted his resignation to Durant, then based in New York City.

Durant took the first train to Flint to make an attempt to keep Chrysler at the helm of Buick. Durant made the then-unheard of salary offer of US\$10,000 (US\$165,000 in today's dollars) a month for three years, with a US\$500,000 bonus at the end of each year, or US\$500,000 in stock. Additionally, Chrysler would report directly to Durant, and would have full run of Buick without interference from anyone. Apparently in shock, Chrysler asked Durant to repeat the offer, which he did. Chrysler immediately accepted.

Chrysler ran Buick successfully for three more years. Not long after his three-year contract was up, he resigned from his job as president of Buick in 1919. He did not agree with Durant's vision for the future of General Motors. Durant paid Chrysler US\$10 million for his GM stock. Chrysler had started at Buick in 1911 for US\$6,000 a year, and left one of the richest men in America. GM replaced Chrysler with **Harry H. Bassett** a protege who had risen through the ranks at the Weston-Mott axle manufacturing company, by then a subsidiary of **Buick**.

6 **Louis Chevrolet - Louis-Joseph "Louis" Chevrolet** was a **Swiss-American** race car driver, co-founder of the **Chevrolet Motor Car Company** in 1911, and a founder in 1916 of the **Frontenac Motor Corporation**. On November 3, 1911, Chevrolet co-founded the **Chevrolet Motor Car Company** with Durant and investment partners William Little (maker of the **Little automobile**) and Dr. Edwin R. Campbell, son-in-law of Durant and friend of **Samuel McLaughlin** of the **McLaughlin Car Company of Canada Ltd**. The company was established in Detroit. One story tells the choosing of the company's logo as a modified **Swiss cross**, to honor Chevrolet's homeland.<sup>[4]</sup> Another story tells of the Chevrolet logo as a design taken from the wallpaper of a Paris hotel room where Louis once stayed.

Chevrolet had differences with Durant over the car's design, and in 1915 sold Durant his share in the company and started McLaughlin's Company in Canada building Chevrolets.

By 1916 the trading of Chevrolet stock for GM Holding stock enabled Durant to repurchase a controlling stake in [General Motors](#), and by 1917 the Chevrolet company that Louis had co-founded was merged as a company into General Motors after the outstanding Chevrolet stocks were purchased from McLaughlin in 1918. The McLaughlin Car Company then merged with his Chevrolet Motor Company of Canada Ltd. to become [General Motors of Canada Ltd.](#) in 1918, prior to the incorporation of the General Motors Corporation in the U.S. when General Motors Company of New Jersey dissolved.

7. **Edsel Ford - Edsel Bryant Ford** was the son of Clara Jane Bryant Ford and the only recognized child of [Henry Ford](#). He was the president of [Ford Motor Company](#) from 1919 to his death in 1943. His eldest son was [Henry Ford II](#). Edsel worked closely with his father, as sole heir to the business, but was keen to develop cars more exciting than the [Model T](#) ("Tin Lizzie"), in line with his personal tastes. Even as president, he had trouble persuading the older man to allow any departure from this formula. Only a change in market conditions enabled him to develop the more fashionable [Model A](#) in 1927. Edsel also founded the [Mercury](#) division and was responsible for the [Lincoln Zephyr](#) and [Lincoln Continental](#). He introduced important features, such as hydraulic brakes, and greatly strengthened the company's overseas production.

8. **William Knudson** – Knudsen was working for the John R. Keim Company of Buffalo, New York, a bicycle and auto parts maker, when the [Ford Motor Company](#) bought it in 1911 for its steel-stamping experience and tooling. Knudsen worked for Ford from 1911 to 1921, a decade that saw the formative development of the modern [assembly line](#) and true [mass production](#). Working first for the [Ford Motor Company](#) and later for [General Motors](#) from 1921, Knudsen became an expert on mass production and a skilled manager. Knudsen was president of the [Chevrolet](#) Division of [General Motors](#) from 1924 to 1937, and was president of General Motors from 1937 to 1940.

In 1940, [President Roosevelt](#), at the recommendation of [Bernard Baruch](#), asked Knudsen to come to Washington to help with war production. Knudsen was appointed as Chairman of the Office of Production Management and member of the National Defense Advisory Commission, for which he received a salary of \$1 per year.

The entire automobile industry, the plans of Ford and GM, made only military vehicles.

In January 1942, Knudsen received a commission as a [lieutenant general](#) in the U.S. Army, the only civilian ever to join the Army at such a high initial rank, and appointed as Director of Production, [Office of the Under Secretary of War](#). In this capacity, he worked as a consultant and a troubleshooter for the War Department.

