

**St. Andrews Society of NW Michigan**  
**“Northern Thistle”**  
**October 2017**



**Friday, December 1 – Saint Andrews Day Potluck Dinner at Grace Episcopal Church, Traverse City – 5:00**

**Friday, January 26 – Annual Robert Burns Night – details soon**

**Sunday, April 8 – Annual spring get together**

**Grand Traverse Pipes & Drums Schedule:**

Reformation Sunday, Oct 29, TC Presbyterian Church; Scottish luncheon at 11:45 (tickets 946-5680)

Saturday, Nov 11 – Veterans Day ceremony, Veterans Park 5pm

**Contest!** The SASNM needs a logo. Ideas? Send proposed design(s) to SASNM, PO Box 2303, TC 49685. It should measure 3x5" on 8.5x11" paper, and contain the group's name and 'founded in 1997.' Receipt deadline: Nov 26. The winner will be announced at the Dec potluck. To ensure an unbiased decision, please send it anonymously (without return address), keeping a copy for yourself. The board thanks you in advance!

**Members:** Need anything from Ackroyd's for the holidays? (Menu is on line.) Let me know by Nov 16. I'll freeze it and bring on December 1st. Ackroyd's does ship, but I'm happy to offer this perk for members of the *only* Scottish club in the north! And FYI, Ackroyd's generously donated shortbread for our booth at the GT pipe band concert in August. mjs

*Travels With the McColls, Chapter 2:*

Those of a certain age might know that the British were not bad engineers in their time. For example, about 75 years ago, Rolls Royce developed the Merlin aircraft engine that was put in everything from Spitfires to Avro Lancasters. And there is a long ago pride in the automotive industry. Those days have passed and the engineers have moved to different fields like software engineering or designing Dyson vacuums and blowers. So the old British car manufacturers slowly gave up the ghost, joined with other companies or

died off. Who remembers Humber, Riley, Morris, MG, Rover, Austin, Daimler, Wolseley, Hillman, Rootes, Sunbeam, and soon Vauxhall? Rolls Royce, Bentley and Mini are owned by German companies; Jaguar and Land Rover by an Indian company.

I was surprised on our latest trip to see so many Audi, BMW and Mercedes cars. Maybe the economy is not performing badly. SUV's and crossovers are increasing in popularity, though mostly smaller than what we have in the States. A Kia Sorento would be considered quite large there, as well as the Honda CR-V which my niece's family use for towing their caravan (camper). They had a Honda Accord, but that just did not work for the trailer.

Rugged shorelines with rivers and firths (tidal estuaries where the river meets sea water) create a need for lots of bridges. The 19th century saw the development of railroad bridges, the two most famous in Scotland crossing the Forth and Tay, although they had to make a second attempt with the latter. This one has stood the test of time though the trains slow down across the middle section. The 60s were the time for road bridges, again crossing the Forth and the Tay. Just recently, the Forth got its fifth bridge. Upstream, the old Kincardine opening Road Bridge has been joined by an almost parallel Clackmannanshire bridge to relieve traffic, and up at the tidal area of Queensferry, the cantilevered rail bridge and the suspension road bridge have been joined by a new road bridge, again to relieve congestion and structural weaknesses. A 3-tower cable-stayed design, it's more indicative of 21st century design.

We took my sister on an outing our last full day there. We were suffering from Scottish colds and not very enthusiastic about the drive. As I said in Chapter 1, driving in Scotland is not for the faint hearted. We intended to cross the Kincardine Bridge, about 50 miles from my sister's home. Less than a mile away, at the last roundabout, there was a bridge diversion sign. We did not see another diversion sign for almost 20 miles, and that took us over the old Forth Road Bridge. Later that day, we missed our sign to cross the Kincardine Bridge and ended up on the new Clackmannanshire Bridge. A few miles up the road we came to a roundabout, took the wrong exit and realized we had been there earlier that day. A quick turn around and we were headed back home, but first a stop at the Powmill Milk Bar for a late lunch

and needed rest. More than 50 years ago, our family used to stop there on trips to St. Andrews. Then it was simple farm fare, now a more varied menu, but still providing a good place to take a break. – Alan McColl



**A member** forwarded a Wall Street Journal article on the importance of RSVPs. Ellen Byron wrote that luggage-insurance company Blue Ribbon Bags got burned at their holiday party. Ninety-six unexpected guests showed up, overwhelming the sit-down dinner for 250.

“We are worse at RSVP-ing than we ever have been,” says Lizzie Post of the Emily Post Institute. “We want to be able to decide that morning if we want to go that night—we have forgotten how to simply commit.”

Ms Byron adds that “Tardy responses or none at all create a ripple effect of party problems, including last-minute haranguing by the hosts, overwhelmed party spaces and food shortages.”

**On October 1<sup>st</sup>,** Professor Tom Gordon addressed our club on the Scots and American history. Your editor wasn’t there, but heard rave reviews, and the consensus of opinion is that he will be invited back! Photo P. 4.

**Member News:** the Sarnas host an annual ice cream social in their Troy subdivision. Besides the set-up, clean up and welcoming neighbors for 3 hours, there *is* one perk: The hosts get to keep left over ice cream. Of course they always share with the homeowners’ association president . . . after Don takes his pick. ☺ Photo P 4.

**Yuk for the day:** A keen Scottish rugby supporter was watching a match against England at Murrayfield. Beside him was the only empty seat in the stadium. “Whose seat is that?” asked a man on the other side. “It’s my wife’s.” Fellow asks “Why isn’t she here?” Husband says, “She’s dead.” Guy says, “Well, why didn’t you give the ticket to one of your friends?” Husband replies, “They’re all at the funeral.” (Groan)



**Professor Tom Gordon**  
Photo by Fred Stoye

**2018 Officers & Committees:**

<b>President</b>	<b>Jim Mills</b> <a href="mailto:jmills@mhc.net">jmills@mhc.net</a>
<b>Vice President</b>	<b>Donald Kinloch</b> <a href="mailto:dekinloch@msn.com">dekinloch@msn.com</a>
<b>Treasurer</b>	<b>Alan McColl</b> <a href="mailto:amccoll@charter.net">amccoll@charter.net</a>
<b>Secretary</b>	<b>Gloria Veltman</b> <a href="mailto:smblt@charter.net">smblt@charter.net</a>
<b>Member-At-Large</b>	<b>Cindy Fricke</b> <a href="mailto:cindyfricke@sbcglobal.net">cindyfricke@sbcglobal.net</a>
<b>Member-At-Large</b>	<b>Jane Arney</b> <a href="mailto:janellena@yahoo.com">janellena@yahoo.com</a>
<b>Facebook</b>	<b>Lee Gwyn</b> <a href="mailto:leeelengwyn@charter.net">leeelengwyn@charter.net</a>

**St. Andrews Society of NW Michigan Membership Form**

The SASNM is a non-profit organization founded in 1997. Annual dues are \$20 per household. Please send checks to SASNM, PO Box 2303, TC 49685.

Name(s) \_\_\_\_\_ Clan (if any) \_\_\_\_\_

Home Phone # \_\_\_\_\_ Cell \_\_\_\_\_

**Address (if new member)**

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**Email address (if new)**

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We look forward to your participation. {If you are renewing, a big thank you as well.} We look forward to seeing you at the next gathering and will alert you of upcoming events through our newsletter and Emails.