In both of these positions, Knudsen used his extensive experience in manufacturing and industry respect to facilitate the largest production job in history. In response to the demand for war [materiel](#), production of machine tools tripled. Total aircraft produced for the US military in 1939 was less than 3,000 planes. By the end of the

war, America produced over 300,000 planes, of which the [Boeing B-29 Superfortress](#) benefitted greatly from Knudsen's direction. Production of both cargo and Navy ships also increased astronomically. Knudsen's influence not only smoothed government procurement procedures, but also led companies that had never produced military hardware to enter the market. America outproduced its enemies. As Knudsen said, "We won because we smothered the enemy in an avalanche of production, the like of which he had never seen, nor dreamed possible."<sup>[11][12][13]</sup>

He was appointed Director of the [Air Technical Service Command](#) when it was founded in July 1944 at [Patterson Field, Ohio](#). He served in the Army until his resignation on June 1, 1945.

**Henry Ford II- Henry Ford II** sometimes known as "HF2" or "Hank the Deuce", was the eldest son of [Edsel Ford](#) and eldest grandson of [Henry Ford](#). He was president of the [Ford Motor Company](#) from 1945 to 1960, chairman and chief executive officer (CEO) and chairman for several months thereafter. Notably, under the leadership of Henry Ford II, Ford Motor Company became a publicly traded corporation in 1956. From 1943 to 1950, he also served as president of the [Ford Foundation](#).

When his father [Edsel](#), president of Ford, died in May 1943 (during [World War II](#)), Henry Ford II was serving in the [Navy](#) and unable to take over the presidency of the family-owned business. The elderly and ailing [Henry Ford](#), company founder, re-assumed the presidency. By this point in his life, the elder Ford was mentally inconsistent, suspicious, and no longer fit for the job; most of the directors did not want to see him as president. But for the previous 20 years, although he had long been without any official executive title, he had always had de facto control over the company; the board and the management had never seriously defied him, and this moment was not different. The directors elected him, and he served until the end of the war. During this period the company began to decline, losing over \$10 million a month. The administration of President [Franklin D. Roosevelt](#) had been considering a government takeover of the company in order to ensure continued war production, but the idea never progressed to execution.

Henry Ford II left the Navy in July 1943 and joined the company's management a few weeks later. After two years, he assumed presidency of the business on September 21, 1945. Since it had been assumed that Edsel Ford would continue in his capacity as president of the company for much longer than turned out to be the case, Henry Ford II had received little grooming for the position, and he took over the company during a chaotic period; its European factories had suffered a great deal of damage during the war, and domestic sales were also in decline.

Henry Ford II immediately adopted an aggressive management style. One of his first acts as company president was to place [John Bugas](#) in charge of taking control of the company from its entrenched management and firing [Harry Bennett](#), head of the Ford Service Department, whom his grandfather initially hired to stifle attempts at [unionization](#). Next, acknowledging his inexperience, he hired several seasoned executives to support him. He hired former [General Motors](#) executives [Ernest Breech](#) and Lewis Crusoe away from the [Bendix Corporation](#). Breech was to serve in the coming years as HF2's business mentor, and the



Breech–Crusoe team would form the core of Ford's business expertise, offering much-needed experience.

Additionally, Henry Ford II hired ten young up-and-comers, known as the "[Whiz Kids](#)". These ten, gleaned from an [Army Air Forces](#) statistical team, Henry Ford II envisioned as giving the company the ability to innovate and stay current. Two of them, Arjay Miller and [Robert McNamara](#), went on to serve as presidents of Ford themselves. A third member, [J. Edward Lundy](#), served in key financial roles for several decades and helped to establish Ford Finance's reputation as one of the best Finance organizations in the world. As a team, the "whiz kids" are probably best remembered as the design team for the [1949 Ford](#), which they took from concept to production in nineteen months, and which re-established Ford as a formidable automotive company. It was reported that 100,000 orders for this car were taken the day it was introduced to the market.

Bill added some names to the list from people he remembered. Among them was someone from Indiana, and Bill remembers him especially because the prep school he attended was on Carl Fisher's property.

In 1904, Carl Fisher was approached by the owner of a U.S. [patent](#) to manufacture acetylene [headlights](#). Soon Fisher's firm supplied nearly every headlamp used on automobiles in the United States as manufacturing plants were built all over the country to supply the demand. The headlight patent made him rich as an automotive [partssupplier](#) and led to friendships with notable auto magnates. Fisher made millions when he and partner [James A. Allison](#) sold their [Prest-O-Lite](#) automobile headlamp business to [Union Carbide](#).

Fisher also entered the business of selling automobiles, with his friend [Barney Oldfield](#).<sup>[4]</sup> The [Fisher Automobile Company](#) in [Indianapolis](#) is considered most likely the first [automobile dealership](#) in the United States. It carried multiple models of [Oldsmobile](#), [Reo](#), [Packard](#), [Stoddard-Dayton](#), [Stutz](#), and others. Fisher staged an elaborate publicity stunt in which he attached a hot air balloon to a white Stoddard-Dayton automobile and flew the car over downtown Indianapolis.

In 1909, Fisher joined a group of [Indianapolis](#) businessmen in a new project. He, [Arthur C. Newby](#) (president of [National](#)), [Frank H. Wheeler](#) (maker of the [Wheeler-Schebler carburetor](#)), and [James A. Allison](#) (partner in [Prest-O-Lite](#)) invested in what became [Indianapolis Motor Speedway](#), which is now surrounded by the city of Indianapolis. The first automobile race in August 1909 ended in disaster. The loose rock track led to numerous crashes, fires, terrible injuries to race car drivers and spectators, and deaths. The race was halted and canceled when only halfway completed

Undeterred, Fisher convinced the investors to install 3.2 million paving bricks, leading to the famous nickname "the brickyard". (This persists, even though it has since been resurfaced.) The Speedway reopened and, on [Memorial Day](#), May 30, 1911, 80,000 paying spectators at \$1 admission (and many thousands more unpaid in overlooking buildings and trees) watched the 500-mile (800 kilometers) event, the first in a long line of races known as the [Indianapolis 500](#)

"Blossom Heath" was Fisher's estate in Indianapolis. Completed in 1913, it was built on Cold Spring Road between the estates of his two friends and Indianapolis Motor Speedway

partners, [James A. Allison](#) and [Frank H. Wheeler](#). The house included portions of an earlier house on the site and featured a 60-foot-long living room with a 6-foot-wide fireplace where logs burned all day. There were twelve bedrooms and a huge glass-enclosed sun porch. Fisher built a house for his mother on the southern part of the estate. The estate also included a five-car garage, an indoor swimming pool, a polo course, a stable, an indoor tennis court and gymnasium, a greenhouse, and extensive gardens. A newspaper article dated February 2, 1913, described the simple dignity of the house. Unlike some of his friends and neighbors, Fisher built a large but simple house decorated primarily in yellow, his favorite color. It did not contain exotic woodwork, elaborate carvings, or extensive decoration.

In 1928, after Fisher moved permanently to [Miami Beach](#), the Fisher estate in Indianapolis was leased and later purchased by the Park School for Boys. The Fisher mansion was damaged by fire in the 1950s and the rear portion of the house was demolished and replaced with a classroom wing during 1956–57. The property was sold to [Marian College](#) in the 1960s and combined with two nearby estates into one 110-acre (0.45 km<sup>2</sup>) campus. Today none of Fisher's original buildings remain on the Marian College campus.

So if you go there don't expect to find a student desk that is engraved with "William N Wishard III sat here."

### **Other News and Guests at Last Malibu Rotary Club Meeting**

There were 2 guests and 1 member whom we hadn't seen in a couple months at the November 15 meeting of the Malibu Rotary Club—wintertime regular guest Past Rotary District Governor **Tom Bos** from Holland, Michigan; and **Mark Keller**, a Malibu resident from the Big Rock area, who attended the Malibu Halloween Fund Raiser and, who attended the Rotary District Breakfast last Tuesday at the Crowne Plaza Hotel with PDG Tom, were the guests. The member who we all welcomed back was our current Club President **Bianca Torrence**. There were hugs all around for Bianca. After the passing of her 31 year old Olympian son **David Torrence** in August, Bianca has been unable to be with us. In December she will be in Peru, her birthplace, and the country David represented at the Rio Olympics. Because of his contributions to the sport of running in Peru, a permanent memorial for David will be made in Peru, and Bianca will be there to help set that up. Bianca hopes to be back with us after the first of year. We send our thoughts, prayers and love to Bianca wherever she is.

**Wings over Wendy's Founder Lt Col (Ret) Ed Reynolds will explain why he started This organization when speaks at the Malibu Rotary Club November 29.**



Ani Dormenjian, who is a realtor at the Coldwell Banker Malibu office, was a speaker at Wings over Wendy's in West Hills, where a 100 retired military pilots meet every Monday morning at 9 a.m. — before the restaurant is open to the public — Ron Ross, who runs the Wendy's in West Hills, lets the guys come in early to grab a coffee and a bagel or Danish for a buck sixty-five, and have their meetings. Ani has been the chair of the Malibu City Veterans Day Celebration for most of its 18 years. There was a limousine provided from Wendy's to the Malibu Veteran's Day Celebration on November 11. On November 29 the Malibu Rotary Club will feature **Lt Col (Ret) Ed Reynolds**, who was in charge of USAF & Navy Aircraft at the Pentagon, will explain why he started Wings over Wendy's. There are about 300 people in Wings Over Wendy's and about 100 attend the meeting each week.

**CALENDAR** (see up to date calendar on [maliburotary.org](http://maliburotary.org))

**November 22 2017 there will be no Malibu Rotary Club meeting**

**November 29 2017 Lt Col (Ret) Ed Reynolds -- Why I started Wings Over Wendy's**

**December 1 2017- Friday at 6:00 p.m. John Elman invites everyone to see him play drums with the Malibu Jazz Ensemble at the City of Malibu Winter Showcase at the Malibu Civic Theater (Malibu City Hall) on Stuart Ranch Road. Program will open with Senior Choir and Twilight Tappers. Band, which features both classic jazz standards and a couple of original compositions by singer and flutist Piper Hinson will close the program. Parking and Admission are free. See video from 2016 concert at <https://www.youtube.com/watch?v=gvI0G1eKBqw>**